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Build

BRIAN'S NISSAN SKYLINE GT-R

32



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Build

BRIAN'S NISSAN SKYLINE GT-R

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DEVELOPING THE SKYLINE GT-R (R32) PROJECT

After a long hiatus, the GT-R was revived with the 8th-generation Skyline (R32). It was a long and arduous road before the project was proposed by Chief Product and Vehicle Engineer, Mr Ito, and development actually started.

In May 1989, the 8th-generation Skyline (R32) was announced along with the long-awaited GT-R. This also marked the return of the Skyline GT-R after a 16-year absence.

Thanks to the enthusiasm of the development team and the introduction of various new technologies, the new-generation Skyline GT-R achieved world-class performance that surpassed that of previous Japanese cars; it even set a record of 29 consecutive victories in the All Japan Touring Car Championship. In addition, the Skyline GT-R (R32) also achieved better-than-expected sales results. The original plan was to produce 200 cars per month, but in the five and a half years of production, the total number of cars produced was nearly 44,000. Following-up on this success, the Skyline GT-R evolved into the R33 and then the R34.

However, the road to the revival of the Skyline GT-R with the R32 was not an easy one.

The 7th-generation Skyline (R31), unveiled in August 1985, introduced the Skyline's first four-door hardtop instead of the two-door hardtop.

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The second-generation Leopard (F31), introduced in 1986, was only available as a two-door coupe. This model was aimed at the Toyota Soarer, which was also a popular car. It was used in a TV drama and is still very popular today.

Among other mechanical and visual improvements, it also featured a newly developed in-line six-cylinder DOHC engine and the HICAS rear-wheel steering system.

At the time, its biggest rivals were Toyota's Soarer and the three Mark II – Mark II, Chase, and Cresta. To counter these, Nissan aimed to regain market share in the high-end, small-car segment with three vehicles that shared the same body: the Laurel (C32), Leopard (F31), and Skyline (R31).

However, in December 1984, just as development was entering its final stages, Shinichiro Sakurai, aka "Mr Skyline", the Chief Product and Vehicle Engineer of the 3 vehicles, was hospitalized due to illness. Naganori Ito, a former apprentice of the "Sakurai School" and a graduate of the Prince Motors, Ltd. was suddenly assigned to take over the development of the 7th-generation Skyline. Later, with the reorganization in March 1985, Ito was officially assigned to be the Chief Product and Vehicle Engineer of Laurel, Leopard, and Skyline; by this time, development of the 7th-generation Skyline was already almost complete and the scheduled release date was approaching.

Equipped with a host of groundbreaking new technologies, the 7th-generation Skyline made a spectacular debut. The slogans in the catalog included "Tender city, flexible performance" and "This is a kind of urban reengineering", abstract words that were a clear departure from the conventional approach that emphasized specifications.

However, the "fast Skyline" image created by the introduction of a straightforward body design, a luxury-oriented interior, and a four-door hardtop backfired, and the car was not welcomed by conventional fans, resulting in an unexpected sales slump. There had been a divergence between the manufacturer's vision of the new Skyline and what the market wanted.

To recover from this situation, the development team led by Ito added a two-door sports coupe with a sporty image to the lineup in May 1986 – the GTS series. In fact, during the development of this two-door sports coupe, the "GT-R" emblem was added to the front grille and rear end. However, it is said that the name was changed to "GTS" by Ito, who "decided it was based on the weight of the GT-R name and the car's capabilities".

The 7th-generation Skyline (R31), which was introduced in 1985, did not initially have a sporty two-door model. In the wake of the fashion of the time for high-end models, the Skyline had an urban and luxurious image.



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The 5th-generation Laurel (C32) made its debut in 1984. Together with the 7th-generation Skyline (R31), it was designed to challenge Toyota's three Mark II models (Mark II, Chaser, and Cresta), cars that were a big hit at the time.

SIMULTANEOUS WORK ON TWO GENERATIONS

Two months earlier, in March 1986, the development of the next-generation Skyline (R32), which would become the 8th generation, was announced. Mr Ito remained assigned as the Chief Product and Vehicle Engineer. Product marketing activities to determine what the next model should look like began in November of the previous year after the announcement of the 7th-generation Skyline. After analyzing the results, it was decided to restore the Skyline's reputation as much as possible through minor changes, and to revive the famous GT-R in the next model, the 8th-generation Skyline.

