FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

43



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BRIAN'S NISSAN SKYLINE GT-R

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DEVELOPING AND TESTING THE NISMO 400R

The NISMO 400R was equipped with a special 2.8-liter RB-X GT2 engine, reinforced drivetrain and suspension, and exclusive exterior and interior parts. It was a complete production car that unleashed the hidden potential of the finest materials available.

The 2.8-liter RB-X GT2 engine was assembled with the same precision and clearances as a racing engine, so it needed to be warmed up before starting the car, especially in the winter.

The maximum power was 120ps higher than the RB26DETT type of the base car, the Nissan Skyline GT-R (R33). In addition, the maximum torque was increased by more than 10.0kgm, from 37.5kgm/4,400 rpm to 47.8kgm/4,400 rpm.

The drivetrain was strengthened to accommodate this increased torque, and an 8.5-inch (216mm) pull-type twin-plate clutch was adopted with a larger torque-transfer capacity by increasing the contact area of the plates. The twin-plate clutches used in tuning cars up to that point often required heavy pedal pressure and abrupt clutch engagement because of the emphasis on torque transmission capacity.

In order to improve the daily driving experience, NISMO made the pedal force equivalent to that of a normal clutch and ensured that the clutch was easier to use despite the high performance of the twin-plate clutch. As a result, the 400-horsepower grade engine could be driven at ease without stress. Lightweight chromoly was used for the flywheel to which the clutch is attached.

The transmission was the same stock five-speed manual as the base model, but had proven

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The NISMO 400R was equipped with NISMO aero parts and the four-wheel over fenders – one of the features of this car – to give the body a distinctive look reminiscent of the second Skyline 2000GT-R (KPGC110), also known as the Kenmeri GT-R.

its durability in the N1 Endurance Series and other events.

The propeller shaft that transfers the drive torque from the transmission to the rear final gear was a carbon shaft specially designed for the NISMO 400R. It is also used in the current Nissan GT-R (R35), and featured in the Group A specification Skyline GT-R (R32). By using carbon fiber as the material, the weight is reduced by 17lb (7.7kg) – or about 50 percent – compared to a normal steel propeller shaft. Mass and moment of inertia under acceleration were reduced by approximately 40 percent, resulting in high stability and improved dynamic performance. Strength and durability were also dramatically improved by the FW (filament winding) process.

The electronically controlled ATTESA E-TS PRO torque-split 4WD system with active LSD in the rear differential was the same as on the base model. A reinforced differential mounting kit was used for the mounting points.

NEW OVER-FENDERS INCREASE WIDTH

The suspension was the same as the base model, but each part was reinforced with NISMO's street-use parts. The shock absorbers were Enerpetal's Bilstein fixed-force type – the spring rates of the combined springs were 7kg/mm at the front and 8kg/mm at the rear, while the ride height was lowered by 1.2in (30mm). The front and rear anti-roll bars had also been modified. In addition, the front suspension used N1 links to increase the negative camber angle, and reinforced bushings were used for all suspension mounts to ensure direct handling suitable for sporty driving. The front-strut tower bar was also replaced with a lightweight titanium tower bar, which was essential to ensure the body rigidity needed to get the most out of the suspension.

The Brembo brake system remained unchanged from the base model, but NISMO brake pads were adopted to provide superior fade resistance and a wide range of high performance from the street to the track. For wheels, the LM-GT1 examples were designed to provide powerful brake cooling; their forged three-piece construction made them strong enough to withstand intense driving. The tires were a combination of Bridgestone Potenza RE710kai rubber in a wide 275/35R18 size.

The exterior of the NISMO 400R was immediately recognizable as a "Special Skyline GT-R". Instead of the GT-R emblem, a special "400R" badge was placed in the center of the front grille and on the trunk lid. The specially designed front bumper directed air efficiently to the brakes, and air ducts and outlets for the engine's air-cooled oil cooler were installed

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to significantly improve the cooling efficiency of the oil cooler. Special fenders were fitted to all four wheels to accommodate the ultra-wide tires, and the overall width was increased by more than 2in (50mm) to 72in (1,830 mm).

The front spoiler featured air ducts for brake cooling and a diffuser shape that generated down-force on the underside. At the rear, there was a variable carbon-fiber double-wing rear spoiler. The exclusive carbon-fiber LM hood was designed based on the results of the 24 Hours of Le Mans race – the air that passed through the intercooler and radiator was released through an opening in the top of the hood to achieve far more efficient cooling than the standard hood.

