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Build

BRIAN'S NISSAN SKYLINE GT-R

24



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BRIAN'S NISSAN SKYLINE GT-R



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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: Picture Credits: p. 1-4: 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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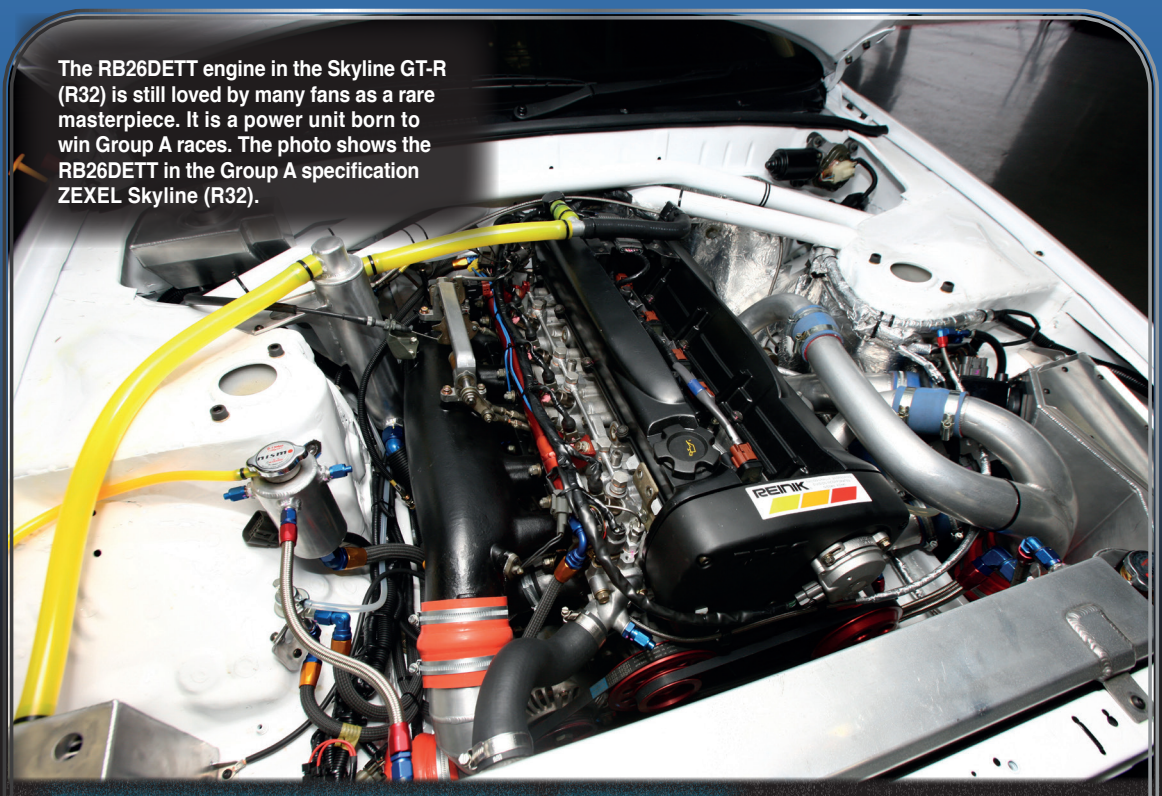
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The RB26DETT engine in the Skyline GT-R (R32) is still loved by many fans as a rare masterpiece. It is a power unit born to win Group A races. The photo shows the RB26DETT in the Group A specification ZEXEL Skyline (R32).

