FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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Armed with the latest technology, the Skyline GT-R was born to win.

THE GT-R ON THE STREETS OF AMERICA

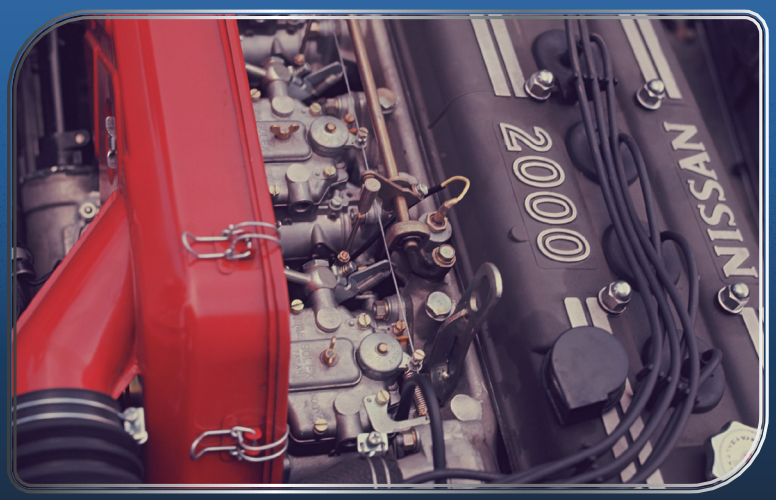
The first Skyline to carry the GT-R badge was born in 1969. Built solely to win races, it dominated on Japanese circuits. With a torque split 4WD and a 2.6-liter twin turbo engine, the third generation GT-R (R32) ruled the touring car and endurance racing scene starting in 1989. Decades later, the Skyline GT-R (R34) would become a star on the big screen.

The Nissan Skyline GT-R (R34), a model produced exclusively for the Japanese market, impressed in the second instalment of the *Fast & Furious* series, the 2003 movie *2 Fast 2 Furious*.

In the first street-race vignette, the protagonist Brian O'Conner (played by Paul Walker) appears in his beloved Skyline GT-R (R34), competing against a Toyota Supra (A80 model), Mazda RX-7 (FS3S type), and a Honda S2000 (AP1 type). The Skyline's supreme performance enables O'Connor to beat his highly tuned rivals and in the process the model became an overnight sensation.

The *Fast & Furious* series launched the JDM (Japanese Domestic Market) boom in the United States. This involved customizing and tuning Japanese cars sold in the US, to give them domestic specifications, and it became popular among

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The S20 engine was the first in a domestic commercial car to adopt an in-line, six-cylinder DOHC four-valve configuration, providing a maximum output of 160ps.

speed enthusiasts. Cars boosted with tuning parts imported from Japan and even sporting replicas of Japanese licence plates began to appear.

As you can see from the street race scene in the movie, the rivals' cars – even the Japanese models – are left-hand drive for American specifications, but Brian's Skyline GT-R (R34) with blue vinyl graphics on the silver body is a right-hand drive. In fact, at the time, Nissan exported a limited edition of right-hand drive Skyline GT-Rs (R34) to the UK, for driving on the left-hand side of the road. However, there was no export to any other country and the Skyline was not officially sold overseas.

In addition, in the United States it was not officially possible to drive a car with right-hand specification on public roads, and registering a car with right-hand drive was strictly controlled. However, a small number of Skyline GT-Rs were legally imported by a dedicated company, after passing certain requirements such as crash test and exhaust fume regulations set by the US Transportation Department. That's why the Skyline GT-R (R34) was seen as a rare breed of supercar, intriguing American fans.

A RACING ENGINE IN A FOUR-DOOR SEDAN

The history of the Skyline GT-R is full of glorious victories. The Nissan Skyline GT-R model was born in February 1969, more than half a century ago. The Skyline four-door sedan with a prototype sports car, two-liter, six-cylinder DOHC four-valve engine – redesigned for commercial vehicles with an S20 type engine (160ps) – debuted as the 2000GT-R (PGC10 type). The power of this first Skyline GT-R was tremendous and it won numerous touring-car races. In October 1970, the body was changed to the two-door hardtop 2000GT-R (KPGC10 type) with improved performance. After that, in January 1973 came a full model change to the second generation 2000GT-R (KPGC110 type), but it resulted in the production of only about 200 units.

