FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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The traditional large-diameter analog dials are in front of the driver.

ANALOG GAUGES FOR GENUINE SPORTS DRIVING

Because high-speed sports driving on roads and circuits can place strains on a car's performance, it is essential to accurately monitor the ongoing condition of the vehicle – its engine speed, engine oil pressure, oil temperature, and other characteristics – to prevent trouble from occurring. The Skyline GT-R (R34) was equipped with a dashboard gauge that made it easy to check these variables even in extreme driving conditions.

In the 1980s, the first digital gauges appeared in cars, with the 1981 Toyota Soarer said to be the first Japanese car equipped with a digital readout. Nissan also adopted digital gauges for its Silvia, Gazelle, and Leopard models.

AN ANALOGUE METER IN A SPORTS CAR?

In the early days of digital gauges, a fluorescent tube-type speedometer with a glowing green light displayed the speed in numbers, and a tachometer designed liked a bar graph featured a light-emitting diode that lit up in sequence.

004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 1 23/10/23 18:19

Later, graphic digital gauges using liquid crystals were introduced. Some cars adopted a graph-like design for the tachometer that mimicked the engine performance curve, with the maximum output at the top.

Nevertheless, the gauges in domestic sports car that appeared later in the 1990s were conventional analog dials and only a few cars retained the digital format.

However, the gauges in domestic sports cars that appeared later in the 1990s were conventional analog dials and only a few cars retained the digital format.

Sports cars in the 21st century can be divided into those with analog or digital gauges. The old-fashioned, high-visibility, large-diameter analog dial was still alive and well as the mainstream offering. On the other hand, there are super-sports models that adopt digital readouts with a graphic, full-color LCD display instead of a physical gauge. However, in this respect there are also cars that feature a circular digital tachometer that imitates an analog gauge.

TACHOMETER POSITION AND DISPLAY

Debuting in 2007, the Nissan GT-R (R35) featured an analog tachometer in the center of the gauge cluster with a speedometer to the left, marked up to 340km/h (211mph). It is surprising that even in 2023, when Japan's leading super-sports car has undergone several iterations, it continues to use traditional analog dials instead of graphical digital gauges. The reason for adopting the analog style is that the linear movement of the gauge hands directly reflects the engine response and speed increase, and so appeals to the intuition of drivers who enjoying sports driving. Water temperature and fuel gauges, which are essential for checking even during daily driving, are located to the right of the tachometer as small analog dials.

Other vehicle information such as boost pressure, engine oil temperature, and oil pressure – which are all essential for sports driving – is selected and displayed on the large, wide LCD monitor of the multifunction gauge in the center of the dashboard.

The Skyline GT-R (R34), which was unveiled in 1999 and sold until 2002, was equipped with a combination of analog dials and a large LCD monitor.

In front of the driver is a large-diameter tachometer and speedometer, with the former on the left and the latter on the right. In fact, the previous Skyline GT-R (R32 and R33) had their tachometers on the right, just like in other Nissan cars. To explain why it was reversed with the Skyline GT-R (R34), the catalog says, "The important factor in sports driving is visibility near the red zone of the tachometer, whereas in normal driving it is important

The Skyline GT-R (R34) V-spec tachometer is a two-stage display type with small variations in the readings up to 3,000 rpm. While speedometers commonly display to 180 km/h (112mph), NISMO released a 320km/h (199mph) version as a standard custom part.



004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 2 23/10/23 18:19



Up until the previous Skyline GT-R (R33), the speedometer was placed on the left and the tachometer on the right, but the layout was reversed in the Skyline GT-R (R34).

to have visibility in the speed range below 80km/h." The two dials were positioned in the upper center part of the console, a position that is the easiest to read during driving.

There is another way to improve visibility. The Skyline GT-R V·spec, which represents the ultimate in sports driving, adopted a two-stage display tachometer. This tachometer reduced the interval between the speed marks in the region below 3,000 rpm to 15 degrees, and the scale interval above 3,000 rpm to 30 degrees. As the speed gradations in the higher range become wider, the driver can more easily read the engine revolutions. It is effective in scenarios where instantaneous judgement is required, such as during circuit driving. In addition, the response of the tachometer was improved to match the sharp response of the RB26DETT engine. The Skyline GT-R (R34) was equipped with a standard gauge, with evenly spaced numbers. An oil pressure gauge recording up to 800 kPa was incorporated in the lower part of the tachometer, and a water thermometer was placed on the left side of the console, with a fuel gauge placed on the right side of the console.

