

Nissan Skyline



Specifications

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Specification Table

	GT-R	V.spec	<u>V.spec N1</u>	R33 GT-R V.spec
Cd	0.??			0.35
Overall Length (mm)	<u>4,600</u>			4,675
Overall Width (mm)	<u>1,785</u>			1,780
Overall Height (mm)	1,360			1,360
Wheelbase (mm)	<u>2,665</u>			2,720
Track Front (mm)	1,480			1,480
Track Rear (mm)	1,490			1,490
Ground Clearance (mm)	145	130		145
Curb Weight (kg)	1,540	<u>1,560</u>	1,550	1,540
Laden Weight (kg)	1,760	1,780	1,770	1,760
Turning Radius (m)	<u>5.6</u>			5.7
Tyres	<u>245/40 ZR18</u>			245/45 ZR17
Engine¹	<u>RB26DETT</u>			
Displacement (cc)	2,568			
Bore x Stroke (mm)	86.0 x 73.7			
Max. Power (PS ² @ rpm)	<u>328 @ 6,420</u>			280 @ 6,700
Max. Torque (kgm @ rpm)	40.0 @ 4,400			37.5 @ 4,400
Compression Ratio	8.5:1			
Gear ratios				
1st	3.827			3.214
2nd	2.360			1.925
3rd	1.685			1.302
4th	1.312			1.000
5th	1.000			0.752
6th	0.793			-
Reverse	3.280			3.369
Final drive	3.545			4.111

1: RBxxDETT stands for
 RB = Race Breed.
 xx = Engine capacity to the nearest litre. 20, 25, 26 and 28 are used.
 D = Dual overhead cam.
 E = fuEl injected.
 TT = Twin Turbo.

2: PS or Pferdestaerke is the Metric Horsepower.
 1PS = 75 kgm/s.
 1 Brake Horse Power (BHP) = 550 ft-lb/s or
 745.7 Watt = 76.0398 kgm/s.
 280 PS = 276 BHP and 340 PS = 335 BHP.
 35.0 kgm = 253 ft-lb
 37.5 kgm = 271 ft-lb
 40.0 kgm = 289 ft-lb

Length

The R34 GT-R is 4.6m long. Its body kit adding just 20mm over its R34 family members. This is a welcome 75mm shorter than the R33 GT-R.

Width

The wide rear wheel arches make the R34 GT-R just 5mm wider than the R33 GT-R.

Wheelbase

The wheelbase of the R34 is now 2,665mm (55mm down on the R33). This makes it more responsive than the R33, though the R34 wheelbase is still 50mm more than the classic R32.

Curb Weight

What a shame, the R34 GT-R V.spec (at 1,560kg) is 20kg heavier than the R33 V.spec. Probably made up from the extra stiffening active LSD and the underbody ground effect stuff. We were hoping for weight to be below the 1,500kg of the R32... still there is always the after market! Engineers tried to reduce weight through using light materials and forged metal. The bonnet and front side panels are made of aluminium. On the V.spec, the front flat bottom tray is made of fiberglass and the rear one, which has to withstand the high temperature from the exhaust pipes, is made of carbon fiber. Forged metal parts include suspension arms (each piece is 2.5kg lighter) and the 18in wheels (each 4kg lighter than the old 17in).

Turning Radius

Well at 5.6m it's a bit of an improvement over the R33, which is good news as handling is improved. But why isn't it 5.2m to match the R34 GT-Four, which basically shares the 4WD system? Maybe the numbers are messed up.

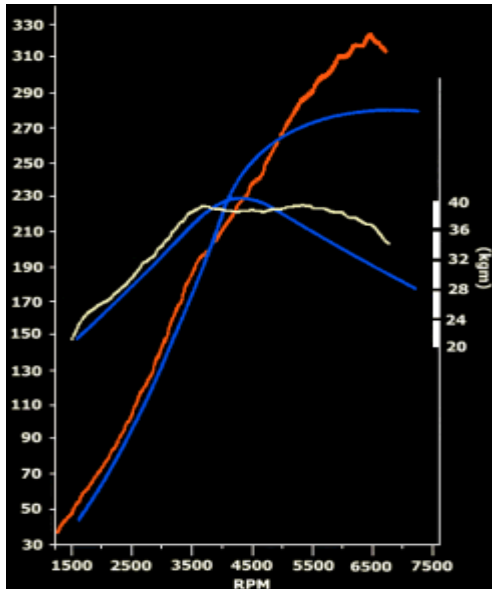
Tyres

Massive 245/40 ZR18 Bridgestone Potenza RE40s were developed specially for the R34 and adorn similarly new, one piece forged 18in alloys, which overall save 16Kg over the old 17x9j rims.

Engine

The engine is still the familiar RB26DETT twin-turbo 24 valve inline six, only with an enlarged intercooler (witness the huge air intake) and improved turbos. The R33 already had ceramic turbines but the R34 adds twin ball-bearings to the turbines as a means to minimize friction. Furthermore, larger exhaust pipes reduce back pressure.

Power



Looking at the R43 26DETT engine, Nissan's own power graph (in blue) shows torque peaking at 40.0 kgm @ 4,400rpm while delivering 245 PS. At the peak power of 280 PS, the graph shows 29.5 kgm torque at @ 6,800 rpm. Now, as $PS = \text{torque} \times \text{rpm} / 716$, the official power and torque numbers all square up. But we know this isn't correct, because of a Japanese industry understanding, A standard R34 was put on Power Engineering's 4WD dyno, which showed peak power (in red) of 328 PS at 6,420 rpm! and peak torque (in yellow) of 39 kgm. Notice how flat the torque curve is from 3,500 to 5,500 rpm. This all fits the rumours we've heard about peak power.

Sadly, the RB26DETT did not get the NEO-VVL system, but nevertheless, thanks to new cams and ECU tweaks, it delivers 40.0 kgm of peak torque at 4,400 rpm. A jump of 2.5 kgm or 18 ft-lb/s of torque! The max power rating is quoted as 280 PS, but as you can see from above, it's actually 328 PS.

Other R34 GT-R features:

The body shell of the R34 is much stiffer, bending stiffness is up 56% and torsional rigidity has doubled! Add beefed up rear crossmember and mounts, to encourage tracking fidelity from the rear wheels, and an adjustable split rear wing on all models and we're talking a seriously more agile car with less bulk, a more rigid shell and superior aerodynamics/downforce.

On the V.spec there are ground effect underbody diffusers front and rear to suck it to the ground F355 style.

Another obvious improvement is the use of a 6-speed Getrag 'box instead of 5-speed. This improves shift quality and performance.

Monoform Sport Seats

3-spoke sports-type steering wheel

2.5 turns lock to lock

Optional Nismo Sports oil cooler

Front brake air ducting

Revised SUPER HICAS

Revised ATTESA E-TS (and pro on the V.spec)

V-TCS (viscous helical LSD traction control system)

Front strut tower bar

ABS Brake assist system

Front aluminium lower arms

Cool engine management colour LCD display system with peak readings for 8 functions plus 30 second goldfish memory and an RS232 link!

Airbags everywhere

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