FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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DEVELOPING THE SKYLINE 2000GT-R'S S20 ENGINE

Introduced in 1969, the Nissan Skyline 2000GT-R (PGC10) was a car that went far beyond the norm, being a four-door sedan equipped with a newly designed S20 engine based on the GR8 power plant of the prototype R380 racing model. But what kind of engine was the original GR8?

The 2000GT (GC10), which was added to the Skyline (C10), was born as the equivalent of the conventional 2000GT-A (S54A-3), combining a two-liter in-line six-cylinder SOHC L20 type engine with an easy-to-use single carburetor and delivering a maximum output of 105hp. Meanwhile, development was also underway for a successor to the 2000GT-B (S54B-3), which was the base vehicle for motorsports and was much loved by car enthusiasts at the time as a high-performance sports sedan. The model, which was expected to perform well in touring car racing, was the Skyline 2000GT-R (PGC10) released in February 1969.

Earlier, in the fall of 1968, a concept model of the 2000GT-R was exhibited at the 15th Tokyo Motor Show under the name "Skyline 2000GT with an R380 engine". Although the fender mirrors and wheel covers were the same as those of the 2000GT, the red "2000GT" emblems were attached to the front and rear grilles, and the rear fenders – a characteristic of the surfing-themed Skyline (C10) – were eliminated to accommodate wider tires. Inside, the front seats were replaced with full-size bucket seats, but the interior specifications were already similar to those of the mass-production model.

According to documents from the Design Department of Nissan Motor Co, Ltd., which was

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in charge of the Skyline's development, the goal of the 2000GT-R was to create "a high-performance sports sedan with the hidden capabilities of a racing machine". The main feature of the 2000GT-R was the adoption of the S20 engine, which was redesigned for the production model based on the two-liter in-line six-cylinder, four-valve DOHC GR8 unit installed in the Nissan R380, which succeeded the Prince R380 prototype racing car. This is why it was called the "Skyline 2000GT with an R380 engine": the Skyline 2000GT-R would not have been possible without the Nissan R380 and the GR8 engine.

The story of the birth of the GR8, the prototype of the S20, goes back to the 2nd Japanese Grand Prix in May 1964. At that time, Prince Motors, Ltd. had rushed to develop the Skyline GT (S54A-1) to compete in the 2nd Japanese Grand Prix. The front section and wheelbase of the Skyline 1500 (S50) were extended by 7.9in (200mm), and three Weber carburetors imported from Italy were fitted to the G7 type two-liter in-line six-cylinder SOHC engine for the Gloria Super 6 (S41D). Derived from a sedan, this GT car was produced in a rush and 100 units needed to obtain homologation from the FIA (Fédération Internationale de l'Automobile) were built.

Although it was narrowly beaten in the race by the Porsche Carrera GTS (904), the Skyline's popularity skyrocketed, and in the following year, 1965, the Skyline 2000GT (S54B-2), with three Weber carburetors as standard equipment, was released as a catalog model in response to the demand for a commercialized Skyline GT.

A PURE RACING ENGINE

Prior to the merger with Nissan Motor Co, Ltd., Prince Motors, Ltd. developed Japan's first full-scale prototype race car for the upcoming 3rd Japanese Grand Prix. The car, named the Prince R380, was equipped with a GR8 type two-liter in-line six-cylinder, four-valve DOHC engine developed from scratch. Initially, the plan was to develop the engine based on the G7 type, but the G7 type had an old-style four-bearing crankshaft and a square-type bore x stroke of 75mm × 75mm, which was not suitable for a racing engine that needed high revs and power. Therefore, the GR8 type engine was redesigned.

The structure of the cylinder block of the GR8 type was the same as that of the G7 type, with a cast-iron cylinder liner inserted into a cast-iron block – a so-called wet liner system. Since the cylinder liner was surrounded by cooling water, it featured excellent cooling performance. The bore and stroke ratios were set at 82mm for the bore and 63mm for the stroke. These were based on the optimum bore/stroke ratio of 0.76, which was derived from testing by Coventry, a well-known British racing engine manufacturer at the time. The displacement was 1,996cc.

