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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 SKYLINE (C110) – PART 5

In the 1970s, laws were passed to control harmful vehicle emissions in order to combat pollution, so manufacturers had to work hard to comply with the new exhaust gas regulations. The Skyline (C110) was fitted with a blow-by gas reduction system and fuel evaporation control device from its debut. Furthermore, a model that adopted Nissan's unique exhaust gas purification system known as "NAPS" also appeared.

The Skyline (C110) was buffeted by the rough waves of the era of exhaust gas regulations. At the time of its debut in 1972, full-scale emission regulations for domestic cars had only just begun, but unfortunately the 2000GT-R (KPGC110), which was equipped with the S20 engine, disappeared early in 1973 without complying with the regulations. However, other models evolved to meet the increasingly strict regulations of 1975 and 1976.

The electronic fuel injection (EGI) system, which controls the engine more precisely than a carburetor and reduces both power and harmful exhaust emissions, and the catalytic converter, which cleans up exhaust emissions, were first used in the Skyline in the 2000GTX-E series, which was introduced in September 1975 as a minor model change. At the time, Nissan had developed an exhaust gas purification system called NAPS (Nissan Anti-Pollution System) in an attempt to overcome the strict requirements of exhaust gas regulations.

NAPS initially reduces CO (carbon monoxide), HC (hydrocarbons), and NOx (nitrogen oxides)

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The Skyline 2000GTX-E S-type was a new grade added in 1975. It was a sports model that dispensed with comfort features and focused on driving performance.

at source by improving the engine, and then oxidizes CO and HC into water and carbon dioxide using an oxidation catalyst with high purification performance and minimal impact on fuel consumption and performance. Furthermore, the EGR (exhaust gas recirculation) system recirculates a portion of the exhaust gas back into the cylinder to lower the combustion temperature, thereby reducing NOx. The catalog introduced NAPS as "a system that was developed at a cost of 50 billion yen over a period of five years."

The Nissan Skyline 2000GTX-E, which used the NAPS system, was the first Skyline to meet the 1975 exhaust emission regulations. The model name was changed to include an "A-" to indicate compliance, so became the A-GC110 and A-KGC110. The 2000GTX-E was a high-power model that replaced the 2000GT-X and was equipped with an L20 engine with an electronically controlled fuel-injection system (EGI) that delivered 130ps.

Unlike the D-Jetronic system, which detects the pressure in the intake manifold and supplies fuel accordingly, the L-Jetronic system directly detects the amount of air being sucked in and controls the fuel supply accordingly. This resulted in a significant improvement in the precision of air-fuel ratio control, and a leaner fuel mixture could be used than with the carburetor system, while at the same time achieving improved fuel efficiency without compromising driving performance. In addition, the leaner mixture reduced NOx emissions, reducing the burden on the catalyst and making it easier to clean the exhaust gas.

STRICTER EXHAUST GAS REGULATIONS

The main change in the exterior design with the minor upgrade was to the front of the car. The simple two-part grille was replaced with a more refined and luxurious design, with the "S" emblem in the center. The front grille of the short-nose model was also modified, with the main focus being on the design around the lights, to give it a more distinct look. The decoration around the "SKYLINE" emblem on the rear grille was changed, and the "NAPS" emblem was added to the left of the trunk lid.

In October of the same year, the 1.6- and 1.8-liter engines of the short-nose models were changed from the G16 and G18 types to the L16 and L18 types, which used the NAPS system, as did the Bluebird. Together with the L20 single carburetor specification of the 2000GT, the three models' engines simultaneously became compliant with the 1975 exhaust gas regulations.

There were also changes to the model lineup. The 2000GTX-E S-type (hereafter referred to as the S-type) was available in both two-door hardtop and four-door sedan versions. Rather than being a model designed at a small number of enthusiasts – such as the limited-run 2000GT-R – it was a sports car designed for a wide range of users. It was aimed to incorporate the essence of a GT (Grand Touring) model, which is designed for long-distance continuous driving. As with the 2000GTX-E on which it was based, the 2000GTX-E S-type was available with either a five-speed manual transmission (MT) or a three-speed automatic transmission (AT) for easy driving. However, the power steering and power windows, which were optional extras on the 2000GTX-E, were not available on the S-type.

