FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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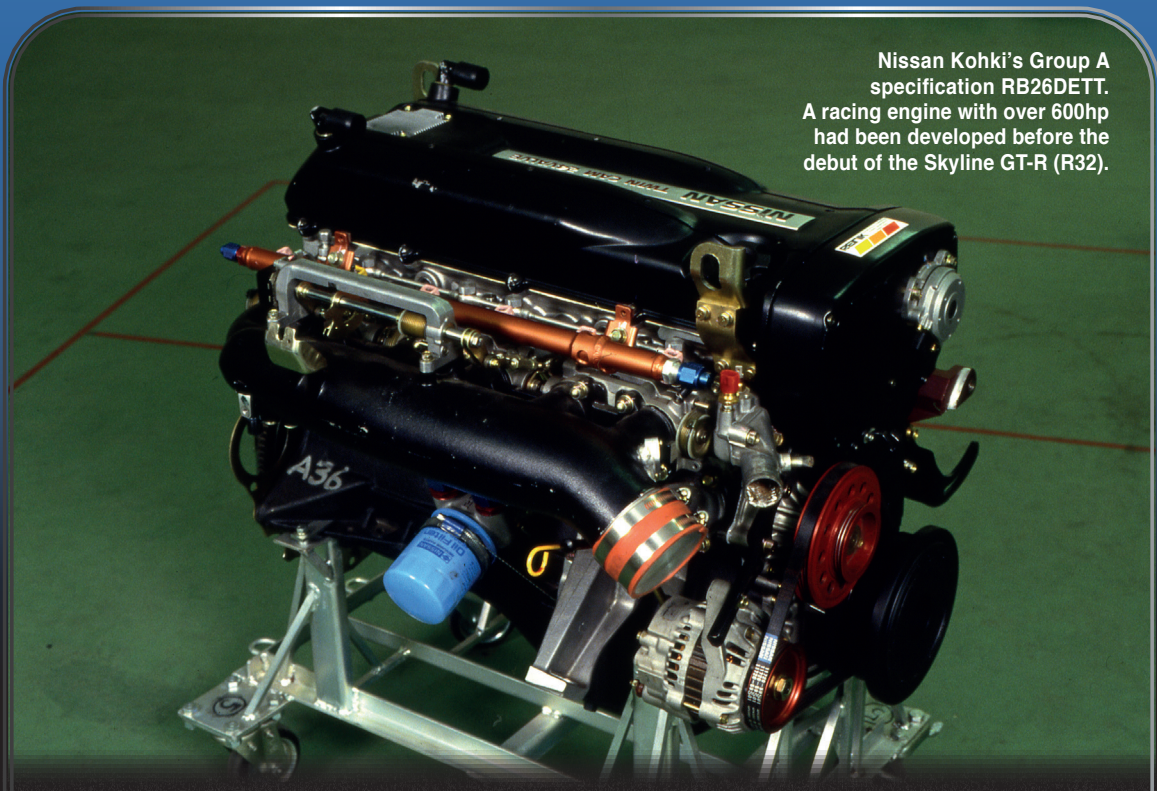
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Nissan Kohki's Group A specification RB26DETT. A racing engine with over 600hp had been developed before the debut of the Skyline GT-R (R32).

DEVELOPING THE GROUP A-SPEC ENGINE

One year before the production Skyline GT-R (R32) was announced, the development of a Group A specification engine began. In the quest to produce a durable unit capable of delivering 600hp, the team needed to make several changes to the standard engine.

The development of the Group A specification RB26DETT type engine to compete in the All Japan Touring Car Championship was entrusted to Nissan Kohki, which manufactures many types of engines and axles for the Nissan group. Nissan Kohki has its roots in Nippon Internal Combustion Machinery and Ota Motors. In 1935, Nippon Internal Combustion Machinery developed the "Kurogane Shiki", the world's first four-wheel drive passenger car. Ota Motors also developed and sold small cars under the Ota brand before the Second World War. Together with Nissan's "Datsun", it was a leading passenger car in Japan.

