FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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THE DEBUT OF THE LAST SKYLINE GT-R

It was 1999 and almost the end of the 20th century. At the Tokyo Auto Salon, the Skyline GT-R (R34) made its sensational debut in vivid Bayside Blue. It would be the last Skyline GT-R with a six-cylinder in-line engine.

The Skyline GT-R (R34), the last GT-R bearing the "Skyline" name, launched on September 1, 1999. It was presented at the Nissan booth of the 17th Tokyo Auto Salon held at the Makuhari Messe in Chiba Prefecture. Kouzou Watanabe, the Chief Product and Vehicle Engineer at that time, was in charge of presenting the model. The vivid Bayside Blue Skyline GT-R (R34) V·spec exhibited at the venue was equipped with many unprecedented features to meet the expectations of fans. Along with its bold body design, the "Advanced Aero System" – which includes the world's first carbon rear diffuser in a mass-produced car – was a remarkable achievement that impressed everyone gathered at the venue.

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THE DEBUT OF THE LAST SKYLINE GT-R



The Skyline GT-R (R34) has an imposing, aerodynamically designed front aspect, with sharp headlight design and a large radiator opening for cooling.

The so-called "Second Generation GT-R" started with the 1989 Skyline GT-R (R32), which featured a 2.6-liter, six-cylinder DOHC twin ceramic turbo RB26DETT engine and torque-split 4WD. The initial concept was "the ultimate road-going car", and as proof of its ultra-high performance levels, it aimed to dominate Group A touring car races.

The Skyline GT-R (R32) was very expensive for a Skyline, but it was a huge hit, with sales of about 43,000 units due to the strong economy in Japan at that time. On the track, it won 29 consecutive All-Japan Touring Car Championships, the 1990 Macau GP Gear Race, and the 1991 Spa Francorchamps 24 Hours; its success in Group A touring races is legendary.

Following the success of the Skyline GT-R (R32), in 1995 the second-generation GT-R evolved into the Skyline GT-R (R33), which shared its platform with the Laurel (C34). Its overall length and wheelbase were longer than the Skyline GT-R (R32), with a larger body and increased weight. However, in addition to enhanced body rigidity, the rear-wheel steering system evolved into a new electric Super HICAS with high-tech equipment such as the electronically controlled Active LSD (standard on the Skyline GT-R V·spec) that works with the torque-split 4WD to make the Skyline GT-R (R33) even faster.

So the Skyline GT-R (R34) was the culmination of the development of the second-generation Skyline GT-R, with the aim of delivering "the ultimate driving pleasure". There are two specification levels: the base Skyline GT-R (R34) and the Skyline GT-R (R34)

The traditional round rear lamp combination was inherited by the Skyline GT-R (R34). Drivers following behind can immediately tell that the car is a Skyline GT-R, even at night. The two-wing rear spoiler gives the driver a sense of performance driving.





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"The Skyline GT-R (R34) was designed to provide "the ultimate driving pleasure".

V·spec, which is more advanced. In addition, there is a motorsport-based version, the Skyline GT-R (R34) V·spec N1, which is specially set up to compete in N1 races.

MUSCULAR EXTERIOR DESIGN

The exterior is designed with an intellectual brilliance underlying its strength. The sharp-eyed Xenon headlamps and the front opening that ensures sufficient airflow for circuit driving together form a fierce front aspect. The design of the engine hood clearly asserts the presence of a six-cylinder in-line engine.

The side view is styled with a full and smooth undulation, as if the exuberant front and rear fenders are rising around well-trained muscles and a thick skeleton. The design of the details is also carefully considered. For example, the lipped shape of the front bumper side contributes to improved brake cooling efficiency by generating airflow outside the wheel and lowering pressure in this area – the result is that hot air is sucked from inside the wheel to outside.

