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Welcome to JDM World

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The 25-Year Cooling Period

There is a 25-year waiting period to import JDM cars. You can import a JDM car in the US only 25 years after it was released in the Japanese Domestic Market. So until very recently, even the Skyline GT-R was illegal in America.

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A close-up photograph of the front right side of a red sports car, showing the headlight, side mirror, and a "PurOil" decal on the rear window.[About JDM World](#)[History of JDM](#)[Famous JDM build](#)[Feedback](#)

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A blurred background image showing the interior of a car, likely the dashboard and steering wheel, with sunlight streaming through the windows.

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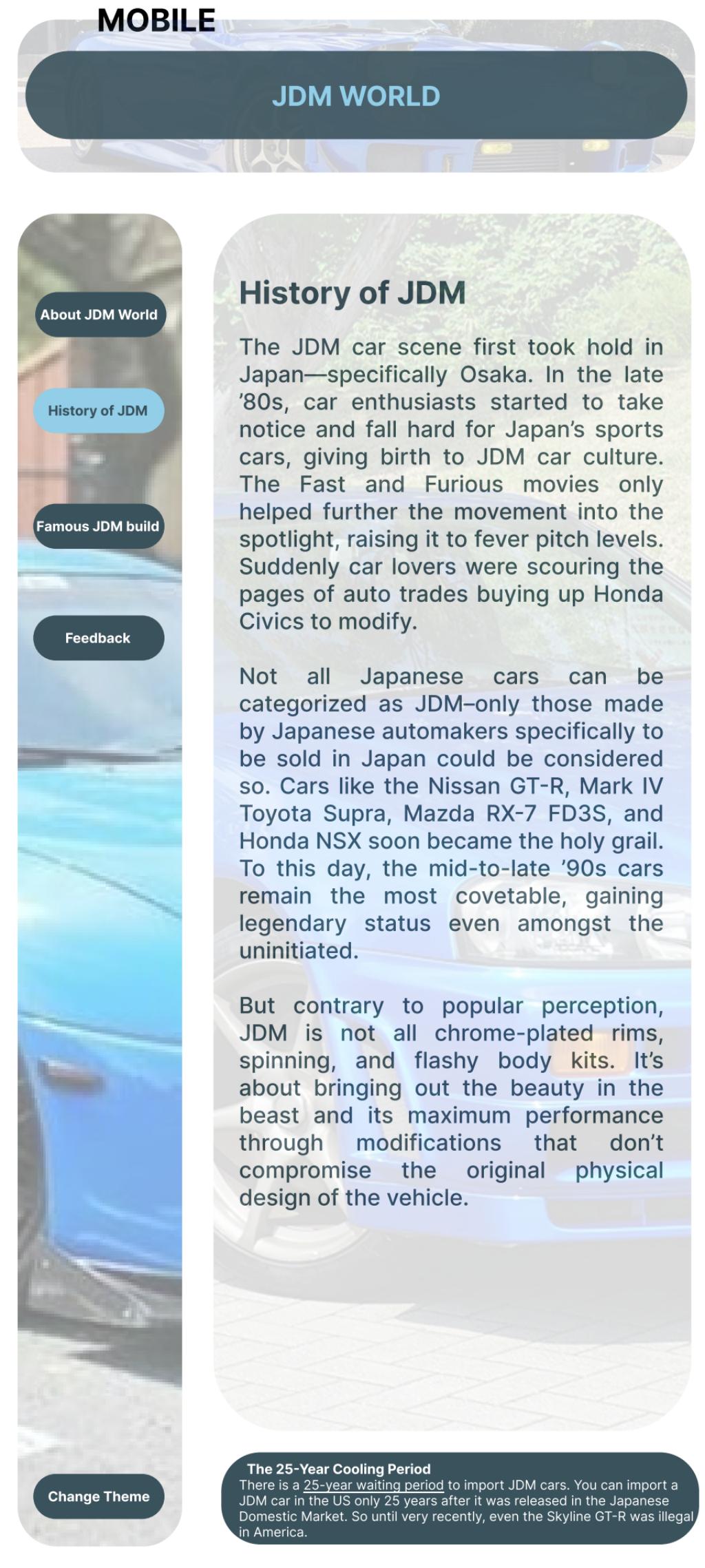
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A blurred background image showing the front view of a light-colored car, possibly a Honda Civic, with its headlights and grille visible.

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COLOR PALLETE

Blueberry Blue

#FFFFFF

#3A535C

#92CEED

Grass Green

#FFFFFF

#435C49

#95cda3

Raging Red

#FFFFFF

#5c3437

#F7848C

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Welcome to JDM World

The term JDM originally represented cars sold primarily in Japan, but it has come to mean any high-performance Japanese model, where a new or used car sold exclusively in Japan or in multiple global markets, including the U.S. and Canada

That started to change in the 1980s, as sporty two-door coupes like the Honda Prelude, Mazda RX-7, Nissan 240SX, and Toyota Supra and Celica joined the Nissan 300ZX in U.S. showrooms. But the real pivot toward JDM vehicles came in the 1990s, when magazines like Sport Compact Car and Super Street focused on the growing enthusiasm for Japanese “tuner cars” and the enthusiast culture forming around them. The Acura Integra, Honda Civic, Mitsubishi Eclipse, and Nissan 240SX were among the most common models featured in these magazines.

The growing popularity of those American market magazines was conveniently timed with a wave of Japanese supercars coming to U.S showrooms, such as the all-new Honda NSX (badged as an Acura in the U.S.) and Mitsubishi 3000GT VR4. The 1990s also saw substantial horsepower and chassis upgrades to existing U.S-market Japanese sports cars like the RX-7, Supra, and 300ZX, many of them now featuring twin-turbo engines and successfully competing in high-profile motorsports activities.

JDM Vs. J-Spec

The cars and parts Japan makes for Japan, to be sold only within the international borders, are JDM cars. The cars and parts the Japanese automakers make for international markets, like the USA, which are called J-Spec.

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History of JDM

The JDM car scene first took hold in Japan—specifically Osaka. In the late '80s, car enthusiasts started to take notice and fall hard for Japan's sports cars, giving birth to JDM car culture. The Fast and Furious movies only helped further the movement into the spotlight, raising it to fever pitch levels. Suddenly car lovers were scouring the pages of auto trades buying up Honda Civics to modify.

Not all Japanese cars can be categorized as JDM—only those made by Japanese automakers specifically to be sold in Japan could be considered so. Cars like the Nissan GT-R, Mark IV Toyota Supra, Mazda RX-7 FD3S, and Honda NSX soon became the holy grail. To this day, the mid-to-late '90s cars remain the most covetable, gaining legendary status even amongst the uninitiated.

But contrary to popular perception, JDM is not all chrome-plated rims, spinning, and flashy body kits. It's about bringing out the beauty in the beast and its maximum performance through modifications that don't compromise the original physical design of the vehicle.

The 25-Year Cooling Period

There is a 25-year waiting period to import JDM cars. You can import a JDM car in the US only 25 years after it was released in the Japanese Domestic Market. So until very recently, even the Skyline GT-R was illegal in America.

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