FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

42



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BRIAN'S NISSAN SKYLINE GT-R



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THE ORIGINAL NISMO 400R

Developed by NISMO, and based on the Skyline GT-R (R33), the NISMO 400R was the ultimate Skyline GT-R production car, unlike the NISMO GT-R LM, which was a homologation model for Le Mans.

In July 2019, the Nissan Skyline (V37) underwent a significant change with the introduction of the Skyline 400R, powered by a new 3.0L V6 twin-turbo VR30DDTT engine. As its name suggests, it is a nimble four-door sedan that delivers over 400ps. However, this was not the first Skyline to be called the "400R" – Nissan Motorsports International Co., Ltd. (NISMO) announced the NISMO 400R on January 23, 1996. Based on the Skyline GT-R (R33), this fully-built new model was the original 400R.

NISMO, which was derived from the Omori Works that was Nissan's motorsports base along with the Oppama Works, began to develop products for the street, something it had not previously been involved with. To commemorate the company's 10th anniversary, NISMO released the NISMO 270R in 1994, NISMO's complete production car based on the Silvia (S14). This was followed by another model, the NISMO 400R. Today, you can find this car – known as the "Fantastic Skyline GT-R" – being sold at outrageous prices due to its rarity, with only 44 examples built.

When the development of the NISMO 400R began, there were major changes in the Japanese automobile industry environment. Nowadays, tuning and customizing your car can be done legally at tuning stores, auto accessory mass merchandisers, and dealers, but in those days there were strict regulations on things like installing suspension height adjustment, spoilers, replacing mufflers, and more. However, the Japanese government took action in response to pressure from the US for deregulation of automobile parts. As a result, the following deregulation took place:

"Within three months from August 23, 1995, Japan will relax the requirements for inspection of structural modifications under Article 67 of the

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Road Trucking Vehicle Law. For any minor structural or external changes, the Government of Japan will abolish the following requirements:

a. The submission of the current vehicle for structural modification inspection conducted at a District Land Transportation Bureau Branch Office;
b. The presentation of the vehicle inspection certificate to the Land Transportation Bureau Branch Office;
c. The payment of the weight tax."

[From "Measures Concerning Automobiles and Auto Parts by the Governments of Japan and the United States of America"].

Specifically, automobile parts installed by means other than welding or riveting could now pass vehicle inspections without modification as vehicles with "minor structural or external modifications". Of course, it was still necessary to comply with safety standards and emission regulations, but it was no longer necessary to "remove the equipment and return the vehicle to normal before undergoing vehicle inspections". This deregulation created a sudden boom in the tuning and customization industry, and NISMO's development of street-use parts and complete cars stimulated this sector.

NISMO 400R PROTO UNVEILED

In January 1995, Nissan became the first automaker to officially exhibit at the 13th Tokyo Auto Salon – a tuning and custom car festival held at the International Exhibition Hall in Harumi, Tokyo – and unveiled its new Skyline GT-R (R33). In addition, Nissan's NISMO works team exhibited the NISMO 400R PROTO at the same venue. It was unprecedented for a tuning car to be unveiled at the same time as a new car announcement.

The black stripe on the silver body on the side of the exhibited car had a "400R" logo at the rear end, and the specs plaque on the car read: "400R PROTO, 400ps maximum output". The vehicle was fitted with NISMO-developed front and rear spoilers, and the original front grille and aluminum wheels; the lowered ride-height indicated that the suspension had been replaced. On the other hand, the distinctive four-wheel over-fenders, front bumper, and carbon fiber hood with air duct openings that gave the NISMO 400R its unique character had not yet been fitted.

At this point, the company had not yet decided to sell the car as a complete model, but after the Auto Salon, development of a full NISMO 400R was officially started.

NISMO exhibited the 400R PROTO at the Tokyo Auto Salon in January 1995, a festival for customized cars. The front grille was of the side-plank type like the Skyline GT-R (R32), and the over-fenders had not yet been fitted.





The NISMO 270R was NISMO's first complete production car, and was based on the Silvia (S14). It was a rare model, limited to 30 units.

The name "400R" was derived, of course, from the engine's maximum output of 400ps. NISMO's extensive experience in the N1 Endurance Series and the Spa-Francorchamps 24-hour race enabled it to guarantee the durability of not only the engine, but also the transmission and other drive systems as part of a production car that could be driven on public roads.

Since the model was developed by NISMO, development was conducted by racing drivers under contract with NISMO. They used Nissan's test tracks and circuits to fine-tune a model that displayed high levels of quality and durability that set it apart from conventional cars.