The headlights were equipped with the then-rare HID lighting system used in the 24 Hours of Le Mans. Its high performance was already evident in the long-distance visibility and wide light distribution provided by the bright blue-white light source, which increases safety during nighttime driving.



A page from the NISMO 400R catalog listing the mechanical changes. Much of NISMO's know-how from the Nissan Skyline GT-R (R33) was incorporated. In addition, the carbon-fiber propshafts, Bilstein dampers, HIDs, and others parts were exclusive products.

The interior and exterior had many items exclusive to the NISMO 400R. The front bumper had the same design as the NISMO production parts of the time, but was actually an exclusive item with different details. The interior also featured a number of exclusively designed parts.

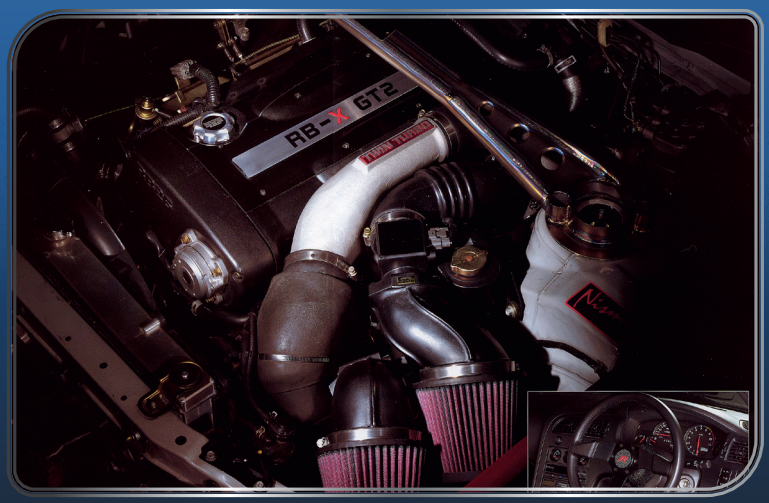
THE NISMO 400R ON THE TEST TRACK

The interior of the NISMO 400R also featured exclusive specs. The front seats were Type R reclining bucket seats with the NISMO logo, and the same fabric was used for the door panels and rear seats. The steering wheel was a 14.4in (365mm) diameter leather-wrapped sports wheel with an exclusive horn button; it didn't include an airbag. The 400R's exclusive combination instrument cluster, visible behind the steering wheel, featured a 320km/h speedometer, a tachometer that ticked up to 11,000 rpm, and an exclusive 400R emblem. The triple sub-meter on the center console had a more detailed scale setting and displayed boost pressure, engine oil temperature, and front torque. The boost gauge was scaled to 1.4kg/cm² for positive pressure only. The shift lever was equipped with a titanium shift knob and featured a solid shift lever for direct shifting.

The NISMO 400R, which featured not only a special engine



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The RB-X GT2 engine, which produced a maximum of 400hp, had a larger displacement of 2.8 liters and could effectively use the N1 spec metal turbo from mid to low revs. The engine was assembled by race mechanics in the same manner as the Group A specification engine and produced a unique sound.

but also an upgraded drivetrain, suspension, exterior, and interior, was produced at the then-NISMO headquarters in Omori, Tokyo. All completed cars were taken to Nissan's Oppama test track for acclimatization and to ensure consistent quality performance. At the time of its launch, the price was 12 million yen (excluding tax) (€74,727), more than twice the price of a new Skyline GT-R (R33), which was the base model. According to the official announcement, the car was to be sold as a limited edition of 99 units, but in the end, only 44 cars were reportedly produced.

One of these cars participated in the Pikes Peak Auto Hill Climb, a traditional event held at Pikes Peak in Colorado, US, in 1996 and 1998, and was driven by Akira Kameyama of Best Motorsports. The yellow-painted NISMO 400R's exterior was the same as the NISMO 400R itself, but it was equipped with a special 700+ horsepower RB-X GT2 engine built by Nissan Kohki and REINIK and fitted with a Group N spec roll cage. At that time, the Nissan Skyline GT-R (R33) was not well known in the US, so the local media called the car "Yellow NISSAN" and welcomed it with great interest. In the finals, the car surprised everyone with its speed, and won its class both years. ♦

The NISMO 400R competed in the Pikes Peaks race, which was originally set at an altitude of about 9,186ft (2,800m) at the start before the course climbed all the way to 14,108ft (4,300m). The altitude near the finish causes a significant loss of power, and Nissan Kohki Co., Ltd took measures to counteract this problem.



