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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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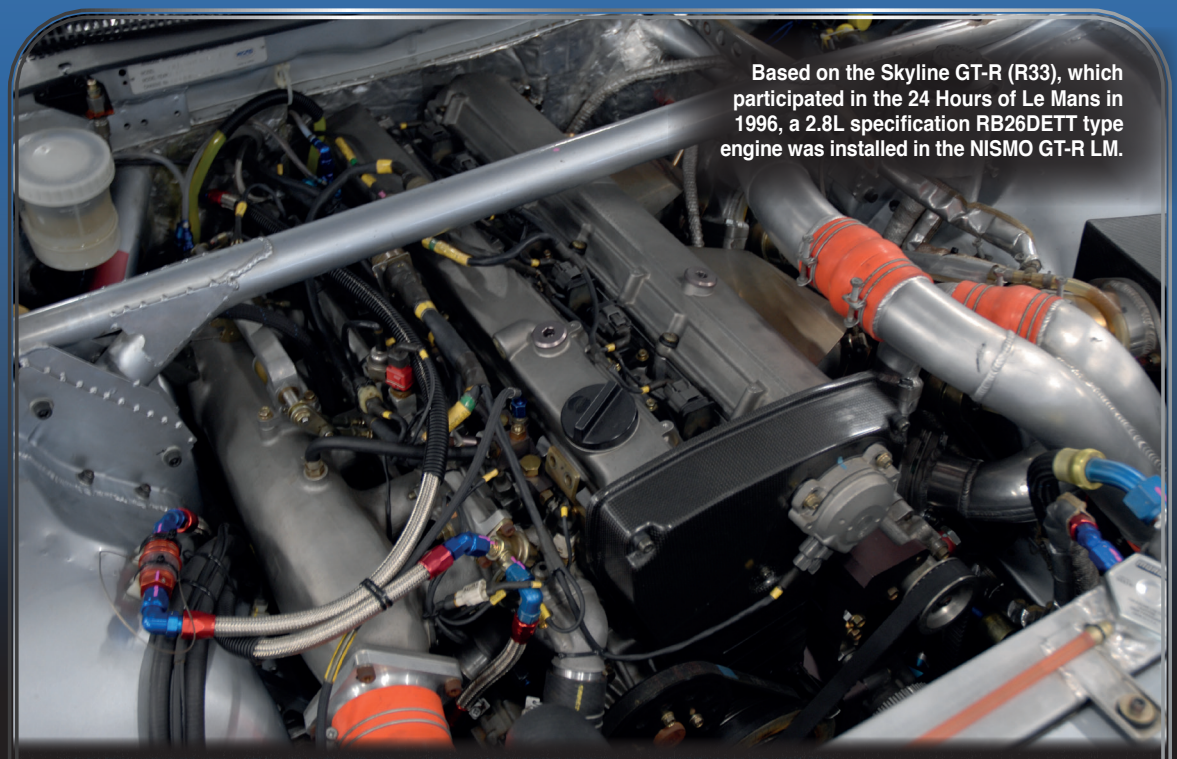


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Based on the Skyline GT-R (R33), which participated in the 24 Hours of Le Mans in 1996, a 2.8L specification RB26DETT type engine was installed in the NISMO GT-R LM.

INCREASING THE DISPLACEMENT OF THE RB26DETT ENGINE

There are a number of ways to boost the power of an engine, and one popular, longstanding method is to increase its displacement. The 2.8L and 2.7L versions of the RB26DETT were developed for the Le Mans 24-hour and the All Japan GT Championship respectively.

As previously explained, an RB26DETT engine with 2,568cc displacement was chosen for the Skyline GT-R (R32) for competing in Group A races. Yet after the end of the Group A Japan Touring Car Championship in 1993, there was no need to adhere to this special displacement for racing.

The All Japan GT Championship, which was the origin of the current Super GT racing format, began in earnest in 1994. The Skyline GT-R (R32) also competed in the GT1 class, which is equivalent to the GT500 category. The vehicle regulations adopted were N-GT and the series began with almost the same competition style as the current Super GT (including the mixed running of two classes and a weight handicap system). The Skyline GT-R (R32) was mainly based on a Group A machine, and there were two variants: a 4WD specification with a modified body and a six-speed sequential shift XTrac transmission machine with rear-wheel drive (FR). The engine displacement remained the same at 2,568cc.

