FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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NISMO R34GT-R Z-TUNE – THE ULTIMATE SKYLINE GT-R

To commemorate the 20th anniversary of NISMO, the company released the NISMO R34GT-R Z-tune. It was imbued with NISMO's racing technology and handbuilt by skilled mechanics. The way that the body was constructed was unprecedented.

The NISMO R34GT-R Z-tune is the most powerful and rare of all the Skyline GT-R models, with only 19 units ever built. At an overseas auction, one was reportedly sold for over 200 million yen ($2 million). However, it was not a production car built at the Nissan factory. It was developed by Nissan Motorsports International CO.LTD. (NISMO, now Nissan Motorsports & Customizing CO.LTD.), which orchestrated Nissan's motorsports activity at that time, and was handmade based on a superb existing Skyline GT-R (R34). The model is the ultimate complete car.

In addition to motorsports activities and the development and sale of tuning parts for the street, NISMO also operates a refurbished car business. However, unlike the recent NISMO road-going cars developed in cooperation with Nissan, these are refurbished cars developed

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NISMO GT-R (R34) Z-TUNE – THE ULTIMATE SKYLINE GT-R



The engine compartment of the Z-tune was very distinctive. Around the upper front struts, which are usually simply painted steel plates, carbon fiber reinforced plastic (CFRP) was carefully applied for reinforcement. The high-quality finish was also superb.

and tuned by NISMO based on production vehicles.

The history of NISMO releases began in 1994 with the NISMO 270R, a limited edition of 30 refurbished cars rebuilt to commemorate NISMO's 10th anniversary and based on the 6th-generation Silvia (S14), which tuned the SR20DET engine to deliver 270hp. Naturally, the suspension was strengthened and special aerodynamic parts were installed to match the increased power.

The NISMO 400R was introduced in 1996 based on the Skyline GT-R (R33). The 2.8-liter RB-X GT2 engine made by Nissan Kohki delivered 400hp and was equipped with a carbon-steel propeller shaft and special Bilstein shock absorbers. It also featured a carbon-fiber hood and four-wheel over-fenders, giving it a special appearance; its price of 12 million yen ($115K) (excluding tax and other expenses) was also a topic of conversation.

"The body was rebuilt to achieve both 500ps power and durability."

In addition to the Skyline GT-R, the MARCH S-tune COMPLETE and the FAIRLADY Z S-tune GT were launched in early 2004. Then, in December 2004, the NISMO R34GT-R Z-tune was announced. Production of the Skyline GT-R (R34) had already ended in August 2002, but the NISMO R34GT-R Z-tune was developed as the "ultimate Skyline GT-R" to celebrate NISMO's 20th anniversary.

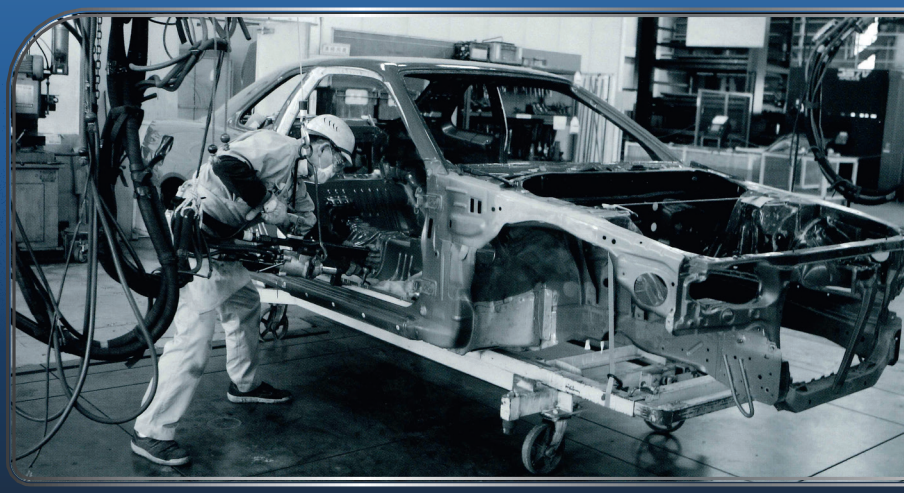
TESTING AT THE NÜRBURGRING

The development of the NISMO R34GT-R Z-tune dates back to 2000, when the Skyline GT-R (R34) was still being sold. The "Z-tune proto" appeared in the Tuner's Battle, an exhibition race at the NISMO Festival held at the end of that year.

