FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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CREATING THE ULTIMATE CAR FOR GT RACING

The NISMO R34GT-R Z-tune developed for GT racing was equipped with an in-line engine and parts from the world's leading manufacturers for the suspension and brakes. It was a dream car, with every component upgraded.

The RB26DETT Kai Z2 engine mounted in the NISMO R34GT-R Z-tune was developed for road-going cars based on the 2.8L specification in-line RB26DETT type derived from NISMO's GT500 machines. The bore and stroke were enlarged, resulting in a displacement of 2,771cc. This special engine, assembled by NISMO's skilled mechanics who have been developing and tuning race engines for many years, was announced as having a maximum power of over 500ps at 6,800 rpm and a maximum torque of over 55.0kgm at 5,200 rpm.

The cylinder block used the GT engine block, whose key feature was further increased rigidity and machining precision compared to the N1 cylinder block (24U), which was strengthened for the purpose of competing in N1 races. The block had been modified for use in competitions such as the All Japan GT Championship and the Nürburgring 24-hour race, and was strong enough to withstand engine tuning to increase displacement and boost pressure.

The GT crankshaft, just like the GT engine block, had been used in the GT500 engine, and its performance and durability had been proven; the crankshaft was manufactured using a die forging and fillet roll process to achieve a high level of durability. The stroke of the RB26DETT

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The RB26DETT mounted in the Z-tune had every one of its parts tuned. Its displacement was increased to 2,771cc, and a special turbo made by IHI was installed to squeeze out over 500ps. It was called the "Z-tune concept ENGINE [spec.2]" or just "Z2".

was extended by 0.16in (4mm) to a long stroke of 77.7mm. In addition, the crankshaft was dynamically balanced as a single unit.

For the pistons, a special forged piston with a 0.04in (1mm) larger bore was adopted. To achieve supreme engine performance of over 500ps at a maximum boost pressure of 1.5 kg/cm^2 and improved engine response, a lightweight and highly rigid forged piston with cooling channels was developed in contrast to the cast pistons of production cars. The GT connecting rods leading to the pistons were the same as those used in races. Light weight and strength were secured by employing a high-strength nickel-molybdenum steel (SNCM439). The combination of the six pistons and connecting rods were matched in weight to within a 0.0035oz (1g) margin of error.

The cylinder head had undergone combustion chamber shape modification and volume adjustment, camshaft relief machining, and port enlargement and polishing for the new intake and exhaust. The camshafts were thoroughly tested for cam profile, valve lift, and valve timing in order to balance the two conflicting elements of high output and emission control. The intake collectors leading to the six throttles were reshaped to improve airflow to each cylinder, resulting in improved mid-range torque.

The key component of the turbocharged engine was a ceramic dual ball-bearing turbo manufactured by Garrett applied to the base Skyline GT-R (R34), but the NISMO R34GT-R Z-tune used a dual ball-bearing turbo manufactured by the Japanese company IHI exclusively for the Z-tune. The IHI-made turbo had a track record of being used in Honda F1 and Nissan Group C cars in the 1990s, and was also used in the NISSAN GT-R (R35) production cars.

UPGRADING EVERY PART

It was also important to strengthen the exhaust and cooling systems in order to achieve high and stable power output.

For the exhaust system, the catalyst performance was improved and the pipe shape and diameter were optimized to achieve both high power output and the emission purification required for driving on public roads. The use of titanium combined with stainless steel for the front of the tube achieved a significant weight reduction.

In the cooling system, the core capacity and shape of the air-cooled intercooler were reviewed to reduce pressure loss and improve cooling performance. The aluminum radiator was designed to reduce pressure loss and improve cooling performance, with emphasis on cooling performance at high speeds and high RPM. Furthermore, twin air-cooled engine oil coolers were mounted on the front side to stabilize oil temperature during high-speed driving.

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The NISMO R34GT-R Z-tune was controlled by an engine control unit (ECU) specially designed for the model. The over 500ps spec was a very modest figure considering its power output.

The drivetrain that transferred more than 500hp was equipped with a Coppermix twin-plate clutch with operability suitable for a road-going car. Coppermix is a high-friction material blended with the optimum amount of copper in the clutch disk, which suppresses the friction coefficient (μ) reduction caused by heat, disk deformation, and judder phenomenon that tends to occur in clutches that utilize metal materials. In addition, the use of a high-friction disk makes it possible to lower the clutch cover pressure, thereby reducing clutch pedal pressure.

A carbon-fiber propeller shaft was used, which was 11.6lb (5.26kg) lighter than the base model's steel propeller shaft at 27.6lb (12.52 kg). The rear was equipped with the same active LSD as the base model, and a new mechanical LSD was installed at the front. In addition, special oil coolers were fitted for the transmission and rear differential gears to optimize oil temperature during high-speed continuous driving. This contributed to stable performance and durability even during continuous circuit driving.

Parts from the world's leading manufacturers were used for the

"The world's most powerful road car, with precision and specs unattainable in a mass-produced car."

Part of the Z-tune catalog. The Z2 engine, the heart of the Z-tune, had a wide range of parts. Of course, the racing technology that NISMO has cultivated over the years is still alive and well.