After the war, Nippon Internal Combustion Machinery and Ota Motor Industries – which were both under the Tokyu Group – merged in 1957 to become the Japan Automobile Manufacturers Association. In 1959, the company changed its name to Tokyu Kurogane Industries and launched the light four-wheel truck "Kurogane Baby" and the small four-wheel drive truck "Kurogane Nova." However, sales slumped due to the Japanese government tightening finances, the long-term eco-

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nomic recession, and the success of competing manufacturers; as a result, the company withdrew from car production as an independent manufacturer. After that, it started afresh as Tokyu Engine Industries, manufacturing engines and parts, and entered into a business partnership with Nissan. In 1970, Nissan became the sole shareholder and the following year the company changed its name to Nissan Kohki, which remains to this day.

Thanks to its engine development and manufacturing capabilities, Nissan Kohki was commissioned to develop and produce the FJ20E DOHC four-valve engine for the Skyline 2000 RS (R30), plus CA18DE and CA18DET engines for the Bluebird (U12). Furthermore, production of the RB26DETT type engine for the Skyline GT-R (R34) was transferred from Nissan's Yokohama plant in August 2001, which is also where mass production assembly took place.

Additionally, in 1986 a motorsports division was established in the Engineering Department and motorsports activities commenced, including the development of a CA18DE modified engine for F3. After that, the Racing & Rally Engineering Division Incorporated Nissan Kohki (REINIK) was set up. The Group A spec Skyline GT-R had "REINIK" stickers placed on the left and right sides of the front spoiler, proof that it was equipped with an engine tuned by Nissan Kohki.

DOUBLING THE PRODUCTION ENGINE'S OUTPUT

Nissan Kohki was commissioned to develop the Group A specification RB26DETT type engine about a year before the Skyline GT-R (R32) was announced in May 1989. Development of the production car and the Group A racer were progressing almost simultaneously. The aim for the latter was to create a durable engine that delivered 600hp.

The Group A specification RB26DETT type engine incorporated the engine changes and modifications permitted by Group A vehicle regulations. When a 280hp engine for a commercial car is tuned to 600hp, approximately twice the explosive pressure is applied to the pistons, connecting rods, and crankshaft. The racing model was designed with this in mind in terms of the strength and heat capacity of the engine body.

The changes from the production power plant included reinforcing the cylinder block, changing the combustion chamber shape of the cylinder head, incorporating pistons with forged aluminum cooling channels, surface treatment of the connecting rod, changing the camshaft profile, strengthening the valve springs, and changing the exhaust valve material. The oil pump discharge and oil pan capacity were increased, the water pump was changed, and the injector capacity and fuel pump discharge were increased.

The turbo was a metal twin turbo made of heat-resistant Inconel

The Group A specification Skyline GT-R (R32) test vehicle was repeatedly put through its paces on the track. The pressure was on to create a car worthy of the GT-R name.



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Nissan Kohki staff were constantly checking the condition of the Group A spec Skyline GT-R (R32) that debuted in the race.

(iron-based nickel alloy), which was used in the Skyline GT-R NISMO (R32) evolution model. With the capacity of the standard capacity ceramic twin turbo, power can only be increased to around 490hp when tuned for racing. The Group A specification engine was intended to deliver 600hp, so the metal twin turbo was changed to a capacity to enable this. At the same time, the outlet of the exhaust manifold where the turbo is mounted was enlarged.

Furthermore, to generate 600hp, the amount of air to be taken in also had to be doubled. Although it is not possible to change the piping layout from the air intake to the turbo and engine, it is possible to reduce intake resistance by using a shape with as few bends as possible. The turbo was modified to be lighter and to be able to withstand high boost pressures by using aluminum pipes.

As a result, power exceeding the target performance was achieved at a boost pressure of 1.6kg/cm^2. To increase power and torque reliability, improvements were made as much as possible within the limits permitted by the vehicle regulations.

