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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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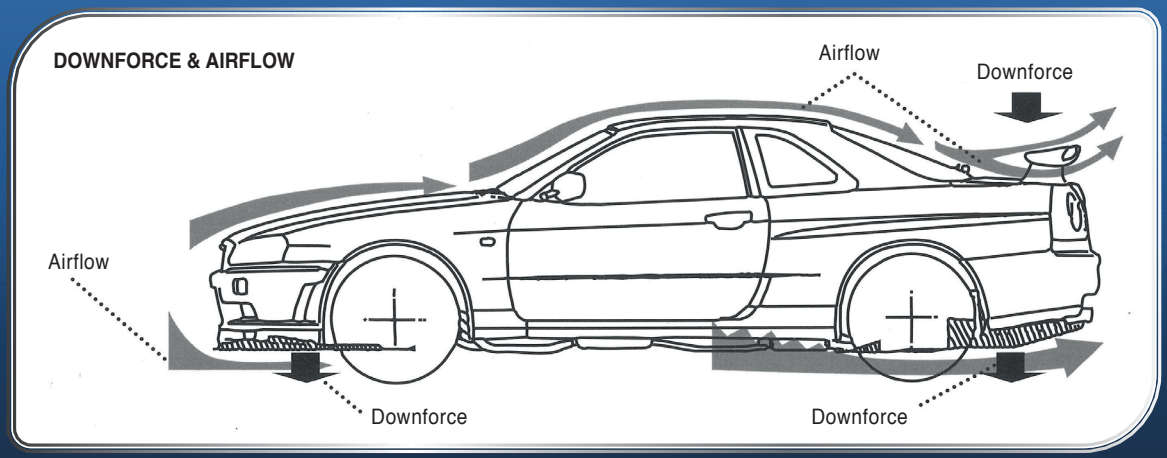
ADVANCED AERODYNAMIC TECHNOLOGY

Cars are always working against air resistance, which negatively affects fuel consumption and acceleration. However, if the incoming air is on your side, you can create downforce that sticks the car to the road surface. With this in mind, the Skyline GT-R (R34) featured a revolutionary underfloor design.

Nissan won the All Japan Sports Prototype Car Endurance Championship for three consecutive years from 1990 and also won the 1992 Daytona 24 Hours race. GT machines, represented by Group C cars, were said to be the most powerful at the time. The Nismo GT-R LM (R33) that participated in the Le Mans 24 Hours in 1995 and 1996, and the Skyline GT-R (R34), utilized aerodynamic technology developed through Nissan's many years of racing activities and models. This included the Nissan R390GT1, which finished third in 1998 at Le Mans, where all four of the brand's cars finished in the top ten.

The front spoiler, large rear spoiler, and other aerodynamic elements of the Skyline GT-R (R32) were based on the assumption it would be used in group A races from the model's introduction in 1989. The large aerodynamic components, which had not been seen on domestic

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cars until then, attracted attention for how effective they were. In addition, the Group A homologation model GT-R NISMO had engine cooling apertures in the front bumper, and a hood-top molding was added to improve the cooling performance of the engine. Body moldings in front of the rear tires and a small rear spoiler on the top of the hood were also added to improve downforce on the car.

For the next Skyline GT-R (R33), an angle-adjustable rear spoiler was fitted as standard to increase rear downforce and enable the aerodynamic settings to be modified. In addition, the Skyline GT-R (R33) V·spec N1 was equipped with a carbon front undercover. This aerodynamic component served as a front diffuser for use in N1 racing.

TWO-STAGE REAR SPOILER

The Skyline GT-R (R34), which features even more aerodynamic features, is equipped with a two-stage rear spoiler with an angle adjustment mechanism as standard on all models. As well as this, the Skyline GT-R (R34) V·spec has adopted an "Advanced Aero System" consisting of a front diffuser and a carbon rear diffuser. Full-fledged aerodynamic parts derived from racing cars, which had never been seen before in domestic cars, were installed under the floor out of sight.