This "Z-tune proto" was developed as a tuned car with overwhelming potential on the circuit. It was equipped with an RB26DETT engine, named "Z1", which boasted more than 600hp. Driven by Michael Krumm, one of Nissan's top drivers at the time, the car won the Tuner's Battle to prove its capabilities, but the concept of developing it as a road-going car had already been decided.

The following year, at the 2001 NISMO Festival, it evolved into the "Z-tune Proto Ver. 2001". It was equipped with exhaust emission countermeasures designed for road driving, air-conditioning, and an audio system. In addition, the roll cage was wrapped with genuine leather pads, making it

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In 2004, when Z-tune was launched, the Skyline GT-R (R34) was already out of production. Therefore, based on carefully selected used cars, the stripped body was reinforced. Takada Kogyo was in charge of this work, and the finish was distinctly different from that of a tuned car.

more like a luxury road-going car. The engine installed was the "Z2," with a larger bore and stroke increasing the displacement to 2,771cc. Even with the necessary emission controls for public road use, it boasted a maximum output of over 500hp and a maximum torque of over 55kgm.

The development of the NISMO R34GT-R Z-tune started in 2000, and in 2003, a driving test was conducted at the Nürburgring in Germany. Why was such a long period of development and testing necessary? The reason was the engine power of over 500ps. It would be easy to build a 500hp Skyline GT-R if it were a racing car that is maintained after every run. In fact, a production-based Super Endurance series-spec car was capable of 500hp.

However, when it comes to a limited-edition road-going car sold by NISMO, various durability checks are necessary. With approximately twice the power of a normal car, the burden on the drivetrain is increased. Therefore, careful endurance tests were conducted.

ADAPTING THE STANDARD SKYLINE GT-R (R34)

After these developments, the NISMO R34GT-R Z-tune was unveiled in December 2004. The price was 16.9 million yen ($162.5K) (excluding tax and other expenses). At this point, production of the new Skyline GT-R (R34) had already ended, so a superb used car with less than 30,000km (18,641 miles) on the clock was chosen as the base model. The NISMO R34GT-R Z-tune Parts Conversion variant was also available – it was the most popular model, and was priced at 12.5 million yen ($120K) (excluding tax and other expenses).



Takada Kogyo, a body manufacturer with close ties to Nissan, was in charge of producing this refurbished car with the keywords "the world's most powerful road-going car" and "Top of the GT-R". This company is famous among enthusiasts as being behind the production of three cars in the Nissan Pike Car series that took the world by storm: the Be-1, Pao, and Figaro. In addition, the company was also commissioned to produce the 180SX and Rasheen. In addition to Nissan cars, Takada Kogyo specializes in contracted production of low-volume production and special-purpose vehicles such as the Isuzu MU and the Subaru Impreza 22B/STi version.

The manufacturing process for the NISMO R34GT-R Z-tune was special. The used Skyline GT-R (R34) was brought to the Takada Kogyo factory, where the engine was dismounted and all parts were removed to return the car to an almost virginal body condition. For body reinforcement, spot welds were added to the door openings and carbon panels were bonded to areas where

Spot welds were added to the large openings around the doors. This was important to improve the Z-tune's excellent cornering performance.

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The Z-tune carried out repeated driving tests on domestic circuits. In 2003, like the Skyline GT-R (R34) on which it was based, the Z-tune underwent final testing at the Nürburgring circuit in Germany. This was the so-called "graduation test".

the body was susceptible to deformation from welding heat. NISMO's racing technology cultivated in touring car races such as the All Japan Touring Car Championship (Group A), All Japan GT Championship, and Super Endurance Series was utilized in this process.

In the reinforcement process, the installation of carbon panels was particularly difficult. The panels were fitted in a total of five locations, including the upper front strut, reinforced hood ridges, and center tunnel areas, which were considered relatively weak. The gaps were kept to a minimum and installed using a combination of adhesives and rivets. The body was painted in the exclusive Z-tune Silver (KY0) color.

The true value of the NISMO R34GT-R Z-tune lies in its bodywork, which is beyond the norm. Engines producing 500hp can be built by tuning stores, but only a manufacturer that produces new cars can take a used car and reinforce it while maintaining rust resistance and durability as well as manufacturing it to the same level of quality as a new car.

Incidentally, the handmade process of disassembling a complete car and rebuilding it at the standard of a new car was a first for Takada Kogyo. ♦

In June 2003, the NISMO R34GT-R Z-tune raced at the Nürburgring circuit. Intended to be a world-class high-performance car, the model confirmed its performance goals in this test run.



