**Jdm cars**

**Nissan**

The Nissan Skyline is a brand of automobile originally produced by the Prince Motor Company starting in 1957, and then by Nissan after the two companies merged in 1967. After the merger, the Skyline and its larger counterpart, the Nissan Gloria, were sold in Japan at dealership sales channels called Nissan Prince Shop.

The Skyline was largely designed and engineered by Shinichiro Sakurai from inception, and he remained a chief influence of the car until his death in 2011.

*SKYLINE R32*

The Skyline had been through many phases, but it was in 1989 that the real precursor to the GT-R of today was introduced. The R32 Skyline had all-wheel drive and the famed Nissan RB26DETT inline six that pumped out 280 horsepower. It still wasn’t sold in America, but the JDM (Japanese Domestic Market) model was and still is a legend in the American tuner community, and a lucky few aficionados were able to legally import them to the States and had them modified to meet US emissions regulations. A stripped-down version of the R32 entered the Japanese Touring Car Championship in 1989 and won every race it started—29 in a row—over the next four seasons. The legend of the GT-R was truly born on those racetracks.

*SKYLINE R33*

After first appearing to the motoring world as a prototype at the Tokyo Motor Show in 1993, the R33 Skyline GT-R was finally launched to the public in January 1995 with a 6-cylinder inline engine.

In its evolution from the R32, the R33 Skyline GT-R became a faster, more stable and fun car, thanks to the highly improved body stiffness, better weight distribution and optimized traction control provided by the new 4WD system “ATTESA E-TS PRO”.

*SKYLINE R34*

The R34 Skyline GT-R was introduced in 1998, and was available from 1998-2002. A technologically advanced display unit set the model apart, while it’s RB26DETT twin-turbo I6 engine produced an impressive horsepower. The shorter wheelbase and more streamlined body of the R34 helped it to achieve even higher performance than its predecessors.

<https://www.nissanusa.com/experience-nissan/news-and-events/evolution-from-skyline-to-gt-r.html>

**Honda**

*CIVIC EK9*

The first generation was introduced in August 1997, also known as the EK9, and was only available in Japan. The interior is featured with a titanium shift knob, a “Type R” badge on the floor mats, red door card trims, MOMO leather-wrapped steering wheel, red Recaro seats, power steering, and driver and passenger airbag.

EK9 refers to the first Civic Type-R, which is based on the sixth generation of the Honda hatchback. Under the bonnet is a 1.6-litre B16B four-pot producing 182bhp at a screaming 8200rpm. That’ll get you from 0-62mph in around six seconds.

<https://blog.beforward.jp/car-review/honda-civic-type-r.html>

*INTEGRA TYPE-R*

The Honda Integra is a sports coupe that was manufactured from 1985 to 2007. The 2-door sporty shape is a 4-passenger passenger cell and has been characterized by powerful engines throughout its career. At home, the third-generation Type-R model is known and recognized. Contrary to beliefs, the third generation, already known and popular in Hungary, was introduced in 1993, not only in our country, but in Japan. In 1994, it also received the Acura brand in America. He came to us after 97. Engines: 1.8-liter B18B with 142 horsepower, the GS-R model received the B18C1 VTEC engine, which had 170 horsepower, and the Japanese Si integra the B18C engine, which had 180 horsepower, and later this served as the basis for the Type-R version. In 1995, the already mentioned Type-R model was introduced in Japan, and in 1997 it became available on other continents. Only this one model came to us. Its 1.8-liter b18c5 engine was capable of delivering 190 horsepower. The type-R was the pinnacle of the Integra line. It could only be ordered with a 5-speed manual transmission, its interior was given a fiery red upholstery after 99. Not only has the engine changed, but also the intake and exhaust side have been redesigned, creating a perfect sports machine. Disc brakes on the front and rear provided deceleration, and a distinctive rear wing made the car really striking, which had more than just a design role. The transmission was very similar to the Honda Civic VTI transmission, but it also got LSD (Limited Slip Differential) in other words sperdifit.