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DOM VS. BRIAN: WHO'S THE FASTEST?

From the day they met, Dominic Toretto and Brian O'Conner established a friendship marked by respect and a degree of rivalry, strengthened by the competitive desire to finish in front of each other in the next race.



At the end of *Fast Five,* Dom Toretto visits Brian in his Dodge Challenger SRT-8 and once again accepts the challenge to see who is faster.

One of the most successful aspects of *The Fast and the Furious* involved pitting the two worlds represented by Dom and Brian against each other, and showing that, despite their differences, thanks to cars and racing, they come to feel a very unique affinity. Their friendship, still full of mistrust, suspicion, and disappointments, was eventually forged in a thrilling and epic final high-speed race, after which they would again take different paths. Of course, that last duel did not clearly show which of them was faster, so, deep down, the entire moviegoing audience was left longing for them to meet again on the starting line.

LIKE BROTHERS

Dom and Brian's long-awaited reunion takes place in *Fast & Furious*. And it is not exactly a happy one. Initially, the tension between the two could be cut with a knife. Both are after the same man: the mysterious drug-trafficker Arturo Braga. But Dom

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and Brian have very different intentions. Dom wants to kill Braga; Brian, to lock him up in prison. Nevertheless, bit by bit, relations mellow between Dom and Brian. However, moments of mistrust and even rage still boil over, such as when Dom discovers that Letty died while working with Brian in an FBI investigation. But the brotherhood-like bond always remains.

"A brotherhood still exists between the two," says producer Michael Fottrell. "One is brought up on the bad side of the tracks, the other on the good side. Brian is now blending into Dom's world, and they have each other's backs. That blood ethic exists between the two of them so that they protect one another, no matter who's right or who's wrong."

A RACE STILL TO BE DECIDED

The director of *Fast & Furious,* Justin Lin, was well aware that audiences would demand to see the resolution of the unfinished business between the two main characters. In the franchise's second movie, fans saw Brian gaining considerable experience as a driver in street races. Would it be enough to dethrone Dom?

The answer comes in a nighttime race against the backdrop of the streets of Los Angeles. Although several vehicles start, only two have a real chance of winning: the 1970 Chevrolet Chevelle SS driven by Dom and the 2002 Nissan Skyline GT-R (R34) steered by Brian. After a thrilling race, the two rivals enter the final straight neck and neck. The FBI agent activates the nitrous and steps hard on the gas. Dom, who knows all the tricks, simply gives his wheel a slight turn, knocks his rival off the road, and crosses the finish line in first place. The end justifies the means, Dom thinks, longing to avenge Letty's death at the hands of Braga. ♦

THE ADVENTURES OF BRIAN O'CONNER

Discovered

2 Fast 2 Furious presents one of the most striking diversionary tactics ever seen in a movie, featuring dozens of fast cars racing out of a warehouse at once, making it impossible for the police to identify and pursue the car Brian and Roman are in. It enables Brian and Roman to escape before their final encounter with the dangerous Carter Verone. Monica warned Brian and Roman the businessman had already decided to eliminate them, so the two drivers concoct an ingenious plan to lose their colleagues before they grow tempted to become Brian's and Roman's executioners. But what about Monica? If Carter also suspects her, Brian will have to put the pedal to the metal to save her.



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OVERALL VICTORY IN THE SPA 24 HOURS

After a clean sweep in the Group N class at the 1990 Spa 24 Hours, NISMO was ready to lay down the challenge in the main Group A class in 1991. And the extensively prepared Skyline GT-R did not disappoint, securing a landmark win to certify the GT-R as a formidable race car.



The Sugo test was held at the beginning of May, and the car covered a total of 2,610 miles (4,200 km) over 10 days.

In August 1991, NISMO once again took on the challenge of the Spa 24 Hours, the pinnacle of touring car racing. This time, the Group A specification Skyline GT-R was a real contender.

The Group A version of the GT-R had already dominated the domestic JTC (Japan Touring Car Championship) with its overwhelming strength, but this was the first time that the GT-R had competed in the classic 24-hour endurance race.

The previous year, in 1990, three Group N GT-Rs were entered in the Spa 24 Hours with minor modifications – they dominated the Group N class, securing the first three places. In fact, this race was also a testing ground for the following year's Group A



The test in Sugo was conducted at night in preparation for the 24-hour race. HID (high-intensity discharge) headlights were used for maximum visibility, but the Skyline GT-R ran without auxiliary lights during the actual race.