FITTING A 2.8L ENGINE

Initially, development proceeded with the original 2.6L displacement of the RB26DETT engine. The turbo was changed from the stock ceramic twin-turbo to a metal twin-turbo capable of withstanding the high boost pressure of the Skyline GT-R V·spec N1. Bench tests showed that the engine produced over 400ps, but response in the mid- and low-speed range was poor, and the power plant could not be considered very fast.

The reason for the poor response was that NISMO's internal regulation had to meet the 10–15 mode and 11 mode exhaust gas emission regulations, just like other car manufacturers. In order to satisfy the regulation values, it was not possible to set camshaft profiles and valve timing that would allow the metal twin turbocharger to operate from low rpm.

The solution to this problem was to increase the displacement to 2.8 liters. The private team's Skyline GT-R (R33) was already equipped with Nissan Kohki's 2.8-liter engine for the 1995 All Japan GT Championship, and the NISMO 400R also adopted the RB-X GT2 engine with a displacement of 2,711cc with a 1.0mm larger bore and 4.0mm larger stroke. The larger displacement made it possible to use the metal twin-turbocharger from low rpm even with stock camshafts, and this gave the engine unique and powerful acceleration.



The NISMO 270R was based on the SR20DET engine, and was equipped with a special turbo and a large intercooler to produce a maximum output of 270ps. This maximum output was the origin of the car's name, a convention that was carried over to the NISMO 400R.

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THE ORIGINAL NISMO 400R



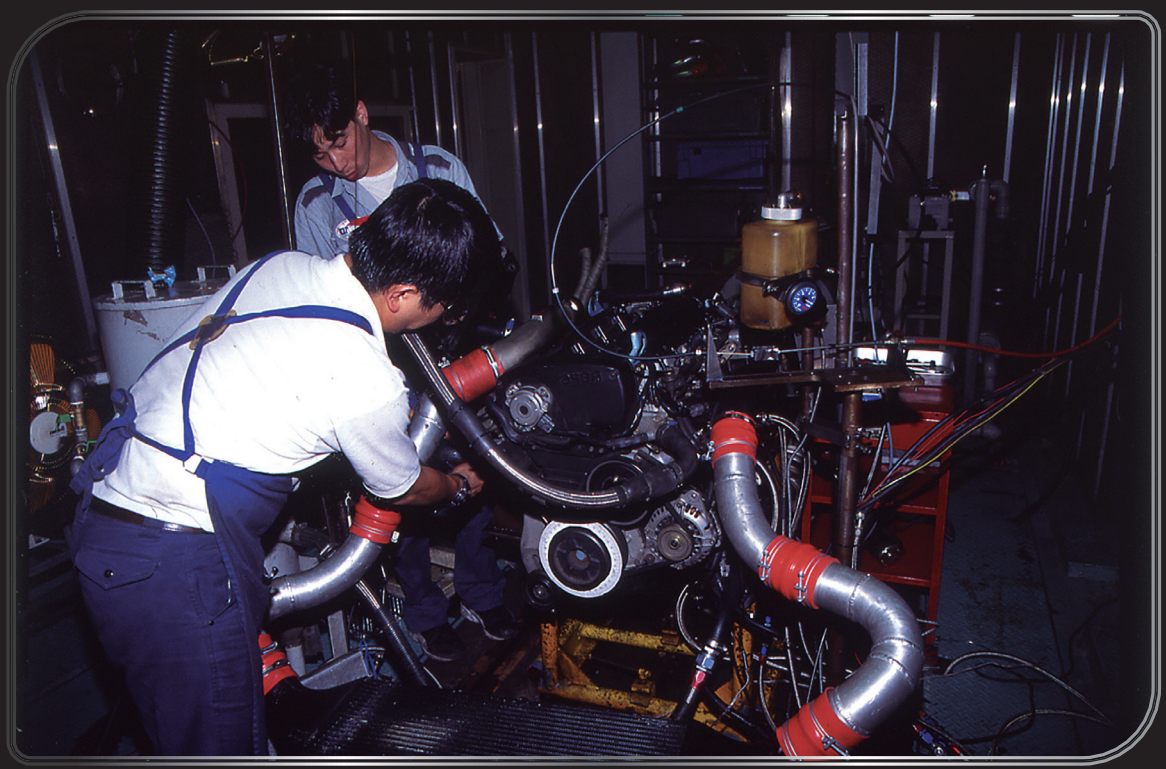
The 400R PROTO was unveiled at the Tokyo Auto Salon in January 1995, and full-scale development began after the show. It was designed to be fun to drive on circuits and Nissan's test course, as well as on highways and winding roads in everyday driving.

