FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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The R30 Skyline Hardtop 2000 Turbo RS, which appeared in 1983. The tagline "The most powerful Skyline ever" appealed to fans of the model.

THE NISSAN SKYLINE (R30) – PART 4

The Skyline 2000 Turbo RS (DR30) launched in February 1983 was a dream car and the first Japanese production model to be equipped with a four-valve DOHC engine and a turbo. Its maximum output was 190ps, 40ps more than the 2000RS. However, its evolution did not end there – it underwent a minor change to become the 2000 Turbo RS Intercooler, which adopted an air-cooled intercooler and had a maximum output of 205ps.

In the early 1980s, Japanese car magazines were competing to produce special features on the question of "DOHC or turbo?" The DOHC engine had long been used as the choice for sports cars and racing cars against the turbo engine, which was increasingly being adopted in Japanese-made cars as the engine of the new era. Each has its own characteristics, but in truth, the DOHC turbo car that combined both was the dream engine for young car enthusiasts at the time. Nowadays, even light cars such as high-roof wagons are equipped with DOHC turbo engines, but in the past, they were only used in a very small number of cars, such as racing and tuned cars.

In September 1982, that dream of a DOHC turbo car became a reality with a Toyota release. The two-liter straight-four, two-valve DOHC 18R-GEU engine (135ps) used in the Celica/Carina (TA63) and Corona (TT142) was replaced with the newly developed 3T-GTEU engine, Japan's first production car with a DOHC turbo engine. This unit was a 1.6-liter in-line four-cylinder DOHC 2T-GEU type (115ps) with an extended stroke to increase the displacement to 1.8 liters. It used a two-valve DOHC cylinder head with two spark plugs per cylinder (twin plug) developed by the Yamaha Motor Company. The 3T-GTEU type produced a maximum output of 160ps, 10ps more than the two-liter in-line four-cylinder four-valve DOHC FJ20E engine installed in the Skyline 2000RS (DR30).

However, the Skyline was not to be outshone. Five months after the Celica, the 2000 Turbo RS was launched in February 1983 with the tagline, "The most powerful Skyline ever"

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The FJ20ET with a turbo. The DOHC and turbo was the ideal combination for car enthusiasts at the time and offered the most powerful performance.

and a turbocharged FJ20E engine that generated 190ps.

The power of the four-valve DOHC and turbo engine was hyped in the catalog, with lines such as "10 years after the GT-R, the most powerful Skyline in history has finally arrived", "There probably aren't many drivers who can experience the maximum performance of this car", and "Is this the world's first mass-produced high performance car, made in Japan?"

UPGRADING THE BRAKES AND SUSPENSION

The FJ20ET turbo engine, based on the FJ20E, adopted a Garrett T03 turbo with specifications aimed at increasing power in the high-rev range, compared to the L20E-T engine used in the 2000GT Turbo. At the same time, the valve timing on the intake side was changed, and the settings were adjusted so that performance would not be lost in the low-speed range. The cylinder gasket was made 0.2mm (0.008in) thicker to 1.2mm (0.047in), and the compression ratio was changed from 9.1 to 8.0. The maximum boost pressure was 0.47 bar at 2,800 rpm. However, the intercooler had not yet been installed. The FJ20ET model had a maximum output of 190ps/6,400rpm and a maximum torque of 23.0kgm/4,800rpm. Compared to the FJ20ET model, this was a huge power increase of 40+ps and 4.5+kgm.

In order to install the turbo, the crankshaft and the crankshaft bearings were changed. The oil pump discharge volume was increased by 20 percent. This was also a measure to enable the installation of a new oil circuit for cooling the turbo. In response to the increased power, a new design of strengthened connecting rods was adopted. Furthermore, the fuel injector discharge volume was increased and the air flow meter was improved. The drive train was also strengthened to cope with the high torque of the turbo, such as by adopting a 240mm (9.5in) diameter clutch, up from the 225mm (8.9in) of the 2000RS.

