FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

82



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BRIAN'S NISSAN SKYLINE GT-R

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THE SKYLINE 2000GT-R (KPGC110) – PART 2

The Skyline 2000GT-R (KPGC110) inherited the engine and powertrain from the previous 2000GT-R (KPGC10). There were no changes to the basic structure of the S20 engine's four-valve DOHC engine or the ancillary equipment such as the triple-barreled Solex carburetor, but there were modifications to the details of the engine compartment and pollution countermeasures.

The engine compartment layout of the Skyline 2000GT-R (KPGC110) appeared to be the same as that of the base model, the Hardtop 2000GT (KGC110), but in reality, various changes were made to the details of the car to accommodate the S20 engine.

The 2000GT, which was equipped with the slim SOHC L20 engine, had a very clean-looking engine compartment. On the other hand, the 2000GT-R, which featured the DOHC S20 engine with a 60-degree valve angle and a wide cylinder head, had a very imposing engine in the compartment. Compared to modern engines, the S20 was quite large for a 2.0-liter engine.

The layout of the intake and exhaust systems differed between the 2000GT and the 2000GT-R. The L20 engine was a type of SOHC power plant called a "turn flow" engine. The 12 intake and exhaust valves are arranged almost in a straight line down the center axis of the engine, with the intake and exhaust ports gathered on one side of the engine. In the L20 engine, the intake and exhaust ports were on the left side of the direction of travel. In the turn-flow system, the intake air that enters the cylinder through the intake valve from

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The engine compartment of a Skyline 2000GT-R (KPGC110), which is held at the Nissan Heritage Collection in Zama City, Kanagawa Prefecture. The Solex carburetor is on the left side, and the exhaust manifold is on the right.

the intake port is compressed and then exploded with the fuel, before turning around and being expelled from the exhaust valve. For this reason, the exhaust system of the L20 engine was almost completely hidden beneath the carburetor. The right side of the engine just featured six spark plugs.

The intake and exhaust layout of the four-valve DOHC S20 engine was known as a cross-flow type. The intake system is a triple Solex carburetor on the right side of the engine, and the exhaust system is a stainless-steel exhaust manifold with an "octopus-shaped" exhaust pipe on the left side. Because the intake and exhaust flow from right to left around the engine, it is called a cross-flow design. As the flow is straight, it is generally considered to be more efficient than a turn-flow design.

In the 2000GT, the air filter was located in the front of the engine compartment on the right-hand side of the car, where the battery was located. In the 2000GT-R, the battery was moved to the opposite side. The air filter and air ducts looked the same as those on the previous 2000GT-R (KPGC10), but the shape and size of the engine compartment were different, so the brackets and other parts were exclusive to the 2000GT-R (KPGC110). The exhaust manifold was also new in the KPGC110 version of the 2000GT-R, including a different bending method. The radiator was the same as that used in the 2000GT in terms of performance, but the hose connections were different, so they were not interchangeable.

SYNCHRONIZING THE SOLEX CARBURETORS

The fuel supply system for the S20 engine used three Solex carburetors in the same way as the 2000GT-R (KPGC10).

In modern cars, electronic fuel-injection systems are used in everything from light trucks to supercars. The reason for using electronic fuel-injection systems is that they allow fine control of the fuel being fed into the cylinders according to the situation. This enables optimal combustion, and a balance between power, clean exhaust emissions, and low fuel consumption.

Until the 1970s, most petrol engines in cars were fed fuel by carburetors. Of course, there were also cars with mechanical fuel-injection systems and early electronic fuel-injection systems, but these were still in the minority. In contrast to electronic fuel-injection systems, which apply high pressure to gasoline and spray it in a fine mist directly into the intake port or combustion chamber via an injector, carburetors have a simple structure. Air is drawn into the cylinder by the negative pressure created when the piston moves down during the intake stroke. When the air passes through the carburetor – which has a narrowed inner diameter – the Venturi effect increases the speed of the air, creating a force that draws in the petrol and atomizes it; the air and petrol then form a mixture on entering the cylinder. Another feature is that it does not require a power source to operate.



The air filter box had a slightly complex structure. If you remove the cover, you can see the oval-shaped air filter.

The single carburetor used in the L20 engine of the 2000GT supplied petrol to the six cylinders via a single carburetor. While the one carburetor was easy to adjust and handle, it was not suitable for increasing power.

The 2000GT-X was equipped with an L20 engine with two SU carburetors. This engine produced 130ps, 10ps more than the single carburetor version. In the case of the L20 SU twin carburetor, one carburetor supplied gasoline to three cylinders.