At the commercial vehicle level, fuel efficiency is pursued by reducing the amount of airflow around the car while driving – air resistance and the force that causes the body to lift off the ground are reduced to improve stability at high speeds. The Skyline

A conceptual drawing of the Skyline GT-R (R34) aerodynamic device. Like a race car, it creates downforce and pushes the tires against the road surface to achieve excellent cornering speeds.

GT-R (R34), while reducing air resistance, actively uses the wind like a racing car to generate downforce and push the car's body to the ground, improving maneuverability and stability.

The two-stage rear spoiler with an angle adjustment mechanism, which is standard on all GT-R models, was changed from the single-wing angle adjustment system of the previous Skyline GT-R (R33) to a two-wing setup with a variable

Born in an era when aerodynamic performance was important even in commercial cars, it can be said that the "Advanced Aero System" of the Skyline GT-R (R34) was designed by airflow.



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The two-stage rear spoiler can be adjusted by removing the side covers. It is not stepless – the angle is adjusted by removing the black hexagonal bolt – but owners can create their own personalized settings.

section – the angle of this section can be adjusted to increase downward force at high speeds.

The role of the rear spoiler is to suppress body lift at high speeds. The basic principle behind the generation of downforce by the rear spoiler, which has a cross-sectional wing shape, is based on the concept of turning the wings of an aircraft upside down. First, the air flows as it is on the upper side of the blade section. Next, the "stagnation point" at the front end of the blade is used as a branching point, and the flowing air is compressed and released on the lower side of the blade cross-section, increasing the flow speed. As a result, downforce is generated due to the difference in flow velocity between the top and bottom of the wing. However, while increasing the wing area increases downforce, it also increases the amount of air resistance.

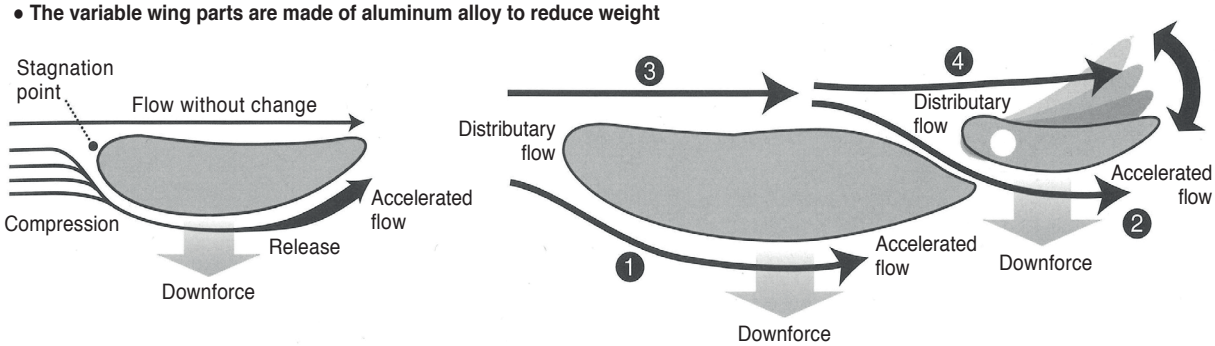
The solution on the Skyline GT-R (R34) was a two-stage rear spoiler with an angle adjustment mechanism. For the same wing cross-sectional area, it is easier to obtain downforce with two wings than one, and if the same downforce is obtained the variable wing can be smaller. In addition, as there is a gap between the front and rear horizontal wings, the Cd value (the air resistance coefficient) can be smaller than that of a single wing, even in conditions where the same downforce is achieved. The variable wing section, which is made of lightweight aluminum alloy, has increased the air resistance compared to the previous Skyline GT-R (R33), and has expanded the rear downforce adjustment range of four stages in a 10-degree pitch, up to a maximum of 30 degrees.

