# FAST & FURIOUS™

Build

## BRIAN'S NISSAN SKYLINE GT-R

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## BRIAN'S NISSAN SKYLINE GT-R



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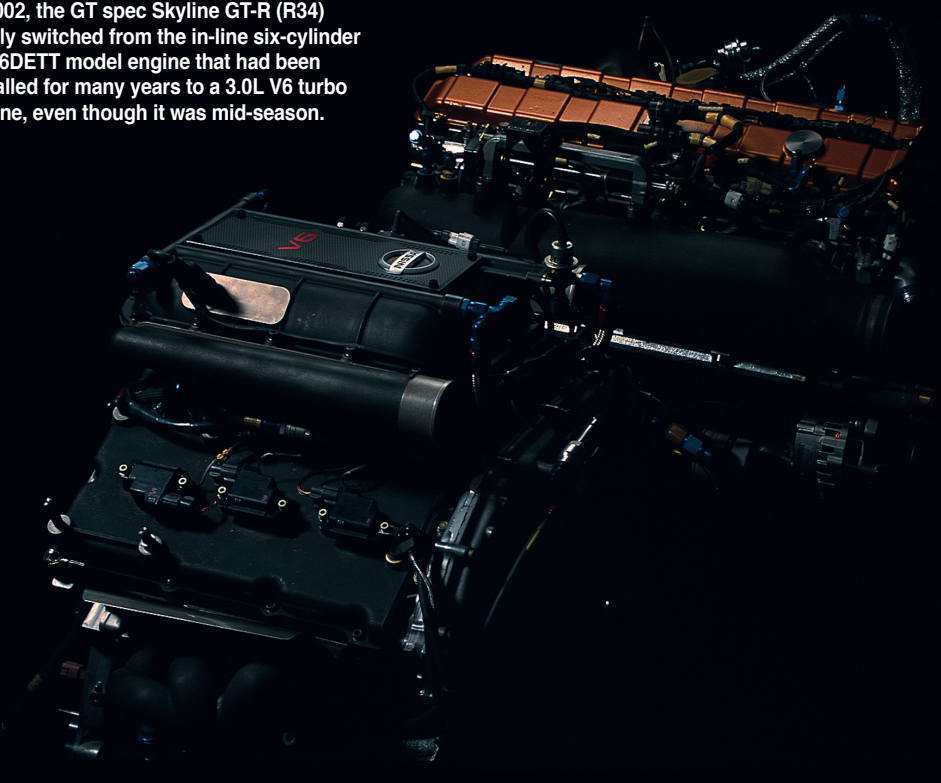
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In 2002, the GT spec Skyline GT-R (R34) finally switched from the in-line six-cylinder RB26DETT model engine that had been installed for many years to a 3.0L V6 turbo engine, even though it was mid-season.

# A NEW V6 ENGINE FOR GT500 RACING

**The RB26DETT had been at the heart of Nissan's Group A and GT race cars. Yet in the latter category, its weight and size had hindered the GT-R's success, so Nissan developed a V6 engine that was fitted to the Skyline GT-R (R34) midway through the 2002 season.**

In August 2002, production of the Skyline GT-R (R34) ended as announced in January of the same year. This marked the end of the history of the Skyline GT-R, which began in 1969 with the first-generation Skyline 2000GT-R (PGC10) and finished with a model powered by an in-line six-cylinder engine.

Three months prior to the withdrawal of the production model, there was a development with the Skyline GT-R (R34), which was competing in the GT500 class of the All Japan GT Championship (JGTC). The #23 Castrol Pitwork Skyline GT-R (R34) that appeared in the third round at Sportsland Sugo in May was equipped with a V6 engine for the first time. Furthermore, starting with the fifth round held at Fuji Speedway in July, all Skyline GT-R cars from the two NISMO teams and Team Impul (Calsonic) were fitted with V6 engines.

The in-line six-cylinder twin turbo RB26DETT engine that had been used up until then was



028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 1 22/3/24 12:04

## A NEW V6 ENGINE FOR GT500 RACING

originally developed for the Group A specification Skyline GT-R (R32), but evolved through various improvements for use in GT machines. Finally, the engine became a dry sump type and was mounted in an extremely low position; although it now had a larger displacement, it became tougher to compete using the in-line six-cylinder engine, as it was larger and heavier than its rivals. It meant that the development of a lightweight and compact GT500 engine to replace the RB26DETT progressed at a fast pace.

