FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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A full view of the front suspension, which was of the strut-type. This was the standard suspension form of that time, as it is today.

THE SKYLINE 2000GT-R (KPGC110) – PART 3

The Skyline 2000GT-R (KPGC110) was equipped with the same S20 engine as the previous KPGC10 model, but the chassis had evolved. The suspension was improved with the addition of stabilizers to the rear, and the brakes were the first four-wheel disk brakes to be used on a Skyline. The ball-nut steering mechanism provided a sharp steering feel, and a variable ratio was adopted.

The front suspension of the Skyline 2000GT-R (KPGC110) adopted the strut-type independent suspension system inherited from the previous Skyline (KPGC10), just like the 2000GT on which it was based. In the strut system, the shock absorber is built-in and the coil spring is attached to the top of the strut (a support pillar) on the same axis; the lower end is supported by a transverse link (lower arm). It is simple, lightweight, and space-efficient. It is used not only in the front, but sometimes also in the rear, depending on the model. The original Fairlady Z (S30) was the first Nissan model to use a four-wheel strut suspension.

Strut-type suspension is still the main front suspension system for passenger cars today, and it is also characterized by the small number of parts it consists of. Of the components that make up the front suspension of the 2000GT-R, the transverse link (lower arm), strut, and tension rod were basically the same as those of the 2000GT, but some parts were changed to custom components due to the difference in the engine installed.

First, the engine mount bracket on the suspension member was changed to accommodate the S20 engine, and the shape of the stabilizer was partially modified to avoid interference with the oil pan. The coil spring had a shorter free

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The steering mechanism was a ball-nut type with a complex link mechanism (the link in the foreground). There was a lot of play, so the steering wheel needed to be operated even when driving straight ahead. However, play was necessary, and at driving schools, there was a section to check the play in the steering wheel during the pre-operation inspection.

length and a thicker wire diameter, and the spring rate was increased by approximately 30 percent to 2.48 ± 0.13kg/mm. The damping force of the shock absorber and the diameter of the stabilizer (0.82in/21mm) were the same as those of the 2000GT. The tread of the front and rear tires was increased by 1.8in (45mm) from the previous KPGC10 model in order to improve high-speed driving stability. In addition, the wheel alignment was set to positive camber, with a camber angle of 1° 20′ when the car was empty and 54′ when four people were in the car. This was a throwback to an earlier era, as modern passenger cars generally have a slightly negative camber angle.

The rear suspension used a semi-trailing arm independent suspension system. Skyline models from the C10 to the R31 all used this suspension system, with the exception of some models such as those with four-cylinder engines. The semi-trailing arm suspension system was used extensively by Mercedes-Benz and BMW from the 1960s, and it was also adopted by other manufacturers' passenger cars. In Japan, it was first used in the Nissan Datsun Bluebird 1600SSS (510) in 1968.

The semi-trailing arm system had a simple structure, similar to the strut system, with a strong sub-frame in the shape of a loose V, and a pair of trailing arms in the shape of a Greek letter "lambda" attached to it. The two arms were supported at two points on the sub-frame, and the rotation axis was set at an angle so that the further it was from the center of the vehicle, the more it was set back. At the same time, the horizontal direction was set at an angle so that the center of the vehicle was slightly higher.

The action of the semi-trailing arm system is such that when the outer suspension is compressed during turning, the camber angle of the tire becomes negative and the toe changes to the inside, due to the backward and upward angle of the arm attachment. In addition to the design of the arm's angles, another feature of the system is that it can be used to adjust the steering stability to a high level by making use of the changes in geometry due to the rigidity and shape of the bushings. These designs were said to owe a great deal to the know-how of each manufacturer.

The basic design was the same as the 2000GT, but specifications were adopted to match the vehicle characteristics of the 2000GT-R. A newly designed 0.47in (12mm) rear stabilizer was installed. The coil spring rate was increased compared to the base model, the Hardtop 2000GT, to improve handling stability, and the spring rate at the wheel position was 2.62kg/mm.