The cylinder block of the RB-X GT2 engine was an increased-bore reinforced type, and a specially forged crankshaft with an increased stroke was used. In addition, forged cooling channel pistons were combined with specially forged connecting rods, and the engine was controlled by a dedicated ECCS unit.

The intake and exhaust systems were also exclusive. The intake featured a high-flow air cleaner and a high-efficiency sports intercooler. The exhaust setup, which consisted of two systems from the catalytic converter to the main muffler, used a stainless-steel front pipe, a low-resistance sports catalytic converter, and a titanium dual-muffler to reduce exhaust drag. Expensive titanium mufflers were rare at the time.

Thus, the RB-X GT2 engine for the NISMO 400R was completed employing high-precision, high-quality parts and was built with high technology backed by experience in racing activities. It delivered a maximum output of 400ps/6,800rpm and maximum torque of 47.8 kgm/4,400rpm. ♦

The engine of the NISMO 400R was developed to achieve 400ps. Initially, the specs were similar to the N1 Endurance Series specs, but emission and noise regulations became a bottleneck, and mid- to low-speed torque was insufficient. Therefore, the target performance was achieved by increasing the engine displacement.



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MICHAEL STASIAK, AN ALLY... MUCH TO HIS REGRET

Unlike other intrepid FBI agents seen on film and TV, Stasiak is a typical bureaucrat who envies men of action and who, when he feels tempted to emulate them, ends up putting his foot in it.



Every time he meets Brian, the unfortunate FBI agent Michael Stasiak ends up with a broken nose.

From the beginning of the franchise, there have been minor characters less likeable and more annoying to the protagonists. In *The Fast and the Furious* that role was taken by FBI Agent Bilkins, who constantly pressured Brian in his mission as an undercover cop. In *2 Fast 2 Furious,* Bilkins' mood ostensibly improved and he passed the baton on to Customs Agent Markham, who resolved to keep Brian and Roman on a tight leash in their investigation into Carter Verone. Later, in *The Fast and the Furious: Tokyo Drift,* the thorn in the side of the main character – in this case the young Sean Boswell – was none other than his father, Major Boswell. The Major was obsessed with keeping his son away from cars by any means whatsoever.

JEALOUS OF BRIAN

The authority figure again played the nuisance in *Fast & Furious,* as a new FBI agent, Michael Stasiak, starts working for the Feds and sharing an office with Brian. Stasiak's manifest incompetence,

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combined with his obvious jealousy of Brian, makes him an irritating guy. However, thanks to actor Shea Whigham's brilliant performance, Stasiak eventually earns a degree of fondness.

From his first appearance, Stasiak does everything he can to annoy Brian. Familiar with his new colleague's past, Stasiak shows excessive interest in capturing Dom, which leads him to interrogate Mia. This increases the tension between Brian and Stasiak so much that a fight breaks out between them, leaving Stasiak with a broken nose. Their superior officer intervenes and, annoyed with Brian, warns him: "Do you know the difference between a cop and a criminal? One bad judgment call."

TOO MUCH HELP

In view of the positive response from audiences, Agent Stasiak made a brief return in *Fast & Furious 6.* It was his job to fake the arrest of Brian and send him to jail, a strategy intended to bring the imprisoned, but still dangerous, Arturo Braga closer to the undercover detective. In order to be placed in solitary confinement near Braga, Brian attacked Stasiak in the prison's admissions room. Though a sham conflict, the unfortunate FBI agent once again ended up with a broken nose.

Later, in another nod to fans, Michael Stasiak was back in action in *F9: The Fast Saga,* this time simply to help Dom's team travel to Montequinto to investigate Mr. Nobody's airplane crash. This time Stasiak's nose remained intact, although he complained about doing Dominic's team too many favors. ♦

THE ADVENTURES OF BRIAN O'CONNER

How to get out of the predicament

Infiltrating an organization run by a man as cruel as Carter Verone is a high-risk activity. Brian and Roman have no option but to do it, however, if they want the Feds to forget about the unfinished business they have with the law. But they don't want to end up in a coffin rather than prison. They turn to Tej Parker and his racing buddies to help them find a way out of their awkward situation.