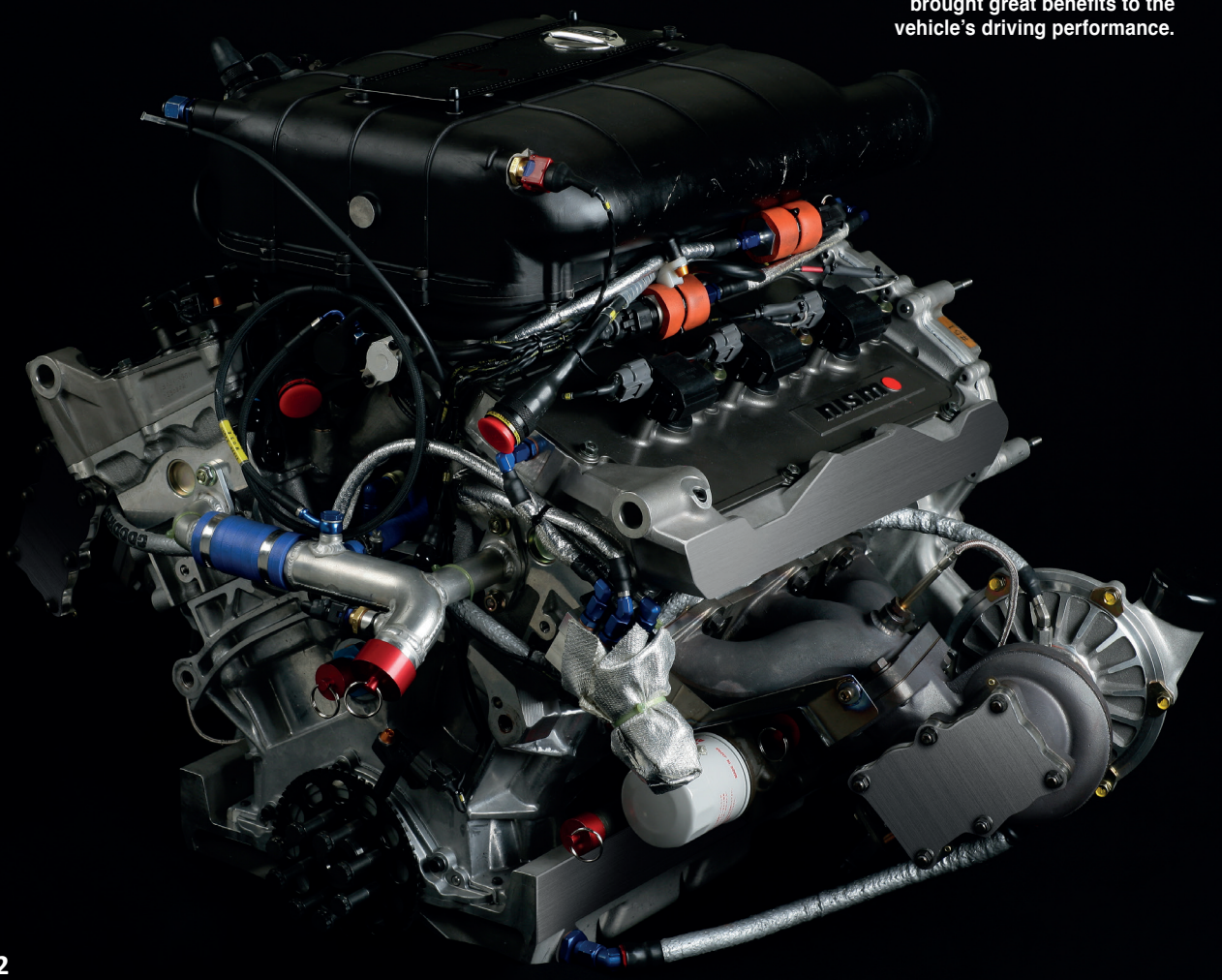
Under the vehicle regulations of the All Japan GT Championship, it is possible for engines from the same manufacturer to be replaced, even if it is not the original engine installed in the vehicle. In fact, the Toyota Supra (A80) GT500 was not powered by the original 3-liter in-line six-cylinder twin-turbo 2JZ-GTE engine, but by a 2-liter inline four-cylinder turbo 3S-GTE type. This had been actively used in Celica GT-Four and Group C cars in the World Rally Championship (WRC).