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INCREASING THE DISPLACEMENT OF THE RB26DETT ENGINE



For the private team that competed in the All Japan GT Championship, the Skyline GT-R (R33) was equipped with a 2.8-liter RB26DETT. Commonly known as the RB-X, it was made by Nissan Kohki.

Up until then, the Skyline GT-R was characterized as a 4WD model, but the advantages of an FR model compared with those in Group A – which had restrictions on the modifications to the car body – included: the ability to fit a large spoiler that pushed the car down against the road surface through aerodynamic force; using a thick tire due to the increased width of the car; and the reduction of vehicle weight. However, at the time, the team was struggling to decide whether 4WD or FR was the most advantageous setup.

In the end, the characteristics of the RB26DETT type used in the GT model differed significantly from the previous Group A specifications, and the main components such as the camshaft and pistons were refabricated. In addition, the engine was developed to match the drive system, with settings that emphasized pick-up when stepping on the accelerator for the 4WD, and a setting with less torque fluctuation and flatter characteristics for easy control of the FR model.

DEVELOPING THE 2.8-LITER 4WD

The Nissan Kohki Co., Ltd, which had led the development of Group A and GT RB26DETT variants, was entrusted with fine-tuning the engine for the 1995 24 Hours of Le Mans. At same time, it was developing a 2.8-liter version of the RB26DETT with increased displacement for the 4WD Skyline GT-R (R33) for a private team competing in the All Japan GT Championship in the same year.

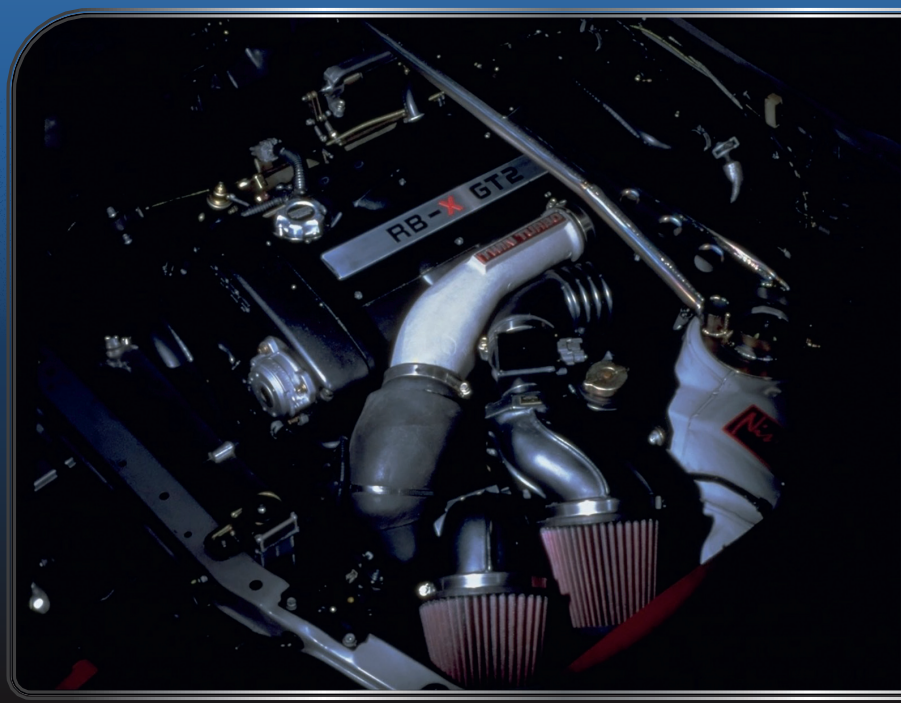
In addition, the three teams of NISMO, Hasemi Motorsports, and HOSHINO IMPUL introduced the FR Skyline GT-R (R33). The development and production of engines for these teams was moved from Nissan Kohki to Autech Japan, but there was no change in displacement.

The power plant developed by Nissan Kohki for the NISMO GT-R LM was based on the RB26DETT type that had participated in the Spa-Francorchamps 24-hour race. It retained the 2,568cc displacement, but the diameter of the air restrictor of the Le Mans GT1 class was as large as 39.9mm, so the output was 600ps or more at 7,800rpm, and maximum torque of 67.0kgm or more at 4,800rpm.

