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Build

BRIAN'S NISSAN SKYLINE GT-R

35



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BRIAN'S NISSAN SKYLINE GT-R



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LAUNCH OF THE 9TH-GENERATION SKYLINE (R33)

In 1991, Japan experienced a sudden economic decline with the collapse of the bubble economy. It was during this period that the development of the 9th-generation Skyline was underway.

Introduced in 1989, the 8th-generation Skyline (R32), dared to reduce the vehicle size and aimed for supreme driving performance by adopting a newly developed four-wheel multi-link suspension and the four-wheel steering "SUPER HICAS" system. Furthermore, as the top-of-the-line model, the ultra-high performance Skyline GT-R was revived for the first time in 16 years. As a result, the outstanding driving performance and sporty exterior and interior design were highly acclaimed and succeeded in restoring the image of the Skyline, which had been in the doldrums.

However, there is no more difficult development task than a full model change that follows in the footsteps of a well-reputed model. The undertaking is especially challenging for performance-oriented sports models. Carrying over key parts such as the chassis and engine often limits the potential for improved performance, and management may also request efficiency in introducing new technologies and mechanisms. Furthermore, the expectations for the next model from owners and fans of the current model will only increase.

In August 1993, the Skyline underwent a full model change for the 9th generation, evolving

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LAUNCH OF THE 9TH-GENERATION SKYLINE (R33)



The Skyline (R33), the successor to the highly acclaimed Skyline GT-R (R32), was introduced in 1993. The wheelbase of the two-door coupe was extended, creating more leg space for rear passengers. The front aspect of the Skyline GT-R (R32), which had an image of slanted eyes, was changed to a softer design.

into the R33. The bodies were the same as for the previous model, a two-door coupe and a four-door sedan. The 1.8-liter in-line four-cylinder engine of the previous generation model was discontinued, and the engine lineup was unified into a six-cylinder in-line engine. Two displacements were available, 2L and 2.5L, with the main engine being the 2.5L. However, the Skyline GT-R continued to be produced as the R32.

The concept of the new Skyline was "a mainstream grand touring car with outstanding driving performance". The four specific development themes were: "Driving performance at will," "Spacious interior and exterior vehicle size appropriate to a grand touring car", "Sporty and refined exterior and functional interior comfort", and "Safety and environmental friendliness".

The development theme of "Spacious interior and exterior vehicle size" was realized by extending the wheelbase, but there were specific issues. In fact, the 9th-generation Skyline (R33) shared the same wheelbase with the 7th-generation Laurel (C34) luxury sedan, in order to improve efficiency and rear seat comfort for a four-door model. As a result, the wheelbase at 107in (2,720mm) was shared with the Laurel and was 4.1in (105mm) longer than the previous R32 model. All cars now had an overall width of 67.7in (1,720mm), and the overall length had increased to 182.7in (4,640mm), 4.3in (110mm) longer than that of the two-door coupe models. There was also a proposal to shorten the wheelbase of the two-door coupe, but in the end this did not happen.

The body size, which had been reduced in the R32 for the pursuit of driving performance, was enlarged again. This was a topic of conversation among Skyline fans.

IMPROVED WEIGHT DISTRIBUTION

However, the development team worked to thoroughly reduce the weight of the 9th-generation Skyline (R33) in order to improve its dynamic performance and fuel economy. By electrifying the SUPER HICAS system and implementing other drastic weight reduction measures, they reduced the vehicle weight – which had increased by about 154lb (70kg) due to the larger body size – to the same weight as the R32. In addition, to improve handling stability, the battery was relocated between the rear seats and the trunk space, and the fuel tank was placed under the rear seat to optimize weight distribution in terms of front-rear weight distribution, yaw moment, and center of gravity height. The significantly extended wheelbase

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"The 8th-generation Skyline, on which the next Skyline GT-R would be based, had a significantly enlarged body size."



The four-door sedan had a more spacious style. The larger body and extended wheelbase expanded the rear seat space, and certainly improved the usability of the car on a daily basis. New technologies were also introduced for driving performance.

made it possible to move the fuel tank under the rear seat, which contributed substantially to improved driving performance.

