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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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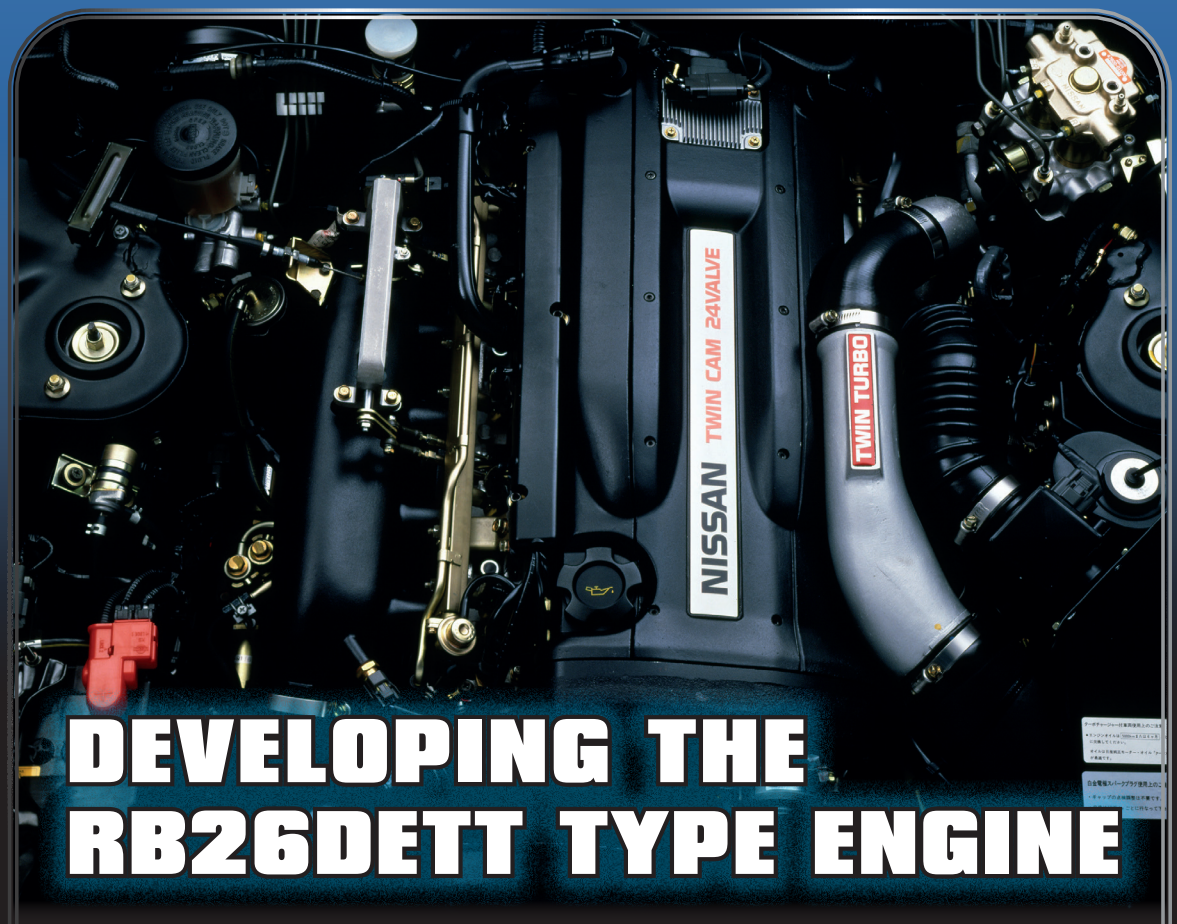
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DEVELOPING THE RB26DETT TYPE ENGINE

The evolution of the Skyline's six-cylinder engine was a complex process that involved the evaluation of several factors including displacement, vehicle tax, and racing regulations. A configuration decision was finally made before some last-minute news changed everything.

The roots of the RB26DETT type engine (280ps net value) developed for the Skyline GT-R can be traced back to the two-valve SOHC RB20E (130hp, gross) that was first used in the 5th-generation Laurel (C32), which underwent a full model change in October 1984.

Since its introduction in 1965, the RB series engine was developed as a next-generation series to replace the L-type cylinder power plant that had been Nissan's principal engine for nearly 20 years. Variations of the RB type series were increased with the 7th-generation Skyline (R31), which appeared the year after the Laurel. In addition to the SOHC RB20E type, three other engines were available: the SOHC turbo RB20ET (170hp gross), the six-cylinder, in-line four-valve DOHC RB20DE (165hp gross) – the first since the Skyline 2000GT-R (KPGC110) launched in 1973 – and the RB20DET (210hp gross value), a six-cylinder four-valve in-line turbo DOHC that Skyline fans had been eagerly waiting.