Similar to the Skyline (R34) two-door coupe, the rear view of the Skyline GT-R (R34) combines rear lamps of small and large sizes. In addition, features were included to reflect the high performance unique to the Skyline GT-R (R34), such as a two-wing rear spoiler and a large-diameter, stainless-steel tail pipe.

The overall length of the Skyline GT-R (R33) was reduced by 2.95in (75mm) to 181.1in (4,600mm) and the wheelbase was reduced by 1.16in (55mm) to 104.9in (2,665mm). This wheelbase is roughly halfway between the 102.9in (2,615mm) of the Skyline GT-R (R32) and the 107in (2,720mm) of the Skyline GT-R (R33), with a wheelbase/tread ratio that improved driving performance.

RIGID BODY FOR INCREASED POWER

The Skyline GT-R (R34) introduced a series of equipment additions not used in the Skyline GT-R (R32) and (R33) models. However, in order to fully maximize their capabilities, it was vital that the bodywork was re-designed to help achieve this.

The body of the Skyline GT-R (R34), called the "Driving Body", was reinforced throughout while minimising weight gain. This was accomplished at the design stage through repeated computer simulations and analysis of the car's structural rigidity, resulting in world-class performance capabilities that enable the driver to feel confident at the wheel of the machine.

Wide rear and front fenders have been a stylistic feature since the Skyline GT-R (R32). However, in the Skyline GT-R (R34), the front fender design is a natural bulge and the rear fender is characterized by a blister-like design.



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The driving performance of the Skyline GT-R (R34) was highly acclaimed – the body, suspension, brakes, and other components were all upgrades on the previous Skyline GT-R (R33) and the new model was thoroughly tested on numerous circuits.

In addition, an experimental device called the MRS (Multiload Simulator) was introduced to analyse body deformation under running conditions. By inputting the load data in the vertical, horizontal, and rotational directions of the actual suspension on the test course, and measuring the degree of deformation with sensors attached to each part of the body, it is possible to analyse the data on a test course.

However, there was a subtle difference between the data from the MRS and the real-time maneuverability identified by a test driver. The reason for this was that the sharp senses of the driver could detect subtle differences not captured by analysis using the MRS. The evaluation of the test driver, which the Skyline development team calls "the Voice of God", is paramount.

As a result, the technicians increased the sensitivity of the sensors and installed more than twice the normal number of sensors.

In addition, test cars were run on the Nürburgring and the in-house testing track – the Nissan Hokkaido Rikubetsu Test Station in Hokkaido, renowned as a difficult course – and the body was strengthened. It is no exaggeration to say that the cornerstone of the high performance displayed by the Skyline GT-R (R34) is its high-rigidity body. ♦



The Skyline GT-R (R34) is equipped with parts aimed at producing aerodynamic effects under the body. In particular, the Skyline GT-R (R34) V·spec is fitted with a carbon rear diffuser.

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THE RACE IN MIAMI

Four amazing automobiles, a complicated course through the outskirts of Miami, and a juicy sum of money for the winner: these are the ingredients of the eye-catching race that opens *2 Fast 2 Furious.* It is a high-risk race that requires guts and self-control, and, of course, activating nitrous at exactly the right moment.



When Tej Parker calls, Brian O'Conner can't resist the invitation to race, even if it means placing cash on the table. He gets to the start line in his Nissan Skyline GT-R in four minutes flat. He's the last to arrive because he's covering for the absence of another driver, Joaquín, who hasn't been able to get out of working the night shift in his job. Brian lines up for the race; his competitors are brimming with charisma and glamor. First there's Suki, the motor queen of Miami and the leader of a girls' crew whose pride and joy is a pink Honda S2000. Then we have Slap Jack, a kid in saggy pants, adorned with chains and rings, driving a 1993 Toyota Supra Turbo MK IV. He's the complete opposite of the loud-mouthed Orange Julius, dressed in the color orange and ready to win the race at the wheel of a gleaming 1994 Mazda RX-7FD. All four agree to the rules of the race organizer, Tej Parker: $3,500 per driver and the winner takes all.