A MULTIFUNCTION DISPLAY IDEAL FOR RACING

The speedometer was a 180km/h (112mph) display and the odometer was an LCD digital display. In 2002, the Skyline GT-R V·spec II "Nür" and GT-R M·spec "Nür", which were limited to a total of 1,000 units, were equipped with a speedometer reading to 300km/h (186mph) as standard for the first time in the history of the Skyline GT-R. However, the speed limiter of 180km/h (112mph) remained unchanged.

It is worth noting that it's apparent that the tachometer in the silver Skyline GT-R (R34), which appeared as Brian O'Connor's car in the movie *2 Fast 2 Furious* (2003), was a standard type with equal speed markings, and the speedometer also featured a normal 180km/h (112mph) dial.

The center console in the previous Skyline GT-R (R32 and R33) models featured three analog dials. The three-dial console on the Skyline GT-R (R33) was arranged from the left with a front torque gauge, engine oil temperature gauge, and a boost pressure meter.

The Skyline GT-R (R34) features a multifunction display (MFD) in the center of the dashboard instead of the three-dial setup. A huge amount of information, which would be spatially difficult for a conventional analog console, can be selected and displayed on the 5.8-inch wide LCD monitor.

There are nine display categories on the MFD for the Skyline GT-R V·spec and seven categories for the Skyline GT-R (R34): 1. throttle opening; 2. injector opening rate; 3. supercharging pressure; 4. engine oil temperature; 5. voltage (single mode/twin mode only); 6. engine water temperature (multimode only); 7. front torque (single mode/twin mode only); 8. intake air temperature (GT-R V·spec); 9. exhaust air temperature (GT-R V·spec).

Moreover, the screen display can be selected from three types: single mode for displaying a single item; twin mode for displaying two items; and multimode for displaying multiple items at once. The driver can arbitrarily set the red zone for the injector opening rate, super-

004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 3 23/10/23 18:19

ANALOG GAUGES FOR GENUINE SPORTS DRIVING



The dashboard on the Skyline GT-R (R34) features a central multifunction display (MFD). Various types of vehicle information are graphically displayed on the color liquid crystal display. The MFD was developed further on the current Nissan GT-R (R35).

charging pressure, engine oil temperature, and exhaust temperature, while the zone display color changes from green to red when the set value is exceeded. In addition, the shift-up indicator can also be set – when the engine speed is set arbitrarily, the shift-up point is indicated by the red light on the indicator on the uper right of the MFD unit.

The MFD, which can display accurate vehicle information without the need for additional aftermarket dials, has enhanced the performance and value of the Skyline GT-R (R34). The fact that the current Nissan GT-R (R35) is also equipped with a further enhanced MFD indicates how highly it is valued. ♦

The speedometer in the Skyline GT-R V·spec II "Nür" and M·spec "Nür" reads to 300km/h (186mph), while the tachometer has the same two-stage display configuration as the standard V·spec.



004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 4 23/10/23 18:19

TEJ PARKER, FROM MECHANIC TO COMPUTER GENIUS

He was a provocative and rather eccentric minor character who brought a touch of humor to the action, but he later evolved to become one of the indisputable members of Toretto's crew.



