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Build

BRIAN'S NISSAN SKYLINE GT-R

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REDESIGNING THE S20 ENGINE FOR THE MASS MARKET

The S20 engine was once described as a "detuned" version of the Nissan R380's GR8. In reality, the GR8 was the original engine, and the stroke length, cylinder head structure, and camshaft drive system were all redesigned for the S20 to be used in production cars, so it was a different engine. The Skyline 2000GT-R (PGC10) equipped with this engine had a strengthened powertrain and suspension to handle 160hp.

The S20 engine, a two-liter in-line six-cylinder, four-valve DOHC engine installed in the original Skyline 2000GT-R (PGC10), was the key technology that symbolized the so-called "first iteration GT-R". The purpose of developing the S20 engine, which was based on the GR8 – a pure racing power plant used in the prototype sports car Nissan R380 – was to make the Skyline 2000GT-R a car that could consistently win touring car races.

In 1969, the only in-line six-cylinder DOHC engine for Japanese production cars was the 3M type in the Toyota 2000GT (MF10) released in 1967. This was a two-valve DOHC engine with a maximum output of 150ps, while the S20 type was a four-valve DOHC engine with a maximum output of 160ps. The maximum output of the S20 was second only to large-displacement engines such as the 260ps W64 6.4-liter V8 engine of the Nissan Prince Royal (S390P-1) and the 180ps Y40 four-liter V8 engine of the Nissan President (150). The S20 was the most powerful engine in a mass-production Japanese passenger car at the time.

The chief designer of the S20 was Yuji Sakakibara, who had directed the development of the original GR8. Sakakibara, a graduate of Nakajima Aircraft,

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had served as chief of the engine design section during his time at Prince Motors, Ltd. and was also in charge of the development of the G7 engine.

The basic structure and concept of the pure-racing GR8 and the mass-market S20 were the same, but some parts were redesigned for production vehicles and other parts were redesigned to be more easily mass-produced. The structure of the cylinder block using a cast-iron wet liner was the same as that of the G7 and GR8. The bore x stroke was slightly different: the GR8 was 82.0mm x 63.0mm with a displacement of 1,996cc, while the S20 was 82.0mm x 62.8mm with a displacement of 1,989 cc. This 0.2mm difference in stroke is said to have been a margin for production control. Incidentally, a 0.5mm oversize piston was available as a genuine part for modifying the S20. When this piston was used, the displacement became 2,014cc. Of course, the cylinder liner itself could be replaced during the upgrade.

The crankshaft, made of a specially forged alloy, had seven bearings, but surprisingly it was not fully counterweighted – it had counterweights in only four places. To increase block rigidity, seven main bearing caps were used together with side bolts from no.3 to no.7, as on the GR8 type. The connecting rods were forged from a special alloy instead of the lightweight titanium of the GR8.

The lubrication system was changed from a dry-sump system to a wet-sump system with a normal oil pan. The oil pan capacity was 1.58 gallons (6 liters) at the H line of the oil level gauge, and the total oil capacity was approximately 1.85 gallons (7 liters) including the filter, cylinder head, and oil lines.



What made the Skyline 2000GT-R worthy of the "R" designation was its S20 engine, which at the time was an ultra-high-performance engine. It was an advanced in-line six-cylinder, four-valve DOHC power plant with high output even by today's standards. Moreover, the fact that it was a mass-produced engine was revolutionary.

ADAPTING THE CYLINDER HEAD STRUCTURE FROM THE GR8

The cylinder heads were very different between the GR8 and S20 models. Whereas the GR8 type had two separate cam carriers for intake and exhaust, the S20 type was designed with a flat top surface and a die-cast aluminum cam cover covering the entire cylinder head for mass production. The valve angle was the same 60 degrees, but the valve lifter structure was altered from the GR8's method of placing a small valve lifter on top of the valve stem to a standard valve lifter that covered the valve spring.