According to the measurement data published in car magazines of the time, the 0–400m (1,312ft) acceleration time was 15.5 seconds for the 2000 Turbo RS, a significant improvement on the 17.0 seconds for the 2000RS. The Porsche 924 Turbo, which was used for comparison, took 16.3 seconds, so you can see how fast this car was, and how it was a significant departure for domestic cars.

The suspension was also improved. The spring rate of the suspension and the damping force of the shock absorbers were made harder. Specifically, the spring rate of the front was changed from 1.93kg/mm in the 2000RS to 2.43 kg/mm in the 2000 Turbo RS, and the rear was strengthened from 2.26kg/mm to 2.63kg/mm. The steering system was also made more rigid.

The four-wheel disk brakes were changed to larger-capacity ones. The front ventilated disk was enlarged from 250mm (9.8in) to 274mm (10.8in), and the rear disk was also made significantly larger, increasing from 258mm (10.2in) to 290mm (11.4in). The catalog claimed that "the braking performance is the best in the history of the Skyline".



The Skyline Sedan 2000 Turbo RS was also in the lineup. Despite being a four-door sedan, it boasted overwhelming performance.

For the filming of the TV commercial for the 2000 Turbo RS, a car was prepared with the Group 5 specification "Skyline Super Silhouette" cowl attached. Driving scenes were filmed at the Daytona International Speedway, with the famous Hollywood actor Paul Newman – who was the star of the commercial – at the wheel. Newman, who had finished second in the 24 Hours of Daytona, was so taken with the 2000 Turbo RS that after filming he asked if he could keep the engine. This shows just how attractive the FJ20ET power plant was.

INSTALLING AN INTERCOOLER

In August 1983, the 2000RS series underwent a minor change, with a major redesign of the front aspect to a grill-less design with thin headlamps. Fans called it the "Iron Mask" because of its appearance.



The interior of the Skyline Hardtop 2000 Turbo RS. The basic design of the sedan was the same. At the time, the cockpit was simple.



In a 1983 change, the front was revised significantly, giving it the nickname of the "Iron Mask". The photo shows the luxurious specification Skyline Hardtop 2000 Turbo RS-X.

The early-model 2000 Turbo RS, with its three-bar grille, was only produced for six months.

In February 1984, one year after the 2000 Turbo RS was launched, it evolved into the 2000 RS Intercooler, which was fitted with the long-awaited intercooler. An air intake was opened on the front apron on the passenger side to introduce cooling air, and an air-cooled intercooler was installed in the overhang. The core size of the aluminum alloy intercooler was 7.4in (187mm) long by 7.9in (200mm) wide by 2in (50mm) thick. It was extremely compact and lightweight, weighing just 6.2lb (2.8kg).

The FJ20ET model with the intercooler achieved 205ps/6,400 rpm and 25.0kgm/4,400rpm, the first time that a Skyline had over 200ps. After the intercooler was installed, the FJ20ET model underwent further specification changes in various areas. The turbo was changed from the previous high-speed type to a low- and mid-speed type, and the compression ratio was increased from the previous 8.0 to 8.5. By increasing the maximum boost pressure to 400mmHg (0.53kg/cm^2), a power increase of 15+ps was achieved. It is true that there was some backlash against the rapid succession of power increases in such a short period of time, but fans who had continued to seek Skylines as a high-performance car welcomed them.

The interiors of the earlier 2000RS and 2000 Turbo RS models continued to pursue a spartan style typified by the one-piece bucket seats. From the later models with the grille-less "Iron Mask" design, premium specifications were added – including eight-way power adjustable bucket seats – to appeal to a wider range of customers seeking more luxury. In addition, the 2000RS-X was also available with a four-speed automatic transmission.

Later, in August 1984, the FJ20ET model was fitted with the world's first "Plasma Spark" ignition system, which quadrupled the discharge time and increased ignition energy to improve drivability, and the 2000 Turbo RS Intercooler was nicknamed the "Intercooler Turbo C". There were no changes to the specifications themselves.

