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2006 nissan sentra se-r spec v engine

W Hen Petrolheads are looking for a cheap, practical and reliable daily driver, they don't have many options. They're all generally forbidding a Honda Civic boring like a Toyota Corolla or Heaven (no offense to any civilian fan.... I drive one). They usually come to offer a fun factor wanting something like a 350Z or G35. The Centra SE-R Spec-V, on the other hand, is fun and practical. The car was produced from 2002-2012 and lasted for two generations. 1st Generation (2002-2006) T He centra se-r spec-v's first generation was produced on the B15 Sunny platform from 2002-2006. The car had different visual differences for a normal centra. It had black headlight housing, a dual-tipped exhaust, alloy rims, and a body kit inspired by the now legendary Horizon GT-R. Inside there is also a slightly Horizon GT-R effect on the SE-R Spec-V. The front seats were inspired by skyline GT-R seats as well as an R34 GT-R inspired laborer. This naturally asperperated inline-4 engine from car produced 175hp and 180lb.ft torque was sent to front wheels exclusively via a 6-speed manual transmission allowed for a 7.1 0-60 time power and featured a limited slip gap. In 2004, Centra received a mid-life facelift and had a more sleeper look. Also for the 04-06 model year, Nemo R Tune and S Tune packages were available. These are rare and you will be lucky to find one. A decent 1st Gen SE-R device-V will only set you back around \$1,800-\$5,000 on average. 2 004 Nissan Centra SE-R Device-VT He was a decent move from the second generation SE-R Device-V previous generation. The redesigned engine was good for 200hp and 180lb.ft of torque. Once again, the power was sent exclusively to the front wheels via a 6-speed manual gearbox. The 0-60 time was reduced to 6.7 seconds and it ran a 15.1 second 1/4 mile. Everything else about the Centra SE-R Spec-V remained the same as the previous generation. These models can be found in decent condition for between \$5,000-\$10,500. W Hi it's a great purchase to make these centras for good sleepers and track weapons. They have a good amount of offmarket support. Some people have pushed out around 600hp of these car's smaller engines. Because how cheap you can be for these things, and free support, it's not a bad option to start track driving if you haven't already done so. After 2012, Nissan hasn't built a Centra SE-R Device-V, I would love to see it come back, but I doubt it will. Fortunately, Nissan has been the Centra Nemo for almost two years now and it seems to follow the same recipe as the SE-R Device-V which is a very, very good thing. W Hat What do you guys think of centra se-r device-v? I know in the comments. Also, don't forget to bump up this post and join my tribe, for more articles of forgotten cars like this lost in transmission. Car Models Centranisan Centra Sunny (1982-2006) Nissan Tsuruo (1992-2017) Nissan Silfi (2013-present) Nissan Pulsar (2013-2017) Production1982-Presentb The Di and ChassisClassesSubCompact Car (1982-1999) Compact Car (1999-present) Chronology Dixore Santosun Sunny (B310) Nissan Centra is a car produced by Nissan from 1982. Originally subcompact in classification, it was reclassified as a compact car for the model year 2000. As of 2006, Centra was a reposted export version of the Japanese Nissan Sunny, but since the 2013 model year, Centra is a ribbed export version of the Nissan Silfi B17. Centra nameplate is not used in Japan. Many other countries in South America sell their versions of Sunny as Centra. In Mexico, the first three generations of Centra were known as the Nissan Tsurru (Japanese for Crane), and the B13 model was sold until 2017 under the name, with updated models badged as Centra. In North America, the Centra currently serves as the Nissan Compact Car, despite being rated as a mid-sized car by the EPA due to its interior volume since the 2007 model year. While previous centras were subcompact, Centra has grown over the years, with the Nissan Versa turning Centra into an entry-level area. The name Centra was made for Nissan by Ira Bachrach of NemaLab, and describes the Bachrach origins Nissan wanted consumers to understand that it was safe enough, even though it was small. The word centra sounds like central as well as sentry, which evokes images of security. [1] First generation (B11; 1982) First generation (B11)OverviewAlso calledNissan SunnyNissan TsuruProduction1982–1986AssemblyJapan: Zama, Kanagawa[2]Mexico: