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Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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The GT-R was designed to maximize both cooling and aerodynamic performance.

THE GT-R'S SPECIALIZED BODY

The design philosophy of the Nissan GT-R is that "there is a demand for performance, and on top of that there is design". The unique shape of the body includes various details that are all directly related to improving performance.

The design of the Skyline GT-R (R34) is unlike that of any other sports car in the world. It is an AWD with a six cylinder in-line engine in the front and the bodywork of a four-seater, two-door coupe derived from a four-door sedan, which is a rarity today.

More than 30 years ago, the third-generation GT-R, the R32 announced in May 1989, adopted a two-door coupe body, a notchback with an independent trunk, rather than a fastback and a hatchback. The style was inherited by the GT-R (R33) released in January 1995, the GT-R (R34) launched in January 1999, and subsequent models.

In January 1988, a special four-door sedan based on the GT-R (R33) was launched – the Skyline GT-R Autech Version 40th Anniversary model. This car commemorated the 40th anniversary of the birth of the Skyline 2000GT-R (PGC10), which was initially a four-door sedan and has featured the sedan body ever since.

With a very rigid body – which was the foundation of its performance capabilities – the GT-R (R34)'s size was smaller than its predecessor, the GT-R (R33). Its total length was shortened by 2.95in (75mm) to 181in (4,600mm) compared with the previous model, and its wheelbase was shortened by 2.16in (55mm) to 105in (2,665mm).

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THE GT-R'S SPECIALIZED BODY

The GT-R (R32)'s wheel-base was 103in (2,615mm) and the GT-R (R33)'s was 107.1in (2,720mm). Compared to the Skyline (R34) two-door coupe 25GT Turbo, the GT-R (R34) was longer by 0.78in (20mm), and shorter by the same amount, at 53.5in (1,360mm). Furthermore, it was wider by 2.36in (60mm) at 70.27in (1,785mm). The basic body was the same, though the front and rear fenders were widened by 1.18in (30mm) on one side to fit the broader 245/40R18 tires.

The GT-R (R34)'s stylistic concept is expressed in the model's catalog as, "Design is not just for looks."

The design approach of the fourth-generation GT-R (R33), which followed from the GT-R (R32), was close to that of a racing machine. Originally, the GT-R (R32) was the "ultimate road-going car" and developed as a car based on a production model that could win Group A races.

BUILT TO RACE

Group A vehicle regulations do not permit the body shape and aerodynamic parts to be changed from those of production vehicles when they are remodeled for racing. It meant that from the outset, the design of the body also incorporated elements that would be advantageous for race competitions. The aim was for supreme performance, so the original design of the car was key to achieving this. This concept was also inherited by the GT-R (R34).

On the R34, the front grille and bumper openings are designed to efficiently cool the large radiator and large air-cooled intercooler required for the RB26DETT engine of the 2.6-liter in-line six-cylinder DOHC twin turbo. The front bumper and the lower front spoiler are equipped with a brake-cooling air intake.



The Skyline 25GT Turbo two-door coupe, which was the base model of the GT-R (R34).

In addition, characteristic overhangs and recesses on both sides of the front bumper channel the airflow during travel and cause a separation between the flow of the traveling air and the wheel. Since the pressure of the separation flow is lower than the pressure inside the wheel, the hot air that is taken in from the air intake to cool the brake is efficiently sucked out. As a result, in a circuit driving test, the brake temperature was about 122°F (50°C) lower than on the previous model.

The GT-R emblem shines on both sides of the front grille, and Xenon headlamps are equipped as standard. The Xenon lamp on the low-beam side illuminates the distance with nearly twice as much brightness as a halogen lamp; it resembles natural light and accurately picks up the environmental conditions even at night. HIR halogen lamps, which have around 1.3 times the illumination of an ordinary lamp, are equipped as standard on the high-beam side.