The most distinctive feature of the S-type was that it had the suspension and brake system of the 2000GT-R. It had four-wheel independent suspension with struts at the front and semi-trailing arms at the rear, and was equipped with stabilizers at the front and rear. At the time, it was still unusual for a Japanese car from the mid-1970s to be equipped with rear stabilizers. The brake system used N34L-type calipers with opposed two-piston front brakes. The rear brakes were four-wheel disks with 12AH-type calipers, and were unique to this variant.

Although it didn't feature the four-wheel over-fenders like the 2000GT-R, it did have wider tires. The 2000GT-R's radial tires were wide for the era, being 175HR14, but the S-type came with even wider 185/70HR14 radials as standard; this was a special feature of the sports model. Standard equipment included 5J-14 steel capless wheels, with chrome-plated wheel rings available as an option; 5.5J-14 aluminum wheels were also an option. The catalog introduced these aluminum wheels as having been designed by the Chief Product and Vehicle Engineer, Shinichiro Sakurai.



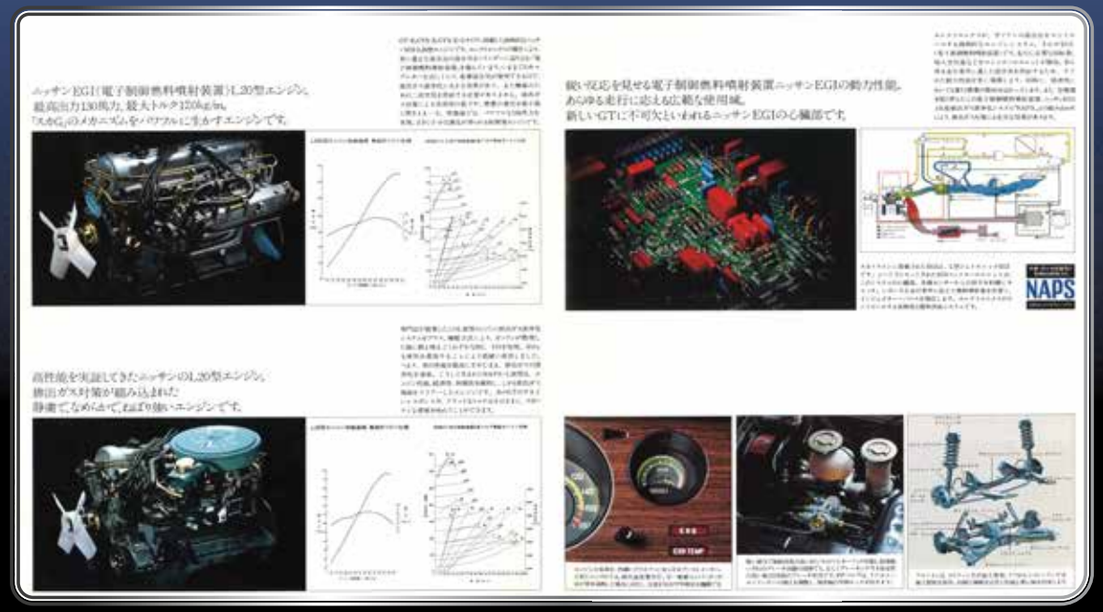
The L20E engine, which was introduced in 1975 as part of a minor model change, complied with exhaust gas regulations. It was equipped with an electronic fuel-injection system (EGI) and Nissan's NAPS proprietary exhaust gas purification system.

The engine, meanwhile, was the same EGI-spec L20 as the base model, and it generated 130ps on unleaded (regular) petrol. The catalog of the time stated that the maximum speed was 180km/h (112mph) with the five-speed manual transmission specification.

