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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 (R31) – PART 1

After an eight-year absence, the Skyline (R30) was back with a four-valve DOHC engine. Then, a DOHC turbo engine that produced 195ps made its debut, and the power was increased to 205ps with the addition of an intercooler. Finally, a domestic car under 2,000cc broke the 200ps barrier for the first time. It was only natural that fans' expectations would grow for the next model in the Skyline series, which had been following the sporty route. Yet the Skyline (R31) appeared with a change of direction towards a luxury-oriented design in order to catch up with its rivals.

In the Japanese domestic market of the early 1980s, the two-liter class was dominated by the so-called "high-class-car boom", with Toyota's Mark II, Chaser, and Cresta (X70 series) triplets enjoying increased sales. A four-door sedan and its four-door hardtop derivative leading the new car market is something that is a world away from the current situation in the 21st century, where small cars, minivans, and SUVs are the mainstream popular models, and domestic sedans have almost become extinct.

The Skyline (R31) made its debut in August 1985. Nissan competed against the Toyota Mark II and Mark III mainly with the Laurel, but it was being outstripped in terms of sales. So, the Skyline (R31) adopted a four-door hardtop instead of the previous two-door hardtop, and together with the Laurel (C32) – which used the same chassis – it was ready to go after the Toyotas.

In fact, there was an unexpected event during the development of the Skyline (R31). Towards the end of its evolution in late 1984, the Chief Product and Vehicle Engineer, Shinichiro Sakurai – known as "Mr. Skyline" – fell ill and was hospitalized. In this critical situation, the person appointed to take over as acting manager was Naganori Ito, a former student of the "Sakurai School" from his days at Prince Motors, Ltd., who had been involved in the design of the Skyline. After that, Mr. Ito was put in charge of three projects that shared the same chassis – the Skyline, the Laurel (C32), and the Leopard (F31).

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The Skyline (R31) took a high-class car route that was conscious of the trends of the time. It was a clear departure from the "Fast Skyline" in terms of styling and equipment.

He would go on to oversee the revival of the Skyline GT-R for the first time in 16 years with the development of the Skyline (R32).

The Skyline (R31) lineup consisted of two types of car, as mentioned above: a four-door hardtop – the first Skyline with no center pillar – and a four-door sedan. At this point, neither a station wagon nor a two-door coupe appeared in the catalog. The catchphrases in the catalog and TV commercials used somewhat difficult and abstract expressions, such as "Soft performance for a soft city" and "This is urban engineering".

The body size was the same as the previous model, with a wheelbase of 103in (2,615mm). Although the overall length and width were almost the same, the design – which was based on straight lines – and the exterior that made extensive use of chrome parts, gave the car a much more upmarket appearance. The exterior featured decorative press lines and chrome moldings, and it could be said that the car was more luxurious than sporty.

The interior also featured a dashboard with a linear design. There were three types of seat and interior combinations available, depending on the engine and grade: Modern, New Classic, and Advance. The New Classic option had loose cushion seats like those on the Laurel, while the Advance option featured multiple high support seats with excellent holding power, creating two different interior atmospheres: luxurious and sporty.

The car also featured some advanced technology. The world's first card entry system was fitted as standard to the Twin Cam Turbo model – if you carried a card about the same size as a cash card, you could unlock and lock the driver's side front door and unlock the trunk automatically without using a key. This was the forerunner of today's smart key. In addition, an auto cassette selector was installed in the turbo models. This was also a world-first mechanism – it was a system that could play back five cassette tapes in series, which were arranged in the center console. The fact that it was not a CD changer gives a sense of the era.

A NEW POWER PLANT

There were six types of engine available from the time of the car's debut. The mainstay was the two-liter in-line-six engine. In addition to the SOHC RB20E (130ps) that was first used in the Laurel (C32) announced the previous year, and the turbocharged RB20ET (170ps), a newly developed four-valve DOHC RB20DE (165ps) appeared. In addition, the in-line six-cylinder, four-valve DOHC turbo RB20DET (210ps) was installed in the four-door hardtop GT Twin Cam 24V Turbo. An economical and powerful 2.8-liter in-line six-cylinder diesel RD28 (100ps) and a 1.8-liter in-line four-cylinder SOHC CA18S (100ps) were also available. The RB20DE was an in-line-six DOHC engine, the first of its kind since the S20; when fitted with a turbo and intercooler, it produced a maximum output of 210ps, 5ps more than the FJ20E-T engine in the previous 2000 Turbo RS. The RB20DET was a high-powered engine that Skyline fans had been waiting for.