INCREASED DOWNFORCE

The GT-R V-Spec is equipped with the Advanced Aero System, and a front diffuser is added to the lower part of the front spoiler. In addition, a carbon rear diffuser is attached to the rear to generate well-balanced downforce to the front and rear.The effect is said to be an increase in stability even when



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cornering and braking at about 50mph (80km/h).

On the trunk lid, a two-stage rear spoiler with angle adjustment mechanism – part of the identity of the GT-R (R34) – is fitted as standard. This is the first Japanese mass-produced rear spoiler with fixed and variable blades that generate powerful downforce without increasing air resistance. Air disturbed after passing through the roof is smoothed on the front stationary wing and then flows into the rear variable aluminum wing – the result is considerable downforce, even in a compact size.

The bodywork of the GT-R (R34) was called a "Driving Body" because of the protruding muscularity of the front and rear fenders. The Skyline (R34) two-door coupe, which was the base model, was also developed with the aim of achieving body rigidity equivalent to that of the previous GT-R (R33). In order to achieve world-class driving, the GT-R (R34) underwent repeated computer simulation and structural analysis of the rigidity of the car body at the design stage, and all parts were reinforced without any increase in weight.



The GT-R (R33) is the only four-door sedan in the GT-R models after 1989.



The 1989 GT-R (R32) was the first GT-R since the second-generation KPGC110 of 1973. With this car as its starting point, the GT-R (R34) continued to evolve to attain the highest standards possible.

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THE GT-R'S SPECIALIZED BODY



The body is 2.36in (60mm) wider than the base car with the addition of large protruding front and rear fenders, while the independent, wing-shaped rear spoiler is a feature of the GT-R (R34)'s styling.

When the prototype car was completed, it was put through its paces in development tests at Nissan's Tochigi Test Course and Hokkaido Rikubetsu Proving Ground.

In addition, to analyse body deformation during running conditions, an experimental device called an MRS (Multiload Simulator) was used to test the vehicle by supplying vertical, horizontal, and rotational directions. By inputting the load data received by the actual suspension on the test course, and measuring the degree of deformation using a sensor attached to each part of the body, it was possible to analyse running on the test course.

However, there was a subtle difference between the performance at the hands of the test driver and the results of the experiment using the MRS. The reason for this was that the sharp senses of the test driver detect subtle differences that cannot be captured by MRS analysis. The evaluation of the test driver, which the development team calls the "voice of god", does not allow any compromises in the car's running. As a result, the testing team increased the sensitivity of the sensors and tested it by installing slightly more than twice the usual number of sensors. Tests were also conducted at the Nürburgring, an essential part of GT-R development.

The culmination of all the testing was unrivaled strength in the completed GT-R (R34). ♦



On the GT-R V-Spec, you can see that the front diffuser has been added to the lower part of the front spoiler.

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THE NISSAN SKYLINE GT-R – A GOOD INVESTMENT

The spectacular beginning of *2 Fast 2 Furious* has thrilled fans from the moment they saw Brian O'Conner behind the wheel of the incredibly fast Nissan Skyline GT-R. But what is the story behind the car?



Brian buys a neglected Nissan Skyline GT-R from a used car dealership and gives it a good once-over in the workshop, including a fresh coat of silver paint with blue stripes.

Aware that after the end of *The Fast and the Furious* it was going to be necessary to explain how Brian had ended up in Miami and was immersed in the world of street racing at the start of *2 Fast 2 Furious*, the Universal executives greenlit the production of a short film that would act as a link between the two movies.

Directed by Philip Atwell in 2003, with Neal H. Moritz as producer, *Turbo-Charged Prelude* explains how Brian goes on the run from the Los Angeles police and eventually finds refuge in the city of Miami. The short film is six minutes long and has no dialogue, only action sequences.

After helping Dominic Toretto get away from the police, Brian had no other option than to hand in his badge and disappear. The former police officer, now a fugitive, begins his dizzying escape in a red Mitsubishi 3000 GT VR-4. With his car as his only means of subsistence, he gets involved in street races in Arizona, New Mexico, and Texas.