カムシャフト

エンジン性能や特性を決定する上で重要なのがカムシャフトだ。高出力と排気ガス対策という相反する要素をバランス良く成立させることが[RB26DETT改Z2]エンジン最大の課題だった。クリアするためにエンジンベンチや実走行などの徹底した試験を行ないカムプロフィール、リフト量、バルブタイミングを決定。圧縮比、ターボチャージャー、エキゾーストなどの選定と合わせ最適な数値、形状を採用した



GTコンロッド

1215㎜のディメンションをもつコンロッドはGTクランクシャフトと合わせGT500用エンジン、ニュルブルクリンク24時間耐久レースなどに実際に採用されたもの。H断面やI断面形状を採用することなく材質にSNCM439材を使用し、軽量かつ高強度を確保した。RB26DETTの2.8ℓ化へ取り組み始めた日から今日まで性能と信頼性は格段に向上。コンロッドも例外ではなくストリート最強の域に達したと言えるだろう



GTエンジンブロック

'01年以降のGT500用エンジンは2.8ℓでの参戦となったが、2.8ℓ仕様のビッグボア（φ87㎜）とハイブーストを実現するためN1仕様のエンジンブロックに対して各部の剛性を一層向上させたものが必要不可欠とされた。Z2専用のエンジンブロックは実戦で鍛え抜かれ蓄積されたノウハウが注がれ高められたパワーに対しても充分な耐久性を備えている。そして、RB26エンジンの潜在能力を極限まで引き出している



GTインテークコレクター

GT500用エンジンに採用されているものをZ2エンジンへフィードバック。吸気管の径や長さ、さらにコレクタータンクの断面形状を見直したことで各気筒への空気の分配がより均等になるように空気流入量を改善。結果、中速域トルクの向上と共に4800～7600rpmでの出力アップを達成。さらに燃費性能も向上させサーボラグ増大などの過度性能の悪化をも改善。400～600psのチューンドエンジンに最適形状を実現



GTクランクシャフト

GT500用エンジンやニュルブルクリンク24時間耐久レース仕様などに採用され実戦投入によって高性能と耐久性が確認されたロングストローク・クランクシャフト。スタンダード比4㎜アップのロングストローク（77.7㎜）とし、製造方法に型鍛造＋フィレット加工を採用することで秀逸な耐久性を実現。無闇な軽量化をせず精度の高さにこだわることで滑らかな回転フィールと俊敏なレスポンスに貢献する



ターボチャージャー

'01年以降のGT500マシンおよび04年のニュルブルクリンク24時間耐久レース仕様車に使用した実績をもつIHI製ターボチャージャーを採用（スペックは異なる）。軸受け部にボールベアリング式を採用することで大型のターボチャージャーで発生しやすいレスポンスの低下を抑えながらハイブースト時の圧倒的なターボフィーリングを実現。ストリートでの扱いやすさ、サーキットでのパフォーマンスも申し分ない



ピストン

[RB26DETT改 Z2]専用に開発されたクーリングチャンネル付き鍛造ピストン採用。最大ブースト圧0.15Mpa（1.5kg／㎠）で368kW（500ps）／540N·m（55kg-m）以上という圧倒的なエンジン性能とレスポンスの向上を実現するために軽量かつ高剛性、高精度を達成。高回転域においても安定した油膜保持を実現し熱の影響を最小限に抑えるよう設計されているのだ。頂点を極めるスペックと呼ぶに相応しい完成度を誇る



主なエンジン加工内容

シリンダーヘッド	燃焼室形状変更&ボリューム調整 カムシャフト逃げ加工
エンジンブロック	ボーリング&ホーニング オイルギャラリーオリフィス内径変更
ピストン&コンロッド	重量合わせ（1g以内）
クランクシャフト	ダイナミックバランス
インテークコレクター	段付修正研磨
EXHマニホールド	段付修正研磨&ステフナー加工



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CREATING THE ULTIMATE CAR FOR GT RACING



suspension, which was a ride-height adjustable type based on SACHS shock absorbers (a three-way damping force adjustable variety). SACHS is a well-known brand of high-performance shock absorbers used in motorsports around the world, including F1 and the World Rally Championship (WRC). The electronically controlled torque-split 4WD system ATTESA E-TS and active LSD were tuned to optimize the torque distribution to the front and improve the effectiveness of the rear LSD in conjunction with the power increase, thus faithfully reproducing the original handling qualities of the base car.

The brake system was developed with a target performance of 1.6G when equipped with “S tires”, and was equipped with front monoblock six-pot calipers and rear four-pot calipers co-developed with Brembo. The front brake rotors were two-piece 365mm diameter ventilated disks made by Brembo, and the rear featured 355mm diameter one-piece ventilated disks jointly developed with KIRYU of Japan. The ABS control unit was tuned exclusively for the Z-tune.

The hood, front bumper, and front fenders were made of Z-tune-specific carbon fiber, and over-fenders were attached to all four wheels. These featured the 265/35R18 Bridgestone Potenza RE01R tires, with black LM GT4 GT500 Model rims specially resized for the Z-tune.

The main components of the chassis system were also mentioned in the catalog. The main points of interest were the suspension with three-way SACHS dampers and the brake system jointly developed with Brembo.

