FAST & FURIOUS

Nissan Skyline GT-R (R34)

NISSAN SKYLINE GT-R (R34)

Brian's Car

1



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FAST & FURIOUS

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Weekly "Fast & Furious Nissan Skyline GT-R (R34)"

Issue 1

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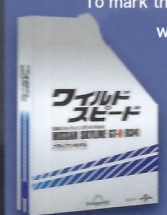
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Every Skyline GT-R was born to win races, packed with the latest technology.

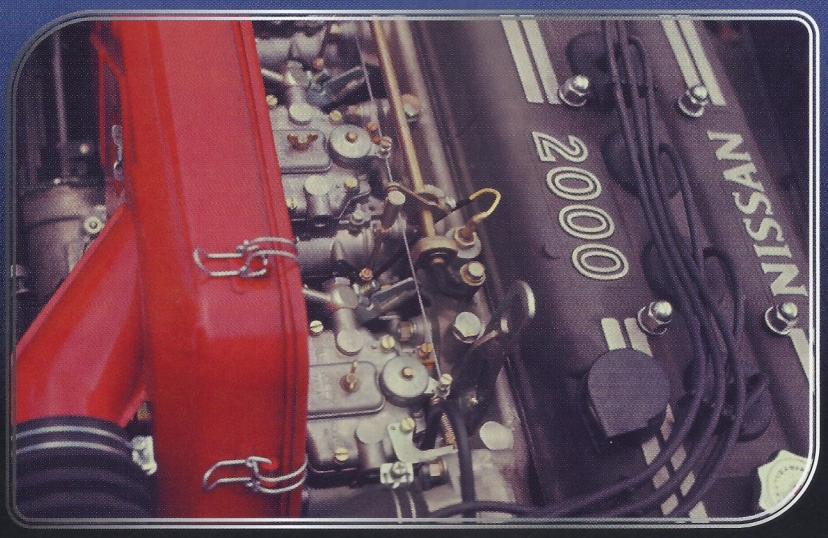
The Nissan Skyline GT-R that "2 Fast 2 Furious" made famous around the world

In 1969 the first "Skyline 2000GT-R" (PGC10) was born: the third-generation "Skyline" with a GT-R badge, a special car built to win races. The third Skyline GT-R (R32), with electronically controlled torque-split 4WD and a 2.6ℓ twin-turbo engine, arrived in 1989, and from the next year it dominated racing, including the All Japan Touring Car Championship. Decades later, the fifth Skyline GT-R (R34) became a star of the screen.

What made the world take notice of the Nissan Skyline GT-R (R34), a Japan-only model, was "2 Fast 2 Furious" (2003), the second film in the series. In the opening street race it is the car of the hero, Brian O'Conner (Paul Walker). Against highly tuned rivals such as the Toyota Supra (A80), Mazda RX-7 (FS3S) and Honda S2000 (AP1), it showed off its fierce driving and high performance and won car fans' hearts overnight.

The series set off a JDM boom in America. JDM stands for Japanese Domestic Market, the home market in Japan. By extension, customizing and tuning Japanese cars sold in America to look like Japanese-market models came to be called JDM, and it caught on among car fans. They boosted power with tuning parts imported from Japan and fitted replica Japanese number

The Nissan Skyline GT-R that "2 Fast 2 Furious" made famous around the world



← The S20 engine, redesigned from the engine of the "Nissan R380" prototype sports car, went into the first Skyline "2000GT-R" (PGC10).

plates.