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SEAN BOSWELL, IN SEARCH OF HIS DESTINY

From troubled teenager to eccentric inventor... Sean Boswell has always garnered a great deal of affection among audiences, perhaps for his belief with which it is easy to empathize: "All that matters is knowing what you really want and going after it."

The Fast and the Furious: Tokyo Drift, the third movie in the Fast & Furious franchise, surprised audiences by presenting a completely new cast, including Lucas Black, who was then 23. His task was to bring to life Sean Boswell, the main character in this new story, a student who has not yet found his place in the world and who possesses a knack for trouble. "My parents split up when I was three. Me and mom moved around a lot. Mostly because of me."

There is only one place where Sean feels in his element: at the wheel of a car, driving in a race. But he is not good at choosing the occasions or the rivals to race against. It is, in fact, a race – driving a 1971 Chevrolet Monte Carlo – that almost sees him sent to a juvenile detention center. His only way out is to go and live with his father, a military man stationed in Tokyo, and continue studying there.

THE STRANGER

In Japan, he finds everything strange. Even the way in which the young guys race in their cars. They practice a technique called drifting, which basically consists of skidding around bends without reducing speed. But what does not change is his ability to get into trouble. He soon comes up against the local street racing champion, DK; and as if that were not enough, he flirts with his school friend, Neela, who turns out to be DK's girlfriend.



Sean Boswell has to adapt his driving style in order to take part in Tokyo's underground competitions.

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SEAN BOSWELL, IN SEARCH OF HIS DESTINY



After 15 years, actor Lucas Black reprised his role as Sean Boswell in *F9: The Fast Saga,* now as an eccentric inventor focused on making vehicles as fast as rockets.

Sean will have better luck when it comes to choosing friends and mentors. His bright classmate, Twinkie, helps him to learn about daily life in Tokyo and provides him with everything he might need. He also has Han Seoul-Oh, a veteran racer who, with enormous patience, helps him to master the art of drifting.

HOW TO PUT A CAR IN ORBIT

If there is one thing that Sean Boswell demonstrates in *The Fast and the Furious: Tokyo Drift* it is that his tenacity can take him anywhere, even to become the new king of drifting. Also, that he has great affection for Han, as can be seen at the end of this movie, when he meets Dom Toretto, and in a brief reappearance in *Furious 7,* in which he goes to the funeral held for the supposed death of Han.

Sean returns to the franchise in *F9: The Fast Saga,* now as a sort of scientist who has established himself in Germany, together with his old friends Twinkie and Earl Hu, Han's old mechanic. On a test circuit in Cologne, the three of them have set out to find out whether a 1984 Pontiac Fiero, with a jet engine placed on the roof, is as powerful as a plane during take-off. At the request of Roman and Tej, Sean will come up with a way to place that same automobile in orbit, and thus make it possible for Dom's friends to go into outer space to destroy a satellite sent with malicious intent. ♦

THE ADVENTURES OF BRIAN O'CONNER

Ignoring provocations

Brian is a cool-headed guy, capable of staying calm in all kinds of situations, which he demonstrates during his escape. After tuning up his new Nissan Skyline GT-R, he heads to Louisiana, and shortly before he arrives in Shreveport, he finds himself on the highway with two motorcyclists, each of them with their girlfriend riding pillion on a Suzuki GSX 1300. One of them challenges him to put the speed of his vehicle to the test, but Brian refuses. The motorcyclists go past him like rockets. Just a few miles farther on, Brian smiles when he sees that a police patrol car has pulled them over for speeding.

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THE GT-R RETURNS IN FRONT OF 40,000 FANS!

After NISMO had put its two Skyline GT-Rs through their final paces on the company's test track, it was time for the model's debut race in the 1990 All Japan Touring Car Championship. And despite a few mechanical issues, the GT-Rs secured an impressive one-two at Nishi-Nippon.



In the off-season of 1989, in the work area on the 6th floor of the former NISMO headquarters in Omori, two GT-R Group A spec cars were being built at a rapid pace for their debut race the following March. One was a blue CALSONIC Skyline, and the other was a white REEBOK Skyline with red and blue stripes.

Staff from Hoshino Racing and Hasemi Motorsports worked at NISMO to build the cars for their respective teams. They were prepared for the one race that they could not afford to lose. Once the two GT-Rs were completed, the final testing – which was usually carried out on a circuit – was carefully conducted on Nissan's Oppama test track.

Kazuyoshi Hoshino and Toshio Suzuki enjoy the celebrations of the win with all the members of the CALSONIC team.

