FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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The Nissan CUE-X, exhibited at the 26th Tokyo Motor Show in 1985, was equipped with advanced technology that would later be used in the Skyline GT-R (R32).

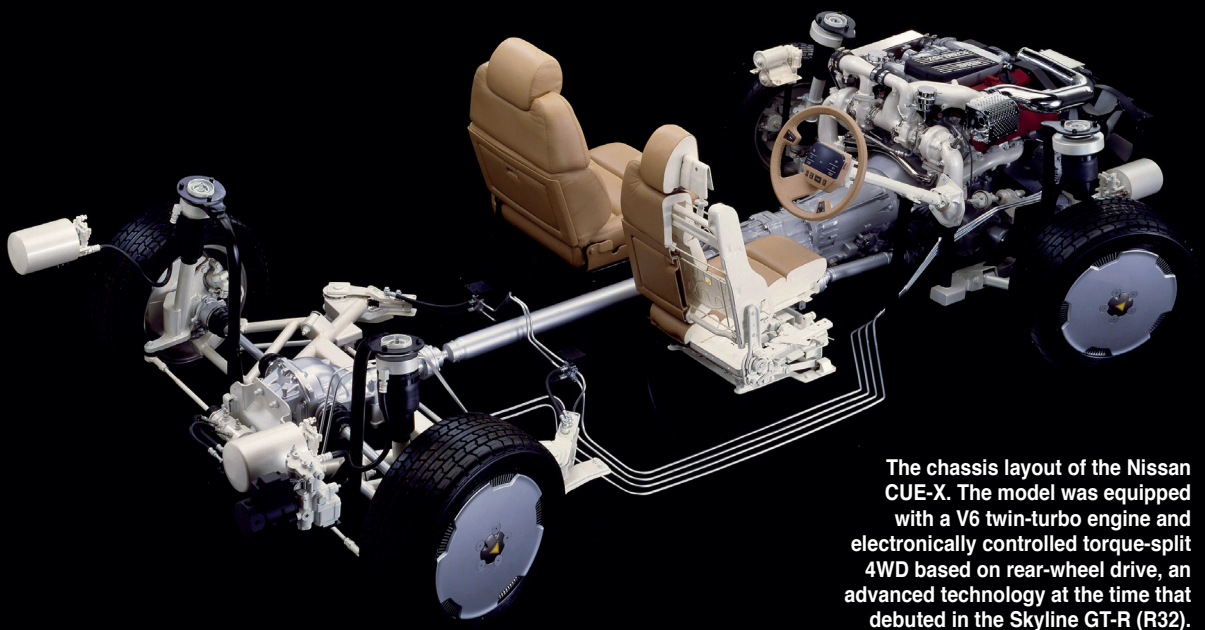
THE CULMINATION OF NISSAN'S ADVANCED TECHNOLOGY

The 8th-generation Skyline underwent a dramatic evolution from its predecessor. The top-of-the-range Skyline GT-R (R32) was now equipped with a series of newly developed advanced technologies.

The development of the 8th-generation Skyline, on which the Skyline GT-R (R32) was based, began in January 1986. In the development process, the basic development policy and product concept were drastically revised. Given the disappointing reputation of the previous generation, it was decided that the 8th generation would be a "thoroughly fast car" that would revive the famous Skyline and enhance Nissan's image. In addition to a refined design that would appeal to younger customers, by providing a more compact vehicle with an emphasis on driving performance, the product concept was focused by offering fewer variations and making it a car sold exclusively in Japan. The benchmark for measuring driving performance was the RWD Porsche 944 Turbo.

As a result, the multi-variate 7th-generation (four-door hardtop, four-door sedan, two-door sports coupe, and station wagon) was replaced in the 8th generation by two models – a four-door sports sedan and a two-door sports coupe.

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The chassis layout of the Nissan CUE-X. The model was equipped with a V6 twin-turbo engine and electronically controlled torque-split 4WD based on rear-wheel drive, an advanced technology at the time that debuted in the Skyline GT-R (R32).

The sports sedan had a four-door pillar hardtop structure without door sashes. The engine was an RB in-line six-cylinder unit, and only one model of the four-door sports sedan was equipped with the CA18i 1.8L in-line four-cylinder engine.

While it was common practice at the time for Japanese cars to increase the body size with each full model change, the 8th-generation Skyline was an exception – the wheelbase remained the same as the previous generation at 103in (2,615mm), but the overall length was shortened by 5.2in (130mm) and the overall height was reduced by 1.6in (40mm). Specifically, the trunk and rear overhang were reduced. Rather than focusing on the capacity of the trunk, which was not filled to capacity more than once a year, priority was given to the strong motivation of the development team led by Naganori Ito to revive the Skyline by improving the driving performance, even at the cost of some practicality. As a result, a significant weight reduction and increased rigidity were achieved. The result was a tough body that supported serious driving performance.