The basic design of the RB series was mainly centered around a 2.5-liter displacement. Initially, the 2.4-liter RB24S type engine was built for export to the Middle East, but later a 2.5L RB25DE type and a turbo version – the RB25DET – were developed for domestic use in Japan. At the time, unlike Toyota's 1G series – which had the same design of its six-cylinder in-line 2L engine –

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The 5th-generation Laurel (C32) was the first to be equipped with Nissan's new base unit, which debuted in 1984. It replaced the six-cylinder in-line L-type.

the RB series had a smaller bore and stroke for the Japanese domestic market. This ranged from the 2.0L to the 2.4L RB24 type bore diameter. It was designed to be able to go up to the 3.0L RB30 type– which had an extended stroke – and the diesel RD28 type without changing the stroke.

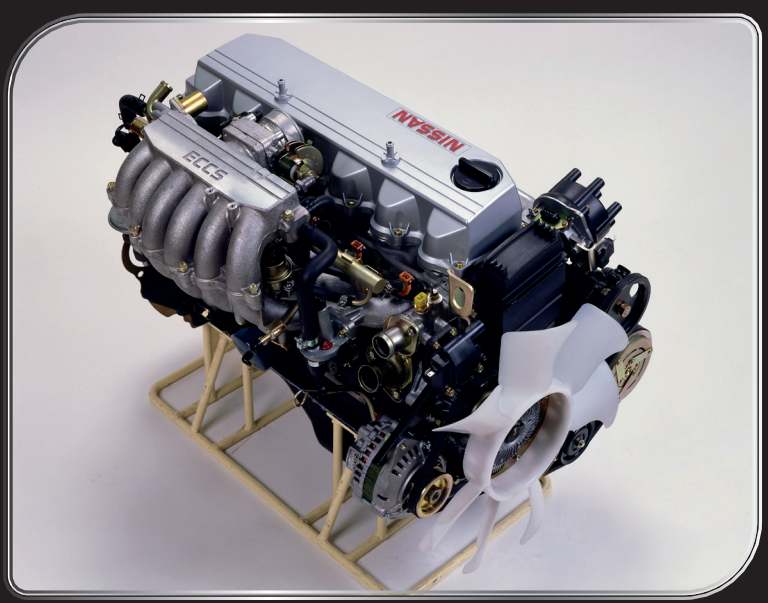
The spacious design of the RB series could accommodate a wide range of engine displacements from 2.0L to 3.0L. This made it possible to create the RB26DETT with a special displacement of 2.6L for the Skyline GT-R to compete in Group A races.

V8 CONSIDERED FOR THE GT-R

Naganori Ito, who was in charge of the development of the 8th-generation Skyline (R32), positioned the Skyline GT-R – which would be revived after 16 years – as not only a "Group A race-winning machine," but also the "ultimate road-going car."

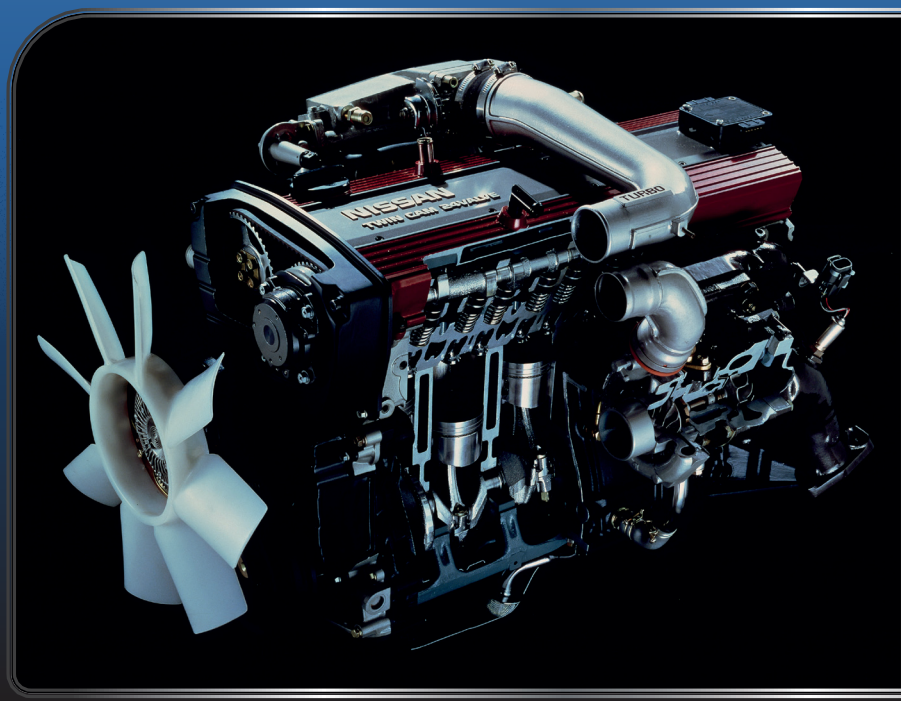
If the Skyline GT-R was to be made as a high-performance commercial car, it would be efficient to have an engine displacement that was in line with the vehicle tax system. The tax categories into which the Skyline fell were split into bands of 2,000cc, 2.500cc, and 3,000cc. Nevertheless, the RB26DETT type engine fitted in the Skyline GT-R adopted a mid-range displacement of 2,568cc, slightly more than 2,500cc. This was closely related to the Group A vehicle regulations.