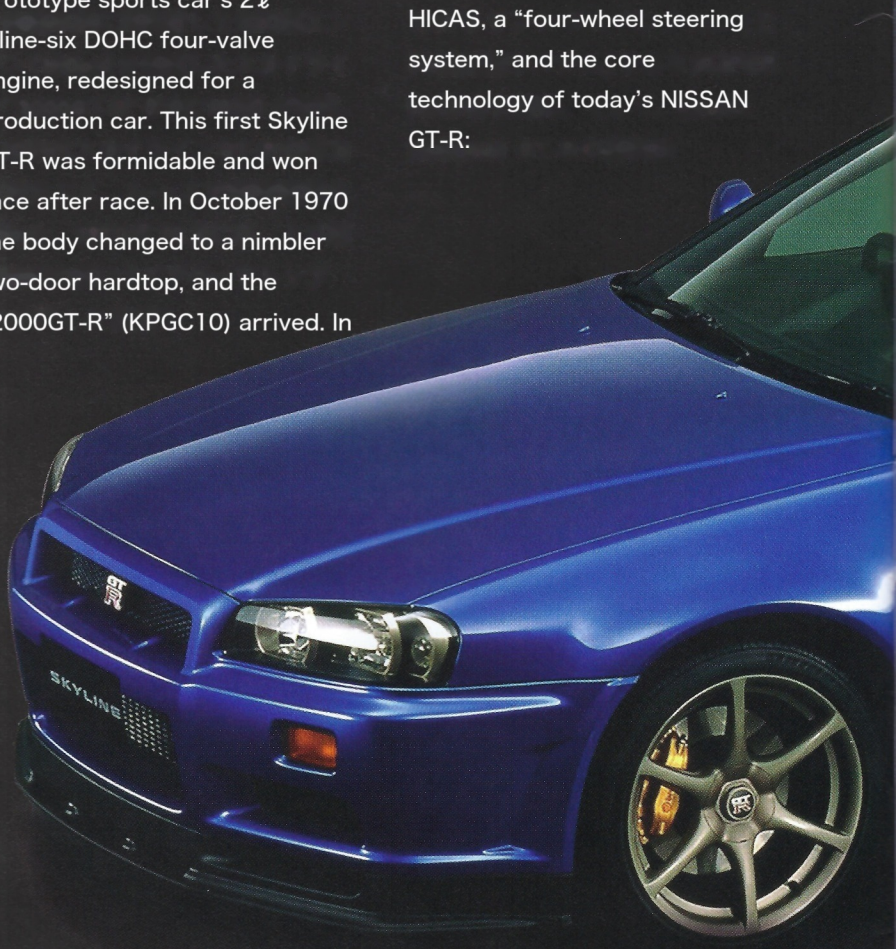
As the film's street-race scenes show, the rivals' cars, though Japanese, are US-spec left-hand drive, but Brian's Skyline GT-R (R34), silver with blue vinyl graphics, is right-hand drive. Nissan did export a few right-hand-drive GT-R (R34)s to Britain, but none officially anywhere else, so no left-hand-drive version exists.

In America, right-hand-drive cars are in principle barred from public roads, and registering one is said to be very hard. Even so, a few GT-R (R34)s were imported legally after dedicated importers got them through the US Department of Transportation's crash tests, emissions rules and other requirements. That makes the GT-R (R34) an intriguing, extremely rare "supercar" to American car fans.

A Pure Racing Engine, Redesigned for a Four-Door Sedan

The history of the Skyline GT-R is full of glorious victories. Nissan's "Skyline GT-R" was born in February 1969, more than half a century ago. Built to win touring-car races, the Skyline "2000GT-R" (PGC10) was a four-door sedan with the S20 engine (160ps): the prototype sports car's 2ℓ inline-six DOHC four-valve engine, redesigned for a production car. This first Skyline GT-R was formidable and won race after race. In October 1970 the body changed to a nimbler two-door hardtop, and the "2000GT-R" (KPGC10) arrived. In January 1973 came a full redesign, the second "2000GT-R" (KPGC110), but only about 200 were built, and the so-called first-generation GT-R came to an end.

Sixteen years later, in August 1989, the Skyline GT-R returned as the R32. The Skyline GT series' traditional inline-six evolved into the RB26DETT (280ps), a 2.6ℓ DOHC four-valve engine with twin ceramic turbos. The chassis gained three new technologies whose keyword was "4": a completely new "four-wheel multi-link suspension," SUPER HICAS, a "four-wheel steering system," and the core technology of today's NISSAN GT-R:



electronically controlled torque-split 4WD.

This system is not full-time 4WD. Based on rear-wheel drive, it automatically and continuously splits torque between front and rear, from 0:100 to 50:50, to suit the conditions. When rising torque makes the rear wheels slip more, torque goes to the front wheels too. It combined cornering handling, which earlier 4WD tended to sacrifice, with the traction only 4WD can give.