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THE NISSAN SKYLINE GT-R – A GOOD INVESTMENT



In the world of *The Fast and the Furious*, night is synonymous with racing.

His skill and his cool head enable him to beat his rivals. Brian gets used to winning, but the police are hot on his heels. Despite the fact that he is constantly on the move and spends the night in remote motels, the police eventually find his car.

Thanks to some help from a stranger, Brian manages to get to a used car dealership on the outskirts of San Antonio. With the money he has won in the races up to now, he buys a dusty Nissan Skyline GT-R. Although on the outside it looks neglected, Brian knows it has the engine of a champion. The driver continues on his way to Texarkana, where he rents a small garage in which to thoroughly recondition his new automobile. Once he has the GT-R looking like new, with the engine tuned and the bodywork painted silver, he gets back on the road. On the way, he doesn't fall for the provocations of arrogant bikers who goad him to put the car's speed to the test, something that saves him from falling into the hands of a highway patrol shortly afterwards. Brian waits for a better opportunity. And this comes along in Baton Rouge, in the form of a race along a fiendishly narrow path that runs through the trees of a thick forest. His victory in the tricky race convinces him that he has made the right choice with the GT-R; in it, Brian is unbeatable.

Now it's time to accept greater challenges. On the road once again, he hesitates between turning off to New York or Miami. He opts for Miami. The rumble of other cars reminds him that his new adventure has only just begun. ♦

