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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 NISSAN SKYLINE (R30) - PART 3

After the Skyline S50, the 2000GT series with its in-line six-cylinder engine reigned as the top model, but with the advent of the Skyline R30, the in-line four-cylinder 2000RS sports model was born. The four-valve DOHC engine, the first since the 2000GT-R (KPGC110), was greeted with enthusiasm by Skyline fans.

In October 1981, two months after the debut of the Skyline R30, an attractive sports model was launched. The 2000RS, which was viewed as an unconventional model among the successive generations of the Skyline, was equipped with the newly developed FJ20E engine – a two-liter in-line four, four-valve DOHC engine. The RS stands for Racing Sports, and the model was launched separately because it had an in-line four engine, not the in-line six engine that had been used in the Skyline 2000GT series.

The FJ20E power plant had a maximum output of 150ps, which was 10ps less than the two-liter in-line six, four-valve DOHC S20 engine installed in the 2000GT-R (KPGC110), but the maximum torque was 18.5kgm, which was 0.5kgm higher. The FJ20E, the second DOHC engine to be used in a Nissan production car after the S20, was designed independently from the L- and Z-type engines that had gone before, and was the work of the Ogikubo design team, which had its origins in Prince Motors, Ltd. Development of the engine began with reference to the BMW M12, a two-liter in-line four, four-valve DOHC racing engine that was active in the All-Japan F2 Championship and Fuji GC (Grand Champion) races at the time.

The FJ20E cylinder block was specially designed based on the H20 block used in the OHV

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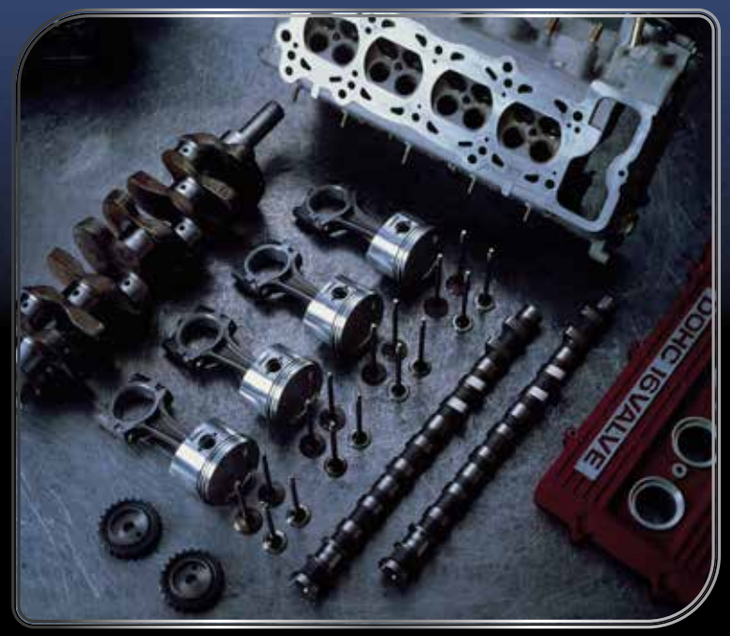
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engine installed in the Cedric/Gloria (230) taxi model, which was manufactured by Nissan Kohki Co., Ltd., the company responsible for its production. The bore and stroke were 89.0x80.0mm. The cast-iron cylinder block was a five-bearing design with deep skirts. Each cylinder was fully enclosed in a water jacket, ensuring sufficient cooling performance for a sports engine.

In an OHV engine, the camshaft is located in the middle of the cylinder block, but in the FJ20E, the original camshaft position was used as a countershaft, and the design used a two-stage timing chain to drive the two camshafts. This reduced the length of the chain and inertial weight compared to using a single long chain. The reduction ratio was 2/3 for the first stage and 3/4 for the second stage, for a total of 1/2. This made it possible to reduce the size and height of the cam cover itself, as the cam sprocket could be made smaller. The crankshaft was a full counterweight engine with five bearings and eight counterweights, similar to racing engines. The oil pump was a direct-coupled type attached to the front end of the crankshaft.