FRONT AND REAR DIFFUSERS

The "Advanced Aero System" of the Skyline GT-R (R34) V·spec uses a front body diffuser and a carbon diffuser to regulate the airflow under the car body, and the Venturi effect creates a force that pushes the car's body downward.

TWO-STAGE REAR SPOILER WITH ANGLE ADJUSTMENT MECHANISM

- **Can be set up for road conditions or other driving conditions**
- **The variable wing parts are made of aluminum alloy to reduce weight**



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ADVANCED AERODYNAMIC TECHNOLOGY

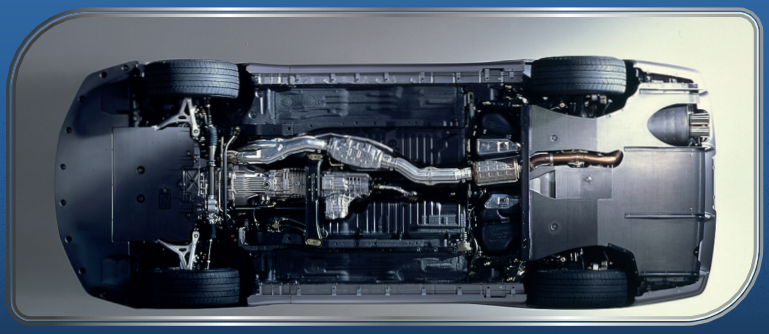
The Venturi effect is a phenomenon whereby the cross-sectional area of a fluid flow is narrowed and the flow velocity is increased to create a low-pressure area.

Normally, during high-speed driving, the air flowing under the body creates a vortex due to protruding obstacles such as the engine and undercarriage, which generates lift, the force that raises the body off the ground.

Therefore, by covering the engine compartment – which has the biggest uneven area under the floor – and the section around the rear differential carrier, the floor surface is flattened. This compresses and smooths the airflow, diffusing it through a raised shape, and generating downward force by the Venturi effect.

The downforce produced by this full-scale diffuser is generated in both the front and rear, resulting in an excellent front and rear aerodynamic balance. It also creates a sense of stability, especially when driving straight at high speeds of 50mph (80km/h) or more, cornering, and braking. In addition, since the airflow on the underside of the car body becomes smoother, the noise from under the floor is greatly reduced. The brake diffuser has an air inflow path for brake cooling, and the rear diffuser has so-called NACA (now NASA) ducts provided to cool the rear differential. Furthermore, the rear diffuser, which is exposed to the high temperatures of the exhaust, is made of full carbon fiber, using Nissan's aerospace technology – a world first for a mass-produced car. It is expensive because of the near-handmade process required, but it is ultralightweight, exceptionally heat resistant, and rigid.

The front diffuser is made of resin and the rear is made of expensive carbon. The rear end of the rear diffuser can be seen from behind, whereas the front diffuser cannot be seen unless the car is lifted up.