"The revival of the Skyline GT-R is planned as a car that will enhance the image of "High Tech Nissan".



The introduction of the two-door sports coupe GTS gradually improved the Skyline's image, but it was no easy task to completely regain the sporty image that had almost been lost.

In August 1987, only one year and three months after the introduction of the two-door sports coupe GTS, the Skyline underwent a minor change. The planning for the minor changes had begun immediately after its debut. The goal was clearly "to revive the Skyline's driving performance".

There were two main areas of improvement – the introduction of an improved RB20DET engine and changes to the front styling of the four-door hardtop and four-door sedan, which had not been well received.

Ito set the goal of the improved RB20DET engine to surpass the performance of the 1G-GTE DOHC twin-turbo engine used in the rival Mark II models, and asked the Engine Engineering Department to "make the engine more powerful". The Engine Engineering Department responded with determination and effort, completely redesigning the intake system to increase power and improve response. There was some resistance within the company to the premature revision of the variable intake system, which had been touted as a "world first", but Ito persisted in his efforts to persuade them to make the drastic improvements.

The Skyline GTS-R (HR31), a Group A homologation model with a limited run of 800 units, was introduced at the time of the minor changes and was widely referred to as "the second coming of the GT-R". With the introduction of this limited-edition model, the Skyline GT-R, the Skyline finally regained its sports image.

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DEVELOPING THE SKYLINE GT-R (R32) PROJECT

PRESENTING THE PLAN

Ito, the Chief Product and Vehicle Engineer, already had a plan to revive the GT-R in the next Skyline, but he did not dare to include it in the development statement made in March 1986. At that time, Nissan was suffering from poor finances caused by the strong yen after the Plaza Accord. It was clear that if the Skyline GT-R project were submitted at such a time, it would face opposition from within the company, who would say: "What is the point of developing such a car at such a difficult time?"

The opportunity came in August 1986. Just before the summer management meeting where the company was to decide on the basic concept for the next Skyline, Ito suggested to the director in charge: "The next Skyline needs a GT-R," and took the plunge.

"Toyota is marketing an image of luxury and high performance with the Soarer, but we need a car like the GT-R to make that image obsolete. This car has the potential to win the Group A World Championship and improve the image of Nissan, which is in the doldrums," he told the development executive. As a result, the GT-R was added as one of the new Skyline models.



In 1987, Nissan introduced the Skyline two-door Sport Coupe GTS-R, a homologation model limited to 800 units with the goal of winning Group A races. This was truly the beginning of the GT-R revival.

Ito defined the basic concept of the Skyline GT-R as "the ultimate road car." He also stated at the meeting that "the GT-R has the potential to win the overall Group A World Championship," in order to explain the plan to the various departments in an easy-to-understand manner. However, since the revival of the Skyline GT-R would have a great impact both inside and outside the company, the name "GT-X" was used until shortly before the announcement.

At that time, however, the revolutionary electronically-controlled torque-split 4WD technology and the 2.6-liter DOHC twin-turbo-charged engine – the core technologies that underpin the performance of the Skyline GT-R – had not yet been adopted. ◆

In 1986, a two-door version of the Skyline was introduced to revive its sporty image. Pictured is a Skyline two-door Sport Coupe GTS-X Twin-cam 24V Turbo.



