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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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THE MURAYAMA FACTORY AND THE SKYLINE GT-R (R34)

The first 107 units of the Skyline GT-R (R34) after minor changes were produced at the Murayama factory, where cars had been manufactured since the era of Prince Motors. Among them was a special Skyline GT-R (R34) V·spec II in Bayside Blue.

The Nissan Zama Operation Center, located in Zama City, Kanagawa Prefecture, may be more easily understood by long-time Nissan fans as the "Zama factory". The facility was completed in May 1965 and was responsible for producing various types of trucks. In 1995, the curtains closed on its 30-year history as a car assembly factory. The current Zama factory is engaged in the mass production prototyping of new cars, and the production and installation of press dies, body assembly equipment, and resin molding dies. The development of motors and inverters, which are the main components of hybrid and electric vehicles, is also carried out here.

The Nissan Heritage Collection, which is located on the grounds of the Zama factory, houses approximately 400 commemorative cars. It tells the story of Nissan's history, from successive production cars starting with the Datsun in the 1930s, to racing cars and concept cars. In the past, commemorative cars were stored in a space called the "Zama Memorial Warehouse" in a corner of the Zama factory. These were rented out for exhibitions at sales companies nationwide, but the memorial warehouse itself was not open to the public. After that, it was opened to the public as the Nissan Heritage Collection from around 2014, and has attracted the

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attention of not only Nissan fans, but also many other car enthusiasts.

The commemorative cars include Nissan models but also collections from Prince Motors, which merged with Nissan and its predecessors, as well as those from the Tama electric vehicle era. About 70 percent of the vehicles have been maintained to actual driving condition, and of the 400 commemorative vehicles, about 300 are on display in the Nissan Heritage Collection at any given time.

Many successive generations of the Skyline are also stored there. The collection includes several models manufactured by Prince Motors, with the first-generation Skyline top of the list. The collection also features the Skyline GT-R that competed in the All Japan Touring Car Championship and the All Japan GT Championship, the predecessor to the Super GT series.

The Skyline GT-R (R34) V·spec II that is housed in the Nissan Heritage Collection attracts interest from enthusiasts as it is one of the rarest cars made at the former Murayama factory.

ONE OF THE LAST SKYLINE GT-RS

The Skyline GT-R (R34) models in the collection include commercial vehicles, racing cars, and prototypes. Among them, the 2000 Skyline GT-R (R34) V·spec II in Bayside Blue body color is an especially valuable example.

In fact, the Skyline GT-R (R34) had a change of production factory midway through its model life. It was originally built at the Murayama factory in Musashimurayama City, Tokyo – which had been operating since the days of the Prince Motor Company – until September 2000, after which production was transferred to the Tochigi factory in Tochigi Prefecture. It was the result of one of the pillars of the October 1999 "Nissan Revival Plan" – in order to promote efficiency, the company would discontinue vehicle production at the Murayama factory and close the facility in March 2001. Before the closure, vehicle production was transferred to the Oppama, Tochigi, and Kyushu plants.

The history of production at the Murayama factory began in 1962, when it was a passenger car manufacturing plant for Prince Motor Company. It began with the offline production of the first car – the Prince Gloria. In 1964, production of the Prince Skyline was transferred from the Mitaka factory. The following year, a test track was built on the premises and used for the development of new models as well as the prototype "Prince R380".

Since the merger of Nissan and the Prince Motor Company in August 1966, the factory has played an important role as Nissan's core vehicle production base, along with the Oppama and Tochigi factories. In addition to the Gloria and Skyline, which had been produced at the Murayama factory since the days of the Prince Motor Company, the factory also produced Nissan's flagship models such as the Laurel, March, and Cube. This brought Nissan's total production at the Murayama factory to approximately 9.68 million units. Currently, a shopping mall and a hospital occupy the former factory site, and a monument in-



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If you open the car's hood and look at the bulkhead, you can see the chassis number stamped on it. It is unmistakably the 101st unit produced.

scribed with "The birthplace of the Skyline GT-R" stands in one corner of "Prince Hills Park".

One of the last Skyline GT-Rs produced at the Murayama factory was the Bayside Blue Skyline GT-R (R34) V·spec II, which is housed at the Nissan Heritage Collection.

