FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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Build

BRIAN'S NISSAN SKYLINE GT-R

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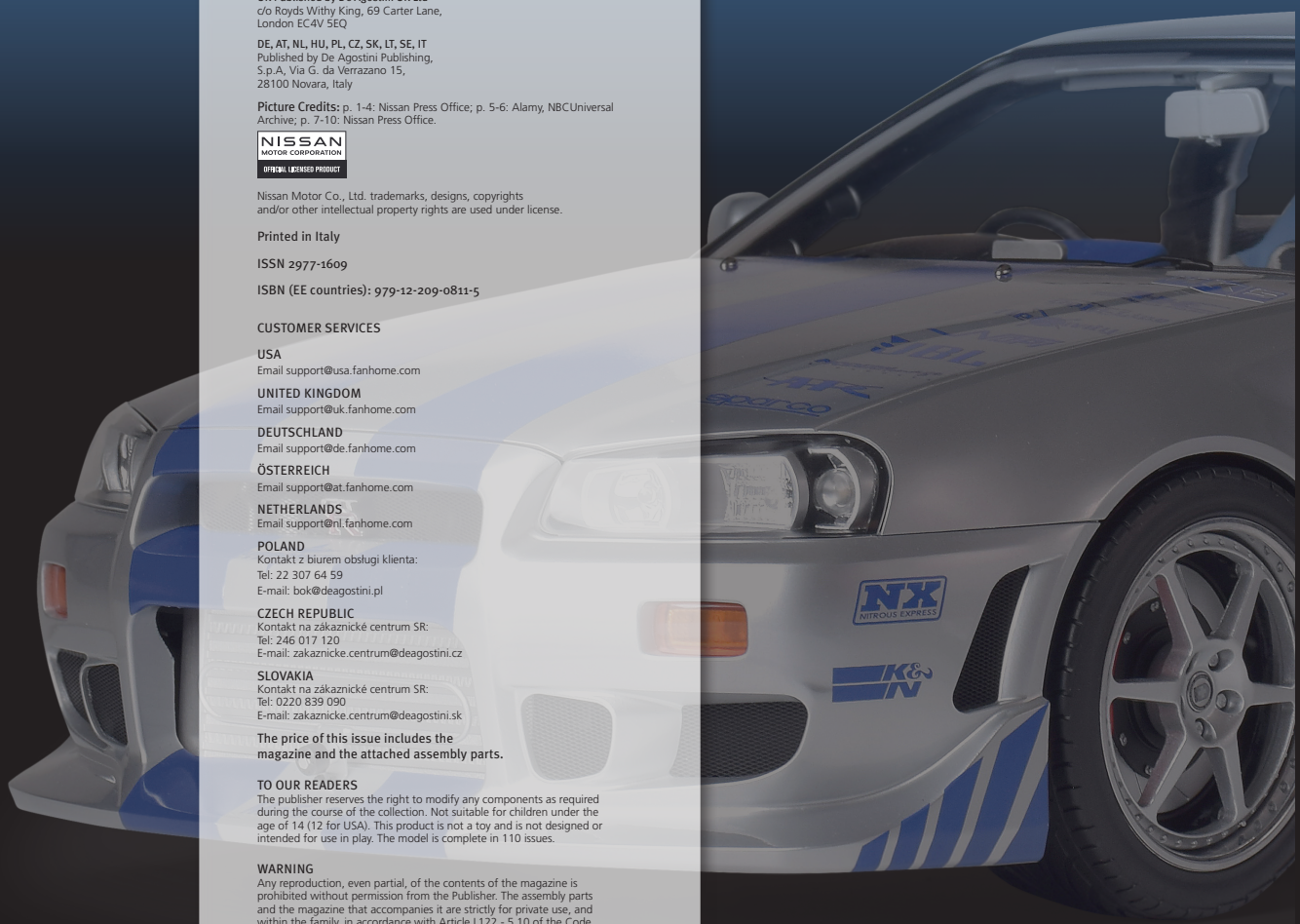
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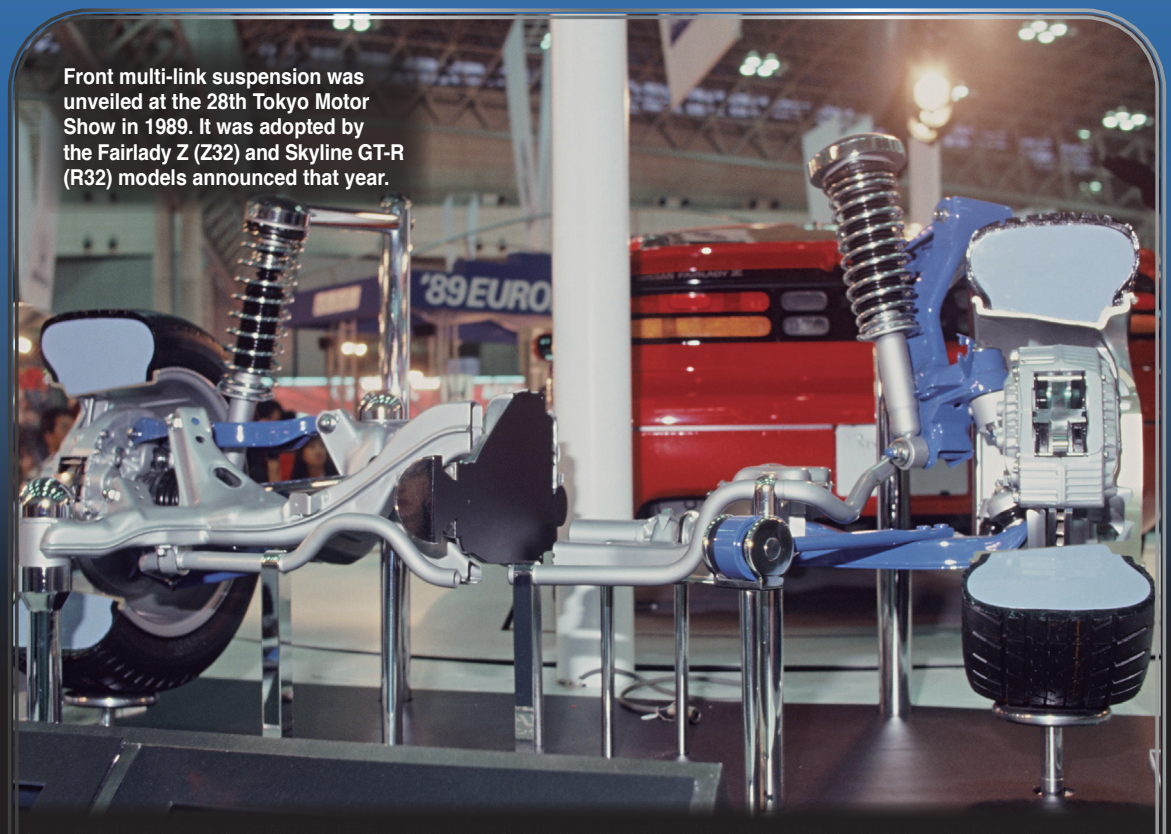