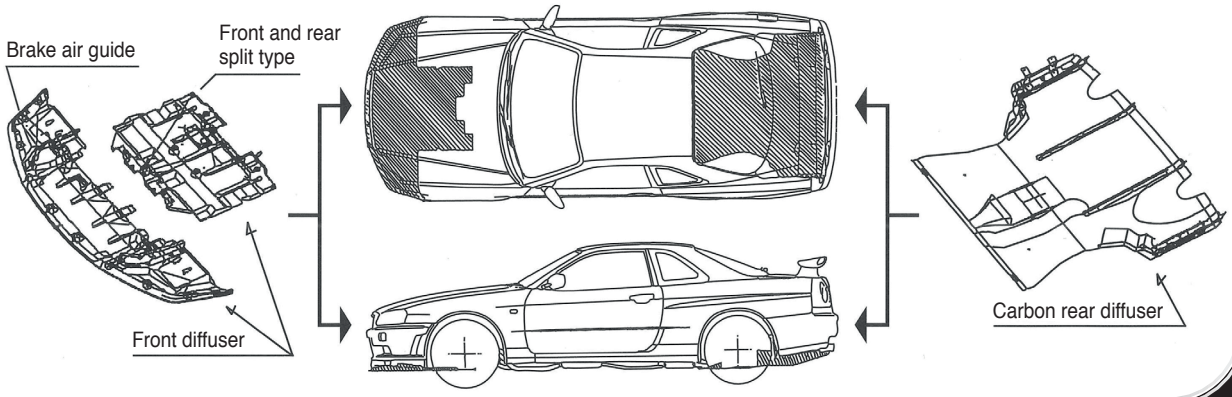


When the Skyline GT-R (R34) debuted, the aerodynamic devices on the underside of the body attracted much attention. As shown in the photo, the front and rear sections are fitted with a large diffuser. The rear diffuser in particular is made of carbon.

In fact, Nissan's Aerospace Division, which designed and manufactured rockets and space stations, produced the carbon monocoque for the Nissan R91CP and R92CP Group C cars. Its aerospace division transferred its operations to IHI Corporation, which is now IHI Aerospace Engineering.

The full-fledged aerodynamics technology of commercial vehicles, represented by the "Advanced Aero System" adopted in the Skyline GT-R (R34), was further developed in the Nissan GT-R (R35), which first appeared in 2007. The front and rear diffusers and covers are large enough to cover almost the entire floor and generate more downforce. ♦

ADVANCED AERO SYSTEM (UNDERSIDE OF BODY)



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SUKI, THE DRIVER OF THE HONDA S2000

In the world of *Fast & Furious,* Suki is one of the undisputed queens of speed in the city of Miami.

She has an almost angelical expression, but it conceals the determined heart of a woman passionate about the world of cars. Suki has earned respect on the street circuits of Miami.

Tej Parker, the charismatic organizer of street races in the city, admires her self-confidence, her style, and the carefree way in which she sees the world. Suki is a free spirit and although she finds Tej amusing, she doesn't allow his passes to go any further than enjoyable flirting between friends.

In any race, Suki and her team – made up exclusively of women – always put on a good show, as does the surprising pink Honda S2000 that they treat with absolute devotion before each race. The eye-catching color of the bodywork and the style of its owner occasionally cause other drivers to underestimate Suki, as is the case with the big-headed Orange Julius.

FAST ON THE CIRCUIT

Suki drives her sports car smoothly on the road, and steps



American model Devon Aoki debuted as an actress thanks to the role of Suki in the second instalment of the *Fast & Furious* saga.

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SUKI, THE DRIVER OF THE HONDA S2000



The spectacular Honda S2000 that Suki is driving is striking for the pink color of its bodywork and for the fantasy decoration created by her.

hard on the accelerator pedal when the occasion demands it. She always races to win, but she can accept a defeat, as she does when she crosses the finish line behind Brian O'Conner in a dangerous, thrilling race organized by Tej.

Away from the racetrack, the devil-may-care driver draws fantastic new designs for racing cars and chats cheerfully with her close friends, Tej and his mechanic Jimmy, while they have fun playing cards.

To play the charismatic Suki in *2 Fast 2 Furious*, director John Singleton turned to the model Devon Aoki. Although she already had years of experience walking in fashion shows for well-known firms like Chanel or Versace, she had never acted in a movie. To get into character, Devon took driving lessons and became a real ace at the wheel. She has appeared in other film and TV shows, such as Sin City (2005), *DOA: Dead or Alive* (2006), and *Mutant Chronicles* (2008). ♦

THE ADVENTURES OF BRIAN O'CONNER

The last race

Having dealt with the threat posed by Johnny Tran, Brian gets behind the wheel of his Toyota Supra to pursue Dom, who he finds waiting at a red light in the Dodge Charger. They are at the start of a straight that ends in a train crossing. They cannot avoid racing for one last time. As soon as the light turns green, both of them step on the gas and launch themselves at top speed to get over the train crossing before the train arrives. They manage it by inches, but Dom's car is hit by a truck. Brian hurries to help him and when he hears the police car sirens getting closer, he offers him the keys to the Supra to get away. "You know what you're doing?" Dom asks him. "I owe you a 10-second car," says Brian.

