R30[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=17)]

|  |  |
| --- | --- |
| **R30** | |
| [Nissan Skyline R30 2000 RS Turbo-C 001.JPG](https://en.wikipedia.org/wiki/File:Nissan_Skyline_R30_2000_RS_Turbo-C_001.JPG) | |
| **Overview** | |
| **Also called** | Newman Skyline |
| **Production** | 1981–1985 406,432 units sold |
| **Assembly** | [Musashimurayama](https://en.wikipedia.org/wiki/Musashimurayama), Japan |
| [**Designer**](https://en.wikipedia.org/wiki/Automotive_design) | [Shinichiro Sakurai](https://en.wikipedia.org/wiki/Shinichiro_Sakurai) |
| **Body and chassis** | |
| [**Body style**](https://en.wikipedia.org/wiki/Car_classification) | 4-door [sedan](https://en.wikipedia.org/wiki/Sedan_(car)) 2-door [coupe](https://en.wikipedia.org/wiki/Coupe) 5-door [hatchback](https://en.wikipedia.org/wiki/Hatchback) 5-door [station wagon](https://en.wikipedia.org/wiki/Station_wagon) |
| [**Layout**](https://en.wikipedia.org/wiki/Automobile_layout) | [FR layout](https://en.wikipedia.org/wiki/FR_layout) |
| **Related** | [Nissan Laurel](https://en.wikipedia.org/wiki/Nissan_Laurel#Fourth_generation_.28C31.29_.281980.E2.80.931984.29) [Nissan Leopard](https://en.wikipedia.org/wiki/Nissan_Leopard_F30) |
| **Powertrain** | |
| [**Engine**](https://en.wikipedia.org/wiki/Engine) | 1,770 cc [*Z18S*](https://en.wikipedia.org/wiki/Nissan_Z_engine) I4 1,809 cc [*CA18E*](https://en.wikipedia.org/wiki/Nissan_CA_engine#CA18E) I4 1,952 cc [*Z20E*](https://en.wikipedia.org/wiki/Nissan_Z_engine) I4 1,990 cc [*FJ20E*](https://en.wikipedia.org/wiki/Nissan_FJ_engine) DOHC I4 1,990 cc [*FJ20ET*](https://en.wikipedia.org/wiki/Nissan_FJ_engine) DOHC [turbo](https://en.wikipedia.org/wiki/Turbocharger) I4 1,998 cc [*L20E*](https://en.wikipedia.org/wiki/Nissan_L_engine) I6 1,998 cc [*L20ET*](https://en.wikipedia.org/wiki/Nissan_L_engine) [turbo](https://en.wikipedia.org/wiki/Turbocharger) I6 2,393 cc [*L24E*](https://en.wikipedia.org/wiki/Nissan_L_engine) I6 2,753 cc [*L28E*](https://en.wikipedia.org/wiki/Nissan_L_engine) I6 2,792 cc [*LD28*](https://en.wikipedia.org/wiki/Nissan_L_engine) [diesel](https://en.wikipedia.org/wiki/Diesel_engine) I6 |
| **Dimensions** | |
| [**Wheelbase**](https://en.wikipedia.org/wiki/Wheelbase) | 2,615 mm (103.0 in) |
| **Length** | 4,620 mm (181.9 in) |
| **Width** | 1,675 mm (65.9 in) |
| **Height** | 1,385 mm (54.5 in) |

[](https://en.wikipedia.org/wiki/File:R30_skyline.JPG)

R30 EX Skyline

[](https://en.wikipedia.org/wiki/File:1981-1983_Nissan_Skyline_(R30)_2.4E_sedan_02.jpg)

1981–1983 Nissan Skyline (R30) 2.4E sedan (Australia)

[](https://en.wikipedia.org/wiki/File:1985_Nissan_Skyline_(R30)_Ti_2.4E_hatchback_(2015-07-06)_02.jpg)

1985 Nissan Skyline Ti hatchback (Australia)

The names were brought into line with the home Japanese and worldwide markets with the launch of the R30 series in August 1981, which was built on a C31 [Laurel](https://en.wikipedia.org/wiki/Nissan_Laurel) platform. Unlike preceding generations, four- and six-cylinder versions now shared a front end of the same length. The R30 was available as a two-door hardtop [coupe](https://en.wikipedia.org/wiki/Coupe), a four-door [sedan](https://en.wikipedia.org/wiki/Sedan_(car)), a five-door [hatchback](https://en.wikipedia.org/wiki/Hatchback) (available only in the R30 generation), or a four-door [station wagon](https://en.wikipedia.org/wiki/Station_wagon). In all, there were 26 variations of the R30 Skyline available.

All versions with the exception of the wagon were usually fitted with the four round tail lights that had become a regular feature to the Skyline's design. The wagon had different tail lights, headlights, and no turbo or six-cylinder versions available. It more closely resembled a Nissan Sunny than a Skyline. The two-door coupé had a [hardtop](https://en.wikipedia.org/wiki/Hardtop), pillarless design, and featured roll-down quarter windows for the rear seat passengers (a styling feature of the previous C10, C110, and C211 coupes), while four-door versions had a traditional sedan body style with framed windows.

Notably, configurations of the R30 sold in Australia and New Zealand were missing the traditional hotplate tail lights, instead opting for more conventional styling. Export markets also received some larger (albeit less powerful) engines, in the form of 2.4 and a 2.8 liter[inline-sixes](https://en.wikipedia.org/wiki/Straight-six_engine) of 120 PS (88 kW) or 139 PS (102 kW). The 2.8 was added in September 1982.[[20]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-TAM85-20)

Various engine configurations were available, initially ranging from the top of the line 103 kW SOHC 6-cylinder turbo [*L20ET*](https://en.wikipedia.org/wiki/Nissan_L_engine) to the 4-cylinder Z18S and 6-cylinder LD28 diesel versions at the other end of the scale. The all-new [16-valve DOHC](https://en.wikipedia.org/wiki/DOHC) [*FJ20*](https://en.wikipedia.org/wiki/Nissan_FJ_engine) engine debuted in late 1981, and was the first four-cylinder engine from any Japanese manufacturer to employ more than two valves per cylinder (see below). Some of the top spec models featured adjustable suspension dampers that could be adjusted while driving, this was another first for mass-produced JDM vehicles. Nissan Glorias and Laurels also used the L series engines, as well as some diesel (Laurel only) variants.

The R30 range was facelifted in August 1983 with various changes across the board; for example four-wheel [disc brakes](https://en.wikipedia.org/wiki/Disc_brakes) were now standard issue, instead of being optional for lower-spec models. Trim specifications were revised and the 4-cylinder Z18S engine was replaced with the newer CA18E. Features included upgraded interior trim, new front and rear bumpers, door-mounted wing mirrors (replacing the old 'hockey stick' fender mirrors), and smoked tail lights.

**Paul Newman Version**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=18)]

During 1983 the *Paul Newman Version* R30 was released to commemorate the association between Nissan and the actor [Paul Newman](https://en.wikipedia.org/wiki/Paul_Newman), who used to appear in promotional material, as well as race for the company during the late-1970s and early-1980s. The Newman Skyline was simply a top spec GT-ES turbo with signature embroidery and decals.

**RS**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=19)]

[](https://en.wikipedia.org/wiki/File:KDR30_Skyline_coupe_1983_facelift.jpg)

Facelift DR30 RS-Turbo Skyline, nicknamed "Iron Mask" for its distinctive front end treatment

[](https://en.wikipedia.org/wiki/File:LD4C4250.jpg)

DR30 RS-Turbo

Although making about the same power as the L20ET-powered *GT-ES* models, the version of the Skyline initially known as the *2000RS* was released on October 2, 1981 as more of a stripped-down lightweight racer, without as many luxury extras included (quoted curb weight was only 1,130 kg (2,490 lb)). These were equipped with the naturally aspirated 4-valve-per-cylinder DOHC [FJ20E](https://en.wikipedia.org/wiki/Nissan_FJ_engine) engine generating 110 kW (150 PS; 148 hp) of power at 6,000 rpm and 181 N·m (133 lb·ft) of torque at 4,800 rpm. The official Nissan chassis designation for all FJ20-powered models was **DR30**.