Furthermore a highly rigid body structure was achieved by adopting an outrigger structure connecting the side sills to the side members and a larger center pillar. The placement of sound-absorbing and sound-insulating materials and vibration-damping materials was streamlined to reduce weight, and fluid-filled engine mounts and dual anti-vibration differential mounts were adopted to reduce cabin noise.

The exterior design adopted a cabin-forward silhouette. The prioritization of functionality had a front pillar shape that did not impede visibility and an enlarged aperture front grill that secured improved engine cooling performance. The two-door coupe was designed to emphasize a fast, sporty image and featured a body-integrated rear spoiler. The four-door sedan had a spacious cabin and full-size doors that combined beauty and a robust style.

All models were equipped with the in-line six-cylinder RB type engine. The newly developed 2.5-liter RB25DET DOHC turbo engine featured a top-class high-compression ratio for a turbo engine, a high-flow ceramic ball-bearing turbo with low inertia, and pressure boosting characteristics that increased with engine speed. A "Linear Charge Concept" was adopted. The Nissan Valve-timing Control System (NVCS), which switches the opening and closing timing of the DOHC intake valves, was also employed to achieve a generous maximum power of 250ps with five-speed manual transmission.

The 2.5-liter naturally aspirated RB25DE DOHC engine was also improved, producing 190ps maximum power. The two-door coupe GTS25 Type S also featured a dual-mode muffler and a maximum power of 200ps (+10ps) from the same RB25DE engine. The four-door sedan models equipped with the 2-liter naturally aspirated SOHC RB20E engine – which produced 130ps maximum power – were also available. Later, a model equipped with this engine was added to the two-door coupe.

NEWLY DEVELOPED ACTIVE LSD

The four-wheel multi-link suspension had been significantly improved, although the name was the same as that of the previous generation model. The front upper

The 7th-generation Laurel (C34) shared its platform with the Skyline (R33). The 4th-generation Skyline (C110), which was a big hit in the 1970s, also shared its platform with the then Laurel (C130), a point of similarity that was much talked about.



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The Skyline GT-R (R33) used the same multi-link front suspension as the Skyline GT-R (R32), but the shape of the upper links had been changed. There was no doubt that the new model had definitely evolved.

links were changed to a two-way structure to increase the suspension stroke and improve ground contact, as well as improving camber rigidity, which positions the tires and reduces road noise. The shape of the rear upper link was also changed to increase the suspension stroke and improve ground contact.

The SUPER HICAS four-wheel steering system of the previous Skyline GT-R (R32) model operated hydraulically, but the electric SUPER HICAS used in the R33, as the name implies, used an electric motor instead of hydraulic cylinders, reducing the weight by half. In addition to the conventional functions, a lateral G-force response control function was added to improve maneuverability at high speeds. The Electric SUPER HICAS was standard on the turbocharged RB-25DET engine models and the two-door coupe GTS25 Type S.

The "Active LSD" was developed as a new driving technology, and the GTS25t Type M two-door coupe was now available with it. This LSD incorporated a hydraulically operated wet-type multi-disc clutch in the rear differential that limited differential movement between the left and right wheels under the command of a control unit that determined the optimum operation limiting force based on signals from various sensors, including wheel speed sensors, front/rear G sensors, lateral G sensors, and gas pedal position sensors. Real-time control not only improved starting-up and acceleration, but also enhanced maneuverability and braking stability, making it possible to realize chassis characteristics that were easy for the driver to handle. Furthermore, integrating control with the ABS improved braking performance during emergency braking.

The 9th-generation Skyline (R33), on which the next GT-R would be based, was a steady evolution despite the competing demands for optimization of efficiency from a body that was made more rigid and a greatly improved front-rear weight balance despite its larger size, a redesigned four-wheel multi-link suspension, and the newly developed electric SUPER HICAS and active LSD. Hence, it was no surprise that it took nearly a year and a half for the new GT-R to make its debut. ♦



The rear suspension was also a multi-link type. The shape of the upper link had been revised, and in particular, the shock absorbers were lengthened to increase their stroke.