The two GT-Rs were delivered to Nishi-Nippon Circuit (now the Mazda Circuit) in Yamaguchi Prefecture, where the first round of the 1990 All Japan Touring Car Championship Series was to be held. For the All Japan All Star 300km Race,

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a huge crowd of 41,000 people was in attendance to welcome the new generation Skyline GT-R, which returned to the circuit for the first time since the first-generation Skyline GT-R (aka the Hakosuka GT-R). However, on the official practice day, an unexpected problem occurred. The transmission, which had caused no problems in the previous tests, was fixed in third gear. The reason was down to the quick shift operation in race mode, which was different from that used in the pre-tests. In the end, each driver had to shift carefully for the debut race.

During qualifying, the two GT-Rs displayed impressive speed, with the CALSONIC Skyline taking pole position, followed by the REEBOK Skyline in second; the Ford Sierra RS500 in third place was nearly two seconds behind the leader. However, the NISMO team was not totally happy with the results in qualifying because they identified a problem with the cars' transmission.

In the actual race the next day, the two GT-Rs led from the start and began to pull away from the rest of the pack. The crowd went wild for the potential race between the CALSONIC Skyline in the lead and the REEBOK Skyline in second place. By the time a quarter of the race had passed, the CALSONIC Skyline was lapping the third-place car and below.

However, toward the end of the race, the team feared that there might be some problems. The REEBOK Skyline's transmission developed a fault that meant only 4th gear could be used, causing the car to run slowly. Second driver Anders Olofsson drove hard in 4th gear to enable his GT-R to finish the race.



The REEBOK Skyline pictured in front of a large crowd during the final race. The sheer number of fans reflects the amount of attention that the Skyline GT-R was getting.

The CALSONIC Skyline also had a transmission problem, but it was not quite as severe, and thanks to Toshio Suzuki's careful driving the car won the race. The REEBOK Skyline came in second, which meant that the Skyline GT-Rs were able to finish in the top two places in their debut race.

For the technical team, however, it was a race in which they felt they were treading on thin ice. The race made the team fully aware of the challenges of racing at this level with the Skyline GT-R. ♦



Kazuyoshi Hoshino watches over the car as mechanics work on it before the race. The veteran driver's expression reflects the pressure of a debut race with the Skyline.

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THE FOURTH GENERATION OF THE BLUEBIRD

In August 1971, the fourth-generation Bluebird (610) made its debut. The previous Bluebird (510) had a straight-line design, but the new Bluebird adopted new styling. There were four body types: a four-door sedan, a two-door hardtop, a wagon, and a van, which was the first in the Bluebird range. The sedan and hardtop incorporated a stylistic flourish called "J-line" under the side windows. In addition, the height of the side windows was lowered to create a sense of a cockpit for the occupants.

The front aspect was also unique, with a simple front grille positioned at the back between the four round headlights. The grades were Standard, Deluxe, GL, SSS, SSS-L, and SSS-E. The model used the L16 and L18 in-line four-cylinder engines from the Bluebird (510). The sporty SSS model was equipped with the L16 (105ps) SU twin-carburetor type, the L18 (110ps) SU twin-carburetor type, and the L18E (125ps) EGI (electronically controlled fuel injection) type.



The hardtop 1800SSS-E was the the first Bluebird hardtop. The SSS emblem was a dream come true for the car enthusiasts of the time.

In August 1972, the 1600SSS-E with EGI (115hp) was added to the L16 model, and it was equipped the same as the 1800SSS-E. Standard transmission was either a four- or five-speed manual, with a three-speed automatic also available for the higher grades.

Suspension was four-wheel independent with struts at the front and semi-trailing arms at the rear. The steering gearbox was a recirculating ball type, the same as in the previous-generation Bluebird. In August 1973, the model underwent minor changes and at the same time, the 2000GT series was added to the lineup. Powered by the same L20 in-line six-cylinder



An 1800SSS sedan took second place in the 21st East African Safari Rally. Four-door sedan bodies were widely used in rallies of the era.

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The hardtop 2000GTX appeared in 1973. The American-style front styling captivated Japan's youth and many drivers lowered the height of the car.

engine as in the Skyline 2000GT, it had a long-nosed body with a 5.9in (150mm) longer wheelbase and a 2.2in (55mm) longer front overhang.

The 2000GT series came in two grades, GT and GTX. The GT had an L20 single carburetor with 115hp, the GTX had an L20 twin carburetor with 125hp, and the GTX-E, added in 1975, had an L20E EGI version with 130hp – the same specifications as the Skyline 2000GTX-E.