BIRTHPLACE OF AN ICON

On August 28, 2000, just before production of the Skyline was transferred from Murayama to Tochigi, minor changes to the Skyline GT-R (R34) were announced and it evolved into a later model. It saw the birth of the Skyline GT-R (R34) V·spec II, the first mass-produced car to feature a carbon engine hood.

The chassis number of the first late-model Skyline GT-R to be produced at the Murayama factory was "BNR34-010001", while the number of the final production model was "BNR34-010107." This means that only 107 units were built at the Murayama factory. The plate inside the hood of the Bayside Blue commemorative Skyline GT-R (R34) V·spec II shows that the chassis number is "BNR34-010101." This is six numbers away from the last production model, and the factory is written as "5" to represent the Murayama factory. In other words, it is an extremely valuable example that came off the line at almost the same time as the final production model of the Skyline GT-R (R34) produced at Murayama.

According to one theory, eight Skyline GT-R (R34) V·spec IIs from chassis number "BNR34-010100" to the final production car "BNR34-010107" were produced to the same specifications. These included the Bayside Blue body color and optional multi-AV system. Indeed, the model code on the manufacturer's plate of the commemorative car is "GGJPRWYR34ZDAAAZAD", which is identical to the final production car. Incidentally, the 1st digit to the 7th digit of the model code "GGJPRWY" denotes: body shape – two-door coupe (G); engine specification – RB26DETT type (GJ); axle chassis specification – all-wheel drive and four-wheel steering (P); steering wheel position – right-hand drive (R); grade – GT-R V·spec II (W); and transmission specifications – manual six-speed (Y). The "R34" is the model name, while "ZDA" of the 11th to



Located in Zama City, Kanagawa Prefecture, the Nissan Heritage Collection not only houses the most valuable generations of Skylines, but also numerous racing and rally cars. Public tours are possible.

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The former Nissan Murayama factory located in Musashimurayama City, Tokyo. "Prince Hills Park", located on the former site of the factory, dates back to the days of Prince Automobile Industries and still remains a sacred place for Skyline fans.

13th digits represents: fuel-supply system – twin turbo (Z); destination specification – domestic standard specification (D); and bodywork specification – standard (A).

The 14th to 18th digits of "AAZAD" are an option code, indicating the following equipment: superfine coat (A), rear wiper (A), large rear brake and multidisplay meter, advanced aero system (Z), multi-AV system (TV + 1DIN + 120W six-speakers + navigation system) (A), and rear fog lamp (D). The last eight Skyline GT-R (R34) V·spec IIs produced at the Murayama factory were displayed at dealerships across the country and attracted the attention of many fans. After that, the final Skyline GT-R produced at the Murayama factory, "BNR34-010107", was taken over by supervisor Kozo Watanabe, who was responsible for the development of the Skyline GT-R (R34). And now, "BNR34-010101" is included in the Nissan Heritage Collection as a commemorative car, quietly living out the rest of its years while still conveying the brilliance of a new car. ♦



The model plate of the Skyline GT-R (R34) V·spec II manufactured at the former Murayama factory is blue. The symbol indicating the production factory is "5," which represents the Murayama factory.

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A HERO CALLED DOM

The world of *Fast & Furious* has a great ensemble cast, among whom Vin Diesel takes center stage. With his dazzling performances he has made the character of Dominic Toretto one of the greatest action movie icons.



Dominic Toretto, the principal character in the *Fast & Furious* saga, is played by the charismatic Vin Diesel.

There are two things to avoid with Dominic Toretto: making him your enemy and challenging him to a car race. Dom is a rough, reserved man, determined to fulfill his objectives and especially concerned about keeping his family safe and together.

Dom is presented to the audience in *The Fast and the Furious* as a legend in the world of urban racing in Los Angeles. Nobody could beat him when it came to keeping their foot on the accelerator during a quarter-mile race. Busy keeping the small family business going and mixed up in highway robberies, Dom doesn't hesitate to take the law into his own hands when members of the family are in danger.

Talking to Brian in his garage, he explains his way of viewing life in just a few words: "I live my life a quarter mile at a time. Nothing else matters: not the mortgage, not the store, not my team and all their bullshit. For those ten seconds or less, I'm free."

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After his years as a legendary driver on the unofficial racing circuits of California, Dom finds himself embroiled in dangerous international intrigues that will take him all over the world.

