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Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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THE FAIRLADY Z432

The merger of Nissan Motor Co., Ltd. and Prince Motors, Ltd. created various synergies. One example was the Fairlady Z432 (PS30), which was launched with a two-liter in-line six-cylinder, four-valve DOHC S20 engine developed for the Skyline 2000GT-R (PGC10). It was a rare model that combined a Prince R380-derived engine with a Nissan chassis.

The two Nissan sports cars still sold today are the Nissan GT-R (R35) and the Fairlady Z (RZ34). Both are powered by a V6 DOHC twin-turbocharged engine and share the same double-wishbone front suspension and multi-link rear suspension. In addition, the latest technology developed for the Nissan GT-R is also used in the Fairlady Z.

However, the GT-R and Z only ever shared the same engine once. The Skyline 2000GT-R with the S20 engine was announced in February 1969 so as to compete in the JAF Grand Prix TS race in May 1969, but it was delayed by eight months. The same S20 engine was used in the Z432 (PS30), the top-of-the-range model of the first-generation Fairlady Z, announced in October of 1969.

The "merger of the century" between Nissan Motor Co., Ltd. and Prince Motors, Ltd. took place in August 1966. It was only natural that in order to make the merger effective, Nissan Motor Co., Ltd. implemented various rationalization plans, such as parts sharing.

Under these circumstances, the first-generation Fairlady Z was developed as a sports car with an eye on the American market. While the Fairlady 2000 (SR311) had an open body and an in-line four-cylinder U20 engine, the

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Fairlady Z (S30) adopted a sleek three-door hatchback coupe body and an in-line six-cylinder SOHC L-type engine. The export model was the Datsun 240Z (HLS30) with the 2.4-liter L24 engine, but the model for the Japanese market was the Fairlady Z with a two-liter L20 power plant; with enhanced equipment it was designated the Z-L, and the premier model with the DOHC S20 engine was the Z432. The idea of diverting the high-performance engine from the Skyline and installing it in the Fairlady Z was a natural progression. However, the Z432 was only for the Japanese domestic market and was not exported.

At the 3rd Japanese Grand Prix held in May 1966 just before the merger, the Nissan team's Fairlady S and the Prince team's R380 were locked in a fierce battle. In the qualifying round, which was held in heavy rain, the Fairlady S took pole position ahead of the Prince R380 and the Porsche Carrera 6. In the final race, held under clear skies, the Prince R380 won. At that time, no one would have predicted that just three years later, Nissan's flagship sports car would be powered by the S20 engine, which was the GR8 engine from the Prince R380 redesigned for production use.

The S20 engine used in the Skyline 2000GT-R and Fairlady Z432 was a 2.0-liter in-line six-cylinder 4-valve DOHC. This was an unusually powerful engine for a production car at the time. Equipped with a trio of Solex carburetors manufactured in Japan by Mikuni Kogyo Co., Ltd., the engine produced a maximum output of 160ps at 7,000 rpm and a maximum torque of 18.0kgm at 5,600 rpm; these were high performance figures even by standards at that time. The performance of the Fairlady Z432 was announced with a top speed of 130mph (210km/h) and the quarter-mile (400m) in 15.8 seconds. The "432" was derived from the characteristics of the S20 engine: four valves, three carburetors, and two camshafts.

There were a few differences between the engines in the Skyline 2000GT-R and the Fairlady Z432 due to variations in the size and layout of the engine compartments. The differences were: (1) cylinder block, (2) oil pan, (3) oil strainer, (4) fan spacer (none for the Skyline 2000GT-R), (5) water pump, (6) carburetor, (7) fuel pump, (8) exhaust manifold, (9) air cleaner, and (10) air duct. (Source: Service Bulletin No. 184, Introduction of Z-1 Fairlady Z S30 and PS30 models.)

The engine compartment of the Fairlady Z432 equipped with the S20 ultra-high performance engine used in the Skyline 2000GT-R. Although various parts were modified to fit into the Z432's engine compartment, the basic specifications remained the same.