Despite the larger size of the Bluebird (610) U, in the 1973 East African Safari Rally, a works-spec Bluebird U 1800SSS took second place overall and secured a class victory, following the overall victory of the Datsun 240Z (Fairlady 240Z). ◆

TECHNICAL DATA

BLUEBIRD U 1600GL 610 TYPE (1975)

Length:	166in (4,215mm)
Width:	63in (1,600mm)
Height:	55.7in (1,415mm)
Wheelbase:	98.4in (2,500mm)
Tread (front):	52in (1,320mm)
Tread (rear):	53in (1,345mm)
Engine:	L16 type (straight four, OHC)
Total displacement:	1,595cc
Maximum output:	100ps / 6,000rpm
Maximum torque:	13.5kgm / 4,000rpm
Vehicle weight:	2,326lb (1,055kg)
Suspension (front/rear):	strut / semi-trailing arm
Brakes (front/rear):	disk / drum
Tires:	6.45-14 4PR

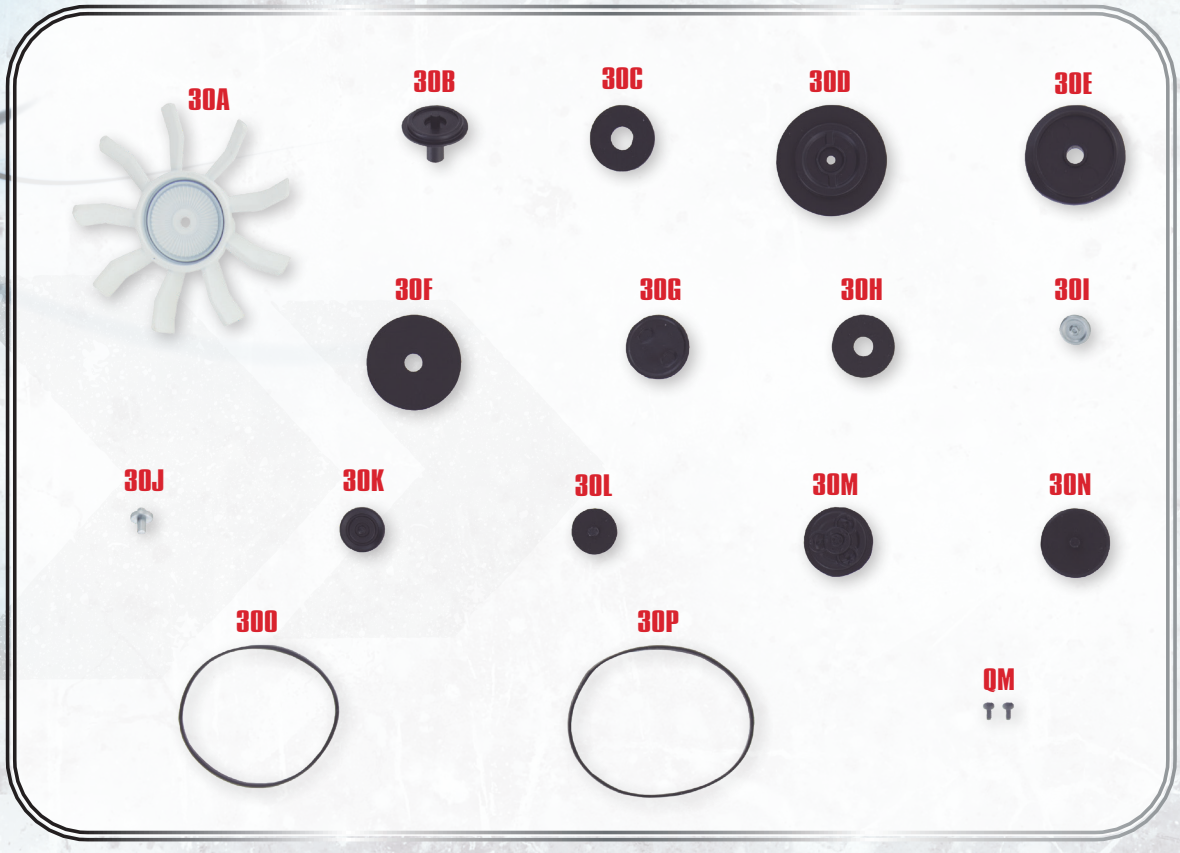


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STAGE 30
COOLING SYSTEM

In this issue, we will assemble the various pulleys and belts of the fan, crankshaft, steering pump, and alternator, and then attach the fan.