TOUGH ENOUGH TO LAST A RACE

Actual development began at the end of November 1988 with advanced testing of the Group A specification RB26DETT power plant. Nissan Kohki developed a compact onboard data logger and a telemetry system that sends vehicle information in real time to the pit. This was not only used in development tests but also later in actual races to collect various data.

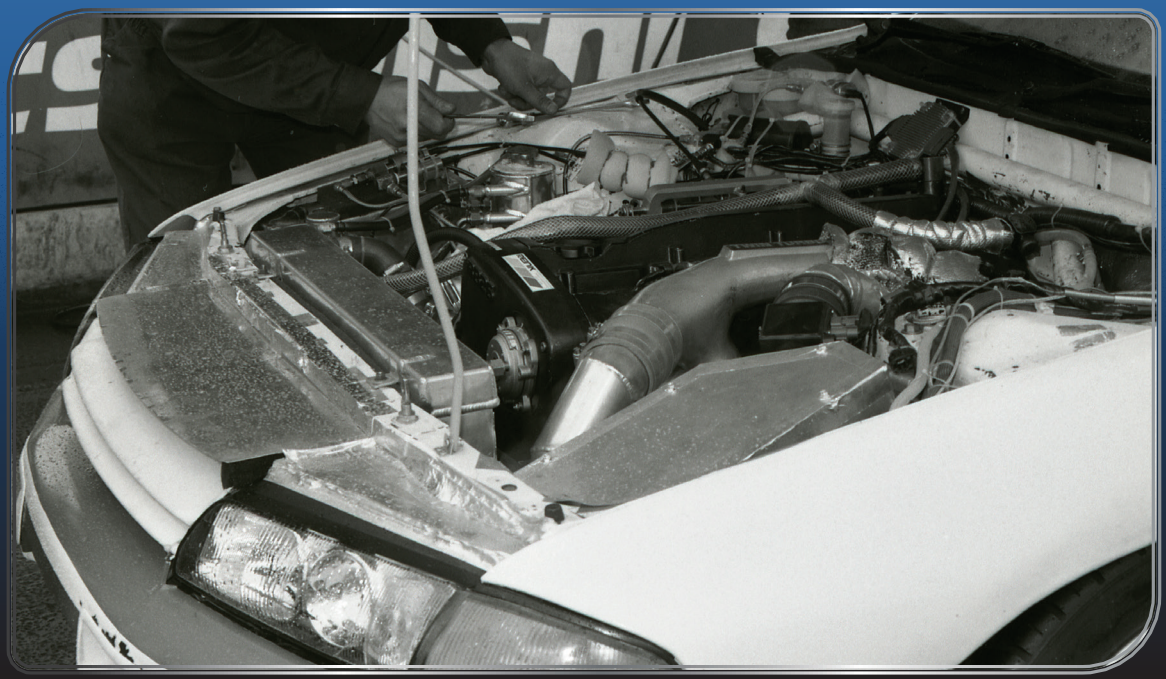
The prototype engine used as a base for the preliminary tests had a long intake manifold that was not used in the production version. Therefore, even with Group A specification tuning, it could produce only 360hp and could not reach the original target of 450hp. At this time, the turbo was not yet NISMO spec.

Later, the first prototype engine that was fitted with a Group A specification turbo achieved 470hp, and the second prototype engine delivered 550hp. However, as it reached its peak at 500hp, the intake system ventilation resistance, valve timing, and turbo characteristics were reviewed. As a countermeasure, a 2-1 assembly-type intake pipe and a larger volume air cleaner box to reduce intake pulsation were newly manufactured and adopted.



Telemetry system placed on the pit side during test runs enabled the status of the race car to be monitored in real-time. Although it was a fairly large device compared to today, it was revolutionary at the time.

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The initial test vehicle had the same intake pipe as the stock one. This specification caused a difference in workload in the front and rear turbochargers, which made it inefficient, so a countermeasure was developed.