The crankshaft main bearings used seven bearings designed for high speeds. The bearing caps, which hold the five main bearings between the cylinders, had side bolts that fasten from the side as well as the usual vertical direction. The side skirts of the cylinders were joined to the bearing caps to increase rigidity. Finally, the con rods were made of lightweight, high-strength titanium.

The R380A-I was a prototype racing car developed by Prince Motors, Ltd. with the goal of defeating Porsche. At the heart of this model was a two-liter in-line six-cylinder, four-valve DOHC engine, which was very advanced for its time.



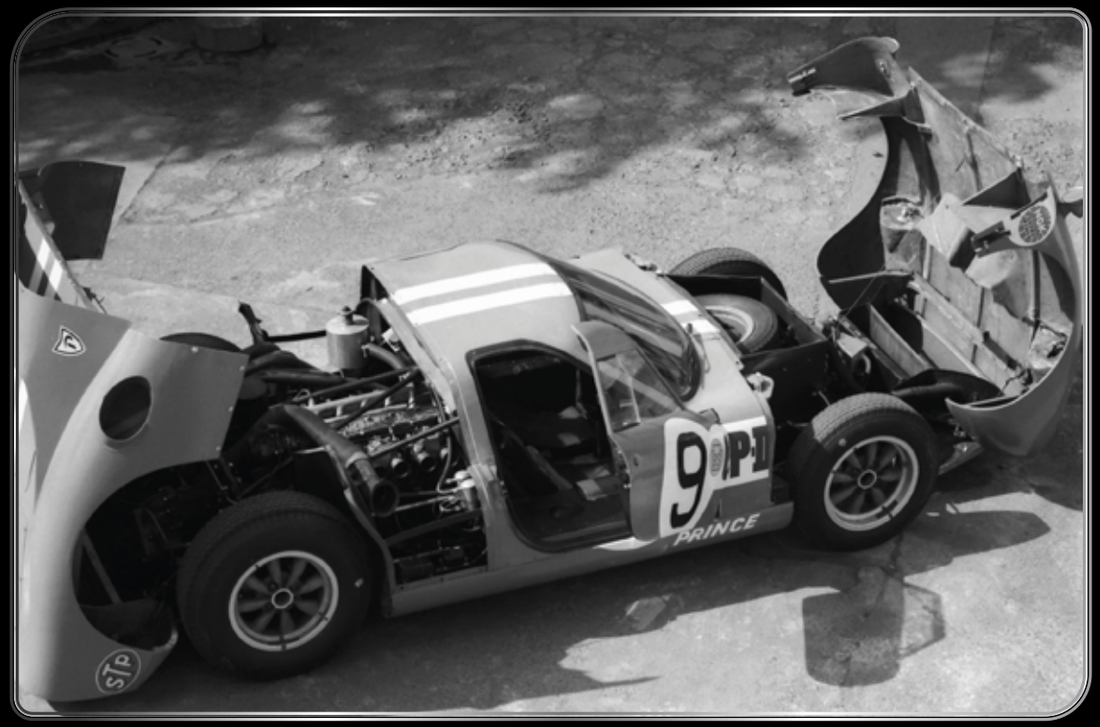
The R380 series was equipped with a mid-mounted GR8 engine. The combination of a lightweight chassis that weighed less than 1,543lb (700kg) and an engine that produced more than 200hp had a lot of potential.