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NISMO AND GROUP A RACING

Part 2: Winning the double in 1986

After losing out to the BMW 635CSi in the inaugural All Japan Touring Car Championship, the Skyline RS Turbo secured the Drivers' and Manufacturers' Titles in 1986. But there was still work to do to match the European models.

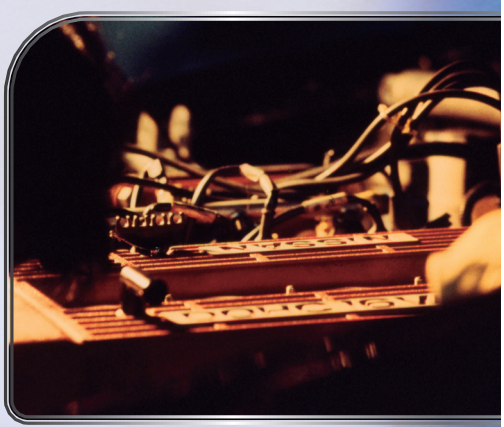


The car in the foreground is the Skyline of Aguri Suzuki and Takao Wada, who secured the double of the Drivers' and Manufacturers' Titles in 1986.

Rival cars competing against the Skyline Turbo RS (DR30) in Group A racing included the BMW 635CSi, Toyota's AE86 Corolla Levin, the Volvo 240 Turbo, and the Mitsubishi Stallion.

In 1985, the first year of the All Japan Touring Car Championship, the BMW 635CSi was victorious. The model had serious racing pedigree, as it had previously won the European Touring Car Championship in 1983.

The highlight of the 1985 series was the final race, the Inter TEC at Fuji Speedway. As this round was an international event, the winner of that year's European Touring Car Championship, the Volvo 240 Turbo, came to Japan. The car was so dominant that it was able to overtake a Japanese car on the outside of a corner, and the model took the top two places. It showed the Japanese fans that there was still a significant difference in the performance capabilities of overseas and domestic Group A cars.



The four-valve DOHC FJ20 type engine installed in the Skyline (R30) was equipped with a turbo in 1983 and an intercooler in 1984, reaching a catalog spec of 205ps.

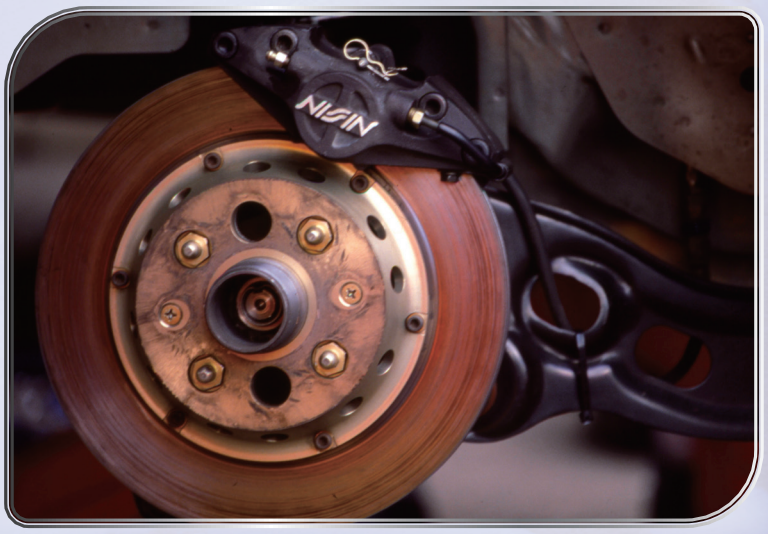
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The following year, the Skyline RS Turbo, which had been specially tuned as a race car, was a great success for NISMO in its third year of operation. In the All Japan Touring Car Championship, it secured both the Manufacturers' Title and – in the hands of Aguri Suzuki – the Drivers' Title.

