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Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

ORIGINAL VERSION
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08034 Barcelona, Spain
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ENGLISH LANGUAGE ADAPTATION
USA Published by De Agostini
Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

DE, AT, NL, HU, PL, CZ, SK, LT, SE, IT
Published by De Agostini Publishing,
S.p.A, Via G. da Verrazano 15,
28100 Novara, Italy

Picture Credits: p. 1-4: Nissan Press Office; p. 5-6: NBCUniversal Archive; p. 7-10: Nissan Press Office.

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Printed in Italy

ISSN 2977-1609

ISBN (EE countries): 979-12-209-0811-5

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The Skyline GT-R M-spec Nür is housed in the Nissan Heritage Collection in the city of Zama, Kanagawa Prefecture. At the time, it attracted attention as the most expensive Skyline GT-R.

LIMITED-EDITION NÜR AND UK EXPORT MODELS

The Skyline GT-R (R34) was only produced from January 1999 to August 2002. Even so, new versions were added during this period to make the last Skyline GT-R a diverse model, including 1,000 limited-edition cars.

In 2000, Japan's Ministry of Land, Infrastructure, Transport, and Tourism introduced the "Emission Regulations 2000" to regulate harmful substances contained in automobile emissions. The directive was severe, requiring about a 70 percent reduction of CO (carbon monoxide) and NOX (nitrogen oxide) compared to the previous 1978 regulations.

Although these regulations could easily be met on current domestic cars, it was a high bar to meet for the high-output engines of the 20th century, especially turbo units. Of course, it was possible for the technology of the time to make the changes, but it was now more difficult for manufacturers to spend huge development costs on sports models produced in small quantities.

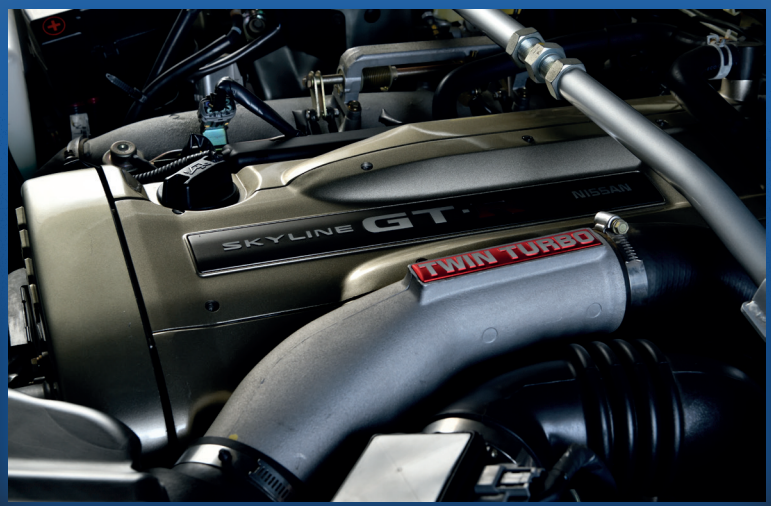
In addition to the Skyline GT-R (R34), popular domestic sports cars such as the Nissan Sylvia (S15), Toyota Supra (A80), and Mazda RX 7 (FD3S) were discontinued rather than having to comply with the new regulations. Domestic manufacturers announced they were suspending production of one model after another, and by August 31, 2002, when the grace period

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before enforcement ended, all these sports cars had been withdrawn.

Against this backdrop, on January 24, 2002, Nissan announced that a limited-edition version would mark the end of the Skyline GT-R (R34). A statement on February 26 declared that the Skyline GT-R (R34) M·spec Nür and V·spec II Nür would be released in a production run of 1,000 units. Nür is, of course, an abbreviation of Germany's Nürburgring, a tough circuit that has been the testing ground for many of the world's sports cars, including the Skyline GT-R.

The new model had been exhibited as a concept car at the Nissan booth of the Tokyo Auto Salon at Makuhari Messe in early January 2002, but without an official name. It was explained that the model was limited to 300 units, but due to an unexpected response it was decided to increase the number of cars and release it in a limited run of 1,000 vehicles.



Many GT-R enthusiasts have looked enviously at the car's special engine. The aim was to achieve a high-precision balance through selecting and assembling precision engine parts. The gold head cover was also exclusive.