In August 1985, the Skyline underwent a full model change to become the R31. At the same time, the 2000RS series disappeared from the catalog along with the FJ20E and FJ20ET engines after just one generation. The 2000RS was an unorthodox Skyline with a two-liter in-line four, four-valve DOHC engine, but it also had unprecedented performance in the history of the Skyline and was much loved by enthusiastic fans. ◆



In 1984, the model was fitted with an intercooler, and the power was further increased. The photo shows the Skyline Hardtop 2000 Turbo RS Intercooler. An air duct was installed on the lower part of the left-hand bumper.

DOM'S REFUGE

From basic warehouses to hi-tech bunkers, in the *Fast & Furious* franchise the bases of operation of Dom Toretto's team have evolved at the same rate as their increasingly hazardous missions. Their most spectacular refuge appears in the ninth movie.



Upon arrival at the secret Caspian Sea bunker, Han greets Ramsey in the main communications room.

Dom and his buddies have occupied many hideouts during the series, most of them in cities as different as Rio de Janeiro and London. But when they become involved in more dangerous international affairs, the team needs to meet in safer and safer places. Thus, in *F9: The Fast Saga,* after the attack on Mr. Nobody's plane and the reappearance of Jakob Toretto, Dom moves his crew to a secret underground base on the shores of the Caspian Sea previously used by the Agency.

A MEETING POINT

Although the atmosphere is somewhat disturbing due to its threatening, high concrete walls, the bunker offers some comforts. For example, Tej and Ramsey find a cabin high up in which to install their computer equipment, while Dom finds a corner where he can lay out weapons and tools.

The Caspian Sea refuge, built for the film by Production Designer Jan Roelfs at Leavesden Studios in England, also becomes a necessary meeting point for the collaborators. The first is Mia, who makes it

quite clear that Jakob is her brother too, and that she has a right to take part in this new battle plan.

Later, Mia will be bring another key member of the team to the bunker. After their trip to Tokyo, she and Letty discovered that Han is still alive. Their old friend's reappearance produces a very emotional moment, in which looks of bewilderment immediately give way to hugs.

THE ADVENTURES OF BRIAN O'CONNER

Brian's fury

In prison, the tension caused by Brian's meeting with Braga continues to rise, until the drug-trafficker blames the ex-cop for everything that has happened to Letty. In a furious rage, Brian fights Braga's thugs , then threatens Braga with a knife. Despite that, he gets no information from the criminal about Owen Shaw's whereabouts. The jail plan has failed.

A SURPRISE ATTACK

As well as being living quarters for the team, the bunker also serves as a place to hold those on the wrong side of the law. After his spectacular sudden appearance in Edinburgh, Jakob Toretto is arrested by his own brother, who locks him in the refuge.

But just when the group feels safe in their impregnable looking hideout, the base's alarms sound. Otto and his mercenaries burst in, armed to the teeth. Jakob, it turns out, worked there for Mr. Nobody before changing. Otto has not only come to free Jakob, but also to kidnap Elle, a key piece to activating Project Aries.

The tension reaches its highest point when Otto threatens the team, but they manage to keep cool. Betrayal and danger will not make Dom retreat; despite adversity, he is still committed to dealing with any danger, demonstrating that family and loyalty are still his most powerful strengths. ◆



Jakob Toretto remains locked in one of the rooms of the new shelter used by his brother.

THE Z CHALLENGE – AN EVENT FOR AMATEUR DRIVERS

The success of the Fairlady Z (Z33) that had been released in 2002 led to NISMO setting up a race series for amateur owners of the model. The events were organized like top-level races, enabling amateurs to get the feel of being professional drivers.



The start of the final "stage". After a standing start, the cars head for the first corner at the same time. Most drivers are very respectful, so there are few crashes.