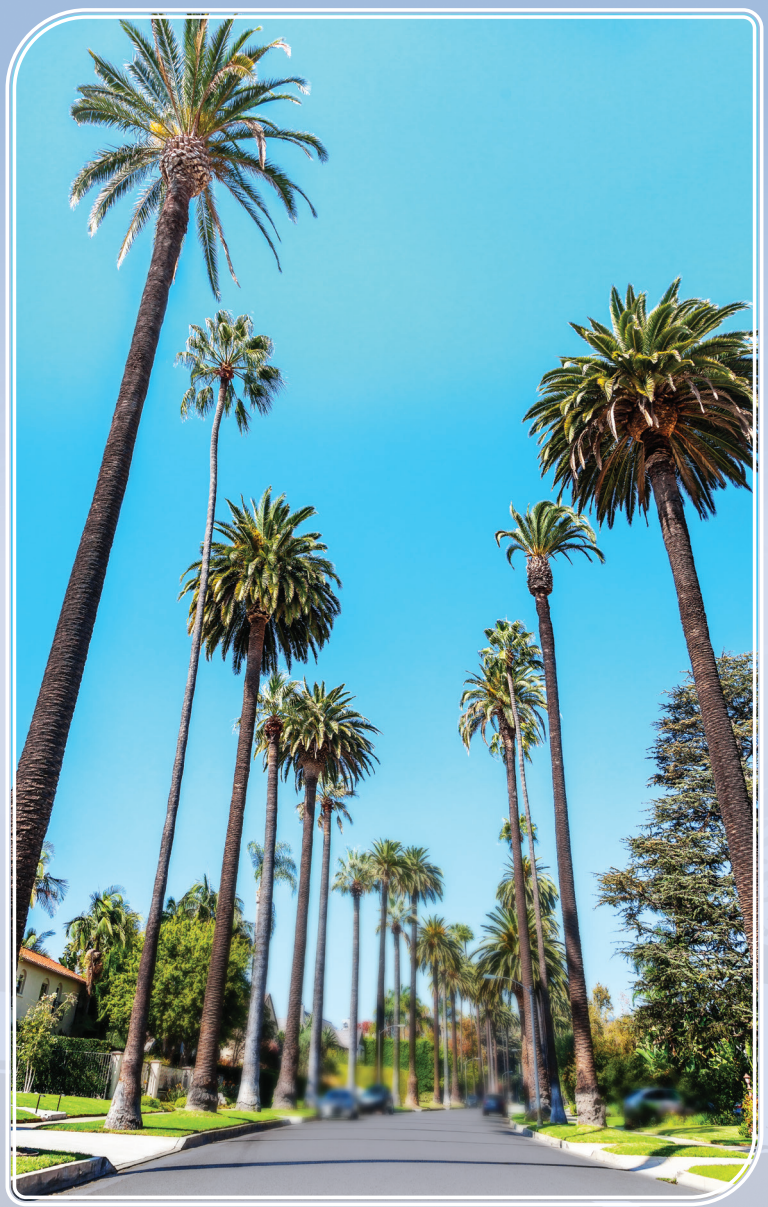
On the start line, the engines roar like wild beasts. Some drivers glance at their rivals out of the corner of their eye; others prefer to keep their eyes firmly on the road. These are the last seconds before the race and Brian is ready.

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THE RACE IN MIAMI

Three, two, one… the drivers step on the gas. The silence of the night is broken by the squealing of tires on the asphalt. The four cars take off like rockets. Right from the start, the race is on. While the needles on the dashboards show lightning speeds, the drivers grit their teeth and try and out-race one another. However, Brian's GT-R begins to set the pace.