DESIGNING THE RB26DETT ENGINE WITH RACING IN MIND

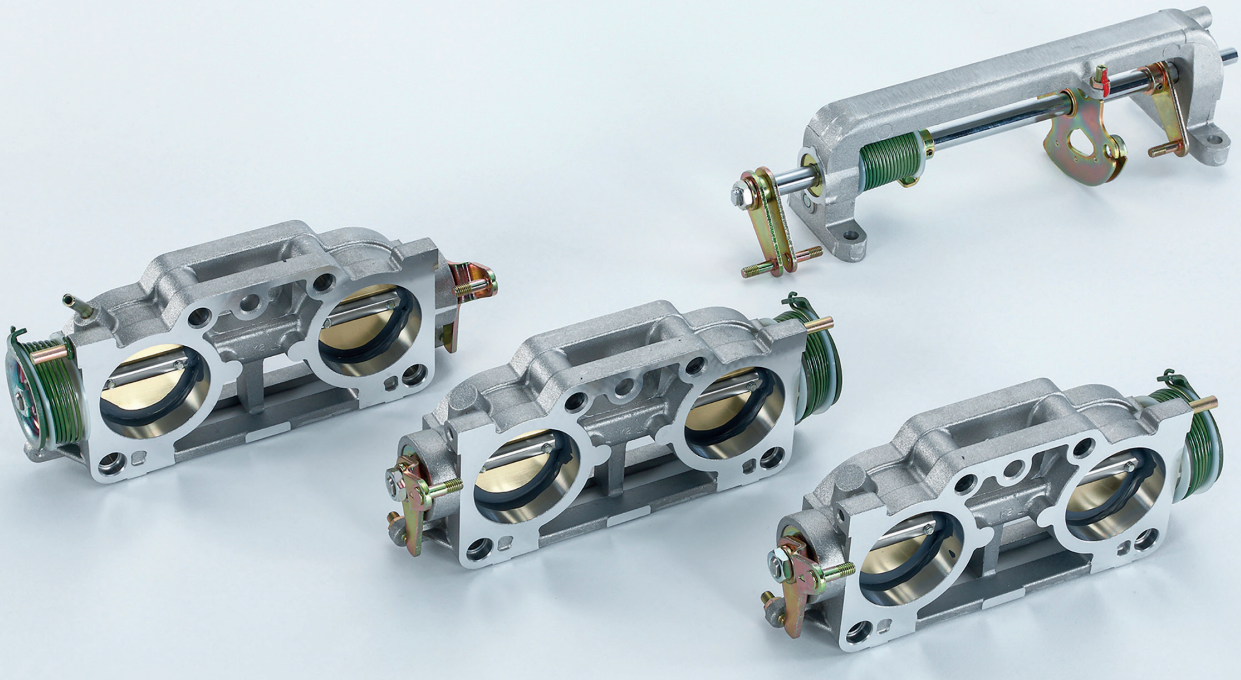
After thoroughly studying the Group A vehicle regulations, Nissan designed the Skyline GT-R (R32) with numerous racing specifications. When the prototype engine was tested, it delivered 300ps.

The Skyline GT-R (R32) was equipped with an RB26DETT engine, which was developed almost simultaneously with production car and Group A specifications. Various high-performance parts were also introduced for the production model to enable it to compete in Group A racing.

The Fédération Internationale de l'Automobile (FIA) Group A vehicle regulations require "vehicles to have four or more seats produced in a run of 5,000 units over a continuous 12-month period" to be considered for homologation (official recognition). Group A cars must be based on a mass-production vehicle and will not be eligible for approval unless it has a production certificate verifying a 5,000-unit run. In addition, only parts that have been approved can be used as racing parts.

Of course, it is possible under the regulations to build a car that is as mechanically advanced as a supercar as a base model for Group A, but it's inconceivable that any common-sense

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A six-row throttle chamber was adopted for the RB26DETT. A throttle valve was applied to each cylinder, which is extremely rare for a mass-produced car. It demonstrated Nissan's commitment to the model.

car manufacturer would produce 5,000 units of an ultra-expensive model that is virtually handmade and sell it at a loss. As a result, the balance between performance and price that the Group A regulations aimed for naturally led to a certain degree of restraint.

Consequently, a plan was conceived to make and sell appealing mass-produced cars based on a base Group A vehicle, even if they were a little expensive. Of course, racing-oriented specifications were included in the commercial specifications from the beginning. As an example, there is a well-known story that BMW's first M3 was developed for Group A. To create winning racing and rally cars, the company created the M3 with a 2.3-liter DOHV four-valve engine and widened the body, achieving commercial success as a high-performance 3-series model.

Furthermore, it is possible to set up a normal evolutionary model that displays higher performance with the 500-unit production model rule for some racing classifications. This includes the Lancia Delta HF Integrale Evorzione and the Ford Sierra RS500, both active in the World Rally Championship (WRC). In other words, Group A is a category in which a manufacturer cannot be successful unless it approaches it seriously.

A PRODUCTION CAR WITH PERFORMANCE PARTS

Nissan released its first Group A evolution model in August 1987 – the Skyline GTS-R (R31), limited to 800 units. It was equipped with a large-capacity intercooler, a large turbo, an octopus-foot-shaped exhaust manifold, and dedicated aero parts, but it's undeniable that it did not have an overwhelming advantage over the rival Ford Sierra RS500.

So, the specifications for the Skyline GT-R (R32) were incorporated from the engine design stage to achieve the target performance of 600ps, which is the Group A specification. They included a large-capacity intercooler, a six-barrel throttle, a sodium-filled exhaust valve, and a piston with a cooling channel. In addition, the ceramic twin turbo was changed to a durable metal twin turbo, and the Skyline GT-R NISMO was unveiled with lighter weight in a limited edition of 500 units.

In particular, the adoption of a six-barrel throttle was an unprecedented challenge for a Nissan production car. This type of throttle is a mechanism that provides a throttle valve for each cylinder to improve response. The distance from the throttle valve to the intake valve on the engine is short, and



Introduced in 1989, the Skyline GT-R (R32) was on a mission to win Group A races and at the same time was the ultimate road-going car. Even now, there are many long-standing fans.

the smaller the volume, the better the response. That's why racing engines choose multiple throttles over a single throttle valve mounted at the tip of the collector tank.