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OVERALL VICTORY IN THE SPA 24 HOURS

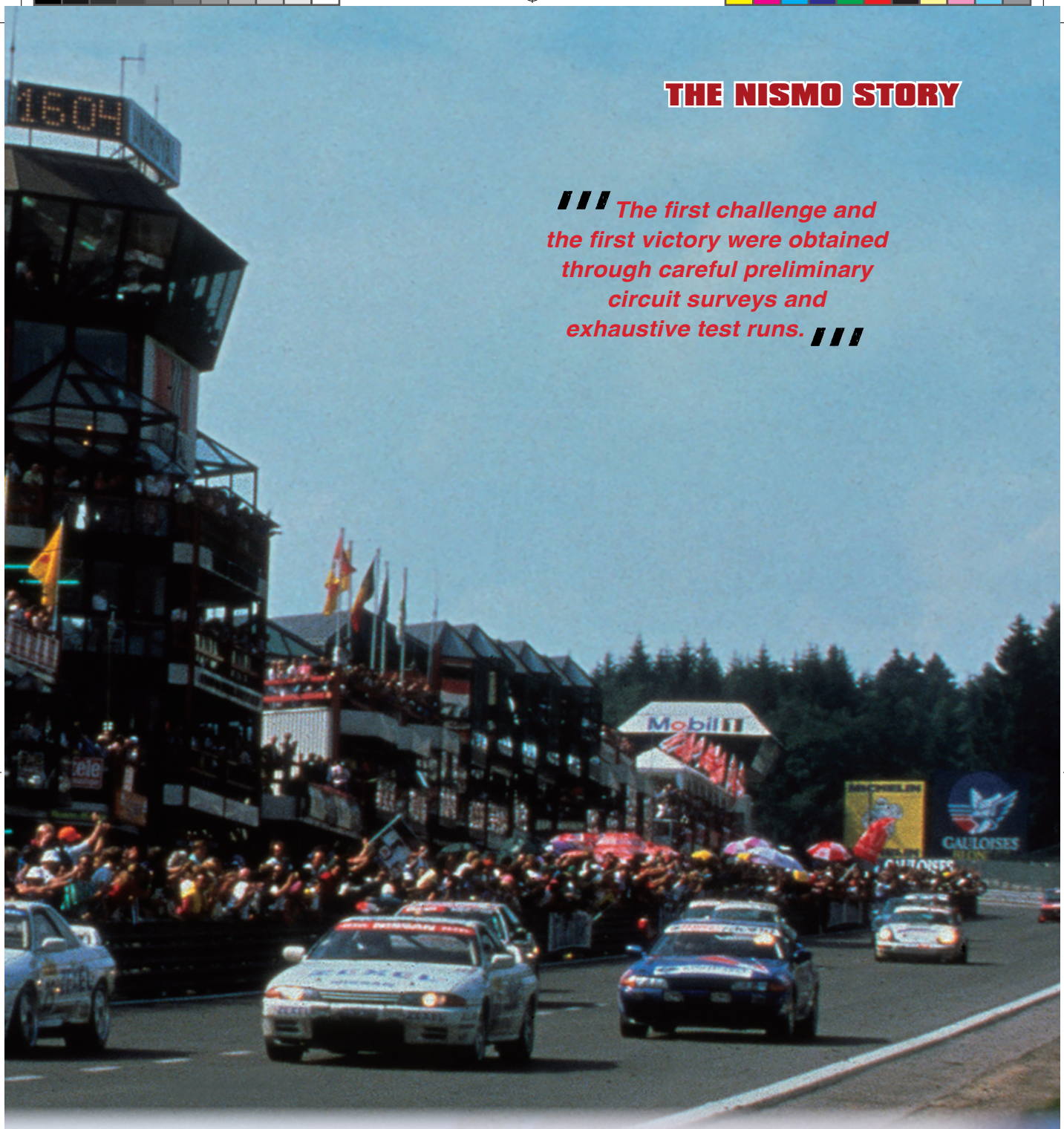


The staff called the 10 consecutive days of evaluation a "special test". After the test, a commemorative photo was taken – the expressions on the team's faces reflect the confidence they had in the car.



The Spa-Francorchamps circuit is located on hilly terrain and features beautiful scenery. During the race, hot-air balloons also add to the spectacle. The backdrop is similar to that of Furano in Hokkaido, Japan.

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"The first challenge and the first victory were obtained through careful preliminary circuit surveys and exhaustive test runs."

race in 1991. The team studied pit and paddock facilities, including air tool connections, power supply specifications, pit space, and so on. They also previewed the track before the race and measured the height of the curbs at each corner. In addition, the team checked the vehicle regulations and, of course, brought back a variety of information on the status of the competing vehicles for the following year's race.

