FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

88



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FAST & FURIOUS

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BRIAN'S NISSAN SKYLINE GT-R

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THE NISSAN SKYLINE (C210) – PART 3

Stringent exhaust gas regulations came into force in the mid-1970s, and domestic car manufacturers were forced to reduce engine power. The Skyline (C210) was also struggling through some hard times of its own. In the 1980s, Nissan was the first to develop a turbocharged engine that could increase power while still complying with exhaust gas regulations. The result was the Skyline 2000GT Turbo, which achieved a unique acceleration not found in conventional domestic cars.

Rivals are extremely important for sports, including motorsports, to improve. In the past, there were rivalries even among domestic sports models. It may come as a surprise to you now, but there was also a fierce advertising war.

In the summer of 1979, advertisements with striking catchphrases appeared in newspapers and magazines. One example was, "The GTs that are only famous on paper, get out of the way." This exciting copy came into use when the second-generation Celica underwent a minor change. Which cars were the "GTs only famous on paper"? Anyone who was a car enthusiast at the time would have understood that this tagline was referring to the Skyline 2000GT, which was not well received by enthusiasts because it had lost its vigor due to increasingly strict exhaust gas regulations.

At the time, the Celica was considered to be a rival to the Skyline. The 2000GT-R (KPGC110) was released in 1973, powered by the S20 inline six-cylinder four-valve DOHC engine, but production was discontinued after only about 200 units were made. The C110 series inherited the sporting grade tail of the 2000GT-R and the 2000GT-E S-type were set up to meet the expectations of Skyline fans. The two-liter inline-six SOHC L20E engine, with its electronic fuel injection (EGI), produced a maximum output of 130ps, while also meeting the stricter 1978 exhaust gas regulations.

The Celica, on the other hand, was advertised as having a DOHC engine. The top-of-

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The L20, a two-liter inline-six SOHC engine that had long been the main engine for the Skyline, was finally fitted with a turbo. The word "TURBO" is proudly displayed on the head cover.

the-range Celica 2000GT (RA45) was equipped with a two-liter inline-four, two-valve DOHC 18R-GEU engine that complied with the 1978 exhaust gas regulations. It featured an electronic fuel injection system (EFI) and generated the same maximum output of 130ps as the Skyline. In addition, the Celica 1600GT (TA45) – which featured a 1.6-liter straight-four, two-valve DOHC 2T-GEU power plant with a maximum output of 115ps – was also available.

The Skyline was being niggled by its rivals in advertising, but preparations were underway for a new sporty model. The resulting Skyline 2000GT Turbo demonstrated unrivalled power that surpassed that of the DOHC engine.

In April 1980, Nissan added the 2000GT Turbo to the lineup. This new variant was based on the late-model Skyline 2000GT (C211), which had undergone a minor change the previous year and featured a bold, angular two-headlight design.

The 2000GT Turbo was powered by the L20E-T turbo engine, which generated a maximum output of 145ps.The L20E/T engine, which was literally the driving force behind the revival of the Skyline, was installed in the Cedric/Gloria (430) as Japan's first turbocharged engine for a production car. It was announced in October 1979 with a minor change, and went on sale in December. In fact, from around the summer of 1974, aftermarket turbo kits for the L20 engine had been sold by tuning parts manufacturers and were attracting attention. Inspired by the high power of imported cars such as the BMW 2002 Turbo and Porsche 911 Turbo, interest in turbochargers among enthusiasts was increasing apace.

The Cedric/Gloria, which was a commercially available turbo car, did not use the power gained from the turbo to achieve the ultra-high performance of an imported sports car. Rather it used it as a technology to achieve low noise, improved fuel efficiency, and exhaust gas

The Nissan Skyline two-door hardtop 2000GT-E-S Turbo. The Skyline had lost its power due to exhaust gas countermeasures, but the arrival of the turbo brought back its powerful driving performance.

purification, while maintaining the same driving performance as a large-displacement engine by using a high final gear ratio.

The L20E-T model combined a Garrett T03 turbo with an electronic fuel injection system (EGI). The L20's turn-flow layout, with the intake and exhaust on the left side of the engine, was ideal for shortening the intake piping from the turbo. Today, it would be possible to get over 300ps from a two-liter turbo, but at the time, when all efforts were focused on meeting emissions regulations, 145ps was still considered high power. Incidentally, at this time, turbocharged cars did not yet have intercoolers.

