FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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The Skyline GT-R (R32), (R33), and (R34) models are powered by 2.6-liter, six-cylinder, four-valve DOHC twin-turbo RB26DETT engines.

A PARTICULARLY IMPRESSIVE ENGINE ROOM

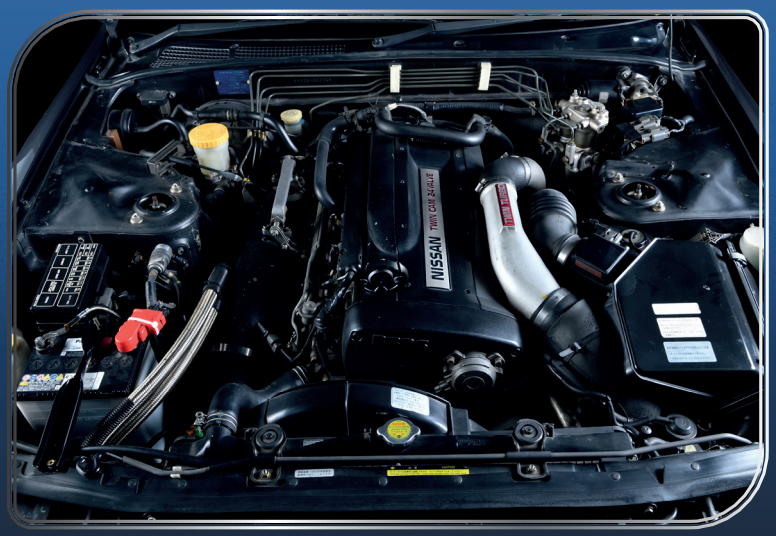
The bay that houses the high-powered engine reflects a genuine sports car. The Skyline GT-R (R34) uses the model's traditional in-line six cylinder engine, equipped with a twin turbo and delivering 280ps. However, its true capabilities are only fully realized after modification.

The engine bay of the Skyline GT-R (R34) is particularly eye-catching, with parts such as the RB26DETT-type engine – with its beautiful red rocker cover – arranged in such a way as to convey the power of a sports car. It's a little different from the view of a typical engine bay, where most of the piping and wiring are shielded by a cover.

Since the first Skyline 2000GT-R (PGC10 type) launched in February 1969, successive models of the Skyline GT-R have been equipped with an in-line, six-cylinder, DOHC four-valve engine. Sixteen years after the launch of the second model of the Skyline 2000GT-R in January 1973 – the small production run 2000GT-R (KPGC110 type) – the first model of the second-generation

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A PARTICULARLY IMPRESSIVE ENGINE ROOM



The Skyline GT-R (R32) engine bay featured a black rocker cover, a battery, and a center badge marked "Nissan Twin Cam 24 Valve".

Skyline GT-R was introduced in May 1989 as the Skyline GT-R (R32). The GT-R (R32) was equipped with a twin ceramic turbo on an in-line six-cylinder engine with a capacity of 2,568cc – this RB26DETT engine was created exclusively for the Skyline GT-R (R32).

Improved versions of this engine were also installed in the later Skyline GT-R (R33) and GT-R (R34).

An in-line six-cylinder engine such as this has several advantages. Every time the crankshaft rotates 120 degrees, an explosion occurs and the pistons of the six cylinders are lined up in a row so that they are perfectly balanced – they cancel out each other's inertia and forces, resulting in minimal vibration and smooth rotation. In addition, it's not necessary to install two sets of cylinder heads and an intake exhaust system for each of them, as you would for a V-type engine.

CONSIDERING VARIOUS ENGINE OPTIONS

During the development of the Skyline GT-R (R32), a V6 turbo and a large-displacement V8 engine were also considered in addition to the in-line six-cylinder engine.

However, it was decided that the other models in the Skyline (R32) range would be equipped with six- and four-cylinder in-line engines, so a two-type engine bay was developed.

Looking at the engine bay of the Skyline GT-R (R32), you can see that each part is efficiently arranged.

The RB26DETT engine was developed exclusively for the Skyline GT-R (R32). A six-cylinder longitudinal in-line engine is installed in the center of the engine bay with a slight inclination to the left side in the direction of travel. The intake manifold, six-series throttle, and other intake systems are placed



The rocker cover on the Skyline GT-R (R33) is the same black as on the Skyline GT-R (R32). From this (R33) version, the battery moved from the engine bay to the rear trunk, which improved front and rear weight distribution. The strut bar was now also standard.