Sixteen years later, in August 1989, the Skyline GT-R was revived as the R32 type. The Skyline 2000GT-R's traditional in-line, six-cylinder engine was a newly developed 2.6-liter DOHC four-valve engine combined with a twin ceramic turbo RB26DETT type engine (280ps). In addition, the model was equipped with three state-of-the-art technologies: Super HICAS (High Capacity Actively Controlled Steering), a four-wheel multi-link suspension, and a torque split 4WD feature called ATTESA-ETS (Advanced Total Traction Engineering System with Electronic Torque Split). These features became



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the core technology on the current Nissan GT-R.

This electronically controlled torque split 4WD is not a full-scale 4WD; rather, it is system that drives the rear wheels and automatically distributes torque seamlessly to the front and rear wheels from 0:100 to 50:50 depending on the driving conditions. When the amount of rear-wheel slip increases due to the increase in driving torque from the rear wheels, the amount of torque is then automatically increased on the front wheels.Handling performance during cornering, often sacrificed in previous 4WDs, and the traction performance unique to a 4WD, were both achieved.



In 1970, the Skyline 2000GT-R (KPGC10 type) with a wheelbase shortened by 2.75in (70mm) was introduced.

GROUP A SPEC GT-R WINS THE SPA-FRANCORCHAMPS

The Skyline GT-R was not only the "ultimate road-going car" but also a Series A race-winning machine. The R32 model's debut win came in the opening race of the All Japan Touring Car Championship held in March 1990. After that, the model went on to set a record of 29 consecutive wins. The car was also active in Group A races overseas. From 1990, it competed in the Australian Touring Car Championship and was a Series Champion for two consecutive years. In 1990, a Skyline GT-R (R32) also won the Macau Guia Grand Prix. Because



The Skyline GT-R (BNR34 type) was introduced in 1999. The torque split 4WD system had been further advanced and new aerodynamic components were adopted.

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In 1973, the second-generation Skyline 2000GT-R (KPGC110 type) marked a complete change, but it was a short-lived model ending with only about 200 units produced.

of its speed, the car incurred handicap weight from the following year. In addition, the Skyline GT-R took overall victory in the 1991 Spa-Francorchamps 24-hour race as well winning the Group N-class. It gave the GT-R great publicity in Europe, where it wasn't officially exported.

In January 1995, a full model change was made, and the R33 type was introduced. That year, the Nissan Skyline GT-R LM (R33) made its first appearance in the 24 Hours of Le Mans, finishing in tenth place.

The R34 type, the culmination of the second generation GT-R, debuted in January 1999. The basic mechanics, such as the RB26DETT type engine and the electronically controlled split 4WD, were similar to those in the R32 and R33 types, but it was the first time that a six-speed manual transmission – made by Getrag in Germany – was adopted.

Aerodynamic performance was also enhanced through increased body rigidity, front and rear diffusers, and improved speed. When a few examples of the R34 were exported to the UK, they became such a hot model that celebrities such as F1 drivers became owners.

It was no surprise that the Skyline GT-R, whose history boasted such high performance that it threatened Europe's most renowned supercars, became Brian O'Conner's favorite car and dominated the screen. ♦



The Skyline GT-R (R32), which made its racing debut in 1990, set a record for 29 consecutive victories under the Group A regulations of the All Japan Touring Car Championship.

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THE MAN IN THE GT-R

After the indisputable success of *The Fast and the Furious,* one of the most exciting moments in the history of the franchise came when it brought the charismatic figure of Brian O'Conner back for the second movie, now at the controls of a spectacular Nissan Skyline GT-R (R34).