Cuernavaca, Morelos (1984-1987)[3]United States: Smyrna, Tennessee[2]Body and chassisBody style2/4-door sedan3-door hatchback coupe5-door station wagonLayoutFront-engine, front-wheel-drivePowertrainEngine1.5 L E15 I4 (gasoline)1.6 L E16 I4 (gasoline)1.7 L CD17 I4 (diesel)Transmission4-speed manual5-speed manual3-speed automaticDimensionsWheelbase94.5 in (2,400 mm)Length167.3 in (4,249 mm)Width63.7 in (1,618 mm)Height54.5 in (1,384 mm)Weight53.5 in (1,359 mm) (wagon) 1985–1986 Nissan Sentra two-door sedan 1985–1986 Nissan Sentra 4-door sedan 1985–1986 Nissan Sentra wagon Interior The first generation of the Nissan Sentra was introduced in the United States in May 1982 as a direct replacement for the Datsun 210. [4] The model was initially imported from Japan, where it was produced at the Zama plant. [2] Available in four body styles (two-door sedan, four-door sedan, five-door wagon and three-door hatchback coupe), it was the second car marketed in the US under Nissan's nameplate and used the model name instead of a number. The first was the Nissan Stanza, which was introduced as a 1982 model at the 1981 New York Auto Show. While the last sunny A front-engine, rear-wheel-drive layout, the B11 Centra previously used front-engine, front-wheel-drive layout. The engine option was 67 hp (50 kW) (E15) 1.5L four cylinder SOHC. [5] replacing the old A-series OHV. It featured a semi-double exhaust manifold to provide strong torque over semi-hemisphere combustion chambers, high-vortex intake port and low and medium RPM ranges. Torque peak was 85 lbs (115 nm) at 3200 rpm. The transmission options were three-speed automatic with four-speed manual, 5-speed manual or lock-up torque converter. The drag coefficient was 0.39 for the coupe and 0.40 for 2 and the 4th door sedan. [5] At the time of its release, the Environmental Protection Agency (EPA) delivered the highest gasoline advantage among Centra MPG gasoline-powered cars that sold in time, 43 miles per gallon in the city and 58 miles per gallon in the highway, a combined 48 miles per gallon. [6] Only to prevent the weight of 1875 pounds it helped achieve that number. Centra MPG was a special configuration that included a three-way exhaust catalyst and an electronically controlled fuel metering unit to automatically monitor the air-fuel mix and make adjustments to boost fuel profit. [7] Trim levels were standard, deluxe and XE, while the price range was between US\$4,949 for a base two-door sedan of up to US\$6,899 for the two-door XE hatchback coupe. Standard equipment on all models were four-wheel independent suspension, front disc brakes and rear drum, rack and pinion steering, maintenance-free battery, rear ashtray and bucket seats. Deluxe models added halogen headlamps, remote locking gas filler door, carpet trunk and rear wiper-washer on the wagon. Deluxe and XE offered tinted glass, trip odometer, vanity mirror, dual remote mirror and door trim. The XE cut stack carpet, analog quartz watch, remote rear window opener, low fuel warning light, AM-FM Clarion stereo radio, power steering, tachometer and 155/13 whitewall radial tires offered. [6] Sunroof was available as an alternative. Centra quickly became a success, partly due to the appeal of low fuel consumption. In its first year of sales, it was already the best-selling import in the U.S. and the fourth best-selling passenger car overall (with the first 210), selling both cars with 191,312 units. [8] Centra finished the year 1983 as the eighth most sold passenger car, with 209,889 units. [9] The 1983 model-year introduced the 1.7L CD-17 I4 diesel engine, which was found with a four-speed manual transmission. In addition, the 1.5L was replaced by 69 hp (51 kW) 1.6 L E16 as the standard engine, available with a five-speed manual or three-speed automatic. Later that year, Centra also found an electronically controlled carburetor. [10] In April 1985, Nissan began production of Centra at the Smyrna, Tennessee plant after an investment of US\$85 million. [2] 1985 Model Year Minor Changes: Aerodynamically styled headlamps, a new grille and blackwall tires replace the old Whitewall tire. A sporty SE option was introduced. The SE was only available in the two-door hatchback model and included alloy wheels, black lower body paint and black out grille. Also, automatic transmission was optional on all centras except two-door base sedans, MPG diesel and SE wells. Prices were starting at US \$5,499. [11] Soon after, diesel engines were shut down in the