FAIRLADY Z432-R DESIGNED FOR RACING

The Fairlady Z432's S20 engine was paired to a five-speed manual transmission called the FS5C71A, the same as the Skyline 2000GT-R. The gear ratios were the same, but the attachment of the gear stick was different. The final drive ratio was set to a low 4.444 to match the high-revving S20 engine. The car also had the same mechanical LSD as the Skyline 2000GT-R as standard equipment. However, the final drive ratio was changed to 4.375 in October 1971 when the Fairlady 240Z (HS30) series was introduced.

The high-performance Fairlady Z432 had a special suspension setup that was stiffer than the Z and Z-L. The front suspension spring rate of the Z432 was 1.80kg/mm compared to 1.49kg/mm of the Z and Z-L, while the rear suspension spring rate was increased from 1.85kg/mm to 2.07kg/mm. In addition, the spring seat position of the Z432's front shock absorber was moved 0.9in (23mm) higher than that of the L20 engine model to accommodate racing tires. As a result, the strut units were not interchangeable. In addition to the front sway bar, the Z432 also came with rear sway bars as standard. The front and rear shocks were the same specs for all cars.

Other popular parts available exclusively for the Fairlady Z432 included magnesium wheels and dual exhausts. The Kobe Steel magnesium wheels, which were adopted just as in the Toyota 2000GT (MF10), were 5.5Jx14 wheels, which were wider compared to the 4.5Jx14 steel wheels installed on the Z and Z-L. However, magnesium wheels are sensitive to salt, so they always had to be washed with water after driving in coastal areas or on roads sprayed with salt grit. The 6.95H-14 tires on the Z432 were wider than the 6.45H-14 tires on the Z and Z-L, even though they were tubeless bias tires.



The twin vertical mufflers that delivered a unique sound were the standard mufflers for the Fairlady Z (S30) equipped with the L-type engine.

Dual mufflers prevented horsepower loss by directing exhaust through two pipes from the octopus-shaped stainless-steel manifold to the rear muffler outlet. The unique dual exhaust arrangement was a distinctive feature of the Fairlady Z432.

While the Skyline 2000GT-R was a specialty model with both the



The "432" emblem on the rear decklid denotes the four-valve, triple carburetor, dual camshaft, ultra high-performance engine.

heater and radio as options, the Fairlady Z432 came standard with luxury features comparable to the Z-L, such as heater, car stereo with AM radio, clock with stopwatch, and hot-wire printed heated rear window glass. Air-conditioning was not an option.

The Fairlady Z432-R (PS30-SB) was the race version based on the Fairlady Z432. The thickness of the steel body panels was reduced to save weight, and the glass was changed to acrylic except for the front window. The hood and trunk lid were also changed to FRP, and the interior equipment was minimized by omitting the heater, radio, and floor carpet, thus reducing the weight by nearly 176lb (80kg).

Initially, the development of the race version of the Fairlady Z was based on the Z432-R, but the Fairlady 240Z with the larger-displacement L24 engine was easier to handle and the Nissan teams started to use the 240Z in races and international rallies.



Kobe Steel magnesium wheels were one of the stylistic icons of the Fairlady Z432. They symbolized the spirit of Nissan at that time.

The retail price in Tokyo for the Fairlady Z432 with magnesium wheels as standard equipment was 1.85 million yen. This was far more reasonable than the 2,380,000 yen price of the almost handmade Toyota 2000GT, but at about twice the price of the basic Fairlady Z (930,000 yen), it was still extremely expensive. ♦



The interior was all black. Unlike in the GT-R, a heater and AM radio were standard in the Fairlady.

RAMSEY, A PRODIGIOUS MIND

Intelligent, cold, and self-assured, especially behind a keyboard, Megan Ramsey sees the world in ones and zeros. Her computing skills make her a key figure in Dom's team.



Ramsey burst onto the scene in the series' seventh movie in stunning fashion. After being kidnapped by terrorist commandos led by Mose Jakande, she escaped thanks to a hazardous rescue mission by Dom Toretto's entire team on the dangerous roads of the Caucasus Mountains. She led them to the God's Eye, a device she invented which had become the target of dangerous criminal organizations.

Ramsey is no ordinary computer hacker. She uses her skills to reveal the fragilities of an unfair society. She sympathizes straightaway with Dom's team in its struggle for the innocent and the most underprivileged.