HAN, THE QUIET MAN

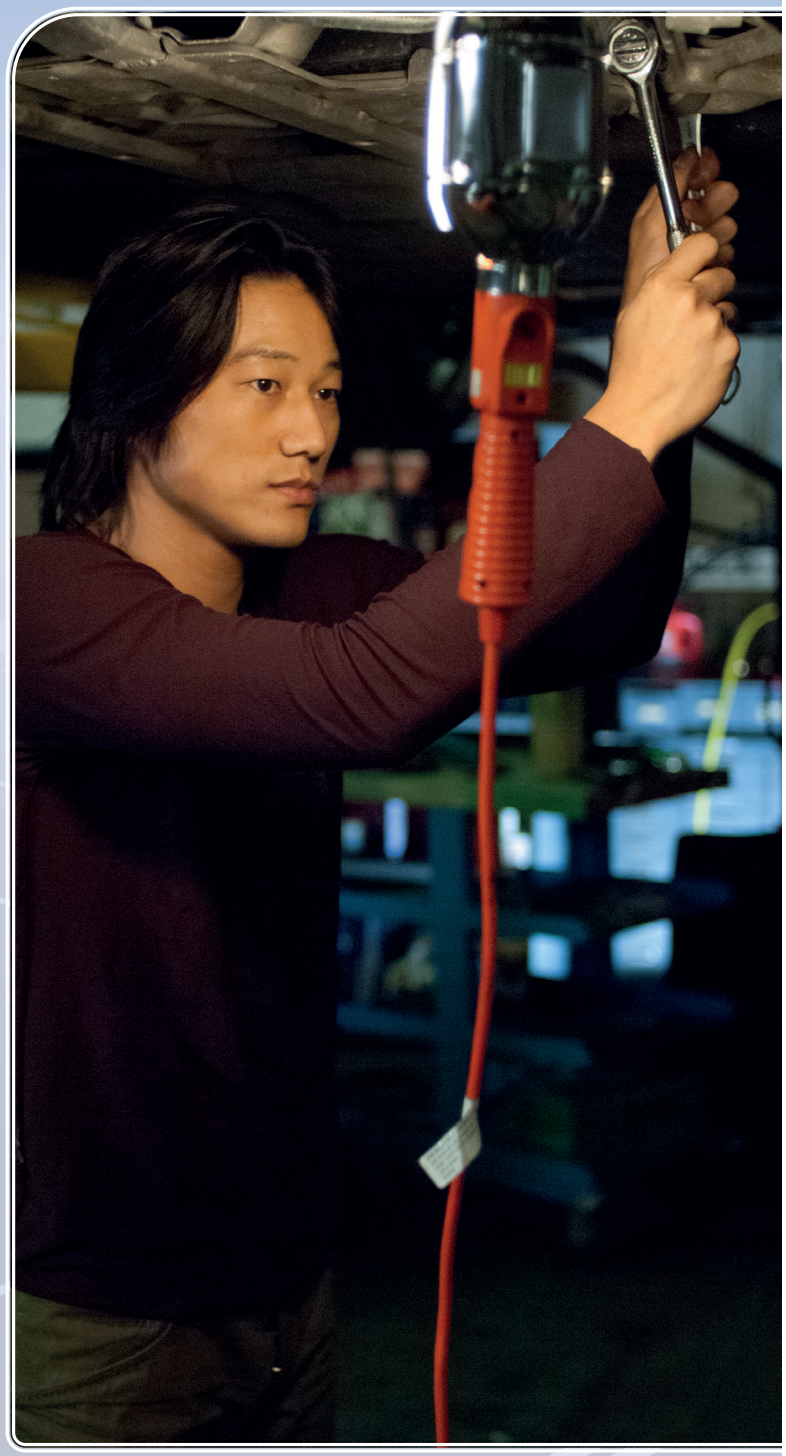
An indispensable member of Dom Toretto's group, this driver, always calm and reserved, is a key figure in the *Fast & Furious* franchise.

When it came to filming his first foray in the Universal Pictures franchise, *The Fast and the Furious: Tokyo Drift,* the director Justin Lin wanted to one of the actors who had been working with him since his beginnings in independent cinema: Sung Kang. He cast him in the part of Han Seoul-Oh.

Han initially appears on the screen as a rather quiet loner who runs a successful nightclub in Tokyo and drives a spectacular orange Mazda RX-7. A partner in a few business operations with the arrogant DK, he has quite a competitive relationship with him. Hence, when he meets the newcomer Sean Boswell – who in a mixture of rashness and boldness agrees to race DK – he offers to become the young guy's mentor. While Sean learns the drifting technique, his curiosity towards his inscrutable master grows. But when he asks him what he's doing in Tokyo, the answer he gets is quite enigmatic: "You know those old Westerns where the cowboys make a run for the border? This is my Mexico."