Nissan cars had not featured DOHC engines since the S20, but the company eventually developed a DOHC engine for commercial vehicles. Moreover, technology derived from racing technology was installed in the four-valve DOHC engine, which leapfrogged rivals. Nissan fans were delighted.

NEW TECHNOLOGIES TO BOOST POWER AND IMPROVE HANDLING

The cylinder head, which was the first four-valve design since the S20, had a 60-degree valve angle. Modern DOHC engines have a valve angle of around 30 degrees, so the FJ20E's valve angle was quite wide and the cylinder head was large. However, the combustion chamber was not hemispherical like the S20, but used the same vented-roof type as modern engines. This shows that the FJ20E design was carried out during a transitional period.

The 16 valves were driven by direct drive. It is said that the valves were assembled with precision shim adjustment of the valve clearance by the skilled workers of Nissan Kohki Co., Ltd. The valve diameter was 34.5mm (1.36in) for intake and 30.0mm (1.18in) for exhaust. Coincidentally, it was exactly the same size as the GRX V12 engine for the Nissan R382, which won the 1969 Japan Grand Prix.

The engine was controlled by a system called ECCS, which stands for Electronic Centralized Control System. This system not only had an Electronic Fuel Injection (EGI) system, but also comprehensively controlled the ignition timing, EGR volume, idling speed, and more using a computer. It also employed sequential injection together with a knock sensor. This system sequentially injected fuel in accordance with the intake cycle of each cylinder, rather than the conventional method of controlling the total volume by injecting fuel simultaneously into all cylinders. This system, which is now common in engines, was a revolutionary technology at the time. By injecting the optimum amount of fuel at the optimum time, it was possible to achieve both power and fuel efficiency.

The intake manifold, which feeds the air-fuel mixture into the combustion chamber, was laid out as straight as possible, like a racing engine. It was made as long as possible to achieve inertial supercharging. The exhaust manifold was not an "octopus-style" manifold, but a dual type that combined the first and fourth, and the second and third, to reduce exhaust interference.

By combining these new technologies, the FJ20E model achieved a level of drivability and ease of handling that surpassed the S20 model. The cold-start difficulties that were common with engines using the conventional triple-barrel Solex carburetor were completely eliminated. The very sensitive response to the accelerator pedal and the feeling of continuing to rev even after exceeding the 7,500rpm red zone were something that could not be experienced with the domestic DOHC engines of the time. The combustion chamber used the same pent-roof type as modern engines.

The red zone on the tachometer, which was calibrated to 9,000rpm, started at 7,500rpm, and its sharp response and distinctive metallic exhaust note attracted fans. Yet apart from being turbocharged later on, it was a unique engine that experienced no major model changes and ended after just one generation.

The Skyline Hardtop 2000RS. The "4 VALVE DOHC RS" sticker (optional) on the side of the body was very noticeable. At the time, DOHC was a sign of high performance.





The wide spacing between the two camshafts and the wide head cover were very different from the four-valve DOHC engines of today. The red crystal-coated engine was the pride of its owners.

The suspension was strengthened in order to achieve a sporty ride.

The 2000RS was available in both two-door hardtop and four-door sedan versions. Although the short engine length of the four-cylinder engine meant there was plenty of room in the engine compartment, the engine was mounted relatively close to the front of the car, rather further back. The transmission was a five-speed manual transmission only, but later a 2000RS-X model was released with an electronically controlled lock-up type automatic transmission with overdrive.

The suspension of the 2000RS was the same as the 2000GT series, with a strut-type at the front and a semi-trailing arm at the rear, providing four-wheel independent



The Skyline Sedan 2000RS. The four-door sedan 2000RS also had a menacing aura. There were many Skyline fans who preferred the sedan body.

suspension. In addition, it was equipped with a "foot selector" as standard, which could switch the damping force of the shock absorber between two levels using a switch inside the car; it was the same as that used on the 2000 Turbo GT-E/S. The steering gearbox was a recirculating ball (variable) type, with a gear ratio of 19.0 to 22.5. As an option, a power steering system with a quicker gear ratio of 16.4 could be selected. The brakes were four-wheel disks, ventilated at the front. A mechanical limited slip differential was fitted as standard. From the engine to the suspension, the car was packed with equipment for sports driving.