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Front multi-link suspension was unveiled at the 28th Tokyo Motor Show in 1989. It was adopted by the Fairlady Z (Z32) and Skyline GT-R (R32) models announced that year.

FOUR-WHEEL MULTI-LINK SUSPENSION

In the second-generation GT-R, three new technologies were adopted – 4WD, 4WS, and four-wheel multi-link suspension. A high-performance suspension system optimizes tire performance, keeping all four wheels perpendicular against the road surface at all times.

When the 2000GT (C10) was added to the 3rd-generation Skyline (C10) lineup in October 1968, it boasted the first four-wheel independent suspension with a combination of front strut and rear semi-trailing arms. This suspension setup was adopted for the GT six-cylinder series, from August 1985 until the 7th-generation Skyline (R31) was announced. The mix of strut type and semi-trailing arm type resulted in a high degree of perfection that set the standard for rear-wheel drive cars; it was adopted by European luxury sports cars including the 1960s-era BMW and Mercedes Benz, as well as Porsche.

In the 1980s, companies were working on developing new types of suspension to achieve higher performance in their models. At Nissan, “Project 901” was launched, aiming to develop the best chassis performance in the world for

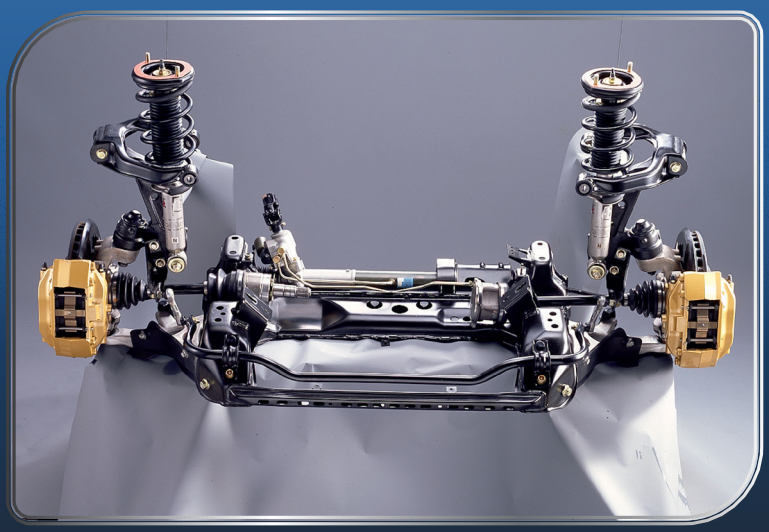
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the 1990s. One result was the "four-wheel multi-link type" suspension system adopted for the Skyline GT-R (R32) announced in May 1989.

Rear multi-link suspension had already been adopted consecutively by the 1988 Silvia (S13) and Cefiro (A31). The defining characteristic of this suspension is the way in which it keeps the tires upright against the road surface at all times, maximizing tire performance and ensuring the tires are properly grounded on the road. Since the direction of the tires relative to the direction of travel can be optimized, motion performance during cornering and stability during high-speed driving are improved.

Nagonori Ito, Chief Product and Vehicle Engineer of the 8th-generation Skyline, requested that the chassis be redesigned with a new double wishbone configuration instead of a strut-type front suspension. The result was a multi-link suspension with a high-mounted upper link, an evolution of the double wishbone. Like the rear multi-link type, it was characterized by the ability to maintain the tires perpendicular to the road surface, controlling the camber against the ground so that tire performance is optimized on the straights and also when turning. In addition, it was possible to pass the driveshaft through the left and right hubs, and its structure made it suitable for 4WD.