In February 1983 the DR30 range received a significant boost in performance with the introduction of the turbocharged [FJ20ET](https://en.wikipedia.org/wiki/Nissan_FJ_engine) engine in the*2000RS-Turbo*. Front brakes were also significantly upgraded to cope with the power increase. Now with 140 kW (190 PS; 188 hp) of power at 6,400 rpm and 225 N·m (166 lb·ft) of torque at 4,800 rpm on tap, the FJ20ET enjoyed new-found prestige as the most powerful Japanese production engine of its era.

Nissan sought to elevate the status of the DR30 Skyline as their new flagship model in light of this success, and it received a generous amount of changes to distinguish it from lesser Skyline models in August 1983. Interior equipment was significantly upgraded to now include electric windows, air conditioning and power steering as standard in the new RS-X model (for Extra) with an increased curb weight of around 1,235 kg (2,723 lb); gone were the days of the spartan, stripped-out race interior, although this could still be specified at time of purchase. But by far the most striking change to the RS was the new unique front end treatment, nicknamed *Tekkamen* (鉄仮面) or [**Iron Mask**](https://en.wikipedia.org/wiki/Man_in_the_Iron_Mask) by fans for its distinctive look. The headlights were considerably slimmer, and instead of a conventional grille the bonnet now sloped down to two narrow slits above a facelifted front bumper and airdam.[[21]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-21)

Further changes were made in 1984, most notably the addition of an intercooler, revised compression ratios and turbocharger exhaust housing to the [FJ20ET](https://en.wikipedia.org/wiki/Nissan_FJ_engine) powered model, now known as the *RS-Turbo C* and increasing output to 205 PS (151 kW) of power at 6,400 rpm and 245 N·m (181 lb·ft) of torque at 4400 rpm. An automatic transmission option was also added at this time, and changes to the "PLASMA Spark" ignition system followed in early 1985 towards the end of R30 production.

[](https://en.wikipedia.org/wiki/File:1987_Nissan_Skyline_2.0D_Van_(9994226866).jpg)

Nissan Skyline (R30) van (Japan)

To this day the FJ20-powered R30 Skyline remains a cult car both at home and overseas (there are still dedicated "one make" drag racing events for this model in Japan), and is credited with rejuvenating the Skyline brand in the early 1980s. It also paved the way for the eventual re-introduction of the legendary GT-R badge, markedly absent since the end of C110 Skyline production in 1973.

The DR30 achieved success in Australian [touring car racing](https://en.wikipedia.org/wiki/Touring_car_racing) during the mid-1980s. The factory backed [Peter Jackson Nissan Team](https://en.wikipedia.org/wiki/Gibson_Motor_Sport) made its [Group A](https://en.wikipedia.org/wiki/Group_A) debut in the opening round of the [1986 Australian Touring Car Championship](https://en.wikipedia.org/wiki/1986_Australian_Touring_Car_Championship), and over the 10 round series, lead driver[George Fury](https://en.wikipedia.org/wiki/George_Fury) would win four of the rounds and it was only unreliability in the first two rounds that cost Fury the title, finishing only 5 points behind the [Volvo 240T](https://en.wikipedia.org/wiki/Volvo_200_series#Motorsport) of [Robbie Francevic](https://en.wikipedia.org/wiki/Robbie_Francevic). Fury then went on to finish second to the [BMW](https://en.wikipedia.org/wiki/BMW_E24) of [Jim Richards](https://en.wikipedia.org/wiki/Jim_Richards_(racing_driver)) in the [1986 Australian Endurance Championship](https://en.wikipedia.org/wiki/1986_Australian_Endurance_Championship), winning four of the six rounds, though failures to finish in the opening round at [Amaroo Park](https://en.wikipedia.org/wiki/Amaroo_Park) in [Sydney](https://en.wikipedia.org/wiki/Sydney), as well as a DNF at the [James Hardie 1000](https://en.wikipedia.org/wiki/1986_James_Hardie_1000) at [Bathurst](https://en.wikipedia.org/wiki/Mount_Panorama_Circuit) cost him the title. Team driver [Garry Scott](https://en.wikipedia.org/wiki/Garry_Scott) would put the DR30 on pole for the James Hardie 1000 before going on to finish third with young charger [Glenn Seton](https://en.wikipedia.org/wiki/Glenn_Seton).[[22]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-22) Despite missing out on the drivers title, Nissan would win the [1986 Australian Manufacturers' Championship](https://en.wikipedia.org/wiki/1986_Australian_Manufacturers%27_Championship) from BMW. Fury finished off 1986 by finishing second to the [V8](https://en.wikipedia.org/wiki/Holden_V8_engine) [Holden Commodore](https://en.wikipedia.org/wiki/Holden_VK_Commodore) of [Allan Grice](https://en.wikipedia.org/wiki/Allan_Grice) in the Group A support race for the [Australian Grand Prix](https://en.wikipedia.org/wiki/1986_Australian_Grand_Prix) in [Adelaide](https://en.wikipedia.org/wiki/Adelaide_Street_Circuit).

Fury was joined in [1987 Australian Touring Car Championship](https://en.wikipedia.org/wiki/1987_Australian_Touring_Car_Championship) by Glenn Seton. While Fury had a frustrating first half of the championship, Seton would battle it out with the [BMW M3](https://en.wikipedia.org/wiki/E30_M3) of Richards for the title. The series came down to the last race at Sydney's [Oran Park Raceway](https://en.wikipedia.org/wiki/Oran_Park_Raceway) where Richards used the nimble M3 to defeat Seton and win his second[ATCC](https://en.wikipedia.org/wiki/Australian_Touring_Car_Championship) in three years. With Fury finishing third in the championship, this saw Nissan sharing victory with [BMW](https://en.wikipedia.org/wiki/BMW) in the [1987 Australian Manufacturers' Championship](https://en.wikipedia.org/wiki/1987_Australian_Manufacturers%27_Championship).[[23]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-23) The final competitive race for the Peter Jackson Nissan DR30's came in the Group A support race for the [1987 Australian Grand Prix](https://en.wikipedia.org/wiki/1987_Australian_Grand_Prix) in Adelaide where Fury again finished second behind the [Ford Sierra RS500](https://en.wikipedia.org/wiki/Ford_Sierra_RS500) of [Dick Johnson](https://en.wikipedia.org/wiki/Dick_Johnson_(racing_driver)).

The 340 bhp (254 kW; 345 PS) DR30 continued to be used by privateer racers in Australian touring car racing until 1989.