↑ The Skyline "2000GT-R" (KPGC10), the two-door hardtop whose wheelbase was shortened by 70mm in the 1970 minor change.

The Group A GT-R also won at Spa-Francorchamps

The Skyline GT-R (R32) was both "the ultimate road-going car" and a "Group A race-winning machine." It won on its debut in the March 1990 opener of the All Japan Touring Car Championship and went on to a record 29 straight wins. It shone in Group A racing abroad too: in the Australian Touring Car Championship from 1990, it was champion in both 1991 and 1992. At the 1990 Macau



↑ The Skyline GT-R (R34), last of the second generation, with a more advanced torque-split 4WD system and new aero parts.

The Nissan Skyline GT-R that "2 Fast 2 Furious" made famous around the world



↑ The second Skyline "2000GT-R" (KPGC110), fully redesigned in 1973: a phantom model, only about 200 were built.

Grand Prix Guia race, too, the GT-R (R32) won by a landslide. So fast was it that from 1991 it had to carry heavy handicap weights. In 1990 a GT-R (R32) won its Group N class in the Spa-Francorchamps 24 Hours, and in 1991 it took the overall win and the Group N win, making the Skyline known even in Europe, where it was never sold.

In January 1995 the Skyline GT-R was fully redesigned as the R33. It starred in the All Japan GT Championship, and in 1995 the NISMO GT-R LM (R33) entered the Le Mans 24 Hours and finished 10th at its first attempt. A small number of GT-R (R33)s were officially exported to Britain, where celebrities such as F1 drivers bought them, making headlines.

Then, in January 1999, came the R34, the culmination of the second-generation GT-R. It shared its basic mechanicals, such as the RB26DETT engine and torque-split 4WD, with the R32 and R33, but it was the first to use a German Getrag six-speed manual transmission. A stiffer body and front and rear diffusers improved its aerodynamics and sharpened its speed.

The GT-R (R34), with real-world performance to threaten Europe's famous supercars, would go on to the screen as Brian O'Conner's car.



→ Debuting on the circuit in 1990, the Skyline GT-R (R32) set a record 29 straight wins, unbeaten in the Group A All Japan Touring Car Championship.

The Man Who Drives the GT-R

After the first film, "The Fast and the Furious" (2001), was a mega-hit, the series reached its peak as early as its second film. Brian O'Conner, the man who became a legend, is back. And this time he arrives in that Nissan Skyline GT-R (R34).



↑ The Nissan Skyline GT-R (R34) jumps into the race at the last moment. The fans gathered for the street race are intrigued by the mysterious driver at its wheel.

On June 3, 2003, "2 Fast 2 Furious" (Japanese title "Wild Speed X2") opened in Hollywood: the long-awaited new film for fans whom the first film had taken by storm. The "WaiSupi" series is now popular even at Universal Studios, but the first film left several mysteries. What became of Dominic Toretto's family? Did Dominic escape the net of law and order? And above all, where did Brian O'Conner go?

With "2 Fast 2 Furious," the audience is surprised from the very start. The action has moved from Los Angeles to Miami. Is this a new chapter? Or a completely different story, sharing only sports cars that thrill audiences by racing past at overwhelming speed? The first thing on screen is a Miami street scene at night. A crowd of young people is busy getting ready for

YOU RIDE YOU FIGHT

the special street race about to be held. Its organiser is Tej Parker, a mechanic with an Afro who later becomes one of the series' main members. Dozens of speed fans have gathered in a corner of downtown near Tej's garage to enjoy his show: to watch skilled drivers race, savour the roar of the engines and get drunk on the smell of nitrous and tyres scorching the road.

The Fourth Driver

But Tej soon has a problem. The rules say the race starts four cars at a time, yet only three drivers have turned up. He has to find one more right away. Unruffled, Tej calls someone. A man picks up, his face rising out of the dark of a bedroom, and Tej asks him straight out: "Want to race tonight? Get here in four minutes." For the man in the dark, those words were enough. He dashes out of his apartment and jumps into his car. But it is no ordinary car. It is the legendary Nissan Skyline GT-R (R34). Engine roaring, a dazzling blue neon glow under its body, the GT-R streaks through the night streets. Its silver body with blue stripes seems to throw back the street lights, and before long it reaches its destination. The other drivers watch, and suddenly their faces harden. Who is at the wheel? Everyone knows at once: the man who drives the GT-R, Brian O'Conner.