The new heart of the Skyline GT-R GT500 machine was the VQ30DETT, a twin-turbo race-specific engine based on the VQ30DET – a 3L V6 turbo for production cars.

The VQ-model engine was developed as a generational change of the VQ type, Nissan's first V6 engine for commercial cars. It was a successor to the RB type in-line six-cylinder engine, and was used in the second-generation Cefiro (A32), which became front-engined, front-wheel drive (FF) in 1994. Three types were originally fitted: the 2L VQ20DE model (155hp), the 2.5L VQ25DE (190hp), and the 3L VQ30DE (220hp). Nissan built a new plant in Iwaki city, Fukushima Prefecture, to manufacture the V6 model and later began production at local plants in the US and China. The V6 power plant has also been used in models from Alliance teams and Renault Samsung (now Renault Korea).

The VQ model featured a bank angle of 60 degrees, the same as the VG model, making it a highly

**The 3.0L V6 twin turbo VQ30DETT was instaled in the GT500 machines from the third round in 2002. Compared to an in-line six-cylinder engine, it was shorter in both height and length, which brought great benefits to the vehicle's driving performance.**





028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 2 22/3/24 12:04



**The GT500 specification Skyline GT-R (R34) in the 2002 All Japan GT Championship series switched from an in-line six-cylinder engine to a V6 unit. The two cars pictured on the left are in-line six-cylinder models, while the two on the right are the new V6-specification racing GT-Rs.**

versatile engine that could be fitted vertically or horizontally. All models had a four-valve DOHC head driven by a timing chain. The weight of the lightweight aluminum cylinder block alone was half that of the cast-iron VG model – it was reduced by using the pillars and ribs of the cylinder block to take the load that had been previously carried by the walls, and by connecting them with a thin membrane to ensure the necessary rigidity. Also, the weight of components that move back and forth, such as pistons and connecting rods, was reduced. Accordingly, the crankshaft was made thinner to reduce the inertial force acting on the cylinder block.

## THE SKYLINE GT-R WINS THE JGTC

The specs of the VQ30DETT model for the GT500 machines announced by NISMO in 2002 included a bore of 93.0mm and a stroke of 73.0mm, which was shorter than that in the previous RB26DETT; its displacement was 2,987cc. It was optimally tuned to meet the All Japan GT Championship regulations, which restrict the intake air volume, and produced a maximum output of over 485hp at 5,600rpm and maximum torque of over 75kgm at 4,000rpm. The maximum torque was 5kgm greater than the RB26DETT model and the number of rotations generated was also 400rpm lower.

The 2002 specification Skyline GT-R GT500 not only had its engine replaced with a V6, but also underwent major remodeling, with the radiator moved to the front of the trunk area. The aim was to improve the front-rear weight balance, which was originally front heavy. Unfortunately, the switch to V6 was not successful – in the disappointing 2002 season, the Nissan team failed to win a single race.

From the 2003 season, when the regulations for GT500 in the All Japan GT Championship were drastically changed, it became possible to cut out the front and rear parts of the chassis and convert it to a pipe frame. This was possible as long as the chassis used the cockpit section of the production car's monocoque frame. Until then, the roll cage had been extended to the engine bay to form a pipe frame,

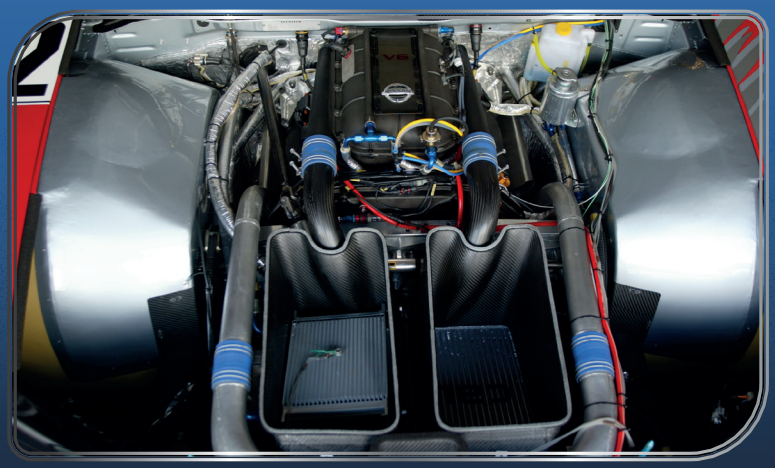


**Racing regulations changed in 2003, and the GT500 specification Skyline GT-R (R34) became a refined racer with a low and wide profile. This season, it was common to see NISMO works cars running side by side.**