The interior was also unique to the Z-tune and redesigned to create a luxurious feel. The steering wheel, seat upholstery, and door trim were replaced with exclusive items.

Nineteen units of the NISMO R34GT-R Z-tune were produced, including one development car. Four of these were reportedly exported, but fan sites confirm that many more actually crossed the ocean. The Skyline GT-R became known to car enthusiasts around the world through video games. It proved that there were fans around the world who wanted to own a realistic “Ultimate Skyline GT-R”. ♦



The unique shape of the Z-tune is still the pride of Skyline GT-R (R34) owners. The Z-tune style is still a popular example of customization.

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TOKYO, THE CITY THAT NEVER SLEEPS

The first time that the *Fast & Furious* franchise traveled outside of the United States was to Tokyo, where the third movie in the saga is set. From then on, the vibrant capital of Japan became a city closely associated with the history of the franchise.



Universal Pictures entrusted the direction of *The Fast and the Furious: Tokyo Drift* to Justin Lin, who since then has become a key player in the construction of the world of *Fast & Furious*. Coming from independent cinema, Lin agreed with screenwriter Chris Morgan that they should create a completely new plot framework, coming up with the character of Sean Boswell, an amateur driver who experiences an absolute culture clash when he moves from the United States to Japan. There he discovers that cars and speed are also worshiped, although in a very different way.

THE DIRECTOR'S TAKE

In the movie, Tokyo functions as virtually another character. Sean is overwhelmed by its lights, its sounds, and by its codes of conduct, of which he is completely unaware. He cannot even find any common ground in his passion for fast cars, as the people race differently there, practising the style of skidding around bends known as drifting.

"The Tokyo you see in the film is definitely my take on the city," says Justin Lin. As it was very complicated to move the entire production to Japan, the studio suggested to the director that he should travel with a small crew to Tokyo to film

Tokyo's public parking lots become the meeting point for motor fans, and also the starting line of many competitions. In the image, actor Satoshi Tsumabuki marks the beginning of the first duel between DK and Sean Boswell.

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some scenes of the city, camera in hand, and then complete the bulk of the production in Hollywood. “We ended up shooting guerrilla style around the city and grabbing whatever we could,” recalled Lin.

After passing through places as emblematic as Takeshita Dori shopping street, the Tokyo Tower, and the Rainbow Bridge, Justin Lin returned to the United States. In collaboration with the artistic director Ida Random, he was able to recreate the Shibuya district in the center of Los Angeles, something that made it necessary for the crew to close off a large number of streets, where they replaced the signs, the bus stops, and even the street furniture. The steep roads in Griffith and Elysian Parks were later turned into the hills in the outskirts of Tokyo, where the characters practise drifting.

A CREATIVE RETURN

With their boundless talent, the crew of *The Fast and the Furious: Tokyo Drift* offered a spectacular image of one of the oldest and, at the same time, most modern cities in the world. From then on, Tokyo had a permanent place in the hearts of the followers of the franchise. In subsequent movies, the attraction that the city exerted on Han was often mentioned, and the franchise would pass through Tokyo again in *F9: The Fast Saga,* to reveal that precisely this character, who we all thought was dead, had been hiding out there for some time.

For the amazing action sequence featuring Mia and Letty (Jordana Brewster and Michelle Rodriguez) discovering Han alive in Tokyo, Justin Lin did not take the cameras to the Japanese capital. He put his trust in the extraordinary work of the production designer Jan Roelfs, who reproduced a series of neon-lit streets lined with Asian restaurants to make us believe that we were right in the heart of Tokyo. ♦