Two types of transmission were available: a five-speed manual and a four-speed automatic. The gasoline-powered in-line six-cylinder models came with a "full lock-up automatic transmission with power economy automatic switching and electronic control OD" as standard equipment, while the diesel-powered GT-D models came with a "lock-up automatic transmission with OD"; the 1.8-liter in-line four-cylinder models came with a "four-speed automatic transmission with OD". The GT Turbo, which was powered by the RB20ET engine, was only offered with a four-speed automatic transmission, with no manual transmission available.

The suspension of the models powered by the in-line-six engine was a combination of a strut-type at the front and a semi-trailing arm at the rear, which had been used since the Skyline GC10. The models powered by the 1.8-liter in-line-four engine had a five-link rigid rear suspension with Panhard rod. The previous R30 model had a two-way foot selector (hard and soft), but a new three-way foot selector was developed for the R31, adding a medium setting. This was standard equipment on the Twin Cam Passage series, and was available as an option on the Twin Cam Excel. A mechanical limited slip differential was also standard equipment on the Twin Cam Turbo series and was available as an option on the Twin Cam models. The steering gearbox was changed from the conventional recirculating ball to a rack and pinion for all models.



Nissan introduced the C32 Laurel in an attempt to compete with Toyota's Mark II and its three siblings, but it was unable to break Toyota's stranglehold.

The F31 Leopard shared its platform with the Skyline. It was used in a TV drama and caused a big stir at the time. It still has many fans today.



New technology was also adopted for the suspension. This was the world's first rear-wheel active steering system, called HICAS. This system controls the displacement angle of the rear tires according to the lateral G-force during cornering. When the steering wheel is turned while driving at speeds of 30km/h (18.6mph) or more, the rear tires are actively steered by up to 0.5 degrees according to the vehicle speed and lateral G-force. This improved stability, particularly when cornering at high speeds.

The mechanism involved the installation of small power cylinders (hydraulic actuators) on the left and right rubber mounts of the cross member to which the rear semi-trailing arm was attached and used electronic control to displace the rear tires by a minute angle in phase as the front tires. Because it was designed to be a sports system, it did not adopt a counter-phase steering mechanism at low speeds. The HICAS rear-wheel

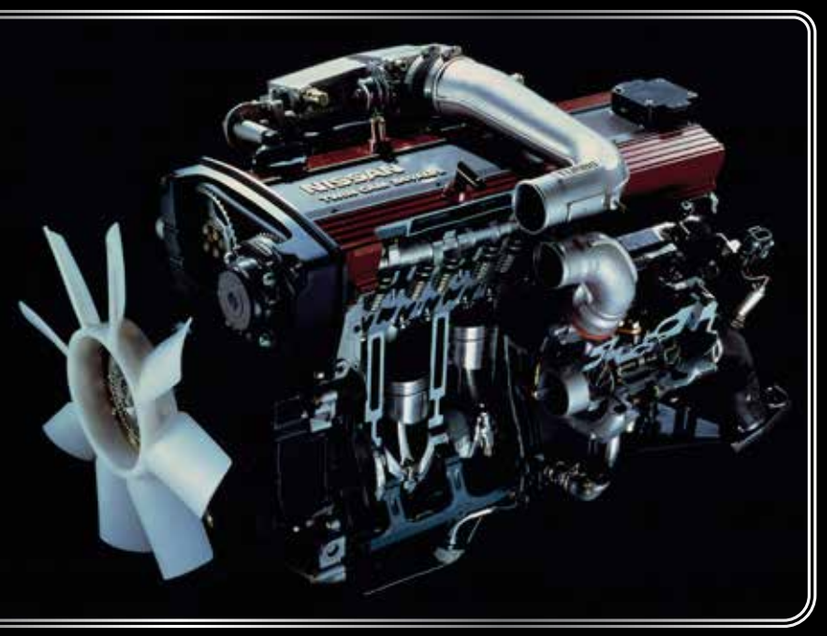


The instrument panel of the Skyline (R31) was designed with a linear motif. The red "SKYLINE" lettering in the center of the steering wheel stood out.

active steering mechanism continued to evolve, becoming HICAS-II, SUPER HICAS, and Electric SUPER HICAS, and it was adopted in many models, including the Silvia (S13) and Skyline (R32).