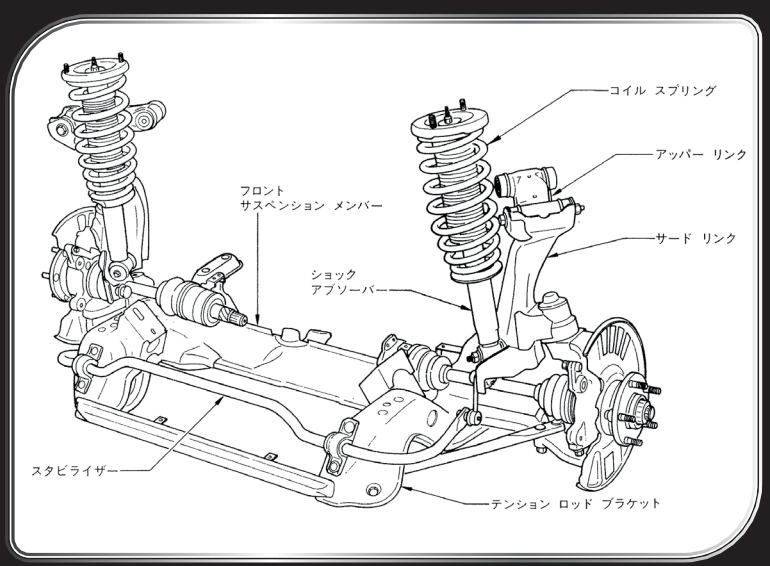
Interestingly, the Fairlady Z (Z32), produced around the same time, also adopted a four-wheel multi-link suspension, while the Primera (P10) adopted multi-link type front suspension. The newly adopted four-wheel multi-link suspension of the 8th-generation Skyline – along with "electronically controlled torque-split 4WD" and "Super HICAS (4WS)" – significantly contributed to improving the driving performance of the Skyline GT-R (R32), the first "second generation" GT-R.



The front multi-link suspension of the Skyline GT-R (R34). Since the Skyline GT-R (R32), the suspension has evolved, with the shape of the upper link changing from the Skyline GT-R (R33) to a bifurcated shape, and the lower transformer link made of aluminum in the Skyline GT-R (R34).

EVOLUTION OF THE MULTI-LINK SYSTEM

In January 1995, a complete model upgrade saw the introduction of the Skyline GT-R (R33). The suspension also evolved from the previous model. The front suspension was redesigned and the predecessor's I-type upper link was changed to a bifurcated uplink that contained a shock absorber, increasing camber rigidity by 35 percent. In addition, the rear suspension increased



The front multi-link suspension of the Skyline GT-R (R32) debuted in August 1989. The shape of the upper link was very different to that on the Skyline GT-R (R34) above.

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"For the driver, high power levels and exceptionally assured handling are the principal characteristics of the Skyline GT-R (R34)."



The rear multi-link suspension of the Skyline GT-R (R34), with the rear upper link configuration evolving from the Skyline GT-R (R32). The shock absorbers are also longer than in the Skyline GT-R (R32), an upgrade that enabled longer suspension strokes.

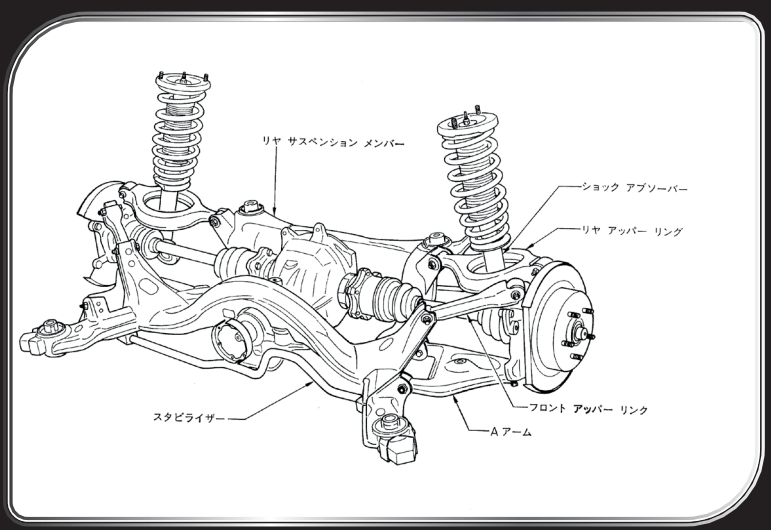
the stroke shrinkage by 10 percent compared to the previous Skyline GT-R (R32), which improved road-holding. Improvements were also made to other parts of the suspension system, including stiffer bushes, which boosted camber rigidity by about 20 percent.

The Skyline GT-R (R33) V·Spec featured the ATTESA E-TS Pro electronically controlled torque-split 4WD system that was equipped with an active LSD in the rear differential, while the basic Skyline GT-R (R33) incorporated the ATTESSA E-TS setup with a mechanical LSD. Both had a dedicated setting for adjusting the characteristics of the spring rate and damping force of the shock absorber.

A refined four-wheel multi-link suspension was also incorporated into the Skyline GT-R (R34) that debuted in January 1999. The basic layout was inherited from the previous generation, but the wheel diameter was changed from 17 to 18 inches, and 245/40ZR18 Bridgestone Potenza RE040 tires were introduced as high-performance components.

Although the form of the multi-link remained the same, the front suspension underwent several changes. Firstly, the rigidity of the suspension members was strengthened. The installation method for the rack-and-pinion steering gearbox was bolt-fastened rather than the previous clamp type, significantly enhancing steering support rigidity. At the same time, the mounting position of the steering rack was lowered by 1.18in (30mm) to alter the bump steering characteristics.

In addition, the combination of the front transverse link and tension rod was changed to an integrated aluminum A-shaped arm that bore the GT-R logo. Weight was reduced by about 5.5lb (2.5kg) on the left and right. Furthermore, the stabilizer link was also changed to aluminum, and the weight reduction of the cast-iron third link combined with the weight reduction of the entire front suspension reduced the under-spring weight and improved road



The rear multi-link suspension of the Skyline GT-R (R32). The upper arm was doughnut shaped, which allowed for the shock absorber to penetrate inside.