FRIENDS AND LOVED ONES

At the end of *The Fast and the Furious: Tokyo Drift,* Han has a terrible car crash and it seems impossible that he could come out of it alive. However, the character does not disappear from the saga: we discover details of his past and his connection to Dom's team in the next instalments of the franchise. In the short *Los Bandoleros,* he reveals that he was born in the United States and that he made friends with Dom on a trip to Mexico. Then, in *Fast & Furious,* we see him taking part in a daring fuel robbery led by Dom and thinking about going to Tokyo for the first time. In this fourth movie,



Actor Sung Kang plays the role of Han Seoul-Oh, one of the principal characters in the *Fast & Furious* universe.

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Gisele Yashar also appears, who in the fifth and sixth movies in the franchise joins Dom's group and begins a romance with Han. Han's face lights up and shines when he is working with Gisele. Both of them start making plans together and mention Tokyo as a possible destination. But tragedy puts a stop to their plans, when during a thrilling chase on an airfield runway, Gisele sacrifices her own life to save her partner's.

FROM ONE SURPRISE TO ANOTHER

His heart broken, Han travels alone to Tokyo, giving rise to the events seen in *The Fast and the Furious: Tokyo Drift.* In *Furious 7,* Han's Mazda RX-7 is brutally charged by Deckard Shaw, in what is the start of his revenge against Dom. Han cannot get out of the car and presumably dies in the explosion. This is where the surprises begin.

The big plot twist for Han comes in *F9: The Fast Saga* when Letty and Mia find him in Tokyo… alive! "After Gisele died, I didn't know what to do," he tells his deeply moved friends. "I was aimless. Lost. We made plans, we had dreams … It's funny, Giselle led me there, and I wasn't even looking for it. But it became home. Then one day, Mr. Nobody came calling."

The ever-mysterious Mr. Nobody offered him a job in Tokyo, after revealing to him that Gisele had been working for him. Han agreed to get hold of the Project Aries device, but that would mean he had to rescue and look after Elle, a victim of Cipher's mercenaries, who are also looking for the device. In order to give them the slip, Mr. Nobody organized Han's death and kept him hidden. Now, after revealing what has happened, Han can rejoin his place in Dom's crew. ◆

THE ADVENTURES OF BRIAN O'CONNER

A new home

The last race encourages Brian to keep driving east along Interstate 10 in his unbeatable Nissan Skyline GT-R. After passing through Mobile and Tallahassee, he nears Jacksonville, where the highway intersects with Interstate 95. This will force him to make an important decision: to either head north toward New York or choose to head south for Miami. This second option seems the better one. So, 342 miles (550km) later, he arrives in the powerhouse of Florida, an impressive city that welcomes him with sunshine, music, joy… and quite a few fast cars. Brian realizes that he has found a new home.



Han shares a passionate and tragic romance with Gisele Yashar (Gal Gadot), another member of Dom Toretto's team.

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LAUNCH OF THE RACING GT-R

Part 1: Excitement builds for the fans

When the racing GT-R was unveiled, many fans mistook if for a road-going model. It was actually a Group A machine capable of pushing out more than 550hp, and could be bought for 55 million yen.

GROUP-A RACING
SKYLINE GT-R

スカイラインGT-R グループA仕様
（完成車）限定販売
新車価格 55,000,000円

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SPECIFICATIONS

●全長×全幅×全高(mm)	4545×1755×1320	●クラッチ	トリプルプレート
●ホイールベース(mm)	2615	●トランスミッション型式	日産製(5速) FS5R30A
●トレッド前／後(mm)	1610／1530	●ブレーキ 前	ベンチレーテッドディスク
●車両重量(kg)	1260kg以上	後	ベンチレーテッドディスク
●エンジン型式	RB26DETT	●サスペンション 前	マルチリンク
●排気量(cc)	2568	後	マルチリンク
●ボア×ストローク(mm)	86×73.7	●駆動方式	アテーサE-TS
●最高出力(ps／rpm)	550以上／7600	●ホイール 前	10JJ×18
●最大トルク(kg-m／rpm)	50以上／6000	後	10JJ×18
●燃料系・点火系	ECCS	●タイヤ 前	265／680-18
●ターボチャージャー	ツインターボ(ギャレット社製)	後	265／680-18

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計画管理部 礒崎 TEL03-3763-2332 FAX03-3763-2336

One part of the catalog included the model's specifications and a photo of a red Skyline GT-R (R32) – as in the advertisement – but other colors could be chosen. The spec sheet stated it could develop "550hp or more".