The S20 engine in the 2000GT-R used three Solex 40PHH carburetors made by Mikuni. The Solex carburetor was originally developed by the French manufacturer Solex. Mikuni formed a technical partnership with Solex to produce the carburetor in Japan, and it became synonymous with high-performance carburetors for sports cars. The Solex carburetor is characterized by its "two-barrel" layout, in which two carburetors are lined up next to each other to form one unit. Therefore, a triple carburetor setup had the same effect as fitting six carburetors.

The triple Solex carburetors contributed greatly to the power and response of the S20, but adjusting them to synchronize the six cylinders was a very time-consuming task. It required a mechanic with the necessary skills and knowledge to adjust the throttle valve opening and the air screw (the gap for adjusting the mixture), and to replace the nozzles called jets. Furthermore, in order to keep the engine running smoothly, the jets needed to be replaced depending on the temperature, humidity, and altitude, which was a lot more troublesome than it is with modern engines.



The air filter box cover had air funnels built in for each cylinder. This was a very elaborate design for the time.



The L20 engine in the 2000GT single carburetor specification. It was characterized by its long, thin shape, and both the intake and exhaust systems were concentrated on the right side.

Starting the engine also required a certain knack. If the engine failed to start, the electrodes of the spark plugs would get wet with petrol, so-called "plug fouling", and it was necessary to remove and inspect each plug one by one, wiping off the petrol and allowing it to dry. Also, if you inadvertently pressed the accelerator too hard when turning at a low rpm, such as when turning at an intersection, the engine would not rev up and the car would judder. There is no doubt that the triple-barrel Solex carburetor was a high-performance carburetor, but it was also a difficult component aimed at a particular type of driver.

The S20 engine in the 2000GT-R (KPGC110) had a new device added to it. In 1970, the effective regulation of hydrocarbons (HC) began, and from September that year, the installation of blow-by gas reduction devices was made compulsory for new models; from July 1972, the prevention of fuel gas evaporation was also made compulsory for new models. In response to this, the S20 model was fitted with a fuel evaporation control device and a blow-by gas reduction device.

A connector for the fuel evaporation control device was added on the left-hand side of the S20 engine's cylinder block, which was not present on the previous 2000GT-R (KPGC10). The gasoline vapor that passed from the fuel tank at the back of the trunk via the breather hose was sent from this connector into the cylinder block, where it was burnt in the engine along with the blow-by gas. The blow-by gases passed from the crankcase through the cylinder head and were sent to the air duct of the Solex carburetor via a pipe attached to the rocker cover, where they were burnt by the engine together with the air-fuel mixture.

However, the evolution of the S20 engine came to a halt at this juncture. Due to the inability to respond to harmful exhaust gas reduction measures such as electronic fuel injection and the installation of a catalyst like the L20E engine, it disappeared along with the 2000GT-R just four years after its debut in February 1969. ♦



The L20 engine in the same single carburetor specification, with only six spark plugs on the left side.

THE RACE WITH THE SUBMARINE

In *The Fate of the Furious,* the series took audiences to new extremes with an epic pursuit over a frozen landscape, establishing the franchise as a landmark in action scenes.



Dom's team set off on a dizzying race as they are pursued by a nuclear submarine.

Dom Toretto's team, confronting the cyberterrorist Cipher, takes part in one of the most stunning sequences in franchise history while being pursued by a nuclear submarine. It is an explosive set piece that offers boundless thrills by way of an amazing array of technical and visual expertise.

A MISSION IN THE LAND OF ICE AND SNOW

The heroes of the movie travel to a Russian military base, located in the fictional town of Vladovin. There, Dom, under the control of Cipher, must steal a nuclear missile. At the same time, Letty, Hobbs, and the rest of the team travel to Vladovin to stop him, leading to a dramatic chase over the ice.

Director F. Gary Gray and Screenwriter Chris Morgan wanted to offer something never seen before in the series. To achieve it, they came up with a mad race across the ice in which a varied group of vehicles tries to escape at full speed from the relentless pursuit of a nuclear submarine.

The ideal location for this chase was found in Iceland, on Lake Myvatn, a spectacular landscape surrounded by natural wonders such as the Dimmuborgir lava fields and the Námaskaro hot springs. The production crew set up in the small village of Skútustaðir. Production chiefs inspected the thickness of the ice every day to make sure ve-hicles would be safe. Why? Because, except for the submarine – added later using computerized

visual effects – everything on screen is real.