When it came to the All Japan GT Championship, the range of modifications was expanded and displacement could be freely set compared with Group A. It resulted in Nissan developing the “RB-X”, a 2.8-liter version of the RB26DETT engine. The crankshaft stroke was extended by 4mm to 77.7mm and the bore increased by 1mm to 87mm, setting the displacement at 2,771cc. A 31.1mm-diameter restrictor was installed to achieve a maximum output of 560ps or more at 7,600 rpm, and a maximum torque of 78.0kgm or more at 4,800rpm. The point was that maximum torque was increased even though the restrictor diameter was smaller than that used at Le Mans.

The “RB-X GT2” was installed in the NISMO 400R, a model made commercially available by NISMO. The base model was the Skyline

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The 2.8-liter RB26DETT variant became famous for the RB-X GT2 instaled in the NISMO 400R. The increased displacement of 200cc resulted in a unique feel during acceleration.

GT-R (R33), which was limited by self-regulation to a maximum of 280ps, but the NISMO 400R generated maximum output of 400ps, as the name suggests.

Beyond the circuit, the combination of NISMO 400R and RB-X GT2 won two class titles in 1996 and 1998 at the Pikes Hill International Hill Climb in Colorado, US. This 100-year-old hill climb is a time attack that runs on a 12,4-mile (20km) course starting 9,390ft (2,862m) above sea level and finishing at the top of Pikes Peak at an altitude of 14,111ft (4,301m).

Because the course is higher than Mt Fuji (12,388ft/3,776m), the air is thin and engine power is said to be half at that height, so the high-powered turbo engine was an advantage. Since there were no rules regarded air intake restriction as in the All Japan GT Championship, the RB-X GT2 was tuned to a high-power specification that generated maximum output of 700ps or more at 7,700rpm, and maximum torque of 80.0kgm or more at 5,700rpm. With power and torque more than twice that of the production model, this racing Skyline GT-R (R33) is said to have been the most powerful version of the RB26DETT ever produced by Nissan Kohki.

CHANGING TO A DRY SUMP

At the 1996 24 Hours of Le Mans, a 2.8-liter version of the RB26DETT developed by Nissan was fitted in the NISMO GT-R LM. It was a new engine with a displacement of 2,795cc, using the same 86mm bore as the production car, and a crankshaft with stroke length extended by 6.5mm to 80.2mm. The most significant change in the engine was the dry-sump lubrication system. This enabled the engine to be installed 1.2in (30mm) lower than the previous year's model and 1.2in (30mm) further back.

Based on the Skyline GT-R (R33), the NISMO 400R incorporated NISMO's know-how and was sold to the public. Its price was 12 million yen and the model became a hot topic.

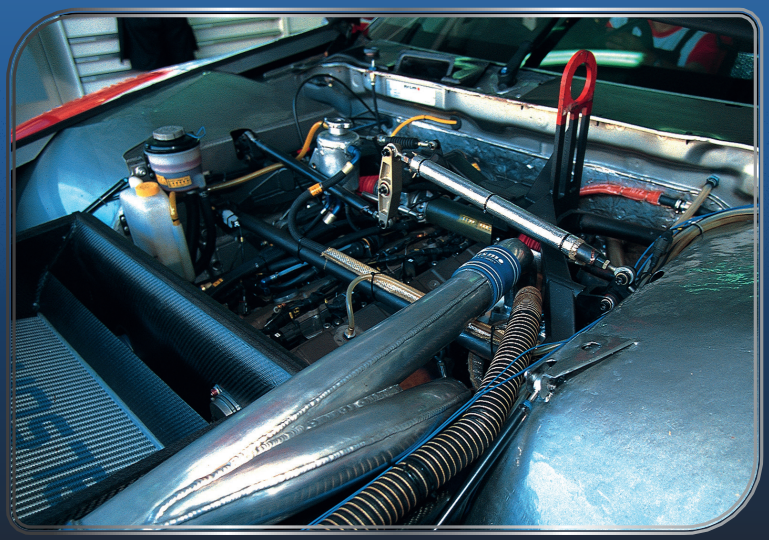


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The maximum output was 600ps or more at 7,000rpm, while the maximum torque was 63.0kgm at 5,500rpm.