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surface adherence. As a result, the turning performance and traction performance were both improved.

To counteract the powerful lateral G-force during cornering, the rigidity of the hub bearing and rear A-arm was increased. In addition, the rigidity of the rubber bushing to the rear was increased to enhance camber rigidity.

The newly adopted 18-inch aluminum wheel was forged as one piece with a new design, resulting in weight reduction of 8.8lb (4kg) per wheel compared with the previous Skyline GT-R (R33). This also reduced under-spring weight and improved maneuverability.

The R34 was the last Skyline GT-R, and it was designed to provide a driving experience "that can be controlled at will based on a sense of security." The development team believed that in order to truly enjoy the exceptional driving experience unique to the GT-R, it was essential to ensure a high level of safety at high speed. As a driver, you would not be impressed if the acceleration and deceleration performance – which is the front and rear movements of the car – falls short of your expectations, while at the same time the left and right motions make you feel unsafe. The Skyline GT-R (R34) was honed with an emphasis on considering all the human senses.

A test driver said of the model: "When I drove the R34, I felt that the predecessor R33 was extremely fierce."

That is proof that the left and right movements of the Skyline GT-R (R34) had become more faithful to the "human sense of handling." The true worth of the Skyline GT-R (R34) can be found in its supreme handling capabilities that enable the driver to fully trust the car when accessing the model's extreme power. ♦

The multi-link setup of the Skyline GT-R (R32) that debuted in 1989 was the base suspension design for all second-generation GT-Rs. The basic configuration remained the same, but various components were upgraded to achieve outstanding handling in the Skyline GT-R (R34).



The new front aluminum transverse link of the Skyline GT-R (R34). Up until the Skyline GT-R (R33), it was composed of a steel transverse link and tension rod.



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TEJ'S GARAGE

If you have a sports car in Miami, Tej's Garage is the place to take it to be repaired and washed. It also functions as a social club, where people share their enthusiasm for fast cars with friends and race enthusiasts.



Afer getting inside Carter Verone's organization as new drivers, Brian and Roman drive their Mitsubishi Lancer Evolution VII and Mitsubishi Eclipse Spyder GTS to the doors of Tej's Garage.

"Tej's garage is ridiculous," Brian tells Roman as soon as they've parked. "He's got the best of everything. Snap-on tools and all these lifts are brand-new." The first guy they meet in the garage is Jimmy, a first-rate mechanic and a close friend of Tej's, who Brian asks to evaluate their new cars.

A PLACE TO HANG OUT

Behind the garage is a small jetty on the riverbank, where Brian lives in the small

Tej's workshop attracts not only those who need to repair their vehicles, but also those who enjoy the most varied speed competitions.

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boat moored there. A large group of young guys has come to cool off and enjoy one of the races organized by Tej. This time, it's a jet ski race, which offers spectacular moments to delight those watching.

Holding a megaphone, Tej supervises the race. Sitting next to him is Suki, who we saw driving a brand-new pink Honda S2000 at the start of the movie. With a big sketchbook on her lap, she is creating a new design for her next automobile without paying too much attention to how the jet ski race is going. Tej cheers on the runners and spectators, and when the race is over, he collects the money from those who have lost the bet. The event has been very entertaining, and people continue enjoying the festive and relaxed atmosphere.

UNDER SURVEILLANCE

After asking Tej to look for a place for Roman to live, Brian checks in with Jimmy, who confirms that the two cars have been fitted with GPS to control all of their movements. "They're wired so hot that whoever's tracking these things will know every time you don't wear your seat belt," the mechanic says.

Brian isn't too surprised. He knows that Agent Markham doesn't trust them. He finds himself under double surveillance later, when he notices a Cadillac – with Carter Verone's men inside – parked next to the garage.

To create this place in *2 Fast 2 Furious*, director John Singleton chose a building at 1200 North Ocean Drive, Hollywood Beach. About 20 miles (32km) north of the center of Miami, the location was close to the Stranahan River, just opposite Holland Park. Shortly after filming ended, the building was demolished and redesigned as a parking lot. ♦

