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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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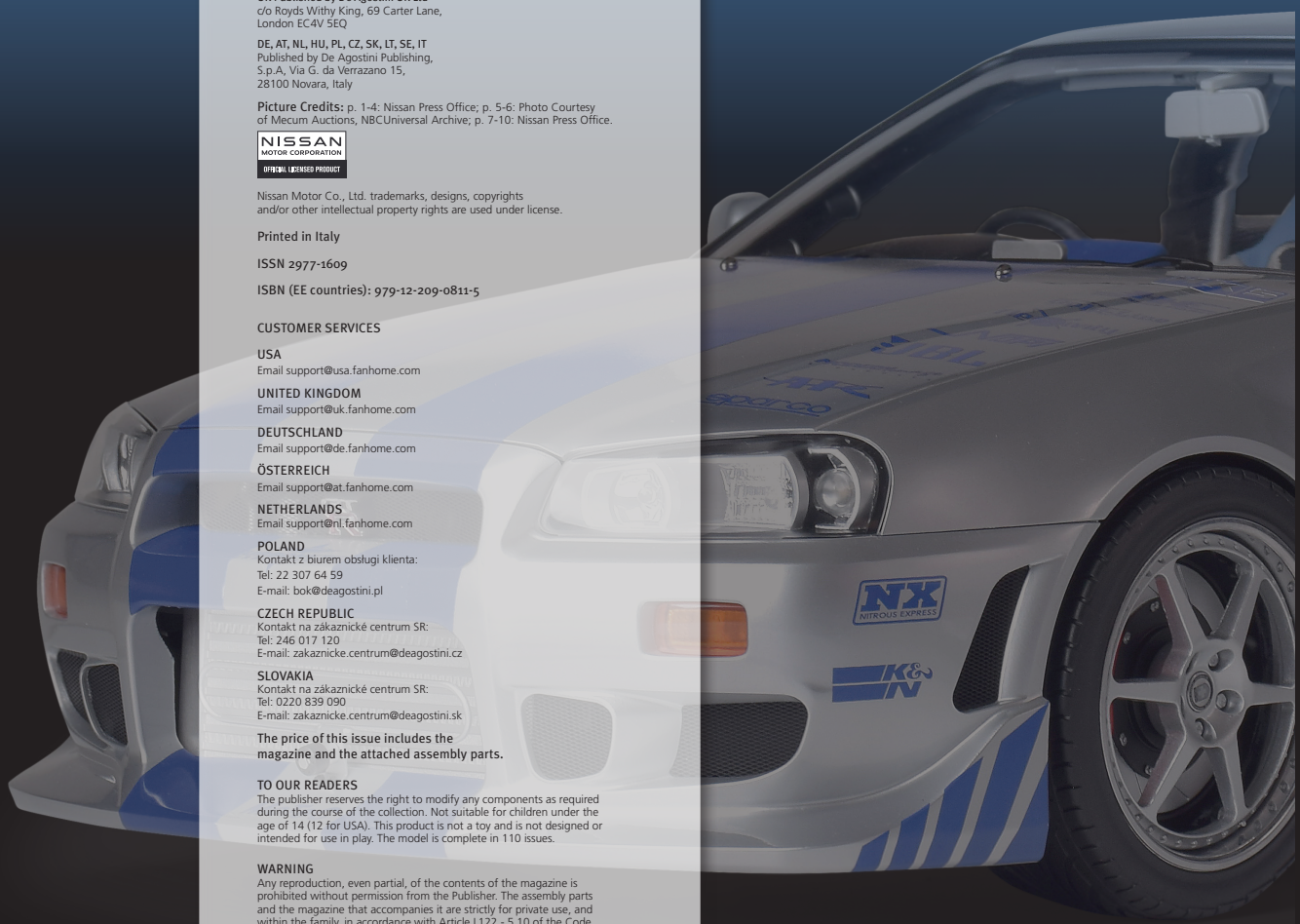
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The Skyline GT-R (R32) featured MT with a clutch pedal. The Skyline GT-R (R34) changed from the previous five-speed MT to a six-speed manual transmission.

GETRAG SIX-SPEED MANUAL TRANSMISSION

The current Nissan GT-R (R35) features dual-clutch automatic transmission operated by two pedals – an accelerator and a brake. In contrast, the Skyline GT-R (R34) featured six-speed manual transmission with an orthodox clutch pedal.