THE EVOLUTION OF THE LEGEND

The narrative arc that Dom Toretto travels throughout the franchise is immense, from a fugitive to an undercover operations agent to a lone wolf to a proud father. Plus, he drives incredible cars like a 1970 Dodge Charger R/T and a 2020 Dodge Charger Hellcat.

Always in the crosshairs of fearsome international enemies, Dom finds himself putting together a crew to solve problems and protect his family. Together, they travel around the world. Dom grows, but he never betrays the firm values that were instilled in him from childhood and his upbringing in Los Angeles.

Finding an actor who would be able to play this tough as nails but loyal character was a task for Rob Cohen, the director of *The Fast and the Furious*. Cohen gave the part to a young actor who had just starred in a science-fiction story entitled *Pitch Black (2000):* Vin Diesel. Thanks to his charisma, the character of Dom Toretto has fascinated millions of movie-goers all over the world. Diesel's work, along with that of a great family of stars, has helped to make the franchise an unprecedented success. ♦

THE ADVENTURES OF BRIAN O'CONNER

A new guest at the table

In *The Fast and the Furious,* Brian feels that he is really beginning to get close to the Toretto family when Dom invites him to one of their traditional Sunday barbecues, a custom inherited from Dom's earliest childhood years. Seated at the table among the friends of the legendary driver from Los Angeles, he listens to an unusual saying of grace before the meal, recited by Jesse: "Thank you for providing us with the direct-port nitrous injection, four-core intercoolers, and ball-bearing turbos and titanium valve springs."

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CREATING THE SKYLINE GTS-R

Part 2: Building the homologation car

The requirement for manufacturers wishing to participate in Group A racing that they produce 500 versions of a production model for homologation purposes saw the birth of the GTS-R. In turn, this had an effect on the development of the Skyline GT-R (R32).



The GTS-R was a modern Group A car that was thoroughly tested and prepared for its race debut in November 1987.

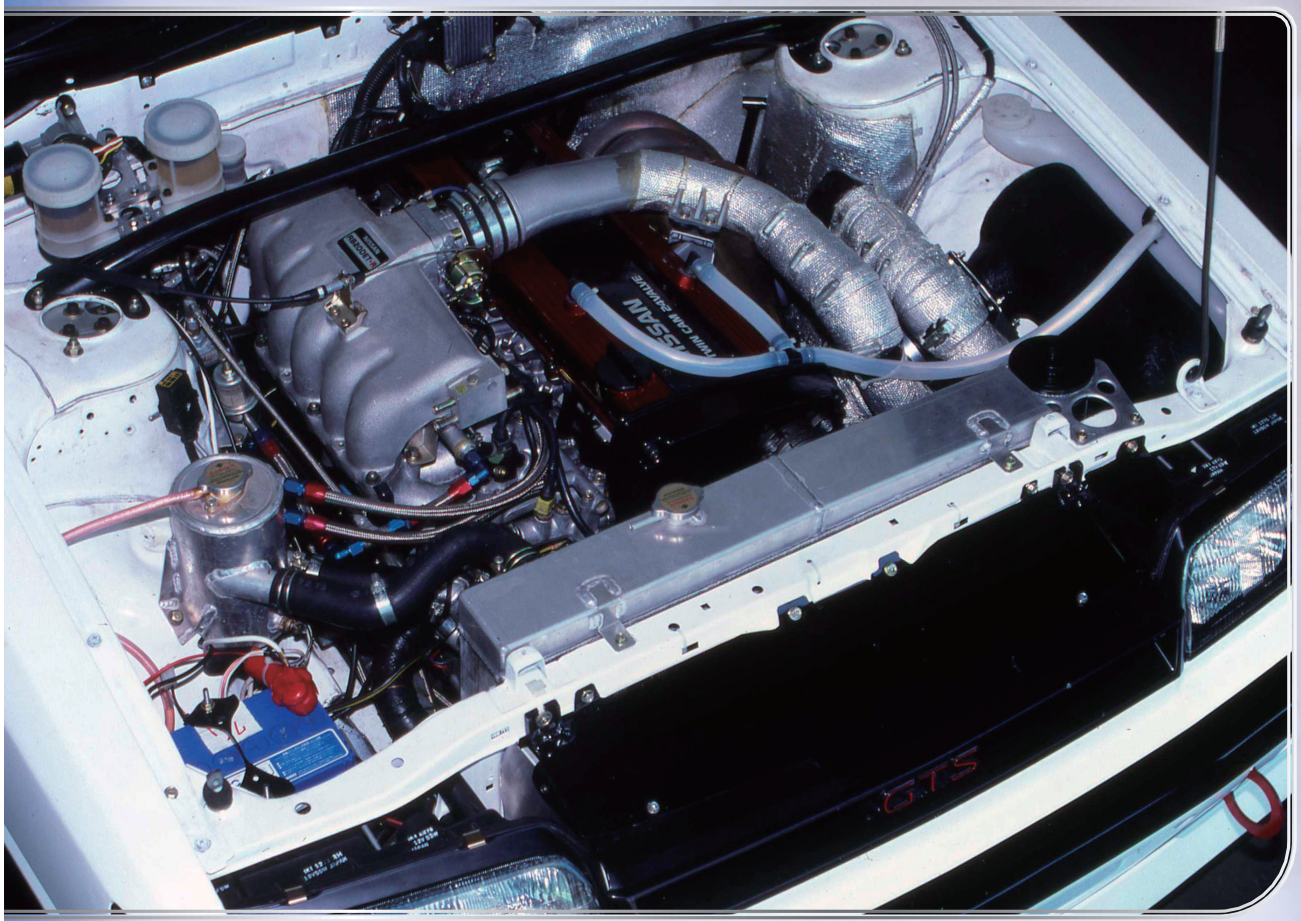
Group A vehicle regulations strictly limit the scope of modifications that can be made. In particular, turbochargers and other parts must remain within production specifications. However, if a homologation model was produced in numbers of at least 500 units, the parts installed on this model could be used on the Group A race car.