Nissan had to work hard to meet the increasingly strict exhaust gas regulations. In February 1976, the 2000GTX-E, 2000GTX-E S-type, and the new 2000GT-E were released to meet the 1976 regulations, which featured NOx levels that were half those of the 1975 regulations. The model names were changed to C-GC111 and C-KGC111 to indicate compliance

The instrument panel of the Skyline 2000GTX-E and S-types featured an aluminum-style panel like the 2000GT-R, giving it a spartan image.





with the 1976 regulations. Both were available only with a five-speed manual transmission.

In March 1976, the 1600 series models met the 1976 exhaust emission regulations, and two months later the 1800 series models also met the regulations. Finally, the 2000GT, which was the last model to be equipped with the carburetor-fitted L20 engine, met the 1976 exhaust emission regulations in June of the same year. At the same time, the long-awaited three-speed automatic transmission specification was added to the 2000GTX-E and 2000GT-E models with the L20 EGI engine.

In February 1977, towards the end of the model life of the Skyline (C110), the 2000GT (L type) and 2000GT-E (L type) were launched as specifications with luxurious interiors. These high-grade models retained the same driving performance, but offered enhanced comfort and safety, and came standard with features such as an FM radio, cassette car stereo, and seats made from a raised tricot material that offered excellent support. New colors introduced were metallic red and brown. In the case of the metallic brown, the interior was also color-coordinated in brown (except for the 2000GTX-E S-type).

The popularity of the Skyline (C110) was incredible, and it took first place in the overall category of the domestic passenger car popularity poll in the car magazine *Monthly Private Car* for four consecutive years from 1974 to 1977. It became a car that represented the best of domestic cars of the 1970s both in name and reality, and it pushed the Skyline to become a renowned brand. ◆

A selection of catalog images. The boost gauge at the bottom of the right-hand page was not for the turbocharger, but was used to monitor the amount of pressure applied to the accelerator pedal. In other words, it indicated the level of fuel efficiency.



Items that are used in modern cars, such as remote-controlled mirrors and rear wipers, began to be incorporated around this time.

LITTLE NOBODY

The ever-enigmatic Mr. Nobody's assistant quickly earned the audience's affection after his first appearance in the series' eighth movie.



The character of Little Nobody is brought to life by Scott Eastwood, son of legendary Hollywood star Clint Eastwood.

Whereas Mr. Nobody emerged as a rather shady ally with a long history of crime-fighting, his assistant, more thorough and a stickler for rules, seems like a rookie just out of the academy. Little Nobody appears in the action-packed *The Fate of the Furious*, played extraordinarily by Scott Eastwood, son of the legendary Hollywood star Clint Eastwood.

BEGINNER'S MISTAKES

Little Nobody appears in the franchise's eighth movie when he meets up with ex-DSS agent Hobbs who, in a twist of fate, has been locked in the same maximum-security jail as his biggest enemy, Deckard Shaw. In an impromptu interview, the young man tries to convince Hobbs to cooperate with Mr. Nobody and agree to become an undercover agent. However, the rookie makes the mistake of suggesting they can use Hobbs's daughter as a bargaining chip. This infuriates the former agent, who lifts Little Nobody off the floor as if he were a feather.

Right from the start, Mr. Nobody's assistant is noted for being a bit of a bungler. None of his actions are successful. For example, when he takes Letty, Ramsey, Tej, and Roman to see his boss, he treats them as if they were dangerous criminals. Although his teammates appear annoyed by his lack of experience, Mr. Nobody tries to justify his assistant's clumsiness, saying his team should focus on the main mission: capturing Dom Toretto, who apparently has betrayed his family and joined forces with the dangerous cyberterrorist Cipher.

Nevertheless, Mr. Nobody's upright and sometimes naïve personality makes him the butt of jokes. Hobbs gives him the nickname Rules, due to his obsession with obeying them, and Roman calls him Little Nobody, referring to his youthful similarity to his boss.