According to a 2019 survey by the Japan Automobile Dealers Association, only 1.4 percent of new passenger cars sold in Japan have manual transmission (MT). It could be said that, in Japan at least, MT cars are on the verge of extinction. Incidentally, according to the "driver's licence statistics, 2022 edition" of the National Police Agency's Traffic Bureau Driver's Licence Division, 72.7 percent of those who passed their test for class 1 vehicles only had an automatic transmission (AT) licence.

AT, which allows smooth driving with two pedals, has evolved greatly not only with the converter type but also with the continuously variable transmission belt type CVC, which is adopted in many domestic cars. Also, the DCT (dual clutch transmission), which is also used in the Nissan GT-R (R35), is a new type of transmission based on MT that automates clutch and shift operations. Manual steering is also possible with the shift paddle mounted to the steering wheel, which also supports sports driving. Most European supersports models use DCT.

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GETRAG SIX-SPEED MANUAL TRANSMISSION



Cars with clutch pedals are rarer now in Japan, but that is what makes older sports cars so valuable. In particular, the prices of used MT cars produced in the 1990s such as the Skyline GT-R have risen significantly. Of course, this is probably influenced by the increasing number of classic sports cars exported from Japan to the US due to the "25-year rule", which generally only allows cars to be imported to the US after this period of time.

Driving a manual transmission car requires the full use of hands and feet, especially in stop-and-go city driving where operating a car becomes complicated. Yet the sensation of directly controlling the car according to the driver's will is enjoyable for pure driving enthusiasts. This seems to be reflected in used car prices, with used sports cars sold in Japan often having higher prices for MT models than AT models for the same year.

The Skyline GT-R (R32) adopted a five-speed manual transmission, and successive Skyline GT-Rs did not have an AT car until the very end of the series. The only exception was the four-door sedan Skyline Autech version, which was released in 1992. Although it did not carry the GT-R name, its electronically controlled torque-split 4WD system – "ATTESA ETS" – and the braking system were basically the same as the GT-R, and the Autech version adopted an electronically controlled four-speed AT for the transmission. The intake, exhaust, camshaft, pistons, and other components were specially made by Autech and the control computer was specially tuned. It was essentially a four-door GT-R equipped with a front grille and aluminum bonnet in the same design as the GT-R.

The Skyline GT-R (R34) uses a Getrag six-speed transmission. Refinements include the transmission case fitted with cooling fins and close-ratio gears.

MT DEVELOPED IN ASSOCIATION WITH GETRAG

The Skyline GT-R (R34), which first appeared in 1999, was the first to adopt six-speed MT, which was jointly developed with the German company Getrag. Getrag was an automotive transmission manufacturer founded in 1935. In 2016, the company was taken over by Canadian auto parts maker Magna International and it is now a division of Magna Powertrain.

A special feature of the Getrag MT is that the gears that transmit torque are not the usual cast-steel generally used in mass-produced vehicles, but forged. These require more time and effort to produce, but are stronger and lighter. Porsche, BMW, and Mercedes Benz also

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The real pleasure of driving with manual transmission is always having to make use of the three pedals and the gearshift lever. It offers the joy of both smooth driving in the city and sporty driving on winding roads.

use Getrag's MT, while domestic cars that adopted the company's six-speed MT included the Toyota Supra RZ (A80), which debuted in May 1993, and high-powered models such as the Mitsubishi GTO Twin Turbo (216A).