However, due to the accuracy of the throttle valve, the six-row throttle increases the amount of air leakage at idle and increases the idle speed. The head of the engine design department at the time asked the Chief Product and Vehicle Engineer, Naganori Ito, to decide whether to adopt it, saying: "If you install such a six-row throttle, the idle speed will rise to about 3,000rpm, and it may not be possible to sell." In response, Chief Ito said: "You can't have everything. Even 3,000rpm is OK, so I'll be able to sell it." After that, a young engineer developed a throttle link that uses a pillow ball that can move with high precision even with minute strokes, and the idle speed was reduced to 950rpm.

PRODUCTION MODEL OUTPUT

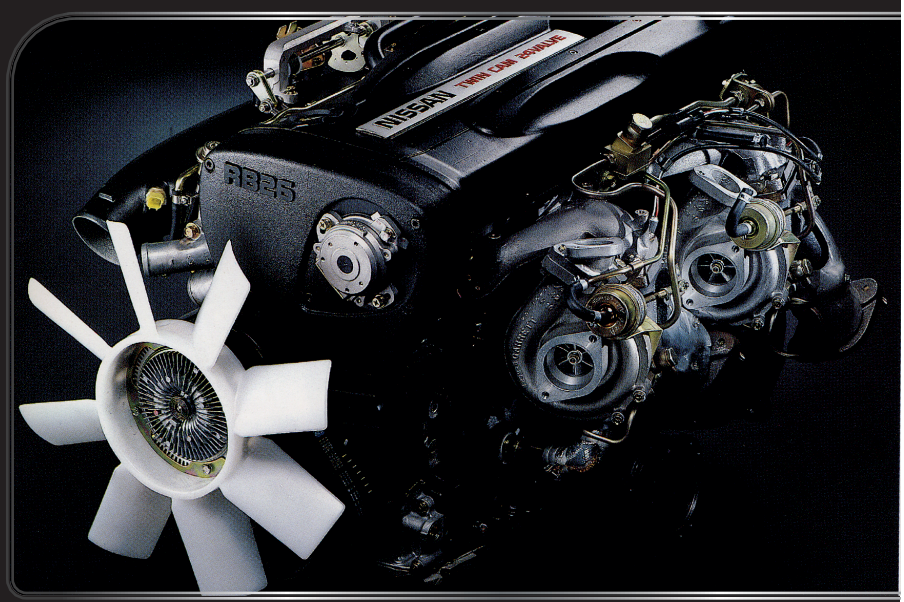
The first prototype engine was completed in June 1987, a little later than planned, and testing began on the engine bench at Nissan Tsurumi in July. The target performance was 300ps, but it recorded 315ps to the delight of those involved.

Actual running tests on a Skyline (R31) test car unit equipped with a prototype engine began in the autumn of 1987. At the beginning, it was a long branch specification with an intake manifold length of 15.7in (400mm), emphasizing medium-speed torque. However, the person in charge of the testing pointed out that "medium-speed torque is adequate, but expansion in the high-speed range is lacking."

The RB26DETT engine was designed to run up to 8,000rpm in the red zone, but unless the driver feels comfortable with that it's not an engine suitable for the Skyline GT-R.

So, as a countermeasure, a new short branch specification was created with an intake length shortened to 10.2in (260mm). By shifting the tuning speed of the inertial supercharging to the high rotation side, the maximum output generation

At the time of its debut, the RB26DETT, could be thought of as a dedicated engine for the Skyline GT-R. It was renowned as an outstanding unit that harnessed power, but was also tough.



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DESIGNING THE RB26DETT ENGINE WITH RACING IN MIND



The Skyline two-door sports coupe GTS-R (R31), which foreshadowed the birth of the Skyline GT-R (R32), was an evolutionary model created for Group A racing.

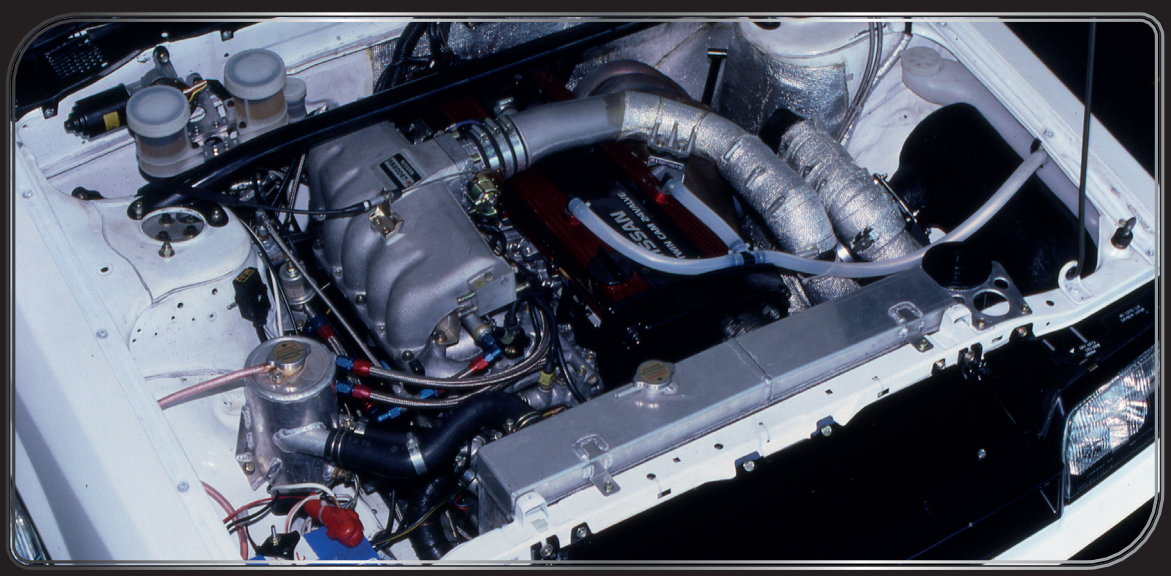
speed was raised from 6,400rpm to 6,800rpm. When the intake length is shortened, the supercharging characteristics are changed because the medium-speed torque tends to decline. In this way, the RB26DETT type engine, which does not have power in the high rev range, achieved high performance and good response across the board.