The background to the displacement decision was a change in Group A rules from 1988. The displacement conversion factor for engines with turbochargers and other superchargers was changed from 1.4 times to 1.7. As a result, the upper limits for each displacement class were set out at 2.05L, 2.35L, 2.64L, and 2.94L for engines with a turbocharger, with specific minimum weights and tire widths for each class.



The RB20E installed in the Laurel (C32) was a six-cylinder in-line SOHC engine. It was then fitted in the 7th-generation Skyline (R31), which appeared in 1985.

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In the 7th-generation Skyline (R32), a six-cylinder four-valve in-line DOHC unit was introduced. It was the first of this configuration since the S20 type was installed in the first-generation Skyline 2000GT-R (PGC10).

At the planning stage, the engine candidates for the Skyline GT-R were said to be the 2.0L six-cylinder in-line RB20DET type turbo (maximum weight 2,205lb/1,100kg, tire width 10 inches), the 2.4L RB24ET type turbo (2,778lb/1,260kg, 11in), the RB24ET-based RB24ET turbo with displacement down to 2.35L (2,601lb/1,180kg, 10in), the 2.6L RB26 turbo with increased displacement (2,778lb/1,260kg, 11in), a 3.0L VG30DET turbo V6 (3,130lb/1,420 kg, 12in), and a 4.5L VH45DE non-turbo V8 (2,778lb/1,260 kg, 11in). All possibilities were considered for what could be installed in Nissan models.

Incidentally, the preference from the racing scene was for a 3L V6 turbo. However, as it was decided the base Skyline was to be equipped with a six-cylinder in-line engine, it would be inefficient to equip only the GT-R with a V6 or V8 engine. Furthermore, it was decided not to install a V-type engine because this would be different from the base car.

DECISION IS MADE

The choices were narrowed down to a six-cylinder in-line type, and the 2.35L was adopted as the most suitable displacement for the Skyline GT-R. This was initially planned with a FR two-wheel drive configuration, and the engine was multiplied by a turbo factor of 1.7 to fall into the NA (naturally aspirated) 4.0L category, which was decisive. The target performance was assumed to have a maximum output of 260hp for the production model and 540hp for the Group A specification car. This was in order to outperform formidable rivals such as the Ford Sierra RS500 in Group A races. However, transmitting more than 500hp of power to the road with two-wheel drive exceeded the limits of tire performance.

News then came through that a prototype of the electronically controlled 4WD torque-split system, which had been under development at Nissan's research center for some time, had been completed. When the Skyline development team took it for a test drive, they were surprised by its characteristics, which were completely different to conventional 4WD vehicles. Therefore, it was hastily decided to adopt this system in the next Skyline. At that point, it was unclear whether the development would be ready in time for production or whether it would be able to withstand racing use. Nonetheless, Ito decided to adopt an electronically controlled torque-split 4WD system at the end of 1986.

Installing this new 4WD system however, would increase the vehicle weight by approximately 220lb (100kg), which would not meet the minimum weight of 2,601lb (1,180kg) for a Group A car, which uses the 2.35L version of the RB24 type turbo. It was therefore decided to develop a 2.6L turbo one category higher, where the minimum weight of 2,778lb (1,260kg) applied. This is how the displacement was set to a mid-range 2,568cc, which offered the highest chance of the Skyline winning races.

The 2.6L that subsequently became the RB26DETT type was given the development code "RP6". Although it was based on the RB20DET type, most of the cylinder block, cylinder heads, crankshaft, connecting rods, valve train, intake, and exhaust systems were newly designed in order to cope with the 600hp outputs of Group A racing.

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DEVELOPING THE RB26DETT TYPE ENGINE



The VG30DET was one of the candidate engines at the planning stage of the Skyline GT-R (R32). It was a 3.0L V-type six-cylinder four-valve DOHC turbo unit.