On January 24, when the M·spec Nür and V·spec II Nür were announced, the 1,000 units sold out on the same day. The "GT-R Concept" had been exhibited at the Tokyo Motor Show the previous year, and its popularity may have been influenced by the rumor that the next GT-R would not be equipped with the traditional Skyline GT-R in-line six-cylinder engine.

UNIQUE NEW FEATURES

What Skyline GT-R fans were interested in was the special equipment that could only be found in the M·spec Nür and the V·spec II Nür. The main focus was the RB26DETT engine, which was based on the N1 specification engine used as base units in competitions such as the Nürburgring 24-hour endurance race and domestic super endurance races. The engine's pistons and rods were high-precision components offering uniform weight balance, delivering an exhilarating driving experience at high engine revolutions. The turbo was equipped with an N1-specification ball-bearing metal turbo, while a gold cylinder head cover was included especially for the limited-edition cars. You could see at a glance that this was a unique engine.



Both the M·spec Nür" and V·spec II Nür featured 180km/h (112mph) speed limiters, though the speedometer was given a 300km/h (186mph) display.

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In addition, the limited-edition vehicles adopted a unique speedometer reading up to 300km/h (186mph). Each of the previous second-generation GT-R models had only been equipped with a 180km/h (112mph) speedometer, but even on the limited-edition models the speed limiter still kicked in at 180km/h (112mph). There was also a dedicated emblem badge with three-dimensional molding. Other equipment was no different from that of the base M·spec and V·spec II models, but a special Millennium Jade (metallic) paint color was added for the limited-edition cars.

"Launch of the M·spec Nür and V·spec II Nür, with 1,000 cars in total."

The M·spec Nür was priced at 6.3 million yen, making it the most expensive Skyline to date. The price of the V·spec II Nür was set at 6.1 million yen. Despite these being such expensive cars, the fact that the limited edition models all sold out in just a day showed just how special the Skyline GT-R (R34) was to fans.

Of the 1,000 units sold, 25 percent were the M·spec Nür and 75 percent the V·spec II Nür. Seven main body colors were offered, the most popular being Millennium Jade (28 percent), Pearl White (22 percent), and White (16 percent).

SPECIFICATION CHANGES FOR THE UK

There was also another Skyline GT-R (R34) produced in limited numbers. It was not for the Japanese market but for the UK, and on its debut in the autumn of 1999, 100 units were exported there. A dedicated English-language catalog was also produced.

In fact, a limited run of 100 models of the previous generation Skyline GT-R (R33) had been announced at the London Motor Show in October 1997. With some specification changes based on the V·spec to meet UK requirements, these were officially exported in November the same year.

The Skyline GT-R was originally designed exclusively for the Japanese market, but as Nissan's flagship sports car, the Skyline GT-R had been in demand in the UK. The introduction of the car to the UK was envisaged to further solidify the reputation of the Nissan brand for "high performance and excitement" and contribute to boosting the overall image and sales of the company's cars across the UK and Europe. The base price of about £50,000 made it a very expensive sports car.

Based on regulations of the time, the export specifications of the Skyline GT-R (R34) were changed to meet UK requirements.

The base model was the V·spec. It came as standard with a seat based on the original, but made in genuine leather by the British company, Connolly. The firm produces seats and interior materials for luxury European sports cars and saloons. As for the seat color, you could choose between black and red. In addition, the door lining was coordinated to match the genuine leather specification of the seat.



The shiny M·spec Nür emblem was given a three-dimensional look. The V·spec II Nür would also be fitted with a chrome-finished emblem.

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LIMITED-EDITION NÜR AND UK EXPORT MODELS



The V-spec II Nür aimed to embody the original GT-R. The difference in appearance from the grand touring-oriented M-spec Nür was the NACA duct on the hood of the V-spec II Nür.

The speedometer displayed up to 200mph (320km/h), with an inner readout also displaying up to 320km/h. The speed limiter operated at 250km/h (155mph), which was a voluntary European regulation.

The specifications of the RB-26DETT engine were unchanged, but air-cooled oil coolers were installed in the engine, transmission, and transfer, just as in Super Endurance racing models. This took into account the possibility of continuous high-speed driving on German autobahns.

Changes were also made to the export model's appearance. To meet British standards, Xenon headlamps were replaced by halogen headlamps, and the front aspect was slightly different from that of the Japanese model. There were no changes to the other lights. The left side of the front bumper was equipped with an engine oil cooler air intake vent and outlet as standard; this was the same as the option on the Japanese model.