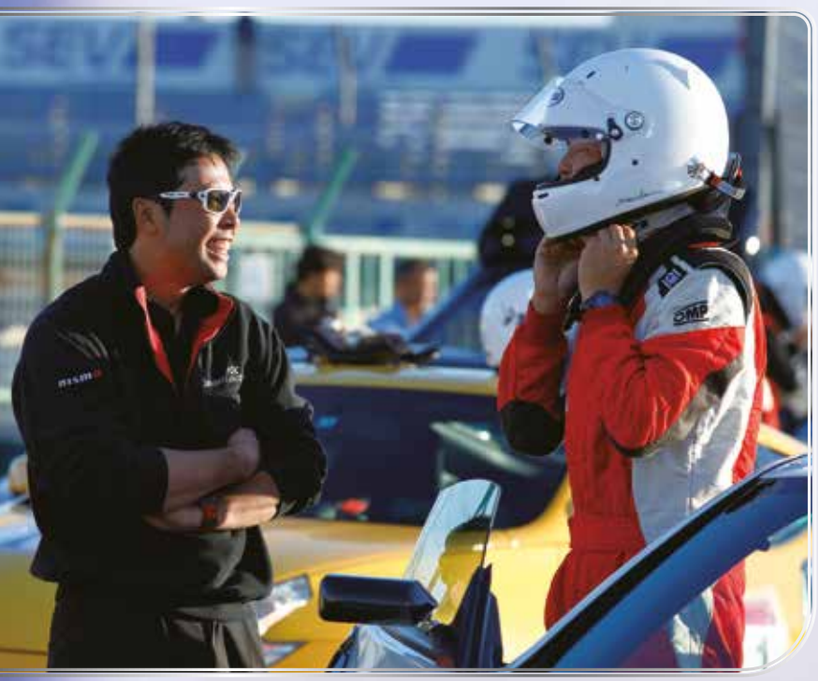
In May 2006, NISMO established the ZCA (Z-car Challenge Association) within the SCCN (Nissan Sports Car Club) with the aim of launching a circuit event for ordinary drivers using the Fairlady Z (Z33).

The main purpose of the ZCA was to plan and manage driving events for the Fairlady Z (Z33) based on the basic concept proposed by NISMO at the time, which was to "provide a place where ordinary Fairlady Z users can enjoy driving". The SCCN, which has organized many big races, is an organization with a track record of hosting events such as the Race de Nippon held at the Tsukuba Circuit in midsummer, especially during the Group A era.

The SCCN has been holding the Z-car Challenge since 2006. Commonly known as the Z Challenge, it is a track event for amateurs who drive road-going Fairlady Z (Z33) cars with license plates. It is a driving event in the so-called single-make race format, where the starting order is decided by a qualifying round called Attack, and the final race is held in a format called Stage. In general, single-make races for vehicles with license plates have many rules that limit the extent of engine modifications. However, the Z Challenge is characterized by the fact that the extent of engine modifications is relatively wide, and the fitting of aero parts is also permitted.



The starting grid for the final gives you a real taste of the race. Each car is introduced over the public address system, making the amateur entrants feel like professional team drivers.



Because it is compulsory to wear a special helmet and racing suit, competitors can fully experience the feeling of being a racing driver.

Nevertheless, as these are road-going vehicles, the premise is that the modifications have to be legal for use on public roads. Specifically, exhaust noise, minimum ground clearance, and tire overhang are all areas that are strictly regulated.

From the very beginning, the Z Challenge was a popular event for tuning-car enthusiasts, even though the cars are registered for public road use. However, whether or not a tuned car is fast is a different matter, and in fact, even cars with relatively few modifications can still compete at the top level. This is proof that the

"As long as you have the safety equipment, you can use a standard car or even an automatic car and still be in with a chance of winning."

regulations were finely tuned. Even though many years have passed since its launch, it is still attracting many entrants, and it is also unusual that the number of owners who want to participate in the Z Challenge is increasing every year.

In addition to the Z33, it is now possible to participate in the Z34, and there is also an automatic transmission class. Surprisingly, even the cars in the automatic transmission class are fast



The race is open to drivers of the Fairlady Z Z33 or Z34. As the cars have license plates, illegal modifications are prohibited.



In the mornings, the amateur drivers prepare their cars. They also exchange information such as tire pressure depending on the conditions of the day.



enough to finish in the top three at every race.