The rear suspension in full view. At the time, many cars used the trailing arm independent suspension system, which was the standard setup for a long time.

The suspension arms had brackets for stabilizers and hand brake cables for the rear disk brakes, so they were not compatible with the 2000GT. The tread was wider than the KPGC10, so the suspension members and differential mount members were also changed.

BALL-NUT STEERING GEARBOX

The 2000GT-R's brake system was the first Skyline to use four-wheel disks. The front calipers were the S16 type made by Sumitomo Electric Industries and were of the opposed two-piston type. The left and right halves of the caliper body were joined together by four bridge bolts. This caliper was first used on the 2000GT, and although the structure and operating principle were the same, the piping was changed so they were not interchangeable.



The front brake disks were solid, not ventilated. The disk diameter that could be fitted on the 14-inch wheels was 253.5mm (9.98in), and the disk thickness was 0.49in (12.5mm). The 2000GT-R weighed just 2,524lb (1,145kg), which was about the same as a modern compact car, and the tires were also narrow at 175HR14. Even with these relatively small tires, it was thought that the car would have sufficient performance for its time.

The newly developed rear disk brakes used Tokico-made Annette-type calipers with a built-in parking brake. This caliper was a "cantilevered" or "floating" type, with the cylinder located on one side of the disk only. The solid-type disk

The rear suspension springs and shock absorbers were separate.



diameter was 269mm (10.6in), slightly larger than the front.

In response to the introduction of four-wheel disk brakes, the pedal feel was improved by increasing the size of the master brake. The stroke and effectiveness in response to pedal force were made as reliable as the brakes in the base model 2000GT series.

The steering gearbox used the same ball-nut steering mechanism as the base model. It featured a variable ratio of 19.0 for straight-line driving and 22.5 when fully locked. This provided increased straight-line stability at high speeds, as well as a sharp steering feel, while at low speeds and when parking, the steering effort was light, allowing for smooth handling.

The ball-nut steering mechanism is also known as a recirculating ball, and its mechanism is more complex than that of a rack and pinion. There is a worm shaft at the end of the steering shaft, which engages with a ball nut that contains a number of ball bearings. The steering force is reduced by converting sliding friction into rolling friction by circulating the numerous ball bearings between the worm shaft and ball nut. When the steering wheel is turned, the steering force is transmitted from the worm shaft to the ball bearings, ball nut, and sector gear.



The front brakes had opposed two-piston calipers. The brake rotors were solid disks, not the ventilated type used today.



The rear brake calipers were of the so-called cantilever type, but they had a built-in parking brake. At that time, four-wheel disk brakes were an advanced feature.

Furthermore, the steering gear arm attached to the sector gear shaft moves the cross rod, and the tie rods attached to both ends of the cross rod move the knuckle arm to steer the vehicle. The ball nut has the advantage that steering effort is light and smooth even without power steering, and that kickback from the road surface is not transmitted to the steering wheel. On the other hand, the system was considered to lack directness in the steering feel.

The driving controls of the 2000GT-R were very different from modern cars in that they required delicate control of the triple-barrel Solex carburetor and the steering, which had a large steering force. For people today who are used to power steering and quick steering gear ratios, the steering of the 2000GT-R – which was not power-assisted – would probably come as a big surprise. The steering wheel was heavy, and you couldn't even turn at an intersection without constant turning of the wheel. ♦

CONNOR, CIPHER'S RIGHT-HAND MAN

Connor looks threatening, but it's his perpetration of some of the most ruthless actions in the series that truly makes him fearsome.



Of the many villains in the *Fast & Furious* movies, few have been as hated as Connor Rhodes, Cipher's right-hand man, and the cyberterrorist in the franchise's eighth movie. She is characterized by her coldness and ability to manipulate those around her. And she does so with a loyal henchman by her side: Connor Rhodes.