However, at the most prestigious race of the 1986 season, the Inter TEC, the fast, powerful, and reliable Volvo 240 Turbo took the honors once again. It was yet another reminder of the gulf in class between the Japanese racers and those from other parts of the world. This result would later lead to the introduction of a homologation model and the revival of the GT-R brand.♦

Aguri Suzuki was one of the hottest young Nissan works drivers at the time. In 1986, he won the Drivers' Championship, reflecting that the Skyline was an impressive race car.

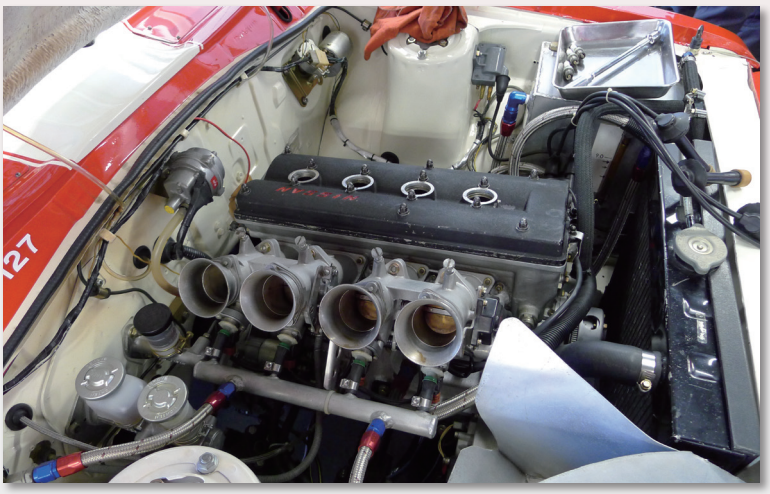


The wheels were mounted using the same center-lock system as later Group A vehicles, but with special spacers attached with four nuts.

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THE EXCELLENT – A TOP-GRADE SUNNY

In April 1971, a new premium variant of the second-generation Sunny (B110) called the "Excellent" was introduced. Its catchphrase was, "An exciting car. Excellent." It was a small but superior model that filled the gap between the standard Sunny and the Bluebird. Rather than the stock Sunny's four-cylinder in-line 1.2L OHV A12 engine, it featured the four-cylinder in-line 1.4L SOHC L14 engine from the Bluebird. The model was designated the PB110, and included grades including GX, GL, and Deluxe, with five two-door coupes and five four-door sedans available.



The engine size was increased to 1,598 liters on the competition Excellent. The LZ14, a race-specific engine with a four-valve DOHC head, produced 200hp at over 9,400 rpm.

At first glance, the only difference between the standard Sunny and the Excellent seemed to be the design of the front and rear grilles and the tail lamps. In fact, the wheelbase and overall length had been increased by 1.58in (40mm) and 6.9in (175mm), respectively.



Even though the Sunny was a mass-market car, the Excellent was a high-end model. As a result, it offered superior ride quality as well as an upgrade to the interior.

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Equipped with an engine that featured a four-valve DOHC head, the Sunny Excellent Coupe displayed its superb capabilities on the racetrack.

Most of this increase was used to enlarge the engine compartment in front of the A-pillar, where the L14 engine was mounted. The hood and front fenders, which had a straight nose, were designed exclusively for the Excellent.

The L14 engine installed in the GL and Deluxe models was a single-carburetor type that produced 85ps. The sporty 1400GX had an L14 SU twin-carb engine with 95ps, which was more powerful than the 83ps of the Sunny 1200GX. The transmission was basically a four-speed MT floor shift.

At the 19th Tokyo Motor Show held in October 1972, a Sunny Excellent equipped with a rotary engine was exhibited. Its two-rotor, 500cc displacement, peripheral port rotary engine was created using technology from NSU Wankel. However, due to the effects of the oil crisis and other factors, the Nissan-made rotary engine was never put on the market.