LEAP INTO ACTION

Throughout *The Fate of the Furious,* Little Nobody gradually learns that in the world of the Toretto family, the lines between good and evil are always blurred. His evolution as a character begins when he understands that, to enforce the law in this world full of grays, he must adapt and learn to act outside of the manual. In that respect, Little Nobody ends up following in the footsteps of characters like Brian O'Conner and Hobbs, who also began their careers believing they had all the answers before realizing that reality is far more complex.

Over time, Little Nobody ceases to be mere comic relief and demonstrates his worth in field operations, becoming part of Dom's team. In his return in part one of *Fast X,* after the mysterious appearance of Mr. Nobody, his subordinate seems to have been promoted to the top of the Agency and turns up at Dom's family home to help resolve a new conflict. Almost without meaning to, he enables Dom to discover part of his team will fall into a dangerous trap in Rome. Little Nobody goes to the Italian capital with Dom and Letty, and risks his own life to show his loyalty to the family and Mr. Nobody is still intact. ◆

THE ADVENTURES OF BRIAN O'CONNER

A difficult choice

After being ambushed by Reyes's thugs, in *Fast Five* Dom witnesses the death of his good friend Vince. But that doesn't kill his desire for revenge on the drug-trafficker. Han, Roman, and most of the team think it's suicide, and even Elena advises him to get away. But Dom refuses to be put off, though he does allow the group to make the decision they think is right for them. Agent Hobbs is the first one to offer to accompany Dom on his mission to eliminate Reyes. Brian also says yes, but points out they no longer have the advantage of surprise. Dom then says they need to steal the criminal's money because, when they get the money, they get him.



As the saga unfolds, Little Nobody will experience his own evolution, moving from protocol to action.

THE BOOM IN AFTERMARKET PARTS

Part 2: Progress with the Ministry

When discussions took place between various aftermarket parts manufacturers and the Ministry of Transportation, it became clear that some components previously considered illegal were actually permissible. It was the springboard for a massive expansion in the aftermarket parts industry.



When the representatives of NISMO, TRD, and Mazdaspeed met the Ministry of Transportation officials, it became clear that, to their surprise, ride-height adjustable suspension kits, or threaded ride-height adjustable suspension kits, were legal. The height-adjustable suspensions referred to by the Ministry of Transport were pneumatic or hydraulic ride-height adjustment mechanisms used by Citroën and other automakers, and were designed to allow the height of the vehicle to be changed from inside while in motion, requiring a structural modification certificate.

When ride-height adjustable suspensions were considered illegal, the alternative was sports suspension with the same shape as the factory suspension and without the ride-height adjustment function.

NISMO was riding the wave with a thunderous expansion of its range of aftermarket parts.



Like the clutch, one of the main products was the LSD, a necessity for sports driving. Unlike the clutch, third-party products began to appear, and the competition intensified.

On the other hand, so-called ride-height adjustable dampers are screw-type and cannot change the ride height while the vehicle is in motion. For this reason, it turned out that the Ministry of Transportation did not refer to them as "ride-height adjustable suspensions", so deemed these legal.

These exchanges about different components continued for nearly a year, and the new clarified system began to be put into operation in 1996. Although generally referred to as deregulation of the tuning industry, there were actually no major changes in the regulations or standards, and the reality was a simplification of inspection standards.

As an example, the structural modification notification documents for the NISMO 400R prototype that were submitted at the end of 1995, were nearly 1.2in (30mm) thick, but the documents for the vehicles actually sold from 1996 were simplified to about one third of the thickness.

Therefore, after 1996, the world of tuning in Japan experienced an enormous boom, and NISMO also explosively expanded its lineup of sports parts. Parts that had previously been aimed at and bought by a few enthusiasts were now available at Nissan dealers, and the market flourished. One consequence was that the NISMO brand became more widely known among people outside the world of aftermarket tuning. ♦



The ride-height adjustable suspension, which was thought to be an illegal modification, was not actually prohibited. It was OK as long as it met standards such as minimum ground height.



