



Phone: 905-317-7154

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1992 Nissan 180 SX  
Owner :



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The purpose of this appraisal is to provide the vehicle owners with an unbiased written estimate of the condition and value. The appraisal should satisfy the requirements of the classic and collector car insurance industry of Ontario.

The appraisal is provided to help the owner and insurance company in substantiating the OPCF 19A ("Agreed value") and not the ACV ("Actual Cash Value") of the vehicle prior to possible claims of damage or loss. The overall condition is identified with detailed reporting of various aspects (e.g., paint, interior etc.). Photographs are also provided to help validate the condition at the time of the appraisal.

Validation of certain statements made by the owner about the vehicle and unseen latent or inaccessible aspects of the vehicle's condition or history are outside the scope of the appraisal. Nonetheless, the owner's statements about the vehicle may be included in the appraisal in order to provide information that may be helpful. It remains the responsibility of the owner, however, to verify such facts with supportive documentation if required by the insurance company.

The conclusion of the appraisal is an assessment of overall condition based on a complete list of specific areas of concern (e.g., vehicle history, body, suspension, drive train, paint finish, interior, etc.) The final condition evaluation was then related to standard categories, as set forth in the most recent and established publications and industry guides. Collector car value guides typically use a scale of 1= very best 2= very good 3= average 4= Good 5= poor and 6= parts car. The overall value based on condition is then equated with as much market value research as possible. Published asking prices in various sources were not central to this process.

Finally the appraisal is a stand alone snapshot in time of the condition and value as recorded by the appraiser. Increase in evaluation from a previous appraisal could be due to change in market, collector demand or increase in condition due to restoration. Decrease in value could be the result of a previous appraisal that may have been poorly researched, decrease in demand or the car may have actually deteriorated.

The appraiser takes no responsibility for errors or omissions in this appraisal once it has been accepted and forwarded to the insurer for a 19A policy. This appraisal was the opinion of the appraiser. We are not responsible for any financial losses. All information was accurate on the date of the appraisal. All information was derived for current market values wholesale and retail as well as information supplied by the owner. **NOTE: This Appraisal satisfies the minimum to obtain a 19A policy from most insurance companies**

This Appraisal has not been developed for resale purposes or any other purpose except for insurance company in substantiating the OPCF 19A or a 19 policy.

### **Owners**

As owners you are responsible for having the proper coverage on your classic or custom car.

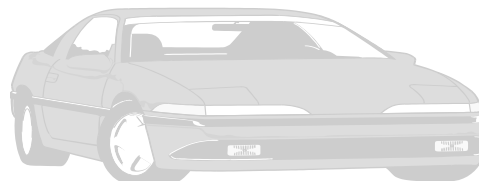
Please understand the difference between a 19 A Policy and a 19 policy . For more information please visit our Web site at [WWW.dpconsult.ca](http://WWW.dpconsult.ca)

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**Customers Name:** \_\_\_\_\_ **Address** \_\_\_\_\_ **City/Town** \_\_\_\_\_ **Province** \_\_\_\_\_

**Country** \_\_\_\_\_ **Phone** \_\_\_\_\_ **Postal code** \_\_\_\_\_ **Vehicle Year** \_\_\_\_\_ **Brand** \_\_\_\_\_ **Model** \_\_\_\_\_

**Vin Number** \_\_\_\_\_ **Body Style** 2 Door **Body Colour** White **Interior** Gray **Mileage** \_\_\_\_\_



Body Condition	Exle	Aver	Poor	Comments	Body Condition	Exle	Aver	Poor	Comments
Roof		x			Grill		x		
Rear deck lid		x			Hood		x		
Rear tail light		x			Body Condition	Exle	Aver	Poor	Comments
Left front Fender		x			Front light		x		
Left front door		x			Right front Fender		x		
Left rear door					Right front door		x		
Left rear quarter		x			Right rear door				
Left side Windows		x			Right rear quarter		x		
Rear window		x			Right side Windows		x		
Left Side tire wear		100%			Winshield		x		
Rear Bumper		x			Right Side tire wear			100%	