AN ATTRACTIVE HACKER

From the start, Ramsey showed she was not only a master of new technologies, but also loyal, intent on keeping her ingenious devices from falling into the wrong hands.

Megan Ramsey is an expert in the use of new technologies. Her mastery allows her to develop a powerful device like The God's Eye.

Her addition to Dom's team created a rivalry between Tej and Roman, both of whom felt immediately attracted to her. For Ramsey, however, logic always trumps feelings, and she will never allow anything but a good friendship to exist between them.

The success of Ramsey in the world of *Fast & Furious* was due

to the performance of actress Nathalie Emmanuel, who was simultaneously becoming well-known as Daenerys's interpreter and counselor in the popular TV series *Game of Thrones.* Nathalie was welcomed by her fellow cast members, enabling her to integrate immediately into the team.

FROM THE DESKTOP TO HIGH-RISK MISSIONS

In subsequent movies, Ramsey finds herself exposed to far more than she could have imagined, and she takes part in extraordinarily dangerous missions. In *The Fate of the Furious,* when she helps solve the mystery of why Dom would work with the cyber-terrorist Cipher, she sees how the cars take on a life of their own in New York. Later, she finds herself pursued by a nuclear submarine in Russia. In both cases, she is with one of her new colleagues, either Tej – with whom she shares her passion for technologies – or Letty, who on more than one occasion looks after her. In *F9: The Fast Saga,* to neutralize Jakob Toretto and his cruel partner Otto in their attempt to activate the powerful Project Aries, Ramsey must get behind the wheel of a delivery truck and demonstrate her skills as a driver, resulting in many dented cars left in her wake on her way through Edinburgh. However, even though she isn't a first-rate driver, Ramsey is still an indispensable member of the team. ♦

After bringing the character of Ramsey to life, actress Nathalie Emmanuel saw her career take off in a remarkable way.



THE ADVENTURES OF BRIAN O'CONNER

How to steal from Hernán Reyes

In *Fast Five,* after learning of Mia's pregnancy, Brian realizes he can't keep running any longer. He tells Dom that they have got to get out and Dom agrees, but he wants to ensure his family's future. He proposes one last job: using the information they were given by Hernán Reyes to steal all of his money, then disappearing forever. Brian thinks it's a good idea, as that money can buy their freedom. But he's aware they won't be able to pull the job off on their own: they need a team.

THE STRIKING NEW MARCH (K11)

Part 2: Releasing a sporty "Wide Tread" option

The March (K11) was the ideal model for race adaptation and NISMO soon got to work on modifying it for racing in the N2 category. A "Wide Tread" model was also released, followed by a kit that was offered to K11 owners keen to give their K11 a sporty look.



The black G2 March was the third NISMO demo car. The photo shows a single-make event where all participants competed in NISMO demo cars.

In 1993, NISMO launched a single-make race for N2 specification cars that could be modified with engine and exterior parts to further improve performance. The race car had wider tread and extended front lower arms and rear axle. One of the results was that cornering speed was dramatically improved. In addition to NISMO aero parts, the exterior was fitted with overhangs of approximately 2in (51mm) on each side, giving the car a powerful look that became very popular.

The following year, NISMO began developing a "Wide Tread" version of the March (K11) road car, which used some of the parts from the N2 race car, with a specially designed over-fender.



Even at that time, the kit was quite expensive. Installing the Wide Tread Kit required a modification request. The necessary documents were prepared by NISMO.

Specifically, the special extended front lower arms and rear axle were for the N2 March. The rear fenders were designed for the road car – they were cut and reinforced using the same method as the race car. The treads were not widened by wheel offsets or spacers, but were genuine wide treads.

Three demo cars were built and used for the first Wide Tread March event, which started in 1995. The three cars featured continuously variable transmission (CVT), which made it easy for women to participate.