Models: (Japan)

[](https://en.wikipedia.org/wiki/File:R30-pnv.jpg)

*Paul Newman Version*bonnet decal

* **1800TI** – 1.8 L [*Z18S*](https://en.wikipedia.org/wiki/Nissan_Z_engine#Z18) SOHC I4, 105 PS (77 kW), later models 1.8 L [*CA18E*](https://en.wikipedia.org/wiki/Nissan_CA_engine#CA18E) SOHC I4, 115 PS (85 kW)
* **2000TI** – 2.0 L [*CA20E*](https://en.wikipedia.org/wiki/Nissan_CA_engine#CA20E) SOHC I4
* **2000TI** – 2.0 L [*Z20E*](https://en.wikipedia.org/wiki/Nissan_Z_engine) SOHC I4
* **2000GT** and **Passage** – 2.0 L [*L20E*](https://en.wikipedia.org/wiki/Nissan_L_engine) SOHC I6
* **2000GT Turbo**, **Passage** and **Paul Newman Version** – 2.0 L [*L20ET*](https://en.wikipedia.org/wiki/Nissan_L_engine) turbo I6, 140 PS (103 kW, 206 N m)
* **RS** – 2.0 L [*FJ20E*](https://en.wikipedia.org/wiki/Nissan_FJ_engine) DOHC I4, 150 PS (110 kW, 181 N m)
* **RS-X** and **RS-X Turbo C** – 2.0 L [*FJ20ET*](https://en.wikipedia.org/wiki/Nissan_FJ_engine) DOHC turbo I4, 190 to 205 PS (140 to 151 kW, 225 to 245 N m)
* **200D GT** – 2.0 L *LD20* SOHC I4 [Diesel](https://en.wikipedia.org/wiki/Diesel_engine)
* **280D GT** – 2.8 L *LD28* SOHC I6 [Diesel](https://en.wikipedia.org/wiki/Diesel_engine)

R31[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=20)]

|  |  |
| --- | --- |
| **R31** | |
| [Nissan Skyline R31 2000 GTS-R 002.jpg](https://en.wikipedia.org/wiki/File:Nissan_Skyline_R31_2000_GTS-R_002.jpg)  R31 Nissan Skyline Coupe 2000 GTS-R | |
| **Overview** | |
| **Also called** | 7th SKYLINE(1985–1987) Nissan Pintara (Australian 4-cylinder models). |
| **Production** | 1985–1989 309,716 units sold |
| **Assembly** | [Musashimurayama](https://en.wikipedia.org/wiki/Musashimurayama), Japan [Clayton](https://en.wikipedia.org/wiki/Clayton,_Victoria), [Australia](https://en.wikipedia.org/wiki/Australia)[[24]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-24) |
| [**Designer**](https://en.wikipedia.org/wiki/Automotive_design) | [Shinichiro Sakurai](https://en.wikipedia.org/wiki/Shinichiro_Sakurai) [Naganori Ito](https://en.wikipedia.org/wiki/Naganori_Ito) |
| **Body and chassis** | |
| [**Body style**](https://en.wikipedia.org/wiki/Car_classification) | 4-door [sedan](https://en.wikipedia.org/wiki/Sedan_(car)) 4-door [hardtop](https://en.wikipedia.org/wiki/Hardtop) 2-door [coupe](https://en.wikipedia.org/wiki/Coupe) 5-door [station wagon](https://en.wikipedia.org/wiki/Station_wagon) |
| [**Layout**](https://en.wikipedia.org/wiki/Automobile_layout) | [FR layout](https://en.wikipedia.org/wiki/FR_layout) |
| **Related** | [Nissan Laurel](https://en.wikipedia.org/wiki/Nissan_Laurel#Fifth_generation_.28C32.29_.281984.E2.80.931989.29) [Nissan Leopard](https://en.wikipedia.org/wiki/Nissan_Leopard_F30) [Nissan Pintara](https://en.wikipedia.org/wiki/Nissan_Pintara) |
| **Powertrain** | |
| [**Engine**](https://en.wikipedia.org/wiki/Engine) | 1.8 L [*CA18I*](https://en.wikipedia.org/wiki/Nissan_CA_engine#CA18.28i) I4 2.0 L [*CA20E*](https://en.wikipedia.org/wiki/Nissan_CA_engine#CA20E) I4 2.0 L [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) I6 2.0 L [*RB20ET*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) I6 [Turbocharged](https://en.wikipedia.org/wiki/Turbocharger) 2.0 L [*RB20DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) I6 2.0 L [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) I6 [Turbochrged](https://en.wikipedia.org/wiki/Turbocharger) 2.0 L [*RB20DET-R*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) I6 [Turbocharged](https://en.wikipedia.org/wiki/Turbocharger) 3.0 L [*RB30E*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB30) I6 2.8 L Diesel [*RD28*](https://en.wikipedia.org/wiki/Nissan_RD_engine#RD28) [I6](https://en.wikipedia.org/wiki/Straight-6) |
| **Dimensions** | |
| [**Wheelbase**](https://en.wikipedia.org/wiki/Wheelbase) | 2,615 mm (103.0 in) |
| **Length** | 4,650 mm (183.1 in) |
| **Width** | 1,690 mm (66.5 in) |
| **Height** | 1,385 mm (54.5 in) |
| [**Curb weight**](https://en.wikipedia.org/wiki/Curb_weight) | [1,200 kg (2645 lbs)](https://en.wikipedia.org/w/index.php?title=1,200_kg_(2645_lbs)&action=edit&redlink=1)[[25]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-25) |

[](https://en.wikipedia.org/wiki/File:1988-1990_Nissan_Skyline_(R31)_Executive_sedan_04.jpg)

1988–1990 Nissan Skyline (R31) Executive sedan (Australia)

[](https://en.wikipedia.org/wiki/File:1988-1990_Nissan_Skyline_(R31)_GXE_station_wagon_01.jpg)

1988–1990 Nissan Skyline (R31) GXE station wagon (Australia)

The R31 Skyline of 1986 was a natural evolution on the R30 shape, and also this one was loosely based on the Laurel platform (C32). The design was slightly larger and squarer than previous Skylines. It was available as a Sedan, Hardtop sedan, Coupe and station wagon. Affectionately known as the "Seventhsu" or simply "7th Sukairain" by owners, due to it being the 7th-generation Skyline.

The R31 Skyline introduced many new technologies and features. The HR31 was the first Skyline to be equipped with the new [RB-series](https://en.wikipedia.org/wiki/Nissan_RB_engine) of engines. The HR31 RB engines are often referred to as "Red Top" engines because of the red cam covers. There were three variants. The earliest series of DOHC, 24 valve, RB engines used the NICS (Nissan Induction Control System) injection system with 12 very small intake runners, and a butterfly system to divide the intake ports in half for better low RPM performance. Later versions used ECCS (Electronically Concentrated Control System) engine management, discarded the twelve tiny runners for six much larger ones (though the cylinder heads still retained twelve individual intake ports separated by casting), and received a slightly larger turbocharger. Nissan's [*RD28*](https://en.wikipedia.org/wiki/Nissan_RD_engine), a 2.8 straight-6 engine, featured for a diesel option. Another technological first for the R31 was the introduction of Nissan's proprietary 4-wheel steering system, dubbed [HICAS](https://en.wikipedia.org/wiki/HICAS) (High Capacity Active Steering). The R31 series were also the only models in the Skyline family to feature a 4-door [hardtop](https://en.wikipedia.org/wiki/Hardtop) variation. These models were generally badged as the *Passage GT*.

The R31 Skyline was also produced in Australia, with a 3.0 L motor (RB30E) available in sedan or wagon form, as well as a four-cylinder version called the [Nissan Pintara](https://en.wikipedia.org/wiki/Nissan_Pintara). The wagon had the same front style as the coupe and sedan—the only difference being that it lacked the four round brake lights that had been a consistent element of Skyline design (except for the R31 series one/two which had rectangular taillights with a solid bar through the centre which was also shared by the Pintara). These cars were manufactured in Australia due to the heavy import laws which made it expensive to bring cars into Australia.

29,305 R31 Skylines were also manufactured and sold in [South Africa](https://en.wikipedia.org/wiki/South_Africa) in 4-door sedan form between 1987 and 1992. These were the last Skylines seen in South Africa. Power came from either the RB30E 3.0 [straight-6](https://en.wikipedia.org/wiki/Straight-6) motor, RB20E 2.0 [straight-6](https://en.wikipedia.org/wiki/Straight-6) motor or the CA20S 4-cylinder powerplant.