In the All Japan GT Championship, rival teams had become more powerful, so from the 1998 season a new RB26DETT type engine was introduced, upgraded to 2.7 liters. The 86mm bore remained the same, but the stroke was extended by 4mm to produce a displacement of 2,708cc. The '98 Pennzoil NISMO GT-R (R33) demonstrated power of 500ps or more at 6,000 rpm and torque of 72.0kgm or more at 4,000 rpm. The maximum output had been reduced, but the torque had been significantly enhanced compared to the previous Group A specification model, which did not have restrictor regulations.

The RB26DETT engine specification for the All Japan GT Championship used the dry sump from the '97 specification of the previous year, and it was mounted extremely low at the rear of the engine bay. In the 2.7-liter '98 specification, the steering gearbox – which had previously penetrated under the engine – was redesigned and the mounting position changed. As a result, the engine began to be mounted at its lowest limits.



The RB26DETT type that competed in the All Japan GT Championship evolved year by year. The large six-cylinder in-line engine used a dry sump and was mounted in a low position, thereby improving cornering performance.

The new Pennzoil NISMO GT-R (R34), which debuted in 1999, also used the same engine position – the six-cylinder in-line engine was mounted as if it were hiding deep inside the engine bay. The Skyline GT-R won the Championship for the second consecutive year.

However, competition with Toyota and Honda in the All Japan GT Championship was intensifying. Toyota installed a light and compact four-cylinder in-line turbo engine at the front of the Supra, while Honda's NSX had a lightweight aluminum V6 engine in the rear midship. At the same time, the weight of the RB26DETT type engine installed in the Skyline GT-R (R34) was reduced from 441lb (200kg) to 357lb (162kg), but the problems of using a long, large six-cylinder in-line engine at the front were difficult to overcome.

In the middle of the 2002 season, the Skyline GT-R (R34) was finally replaced, with a newly developed three-liter V6 twin-turbo VQ30DETT type replacing the traditional six-cylinder in-line engine. The Nissan team's RB26DETT engine, which had been competing on the circuit in successive Skyline GT-Rs since 1990, had come to an end after a 13-year history. ♦



In 2002, the GT version of the Skyline GT-R (R34) equipped with the RB26DETT model entered its last season. After this, the decision was taken to install a V6 engine appropriate for a new era.

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THE GUYS IN THE TEAM

When Brian O'Conner tries to get close to Dom Toretto to find out if he was possibly involved in the truck heists, he discovers a tight group of friends. Besides his girlfriend, Letty, and his sister, Mia, three other people are always close to him: Vince, Leon, and Jesse.

The trio are buddies from the workshop, but they are also part of Dom's family. The guys in the team have been with him for years and share both the pleasant Sunday barbecues and the most dangerous situations.