During the second stretch of the race, the GT-R stays right behind Slap Jack's Supra, which is trying to break away from the others. But Tej Parker has a surprise in store for them just before they reach the finish line: the drawbridge just in front of the Colonial Bank building starts to open and this forces the vehicles to jump in order to get to the finish line. Slap Jack is startled and activates the nitrous too soon. His car manages to jump, but it crashes into an advertising billboard when it lands. Brian, for his part, keeps a cool head until the right moment, and this enables him to finish the race in first place. Next comes Suki. Orange Julius doesn't dare to make the big jump in his RX. ♦



While Miami offers an image of distinction and pleasure during the day, at nightfall the drivers transform its streets into vertiginous racing circuits.

THE ADVENTURES OF BRIAN O'CONNER

Earning Dom's respect

Getting close to Dom Toretto isn't easy. To win his respect, Brian has to take part in one of the night-time races the crew organize. Of course, he doesn't beat Dom, but he does manage to save him when the police show up unexpectedly. By becoming closer friends with Dom, Brian will be able to learn more about his world: his family, his problems with Johnny Tran, the leader of a dangerous gang in Los Angeles.

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THE NISSAN WORKS IN OMORI

The Omori Works was set up to promote Nissan motorsports, to provide owners with racing parts, and to advise owners how to upgrade their cars for the track.



Before NISMO was founded, Nissan had two motorsports divisions. One was a special vehicle department in Oppama, a unit called the Oppama Works. They participated in overseas rallies and developed state-of-the-art racing cars, which meant that operations there were shrouded in secrecy.

The other division was the Omori Works, based in Omori, near Yokohama. In addition to participating in all kinds of motorsports, they also developed and sold components for amateur racers, offered advice on building racing cars, and held racing schools, with the aim of promoting the company through motorsports.

The Omori Works was established around the same time as the special vehicle department Oppama, just three months before the 2nd Japanese Grand Prix in May 1964. It was from here that racing components for the SP310 Type Fairlady were sold.

The Sports Advisory Center opened in 1965. For the general motorsports enthusiast, it was like being in heaven to be present at the Works.

FOUNDING OF THE SPORTS ADVISORY CENTER

In 1965, the Sports Advisory Center was established. It offered all kinds of services such as advice on participating in motorsports, car tuning, and so on.



A sports parts catalog published by Omori Works. Over the generations, these racing components were sold for popular or current models.

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The Nissan Racing School was highly prestigious at the time. From left, the personnel lineup of Kazuyoshi Hoshino, Seiichiro Tsujimoto, Kunimitsu Takahashi, and Kitano Moto.

Many people have visited the sports advisory room at Omori to buy parts and receive advice. At the time, there was little in the way of a market for tuning parts and information as it exists now, so the Nissan Sports Advisory Center built great trust with its customers.

"A sacred place for motorsports enthusiasts who enjoy racing and rallying in Nissan cars"

In addition, race and rally parts were being developed and sold for each generation of mainstream models. The tuning model, created at the same time, became a bible for car enthusiasts.

In 1971, a fully fledged Nissan Racing School was set up. Instructors were drawn from the Nissan Works team – as these were some of the best drivers in Japan, it meant that the courses at the school were strong.

Coinciding with the Sports Advisory Center opening in 1965, the racing school was known as the "Nissan Racing Workshop". The school became popular, teaching practical driving techniques from how to drive on a racing circuit to actually participating in a race.

Kazuyoshi Hoshino, who later became known as "the fastest man in Japan", started his career as a driver for Omori Works. When he was still young, he worked part-time with the staff in the parts warehouse on days when he wasn't racing or testing. Following in his father's footsteps, his son Kazuki Hoshino (now a GT-R driver in the Super GT300 class) also worked part-time in the NISMO warehouse.