Interior Condition	Exel	Aver	Poor	Comments	Mechanical Condition	Exel	Aver	Poor	Comments
Front Upholstery		x			Engine Running		x		
Rear Upholstery		x			Engine Visual		x		
Carpeting		x			Transmit ion		x		
Dash		x			Clutch		x		
Interior panels		x			Exhaust		x		
					Steering		x		

Option List	Yes	No	Option List	Yes	No	Option List	Yes	No	Option List	Yes	No
Power Steering	x		Power locks	x		Traction Control			AM/FM CD MP3	x	
Power Brakes	x		Power Trunk	x		Anti lock Brakes	x		Air Bags		
Leather Upholstery			Automatic Transmission			Over Drive	x		A/C	x	
Bucket seats	x		Manual Transmission	x		Tilt Wheel	x		Convertible Top		
Power mirrors	x		Power seats			Cruise control	x		T/Top		
Power windows	x		Power doors			Alarm System	x		Sun Roof		
Aluminium Wheels	x		Running boards			Driving lights			AM/FM Stereo		
Traction control	x		Trailer tow package			Rear back up sensing			T Tops		
Privacy Glass	x		4 wheel drive						Am Radio		

Engine size/ Number of Cylinders Fuel type				Over all condition				Appraised value					
3 Cyl		8 Cyl		Gas	x	Natural Gas		Excellent	x	Poor		Whole Sale	
4 Cyl	x	10 Cyl		Diesel		Dual Fuel		Above Average		Rough		Retail Aver	
6 Cyl		12 Cyl		Propane				Average					

Comments \_\_\_\_\_

See Next Pages For Details

Appraised By Daniel Sporbeck Business Number 120798590\_ Signature \_\_\_\_\_

Date \_\_\_\_\_

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**Bibliography and Reference Martial:**

**Auto Trader publication On line**  
**Nada Appraisal Guide**  
**VMR Appraisal Guide**  
**Collector Car Trader On Line**  
**RM Auction Results**  
**Owners Records**  
**Company Records**  
**Nisan Archives**  
**Hemmings Collectable Value Guide July/August 2019 Edition**

**Summary:**

This is an appraisal for a 1992 Nissan 180 SX 2 Door Coupe right hand drive . The first impression of this car is very good pride of ownership is very evident. The car is always kept inside under cover. The car has just been imported from Japan. There is little or no filler in this car .The under side of this car is also in good condition. This is thought to be a numbers matching car. I rate this car as a # 2.6 quality car An extremely presentable vehicle showing minimal wear, or a well restored vehicle. Runs and drives smooth and tight. Needs no mechanical or cosmetic work. All areas chassis not required, but may be have been fully detailed. Beautiful to look at but clearly below a #1 vehicle. Runs and drives well. Fully usable and enjoyable as is. The Nissan 180SX is a fastback automobile that was produced by Nissan Motors between 1988 and 1998. It is based on the S13 chassis from the Nissan S platform with the variants receiving an R designation (ex. RS13 and RPS13), and was sold exclusively in Japan paired with the CA18 motor in the early models; later models paired with the SR20 motor. Outside Japan it was re-badged as the 200SX and in the US market as the Nissan 240SX paired with the single overhead cam KA24E motor and later with the dual-overhead model KA24DE.The 180SX was built and sold by Nissan as a sister model to the Nissan Silvia from model year 1989 through 1998, but sold at two different Japanese Nissan dealerships. The Silvia was sold at Nissan Prince Store, and the 180SX was sold at Nissan Bluebird Store locations. In Japan, the 180SX replaced the Gazelle. The S13 Silvia was discontinued in 1993, but the 180SX was successful enough to convince Nissan to keep it in the market for the full length of the next generation Silvia (S14). The 180SX differed from the S13 Silvia in that it featured pop-up headlamps and a liftgate with different body work at the rear of the vehicle. Specifications and equipment were similar; however, the naturally aspirated CA18DE engine was not offered .The name 180SX was originally in reference to the 1.8 liter displacement CA18DET engine used in the chassis. In 1991, however, the engine was upgraded to a 2.0 liter model, offered in two forms: the turbocharged SR20DET variant and the naturally aspirated SR20DE engine, which was introduced in 1996. Although the new engine was of larger displacement, the 180SX nomenclature remained. 180SX was also a trim level of the S110 Silvia in Europe. The badges for this model read "Silvia 180SX", so this car is not properly a 180SX by model, but a version of the Silvia instead. Other discrepancies from this standard were distributed to Micronesia and South Pacific islands, including LHD cars with 180SX badges and non-retractable headlamps .