<https://www.csepelihondabonto.hu/Integra>

*ACCORD TYPE-R*

The Honda Accord Type R belonged to a category of car that effectively no longer exists: the sports saloon. Once populated by Mercedes 190 2.3s, Peugeot 405 Mi-16s and brawny but compact six-cylinder 3-series, their modern equivalents have grown portly, the more blue-collar models have been absorbed by crossovers, and M3s and C63s now occupy a different space entirely.

We can be thankful to Honda then for having a proper go at it before the segment disappeared. Just as they did with the Civic and Integra, Honda’s engineers turned their humdrum family wagon into a lighter, more focused sports car, complete with screaming engine, less weight and sharper handling.

That made the Accord Type R one of our favourite sports saloons at the time, up there with Impreza Turbos and Mitsubishi Lancer Evos, and with nothing quite like it on the modern market, it’s still a desirable performance car today.

The arrival of the Accord Type R in 1998 then was something of a surprise. While it shared the same bodywork as its conventional counterpart – Honda’s ‘CH1’ chassis designation, an Accord developed specifically for the European market – it seemed to share little under the skin beyond its basic double-wishbone layout, a Honda staple.

<https://www.evo.co.uk/honda/accord/202609/honda-accord-type-r-review-history-prices-and-specs>

**TOYOTA**

*SUPRA MK4*

Toyota is certainly a well-recognized name in the automotive industry. The company is well known for producing great cars throughout its history. The Toyota Supra is no exception. The Toyota Supra has a long and colorful history and continues to be a car that is enjoyed today. Toyota Supra owners would do well to have the Toyota Supra repair manual on hand to make sure their car is running smoothly. The Toyota Supra MK4 is no exception.

By the time Toyota rolled out the 4th generation of the Supra, they were ready to make some drastic changes. It was in this generation that Toyota began to redesign the Supra to be a more serious sports car.

To go along with the newly released sports performance Supra, Toyota also added some new touches besides the engines.

This MK 4 generation was equipped with a new 6-speed Getrag/Toyota V160 gearbox. This new gearbox was added to the turbocharged models. The naturally aspirated engines were given a 5-speed manual W58 transmission. Each model was also available with a 4-speed automatic as well.

<https://www.emanualonline.com/blog/the-ultimate-guide-on-the-twin-turbo-toyota-supra-mk4/>

*chaser jzx100 tourer V*

The Toyota Chaser Tourer V is a manual transmission, rear wheel drive saloon (sedan) with a turbo. You could consider it as a saloon version of the Toyota Supra. The Chaser featured in the Japanese Touring Car Championship and for some reason a lot of them have ended up as drift cars!

Introduced in 1977 and retired in 2001, even the youngest Chaser may be too old to warrant serious consideration by today’s Japanese import car buyer. I’ve decided to include the Chaser because I think they look great and they have the ever appealing combination of front engine, rear wheel drive, manual transmission and a turbo. That’s quite a few boxes ticked already for many people!

The JZX100 was the last version of the Chaser and was produced between 1996 and 2001.

<https://andrewsjapanesecars.com/toyota-chaser-jzx100-tourer-v/>

*AE86*

The Toyota Corolla AE86, or, as its commonly known, “AE86” or just “86”, is arguably one of the most famous cars of all time. It’s listed along with the GT-R, Mustang, and RX-7. The body of the vehicle is iconic and instantly recognizable, and the engine note can be recognized from miles away. There are some who might see this vehicle as just any other Corolla from the 1980’s; however, auto enthusiast will be the first to tell you that The Eight-Six is much more. The Toyota Corolla AE86 is an absolute legend. The vehicle has gone on to inspire many racers throughout the world, while, at the same time, remaining relevant in popular culture by appearing in the Fast and The Furious film franchise and the popular manga Initial D. In fact, it is because of its continued popularity that the AE86 continues to have a high resale price despite it being over 30 years old. In recent years, Toyota released the Toyota 86, a successor to the historic AE86.