The advertising for the 2000RS at the time featured the tagline, "You can't talk about DOHC without talking about four valves". This was an advertising campaign unique to the 2000RS, which was the only domestic car sold at the time to be equipped with a four-valve DOHC engine. The ad was a strong counter-punch to Toyota's New Celica ad, which made fun of the Skyline Japan's L20 SOHC engine with the line, "You can't talk about true GT without talking about twin cam." A TV commercial was also produced for the 2000RS. There is a version of the commercial in which Hollywood actor and racing driver Paul Newman – who was the public face of the Skyline R30 – says, "I know Skyline, it's terrific!" This was originally just a simple "Terrific!", but it was changed to a line that played on the Japanese phrase "Ai no Skyline" ("The Skyline I Love") at the request of Paul during filming.

The top model of the Skyline range moved from the 2000 Turbo GT-E·S to the 2000RS. Finally, the 2000RS Turbo, which combined a four-valve DOHC engine with a turbo, was born as "the most powerful Skyline ever". ♦

The interior of the Skyline Sedan 2000RS. The design, with its straight lines and horizontal zero-pointer gauges, was fashionable at the time. The two-door hardtop was basically the same.



BUDDY, THE OLD MECHANIC

The journey to the past that Dom Toretto makes in *F9: The Fast Saga* happens when he is reunited with a very important person, who will remind him of the importance of forgiveness for healing a wounded heart.



Always between engines and parts, Buddy Hubbard witnessed the conflict and separation of the Toretto brothers.

Fast & Furious saga has introduced us to all kinds of mechanics who have accompanied the main characters: from likable guys such as Jesse in *The Fast and the Furious,* to more eccentric characters, like Jimmy, the rhyming mechanic in *2 Fast 2 Furious.* However, the most influential mechanic of all was not mentioned until the ninth movie in the franchise, when Jakob Toretto's unexpected reappearance forces his brother Dom to dig up an associate from his past: Buddy Hubbard, a character who would make a mark thanks to the performance of well-known actor Michael Rooker.

THE COMPANION OF "PAPA" JACK

Dom always proudly remembers how his father, Jack Toretto, became an outstanding racing driver, a man passionate about speed who had a special weakness for the Dodge Charger. Jack used to say that those types of cars were immortal, just like the spirit of the family ought to be. Both Dom and his brother Jakob grew up admiring Jack, fascinated by the world of racing and all things mechanical. They also developed a special fondness for Buddy, and everything fell apart one fateful day in 1989 on the Los Angeles County Raceway, when Jack's car had a serious accident, ending with a terrible explosion witnessed by his sons. Jakob was left numb, while Dom, overwhelmed with anguish, tried to throw himself onto the burning vehicle, something Buddy managed to prevent.

Tragedy struck the Toretto family shortly afterwards. In Buddy's garage, Dom lost his temper when he was provoked by Kenny Linder, a driver involved in the fatal accident, and started hitting him with

a wrench. Buddy intervened and prevented Dom from killing Linder. Despite that, Buddy couldn't keep Dom being sentenced to two years in jail.

THE BROKEN FAMILY

Nothing was ever the same again. Dom's time behind bars darkened his soul. He found out, thanks to new buddies Tego Leo and Rico Santos, that the explosion that killed Jack could have been caused by someone tampering with the Dodge Charger's engine. Dom understood then that Jakob had unwittingly been responsible for his father's death, and hated him for it. As soon as Dom got out, he challenged Jakob to a race, with the loser to leave the city forever. The defeated Jakob left, and Dom began forging his legend as an unbeatable driver, unaware Buddy had done all he could to keep the family together during his absence.