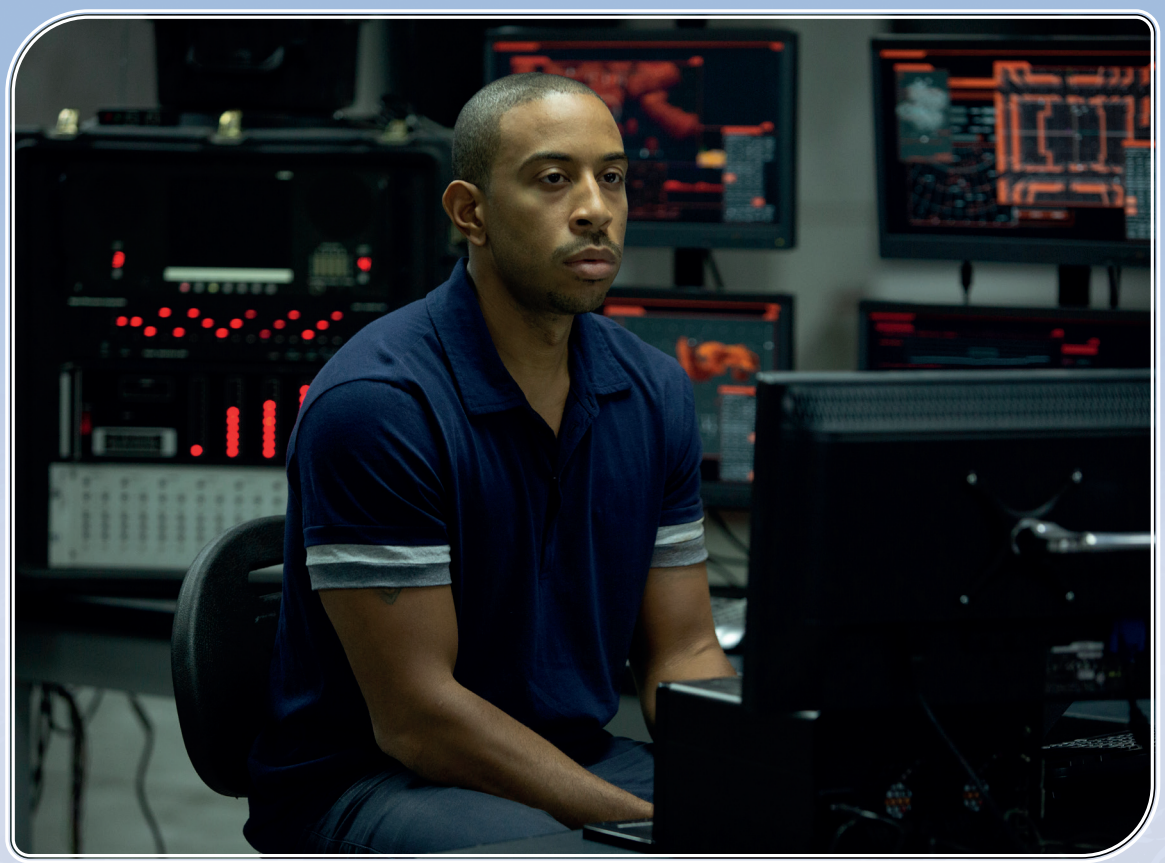
Cars are the true passion for the protagonists of *Fast & Furious,* and street racing is part of their life.

At the start of *2 Fast 2 Furious,* Tej Parker appears as the charismatic organizer of the street races in Miami. Dressed in a mechanic's overalls that are a couple of sizes too big, and with a voluminous afro hairdo, he immediately demonstrates his authority in the world of cars and speed. Surrounded by a large group of friends and spectators, he summons the best racers, prepares exciting routes for the races, and controls the betting. If anyone arrives in Miami and wants to make a name for themselves by driving fast, they see Tej Parker, as Brian O'Conner did the moment he arrived in the city.

The proprietor of his own garage, Tej's Garage, which is also a social club for his buddies, Tej could have prospered in Miami. But his eagerness to innovate and constantly improve lead him to leave the world of racing behind and get into the latest technologies. Hence, when he reappears later in the franchise, in *Fast Five,* we meet a completely different character. The laid back image we were familiar with is a thing of the past, as is the hustle and bustle of street races, tools, and tuned

004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 5 23/10/23 18:19

TEJ PARKER, FROM MECHANIC TO COMPUTER GENIUS



engines. The new Tej is presented as someone far more restrained and thoughtful, looking smart, who has no problem handling any electronic devices – he's capable of deciphering passwords, hacking computer systems, and even shutting off the street lighting of a city. It is these skills that really lead him to join the official crew of Dominic Toretto, who he helps by giving him the technological backup that his plans require.

This transformation does not mean that Tej has completely forgotten his origins. Far from it. He still remembers his days as a race driver, and he really enjoys the opportunity to get behind the wheel of a fast car. Of course, he will demonstrate that some things never leave you, and he will find himself mixed up with his team in thrilling chases that will force him to get the very best he can out of vehicles such as a Lucra LC470, a Ripsaw MS3 UGV, or a Jeep Rubicon. His history in the streets also becomes clear every time he gets together with his crewmate Roman Pearce, with whom he maintains a friendly rivalry.

Much of Tej Parker's irresistible personality is due to the actor who plays him, Christopher Brian Bridges. Popularly known as the rap star Ludacris, he was encouraged by the director John Singleton to make his big-screen debut in the second movie in the series. Since his reappearance in *Fast Five,* Ludacris has appeared in all the movies in the franchise. ♦

In addition to changing his style, Tej moved away from workshops, engines, and betting to specialize in new technologies.