In the late 1980s, Nissan launched the "901 Movement" to become the world number one in chassis performance in the 1990s, and the Skyline was one of the spearheads of this movement. The suspension, which played a key part in the car's supreme capabilities, was revised from the four-wheel independent type with front struts and rear semi-trailing arms that had been used since the third generation, to a newly developed four-wheel multi-link system. Notably, all models, regardless of grade, were equipped with this suspension system. In addition, various new technologies were introduced in the 8th-generation Skyline, including the SUPER HICAS four-wheel steering system and four-wheel disk brakes with opposed-piston aluminum calipers.

ATTESA E-TS PROTOTYPE UNVEILED IN 1985

The Skyline GT-R (R32) was to be developed based on this 8th-generation two-door sports coupe. However, in the initial concept, instead of an electronically controlled torque-split 4WD and a 2.6L twin-turbo engine, the GT-R was to be a lightweight rear-wheel drive car with a 2.35L or 2.4L twin-turbo engine, which was considered optimal based on the combination of minimum vehicle weight and tire width in the Group A vehicle regulations. It was assumed to be a lightweight car with rear-wheel drive.

However, people in the racing world said that controlling 500ps power with rear-wheel drive was too much, and 4WD was the only way to reliably transfer the power to the road surface, which would be superior to that of rivals.

Ito wondered if the GT-R should be 4WD. A plan to make a 4WD Skyline model had been considered during the minor change of the 7th-generation, but the 4WD system at that time was not an electronically controlled torque-split 4WD, but a full-time 4WD system with a viscous LSD in the center differential. The driving characteristics of this system were very effective as a practical 4WD on snowy surfaces, but it did not match the sporty driving

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style of the Skyline, so that concept was not pursued.

Nevertheless, the mainstay electronically controlled torque-split 4WD was still in the development stage. The system, which later became the ATTESA E-TS (Advanced Total Traction Engineering System), was first mounted on the next-generation luxury high-performance sedan Nissan CUE-X, which was exhibited at the 26th Tokyo Motor Show in the fall of 1985.

It is interesting to note that the midship sports car, Nissan MID4, which was on display at the same time, was announced as a "full-time 4WD" model, rather than using the new electronically controlled torque-split 4WD system. A modified version of the MID4 with a longitudinally mounted V6 twin-turbo engine – the Type II – was exhibited at the 27th Tokyo Motor Show in 1987, but was never released to the market. However, new technology such as SUPER HICAS installed in the MID4 was later adopted in the Fairlady (Z32) and the Skyline GT-R (R32).



The Nissan CUE-X was a concept model that embodied the next generation of luxury high-performance sedans. The styling of this model resembled the first-generation Infiniti Q45 (G50), which was introduced in 1989.

PROTOTYPE CHANGES EVERYTHING

In December 1986, Ito received good news from the chassis design department: "We have completed a prototype of the 7th-generation Skyline (R31) equipped with an electronically controlled torque-split 4WD system, and we want you to test drive it." In testing the prototype, Ito was amazed at its capability and performance, and decided to go for it, saying,:"This is the only way to go." Thus, it was decided that the GT-R, the leading model of the 8th-generation Skyline, would adopt the electronically controlled torque-split 4WD system.

An electronically controlled torque-split 4WD system based on rear-wheel drive vehicles had already been adopted by the Porsche 959. However, Nissan's ATTESA E-TS was the world's first system to incorporate a lateral G-force sensor to automatically control the optimum driving force according to various road conditions, including wet and snowy road surfaces as well as dry roads

The midship MID4 sports car was exhibited at the 26th Tokyo Motor Show in 1985 along with the Nissan CUE-X.



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The MID4 was a midship sports car with a transversely mounted V6 engine and a viscous-coupling full-time 4WD system.

with ABS-integrated control. The Porsche 959's electronically controlled torque-split 4WD required switching between different modes depending on the road surface.

The development and testing of the Nissan ATTESA E-TS electronically controlled torque-split 4WD system was a difficult task, particularly in determining what characteristics would be best for the GT-R. However, it was clear that the perfection of this new technology was the driving force behind the concept of the GT-R as the "ultimate road-going car" and the realization of a car "with the potential to win the overall Group A World Championship."

As already mentioned, the 4WD system increased the vehicle's weight by about 220lb (100kg). As a result, the engine displacement was changed to a 2.6L twin-turbo engine, to comply with Group A vehicle regulations, and many high-performance parts were adopted to give the production car an advantage in the race.