VEHICLES AND EXPLOSIONS ON THE ICE

Despite low temperatures, which affected both the crew and the cars, everything worked perfectly. Vehicle Coordinator Dennis McCarthy and his team worked tirelessly to keep the vehicles in tiptop condition. They also considered the multiple explosions that were added during post-production to create the submarine chase. The scene required the vehicles, including snowmobiles, armored transport vehicles, a Lamborghini, and a tank, to move at very high speed.

As a precaution, when filming began a maximum of ten vehicles were used to travel over the ice at the same time. As the stunt drivers became more confident, however, in the second week of filming about 30 vehicles were being driven simultaneously, including Hobbs' Dodge Ice Ram, Little Nobody's Subaru WRX STi, a Rally Fighter driven by Letty, Roman's spectacular orange Lamborghini, and an eye-catching Ripsaw tank, driven by Tej Parker. This military vehicle, capable of traveling 60mph (97km/h) and weighing about 4.4 tons (4,000kg), tons), was loaned to them by the US Army for the movie.

The chase sequence was choreographed to the last detail so every vehicle could perform spectacular maneuvers on the ice. The crew used cranes and cables to simulate the cars being blown up by the explosions and dragged by the submarine. The result was an unforgettable scene that combined frantic action, amazing scenery, and first-rate visual effects. ♦

THE ADVENTURES OF BRIAN O'CONNER

A well-deserved retreat

After their intense adventures in Rio de Janeiro, Brian and Mia take refuge in a heavenly locality in the Canary Islands, where they stroll peacefully along the beach and prepare for the arrival of their first child. The peace and quiet is only interrupted by the arrival of Dom and Elena, who pay them a visit. Dom is filled with satisfaction to see his sister happier than ever. Brian knows feeling free at last has a lot to do with this new sense of well-being.



Dom performs a spectacular stunt in his Dodge Charger to thwart Cipher's plans.

SPEED AND DURABILITY WITH THE Z-TUNE

Part 1: Displaying the Z-tune Prototype

The success of NISMO's 270R and 400R models left fans anticipating the company's next production car. It would take four years after the 400R before the seeds of a new road model were sown in the form of a prototype shown at the NISMO Festival.



The parts of the 2.8-liter Z2 engine were all specially made. In particular, the turbocharger was a unique IHI product that differed from that in the mass-produced car. It was a so-called fully tuned engine.

After the 400R was released in 1996, there was a long gap before the next NISMO production car was unveiled. The 270R with 270ps and the 400R with 400ps had been released, so there were many people who were hoping that the next model would be the 500R with 500ps. If the power output was to be 500ps, the base model could only be the GT-R.

However, after the 400R, NISMO remained silent. Developing production cars is a big burden in terms of both manpower and costs.

It is not difficult to imagine that, during this time, NISMO did not



The serial plate was proof that it was a complete NISMO car. The car in the photo is a NISMO demo model, and the letter "P" is included to show it is a prototype.

want to neglect its principal area of business – aftermarket parts.

In 1999, the Skyline GT-R underwent a full model change and became the BNR34. NISMO also developed a variety of tuning parts for the Skyline GT-R (R34) at the same time as its debut, continuing to release a succession of new components for the model.

A major turning point came at the NISMO Festival at the end of 2000. For the first time at this event, a tuning car attraction was featured. Well-known tuning shops from all over the country gathered together and battled it out with their prized demo cars. NISMO entered the Z-tune Prototype, which was based on the Skyline GT-R (R34), and won against other demo cars from renowned tuners.

At the time, NISMO had three tuning concepts for street parts: "S-tune" tuning was aimed at the street, but also allowed the car to be driven on the circuit; "R-tune" tuning was aimed at the circuit, but also allowed the car to be driven on the road to and from the circuit without discomfort; and "Z-tune" was the ultimate tuning that combined world-class speed and durability. These concepts were applied not only to suspension parts, but also to brake pads and engine tuning menus. ♦

In addition to spot welding, the Z-tune body was also reinforced with carbon at key points. This part of a mass-produced car uses a steel panel.



THE SKYLINE-INSPIRED LANGLEY



The 1600GT sedan, which was equipped with a 1.6-liter four-valve DOHC engine, had a tail that was very much in the Skyline style. It seems that the third-generation Langley was mainly designed with the sedan image in mind.