A Man Called Brian

Even in the world of recent action films, few heroes have left as deep a mark on fans as Brian O'Conner. Probably because Brian is a rare example of a hero who stands for the ordinary man you might meet anywhere, and because that ordinary man holds to justice, loyalty and friendship above all else.

As "WaiSupi" fans know, Brian gives everything to do what is right, and at times that brings enormous danger. He acts by his own code and doesn't care in the least what others think of him. And he always tells right from wrong. In the films and beyond, Brian comes to be highly respected by those around him. Gripping the wheel and putting his foot down to meet his fate, he wins everyone's admiration.



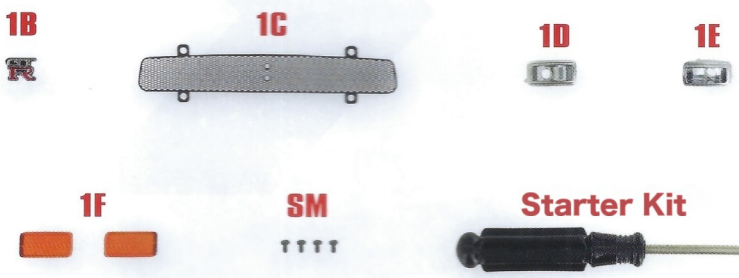
↑ The Nissan Skyline GT-R (R34) races through Miami to join the race.

STAGE 1
Assemble the Front Bumper

In this issue, fit the upper grille, emblem and indicator lamps to the bumper unit.

Parts This Issue





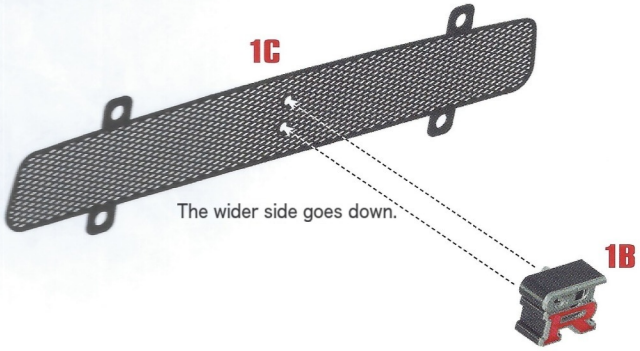
* The model's design means some parts may differ in shape from the real car.
* The screws in the photo do not include spares.

1A Front Bumper
1B GT-R Emblem
1C Front Grille
1D Front Indicator Housing [L]
1E Front Indicator Housing [R]
1F Front Indicator Lens ×2
SM Screw (1.7×3mm) ×4 + spare
Starter Kit Phillips Screwdriver (No. 0)

1.01

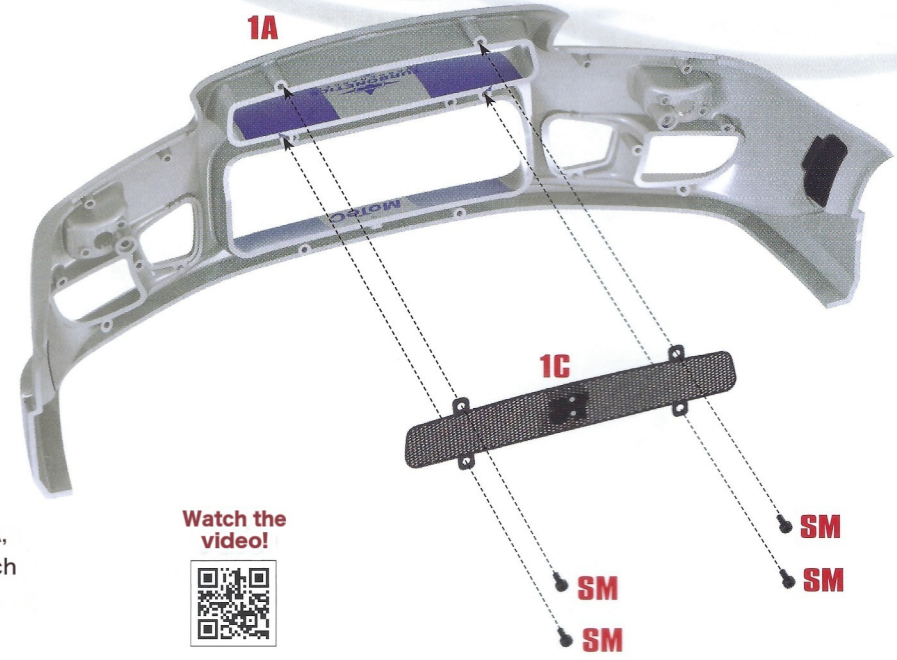
Press the GT-R emblem (1B) firmly into the two holes in the centre of the front grille (1C).