THE ADVENTURES OF BRIAN O’CONNER

The heart of a champion

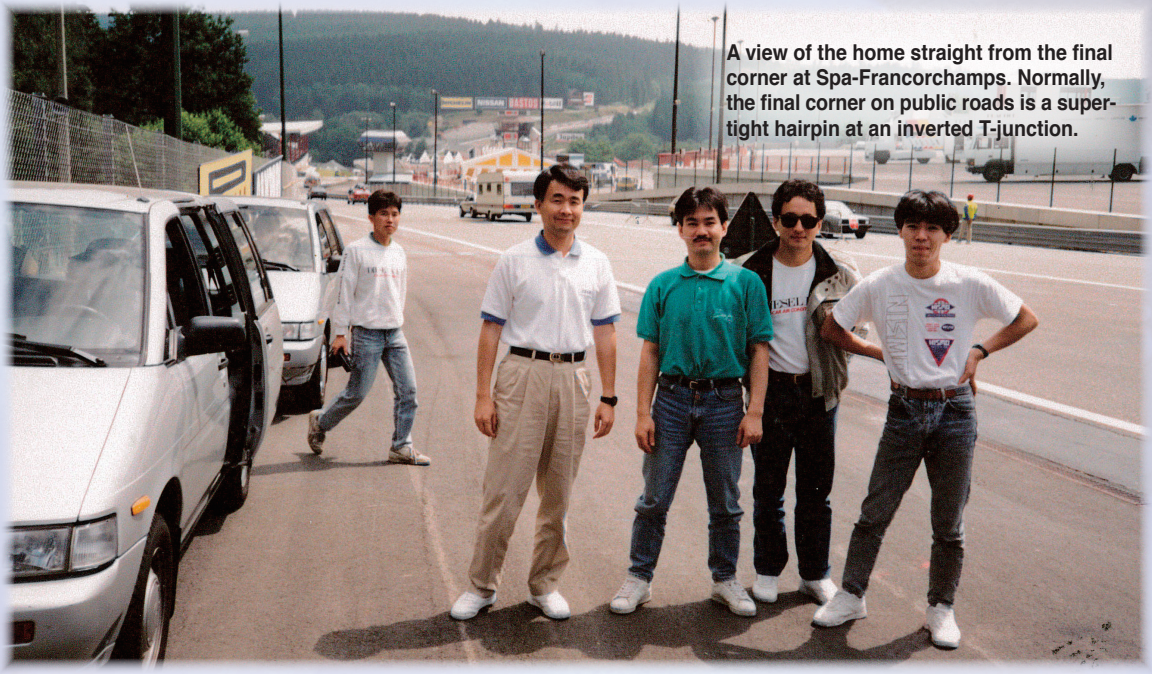
Once he has reached Baton Rouge without bumping into the police, Brian feels safer. This encourages him to see if his restoration job on the Nissan Skyline GT-R was a good one. For this, he agrees to race against a blowhard dripping with jewelry who owns an eye-catching red 2000 Ferrari 360 Spider. In the middle of one of the characteristic woods that grow next to the swamps of Louisiana, the two cars cover a quarter-mile in the blink of an eye under the attentive gaze of dozens of fans. Brian manages to cross the finish line first and wins a nice wad of cash as the prize. The Skyline GT-R has performed well.



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IMPRESSING AT THE SPA-FRANCORCHAMPS 24 HOURS

In 1990, the Skyline GT-R (R32) entered one of the world's classic endurance races – the Spa-Francorchamps 24 Hours. The new Japanese racer was a big hit with the European motorsports fans, displaying its supreme performance and durability with a clean sweep in the Group N class.



A view of the home straight from the final corner at Spa-Francorchamps. Normally, the final corner on public roads is a super-tight hairpin at an inverted T-junction.

The Skyline GT-R (R32) debuted in 1989, and the following year it was selected to participate in a major overseas race – the Spa-Francorchamps 24 Hours in Belgium. At the time, it was known as one of the world's three major 24-hour races along with the events in Le Mans in France and Daytona in the United States.

While Le Mans and Daytona were races for prototype cars represented by Group C, Spa was popular in Europe as a 24-hour race for touring cars. The history of the race dates back to 1924, and it takes place on a hilly circuit that is approximately 4.3 miles (7km) in length. It is known as a difficult course that is demanding on drivers, especially



The NISMO team was based at a Nissan dealership in Antwerp, a port city not far from the Belgian capital of Brussels. The cars were transported by trailer.