Street racing fans check out the mysterious driver of the Nissan Skyline GT-R (R34), who has joined the competition at the last minute.

On June 3, 2003, *2 Fast 2 Furious* was released in Hollywood, eagerly awaited by those who had been amazed by the first movie in the franchise. The first film in Universal Studios' most famous movie franchise had left many questions unanswered: What had happened to the Toretto family? Had Dom eluded the forces of law and order? And, above all, where was Brian O'Conner?

Right at the start of the sequel to the first movie, the audience was somewhat confused when they saw that the action had shifted from Los Angeles to the city of Miami. Was it a new chapter? Or a new story with the same passion for the fastest sports cars?

YOU RIDE YOU FIGHT

In the first few minutes of the movie, we see that it is nighttime in Miami, and a group of youngsters are working hard on the preparations for what

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is going to be an extraordinary race around the city streets. The organizer of the race is Tej Parker, an eccentric-looking mechanic, who will later become one of the key players in the franchise. He is attending to the dozens of speed fans who have gathered together in the area around Juancito's garage to enjoy the show, eager to see the fastest drivers in action, to feel the engines roaring, and to get a whiff of the unmistakable smell of nitrous oxide and the burned rubber of the tires on the asphalt.

THE FOURTH DRIVER

All of a sudden, Tej Parker is faced with a serious problem: only three drivers have shown up, when it was announced that there would be four cars taking part. He's a driver short and needs to find another one in a matter of seconds. Showing hardly any signs of worry, Tej makes a call on his cell phone and somebody answers from among the shadows of a bedroom. "Hey, man, you feel like racing? You got four minutes." This is all the guy taking the call needs to know, and he runs out of his apartment and jumps in his car. This is no normal car: it's a formidable Nissan Skyline GT-R (R34), whose engine roars when it flies down the road with its underside lit up by a powerful blue neon light. The bodywork, painted silver with blue stripes, sparkles under the streetlights until it reaches its destination. When the other drivers see it, a worried look flashes across their faces. They already know who's at the wheel: Brian O'Conner, the man in the GT-R. ♦

A GUY CALLED BRIAN

Few heroes in modern action movies have left such a profound mark on fans as Brian O'Conner. This is possibly because, like few others, he represents the ordinary guy, who, completely unconventionally, demonstrates an absolute commitment to values like justice, loyalty, and friendship. Fans of the *Fast & Furious* franchise see Brian as the character who makes an effort to do things right, although this occasionally means he runs enormous risks. He acts according to his own code, unconcerned by what others think about him, and he can always tell the difference between right and wrong. In this way he earns the admiration of those who accompany him – on and off the screen – gaining respect when he gets behind the wheel of a sports car and accelerates towards his destiny.



The Nissan Skyline GT-R streaks through the streets of Miami to participate in a race.

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NISMO – NISSAN'S MOTORSPORTS DIVISION

Strength in motorsports! NISMO is a dream come true for Nissan fans.



In 2012, NISMO moved its headquarters from its original location in Omori to its present home at Daikoku-cho, in the Tsurumi region of Yokohama. Not only are the factory facilities here comprehensive, they also boast a world-class works team that carries out a wide range of activities.

Nissan fans are familiar with Nismo Motor Sports International Corporation (now Nissan Motorsports & Customizing Co., Ltd.), established as a 100 percent Nissan-owned subsidiary. Founded in Tokyo's Omori area in September 1984, it conducts motorsports operations for Nissan.

THE BIRTH OF NISMO

Before the creation of NISMO, Nissan's motorsports activities were carried out by two divisions – the Oppama factory's special vehicles department and Nissan Motors Advertising Division 3. The latter was at the Omori plant, which managed sales of performance parts and offered customer support to Nissan enthusiasts who wanted to enjoy competitive motorsports.



Every year in the off season, the NISMO festival is a popular attraction for motorsports fans, who board the circuit bus to watch the race cars on the track.

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The team meets before the start of each motorsport season, when the domestic and international motorsports schedules are announced.