In fact, the person leading the engine design was worried about delaying the original schedule and making a major modification of the engine intake system. However, the thinking of the chassis staff and the head of testing was to "increase the high-speed range" in order to improve the Skyline GT-R; major modifications were carried out, recognizing the importance of evolution not only through desk research, but also through test-driving. Immediately after that, the experimental testing department asked that time be allowed for tuning the electronically controlled torque-split 4WD.

As a result, the decision was made that the announcement of the Skyline GT-R and the 2.0-liter 4WD model Skyline GTS-4 – slated for May 1989 at the same as the other models – would be delayed by three months until August.

Endurance testing of the RB26DETT was conducted for 200 hours at 320ps. Various durability tests were carried out by changing the rotation speed and water temperature, but additional durability tests were performed at 7,000rpm and 7,500rpm or more, exceeding the maximum output generation speed of 6,800rpm.

The prototype engine had a maximum output of 300ps/6,800 rpm, maximum torque 35kgm/4,400–5,600rpm, and a red zone of 8,000rpm, but considering the driving conditions in Japan and the way general users drive, the production car was detuned with a maximum output of 280ps/6,800rpm. The decision was made to launch on the market with a generous engine performance: 36.0kgm/4,400rpm and a red zone of 8,000rpm. ◆



The RB20DET-R installed in the Skyline two-door sports coupe GTS-R (R31) employed a large turbo and a stainless-steel exhaust manifold. The photo shows a Group A engine.

RACE WARS, THE GREAT RACE

For speed lovers in California there are no events as important as Race Wars. For an entire weekend, drivers, experts in tuning, and racing fans get together in the open air to enjoy a huge party revolving around the world of motor cars.



For Dom Toretto and his family, Race Wars is an unmissable date. Like most of the drivers in and around Los Angeles, they can't wait for it. And not just because it allows them to meet up with friends and enjoy themselves remembering old times; it is also a golden opportunity to race and win a few dollars betting on the races.

The organizers hold the event on an abandoned airbase in the middle of the Los Angeles desert. The reason is very simple: besides having a huge amount of room in which to accommodate a large number of attendees and having old aircraft hangars available to act as warehouses, it has an old landing strip that is ideal for running quarter-mile races. Not even the deafening noise of the engines or the high decibels of the music can disturb anyone, as there are no residential estates for miles around.

While Dom chats with friends and acquaintances under the canvas of an enormous hot-air balloon to protect themselves from the blistering Californian sun, Letty takes the opportunity to boost her savings at the expense of an impulsive young driver.

A HIGH-RISK BET

When they are not on the track, the most incredible cars are parked, with their hoods open, showing off their engines. Around them, attendees stroll, browse, crack jokes, laugh, and dance in a pleasant laid-back

Race Wars attracts countless motor enthusiasts who watch the quarter-mile races with real enthusiasm. It is a competition of power between two vehicles to see who can cover the distance in the shortest time.

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atmosphere. Some races on the track, however, create unexpected tension that almost ruin the nice atmosphere. For example, when Jesse risks racing at the controls of his father's Volkswagen Jetta against Johnny Tran's Honda S2000. On this occasion, it's not for money: whoever is declared the winner takes their rival's car. It's another type of betting, more painful than simply handing over dollars, especially when the driver has a strong sentimental attachment to his vehicle.

After waiting in the long line to enter, Brian barely has a second to savor the atmosphere of Race Wars. When he hears about Jesse's challenge, he tries to persuade him not to start, because he senses that things are not going to go well: he knows from experience that Tran is a dangerous rival. But Jesse is euphoric, he won't listen to reason and just wants to race, convinced he's going to win. In under 10 seconds, his enthusiasm is crushed by a defeat he cannot accept, so he doesn't even halt the Jetta on the finish line and decides to disappear with it. But Johnny Tran demands his prize and this makes Race Wars the start of some serious problems for Dom, Brian, and the rest of the crew. ♦

THE ADVENTURES OF BRIAN O'CONNER

First stop: Phoenix, Arizona

After helping Dom Toretto to escape, Brian also decides to get away. The most important thing is to get out of Los Angeles. His red Dodge Stealth allows him to drive at top speed to Phoenix, Arizona. There, at nightfall, he is presented with the chance to race again. He is up against a blue 1999 Honda Civic Coupe. The race is very hard fought, but Brian wins, much to the annoyance of his rival's girlfriend, and he wins a few dollars and continues on his journey.