HOW TO GET CLOSE TO DOMINIC TORETTO

The Los Angeles Police Department suspects that a young ex-con called Dominic Toretto, the leader of a crew of street-racers, may be involved in the wave of truck heists. He also runs a shop, Toretto's Market & Café, and a small auto workshop. To find out if he is involved in the robberies, Brian O'Conner has to get close to Toretto. But how? At Toretto's shop, however, he meets Mia Toretto, who will change the course of his life.

004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 6 23/10/23 18:19

THE 1958 AROUND AUSTRALIA MOBILGAS TRIAL

Part 2: A sensational class victory

The 1958 Around Australia Mobilgas Trial was restricted to passenger cars sold on the consumer market. Car manufacturers took note, and the rally was viewed as an event to test their cars' limitations and performance – success could be used as publicity for a model around the world. Nissan brought two Datsun 210 models to the rally, naming them "Fuji" and "Sakura".



Yutaka Katayama had proposed the rally idea to the company and participated in the actual rally as team manager. He is credited with igniting the spirit of Nissan motorsports.

This tough rally required drivers not only to be skillful, but also to have great mental and physical resilience. At the time, it was common for teams to hire local drivers who had superior knowledge of the terrain, but Nissan daringly appointed their own drivers who had expert knowledge of their in-house products.

Kazuaki Okuyama and Yasuharu Namba driving "Fuji", and Yoshitane Oya and Yonekichi Minawa at the wheel of "Sakura", were young employees. They worked, respectively, for the Manufacturing Department, the Design Testing Division (Nanba, Oie), and the Service Department.

004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 7 23/10/23 18:19

THE 1958 AROUND AUSTRALIA MOBILGAS TRIAL

The rally started in Melbourne at 8.20am on September 7, 1958.

Although at the outset the goal of the Nissan team had been simply to complete the race in the under-1,000cc A class, on its debut appearance "Fuji" achieved a remarkable first championship win. "Sakura" also attracted attention by finishing in 4th place in the same class. On returning to Japan, the triumphant team members held a victory parade all over the country. It is hard to believe now, but it is said that they were acclaimed by fervent crowds on every roadside across Japan. Later, at the 1959 New York International Auto Show, the same type of Datsun 1000 sedan (US export specification) was exhibited, helping Nissan's full-scale export efforts to the US.

"Each driver in the overall victory won with the indomitable spirit of Yasuharu Namba, the first president of NISMO."



Yasuharu Namba, Yoshitane Oya, Yonekichi Minawa, and Kazuaki Okuyama, the four samurai of Nissan. The young Yasuharu Namba would go on to play an important role in the development of Nissan's motorsports division.

One of the winning rally drivers, Yasuharu Namba, later became involved in motorsports in Nissan's Special Vehicles Division, winning numerous international rallies and races. He became the first president of Nissan Motor Sports International Corporation (NISMO), which was founded in 1984. ♦



DATSUN TYPE 210 – "FUJI" AND "SAKURA"

The 1957 11 Datsun 1000 sedan (Type 210) was equipped with a new 988cc in-line four-cylinder 34ps OHV engine. Conscious of overseas expansion, curved glass was used in the front window, enabling the car to cope with high-speed driving. To test its durability, the car participated in the Mobilgas Rally and won its class. "Fuji" and "Sakura" – pictured above – were restored in 2011 and brought back to working condition; they are still carefully preserved in the Nissan Heritage Collection.

004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 8 23/10/23 18:19

JAPAN'S FIRST GENUINELY COMPETITIVE SPORTS CAR

In 1952, Nissan launched a limited run of the Datsun Sports (DC-3). This marked the birth of the Japanese "sports car", and was the first domestic vehicle to call itself "sports". Then in 1957, a prototype wearing a sleek body made of FRP was produced. It was exhibited as the "Datsun Sports" at a Datsun Exhibition held on the rooftop of the Nihonbashi Mitsukoshi Department Store. The car attracted a lot of attention and would be released as the Datsun Sports 211 Type, which was the prototype of the Fairlady. However, although the two cars called themselves "sports", the body of the DC-3 was mounted on a ladder-shaped frame. Its performance could not be compared to a sports car on any level.



The concept of "Miss Fairlady" began in 1963, when Nissan used beautiful female showroom assistants to market the model.