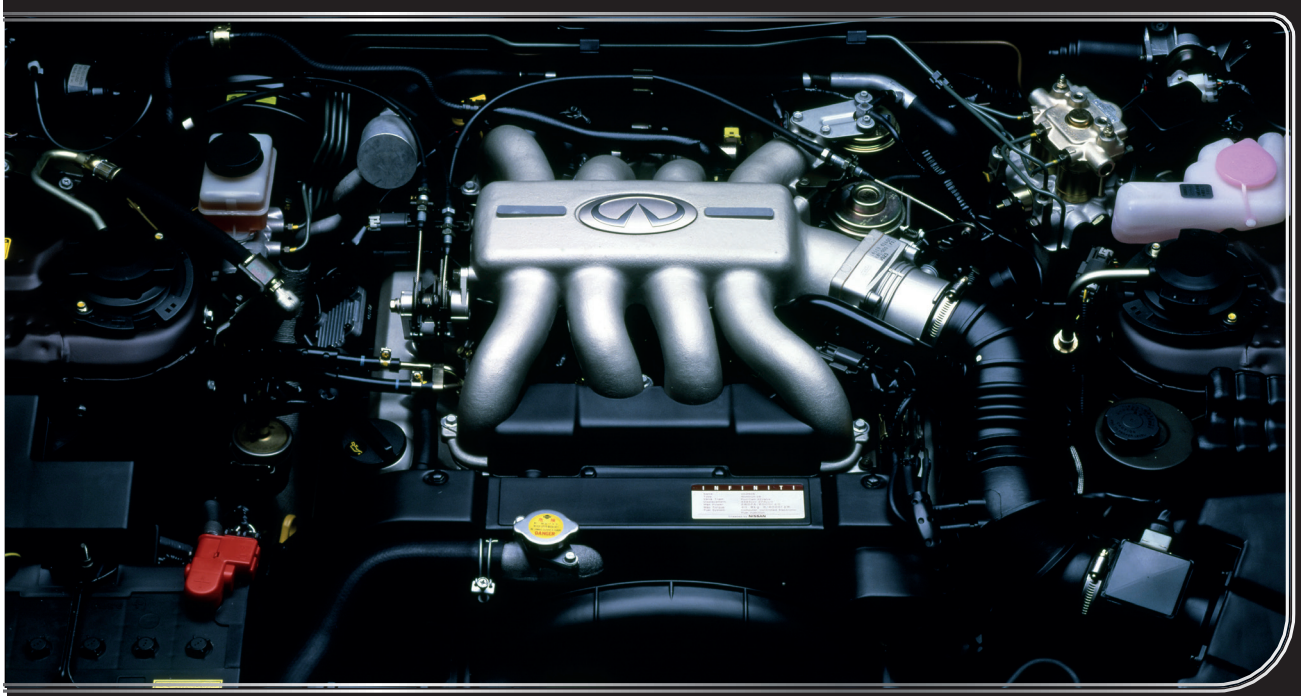
Originally, the RB type engine series had two types of cast-iron cylinder blocks with different block heights. One was the 188.4mm-high version that was used in the RB20 model to the export model RB24. The other, which featured in the RB30 model for Australia, had a block height of 227.5mm. In order to make the RB26DETT type a high-performance engine that could be used for racing, it was necessary to shorten the stroke so that it could rev to a higher rpm. Furthermore, the lower block RB24 was chosen as the base unit, as it was lightweight and meant that the hood could be kept down.

The bore and stroke of the RB26DETT was 86.0x73.7mm, while that of the RB24 was 86.0x69.7mm. Although the bore was the same and the stroke was 4mm (0.16in) longer, the two cylinder blocks had very little in common and could be regarded as very separate components.

NOTE ON ENGINE POWER

The engine power display includes net value and gross value, where "gross" is measured with the engine alone and "net" is measured under approximately the same conditions as the engine installed in the vehicle. When measured on the same engine, "net" is approximately 15 percent lower than the "gross" value for petrol vehicles (according to the Japan Automobile Manufacturers' Association). In Japan, the catalog notation started to change from "gross" to "net" in 1985 and there was a time it was mixed, but now it is unified under "net." ♦

Options for a non-turbo engine included the VH45DE, eight-cylinder four-valve V-type DOHC engine with a displacement of 4.5L.



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LETTY, A REBELLIOUS SOUL

Dom Toretto's loyal companion from the beginning, Letty is a woman of action, brave and strong, and always willing to take on danger and adventure to help Dom and protect her family.



We first saw Leticia "Letty" Ortiz in *The Fast and The Furious* as one of the members of the Toretto crew who has been closely involved with Dom since they were teenagers. She is a tough woman, who spends hours in the workshops and racing on the circuits.

Letty is a free spirit, simple and spontaneous, who never says no to a race or a good adventure. Therefore, when things get complicated for the group, she doesn't

Actress Michelle Rodriguez was able to give a very strong personality to the character of Letty since the first instalment of the franchise.