Therefore, a GTS-R homologation model with a large turbocharger, an intercooler, a stainless-steel exhaust manifold, and large front and rear spoilers was quickly built to ensure power output of 400hp or more when used in race specifications.

The GTS-R homologation model was limited to 800 units when it underwent a minor change in August 1987. It had a declared output of 210hp and the letter "R" (Racing) at the end of the grade name. Fans were delighted to see the return of the "Driving Skyline," and the 800 units sold out immediately.

NISMO developed a race-spec car based on the GTS-R and began

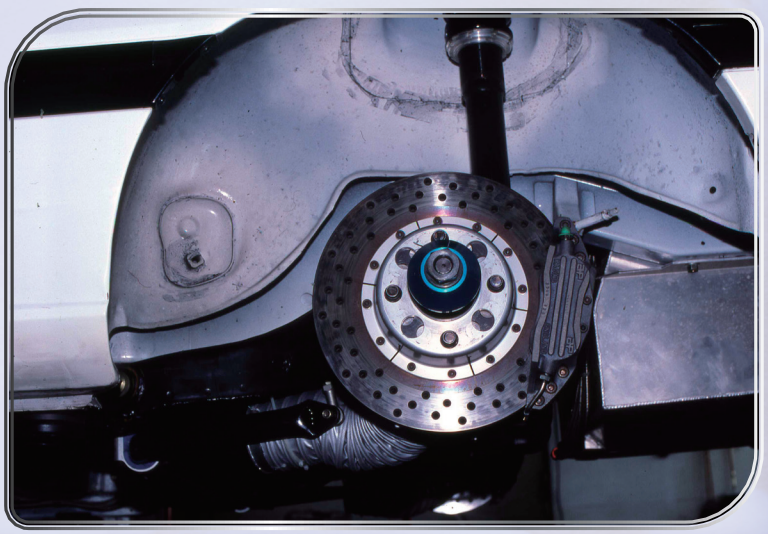
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The RB20DET-R was a 2.0L four-valve DOHC turbo engine modified to race specs and producing over 400hp. It was used exclusively for the GTS-R homologation model.

vigorous testing of it in August 1987, with the GTS-R's debut race scheduled for the international Inter TEC race at Fuji Speedway in November. The new model was ready to take on the powerful works teams from Europe, such as Ford and BMW.

