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Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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The cover of the Skyline GT-R Autech Version 40th ANNIVERSARY catalog. From this angle you can see the bulge of the rear fender.

SKYLINE GT-R AUTECH VERSION 40TH ANNIVERSARY

To commemorate the 40th anniversary of the Skyline, Autech Japan, Inc. created a four-door sedan body mounted on the chassis of the Skyline GT-R (R33). It was designed with new rear doors and rear fenders to create a "four-door Skyline GT-R".

The Skyline GT-R (R33) special edition Skyline GT-R Autech Version 40th ANNIVERSARY is unique among all the Skyline GT-Rs in being a "four-door Skyline GT-R". It was unveiled in December 1997 to commemorate the 40th anniversary of the Skyline and went on sale in January the following year.

The history of the Skyline is long, now more than 60 years. It is a rare brand among domestic cars. The first generation (ALSI-1) was launched in April 1957 by Fuji Seimitsu Kogyo, the predecessor of Prince Motors, Ltd., which later merged with Nissan Motor Co., Ltd.

It incorporated groundbreaking technologies such as a backbone frame structure that combined the frame with a floor pan, and a de Dion axle for the rear suspension. The 1.5-liter engine produced 60hp, which was powerful for the time,

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The model replicated the body style of the first Skyline 2000GT-R (PGC10), which was a four-door car. A four-door version had been expected since the Skyline GT-R (R32) revived the GT-R brand after a 16-year break.

and it was fitted with four-speed manual transmission.

The fact that the Skyline GT-R Autech Version 40th ANNIVERSARY was a four-door sedan excited GT-R fans because this was the same body style as the original Skyline 2000GT-R (PGC10).

The Skyline (C10), known to car enthusiasts as the "Hakoska", was born in 1968. It was developed after Nissan and Prince Motors merged in 1966. In February of the following year, the first Skyline 2000GT-R was released based on the four-door sedan Skyline 2000GT and equipped with the S20 in-line six-cylinder DOHC engine, which was developed by redesigning the S20 engine of the prototype "Prince R380" to win touring car races. However, when a two-door hardtop was added to the Skyline lineup in October 1970, the body of the 2000GT-R was also changed. After then, all Skyline GT-Rs featured two-door bodywork.

In August 1989, the Skyline GT-R (R32) was introduced as the first GT-R in 16 years to use a two-door coupe body. However, there were calls for a four-door Skyline GT-R to also be offered as a variation. Some said that a two-door model, which required a small step to get in and out of the rear seat, was not convenient for use as a family car. However, the Skyline GTS-4, which combined the same electronically controlled torque-split 4WD system and 2-liter turbo-charged engine as the Skyline GT-R, was available with four doors.

CONVERTING A FOUR-DOOR SEDAN INTO A GT-R

The special edition Skyline "Autech Version" (R32) released in April 1992 was based on the GTS-4 and was equipped with the RB26DE engine, which was a naturally aspirated (NA) version of the Skyline GT-R's RB26DETT engine with the twin turbos removed. The intake, exhaust, camshafts, pistons, and other components were supplied by Autech. The stainless-steel exhaust manifolds were made from equal lengths of pipes. The engine control unit was also specially tuned for this engine. The transmission was an electronically controlled four-speed automatic, which differed from the GT-R and gave the car a more GT-like character. The front grille and aluminum hood were similar to those of the GT-R, but blister fenders were not fitted, and the body was the same size as the base car, a five-number model.

However, the Skyline GT-R Autech Version 40th ANNIVERSARY was not built in the so-called "bolt-on" category, such as replacing the GTS-t engine with an RB26DETT type. Instead, the intention was to reproduce the GT-R's characteristic rear blister fenders, rear doors, and even the four-door sedan bodywork. It was designated a "BCNR33", the same model as the two-door coupe GT-R. The selling point of this car was that it drove

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like a two-door GT-R, despite the fact that it had four doors. The tagline in the catalog read: “The R33 GT-R is the successor to the legendary Skyline. The four-door Skyline GT-R is born, a car that speaks to adult driving.”

The Skyline (R33) two-door coupe and four-door sedan differ not only in the number of doors, but also in the length of the rear overhang and the design around the taillights. In addition, the rear wheel arches had to be widened to accommodate the same wide 245/45R17 tires as the Skyline GT-R (R33), and there were many other hurdles to overcome to make this project a reality.