A FAITHFUL HENCHMAN

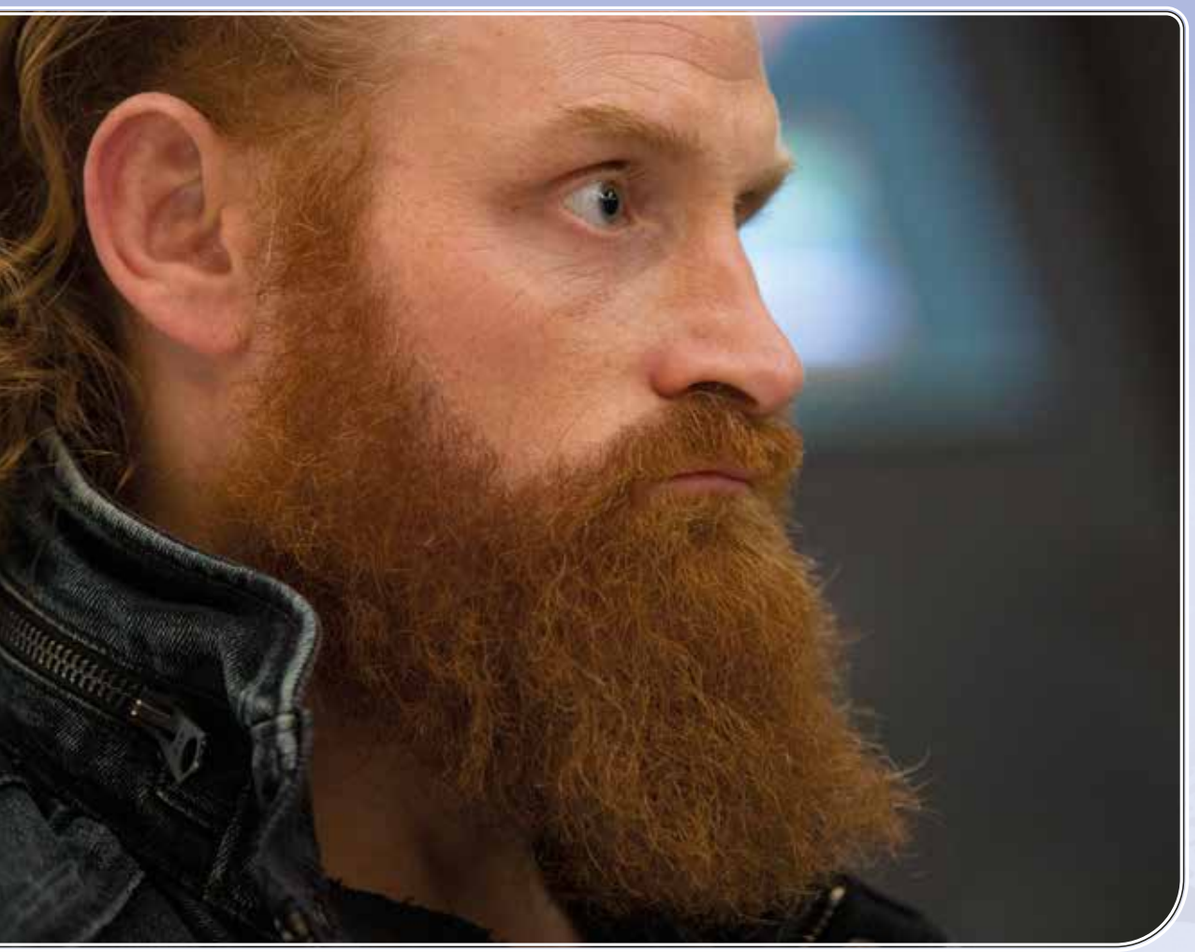
This character, played by Kristofer Hivju, who became popular as Tormund in the TV series *Game of Thrones,* acts with brutal loyalty towards his boss, carrying out her orders without hesitation. Hivju had been a great admirer of the franchise from the start.