The camshafts that operate the valves were changed from the gear-train type of the GR8 to a common double-roller chain type. However, because a DOHC engine with two camshafts inevitably requires a longer chain, the S20 type mounted on the early Skyline 2000GT-R used a gear-driven oil pump for the first stage, and the second stage was a two-stage type driven by a chain. However, to reduce noise, the first stage was also changed to a chain drive.

In the GR8 model, the distributor mounted behind the camshaft on the intake side was moved to the front of the engine. The distributor was now driven by a cam-chain distributor drive-gear.

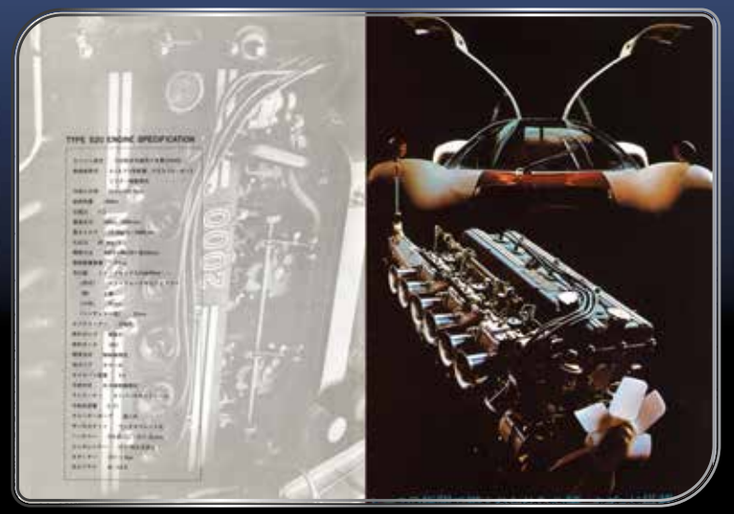
As a component designed for racing, the ignition system was equipped with a full transistor igniter for the first time in a Japanese production car. By eliminating the distributor points, problems with the tardiness of opening and closing of the points at high rpm were eliminated.

The exhaust manifold was made of stainless steel in the shape of an octopus foot, with the front three cylinders and rear three cylinders bundled together and fed to the rear as a dual exhaust.

The GR8 model used Italian Weber carburetors for fuel supply, but the S20 was equipped with a Japanese-made Mikuni Solex carburetor 40PHH.

The powertrain and body of the Skyline 2000GT-R also incorporated equipment and specifications to take advantage of the high power of the S20 engine: a five-speed manual transmission (FS5C71A type), large-capacity clutch, and non-slip differential (mechanical LSD) were standard equipment. The suspension was improved by increasing the front spring rate by approximately 30 percent and the rear by approximately 10 percent compared to the 2000GT to improve stability at high speeds. The brakes were basically the same specifications as those of the 2000GT, but with an emphasis on weight reduction and race use; the master vacuum servo became an option and only a tandem master cylinder was fitted. In addition, the steering gearbox gear ratio was reduced to 18.5 to improve steering response, and the linkage idler arm bushings were changed from rubber to Delrin resin (grease lubricated) to improve rigidity. A large-capacity 26.4-gallon (100-liter) fuel tank was standard equipment, designed with racing competitions in mind.

Further explanation of the advanced mechanism is given below. The full transistorized ignition system, 26.4-gallon (100-liter) large-capacity fuel tank, and non-slip differential (LSD) were geared toward racing.



In the 1970 catalog, the design of the S20 engine was reminiscent of the prototype Nissan R380 racing car.

Inside, the front seats were bucket-type. Conversely, equipment not required for racing was eliminated to reduce weight, and the glass was replaced with clear tempered glass. The radio, heater, and even the clock were made optional.