The front grille (1C) has no front or back, but it has a top and bottom: take care.



Assemble the Front Bumper

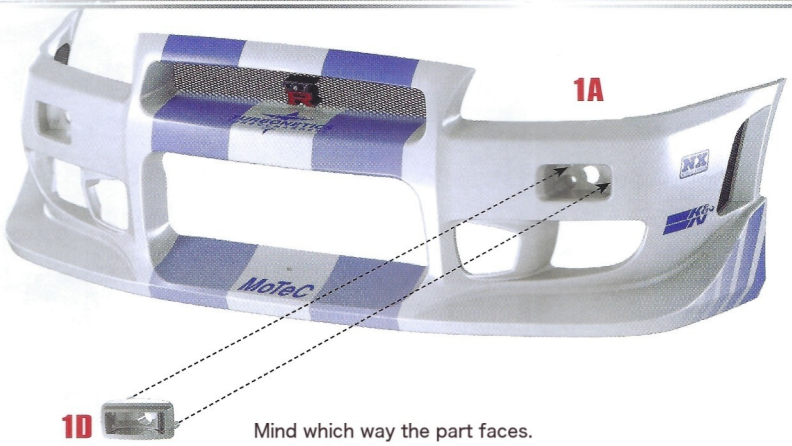
1.02 Fit 1C into the front bumper 1A from the inside, lining it up with the opening at the top of the bumper, and fix it at 4 points as shown with SM screws, using the Phillips screwdriver (No. 0).



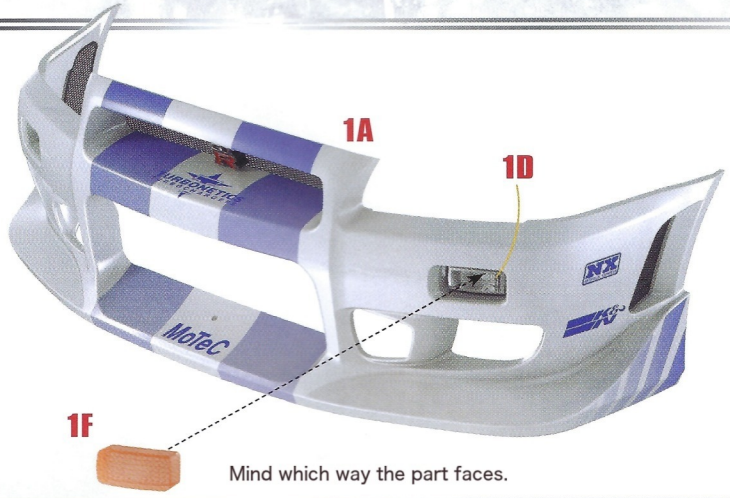
One-Point Advice
When screwing 1C to 1A, lay down a soft cloth such as a towel so the parts don't get scratched.

Watch the video!

1.03 Fit the front indicator housing [L] (1D) into the recess at the upper left of 1A.



Mind which way the part faces.