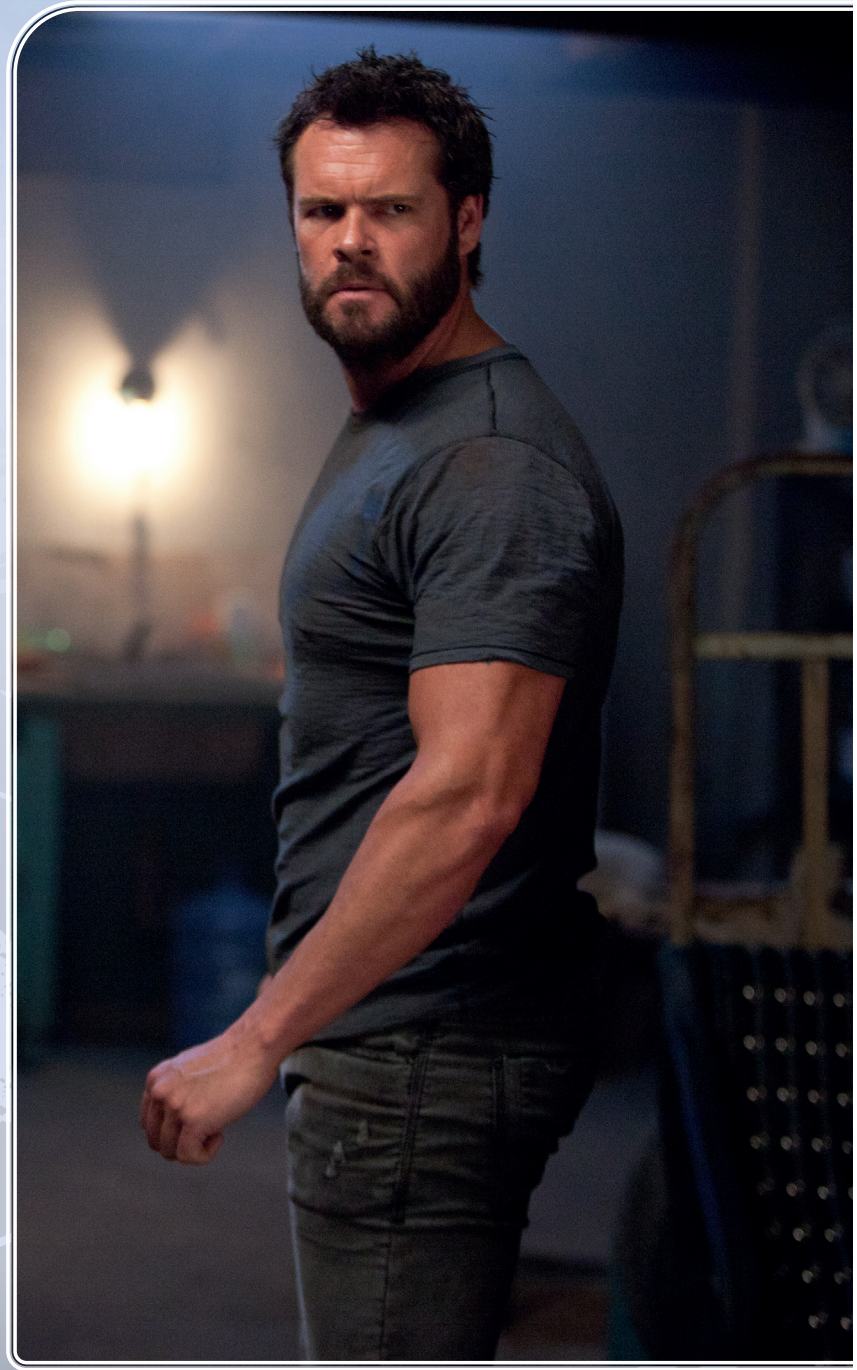
TWO TOUGH GUYS

Brian soon discovers that Vince is Dom's right-hand man, his trusted associate. Mia tells him: "Vince grew up with my brother. Actually, he didn't ever actually grow up, as you can tell." She is referring to the fact that, despite being an adult, he very often behaves like an impulsive child. For example, Brian's sudden appearance puts Vince on his guard. First, because he is afraid that Brian might take his place next to Dom and second, due to the interest that Brian shows in Mia, who Vince has always liked.

Leon is another tough guy, who enjoys driving his powerful 1995 Nissan Skyline GT-R (R33). He has a sense of humor and is somehow always in the right place, where he can best help his buddies. More reserved, he reflects his urban origins in the clothes he wears, and he tends to especially protect his friend Jesse.

A FRAGILE GENIUS

"Jesse and Leon just sort of showed up one night and never, ever left," Mia tells Brian while they are having dinner.



Actor Matt Schulze plays the character of Vince, a hothead loyal to Dom Toretto, who reacts with hostility to Brian's arrival.

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If Vince embodies strength and Leon astuteness, Jesse is defined by his brilliance as a mechanic. He only has to lift the hood of an automobile to assess its possibilities in a quarter-mile race in a matter of seconds. Even Dom considers him the "Einstein" of mechanics.

Brian is surprised that Jesse didn't attend a specialist university, but Jesse tells him that he was diagnosed with Attention Deficit Disorder (ADD) as a child and had to leave school before time. He found a refuge in mechanics. "It's just something about engines that calms me down, you know," he confessed to Brian.

More fragile than his companions, Jesse is in danger the moment he steps outside of the workshop. And he makes mistakes, such as betting his adored 1995 Volkswagen Jetta – which he inherited from his father – in the Race Wars, against the implacable Johnny Tran, no less; it is a misstep that will lead to a dramatic outcome for the whole group.