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IMPRESSING AT THE SPA-FRANCORCHAMPS 24 HOURS

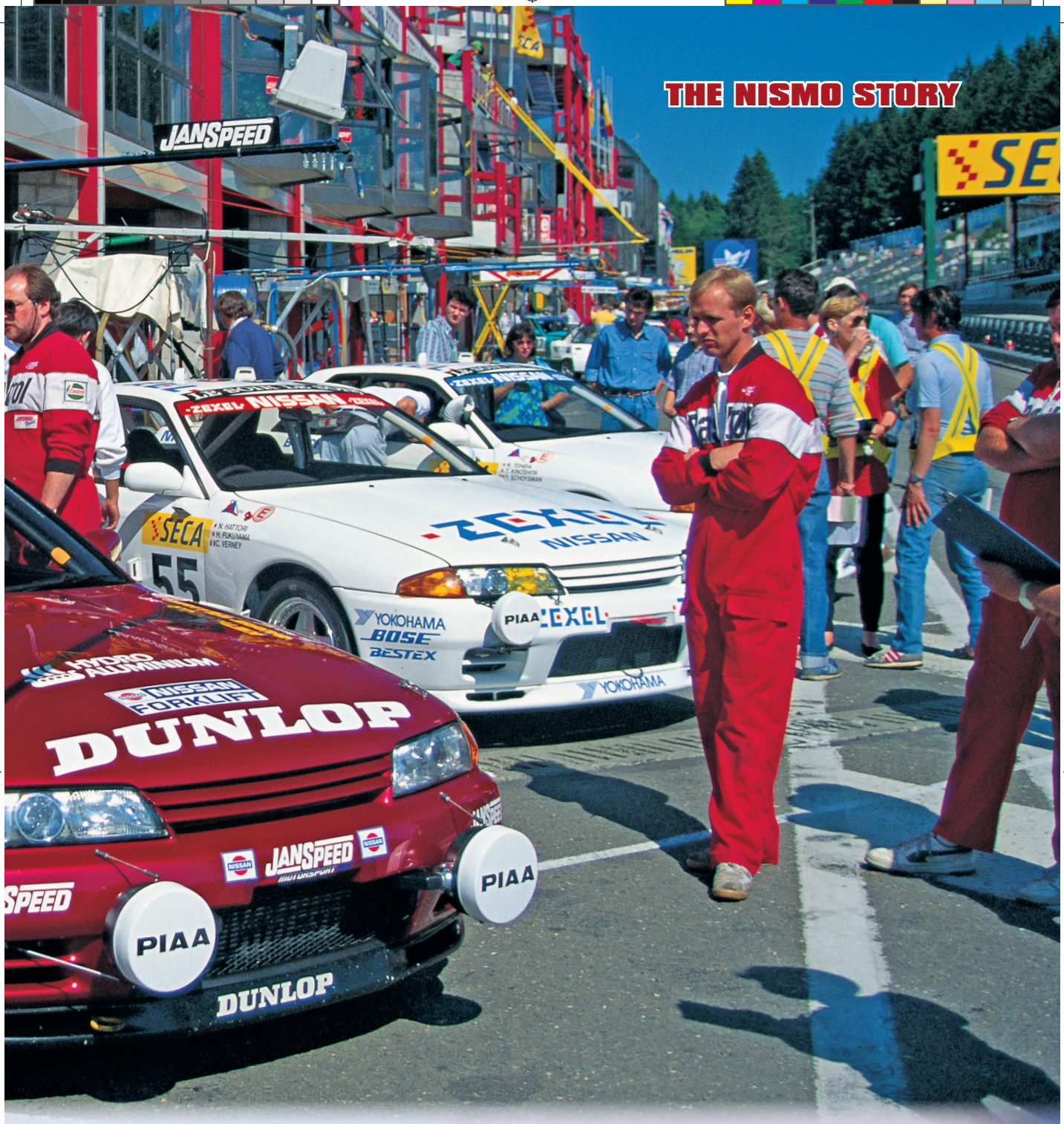


At the pre-race inspection, Team ZEXEL was told that the interior and passenger seats should not have been removed. As a result, the corresponding weights had to be installed in the cars.



The GT-Rs finished first, second, and third in Group N, with the British JANSPEED team coming out on top. It was awarded the King's Crystal Cup by the King of Belgium.

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The three Skyline GT-R (R32) models pictured in the pit area at Spa-Francorchamps. Their entry into Group N was in preparation for a challenge in Group A the following year.

the steep hill climb that follows the descent on the home stretch. The course is now closed, but in 1990, nearly half of the course – including public roads – was closed only during the race period.

The GT-R entered this classic race in the Group N class, with two Team ZEXEL Skyline cars from NISMO and one Skyline from Britain's JANSPEED. A total of three GT-Rs showed up at Spa-Francorchamps, and the new Japanese model attracted much attention from the motor racing fans.

As an aside, in the pit next to the Skyline GT-R (R32) was an Audi Quattro sedan driven by four German men. When they arrived at the pit, they had replaced the seats with bucket seats and installed roll bars and other racing equipment. They had come to enjoy the traditional 24-hour race using a production model, and when the race was over, they headed back to Germany.

The race has been held since 1924, and one official proudly stated:

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"That corner has been guarded by my family since my grandfather's generation, and not a single person has died there." The Group N class, in which the Skyline GT-R (R32) participated, is similar to the N1 class in Japan and reflects the performance of the production cars more closely. In addition, air jacks were allowed. However, the GT-R NISMO, which was allowed in N1, was not allowed in Group N, and a standard specification Skyline GT-R (R32) was used.

Another regulation in Group N was that the removal of the interior and the passenger seat were not permitted. Despite prior communication with the organizers via fax, the NISMO team had removed the passenger seat and interior as in the domestic N1 version, which caused problems during the pre-run inspection. After negotiations with the organizers, the team was allowed to participate in the race by installing a flywheel on the passenger seat to replace the weights.

The two Team ZEXEL Skyline GT-R (R32) cars pictured on the mountainous section of the course. On non-racing days, this area of the track was closed.

The three Skyline GT-R (R32) entrants completed the race and surprised the crowd by taking the first three places in the Group N class. The Porsche had one turbo, but the Skyline GT-R (R32) car had twin turbos, and in addition to the fact that it was a 4WD car, it made a big impact with motorsport fans at the Spa-Francorchamps 24 Hours. The event also served as useful research for developing the following year's Group A specification GT-R. ♦