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"Redesigning the engine bay for left-hand drive would not be easy."

on the right side of the direction of travel. Exhaust systems such as exhaust manifolds and twin ceramic turbochargers are positioned on the left side of the direction of travel.

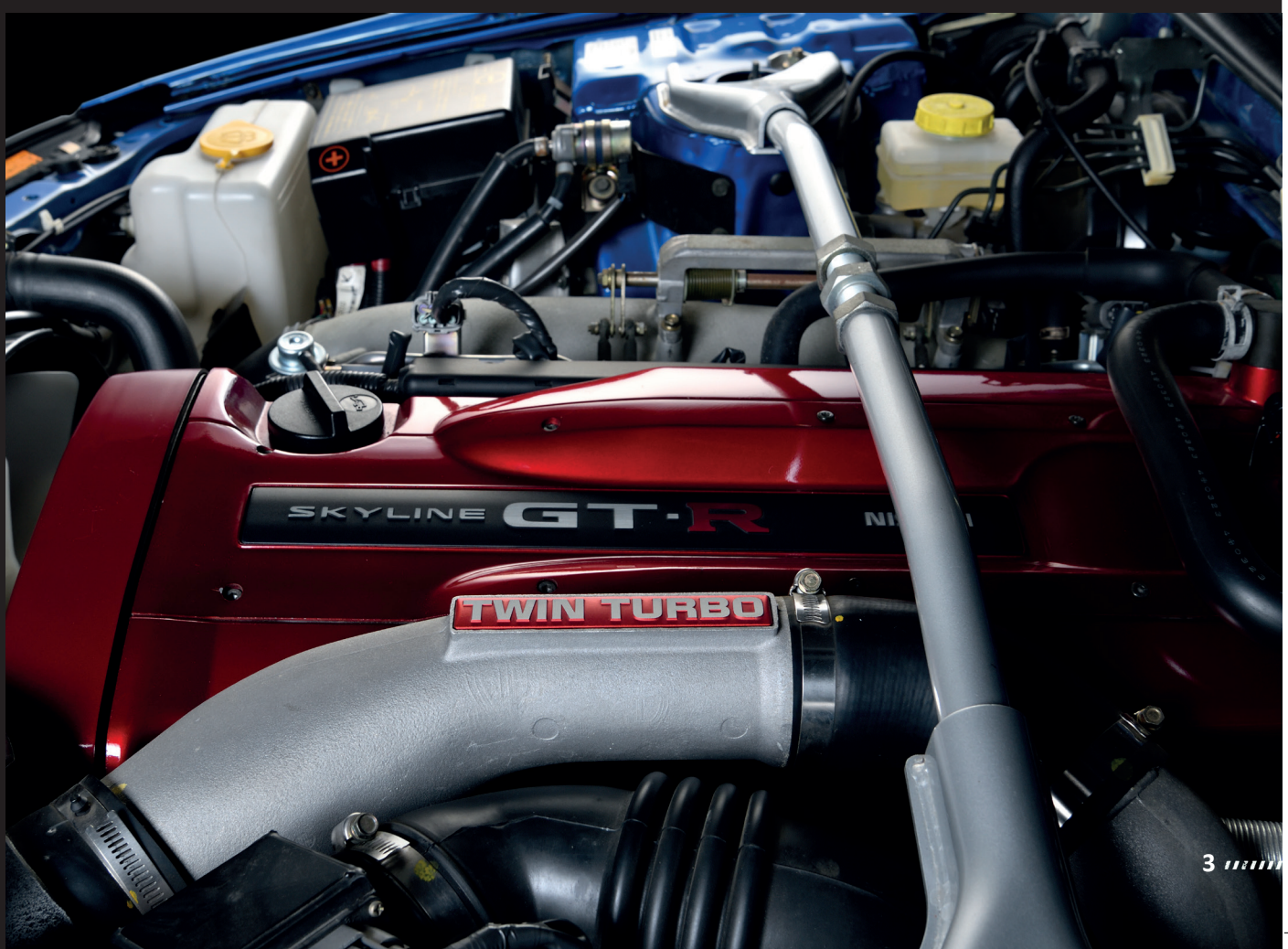
Air taken in from the front grille passes through the air cleaner and two air flow meters and is then distributed to the twin ceramic turbos arranged front and rear. The high-temperature and high-pressure exhaust gas from the engine rotates the turbine of the turbo, and the air is sucked in and compressed by a coaxial compressor. This compressed, high-temperature and high-pressure air is channeled together by an air pipe attached to the "Twin Turbo" emblem next to the exhaust-side rocker cover; it is then sent to a large-capacity, air-cooled intercooler attached to the rear of the front bumper. The high-pressure air that has been cooled and increased in density is dispersed into the six cylinders by the manifold collector, and fed into the engine intake by a six-throttle system that controls the amount of intake. This air flow takes advantage of the six-cylinder engine setup, in which intake and exhaust are divided between the left and right sides of the engine and arranged in an orderly manner.