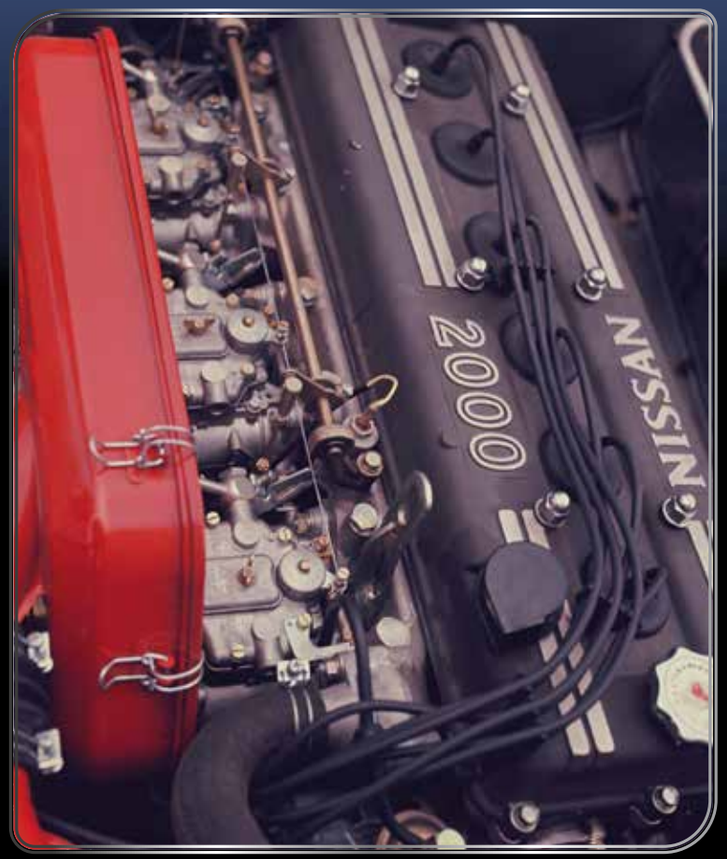


Because this was the first time Prince Motors, Ltd. developed a complex four-valve DOHC unit, the design of the cylinder head was a constant struggle. The aluminum alloy cylinder head had a rather wide valve-pinch angle of 60 degrees. The use of a multi-spherical combustion chamber was probably responsible for this. This was quite different from the compact vent-roof type combustion chambers used in modern passenger car DOHC engines, which have valve pinch angles of 20 to 30 degrees. According to some sources, the valves were imported from Sweden with tungsten added to increase their strength. It appears that parts that met the required specifications could not yet be manufactured in Japan.

The cylinder head and cam carrier were separate. The mating surfaces were perpendicular to the valve. The camshafts driving the 24 valves were not driven by chains, but by a gear train

The R380A-I finally beat Porsche to win the 3rd Japan Grand Prix in 1966. It was a race car that boys dreamed of, and miniature versions of it became popular.





The Skyline 2000GT-R (PGC10) was powered by the S20, a 2,000cc in-line six-cylinder four-valve DOHC engine that was an evolution of the GR8 engine used in the R380.

driven by gears without fear of breakage.

The carburetors were Weber triplexes, as on the Skyline GT, with a larger 42DCOE bore (later evolving to an even larger 45DCOE and then to fuel injection). The exhaust system had two manifolds, one for the front three cylinders and one for the rear three; initially, they were not the same length.

The engine oil lubrication system was a dry-sump system with forced oil circulation using an oil pump, a common practice in racing engines. The aluminum oil pan was thus made thinner, allowing the engine to be mounted at a lower position.

The first GR8 model was completed in April 1965, and it is said to have produced nearly 200hp in the first test. The GR8 was then installed in a real Prince R380 and fine-tuned while various problems were ironed out – it reaching a maximum output of more than 200hp by the time it competed in the 3rd Japanese Grand Prix in May 1966.

In the 3rd Japanese Grand Prix, the Prince R380 (R380A-1) shook-off the pursuing Porsche Carrera 6 (906) and Toyota 2000GT (MF10) prototype to win the race with car #11 driven by Yoshikazu Sunako. Car #10 driven by Hideo Oishi came in second, three laps behind. With this one-two finish, the team achieved its long-awaited Japanese Grand Prix victory, marking a historic final race for Prince Motors, Ltd. ♦



The Skyline 2000GT-R (PGC10), which was the first car to bear the "GT-R" emblem, was introduced in February 1969. Initially, the model was only available as a four-door sedan.