The horizontal zero-pointer speedometer and tachometer gave the model a sporty feel. The addition of a turbo engine enabled it to back this up on the road.

THE BLACK SKYLINE 2000GT TURBO

The L20E/T engine was first fitted in the high-end Cedric/Gloria sedan, but expectations for its performance were high, and it was also installed in the Skyline 2000GT Turbo and the Fairlady Z (S130) in October 1982. From around this time, Japanese cars, which had lost muscle due to exhaust gas regulations, began to regain their power, and a boom began as various Japanese manufacturers released turbo-engined cars.

Japanese car magazines published special features on the topic of "DOHC or turbo?" At the time, no one could have imagined that DOHC turbo engines, which combined both of these features, would be installed in sedans and even 550cc mini cars.

A new TV commercial was also produced to coincide with the debut of the Skyline 2000GT Turbo. The commercial featured a black 2000GT Turbo speeding





around Fuji Speedway, with the tagline, “For all you car lovers out there”. It ended with the car sliding into the pit where Ken and Mary were waiting, with the narration, “The dream Skyline GT Turbo has arrived”. The commercial ends with the voiceover, “Who will chase the Skyline now?” This was a powerful counter-punch to the rival that had provoked Nissan by saying that the GTs that are “only famous on paper” will make way.

The sequel, which featured Kazuo Zaitsu singing the backing song, included the tagline: “When you get in the Turbo, everything you see is new. Who is chasing the Skyline now?” At the end of this commercial, the Skyline drives towards the camera and then jumps over the camera in slow motion. The secret behind this special-effects shot was that a real Skyline was cut up and pieced back together to create a car that had a “front” on both the front and back.

The scene was filmed with the specially-made car being launched from the jump ramp, leaping over the camera and driving away; the footage was then played backwards for use in the commercial. As a result, you can see the body of the car sinking for a moment before it jumps up. You can imagine the hard work of the production team who produced a scene that today would be created using computer graphics.

The black Skyline 2000GT Turbo that appeared in the TV drama *Seibu Keisatsu* (“West Police”) also became a hot topic. The Skyline, which was called “Machine X” in the drama, was a special-effects car that was produced in cooperation with Nissan Motor Co., Ltd. and Nissan Prince dealer. It was equipped with various special features and many Japanese fans remember the Skyline’s heroic appearance in the drama. The Skyline 2000GT Turbo was born, and the “Fast Skyline” was brilliantly revived after a period in the doldrums. However, it would take some more time before the appearance of the Skyline GT-R, which boasted overwhelming power and driving performance. ◆

While at first glance the four-door sedan had a sedate appearance, with the addition of a turbo it joined the Nissan Skyline Sedan 2000GT-E-S Turbo lineup.



The interior of the “Machine X” used in the 1980 TV drama *Seibu Keisatsu*. It conveyed the impression of cutting-edge technology.

THE RESURRECTION OF HAN

Just as Han’s sudden disappearance saddened fans of the series, his unexpected return was celebrated.



Roman looks at his friend Han with a mixture of joy and surprise after his unexpected reappearance.

Calm and thoughtful, Han lives every day as if it is his last. Since his debut in *The Fast and the Furious: Tokyo Drift* (2006), this charismatic character earned the affection and admiration of fans who particularly enjoyed his romantic relationship with his fellow team member, Gisele. But in a shocking turn of events at the end of *Fast & Furious 6,* it was revealed that the car crash in *The Fast and the Furious: Tokyo Drift* had not been an accident, but a collision caused by Deckard Shaw, seeking revenge for the death of his brother Owen. With Han’s moving funeral in *Furious 7,* it looked like the driver’s story had come to an end.

A SURPRISE COMEBACK

But the *Fast & Furious* franchise has demonstrated that surprises can turn up when you least expect them, and *F9: The Fast Saga* caused an extraordinary commotion by bringing Han back. The joy of Dom and his team was shared by the audience, but so were the questions: How could Han have survived the accident in Tokyo? Why had he remained hidden all this time?

When he reunites with his former companions, Han tells them Gisele had been following the orders of the mysterious Mr. Nobody. After losing Gisele on a mission, Han was recruited by the Agency to protect Elle, a young woman whose DNA can activate the Aries device, capable of hacking into any computer system in the world. To guarantee success, Mr. Nobody advised Han to fake his own death with the help of Deckard Shaw, concocting a "fatal" crash in Tokyo during a chase with D.K., his old rival.