THE ADVENTURES OF BRIAN O'CONNER

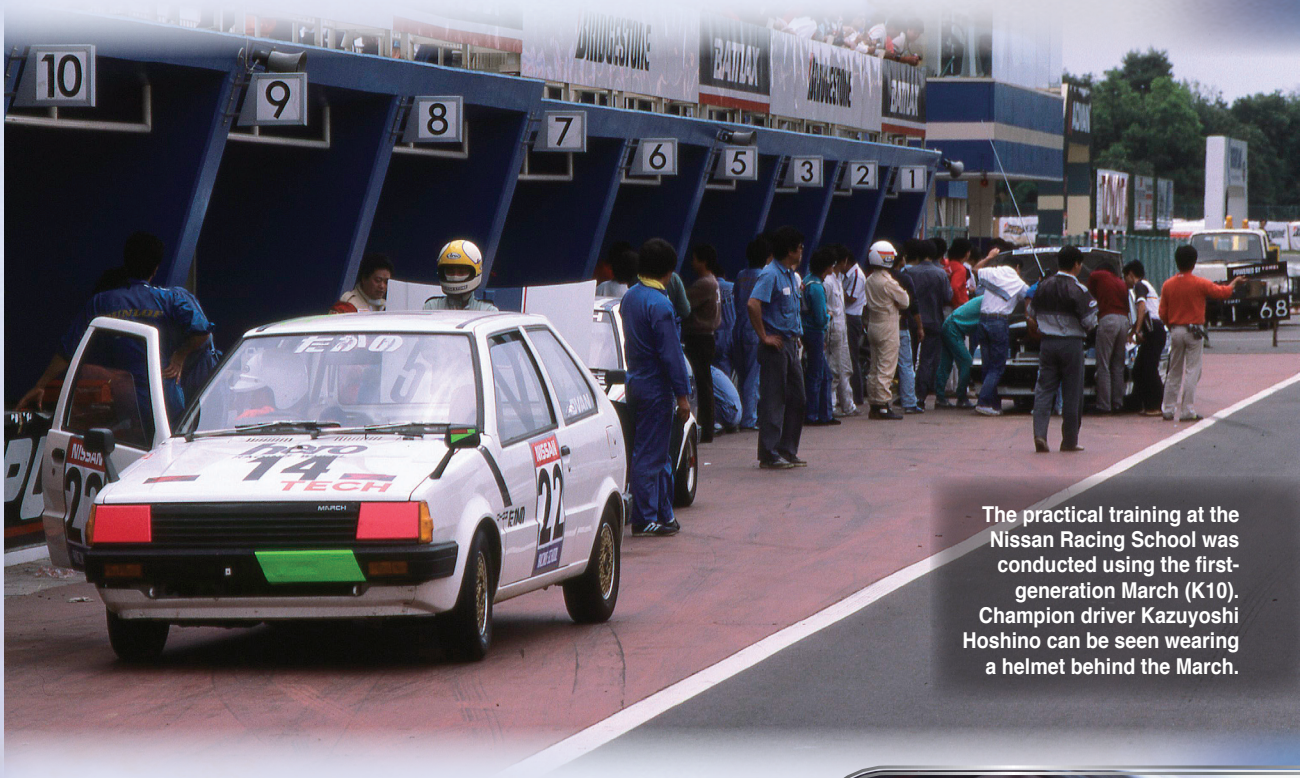
Johnny Tran is arrested

To find out who's doing the truck heists in Los Angeles, Brian O'Conner breaks into a warehouse belonging to Johnny Tran's family and finds DVDs that match those being stolen from truckers. The police and the FBI mount a rapid joint operation to arrest Tran and his henchmen. A few hours later, it is proven that the DVDs had been purchased legally, so Johnny Tran is released without being charged.

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NISMO CONTINUES THE NISSAN RACING SCHOOL

In 1985, the newly created NISMO held the traditional Nissan Racing School. The school, which started in the 1960s when Nissan's Omori Works, or Advertising Section 4, began its activities, was popular as a training ground for Nissan car owners who wanted to become full-fledged racing drivers. The instructors were all Nissan works drivers, and the school provided thorough instruction in racing driving techniques as well as etiquette.



The practical training at the Nissan Racing School was conducted using the first-generation March (K10). Champion driver Kazuyoshi Hoshino can be seen wearing a helmet behind the March.

In January 1985, Nissan held a special racing event for the press at the Tsukuba Circuit to publicize the Nissan Racing School to the public. This was followed by NISMO's first racing school session at Fuji Speedway in March of the same year. The tuition included both classroom lectures and practical training, with the ride-along with a works driver particularly popular with students; during the ride-along on the circuit, they were able to practice the techniques and advice they had received from the instructor.

In the 1990s, more advanced technical classes were held using Nissan's formula racing car, the Nissan Saurus. NISMO had a dedicated team to build and maintain the school's cars, and to act as mechanics on the training days. NISMO did



The most informative – and enjoyable – part of the course for students is the ride-along with top drivers acting as instructors. The instructor in the black helmet is Haruto Yanagida, a former graduate of the school.

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NISMO CONTINUES THE NISSAN RACING SCHOOL