NISMO was born through the integration of these two divisions. It led to the amalgamation of Nissan Works, motorsports vehicle development, parts sales, marketing, and customer service.

"Providing driving pleasure for our customers is the essence of the Nissan sports brand."

Nissan Works has an impressive track record both domestically and internationally in circuit racing and in rallying. In addition, it is involved in the development and marketing of motorsports parts for Nissan customers, the management of single-model races, and other activities.

In recent years, the Super GT race series has grown in popularity domestically, and features Nissan's successful models. The strength of NISMO lies both in achieving racing-car velocity and in the speed of the team's pit work.

From the late 1990s, the customization boom fueled the development and marketing of custom parts. This culminated in the development and small-scale production of a new car.

HIGHLY POPULAR EVENTS

Since 1997, the annual fan appreciation events held in the off season, at the beginning of December, have grown in popularity. The attraction of these events is that they assemble racing cars from days gone by with the latest racing machines to create a dream contest between old and new, models never usually seen together at races. From race fans of yesteryear to contemporary race enthusiasts, there is something for everyone to enjoy. Originally, the event was completely put together by NISMO staff, who carried out all the planning – even printing entry and parking tickets using the in-house printing press.

In addition, the NISMO road car series – which began in 2013 with the launch of the Juke NISMO and includes the GT-R NISMO – has grown to incorporate several models. The term "sports level" has naturally became associated with NISMO, and has been adopted by many Nissan enthusiasts. In 2017, a circuit meeting for NISMO road car users was set up. It was the first event focused on track driving and quickly became established as a popular event. Since it was founded in 1984, NISMO has steadily helped to build Nissan's reputation as a sporting brand among the marques' enthusiasts. The NISMO brand now has an image comparable to AMG for Mercedes-Benz or Abarth for Fiat. ♦



NISMO ROAD CAR SERIES

Starting with the JUKE NISMO in 2013, the NISMO road car series has expanded its lineup of models with the Fairlady Z NISMO, March NISMO, GT-R NISMO, and Note NISMO. Beyond Japan, NISMO models available overseas include the Sentra NISMO specifically for the US market and the NISMO Patrol for the Middle East region.

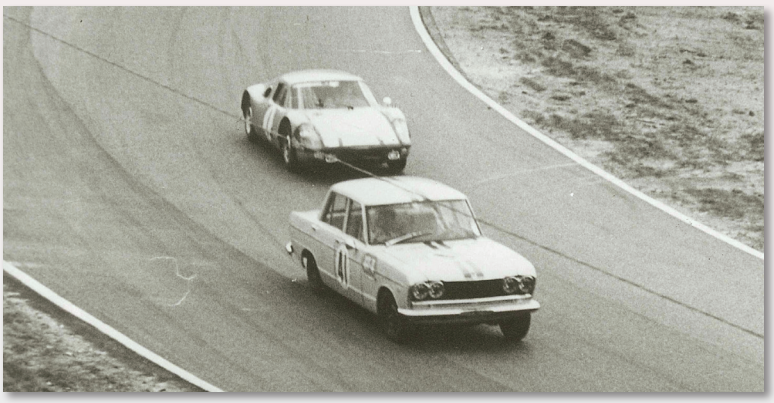
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THE GT-R LEGEND'S GLORIOUS ORIGINS

Japan's automotive industry was witnessing a period of rapid growth on May 3, 1964, the date of the 2nd Japanese Grand Prix at the Suzuka Circuit in Sanju Prefecture. The main event, the GT-II race, attracted everybody's attention – it was a showdown between the automatic Prince Skyline GT (S54A-1) and the Porsche 904.

After a resounding defeat at the 1st Japanese Grand Prix the previous year, Prince's technical team decided to develop a competitive vehicle for the 2nd Japanese Grand Prix. It was against this backdrop that the Skyline GT was born.