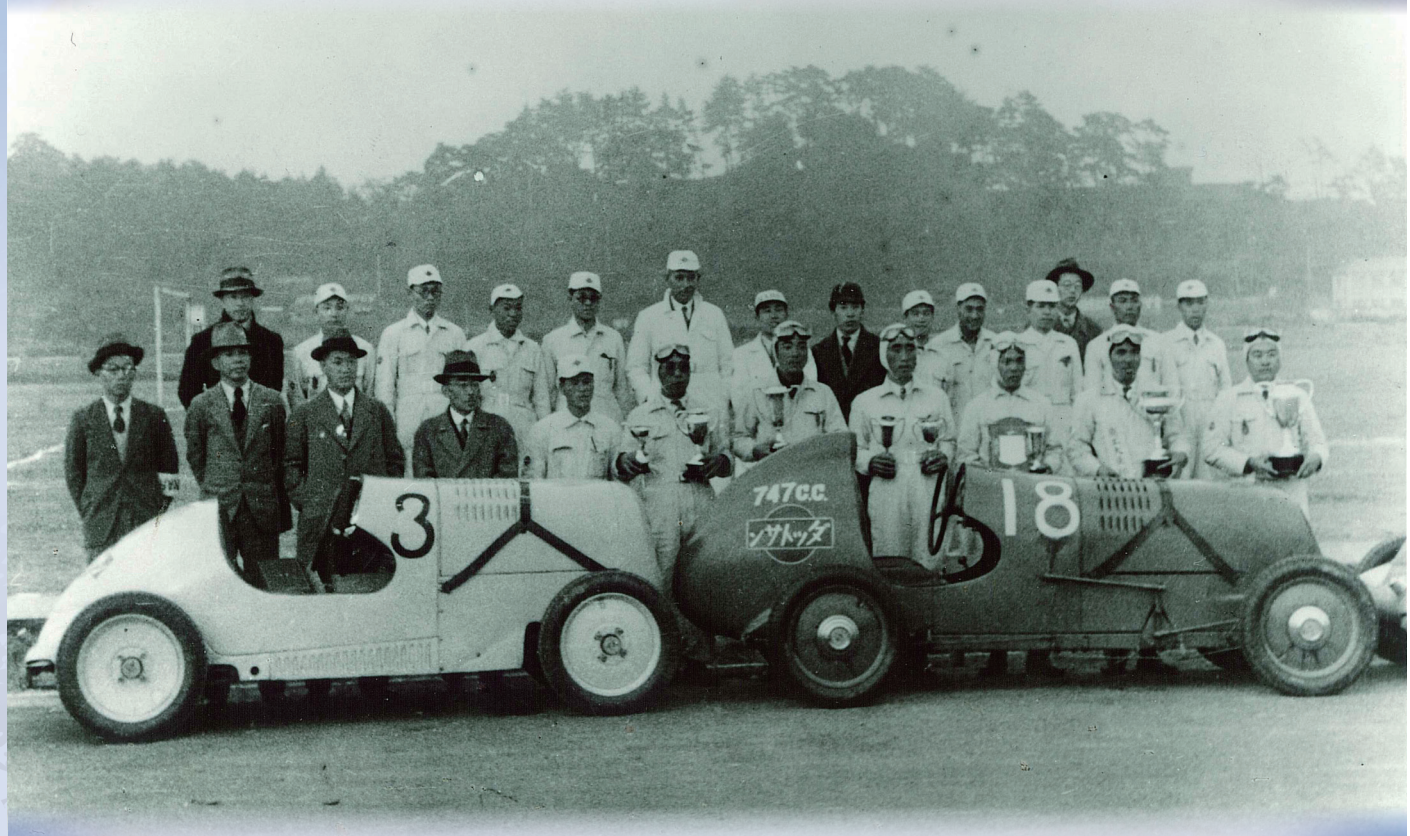
THE FEARLESS DRIVER

The sun rises in the city of Los Angeles. When the first rays of the July sun light up Dodger Stadium, a green Mitsubishi Eclipse 2G bursts into the deserted parking lot. At the wheel, an inexpressive young man looks straight ahead. It is Brian O'Conner. He's there to demonstrate that he has what it takes to be a street racer. A straight enables him to accelerate in a matter of seconds until his car is going nearly 120mph (193km/h). However, when he tries to brake, the car skids and spins on its axis; he is powerless to control it. His cold stare now blazes with frustration. He can't help it – he hits the steering wheel with one hand and regrets that things have not gone the way he would have wanted. Either way, his determination to win has been awakened.

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PREWAR RACES

In 1936, the seeds of Nissan's involvement in motorsports were sown at Tamagawa River with the 1st and 2nd All Japan Automobile Competition.



The history of Nissan motorsports can be traced back to June of 1936, when the 1st All Japan Auto Competition was held. Just a few months earlier, the 2-26 Niroku Incident had set Japan on the path to a long, dark war, which made it all the more surprising that the race went ahead. However, the opportunity to improve automotive technological capabilities – in a new industry that had been attracting much attention – was a deciding factor in allowing the competition to be held.

The stage for the race was the Tamagawa Speedway, the first per-

YUTAKA "MR K" KATAYAMA

Yutaka Katayama was heavily involved in the birth of the first Fairlady Z. He later became President of Nissan in the United States, and made a significant contribution to sales of Datsun in the US market. He had a strong passion for motorsports and was team manager at the Australian Rally where Nissan competed in 1958. In the 2000s, as an honorary member of NISMO, he introduced Nissan's DNA to young employees.



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manent racing circuit in Japan. It was built on the Tamagawa riverbed opposite Tamagawa railway station, on the current site of the Tokyu Tokyoko line. Completed just a few weeks before the race, the track had a simple paved surface and stretched for 3,937ft (1,200m) over an oval course.

At the time, the domestic racing scene was dominated by foreign cars that outperformed in terms of power. However, for this 1st race competition, a domestic small car category was introduced, with Nissan's entrant – the Datsun – and Ohta attracting attention.

Ohta was a Japanese manufacturer that existed until the 1950s, and in the 1930s was characteristic of Japan's domestic small cars, along with Nissan's Datsun. You could say that the 1936 races were a contest between rival small-car businesses.

For this competition, Ohta had developed a special race car engineered and overseen through its works department. On the other hand, Datsun raced with regular production cars that were hardly modified and run by volunteers. The result was a crushing defeat for Datsun.

"The Datsun Racer with DOHC engine plus supercharger challenges at Japan's first permanent circuit."