The Skyline GT-R (R32) was the culmination of Nissan's advanced technologies at that time: a four-wheel multi-link suspension chassis, an electronically controlled torque-split 4WD system, a four-wheel steering system, four-wheel ABS, and a twin ceramic turbo engine. What made the GT-R so different from previous developments was the fact that, despite being a car designed exclusively for domestic sales, it underwent development testing at the Nürburgring in Germany, known as the world's most demanding race circuit. The tests were conducted at ultra-high speeds, which subjected the model to enormous stresses that were not possible on Nissan's test track or on Japanese circuits; this ironed-out not only the body characteristics central to the driving experience, but also the characteristics of the ATTESA E-TS, engine durability, and other factors.

The passion of the development team to create the best car that could compete on the world stage, even if it was only for domestic sales, led to the creation of the world-class Skyline GT-R (R32). ♦



The MID4 was the talk of the town at the time, with people asking whether Nissan's first supercar would be launched on the market. It was a big topic of conversation at the time. At the same time, there were whispers that it might be entered in the World Rally Championship, where the midship 4WD setup dominated.

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THE WORLD OF DRIFTING

As well as quarter-mile races, which put drivers' reflexes and the power of their cars to the test, there are others that require drivers and their automobiles to achieve a virtually perfect synchronization, as is the case with drifting.



Sean Boswell is used to conventional racing in the United States. The world of drifting is a real enigma for him, although he is fully committed to deciphering it.

The main attraction in *The Fast and the Furious: Tokyo Drift,* without doubt responsible for the most dramatic moments in the movie, is drifting, a style of driving that originated in Japan in the 1970s. The producer of the saga, Neal H. Moritz, used it as the core premise for a possible storyline for the third movie in the franchise.

A DIFFERENT WAY OF DRIVING

Far from the kind of races in which we had seen Dom Toretto and Brian O'Conner driving in the first two *Fast & Furious* films, drifting races are based on the skill of the participants when oversteering on bends, skidding so that the car forms an angle with the direction of travel. The story goes that this unusual way of driving was invented by Japanese drivers who, coming down the mountains at top speed, made sure that their automobiles would not leave the roads even on the tightest bends.

The screenwriter Chris Morgan had to do a lot of research about drifting and its big stars, like the famous Keiichi Tsuchiya, the "Drift King", who worked as a technical adviser on the movie. The writer came to have a deep admiration for the practitioners of drifting, because in order to master this technique, "you have to know your car better than the guy who built it. Those drivers are real wizards who defy the laws of physics."

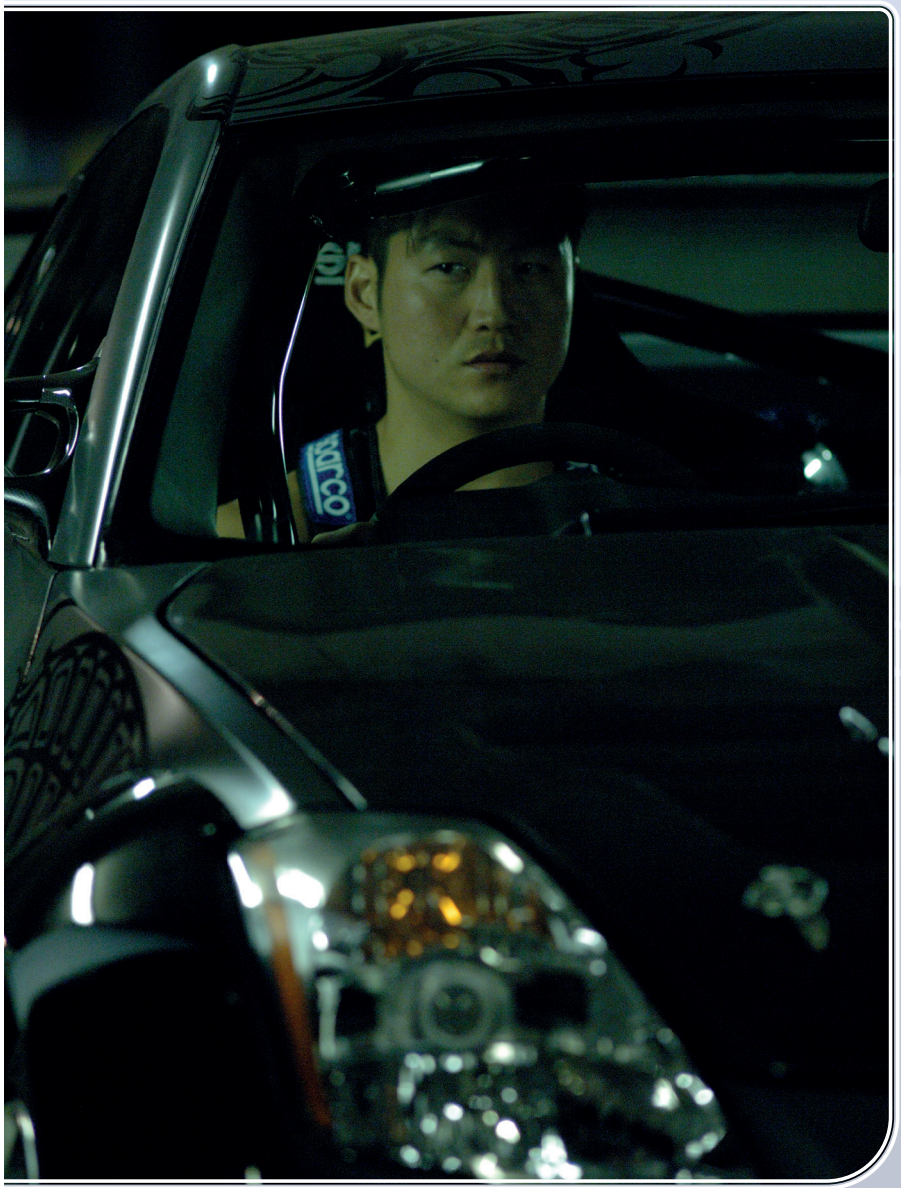
For the script of *The Fast and the Furious: Tokyo Drift,* Morgan devised the character of Sean Boswell, a troubled young man who stands out in improvised races as a daredevil driver of classic cars. When he moves