THE ENIGMATIC MR. NOBODY

When things get ugly, a secret US government organization known as the "Agency" takes action, led by the mysterious, elegant, and sarcastic Mr. Nobody.



Even at Toretto family gatherings, Mr. Nobody shows up in his impeccable suit and black glasses.

Although as the series progresses it will be revealed that Mr. Nobody's involvement with Dom Toretto's team goes back a long way, this ingenious character is introduced in *Furious 7*. Always in a dark suit and wearing sunglasses, with his characteristic combination of aplomb and friendliness, he invites Dom to see the sophisticated center of operations he hides in El Segundo, California. There he tells Dom that an underground war has broken out for control of a powerful device known as the God's Eye, capable of locating anybody who operates on the Internet. Mr. Nobody asks Dom to help him get the device, and in return he will allow Dom to use it to find his enemy Deckard Shaw and turn the tables on him.

AN ACTION MOVIE LEGEND

Mr. Nobody brought the franchise closer to the world of secret agent movies. He also became catnip for action movie fans, as the part was played by Kurt Russell, who in the 1980s had starred in legendary cult movies such as *Escape From*

New York (1981) and *Big Trouble in Little China* (1986).

In *Furious 7*, thanks to Mr. Nobody, Dom and his team finally leave their days as fugitives behind and become a team of agents capable of carrying out amazing missions, from launching themselves out of an airplane in off-road vehicles above the Caucasus Mountains, to sneaking into an Arab prince's exclusive party in Abu Dhabi's most spectacular skyscraper. Mr. Nobody trusts these dangerous operations to his new associates, although he shows he is fully capable of going into action whenever necessary.

A LOYAL ALLY

Leading the Agency requires him to be always one step ahead, but Mr. Nobody demonstrates he is a loyal ally for Dom and his team, just as his assistant, Little Nobody, will be. When it looks like Dom has betrayed his people and joined the dangerous Cipher in *The Fate of the Furious,* Mr. Nobody reunites the team to stop the cyberterrorist in her tracks. He even convinces sworn enemies Luke Hobbs and Shaw to work together.

Mr. Nobody's work is not without high risk, however. At the start of *F9: The Fast Saga,* Mr. Nobody's plane goes down in the jungle of Montequito while he is trying to safeguard Project Aries It appears the boss of the Agency has perished. ♦

THE ADVENTURES OF BRIAN O'CONNER

The family grows

In *Fast Five,* after escaping from their pursuers over the rooftops of the *favelas*, Dom suggests to Brian and Mia that they should hide while he attempts to shake off the police. However, Mia is radically opposed to the idea. She reveals she is pregnant and the last thing she wants to do is lose her family. The news leaves Brian stunned, and he kisses her. Dom, also overcome, embraces them and assures them they will always be together.



Actor Kurt Russell, star of such popular action films as *Tango & Cash* (1990), *Backdraft* (1991), and *Stargate* (1994), gives Don Nadie a very special personality.

MORE 10TH ANNIVERSARY COMMEMORATIONS

Part 2: The origins of the NISMO Heritage Parts project

Overwhelming demand for the Datsun Competition Steering Wheel led to NISMO releasing a number of other discontinued parts including interior components and suspension kits. It sowed the seed for NISMO's later Heritage Parts program.



NISMO

ヒストリックカー向け競技用バケットシート 競技用

コード: S

NO.	PART NO.	DESCRIPTION（品名）	QTY	単価	REMARKS（摘要）
1	87000-U0175-L	Seat Assy Driver（競技用バケットシート）	1	148,000	フレーム:FRP製　表皮:牛革 シートステー付
2	87700-RR011	Head Rest Assy（ヘッドレスト）	1	25,000	ステー部:スチール製 ブラック塗装 表皮:牛革 取付用M6ボルト×2付属

NO.1 ヒストリックカー向け競技用バケットシート

ヒストリックカーファン、ヒストリックカーレースユーザーの間で、今なお根強い人気の旧日産純正スポーツオプションの競技用バケットシート。表皮の材質をオリジナル品の合成皮革から本革（牛革）に変更して再復刻。