**GTS-R**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=21)]

The ultimate version of the R31 was the RB20DET-R powered HR31 GTS-R Coupe of which 800 units were built to allow[homologation](https://en.wikipedia.org/wiki/Homologation) for [Group A](https://en.wikipedia.org/wiki/Group_A) Touring Car racing. Introduced in late 1987, it had a reworked version of the normal RB20DET with a much larger turbocharger on a tubular steel exhaust manifold, as well as a much larger front-mounted intercooler boosting power to a factory claimed 210 ps (154 kW), with racing versions making over 430 hp (321 kW) in Group A trim.

[Jim Richards](https://en.wikipedia.org/wiki/Jim_Richards_(racing_driver)) and [Mark Skaife](https://en.wikipedia.org/wiki/Mark_Skaife) drove a [Gibson Motor Sport](https://en.wikipedia.org/wiki/Gibson_Motor_Sport) prepared Skyline GTS-R to win the [1989 Sandown 500](https://en.wikipedia.org/wiki/1989_.05_%E2%80%93_500) in [Australia](https://en.wikipedia.org/wiki/Australia). Richards also used the GTS-R in 6 of the 8 races to win the [1990 Australian Touring Car Championship](https://en.wikipedia.org/wiki/1990_Australian_Touring_Car_Championship) (he used the R32 GT-R in the final two rounds of the series). It was Nissan's first ever [Australian Touring Car Championship](https://en.wikipedia.org/wiki/Australian_Touring_Car_Championship) series win after finishing second in [1983](https://en.wikipedia.org/wiki/1983_Australian_Touring_Car_Championship) and [1986](https://en.wikipedia.org/wiki/1986_Australian_Touring_Car_Championship) ([George Fury](https://en.wikipedia.org/wiki/George_Fury)), and again in [1987](https://en.wikipedia.org/wiki/1987_Australian_Touring_Car_Championship) ([Glenn Seton](https://en.wikipedia.org/wiki/Glenn_Seton)).

**Models**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=22)]

Japanese market:

* **1800 C, 1800 Excel and 1800 Passage** – 1.8 L [*CA18S*](https://en.wikipedia.org/wiki/Nissan_CA_engine) SOHC I4, 90 hp (66 kW)
* **GT Excel D, GT Passage D** – 2.8 L Diesel [*RD28*](https://en.wikipedia.org/wiki/Nissan_RD_engine) SOHC I6, 92 hp (68 kW, 173 N m)
* **GT Excel, GT Passage** – 2.0 L [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC I6, 128 hp (96 kW)
* **GT Excel Twin Cam 24V, GT Passage Twin Cam 24V** – 2.0 L [*RB20DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC I6, 155 hp (114 kW)
* **GT Passage Turbo** – 2.0 L [*RB20ET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC turbo I6, 167 hp (125 kW, 206 N m)
* **GT Passage Twin Cam 24V Turbo** – 2.0 L [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC turbo I6, 180 hp (133 kW, 225 N m)
* **GTS** – 2.0 L [*RB20DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC I6, 155 hp (114 kW)
* **GTS Turbo** – 2.0 L [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC I6, 180 hp (133 kW, 225 N m)
* **GTS-X** – 2.0 L [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC turbo I6, 190 hp (141 kW, 240 N m)
* **GTS-R** – 2.0 L [*RB20DET-R*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC turbo I6, 210 hp (154 kW, 245 N m)
* **GTS Autech** – 2.0 L [*RB20DET-R*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC turbo I6, 210 hp (154 kW, 245 N m)

Australian market:

* **Pintara** – 2.0 L [*CA20E*](https://en.wikipedia.org/wiki/Nissan_CA_engine) I4, 102 hp (78 kW, 160 N m)
* **GX, Executive, GXE, Silhouette, Ti** – 3.0 L [*RB30E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC I6, 157 hp (117 kW, 252 N m)
* **Silhouette GTS1** – 3.0 L [*RB30E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC I6, 176 hp (130 kW, 255 N m)
* **Silhouette GTS2** – 3.0 L [*RB30E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC I6, 190 hp (140 kW, 270 N m)

South African market:

* **2.0GL, 2.0GLE** – 2.0 L [*CA20S*](https://en.wikipedia.org/wiki/Nissan_CA_engine) I4, 106 hp (78 kW, 163 N m)
* **2.0SGLi** – 2.0 L [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC I6, 115 hp (85 kW, 174 N m)
* **3.0SGLi** – 3.0 L [*RB30E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC I6, 171 hp (126 kW, 260 N m)

R32[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=23)]

|  |  |
| --- | --- |
| **R32** | |
| [Nissan Skyline R32 GT-R 001.jpg](https://en.wikipedia.org/wiki/File:Nissan_Skyline_R32_GT-R_001.jpg) | |
| **Overview** | |
| **Also called** | **SKYLINE**, BNR32 (1989–1991) |
| **Production** | 1988–1994 296,087 units sold GT-R's Standard-40390 Nismo-560 V-Spec-1453 V-SpecII-1303 N1-228 |
| **Assembly** | [Musashimurayama](https://en.wikipedia.org/wiki/Musashimurayama), Japan |
| [**Designer**](https://en.wikipedia.org/wiki/Automotive_design) | [Naganori Ito](https://en.wikipedia.org/wiki/Naganori_Ito) (1987) |
| **Body and chassis** | |
| [**Body style**](https://en.wikipedia.org/wiki/Car_classification) | 4-door [sedan](https://en.wikipedia.org/wiki/Sedan_(car)) 2-door [coupe](https://en.wikipedia.org/wiki/Coupe) |
| [**Layout**](https://en.wikipedia.org/wiki/Automobile_layout) | [Front engine](https://en.wikipedia.org/wiki/Front-engine_design), [rear-wheel drive](https://en.wikipedia.org/wiki/Rear-wheel_drive) /[four-wheel drive](https://en.wikipedia.org/wiki/Four-wheel_drive) |
| **Related** | [Nissan Laurel](https://en.wikipedia.org/wiki/Nissan_Laurel#Sixth_generation_.28C33.29_.281989.E2.80.931993.29) [Nissan Cefiro](https://en.wikipedia.org/wiki/Nissan_Cefiro#A31_.281988.E2.80.931993.29) |
| **Powertrain** | |
| [**Engine**](https://en.wikipedia.org/wiki/Engine) | 1.8 L [*CA18i*](https://en.wikipedia.org/wiki/Nissan_CA_engine) I4 (GXi) 2.0 L [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 (GTE) 2.0 L [*RB20DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 (GTS) 2.5 L [*RB25DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 (GTS-25) 2.6 L [*RB26DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 (Autech GTS-4) 2.0 L [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 [Turbocharged](https://en.wikipedia.org/wiki/Turbocharger)(GTS-t, Type M, GTS-4) 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 [Twin Turbocharged](https://en.wikipedia.org/wiki/Twin-turbo) (GT-R) |
| [**Transmission**](https://en.wikipedia.org/wiki/Transmission_(mechanics)) | 4-speed automatic 5-speed automatic 5-speed manual |
| **Dimensions** | |
| [**Wheelbase**](https://en.wikipedia.org/wiki/Wheelbase) | 2,615 mm (103.0 in) |
| **Length** | 4,580 mm (180.3 in) (sedan) |
| **Width** | 1,695 mm (66.7 in) |
| **Height** | 1,340 mm (52.8 in) (sedan) |
| [**Curb weight**](https://en.wikipedia.org/wiki/Curb_weight) | 1,280 kg (2,821.9 lb) (Type-M) 1,430 kg (3,152.6 lb) (GT-R) |