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THE ADVENTURES OF BRIAN O'CONNER

The fastest in the city

After driving more than 2,700 miles (4,345km) from Los Angeles to Miami, Brian decides to bring his getaway to an end and start a new life in Florida. He soon makes new friends, like Tej Parker, who allows him to live on a barge moored just behind his garage. He will also encourage Brian to take part in the street races, a chance that the ex-cop is not going to miss to demonstrate that when he's driving his newly reconditioned Nissan Skyline GT-R, he's the fastest in the city.



to Tokyo, he discovers not only how different the vehicles are there, but also a way of driving that he finds it virtually impossible to understand.

THE DANCE ON THE ROAD

The movie's director, Justin Lin, wanted the actors to have an experience very similar to Boswell's. With this in mind he organized skidding lessons for them in which they had the privilege of being instructed by great masters, like the US Formula Drift champion, Rhys Millen, and the veteran driver Toshi Hayama, who says that "drifting is taking a car and breaking all the rules about what it's supposed to do."

The vehicle supervisor Dennis McCarthy got together a total of 250 cars, many of them imported from Japan and with the steering wheel on the right. With his team, he took charge of conditioning them one by one, either to adapt them better to the demands of drifting, or so that they would make the camerawork easier, because Justin Lin was well aware that this style of driving was highly cinematographic. "It was very exciting to do something that's never been done before on film. We found new camera angles and new camera moves to capture the action better, and we were able to put our ideas into practice because we had a great team of drivers and technicians."

That crew was what enabled him to choreograph the races like they were a ballet, obtaining as a result images that fascinated audiences, especially the ones that featured the Japanese drifters Nobushige Kumakubo and Keiichi Tsuchiya on a spectacular descent through a mountainous area. ♦

DK prepares to display his range of skills as the "king of drifting".

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LAUNCH OF THE RACING GT-R

Part 2: On the track

With the Group A specification Skyline GT-R (R32) now ready to race, it was initially bought by a couple of teams and had some success in the 1991 All Japan Touring Car Championship. The red car used in the advertisement and catalog went on to be used as a training model.



The catalog for the Group A specification Skyline GT-R (R32) was very simple, featuring two pieces of paper that told the story of the model's development and a list of the model's specifications. The latter included an image of the car in red, the same vehicle that had been used in the advertisement, which may have been a factor in fans originally thinking that this was a road-going model. In reality, the majority of these competition-specific cars were ordered in white.

The car featured in the catalog was used as a test model in the Spa-Francorchamps 24 Hours, and made its race debut at Tsukuba Speedway in August 1991. The objective was to use the model to coach young drivers.

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LAUNCH OF THE RACING GT-R



The first car sold was to Team TAISAN KLEPPER. It was tested at Fuji Speedway in March 1991 and two months later made its Group A race debut in the Sugo 300km.

The first Group A specification Skyline GT-R (R32) sold was the Team TAISAN KLEPPER GT-R that featured in the 1991 All Japan Touring Car Championship. The second car was the HKS Racing Skyline, which did not compete in the domestic race series in 1991, only in Macau, where it finished in sixth place.