The Skyline GT-R (R34) RB26DETT engine was given a red rocker cover that symbolized passion, and the center badge was changed to "Skyline GT-R Nissan".

BATTERY MOVED TO THE REAR

The Skyline GT-R (R32) introduced an electronically controlled torque-split 4WD system, which has a transfer output at the rear of the transmission through which the necessary torque is sent to the front differential. The differential gear case is integrated with an aluminum oil pan at the base of the engine and mounted on the right side of the engine in the direction of travel. From there, torque is transmitted to the front tire by the left and right driveshafts, with the left shaft connected to the oil pan. It was a clever arrangement that did not raise the engine position despite this being a 4WD – even from the upper side of the engine bay, the 4WD system was almost invisible.

The current Nissan GT-R (R35) also uses an electronically controlled



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A PARTICULARLY IMPRESSIVE ENGINE ROOM



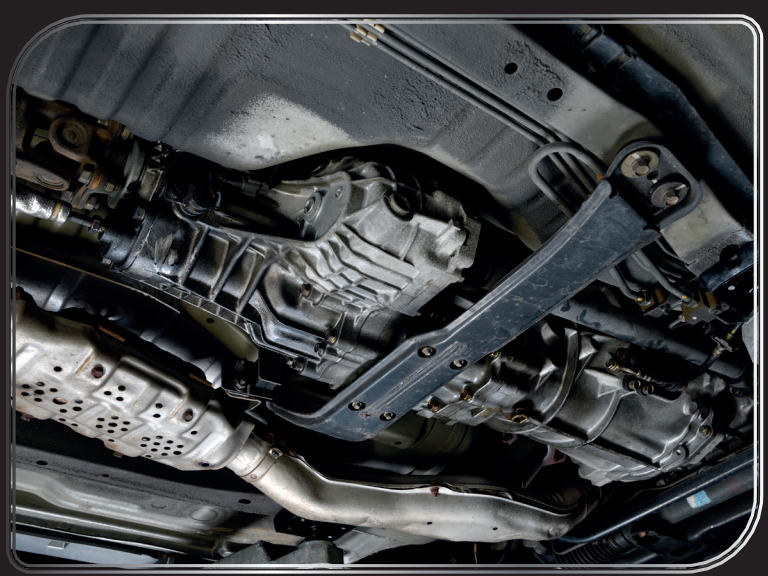
The electronically controlled torque-split 4WD system is the core technology of the Skyline GT-R from the (R32) onwards. On the transmission side, drive is transferred to the front tire. The propeller shaft for the rear wheel is visible on the left side of the photo, and the propeller shaft for the thin front tire is visible on the front right.

torque-split 4WD system. The engine is a six-cylinder, V-type VR-38DETT, but like the RB26DETT, the driveshaft is structured to penetrate the oil pan. Perfectly suited for high-powered sports cars, the electronically controlled torque-split 4WD system is still Nissan's core technology.

Now, in the engine bay of the Skyline GT-R (R34) there are no key components. To optimize the front-rear weight balance, a heavy battery is installed between the rear seat and the trunk. The Skyline GT-R (R32) was equipped with a battery on the front right side of the engine bay, as in most standard cars, but from the Skyline GT-R (R33) the battery moved to the rear.

On the other hand, the engine bay of the Skyline GT-R (R34) features some parts that are not often found in standard cars. For example, a silver strut bar connects the left and right side of the engine bay. The "bar" is a reinforcement component that reduces pressures on the body due to strong lateral G-forces, such as during cornering, and aids accurate handling.