Now, with news of Dom's brother joining a dangerous cause, Dom returns to the Los Angeles County Raceway. Among dust and memories, Buddy, older now, still works there. Dom's suspicion about the past means he's not happy to see Buddy again. He just wants to know where he can find Jakob. The veteran mechanic reminds Dom that a confrontation will not necessarily lead him to make peace with the past. Dom doesn't accept that there should be any chance of forgiveness: he's focused on his mission and prepared to stop his brother any way he can. ♦

THE ADVENTURES OF BRIAN O'CONNER

The undercover prisoner

After Gisele tells him that Braga was working with Owen Shaw, Brian visits him in the Los Angeles County Jail to obtain information. However, he doesn't do it as a visitor, but as a prisoner. The plan works and Braga and two of his thugs visit his cell and talk with him. During their talk, Brian discovers that after Letty's car exploded, she ended up in hospital. Shaw, who already knew that she was an undercover agent, intended to kill Letty in the hospital, but when the mercenary realized Letty was suffering from amnesia, he decided to recruit her for his team.



Veteran actor Michael Rooker as Buddy, the mechanic.

THE FAIRLADY Z COMPETES IN THE GT500 CLASS

Part 2: Success in the new Super GT series

The Fairlady Z's spectacular first year in GT500 competition was even more impressive considering the weight handicap rule in this category of racing. The following seasons saw the model continue to challenge for titles before making way for the Nissan GT-R (R35).



The weight handicap rule was introduced into GT500 racing to avoid the situation that occurred in the Group A era, where a single make of car – specifically the Skyline GT-R – won most of the races. The aim was to make it easier and more appealing for other manufacturers to enter the series. The result of the new rule was that each team had to think hard about how to develop its racing strategy during the season. In order to compete in the series, teams wanted to secure good results in every race and earn points.

However, if you had to carry extra weight, it affected elements of strategy such as when maneuvers were made during a race. For this reason, it was clearly a racing series where it was difficult to win the Title two years in a row. Nevertheless, NISMO achieved this feat with the Skyline GT-R and the Fairlady Z.

In 2005, the All Japan GT Championship series was renamed the Super GT series. NISMO, which entered the series with an improved Fairlady Z, won the Team Title, although it missed out on the Drivers' Title. In the following 2006 season, NISMO finished second in the Team Championship.

From 2007, the engine in the Fairlady Z was changed to the 4.5-liter V8 non-turbo VK45DE, and NISMO aimed to win the Series Championship in the last season

The biggest discussion around the 2007 model, which was the Fairlady's last season, was the switch to a 4.5-liter V8 non-turbo engine. Other improvements were made in accordance with rule changes.



The NISMO team gather to commemorate the final round of the 2007 season, which would be the last time the Fairlady Z would compete in the Super GT series. The team finished second in the Team Championship.

with the Fairlady Z. Once more, the team finished as runner-up in the Team Championship. Although the Fairlady Z's racing activities did not end on a high note, over the four years of the Team Championship, the model was always challenging for wins, demonstrating the Fairlady's competitiveness.

Then, in the autumn of 2007, the new-generation Nissan GT-R (R35) made its debut. At the NISMO Festival in December, it was announced that the GT-R would be competing in the Super GT series in 2008. ♦



While competing with the Fairlady Z in the 2007 Super GT series, NISMO was also developing the new Nissan GT-R (R35). In the autumn, the GT500 specification version was leaked.



At the 2007 NISMO Festival, the GT500-spec Nissan GT-R (R35) was unveiled to a large crowd. The carbon-fiber body gave it a powerful look.

THE CONVERTIBLE VERSION OF THE FAIRLADY (Z32)

The first-generation Fairlady Z (S30) that appeared in 1969 had a closed body, while the second-generation S130 model added a T-top roof that allowed open-air motoring to be enjoyed. However, the top of the car was never fully open. The Fairlady SP/SR models that followed had an open body. It was not until August 1992 that the fourth-generation Fairlady (Z32) model was released with a soft-top convertible version that did not have a roof. This was the long-awaited official release of the car, which had been very well received at the Tokyo Motor Show the previous year.