底部にはオリジナル品の正統な復刻品であることを証明するNISMO認定プレートが装着されています。

NO.2 ヒストリックカー向けバケットシート用ヘッドレスト

ヒストリックカー向け競技用バケットシート（87000-U0175-L）用のヘッドレスト。

オリジナルの日産純正品（87700-J0111）と本体部の形状は同様とし、表皮の材質を合成皮革から本革（牛革）に変更 しました。（ステー部の形状は一部異なります）

取付は、シートバック上部に溶接されているブラケットに、付属のM6ボルトを使用して 取り付けます。その際は、ボルト穴位置の表皮に穴開けが必要となります。

1

2

The first commemorative component to be reissued was the Datsun Competition Steering Wheel, which was limited to 500 units. Reservations started on April 1, 1994. NISMO was flooded with fax orders from customers as soon as the date was announced. Meanwhile, the general public could also secure their own steering wheel, and soon after dawn a line formed outside NISMO's Omori headquarters, with some customers coming from as far away as the Kansai region. Naturally, the Datsun Competition Steering Wheels sold out immediately.

The bucket seats and the rosewood gear knob, which were used in many factory cars, were also reissued. These three interior parts were in high demand as essential parts to dress up Nissan cars of the past.

Nissan genuine racing bucket seats are very popular among historic car enthusiasts. The seats were changed from the original vinyl to genuine leather, and the headrests were sold separately.

As for functional parts, the suspension kit, which was exclusively used for racing, was semi-reproduced.

The shock absorbers were made to the same damping specifications as those of 1994, since it was impossible to make the same shock absorbers as those of that time. The racing suspension kits were sold for the Bluebird (510), the first-generation Skyline GT-R, and the first-generation Fairlady Z.

In December 2017, NISMO launched NISMO Heritage Parts, a project to reproduce discontinued genuine parts for the Skyline GT-R (R32) and also for the Skyline GT-R (R33) and (R34) models. The project was a great success, and reflected just how much historic Nissan cars are still loved and appreciated. ♦



The reproduction shift knob was made of rosewood and finished with special oil. It was used in works rally and race cars, and also featured in the Group A Skyline GT-R (R32) when it was a test car. It is still casually used as a lever in NISMO's engine test bench (below).



The race suspension for the Skyline GT-R (R32, R33, and R34) was a semi-reproduction version that followed the specifications using the technology from 1994. The front struts were converted to cartridges for ease of use.

NISMO SUSPENSION

スカイライン(GC10)旧レース用サスペンション

コード:S

NO.	PART NO.	DESCRIPTION (品名)	QTY	単価	REMARKS (摘要)
	■ショックアブソーバー&コイルスプリングキット(準復刻版) ⚠競技用				
1	54300-A0220-RP	Shock Absorber Kit FR & RR (ショックアブソーバーキット)	1	45,000	レース用ショックアブソーバーキット 減衰力は下表参照 ショートストローク(フロントはカートリッジタイプ)
2	54000-A0222-RP	Spring Coil Kit FR & RR (スプリングキット)	1	38,000	1台分レース用 車高 FR:約−45mm RR:約−60mm ※車高変化代は、エンジン、装備等により10mm程度異なる場合があります。

適合車種：GC10 スカイライン L20、S20エンジン搭載車

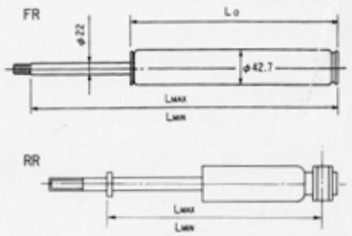
仕　様

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PART NO.		減衰力 (0.3m/s時、9N/組kgf)	L_0	L max	L min	ストローク (mm)
54300-A0220-RP	FR	116/94	404	545	445	100
	RR	194/128	—	365	230	135



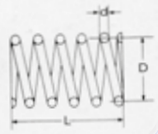
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コイルスプリング諸元表