In 1959, the first Bluebird P310 debuted. This was the first Nissan car to have a brand name. Although the body wasn't yet monocoque, it adopted a thin, ladder-shaped frame. The front suspension featured double wishbone independent suspension and the rear was standard rigid leaf suspension, although it had evolved considerably since the Datsun 1000.



The Fairlady 1500 chassis was based on that of the 1959 Bluebird P310. You can see from this image of a Bluebird that the two vehicles are siblings.

004_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 9 23/10/23 18:19



After winning his class at the 1st Japanese Grand Prix at the Suzuka circuit in 1963, Genichiro Tawara exhibited his victorious SP310 Fairlady at Nissan showrooms. The car attracted much attention.

Using this first-generation Bluebird frame, with an open body customized and tailored as a sports car, the Fairlady 1500 (SP310 Type) was announced in October 1962. Thanks to the thin frame, it could adopt a low profile and sharp design on par with lightweight European sports cars. The engine was appropriated from the first-generation Cedric 1500 engine. Initially, it was fitted with an SU carburetor, which delivered power output of 71ps and a declared top speed of 93mph (150km/h). A distinctive feature was the three-seat configuration with a side-facing seat behind the driver's seat and passenger seat. After launching in Japan, sales of the SP310 model began in North America. Around four percent of the first year's production, or 200 units, were exported, and that number increased year by year.

In May 1963, at the 1st Japanese Grand Prix at Suzuka Curcuit, Genichiro Tawara's personal SP310 model competed in the B-II class sports-car race. Triumph, MG, and Porsche were among the rivals that had to be beaten as Tawara won his class. As early as June, a specification change was made, with the domestic SP310 changed to include an SU twin-carburetor, the same as the export-spec car. In the engine body, the combustion chamber and piston head shape were altered to increase the compression ratio. As a result of changing the camshaft and exhaust manifold, power was boosted to 80ps and the top speed increased to 96mph (155km/h). The model continued to evolve as a sports car. ♦

TECHNICAL DATA

DATSUN FAIRLADY 1500 SP310 TYPE (1962)

Length:	154in (3,910mm)
Width:	58.9in (1,495mm)
Height:	50.2in (1,275mm)
Wheelbase:	89.8in (2,280mm)
Tread (front):	47.8in (1,213mm)
Tread (rear):	47.2in (1,198mm)
Engine:	G series, in-line 4 OHV SU single carb
Vehicle weight:	1,918lb (870kg)
Total displacement:	1,488cc
Maximum power:	71ps/5,000rpm
Maximum torque:	11.5kgm/3,200rpm
Suspension (front/rear):	double wishbone/leaf spring
Brakes (front/rear):	drum/drum
Tires:	5.60-13-4P