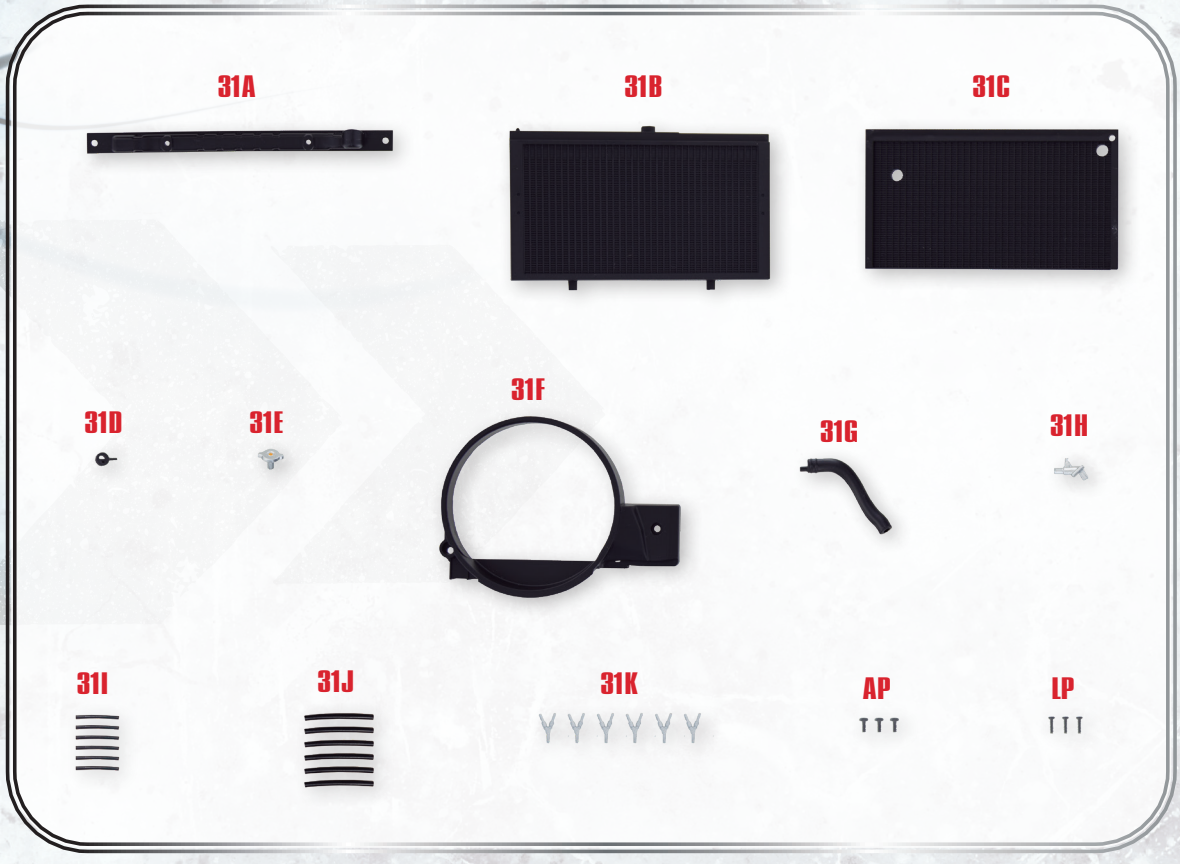
In a scene that epitomizes this classic 24-hour race, the Team ZEXEL Skyline GT-R (R32) races down the course at dawn. The scenic circuits was highly appreciated by the drivers.

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STAGE 31 INJECTORS AND FUEL LINES

In this issue, we will fit the injectors on the intake manifold and then connect the fuel lines.

PARTS



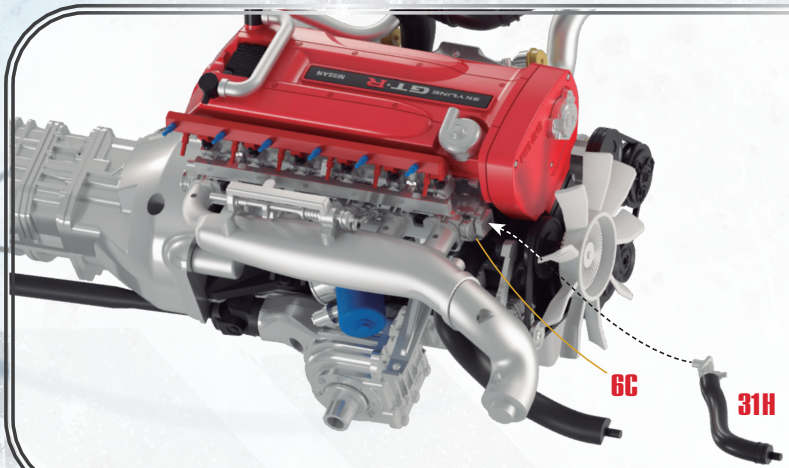
- **31A** Radiator lower frame
- **31B** Radiator 1
- **31C** Radiator 2
- **31D** Radiator overpressure valve
- **31E** Radiator cap
- **31F** Fan housing
- **31G** Upper radiator hose
- **31H** Radiator upper sleeve connection
- **31I** Fuel lines 1 (×6)
- **31J** Fuel lines 2 (×6)
- **31K** Injectors (×6)
- **AP** Screws 1.7×4mm (×3*)
- **LP** Screws 1.4×5mm (×3*)

*Including spares

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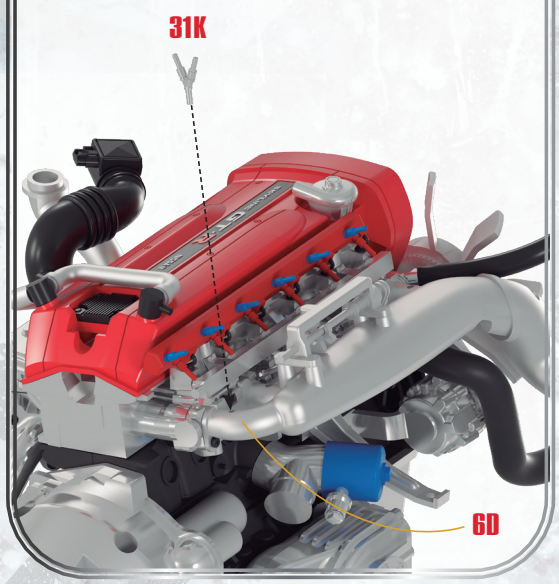
31.01 Insert the highlighted end of the radiator upper sleeve connection 31H into the hole in the upper radiator hose 31G. Check the correct orientation of the parts in the picture.