Only 100 vehicles were exported, but the car's overwhelming performance surprised local motoring enthusiasts. Its popularity would also catch fire in North America. ♦



The Skyline GT-R (R34) was officially exported to the UK in 1999. The engine transmission and transfer were equipped with oil coolers for the European market, especially for the long, high-speed German autobahns.

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CARTER VERONE, THE ELEGANT FIGURE OF EVIL

Beneath the outward appearance of a radiant young successful businessman – who lives in one of the most luxurious villas in the city of Miami – there lurks a sinister character with whom Brian O'Conner will find himself forced to play a very dangerous game.



In *2 Fast 2 Furious,* actor Cole Hauser plays Carter Verone, a dangerous drug dealer who hides behind the image of an elegant businessman.

Brian has tried to leave behind his connections with the law, but to no avail. He has to collaborate again with the FBI. This time they suggest him to do something in which he has shown himself to be a real expert: working as an undercover cop in a criminal organization. On this occasion, however, it is not a question of sharing a table with a group of car enthusiasts who carry out truck heists on the highways; now he has to come face to face with an actual gangster who, with absolutely reprehensible methods, has built an empire.

Originally from Argentina, Carter Verone had settled in Miami and set up the biggest import-export business in the state. The authorities suspect that his prosperous



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CARTER VERONE, THE ELEGANT FIGURE OF EVIL



Verone becomes suspicious of his advisor, Monica Fuentes, which puts her in extreme danger.

business is based on drug trafficking. Therefore, for months both the FBI and the US Customs and Border Protection Department have been on the trail of this man of refined gestures, a lover of expensive clothes, fashionable clubs, and high-end cars, who looks nothing like the classic criminal. But they haven't managed to find out how his business really works, so they are unable to press charges against him. This is where Brian comes in – the idea is to infiltrate Verone's organization as a driver and act as the eyes and ears of the forces of law and order.

AN ELEGANT VILLAIN

Brian does not like the idea one little bit. And, the more he submerges himself in the dirty waters that surround this shady character, the less comfortable he feels. His way of doing business is not exactly what they teach in business school. Controlling, suspicious, and intolerant, he tends to behave almost like a psychopathic killer whenever he feels threatened or betrayed by someone. Being in his organization and double dealing, as Brian finds himself forced to do, turns out to be extremely risky.

Born in Santa Barbara, California, actor Cole Hauser was chosen to play the role of Carter Verone in *2 Fast 2 Furious*. The director of this second movie in the franchise, John Singleton, had already worked with him in the drama *Higher Learning* (1995), and was determined to have him play the fearless villain in this movie. Verone was the first in a roster of merciless villains who would appear in the subsequent films in the series. ♦

THE ADVENTURES OF BRIAN O'CONNER

A very special car for Dom

Little by little, Brian gains the trust of Dominic Toretto and his team: first a barbecue at the family home, then a job in the workshop, and, finally, a visit to the old shed that Dom uses as a private garage and where he hides his greatest treasure: a black 1970 Dodge Charger R/T that he rebuilt with his father. "Three hundred horsepower of muscle from Detroit," Dom says, wide-eyed, although he hasn't dared to drive it ever since his father lost his life at the wheel of a race car.

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THE 1985 FUJI 1,000KM

Part 2: Victory for the Silvia Turbo C

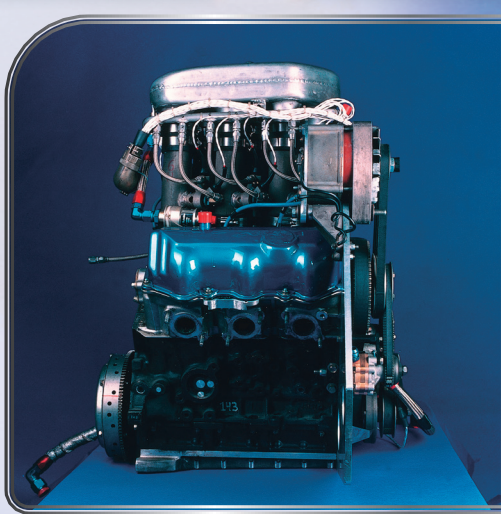
Torrential rain delayed the start of Japanese round of the 1985 WEC at Fuji, but once the race began, a dominant drive by Kazuyoshi Hoshino gave NISMO a historic first win.