PARTS



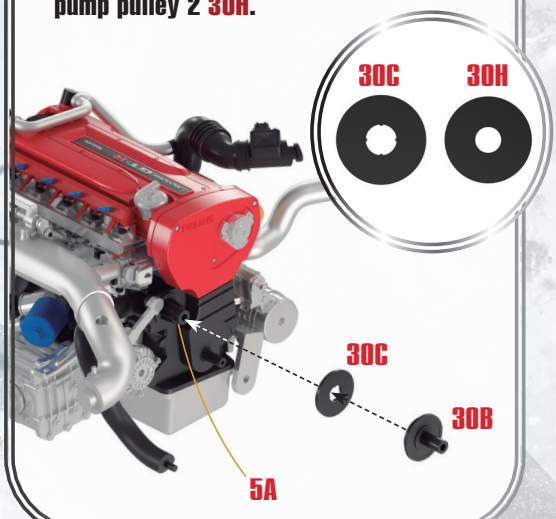
30A Fan
30B Fan pulley 1
30C Fan pulley 2
30D Crankshaft pulley 1
30E Crankshaft pulley 2
30F Crankshaft pulley 3
30G Steering pump pulley 1
30H Steering pump pulley 2
30I Alternator pulley 1
30J Alternator pulley 2
30K Tensioner pulley 1
30L Tensioner pulley 2
30M Air-conditioning compressor pulley 1
30N Air-conditioning compressor pulley 2
30O Alternator and water pump belt
30P Air-conditioning compressor and steering pump belt
QM Screws 1.4×3mm (×2*)

*Including spares

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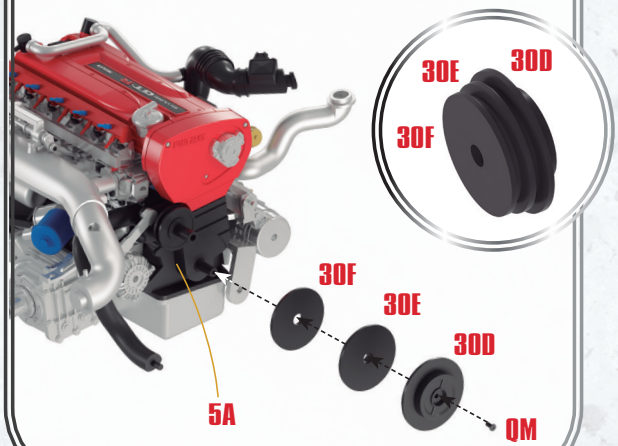
30.01

Position the fan pulley 2 30C over the highlighted upper pivot on the engine block right part 5A. Then attach the flat part of the fan pulley 1 30B to the pivot. Refer to the detail image to check the differences between the fan pulley 2 30C and the steering pump pulley 2 30H.



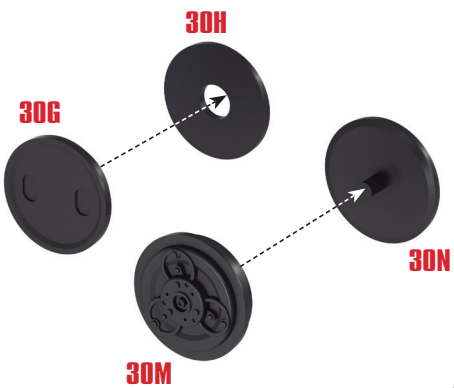
30.02

Position the crankshaft pulley 3 30F and the crankshaft pulley 2 30E over the lower pivot on the engine block right part 5A. Place the flat part of the crankshaft pulley 1 30D over these and secure all the parts with a QM screw.



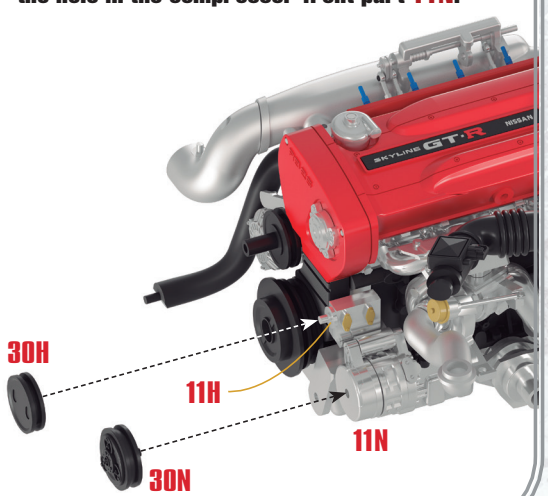
30.03

Attach the steering pump pulley 1 30G to the steering pump pulley 2 30H. Also attach the air-conditioning compressor pulley 1 30M to the air-conditioning compressor pulley 2 30N.