Developed exclusively for the Japanese domestic market, the engine bay of the Skyline GT-R (R34) is designed for right-hand drive, and all parts are positioned for optimum performance. It would not be easy to remake this dense structure for left-hand drive. ♦



The white oil pan in the center of the photo is made of die-cast aluminum. On the left side is the front differential gear carrier. The driveshaft of the left tire transmits the driving force through the oil pan from the differential carrier. Incidentally, the oil pan and the differential carrier are integrally molded.

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THE STORY BEHIND A STAR

Brian's Nissan Skyline GT-R did not become the most iconic automobile in 2 Fast 2 Furious by chance. There was a story behind this magnificent car's appearance in the movie.



The presentation of Brian O'Conner as a character in *2 Fast 2 Furious* left no one indifferent; nor did the incredible car with which he reappeared in the franchise, a brand-new Nissan Skyline GT-R (R34). In fact, this gem on wheels was owned by Craig Lieberman, a car enthusiast who was working as a technical consultant for the franchise. He had bought it in July 2001 for $78,000 through the company MotoRex, making it the first Skyline GT-R (R34) to be shipped to the United States. Not content with that, Lieberman wanted to customize it; he changed the original black color of the bodywork for a "custom candy" blue, he enhanced parts of the engine, increased the size of the brake disks, and added a new sound system.

AN ORIGINAL IDEA

When the preparations began for the sequel to The Fast and the Furious, Lieberman offered his extraordinary sports car so that the main character could drive it in the movie. Everybody thought it was a fantastic idea, since the Skyline GT-R stood out more than any other options. But of course, as soon as the screenwriters came up with the imaginative idea that Brian would literally fly over a bridge at the wheel of his Skyline GT-R, Lieberman felt like taking his car and driving off in the opposite direction!

To prevent him from panicking, the producers agreed that Lieberman's original car would only be used to shoot the straightforward scenes. This meant they needed to acquire other units with which

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to be able to film the action scenes. Again through MotoRex, four new Skyline GT-Rs were imported from Japan, which were then converted into replicas of Lieberman's modified model. Each of the vehicles cost $48,000, less than what Lieberman's original car had cost due to the fact that United States driving licenses were not required, since they would only be used for the sequences in the film.

INCREDIBLE STUNTS

These four replicas were assigned different roles in the production: one of them was used as a replacement car for Lieberman's original one, in the event of anything unforeseen arising; two more were tuned specifically to perform the most acrobatic stunts; and the fourth one was destined exclusively for the production of computer-generated images in order to complete the visual effects.

It was still necessary to import a sixth Skyline GT-R from England that was only used for the bridge jump, in the film's first race. The vehicle was given various modifications, such as a roll cage to ensure the stunt driver's safety. During the filming, the car was only going at 54 mph (88 km/h) up a ramp with a less steep slope than what was later seen in the movie, but the jump scene was almost a write-off. Luckily, the mechanics who were working on the production managed to completely restore the car. ♦

THE ADVENTURES OF BRIAN O'CONNER

At Toretto's Market & Café

The plan to get close to Dom Toretto requires patience. Brian goes to Toretto's Market & Café systematically for three weeks: he sits at the bar, browses a car spares magazine, and orders the same sandwich every day: "Tuna on white, no crust." Behind the bar, Mia Toretto serves him, wondering whether maybe it's her and not the tuna that brings this handsome guy back day after day. The guys in Dom's crew also suspect this and that's enough for the impulsive Vince – who is secretly in love with Mia – to start an altercation, as a result of which Brian will come face to face with Dominic Toretto for the first time.



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NISSAN MAKES ITS DEBUT IN THE EAST AFRICAN SAFARI RALLY

From its Oppama base, Nissan Works developed racing cars for international rallies such as the East African Safari Rally.



Five years after winning its class in the Mobilgas rally (also known as the Australia Rally), Nissan decided to participate in the East African Safari Rally in April 1963. The company recognized that the ultra-harsh rally conditions would be a test for its cars and contribute to the evolution of higher-performance models, while at the same time generating great publicity.

Just as it did in Australia, Nissan sent a team of young, elite drivers handpicked from various company departments to the 11th East African Safari Rally. They included

In this 1981 group photo at the 29th East African Safari Rally, the young Kunihiko Kakimoto can be seen second from the right. He was assigned to the Special Vehicle Division in 1968 and became Nissan Super GT team General Manager.