With the establishment of NISMO in September 1984, the various operations of the Omori Works were taken over by NISMO, a tradition that continues today. ♦



DATSUN COMPETITION STEERING WHEEL

The Omori Works developed various racing components, and one of the most popular was the "Datsun Competition Steering Wheel". This steering wheel, which has become an icon for vintage car enthusiasts, was sold specifically for racing. At the time, it was priced at 15,000 yen, but by the early 1990s it was being traded for more than 10 million yen. When NISMO celebrated its 10th anniversary in 1994, the legendary steering wheel was reproduced in a limited-edition run of 1,000 and was met with a great response.

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THE POWERFUL FAIRLADY 2000

In May 1965, it was announced that the Fairlady 1500 (SP310 Type) would have its engine upgraded from the previous 1,500cc G Type to the 1,600cc R Type and become the Fairlady 1600. It was designated the SP311.

However, only two years after the Fairlady 1600 debuted, the 2,000cc in-line, four-cylinder Fairlady 2000 was introduced in March 1967. The car had overwhelming power and performance, and a raw feel to the engine – fans called the SR311 Type "Tomboy" rather than its official name of Fairlady 2000.



The cockpit looked like a sports car with simplicity and elegance of design. Although the steering wheel was relatively large, to the modern eye it has a very pleasing aesthetic.

The engine was a U20 Type SOHC with a total displacement of 1,982cc. Based on the H20 Type installed in the Cedric, cylinder blocks, crankshafts, and connecting rods added strength to a high-powered engine. In addition, the 1,500cc G Type and 1,600cc R Type were both classic three-bearing crankshafts, while the U20 Type adopted five bearings for higher output and high rotation. The turn/counter flow SOHC, with an air-release valve assembled on the left side of the direction of travel for both intake and exhaust, was able to use the same engine room layout as for previous engines. However, because the carburetor changed from the SU twin carb to the domestic Solex Carburettor 2 series made by Mikuni Kogyo, there was no space to accommodate the air cleaner case, so a slim, exposed-type air cleaner was installed.



In 1968, the Fairlady 2000 participated in the 37th Monte Carlo Rally. In the rally – said to be impossible for front-engined, rear-wheel-drive cars to win – the car ranked ninth overall and third in class in its first race.

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The combined power of the 2,000 cc displacement and the Solex carburetor was tremendous, achieving specifications with a maximum output of 145ps/6000rpm and maximum torque of 18kgm/4800rpm.

To cope with this high power, each component was strengthened. The transmission was a five-speed manual transmission with a full synchronous floor shift, which was unusual at the time. The suspension remained unchanged, but a torque rod was attached to the rear axle to prevent the wind-up phenomenon associated with leaf-spring suspension during sudden acceleration. In addition, the brakes were strengthened to match the advertised maximum speed of 127mph (205km/h). Although the brakes were only disks on the front, the rear brake was adapted with an aluminum fin drum with aluminum cooling fins welded to the outer periphery of the cast-iron brake drum.



On the domestic motorsport scene, the 2000 participated in the 4th Japanese Grand Prix in 1967. From the qualifying round to the final race, the car monopolized the top three places and secured a landslide victory.

In this sense, the Fairlady 2000 was transformed from a lady to a tomboy, receiving enthusiastic support from both inside and outside Japan. It was produced until the spring of 1970, when its successor – the Fairlady Z – appeared. ♦

TECHNICAL DATA

DATSUN FAIRLADY 2000 SR311 (1967)

Length:	154in (3,910mm)
Width:	59in (1,495mm)
Height:	51in (1,300mm)
Wheelbase:	90in (2,280mm)
Tread (front):	50in (1,275mm)
Tread (rear):	47in (1,200mm)
Vehicle weight:	2,006lb (910kg)
Engine:	U20 (straight four, SOHC)
Total displacement:	1,982cc (2l)
Maximum power:	107kW (145ps) / 6,000rpm
Maximum torque:	176Nm (18.0kgm) / 4,800rpm
Suspension (front/rear):	double wishbone / semi-elliptical leaf rigid
Brakes (front/rear):	disc / drum
Tires:	5.60S-14-4PR



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STAGE 6
ENGINE BLOCK (2)

In this issue, we continue to assemble the engine block by attaching components including the intake valves, intake manifold, throttle valve, alternator, and oil filter.