The Skyline (R31) made its debut with revolutionary advanced technology, but users' eyes were inevitably drawn to its design. The smoother styling, a complete change from the aggressive wedge shape of the previous model, and the lineup – which was centered around four-door hardtops with no two-door model – backfired, and sales performance was poor. Furthermore, the in-line six-cylinder four-valve DOHC RB20DE engine, which was expected to be "a return of the S20 model", received unexpectedly harsh reviews from core users and automotive journalists. They wanted a sportier drive, and comments included "the response at high speeds is not quite there".

Chief Engineer Naganori Ito and the Skyline development team labored to turn this situation around, and it would all be fixed in the Skyline (R32) that followed. But before that, the R31 Group A race homologation model GTS-R – known as "the precursor of the GT-R" – caused a sensation. ♦



The RB20DET engine was a two-liter four-valve DOHC turbo unit. With a maximum output of 210ps, it was a high-powered engine that fans yearned for at the time.

THE SCHEMING OTTO

In the series' ninth movie, hidden behind the reappearance of Jakob Toretto is an enigmatic aristocrat called Otto, who has devised a fiendish plan to control the world.



In *F9: The Fast Saga,* Danish actor Thue Ersted Rasmussen plays Otto, a character with a high-pitched voice and a refined appearance who looks harmless, but who soon proves to be a very dangerous villain. Tired of depending on his father's fortune, Otto decides to prove his worth by taking control of a mercenary army and sets off in search of Project Aries, a device capable of hacking into global military systems. When he forms an alliance with Jakob Toretto, Otto devises a plan to secretly board the enigmatic Mr. Nobody's plane and steal part of the device. The operation is partially successful; Jakob obtains the first piece of Aries in Montequinto, and Otto captures Cipher, Dom Toretto's enemy, whom he imprisons in a glass cage.

AN UNEXPECTED SETBACK

Thanks to his ultra-high tech base of operations and the support of his small private army, Otto feels invulnerable and fantasizes about the power controlling Aries will give him. However, Dom and his buddies seriously interfere with his plans. The fiendish aristocrat then organizes a party in Hatfield House, one of his father's properties, and invites Dom. Upon his arrival, Otto introduces himself as Jakob's associate and boasts of his financial power before bringing the Toretto brothers together. When the tension rises and it seems that the situation is about to get out of hand, Otto orders Interpol agents to arrest Dom.

THE RESPONSE TO HUMILIATION

Otto and Jakob travel to Edinburgh to capture the remaining piece of Project Aries. Dom's team, however, intervenes once again, and the mission goes wrong: Jakob is captured, while Otto is humiliated when Ramsey runs him off the road in a van. Furious, the aristocrat goes back to his base, where Cipher, still being held captive, makes fun of him, wounding Otto's already fragile ego even more. Determined to take his revenge and to endanger the planet, Otto storms Dom's bunker to free Jakob and kidnap Elle.

Aboard a huge, armored truck called the Armadillo, Otto moves to Tbilisi in the hope of setting Project Aries in motion. Once again, Dom's crew prevents him from carrying out his plans. Nevertheless, Otto, who thinks he has won, betrays his partner and joins forces with Cipher, abandoning his former associate. Realizing he's been manipulated, Jakob chooses to return to his family. The Toretto brothers, now united, face Otto in a final showdown, while Cipher bombards the Armadillo from a sophisticated aerial device. The attack thwarts Otto's aspirations, ending his dreams of world domination. ♦

THE ADVENTURES OF BRIAN O'CONNER

Guilty feelings

After Owen Shaw is arrested and transported to a Spanish military base, an officer who knows Letty has been working with the criminal asks what became of her. Dom immediately stands up for her. With a guilty feeling that he cannot shake, Brian gets close to Letty and tells her that everything that has happened to her has been his fault. She, however, tells him not to feel the slightest bit guilty; while she can't remember her past, she's sure she would never willingly accept being forced to do anything she doesn't want to do.