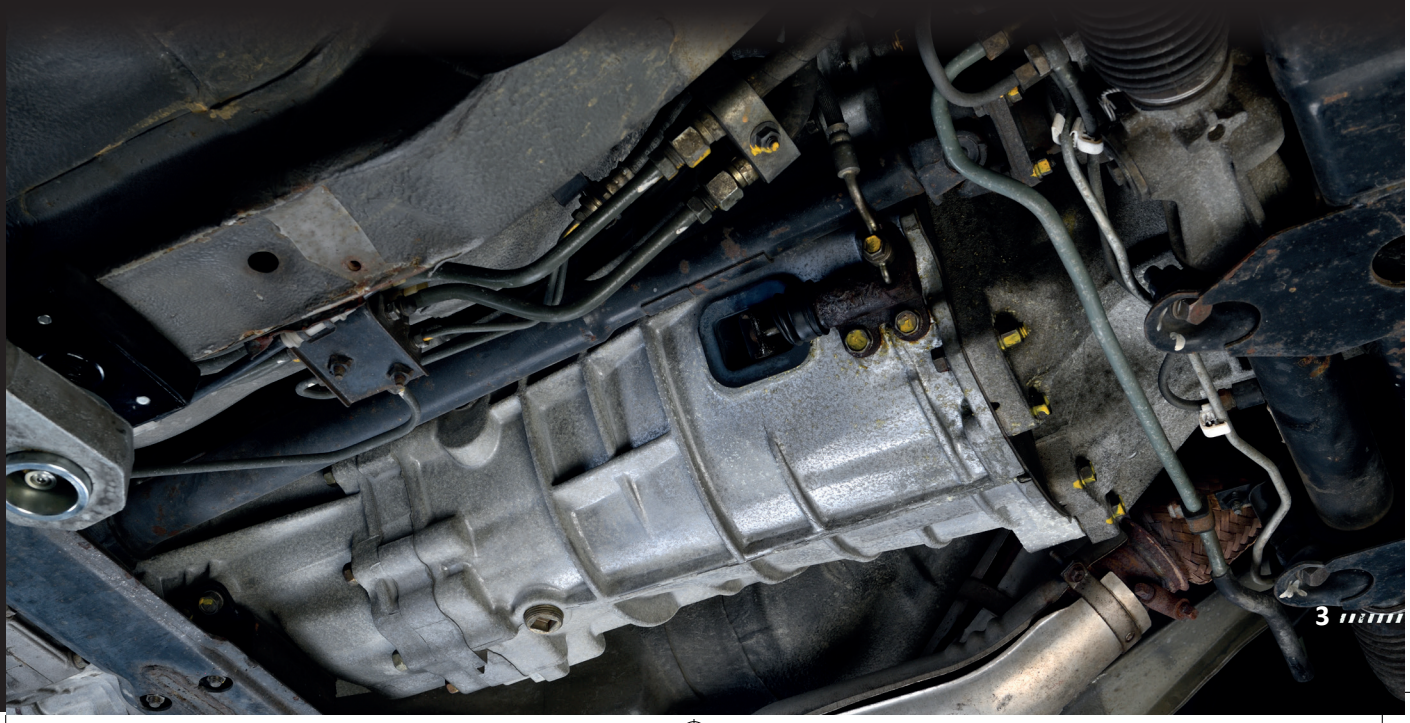
The six-speed MT on the Skyline GT-R (R34) featured a close-ratio gear ratio setting, where the fifth gear directly connects to 1.000. The purpose of the close ratio is to use the torque of the RB26DETT type engine more effectively by setting the gear ratios closer together than conventional five-speed MT, where the fourth gear is directly connected to 1.000. With five-speed MT, the engine speed drops in third gear, even in corners that are outside of the ideal power band. The six-speed MT can be used in third gear to achieve the appropriate engine speed – even when shifting up at the start, there is little drop in engine speed and the vehicle accelerates powerfully. It is very effective for sporty circuit driving, and gives the driver the pleasure of driving the Skyline GT-R (R34).

The Skyline GT-R (R32) and Skyline GT-R (R33) were equipped with Nissan-manufactured five-speed manual transmission. At that time, five-speeds were standard, but eventually six-speed MT began to be used in cars.

In addition, the sixth gear is also set to an overdrive gear ratio of 0.793 and is split for when cruising. This is a 10 percent higher gear ratio than on the conventional Skyline (R33), contributing to quieter operation and lower fuel operation.

IMPROVEMENT ON THE PREVIOUS FIVE-SPEED MT

To support the higher output and higher speed of the RB26DETT engine, a special transmission case was used, and the strength, number, and tightening torque of the coupling bolts were increased to improve fastening rigidity. A special sealing material was used on the transmission mating surfaces to improve reliability. In addition, high-precision surface polishing is performed on all gear tooth surfaces to reduce noise, and a



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GETRAG SIX-SPEED MANUAL TRANSMISSION



The Skyline Autech version was released in 1992. It was a four-door version of the Skyline GT-R, but it combined AT with a non-turbo engine.

damper-equipped flywheel manufactured by German company LUK is used to reduce driving noise. This six-speed MT is also 6.6lb (3kg) lighter than the five-speed MT of the previous generation Skyline GT-R (R33), and is characterized by its high durability and exceptional reliability.