The development process for the car was unconventional. The wheelbase and hood of the Skyline 1500 (S50) were extended by 7.9in (20cm), and it was then fitted with the in-line, six-cylinder 2,000cc SOHC engine from the Prince Gloria. Originally designed to take a four-cylinder engine, the compact Skyline was now equipped with a six-cylinder engine, which is insane from a balance perspective. Up until then, installing such a powerful engine in a domestic car was considered impossible.



The iconic moment at the Second Japanese Grand Prix when the Skyline overtakes the race-bred Porsche 904. If this had not happened, the GT-R may never have been born.



The Skyline 2000GT was released in February 1965. The long-nosed, short-deck style was widely admired as testament to the performance cars of the time.

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The Gloria's engine was equipped with three Weber carburetors imported from Italy. In addition, a five-speed, cross-transmission limited-slip differential was installed. In fact, the effect of installing a six-cylinder engine was remarkable – although it was as difficult as a wild horse to control, track times certainly improved.

The problem was that for a car to qualify for participation in the GT class, the rule was that more than 100 units must have been produced. To ensure that the Prince could compete, 100 cars were completed by hand in super-quick time. It was now officially recognized for the GT class, just in time to compete on race day.

Though the race was lost to the Porsche 904, the Prince was on top at one point and dominated positions 2–6. The race totally changed the way people looked at the Skyline – the sight of the Skyline managing to compete head-to-head with the Porsche gave birth to the notion of the Skyline as a "wolf in sheep's clothing". As a result, more than 80 units of the handmade, limited-edition Skyline GT road car sold in a flash. ♦



The race specification car, fully restored in 2012 by the Nissan Meisha Restoration Club and housed at the Nissan Heritage Collection.

TECHNICAL DATA

SKYLINE GT S54A-1 TYPE (1964)

Length:	168in (4,255mm)
Width:	59in (1,495mm)
Height:	56in 1,410mm
Wheelbase:	102in (2,590mm)
Tread (front):	50in (1,265mm)
Tread (rear):	49in (1,255mm)
Vehicle weight:	2,161lb (980kg)
Kerb weight:	2,222lb (1,008kg)
Engine:	Type G7B, straight-six SOHC with Weber 3 series carburetor, race specification
Total displacement:	1,988cc
Maximum power:	110kW (150ps) / 6,800rpm
Maximum torque:	176Nm (18.0kgm) / 4,800rpm
Suspension (front/rear):	double wishbone / semi-elliptical leaf rigid
Brakes (front/rear):	drum / drum (aluminum fins)
Tires:	4.50L-13 (R6)



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STAGE 1
FRONT BUMPER (1)

In this issue, we start to assemble the front bumper of the model by attaching the upper grille, the emblem, and the turn signal lights to the bumper unit.

PARTS



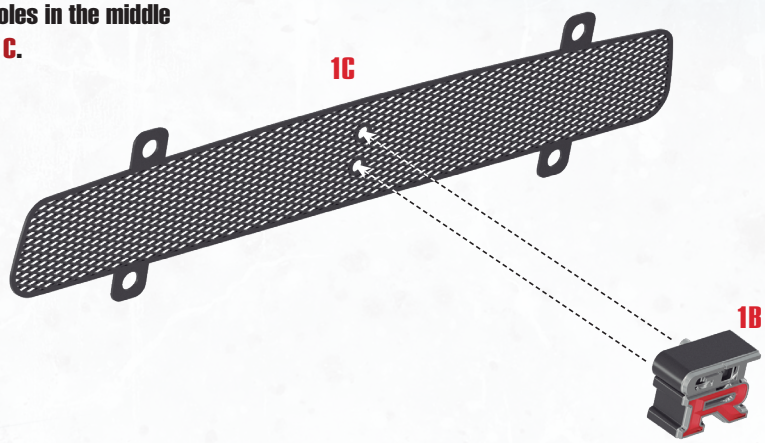
1A	Front bumper
1B	GTR emblem
1C	Front grille 1
1D	Left front turn signal light housing (L)
1E	Right front turn signal light housing (R)
1F	Front turn signal light lenses (×2)
SM	Screws 1.7x3mm (×5*)
—	Screwdriver