The founder of the Nissan group, Yoshisuke Aikawa, was shocked by the outcome and demanded that Datsun win the 2nd race competition.

Thus under orders of the president, a special Nissan development team worked nonstop to create a Datsun Racer with a supercharger-equipped DOHC engine for the upcoming race, which was just four months after the demoralizing defeat. The decision was vindicated when Nissan's Datsun Racer secured victory at the 2nd All Japan Automobile Competition.

INFLUENCING LATER GENERATIONS

These two races left a significant mark on the history of motorsport in Japan, and have been influential ever since. Soichiro Honda, who later founded Honda Motor Co., competed in the first competition driving his own "Hamamatsu" racing car. Likewise, Yutaka Katayama (also known as "Mr K"), who would later become known to fans in Japan and abroad as the father of the Fairlady Z, was part of the Nissan team at the race. Soichiro Honda was inducted into the US Automotive Hall of Fame in 1989 and Yutaka Katayama was inducted into the Hall of Fame in 1998 for their respective achievements.

From 1937, Japan entered into a war with China, and in 1941 the Pacific War began, which saw all motorsport suspended. It was only after the end of the war that Japanese motorsports caught the public eye again.

However, there is no doubt that Nissan's motorsport history originated with the 1st and 2nd All Japan Automobile Competition – first with a crushing defeat and then a landslide victory. It is no exaggeration to say that Nissan's passion for competition was born at this time. That DNA has been passed down to the present-day NISMO department. ♦



The Datsun Racer participated in the 2nd All Japan Automobile Competition. Its win in the Works Race was the start of Nissan's motorsports history.

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THE SKYLINE – A MODEL WITH SPORTS TRAITS

The 3rd generation Skyline "Hakosa" (C10 series) was actually developed before Prince merged with Nissan in 1966–68 – the project started in 1964, coinciding with the Tokyo Olympics held on March 10. It meant that the model was both the Nissan Skyline and the last Prince Skyline.

August 1968 saw the launch of Prince's 1,500cc in-line, four-cylinder, SOHC engined G15 (88ps), four-door sedan and estate wagon Type 2. The suspension in the front was changed from the previous double wishbone design to a simple strut. The rear remained the same leaf-spring type.

Up until then, the impression of the Skyline was of a tall, narrow model. Now the Skyline became 5.3in (135mm) longer, 3.9in (100mm) wider, and 0.8in (20mm) lower, making it particularly stable. In addition, the sculptural design of the rear fender – called the "surfing line" – gave the Skyline an impression of speed.



Equipped with a four-cylinder 1,500cc, the Skyline 1500 had a shorter hood than the 2000GT that would later be released.

Two months later in October, the 2000GT made its debut, with an extended wheelbase and hood.



The Skyline 2000GT-R, which launched in 1969, boasted a high-performance engine that was considered outstanding for the time. It was a spartan car that was born to win races.

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The 1970 two-door hardtop 2000GT initiated the Skyline's great popularity and success. The side window opened fully on the model.

It featured Nissan's 2,000cc in-line six-cylinder SOHC L20 type engine (105ps). The power plant that had been installed in the Nissan Cedric was also installed in the Skyline in order to share parts through the merger. The 2000GT was positioned as the successor to the previous 2000GT-A (S54A) with easy-to-handle settings in a single-cab specification.

The rear suspension for the 2000GT was a dedicated semi-trailing arm suspension. This was the type used on the Bluebird (P510 series), which was being developed at the same time. For this reason, there was talk about sharing parts between both cars during development, but most of the parts that were shared were designed separately.