After the tragic end of Jesse and then Dom's escape, the team breaks up. Only Vince will be seen again, in *Fast Five,* where the protagonists find him hiding out in the favelas of Río de Janeiro. He has set up home there with a woman, Rosa, with whom he has had a son, Nico. However, in no time he will get them all involved in a new heist that will put them in the sights of special forces agent Hobbs. Dom will reproach him for it and Vince will look for a heroic way to redeem himself, even though he will have to pay for it with his life. ♦

THE ADVENTURES OF BRIAN O'CONNER

Saved by the bell

The police are closing the net around Brian. The fugitive stops in a roadside motel on the outskirts of San Antonio to rest a while. Before the sun comes up, he is ready to get going again, but he sees that the sheriff's men have discovered his car. Brian sets off walking down the shoulder, hoping that a driver will stop and give him a lift. Luckily, the woman who was sitting opposite him in the diner the previous day passes in her 2003 Mitsubishi Eclipse Spyder 3G convertible and offers to give him a ride.



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ON A MISSION TO WIN GROUP A

Part 1: The GT-R name makes a comeback

The return of a new Skyline GT-R in 1989 after an absence of 16 years was exciting news for Nissan fans. What thrilled them even more was the prospect of the company developing a version of the model to compete in Group A racing.



In August 1989, the Skyline GT-R made a comeback as the BNR32 model, 16 years after the Skyline 2000GT-R (KPGC 110) – known as the Kenmeri GT-R – disappeared in 1973.

What surprised many fans was the RB26DETT, a 2.6L six-cylinder in-line four-valve DOHC twin-turbo engine that produced 280ps, which was just under the regulations of the time. The electronically controlled torque-split 4WD was adopted to transfer this power to the road surface.

Initially, some GT-R fans were critical of the turbocharged engine and 4WD, saying that they were not appropriate for the GT-R. However, these criticisms soon faded as articles praising the new model began to appear in magazines and

One of the main rivals of the Skyline GT-R (R32) was the Ford Sierra RS500 (pictured center), a high-powered RWD car that was competitive in domestic and international Group A races at the time.

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ON A MISSION TO WIN GROUP A



The race-tuned RB26DETT was able to squeeze out more than 500ps. The photo was taken during the test-car era – the intake pipes and other parts were stock.

other media. The performance of the new generation GT-R was stunning. What excited fans more than anything else was the announcement of Nissan's entry into the Group A race series.

The powerful GT-R would return to the track. In order to meet the fans' high expectations, even before the GT-R was announced, Nissan had been working on the advanced development of a race-specification car.

At the heart of these efforts was the Sports Car Development Center in Oppama, where several NISMO staff also joined the team. During this period, the Skyline GTS-R (HR31) was used as a race car, and the various pieces of information obtained from the racetrack were fed back into the development of the GT-R race car. Work was now well underway to create a machine that would be able to compete at the top level of Group A racing. ♦



In October 1989, the GT-R was entered in a Group C race as a pace car. Kenji Tohei drove the model in torrential rain at a speed that the following race cars could not keep up with.

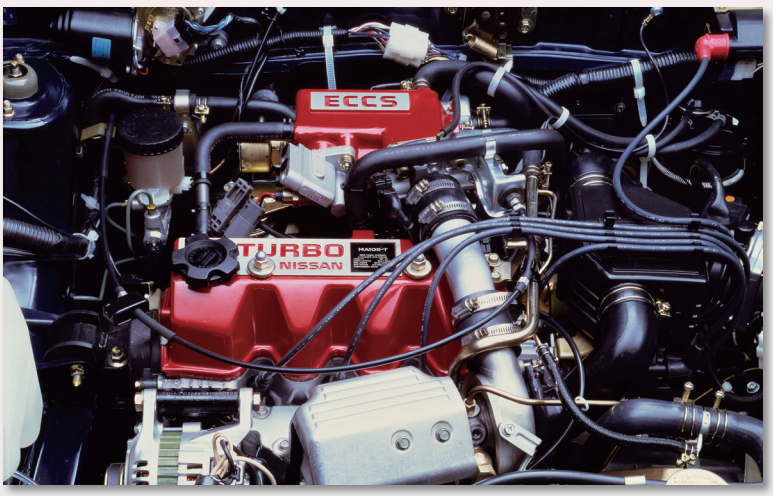
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BIRTH OF THE MARCH

The first-generation March was exhibited as a concept car at the 24th Tokyo Motor Show in 1981, and was launched in October 1982 after a large-scale public campaign to choose the car's name. The advertisements and catalogs featured singer Masahiko Kondo, and the model's catchphrase was "The March of Matches". It was a one-liter car, more compact than the Cherry – Nissan's smallest car until then – and the Pulsar that succeeded it, and was initially available only as a three-door hatchback. Later, a canvas top version and a five-door hatchback were added to the range.