In 1963, Nissan made its debut in the East African Rally. Pictured is one of the cars, a P312 Type Bluebird, driven by Yasuharu Namba.

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NISSAN MAKES ITS DEBUT IN THE EAST AFRICAN SAFARI RALLY



In the 18th East African Rally in 1970, a P510 Bluebird finally won the race for Nissan. The following year, a Fairlady 240Z victory gave Nissan two consecutive wins in the rally.

Yasuharu Namba, who won his class in Australia. The four-machine lineup comprised two P312 Bluebirds and two G31 Type Cedrics. Along with most of the other entrants, the Japanese cars retired before the end of the gruelling rally, where only seven of the 84 starters completed the course.

The PA10 Type Violet in the second "Golden Age" of Nissan motorsports. The tricolor red, white, and blue – recognized by enthusiasts as the Oppama colors – was the livery of the Nissan Works machines.

By the time Namba and the others returned home on May 5, the 1st Japanese Grand Prix had just taken place at the Suzuka circuit. In addition, the initial section of the Meishin Expressway – the country's first major highway – was opened on May 7, and Japan was finally about to enter an era of high-speed driving.

Against this backdrop, Nissan established a department within the Design Division to develop high-performance vehicles in 12 months. It comprised the First Testing Division and the Third Vehicle Testing Division, with Namba appointed section chief. His goal was to compete in the 2nd Japanese Grand Prix and the 12th East Africa Safari Rally the following year.

However, the effort required to participate in motorsports was intensive, hindering the Design Division's development and experimental work on the original production car.

In December 1964, it was decided that the development of high-performance cars, including rally cars, would be carried out at the Oppama research center. The Third Vehicle Testing Division was relocated there, which marked a new chapter for the company.



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Nissan returned to the WRC with the N14 Pulsar GTI-R, here seen in the 1991 East African Safari Rally. The Oppama Works led the development of the model so it could compete in the Group A classification of the WRC.

The merger of Nissan Motor Company and Prince Motor Company in August 1966 led to a partnership with Prince's racing division especially for the Japanese Grand Prix.

In December of the following year, the Third Vehicle Testing Division was renamed the First Special Vehicle Division of the Research Center. The former Prince racing division was fully integrated into the center as the Second Special Vehicle Division.

A GOLDEN AGE

In 1968, a P510 Bluebird won its class in the East African Safari Rally. In the 1970 Safari Rally, it dominated to win the Overall, Team, and Class titles. The Fairlady 240Z then took overall victory in 1971 and again in 1973. It meant

ORIGIN OF THE OPPAMA WORKS

The Special Vehicle Department had an office and works building beside the test course in Oppama, which was called the Oppama Unit, or Oppama Works by fans. In addition to the Oval Course, the Oppama Test Course also had a circuit resembling the Suzuka circuit. There was also a dirt course that included a Safari Rally-style river feature. It is now a proving ground called Grandrive, which is used by the company to evaluate models and also for hospitality events.



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that the early 1970s could be considered the first "Golden Age" of Nissan motorsports.

From 1974, the company pared back its activities due to the impact of the energy crisis. It was the PA10 Type Violet's challenge in the World Rally Championship (WRC) in 1979 that led to the full-scale resumption of Nissan's motorsports activities.

In that year's Safari Rally, the PA10 Violet won the Overall title for the first time in six years, also securing Team and Class victories. In its first attempt in the WRC series, the Japanese team finished second in the Team Championship.

In the 1980 WRC series, the team again finished runners-up and took the top two places in the Safari Rally. From 1981, the team finished third in the WRC series for two consecutive years and won the Safari Rally three years in a row. With the team now one of the top rally outfits in the world, the early 1980s can be considered the second "Golden Age" of the company's motorsports activities.

> ***"Know-how gathered from racing and rally experience was used to improve the performance of production vehicles."***

The Oppama Works, which took a prominent role in rally activity, also developed new technologies such as race vehicle development and innovations in turbo engines. The know-how gained from these activities would be fed back into the development of mass-production turbo engines and the four-valve DOHC unit.