PARTS

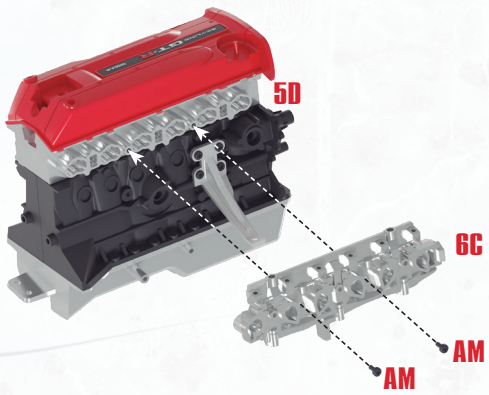


- 6A Intake valves 1 (×2)
- 6B Intake valve 2
- 6C Intake manifold 1
- 6D Intake manifold 2
- 6E Throttle valve 1
- 6F Throttle valve 2
- 6G Intake manifold tube
- 6H Rods (×3)
- 6I Distributor cover
- 6J Alternator housing 1
- 6K Alternator housing 2
- 6L Alternator support
- 6M Oil dipstick
- 6N Oil filter
- AM Screws 1.7×4mm (×4*)
- AP Screws 1.7×4mm (×2*)
- BP Screws 1.7×5mm (×4*)
- KP Screws 1.4×4mm (×4*)
- NP Screws 1.2×4mm (×2*)

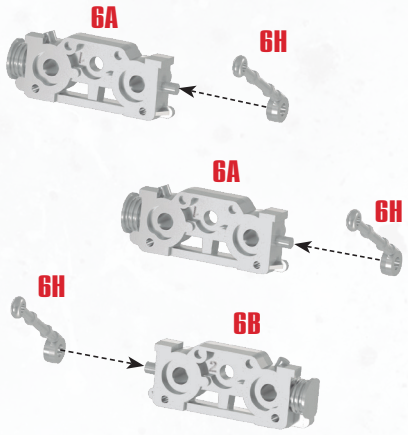
*Including spares

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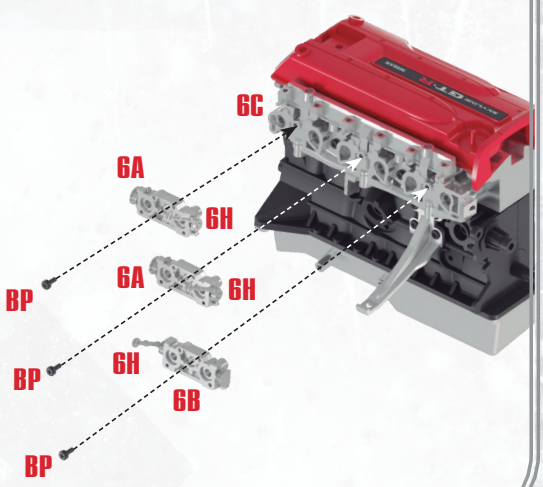
6.01 Start the assembly by attaching the intake manifold 1 6C to the cylinder head 5D with two AM screws.



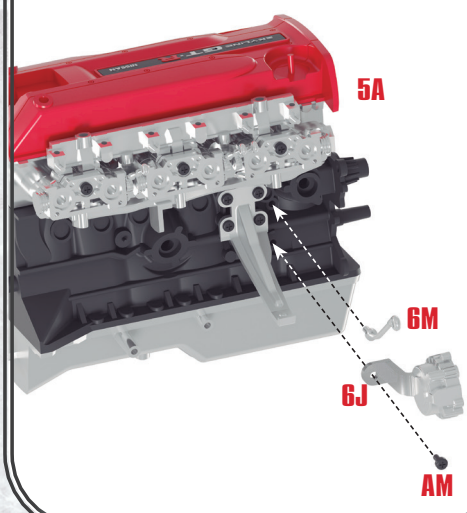
6.02 Attach a rod 6H to the small pivot on the two intake valves 1 6A and the remaining rod 6H to the pivot on the intake valve 2 6B, as shown in the picture.