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CREATING THE SAURUS

Part 1: Initially exhibited as a road car

When Nissan unveiled a new two-seater, open-top concept car in 1987, fans were thrilled at the prospect of the company releasing an exciting new convertible. Yet by the time the model was launched into production, it was a different beast.



The driver is positioned on the right side of the car, in the style of a two-seater production model. It is very different from a race car where the driver sits in the center of the car.

At the 27th Tokyo Motor Show in 1987, Nissan exhibited a concept car called the Saurus. The car was reminiscent of an open two-seater mid-engine model. At the time, car enthusiasts were wondering if Nissan was going to release a convertible, but it was unlikely as Japan was then in the midst of an economic downturn. In addition to the Saurus, many exciting cars were exhibited at the show, including the MID4 – which was called a Japanese-made supercar – and the expectations of car enthusiasts were high.

A year later, in October 1988, the commercialization of the Saurus was announced. This was not, however, a road model, but a racing car. The concept of the Saurus was to "get together and have fun". The Saurus was a new category of a single-make, race-dedicated vehicle. It was built on a tubular-steel space frame chassis and powered by a 130ps 1.6L four-valve DOHC CA-16DE longitudinally mounted engine.

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The treatment around the cockpit and the panel incorporating the speedometer show that this model was designed with road cars in mind.

"Nissan fans were thrilled at the prospect of a new open-top model."

While the Saurus concept car exhibited at the Tokyo Motor Show was designed as a two-seater road car, with the driver sitting on the right side of the car, the Saurus race car was different. It was now a single seater, with the driver sitting in the center of the car. It was clear that Nissan had changed its mind and the Saurus would now be a competition model designed to be raced in formula events. It would go on to compete in a single-model race series that was pioneering in domestic Japanese motorsports. ♦



The Saurus concept car was exhibited at the 27th Tokyo Motor Show. The sharp nose design gives a different impression from that of a race car.

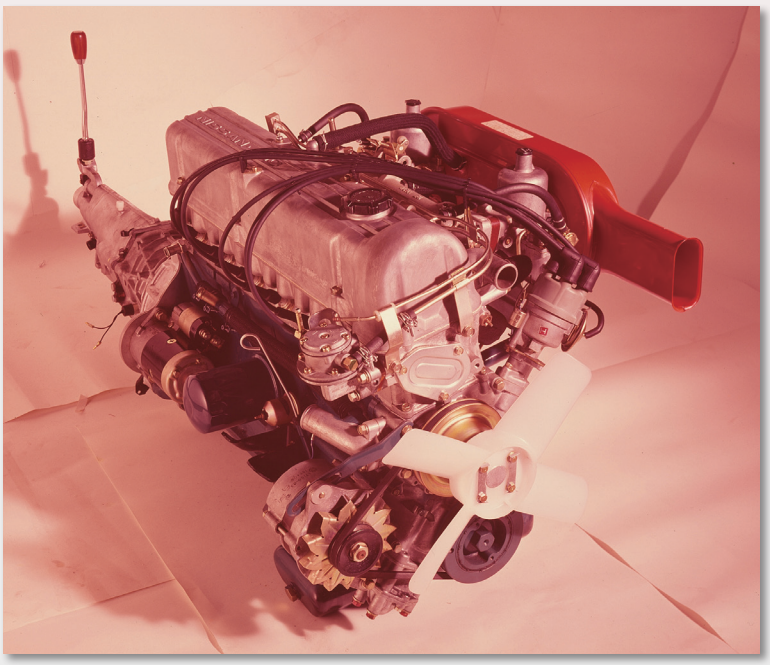
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THE FIRST-GENERATION FAIRLADY Z

On October 18, 1969, the first-generation Fairlady Z was unveiled in Japan. The two-seater, hatchback coupe, with its long nose, six-cylinder in-line engine, and distinctive headlights, delivered a charismatic style that had never previously been seen in a Japanese car.

The Fairlady Z was the successor to the open-body Fairlady 2000 (SR311), but it was a completely new design with nothing in common except the Fairlady name and the fact that the production plant was the same Nissan Shatai facility. Initially, a convertible body was considered, but this was changed to a coupe style to meet the various challenges in the US, the principal market for the car. Further refinement led to a long-nose, fastback style with a hatchback. This design was perfectly suited to American tastes.

The chassis had evolved from the ladder-shaped frame of Nissan's first-generation Datsun Bluebird to a monocoque body designed specifically for the Fairlady Z. The suspension was Nissan's first four-wheeled setup, with four-wheel struts. The steering was a rack and pinion system.