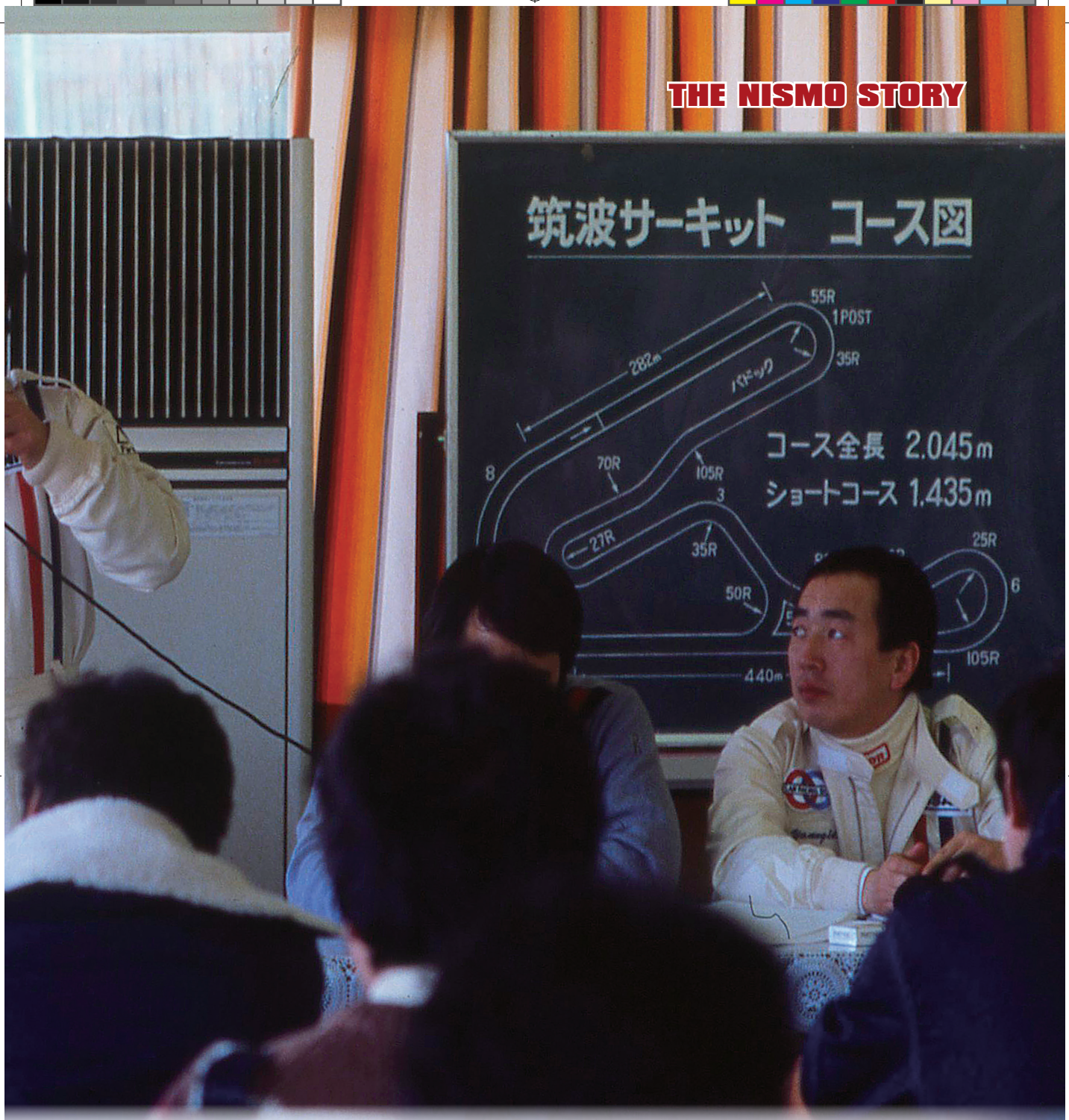


The Skyline GT-R Group A version (left), the Saurus formula car (center), and the Silvia (right) were used for training at the Nissan Racing School in the 1990s.



The NISMO Driving Academy was set up in 2017. This is a school where even those who are new to circuit driving can safely learn racing techniques.

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not use outside event organizers, but instead conducted the operations itself using its own employees.

"Nissan Racing School's DNA has been passed down to the present-day NISMO Driving Academy."

CHALLENGING TEST

Passing the annual test at the school opened the door to students becoming a works driver. The testing was rigorous – in addition to the works drivers who served as instructors, race engineers also checked the performance of the students, and in some years no one passed the test. Many of those who graduated from the Nissan Racing School and successfully passed the test have gone on to become top drivers. Looking back on these activities, it can be said that Nissan/NISMO supported the development of motorsports in Japan from the ground up.

The Nissan Racing School at the Tsukuba Circuit in 1985. Mr Seiichiro Tsujimoto, the principal of the school, gives an impassioned lecture to a room of students.

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NISMO CONTINUES THE NISSAN RACING SCHOOL



NISMO ESTABLISHES ITS OWN DRIVING ACADEMY

The DNA of the Nissan Racing School has been inherited by the NISMO Driving Academy (NDA), which is currently held by NISMO. When it was set up in 2017, the academy was headed by German professional racing driver Michael Krumm and a team of NISMO works drivers who competed in Super GT and other events – including Tsugio Matsuda, Tomonobu Fujii, and Masataka Yanagida – as instructors. The NISMO Driving Academy, Nissan's Racing School for the 21st century, is different from the original school in that it is aimed at general users who are new to circuit driving. In other words, the NDA is a driving school that opens its doors to a wider range of people, educating them on the joys of driving a car and the fun of driving on a circuit. ♦

Principal of the NDA Michael Krumm (right) looks on while instructor Tsugio Matsuda holds the microphone and Tomonobu Fujii draws a diagram on the whiteboard beside him. Masataka Yanagida is seated far left.



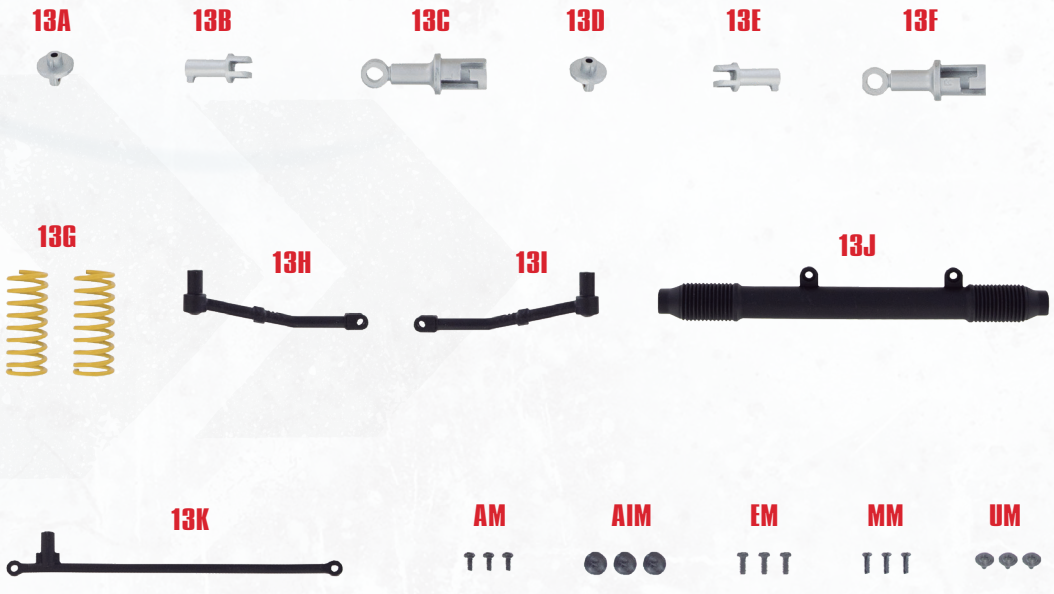
Ride-alongs are a valuable opportunity to experience the driving style of top drivers. You can also experience the effects of lateral G-forces when cornering and G-forces when braking.