The successor of the 2000GT-B (S54B), which dedicated fans called "the wolf in sheep's clothing", was the 2000GT-R (PGC10) that debuted in February 1969. The engine of the Prince R380 was redesigned using the S20 DOHC (160ps). Next, in October 1970 a two-door hardtop – with a wheelbase shortened by 2.8in (70mm) to improve performance – was added as variation, boosting the popularity of the Skyline. ◆

TECHNICAL DATA

SKYLINE 2000GT GC10 TYPE (1968)

Length:	174in (4,430mm)
Width:	63in (1,595mm)
Height:	55in (1,390mm)
Wheelbase:	104in (2,640mm)
Tread (front):	52.2in (1,325mm)
Tread (rear):	52in (1,320mm)
Vehicle weight:	2,403lb (1,090kg)
Engine:	Type L20, six-cylinder SOH
Total displacement:	1,998cc
Maximum power:	150ps / 5,200rpm
Maximum torque:	16.0kgm / 3,600rpm
Suspension (front/rear):	straight / semi-trailing arm
Brakes (front/rear):	disk / drum
Tires:	6.45 S14-4PR



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STAGE 2
FRONT RIGHT WHEEL

In this issue, we will connect the parts of the front right wheel: the tire, the rim components, and the hub.

PARTS

2A



2B



2C



2D



2E



2F



BM



2A Front right wheel tire
2B Front right wheel hub
2C Front right wheel outer rim
2D Front right wheel inner rim
2E Front right wheel cover
2F Wheel bolts (x6*)
BM Screws 1.7×5mm (x4*)

*Including spares

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FRONT RIGHT WHEEL

2.01 Place the front right wheel outer rim 2C into the front right wheel tire 2A, in the side where the tire has the "right" script on the wall, as showed in the detail image.