The third generation of the Langley was released in October 1986. Advertising for the model featured Aguri Suzuki, a racing driver who went on to drive in Formula 1, with catchphrases including "The day when Aguri doesn't race" and "Skylines Mini". At the time, Suzuki was competing in the All Japan Touring Car Championship (Group A) with a Skyline RS Turbo (DR30) from NISMO, and he was crowned Champion of the series in 1986.

The third-generation Langley was built on the same basis as its predecessor, using Pulsar components – the third-generation Pulsar, second-generation EXA, and second-generation Liberta (N13) were all siblings. Of these, the Langley was positioned as the sportiest model.

In addition to the a three-door hatchback, a notchback four-door

The newly developed four-cylinder, four-valve DOHC CA16DE engine. It was used in a variety of models and was also the base engine for F3 motorsports.



sedan was also available for the first time. The sedan's rear featured round tail lights similar to those of the Skyline, and much of the car's image came from the Skyline.

The engines were all in-line four-cylinder units, with 1.5-liter and 1.6-liter gasoline engines and a 1.7-liter diesel power plant. The 1.5-liter engines were the OHC E1 5S type carburetor specification (73ps) and E15E type EGI specification (82ps). The 1.6-liter engine was newly equipped with the DOHC four-valve CA16DE type (120ps), but the 1.5-liter turbo engine was no longer available. The 1.7-liter diesel engine was the CD17 type (55ps).

The transverse front-engine, front-wheel drive layout had not changed since the first generation, but a 4WD model was added in January 1987. This 4WD system used a viscous coupling and was called "full-auto full-time 4WD". This new 4WD system, which achieved automatic control of optimal torque distribution to the front and rear wheels, was highly acclaimed as a revolutionary system that made easy and safe driving possible. The Langley won the 7th 1986–87 Japan Car of the Year award along with its siblings, the Pulsar, EXA, and Liberta Villa. The suspension was a four-wheel independent setup with struts in the front and parallel-link struts in the rear. The steering was rack and pinion.

In September 1988, the car underwent a minor change. The 1.5-liter engine was replaced with the newly developed GA15S (85ps) and GA15E (97ps) engines. These were OHC, three-valve (2 intake, 1 exhaust per cylinder) engines, and the timing belt of the E-type engine was changed to a timing chain. Sales of the Pulsar ended in August 1990, when the fourth-generation (N14) model was fully remodeled. The Langley closed the curtains on its ten-year history. ♦



The 1600GT with a three-door hatchback body. This model still had the feel of being a Pulsar sibling, while its sharp lines gave it a sporty impression.

TECHNICAL DATA

LANGLEY 1600GT TWIN CAM N13 TYPE (1986)

Length:	167.5in (4,255mm)	**Maximum torque:**	14.0kgm / 5,200rpm
Width:	65.2in (1,655mm)	**Vehicle weight:**	2,293lb (1,040kg) (5MT)
Height:	54.3in (1,380mm)	**Suspension (front/rear):**	Strut / parallel link
Wheelbase:	95.7in (2,430mm)	**Brakes (front/rear):**	Ventilated disk / disk
Tread (front):	56.1in (1,425mm)	**Tires:**	185/60R14
Tread (rear):	55.9in (1,420mm)		
Engine:	CA16DE type (straight four, four valves, DOHC)		
Total displacement:	1,598cc		
Maximum output:	120ps / 6,400rpm		



STAGE 82 HOOD (2)

In this issue, we will install the front windshield lower cowling. Then we will attach the left and right hinges to the interior of the hood.