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hesitate to follow Dom to the Dominican Republic, where the couple cement their love by marrying.

THE DEATH OF LETTY

The tragic surprise comes in *Fast & Furious,* when Dom is shocked to hear that Letty has died attempting to help Brian, who has just joined the FBI, trying to infiltrate the organization of a drug trafficker called Arturo Braga. Dom is completely stunned and only has revenge on his mind. However, in the post-credits sequence of *Fast Five,* customs agent Monica Fuentes reveals to DSS officer Luke Hobbs that Letty has been photographed in a heist carried out in Berlin.

BACK IN THE FAMILY

Despite having begun a relationship with another woman, Elena Neves, Dom decides to go looking for Letty, who, suffering total amnesia caused by the incident that almost killed her, has been recruited by a man called Owen Shaw. With enormous patience and resorting to the countless experiences they had shared together Dom manages to help her slowly get her memory back.

From then on, Letty shows her unshakable loyalty towards her partner: she justifies any behavior by Dom, and becomes the stepmother to Brian, the child conceived by Dom and Elena. Letty grows, matures, and gets stronger and stronger. She does not let anybody force her to do something she does not want to, and she risks everything again and again for her loved ones.

Equally capable in a car – like a 1997 Honda Civic EJ1 or a Corvette Sting Ray – and a motorcycle with which she does street stunts, Letty shines in the group's new missions. She is always determined, even in situations where the only way out is to clench her fists and fight.

The character of Letty is unthinkable without the actress Michelle Rodriguez, who right from the start was able to give her that almost wild character that has made Letty so popular and well loved. ♦

THE ADVENTURES OF BRIAN O'CONNER

A cop on the run

Brian resolved to forget his youthful adventures and joined the Los Angeles Police Department. But the encounter with Dom Toretto's team as an undercover cop changed all his plans. He becomes a fugitive. With an improvised travel bag, Brian escapes at the wheel of an impressive modified red 1991 Dodge Stealth and takes the I-10 E highway toward Arizona, to get away from the cops pursuing him. As he crosses the Desert Hot Springs and the Colorado River Reservation, he assumes that a new story marked by speed and uncertainty is beginning for him.



Letty is a strong and independent woman who never shies away from danger and the riskiest of missions. She also has a passion for fast cars and big motorcycles.

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DEVELOPING THE MARCH R

Part 2: A powerful car, but difficult to handle

Originally a 1,000cc car, the March R underwent a reduction in engine displacement to enable it to compete in Group B racing. It was an instant hit with amateur racers, who were drawn to the model's incredible power and acceleration.

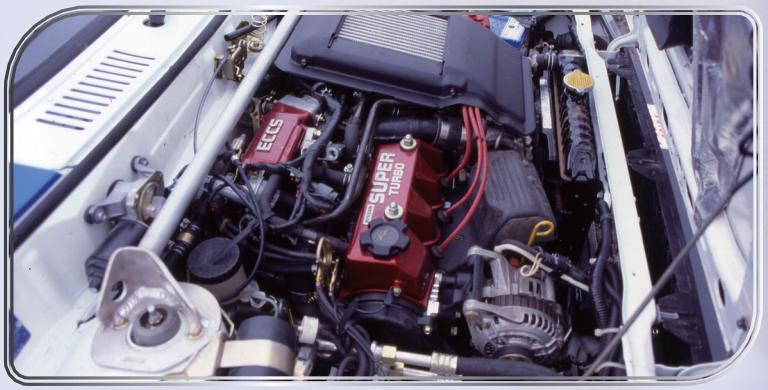


The double charger system on the March R – in which a supercharger was used at low and medium revs and a turbocharger at high rpm – provided sharp acceleration throughout the entire range, making it an ideal engine for rally racing.

However, due to the displacement-based class classification rules of the time, engines with turbochargers were given an official displacement by multiplying the base displacement by a factor of 1.7. If the displacement were to remain the same as in the Little Dynamite Cup (1,000cc), it would have been classed as 1,700cc, which would have placed it in Group C, the same as the Bluebird SSS-R.

The March R became so popular in Group B racing that you had to drive the model to stand any chance of being competitive.