That same year, the NISMO March G2 Wide Tread version was released as a kit. Although not a compliant car, this version was sold by NISMO dealers with the Wide Tread kit installed. It did not offer boosted engine power, but it attracted attention for its outstanding chassis performance and exterior appearance with over-fenders. ♦

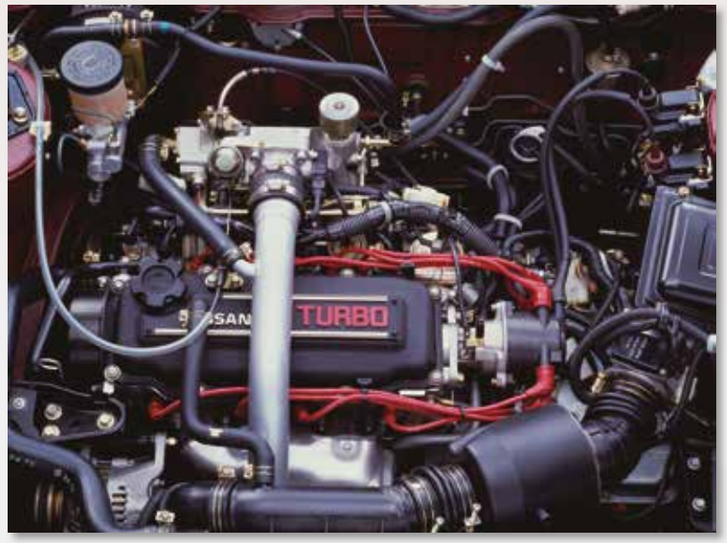
The base March (K11) model. The photo shows the G# Sport variant equipped with a 1,300cc engine. It was a classic version that redefined the image of the car.



THE FIRST NISSAN BLUEBIRD

In the 1980s, front-engine, front-wheel drive (FF) cars became the dominant configuration of Japanese cars. Until then, most FF cars had been relatively small-displacement models, but as technology advanced, even larger-displacement cars were converted to FF.

The seventh-generation Bluebird (U11), which debuted in 1983, was one such model. While the design was based on the same concept as the previous-generation Bluebird (910), which had been a huge hit, the car was a completely new Bluebird with a front-wheel drive design. For the U11 model, the official name of the car was changed from the Datsun Bluebird of the previous generation to the Nissan Bluebird.



The SOHC turbo CA18E-T engine was adopted to maintain the sporty driving performance. Later, a four-valve DOHC turbo CA18DET was also introduced.

There were three body styles: a four-door hardtop, a four-door sedan, and a wagon. As was traditional for a family car at that time, a wide range of engines was available, and all were the in-line four-cylinder SOHC type. They included the 1.6-liter CA16 (90hp), the 1.8-liter CA18 (100hp), the EGI-spec CA18E (115hp), the turbo CA18E-T (135hp), the two-liter CA20 (110hp), and the two-liter diesel LD20 (67hp). In addition to four- and five-speed manual

The Turbo SSS-X sedan body; like the four-door hardtop, the sedan styling was a successor to the previous generation Bluebird (910).





The Turbo SSS wagon was also available with a powerful turbocharged engine. At the time, there were very few fast wagons on the market.

transmission, three- and four-speed automatic transmissions were available depending on the engine capacity and grade.

The suspension was four-wheel independent with struts at the front and parallel links at the rear, while the steering was rack and pinion. At that time, sporty models often did not have power steering, and the Turbo SSS-S version of the Bluebird (U11) was equipped with unassisted rack-and-pinion steering, which emphasized a direct feel for the driver. However, some high-end models featured with the world's first electronically controlled three-way power steering, a speed-sensitive system that could switch between three levels of steering assistance.

The interior became increasingly more luxurious to meet customer preferences, with high-end models featuring electric power seats and loose-cushion luxury seats comparable to those in the Cedric and Gloria models. The sporty Turbo SSS-S model had bucket seats with fancy stripes.