The red Skyline GT-R (R32) seen in the catalog and advertisement was used as a test car for the Group A 1991 Spa-Francorchamps 24 Hours race. After that, it was used as a Saurus Champ GT-R NISMO in rounds 3 and 4 of the 1991 All Japan Touring Car Championship as a spot entry to train young drivers.

The great response when this Group A specification GT-R was launched was one of the factors that encouraged the release of high-spec production cars such as the Skyline GT-R (R33)-based NISMO 400R and the NISMO Z-tune, which was based on the Skyline GT-R (R34). ♦

The second model sold was to HKS Racing, which initially raced outside of Japan in the Macau Guia touring car event in November 1991. The following year, it competed in the All Japan Touring Car Championship.



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THE YOUTH-ORIENTED VIOLET AUSTER

In May 1977, with the birth of the second-generation Violet, a younger-looking sibling was launched – the Violet Auster. The Violet was sold through Nissan-affiliated dealers, while the Violet Auster was sold through Nissan Cherry dealers.

The body types were a four-door sedan and a three-door hatchback. The advertising catchphrase for the Violet Auster was, "Southern wind, sunny. Auster". The principal model was a red-bodied, three-door, "Multi-coupe" hatchback. Its mechanics were the same as on its Violet sibling, but the interior featured a square instrument panel without a tachometer and a wood-grained steering wheel; the Violet Auster CS series featured a sporty series of six round dials and a leather-wrapped steering wheel.



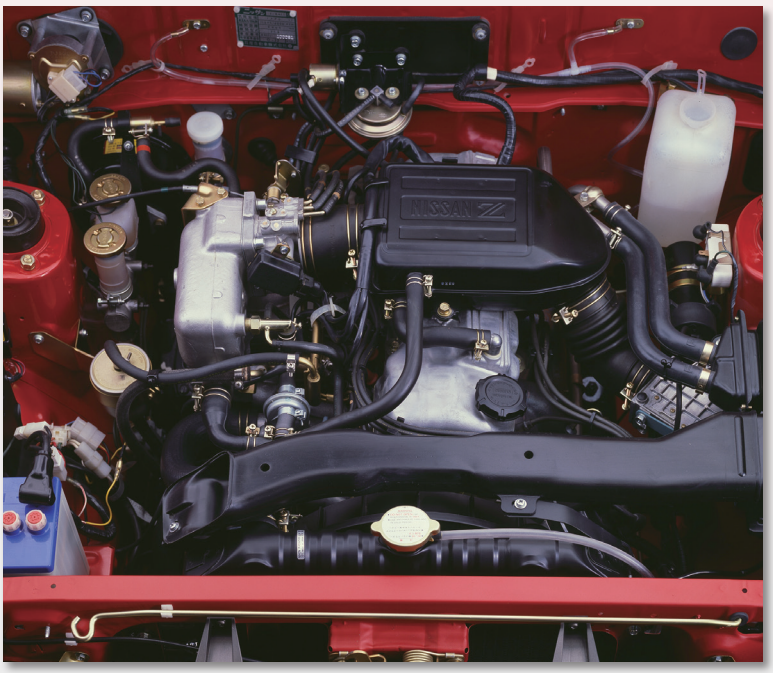
The instrument panel of the Auster emphasized its sporty character, but its dynamic performance was not superior to that of its rivals.

Minor changes were made as early as April 1978. To comply with the 1978 emissions regulations, the A10 chassis was changed to the A11, while the name of the car was modified to "Auster", independent of Violet. As with the Violet, the engine was changed from the L16S and L16E types to the Z16S and Z16E types. The Z-type engine had almost the same cylinder block as the L-type engine, but the cylinder head was newly designed. The right side of the cylinder



A five-door hatchback was added in 1980. The lineup was geared towards fans of surfing, which was very popular among young people in the 1980s.

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The engine of the 1800cc series was the newly developed Z18E, a SOHC unit with cross-flow head and twin plugs. It was an advanced setup at the time.

head was used for intake and the left side for exhaust. In addition, twin plugs with two plugs per cylinder enabled rapid combustion.

In a minor upgrade in June 1979, the front and rear designs were reworked to create a sharper image. The headlamps were changed from four round lights to two square ones, and halogen bulbs were adopted. Fog lamps were also the halogen type.

A sporty GT series with a 1.8 liter engine was added. The 1800GT was powered by a single-carburetor Z18S type (105ps) and the 1800GT-E by an EGI Z18E type (115ps), both of which were more powerful than the 1.6L straight-four SOHC unit Z16E type (105ps) installed in the previous top-grade model. The Z16E was a 1.6L straight-four SOHC unit (105ps). Incidentally, the L16E type, compliant with the 1976 emissions regulations, produced 110ps. The 1.4-liter model with the A14S-type engine was discontinued at the same time as the 1.8-liter model was introduced.