In order for the manual transmission to operate at its best, a smooth gearshift that can quickly and reliably move between gears is essential. As a countermeasure, the Skyline GT-R (R34)'s six-speed manual transmission has a larger capacity synchromesh mechanism for smoother shifting than on the Skyline GT-R (R33), reducing the operating force when shifting. Synchromesh is a mechanism that makes the gear rotation stop when shifting gears, using a type of clutch called a synchronizer ring; it synchronizes the peripheral speed of the two meshing gears, making the operation smoother.

The shift lever features an aluminum die-cast shift knob engraved with the GT-R logo. The lever has a double pipe structure with a rubber bush between the pipes to reduce vibration. By tuning the elastic properties of these rubber bushes, improving the rigidity of each part, and carefully shortening the shift stroke, the driver could experience a smooth and precise shift operation that was possible with just a flick of the wrist.

A characteristic of this MT is that it can be operated not only quickly in circuit driving, but also in a stress-free, rhythmic, and pleasant shift operation in city driving. The driver can control the Skyline GT-R exactly as he or she wants, making full use of the supremely engineered three-pedal and shift technology. ♦



The new Nissan GT-R (R35), which debuted in 2007, was equipped with a two-pedal DCT system. Driving with dual-clutch technology is not very different to that of MT, and is similarly rewarding.

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THE RELAY RACE

In the *Fast & Furious* franchise viewers enjoy all kinds of races. One of the most original races appears in the second movie in the series: a relay race through the streets of Miami in which Brian and Roman try to get hold of new automobiles.



A 1969 Yenko Camaro becomes one of the prizes in the original relay race that Brian and Roman take on against two other racers.

After passing through Tej's Garage and seeing that surveillance devices have been installed in their cars by the police, Brian and Roman make the decision to change cars. To do this, they challenge two of the drivers they competed against in Verone's race. Fonzie and Fabio, two arrogant and quarrelsome guys, turn up to the race with their girlfriends, driving a 1969 Yenko Camaro and a 1970 Dodge Challenger R/T.

At the meeting place, Brian and Roman are waiting for them with Tej, Suki, and Jimmy. The drivers brag and start shouting until Tej suggests an original race: "Each car does it down and back, tag-team style." The idea is that those who finish second have to say goodbye to their cars. "Loser walks home," says Suki.

STRATEGY TO WIN

Everybody likes the idea and they get into their respective vehicles. Brian advises Roman to keep his eyes wide open. "There's no way we gonna beat these guys straight up. That HEMI®'s putting out about 425," he says looking at the Dodge Challenger. "And that Yenko will snap a speed on about five seconds flat. So we're

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gonna have to do something special. The only thing I can think is save the nitrous oxide for the way back. The return trip."

The first ones to move to the start line are Roman, at the wheel of his Mitsubishi Eclipse Spyder, and Fabio in his Camaro. Tej gives the final instructions: "You each got a barrel to go round down at the end of the road. The second wave gotta sit tight till your partner crosses this line right here. First team to go down and back twice wins the race. At which point, the losers will hand over their keys."

WHO HAS ADVANTAGE?