In October 1999, motorsport activities were cut back in order to focus on the Nissan Revival Plan that was formulated during a management crisis. After more than 30 years, the Oppama Works was to be disbanded. ♦

The Oppama Works also oversaw the development of the BNR32 Skyline for Group A racing. The model dominated the domestic race scene in 1990, and the technology from the race car was then used by NISMO.

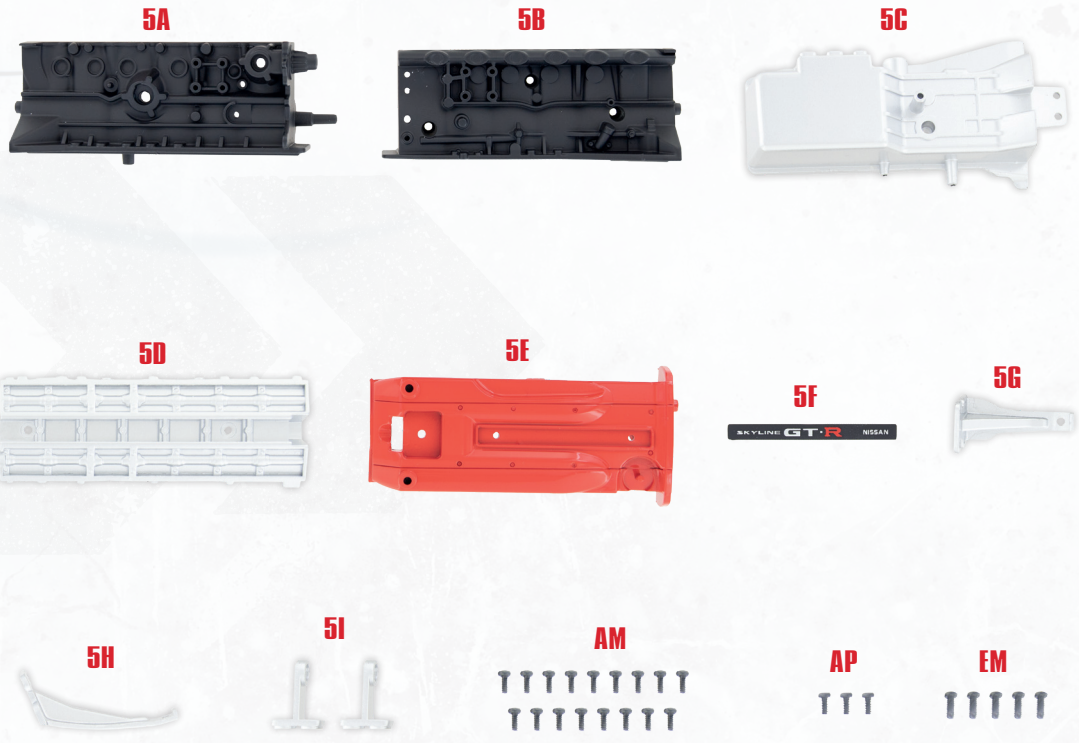


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STAGE 5
ENGINE BLOCK (1)

In this issue, we will start the assembly of the engine block by joining its left and right parts with the oil pan, the cylinder head, the engine top cover, and other components.