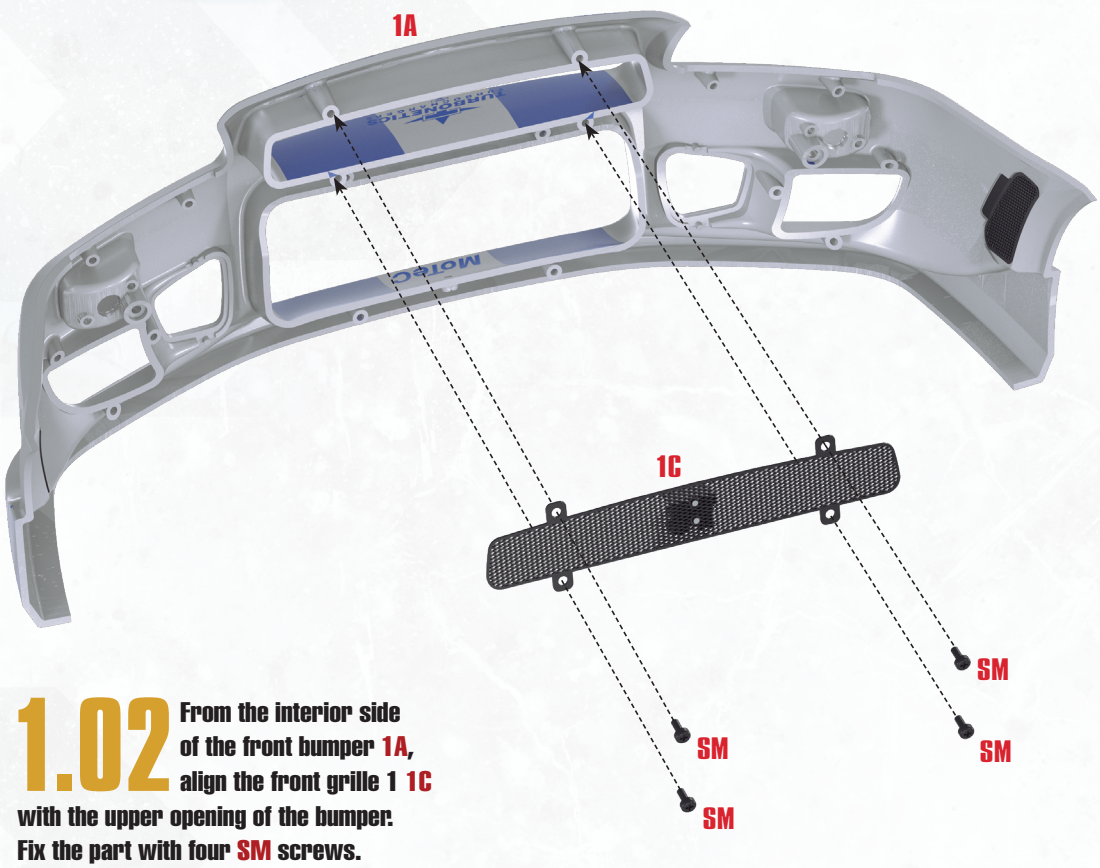
*Including spares

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FRONT BUMPER (1)