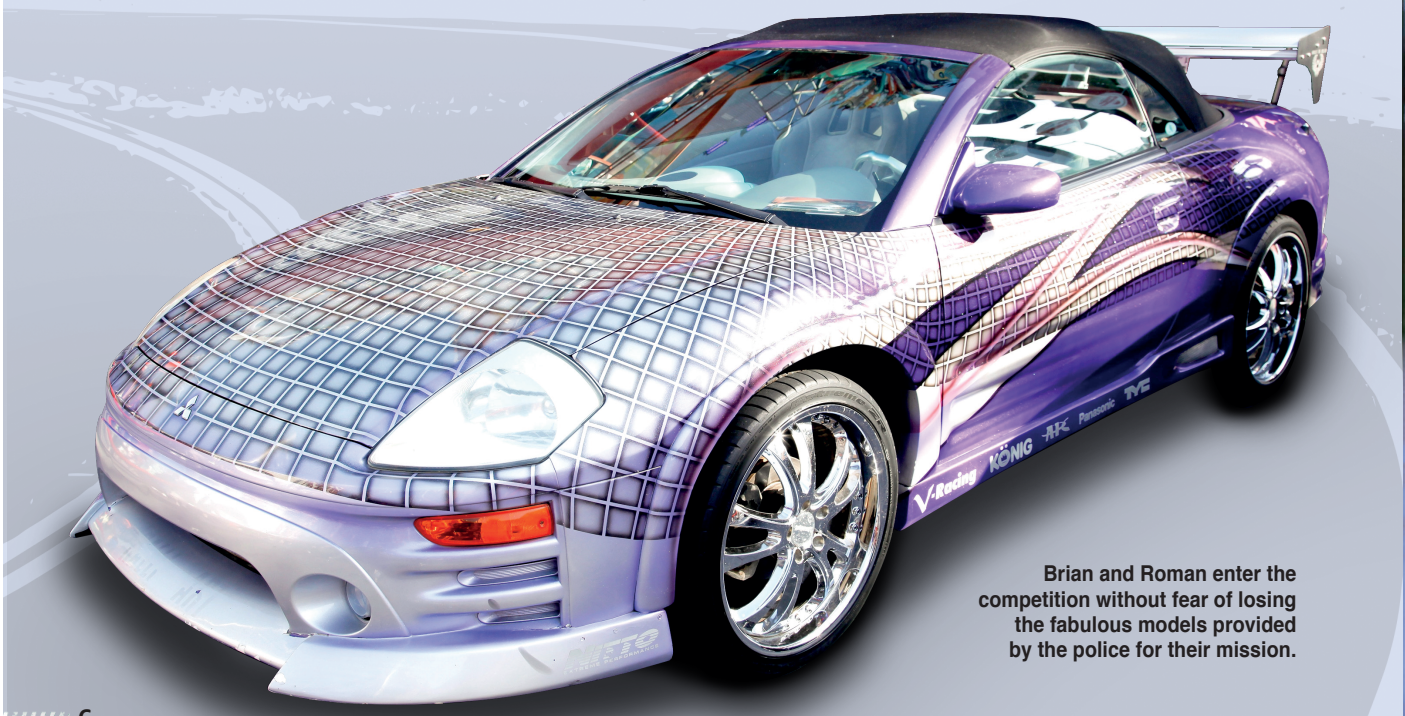
Now that they're clear about the rules, the two cars rev up their engines and roar off the line at full speed. The power of the Yenko Camaro enables Fabio to quickly take the lead. After the first spectacular straight, he makes a precise maneuver around the barrel and begins the return leg with Roman left in his wake, unable to catch him. Although Roman activates the nitrous, Fabio hits a billboard to place it on the road as an obstacle to make sure he reaches the finish line first.

Fonzie, in his Dodge Challenger, is the first off the line in the second leg of the race. "Eat this, sucker!" he shouts at Brian from the car. Tej, Suki, and Jimmy start having doubts about the result of the race. However, their lack of confidence vanishes as soon as Roman arrives and Brian sets off like a bolt of lightning in his Mitsubishi Lancer Evolution VII. The ex-cop resorts to a trick to put his rival's coolness and control to the test by driving in the same lane as him, but in the opposite direction. Brian holds on without swerving the wheel until Fonzie chooses to pull off the road to avoid the collision. Only by doing this can he make up enough time to cross the finish line first, and score new cars. ♦

THE ADVENTURES OF BRIAN O'CONNER

In the heist

When Brian finally discovers that Dom and his buddies are indeed the people responsible for the truck heists on the highway, he speeds after them with Mia to prevent things from getting worse. The truckers have armed themselves and are ready and waiting for the robbers. For this reason, everything goes wrong during the heist: Vince is trapped at the front of the truck, Letty's car rolls over, and Dom can't help his family fast enough. Aware that they will never forgive him, Brian reveals his true identity and intervenes to stop anyone from getting badly injured.



Brian and Roman enter the competition without fear of losing the fabulous models provided by the police for their mission.