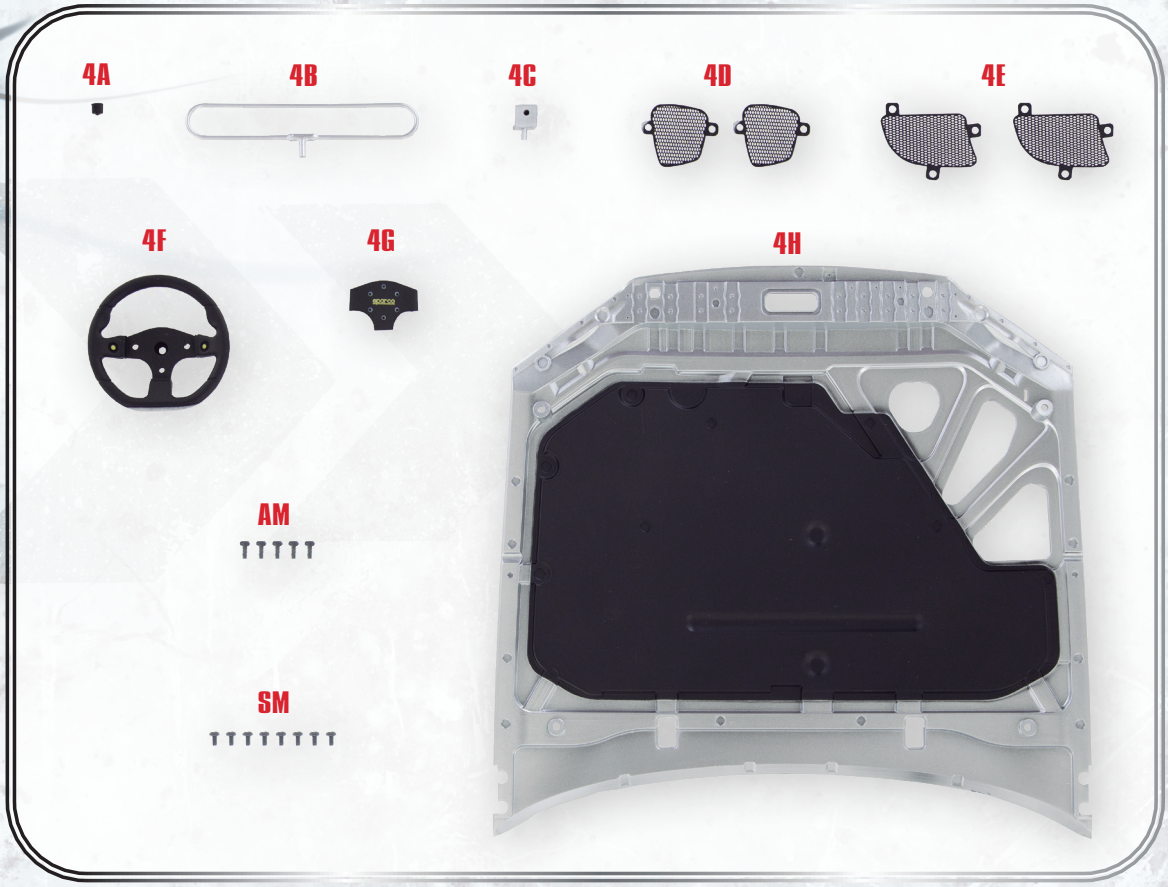


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STAGE 4
FRONT BUMPER AND HOOD

In this issue, we will fit the relief valve and front grilles to the front bumper, and attach the hood to the reinforcement frame.

PARTS



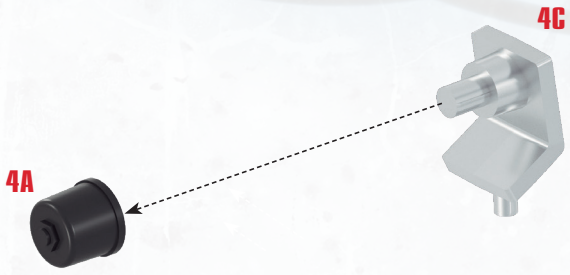
4A Front relief valve
4B Front pressure relief pipe
4C Front relief valve base
4D Front grilles 2 and 4
4E Front grilles 3 and 5
4F Steering wheel
4G Central part of the steering wheel
4H Hood reinforcement frame
AM Screws 1.7×4 mm (×5*)
SM Screws 1.7×3 mm (×8*)

*Including spares

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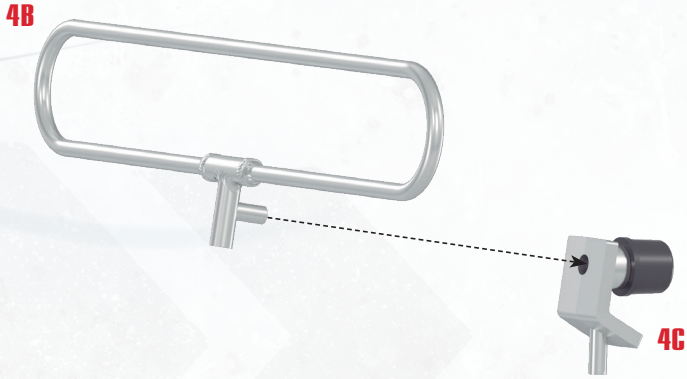
4.01

Fit the front relief valve 4A onto the larger post on the front relief valve base 4C.