When, in *The Fate of the Furious,* Dom falls under Cipher's control, a confrontation with Rhodes is inevitable. This can be seen in their very first encounter, with Rhodes smiling at the prospect of conflict.

The most intense clash between Rhodes and Dom takes place in Manhattan. During a mission in New York, Cipher remotely controls a multitude of vehicles to cause chaos in the streets. After acquiring some valuable documents, Dom finds himself in an awkward situation when Letty snatches the briefcase from him. The chase heats up until Rhodes intervenes, pointing a gun at Letty. The scene is a crucial moment, full of tension and danger, in which Dom is faced with an impossible decision.

THE MOST RUTHLESS VILLAIN

Connor Rhodes is not the kind of man to waste time with empty threats. Nor does he overstep his



powers; he merely carries out the orders of his superior. And he does it without batting an eye. Thus, in one of the most shocking moments in the movie, Rhodes obeys a command to kill Elena, the mother of Dom's child. The coldness of the act makes Rhodes one of the most despicable villains in the franchise.

The final confrontation between Rhodes and Dom keeps the tension in the audience at the highest levels. Although Dom has always remained in control in his fights, the ruthless murder of Elena pushes him over the edge, leading to a terrible clash. Like a force of nature, the star of the series launches himself against his rival in a brief and intense struggle. Dom mercilessly ends Rhodes's criminal career and shows him that he chose the wrong adversary. ♦

The fearsome character of Connor Rhodes was brought to life by actor Kristofer Hivju.

THE ADVENTURES OF BRIAN O'CONNER

Brian's personality

Although he always tries to appear restrained and under control, Brian is a very emotional person. This becomes clear in the impulsive decisions he makes in response to situations that affect him personally. His difficult childhood, with barely any feeling of family togetherness, makes him insecure about commitment. Nevertheless, like the thrill-seeker that he is, he decides to form a family together with Mia. Adventurous and optimistic, as Dom Toretto perceives from the very first moment, Brian is above all a good man.

SPEED AND DURABILITY WITH THE Z-TUNE

Part 2: One of the most desirable Skylines is unveiled

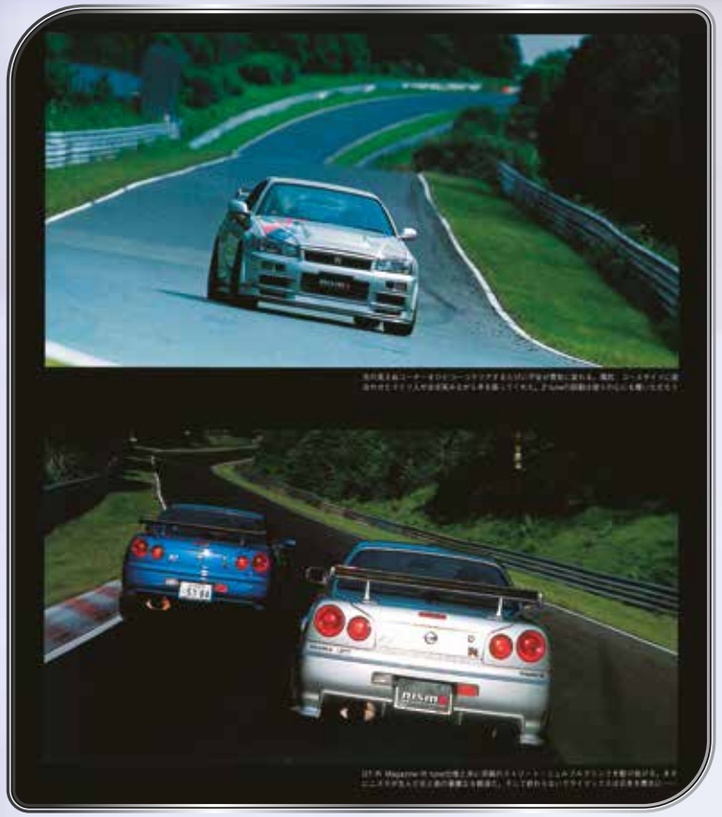
After being displayed at the 2000 NISMO Festival, the Z-tune Prototype was adapted further for the following year's festival. Two years later, the model was tested at the Nürburgring and in 2004 just 20 NISMO R34GT-R Z-tunes were released for sale.