Another feature of the seventh-generation Bluebird was the introduction of world-first technologies such as the "Safety Drive Advisor", which used a microcomputer to estimate driver fatigue based on driving time and steering patterns during the trip, and then prompted the driver to take a break. ♦

TECHNICAL DATA

BLUEBIRD FOUR-DOOR HARDTOP TURBO SSS-S U11 TYPE (1983)

Length:	167.7in (4,550mm)
Width:	64.2in (1,690mm)
Height:	54.3in (1,370mm)
Wheelbase:	98.4in (2,550mm)
Tread (front):	53.1in (1,460mm)
Tread (rear):	53.0in (1,450mm)
Engine:	CA18E-T type (straight four, OHC turbo)
Total displacement:	1,809cc
Maximum output:	135ps / 6,000rpm
Maximum torque:	20.0kgm / 3,600rpm
Vehicle weight:	2,370lb (1,125kg)
Suspension (front/rear):	Strut/strut
Brakes (front/rear):	Ventilated disk / disk
Tires:	185/70SR14



STAGE 69
ROOF AND RIGHT INNER PANEL (2)

In this issue, we will fix the sun visors to the roof lining and position the roof lining on the inside of the body. Then, we will mount the right inner panel to the right side of the body.

PARTS

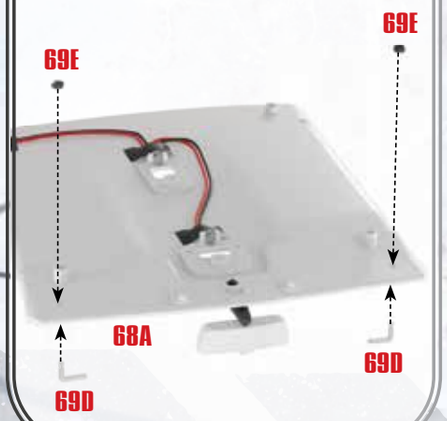


69A	Left sun visor	AAM	Screws 2.3×5mm (×2*)
69B	Right sun visor	AM	Screws 1.7×4m (×3*)
69C	Sun visor bracket (×2)	CM	Screws 2×4mm (×4*)
69D	Sun visor rod (×2)	NP	Screws 1.2×4mm (×3*)
69E	Sun visor rod fastener (×2)		

*Including spares

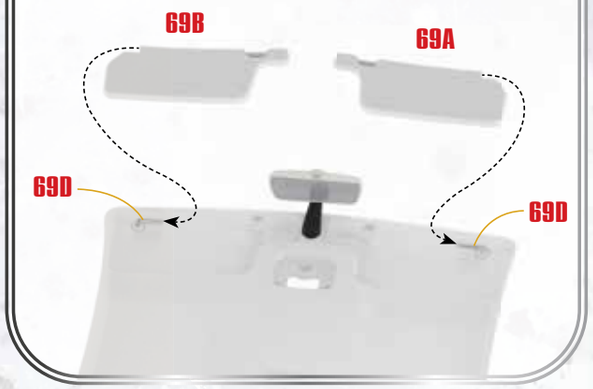
69.01

Insert the two sun visor rods 69D into the highlighted holes in the roof lining 68A and secure them on the other side with the two rod fasteners 69E.



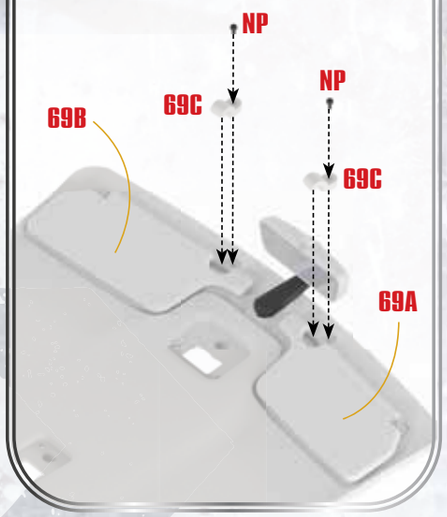
69.02

Attach the left sun visor 69A and right sun visor 69B to the sun visor rods 69D.