In terms of participation, as long as the cars are equipped with safety equipment (fire extinguisher, oil catch tank, tow hook, four-point or higher seatbelt), they can participate even if the engine, suspension, and tires are standard. In addition to a helmet, racing suit, and FIA-compliant racing gloves and shoes, drivers are also required to wear a head and neck support system (such as HANS), which is a recent safety device. All entrants are amateur drivers, and the event has a reputation for good manners, so it seems that the secret to its longevity is the attitude of enjoying time off with like-minded friends. ♦

In order to participate, entrants must be entered by a associated tuning shop. On the day of the event, support and advice is given by the shop's mechanics.

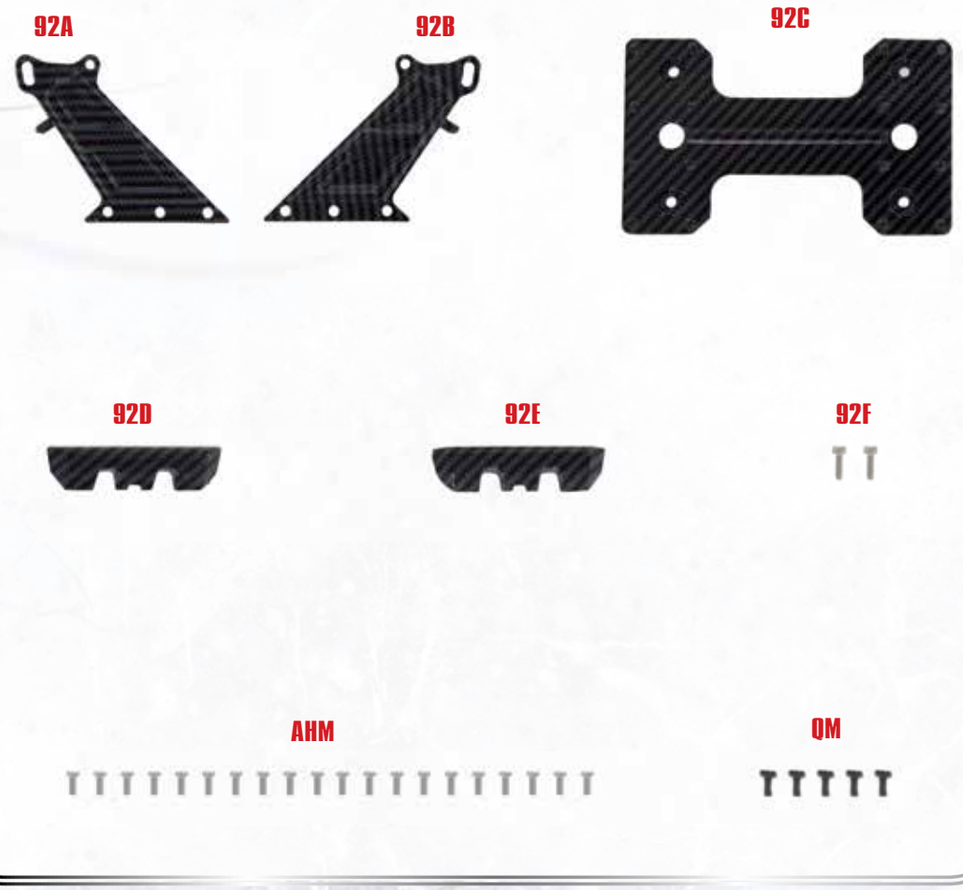


After the event, the drivers discuss how their races went. Interacting with friends who are different from those you usually mix with is one of the joys of the event.

STAGE 92
REAR SPOILER (2)

In this issue, we will mount the rear spoiler base base and the spoiler attachment panels.