THE TRIUMPH OF THE FANS

Han's return represented a triumph for the fans of the franchise. After his apparent death, the fans launched the campaign *#JusticeForHan* on social networks, demanding Han's return. This campaign grew louder and louder with each new *Fast & Furious* movie, becoming so strong that the creators of the saga decided to bring Han back for the ninth movie.

Once the decision had been made, the producers did everything they could to keep it a secret. During filming in London, Sung Kang, who plays Han, was asked to remain virtually hidden to prevent leaks but, as he said, the effort was worth it knowing how happy his fans would be to see him back in action.

When the first trailer of *F9: The Fast Saga* was released in 2020, it was at last revealed that Han was still alive. The video was seen more than 500 million times, clearly showing the affection audiences feel for this character. Seeing Han back in action was undeniably an incentive for them to follow the new movies in the franchise. ◆

THE ADVENTURES OF BRIAN O'CONNER

Back in action

In *Fast & Furious 6,* to find out if Letty is still alive, Dom reunites with Brian, Han, Gisele, Tej, and Roman in London. Agent Hobbs introduces himself, and his assistant, Riley. They tell the team about Owen Shaw, an ex-special operations commander who has gone over to the other side. They suspect he is leading mercenaries trying to build a Nightshade device, a sophisticated bomb designed to block a country's military communications. They only need one piece to achieve their goal, and Hobbs is determined to stop them. Before agreeing to do the job, Brian lays down conditions: that Hobbs takes them to Letty and that they are given full pardons once they have arrested Shaw.



Han's return is a great moment of happiness for the members of the Toretto family, as everyone thought he had died in the Tokyo accident.

THE FAIRLADY Z VERSION NISMO TYPE 380RS

Part 2: The competition version

The last of the three versions of NISMO's production car released in 2007 was designed purely for competition use and was set up to be raced immediately. All variants of the Fairlady Z Version NISMO were produced to the highest standards of a road-going car.

In addition to the Fairlady Z Version NISMO and 380RS, the third specification of the new model based on the Fairlady Z (Z33) was the racing variant known as the Fairlady Z Version NISMO Type 380RS Competition. It was the base model for competing in production races such as the Super Taikyu Race series. This car was equipped with a powerful engine that was a highly tuned version of the unit in the 380RS.

The name 380RS comes from the fact that the engine installed in this car had a displacement of 3.8 liters. The base Fairlady Z Version NISMO was equipped with a 3.5-liter VQ35HR unit that pushed out 313ps. On the other hand, the 380RS featured a special 3.8-liter engine and was capable of delivering 350ps of power. This was achieved





The 380RS's exclusive engine had its displacement increased from the 3.5 liters of the VQ35HR unit to 3.8 liters. The main parts such as pistons, rods, and crankshaft were the same as those used in the race-specification model. The camshafts and the computer were different from race-specification parts to comply with regulations. The engine was assembled in a similar way to the race-spec version to achieve the best clearance at optimum temperature. For example, on cold mornings the engine sounded like a diesel engine, but when the oil temperature reached the optimum level, the sound improved.



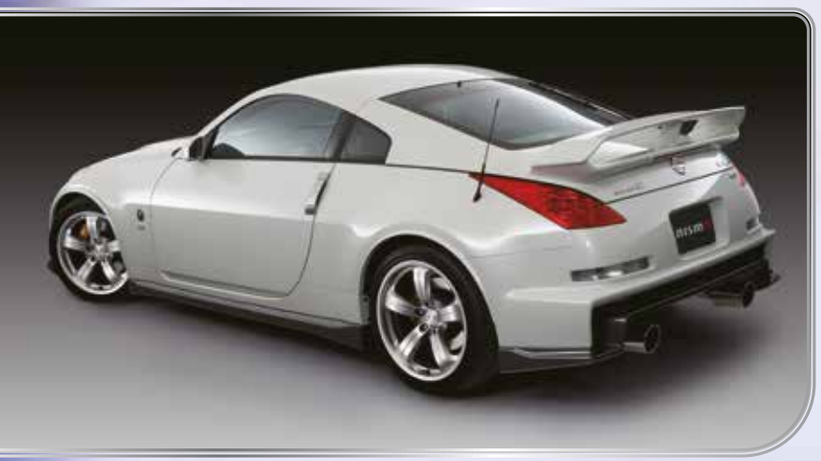
The interior featured red touches, which is symbolic of NISMO, and features in the current NISMO road car series. The actual tone of red used on the 380RS was different from that found in contemporary NISMO production models.

by increasing the displacement of the VQ35HR and further tuning. The power plant had very racing-like specifications, with the same main components as the 380RS Competition, including the pistons, connecting rods, and crankshafts.

