FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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THE SKYLINE (C110) – PART 4

The high performance of the 2000GT-B, the forerunner of the Nissan Skyline 2000GT-R, led to the image of the Skyline as a long-nose car with an in-line six-cylinder engine. However, the short-nose cars in the range with 1.8- and 1.6-liter four-cylinder engines were also mainstay models. They were offered in a number of styles, including two-door hardtops, four-door sedans, and wagons/vans, and they demonstrated their impressive performance levels through being competitive in motorsports.

The Skyline (C110) was available as a two-door hardtop (HT), four-door sedan (Sedan), and a short-nose model with a 1.8-liter or 1.6-liter in-line four-cylinder engine fitted in a wagon or commercial van.

When we think of the Nissan Skyline, the 2000GT series with its two-liter straight-six engine inevitably comes to mind, but the four-cylinder short-nose models actually had a wider range of variations. Japan was in the midst of a boom in private car ownership in the 1970s. As a result, manufacturers tried to meet the various needs of users while also matching their financial situation. Furthermore, a rare specification of a three-speed manual transmission with a column shift and front bench seat was designated the "1600 Sedan for Taxis", and offered with simplified equipment levels.

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The short-nose model had a different exterior design to the long-nose model. The design of the front grille, the length of the front fenders and engine hood, as well as the lines on the engine hood, were all different. The rear grille and rear combination lights of the hardtop were the same for all grades, but the sedan had a different rear grille and rear combination lights for the short-nose and long-nose models.

Furthermore, while the long-nose models used a semi-trailing arm independent suspension system, the short-nose models incorporated a leaf-spring rigid axle setup, which was the orthodox suspension system for compact cars at the time. There were four leaf springs on each side (five on the 1600 sedan taxi model). This system is no longer used in passenger cars, but it is still the mainstream form of rear suspension for commercial vehicles and trucks. Leaf springs are plate springs that not only act as springs, but also serve as links to position the axle front to back and left to right.

While the leaf-spring rigid axle was simple and durable, it was said that the unsprung weight was heavier than the semi-trailing arm independent suspension, and this affected ride comfort and road holding. However, Shinichiro Sakurai, who was in charge of the development of the Skyline (C110), said in an interview at the time: "It is wrong to insist that independent suspension is better. A car is something that people get in and drive. If it drives well, then that's fine." This statement was a sign of the confidence of the Chief Product

The two-door hardtop Nissan Skyline with a short nose and a four-cylinder engine.

and Vehicle Engineer, who would not compromise on driving performance, whether it meant using semi-trailing-arm independent suspension or a leaf-spring rigid axle.

The short-nose models were equipped with two types of engines: the 1.8-liter G18 (105ps) and the 1.6-liter G16 (100ps). Both were in-line four-cylinder SOHC engines with single carburetors. The G-type engine had its roots in the 1.5-liter OHV G1 engine developed during the Prince Motors, Ltd. era.

In October 1975, when the Skyline (C110) underwent a minor change, the G16 and G18 models were replaced by the L18 (105ps) and L16 (100ps) variants, which were also used in the Bluebird and other models. It meant the end of the G-type engine in the Skyline.

The transmission was basically a floor-shift four-speed manual transmission (MT). For the 1800, a floor-shift three-speed automatic transmission (AT) was also available. For the sedan 1600, the Standard, and Deluxe models could also be ordered with a column-shift three-speed MT. The 1600 sedan for taxi use was only available with a three-speed manual transmission and a column shift.

The Skyline GT-R (KPGC110) – which was a very small-scale production model with a run of only around 200 units – was never entered in any races, but surprisingly, the four-cylinder short-nose model was popular in motorsports. The 1.8-liter sedan of the PMC·S (Prince Motorist Club·Sports) entered domestic rallies, and in the 15th Japan Alpine Rally in 1973, it achieved third place overall despite being a first-time entrant. In the 16th Japan Alpine Rally in 1974, it finished second overall out of 98 cars, including



The lightweight, four-cylinder front-wheel-drive cars were very popular in rallying. This 1.8-liter sedan competed in the 16th Japan Alpine Rally and finished second overall.

the Celica 1600 GT, Lancer 1600 GSR, and Corolla Levin.