028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 3 22/3/24 12:04

## A NEW V6 ENGINE FOR GT500 RACING



**The engine bay of a 2003 GT500 specification model. The 3.0L V6 twin turbo VQ30DETT engine sits in a low position, its overall length is short, and the layout can be described as midship. Additionally, the intake and exhaust layout had become nearly symmetrical.**

but it was necessary for the original monocoque to remain, which restricted the layout and design of the engine bay. Furthermore, the position of the transmission was flexible, making it possible to fit a transaxle that was detached from the engine and mounted at the rear of the chassis.

Though the production Skyline GT-R (R34) had been discontinued the previous year, three Skyline GT-R machines – two from NISMO and one from Team Impul – were entered in the All Japan GT Championship. The models were newly designed to meet the revised vehicle regulations.

The engine used continued to be the VQ30DETT, while the six-speed sequential shift transmission used a transaxle system integrated with the rear differential to significantly improve the front-rear weight balance. Incidentally, the rear-mounted radiator that was adopted in the previous year's 2002 specification was returned to its normal front position with the adoption of the transaxle.

The body design was narrower at the nose to minimize the Skyline GT-R's handicap of a large frontal area and high air resistance. Additionally, the shape of the engine hood and fenders were chosen to accommodate large-diameter tires while keeping the vehicle height low.

The suspension system, which had a complex link mechanism, was given a more formula-like design and enabled the GT-R to become more effective through corners. As a result of these efforts, the #22 Motul Pitwork GT-R of Masami Kageyama and Richard Ryan won the second race of the season on its debut. The #12 Calsonic Skyline of Benoit Treluyer and Yuji Ide also recorded two wins later in the season. NISMO went on to win the 2003 Team Championship to successfully sign off the final year of the Skyline GT-R racer, which the following season would be replaced as the base car in GT500 by the Fairlady Z (Z33). ◆




**In 2003, the last season with the Skyline GT-R (R34), Nissan became Team Champions in style. It was truly a season of success befitting the GT-R's final year. From the following year, the baton was handed over to the Fairlady Z (Z33).**

# JOHNNY TRAN – AMBITIOUS AND VENGEFUL

**He's not just a rival to be feared on the circuits. Away from them, Johnny Tran seeks to impose his own rules, although to do that he has to break the law. As haughty as a young prince, he engages in open rivalry with Dom Toretto and his team, something that is going to unleash a spiral of violence in the city of Los Angeles.**



Belonging to an influential family that controls many of the businesses in the neighborhood of Little Saigon in Los Angeles, Johnny Tran is an arrogant, ambitious young man who likes to exercise power his way. In order to prosper, he favors unorthodox methods that seem more like those used by criminal gangs.

## A PERFECT SUSPECT

Johnny Tran leads a gang of young men together with his cousin Lance Nguyen. Both of them respond violently whenever an outsider tries to step on their turf. Brian realizes the consequences as soon as he passes through there; when he helps Dom to escape from the police, he sees his Mitsubishi Eclipse burned out

**Like many others in California, Johnny Tran is a great lover of speed. At the wheel of his favorite car, a Honda S2000, he makes a fearsome opponent in quarter-mile racing.**



028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 5 22/3/24 12:04

as a result of the gunfire from Tran's small army.

Dom fills him in on the story. His rivalry with Johnny Tran goes way back: disagreements in different areas of life made them rivals, and now only the distance between them maintains an uneasy peace that is always under threat. Brian thinks Tran is a perfect suspect in the case of the truck heists. And that's what he tells his superiors, who mount an operation to capture him. But Johnny only spends a few minutes under arrest – apart from a few traffic offenses, there's nothing important that can be pinned on him. The operation is a failure.