As a result, the displacement of the March R was lowered to 930cc, and the converted displacement

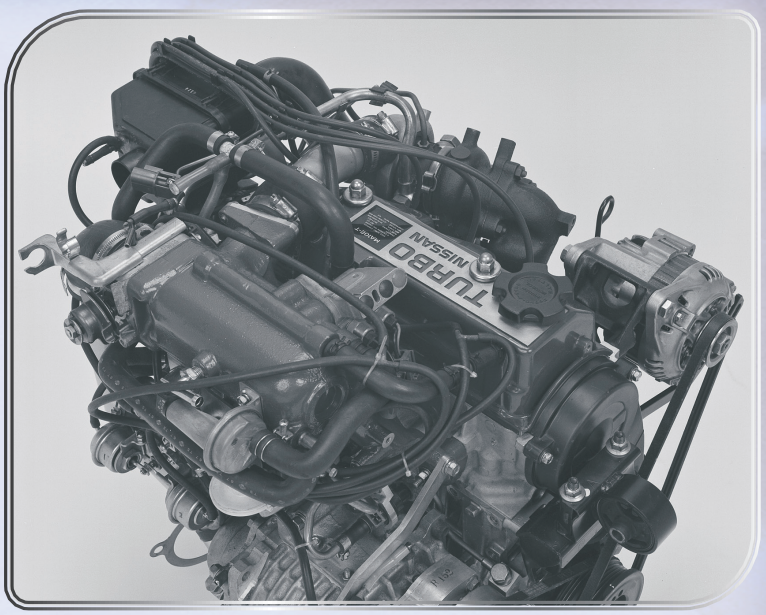


The March R's engine was the 930cc MA09ERT, a SOHC power plant with a twin-charging system that was rare in the world at the time. It produced 110hp.

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DEVELOPING THE MARCH R

The engine in the March that competed in the Little Dynamite Cup was 1000cc. Unlike the March R engine above, it was not equipped with an intercooler.



was less than 1,600cc, making it a Group B machine. The combination of this responsive engine and an ultra-cross-ratio transmission gave the car outstanding acceleration even going uphill, and it quickly dominated the rally scene in Japan.

Amateur rally drivers also welcomed the arrival of the March R – as increasing numbers of March Rs were used in regional races, Group B racing was essentially becoming a single-make class.

However, the handling of the March R felt like being behind the wheel of a juggernaut. Though the model was equipped with a very powerful engine, the inclusion of the supercharger and turbocharger meant that the car could not be equipped with power steering; turning the steering wheel was as heavy as in cars of a century ago. The car was also spartan, as it could not be fitted with an air conditioner if an optional oil cooler was installed. ♦

The March R participated not only in rally competitions, but also in circuit races. The photo shows a model competing in the 1989 Tsukuba 9 Hours Endurance Race.



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A SKYLINE FOR THE LOW-EMISSIONS ERA

The Skyline (C110), aka the "Kenmeri," was the fourth-generation Skyline, which underwent a full model change in September 1972. The 2000GT equipped with the L20 six-cylinder in-line engine had a long nose and long wheelbase, while the four-cylinder 1600 and 1800 models had a wheelbase that was 3.7in (95mm) shorter. However, the wheelbase of the hardtop and sedan were now the same, whereas the previous generation Hakosuka had separate settings. The 2000GT had struts in the front and semi-trailing arms at the rear, while the rear of the four-cylinder model had leaf rigid suspension.

The first example of this model appeared during a period of technological transition to comply with emission regulations. It lost the twin carburetors, but was equipped with a fuel-injection system. The interior and exterior of the car was made more luxurious.



The 2000GTX-E-S had a sporty interior design, but from this period on, more and more customers in the Japanese market began to choose automatic transmissions.

The 2000GT-X's L20 SU twin-carb, leaded high-octane engine produced 130hp, which was 5hp more than the regular version.

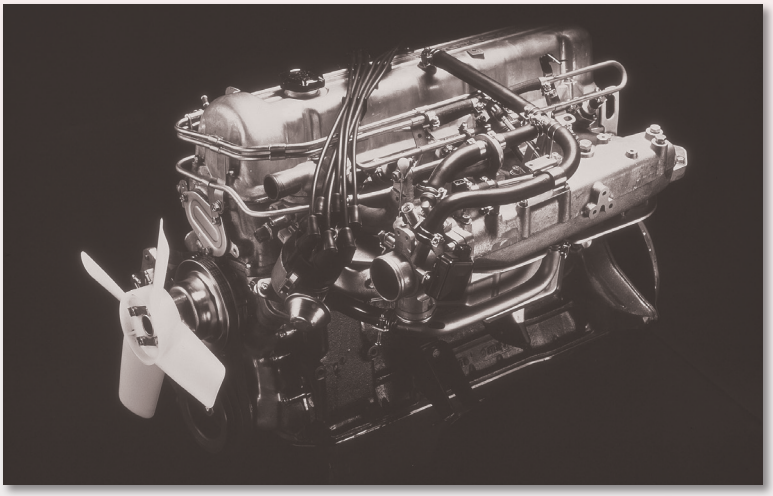
In 1975, a minor change was made to the later models, and the L20E-type engine with electronically controlled fuel injection (EGI) – which complied with the 1975 emission regulations – was introduced. The regular version achieved 130ps, replacing the SU twin carburetor version. The "E" indicating that the engine was equipped with EGI was added to the model name, and it became known as the 2000GTX-E and 2000GT-E. The latter model also retained the 2000GT's L20 single-carb unit with 115 hp.