The Z-tune Prototype was a car that embodied the Z-tune concept. The engine was a 2.8-liter Z1 unit that produced over 600ps. The interior was stripped of any unnecessary items, and it was almost like a competition vehicle that was specialized for driving. At the 2001 NISMO Festival, the Z-tune Prototype was updated to become more of a practical road car.

The engine evolved to the Z2, which pushed out over 500ps.

"The ultimate road car, with all of NISMO's GT-R tuning know-how poured into it."



A gorgeous catalog was prepared for the Z-tune. The photos show the model's graduation test at the Nürburgring circuit in 2003.

Genuine leather was used for the interior and other parts, and it also met various regulations regarding exhaust gas and noise. At this time, GT-R fans began to speculate about the car, saying things like "Is it finally going to be released as a production car?", "It's probably going to be the 500R", and so on. However, as always, NISMO remained silent.

Nevertheless, in 2003 NISMO brought the Z-tune Prototype to the Nürburgring for testing. This was to be a graduation test, and 20 Z-tunes were scheduled to be sold to commemorate the 20th anniversary of NISMO in 2004.

However, production of the Skyline GT-R (R34) had ended in 2003. Therefore, the Z-tune was based on used cars that had each clocked up less than 18,640 miles (30,000km). The price was 16.9 million yen. However, everyone agreed that the price was reasonable when you looked at what was being offered in the model.

The body was stripped down and reinforced with spot welding, and the same rust-proofing treatment as on the production car was applied. The 500ps 2.8-liter engine, suspension, and brakes were all of the highest specification available at the time. The official name NISMO R34GT-R Z-tune was given to the final 19 cars produced. ♦



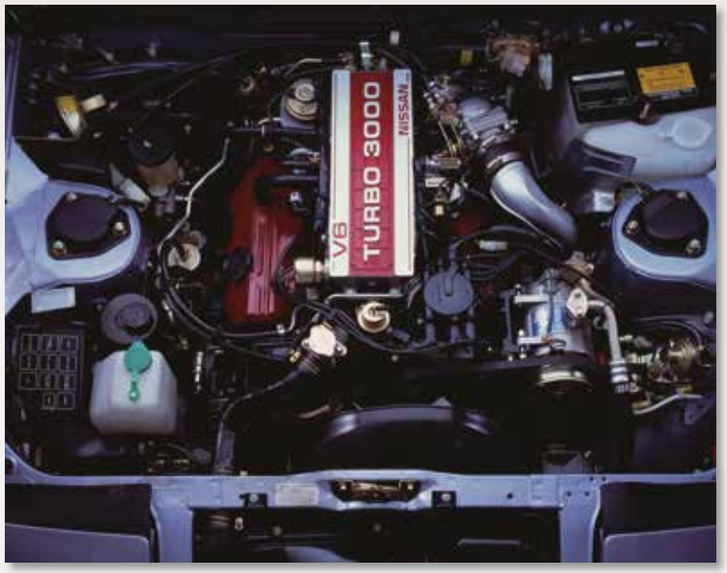
Another selection of images from the catalog. The body of a high-quality used Skyline GT-R (R34) was stripped down and reinforced. The know-how gained from many years of racing activities was applied, such as increasing the number of spot welds.

JAPAN'S MOST POWERFUL PRODUCTION CAR TO DATE

In 1983, the cumulative production of the Fairlady and Fairlady Z models exceeded 1 million units. In September of that year, the third-generation Fairlady Z (Z31) made its debut with the powerful advertising slogan, "Let's show you the futility of comparing."