PART NO.		線径d	コイル平均径D	総巻数	巻方向	自由長L (mm)	常用荷重時長さ(mm)	常用荷重 (kgf)	バネ定数 (kgf/mm)	備　考
54000-A0222-RP	FR	φ14.0	φ130	5.0	右	223.5	167.0	282.5	5.0	GC10 レース用 フロント
	RR	φ15.0	φ90	5.25	右	202.7	176.0	528.0	19.8	GC10 レース用 リア



A BLUEBIRD WITH AMERICAN STYLING

In 1971, the fourth-generation Bluebird U (610) debuted as the successor to the third-generation Bluebird (510), which was popular for its "Supersonic Line" design based on straight styling. It was the first model to adopt a two-door hardtop without a center pillar, replacing the two-door coupe of the third generation.

The 1.8-liter engine was available in three versions: single-carb, SU twin-carb, and EGI with electronically controlled fuel injection. Later, an EGI version was added to the 1.6-liter engine.

The chassis mechanism was inherited from the previous generation of the Bluebird. The suspension was a combination of front struts and rear semi-trailing arms. The steering gear was also a recirculating ball.



In addition to the two-door hardtop, the 2000GTX was also available as a four-door sedan. At the time, America was admired by the Japanese, and the styling of the 2000GTX reflected this.

The 2000GT series, equipped with the Bluebird's first six-cylinder engine, was introduced in conjunction with the minor redesign of the Bluebird U in 1973. It was available as both a four-door sedan and a two-door hardtop. The wheelbase was increased by 5.9in (150mm) to 104.3in (2,650mm). The main differences from the four-cylinder model

Equipped with the same engine as the Skyline G, the Bluebird was also popular with the young, street-oriented crowd in the 1980s. Its lowered ride height suited the car.





The Bluebird was not particularly sporty, but it did feature a luxurious cockpit. The windshield was close to the driver.

were the long nose, the front end, and the tail-lamp design. The front styling and the lines on the fenders earned the car the nickname "Shark Face" among young car enthusiasts.

The L20 engine was available in three versions: a 115hp single-carb version in the 2000GT, a 125hp SU twin-carb version in the 2000GTX, and a 130hp EGI version with electronic fuel injection in the 2000GTX-E, which replaced the SU twin carb in 1975. However, a common problem with larger-capacity models of the era such as this was an inability to achieve full engine performance to meet the 1950 and 1951 emissions regulations. Transmission choices included four- and five-speed-speed manual, and a three-speed automatic.

The suspension and other mechanisms were the same as the four-cylinder model. The interior, with its luxurious features such as a center armrest for the rear seat, remote-controlled side mirrors, and power windows, was appropriate for the Bluebird's first six-cylinder model. ♦

TECHNICAL DATA

BLUEBIRD U HARDTOP 2000GTX KG610 TYPE (1973)

Length:	174.0in (4,420mm)
Width:	63.6in (1,615mm)
Height:	54.3in (1,380mm)
Wheelbase:	104.3in (2,650mm)
Tread (front):	53.7in (1,365mm)
Tread (rear):	52.0in (1,320mm)
Engine:	L20 (straight six, OHC SU twin-carb)
Total displacement:	1,998cc
Maximum output:	125ps / 6,000rpm
Maximum torque:	17.0kgm / 4,400rpm
Vehicle weight:	2,535lb (1,150kg) (5MT)
Suspension (front/rear):	strut / semi-trailing arm
Brakes (front/rear):	disk / drum
Tires:	6.45S14-4PR



STAGE 67 REARVIEW MIRROR AND FLOOR LIGHTS

In this issue, we will mount the rearview mirror assembly and fix the LED lights 14 and 15 to the floor of the passenger compartment.