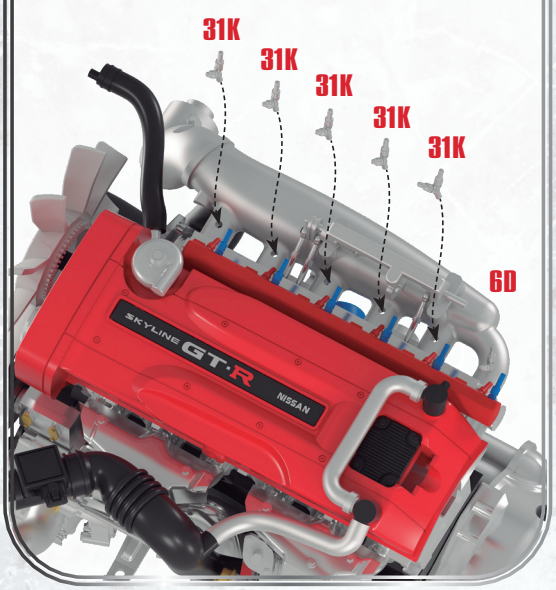


31.02 Insert the shorter pivot on the radiator upper sleeve connection 31H into the highlighted hole in the intake manifold 1 6C.

31.03 Insert one of the injectors 31K into the highlighted hole in the intake manifold 2 6D.



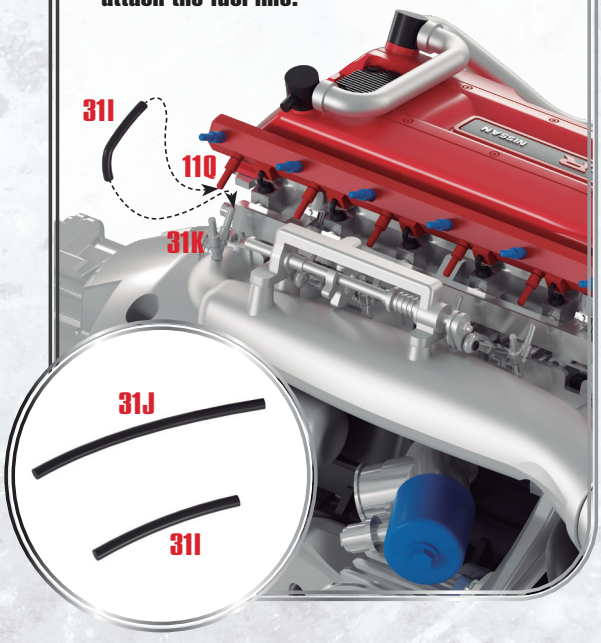
31.04 Insert the remaining injectors 31K into the other highlighted holes in the intake manifold 2 6D.



031_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 22/3/24 12:11

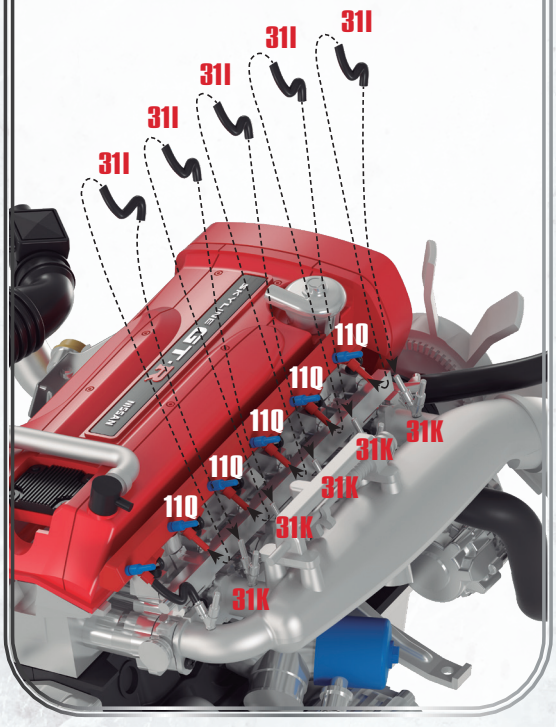
31.05

Carefully attach one end of one of the fuel lines 1 31I to the rear red connection fitting 11Q; then fit the other end to the nearest pivot on the injector 31K. In the detail image you can see that the fuel lines 1 31I are shorter than the fuel lines 2 31J. Remember that you can use precision tweezers to help attach the fuel line.