The base model was a two-seater car with a naturally aspirated engine. Not only was the roof removed, but a new separate trunk was added to the rear. When the top was opened, the B-pillar was designed to remain in place like a roll bar. The soft top was manually operated. The trunk lid, storage lid for the soft top, and soft top frame were made of aluminum, and the weight increase of the convertible was kept to a mere 132lb (60kg). In order to maintain body rigidity, a new thick pin called a tab tail was added to the doors. When the door was closed, the tab tail attached to the door was

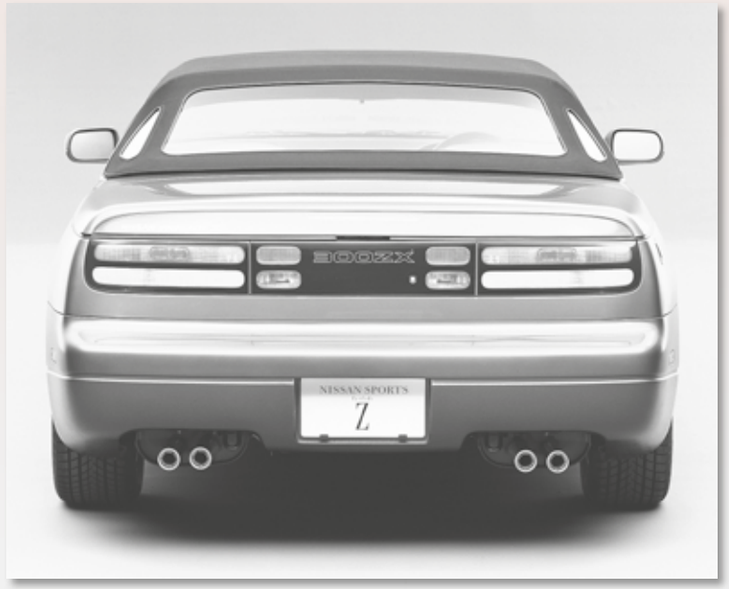


The interior of the convertible featured a bright two-tone color scheme, in contrast to the closed body Z. The color coordination was appropriate for an open-air drive.

When open, the B-pillar looked like a roll bar. The soft top was stored in the space between the trunk and the B-pillar, so it did not interfere with the function of the trunk.



When the soft top was closed, it became a notchback-style Fairlady Z. It was a stylish convertible that looked best with the top down.



inserted into a hole in the body, and it was fixed together with the door lock to suppress body deformation.

The basic mechanics were unchanged from the base model. The engine was a three-liter V6 DOHC VG30DE type, with a maximum output of 230ps. The transmission options were five-speed manual or four-speed automatic. The suspension was a four-wheel multi-link.

The interior was specially designed for the convertible. The seats were either off-white or off-black genuine leather to match the body color. Features such as power seats for the driver and front passenger were standard equipment. The base model came with a sporty genuine leather-wrapped three-spoke steering wheel as standard, but the convertible came with a four-spoke steering wheel with SRS airbags as standard equipment. The air-conditioning system was manual, not automatic.

In October 1994, the model was partially upgraded and split into two types: the luxurious 300ZX and the simplified Version S. Furthermore, in January 1997, the 300ZX was discontinued and only the Version S remained.

The only Fairlady Z model to be called a convertible was the Z32 model. The Z33 and Z34 models that followed also had convertible bodies, but these were called Roadsters. ♦

TECHNICAL DATA

FAIRLADY Z CONVERTIBLE HZ32 TYPE (1992)

Length:	169.7in (4,310mm)	**Vehicle weight:**	3,351lb (1,520kg) (5MT)
Width:	70.5in (1,790mm)	**Suspension (front/rear):**	Multi-link / multi-link
Height:	49.4in (1,255mm)	**Brakes (front/rear):**	Ventilated disk
Wheelbase:	96.5in (2,450mm)	**Tires:**	225/50R16
Tread (front):	58.9in (1,495mm)		
Tread (rear):	60.4in (1,535mm)		
Engine:	VG30DE (V6, four-valve DOHC)		
Total displacement:	2,960cc		
Maximum output:	230ps / 6,400rpm		
Maximum torque:	27.8kgm / 4,800rpm		



STAGE 91 REAR SPOILER (1)

In this issue, we will mount the rear spoiler brackets.