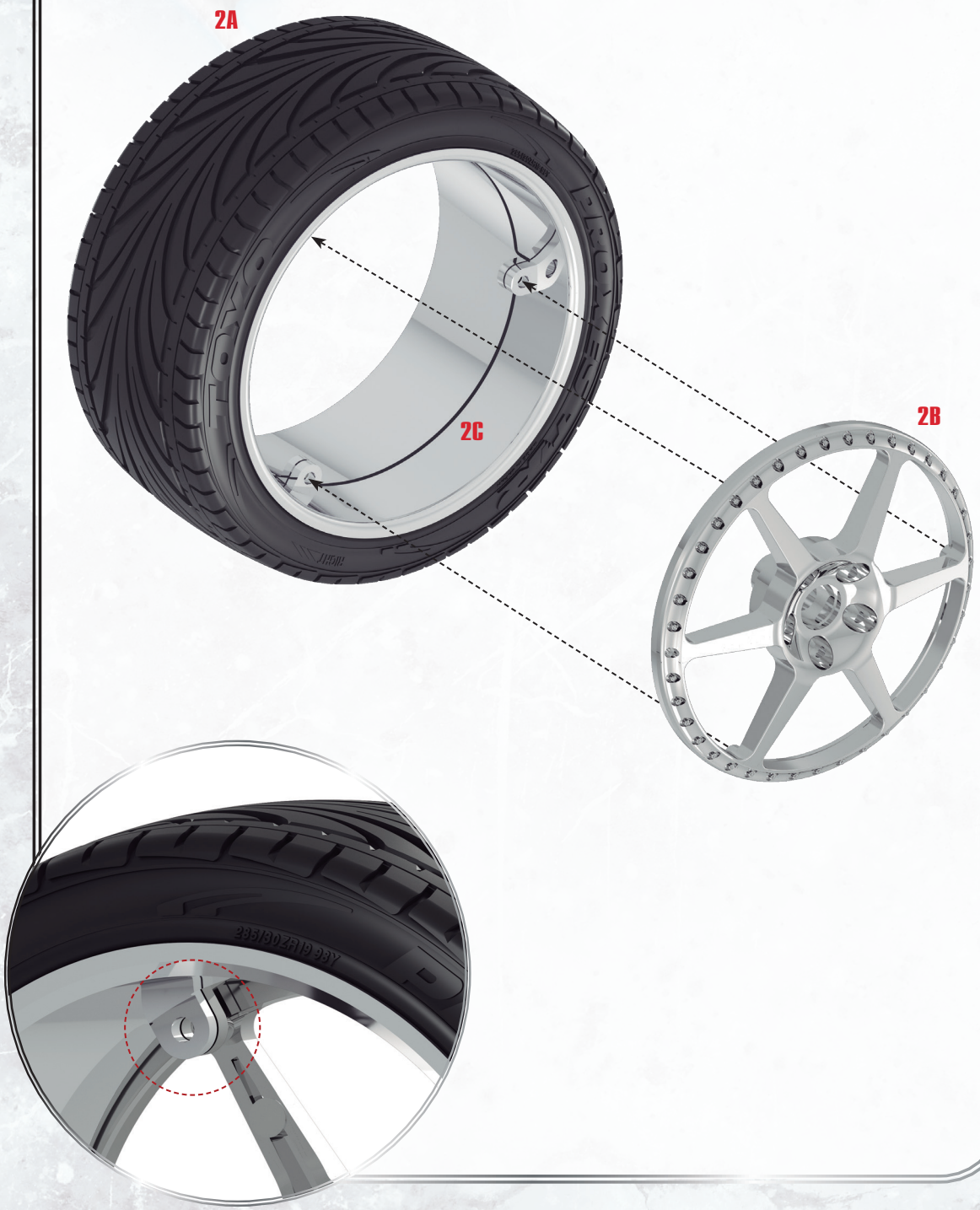


2.02 On the opposite side of the tire 2A, which features the "left" script on the tire wall, insert the front right wheel inner rim 2D and align the tabs of both rims.



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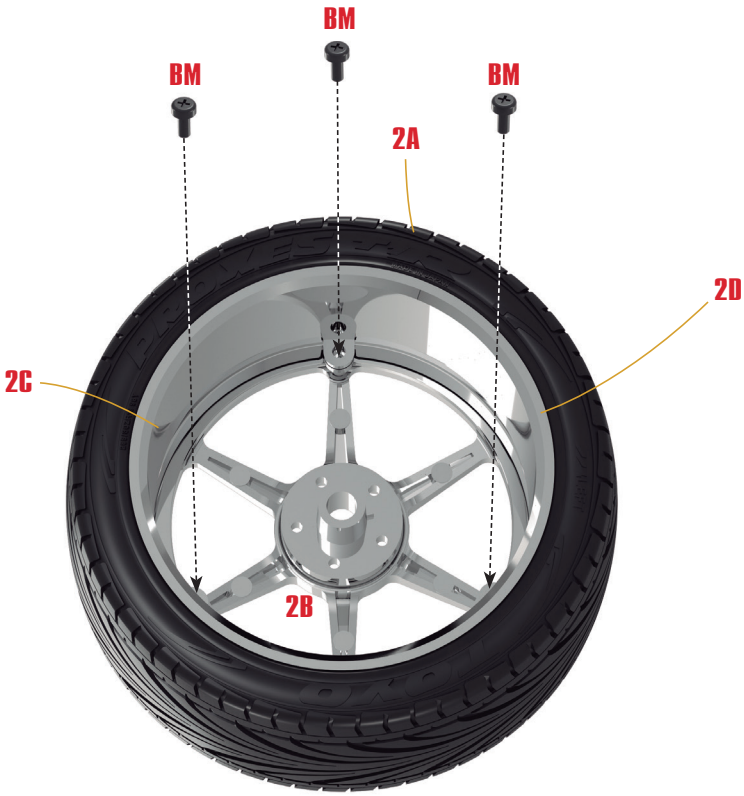
2.03 On the outer side of the tire 2A (with the "right" script), place the front right wheel hub 2B so that the screw holes on the hub align with the tabs of the outer rim 2C.



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FRONT RIGHT WHEEL

2.04 On the inner side of the tire, use three **BM** screws to secure the tire **2A**, the hub **2B**, and the rims **2C** and **2D**.



Final assembly





Keep the front right wheel cover **2E** and wheel bolts **2F** in a safe place for a later stage of the assembly.

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