Also inherited by the 380RS was the Version NISMO's body, though it was strengthened and given more rigidity for the more powerful variant. The exterior of the Version NISMO was another element taken from the base model, but it was redesigned a little to maximize aerodynamic efficiency. The suspension, of course, was given a sportier feel, while the brakes were significantly upgraded to match the performance levels of the 380RS.

"Inheriting the DNA of a racing engine, while pursuing authentic body strengthening and aerodynamic performance."

When you actually get in the 380RS, the quality of the finish and the ride are both so complete that it doesn't feel any different from a conventional Nissan model. The red interior, for example, is very much a part of the interior style of current NISMO road cars, as is the "GT-R NISMO" logo. ♦



Like the front, the rear was also developed based on a Super GT500 class machine. In fact, it had a long-tail specification that was extended by about 0.6in (15mm), just like at the front.

FAIRLADY MODELS AIMED AT THE US MARKET

In October 1986, the third-generation Fairlady Z (Z31) underwent an upgrade that was equivalent to a full model change. The dazzling body, designed by Nissan Design International (NDI) in the US, was almost completely redesigned, with the exception of the doors and roof. The Z31's characteristic linear body was given rounded edges, and the rear tail lights were changed to a horizontal design that emphasized a sense of width. The parallel rising headlamps were retained.

Furthermore, the model lineup was significantly changed. The 300ZR, which was equipped with the three-liter non-turbo VG30DE engine, was newly introduced. This was the first time in the history of the Fairlady Z that a V6, four-valve DOHC engine was used. The Z, ZS, and ZG models disappeared. The only two-liter engine in the range was the ZR series, which had a straight-six, four-valve DOHC turbo.



The styling and engine were both designed with the North American market in mind. The Fairlady Z (Z31) was equipped with the 190ps VG30DE three-liter non-turbo V6 engine.

The three-liter V6 turbo 300ZX and the 300ZR had their front and rear fenders redesigned into a blister shape, and were 1.4in (35mm) wider than the previous models. This meant that they exceeded the specifications for a small car frame and were now classified as a 3-number body with a total width of 67.9in (1,725mm). The 5-number 200ZR series that remained had a

The glamorous new body lines were emphasized even more in the shorter two-seater version. The shape of the rear bumper also reflected the era.



width of 66.5in (1,690mm). All models except the 200ZR-I featured a T-bar roof.

In addition, all models were fitted with four-wheel ventilated disk brakes and 215/60R15 tires. As for transmissions, all models were available as either a five-speed manual or a four-speed automatic, except for the 300ZX with a three-liter turbo engine, which was only available as a four-speed automatic.

The VG30DE engine, which was fitted in the 300ZR model, had already been used in the Leopard Ultima (F31). When it featured in the Fairlady Z, various parts were tuned, enabling the power to increase by 5ps. The VG30DE engine was designed for regular gasoline, and had a maximum output of 190ps/6,000rpm and a maximum torque of 25.0kgm/4,400rpm. As you would expect, it was not able to match the maximum output of 195ps/5,200rpm and maximum torque of 31.5kgm/3,600rpm of the three-liter OHC turbo VG30ET model. The ultimate version, the three-liter DOHC turbo – which was installed in the Leopard and Cima – was introduced in the fourth generation.



There were no major changes to the interior design. The combination of the large-displacement engine and automatic transmission suited a style of driving where you could relax and enjoy the open road.

In June 1988, the model underwent another minor change. The three-liter variant was fitted with the first Fairlady Z 50-section tires; 225/50R15 tires and a viscous LSD were made available as options.