In March 1990, the Skyline GT-R (R32) Group A made its debut in the first round of the All Japan Touring Car Championship series. In September, it won the fifth round of the Championship, the Highland Group A 300km race and secured the Manufacturers' Title before the final round of the season.

The successes had been achieved without any major problems, and it was clear to everyone that the GT-R would go on to dominate Group A – there was nothing the Ford Sierra RS and other rivals could do about it. In other words, the GT-R's rival was essentially the GT-R.

Then an advertisement appeared in a car magazine that caused a stir among GT-R fans. The advertisement read: "The luxury of owning an ultra-high-performance racing car." The specs listed along with the exciting copy stated a maximum output of 550hp or more.

The NISSAN GT-R (R35) now claims 600hp in its catalog, but in

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LAUNCH OF THE RACING GT-R



GROUP-A RACING
SKYLINE GT-R

様

いつもニスモをご支援いただきまして有難うございます。

さて今回、「スカイラインGT－Rグループ Aレース仕様車」の限定販売をさせて頂き度く、ここにご案内を申し上げます。

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ニッサン・モータースポーツ・インターナショナル株式会社

GROUP-A RACING
SKYLINE GT-R

The catalog consisted of two pieces of paper in an envelope, one of which was a welcome note explaining that the car was built by NISMO's Group A mechanics in just a month and a half. Much to the surprise of NISMO staff at the time, the model proved to be very popular.

"A pure racing car that cannot be driven on public roads... the origin of today's race car sales."

1990, only a few supercars could boast 500hp or more. And the ones that could were expensive. However, the Group A specification Skyline GT-R (R32) model with more power than the NISSAN GT-R (R35) – and a 4WD system – could be acquired for 55 million yen, which in a sense was a bargain price. As soon as the ad appeared, NISMO was inundated with phone calls inquiring about it.

Many fans believed that it was a road model that could be driven on public roads. Inquiries flooded in about this new production model and whether a catalog was available. It was, but it showed that the car was a pure racing model and designed solely to participate in races, so it could not be driven on public roads in Japan. ♦



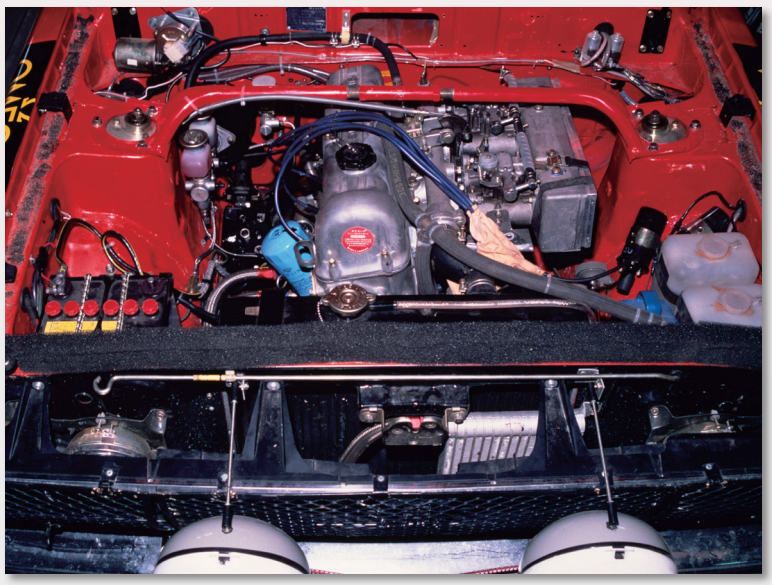
When the first car to be sold was completed, the entire staff took a commemorative photo. In a sense, it was a major project within NISMO at the time.

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THE SECOND-GENERATION VIOLET, A RALLYING LEGEND

In May 1977, the Violet underwent its first full upgrade, evolving into the second generation of the model and becoming independent from the Bluebird series. It was also the last front engine, rear-wheel drive (FR) Violet. Two body types were adopted: a three-door hatchback called an "Open Back" and a four-door sedan. At the same time, a sister model called the "Auster" was unveiled, which was aimed at the younger market. The luxury-oriented "Stanza" was added a little later.