The shape of the rear blister fenders rising from the rear doors was a perfect reproduction of the original Skyline GT-R (R33) image. Opening the rear doors, you can see that the wheel arches have been properly widened. In addition, the side skirts and the fuel cap on the right rear fender have been redesigned to match the blister fenders. Despite the fact that this was a special edition to celebrate the 40th anniversary of the Skyline, the enthusiasm of Nissan and Autech. was incredible – they even made a new die to enable the body to be widened.

The mechanics were the same as the Skyline GT-R (R33), with the RB26DETT engine and ATTESA E-TS electronically controlled torque-split 4WD. The body was highly rigid and the driving experience was the same as the Skyline GT-R (R33).





The interior retained the feel of the Skyline GT-R (R33). The distinctive feature was the rear seat – this model could now accommodate four passengers and was shaped as if the left and right sides were independent.

SAME MECHANICS AS THE STANDARD SKYLINE GT-R (R33)

The Skyline GT-R Autech Version 40th ANNIVERSARY was introduced with a minor modification in February 1997. The front bumper of the later model with standard xenon headlights was replaced by a bumper with holes for the air intakes – as on the N1 version – and a large front spoiler extended 0.79in (20mm) downward. The rear spoiler was not standard.

The design of the rear lights was similar to that of the four-door sedan. The only difference was the position of the GT-R emblem: there was no room for it on the four-door sedan, and the



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SKYLINE GT-R AUTECH VERSION 40TH ANNIVERSARY



The Skyline GT-R Autech Version 40th ANNIVERSARY was a four-door GT-R that was revived in 1997. The Skyline GT-R (R33), which originally had a large rear seat, was now joined by a four-door version.

GT-R emblem was placed on the right edge of the trunk lid, with an "Autech Version" sticker on the left edge. In addition, a "40th Anniversary" decal was added under the "SKYLINE" script in the center of the decklid. Three body colors were chosen: Sonic Silver (#KR4), White (#QM1), and Midnight Purple (#LP2).

The drivetrain was identical to the standard Skyline GT-R (R33), with no changes to the RB26DETT specs, transmission, final drive ratios, and other mechanics. The LSD was the same mechanical type as the standard model and, of course, the braking system was by Brembo.

The Skyline GT-R Autech Version 40th ANNIVERSARY had bucket-type rear seats and, like the four-door model, speed-sensitive automatic central door locks. A high-end audio system – the Kenwood Sound Cruising System – came as standard. Other standard features included electrically heated, remote-controlled tinted side mirrors, a large battery, cold-weather coolant, and a powerful heater.

The Skyline GT-R Autech Version 40th ANNIVERSARY is considered by GT-R fans to be a rare model, with only about 400 units produced. ♦

The first Skyline 2000GT-R (PGC10) was introduced with a four-door body. The so-called GT-R legend started with this four-door sedan. At first glance, it looked like a standard four-door sedan, but it came with exceptional performance.



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THE UNEXPECTED END OF LETTY

The biggest surprise for fans of the *Fast & Furious* saga came at the start of the fourth movie with the sudden death of Letty.



When Dom realizes that he has become a priority target, he leaves home while Letty sleeps, thinking that this way she will be clear from any danger.

In the short *Los Bandoleros,* Dom and Letty celebrate their reunion in Santo Domingo with a romantic, intimate wedding. But their marital bliss does not last very long. After the fuel tanker heist, with which the movie *Fast & Furious* opens, Dom realizes that, for safety's sake, the best thing is for the group to separate. That includes Letty and him. "I'm a walking target. I don't want you around when they catch up to me," he says to justify the separation. She doesn't understand it. "Ride or die, remember?" she reminds him. "Dom. How long have we been doing this? And now all of a sudden, out of nowhere, it's too dangerous? Come on, we'll figure it out, we always do."

Dom doesn't argue. He has already made a decision. When Letty falls asleep, he packs his bags and walks out, leaving the cross that he always wears around his neck for her as a keepsake.

THE WORST NEWS

Later, Dom tries to rebuild his life as a mechanic in a poor neighborhood of Panama City. A boy tells him that there is a call for him on a public telephone. It's Mia. He starts to rebuke his sister for calling him there, but she interrupts him: "Dom, it's Letty. She's been murdered."