The competition version of the Sunny Excellent was equipped with a race-specific LZ14 engine with a larger displacement of 1,598cc. This power plant was converted to a four-valve DOHC unit in accordance with new regulations regarding the cylinder head from the 1973 season, and with electronically controlled fuel injection and other enhancements, it produced 200ps.

In its debut race, the 1973 Japanese Grand Prix (TS class), Hajime Kitano's car fought off the previously dominant Toyota Celica 1600GT to win the race. The race was a total success for the Excellent Coupes, with Kenji Tohira (2nd place) and Seiichi Suzuki (3rd place) filling the podium spots ♦

TECHNICAL DATA

SUNNY EXCELLENT COUPE 1400GX KPB110 TYPE (1973)

Length:	157.5in (4,000mm)
Width:	59in (1,500mm)
Height:	54.9in (1,395mm)
Wheelbase:	92.1in (2,340mm)
Tread (front):	49in (1,245mm)
Tread (rear):	52.4in (1,330mm)
Engine:	L14 type (straight four, OHC SU twin carb)
Total displacement:	1,428cc
Maximum output:	95ps / 6,400rpm
Maximum torque:	12.2kgm / 4,000rpm
Vehicle weight:	1,808lb (820kg)
Suspension (front/rear):	strut / rigid leaf
Brakes (front/rear):	disk / drum
Tires:	6.15-13-4PR

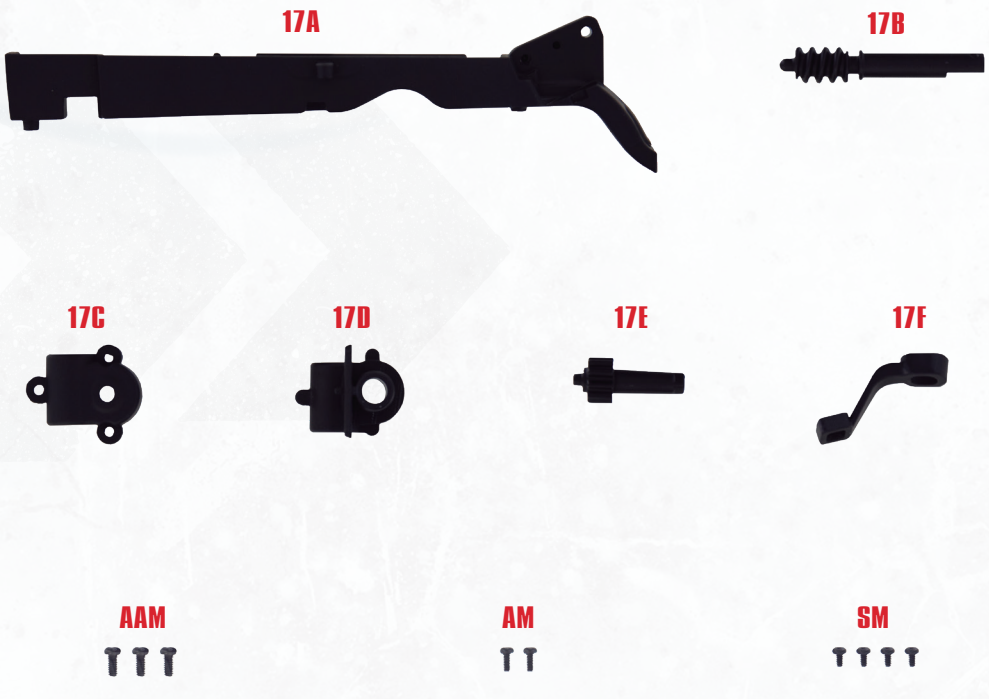


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STAGE 17
STEERING SYSTEM AND FRONT CHASSIS (1)

In this issue, we will assemble the steering box and fix it to the front right beam of the chassis.