<https://blog.protectmycar.com/toyota-corolla-ae86>

**ENGINES**

*RB26DETT*

The alphabet soup actually means something: "RB" was Nissan's '80s-generation inline-six engine family, although the RB26DETT bears only a passing resemblance to other RB engines in the marque's inline-six family; "26" is the displacement (2.6 liters, or 158-cu.in.); "D" is for the double overhead-cam valvetrain layout; "E" is for electronic fuel injection (or possibly for the German name for fuel injection, einspritzer); "TT" stands for twin turbo.Rather than a tweaked street engine, the RB26DETT was a race engine, its bore and stroke carefully calculated for FIA Group A touring-car racing dominance, then detuned for the street. Its big bore and short stroke (86-mm bore, 71.7-mm stroke) means that it yearns to rev clear through its 8,000-rpm redline. Cast pistons had oil squirters to help cool them down, exhaust valves were sodium-filled, and the valve actuation was via solid lifters. The RB26DETT had six individual throttle-bodies— really three sets of two-throat throttle bodies—mounted to the side of the block in the manner of side-draft carburetors of ye olden days of yore. The RB26DETT is rated at 276 hp. This is a lie. In Japan, car manufacturers worked under a voluntary "gentlemen's agreement" that they wouldn't advertise cars with more than 280 pferdestärke (an internationally recognized power measurement that works out to 276 hp). Engines may well make that power, but they wouldn't be advertised as such; this would be downplayed so that the car companies could seem like more responsible corporate citizens. (The agreement has since dissolved.) A hint is the engine's increased torque rating through the years: R32 versions were rated at 260 lb-ft, with torque increasing to 289 lb-ft with the R34 of the early 2000s—all while the power rating remained rock steady. We suggest that Nissan didn't swap horsepower for torque, but that they found more of both, and under-reported the numbers. What's more, stock engines were given a boost restrictor that limited engines to 10 pounds of boost. Remove this small brass plug from the line, and you're up to 14 pounds of boost and another 10 percent (or more) power is freed up on the top end. The RB26DETT put out between 300 and 350 hp, depending on year, state of tune, and whether the boost restrictor is in place.

<https://www.hemmings.com/stories/article/nissan-rb26dett>

*2JZGTE*

To make the Toyota Supra MK4 a more high-performance car, Toyota began to use 2 engines in the Supra. The first engine that they used was the 2JZ-GE engine. This was a naturally aspirated engine. This type of engine does not rely on forced induction through a turbocharger. It gets its power when the internal combustion gets power from its oxygen intake, which depends solely on atmospheric pressure. This is a type of engine used by sports car because it helps to avoid turbo lag. This engine was capable of 220hp.

The MK 4 also featured a twin-turbocharged 2JZ-GTE engine. This engine variation increased hp to 320. It is interesting to note that the twin turbochargers worked sequentially, instead of in parallel. It works by sending all of the exhaust first turbine, which results in reduced lag. At 3500 RPM, some exhaust is then rerouted to the 2nd turbine. By 4000 RPM, the second turbine’s output is used to augment the first one’s output. This resulted in a greater boost and enhanced torque. Using the twin turbos in this way gives a much higher RPM boost. To go along with this new engine, Toyota also added a new 6-speed gearbox.

*B18C*

The most sought after and arguably the most popular B-Series engine comes from the B18C family. The B18C engine inherits the best of all the B-Series has to offer, with a 1.8L displacement and DOHC VTEC technology. The B18C could be found in many different variations, similar to the B16A where the Japanese-spec engines were simply B18C, while the American-spec were B18C1s in the GS-R and B18C5s in the Type-R. Versions of the Japanese-spec B18C were found in both the popular Integra Si-R and Type-R. While there was no way to differentiate between the two engines, the Type-R B18C built 197 hp compared to the Si-R version’s 178 hp.

<https://www.cartechbooks.com/blogs/techtips/introductiontohondabseriesengines>

<https://bojanglesphoto.squarespace.com/bojanglesblog>