In heavy rain, Kazuyoshi Hoshino wins the 1985 WEC Japan at Fuji in a Silvia Turbo C with its powerful three-liter engine.

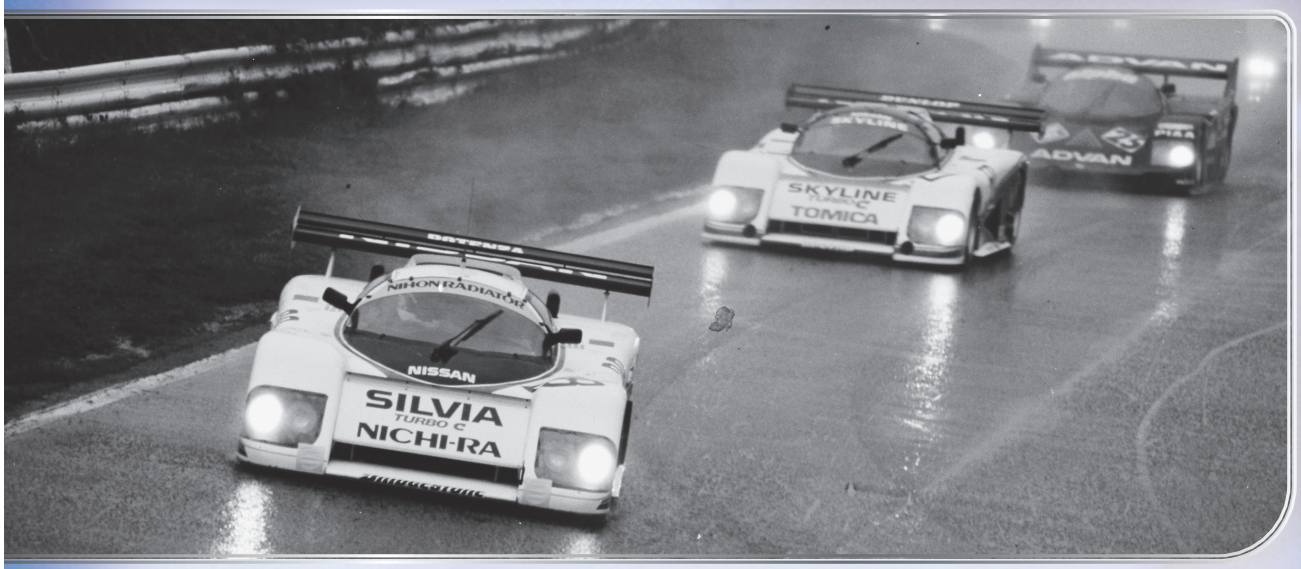
Historically, Japanese racing cars had displayed a serious lack of power compared to their rivals. Major overseas works teams had participated in the World Endurance Championship (WEC), including the Fuji 1,000km race in Japan. At that time, the Porsche works team had the competition's standout model in the form of the powerful Porsche 956. Its 2.6-liter, horizontally opposed six-cylinder twin-turbo engine squeezed out more than 650ps, which far exceeded the power of domestic Group C cars, and enabled easy cornering on the outside of the track. Since 1982, the Porsche Works' 956 had secured three consecutive wins at WEC Japan.

In addition, the privateer Porsche 956 had displayed its strength at the All Japan Championships, rivaling



The VG30 turbo was developed jointly with Electramotive in the US. This engine became the driving force behind victory in the WEC Japan. Surprisingly, it had an SOHC head, not a DOHC type.

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After starting the race in heavy rain, the two Porsche works cars retired. In the picture, Kazuyoshi Hoshino's Silvia Turbo C leads followed by Masahiro Hasemi's Skyline Turbo C.

works teams such as Nissan and Toyota with its power. With this as the backdrop, NISMO president Yasuharu Namba embarked on developing the three-liter V6 SOHC G30 turbo as the basis for a race engine. The company chose to partner with American Electramotive Inc. for the joint Japanese-American development of a 650ps/8,000 rpm twin-turbo engine comparable with that in the Porsche 956; it was completed in the summer of 1985.