PARTS

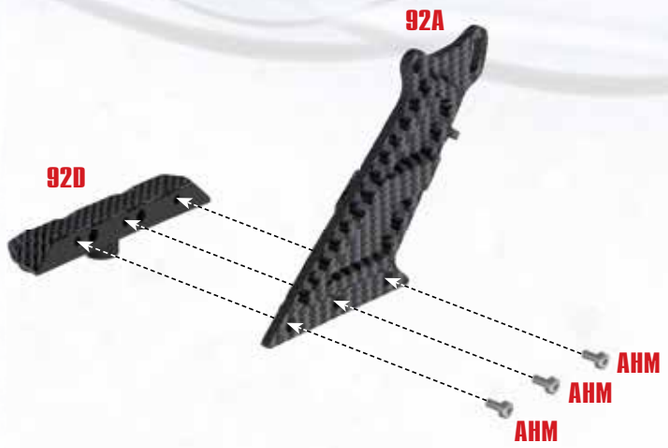


92A	Left side spoiler support	92E	Rear spoiler right mount
92B	Right side spoiler support	92F	Adjusting screw (×2)
92C	Rear spoiler center base	AHM	Screws 1.2×3 mm (×20*)
92D	Rear spoiler left mount	QM	Screws 1.4×3 mm (×5*)

*Including spares

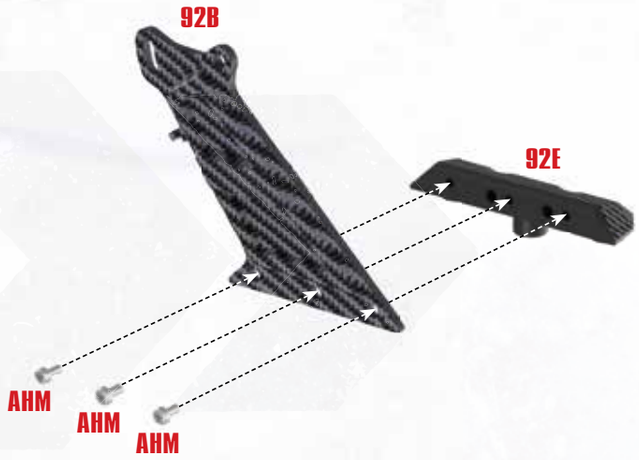
92.01

Connect the rear spoiler left mount 92D to the bottom of the left side spoiler support 92A and secure the parts with three AHM screws.



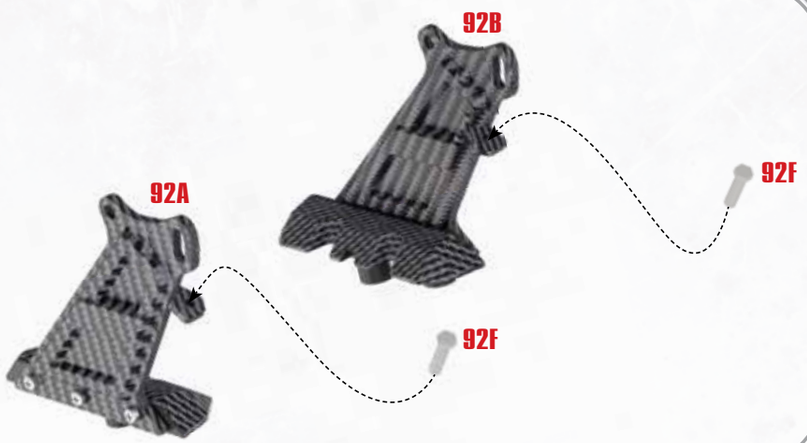
92.02

Connect the rear spoiler right mount 92E to the bottom of the right side spoiler support 92B and secure the parts with three AHM screws.



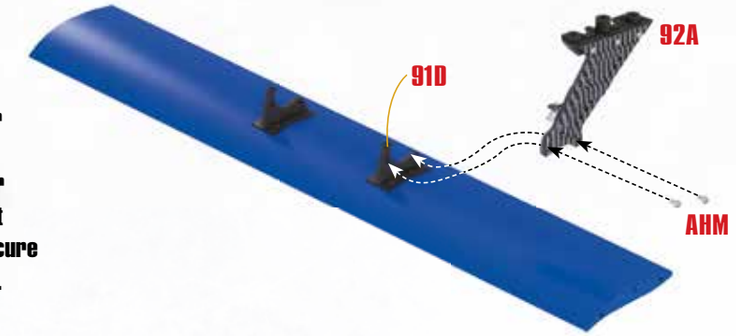
92.03

Insert both of the adjusting screws 92F into the highlighted tabs on the left 92A and right 92B side spoiler supports.