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D.K., THE DRIFT KING

On the street racetracks of Tokyo, Takashi, better known as D.K., is the king of drifting. Everybody fears him due to his violent nature and even more so because of his family's connections with the powerful Japanese mafia. However, a newcomer is about to endanger his kingdom.



At the wheel of a 2002 Nissan 350Z (Z33) with a giant beetle stamped on its bodywork, D.K. masters the drifting technique like no one else.

When he appears at the wheel of his dark Nissan 350Z (Z33), everyone lowers their gaze in fear. He takes advantage of the power of his Uncle Kamata, who belongs to the Yakuza, to act with absolute impunity in the export and import businesses in which Han is also involved. D.K. wants to have everything under control, even love, as he demonstrates in his possessive relationship with Neela. But this is not the case with Sean Boswell, who in some way naively thinks he can flirt with Neela and challenge D.K.'s position as drift champion without suffering the consequences.

A LOVER OF SPEED

When the director Justin Lin began the preparations for *The Fast and the Furious: Tokyo Drift,* he knew that finding an actor suitable to play D.K. was going to be an essential factor in the movie's success. As had happened in *The Fast and the Furious* with the confrontation between Dom Toretto and Johnny Tran, now a clash was needed

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between two opposing figures that would get the audience on the edge of their seats.

"D.K. had to look like a genuine character," says the movie's producer, Neal H. Moritz, before explaining that the personality of the actor eventually chosen, Brian Tee, was nothing like that of the villain in *The Fast and the Furious: Tokyo Drift.* "Brian is the nicest guy in the world, but he presents a very tough image on screen. When we saw him appear with that face and those muscles, we knew we had found our D.K."

Brian Tee, who had already appeared in several TV series, as well as in films such as *We Were Soldiers* (2002) and *Austin Powers in Goldmember* (2002), was overjoyed to join the film's cast, even more so when he found out that he was going to play a drifting ace. The actor loved driving fast cars and he felt especially fortunate to be able to go to Irwindale Speedway in California to learn the basic techniques of drifting from a master like the champion Rhys Millen.

Nathalie Kelly and Brian Tee play Neela and D.K. respectively, the most popular couple in the Tokyo drift universe.

SUSPICIONS AND RIVALRY

In the movie, the appearance of Sean Boswell gives D.K. a bad feeling. Although Sean is a novice at drifting, he becomes close friends with Han, an experienced driver who teaches him the very best techniques. In addition, D.K.'s girlfriend Neela seems to be attracted to Sean. D.K. bottles up anger and jealousy inside of him. When he discovers Han had been stealing money from his Uncle Kamata, D.K.'s rage leads to a series of violent events. In the end, he will race against Sean Boswell and lose. ◆

THE ADVENTURES OF BRIAN O'CONNER

Under arrest!

After answering his friend Tej Parker's call, Brian wins the race at the beginning of *2 Fast 2 Furious* with his ever-effective Nissan Skyline GT-R. But once at the finish line, Brian is slow to react when he observes that everybody at the race is quickly dispersing. It's a raid! With a jump, he returns to the Skyline and tries to escape like the others, but he bumps into Agent Markham of US Customs, who fires an ESD (Electronic System Disabler) in the form of a hook at him. The electronics fail and the Skyline GT-R stops. Brian is placed under arrest – his happy existence in Miami has gotten complicated.



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1990 ALL JAPAN SPORTS PROTOTYPE CHAMPIONSHIP

Part 1: Focusing on domestic competition

A few years after NISMO had been set up, the motorsports division was becoming more experienced in how to develop competitive cars and win races. With the motto of "Strong NISMO, winning NISMO", the division's focus turned from Group C to domestic racing series.



Pre-start scene of the opening race in the 1990 series, the Fuji 500 miles in March. The YHP Nissan qualified second, while behind it is the CALSONIC Nissan, which qualified fourth and finished fourth in the race.