The 1988 Nissan Fairlady Z (Z31) was the first Nissan to exceed 200ps. It is remembered as a rare model that was the only Z in history to be fitted with two types of engine, a V6 and a straight-six. ♦

TECHNICAL DATA

FAIRLADY Z 2+2 300ZR Z31 TYPE (1986)

Length:	181.3in (4,605mm)	**Vehicle weight:**	3,285lb (1,490kg) (5MT)
Width:	69.9in (1,725mm)	**Suspension (front/rear):**	Strut / semi-trailing arm
Height:	51.6in (1,310mm)	**Brakes (front/rear):**	Ventilated disk
Wheelbase:	99.2in (2,520mm)	**Tires:**	215/60R15
Tread (front):	57.3in (1,455mm)		
Tread (rear):	58.1in (1,475mm)		
Engine:	VG30DE type (V6, 4 valves, DOHC)		
Total displacement:	2,960cc		
Maximum output:	190ps / 6,000rpm		
Maximum torque:	25.0kgm / 4,400rpm		



STAGE 88 TAILLIGHTS

In this issue, we will mount the left and right taillights.

PARTS

88A



88B



88C



88D



AM

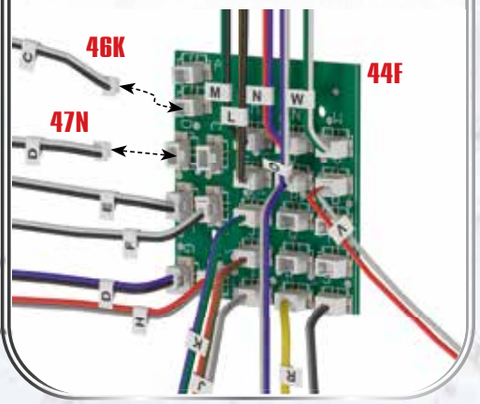


88A Left taillight lens (L)
88B Left taillight reflector (L)
88C Right taillight lens (R)
88D Right taillight reflector (R)
AM Screws 1.7×4 (×8*)

*Including spares

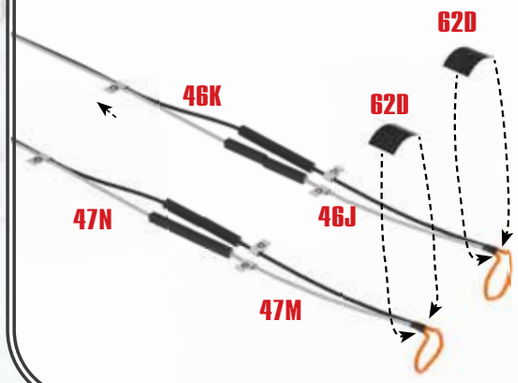
88.01

Retrieve the car PCB 44F and carefully remove the terminal of the extension wire 1 (C) 46K and the terminal of the extension wire 2 (D) 47N.



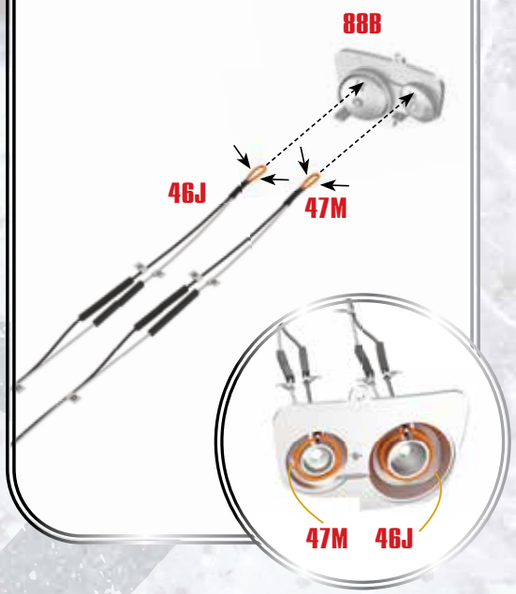
88.02

Retrieve the adhesive tape 62D from issue 62 and cut two strips of about 1.2in (3cm). Place them around the highlighted wires, at the junction between the black and orange parts, on the rear position and brake lights wire 2 (D) 47M and 1 (C) 46J.



