



JAPAN 1984-1989



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# Nissan SILVIA TURBO

In the mid-1980s, Nissan tried to re-create some of the affordable sports-car excitement generated by the original 240Z with a new, small performance car, powered by a 135-bhp turbocharged inline four-cylinder engine.

Produced by  
Nissan Motor Co.,  
Tokyo, Japan.



## VITAL STATISTICS

<b>Top speed:</b>	124 mph
<b>0-60 mph:</b>	8.3 sec.
<b>Engine type:</b>	Inline four
<b>Displacement:</b>	1,809 cc
<b>Max power:</b>	137 bhp at 6,000 rpm
<b>Max torque:</b>	191 lb-ft at 4,000 rpm
<b>Weight:</b>	2,580 lbs.
<b>Gas mileage:</b>	23 mpg
<b>Price:</b>	\$12,349



**"...finely balanced."**

*"The Silvia is finely balanced, with a neutral feel through corners and very little understeer. Oversteer is easily controlled through the quick steering, unless you lift the throttle in mid-corner. Thick anti-roll bars keep the car level through the turns, and the springs are relatively soft to give a comfortable ride, at least on good surfaces. Outright grip and roadholding levels are good in both wet and dry conditions."*

*The plastic interior of the Silvia has a very 1980s feel to it.*



# Nissan SILVIA TURBO



Offered in both coupe and hatchback forms, the boxy 1984–1989 Silvia was, in turbo form, very much a street sleeper. What's more, back in 1984, its styling was fresh, and it remains distinctive to this day.

## Four-cylinder engine

With its single overhead cam and only two valves per cylinder, Nissan's 1.8-liter four has its roots in the L18 engine used in the Bluebird sedan, albeit in naturally aspirated form. For an engine of this size, it produces a healthy 191 lb-ft of torque.



## Four-wheel discs

Nissan was generous with the brakes on the Silvia. The front discs are vented and 10.8 inches in diameter, while the thinner rear discs are solid but larger, at 11.4 inches.



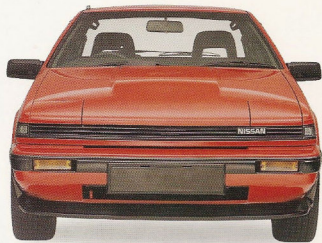
## ZF steering

Nissan produced a license-built version of the German ZF rack-and-pinion steering. It's power-assisted so the steering can be direct without the wheel being too heavy to turn.



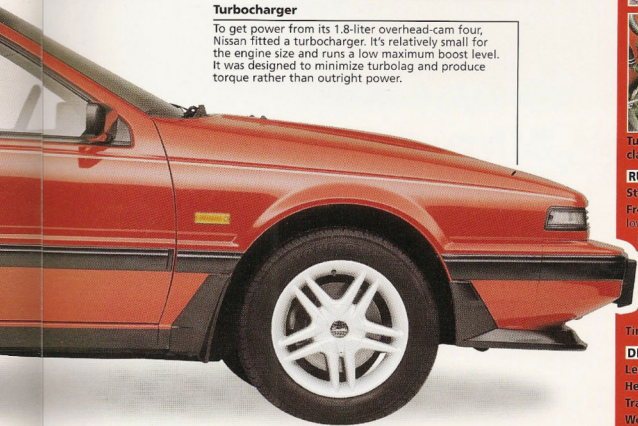
#### MacPherson-strut front suspension

Like the Porsche 944, Nissan used a MacPherson-strut front suspension for its small sports coupe. These struts work with lower control arms.



#### Turbocharger

To get power from its 1.8-liter overhead-cam four, Nissan fitted a turbocharger. It's relatively small for the engine size and runs a low maximum boost level. It was designed to minimize turbo-lag and produce torque rather than outright power.



## Specifications

### 1985 Nissan Silvia Turbo

#### ENGINE

**Type:** Inline four cylinder

**Construction:** Cast-iron block and alloy head

**Valve gear:** Two valves per cylinder operated by a single overhead cam

**Bore and stroke:** 3.92 in. x 3.36 in.

**Displacement:** 1,809 cc

**Compression ratio:** 8.6:1

**Induction system:** Electronic fuel injection with turbocharger

**Maximum power:** 135 shp at 6,000 rpm

**Maximum torque:** 131 lb-ft at 4,000 rpm

#### TRANSMISSION

Four-speed automatic or five-speed manual

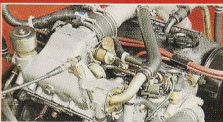
#### BODY/CHASSIS

Unitary monocoque construction with steel two-door coupe body

#### SPECIAL FEATURES



Automatic transmission was a very popular option with the vast majority of Silvia buyers.



Turbocharged power gave the Silvia class-leading performance figures.

#### RUNNING GEAR

**Steering:** Rack-and-pinion

**Front suspension:** MacPherson struts with lower control arms and anti-roll bar

**Rear suspension:** Semi-trailing arms with coil springs, telescopic shock absorbers and anti-roll bar

**Brakes:** Vented disc, 10.5 in. dia. (front), solid disc, 11.8 in. dia. (rear)

**Wheels:** Alloy, 6 in. x 15 in.

**Tires:** 195/60HR15

#### DIMENSIONS

**Length:** 174.4 in.      **Width:** 66.4 in.

**Height:** 52.4 in.      **Wheelbase:** 95.5 in.

**Track:** 54.3 in. (front), 53.5 in. (rear)

**Weight:** 2,580 lbs.

