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R34 gtr z tune nurburgring time

BuySellNewsForumsEventsServicesHome/News/Japanese cars/NISMO R34 GT-R Z-Tune: Time For Tea? By Matt Bird / Wednesday, August 5, 2015 Even in the enviable NISMO back catalogue, the R34 Skyline Z-Tune stands out as something a bit special. A final swans song for the Skyline GT-R and a 20th birthday gift (project?) for NISMO, is the kind of car to send JDM fans into an absolute frenzy. NISMO decided on the Z-Tune project only after production of R34 ceased, meaning that 20 low-mileage cars had to be found to start work at the end of 2002. The mechanical overhaul was as complete as you might expect, with the result of at least 500 hp and NISMO of 398 pounds took a time of 10.06 quarters of a mile when a 911 GT3 just nipped under 13 years old... Here is the Z-Tune at the Nurburgring, introduced with some music that could have been directly off the Gran Turismo menu and be expertly driven well. Notice how fast it flows through gears, how fiercely it appears, and how it has just exceeded the speed of rear tires in the slowest corners. Yes, we see many tours of the Nurburgring, but watching such a legendary car on the track is definitely worth a few minutes. There have been many changes from R32 to R34. Some of the major changes were mainly in the areas of suspension, chassis and aerodynamics. One of the variants that saw some serious changes even compared to what the tuners were doing was the Z-Tune variant. While most people know that the Z-Tunes were based on the R34 GT-R VSpec l/II, they most likely don't know that there was a Z-Tune 1 that was a development prototype leading to the Z-Tune 2 that was sold to the public. It was a very different car, much more difficult in the sense that it didn't really have some of the luxury seals seen in the Z-Tune 2, had a lot more power (600 hp) and lacked airbags. The car also arrived with a built-in roll cage. You can see some of the photos in the video below. The Z-Tune as we know it was with a 2.77L GT500 block, crankshaft and bierod that were said to be balanced within one gram of each set to maximize engine fluidity. The Turbos were IHI units used in the Falken R34 GT-R for the 24 hours of the Nurburgring at 1.5 bar to produce a peak of 500 horsepower. Instead of stock-fused pistons, forged pistons were used that maintained the standard oil cooling channels (this reduces the probability of detonation but more oil is sucked from the plinth by the PCV system) which have been similarly balanced within one gram of each other. A stronger GT500 water pump and a larger radiator have been installed, along with a GT500 oil pump and oil coolers Those who know the RB26 will know that the standard oil pump has a tendency to fail, so things like this conespess a lot to ensure reliability even if you track it lap after lap. To prevent the oil from joining in the head, an oil limiter was installed in the head. To avoid the hunger for oil at the pick-up due to bending, a pan of bewildered oil was installed. This isn't as good as a dry suction cup system that can be adapted to an RB26, but it's good enough for almost everything that doesn't work with series rides. Source: Sean MorrisA was also installed a larger intercooler to reduce suction air temperatures due to higher flow and thrust pressure of ball bearing IHI turbos. The Nismo GT Plenum has also been used to better equate airflow to all cylinders as the standard cylinder provides most of the air to cylinder 6, which also causes some differentials in turbo and rpm flow rates. In Nismo tests, they found that the exhaust gas temperature delta between the two turbos decreased by 18%. Energy production increased by 1.8% and fuel economy also increased by 0.4%. It doesn't seem like much, but these small changes are what adds up over time to become a noticeable improvement. The engine also received a GT500 exhaust manifold, enlarged turbo sockets, redesigned catalytic converters, and the Weldina NE-1 titanium catback exhaust system. If you watched the best Motoring video above on this car, you'll probably know that it was a huge engineering challenge for Nismo to get the right camshafts and ecu tussling. Most tuners push rich enough when the thrust goes high to protect the engine, but this leads to massive afterburn while the unburned gasoline hits the fresh air and explodes in contact. This type of shock can destroy a catalytic converter. This car was sold as emission compliant, so these problems had to be overcome before being sold. A large overlap on static camshafts also leads to quite a bit of unburned fuel going straight to the drain, so there's balance to have here. The duration was 244 degrees on both suction and exhaust with a cam lift of 9.25 mm. The extraction and lifting of exhaust gases are quite aggressive when considering the relatively short service life, probably due to emissions and the need to improve mid-range power. Interestingly, the maximum lifting values generally accepted for cam shaft lifting are about 9.25 mm before they contact the piston for the RB26, so Nismo was pushing the limits of cam lifting here. Despite the relatively short duration it is interesting to note that Dino Dalle Carbonare at Speedhunters mentioned that the engine response was a bit flat below 5000 rpm, which is probably a function of larger turbos and the lack of something like HKS VCAM, which increases the flow of exhaust gases to the parts due to the internal recirculation of exhaust gases and increased efficiency Note that this is the Clubman Race Spec R34, but the parts depicted are Z-Tune. Source: SpeedHuntersIn addition to these changes, new air inlet tubes were used in combination with a new airbox and snorkeling that connected directly to the hood. The air inlet tubes have been designed to solve the infamous turbo shuffle problem that comes with the turbo biturbo escort tube with updated turbos and allow for more air flow in general. The airbox has been redesigned to improve flow while keeping the OEM the OEM for filtration and laminar flow as MAFs need a carefully designed intake to work well. To reduce the suction air temperature and increase airflow to the airbox, the carbon fiber hood directly fed the airbox through a redesigned air scoop and duct. It goes without saying that the updated injectors have been used to keep up with the larger turbo and