In April 1980, a five-door hatchback similar to the model's sibling, the Stanza Resort, was introduced, and the 1800 CS sedan was added. The following year, in June 1981, the FWD Auster JX was unveiled, and the RWD Auster disappeared after only one generation on sale. ♦

TECHNICAL DATA

VIOLET AUSTER MULTI-COUPE 1600CS-E L KPA10 (1977)

Length:	168in (4,260mm)
Width:	63in (1,600mm)
Height:	53.1in (1,350mm)
Wheelbase:	94.5in (2,400mm)
Tread (front):	52.6in (1,335mm)
Tread (rear):	52.4in (1,330mm)
Engine:	L16E type (straight four, OHC)
Total displacement:	1,595cc
Maximum output:	110ps / 6,200rpm
Maximum torque:	13.8kgm / 4,000rpm
Vehicle weight:	2,138lb (970kg)
Suspension (front/rear):	strut / four-link rigid
Brakes (front/rear):	disk / drum
Tires:	165SR-13

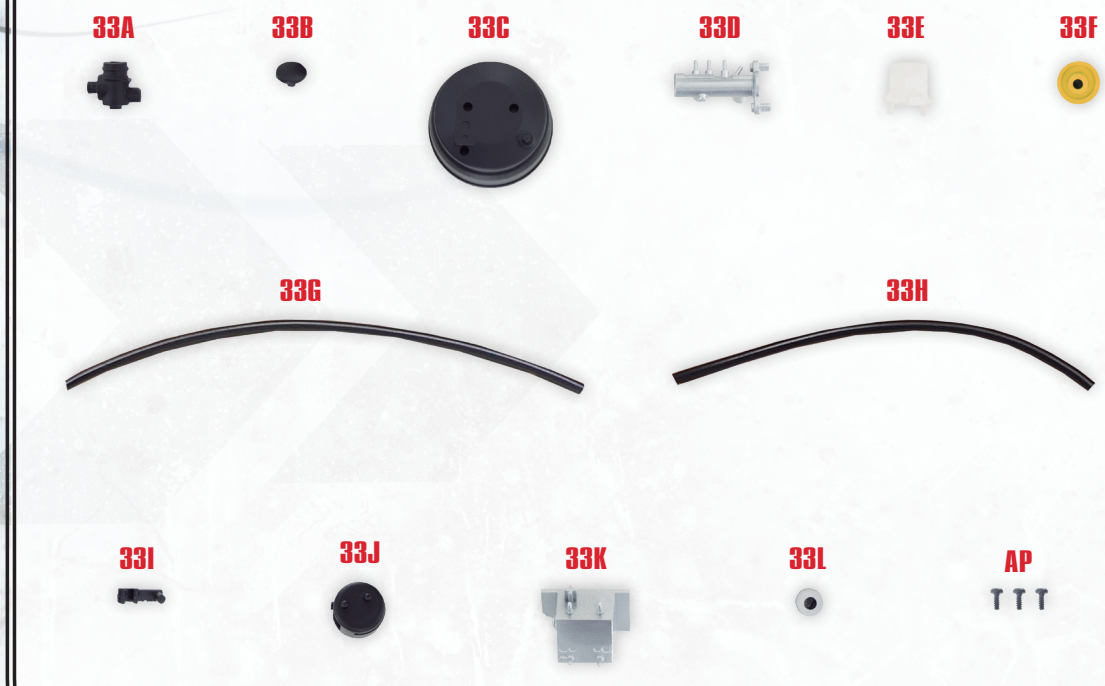


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STAGE 33
BRAKE SERVO

In this issue, we will mount the clutch master cylinder on the firewall. Next, we will attach the brake fluid pump and reservoir to the brake servo, which we will also mount on the firewall. Finally, we will connect the fuel lines and the ABS module to the front wheel arches

PARTS



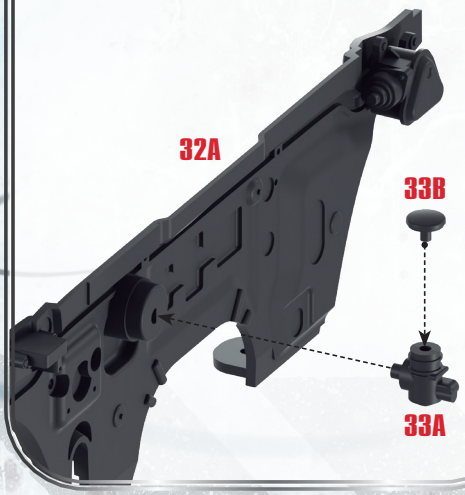
33A Clutch master cylinder
33B Clutch fluid reservoir cap
33C Brake servo
33D Brake pump
33E Brake fluid reservoir
33F Brake fluid reservoir cap
33G Fuel line 1
33H Fuel line 2
33I Vacuum line fixing clamp
33J Vacuum tank
33K ABS module 1
33L ABS module 2
AP Screws 1.7×4mm (×3*)