PARTS

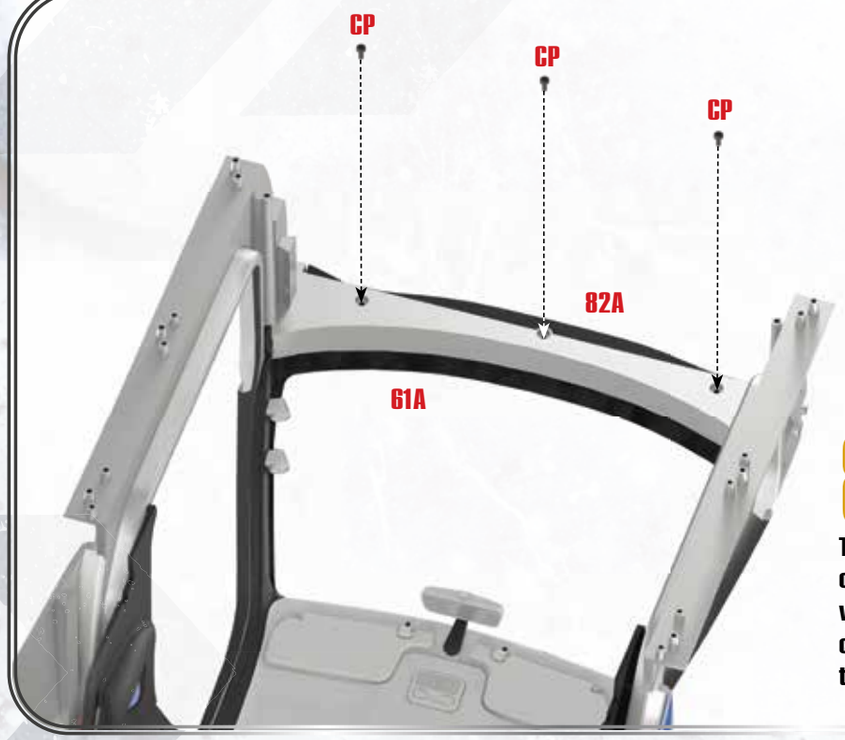


82A	Front windshield lower cowling	82E	Right hinge bracket
82B	Left hood hinge	ACM	Screws 1.7×3×5mm (×5*)
82C	Left hinge bracket	AM	Screws 1.7×4mm (×5*)
82D	Right hood hinge	CP	Screws 2×4mm (×4*)