PARTS







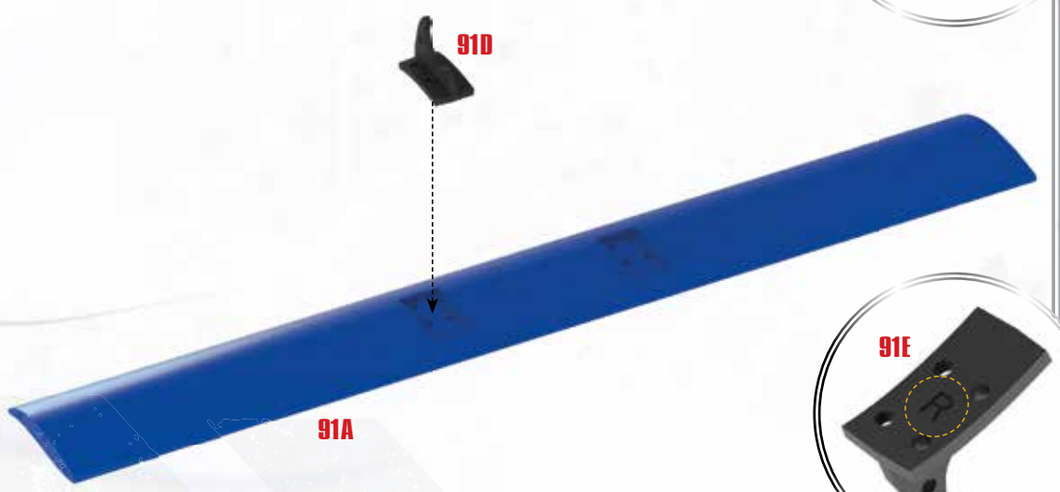
91A	**Rear spoiler**	**91D**	**Left side bracket (L)**
91B	**Rear spoiler left side panel**	**91E**	**Right side bracket (R)**
91C	**Rear spoiler right side panel**	**ADM**	**Screws 1.2×4mm (×10*)**

*Including spares

91.01

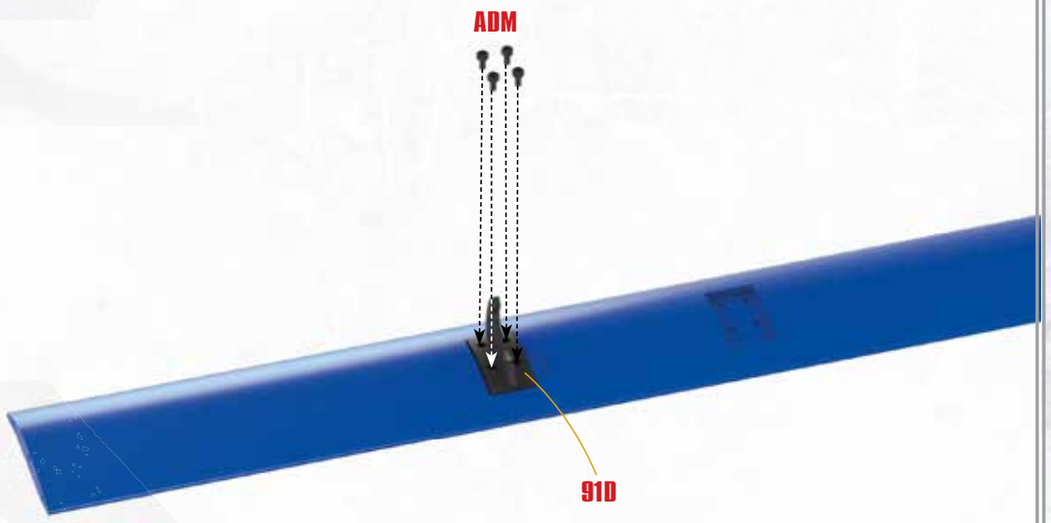
Place the left side bracket (L) 91D in the highlighted recess in the rear spoiler 91A. Note that the left side bracket 91D is marked with the letter L and the right side bracket 91E is marked with the letter R.