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Like the Japanese 180SX SR20DET discrepancy, European, as well as South African models of the S13 chassis were called 200SX though equipped with the CA18DET engine. In North America, It was sold as the Nissan 240SX Fastback with the KA24DE engine and various other trim differences. In Europe the car was sold as a 200SX and only featured the CA18DET engine producing 169 PS (124 kW; 167 hp) through the rear wheels, taking it to 100 km/h (62 mph) in 7.5 seconds and onto 220 km/h. The car had a facelift in 1991 with new smoother bumpers, limited slip differential, and larger brakes. This 200sx was sold between 1989 and 1994 until the change to the 200SX S14 version. The 180SX came in three major iterations: first was released in 1989, the second from 1991 to 1995, and the third that ended production in December 1998. S13 The first iteration of the 180SX came in two versions called Type I (standard type) and Type II (advanced type). Nissan's HICAS II four wheel steering system was optional only on the Type II 180SX. All versions had the CA18DET engine with 175 hp. The 5-speed manual and 4-speed automatic transmissions were available in all types. The second iteration 180SX was released in January 1991 and included several major changes from the first model. This included the SR20DET engine with 202 hp. Although the engine was larger than the previous CA18DET engine the '180SX' nomenclature remained. The brakes were enlarged and limited slip differential added. The front bumper and parts of the interior were also redesigned. Type I and Type II were once again offered with only trim differences separating the two. The 15-inch alloy wheels also changed in design from the first model. Nissan's Super HICAS four wheel steering was an option on all models as were 5-speed manual and 4-speed automatic transmissions .The second iteration was facelifted in January 1992. Although the car largely remained visually and mechanically unchanged, an additional trim level called Type III was added. Electronic climate control and CD audio were also added as options. An additional facelift was performed in 1994, the trim levels were renamed to Type R and Type X, with Type X being the higher of the two. Overall the car remained almost unchanged however. A final facelift to the middle model occurred in May 1995 with the addition of a driver's side airbag and a change of alloy wheels amongst other minor details. The final iteration was released in August 1996. It had a revised front bumper, tail lights, 15-inch wheels and interior. The mechanical and safety package received minor changes, such as the addition of a driver's side airbag, seat belt pre-tensioners, and some changes in the wiring and ECU. Three levels of 180SX were offered: Type X, Type S and Type R, with the Type S being the first 180SX to be offered without a turbocharged engine. The Type X and Type R both shared the same 205ps (202 hp) engine and overall mechanical package however the Type R lacked many of the cosmetic additions of the Type X such as the front lip, rear spoiler, side skirts, rear valence and 15-inch alloy wheels. The Type S was powered by a naturally aspirated SR20DE engine with 140ps, but was similar in mechanical and cosmetic details to the top of the range Type X. The Type S however did not have the option of Nissan's Super HICAS four-wheel steering system like the turbocharged models did. The Type X and Type R ceased production in October 1997 however the Type S and an additional naturally aspirated model called the Type G continued production until December 1998 when all 180SX production ceased. This section is about this vehicle's European model. See Nissan 240SX for information on the North American model and 180SX for Japanese model . The RS13U 200SX is a fastback 3 door hatch with a body shell like the Japanese market 180SX.