*Including spares

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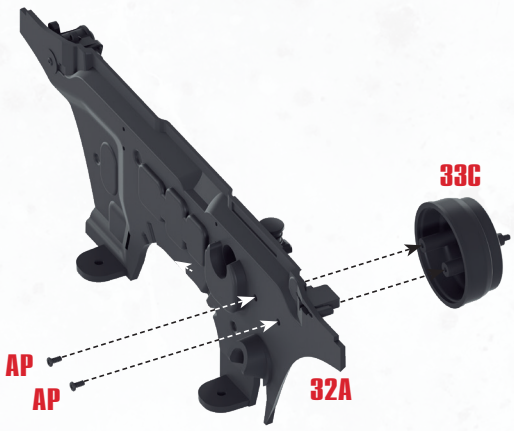
33.01

Insert the pivot on the clutch fluid reservoir cap 33B into the upper hole in the clutch master cylinder 33A. Then fit the side pivot on the clutch master cylinder 33A into the semicircular hole in the firewall 32A.



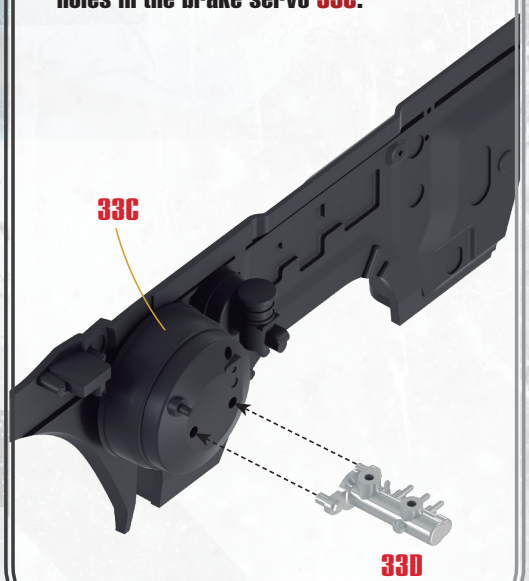
33.02

After checking the correct orientation of the parts in the picture, align the holes in the rear of the brake servo 33C with the two highlighted holes in the firewall 32A. Secure the parts with two AP screws.



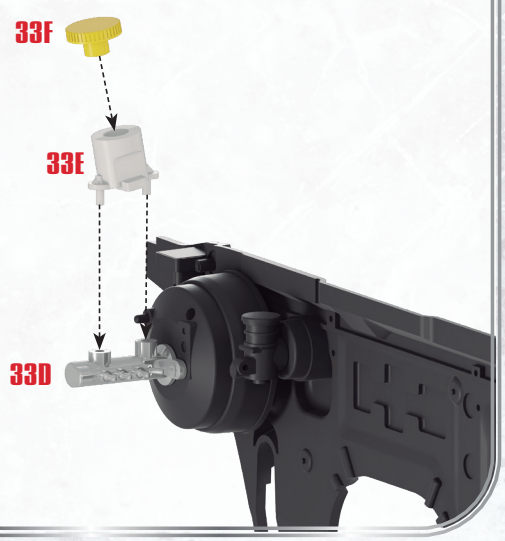
33.03

Insert the two pins on the brake pump 33D into the two holes in the brake servo 33C.



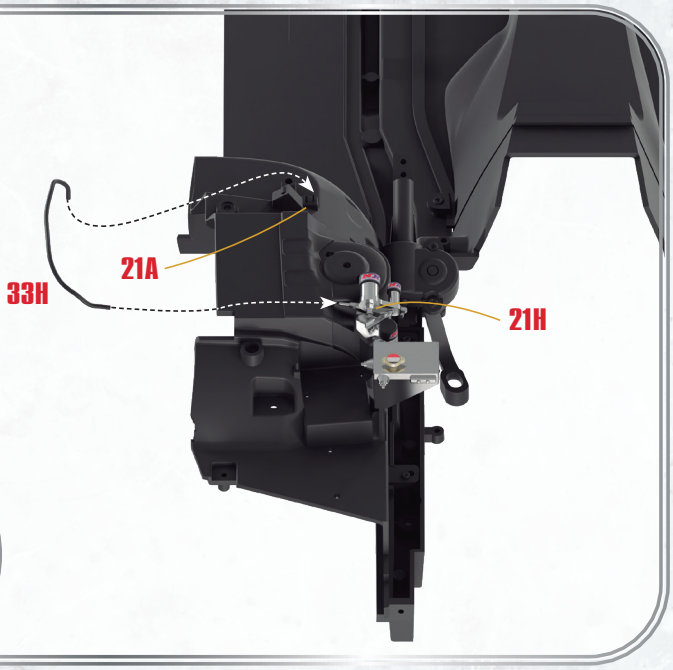
33.04

Insert the two pins on the brake fluid reservoir 33E into the holes in the two posts on the brake pump 33D. Then fit the cap 33F into the top of the brake fluid reservoir 33E.