Actor Shea Whigham managed to give Stasiak such a playful personality that many fans expressed their desire to keep him in the franchise.

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LAUNCHING THE SAURUS JR.

Part 2: Participating in single-make races

The Saurus Jr. was a full-fledged competition model with numerous racing components, but at a price that was especially attractive for amateur racers. The result was that it competed in several single-make racing series in the early 1990s.



This is the "Oyasaru", or Saurus, powered by a 1,600cc, four-valve DOHC CA16DE. It was a model with a slightly larger body size than the "Kodasaru", or Saurus Jr.

While its big brother, the Saurus, had a 1,600cc engine, the Saurus Jr. had a 1,000cc power plant and a more compact body size. At 882lb (400kg), the light weight of the Saurus Jr. was sufficient for a 70hp power output. It was also equipped with a cross-mission transmission system with close-ratio gearing, to give the Sarus Jr. the feel of a fully-fledged race car.

Other parts were made from genuine components as much as possible to keep costs down. As a result, it was sold at a price of 2.7 million yen for the complete car and 2.3 million yen for the kit car, and was described as "the lowest-cost racing car in the world".

The Saurus Jr. Cup was held at Tsukuba Circuit and Fuji Speedway in 1991. In 1992, the Tohoku and Sanyo series started, while in 1993, the Kyushu West Japan Series was held, with the competition growing into a nationwide racing series.

In 1993, the Saurus Jr. underwent a minor change, switching from the SOHC MA10 series engine to a new four-valve DOHC CG series unit, the same as that used in the March (K11). In 1993, the total sales of the Saurus Jr. reached 190 units.

The racing industry affectionately called the Saurus "Oyasaru" (parent monkey) and the Saurus Jr. "Kodasaru" (baby monkey). The "baby monkey" is still active as a training car for the racing school sponsored by Tokachi Speedway. ♦



The suspension was fully-fledged with double wishbones front and rear. The Saurus Jr. was also an excellent teaching car for young people aiming to become race mechanics.

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A SPORTY SECOND-GENERATION PULSAR

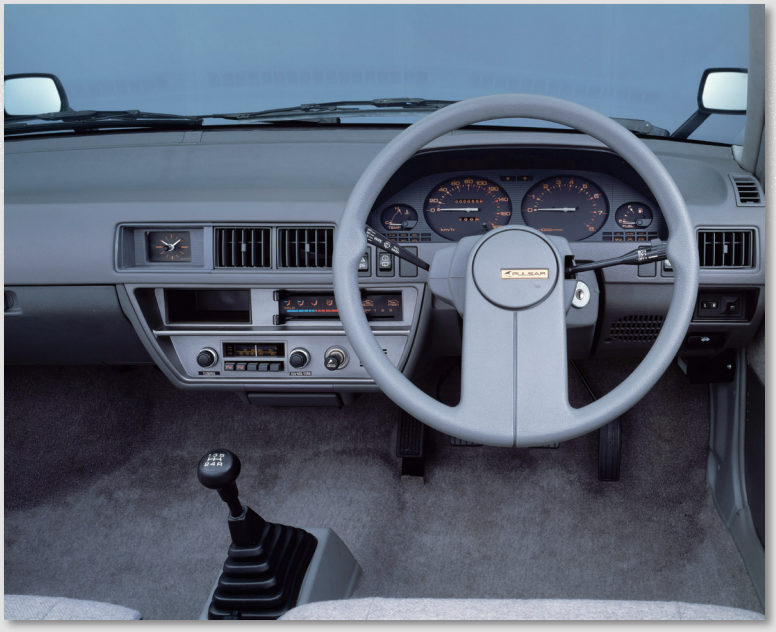
The catchphrase for the second-generation Pulsar, which underwent a full model change in April 1982, was: “Transformation is impressive: NEW Pulsar newly released.”

The updated Pulsar was characterized by its straight-line design, with three body types initially offered: three- and five-door hatchbacks, and the two-door EXA coupe. A four-door sedan was added two months later. The commercial van that existed in the previous generation was discontinued in this generation.

In addition, the second-generation Pulsar had two siblings: the Langley (three- and five-door hatchback), which was sold at Prince dealers, and the Liberta Villa (four-door sedan), which was available at Nissan dealerships. Incidentally, the second-generation Pulsar was sold at the Cherry (Pulsar) store.



Introduced in 1983, the Pulsar Turbo was a dynamic model. The two-tone yellow and black color scheme gave the second-generation Pulsar a sporty image.