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The notchback coupe version was never offered in the European market - though a number of Japanese Silvia have been imported privately. Like its predecessor the Nissan Silvia (R)S12 in the European market it used pop-up headlights. The RS13U 200SX was made until December 1993 but sales continued from stocks in the UK until the end of 1994. For a few months both 200SX S14 and RS13U were available. RS13U 200SX were all powered by the CA18DET engines carried over from the end of S12 RS-X production, with an intercooler added to the CA18DET for a slight increase in stability and power. The SR20DET was never offered as it would have needed a new European type test. The chassis with MacPherson strut front and multilink rear suspension was common to all S13 and RS13 models. The European 200SX initially had 257mm front brakes and rear disc service brakes with drum parking brakes in the rotor hubs. Later models had larger 280mm front brakes. The European 200SX RS13U had a number of parts as standard that were Nismo optional parts in Japan. Water/oil heat exchanger. Differential oil cooler AND extended finned rear cover holding 0.6L more oil, even on models with open differential. Alloy radiator. 3.916 Final drive ratio. These were required as the RS13U 200SX has no speed limiter and any car in Europe could visit West Germany where on the Autobahn it could legally be held at very high speeds for a sustained length of time. Japanese cars are fitted with a 180 km/h, 112 mph speed limiter. Digital climate control was not fitted to European models. HICAS rear wheel steering wasn't available. Nor was the later Japanese model's sports automatic gearbox control. The FS5W71C gearboxes had different ratios to all other S13/S14. A key change was the layshaft gear which changed from 22/31 to 21/32, thus running the layshaft slower and at higher torque. This gearbox is considered weaker than other S13/S14 gearboxes. The front of the SR20DET gearbox with bell housing can be removed and a CA18DET bell housing fitted to allow the gearboxes to be swapped. 1994 Nissan 200SX (S13; UK) For the UK there were various trim levels but it never used GL/SL etc. that other Nissan models used. The early models had high back sports style seats with a fixed headrest. The seats, door cards and glove box were fabric in a blue and brown stripe/flecked pattern. It had 13 hole "tear drop" alloy wheels, which gave a lower Cd than later 7 spoke wheels. The carpets were a short loop pile in grey. A spoiler was fitted on the back of the hatch, this has an overhang to the rear. On the introduction of the smooth bumper facelift Nissan also offered the "200SX Executive". This doesn't appear on the car at all but only on the UK vehicle Log Book. The Executive was a locally enhanced specification produced by the UK importer AFG. At launch and as tested by the press it initially had limited slip differential, leather seats (high back seats re-trimmed in UK), leather trimmed steering wheel and gear knob, headlamp washers, air conditioning, sun roof and a multi change CD player in the boot. Some cars that were sold as Executive arrived without sunroof so a local accessory sun roof was fitted during the upgrade. It very quickly lost the CD player and the leather seats for low back seats with adjustable head rests. During the period that the Executive was sold the base model was downgraded to steel wheels. As most cars with steel wheels have had alloy wheels fitted and the grey waffle fabric trim on seats and doors was common, it's no longer easy to tell an Executive from a base model and the log book must be checked. The cabin carpet was now a long "cut" pile in a pale blue. When the Executive was discontinued all 200SX got the 7 spoke alloys. Late model UK cars produced from June '93 and mainly sold in 1994 had a much higher trim level, often confused with the Executive. They had low back grey Leather seats, a slot CD player / radio and 3 CD storage drawers in the space below. The CD player also required use of a separate amplifier mounted under the CD player. The door and glove box trim was a suede like pale blue/grey Alcantara. The last European spec 200SX was made in Dec '93. Sales in the UK continued throughout '94.