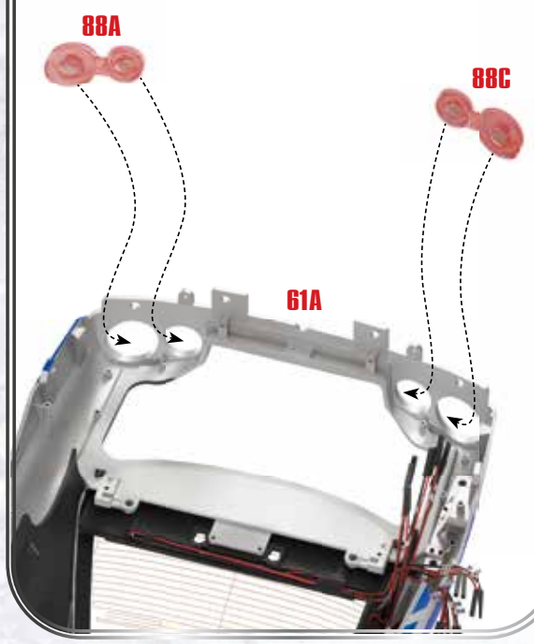
88.03

Gently insert the orange LED part of the rear position and brake light wire 1 (C) 46J and 2 (D) 47M through the two square holes in the left taillight reflector (L) 88B. Then position the LEDs so that they wrap around the inside protrusion of the reflector.



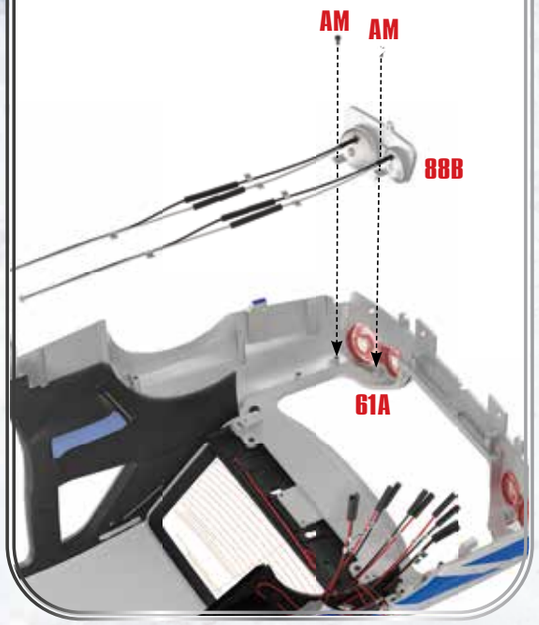
88.04

Connect the left (L) 88A and right (R) 88C taillight lenses to the rear of the body 61A.



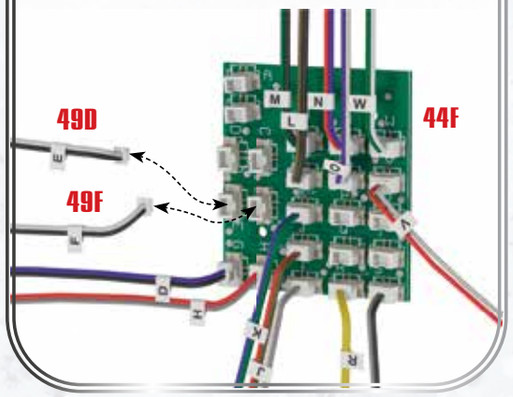
88.05

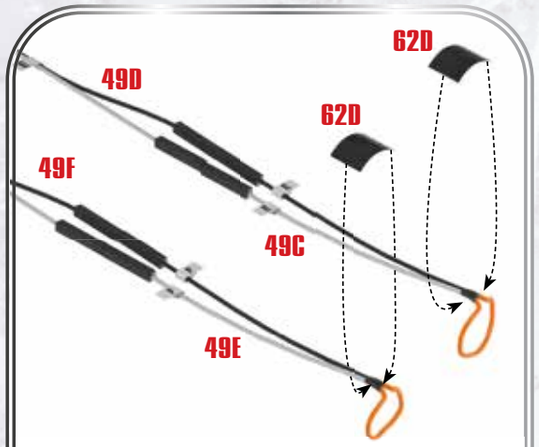
Connect the left (L) taillight reflector 88B to the body 61A with two AM screws.



88.06

Disconnect the headers of extension wire 3 (E) 49D and extension wire 4 (F) 49F from the connectors on the PCB 44F.