The price of a new Skyline 2000 GT-R was 1.5 million yen. It was rumored that the S20 engine accounted





The interior was also worthy of the "R" title. The full bucket seats without a reclining mechanism were standard equipment, making it a spartan car even though it was a sedan.

for more than half of that price. The prototype racing car, the Nissan R380, had the unconventional idea of having its pure racing engine rebuilt and mounted in a sedan. It shows the passion of the Skyline development team who, more than half a century ago, brought a car with such high performance to the world in order to win races.

The result was that, even more than the Skyline 2000GT-B, it became a "wolf in sheep's clothing," appearing at race circuits filled with adoring crowds. ◆

On the other hand, for users who enjoyed driving the Skyline 2000GT-R for everyday use rather than for racing, the car was equipped with features such as a sun visor pocket for holding highway toll tickets.



RESCUE IN AZERBAIJAN

Of all the spectacular stunts in the *Fast & Furious* franchise, fans remember with special admiration one from the seventh movie in which the crew made a parachute jump in their cars above the Caucasus Mountains.



From her Dodge Challenger SRT, Letty joins the dizzying chase to free Ramsey.

After being recruited by Mr. Nobody to intercept a sophisticated and dangerous tracking device known as the God's Eye, Dom Toretto and his team find themselves in an incomparable adventure. Accustomed to driving at top speed on the streets of big cities, they face the challenge of doing it along the tricky, narrow mountain tracks of Azerbaijan during a dangerous rescue mission. And, to get there, they have no option but to make a parachute jump in their vehicles.

THE BIG JUMP

When, in preparing for *Furious 7,* the idea of parachuting the heroes in their cars was suggested, the whole team thought it was a great idea. Filming it was a major challenge, however. Second Unit Director Spiros Razatos prepared the dangerous operation with Stunt Coordinators Andy and Jack Gill.

For the rescue operation – which takes place in the rugged mountains of Bas Göynuk, Azerbaijan – Vehicle Coordinator Dennis McCarthy adapted five vehicles to function like all-terrains: a Dodge Charger R/T for Dom, a 2015 Dodge Challenger SRT



392 for Letty, a 2014 Subaru WRX-STI for Brian, a 1968 Chevy Camaro Z/28 for Roman, and a 2014 Jeep Rubicon X for Tej. The cars were loaded into a C-130 transport plane to be parachuted from a height of 10,000ft (3,050m) without drivers, along with three cameramen who filmed the fall, which was also shot from a helicopter. Filming of the incredible jump and subsequent chase began in fall 2013 at the summits of Pikes Peak and Monarch Mountain in Colorado, which stood in for the Caucasus Mountains. During filming, the crew dealt with extreme weather conditions and low temperatures.

ATTACKING THE CONVOY

Dom and his buddies attempt the jump in Azerbaijan to rescue Ramsey, a young hacker who invented the God's Eye, and who has been kidnapped by a terrorist commando group led by Mose Jakande.

After the jump, Dom's team attacks the convoy transporting Ramsey in an armored bus. A firefight breaks out on the mountain roads. Driving at top speed, Dom and his team dodge bullets and hide behind Tej's bulletproof Jeep. Brian leaps into the bus, where he confronts its occupants and frees Ramsey. To save herself, she jumps onto the hood of Dom's Dodge Charger, just as Deckard Shaw joins the chase, making the pursuit even more thrilling. Dom relies on his extraordinary skill as a driver to keep Ramsey safe and sound. ◆

After being kidnapped by Mose Jakande's mercenaries, Ramsey is grateful to be rescued by Dom's team.

THE ADVENTURES OF BRIAN O'CONNER

A conversation between friends

After the spectacular escape from the *favela,* in *Fast Five* Dom seeks temporary refuge in Rio de Janeiro so his sister – who is expecting a baby – can rest. That night, Brian and Dom find sleep difficult after experiencing such intense emotions. Gazing at the woman sleeping peacefully, the two friends discuss fatherhood. Whereas Dom only has positive memories of his father, Brian admits that he hasn't any whatsoever, as his father was generally absent. That doesn't mean anything, Dom says, confident Brian will be a good father.