The 1990 racing season marked the seventh year since NISMO was founded. In this year, NISMO's technological and organizational capabilities, which had been refined since its foundation, blossomed simultaneously in each category.

Winning an endurance race with a Group C car had been a long-held dream of NISMO since its founding, with the Le Mans 24 Hours also being a key part of this aim. NISMO's insistence on competing in Group C was based on the following view of then-President Yasuharu Namba: "F1 is about the machine. Group C is about the car. Therefore, we race in Group C,

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Mechanics celebrate after the pole to checkered flag drive of Masahiro Hasemi and Anders Olofsson's YHP Nissan R90CP in the 500km race.

where the cars have a roof and tires with real bodywork." In 1987, the fourth year of NISMO's founding, the company adopted the internal slogan of "Strong NISMO, Winning NISMO," and after this point it refined not only the hardware of its race cars, but also its overall capabilities in racing, including quick pit work.

As covered in the previous issue, for the 1990 Le Mans 24 Hours, Nissan deployed a total of seven Group C cars. As President Namba said, "We went there with the intention of winning," and the team achieved its first pole position and a fifth-place finish, the highest to date by a Japanese car. This result made Nissan's rivals around the world sit up and take notice, and it is even said to have greatly influenced the regulations for the 1991 Le Mans 24 Hours.

Meanwhile, in the All Japan Sports Prototype Championship (JSPC), a series of domestic races for Group C cars, the "Strong NISMO, Winning NISMO" motto became a reality in 1990. NISMO impressed with a number of wins over the six rounds of the Championship. ♦



The starting grid scene before round 3, the Fuji 500km race. The packed crowd of spectators in the grandstand shows the popularity of Group C racing at that time.

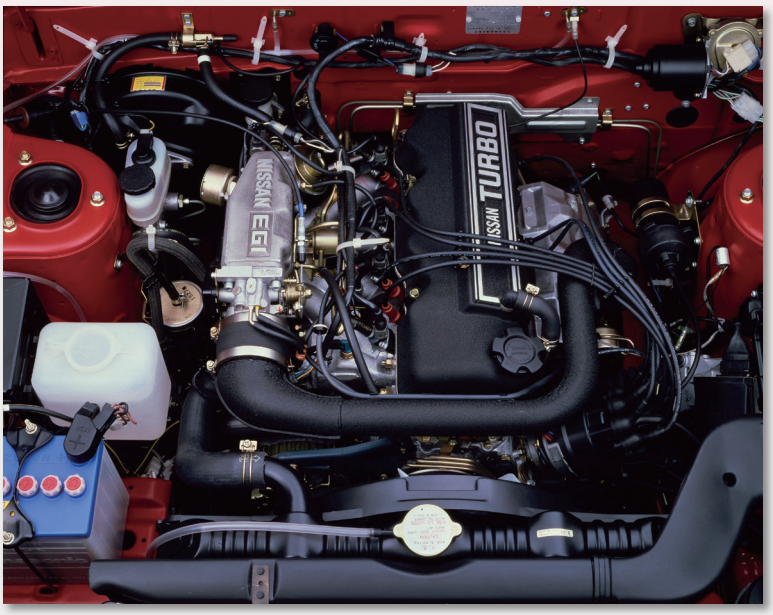
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THE LAST RWD BLUEBIRD

The 6th-generation Bluebird (910) debuted in November 1979 with the catchphrase "Bluebird, it's your time" and featuring musician and actor Kenji Sawada, who was at the height of his popularity at the time. In fact, the 910 became the biggest hit in the small car class (1,600–2,000cc) since the 510, recording the highest number of registrations for 27 consecutive months.

There were four body styles: a four-door sedan, a two-door hardtop, a van/wagon, and a four -door hardtop that was added as a minor change. The suspension system consisted of struts in the front for all models, and semi-trailing arms in the rear for the sporty SSS series. Not including the SSS series, the rear suspension of the sedans, hardtops, and vans/wagons was split into four-link coil rigid suspension, while rack-and-pinion steering was newly adopted.