Based on this information, NISMO began testing at Sportsland Sugo in April. The original plan was to conduct a long-distance test, but due to vehicle problems, the evaluation was canceled after 310 miles (500km). In May, after the test car was repaired, a long-distance "special test" was conducted again at Sugo. It lasted a total of 10 days and covered more than 2,485 miles (4,000km). With all the preparations in place, the GT-R and NISMO team finally arrived in Belgium. The three drivers were Anders Olofsson, David Brabham, and Naoki Hattori, who had driven the Group N GT-R to a second-place finish at the 1990 Spa 24 Hours.

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OVERALL VICTORY IN THE SPA 24 HOURS



After the start of the 1991 race, the team never relinquished the lead. The nighttime pit stop was also carried out according to pre-race testing, and the race went smoothly.

In 1991, BMW's official M3 team – which had won the previous year's race and was considered the GT-R's closest rival – was absent from the Spa 24 Hours. The reason was that the race schedule overlapped with the German national championship. Despite the absence of rivals, this was the GT-R's first 24-hour race, and it was unknown what types of problems the model would encounter.

In qualifying, the team took pole position as they had hoped. In terms of sprint speed, it was clear that the BMW M3, Ford Sierra, and Porsche Carrera were no match for the GT-R. In the race itself, the GT-R pulled away from the pack from the start and held the lead for the entire 24 hours. Driver Naoki Hattori made history as the only Japanese driver to win the Spa 24 Hours.

Meanwhile, the GT-R secured a one-two in Group N, winning its class for the second year in a row. The 1991 Spa 24 Hours was a sensational race for the GT-R. Its success was guaranteed to make the name of the Skyline GT-R deeply engraved in the minds of European race fans. At the same time, it also proved that the Group A-specification GT-R was capable of overwhelming speed on the world stage. ♦



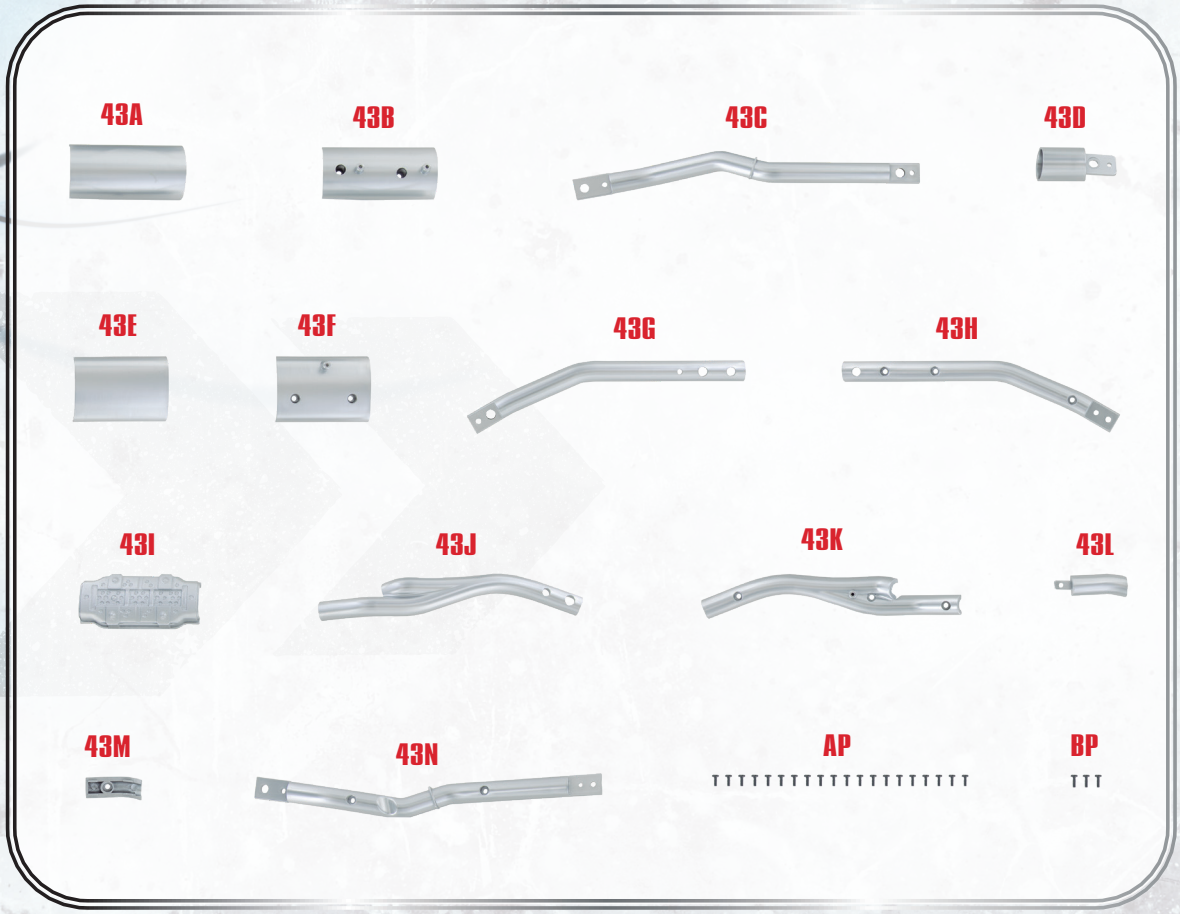
A celebratory lap for the drivers in an open-top car at the end of the race. To date, Naoki Hattori (far right) is the only Japanese driver who has won the Spa 24 Hours.