THE STRIKING NEW MARCH (K11)

Part 1: The second-generation of the March is released

After a decade in production, the original March was replaced by a new version of the model in 1993. It was a car with bold styling, a novel new transmission system, and the potential to be transformed into an impressive racing machine.



The first-generation March, which was introduced in 1982, had an unusually long lifespan for its era, and in 1992 the baton was passed to the second-generation K11 model.

In addition to the non-turbocharged engine, the first-generation March came in a variety of sporty variants, including a turbocharged engine and a hot



Three March G2s were built for the event: yellow, red, and black. The yellow color was the factory color of the Fairlady Z (Z32). The over-fenders on the car drew a lot of attention on the streets – many people didn't think it was a domestic car.



The catalog of the NISMO March G2 Wide Tread Version. The NISMO PRO ARM's on the lower right was the predecessor of the current Omori factory.

model with a twin-supercharger/turbocharger system. Of course, it was also a favorite of many enthusiasts as a base car for racing, rallying, and other forms of motorsports.

The second-generation March (K11), on the other hand, aimed to be a mainstream entry-level car and did not feature a high-performance version. In addition to manual and automatic transmissions, the K11 was the first Nissan model to feature continuously variable transmission (CVT). The March (K11) changed the image of the compact car with its rounded, urban styling and clever design touches. In the world of motorsports, single-make racing, which had been practised with non-turbo engines, gradually moved to featuring the March (K11). This was a race with a narrow range of modifications and was run on so-called N1 specification cars. ♦



The race-spec N2 March attracted attention in the racing industry as a single-make machine that could be modified. The over-fenders were exclusive to the race car.

A NEW BLUEBIRD FOR A NEW ERA

The fifth-generation Bluebird (810) made its debut in July 1976. The model number of the fourth generation was 610, but since the first-generation Violet – very much a sibling of the Bluebird – was given the 710 designation, the new Bluebird became the 810. As the new model was born in the post-oil crisis era, it pursued "safety", "energy saving", and "harmony with nature" under the theme of "a compact family car with substantial affluence". The face of the advertising campaign was actor Yuzo Kayama.



The cockpit featured six gauges, a standard feature for sports cars of the era. The accelerator pedal was still essentially an organ pedal.

Body styles included a four-door sedan, a two-door hardtop, and a van. The initial engine lineup consisted of three types: an in-line four-cylinder OHC L-type (1.6 and 1.8 liters) and an in-line six-cylinder OHC displacing two liters. The long-nosed six-cylinder 2000GT series, created in the previous-generation Bluebird U, was renamed the G6 series. To accommodate the in-line six-cylinder engine, the overall length and wheelbase were increased by 7.7in (195mm) and 5.9in (150mm), respectively. In addition, the 1.8-liter SSS-E and GL-E, and the two-liter G6-E were equipped with electronic fuel injection (EGI).

The front end got a new look with square four-lamp headlights. The styling reflected the luxurious designs of the time.

The SSS and G6 series had the same four-wheel independent suspension as the previous generation, with struts in the front and semi-trailing arms in the rear; the GL/DX series had struts in the front and an old-style leaf-type rigid suspension in the rear, which was later changed to a four-link rigid suspension. The four-cylinder models were replaced by the twin-plug NAPS-Z engine,





The Z-type engine, with two double plugs per cylinder, attracted attention as an engine that offered both high performance and environmental efficiency.

which met the 1953 emissions regulations, and the model was changed to the 811 type. The main engine, a Z18 four-cylinder OHC (single carburetor specification, 105hp) with two twin plugs per cylinder, became the talk of the town.

In addition, a minor change in August of the same year brought all models into compliance with the 1953 emissions regulations. The front aspect was given a more imposing look with the introduction of square four-lamp headlights. The G4 series was also added, with a four-cylinder engine mounted in the same long-nose body as the G6 series. However, the rear suspension was the same four-link rigid type as the GL-series.