The design of the mainstay four-door sedan was based on the straight lines of the Bluebird (P510). The suspension was changed from the Bluebird's four-wheel independent to front strut and rigid four-link coil at the rear. Although at first glance the rear suspension may have seemed like a downgrade, for works cars competing in the extreme conditions of international rallying, it had the advantage of being a more robust design that caused fewer problems.



The engine that won the 1979 East Africa Safari Rally was the L20B, which was less powerful than its rivals but won the rally with its excellent balance and impressive durability.

As for engines, the 1,400cc model was equipped with a lighter OHV A14 type unit that replaced the previous L14 type, and the 1,600cc models were fitted with the SOHC L16 type or L16E type with electronically controlled fuel injection. Transmission choices were three-speed automatic or four- or five-speed manual, depending on the model grade. Five-speed

The Violet Sedan was appreciated for its style that was reminiscent of the famous Bluebird (510). Again, however, its 1.6-liter engine was seen as lacking power.



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manual had a race gearing pattern, with the first gear on the lower left.

A minor modification in June 1979 saw the headlamps change from round to a square design. In addition, the engine was replaced by an A14 OHV and a Z16 with two plugs.

The second-generation Violet (PA10), which participated in the East African Safari Rally in 1978 – following the Bluebird 1600SSS (P510) and Fairlady 240Z (HS30) – became the first car in the event's history to win the Overall Championship four years in a row, from 1979 to 1982. The 1981 and 1982 cars were Group 4 versions equipped with a DOHC engine that was not available in the production models.

The LZ20B engine, a Nissan Works rally-specific engine, was an in-line four-cylinder DOHC 16-valve engine with a total displacement of 1,975cc and a maximum output of 230ps. This engine was later turbocharged and installed in the Super Silhouette (Group 5) and early Group C cars.



The body of the three-door hatchback was well received for its sleek design, which was aimed with young people in mind. Unfortunately, the engine was slightly underpowered.

The Violet (PA10) had a well-balanced chassis, high power output, and great durability, but Group 2/4 competition ceased in 1982. The model bowed out with an impressive racing record. ♦

TECHNICAL DATA

VIOLET PA10 TYPE (1979)

Model:	27th Safari Rally Winner
Length:	161in (4,080mm)
Width:	63in (1,600mm)
Height:	54.7in (1,390mm)
Wheelbase:	94.5in (2,400mm)
Tread (front):	52.6in (1,335mm)
Tread (rear):	52.4in (1,330mm)
Engine:	L20B type (straight four, OHC)
Total displacement:	1,952cc
Maximum output:	190ps / 7,200rpm
Maximum torque:	21.0kgm / 5,200rpm
Vehicle weight:	2,381lb (1,080kg)
Suspension (front/rear):	strut / four-link rigid
Brakes (front/rear):	disk / drum
Tires:	175/70SR14 (front), 195/70SR14 (rear)



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STAGE 32
RADIATOR AND FIREWALL

In this issue, we will mount the radiator and add the radiator cap, overpressure valve, and fan housing. We will also attach the wiper motor to the firewall.