The spacious legroom was a characteristic of front-engine, front-wheel drive cars of this era. The dials were oval-shaped, while the cockpit design was easy on the eye.

In 1983, Nissan and Alfa Romeo formed a technical tie-up to create the Italian-born Alfa Romeo Arna, which was based on the Pulsar and powered by an Alfa Sud horizontally opposed four-cylinder engine.

The second-generation Pulsar was equipped with the same E-series engines as its predecessor: a 1.3-liter SOHC carbureted in-line four-cylinder E13 (75ps), a 1.5-liter SOHC carbureted in-line four-cylinder E15 (85ps), and an EGI version of the E15E (95ps).

In May 1983, riding on the wave of the turbo boom in Japanese cars, the E15E/T type (115ps) with turbo specification and the CD17 type (61ps) with 1.7L diesel – which was rare in the basic class – were added. At that time, some grades, such as the EXA, were equipped with door mirrors for the first time in Japan, and this was a big hit. The suspen-

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sion layout followed that of the previous generation, with struts in the front and trailing arms in the rear.

In March 1984, a minor change was made, and Japanese actor and singer Masatoshi Nakamura was used in publicity for the model. A 1.5-liter three-door hatchback was introduced as a new series called "Milano X1" in cooperation with Alfa Romeo. The Milano X1 was characterized by front and rear spoilers and the use of green – Alfa Romeo's manufacturer's color – on the seats and other interior parts, as well as on the body pinstripes.

Like its predecessor, the second-generation Pulsar was used in motorsports, especially in the Fuji Freshman Race held at Fuji Speedway, where a single-make race between the Pulsar and the EXA was held. Many drivers loved this car as a perfect machine in which to start racing. ♦

The unique design of the EXA included retractable headlights. The styling of the EXA looked like it was a mid-engined car, but the engine was at the front.

TECHNICAL DATA

PULSAR 3DR H/B 1500TS-GE N12 TYPE (1982)

Length:	155.9in (3,960mm)
Width:	63.8in (1,620mm)
Height:	54.7in (1,390mm)
Wheelbase:	95.1in (2,415mm)
Tread (front):	54.9in (1,395mm)
Tread (rear):	54.1in (1,375mm)
Engine:	E15E type (straight four, DOHC)
Total displacement:	1,487cc
Maximum output:	95ps / 6,000rpm
Maximum torque:	12.5kgm / 3,600rpm
Vehicle weight:	1,808lb (820kg)
Suspension (front/rear):	strut / trailing arm
Brakes (front/rear):	disk / drum
Tires:	165/70SR13



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STAGE 42
REAR CHASSIS STABILIZERS

In this issue, we will mount the stabilizer bars, the reinforcing bar, the driveshaft, and the steering arms on the rear subframe assembly. Then we will attach the rear subframe to the chassis and connect the driveshaft to the gearbox.

PARTS



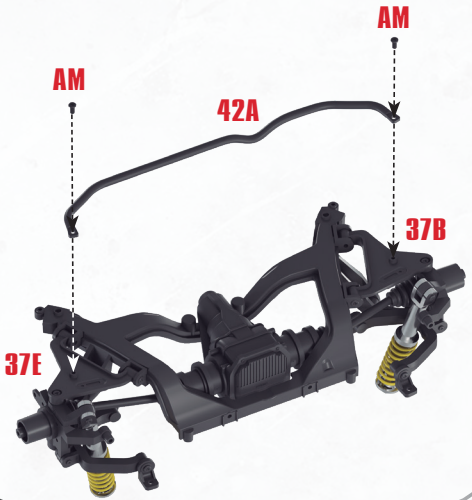
42A Rear reinforcing bar
42B Rear center stabilizer bar
42C Rear left stabilizer bar
42D Rear right stabilizer bar
42E Center chassis stiffener
42F Stabilizer bar right bracket
42G Stabilizer bar left bracket
42H Rear left steering arm
42I Rear right steering arm
42J Driveshaft
AIM Screws 2×3×6mm (×3*)
AM Screws 1.7×4mm (×10*)
AP Screws 1.7×4mm (×5*)
BP Screws 1.7×5mm (×5*)
CM Screws 2×4mm (×10*)
GM Screws 2×6mm (×3*)
MP Screws 1.2×3mm (×3*)