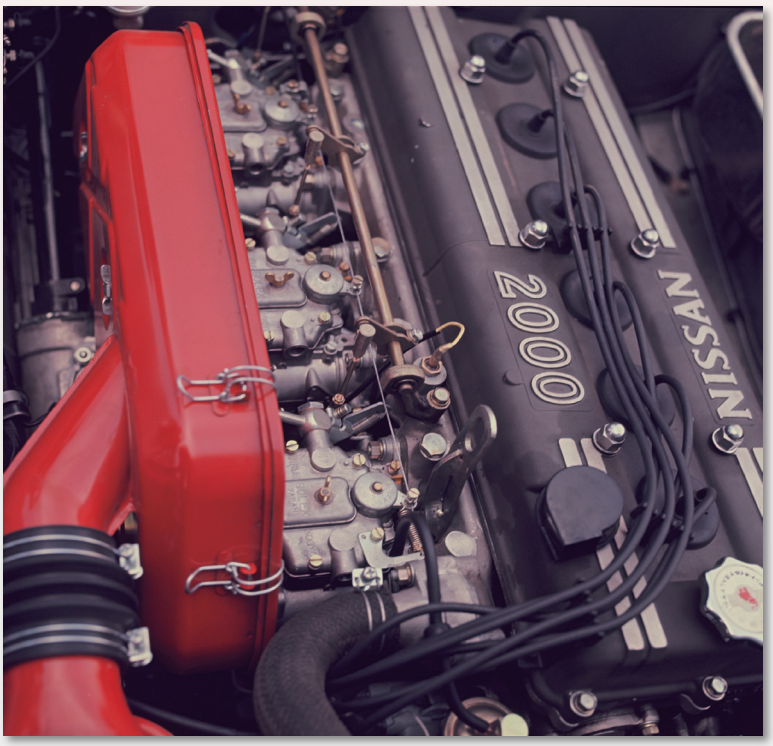
The six-cylinder in-line L20 SOHC engine was installed in many Nissan cars. Its simple design made it easy to maintain.

The Fairlady Z for the Japanese market was offered with two types of 2-liter, six-cylinder in-line engines. One was the L20 SOHC engine installed in the Z and Z-L models, the same type used in the Skyline 2000GT; it featured an SU twin carburetor, and produced 130hp on high-octane fuel. The other power plant was the S20 four-valve DOHC engine mounted



The Fairlady Z432 was the top model when the first-generation Fairlady Z debuted and featured special wheels, vertical dual exhausts, and other exterior features.

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The S20 engine used in the Skyline GT-R also featured in the Fairlady Z432 – it had 4 valves, 3 carbs, and 2 cams (DOHC), hence the name.

in the Z432. This was originally installed in the first-generation Skyline 2000GT-R (PGC10) and boasted 160ps, the most powerful Japanese-made engine at the time. However, the Z432 was a model for domestic use only.

The performance of the first-generation Fairlady Z was as impressive as its attractive styling. The top speed and ¼-mile (400m) acceleration time announced by the manufacturer were 115mph (185km/h) and 16.5 seconds for the base model Z with a four-speed manual transmission; 121mph (195km/h) and 16.9 seconds for the luxury Z-L with a five-speed manual transmission; and 130mph (210km/h) and 15.8 seconds for the high-performance Z432 with a four-valve DOHC engine.

The basic four-speed manual Z sold in Japan cost 930,000 yen. The starting salary for a college graduate at the time was around 40,000 yen, so it was not a car that young people could easily afford, but even so, the Fairlady Z was well received upon its launch. ♦

TECHNICAL DATA

FAIRLADY Z-L S30 TYPE (1969)

Length:	162in (4,115mm)
Width:	64.2in (1,630mm)
Height:	54.6in (1,285mm)
Wheelbase:	90.7in (2,305mm)
Tread (front):	53.3in (1,355mm)
Tread (rear):	53in (1,345mm)
Engine:	L20E (straight six, SOHC SU twin-carb)
Total displacement:	1,998cc
Maximum output:	130ps / 6,000rpm
Maximum torque:	17.5kgm / 4,400rpm
Vehicle weight:	2,194lb (995kg)
Suspension (front/rear):	strut / strut
Brakes (front/rear):	disk / drum
Tires:	6.45H-14-4PR



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STAGE 24
REAR SEAT (2)

In this issue, we will attach the rear seat base upholstery and the rear seat backrest to the passenger compartment floor.

PARTS

24A



24B



24C



BP



EP

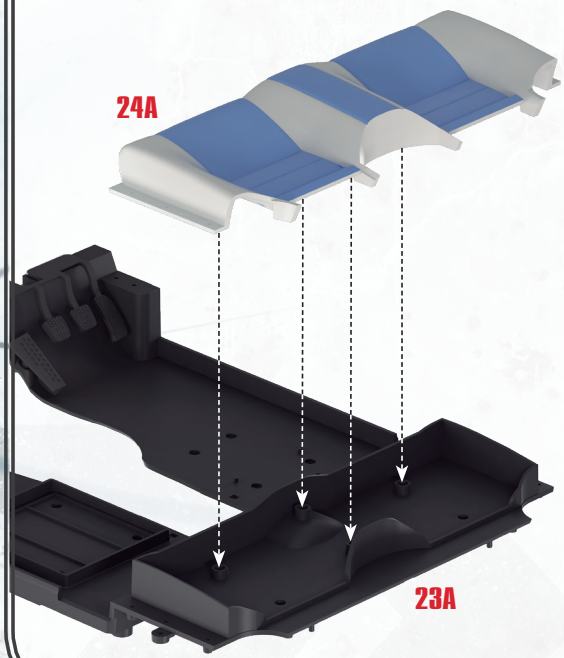


24A Rear seat base upholstery
24B Rear seat base upholstery side supports (×2)
24C Seat belt buckles (×2)
BP Screws 1.7×5mm (×8*)
EP Screws 2×5mm (×8*)