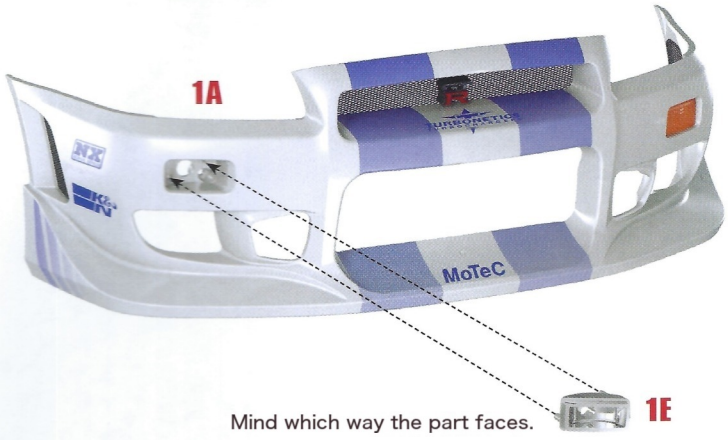
Mind which way the part faces.

1.04 With the flat face outward, fit the front indicator lens (1F) over 1D and press it in until it clicks.

The two 1F parts are identical, but each has a left and a right once fitted. Fit them so they sit snugly in the indicator housings.

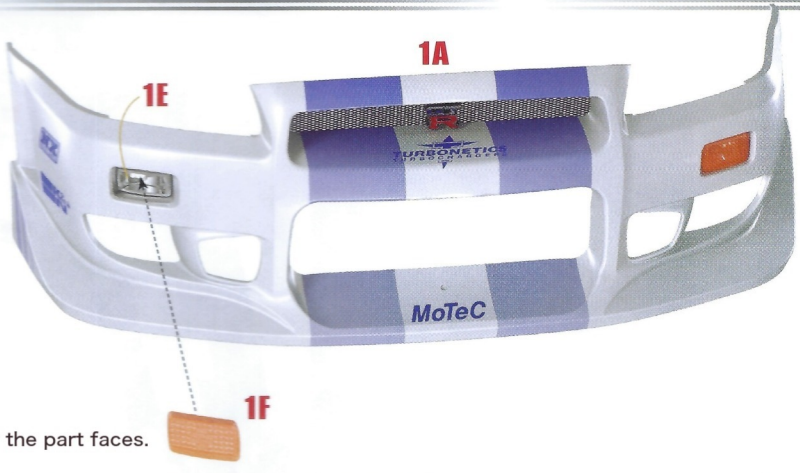
1.05

Fit the front indicator housing [R] (1E) into the recess at the upper right of 1A.



1.06

With its flat face outward, fit the other 1F over 1E and press it in until it clicks.



Finished This Issue

In this issue you fitted the "GT-R" emblem, the car's icon, to the front bumper, the face of the Skyline. The sporty shape of the bumper already hints at the power of the Skyline GT-R (R34).



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Contents & Parts This Issue

Nissan Skyline GT-R

The Nissan Skyline GT-R that "2 Fast 2 Furious" made famous around the world

More than 30 years after the first Nissan Skyline, built to win races, the high-spec, more powerful R34 GT-R starred in "2 Fast 2 Furious."



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The Man Who Drives the GT-R

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GT-R (R34) Assembly Guide

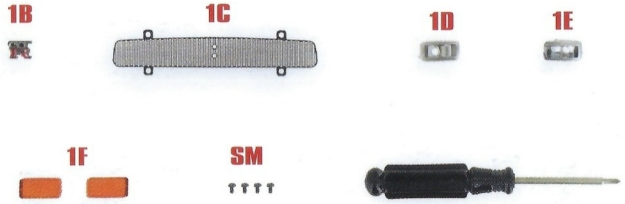
Assemble the Front Bumper

Fit the upper grille, emblem and indicator lamps to the bumper unit.



Parts This Issue





1A Front Bumper
1B GT-R Emblem
1C Front Grille
1D Front Indicator Housing [L]
1E Front Indicator Housing [R]
1F Front Indicator Lens ×2
SM Screw (1.7×3mm) ×4 + spare
Phillips Screwdriver (No. 0)

* Some parts may differ in shape from the real car due to the model's design. * Screws shown do not include spares.

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Nissan Skyline GT-R

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"Fast & Furious" Story & Behind the Scenes

The great car Brian picked: the Nissan Skyline GT-R

GT-R (R34) Assembly Guide

Assemble the Right Front Tire

Next Issue's Parts