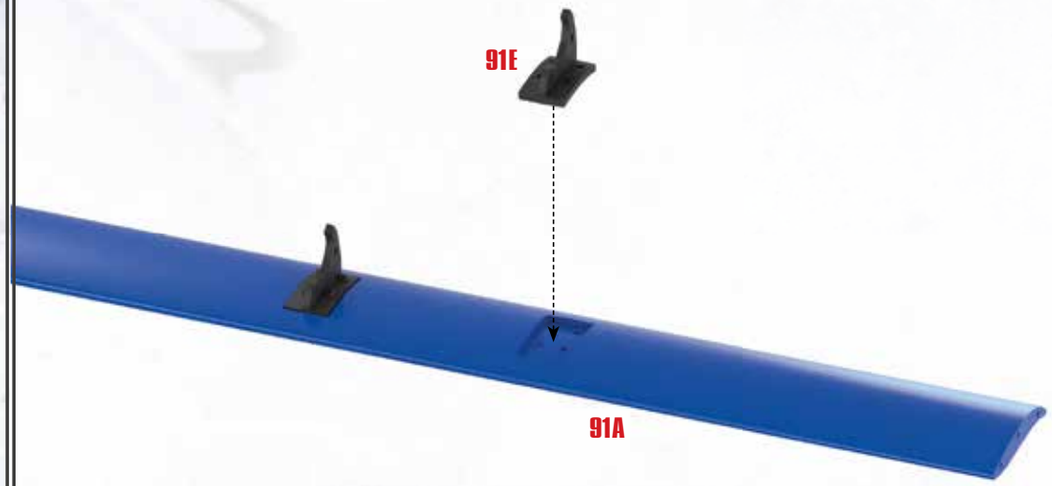
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Fix the left side bracket 91D with four ADM screws.



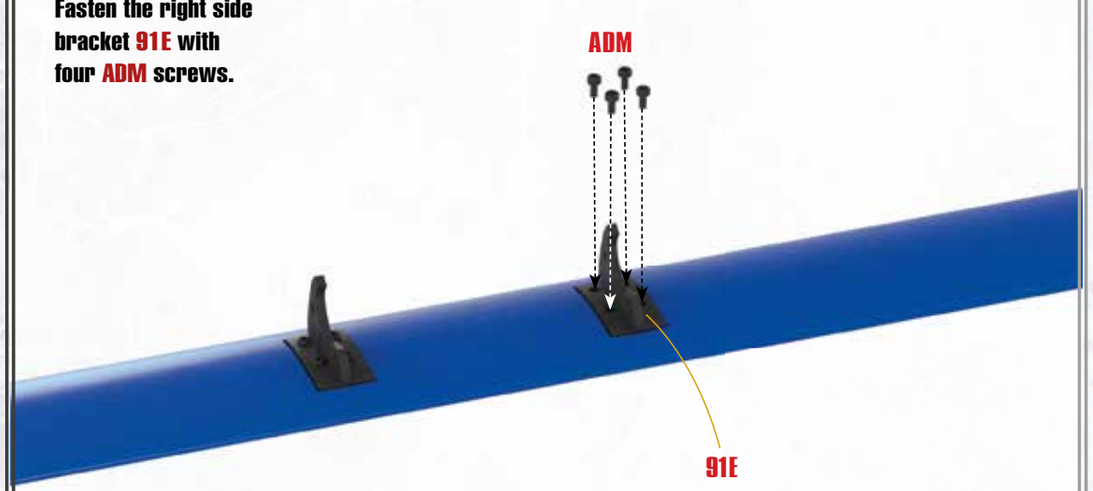
91.03

Fit the right side bracket (R) 91E into the other recess in the rear spoiler 91A.



91.04

Fasten the right side bracket 91E with four ADM screws.



Final assembly

Keep the right side panels of the rear spoiler, **91B** and **91C**, aside for a later stage of assembly.



SELF-TAPPING SCREWS

When mounting the metal parts, you will use self-tapping screws. If you notice that the screw does not fit properly in the hole, remove it and clean off any metal burrs it may contain. To make sure that the screw fits correctly, you can also turn the screw ¼ of a turn counterclockwise from time to time.



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