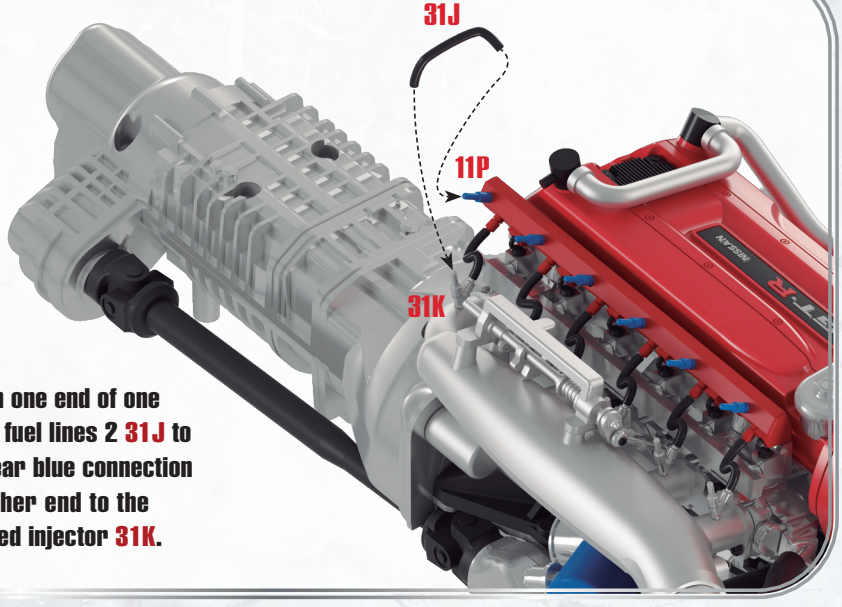
31.06

Following the same method as in previous step, carefully fit the ends of the fuel lines 1 31I to the red connection fittings 11Q and to the nearest pivots on the injectors 31K.



31.07

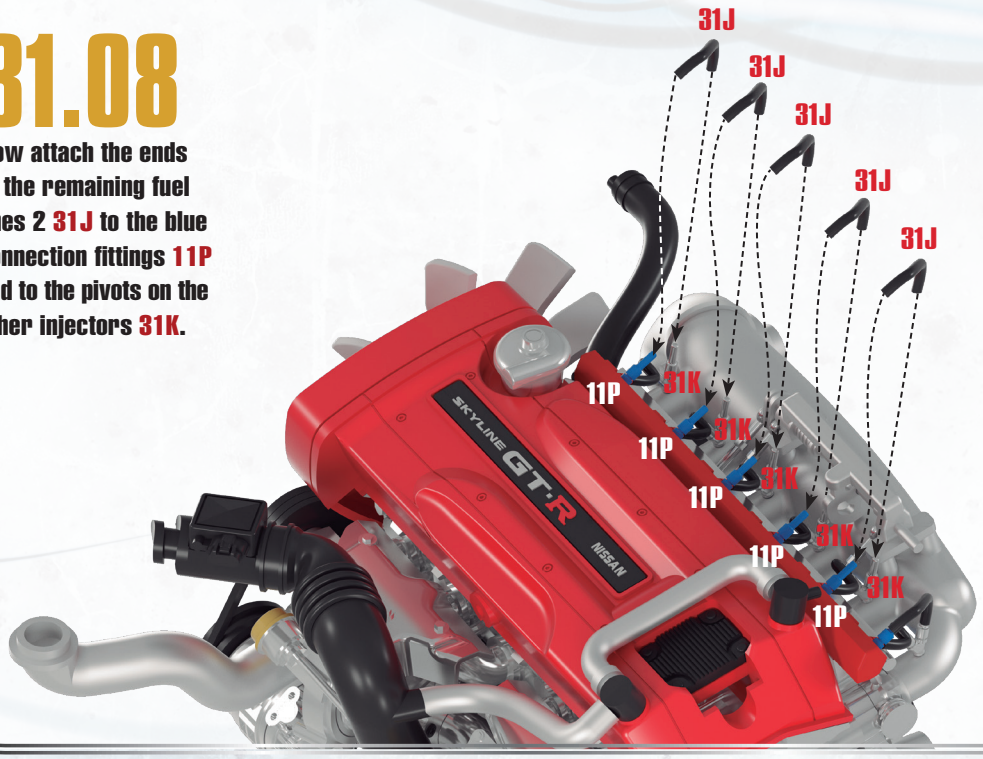
Attach one end of one of the fuel lines 2 31J to the rear blue connection fitting 11P; then fit the other end to the free pivot on the highlighted injector 31K.



031_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 22/3/24 12:11

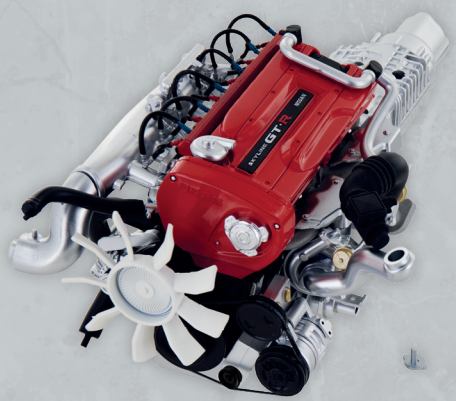
31.08

Now attach the ends of the remaining fuel lines 2 31J to the blue connection fittings 11P and to the pivots on the other injectors 31K.



Final assembly

Keep the radiator lower frame 31A, radiators 1 and 2, 31B and 31C, radiator overpressure valve 31D, radiator cap 31E, fan housing 31F, and screws AP and LP aside for later stages of assembly.





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