At Letty's burial in Los Angeles, FBI agents keep a close watch on those in attendance. One of them is Brian, who has

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THE ADVENTURES OF BRIAN O'CONNER

Witnesses to horror

When Brian and Roman win their jobs as new drivers in Carter Verone's organization, the businessman invites them to meet him that evening in his club, the Pearl, where he is waiting for them with Monica Fuentes. After admitting that, like Roman, he has problems with authority – and especially with the police – he takes his guests to a private room where he surprises Officer Whitworth, a Miami cop who has been on his payroll for some time. As he refuses to continue collaborating, Verone tortures him brutally with the aid of his thugs, forcing Brian and Roman to witness it and to discover the businessman's ruthless nature.



been recruited after the successful mission against Carter Verone in Miami. Deep down, everyone is hoping Dom, still on the wanted list, will return. But he is hiding on a nearby hill, from where he follows the ceremony, his face distorted with rage. He wants to know how it happened.

At night, Dom goes to the family home. Mia hugs him and cries. He discovers that his old Dodge Charger has been brought back to life. "Letty wouldn't let them junk it. Even though it's a goddamn curse," says Mia. "When she came back, she was always in here, working on it day and night. It was weird. It was like she knew you were coming back." She had even hung Toretto's cross from the rearview mirror.

A THIRST FOR VENGEANCE

Dom doesn't believe Letty's death was an accident. Someone caused her car to roll over and then opened fire on her, making the vehicle explode. He soon finds out that a drug-trafficker called Arturo Braga and his thugs are the people implicated in it. But there are even more surprises – Dom discovers that Letty had been mixed up with those criminals because she was working with Brian in an FBI investigation. He is upset with Brian, but he explains: "Letty came to me to clear your name in exchange for bringing down Braga. She just wanted you to come home."

Dom doesn't find comfort in any of this. He just wants revenge. And he will get it before discovering that there are still several unsolved mysteries behind Letty's tragic disappearance. ♦

Letty agrees to collaborate with Brian on an FBI investigation in exchange for clearing Dom's name. However, things turn out much worse than everyone expected.

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LAUNCHING THE SAURUS JR.

Part 1: Adapting parts from the March

A few years after the release of the Saurus concept car that featured in single-make racing, Nissan unveiled the Saurus Jr. It was designed to be a more cost-effective race car for competition and featured several components originally used in March models.

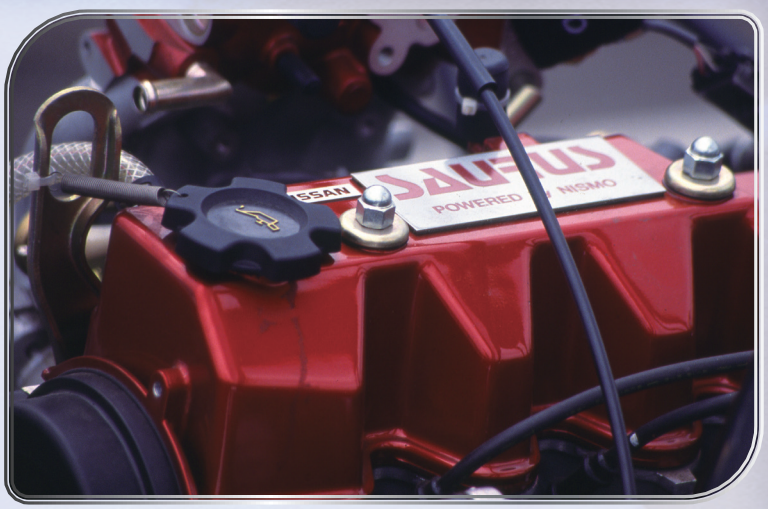


In December 1990, NISMO announced a new single-make race to be held from the following year, and released a race car to feature in it. The Saurus Jr. (Junior) Cup and the Saurus Jr. single-make race car were launched. As the name suggests, the Saurus Jr. was the younger brother of the Saurus used in the single-make race that began in 1989. The older brother Saurus was already in its second season, with more than 30 entries in each race. A new single-make race was therefore planned for the Saurus Jr.