30.04

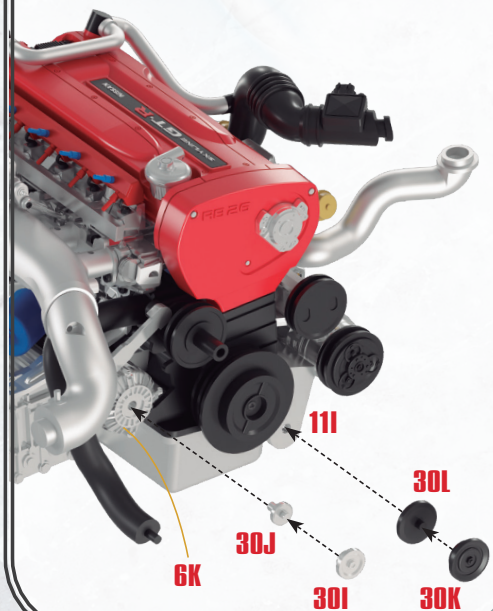
Take the pully assemblies from the previous step and connect the steering pump pulley 2 30H to the pivot on the steering pump 11H. Then insert the pivot on the air-conditioning compressor pulley 2 30N into the hole in the compressor front part 11N.



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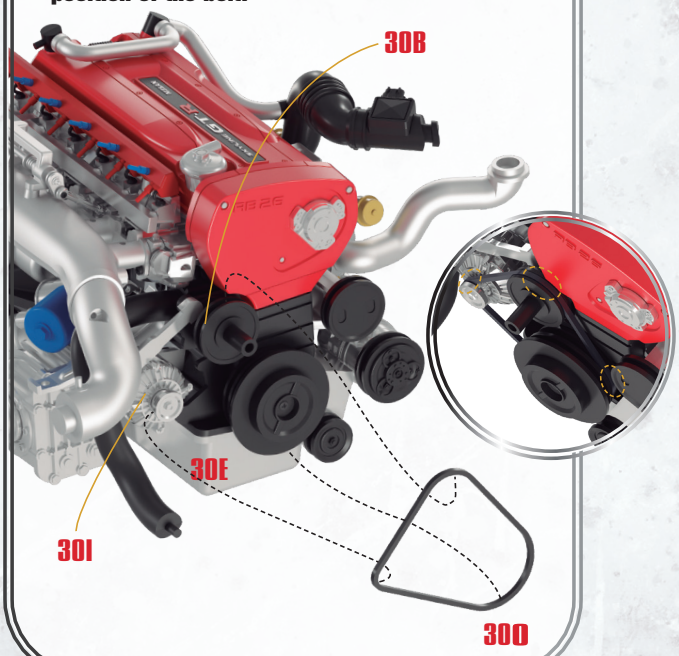
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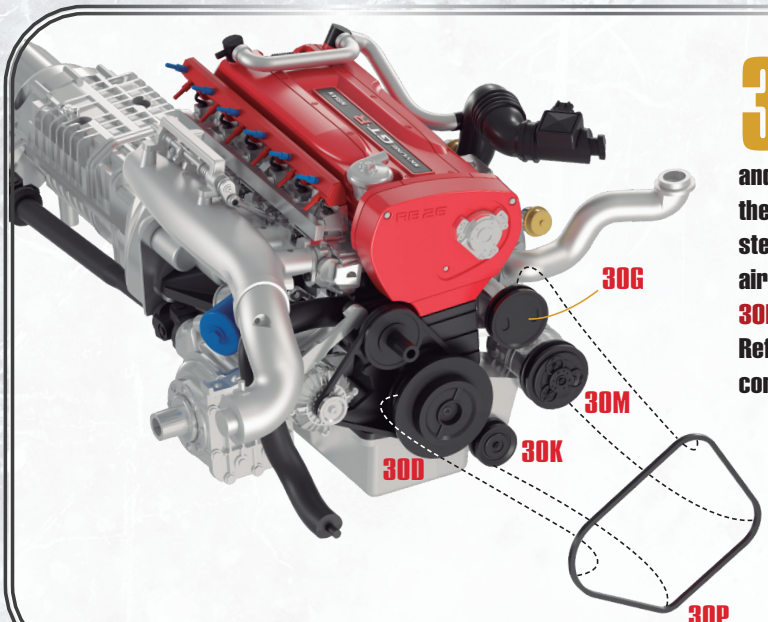
Insert the pivot on the alternator pulley 2 30J into the center hole in the alternator housing 2 6K. Then attach the alternator pulley 1 30I to the alternator pulley 2 30J. Join the tensioner pulleys 1 and 2, 30K and 30L, and fit them over the pulley support 11I.