A FIRST-EVER FEAT

It was then time for the WEC Japan at Fuji Speedway in October, 1985. To lay down a serious challenge to Porsche, Nissan entered three VG30 turbo cars. In the qualifying round, they placed third and fourth behind the two Porsche works cars.

The next day's main race was a hit by a heavy downpour in the morning, and the event was delayed – having been scheduled to start at 10.40am, the race eventually started at 14.50pm. However, the pace car continued to lead the race under caution for the first ten laps due to the torrential rain, and it was on the first lap that the two Porsche works cars withdrew for safety reasons. When the race eventually began without the pace car, the leader was the Silvia Turbo C driven by Kazuyoshi Hoshino, who had qualified in third place. Fog then appeared on the course after more than 60 laps and the race, having been scheduled for 272 laps, ended after 62 laps with Hoshino's Silvia taking the checkered flag.

> *"F1 is about the machine. Group C is about the car."*
>
> NISMO President Yasuharu Namba

Despite the absence of the Porsche works models, it was the first time in history that a domestic Japanese driver had won a round of the World Endurance Championship. This great achievement, in NISMO's first year of full-scale operations, would pave the way to Le Mans. ♦



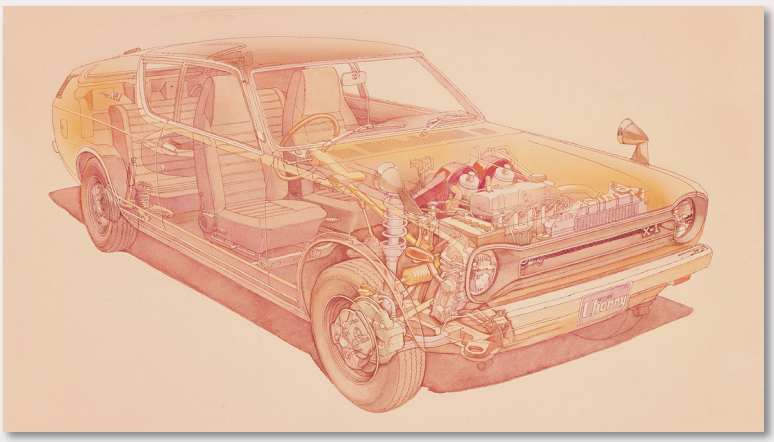
In those days, the role of the pace car was undertaken by the Nissan MID4. Powered by a VG30 engine, it was a full-time 4WD with the driving force of a super sportscar.

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A NEW CHILD IS BORN WITH A JAPANESE NAME

The marketing line for the September, 1970, launch of the Cherry – Nissan's first front-engined, front-wheel drive (FF) car – was: "I'm a tough guy, but I'm captivated by the cherry." The name "Cherry", from *sakura* (Japanese for cherry blossom), was chosen to emphasize the car's Japanese characteristics and the country's affection for cherry blossom – Japan's unofficial national flower. The model was offered with both 1- and 1.2-liter engine displacements, and with cheaper pricing than the Sunny, the arrival of the Cherry could be considered as the birth of the youngest child.

Development of the car began in the spring of 1966, with the first prototype appearing in July 1968. Early in 1969, a functional prototype undertook a durability test and is said to have clocked up 2.73 million miles (4.4 million km). The reason for this was a huge amount of work had to be put into testing the car.



The illustration is a cutaway view of the Cherry X-1 coupe at the time. The front strut and rear trailing arm suspension were the common setup for FF cars at the time.

At the launch of the Cherry, the lineup included 16 models: ten 1-liter sedans, four types of van, and two types of 1.2-liter sedan (twin carb). In preparation for the release of the model, the first-generation Sunny 1000 was discontinued in



Peculiar to the coupe, the C-pillar area was remarkably large, a style that was popular with young people. However, you couldn't say that the rear visibility was satisfactory by any measure.

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March 1970, to be replaced by the second-generation Sunny 1200.

Initially, the Cherry came in a two-door sedan, four-door sedan, and three-door van, but in September 1971 a distinctively styled coupe appeared. This Cherry, with its uniquely designed hatchback body, proved to be more popular in European export markets than in Japan. Two types of engine were offered in the coupe, the A10 and A12. The basic unit had a single carburetor, but the sportier-grade X1 came with an A12 Type SU twin-carb specification developing 80ps.