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THE 24 HOURS OF LE MANS

Part 2: NISMO makes it debut in 1986

After the NISMO president received approval from the Nissan hiererchy to race at Le Mans, the team competed in 1986 and put in a very respectable performance.

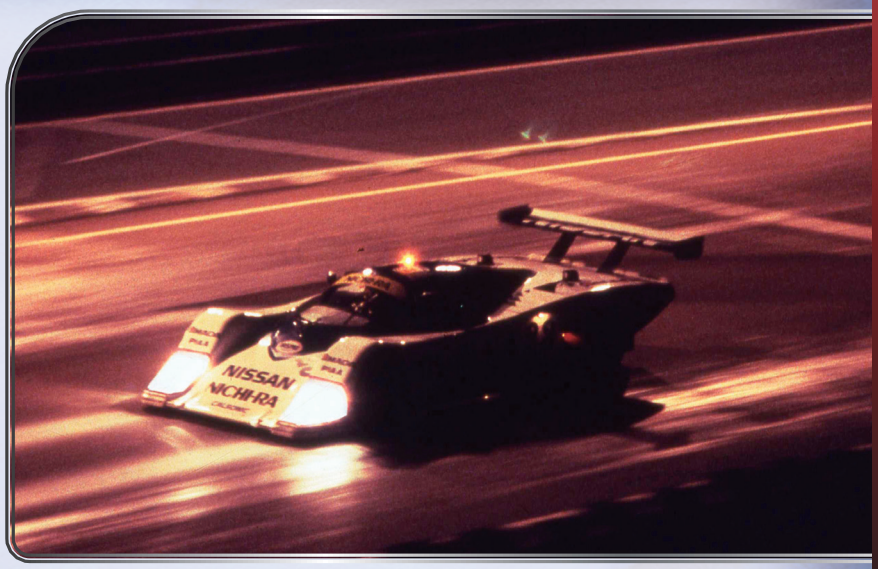


The R86V pictured in front of a Rothman's Porsche, which would go on to win the race. Despite NISMO's great efforts, the difference in power compared to the Porsche was clear.

Yasuharu Namba, then president of NISMO, was enthusiastic about entering the 24 Hours of Le Mans: "For car manufacturers, the racing field is the best stage for development, and the cars that participate must be all-round vehicles. F1 is about the machine. Group C is about the car. Therefore, we race in Group C, where the cars have a roof and tires with real bodywork. In addition, the Le Mans course is long, includes public roads, and is a great challenge with its rapidly changing weather conditions."

Namba's conviction about the benefits of NISMO being involved in racing was strong and he was

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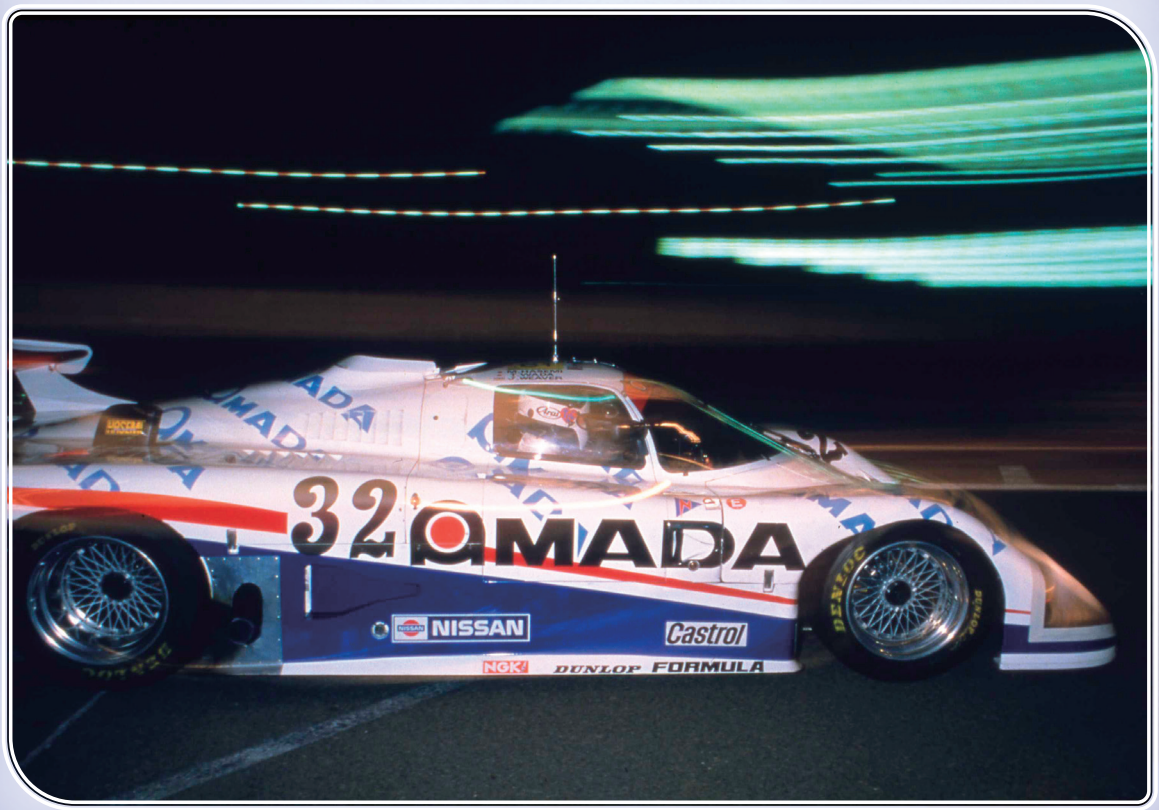


