

S15 SILVIA SPEC-R

特徴車



You would be happy driving to work in this everyday.



» which allow a good spread of torque through the engine's operating range. Power is transferred to the Nismo gearbox through an ORC single plate clutch and onto the Nismo SSS LSD, which lowers the final drive to 4.1.

Cooling mods are always a must, and this car is no exception. HKS have supplied the intercooler and piping kit, while the engine oil is kept at working temperature through the use of a Blitz cooler. A Yashio Factory big-core radiator is the final touch, which comes with the popular 'Okachan' digital water temperature meter. A Garage Defend radiator panel and the marble-effect finish on the engine cover complete the underbonnet modifications.

Obviously, Nob values the interior as being just as important as the rest of the car. So, in went the obligatory Bride racing seats and, to top things off,

the rest of the interior has been upholstered in fabric detailing the Bride logo. This, in Japan, is as cool as interiors get and the fit and finish is top notch.

The drifter-style Nardi wheel is coupled to a quick-release boss for that extra touch of safety. The centre console got a nice carbon makeover and houses the Alpine double-DIN LCD unit, as well as a custom-fitted secondary head unit. The navigation screen is controlled by the passenger-side mounted HDD unit and keeps up-to-date with latest traffic information — a gadget that has become a must for anyone driving around Tokyo. A Blitz boost gauge sits in the factory A-pillar mounted housing, while the Nismo dash replaces the silly 180km/h standard item.

And so we move to the body of the car which, with the new T&E Vertex »



Huge 6-pot Project Mu calipers and 355mm front discs ensure this S15 Spec-R stops as quick as it goes