Specially developed for the March, the MA10 engine was a four-cylinder in-line SOHC 987cc unit with an electronically controlled carburetor that produced a maximum output of 57ps at 6,000rpm and maximum torque of 8.0kgm at 3,600rpm (both gross values). With a vehicle weight of around 1,323lb (600kg) – which is lighter than a modern mini-car – these values were sufficient to achieve a high level of performance. The MA10 was Nissan's first die-cast aluminum engine for a commercial vehicle, and featured a four-cylinder "Siamese" cylinder block.

"Siamese" is a continuous, integrated cylinder arrangement in which the cylinders are connected and there is no water jacket between the cylinders. This setup reduces the distance between the cylinders, making the engine



The original 1,000cc MA10 engine was fitted with a turbo to boost power, making it the MA10E-T. At that time intercoolers were not yet common.

The NX-018 was a next-generation FWD compact exhibited at the 24th Tokyo Motor Show in 1981; it would later become the March. At that time, the name of the car had not yet been decided.



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dimensions more compact, and also increases the rigidity of the cylinder block.

Transmission options included four- or five-speed manual and three-speed automatic. Suspension was a combination of struts at the front and simple four-link coils at the rear.

In February 1985, a minor change added a Turbo model based on the three-door hatchback. The MA10E-T turbo engine was the first electronically controlled fuel-injection engine on the March. It was not equipped with an intercooler, but produced a gross maximum output of 85hp at 6,000 rpm and a maximum torque of 12.0 kgm at 4,400 rpm. Incidentally, the MA10E-T turbo engine was also used in the Figaro model introduced in 1991.

The suspension system on the Turbo followed the layout of the base March, while transmission choices were five-speed manual or three-speed automatic. Depending on the grade, power steering was also available.



Today we would call the March a "boy-racer". As the name suggests, it was aimed at young people, as reflected by the March Turbo's colorful interior.

Both the exterior and interior were designed exclusively for the Turbo, including fog lamps embedded in the front bumper. The exclusive high-back seats included a "TURBO" logo.

The March Turbo was used in single-make races starting in 1989, and was a big hit in the "Fuji Freshman Race" held at Fuji Speedway. ♦

TECHNICAL DATA

MARCH TURBO K10 TYPE (1985)

Length:	146.8in (3,730mm)
Width:	61.8in (1,570mm)
Height:	54.5in (1,385mm)
Wheelbase:	90.5in (2,300mm)
Tread (front):	53.1in (1,350mm)
Tread (rear):	52.4in (1,330mm)
Engine:	MA10E-T (straight four, OHC turbo)
Total displacement:	987cc
Maximum output:	85ps / 6,000rpm
Maximum torque:	21.0kgm / 4,400rpm
Vehicle weight:	1,565lb (710kg)
Suspension (front/rear):	strut / four-link rigid
Brakes (front/rear):	ventilated disk / drum
Tires:	165/70HR12



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STAGE 27
DRIVER'S SEAT (3)

In this issue, we will install the driver's seat belt and fix the driver's seat to the floor.

PARTS





27A Driver's seat belt

AP Screws 1.7×4mm (×5*)

*Including spares

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27.01 Take the seat belt 27A and, as shown in the picture, attach one end to the highlighted pivot on the left side of the passenger compartment floor 23A.



27.02 Take the driver's seat assembly and fit the seat base 26A over the highlighted pivots on the passenger compartment floor 23A in such a way that the seat belt goes over the seat. Feed the upper ends of the belt 27A through the two openings in the driver's seat backrest upholstery 25F.