*Including spares

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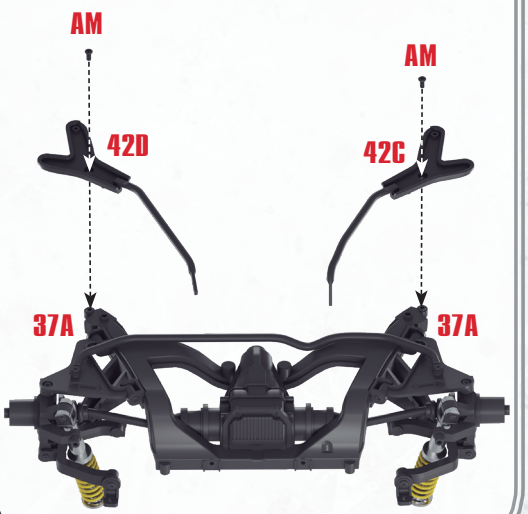
42.01

Retrieve the rear subframe and suspension assembly that you prepared in issue 41 and turn it over. Align the ends of the rear reinforcing bar 42A with the screw posts in the middle of the lower crossmembers 37B and 37E. Connect the bar with two AM screws.



42.02

Position the rear right stabilizer bar 42D and the rear left stabilizer bar 42C over the highlighted holes in the rear subframe 37A. Connect the parts with two AM screws.



42.03

Insert the right bracket 42F (marked with letter R) and the left bracket 42G (marked with letter L) into the highlighted holes in the rear center stabilizer bar 42B. Attach them from the opposite side with MP screws.



42.04

Connect the left and right brackets, 42G and 42F, to the rear left stabilizer bar 42C and rear right stabilizer bar 42D.

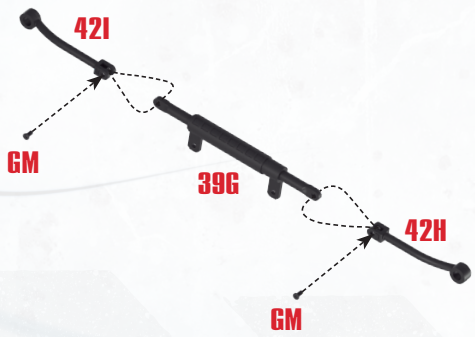


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REAR CHASSIS STABILIZERS

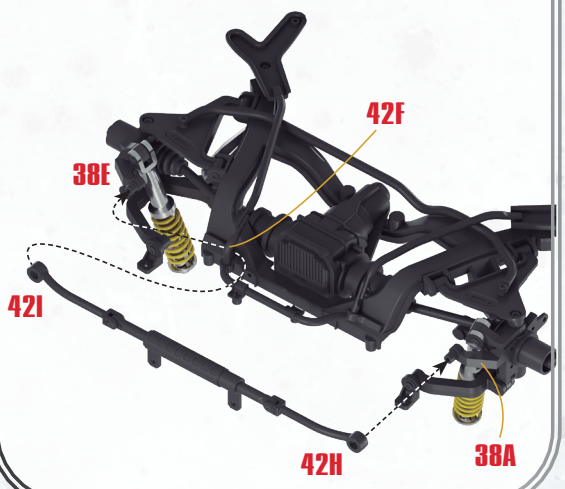
42.05

Refer to the image for the correct position of the parts. Connect the left and the right steering arms, 42H and 42I, to the rear steering rack 39G. Attach each steering arm with a GM screw.



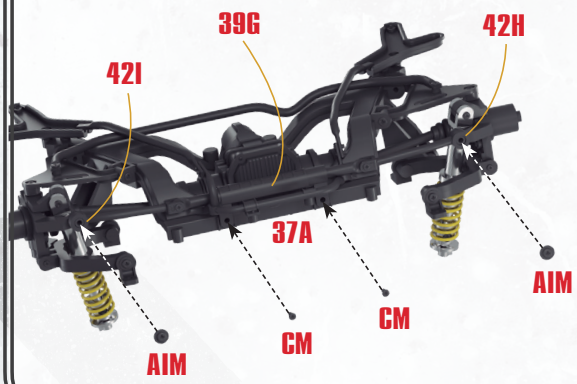
42.06

Guide the rear right steering arm 42I between the stabilizer bar right bracket 42F and the rear subframe 37A to connect it to the rear right knuckle 38E. Connect the end of the rear left steering arm 42H to the rear left knuckle 38A.