PARTS

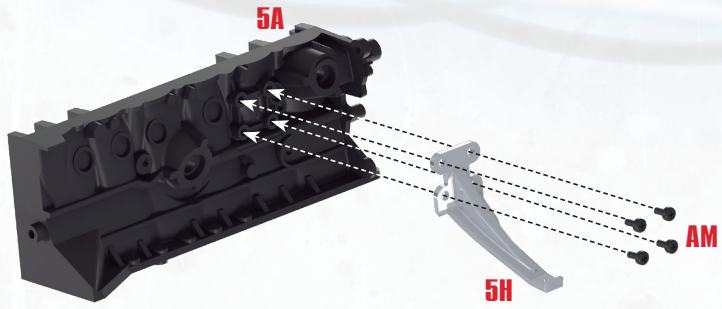


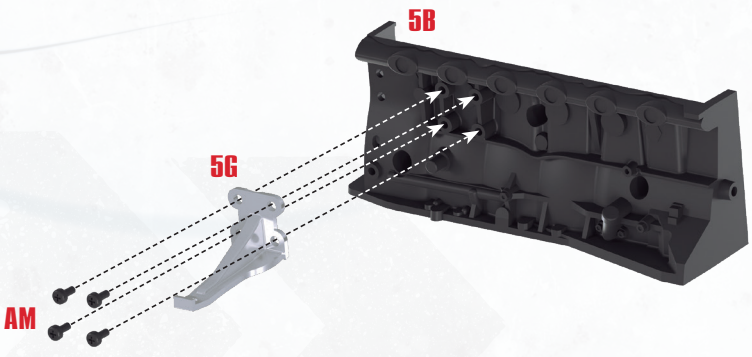
- 5A Engine block right part
- 5B Engine block left part
- 5C Oil pan
- 5D Cylinder head
- 5E Engine top cover
- 5F Engine logo “Nissan Skyline GT-R”
- 5G Engine block left support
- 5H Engine block right support
- 5I Engine connecting pieces (×2)
- AM Screws 1.7×4mm (×17*)
- AP Screws 1.7×4mm (×3*)
- EM Screws 2.0×5 (×5*)

*Including spares

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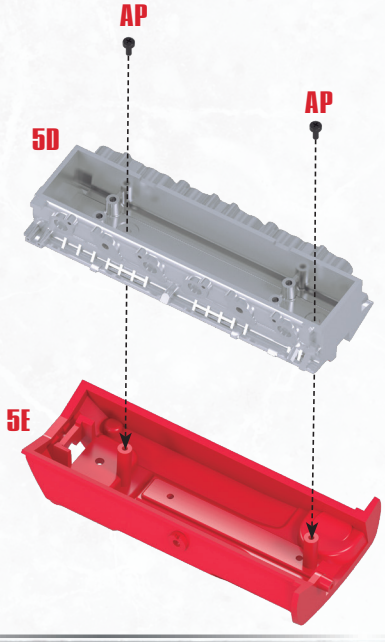
5.01 Start the assembly of the engine block by aligning the holes in the right support 5H with the four screw holes on the engine block right part 5A. Attach the parts with four AM screws.





5.02 Align the holes in the engine block left support 5G with the four holes on the engine block left part 5B and attach the parts with four AM screws.

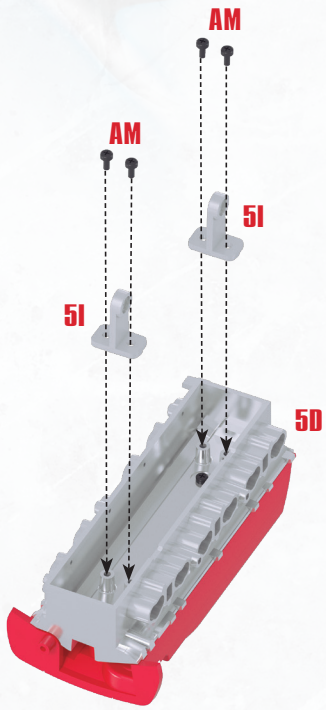
5.03 Place the cylinder head 5D into the engine top cover 5E and align the holes in the two parts. Fix the parts together with two AP screws.



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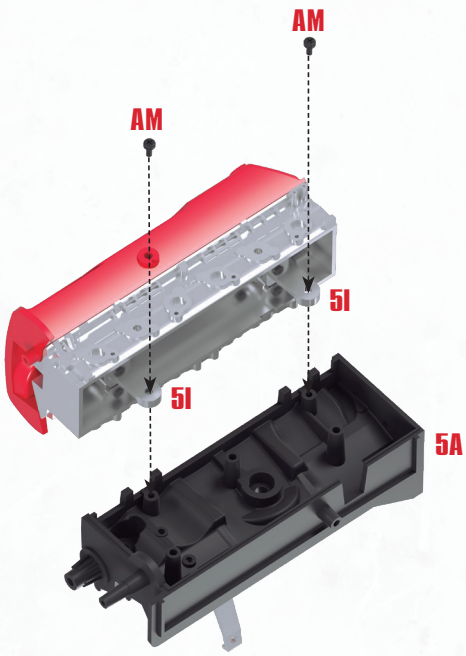
5.04

Align the holes in the engine connecting pieces 5I with the screw posts inside the cylinder head 5D. Use two AM screws for each connecting piece to attach the parts.