engine. Note that this is the Clubman Race Spec variant, but it uses a number of Z-Tune parts. Source: SpeedHuntersAs the engine builds are beautiful, what really distinguished the Z-Tune from everything else was the stiffened chassis and better aerodynamics. Spot welding reinforcements were made to the door frame, along with carbon fiber around the front strut towers, floor, front fender stabilizers, and transmission tunnels. The stiffness of the dry carbon reinforced floor pan has been increased by 2.7 times. The inner wall of the trunk between the rear seats and the trunk was removed and replaced with dry carbon fiber. Carbon fiber was also used in the front fenders, bonnet and bumper cover, which reduced the amount of weight on the front half of the car. Through these measurements, the increase in frame stiffness for better handling and performance was achieved without the use of a roll cage, which would have been extremely dangerous without at least a 4-point harness, helmet and HANS device to prevent whiplash and contact with the roll cage. Note that carbon fiber reinforcements around the puntoneMl towers have previously mentioned that aerodynamics was a critical part of what distinguished the Z-Tune from other R34 GT-R, and body changes significantly increased the downforce, probably going from a near-zero lift where the front tires see only a lower exhaust with higher speed to a real negative lifting feature that increases grip as speed increases. What sets even the fastest road cars apart from real race cars like F1 cars is ultimately downforce, so these changes really add up a bit. The appearance of the Z-Tune. The graphite lip is missing, but not much else. Source: SpeedHuntersThe hood of the Z-Tune was ventilated towards the front where air would be extracted from the engine compartment. The fenders were also devalued near the side rear-view mirrors to draw additional air from the engine compartment and front brakes which further reduced the amount of air trapped in the car at high speed to improve downforce and cooling. The anterior sub-trailer has also been redesigned to direct towards the brakes and increase the downforce as the design was no longer as simple flat plate as it is on the VSpec. It is interesting to see how Nismo lessons learned in R34 GT-R racing were applied to this car as the design of the parts in the Z-Tune for aero and cooling has more than a passing resemblance to real R34 GT-R racing cars. Nismo claims that the front diffuser alone led to a 2.2-fold increase in front downforce. To maintain balance, a new gurney flay rear spoiler was installed to also increase the rear downforce and the side/rear skirts were to reduce pressure losses from the undercarriage. Spoiler revised with Gurney flap as seen on Clubman Race Spec. Source: SpeedHunters Suspension has also been retuned with an emphasis on performance on the track. This meant extremely rigid springs at 14 kg/mm with sachts three-way adjustable shock absorbers. To give an idea of how stiff these springs are, the Ohlins Road and Track collovers that Nismo now uses are 9 kg/mm on the front and 8 kg/mm on the rear while the VSpec L springs were 4 kg/mm on the front and 5 kg/mm on the back. However, it is important to note that the quality of the stroke is not a function of spring speed alone, since the damper has a significant impact on the characteristics of the suspension. The Z-Tune is definitely not a smooth road race, as its suspension has been tuned mainly to perform on the track. The harder rubber has also been used for bushings in suspension to further increase stiffness. Source: SpeedHunters If you know the differences between the R33 and the R34 GT-R you will know that for the most part the brakes have not really been updated between the two generations, except for some differences in the ABS and in a larger rear rotor for the following years of the R34. New brakes have been developed for Z-Tune in collaboration with Brembo. Ventilated and cracked rotors with a larger diameter were added along with new pliers and reprogrammed ABS to work properly on R-compound tires that allowed the car to stop at up to 1.6g. Interestingly, Nismo generally continues to prefer cast iron brakes for their cars as the Clubman Race Spec also uses steel R35 brakes. I suspect this is a matter of convenience, as it is said that road cars are better off with cast iron rotors for better performance at low temperatures and speeds. Note the carbon fiber crankshaft and carbon fiber reinforcements near the transmissionIn-line transmission, a new dual-plate clutch was used to handle the additional torque without slippage, and a front LSD was added to improve performance and steering feel as the differential makes steering heavier as it approaches full lock due to increased speed differential. The standard V160 getrag has been retuned as options such as a real sequential dogbox are difficult to drive and actually only make sense in race applications where the lost half second to use the clutch to change is a big deal. A carbon fiber crankshaft was also fitted, weighing 7.26 kg compared to the standard 12.56 kg of the rear crankshaft as standard. Further cooling was also mounted on the transmission and rear differential. The rear diffuser has been removed, although it appears that sources suggest that it could be maintained. Oddly enough, the final standard unit has been maintained, but this may be due to the need to maintain a low number of laps/min of highway cruising. Source: SpeedHuntersTo complete the car, the WAITING controller has been remapped to engage the transfer carcass more aggressively to make the car handle with less power oversteer to compensate for the greatly increased power. Lo Z-Tune Z-Tune an improved interior. A cluster of Nismo gauges was installed, as well as an Nismo MFD with additional functionality. A new steering wheel has also been wrapped in Alcantara. The door cards and seats were also covered in black leather and red Alcantara. The result was a car that set a new record on the lap of the production car in Tsukuba for its time. Only 19 were built and today the car is generally valued at over 500,000 euros. While time has passed in several respects, the attention to detail is still impressive today and is a testament to Nismo's abilities when focused on a singular concept. Concept.

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