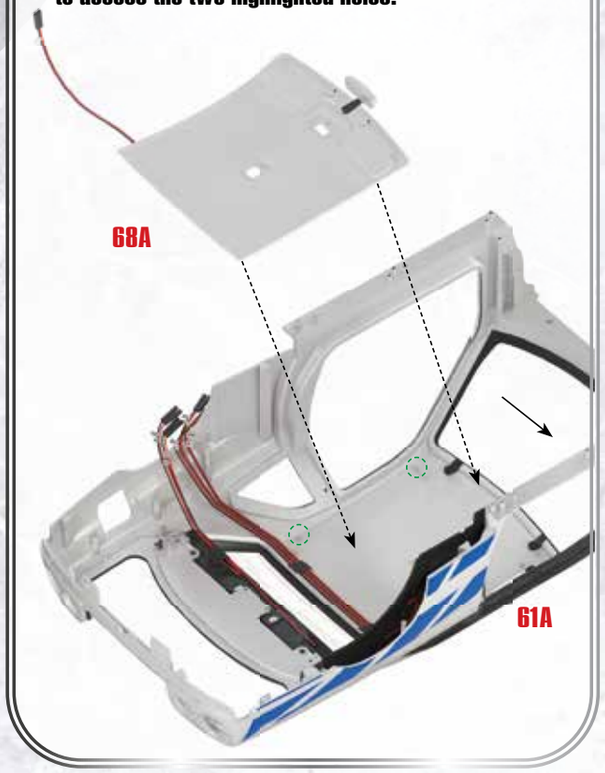
69.03

Place one sun visor bracket 69C on the left sun visor 69A and another one on the right sun visor 69B. Secure both of them with an NP screw.



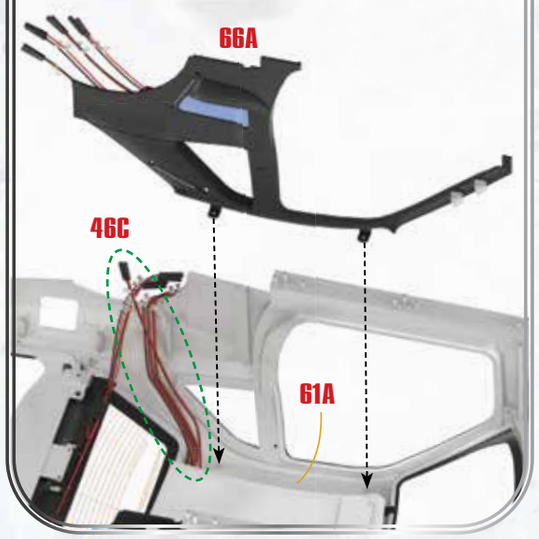
69.04

Turn the body 61A upside down and place the roof lining 68A into the roof of the body. As shown in the image, shift it slightly to the left, to access the two highlighted holes.



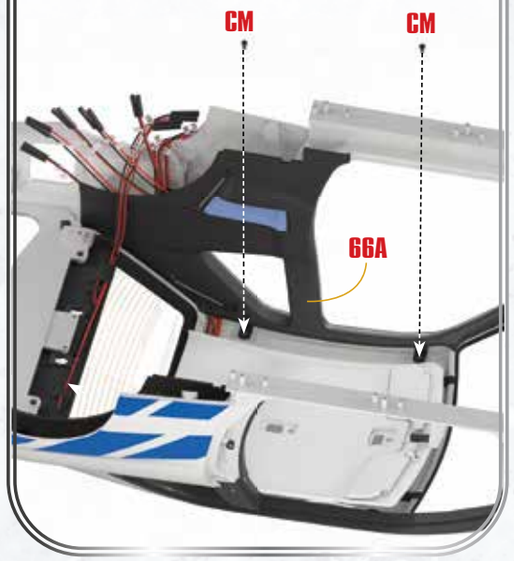
69.05

Place the right interior panel 66A on the right side of the body 61A. Note that the ambient light wire (09) 46C must be hidden by the panel.



69.06

Fix the right inner panel 66A with two CM screws.



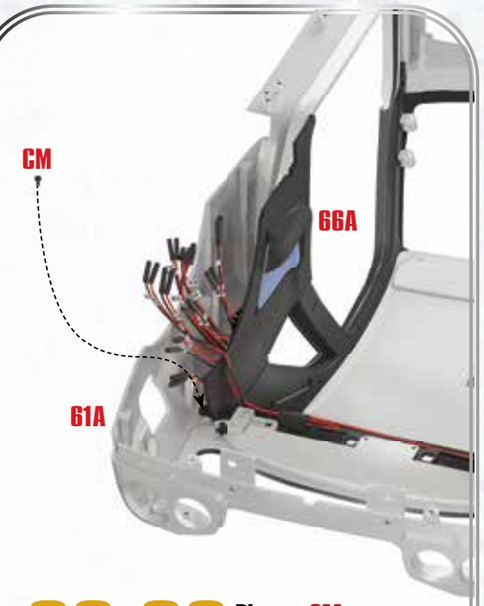
69.07

Slide the roof liner 68A to the right, as shown in the picture, and insert an AAM screw into the front hole of the right inner panel 66A.