Unfortunately, the GTS-R did not win on its debut. Nevertheless, it displayed its ability in the All Japan Touring Car Championship, with Masahiro Hasemi securing the Drivers' Title in 1989. When the GTS-R debuted, development of the Skyline GT-R (R32) had already begun. NISMO's role as a genuine racing team was to provide feedback to Nissan about the various pieces of information obtained from the GTS-R's race participation. This would influence the evolution of the production Skyline GT-R (R32). ♦



Compared to the Skyline Turbo RS (DR30), which still had the look and feel of a production car, the suspension system on the GTS-R had the feel of a modern race car. The brake system was also completely redesigned.

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THE PULSAR – A EUROPEAN-STYLE COMPACT

On May 29, 1978, the first Pulsar debuted as the successor to the Cherry F-II. Pulsar is an English term for a celestial body in space that emits pulsed radio waves with a regular cycle. At first, only a four-door sedan was available. The body adopted a trapezoidal, two-box design, and although it looked like a five-door hatchback, it was actually a four-door sedan with an independent trunk. The style of the car was designed with an awareness of European cars, and the catchphrase "Pulsar Europe" was used in advertisements for the model.

With its straight, low, and wide form, the first-generation Pulsar four-door sedan offered a modern new look. It was not a rear hatchback when it debuted.



The interior of the 1400TS-XE coupe. The cockpit had a crisp design and a sense of calmness. The interior and exterior both exuded a sense of freshness.

Although the body was completely redesigned, many of the mechanics were inherited from the Cherry F-II. There were two types of engine: a 1.2-liter A12 (70ps) and a 1.4-liter A14 (80ps). Both were single carbureted. The transmission was located under the engine in a double-decker structure. Four-speed manual transmission was standard, and a semiautomatic Nissan Sportmatic was available on the 1400 model. A five-speed manual transmission was available



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In September 1978, a three-door 1400TS-XE coupe was added, with rear glass that wrapped around to the sides, retaining some of the Cherry F-II design.

only on the 1400TS-G. The suspension was a four-wheel independent system with struts at the front and trailing arms at the rear, which was the same layout as on the Cherry. The interior was more comfortable, and the instrument panel of the higher grades of the model featured horizontal zero-pointer gauges, which were also used on the Skyline.

In September 1978, a three-door hatchback, a three-door coupe, and a model equipped with the A14E-type electronically controlled fuel injection (Nissan EGI) engine were added. The sporty grade model equipped with the EGI engine was called the 1400TS-XE.

In September 1979, a five-door hatchback was added. It basically combined the same body style as the four-door sedan with the rear gate lid of the three-door hatchback. The rear seat backrests were foldable, making it more practical than the four-door sedan.

In May 1980, the model underwent a minor change when square headlamps were adopted. The four-door sedan was discontinued in favor of a five-door hatchback, and in March 1981, the engine was changed to an in-line four-cylinder SOHC E-type. The displacements were 1.3 and 1.5 liters, reflected in the model designations of E13 and E15. The drivetrain was changed to a system with the transmission lined up next to the engine. At the same time, a three-speed automatic with torque converter was developed and the Sportmatic was discontinued.

The Pulsar was active in motorsports, with private teams participating in overseas rallies and single-model races held at the Fuji Freshman Race using coupes. ♦

TECHNICAL DATA

PULSAR SEDAN 1400TS-G N10 TYPE (1978)

Length:	155.1in (3,940mm)
Width:	63.8in (1,620mm)
Height:	53.5in (1,360mm)
Wheelbase:	94.3in (2,395mm)
Tread (front):	54.1in (1,375mm)
Tread (rear):	52.9in (1,345mm)
Engine:	A14 (straight four, OHV)
Total displacement:	1,397cc
Maximum output:	80ps / 6,000rpm
Maximum torque:	11.5kgm / 3,600rpm
Vehicle weight:	1,852lb (840kg)
Suspension (front/rear):	strut / trailing arm
Brakes (front/rear):	disk / drum
Tires:	155/SR13