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STAGE 43
EXHAUST SYSTEM

In this issue, we will mount the exhaust system and then fix it under the chassis.

PARTS

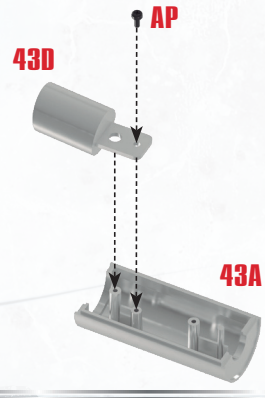


- **43A** Muffler end section 1
- **43B** Muffler end section 2
- **43C** Exhaust end section 1
- **43D** Exhaust tailpipe
- **43E** Intermediate muffler section 1
- **43F** Intermediate muffler section 2
- **43G** Exhaust intermediate section 1
- **43H** Exhaust intermediate section 2
- **43I** Catalytic converter protection
- **43J** Initial exhaust section 1
- **43K** Initial exhaust section 2
- **43L** Initial exhaust section 3
- **43M** Initial exhaust section 4
- **43N** Exhaust end section 2
- **AP** Screws 1.7×4mm (×20*)
- **BP** Screws 1.7×5mm (×3*)

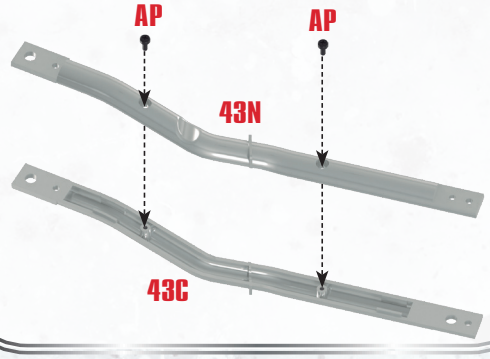
*Including spares

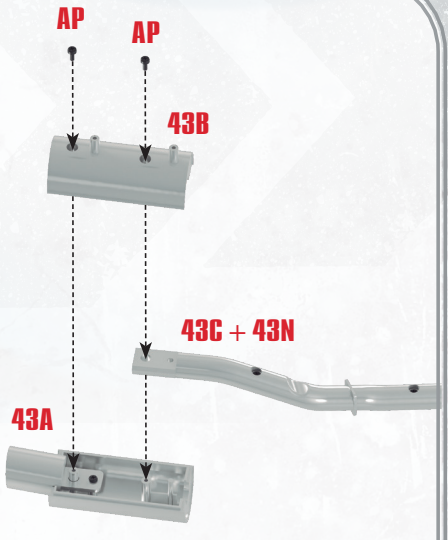
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43.01 Align the two screw posts on the exhaust tailpipe 43D with the two holes on the muffler end section 1 43A. Connect the parts with an AP screw.