PARTS



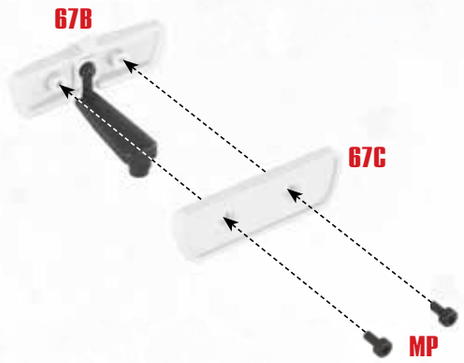
67A	Rearview mirror holder
67B	Rearview mirror housing 1
67C	Rearview mirror housing 2
67D	Rearview mirror adhesive
67E	Dome light frame 1
67F	Dome light frame 2
MP	Screws 1.2×3mm (×3*)

*Including spares

67.01
Insert the ball-shaped end of the rearview mirror holder 67A into the round hole in the middle of the rearview mirror housing 1 67B.



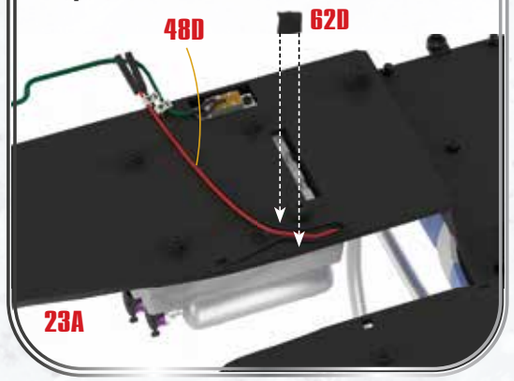
67.02
Connect the rearview mirror housings 1 67B and 2 67C and fix them together with two MP screws.



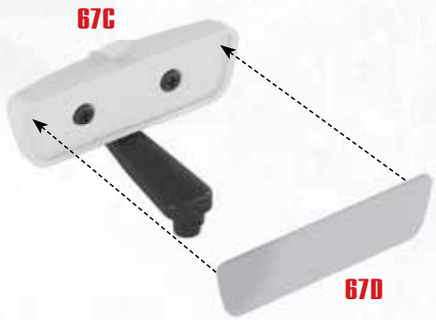


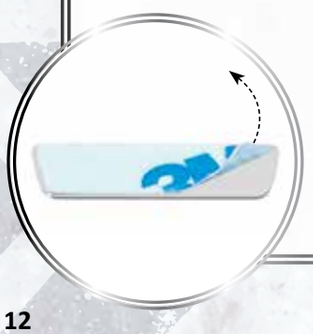
67.05
Insert the connectors of the LED light wire 14 48D through the highlighted holes in the passenger compartment floor 23A. Twist the wire labels to make it easier to pass them through. When you reach the top of the extension of the red and black wires, carefully pull them together to hold the LED light firmly in place, as shown in the detail image.

67.06
Turn the passenger compartment floor 23A over and attach the red and black wires of the LED light 14 48D to the floor with a piece of adhesive tape 62D.

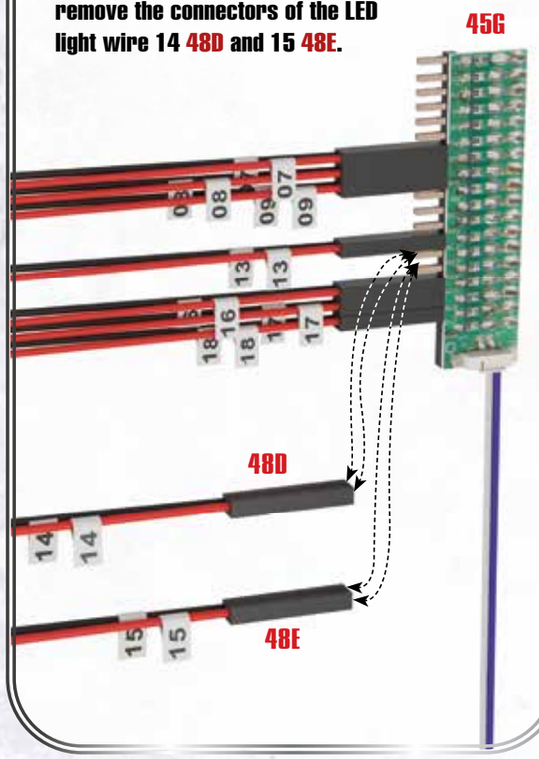


67.03
Remove the protective layer from the rearview mirror adhesive 67D and attach it to the rearview mirror housing 2 67C.