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STAGE 13
FRONT STEERING AND SUSPENSION SYSTEM

In this issue, we will connect the shock absorbers and the steering rack to the front subframe assembly.

PARTS



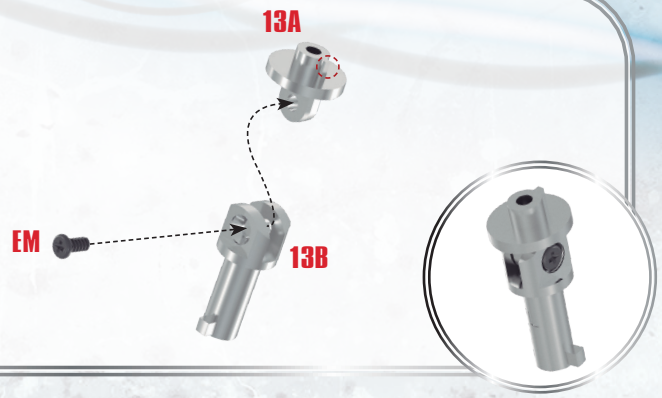
- **13A** Left front shock absorber upper support
- **13B** Left front shock absorber axle
- **13C** Left front shock absorber housing
- **13D** Right front shock absorber upper support
- **13E** Right front shock absorber axle
- **13F** Right front shock absorber housing
- **13G** Front suspension springs (x2)
- **13H** Left steering tie rod
- **13I** Right steering tie rod
- **13J** Steering rack housing
- **13K** Steering rack
- **AM** Screws 1.7x4mm (x3*)
- **AIM** Screws 2x3x6mm (x3*)
- **EM** Screws 2x5mm (x3*)
- **MM** Screws 1.7x5mm (x3*)
- **UM** Screws 1.7x3x5.5mm (x3*)

*Including spares

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13.01

Insert the bottom of the left front shock absorber upper support 13A between the two holes on the left front shock absorber axle 13B. Refer to the image for the correct position of the highlighted tabs on both parts, then connect the parts together with one EM screw.



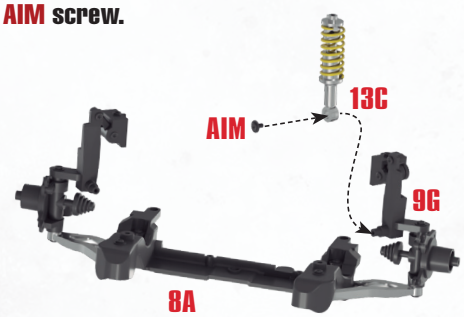
13.02

Place one of the front suspension springs 13G over the left front shock absorber housing 13C. Then insert the left shock absorber axle 13B into the spring and shock absorber housing 13C so that the small tab on the axle slides along the slot of the housing.



13.03

Take the front subframe assembly 8A and attach the left shock absorber housing 13C to the highlighted pivot on the left knuckle arm 9G. Connect the parts with one AIM screw.



13.04

Repeating the process from step 13.01, insert the bottom of the right front shock absorber upper support 13D between the two holes on the right front shock absorber axle 13E. Refer to the image for the correct position of the highlighted tabs on both parts, then connect the parts together with one EM screw.

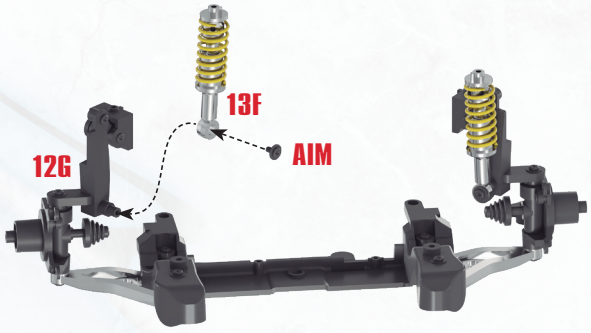


13.05

Repeating the process from step 13.02, place the other front suspension spring 13G over the right front shock absorber housing 13F. Then insert the right shock absorber axle 13E into the spring and shock absorber housing 13F so that the small tab on the axle slides along the slot of the housing.