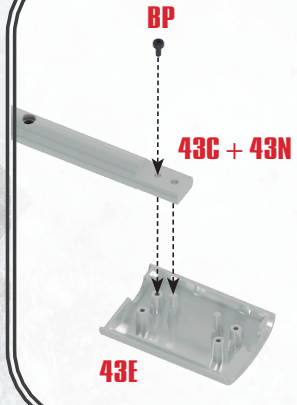


43.02 Position the exhaust end section 2 43N over the exhaust end section 1 43C and connect them with two AP screws.



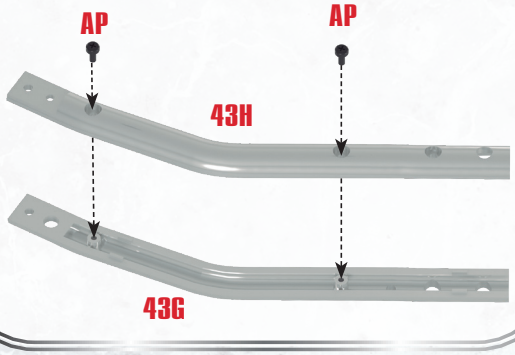


43.03 Position the exhaust end section assembly (43C and 43N) over the highlighted end of the muffler end section 1 43A. Then place the muffler end section 2 43B over the muffler end section 1 43A and secure the assembly with two AP screws.

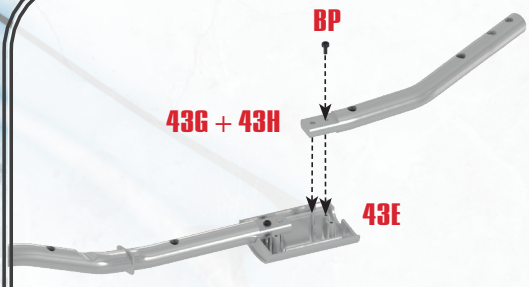


43.04 Align the hole in the other end of the exhaust end section assembly (43C and 43N) with the highlighted screw post on the intermediate muffler section 1 43E. Connect the parts with a BP screw.

43.05 Position the exhaust intermediate section 2 43H over the exhaust intermediate section 1 43G and connect them with two AP screws.

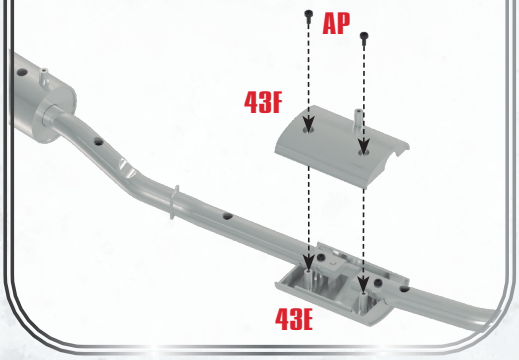


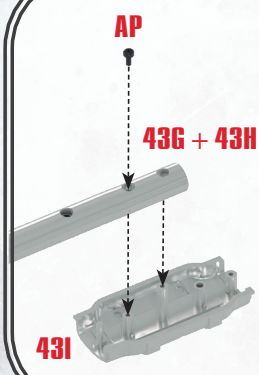
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43.06 Align the holes in the exhaust intermediate section (43G and 43H) with the highlighted screw posts in the intermediate muffler section 1 43E. Secure the assembly with a BP screw.

43.07 Align the holes in the intermediate muffler section 2 43F with the screw posts in the intermediate muffler section 1 43E. Secure the parts with two AP screws.

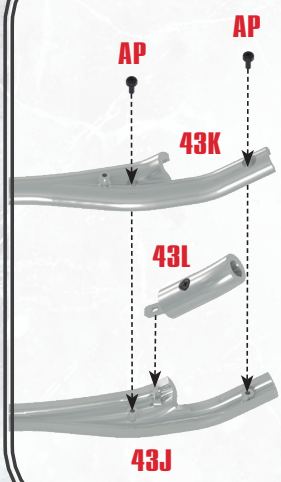




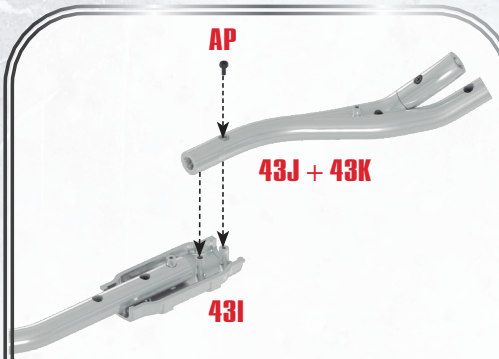
43.08 Align the holes in the other end of the exhaust intermediate section (43G and 43H) with the center pivots on the catalytic converter protection 43I. Connect the parts with an AP screw.



43.09 Place the initial exhaust section 4 43M over the initial exhaust section 3 43L and connect the parts with an AP screw.