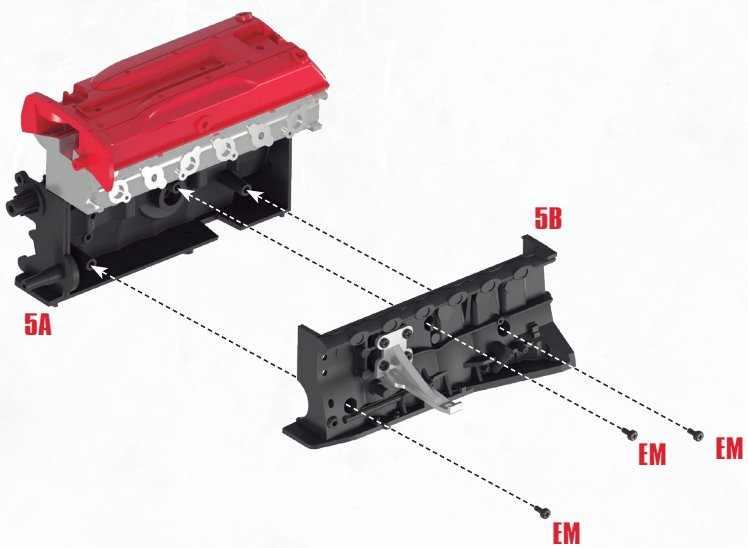
5.05

Align the holes in the engine connecting pieces 5I with the highlighted screw posts on the engine block right part 5A. Attach the parts with two AM screws.



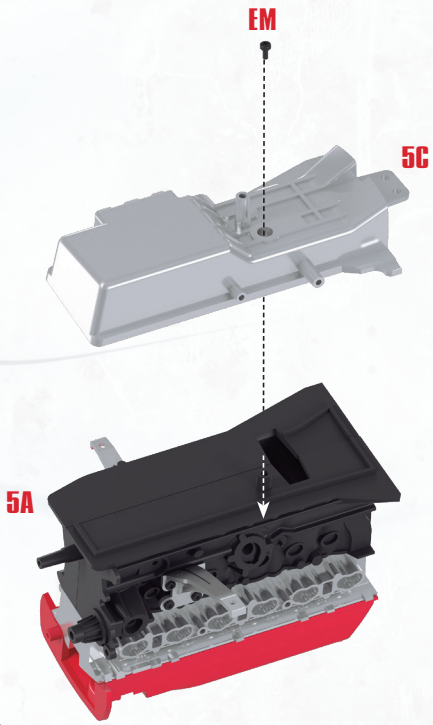
5.06

Position the engine block left part 5B against the engine block right part 5A. Connect the two parts with three EM screws, as shown in the picture.

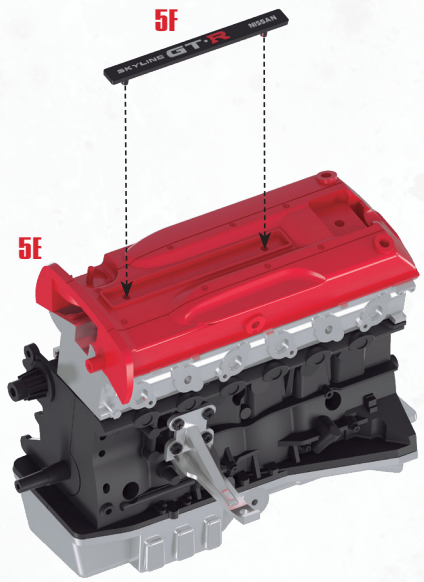


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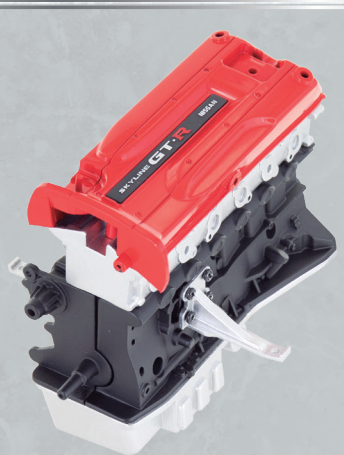
5.07 Place the oil pan 5C over the engine block assembly and connect it to the engine block right part 5A with one EM screw.



5.08 To complete this stage, gently push the engine logo 5F into the rectangular slot on the engine top cover 5E. Refer to the image for the correct positioning of the "Nissan Skyline GT-R" script on the engine cover, so that it is not inserted upside down.



Final assembly



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