Additionally, in order to counteract the rise in exhaust temperature, the air volume and air-fuel ratio of the injected fuel was increased. However, this caused a fuel dilution problem due to the fuel being mixed with the engine oil, which had a negative impact on durability. The development team took the bold step of thinning the fuel to a theoretical air-fuel ratio (1:14.7) through repeated bench tests. Furthermore, the turbine motor material was changed from Inconel to a higher heat resistance MAR M material, which can withstand higher temperatures. As a result, the combustion state around the theoretical air-fuel ratio was changed and the combustion speed became faster. At the same time, the area where the ignition timing could be advanced was widened, and the target of 600hp was met. The response was also improved and the high degree of fuel efficiency required for endurance racing engines was also achieved.

The intake pipe that was finally adopted was made of aluminum and appeared to have very low intake resistance. This equalized the workload of the front and rear turbos and led to a slight increase in power.



The final race of the All Japan Touring Car Championship was 500km (311 miles) long at most, but the engine was developed to ensure that it could last for 2,000km (1,243 miles). When it first participated in the All Japan Touring Championship in 1990, the engine was able to squeeze out 600hp of power due to the presence of rivals such as the Ford Sierra RS500. However, the following year, the rivals withdrew, so power was reduced to 550hp for durability. Even so, it was surprising that on the long straights of the Fuji Speedway the top speed reached was nearly 186mph (300km/h). ♦

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MIA TORETTO, DOM'S SISTER

She is one of the main characters in the series, a key figure for understanding how the Toretto family evolves. She is smart and cautious, but she can also be tough and combative.



Mia Toretto is present in the franchise from the first movie. In *The Fast and the Furious,* viewers see her for the first time when Brian is trying to get close to her brother, Dom. Brian doesn't know it yet, but Mia is going to interfere in his mission. He is dazzled by her tolerant nature and her way of dealing with problems. There are no personality clashes between Mia and Dom. "Dom's like gravity, everything just gets pulled to him," says Mia the first time she goes out to have dinner with Brian. "Even you." The police officer lets his heart do the talking when he denies it: "No, the only thing that pulled me in was you. Being friends with your brother is just a bonus." Brian does not hesitate to stress her potential, something she is immediately thankful for: "That's good. And I like it. It's nice to come first every once in a while."

THE LOVE OF HER LIFE

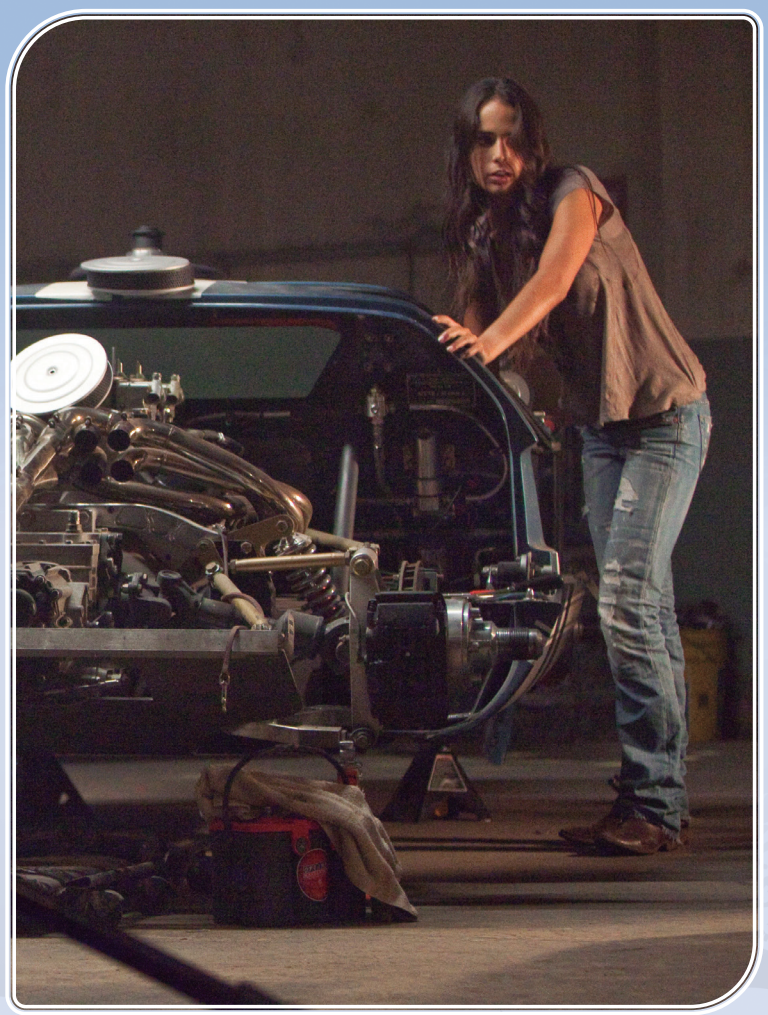
When it is discovered that Brian is an undercover police officer who was on Dom's trail, Mia feels like her world is falling apart.