1.01 Firmly insert the GTR emblem 1B into in the two holes in the middle of the front grille 1 1C.



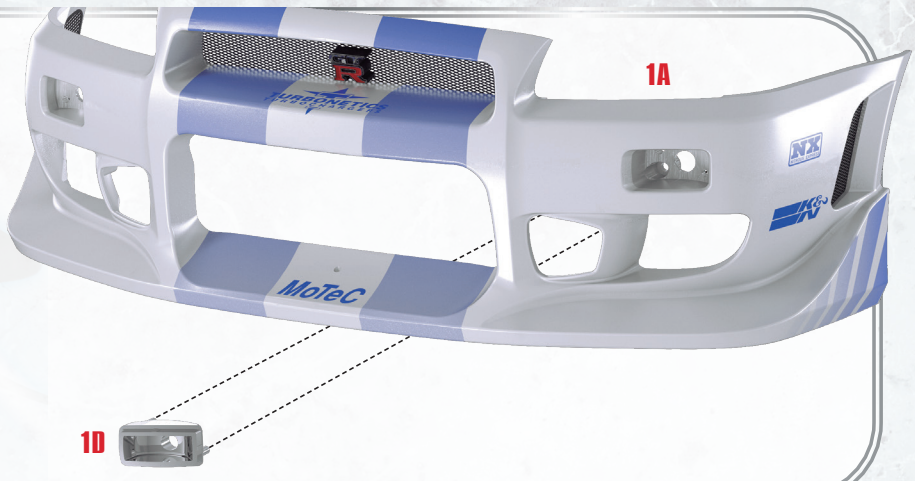


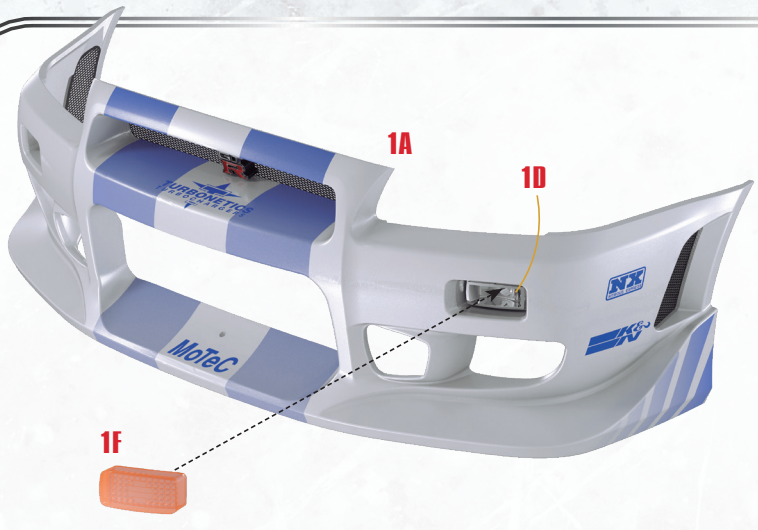
1.02 From the interior side of the front bumper 1A, align the front grille 1 1C with the upper opening of the bumper. Fix the part with four SM screws.

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1.03

Place the left front turn signal light housing 1D (L) in the upper left recess of the front bumper 1A.



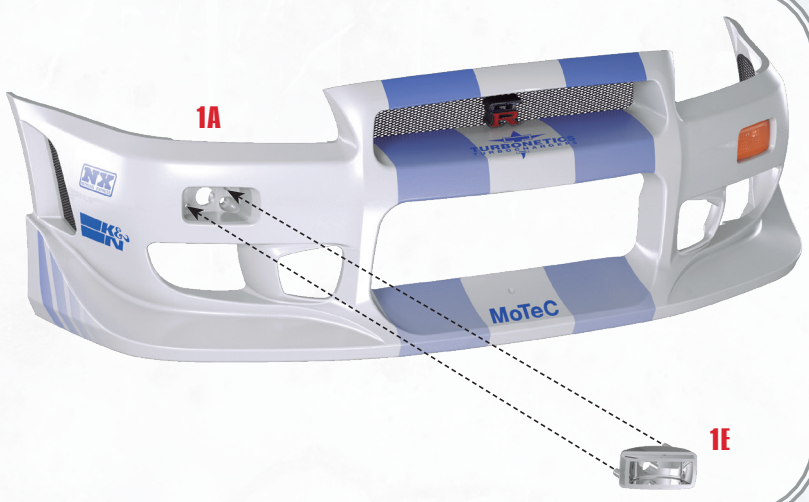


1.04

Fit one of the front turn signal light lenses 1F, with the flat side oriented to the exterior, over the left turn signal light housing 1D.