PARTS



17A Front right beam
17B Helical steering gear
17C Steering box top cover
17D Steering box housing
17E Secondary steering shaft
17F Steering idler arm
AAM Screws 2.3×5 mm (×3*)
AM Screws 1.7×4 mm (×2*)
SM Screws 1.7×3 mm (×4*)

*Including spares

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17.01 Insert the narrower end of the secondary steering shaft 17E into the highlighted hole in the steering box housing 17D.





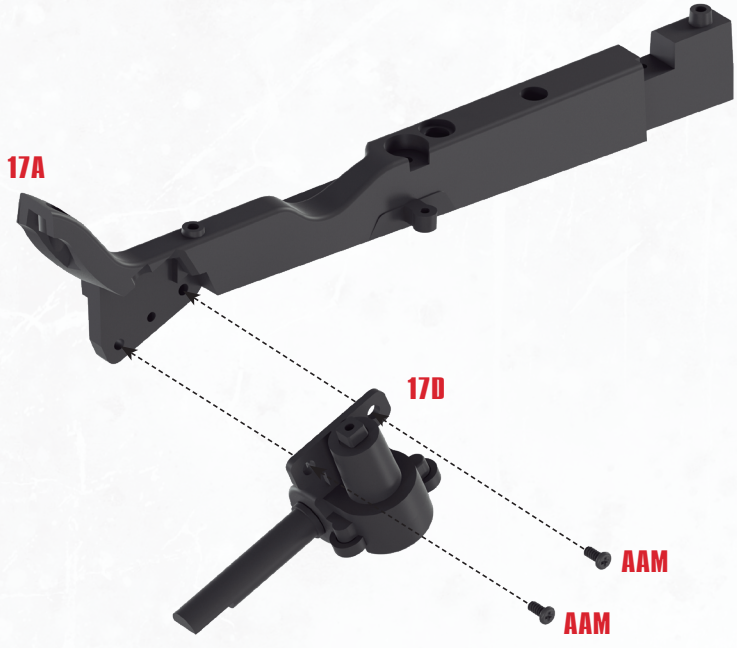
17.02 Position the spiral end of the helical steering gear 17B onto the steering box housing 17D, so that the spiral section fits between the teeth of the secondary steering shaft 17E.

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17.03

Hold the gearing assembly you have just assembled while placing the steering box top cover 17C over the steering box housing 17D. Attach the steering box housing with three SM screws, as shown in the picture.



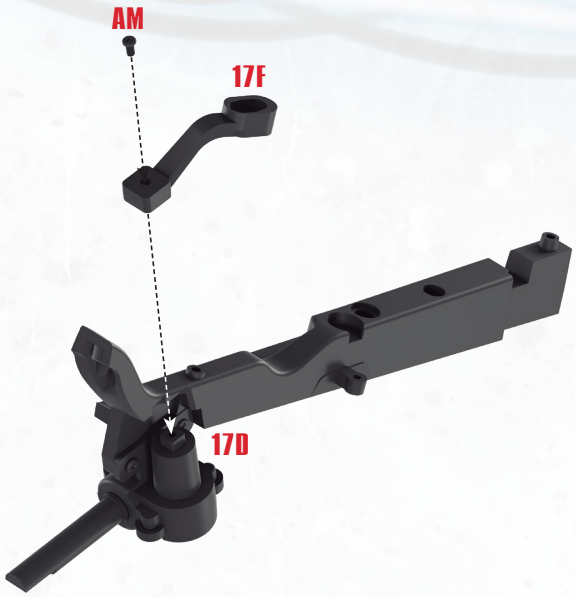


17.04

Align the two screw holes on the steering box housing 17D with the two highlighted holes in the end of the front right beam 17A. Attach the parts with two AAM screws.

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17.05 Finally, place the square head of the steering idler arm **17F** over the highlighted hole in the steering box housing **17D**, positioning it as shown in the picture. Secure the part with an **AM** screw.



Final assembly



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