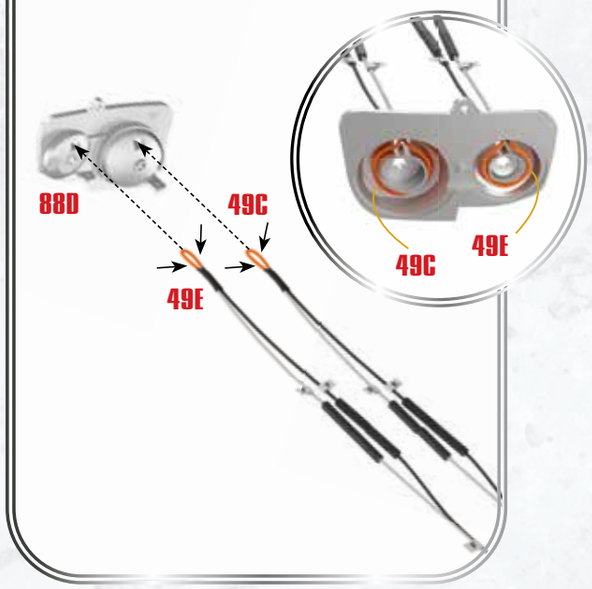


88.07

Cut two 1.2in (3cm) strips from the adhesive tape 62D and place them around the indicated wires, at the junction between the black and orange part, of the rear position and brake light wires 3 (E) 49C and 4 (F) 49E.

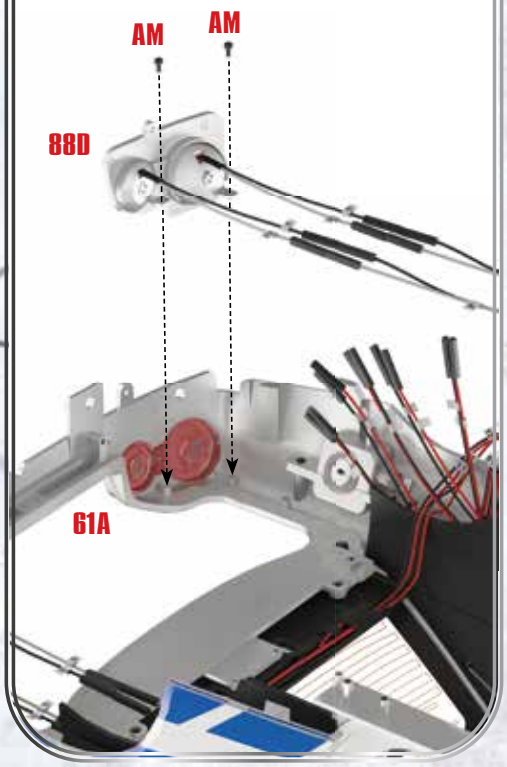
88.08

Carefully insert the orange LED part of the wires of the rear position and brake light 3 (E) 49C and 4 (F) 49E through the two square holes in the right tail light reflector (R) 88D. Then position the LEDs so that they wrap around the interior protrusion of the reflector.



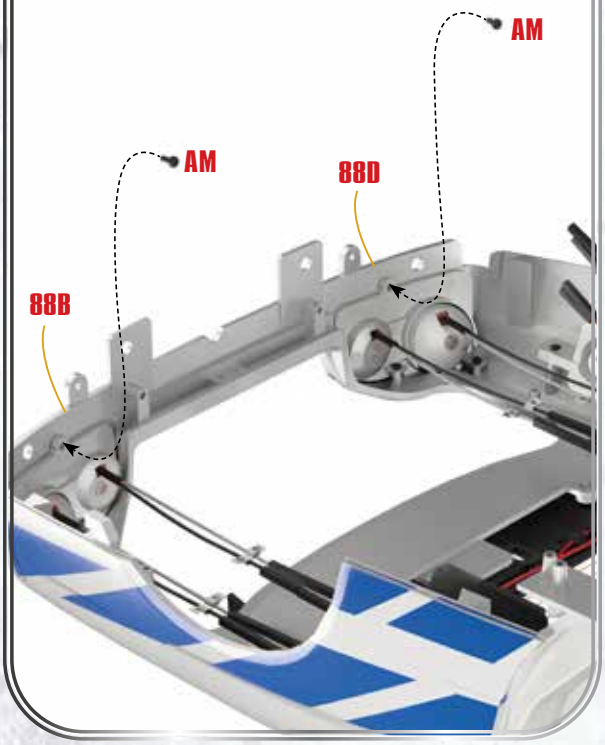
88.09

Attach the right tail light reflector (R) 88D to the body 61A with two AM screws.



88.10

Finish attaching the taillights by placing two AM screws in the highlighted holes in the left (L) 88B and right (R) 88D taillight reflectors.



Final assembly



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