A FRESH LOOK FOR THE WAGONS AND VANS

The exterior design of the passenger car-specification wagon (WPC110) and commercial vehicle-specification van (VC110/VPC110) of the short-nosed Skyline (C110) was innovative, with no rear side windows and thick coupe-style pillars. It was designed to give the impression of a five-door sedan or sports wagon. The theme of the design was to break away from the image of conventional wagons and vans. Because there were no rear side windows, the protective bars for the side windows – which are a distinctive feature of commercial vans – were eliminated.

Like sedans and hardtops, the "surf line" that is a characteristic of the Skyline ran from the rear door to the rear fender. Furthermore, the frames on either side of the tailgate window were blacked out, and the design was given a sense of horizontal breadth by the finishers that wrapped around the sides. The rear grille on the wagon was fitted with a wood-grain patterned finisher and molding to give it a high-class feel. The van was differentiated by omitting the rear grille.

At the time of its debut in September 1972, the wagon lineup consisted only of the 1.8-liter 1800 Wagon

The four-door Nissan Skyline sedan with a four-cylinder engine. The catalog included reviews from car magazines of the time, which praised the model for its spacious interior.



Sporty GL, while the van range comprised the 1.6-liter 1600 Van Standard and 1600 Van Deluxe, and the 1.8-liter 1800 Van Deluxe.

The mechanics were the same as those of other short-nose models. There were two engine types: the 1.8-liter G18 (105ps) and the 1.6-liter G16 (100ps). These were also replaced by the L-type engine during the minor changes.

The transmission for the 1800 Wagon Sporty GL was a floor-shift four-speed manual transmission or three-speed automatic. The 1600 Van Deluxe and 1800 Van Deluxe could be equipped with either a column-shift three-speed manual or a floor-shift four-speed manual. The 1600 Van Standard was only available with a column-shift three-speed manual.

The front strut suspension and rear leaf-spring rigid axle were the same layout as the short-nose models. The leaf springs on the 1800 Wagon Sporty GL were the same as those on the 1600 Sedan Taxi, with five springs to accommodate the luggage load. The van, which had a maximum load capacity of 882lb (400kg), used helper springs to ensure a comfortable ride both when empty and when loaded.



The unique wagon style, with no rear quarter glass, was not like a commercial vehicle. It was a distinctive and eye-catching presence even at that time.

The front brakes were disks on the wagon and two-leading drums on the van. All rear brakes were leading-trailing drums.

Both the wagon and van had a one-touch device on the rear seat that automatically released the backrest lock when the cushion was lifted, allowing the seatback to fold forward and lie flat with the cargo area.

In addition, the 14.5-gallon (55-liter) fuel tank that was installed behind the rear seats in the sedan and hardtop models was moved under the cargo floor, reducing the capacity to 10.8 gallons (41 liters). The spare tire was suspended below the fuel tank on a hanger frame. These were unique features of the wagon and van models, and were not available in the HT or sedan models. ♦



The wagon's unique body offered a new approach to the sector. At that time, there was a strong tendency in Japan to view wagon bodies only as commercial vans.

CHAOS IN NEW YORK

For the series' eighth film, the makers of *Fast & Furious* created a surprising sequence in the famous "Big Apple" that made an extraordinary impact on the audience.



Since Cipher set Dom on a treacherous mission, Dom's team is trying to stop his Plymouth GTX with the help of harpoons on a street in downtown New York City.

After falling into the clutches of dangerous cyberterrorist Cipher, Dom Toretto finds himself forced to work for her, and drives to New York in a 1971 Plymouth GTX. His goal is to neutralize the Russian Defense Minister's convoy and steal a briefcase containing nuclear missile launch codes. From a distance, Cipher and her men try to help Dom in his mission by using their knowledge of automotive technology. They hack into the computer systems of most of the city's cars, sending vehicles in rooftop parking lots over the edge, and creating a terrifying rain of cars. Then they take control of vehicles on the streets, turning them into an army at their service, allowing Dom to get the valuable briefcase.