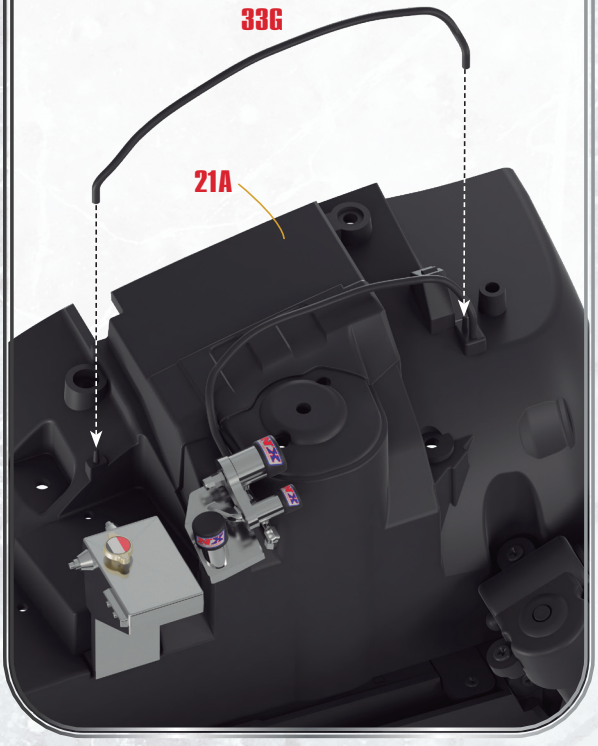
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33.05 Connect one end of the fuel line 2 33H to the highlighted pivot on the front right wheel arch 21A. Connect the other end to the pivot on the nitrous oxide connection pipe 21H Check the detail image and note the differences in length between the two fuel lines, 33G and 33H, to distinguish each one.





33.06 Attach the ends of the fuel line 1 33G to the highlighted pivots on the front right wheel arch 21A.



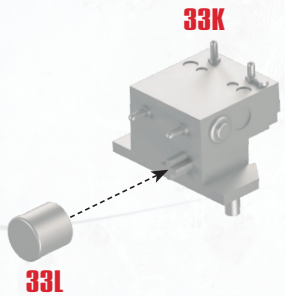
33.07 Insert the pivot on the vacuum tank 33J into the hole in the highlighted post on the front right wheel arch 21A.



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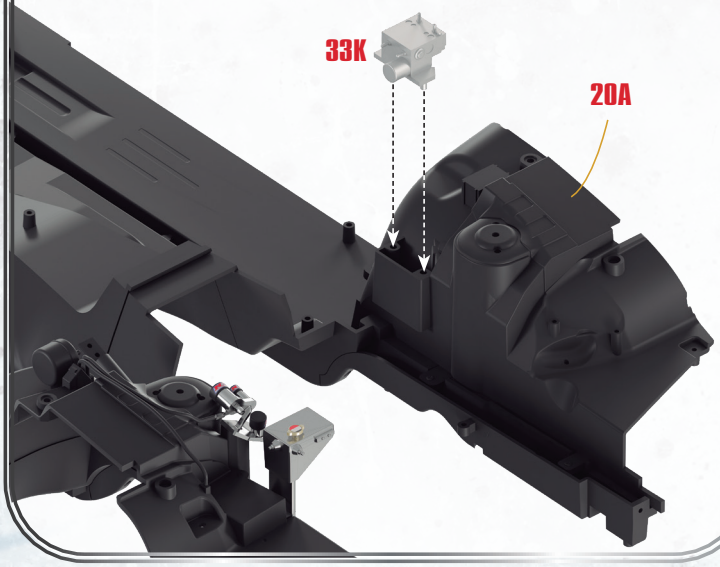
33.08

Attach the ABS module 2 33L to the cross-shaped pivot on the ABS module 1 33K.



33.09

Insert the pivots in the assembly of ABS modules 1 and 2, 33K and 33L, into the two highlighted holes in the front left wheel arch 20A.



Final assembly





Keep the vacuum line fixing clamp 33I aside for later stages of assembly.

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