6.03 Align both intake valves 1 6A with the rear and the central holes on the intake manifold 1 6C —note that the rods 6H must face the front side of the assembly. Fix each valve with a BP screw. Then align the intake valve 2 6B with the front hole on the intake manifold 1 6C, with the rod 6H facing the rear side of the assembly. Again, fix the parts with one BP screw.

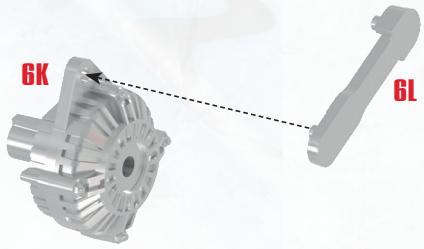


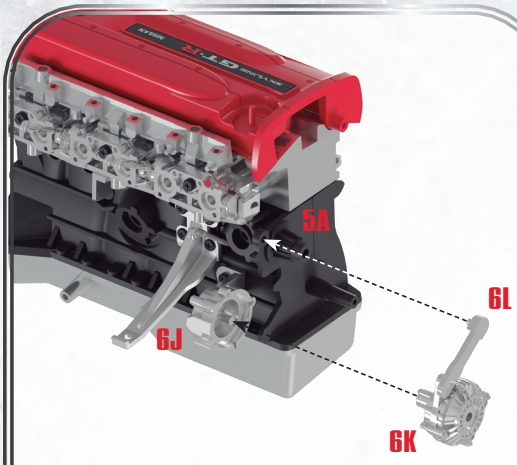
6.04 Push the pin-end of the oil dipstick 6M into the upper hole on the engine block right part 5A, as shown in the picture. Then align the tab of the alternator housing 1 6J with the lower hole on the engine block right part 5A and attach the parts with one AM screw.



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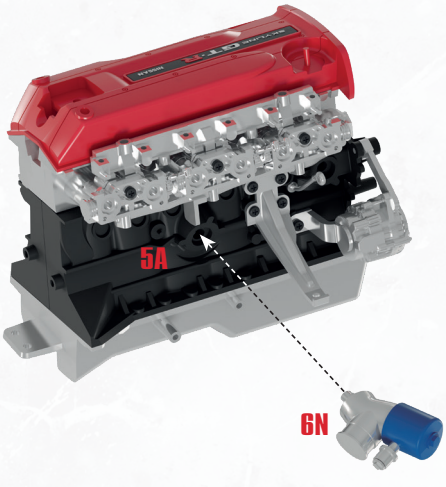
6.05 Push the shorter pivot on the alternator support 6L into the hole in the tab on the alternator housing 2 6K.

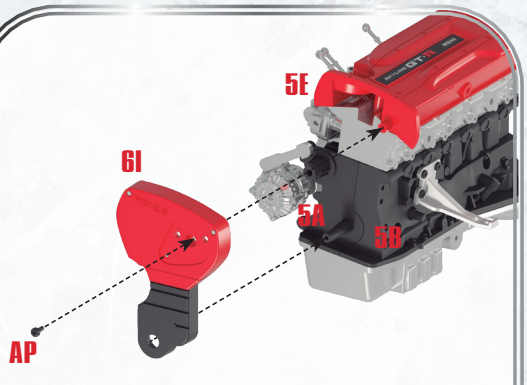




6.06 Attach the alternator housing 2 6K to the alternator housing 6J, and fit the end of the alternator support 6L into the hole on the engine block right part 5A.