30.06

Place the alternator and water pump belt 30O (the smaller of the two belts) around the alternator pulley 1 30I, the crankshaft pulley 2 30E, and the fan pulley 1 30B. Use the detail image to check the correct position of the belt.





30.07

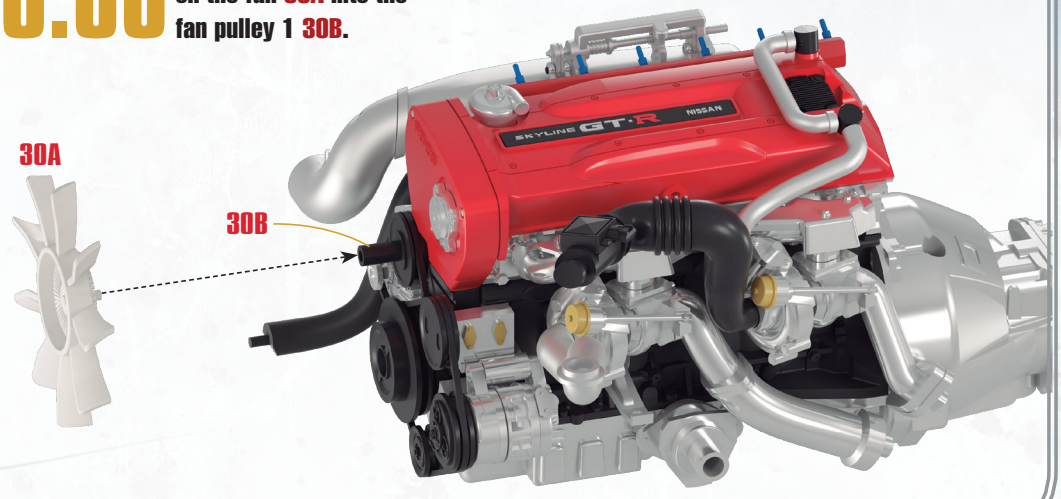
Place the air-conditioning compressor and steering pump belt 30P around the crankshaft pulley 1 30D, the steering pump pulley 1 30G, the air-conditioning compressor pulley 1 30M and the tensioner pulley 1 30K. Refer to the detail image for the correct position of the belt.



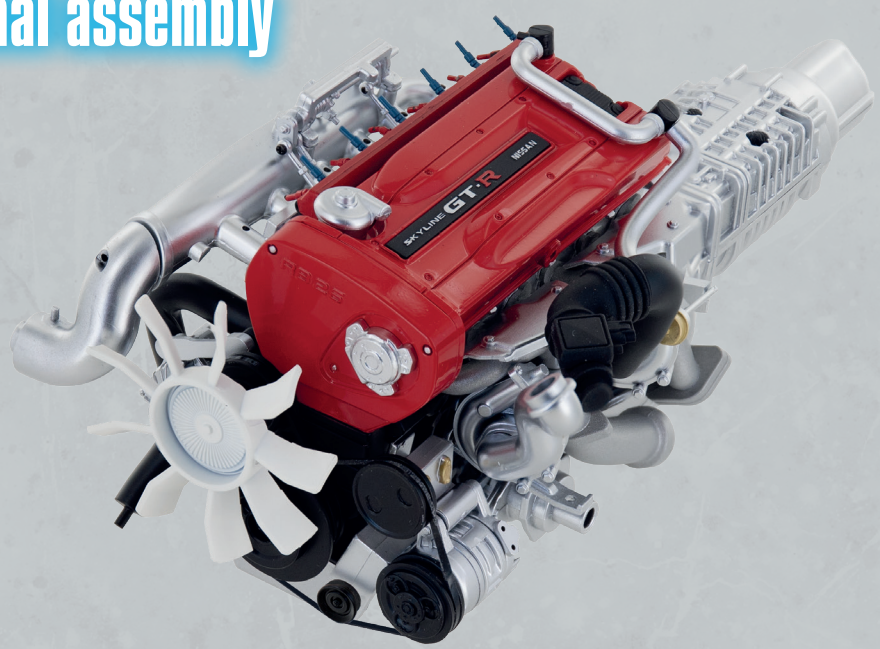
030_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 22/3/24 12:10

30.08

Finally, insert the pivot on the fan **30A** into the fan pulley 1 **30B**.



Final assembly



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