Car 23, the R86V with a new 1986 March chassis, retired about five hours into the race.

offered the chance to compete in F1 several times, but he never took the offer up. Instead, he believed that Le Mans was the best place for NISMO.

For its first entry in 1986, NISMO introduced two Group C cars. The new car, R86V number 23, was piloted by Kazuyoshi Hoshino, Keiji Matsumoto, and Aguri Suzuki. The R85V number 32, which had already proven itself in the previous year's domestic races, was entrusted to Masahiro Hasemi, James Weaver, and Takao Wada.

In the race, the new R86V retired after about five hours. However, the R85V temporarily rose to ninth place overall, but eventually finished in 16th position overall. Despite this being its first attempt, it was the only Japanese car to finish the 24 Hours of Le Mans that year. At the same time, it was a great effort that provided valuable data for the next year's race and beyond. The winning Porsche 962C completed 367 laps, while the R85V finished the race with 284 laps. The R85V, which finished the race, completed 284 laps, which showed that NISMO still had plenty to do to compete at the top level. ♦



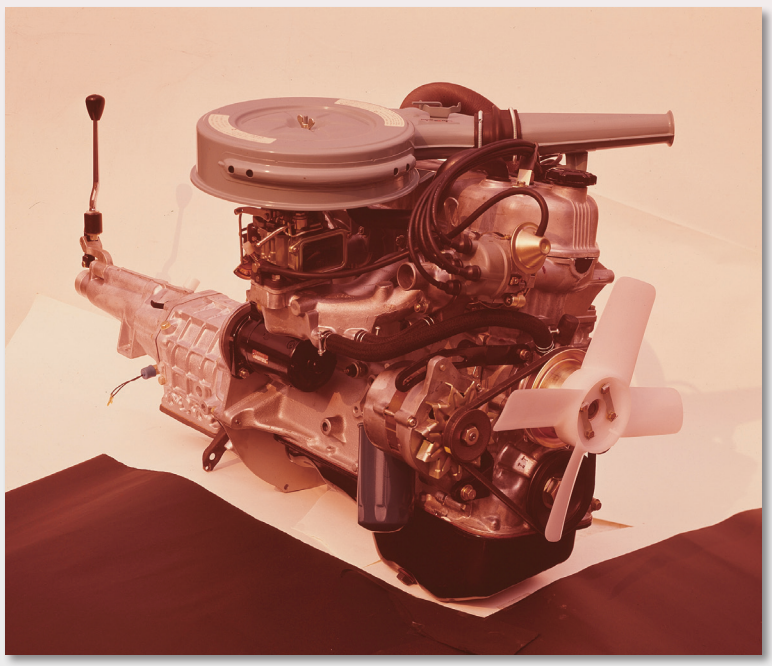
Car 32, the R85V, pictured during a night section of the race. It eventually finished in 16th place overall and was the only Japanese entrant to complete the race that year.