THE NISSAN GT-R (R35) IN THE TOKACHI 24 HOURS

Part 1: Entering the race

In preparation for introducing the new Nissan GT-R (R35) into the 2008 Super GT Series, NISMO decided to enter the model into the Tokachi 24 Hours. It would enable NISMO to check what was essentially a production version of the car and evaluate a new racing oil.



The Nissan GT-R (R35) began racing in the 2008 Super GT series. The GT500 class cars in the Super GT series are very different from production cars, with carbon monocoque bodies. The main feature of the Nissan GT-R (R35), the drive system, is not 4WD but uses a front-engine, rear-wheel drive (FR) setup.

In June 2008, NISMO announced that it would enter a production-race-spec Nissan GT-R (R35) in the Tokachi 24 Hours. The model would be closer to a production car than a Super GT car. Production-race-spec cars are based on and modified from production cars and are basically the same as production cars in



The wheels were 20-inch, one-piece forged aluminum RAYS. These were the same wheels that were available on the NISMO Club Sport Package that was later released.

terms of body, engine, suspension type, and drivetrain. In other words, they are almost the same as N1 race-spec cars.

The Tokachi 24 Hours was the only 24-hour race held in Japan at the time and was part of the Super Taikyu series. The category in which the Nissan GT-R (R35) competed was the IP-4 class – IP is the abbreviation for International Production – which is different from the Super Taikyu class and is a category unique to the Tokachi 24-hour Race. It is a class for vehicles that fall under JAF-N1/N2, FIA Group N/A, and "Tokachi 24h Special Class" or "24h Special" of the "Dubai 24h Race" categories, with engine displacement of 3,001cc or more. In addition, the Tokachi 24-hour Race also had a GT class and a Super Taikyu Group class.

The aim of the race was to "confirm the performance and durability of the NISMO options for the Nissan GT-R (R35) and the competition oil developed jointly with Motul on the race track". ♦



The hood was one of the exterior changes. The shape was the same as the production model, but it had been changed to a lightweight carbon-fiber version. The engine was the same as the standard model.



The trunk lid was also made of lightweight carbon fiber. In addition, the side windows were made of acrylic and other small weight-saving measures were introduced.



The front had additional openings for cooling the engine. The frontal area was similar to that on the mysterious production car that appeared at the 2007 NISMO Festival.

THE FAIRLADY RETURNS AFTER A TWO-YEAR BREAK

The history of the Fairlady Z, which began with the first generation (S30) released in November 1969, came to an end with the discontinuation of the fourth generation (Z32) in September 2000. Exports to the United States, the main market for the Fairlady Z, had already ceased in 1996. The reason for this was that the insurance premiums for sports cars with high-powered engines had risen sharply, and the market was shrinking.

However, Nissan continued to develop the basic concept of the sports car. At the Detroit Auto Show in January 2001, the company unveiled a concept model of the next Fairlady Z. In July 2002, after a two-year hiatus, the fifth generation (Z33) finally made its debut, and the Fairlady Z was reborn.



The interior retained the DNA of the original Fairlady. The traditional triple auxiliary dials were positioned above the navigation monitor. It was modern, but still had a Z-like feel.

The new Z, which was marketed as "30,000 dollars for 50,000 dollars worth of performance", was equipped with a 3.5-liter naturally aspirated V6 engine. It was a two-seater only, and did not have the T-top roof that had been used since the second-generation S130. The role of the two-plus-two was taken over by the Skyline Coupe (CV35) and its export version, the Infiniti G35 Sport Coupe, which shared the same chassis.