RAIN OF CARS

Bringing the filming of *Fast & Furious* to New York was a major challenge, but the citizens, more than used to seeing films shooting in their streets, cheered the fast sports cars as they passed iconic locations such as Times Square, Fifth Avenue, and the New York Public Library. Getting permission for the cars to drive along the main streets was the easy part. After that the real challenges began: coordinating dozens of remote-controlled vehicles and, most complicated of all, launching a downpour of cars from the top of a building. This was too much even for America's largest city.

To work on these spectacular scenes with the "zombie cars," as the crew called the remote-controlled vehicles, the production moved for a few days to Cleveland, Ohio, whose streets stood in for New York's thanks to the magic of cinema. The most spectacular sequence, the raining cars, was filmed at the Halle Bros Parking Garage in Cleveland, with cars falling from the top floor.

COMBINING REAL FOOTAGE WITH VISUAL EFFECTS

The crew prepared and launched seven cars from the top of the garage, synchronizing their fall onto a pile of autos previously stacked on the street. Cranes dropped the cars in a controlled manner, although only a single take could be shot. Between 35 and 40 real cars were used, taken from junkyards and strategically placed to recreate the collision on the street.

Although the scene in itself was amazing, post-production played a fundamental role in enhancing the results. Alex Wang, Digital Effects Supervisor for the company Double Negative, said that during filming more than 20 cameras were used to capture the action from different angles. This made it possible to combine real cars with computer-generated images to create the illusion of a constant flow of falling vehicles. Mixing practical and digital effects achieved the desired visual impact.

The combined efforts of the film crews in Manhattan and Cleveland, along with digital effects experts, made possible one of the most memorable sequences in the *Fast & Furious* franchise. ♦

THE ADVENTURES OF BRIAN O'CONNER

Ambush!

After announcing that they are expecting a baby, Brian and Mia consider destinations from which there is no extradition. Suddenly, Agent Hobbs and his men burst into the team's hideout. Dom greets the DDS agent with clenched fists, but he can't keep his teammates from being arrested. Shortly afterwards, as Dom's crew is being taken to the airport in an armored convoy, Hernán Reyes's gunmen ambush them. All the members of the DDS team succumb to the gunfire except for Hobbs. He is wounded, but his life is saved at the last moment thanks to the brave intervention of Dom and Brian, who fight off the killers.



THE BOOM IN AFTERMARKET PARTS

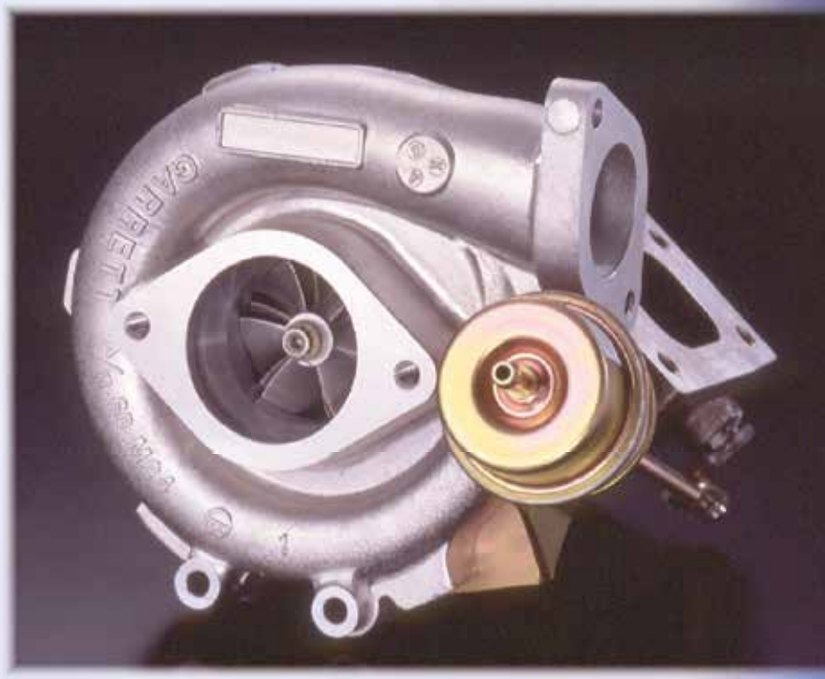
Part 1: A traditionally gray area

In the mid-1990s, Japan's economy was on the downturn, yet at the same time the country's aftermarket parts market exploded. The reasons behind this were pressure from manufacturers in the US and a clarification of the existing Japanese rules.