In addition, the 2000G6-E/F/G6-F and 1800GF/GF-E were added as top-end models. In particular, the 2000G6-E/F was a top-of-the-line model equipped with a two-liter in-line six-cylinder engine with fuel injection, shock-absorbing bumpers, loose-cushion seats, power windows, power steering, and four speakers. This fifth-generation Bluebird had many variations, but gave way to the Bluebird (910) after only three years and four months of production. ♦

TECHNICAL DATA

BLUEBIRD 1800SSS-E-S P810 TYPE (1976)

Length:	167.7in (4,260mm)	**Vehicle weight:**	2,370lb (1,075kg)
Width:	64.2in (1,630mm)	**Suspension (front/rear):**	strut/semi-trailing arm
Height:	54.3in (1,380mm)	**Brakes (front/rear):**	disk / disk
Wheelbase:	98.4in (2,500mm)	**Tires:**	185/70HR14
Tread (front):	53.1in (1,350mm)		
Tread (rear):	53.0in (1,345mm)		
Engine:	L18E type (straight four, OHC)		
Total displacement:	1,770cc		
Maximum output:	115ps / 6,200rpm		
Maximum torque:	15.5kgm / 3,600rpm		



STAGE 68 ROOF LINING

In this issue, we will attach the rearview mirror and attach the ambient lights wire to the roof lining.

PARTS



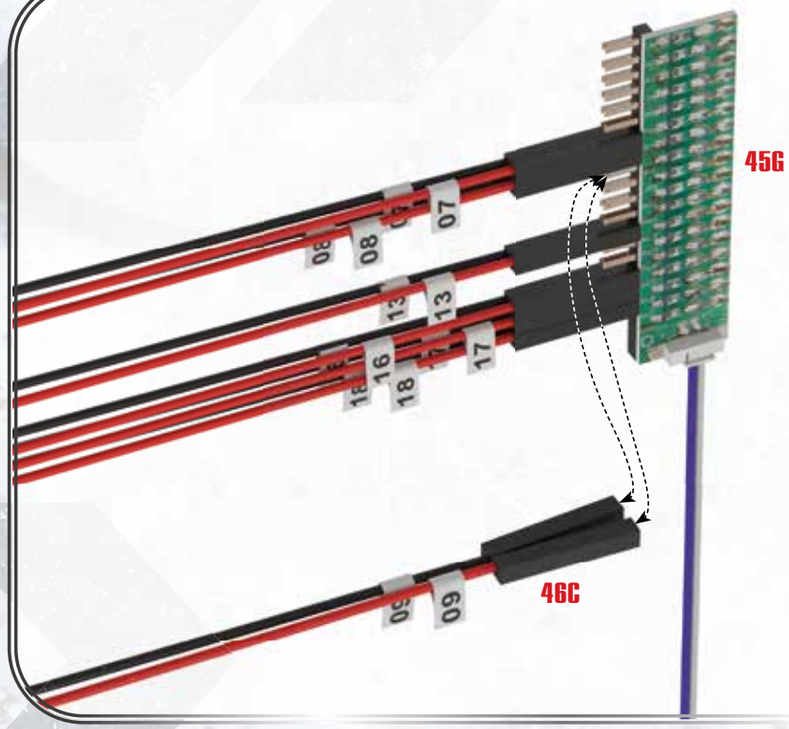
68A Roof lining	**RP** Screws 1.7×3×5.5mm (×2*)