67.04
Retrieve the PCB splitter 45G and carefully remove the connectors of the LED light wire 14 48D and 15 48E.





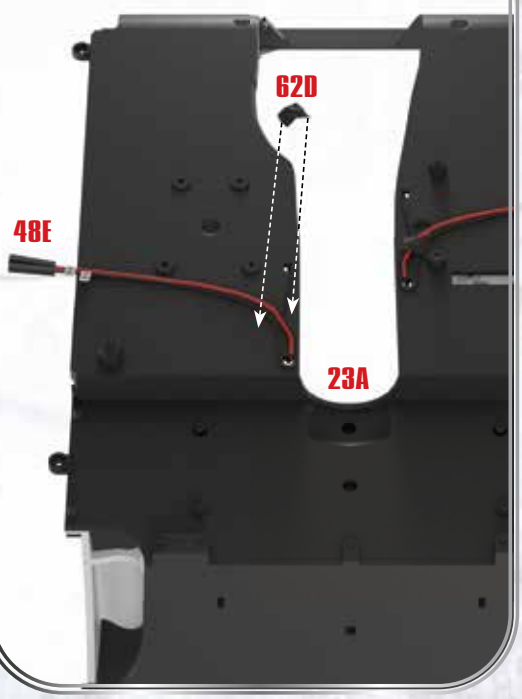
67.07
Remove and keep aside the four highlighted AP screws on the underside of the passenger compartment floor 23A. Turn the assembly back over and move the driver's seat slightly to the right.



67.08
Insert the connectors of the LED light wire 15 48E through the highlighted holes in the passenger compartment floor 23A. Twist the wire labels to make it easier to pass them through. When you reach the top of the extension of the red and black wires, carefully pull them together to hold the LED light firmly in place, as shown in the detail image. Then return the driver's seat to its original position.

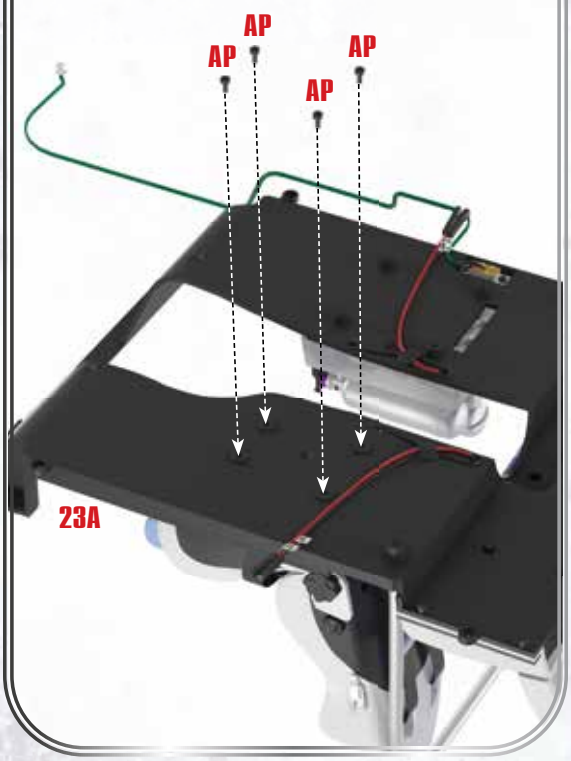
67.09

Flip the passenger compartment floor 23A and attach the red and black wires of the LED light wire 15 48E to the floor with a piece of adhesive tape 62D.



67.10

Finally, reattach the driver's seat to the passenger compartment floor 23A with the four AP screws you removed in step 7.



Final assembly

Keep the dome light frames 1 and 2, 67E and 67F, aside for later assembly.



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