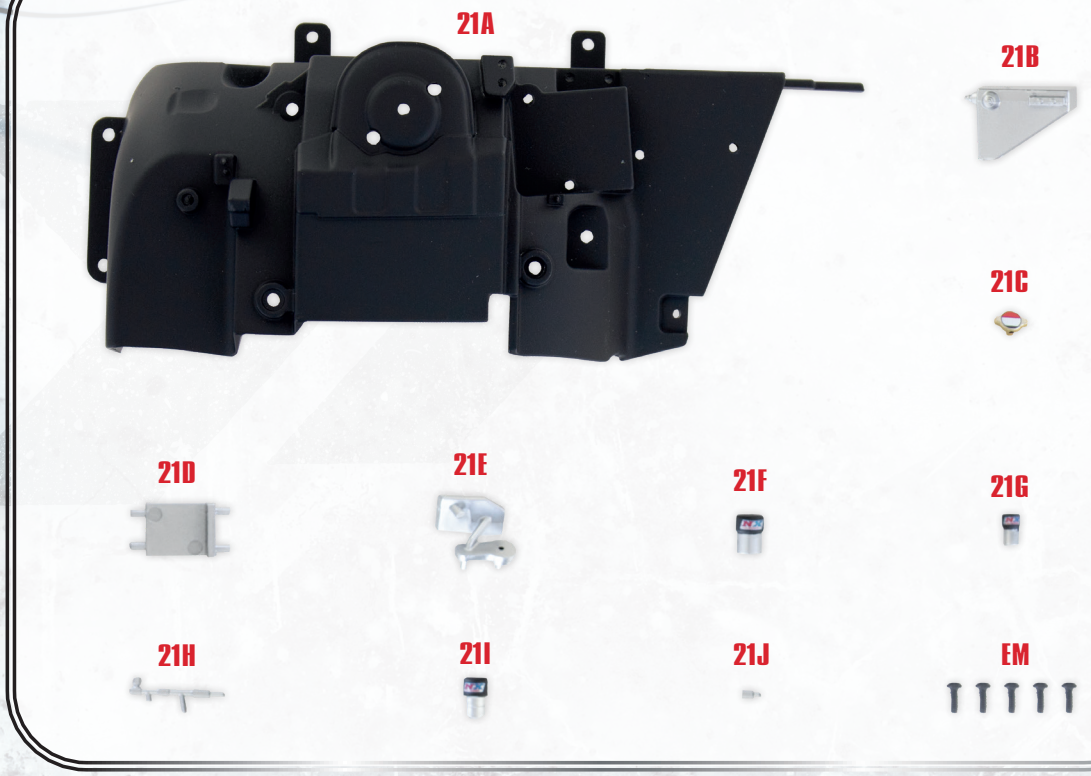


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STAGE 21
FRONT RIGHT WHEEL ARCH

In this issue, we will mount the nitrous oxide solenoids on the front right wheel arch. Then we will attach this to the central part of the chassis and to the front right beam.

PARTS

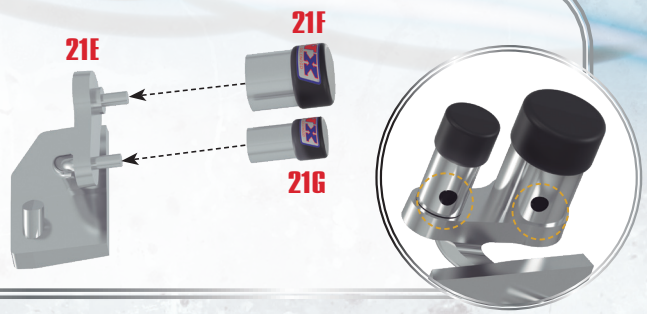


- **21A** Front right wheel arch
- **21B** Expansion tank
- **21C** Expansion tank cap
- **21D** Expansion tank holder
- **21E** Nitrous oxide valve bracket
- **21F** Nitrous oxide solenoid 1
- **21G** Nitrous oxide solenoid 2
- **21H** Nitrous oxide connection pipe
- **21I** Nitrous oxide solenoid 3
- **21J** Fitting
- **EM** Screws 2×5mm (×5*)

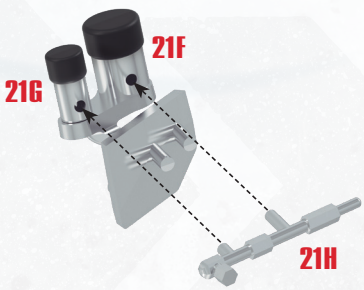
*Including spares

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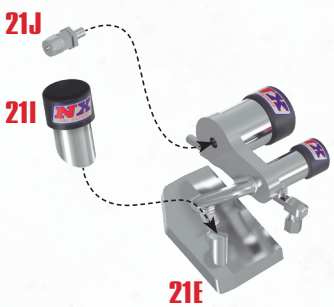
21.01 Attach the nitrous oxide solenoids 1 and 2, 21F and 21G, to the two pivots on the nitrous oxide valve bracket 21E. Note that the side holes on both solenoids are oriented towards the bottom of the nitrous oxide valve bracket 21E (see detail picture).