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The 2000GTX-E-S-type, a sporty model equipped with the L20E engine, replaced the GT-R as the top model. It was available in both hardtop and sedan versions. The "S" type was introduced with the philosophy of the GT and the genuine GT "S" type inherited the lineage of the GT-R. A TV commercial was also produced for the new model, which reflected the high expectations for this model.

The suspension was equipped with four-wheel disk brakes and rear stabilizers transplanted from the GT-R. The "GT" emblem on the rear fender was changed from the white and gold of the GTX to a special green-and-white combination. In addition, both the hardtop and sedan were equipped with rear wipers, which were rare at the time, though aluminum wheels were optional.



The L20E engine's catalog horsepower was 130ps, but it had lost some of the power of the twin-carb era. It also did not offer good fuel economy, which was a priority at the time.

Around this time, it was pointed out that the dynamic performance of Japanese sporty models was declining due to exhaust gas emission control measures, and many fans said that the carburetor models with no emission control measures were better to drive. The transitional period of technology did not reflect well in the driving performance of the Skyline. ♦

TECHNICAL DATA

SKYLINE HARDTOP 2000GTX-E-S KGC111 TYPE (1975)

Length:	175.6in (4,460mm)
Width:	64in (1,625mm)
Height:	54.5in (1,385mm)
Wheelbase:	102.7in (2,610mm)
Tread (front):	53.9in (1,370mm)
Tread (rear):	53.1in (1,350mm)
Engine:	L20E (straight six, OHC EGI)
Total displacement:	1,998cc
Maximum output:	130ps / 6,000rpm
Maximum torque:	17.0kgm / 4,400rpm
Vehicle weight:	2,690lb (1,220kg)
Suspension (front/rear):	strut / semi-trailing arm
Brakes (front/rear):	disk / disk
Tires:	185/70HR14



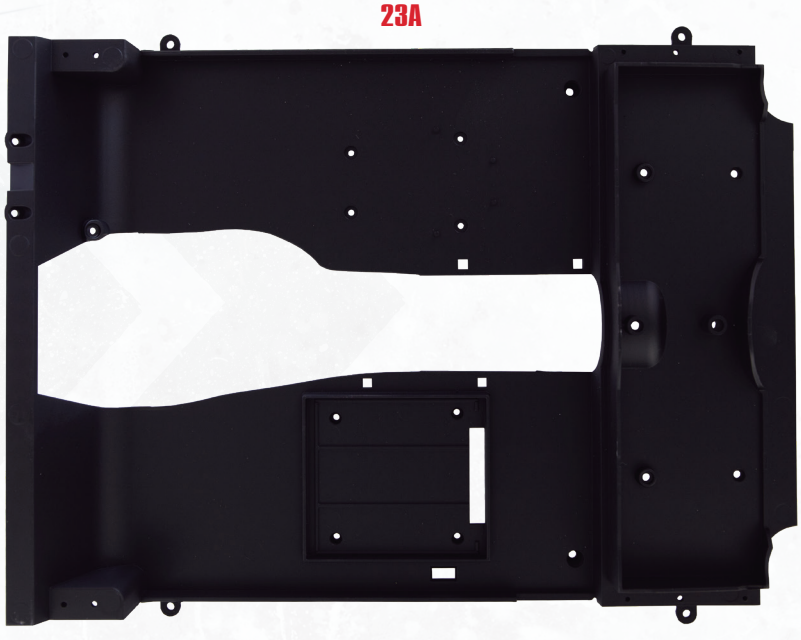
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STAGE 23
PASSENGER COMPARTMENT FLOOR

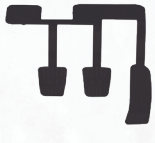
In this issue we will join the front left beam to the center section of the chassis.