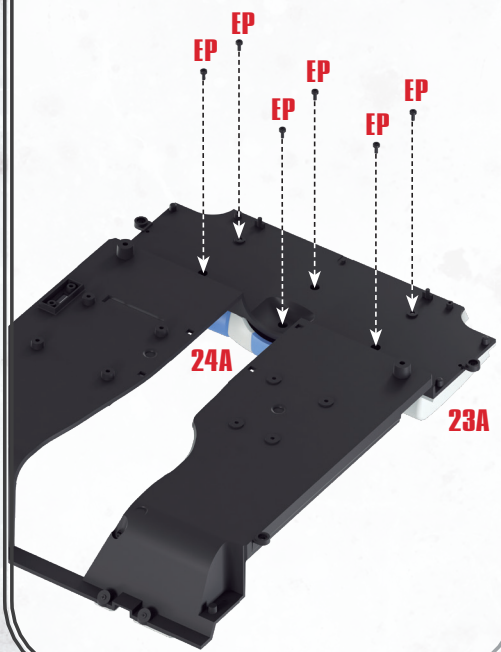
*Including spares

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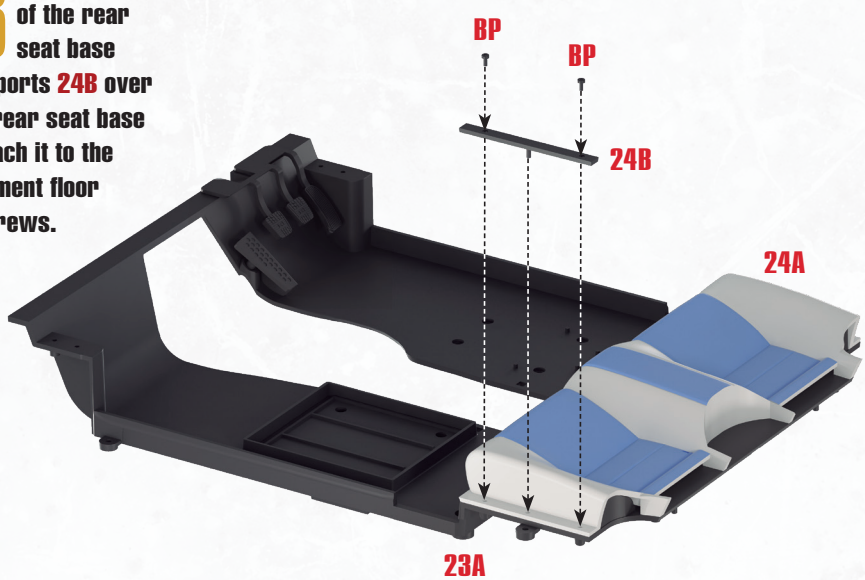
24.01 Fit the rear seat base upholstery **24A** to the rear part of the passenger compartment floor **23A**, as shown in the image.



24.02 Turn the floor over and secure the rear seat base upholstery **24A** to the passenger compartment floor **23A** using six **EP** screws.

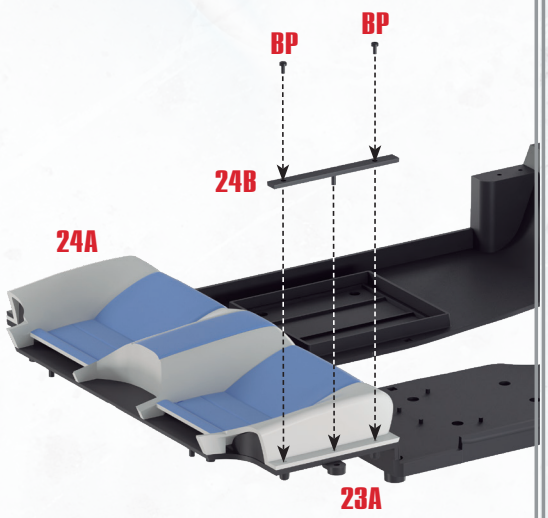


24.03 Position one of the rear seat base upholstery side supports **24B** over the left edge of the rear seat base upholstery **24A**. Attach it to the passenger compartment floor **23A** with two **BP** screws.