There was a time when simply switching to aluminum wheels did not require crossing the dealer's threshold. It was common practice to return to stock wheels when vehicles were inspected, but now it was possible to fit them without any hesitation.

THE SPORTY, SECOND-GENERATION LANGLEY

The second-generation Langley (N12) was introduced in June 1982, replacing the first generation of the model, which was only on sale for two years. Like the original model, it was a sibling of the second-generation Pulsar (N12) and Liberta Villa, and was sold through Nissan Prince dealers.

The catchphrase when it first appeared was "Paul and Paula's New Langley," clearly influenced by the previous "Ken and Mary's Skyline" advertising line. While the first generation followed the "mini-Skyline" route by adopting headlights with the same design as those of the Skyline 2000GT (GC211), the second generation had a slightly more unique color. Even so, the front grille was described in the catalog as "a horizontally based front grille reminiscent of the Skyline RS".

The design of the grille and tail lamps clearly differed from that of the Pulsar and Liberta Villa. Two body types were offered: a three-door hatchback and a five-door hatchback. There was no two-door coupe variant like the sedan or the EXA.

The two engine types at the time of its debut were the 1.5-liter inline, four-cylinder OHC E15S type (85hp) and the EGI-spec E15E type (95hp), both of which were inherited from the previous generation. The Type D, Type L, and Type X of both the three- and five-door hatchbacks were equipped with the E15S type power plant. The sporty grade GT was equipped with the E15E type. Transmissions were four- or five-speed manual and three-speed sutomatic, depending



At the time, Nissan described these sporty dials, with their horizontal zero position, as "horizontal circuit meters" in its catalog.



The addition of a 115hp turbo engine in 1983 attracted considerable attention at the time. This was the era when young people were driving compact hatchbacks.



A women-only racing team was set up to promote Langley's sports line. It was such a big deal at the time that it was even talked about on TV.

on the grade. The suspension layout followed that of the previous generation, with struts at the front and trailing arms at the rear. The rack-and-pinion steering was also unchanged.

The interior was youthful in appearance, with a two-spoke steering wheel and an instrument panel with triple dials and horizontal zero-indicators. The Type X and GT had plain weave gradation seats, and depending on the body color, a red-and-white color scheme was used to appeal to female drivers.

In addition, the early catalogs included the line, "A racing team composed entirely of single women, led by Keiko Shimoyama (from Tsujimoto Racing), will take the circuit by storm in the new Langley." In fact, in 1981 and 1982, the team entered endurance races such as the All Japan Fuji 500km Race in a Langley.

In May 1983, the Turbo GT was added to both the three- and five-door hatchbacks. The engine was the E15ET type (115hp). In addition, a 1.7-liter diesel engine – the CD17 (61hp) – was offered for the five-door hatchback. ♦

TECHNICAL DATA

LANGLEY 3-DOOR HATCHBACK 1500GT N12 TYPE (1982)