After making her film debut at the age of 18 in Robert Rodriguez's 1998 horror film *The Faculty,* Jordana Brewster gave her career a huge boost when she accepted the role of Mia in the *Fast & Furious* saga.

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MIA TORETTO, DOM'S SISTER

Mia has grown up among spare parts, car bodies, and engines. And as soon as she gets behind the wheel of a fast car, she proves she knows how to drive.



Love prevents her from retaliating against Brian. When the couple meet again in *Fast & Furious,* she tries to build an insurmountable wall between them. But their love for one another ends up tearing it down and the couple begin a passionate relationship which leads to two children.

During her pregnancy and the birth of her first child, Jack, Mia takes a step back from any missions involving Dom. She encourages Brian to stay involved in the operations and she shows courage when some of Dom's enemies target her and their family with kidnappings and attacks. When the moment comes, though, she turns out to be a powerful fighter, capable even of bringing down a plane in *Fast & Furious 6.*

Due to her second pregnancy, Mia and Brian take a break from the action. But the circumstances put her back in the front line sooner than later. She ends up forming a lethal team with Letty in *F9: The Fast Saga,* fighting tooth and nail against a group of mercenaries in Tokyo. We see her fighting just as intensely in *Fast X,* until the possible threat from Dante Reyes makes it advisable for her to return to protect her family.

THE ADVENTURES OF BRIAN O'CONNER

A life on the run

After making some money racing through the streets of Phoenix, Brian continues his getaway at the wheel of his speedy red Dodge Stealth. He leaves Arizona behind and enters New Mexico. Upon reaching the city of Albuquerque, he does the same thing: he looks for a race, makes a bet, stays the night in a roadside motel and continues on his way. After skirting around the Mescalero Reservation, he crosses into Texas and takes advantage of the long straights of Interstate 10 to head for San Antonio.

THE ROLE OF MIA

Actress Jordana Brewster had to take lessons to get her driver's license when the director Rob Cohen gave her the role of Mia Toretto in *The Fast and the Furious.* Since then, the actress says, this character has been very important in her career. "Mia's the one who always shouts 'Dom, no!', she's the one who always gets everyone to get back to reality. For her, the family comes first. She's a bit like the group's compass." ♦

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CREATING THE SAURUS

Part 2: The pioneering new race car makes its debut

The Saurus generated much excitement in the racing world. Not only was the model ideal for domestic drivers, it also ushered in a new single-make race series that served as an ideal training ground for more advanced competitions.



In the mid-1980s, the FJ1600 and F3 racing categories were the gateway to success in formula cars. While FJ1600 was an entry-level race, F3 became more and more advanced each year, and the gap between the two competitions became wider. The Saurus was a concept model that filled the gap between the two racing classes and influenced the birth of Formula Toyota and Formula Mirage (Mitsubishi), which appeared later. In other words, it was the pioneer of a new class of formula racing.

While the FJ1600 and F3 were open-wheeled like F1 cars, the Saurus' body cowl was more like a production car with fenders covering the tires, and it was popular as a new type of race car at the time.