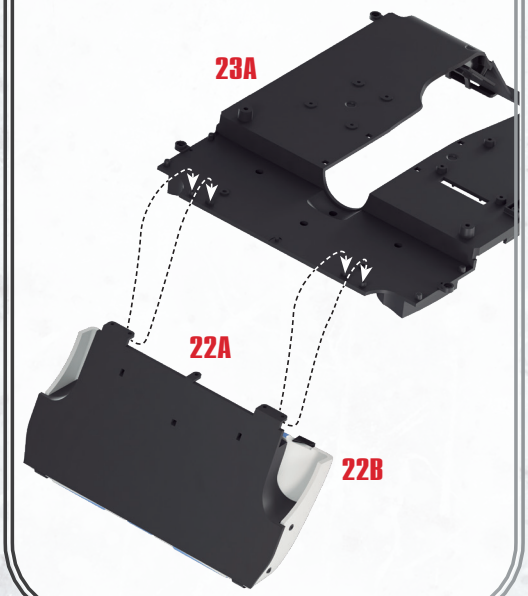


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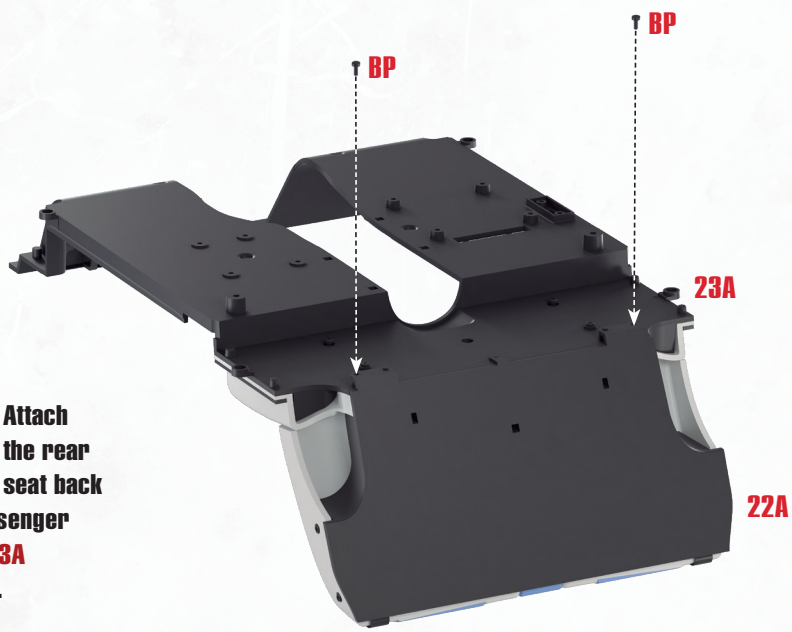
24.04 Position the other side support 24B over the right edge of the rear seat base upholstery 24A. Fix it to the passenger compartment floor 23A with two BP screws.



24.05 Turn the floor assembly 23A over. Align the bottom tabs on the rear seat back panel 22A with the highlighted pivots on the rear edge of the passenger compartment floor 23A.



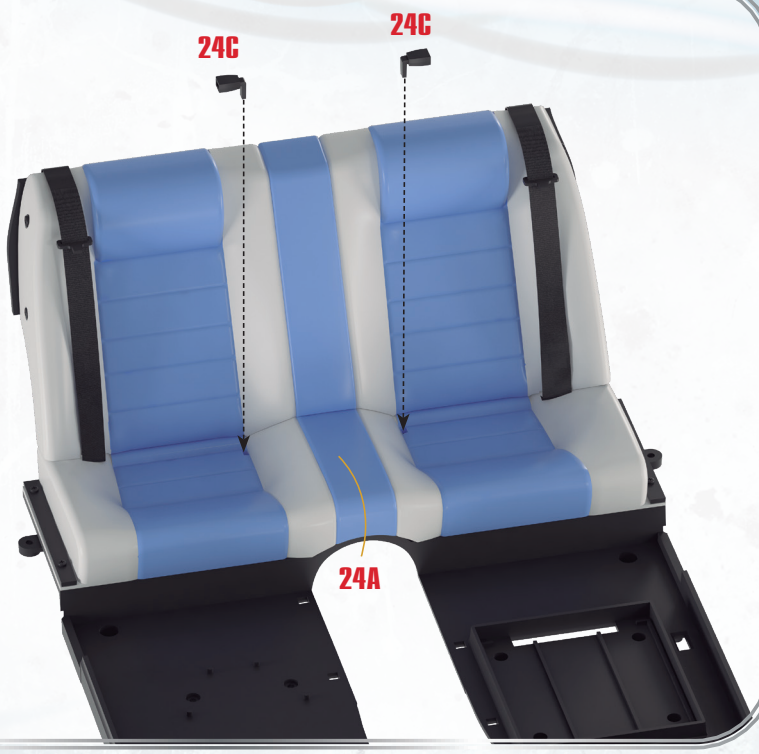
24.06 Attach the rear seat back panel 22A to the passenger compartment floor 23A with two BP screws.



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24.07

Finally, push each of the seat belt buckles **24C** into the holes in the rear seat base upholstery **24A**, as shown in the picture.



Final assembly



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