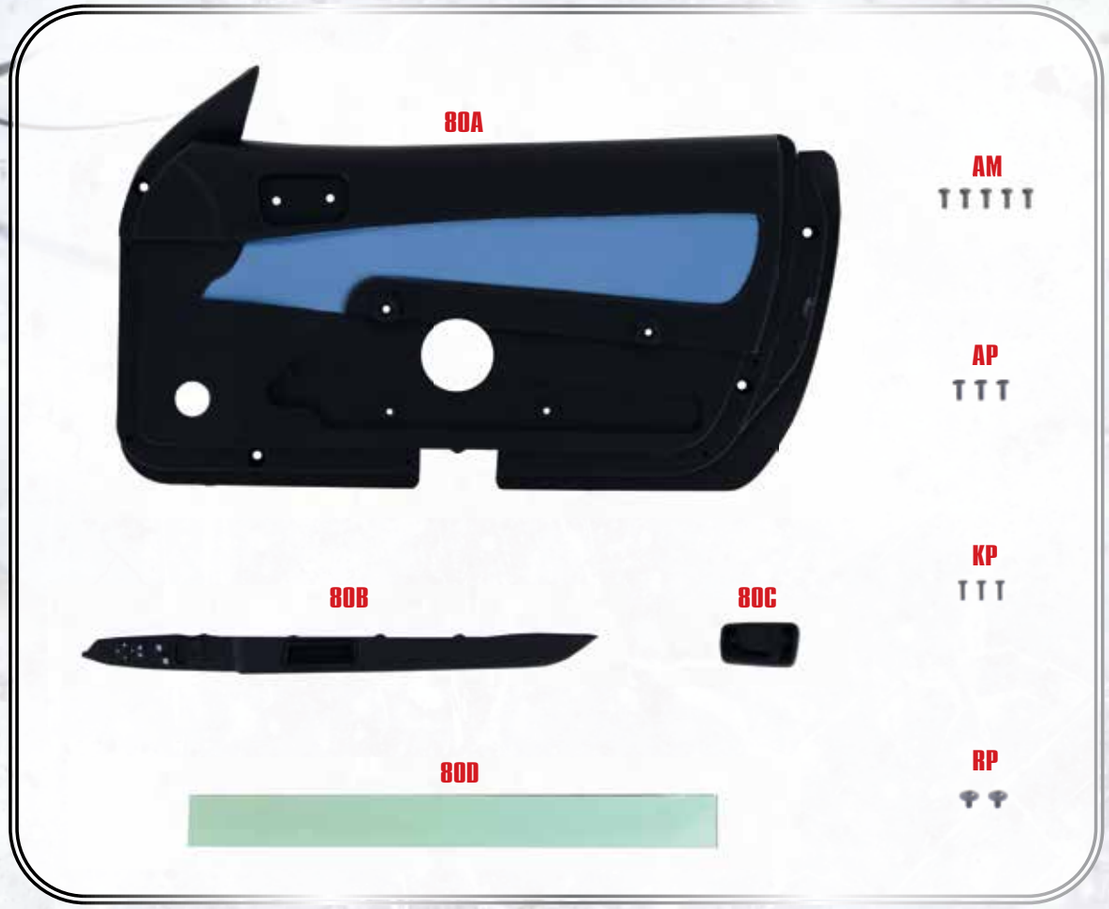
Length:	156.5in (3,975mm)
Width:	63.8in (1,620mm)
Height:	54.7in (1,390mm)
Wheelbase:	95.1in (2,415mm)
Tread (front):	54.5in (1,385mm)
Tread (rear):	54.1in (1,375mm)
Engine:	E15E type (straight 4, OHC)
Total displacement:	1,487cc
Maximum output:	95hp / 6,000rpm
Maximum torque:	12.5kgm / 3,600rpm
Vehicle weight:	1,808lb (820kg)
Suspension (front/rear):	Strut / trailing arm
Brakes (front/rear):	Disk / drum
Tires:	165/70R13



STAGE 80
RIGHT DOOR (4)

In this issue, we will attach the armrest and the inner handle to the lining of the right door. Then we will connect the window and its mechanism to the lining, which we will finally attach to the outer part of the right door.

PARTS



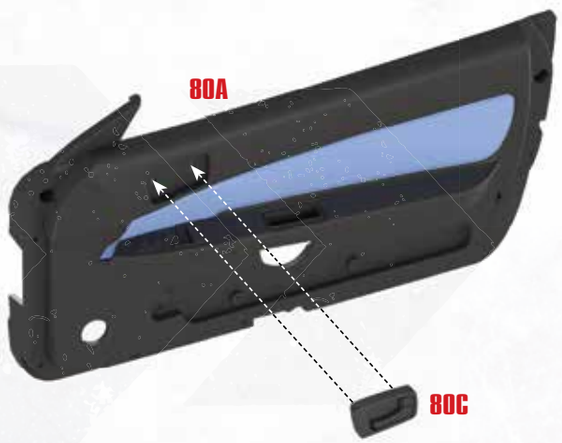
80A	Right door lining	AM	Screws 1.7×4mm (×5*)
80B	Right door armrest	AP	Screws 1.7×4mm (×3*)
80C	Right door inner handle	KP	Screws 1.4×4mm (×3*)
80D	Protective strip (×2)	RP	Screws 1.7×3×6mm (×2*)