The transmission was based on the cross transmission from the March R model. The gears were well-connected, enabling stress-free driving.

The Saurus Jr. was designed to be an entry-level race machine with even lower running costs than the Saurus, thus reducing the

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The engine in the Saurus Jr. was a 1,000cc MA10S from the first-generation March, tuned up to 70hp. It was easy to handle due to the incorporation of fuel injection.

burden on participants. The engine was a 1,000cc, in-line four-cylinder, SOHC MA10S injected unit from the first-generation March (K10), tuned from the base engine's 53hp to 70hp. The injection system was adapted from that used in the March Turbo and March R.

The transmission was also adapted from the setup used in the March R – it was a cross-transmission system that was able to keep the power band at a constant level. The power unit in the Saurus Jr. was mounted transversely on a semi-monocoque chassis. In other words, the transversely mounted front-engine, front-wheel drive (FF) engine and transmission were converted to a midship layout for rear-wheel drive. The chassis was equipped with double wishbones in both the front and rear suspension, which was comparable to that of a standard formula car. ♦

"The low running cost with many genuine parts makes it easy to enjoy racing."



The cockpit was a real formula machine itself. The shift lever was located on the right-hand side, which was similar to that in a high-class formula machine.

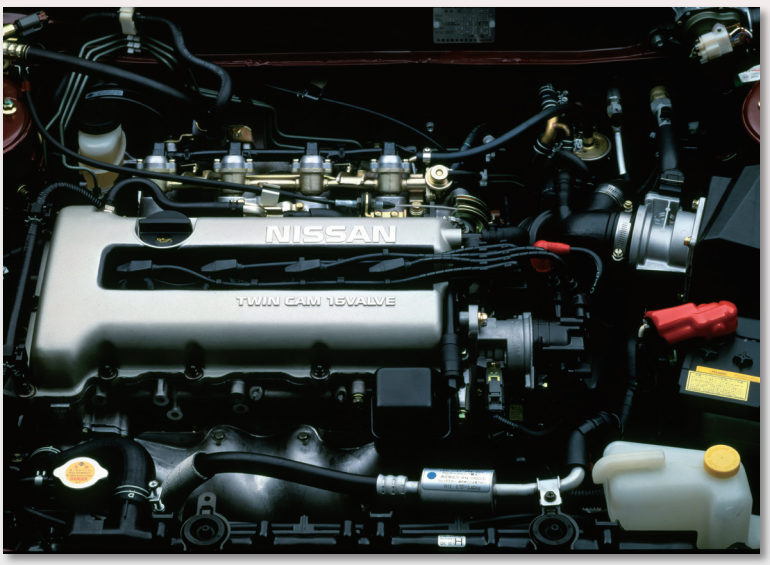
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A BESTSELLING EUROPEAN-STYLE SEDAN

Nissan's 901 initiative to "achieve the world's best dynamic performance in 1990" gave birth to a variety of famous cars. The Skyline GT-R (R32) is one of the most famous examples. The first-generation Primera was also one of the cars born from the company's 901 activities.

When the Primera (P10) debuted in February 1990, it was a new concept middle-class sedan that offered driving performance and comfort comparable to European cars. The catchphrase "Primera Package", which directly promoted the vehicle's excellent technical specifcations, was also a hot topic at the time.

The suspension, in particular, was outstanding among Nissan's front-wheel drive cars of the era. The front used the same multi-link setup as that of the Skyline (R32), while the rear was a four-wheel independent system with parallel link struts. The result was excellent handling in the Primera.



The 2,000cc engine was a four-valve DOHC SR20DE with 150hp. Though this was sufficient for daily use, more powerful engines were also desired.



The Primera was reasonably sized and featured timeless styling. The surprisingly large trunk space was also a big hit at the time, while the handling was the front-wheel drive version of that from the GT-R.

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Two types of engines were available: a 2.8-liter in-line, four-cylinder, four-valve DOHC high-octane SR20DE type (150ps) and a 1.8-liter in-line four-valve DOHC single-point injection SR18Di type (110ps). Transmission choices were four-speed automatic or five-speed manual.

The first-generation Primera, which aimed for basic performance and user-friendliness without excessive luxury, was well received by car enthusiasts, many of whom switched to it from European cars. It was also highly acclaimed in the discerning European market, where it was the first Japanese car to win second place in the European Car of the Year awards.