PARTS

32A



32B



32C



AP

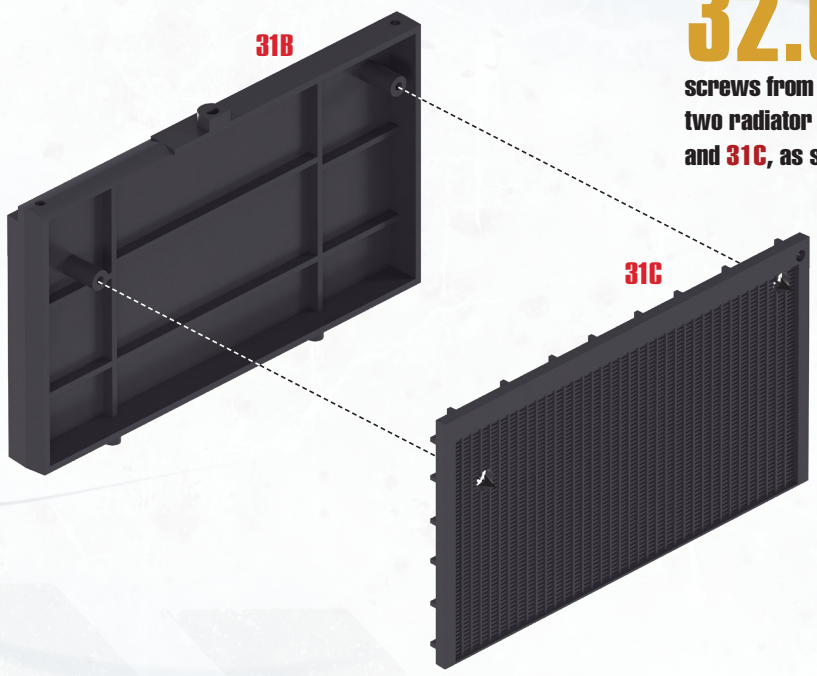


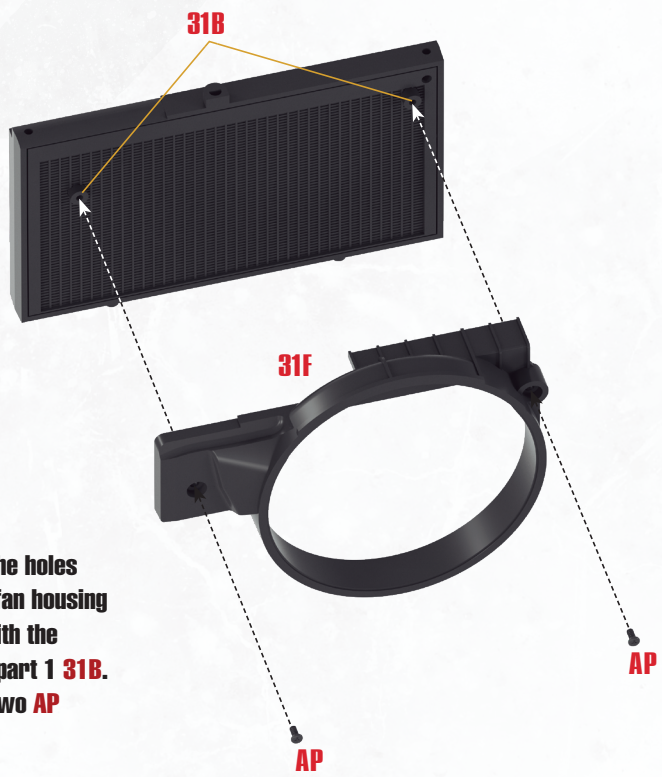
32A Firewall **32B** Wiper motor **32C** Brake pipe mounts (×2) **AP** Screws 1.7×4mm (×2*)

*Including spares

032_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 11 22/3/24 12:11

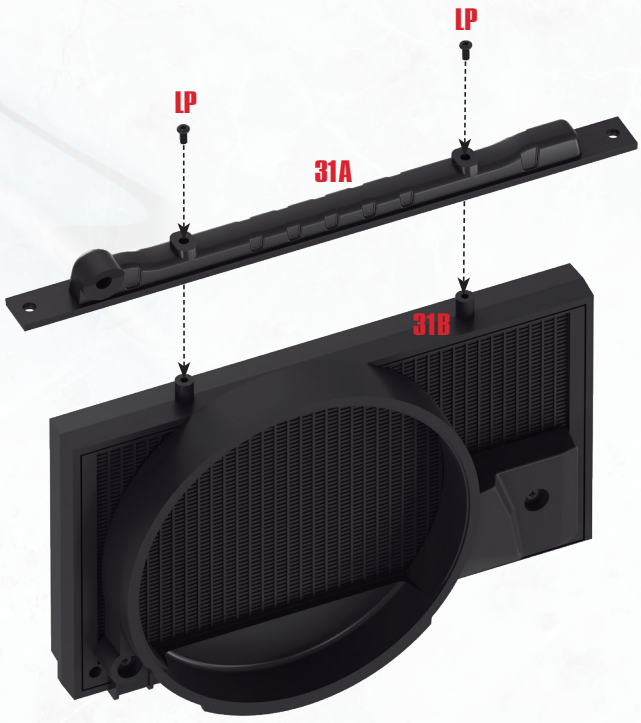
32.01 Retrieve the unassembled parts and screws from issue 31. Connect the two radiator parts 1 and 2, **31B** and **31C**, as shown in the picture.





32.02 Align the holes in the fan housing **31F** with the screw posts on the radiator part 1 **31B**. Connect the two parts with two **AP** screws from issue 31.