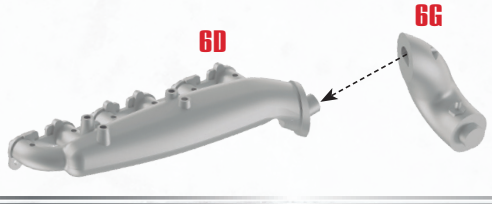
6.07 Using the image as a guide, fit one end of the oil filter 6N into the hole in the middle of the engine block right part 5A.





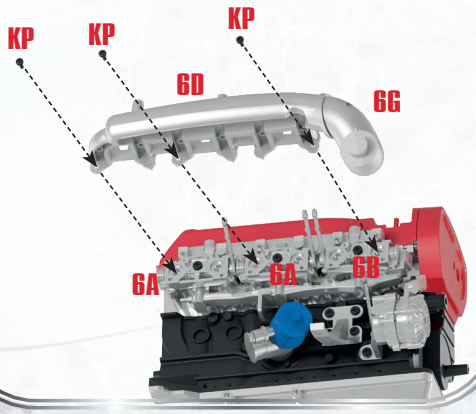
6.08 Place the distributor cover 6I over the front side of the engine block assembly 5E, 5A, and 5B. Attach the cover with one AP screw.

6.09 Connect the intake manifold 2 6D to the intake manifold tube 6G, as shown in the picture.

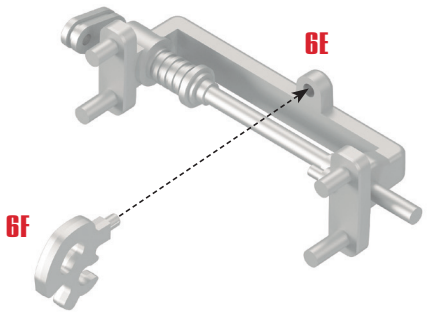


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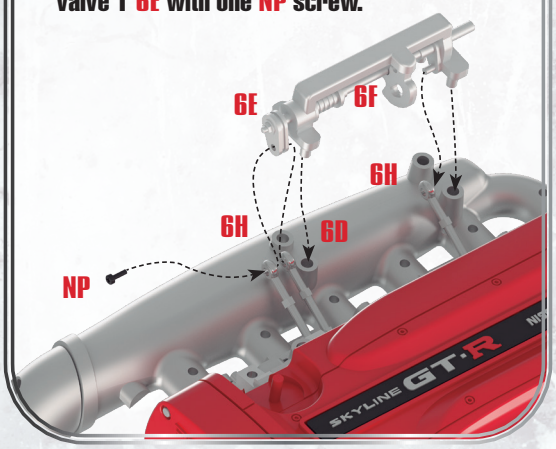
6.10 Place the intake manifold assembly 6D and 6G over the intake valves 1 and 2 (6A and 6B). Fix the parts in place with three KP screws.



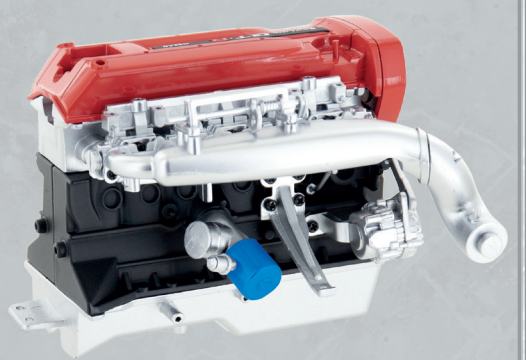
6.11 Insert the small pin on the throttle valve 2 6F into the tab on the throttle valve 1 6E, in the position shown in the picture.



6.12 Place the throttle valve 1 and 2 (6E and 6F) assembly over the highlighted posts on the intake manifold 2 6D. Note in the picture that the rear rod 6H must fit over the pivot of the throttle valve 1 6E, while the two other rods 6H must engage with the other end of the throttle valve 1 6E. Fix these two rods 6H to the throttle valve 1 6E with one NP screw.



Final assembly



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