In October 1990, a 4WD model, the T4, was added to the lineup, while a year later, the five-door 2.0 eGT hatchback – produced at the Sunderland plant in the UK – began to be imported to Japan. "United Kingdom" stickers were affixed to the left and right front fenders. The only transmission available was four-speed automatic.



The cockpit design was similar to that of the Pulsar (N14), but was more spacious to match the vehicle's size. The design was not over the top, and the styling was well received.

In November 1994, the "Primera Autech Version" was released as a special model. It was fitted with a tuned SR20DE engine that produced 180hp, and was equipped with a distinctive exhaust manifold, large rear spoiler, and upgraded suspension. The transmission was five-speed manual, making it a particularly sporty model.

The Primera also participated in motorsports, and from 1993, two Primeras from JANSPEED Racing competed in the British Touring Car Championship (BTCC). In the 9th round at Silverstone, they secured a one-two. From 1994, two Primeras from NISMO competed in the Japan Touring Car Championship (JTCC). The CASTROL Primera was driven by Masahiro Hasemi, and the CALSONIC Primera by Kazuyoshi Hoshino, both of whom won the Inter TEC, the 17th round of the JTCC. ♦

TECHNICAL DATA

PRIMERA 2.0 TE P10 TYPE (1990)

Length:	173.3in (4,400mm)
Width:	66.7in (1,695mm)
Height:	54.5in (1,385mm)
Wheelbase:	100.4in (2,550mm)
Tread (front):	57.9in (1,470mm)
Tread (rear):	57.5in (1,460mm)
Engine:	SR20DE (straight four, DOHC)
Total displacement:	1,998cc
Maximum output:	150ps / 6,400rpm
Maximum torque:	19.0kgm / 4,800rpm
Vehicle weight:	2,579lb (1,170kg)
Suspension (front/rear):	multi-link / parallel link strut
Brakes (front/rear):	ventilated disk / disk
Tires:	195/60R14