It is acknowledged that Japan's economic bubble began to burst around 1991. Then, around 1995, a series of bankruptcies of major financial institutions resulted in a gloomy atmosphere prevailing in Japanese society as a whole.

However, the world of tuning and modifying cars (also known as the aftermarket or customized market), began to show a strange upsurge around 1996, after an American damper manufacturer pointed out the existence of trade barriers in the Japanese aftermarket before 1996. This led to pressure from the US for the Japanese government to lift the tariffs.

At the heart of the issue was Japan's vehicle inspection system. Until then, car modification had been an extremely gray area,



It became clear that the gray area of turbo modification and the installation of non-turbo engines did not require a structural modification certificate.

The sports parts lineup was, of course, centered on the Skyline GT-R (BCNR33). NISMO was a latecomer to the Skyline GT-R BNR32 era, but it quickly became a top brand.





The sports clutch was one of NISMO's main products at the time. Since third-party clutches had not yet appeared on the market, the company almost had a monopoly.

and there were many instances where it was difficult to tell whether something was legal or illegal. For this reason, only a few radical car enthusiasts were willing to take the risk of modifying or tuning their cars. Moreover, because it was a gray area, car dealers also had their concerns about it – although it is hard to believe now, there was a time when even changing to legal-size aluminum wheels was not allowed on dealer premises.

Of course, vehicles with a new muffler or coilovers were not allowed to cross the threshold of the dealership. These points were all raised by the United States. As a result, the Japanese Ministry of Transportation decided to clarify and simplify inspection standards at vehicle inspection stations. It saw NISMO, TRD, and Mazdaspeed representatives summoned to the Ministry of Transportation once a month to conduct hearings on various parts. ♦



The muffler is an item that is in high demand for customization, along with aluminum wheels. NISMO focused on expanding its product lineup.

THE LANGLEY – A PULSAR FOR THE YOUTH

In June 1980, the Langley was born as a sibling of the first-generation Pulsar (N10). The car was named after Samuel Langley, an American who is considered the founder of aeronautics and the unit of measurement of the intensity of radiant energy from the sun and other sources.

The model's catchphrase was "Love Langley". Since the car was sold through Nissan-Prince dealers, who sold the Skyline, the catchphrase was used to evoke a "mini Skyline", but unlike the RWD Skyline, the drive system was FWD like the Pulsar.

The exterior design was based on the Pulsar, with changes to the front and tail area. In particular, the headlights were the same as those of the "Skyline Japan" 2000GT late model (GC211), with a large, odd-shaped two-light system. The front grille design was also similar to that of the Skyline 2000GT, but the Skyline underwent a full model change to the R30 type in August 1981. The period of the Langley being the "little brother" was surprisingly short, at just over a year. Unlike the Pulsar, which offered a five-door hatchback and a coupe in addition to a three-door hatchback, the Langley had only a three-door hatchback body style.

The basic mechanics were identical to that of the Pulsar, but the



The interior of the car had a sportier feel than its Pulsar sibling, with the Langley targeted at the youth market. The manual window winders were a retro touch.



From the front it looked like a Skyline Japan, but the rear displayed that it was unmistakably a Pulsar. At the time, it was a big hit as a "mini-Skyline".

engine was only an in-line four-cylinder OHV 1.4-liter unit. Two variations were available: the A14 type (80hp) and the EGI-specific A14E type (92hp). Transmissions were either a four- or five-speed manual, with the five-speed adopting a racing-like "Hewland pattern" in which the normal first gear position in the top-left was "R" (reverse) gear and first gear was below that in the lower-left position.

The suspension was a four-wheel independent setup with struts in the front and trailing arms in the rear. Steering was rack and pinion, while the brakes were a combination of disks at the front and drums at the rear. The interior was almost the same as that of the Pulsar, and the instrument panel featured a horizontal zero pointer speedometer and tachometer, which were also used on the Skyline.

In March 1981, the engine was changed to the newly developed 1.5-liter in-line, four-cylinder OHC E15S type (85hp) and E15E type (95hp) with EGI specifications to match the minor change of the first Pulsar. With this small upgrade, three-speed automatic transmission with torque converter became newly available depending on the grade. At the same time, the shift pattern of the five-speed manual was changed from the Hewland pattern to the normal pattern. ♦



The Langley had basically the same cockpit design as the Pulsar. This was still a time when manual transmission was the mainstream.