*Including spares



80.01

Connect the right door armrest 80B to the right door lining 80A, as shown in the image. Secure the armrest from the other side with two KP screws.

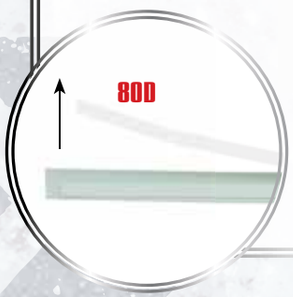


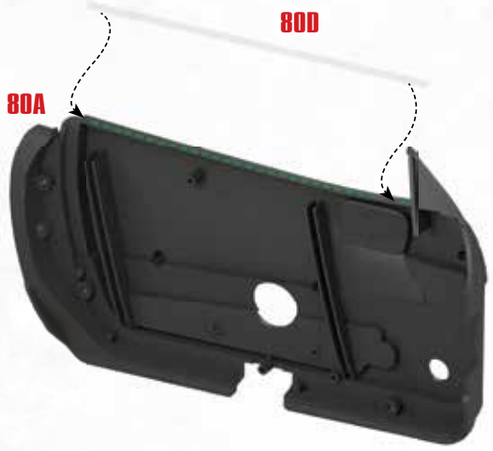
80.02

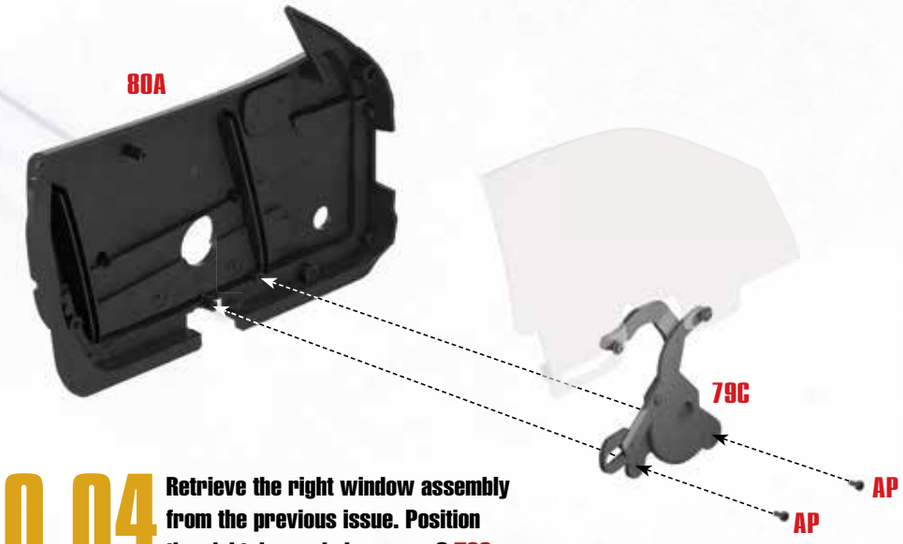
Place the right door inner handle 80C into the highlighted slot in the right door lining 80A.

80.03

Remove a protective strip 80D from its backing and place it on the top of the right door lining 80A, as shown in the picture.