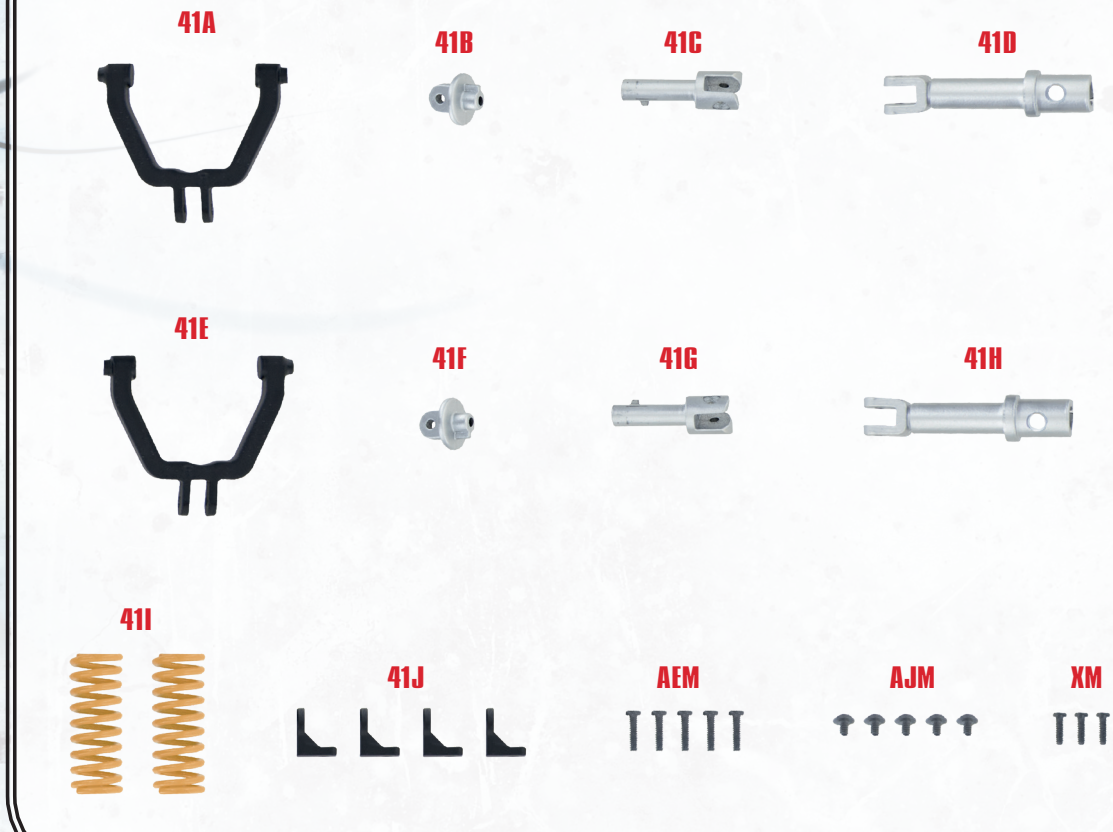


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STAGE 41
REAR SUSPENSION

In this issue, we will mount the rear suspension upper control arms and the shock absorbers.

PARTS



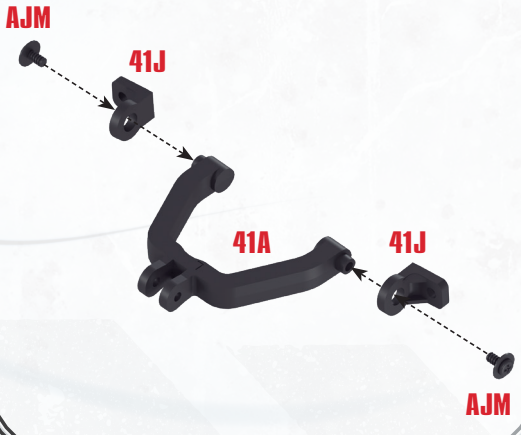
41A Rear left suspension upper control arm
41B Left shock absorber upper cap
41C Left shock absorber shaft 1
41D Left shock absorber shaft 2
41E Rear right suspension upper control arm
41F Right shock absorber upper cap
41G Right shock absorber shaft 1
41H Right shock absorber shaft 2
41I Rear shock absorber springs (x2)
41J Rear upper control arms' brackets (x4)
AEM Screws 2x8mm (x5*)
AJM Screws 2x3x5mm (x5*)
XM Screws 2x6.5mm (x3*)

*Including spares

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41.01

To start the assembly, take the rear left suspension upper control arm 41A (the part with the letter L engraved on it). On each end of the control arm 41A place one bracket 41J, as shown in the picture. Attach each bracket with an AJM screw.



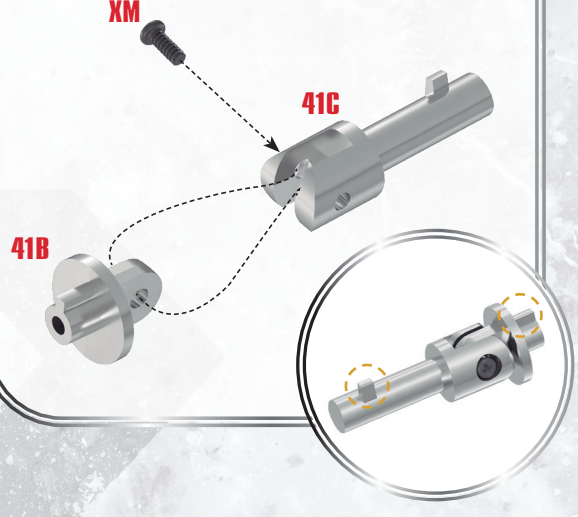
41.02

Place the rear left suspension upper control arm 41A over the rear left knuckle 38A and fix it in place with one AEM screw. Note that the side of the control arm where the letter L is engraved should face towards the exterior of the assembly, as shown in the detail picture.



41.03

Place the small tab of the left shock absorber upper cap 41B (marked with the letter L) into the upper part of the left shock absorber shaft 1 41C. Attach the parts with an XM screw. Note that the small flaps on both parts should face in the same direction, as shown in the detail picture.