032_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 22/3/24 12:12

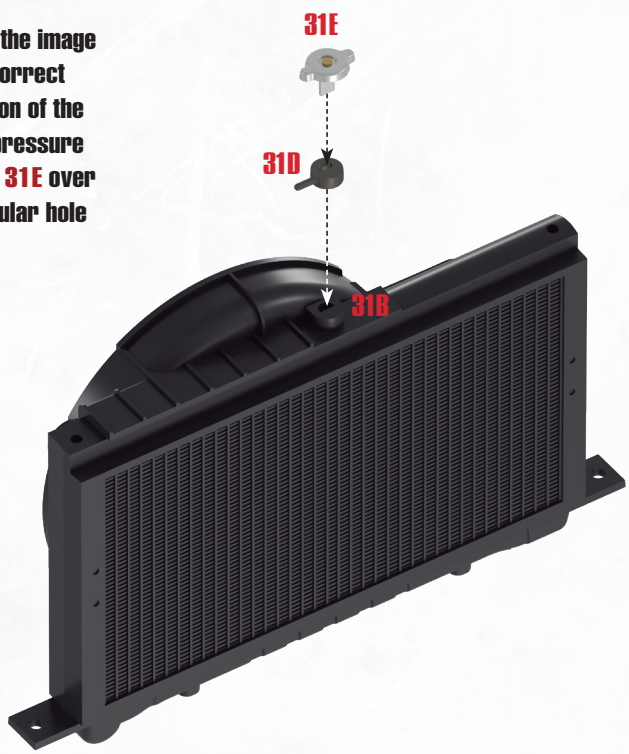


32.03

Place the radiator upper frame 31A over the two highlighted pivots on the radiator part 1 31B. Connect the parts with two LP screws from issue 31.

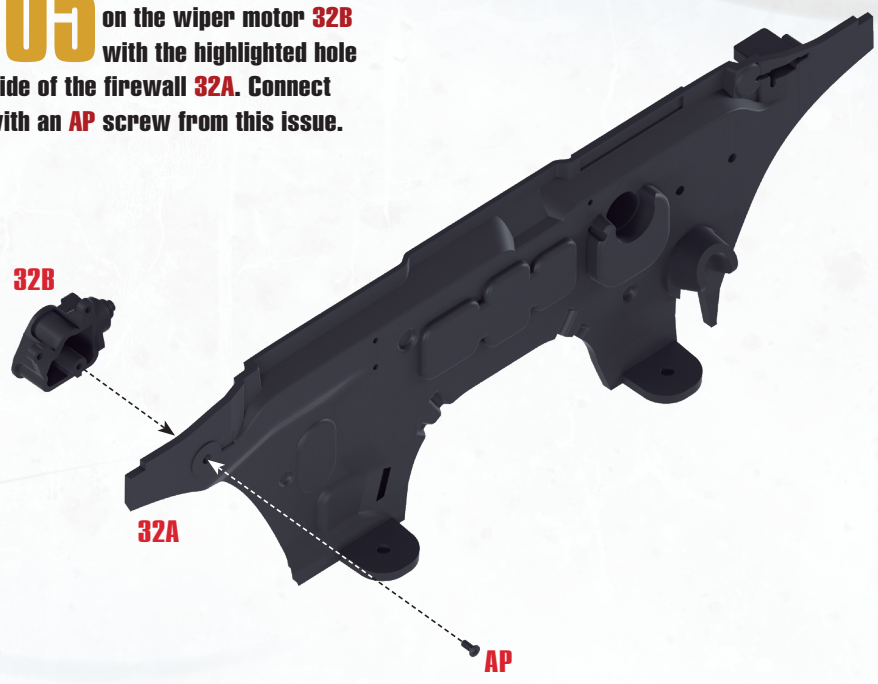
32.04

Refer to the image for the correct orientation of the parts. Place the radiator overpressure valve 31D and the radiator cap 31E over the highlighted raised semicircular hole in the radiator part 1 31B.



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32.05 Align the central pivot on the wiper motor **32B** with the highlighted hole in the left side of the firewall **32A**. Connect the parts with an **AP** screw from this issue.



Final assembly

Keep the brake pipe mounts **32C** aside for later stages of assembly.





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