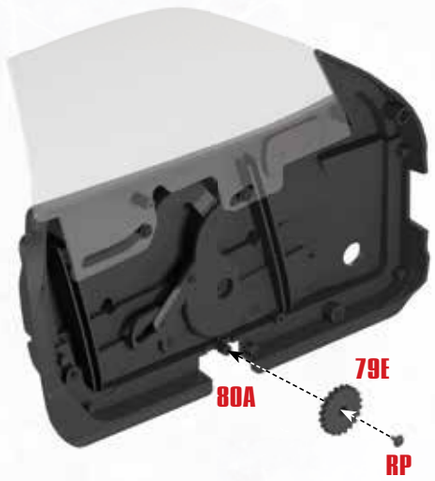


80.04

Retrieve the right window assembly from the previous issue. Position the right door window gear 2 79C over the highlighted holes on the inside of the right door lining 80A. Connect the parts with two AP screws.

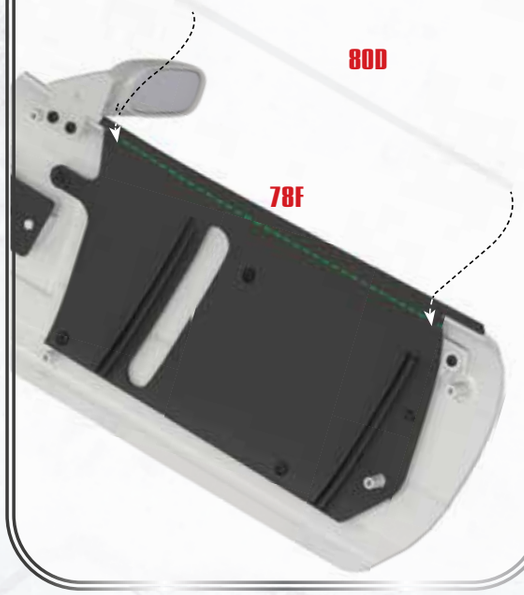
80.05

Retrieve the right window gear 4 79E from issue 79. Place it on the highlighted pivot on the right door lining 80A and attach it with an RP screw.



80.06

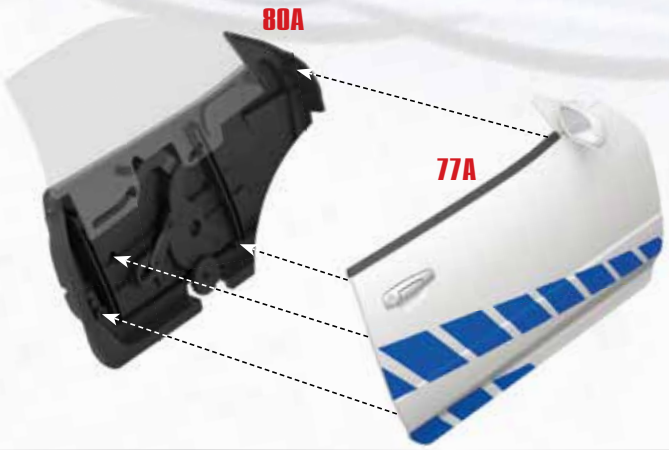
Place the other protective strip 80D on the upper profile of the right door inner panel 78F, as shown in the picture.

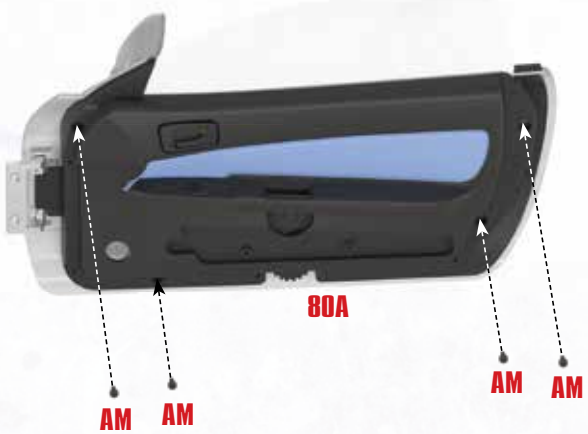


RIGHT DOOR (4)

80.07

Connect the right door 77A to the right door lining 80A.





80.08

To finish, secure the right door assembly with four AM screws in the highlighted holes in the right door lining 80A.

Final assembly



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