41.04

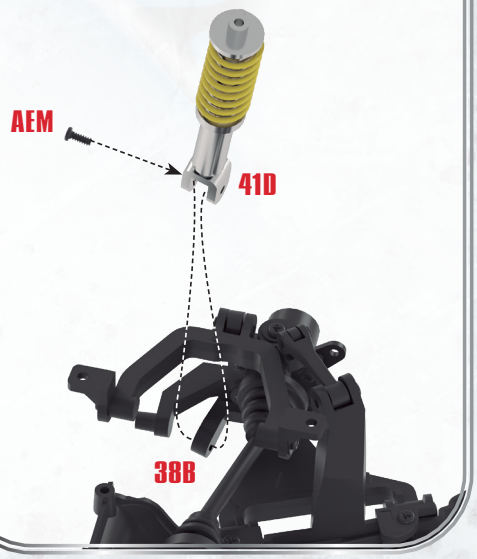
Place a spring 41I between the left shock absorber shaft 1 41C and the left shock absorber shaft 2 42D. To secure the two shafts together, insert the small flap on shaft 1 41C into the groove in shaft 2 42D, as shown in the picture.



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41.05

Place the forked-end of the left shock absorber shaft 2 41D over the end of the rear left knuckle shaft 38B and fix the parts with an AEM screw.



41.06

Take the rear right suspension upper control arm 41E (the part with the letter R engraved on it). On each end of the control arm 41E place one bracket 41J, as shown in the picture. Attach each bracket with an AJM screw.



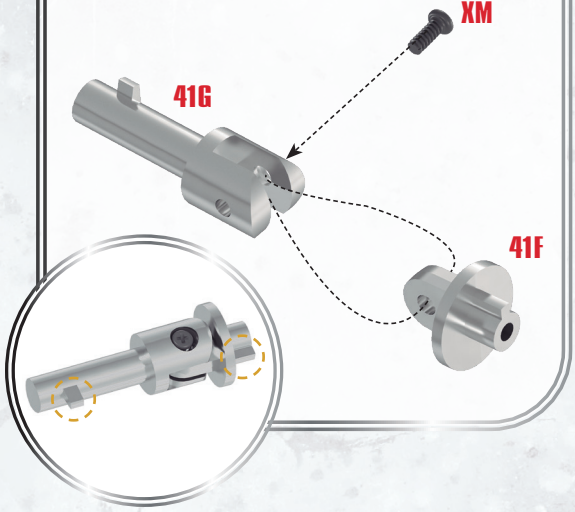
41.07

Place the rear right suspension upper control arm 41E over the rear right knuckle 38A and fix it in place with one AEM screw. Note that the side of the control arm where the letter R is engraved should face towards the exterior of the assembly, as shown in the detail picture.



41.08

Place the small tab of the right shock absorber upper cap 41F (marked with the letter R) into the upper part of the right shock absorber shaft 1 41G. Attach the parts with an XM screw. Note that the small flaps on both parts should face in the same direction (see the detail picture).



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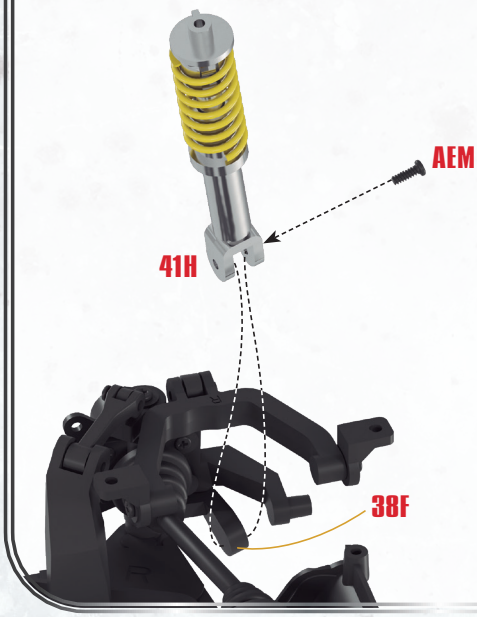
41.09

Place the other spring **41I** between the right shock absorber shaft 1 **41G** and the right shock absorber shaft 2 **42H**. To secure the two shafts together, insert the small flap on shaft 1 **41G** into the groove in shaft 2 **42H**, as shown in the picture.



41.10

Place the forked-end of the right shock absorber shaft 2 **41H** over the end of the rear right knuckle shaft **38F** and fix the parts with an **AEM** screw.



Final assembly



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