The R32 Skyline debuted in May 1989. It was available as either a 2-door coupe or 4-door hardtop sedan, all other bodystyles were dropped. The R32 featured several versions of the [RB-series](https://en.wikipedia.org/wiki/Nissan_RB_engine) [straight-6](https://en.wikipedia.org/wiki/Straight-6) engines, which had improved heads (the twelve port inlet was gone) and used the ECCS (Electronically Concentrated Control System) injection system. Also available was an 1,800 cc 4-cylinder *GXi* model. Most models had [HICAS](https://en.wikipedia.org/wiki/HICAS) four-wheel steering, with the rear wheels being [hydraulically](https://en.wikipedia.org/wiki/Hydraulic) linked to the front steering. The 2.5-litre GTS-25 became one of the first Japanese production cars to feature a 5-speed automatic transmission. The GTS-t came in standard and Type M configurations, with the Type M having larger five-stud 16-inch wheels, four piston front callipers and twin piston rears plus other minor differences. ABS was optional (except for the GT-R and GTS-4), mechanical LSD was standard on the GTR and viscous LSD was standard on all turbo models and optional on all but the GXi. Nissan also produced 100 Australian models of the R32. In addition, there was a 4WD version of the GTS-t Type M, called the GTS-4.

The station wagon bodystyle was discontinued, and replaced by the smaller, front-wheel drive [Nissan Avenir](https://en.wikipedia.org/wiki/Nissan_Avenir) (Primera).

Models:

* **GXi Type-X** – 1.8 L [*CA18i*](https://en.wikipedia.org/wiki/Nissan_CA_engine) I4, 91 PS (67 kW; 90 hp)
* **GTE Type-X** – 2.0 L [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6, 125 PS (92 kW; 123 hp), 152 N m
* **GTS Type-X, S, J** – 2.0 L [*RB20DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 155 PS (114 kW; 153 hp), 154 N m
* **GTS-25 Type-X, S, XG** – 2.5 L [*RB25DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6, 180 PS (132 kW; 178 hp), 231 N m
* **GTS-t, Type-M** – 2.0 L [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) turbo I6, 215 PS (158 kW; 212 hp), 265 N m
* **GTS-4** – 2.0 L [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) turbo I6, 215 PS (158 kW; 212 hp), 265 N m [4WD](https://en.wikipedia.org/wiki/4WD)
* **Autech GTS-4** – 2.6 L [*RB26DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6, 220 PS (162 kW; 217 hp), [Autech](https://en.wikipedia.org/wiki/Autech) Version (auto only) [4WD](https://en.wikipedia.org/wiki/4WD) - only 188 made[[26]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-wanganwarriors.com-26)
* **GT-R** – 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/Nissan_RB_engine) [twin-turbo](https://en.wikipedia.org/wiki/Twin-turbo) I6, 280 PS (206 kW; 276 hp), 368 N m [4WD](https://en.wikipedia.org/wiki/4WD); also NISMO, N1, V-Spec, and V-Spec II variants.
* **NISMO S-Tune**

[](https://en.wikipedia.org/wiki/File:FourDoorNissanSkylineGTS-t.jpg)

Nissan Skyline GTS-t four-door sedan

**GT-R**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=24)]

[](https://en.wikipedia.org/wiki/File:Japanese_NISSAN_Skyline_R32_GTR.jpg)

R32 Nissan Skyline GT-R

[](https://en.wikipedia.org/wiki/File:R32_Calsonic_Skyline_001.jpg)

The CALSONIC R32 GT-R from the[Group A](https://en.wikipedia.org/wiki/Group_A) series

The R32 GT-R was first produced in 1988 including prototype cars. The first six Nismo's were built in 1989. The other 554 NISMO GT-R's were all built in 1990 and were all Gunmetal Grey in color. The [RB26DETT](https://en.wikipedia.org/wiki/Nissan_RB_engine) engine actually produced ~320 PS,[[*citation needed*](https://en.wikipedia.org/wiki/Wikipedia:Citation_needed)]but it was unstated due to the Japanese car makers' "[gentlemen's agreement](https://en.wikipedia.org/wiki/Gentlemen%27s_agreement)" not to exceed 280 PS (276 hp). The engine was designed for ~500 hp in racing trim,[[27]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-ujc1-27) and then muzzled by the exhaust, boost restriction, and ECU. The electronic boost control had a small physical restriction in the control lines. It was marked in yellow so the new owner could remove it and enjoy a safe factory boost increase.[[28]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-Boost-28) After this increase the car would put out ~310 hp (~230 kW) and could do 0–100 km/h in 4.7 seconds and quarter mile in 12.8 seconds.[[*citation needed*](https://en.wikipedia.org/wiki/Wikipedia:Citation_needed)]

The GT-R had a significantly larger intercooler, larger brakes, and aluminium front guards and bonnet. Other distinguishing features include flared front and rear wheel arches. More supportive seats were fitted, and the turbo boost gauge and digital clock were removed from inside the instrument cluster. The clock was replaced with a torque meter that indicated how much torque was being delivered to the front wheels (0%–50%). Oil temp, voltage, and turbo boost gauges were fitted just above the climate control.

The [Porsche 959](https://en.wikipedia.org/wiki/Porsche_959) was Nissan's target when designing the GT-R. The chief engineer,[Naganori Ito](https://en.wikipedia.org/wiki/Naganori_Ito), intended to use the car for Group A racing, so the design specification was drawn up in conjunction with a copy of the Group A rules. The [Nordschleife](https://en.wikipedia.org/wiki/N%C3%BCrburgring) production car record at the time of development was 8'45" – set by a [Porsche 944](https://en.wikipedia.org/wiki/Porsche_944). Nissan test driver Hiroyoshi Katoh reset the record with a time of 8'20".[[29]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-ujc2-29) Best Motoring managed 8'22"38.[[30]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-nismobeast-30)

The R32 GT-R dominated [Japanese Touring Car Championship](https://en.wikipedia.org/wiki/Japanese_Touring_Car_Championship) (JTCC), winning 29 races from 29 starts, taking the series title every year from 1989 to 1993.[[31]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-rbmuscle-31) It took 50 races from 50 starts from 1991 to 1997 (latterly R33) in the [N1 Super Taikyu](https://en.wikipedia.org/wiki/Group_N).

The R32 GT-R was introduced into the Australian Touring Car Championship in 1990 and promptly ended the reign of the previously all-conquering [Ford Sierra](https://en.wikipedia.org/wiki/Ford_Sierra) Cosworth, winning [Bathurst 1000](https://en.wikipedia.org/wiki/Bathurst_1000) classic in 1991 and 1992. This success led to the Australian motoring press nicknaming the car [Godzilla](https://en.wikipedia.org/wiki/Godzilla) due to it being a "monster from Japan". As Australia was the first export market for the car the name quickly spread. Such was GT-R's dominance that it was a significant factor in the demise of[Group A](https://en.wikipedia.org/wiki/Group_A) Touring Car racing, the formula being scrapped soon after. JTCC was similarly blighted by the R32 GT-R, and splintered soon after, leading to the switch to the[Supertouring](https://en.wikipedia.org/wiki/Supertouring) category and also indirectly to the [GT500](https://en.wikipedia.org/wiki/JGTC#GT500) category of today.