U.S. market. Consumer Reports magazine ranked B11 reliability as better than average in 1985. [12] Regarding the safety of the B11 model, it was ranked the seventh safest car in the rankings created by the Center for Auto Safety in 1983, which examined the National Highway Traffic Safety Administration (NHTSA) test, consisting of frontal accidents at 35 mph. [13] Mexico In 1984, Santa nissan Tsuru as Nissan entered production at the Cuernavaca plant of Mexicana. It was built there until 1987 when it was replaced by the next generation: The first Tsuru was built in Mexico in a total of 210,565. [3] Second Generation (B12; 1985) Second Generation Overview Also Nenissan SunnyNissan TsuruProduction1985-1990Vially United States: Smlrna, TennessyMexico: Cuernavaca, MorelosJapan: Oppama Plant, Yokosuka, Kanagawa Philippines: Santa Rosa, Lagunabody and chassisBody style2/4-door sedan3-door hatchback5-door station wagon3-door hatchback coupeLayoutFront-engine, front-wheel drive/four-wheel driveLayoutFront-engine, front-wheel-drivePlatformNissan B platformRelatedNissan SunnyNissan PreseaNissan NXPowertrainEngine1.295 cc GA13DS I4 (Philippines)1.392 cc GA14DS/DE I41597 cc E16 I41597 cc GA16DE I41998 cc SR20DE manual3-speed RL3F01A automatic (1.6L)4-speed RL4F03A automatic (1.4L, 1.6L)181hp4-speed RL4F03V automatic (2.0L)(1991-1993)19944-speed RE4F03V automatic (2.0L)(1994[18])DimensionsWheelbase95.7 in (2,431 mm)Tsuru: 2,430 mm (95.7 in)Length170.3 in (4,326 mm)Tsuru: 4,325 mm (170.3 in)Width65.7 in (1,669 mm) (1993–94)65.6 in (1,666 mm) (1991–92)53.9 in (1,369 mm) (coupe ∓ 1991–92 sedan)54.1 in (1,374 mm) (1993–94 sedan)Tsuru: 1,650 mm (65.0 in)Height53.0 in (1,346 mm)Tsuru: 1,381 mm (54.0 in)Curb weight2 door: 2,266 lb (1,028 kg)4 door: 2,288 lb (1,038 kg) The sedan came standard with the fuel-injected 110-126 hp (94 kW) and 108 pound-feet (146 N·m) 1.6-liter 16-valve 4-cylinder GA16DE engine. It came in base models, E, XE, SE and GXE. GXE came with power packages like power window/lock/mirror while came with XE, SE, SE-R standard or optional sunroof and alloy wheels. The four-door model came with the front motorized shoulder seat belt. The short-lived three-door hatchback of the B12 Centra was not replaced in this generation, and the Sporting Coupe version was replaced by the Ovoid Nissan NX. For the 1992 model year (August 1991 - July 1992 production), vanity mirrors and black body-side moldings on a passenger side became standard on the Centra 2-door. The value option package (air conditioning, cruise control and a stereo system) was extended to SE models. The optional three-speed automatic in the E Coupe was dropped and an optional 4-speed automatic steering wheel and shift knob and even limited-slip-gap by 1997. The SE sedan received all performance parts (minus the limited-slip differential) in 1998 with Centra SE. The SE sedan came with the same 2.0-liter SR20DE engine as the SE-R. This generation has seen End of assembly in Smyrna, Tennessee. Engine GA16DE: 1.6 (1,597 cc) DOHC available at 6,000 rpm, 110 lb ft with a 6,900 rpm redline and 115 hp (86 kW), 4,000 rpm, 5-speed manual/4-speed; Automatic 30/40mpg 5sp. Man., 28/37 Asp. Auto. Acceleration at 0-60 mph in 8.5 seconds for a 95 GXE MT (car and driver 6/95). SR20DE: 2.0 (1,998 cc) DOHC with a 7,300 rpm redline and 140 hp (100 kW) with 6,400 rpm, 4,800 rpm SE and 200X SE-R at 132 lb ft; 23/31mpg 5-speed manual, 23/30 4-speed automatic, 0-60 mph in 8.1 seconds. Year-on-Year Change 1995: The 1995 model above base, XE, GXE, line GLE saw minor redesign of the rear light assembly. 1996: 1997: Base, XE, GXE, Top of line GLE 1998: Base, XE, GXE, (new) SE, GLE 1998 model year rear light saw a small redesign of assembly, mainly reverse indicator lights. The front grille was turned into a large plastic lattice from horizontal bars in 1998. In 1998, the GXE was upgraded to include 14-inch alloy wheels, the GLE also came with 14-inch wheels, and the SE and special edition came with 15-inch alloy rims with the 200SX SE-R. 1999: XE, (limited edition) for GXE, se in 1999 the front grille was changed yet again, this time replaced to reduce an oval slot between headlights from a grille. 1998 Nissan Centra GXE (US) 1999 Nissan Centra GXE (US) Philippine Edition (1995-2002) * FE - GA13DS: 1.295 cc DOHC 16-Valve Carburetor (Power Steering Only, * Ex-salon - GA14DE: 1.392cc DOHC 16-valve EFI (with power steering only, stereo) * Super Salon - GA16DNE: 1.597 cc DOHC 16-valve EFI (all power, Due to the success of the Super