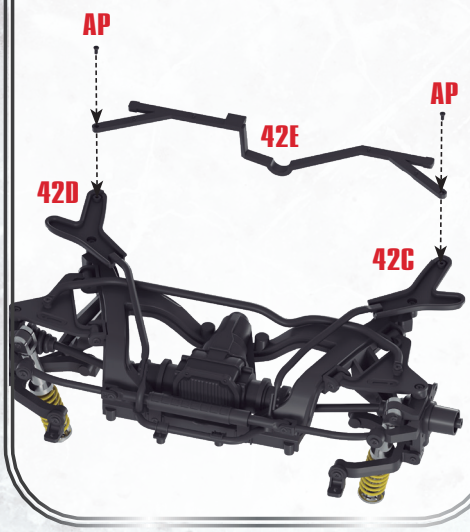
42.07

Connect the rear steering rack 39G to the rear subframe assembly 37A with two CM screws. Then attach the ends of the rear right steering arm 42I and the rear left steering arm 42H to the assembly with an AIM screw in each of the highlighted holes.



42.08

Align the center chassis stiffener 42E with the highlighted screw posts on the rear stabilizer bars 42D and 42C. Connect the parts with two AP screws.



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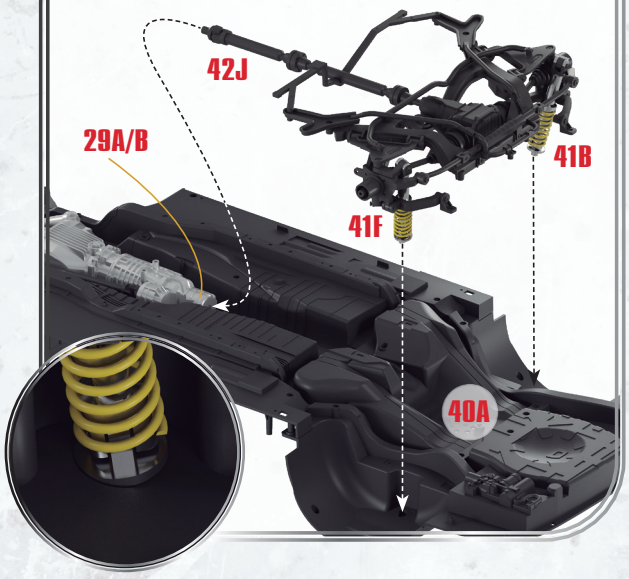
42.09

Insert the driveshaft 42J into the hole in the rear differential assembly, 39D and 39E.



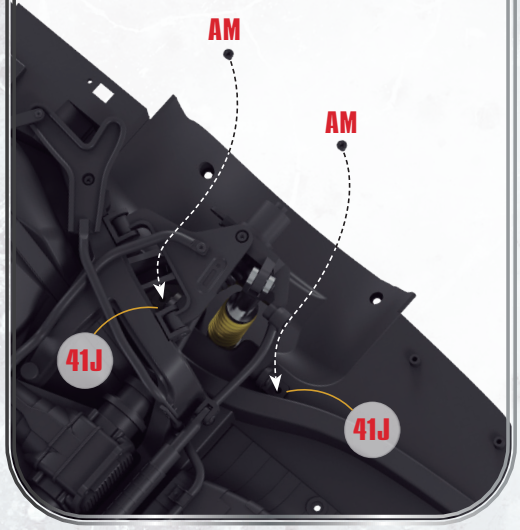
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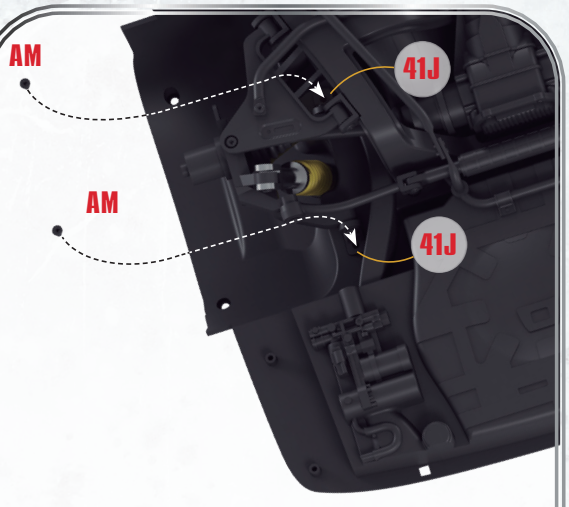
Retrieve the chassis and engine assembly, and place it on a table in the position shown in the picture. Fit the rear subframe assembly you prepared in the previous step over the chassis rear section 40A, aligning the shock absorber upper caps 41F and 41B with the highlighted holes in the chassis. Insert the end of the driveshaft 42J into the hole in the gearbox assembly, 29A and 29B.