When originally designed, the [homologation](https://en.wikipedia.org/wiki/Homologation) rulebook mandated 16-inch wheels, so that's what the GT-R got. This limited the size of the brakes, and the Nissan four pots weren't really up to competition use. A later change in rules allowed 17-inch wheels, so in February 1993 the GT-R V-spec (for Victory) emerged wearing 17" BBS mesh wheels(225/50/17) covering larger [Brembo](https://en.wikipedia.org/wiki/Brembo) brakes. The clutch actuation changed from a push to a pull system, the car had the standard rear differential, the electronic rear differential did not show up until the R33 Vspec. A year later the V-Spec II appeared with a new sticker and wider tires (245/45 17).[[32]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-ujc4-32)

The [Nismo Skyline GT-R](https://en.wikipedia.org/wiki/Nissan_Skyline_GT-R) is a limited (500 street, 60 racing) version of Nissan Skyline with [Nissan RB engine](https://en.wikipedia.org/wiki/Nissan_RB_engine) with twin ceramic [turbochargers](https://en.wikipedia.org/wiki/Turbocharger) rated 280 PS (206 kW; 276 hp) at 6,800 rpm and 353 N·m (260 lb·ft) at 4,400 rpm, [all-wheel steering](https://en.wikipedia.org/wiki/All-wheel_steering), electronically controlled [four-wheel drive](https://en.wikipedia.org/wiki/Four-wheel_drive).[[33]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-33)

As of August 2014, the R32 Skyline GT-R is eligible for US import under the NHTSA "25 year" rule, that allows vehicles that are 25 years old (to the month) or older to be imported. These vehicles, due to their age do not have to comply with federal emissions or with Federal motor vehicle safety standards.[[34]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-34)

R33[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=25)]

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| --- | --- |
| **R33** | |
| [Nissan Skyline R33 GT-R 001.jpg](https://en.wikipedia.org/wiki/File:Nissan_Skyline_R33_GT-R_001.jpg) | |
| **Overview** | |
| **Production** | 1993–1998 217,133 units sold |
| **Assembly** | [Musashimurayama](https://en.wikipedia.org/wiki/Musashimurayama), Japan |
| [**Designer**](https://en.wikipedia.org/wiki/Automotive_design) | [Kozo Watanabe](https://en.wikipedia.org/wiki/Kozo_Watanabe_(engineer)) (1991) |
| **Body and chassis** | |
| [**Body style**](https://en.wikipedia.org/wiki/Car_classification) | 4-door [sedan](https://en.wikipedia.org/wiki/Sedan_(car)) 2-door [coupe](https://en.wikipedia.org/wiki/Coupe) |
| [**Layout**](https://en.wikipedia.org/wiki/Automobile_layout) | [Front engine](https://en.wikipedia.org/wiki/Front-engine_design), [rear-wheel drive](https://en.wikipedia.org/wiki/Rear-wheel_drive) /[four-wheel drive](https://en.wikipedia.org/wiki/Four-wheel_drive) |
| **Related** | [Nissan Laurel](https://en.wikipedia.org/wiki/Nissan_Laurel#Seventh_generation_.28C34.29_.281993.E2.80.931997.29) [Nissan Stagea](https://en.wikipedia.org/wiki/Nissan_Stagea) |
| **Powertrain** | |
| [**Engine**](https://en.wikipedia.org/wiki/Engine) | 2.0 L [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 (GTS) 2.5 L [*RB25DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 (GTS-25, GTS-4) 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 [Twin Turbocharged](https://en.wikipedia.org/wiki/Twin-turbo) (GT-R) 2.8 L [*RBX-GT2*](https://en.wikipedia.org/wiki/Nissan_RB_engine) I6 [Twin Turbocharged](https://en.wikipedia.org/wiki/Twin-turbo) (400R) |
| [**Transmission**](https://en.wikipedia.org/wiki/Transmission_(mechanics)) | 4-speed automatic 5-speed manual 5-speed automatic |
| **Dimensions** | |
| [**Wheelbase**](https://en.wikipedia.org/wiki/Wheelbase) | 2,720 mm (107.1 in) |
| **Length** | 4,720 mm (185.8 in) (sedan) |
| **Width** | 1,720 mm (67.7 in) |
| **Height** | 1,360 mm (53.5 in) (sedan) |
| [**Curb weight**](https://en.wikipedia.org/wiki/Curb_weight) | 1,390 kg (3,064.4 lb) (GTS-25t) 1,530 kg (3,373.1 lb) (GT-R) |

[](https://en.wikipedia.org/wiki/File:1993-1996_Nissan_Skyline_(R33)_GTS25t_coupe_(2011-01-05).jpg)

1993–1996 Nissan Skyline (R33) GTS25t coupe

The R33 Skyline was introduced in August 1993. Slightly heavier than the R32, it is available in coupe and sedan bodystyles. All models now used a 6-cylinder engine. Nissan took the unusual step of down-grading the GTS model to have only the [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine), while the twin-cam of the R32 GTS was discontinued along with the 2.0 L turbo [*RB20DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine).

Some models came equipped with a new version of the HICAS 4-wheel steering system called Super [HICAS](https://en.wikipedia.org/wiki/HICAS). This computer controlled system was first used on the R32 GT-R. Super HICAS used electric actuators to steer the rear, as opposed to the hydraulic HICAS. This generation was no longer considered a "compact" under [Japanese legislation](https://en.wikipedia.org/wiki/Vehicle_size_class#Japan) that determined the amount of tax liability based on exterior dimensions.

As an option, an active [limited slip differential](https://en.wikipedia.org/wiki/Limited_slip_differential) was available instead of the standard viscous LSD. This new unit locked the rear differential if it detected that traction was lost by one of the wheels. A light on the dash also lit up if the LSD engaged. Active LSD came standard on all V-Spec R33 GT-R Skylines and was also available on some ECR33 GTS-25t models; these can be identified by the A-LSD and SLIP lights on the tachometer.

The [*RB25DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) and [*RB25DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) engines also became equipped with [NVCS](https://en.wikipedia.org/wiki/N-VCT) (variable inlet cam phasing). NVCS equipped RB's have a bulge on the front of the cam cover. To celebrate their 40th anniversary, Nissan introduced a very rare 4-door GT-R. Two versions of the 4-door GT-R were available from Nissan's subsidiaries: the first was produced by [Autech](https://en.wikipedia.org/wiki/Autech), and the second was a joint [Autech](https://en.wikipedia.org/wiki/Autech)/[Nismo](https://en.wikipedia.org/wiki/Nismo) project.

A [Nissan Laurel C34](https://en.wikipedia.org/wiki/Nissan_Laurel#Seventh_Generation) based wagon was released in September 1996, called the [Stagea](https://en.wikipedia.org/wiki/Nissan_Stagea). It is widely regarded as a compatriot of the Skyline, rather than the Laurel it was based on, owing to drivetrain configurations—Commonly AWD using ATTESA ET-S. A common modification on the [Stagea](https://en.wikipedia.org/wiki/Nissan_Stagea) is to fit it with an R34 skyline front, in effect making an R34-lookalike wagon. A manual transmission was only available on the RS-Four and RS-Four V models. There was also an [Autech](https://en.wikipedia.org/wiki/Autech) tuned Stagea, the 260RS; released with full GT-R running gear, including an RB26DETT engine and manual transmission, a unique body kit, 17" BBS style alloys, and GT-R instrumentation.[[35]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-Autech-35)

Models:

* **HR33 GTS** – 2.0 L [*RB20E*](https://en.wikipedia.org/wiki/Nissan_RB_engine) SOHC I6, 130 PS (96 kW, 172 N m)
* **ER33 GTS-25** – 2.5 L [*RB25DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC I6, 190 PS (140 kW, 231 N m)
* **ENR33 GTS-4** – 2.5 L [*RB25DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC I6, 190 PS (140 kW, 231 N m) [4WD](https://en.wikipedia.org/wiki/4WD)
* **ECR33 GTS-25t** – 2.5 L [*RB25DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC turbo I6, 250 PS (184 kW, 294 N m)
* **ECR33 P.Ride 280 Type MR** – 2.8L [*RB28DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC turbo I6, 300 PS