The two-door hardtop was also popular in the youth market at the time. Along with the sedan, the straight-line style was in sync with the image of the Bluebird held by many people.



Following the Cedric/Gloria (430), a mass-produced turbo engine was installed. The Z18E/T featured twin plugs, and saw the car's performance evolve into the sporty Bluebird style.

All models were equipped with an in-line four-cylinder engine; the 2000GT series, with its long-wheelbase inline six-cylinder engine – which had been offered up to the previous generation – was discontinued. However, a long-wheelbase Datsun 810 Maxima" with an L24 engine was exported to North America. Essentially, though, the 810, featured the design and chassis of the 910 model.

The Z16, Z18, Z18E, and Z20E twin-plug SOHC engines were lined up at the time of its debut. Furthermore, in March 1980, the Z18E/T type of 1800EGI turbo that produced 135ps was fitted in the



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The interior design also had a sporty image. The sporty red stripes around the instrument panel, which was based on straight lines, was much loved by young buyers.

turbo SSS series. In addition, a diesel LD20 type with 65ps was added to the sedan lineup. In a partial upgrade in October 1982, the engines of the basic models were changed from the Z type to the new CA16, CA18, and CA18E types that would continue to be used in the next generation of models.

The Bluebird SSS turbo Z18E/T debuted as the second domestic turbo following the L20E/T at the end of 1979, and was based on the L-type engine with a twin-plug SOHC cylinder head, making it the most highly tuned of the Z-type engine series. The Z18E-T type engine produced 135ps/6,000rpm of maximum output and 20kgm/3,600rpm of maximum torque. The declared output was a gross figure, so it was about 120ps when converted to a net figure. At that time, Nissan's turbo engines were not yet equipped with an intercooler.

The reason why the Bluebird (910) became such a hit is said to be because of its neat body design and the fact that the powerful turbo engine was added right after its debut; it was highly praised by fans as "the return of the Bluebird's original driving performance." ◆

TECHNICAL DATA

BLUEBIRD 1800 TURBO SSS-S MODEL 910 (1980)

Length:	177.6in (4,510mm)
Width:	65.2in (1,655mm)
Height:	53.9in (1,370mm)
Wheelbase:	99.4in (2,525mm)
Tread (front):	54.3in (1,380mm)
Tread (rear):	53.5in (1,360mm)
Engine:	Z18E-T type (straight four, OHC)
Total displacement:	1,770cc
Maximum output:	135ps / 6,000rpm
Maximum torque:	20.0kgm / 3,600rpm
Vehicle weight:	2,458lb (1,115kg)
Suspension (front/rear):	strut / semi-trailing arm
Brakes (front/rear):	ventilated disk / disk
Tires:	185/70HR14

