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Skyline Kdr 30 Engine The Skyline 2000 Turbo RS-X/KDR-30 was released July 26, 2007, as part of the first wave, in commemoration of the Nissan Skyline's 50th anniversary. It is primarily released in Japan. The Skyline 2000 Turbo RS-X/KDR-30 was released July 26, 2007, as... Skyline 2000 Turbo RS-X/KDR-30 (Skyline 50th Anniversary ...

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The RB engine is an oversquare 2.0–3.0 L straight-6 four-stroke gasoline engine from Nissan, produced from 1985 to 2004, and will be continuing production in 2019, after a 15 year hiatus. The RB followed the 1983 VG-series V6 engines to offer a full, modern range in both straight or vee layouts.. Both SOHC and DOHC versions have an aluminium head. The SOHC versions have 2 valves per cylinder ...

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This identification guide has been written for the final series DR30 Skyline Turbo, known as the RS-X Turbo C. The Turbo C model represents the final sports version of the R30, and is considered the most desirable in the R30 range. These cars have a significant cult following in Japan and worldwide, given their success in touring car racing and their general performance

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The #11 Skyline was developed for the Japanese Super Silhouette series held from 1979 to 1984. Originally an R30 Skyline but heavily modified for high-speed application, the KDR30 codenamed #11 Skyline is powered by the turbocharged 2082 cc (2.1 liter) LZ20B engine producing 562 hp (419 kW), which is shared with the 1984 #20 Bluebird.

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The LZ20B used in the Skyline KDR30 was improved a lot over the years and featured electronic fuel injection and turbo charging through a T05B turbo. It was able to output 570ps (563bhp) at 7600 rpm

and delivered 539 nm at 6400 rpm.

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The LZ20 engine was first used in a Nissan Violet A10 doing a safari rally and later on in a Violet KP710 SSS and featured in many formula race cars later on. The LZ20B used in the Skyline KDR30 was improved a lot over the years and featured electronic fuel injection and turbo charging through a T05B turbo.

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ALSI-1 series. The first Skyline was introduced on April 24, 1957, at the Takarazuka Theater, in Hibiya, Tokyo, for Fuji Precision Industries, marketed as a luxury car. It featured a 1.5 L (1,482 cc) GA-30 engine (also known as FG4A-30) producing 44 kW (60 hp) at 4,400 rpm, which was previously used in the prototype Subaru 1500, Subaru's first car.

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