**1996**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=26)]

[](https://en.wikipedia.org/wiki/File:R33Skyline.jpg)

R33 GTST series 2 with a R33 GT-R Bumper and East Bear carbon fibre bonnet

The R33 Skyline (Series 2) continued the concepts introduced in the R32. Driver and Passenger airbags became standard in 1996. As a result, pre-1996 models are barred from being imported into various countries for consumer road use as they do not meet the frontal impact standards. (However, in the U.S., there are Federal Laws regarding safety and emissions that require certain documents to be obtained, certain criteria to be met and adhered to, or 25 years to pass, before the sale of this vehicle becomes legal.[[*citation needed*](https://en.wikipedia.org/wiki/Wikipedia:Citation_needed)]) For the [RB25DET](https://en.wikipedia.org/wiki/Nissan_RB_engine) engine the ignition system was also changed, with the ignition module no longer located on the cam covers and was instead replaced by smart ignition coils (Ignitor built into coil) and ECU. The [RB25DET](https://en.wikipedia.org/wiki/Nissan_RB_engine) (turbo) was also given a Ceramic compressor wheel. Throughout the time the R33 was produced there were quite a number of different styled lights and bodykits fitted, the actual body/chassis underwent no changes. Among the cosmetic changes in the series 2 were, the headlights which tapered down more towards the grill and were fitted with improved reflectors, the grill (which was longer on the Series 1), the bonnet which had a re-shaped leading edge to fit the new lights and front bumper changing shape in the smallest amount to match the lower edge of the new headlights. Later models of the Series 2 also had the option of having an Active-LSD fitted. The R33 ceased production in February 1998 with the 40th Anniversary R33.

**GT-R**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=27)]

[](https://en.wikipedia.org/wiki/File:1993-1996_Nissan_Skyline_(R33)_GTS25t_sedan_01.jpg)

1993–1996 Nissan Skyline (R33) GTS (base model). Known because of the 4 stud hubs

[](https://en.wikipedia.org/wiki/File:Nissan.skyline.r33-inside.view-by.Spinnanz-from.english.wiki.JPG)

R33 Skyline interior

The [BCNR33 GT-R](https://en.wikipedia.org/wiki/Nissan_Skyline_GT-R#R33) version also had the same [*RB26DETT*](https://en.wikipedia.org/wiki/Nissan_RB_engine) engine that the BNR32 was equipped with, although torque had been improved, due to changes in the turbo compressor aerodynamics, turbo dump pipe, and intercooler. The turbo core changed from a sleeve bearing to a ball bearing, but the turbine itself remained ceramic, except on N1 turbos (steel turbine, sleeve bearing). From the R33 onward, all GT-Rs received[Brembo](https://en.wikipedia.org/wiki/Brembo) brakes.[[36]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-36) In 1995 the GT-R received an improved version of the [RB26DETT](https://en.wikipedia.org/wiki/Nissan_RB_engine), the [ATTESA-ETS](https://en.wikipedia.org/wiki/ATTESA-ETS) [four-wheel-drive](https://en.wikipedia.org/wiki/Four-wheel-drive) system, and Super[HICAS](https://en.wikipedia.org/wiki/HICAS) 4-wheel steering.

A limited edition model was created in 1996, called the NISMO 400R, that produced 400 hp (298 kW) from a road-tuned version of Nissan's Le Mans engine.[[37]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-37) A stronger six-speed Getrag gearbox was used.

An R33 GT-R driven by Dirk Schoysman lapped the [Nordschleife](https://en.wikipedia.org/wiki/N%C3%BCrburgring) in less than 8 minutes. Though it was often said to be the first production car to break 8 minutes, the limited run [Jaguar XJ220](https://en.wikipedia.org/wiki/Jaguar_XJ220) had already achieved a 7'46" lap.[[38]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-38) Other manufacturers had caught up since the R32 was released, and the R33 never dominated motorsport to the extent of the R32.

Models:

* **GT-R** – 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC twin-turbo I6, 305 PS (224 kW, 375 N m) (advertised as 280 PS) [4WD](https://en.wikipedia.org/wiki/4WD)
* **GT-R LM** – 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC twin-turbo I6, 305 PS (224 kW) [FR](https://en.wikipedia.org/wiki/Front-engine,_rear-wheel_drive_layout)
* **NISMO 400R** – 2.8 L [*RBX-GT2*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC twin-turbo I6, 400 PS (294 kW, 478 N m) [4WD](https://en.wikipedia.org/wiki/4WD)
* **4Dr.GT-R Autech Version** – 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/Nissan_RB_engine) DOHC twin-turbo I6, 305 PS (224 kW, 375 N m) (advertised as 280 PS) [4WD](https://en.wikipedia.org/wiki/4WD) - only 447 made[[26]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-wanganwarriors.com-26)

R34[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=28)]

|  |  |
| --- | --- |
| **R34** | |
| [Nissan Skyline R34 GT-R Nür 001.jpg](https://en.wikipedia.org/wiki/File:Nissan_Skyline_R34_GT-R_N%C3%BCr_001.jpg) | |
| **Overview** | |
| **Production** | 1999–2002 64,623 units sold |
| **Assembly** | [Musashimurayama](https://en.wikipedia.org/wiki/Musashimurayama), Japan |
| [**Designer**](https://en.wikipedia.org/wiki/Automotive_design) | [Kozo Watanabe](https://en.wikipedia.org/wiki/Kozo_Watanabe_(engineer)) (1996) |
| **Body and chassis** | |
| [**Body style**](https://en.wikipedia.org/wiki/Car_classification) | 4-door [sedan](https://en.wikipedia.org/wiki/Sedan_(car)) 2-door [coupe](https://en.wikipedia.org/wiki/Coupe) |
| [**Layout**](https://en.wikipedia.org/wiki/Automobile_layout) | [Front engine](https://en.wikipedia.org/wiki/Front-engine_design), [rear-wheel drive](https://en.wikipedia.org/wiki/Rear-wheel_drive) /[four-wheel drive](https://en.wikipedia.org/wiki/Four-wheel_drive) |
| **Related** | [Nissan Laurel](https://en.wikipedia.org/wiki/Nissan_Laurel#Eighth_generation_.28C35.29_.281997.E2.80.932002.29) [Nissan Stagea](https://en.wikipedia.org/wiki/Nissan_Stagea) [Nissan Skyline GT-R](https://en.wikipedia.org/wiki/Nissan_Skyline_GT-R) |
| **Powertrain** | |
| [**Engine**](https://en.wikipedia.org/wiki/Engine) | 2.0 L [*RB20DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) I6 (GT) 2.5 L [*RB25DE*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB25) I6 (25 GT, GT-X, GT-V, GT-4) 2.5 L [*RB25DET*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB25) [Turbocharged](https://en.wikipedia.org/wiki/Turbocharged) I6 (GT-T) 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/RB26DETT) I6 [twin turbocharged](https://en.wikipedia.org/wiki/Twin-turbo) (GT-R) |
| [**Transmission**](https://en.wikipedia.org/wiki/Transmission_(mechanics)) | 4-speed automatic 5-speed manual 6-speed manual |
| **Dimensions** | |
| [**Wheelbase**](https://en.wikipedia.org/wiki/Wheelbase) | 2,665 mm (104.9 in) |
| **Length** | 4,705 mm (185.2 in) (sedan) |
| **Width** | 1,725 mm (67.9 in) (sedan) |
| **Height** | 1,375 mm (54.1 in) (sedan) |
| [**Curb weight**](https://en.wikipedia.org/wiki/Curb_weight) | 1,536 kg (3,386.3 lb) (GT-R) 1,410 kg (3,108.5 lb) (GT-T) |