1.05

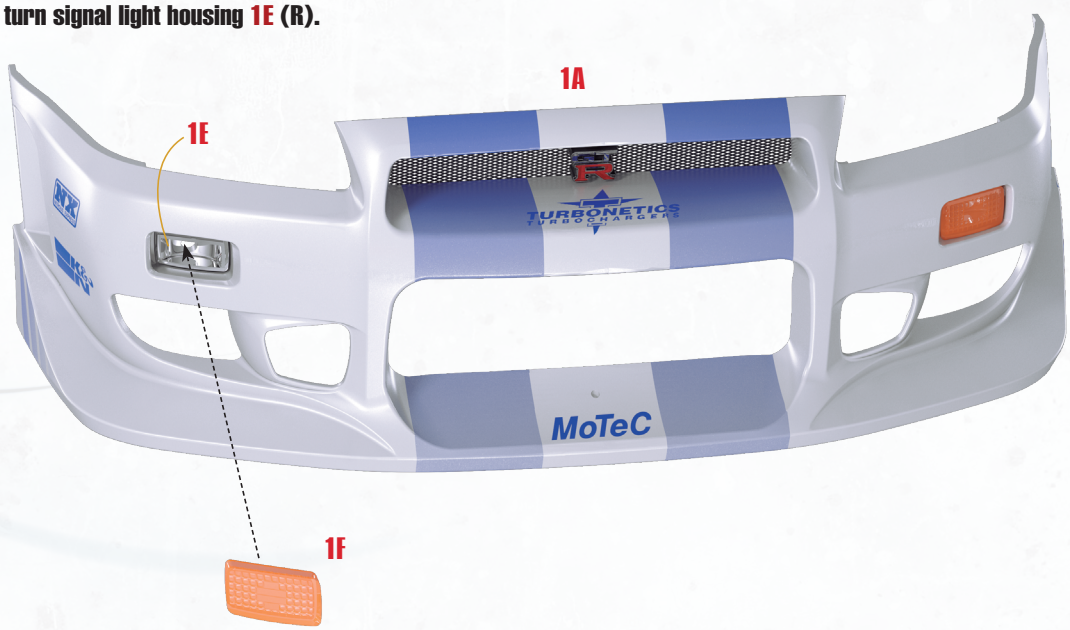
Place the right front turn signal light housing 1E (R) in the upper right recess of the front bumper 1A.



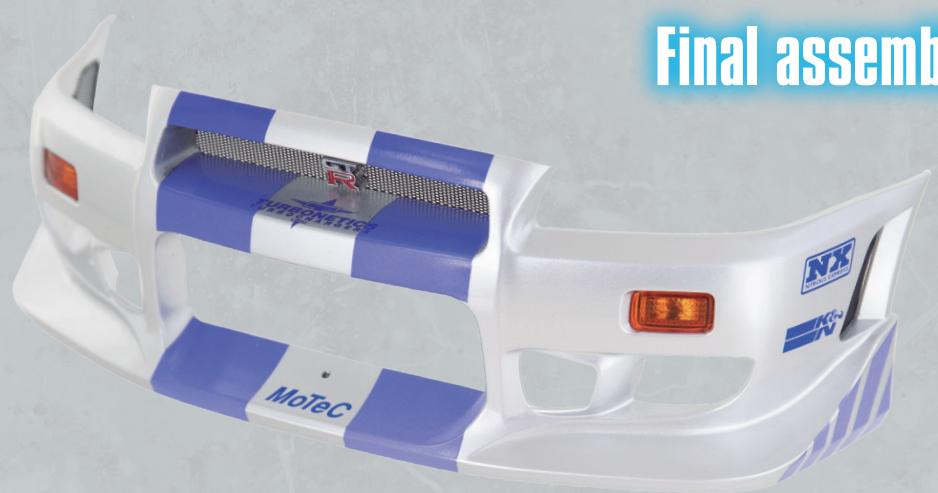
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FRONT BUMPER (1)

1.06 Finally, fit the other front turn signal light lens 1F, with the flat side oriented to the exterior, over the right turn signal light housing 1E (R).



Final assembly



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