As before, the body was available in two versions: a two-seater and a 2+2. While inheriting the proportions of the long nose and short deck, it was reborn with a sharp silhouette with a Cd value of 0.31. The wedge shape of the hood was made steeper to accommodate the V6 engine, and the line connecting the front bumper to the slanted hood was made continuous to create a unified appearance.

In addition, the Fairlady Z's distinctive "deep-set" look was carried over with a new mechanism called parallel rising headlamps, which allowed part of the lens to be seen even when the lights were off. This was a type of retractable headlight that was popular at the time. The third-generation Fairlady Z was equipped with a V6 turbo engine in all models. The L-shaped straight-six engine was replaced with the newly developed V6 VG engine.



The newly developed VG30ET. The V6 OHC turbo engine boasted 230ps, the most powerful engine of its time. Many car enthusiasts regarded the Z as an object of desire.

The mechanics had evolved and modernized significantly, but the styling inherited the DNA of the first-generation Fairlady Z, and was instantly recognizable as a "Z".



The most eye-catching feature was the three-liter turbo VG30ET power plant installed in the top-of-the-range 300ZX. Its maximum output was 230ps, the highest ever for a Japanese-made passenger car at the time. The two-liter turbo VG20ET engine, which was installed in the 5-number Z, ZS, and ZG models, was also an OHC single turbo like the VG30ET, and produced 170ps.

In addition to the five-speed manual, a four-speed automatic was also available for all models except the 300ZX and the 2+2 ZS and ZG, but in those days, manual transmission was still the norm. The suspension, known as "Super Capacity Suspension", was the same as in the previous S130 model, with a strut at the front and semi-trailing arms at the rear. However, it was a completely new design, with new geometry.

The steering was a rack-and-pinion setup for all models. With the exception of the basic Z, power steering was now standard equipment. The brake system featured ventilated disks at the front and solid disks at the rear. The rotor diameter was increased and the brake booster was made tandem, so the braking performance was greatly improved to match the increased engine power. The interior was made even more luxurious than the previous model, and it became even more of a GT that met the demands of North America, which was the main market for the car. ♦



The Z's traditional sub-dials display changed from triple to double, but the gorgeous interior also gave a sense of the DNA of the first Fairlady Z.

TECHNICAL DATA

FAIRLADY Z 2-SEATER 300ZX Z31 TYPE (1983)

Length:	170.7in (4,335mm)	**Vehicle weight:**	2,921lb (1,325kg)
Width:	69.9in (1,725mm)	**Suspension (front/rear):**	Strut / semi-trailing arm
Height:	51.0in (1,295mm)	**Brakes (front/rear):**	Ventilated disk / disk
Wheelbase:	91.3in (2,320mm)	**Tires:**	215/60R15
Tread (front):	55.7in (1,415mm)		
Tread (rear):	56.5in (1,435mm)		
Engine:	VG30ET type (V6, OHC turbo)		
Total displacement:	2,960cc		
Maximum output:	230ps / 5,200rpm		
Maximum torque:	34.0kgm / 3,600rpm		



STAGE 83
FRONT LEFT WING

In this issue, we will place the protector and the GT emblem on the left front wing.

PARTS



83A	**Front left wing**	**83C**	**GT emblem**
83B	**Front left wing guard**	**SM**	**Screws 1.7 × 3 mm (×3*)**

*Including spares



83.01 Position the front left wing guard **83B** over the two marked pivots on the front left wing **83A**.



83.02 Attach the wing guard **83B** with two **SM** screws.



83.03 Insert the GT emblem **83C** into the highlighted hole on the outside of the front left wing **83A**.



Final assembly



USE OF THE CUTTING MAT

When assembling the body parts, remember to place a cutting mat, a piece of cardboard, or a piece of cloth underneath to avoid accidental scratches and to ensure that the model looks perfect when finished.



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