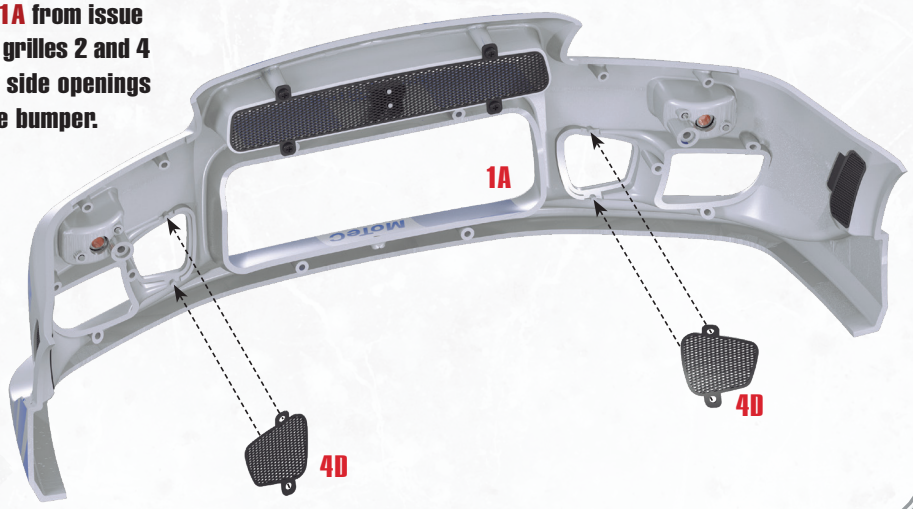
4.02

Insert the front pressure relief pipe 4B into the hole in the front relief valve base 4C.



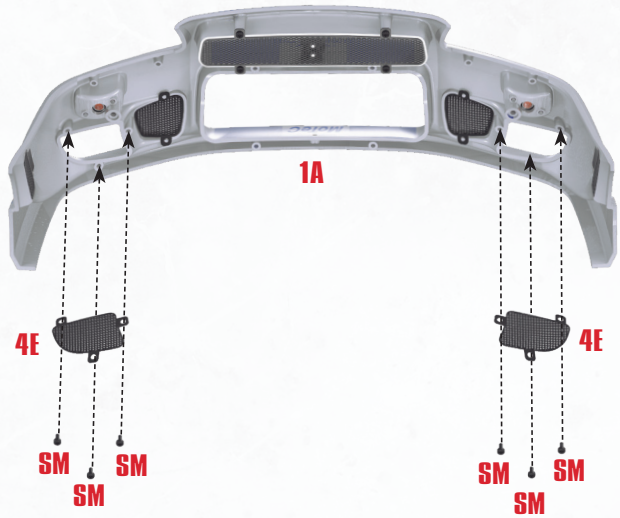
4.03

Retrieve the front bumper assembly 1A from issue 1 and fit the front grilles 2 and 4 4D into the inner side openings highlighted on the bumper.



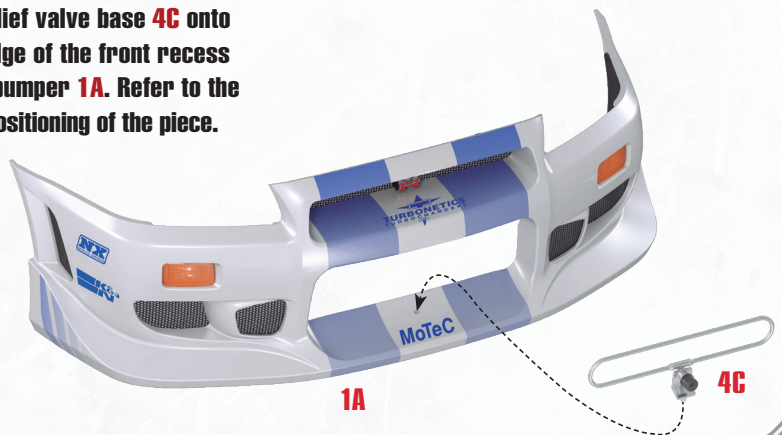
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4.04 Place the front grilles 3 and 5 4E over the outer side openings of the front bumper 1A and attach each of them with three SM screws.

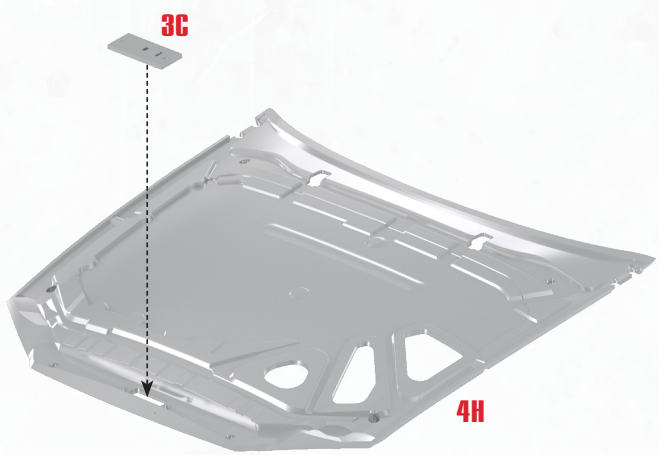


4.05 Place the relief valve base 4C onto the lower edge of the front recess in the front bumper 1A. Refer to the detail image for the correct positioning of the piece.