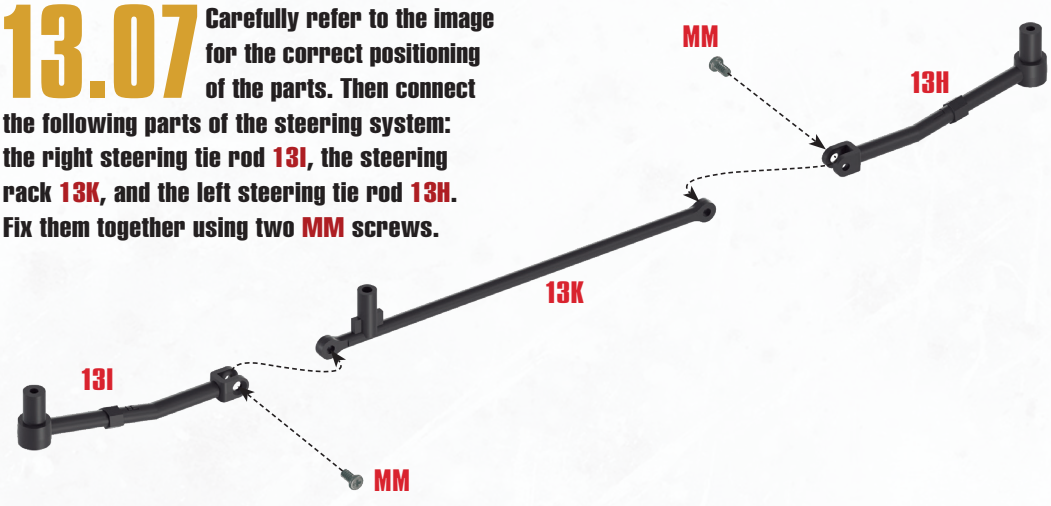


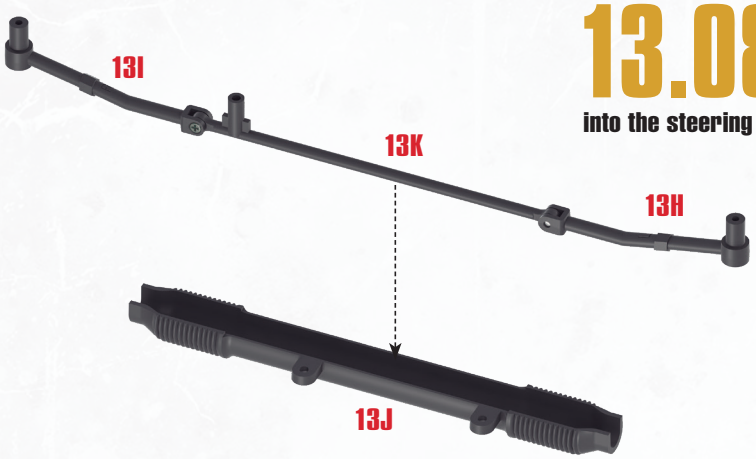
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13.06 Attach the right shock absorber housing 13F to the highlighted pivot on the left knuckle arm 12G. Fix the parts with one AIM screw.

13.07 Carefully refer to the image for the correct positioning of the parts. Then connect the following parts of the steering system: the right steering tie rod 13I, the steering rack 13K, and the left steering tie rod 13H. Fix them together using two MM screws.



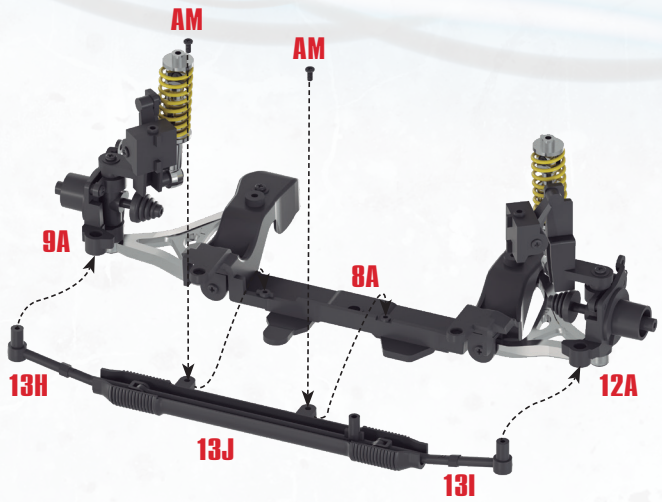


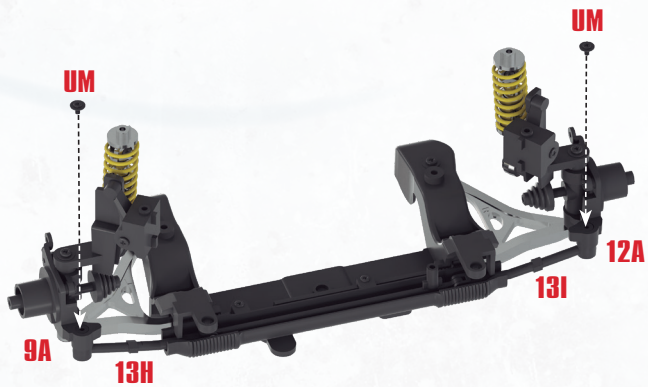
13.08 Refer to the image, then place the steering rack assembly 13I, 13K, 13H into the steering rack housing 13J.

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FRONT STEERING AND SUSPENSION SYSTEM

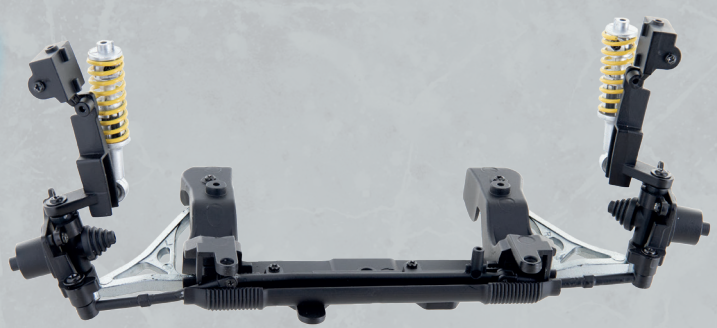
13.09 Position the two tabs on the steering rack housing 13J over the two holes on the front subframe 8A. At the same time, the screw posts on the ends of the tie rods 13H and 13I have to fit into the holes of the left knuckle 1 9A and right knuckle 1 12A. Fix the steering rack housing to the subframe with two AM screws.





13.10 Finally, use one UM screw to fix the left steering tie rod 13H to the left knuckle 1 9A and another UM screw to fix the right steering tie rod 13I to the right knuckle 1 12A.

Final assembly



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