In April 1989, the first race in the Saurus Cup series was held at the Tsukuba circuit. Despite being a new racing category, 30 cars

The Saurus was a single-seat racing car with a tubular steel space frame chassis and a molded fiberglass body.



A pair of Saurus characters celebrate with the drivers on the podium. The idea of introducing costumed figures was new in motor racing at the time.

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The first Saurus Cup was held in April 1989, and was a great success with 30 entries. Many TV stations and other media visited the event.

entered in the first round, and the participants included several celebrities. The event was a sensation, with 29 media outlets, including television and sports magazines, covering the event.

The Saurus Cup race series featured seven rounds at the Tsukuba circuit and Fuji Speedway, and one round outside the series was held at Tokachi Motor Park in Hokkaido. The category attracted much attention as a series where drivers could enjoy safer and more authentic racing than in other racing classes. The series was also a major step forward in the motorsports world, with the appearance of a costumed character named after the car's name, Saurus – its appearance at the race venues brought a lighter new atmosphere to the traditionally serious world of motor racing.

The Saurus Cup had a major impact on the racing world, as some of the drivers who participated in the series later went on to compete in higher-level Group A and endurance races. ♦



Masahiko Kondo, who is active in the Super GT series, honed his skills as a young driver by competing in the Saurus Cup. It was a gateway to becoming a top racer.

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THE FAIRLADY 240Z LAUNCHES IN JAPAN

In October 1971, the Datsun 240Z, which had been an export model only until then, was launched in Japan as the Fairlady 240Z. At the time, two-seater sports cars were extremely rare. The model lineup consisted of the basic 240Z, the luxuriously equipped 240Z-L, and the 240ZG (for domestic use only) with a grand nose (commonly known as the "G nose") and over-fenders. As with the export models, all cars were equipped with the L24 engine (150ps) with twin SU carburetors. It was powered by regular gasoline – unusual for a sports car of the time – and transmission was a choice of five-speed manual or three-speed automatic.



The interior design was the same for all model grades. The small triple dials to the left of the main dials became an identifying feature of the Fairlady Z.

The 240Z and 240Z-L models had a new front grille with a horizontal grid design. Acrylic light covers were now standard equipment on the headlights of the luxury 240Z-L and the 240ZG. This contributed to a more integrated design and improved aerodynamic performance.

The engine in the Fairlady 240Z was 400cc larger than that in the standard Fairlady Z, and was



The rear spoiler was optional. The front "G nose", four-wheel over fenders, and rear spoiler were customization staples for the standard Fairlady Z.

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highly acclaimed for its greater torque. Many people appreciated the 150hp L24 model, which was easier to maintain than the S20, which had a high-revving, high-power 160hp power plant with a complicated mechanism that required a lot of time and effort to adjust to the correct tuning.

The 240ZG, a model exclusively for the Japanese market, had improved aerodynamic performance by extending its overall length by 7.5in (190mm) and featured a sleek front end. The Cd value, which indicates aerodynamic drag, was 0.39, significantly lower than the standard body's 0.44. The catalog of the time also stated that the car's top speed was boosted by 5 percent and midrange acceleration by approximately 30 percent. As a result, the official performance figures were a quarter-mile (0–400m) time of 15.8 seconds and a top speed of 130mph (210 km/h), exactly the same as the Z432. Equipped with the so-called "G nose" and over-fenders on all four wheels, it was the envy of the Japanese youth of the time.



The Fairlady 240Z-L was the luxury model in the lineup. Although it had a standard exterior, it was a true sports car for adults, with high performance from under the hood.