43.10 Place the tab on the initial exhaust section 3 43L on the highlighted pin on the initial exhaust section 1 43J. Then position the initial exhaust section 2 43K on the initial exhaust section 1 43J, securing the parts with two AP screws.

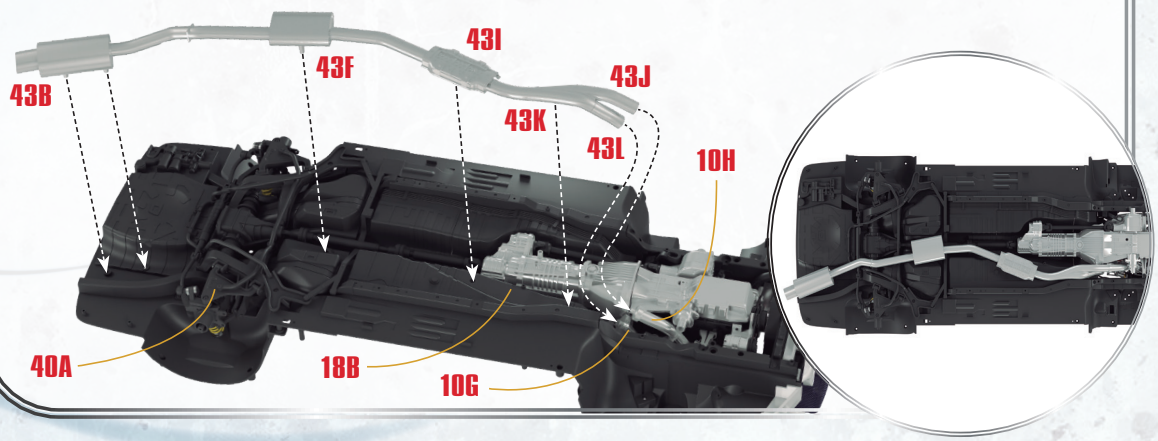


43.11 Connect the initial exhaust section (43J and 43K) to the catalytic converter protection 43I with an AP screw.

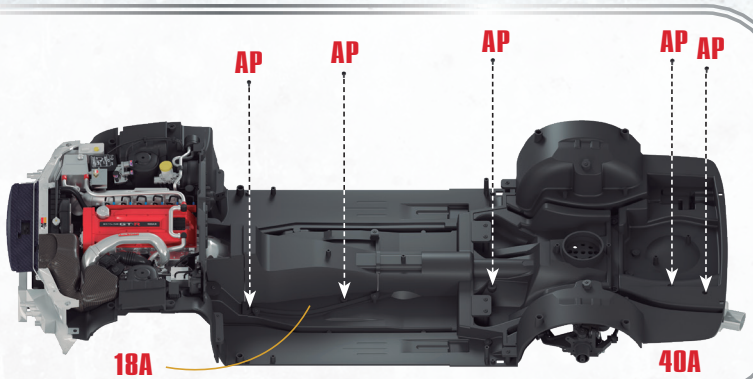
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EXHAUST SYSTEM

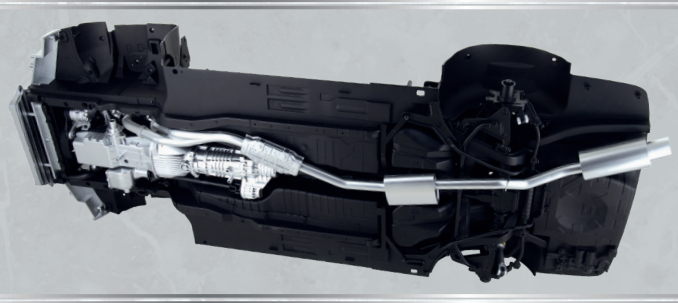
43.12 Retrieve the chassis assembly and place it upside down on a table. Place the exhaust system assembly on the chassis so that, at the front, the initial exhaust section 1 **43J** connects to the exhaust outlet 1 **10H**, and the initial exhaust section 3 **43L** connects to the exhaust outlet 2 **10G**. In the center, the pivots on the catalytic converter protection **43I** and the initial exhaust section 2 **43K** should fit into the holes marked on the chassis center tunnel **18B**. At the rear, the pivots on the intermediate muffler section 2 **43F** and muffler end section 2 **43B** should fit into the holes highlighted on the chassis rear section **40A**.



43.13 Finally, turn the main assembly over again and secure the exhaust system with three **AP** screws into the chassis rear section **40A** and two **AP** screws into the chassis center section **18A**.



Final assembly



FANHOME

Fast & Furious Franchise
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