TECHNICAL DATA

LANGLEY X-E N10 TYPE (1980)

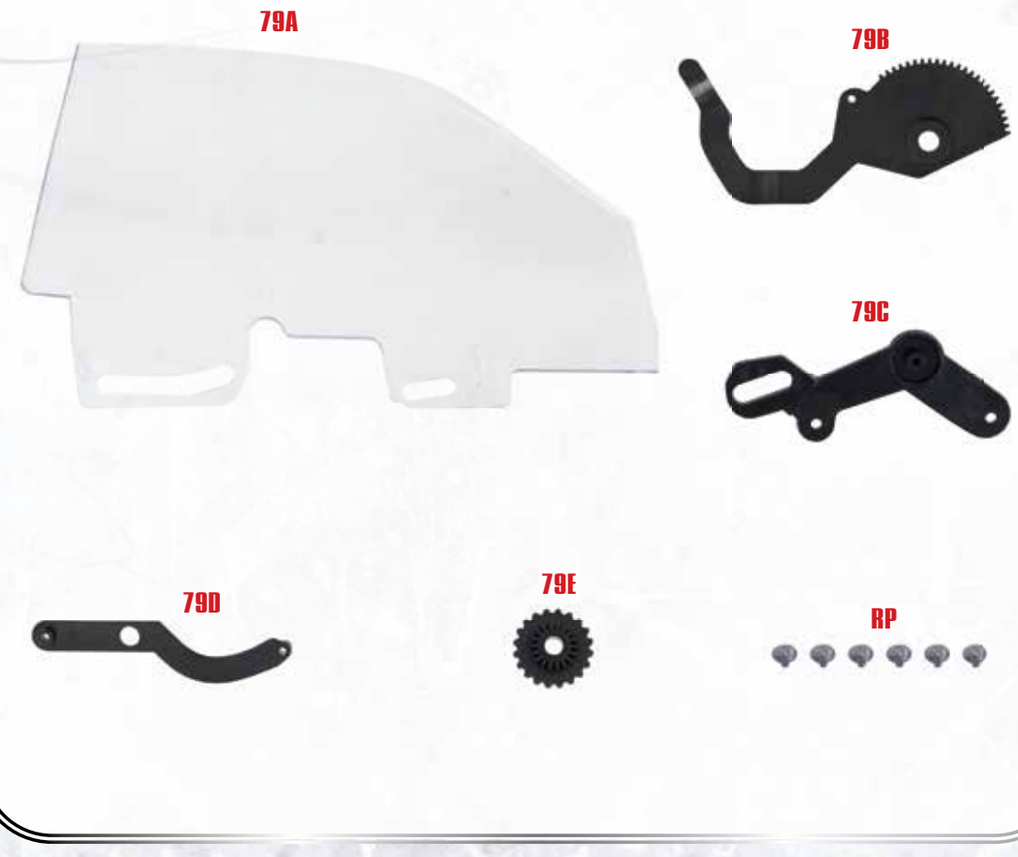
Length:	155.9in (3,960mm)	**Vehicle weight:**	Strut / trailing arm
Width:	63.8in (1,620mm)	**Brakes (front/rear):**	Disk / drum
Height:	53.5in (1,360mm)	**Tires:**	165/70SR13
Wheelbase:	94.3in (2,395mm)		
Tread (front):	54.1in (1,375mm)		
Tread (rear):	52.9in (1,345mm)		
Engine:	A14E type (straight four, OHV)		
Total displacement:	1,397cc		
Maximum output:	92hp / 6,400rpm		
Maximum torque:	11.7kgm / 3,600rpm		
Suspension (front/rear):	1,896lb (860kg)		



STAGE 79 RIGHT DOOR (3)

In this issue, we will mount the window mechanism for the right door.