However, Japanese sales of the Fairlady 240Z did not last long. In August 1973, with the introduction of minor changes to the Fairlady Z, the 240Z and Z432 were discontinued after less than two years. The reason for their withdrawal was said to be the soaring oil prices and emission-control measures. From then on, only the 2-liter L20 version of the first generation Fairlady Z was sold in Japan. ♦

TECHNICAL DATA

FAIRLADY 240ZG HS30 TYPE (1971)

Length:	169.5in (4,305mm)
Width:	66.5in (1,690mm)
Height:	54.6in (1,285mm)
Wheelbase:	90.7in (2,305mm)
Tread (front):	53.3in (1,355mm)
Tread (rear):	53in (1,345mm)
Engine:	L24 (straight six, OHC SU twin-carb)
Total displacement:	2,393cc
Maximum output:	150ps / 5,600rpm
Maximum torque:	21.0kgm / 4,800rpm
Vehicle weight:	2,227lb (1,010kg)
Suspension (front/rear):	strut / strut
Brakes (front/rear):	disk / drum (with aluminum fins)
Tires:	175HR14



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STAGE 25
DRIVER'S SEAT (1)

In this issue, we will mount the upholstery to the backrest of the driver's seat.

PARTS

25A



25B



25C



25F



25D



25E



EP

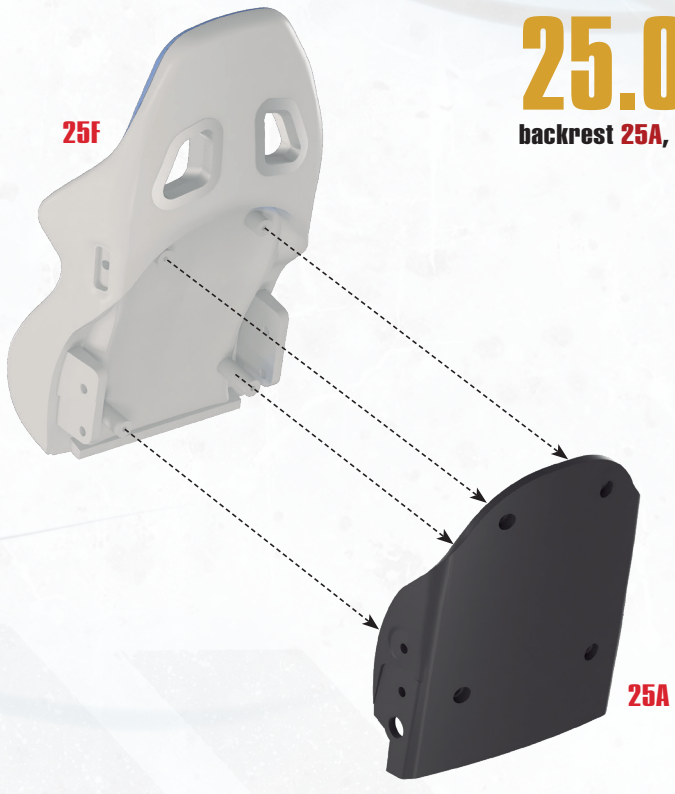


25A Driver's seat backrest
25B Adjustment knobs (×2)
25C Left (L) recline backing plate
25D Right (R) recline backing plate
25E Backrest levers (×2)
25F Driver's seat backrest upholstery
EP Screws 2×5mm (×5*)