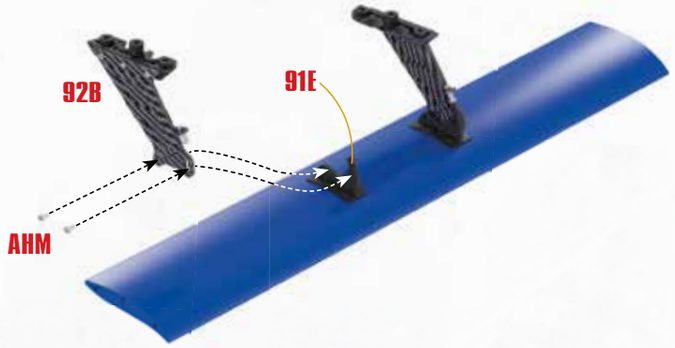
92.04

Retrieve the rear spoiler from the previous issue. Place the left side spoiler support 92A over the left side bracket 91D and secure it with two AHM screws.



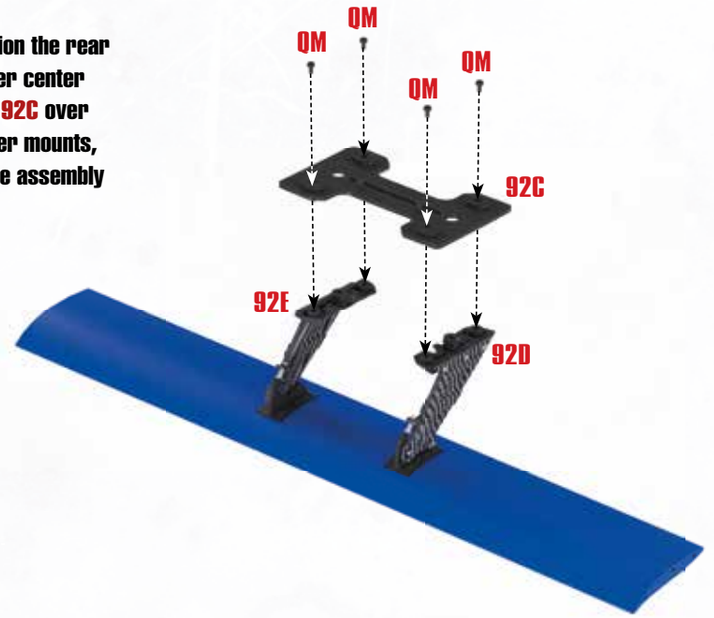
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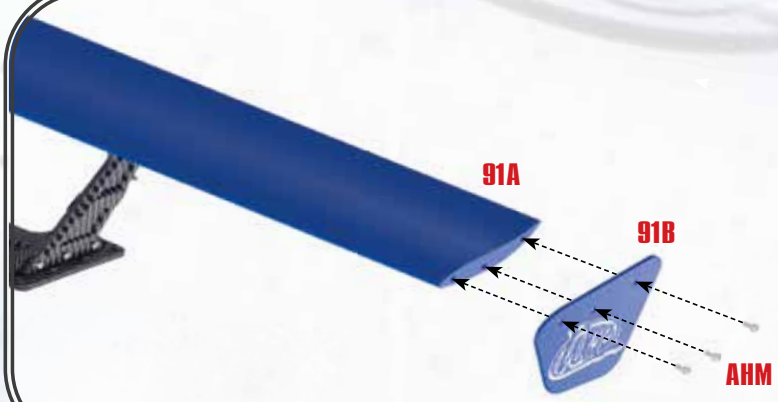
Place the right side spoiler support 92B over the right side bracket 91E and secure it with two AHM screws.



92.06

Position the rear spoiler center base 92C over the left and right rear spoiler mounts, 92D and 92E, and secure the assembly with four QM screws.





92.07

Retrieve the spoiler side panels from the previous issue. Align the left side panel 91B with the left side of the rear spoiler 91A and secure it with three AHM screws.

92.08

Align the right side panel 91C with the right side of the rear spoiler 91A and secure it with three AHM screws.



Final assembly



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