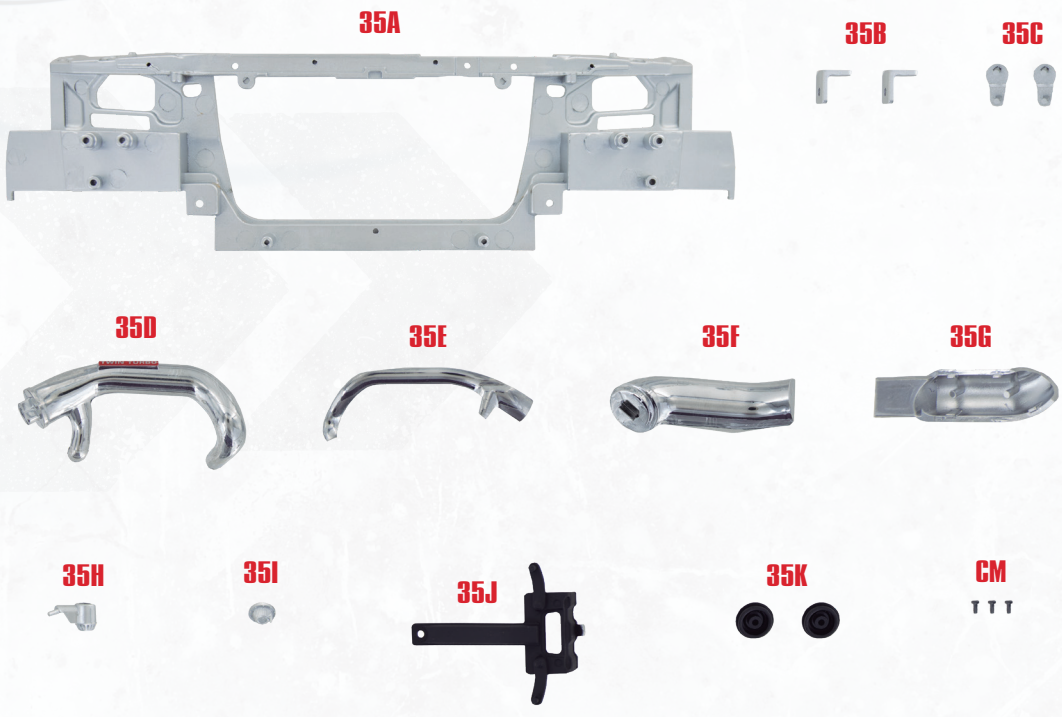


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STAGE 35
FRONT PART OF THE BODYWORK (1)

In this issue, we will assemble the exhaust valve and fit it to the intake manifold tube. We will then connect the turbo outlet blow pipe to the compressor, mount the supports on the front part of the bodywork, and connect the horns to their bracket.

PARTS



- **35A** Front part of the bodywork
- **35B** Front bodywork supports (×2)
- **35C** Radiator upper supports (×2)
- **35D** Turbo outlet blow pipe 1
- **35E** Turbo outlet blow pipe 2
- **35F** Intermediate blow pipe 1
- **35G** Intermediate blow pipe 2
- **35H** Exhaust valve bracket
- **35I** Exhaust valve
- **35J** Horns bracket
- **35K** Horns (×2)
- **CM** Screws 2×4mm (×3*)

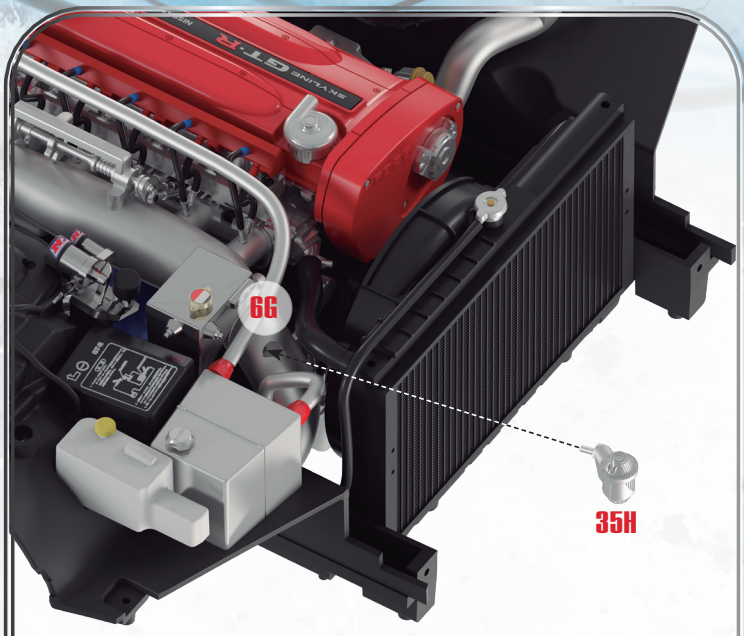
*Including spares

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35.01

Insert the exhaust valve **35I** into the larger hole in the exhaust valve bracket **35H**.