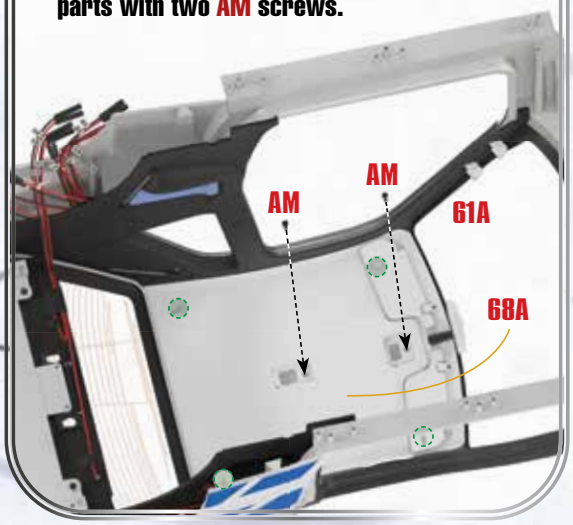
69.08

Place a CM screw into the rear hole in the right inner panel 66A to finish securing it to the body 61A.

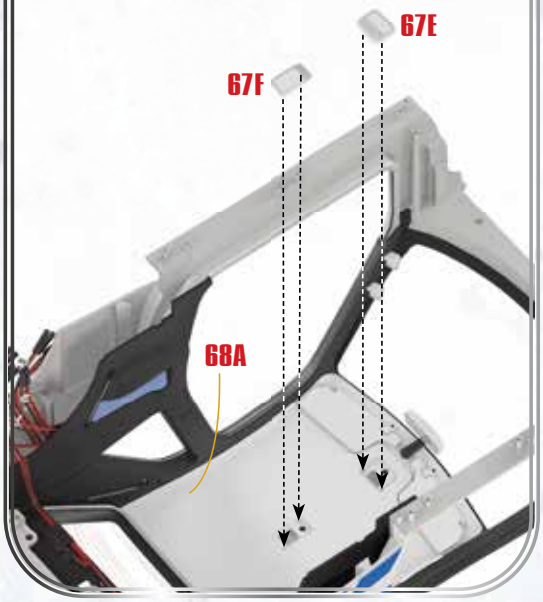


ROOF AND RIGHT INNER PANEL (2)

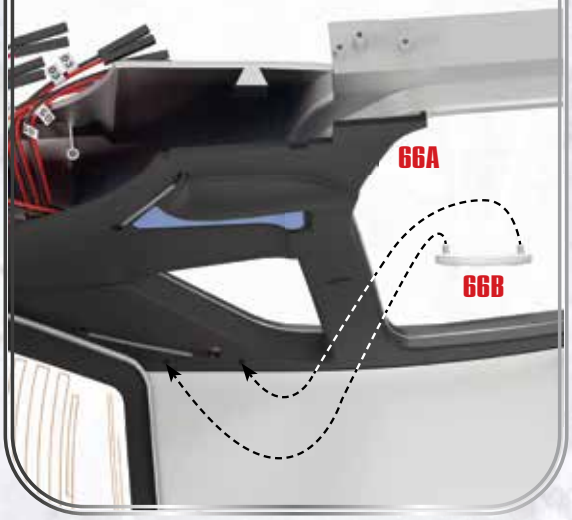
69.09 Check that the holes in the roof lining 68A match the highlighted screw holes in the body 61A and connect the parts with two AM screws.



69.10 Retrieve the dome light frames 1 and 2, 67E and 67F. Press them into the highlighted slots in the roof lining 68A.



69.11 Finally, retrieve the right handgrip 66B and attach it to the highlighted holes in the right inner panel 66A.



Final assembly



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