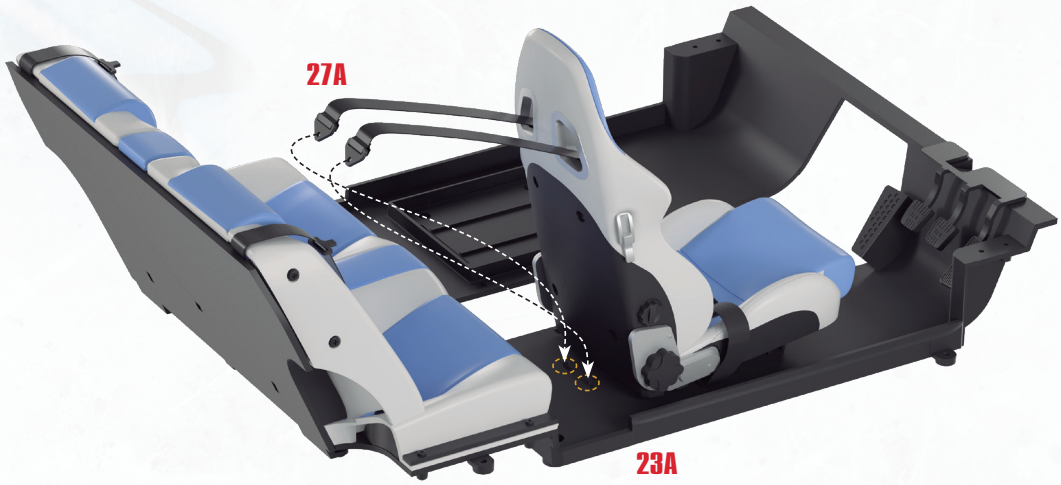
27.03 Fix the right end of the driver's seat belt 27A to the highlighted pivot on the passenger compartment floor 23A under the driver's seat.



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27.04

Attach the free ends of the driver's seat belt 27A to the highlighted pivots on the floor 23A behind the driver's seat.



27.05

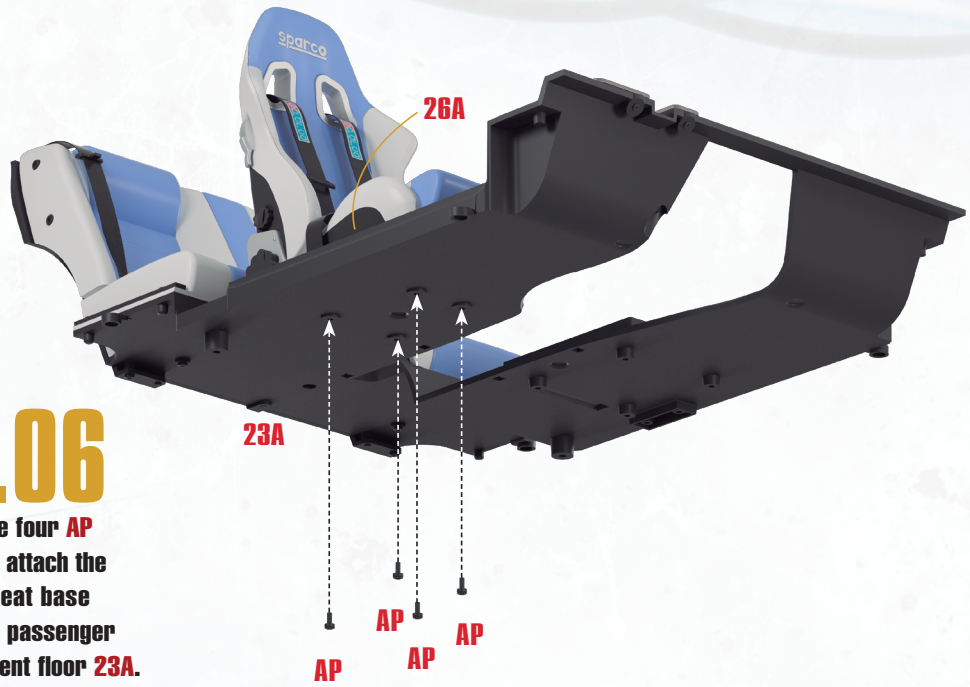
Position the driver's seat on the floor 23A to align the screw holes on the seat base 26A with those on the passenger compartment floor 23A, as shown in the detail image.





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DRIVER'S SEAT (3)



27.06

Finally, use four AP screws to attach the driver's seat base 26A to the passenger compartment floor 23A.

Final assembly



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