PARTS

23A



23B



23C



AP



23A Passenger compartment floor
23B Pedals assembly
23C Driver's footrest
AP Screws 1.7×4mm (×4*)

*Including spares

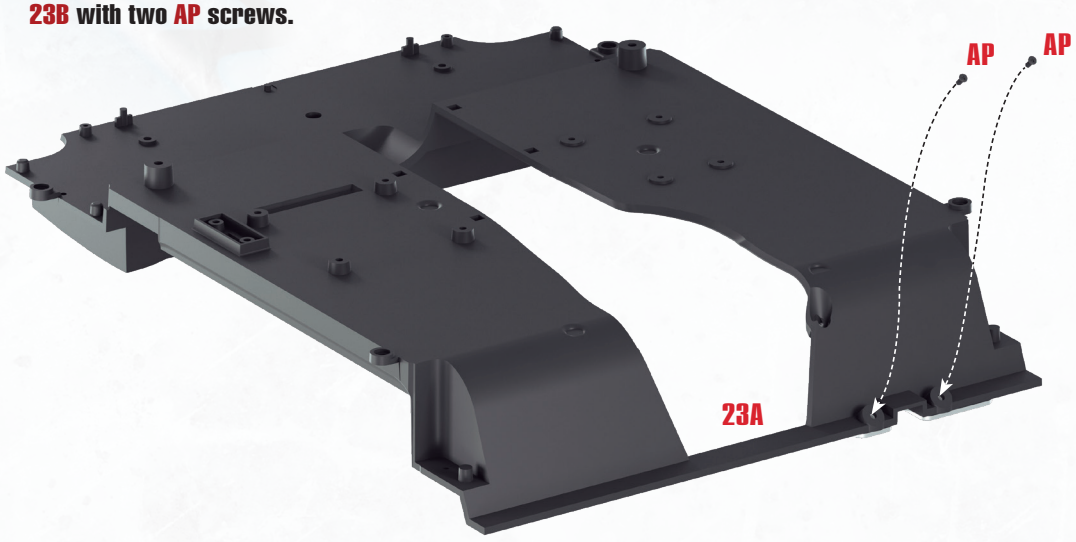
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23.01 Fit the pedals assembly **23B** into the slots in the front edge of the passenger compartment floor **23A**.

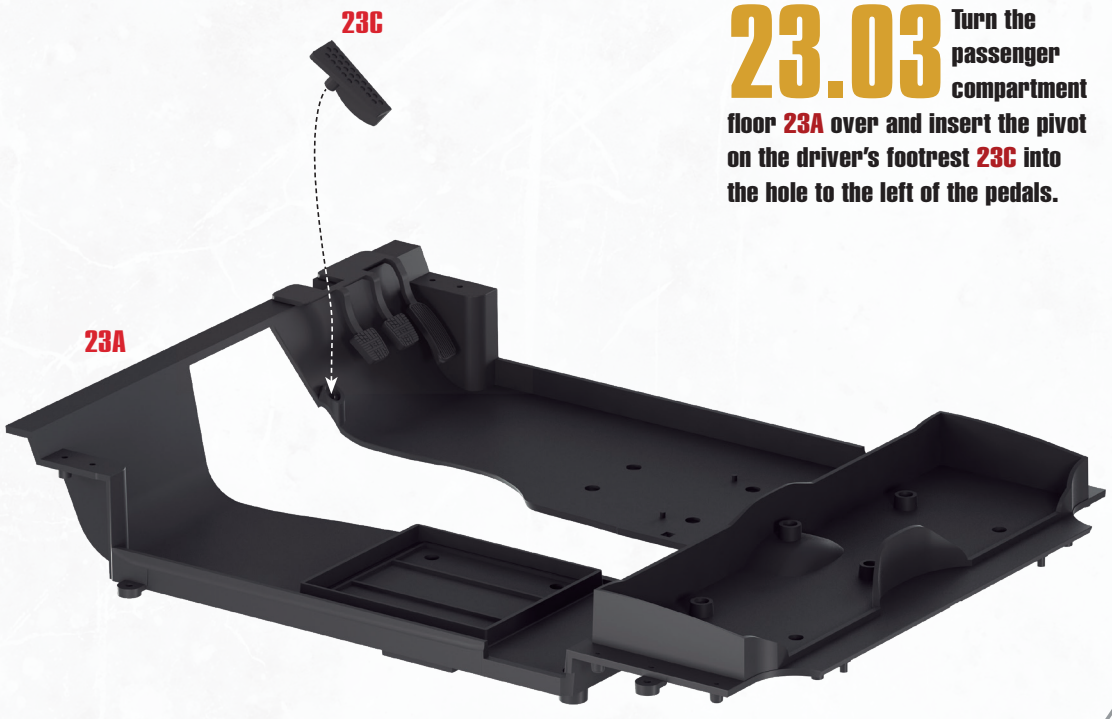


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23.02 From the opposite side of the passenger compartment floor **23A**, attach the pedals assembly **23B** with two **AP** screws.



23.03 Turn the passenger compartment floor **23A** over and insert the pivot on the driver's footrest **23C** into the hole to the left of the pedals.



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PASSENGER COMPARTMENT FLOOR



23.04 Turn the passenger compartment floor **23A** over again and attach the driver's footrest **23C** to it with one **AP** screw.

Final assembly



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