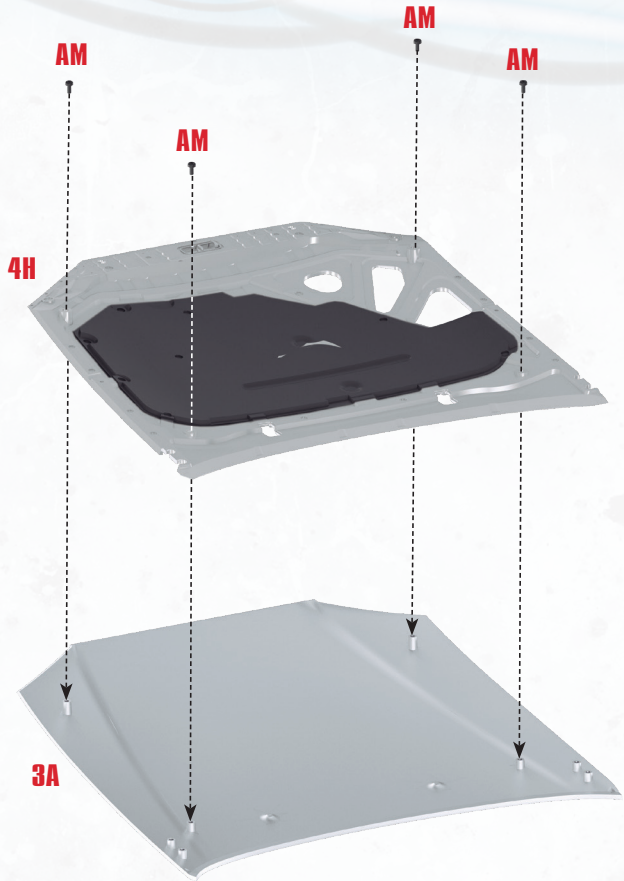


4.06 Retrieve the lock 3C from issue 3, and place it over the opening highlighted on the upper surface (the gray side) of the hood reinforcement frame 4H.



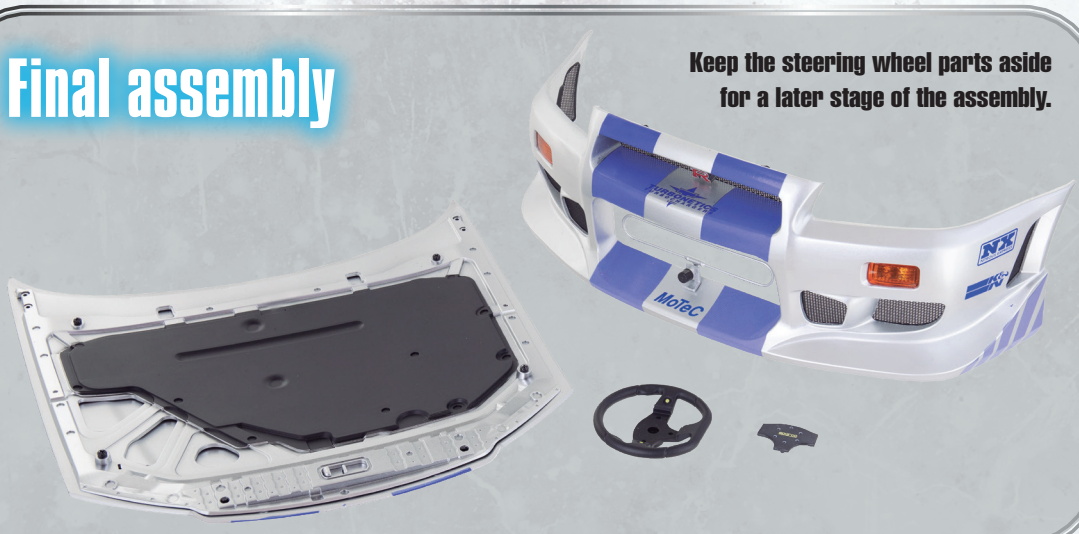
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4.07 Retrieve the hood 3A and carefully place it on a table or other flat surface with the decorated side downwards. Align the reinforcement frame 4H with the hood 3A and fix the parts with four AM screws.



Final assembly

Keep the steering wheel parts aside for a later stage of the assembly.



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