*Including spares



68.01

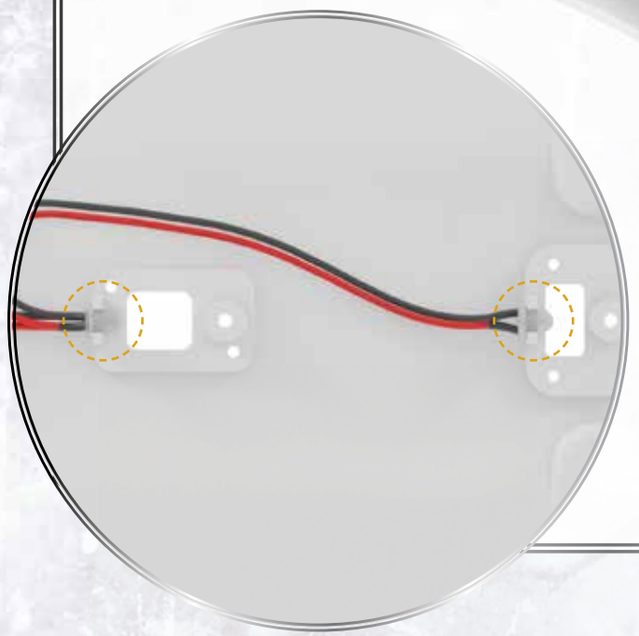
Retrieve the rearview mirror and insert the end of the rearview mirror holder 67A into the highlighted hole in the roof lining 68A. Secure it from the other side with an RP screw.



68.02

Retrieve the PCB splitter 45G and carefully remove the wire connectors from the ambient light (09) 46C.



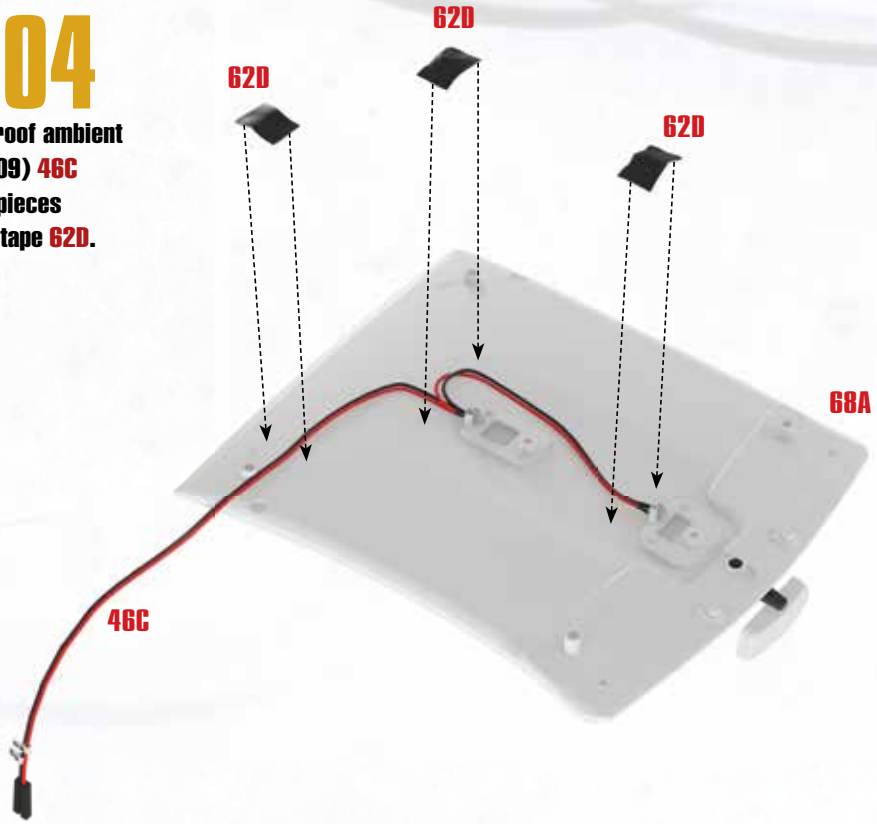


68.03

Place the LEDs of the ambient light wire (09) 46C over the two highlighted slots in the ceiling lining 68A.

68.04

Fasten the roof ambient light wire (09) 46C with three pieces of adhesive tape 62D.



Final assembly



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