A distinctive feature of the Cherry engine was its horizontal orientation comprising two layers, with the transmission at the bottom. As a result, the oil pan had a unique L-shape and the driveshaft was equal in length on the left and right.

As for the suspension, in both the coupe and sedan the front was straight and the rear was trailing arm, with four-wheel independent suspension. There were two types of transmission according to model – a four-speed floor-shift and a three-speed column shift. Then, in 1973 the motorsports-oriented X-1R was added to the coupe lineup; following the Skyline GT-R, it became a trend to use "R" in designations of the company's sportier versions. The engine was the same as the base X-1, but it was equipped with over-fenders on four wheels as standard along with enhanced driveshaft, powertrain, and suspension support.



With the Cherry, Nissan launched its first FF car for racing, equipping it with the same engine that had been successful in the Sunny. Team member Kazuyoshi Hoshino became famous as Japan's fastest man.

Using this coupe as the base for the racing TS model, Nissan Works entered this and the Sunny into minor touring competitions.

Maximizing the advantages of FF models, the Cherry made light work of wet, slippery race conditions, earning it the nickname "Rainy Day Cherry". ♦

TECHNICAL DATA

DATSUN CHERRY 1200 X1-R E10 TYPE (1973)

Length:	145in (3,690mm)
Width:	61in (1,550mm)
Height:	52in (1,310mm)
Wheelbase:	92in (2,335mm)
Tread (front):	50in (1,270mm)
Tread (rear):	49in (1,235mm)
Engine:	A12 Type (straight four, OHV)
Total displacement:	1,171cc
Maximum output:	80ps / 6,400rpm
Maximum torque:	9.8kgm / 4,400rpm
Vehicle weight:	1,422lb (645kg)
Suspension (front/rear):	straight / trailing arm
Brakes (front/rear):	disk / drum
Tires:	165/70HR13



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STAGE 9
FRONT SUSPENSION SYSTEM (2)

In this issue, we will assemble the parts of the front left knuckle.

PARTS



- 9A Front left knuckle 1
- 9B Mounting bracket
- 9C Front left knuckle 2
- 9D Front left driveshaft
- 9E Left outer dust cap
- 9F Left inner dust cap
- 9G Left knuckle arm
- 9H Left suspension linkage
- 9I Left suspension upper bracket
- AIM Screws 2×3×6mm (×3*)
- AM Screws 1.7×4mm (×3*)
- EM Screws 2×5mm (×4*)

*Including spares

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FRONT SUSPENSION SYSTEM (2)

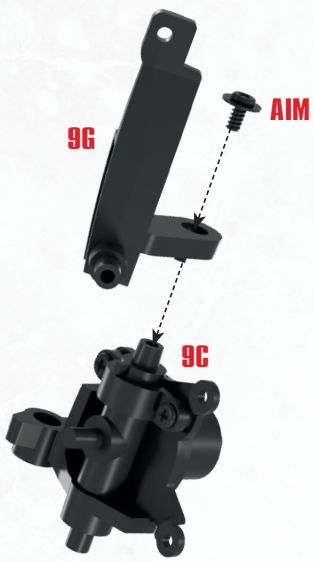
9.01 Start the assembly by connecting the front left knuckle 1 9A and front left knuckle 2 9C, as shown in the picture.





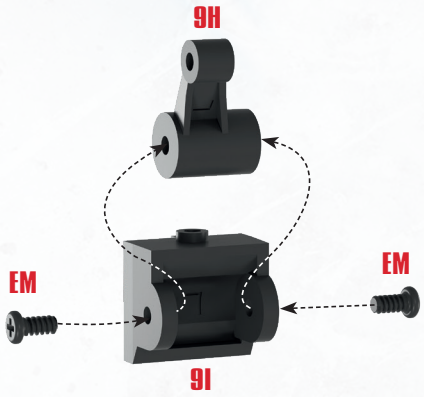
9.02 Referring to the image, place the mounting bracket 9B over the front left knuckle parts 9A and 9C you just assembled. Secure the parts with two AM screws.

9.03 Place the tab on the left knuckle arm 9G over the upper end of the front left knuckle 2 9C. Connect the parts with one AIM screw.