*Including spares

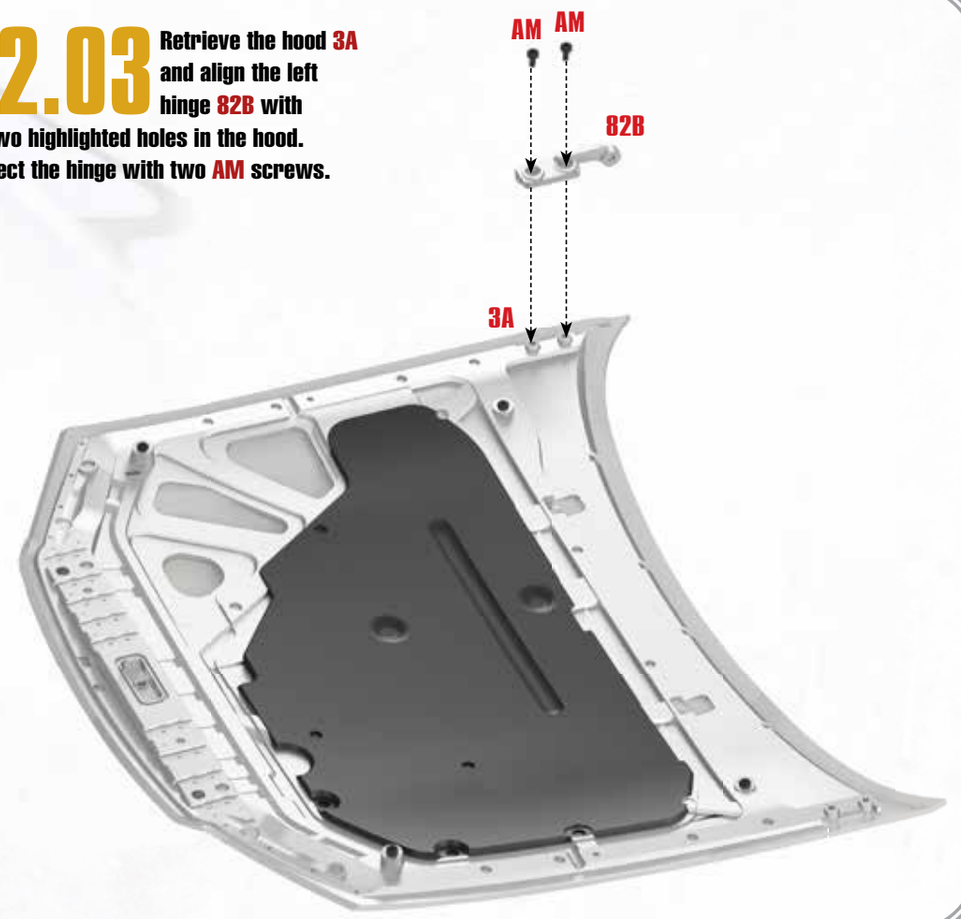


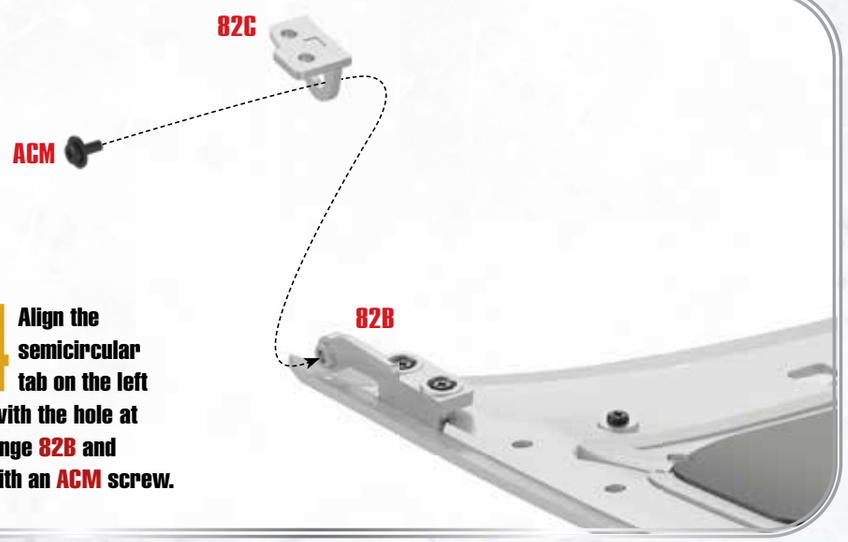
82.01 Place the front windshield lower cowling 82A over the front of the body 61A.



82.02 Turn the body 61A over to attach the windscreen lower cowling 82A with three CP screws.

82.03 Retrieve the hood 3A and align the left hinge 82B with the two highlighted holes in the hood. Connect the hinge with two AM screws.

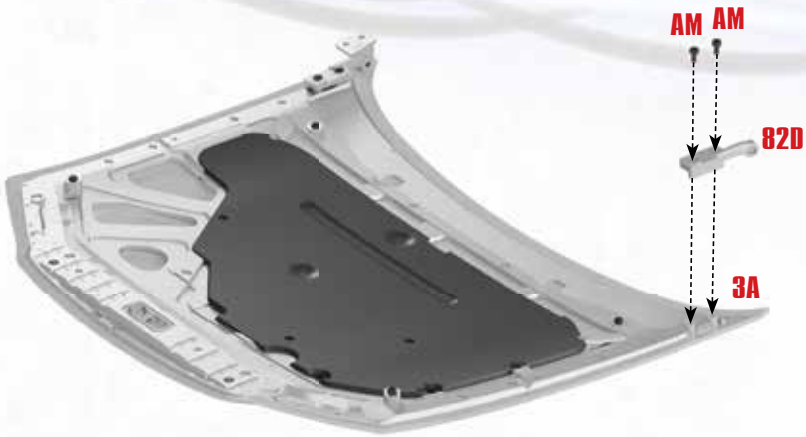


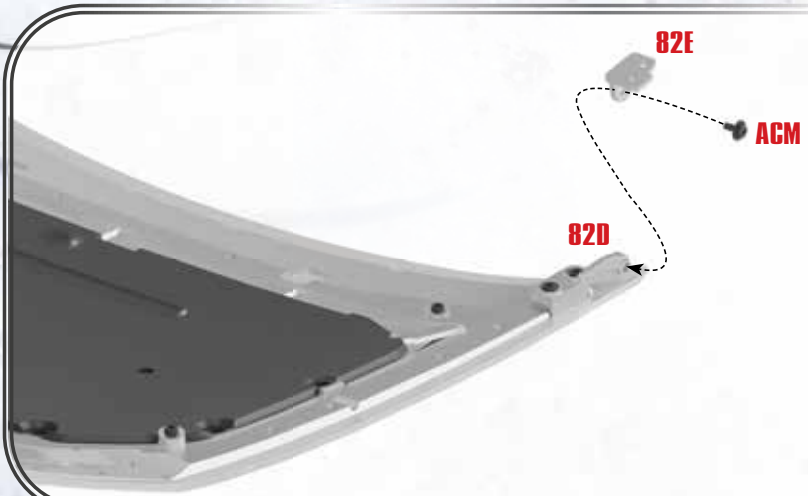


82.04 Align the semicircular tab on the left hinge bracket 82C with the hole at the end of the left hinge 82B and connect the parts with an ACM screw.

82.05

Align the right hinge 82D with the two highlighted holes on the hood 3A. Connect the hinge with two AM screws.





82.06

Finally, align the semicircular tab on the right hinge bracket 82E with the hole at the end of the right hinge 82D and connect the parts with an ACM screw.

Final assembly



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