PARTS



79A	Right door window	79D	Right door window gear 3
79B	Right door window gear 1	79E	Right door window gear 4
79C	Right door window gear 2	RP	Screws 1.7x3x6mm (×6*)

*Including spares

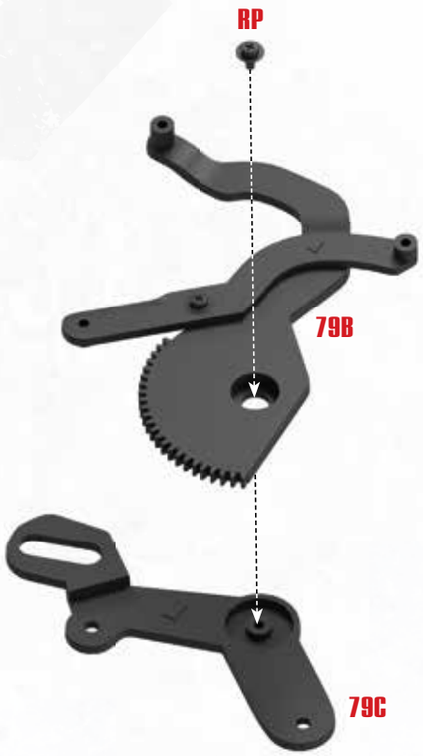


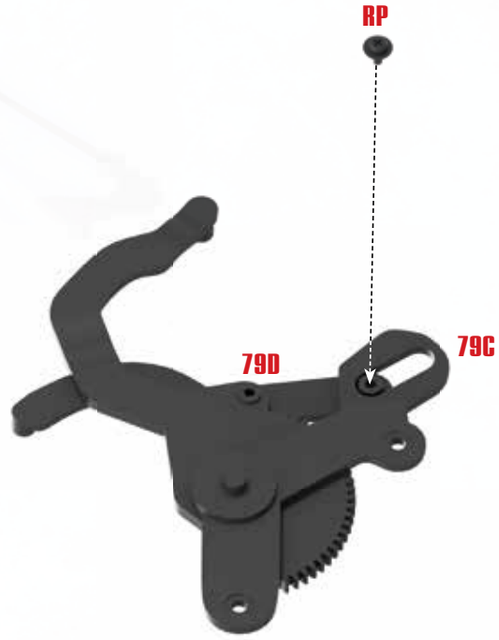
79.01

Place the right door window gear 3 79D over the right door window gear 1 79B, as shown in the picture. Connect them with an RP screw.

79.02

Position the right door window gear 1 79B over the right door window gear 2 79C. Connect them with an RP screw.



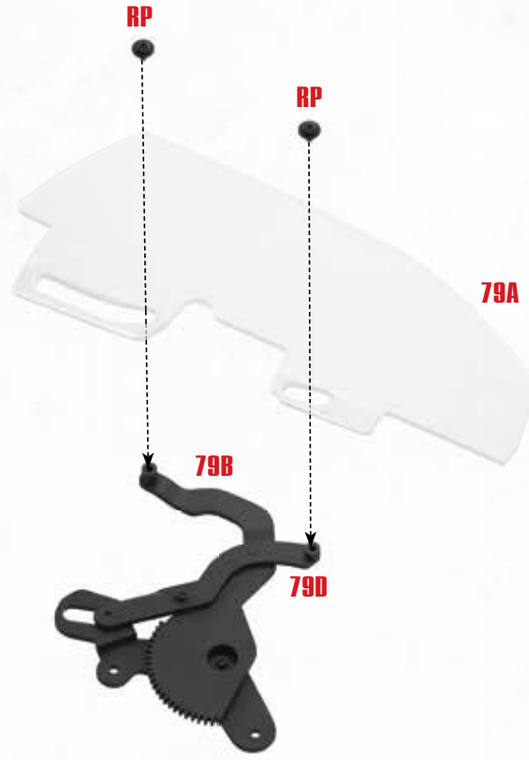


79.03

Turn the assembly over and insert another RP screw in the highlighted joint between the right door window gears 2 and 3, 79C and 79D.

79.04

Position the right door window 79A over the ends of the right door window gears 1 and 3, 79B and 79D. Secure the parts with two RP screws.



Final assembly



Keep the right door window gear 4 79E aside for a later stage of assembly.



GEAR MECHANISM

When assembling the window lifting mechanism, do not overtighten the screws. Overtightening can restrict the movement of the components and compromise the operation of the gear system.

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