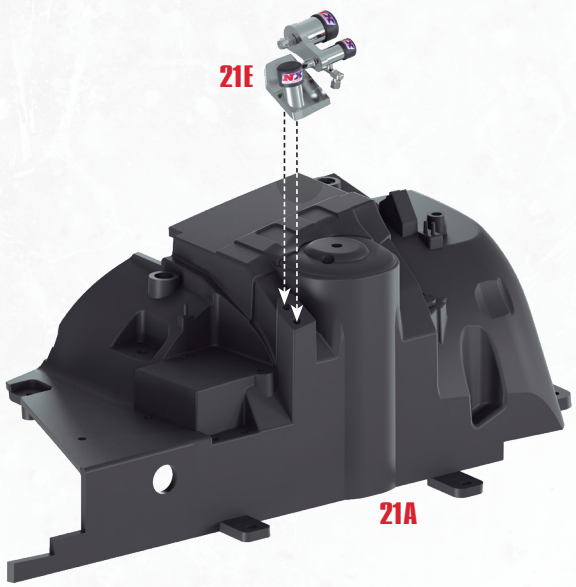
21.02 Check the image for the correct orientation of the parts. Then insert the two pins on the nitrous oxide connecting pipe 21H into the side holes of the nitrous oxide solenoids 1 and 2, 21F and 21G.



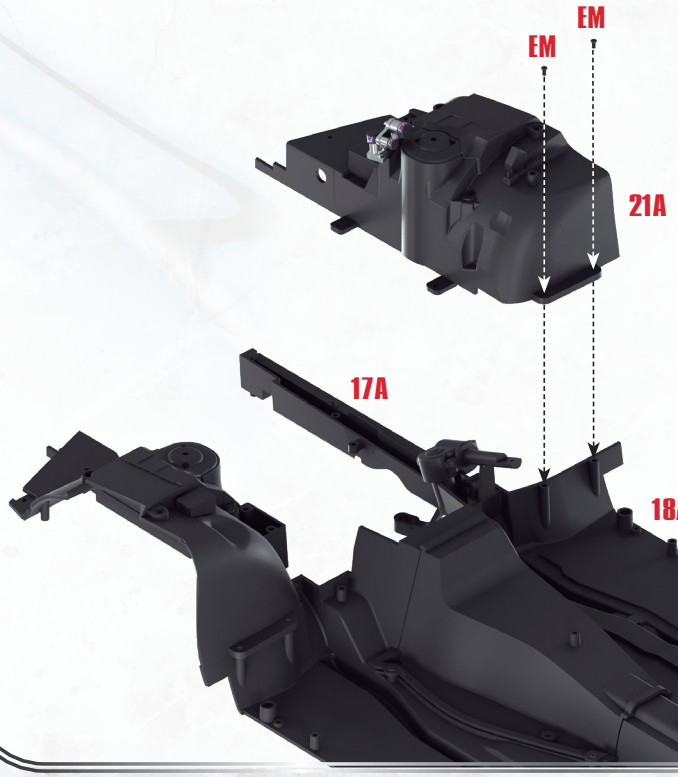
21.03 Push the fitting 21J into the hole in the nitrous oxide valve bracket 21E. Then fit the nitrous oxide solenoid 3 21I over the highlighted pivot on the nitrous oxide valve bracket 21E.