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A SPORTY NEW HIGH-END MODEL

The first-generation Laurel (C30) was introduced in April 1968 as a car for "high-class owners", a new genre that filled the gap between the Cedric and the Bluebird. Intended to be a luxury car that owners themselves would drive, it was characterized by the absence of commercial models in the lineup such as vans and pickup trucks, which had been offered by rivals. At first, it was only a four-door sedan powered by a 1.8-liter inline four-cylinder SOHC G18 engine (100ps).

The Laurel's body design was similar to that of the Bluebird (510), which had debuted in August the previous year, but the Laurel was slightly larger. The new model incorporated the latest technology that would later become standard for Nissan cars. The suspension system used struts in the front and semi-trailing arms in the rear. The same four-wheel independent suspension layout as the Bluebird (510) was used, but the rear semi-trailing arm was originally developed for the Laurel. The new model was the first Nissan car to use rack and pinion steering, while the gearbox would also feature in the first-generation Fairlady Z launched in October 1969.



The 1,800cc G18 engine was a four-cylinder OHC made by Prince, and was also used in the Skyline. It eventually disappeared with the shift to the L-type engine.



The "flowing flashers" used on hardtops were an appealing feature. Recently, flashers have been legalized again in Japan, bringing back memories of the old days.

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The styling of the Laurel sedan was similar to that of the Bluebird (510), but with a higher level of equipment. It was aimed at "high-class" car owners.

The G18 engine was designed by Nissan's former partner, Prince. Unlike Nissan's main engine configuration, the L-type, it was a cross-flow SOHC engine that was also used in the Skyline. Incidentally, the first-generation Laurel was manufactured at Prince's former Murayama plant.

In June 1970, a two-door hardtop was added to the Laurel lineup to compete with Toyota's Mark II hardtop. Nissan's first pillarless two-door hardtop, it was powered by a two-liter, in-line four-cylinder SOHC engine G20 Type (110ps). The sporty-grade 2000GX was also introduced at this time, equipped with a SU twin carburetor and delivering 125hp (on high-octane gasoline), which was a high power output for the time.

One of the most distinctive Showa-era features of the Laurel hardtop was the "flowing flashers". The red turn signal lamps, which also served as tail lamps, were sequentially lit from the inside to the outside. After this, the "flowing flashers" disappeared for a generation. ♦

TECHNICAL DATA

LAUREL HARDTOP 2000GX KPC30 TYPE (1970)

Length:	170.5in (4,330mm)
Width:	63.2in (1,605mm)
Height:	54.3in (1,380mm)
Wheelbase:	103.1in (2,620mm)
Tread (front):	51.8in (1,315mm)
Tread (rear):	51.6in (1,310mm)
Engine:	G20 (straight four, OHC SU twin carb)
Total displacement:	1,990cc
Maximum output:	125ps / 5,800rpm
Maximum torque:	17.5kgm / 3,600rpm
Vehicle weight:	2,249lb (1,020kg)
Suspension (front/rear):	strut / semi-trailing arm
Brakes (front/rear):	disk / drum
Tires:	6.45S-14-4PR



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STAGE 15
FRONT LEFT WHEEL (1)

In this issue, we will connect the rim parts and the tire of the front left wheel.

PARTS

15A



15B



15C



15A Front left wheel tire
15B Front left wheel outer rim
15C Front left wheel inner rim

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15.01 Take the front left wheel tire 15A and locate the word "Left" – this is the exterior side of the tire.



15.02 Fit the front left wheel outer rim 15B to the exterior side of the tire 15A (that features the word "Left").



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15.03 On the other side of the tire 15A you will see the word "Right" – this is the inner side of the front left tire.



15.04 Fit the front left wheel inner rim 15C to the inner side of the tire 15A, aligning the tabs on the inner rim 15C with those on the outer rim 15B.



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Final assembly





WORK SPACE FOR ASSEMBLY

When assembling your parts, it is important that you have a work and storage area – ideally dedicated exclusively for this purpose – and that it meets a series of conditions. You should work on a flat, clear, smooth surface that is well lit with natural light. An additional table lamp will help avoid unwanted shadows while you are working on the parts.

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