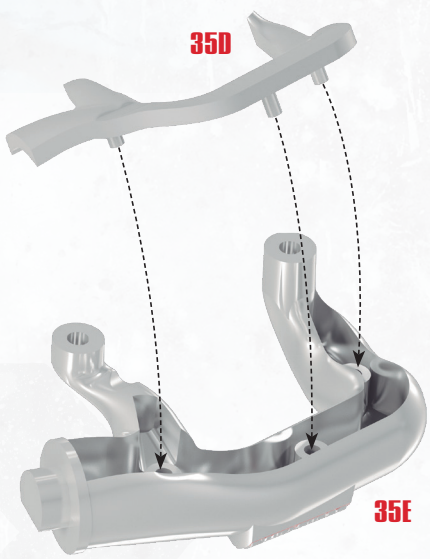


35.02

Insert the pivot on the exhaust valve bracket **35H** into the highlighted hole in the intake manifold tube **6G**.

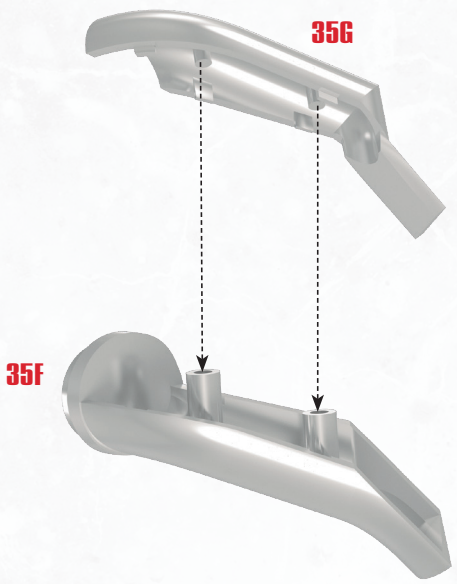
35.03

Connect the turbo outlet blow pipes 1 and 2, **35D** and **35E**.



35.04

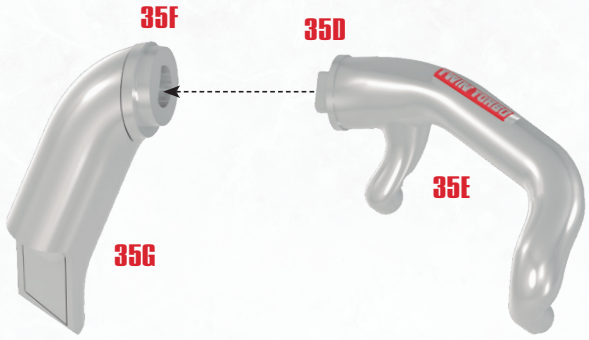
Connect the intermediate blow pipes 1 and 2, **35F** and **35G**.

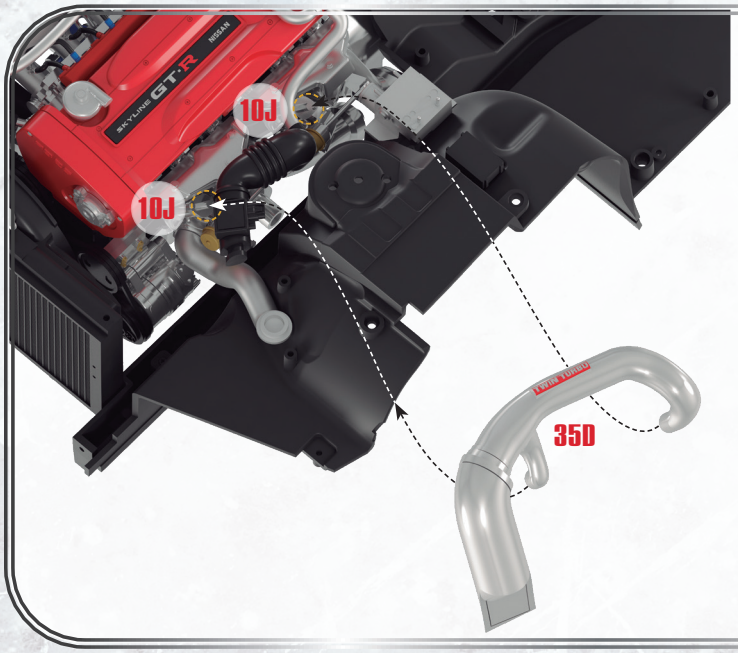


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35.05

Connect the assembly of the turbo outlet blow pipes, 35D and 35E, to the assembly of the intermediate blow pipes, 35F and 35G.