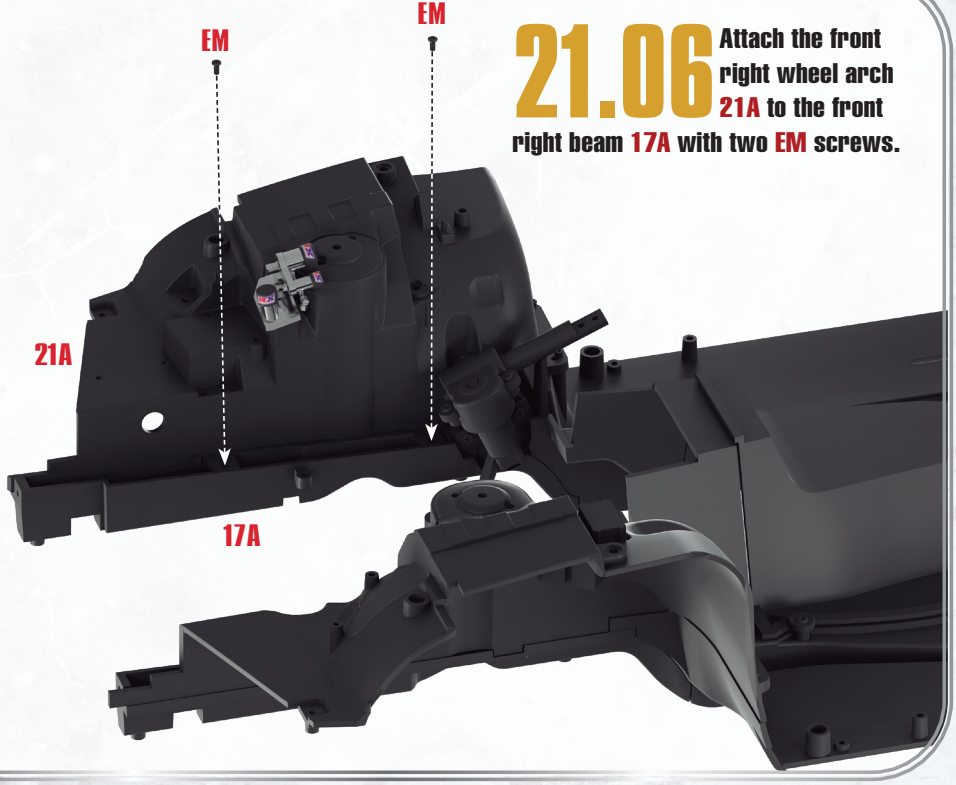
21.04 Fit the solenoids and the nitrous oxide valve bracket 21E assembly over the two highlighted holes on the front right wheel arch 21A.



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21.05 Retrieve the chassis assembly you built in issue 20. Place the front right wheel arch 21A over the right front edge of the chassis center section 18A and over the front right beam 17A. Fix the front right wheel arch 21A to the chassis 18A with two EM screws.

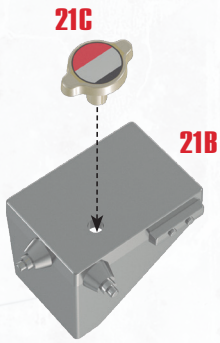


21.06 Attach the front right wheel arch 21A to the front right beam 17A with two EM screws.

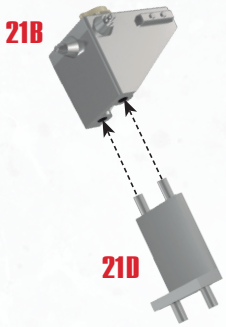
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FRONT RIGHT WHEEL ARCH

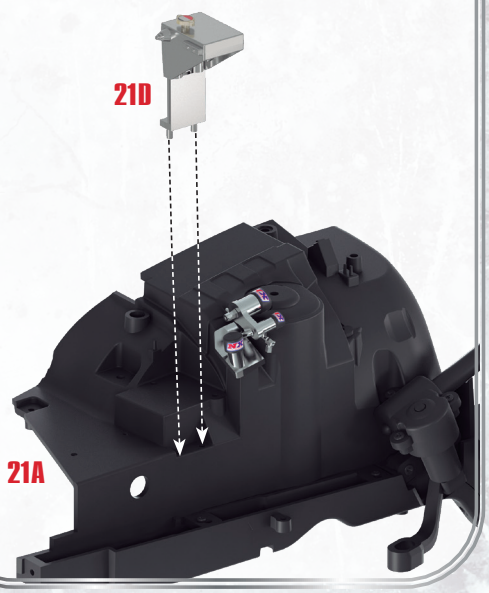
21.07 Insert the pivot on the expansion tank cap **21C** into the hole in the top of the expansion tank **21B**. Note the correct orientation of the parts.



21.08 Insert the two upper pins on the expansion tank holder **21D** into the two holes in the expansion tank **21B**; note that the side tab on the expansion tank holder **21D** should face outwards.



21.09 Finally, fit the expansion tank holder **21D** into the highlighted slot in the front right wheel arch **21A**.



Final assembly



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