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German cars had a solenoid operated variable pressure windscreen wiper. It increases wiper blade pressure at speeds over 75 mph. This was to prevent the blades lifting off the screen at high speed. In 1989 a low back seat was introduced, headlamp aiming control was added. Drifting. Yoshinori Koguchi drifting a Nissan 180SX at D1 Grand Prix competition at Fuji Speedway in late-2007 .The 180SX is used in the motorsport of drifting. The 2007 D1 Grand Prix champion Masato Kawabata drives a 180SX (although he won the 2007 title in a Nissan Silvia) as does the 2007 D1 Street Legal champion Kazuya Matsukawa. Other professional drifters that have used this car as a base for their competition vehicles include Yoshinori Koguchi from Japan, Keilan Woods from the United Kingdom, Ziko Harnadi from Indonesia and many many others.

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**Paint:**

The paint looks to be original to this car the colour is white . The paint is in fair condition but show some imperfections checking and fading .

**Tires:**

The tires are after market radial tires. P215/45/17 with 100% tread left on them .

**Wheels:**

Aftermarket custom Aluminum rally wheels with center cap in good condition.

**Transmission:**

This is a 5 speed Manual transmission. The transmission is thought to be numbers matching to this car. The Transmission engages and shifts smooth .There is a new center force clutch installed .

**Glass:**

All glass is original and in good condition. The windows have an after market tint applied.

**Exhaust:**

Exhaust is an after market cat back exhaust in good condition. There are also after market headers installed .

**Body:**

The Body of this car has undergone some minor restoration work the front Clip sheet metal has been replaced with after market custom parts fiber Glass fenders, hood, custom ground effects and bumpers . The vin tag and trim tags are is still intact.

**Chrome:**

The mouldings and trim are original and in good condition. As well as the front bumpers and rear bumper good condition .

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**Radio:**

After market Am Fm MP3 with speakers . There are also an anti theft systems mounted in the car.

**Engine:**

This particular car is powered by a 2.0 liter fuel injected straight 4 cylinder . The engine is thought to be numbers matching to this car. The engine runs well .

**Interior:**

The Interior is original with bucket seats and a console in good upholstery in good condition. The dash gauges are factory and are in good working condition . The carpeting is good condition. All the interior mouldings are in good condition. The interior panels are in good condition.

**Mechanical:**

Mechanically this car is in good condition the engine runs well. The brakes have been replaced complete with master cylinder and lines and 4 wheel disk brakes are in good condition . Front and rear suspension are all new with polyurethane bushings as well as adjustable coil overs on all 4 corners as it is lowered  $\frac{3}{4}$  of an inch all parts are a combination of OEM and aftermarket replacement and are in good condition. The cooling system has been upgraded .

**Value:** \$

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Interior



Interior



Trunk View

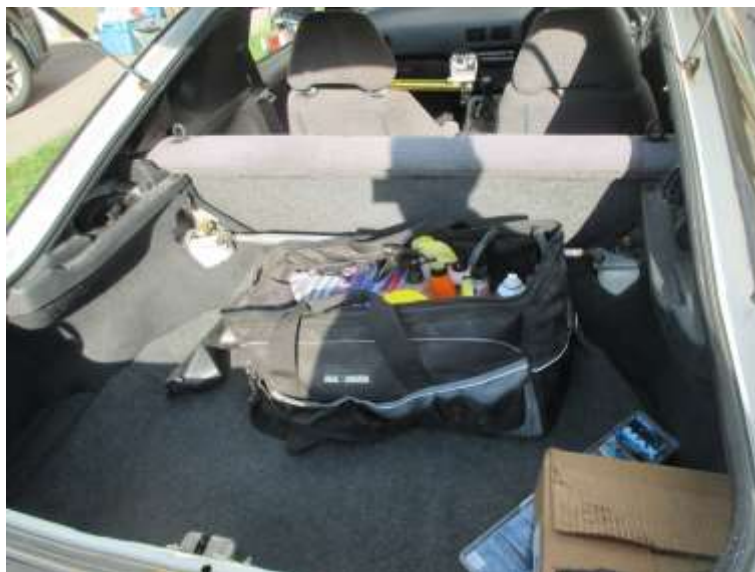


Vin & Trim Tag



Odometer Reading

Current Ownership



Trunk View



Engine Bay



Under Carriage