42.11

Turn the chassis assembly over and, while holding the parts together, insert two AM screws into the rear upper control arms' brackets 41J on the left side of the chassis.





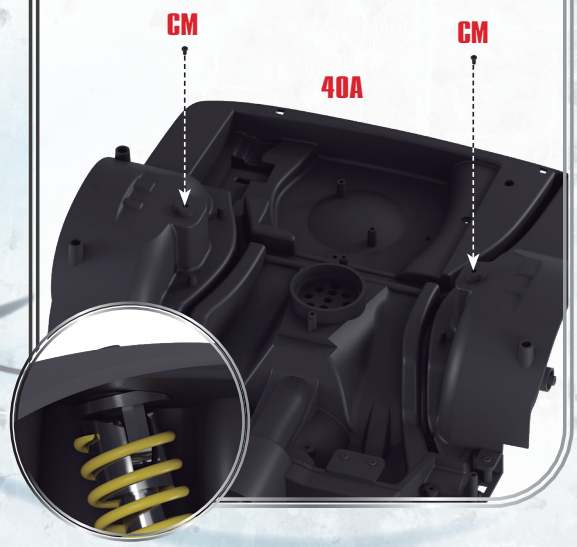
42.12

On the right side of the chassis insert two AM screws into the rear upper control arms' brackets 41J.

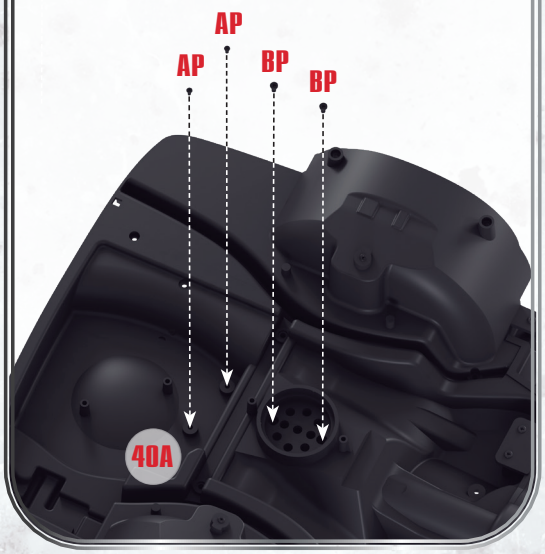
042_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 23/5/24 14:17

REAR CHASSIS STABILIZERS

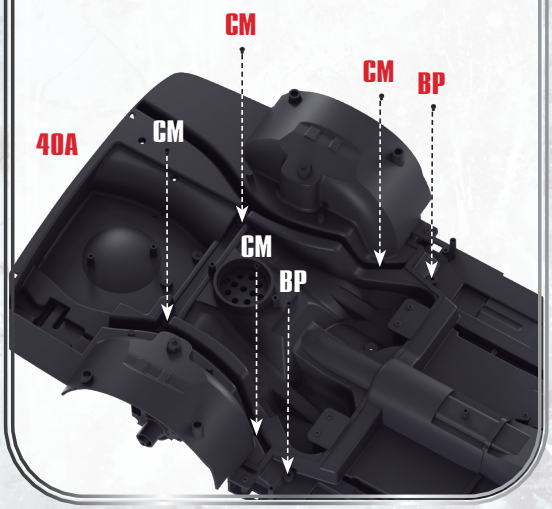
42.13 Use two **CM** screws to attach the shock absorbers to the rear chassis section **40A**.



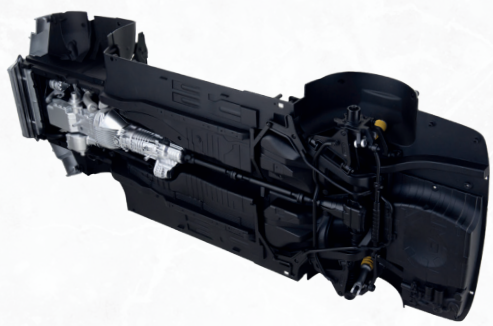
42.14 Continue fixing the chassis assembly by inserting two **BP** screws into the highlighted holes in the circle-shaped area shown in the picture. Then insert two **AP** screws into the highlighted screw posts in the chassis rear section **40A**.



42.15 Complete this stage by inserting four **CM** screws and two **BP** screws into the highlighted holes in the chassis rear section **40A**.



Final assembly



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