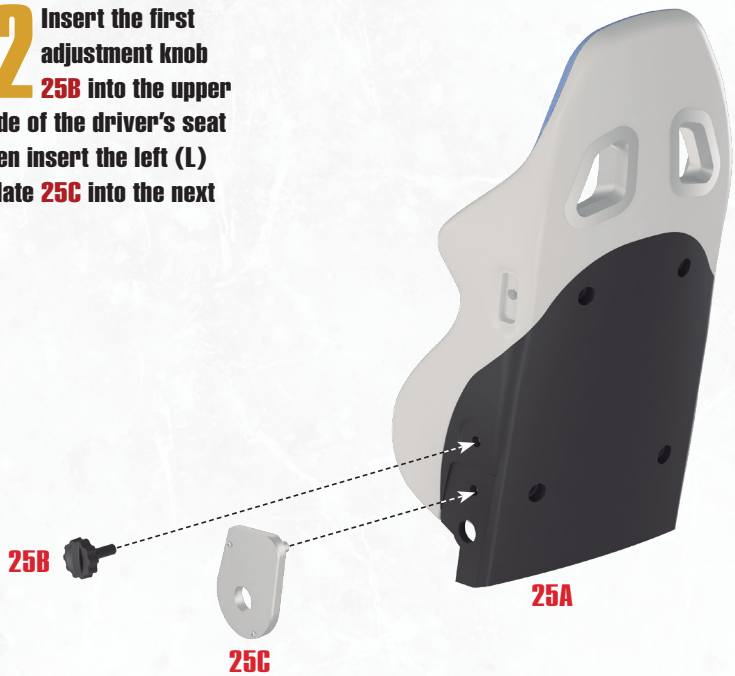
*Including spares

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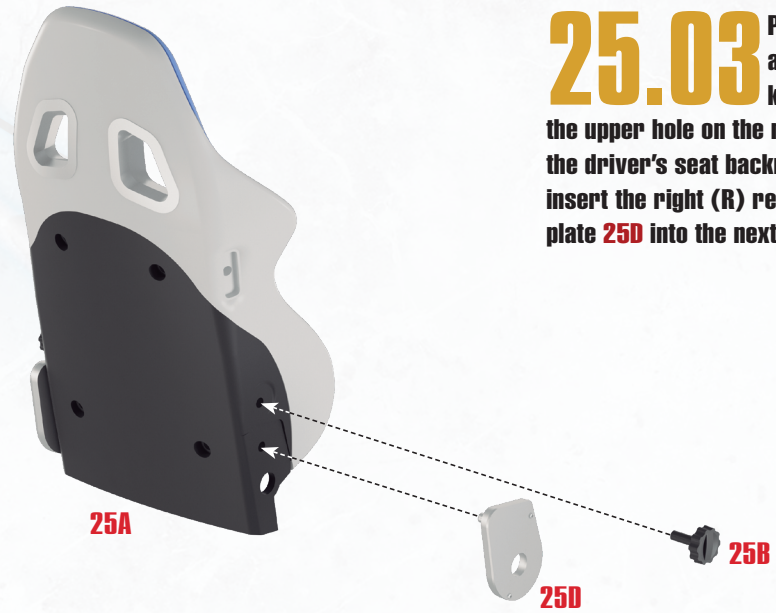
25.01 Attach the driver's seat backrest upholstery 25F to the driver's seat backrest 25A, as shown in the picture.



25.02 Insert the first adjustment knob 25B into the upper hole on the left side of the driver's seat backrest 25A. Then insert the left (L) recline backing plate 25C into the next hole below.

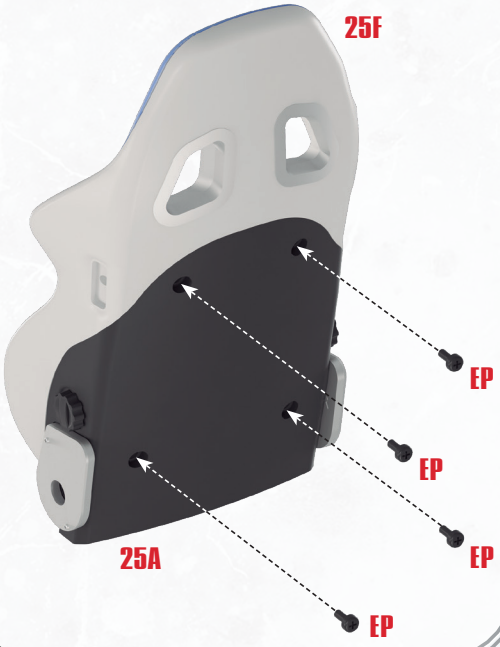


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25.03 Push the second adjustment knob 25B into the upper hole on the right side of the driver's seat backrest 25A. Then insert the right (R) recline backing plate 25D into the next hole below.

25.04 Attach the driver's seat backrest 25A to the backrest upholstery 25F with four EP screws.



25.05 Insert one backrest lever 25E into the hole on the left side of the driver's seat backrest upholstery 25F.



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25.06 Insert the other backrest lever **25E** into the hole on the right side of the driver's seat backrest upholstery **25F**.



Final assembly



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