The chassis used the front mid-ship (FM) setup. The weight distribution was 53:47, with the front end slightly heavier. The body size was almost the same as the previous two-seater model at 169.7in

The body style was one that everyone recognized as a Z. The exterior also retained the DNA of the first-generation Fairlady Z, and was very well received by fans.



(4,310mm) in length, but the width has been increased by 1in (25mm) to 71.5in (1,815mm). The height had also been increased by 2.8in (70mm) to 51.8in (1,315mm). The wheelbase was particularly noteworthy – it was 3.1in (80mm) longer than the previous two-plus-two, at 104.3in (2,650mm). The suspension was a four-wheel multi-link system that made extensive use of forged aluminum parts for the arms. Although the design was the same as that of the Skyline series, it had been tuned to suit the Fairlady Z as a sports car. The brakes on the Version ST and Version S models used Brembo aluminum opposed-piston calipers.

The engine used was the naturally aspirated VQ35DE. Maximum output was 280ps/6,200rpm, and maximum torque was 37kgm/4,800rpm. In 2005, the engine was upgraded to 294ps. The transmission was either six-speed manual or five-speed automatic, depending on the grade.



The engine was a 3.5-liter V6 non-turbo four-valve DOHC VQ35DE. It was a powerful unit that was suitable for the new era and also incorporated environmental considerations.

Incidentally, the propeller shaft was made of carbon fiber-reinforced plastic. This was about 13.2lb (6kg) lighter than the standard steel shaft.

The interior expressed the "Z-ness" of the car. The three separate dials moved up and down in conjunction with the tilting steering wheel. The triple dials in the center of the dashboard were reminiscent of the original S30 model.

The new Fairlady Z33 combined a 21st-century sports car with the tradition of the previous Fairlady Z models, and more than met the expectations of fans who were keen for the model to make a comeback. ♦

TECHNICAL DATA

FAIRLADY Z VERSION ST Z33 TYPE (2002)

Length:	169.7in (4,310mm)	**Vehicle weight:**	3,197lb (1,450kg) (6MT)
Width:	71.5in (1,815mm)	**Suspension (front/rear):**	Multi-link / multi-link
Height:	51.8in (1,315mm)	**Brakes (front/rear):**	Ventilated disk
Wheelbase:	104.3in (2,650mm)	**Tires (front/rear:**	225/45R18 / 245/45R18
Tread (front):	60.4in (1,535mm)		
Tread (rear):	60.8in (1,545mm)		
Engine:	VQ35DE (V6, four-valve DOHC)		
Total displacement:	3,498cc		
Maximum output:	280ps / 6,200rpm		
Maximum torque:	37.0kgm / 4800rpm		



STAGE 95 TRUNK MULTIMEDIA SYSTEM (1)

In this issue, we will start to assemble the multimedia system inside the trunk, placing the mat and the JBL amplifier for the sound system on the trunk floor.

PARTS

95A



95B



95C



95D



95A Trunk floor
95B Trunk mat
95C JBL sound system amplifier
95D JBL sound system faceplate

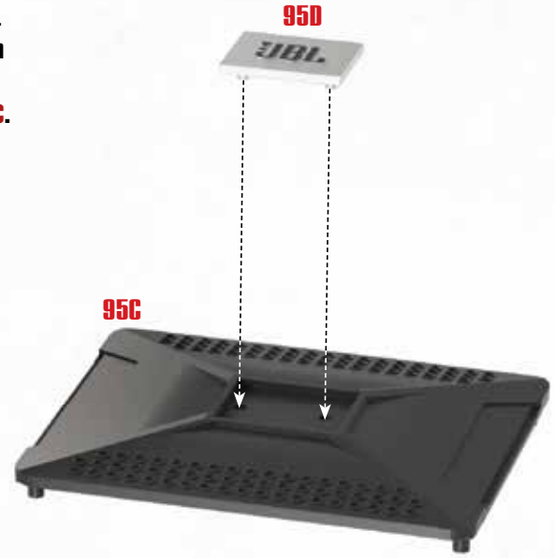
95.01

Place the trunk mat 95B on the trunk floor 95A.