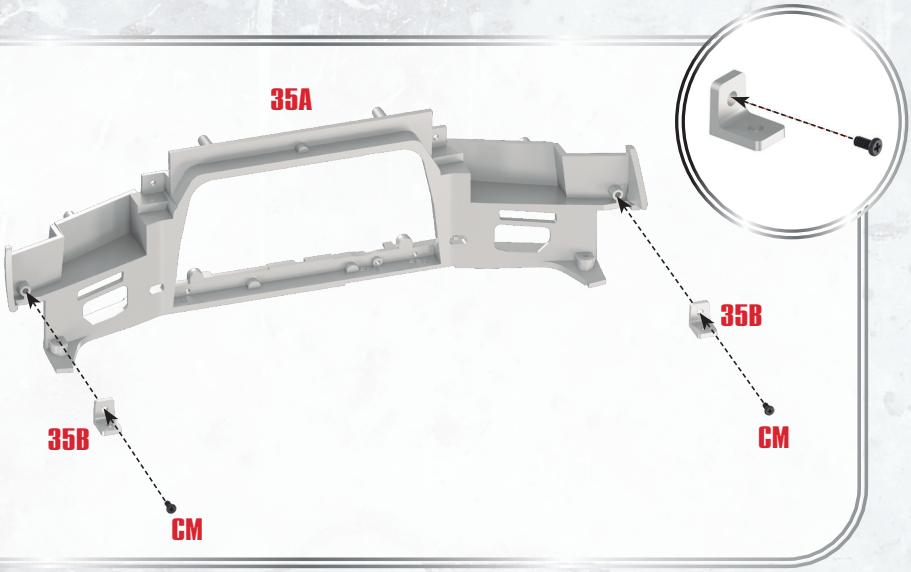


35.06

Connect the two arms on the turbo outlet blow pipe 1 35D to the two highlighted pivots on the two compressor housings 1 10J. Refer to the detail image for the correct position of the parts.

35.07

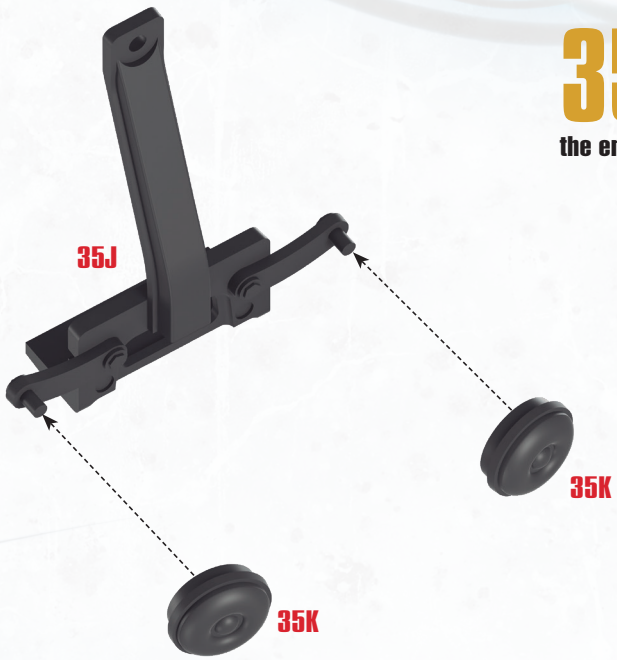
Align the holes in the shorter side of the brackets 35B (see the detail picture), with the highlighted screw posts on the front part of the bodywork 35A. Secure each of them with CM screws.



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FRONT PART OF THE BODYWORK (1)

35.08 Attach the horns **35K** to the pivots on the ends of the horns bracket **35J**.



Final assembly





Keep the radiator upper supports **35C**, together with all the assemblies completed in this issue, aside for future stages of assembly.

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