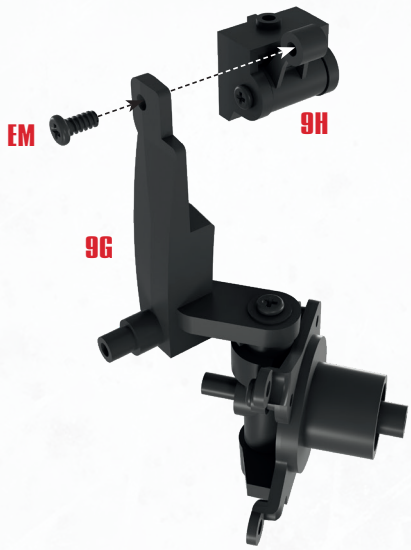


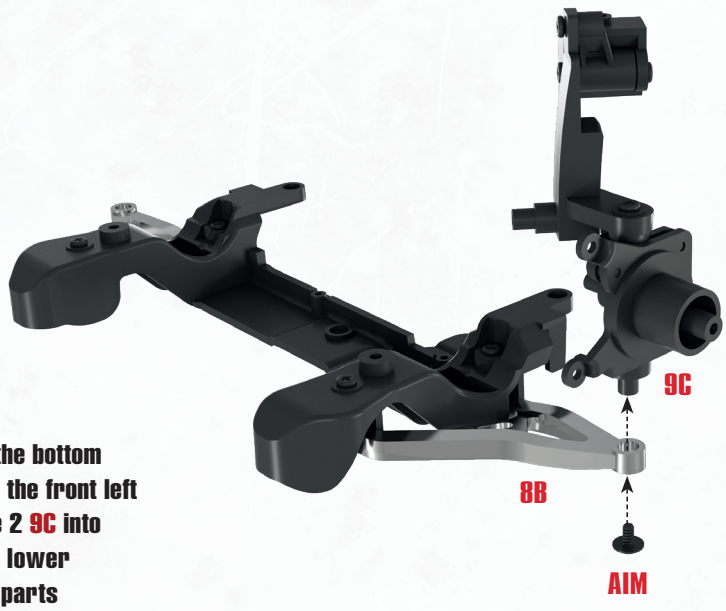
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9.04 Position the left suspension linkage 9H between the tabs on the left suspension upper bracket 9I as shown on the picture. Use two EM screws to connect the parts.



9.05 Attach the tab on the left suspension linkage 9H to the top of the left knuckle arm 9G using one EM screw.





9.06 Insert the bottom pivot of the front left knuckle 2 9C into the hole in the front left lower control arm 8B. Fix the parts together with one AIM screw.

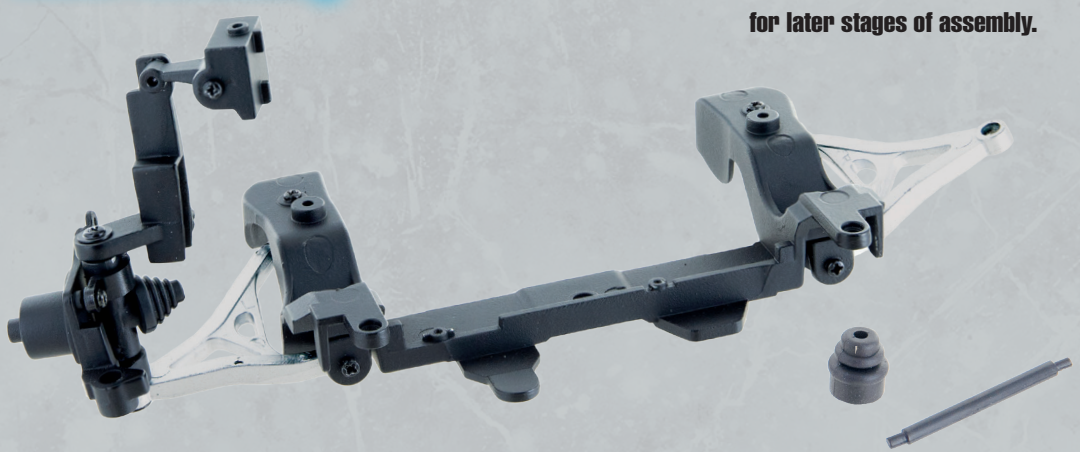
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9.07 To finish this stage, fit the left outer dust cap **9E** over the highlighted pivot on the front left knuckle 2 **9C**.

Final assembly

Keep the left inner dust cap **9F** and the front left driveshaft **9D** aside for later stages of assembly.



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