In May 1998, the EN34, HR34, ER34 and BNR34 marked the introduction of the more fuel-efficient and environmentally friendly[RB25DET NEO](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB25) engine. The [RB20E](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) engine was discontinued in the R34 base model (GT), and the [RB20DE](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20), after last being used in the R32 Skyline, was reintroduced in updated [NEO](https://en.wikipedia.org/wiki/Nissan_VVL_engine) guise. The R34 GT powered by the [RB20DE NEO](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20), coupled with a five-speed gearbox, became the most fuel-efficient straight-six Skyline to date (of any shape). " The 4-speed [automatic transmission](https://en.wikipedia.org/wiki/Automatic_transmission)available on some models in the previous two shapes were discontinued. In its place, Nissan produced a 4-speed [Tiptronic](https://en.wikipedia.org/wiki/Tiptronic)transmission for all of the automatic versions (Except the base 2.0L, which has a standard 5-speed gearbox). Only the GT-T coupe variant was sold in New Zealand and Hong Kong from 1997 to 2000 respectively. They were the only two countries besides Japan that sold the R34 GT-T model Skylines new. All Japanese *Nissan Prince Store* locations that sold the Skyline were renamed [*Nissan Red Stage*](https://en.wikipedia.org/wiki/Nissan_Motor_Company#Japan).

Models:

[](https://en.wikipedia.org/wiki/File:Nissan_Skyline_1998.jpg)

1998 Nissan Skyline sedan (Japan)

* **GT** – 2.0 L [*RB20DE NEO*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB20) I6, 155 ps (114 kW)
* **25 GT, GT-X (4 door model),** 2.5 L [*RB25DE NEO*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB25) I6, 200 ps (147 kW)
* **GT-V** 2.5 L [*RB25DE NEO*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB25) I6, (147 kW)
* **GT-FOUR** – 2.5 L [*RB25DE NEO*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB25) I6, 200 ps (147 kW) [4WD](https://en.wikipedia.org/wiki/4WD)
* **GT-T** – 2.5 L [*RB25DET NEO*](https://en.wikipedia.org/wiki/Nissan_RB_engine#RB25) turbo I6, 280 hp (206 kW, 343 N m)

**GT-R**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=29)]

[](https://en.wikipedia.org/wiki/File:Nissan_Skyline_-_2_Fast_2_Furious.JPG)

Nissan Skyline GT-R used in [2 Fast 2 Furious](https://en.wikipedia.org/wiki/2_Fast_2_Furious).

The [GT-R](https://en.wikipedia.org/wiki/Nissan_Skyline_GT-R#R34) reappeared in 1999, with a revised chassis and other updates. The R34 turbos received a ball bearing core. The R34 N1 turbos had a metal exhaust wheel, and ball bearing center section. The turbo outlet pipes were changed from cast to formed metal outlets. The intercooler outlet side and rear turbo dump pipe had temperature probes fitted in the V-spec models. The biggest feature and most significant feature to the R34 GT-R that wasn't seen on any other model skyline was the display unit at the top of the dashboard. This display unit was very significant for the car at its time. This display showed many of the cars engine stats including boost pressure, oil temp, water temp and more. As a 1999 car this kind of technology was very rare and advanced at the time. The display was capable of showing the G-force that the car was under when driving and there was also a lap timer that could be started by a button that was located near the gear lever. There was a computer jack lead hidden underneath the left passenger side skirt that could be used to transfer driving data from the car to a laptop. This could only be done with a Japanese version of Windows and Japanese software, which today is very hard to come by. Other features such as the battery being located under the back seat of the car made more room available in the engine bay. The Nissan Skyline GT-R rivals are the [Toyota Supra](https://en.wikipedia.org/wiki/Toyota_Supra) and the [Mazda RX-7](https://en.wikipedia.org/wiki/Mazda_RX-7)

Models: (all [ATTESA E-TS Pro AWD](https://en.wikipedia.org/wiki/ATTESA))

* **GT-R** – 2.6 L [*RB26DETT*](https://en.wikipedia.org/wiki/RB26DETT) [twin-turbo](https://en.wikipedia.org/wiki/Twin-turbo) I6, 332 PS (244 kW, 392 Nm) (advertised as 276)[[39]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-39)
* **GT-R V·spec** – Additional aero parts, brake ventilation ducts, [diffuser](https://en.wikipedia.org/wiki/Diffuser_(automotive)), [-ALSD](https://en.wikipedia.org/wiki/Limited_slip_differential).
* **GT-R V·spec II** – As V·spec + [carbon fibre](https://en.wikipedia.org/wiki/Carbon_fiber) hood with [NACA duct](https://en.wikipedia.org/wiki/NACA_duct).
* **GT-R V·spec II N1** – V·spec II with [Blueprinted](https://en.wikipedia.org/wiki/Engine_balance#Blueprinting) N1 motor, no A/C, no stereo, no rear wiper, basic interior trim. (only 45 made)
* **GT-R M·spec** – Leather interior, softer suspension with "Ripple Control" [dampers](https://en.wikipedia.org/wiki/Shock_absorber), heated seats.
* **GT-R V·spec II Nür** – As above V·spec II + N1 motor, 300 km/h speedometer. (only 750 made)
* **GT-R M·spec Nür** – As above M·spec + N1 motor, 300 km/h speedometer. (only 253 made)
* **GT-R NISMO S-tune**- The S-tune was an M·spec but with further modifications to components in the engine block.
* **GT-R NISMO R-tune**- Same as the S-tune, the R-tune was a different style M·spec
* **GT-R NISMO Z-tune** – 2.8 L (bored and stroked) [*RB26DETT Z2*](https://en.wikipedia.org/wiki/RB26DETT) [twin-turbo](https://en.wikipedia.org/wiki/Twin-turbo) I6, 500 PS (368 kW, 540 Nm) Z1 and Z2 (Only 19 made)

**Skyline GT-R M·spec (2001–02)**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=30)]

The M·spec is a version of Nissan Skyline GT-R with ripple control shock absorbers, M·spec-specific leather seat (front/rear seat, with front seat heater), 3-spoke leather wrapped steering wheel, and choice of four body colours (including Silica Breath (RPM/multi flex colour)).

The vehicle went on sale on May 8, 2001.[[40]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-nissan-global.com-40)

**Skyline GT-R M·spec Nür, V·spec II Nür (2002)**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=31)]

The M·spec Nür and V·spec II Nür are limited (1000 units) versions of Nissan Skyline GT-R with [Super Taikyu](https://en.wikipedia.org/w/index.php?title=Super_Taikyu&action=edit&redlink=1) N1 spec engine, for Japanese market. It included 300 km/h speedometer, 3d grade name emblem, and addition body colour option (millennium jade (metallic).

The vehicles went on sale on February 26, 2002.[[40]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-nissan-global.com-40)

**Production**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=32)]

The production of Skyline GT-R type R34 ended in August 2002.

Since the beginning of Skyline GT-R M·spec Nur and V·spec II Nür sales, 25% of vehicles sold were M・spec Nur, 75 of vehicles sold were V·spec II Nür. Millennium Jade, White Pearl, and White body colors have been used on 28%, 22%, 16% of M·spec Nür and V·spec II Nür vehicles respectively.[[41]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-41)

**Marketing**[[edit](https://en.wikipedia.org/w/index.php?title=Nissan_Skyline&action=edit&section=33)]

As part of the Type R34 GT-R final campaign, all Skyline GT-R customers received a GT-R official photo album (「歴代GT-Rオフィシャル写真集＜限定版＞」) before January 24, 2002.[[40]](https://en.wikipedia.org/wiki/Nissan_Skyline#cite_note-nissan-global.com-40)