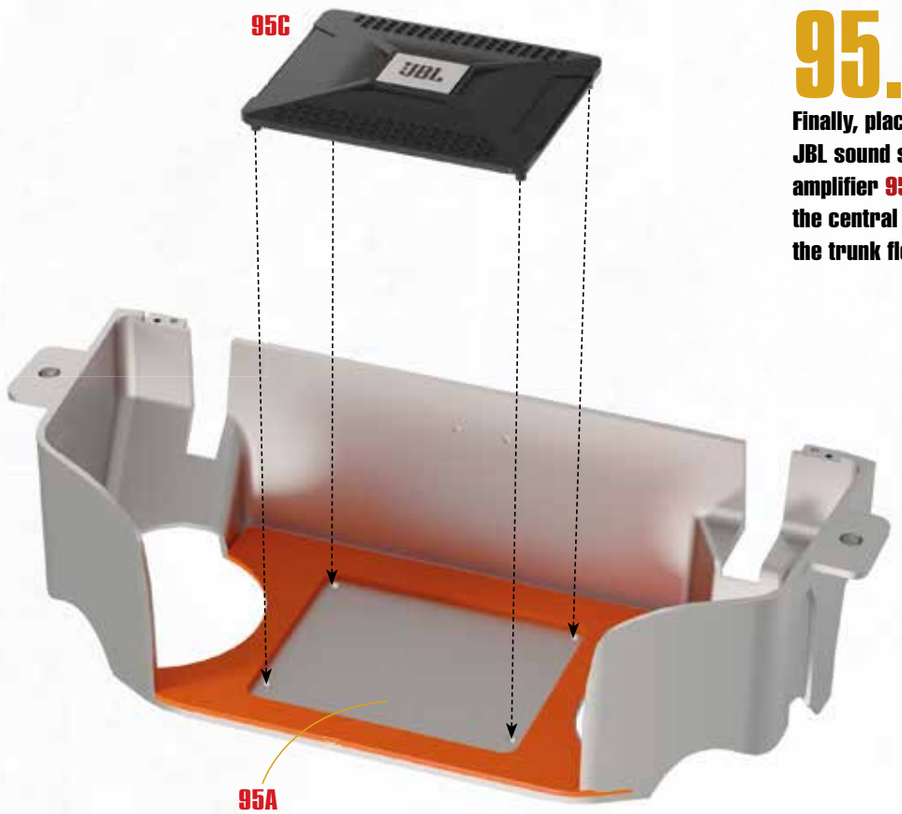
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Place the JBL sound system plate 95D on the JBL sound system amplifier 95C.

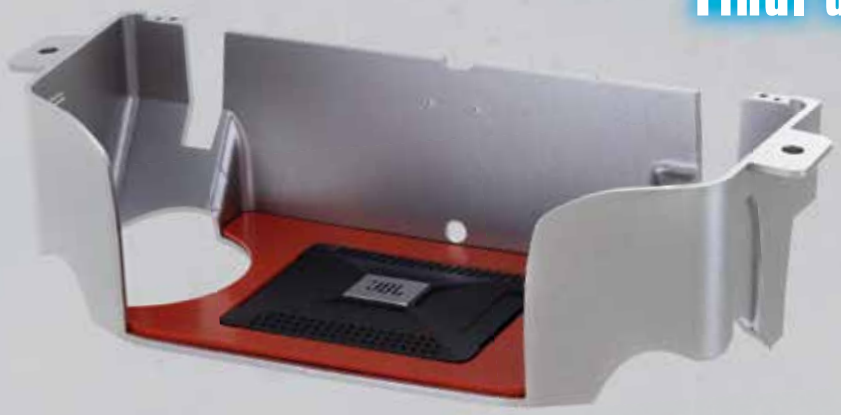


95.03

Finally, place the JBL sound system amplifier 95C on the central part of the trunk floor 95A.



Final assembly



HOW TO FIT THE PIECES TOGETHER CORRECTLY

Before fixing the snap-fit pieces, it is advisable to "present" them, that is, to bring them closer to their position to check the shape and alignment of the joining elements. This way you can verify that the orientation is correct and avoid having to remove them to adjust their placement.
If the pieces are delicate, snap them on by applying pressure evenly and progressively to ensure a good final result.



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