That misstep complicates the coexistence between the drivers from Los Angeles. The tension is clearly felt at the Race Wars. Johnny Tran beats Jesse in his Honda S2000, but Dom's mechanic refuses to hand over his Volkswagen Jetta as the prize, and drives off. Tran demands what is rightly his.

### THE ADVENTURES OF BRIAN O'CONNER

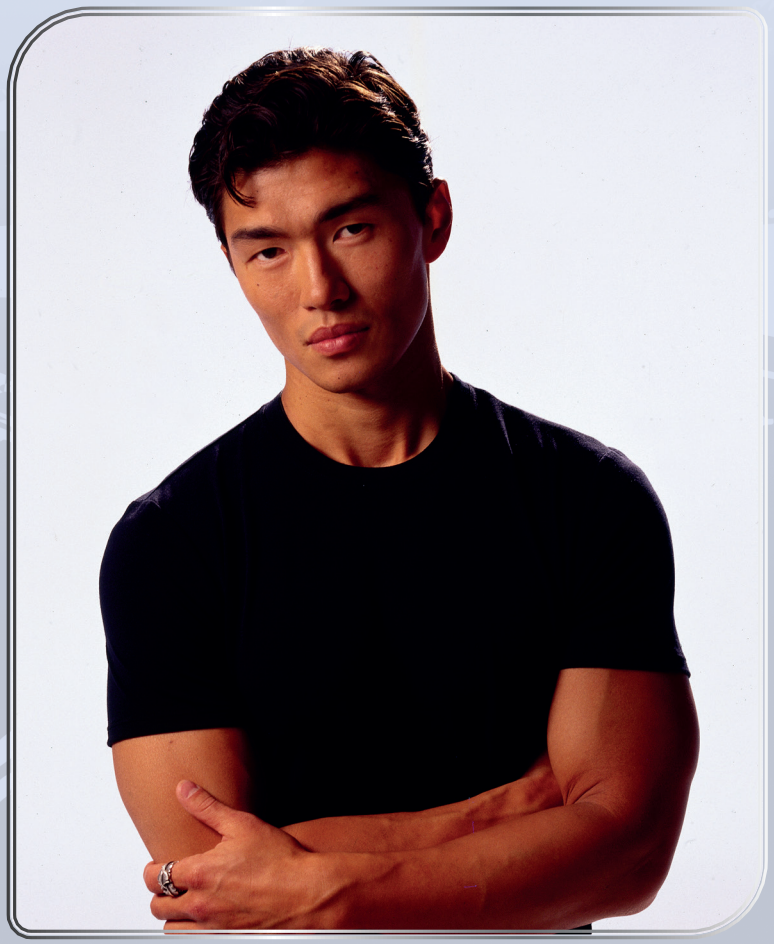
#### A car made to measure

**On the outskirts of Seguin, Texas, Brian inspects a large variety of used cars. But Brian rejects them – he closely inspects cars that are dust-covered and beat-up and falls in love at first sight. Brian has recognized a Nissan Skyline GT-R beneath the neglected appearance, an absolute gem that just needs a bit of attention. After giving the owner of the business a wad of bills and shaking hands, Brian gets back on the road in his new car.**

## VENGEANCE IN THE STREETS

Johnny Tran and his men neither forgive nor forget the offense. They want revenge and plan how to carry it out down to the last detail. Accompanied by his cousin, Johnny Tran changes his car for a motorcycle and goes to Dom's house, eager to settle scores in a shootout. When they arrive, they find Dom, Brian, and Jesse arguing in the driveway. They open fire. Jesse doesn't take cover quickly enough and is mortally wounded.

Johnny and Lance ride off at top speed through the streets of Los Angeles. But Dom and Brian head off after them, Dom in his black Dodge Charger, and Brian at the wheel of the Toyota Supra. For a few moments, the steep streets on the outskirts of the city are turned into an extreme racing circuit. Dom crashes into Lance's bike, sending it flying down an embankment. Meanwhile, Brian is forced to shoot from the window of the car to stop Johnny Tran from getting away, eventually causing him to fall off the motorcycle. ♦



**Actor Rick Yune gives life to the character of Johnny Tran, a cold and ruthless young man who tries to impose his own law in the district of Little Saigon with very violent methods.**

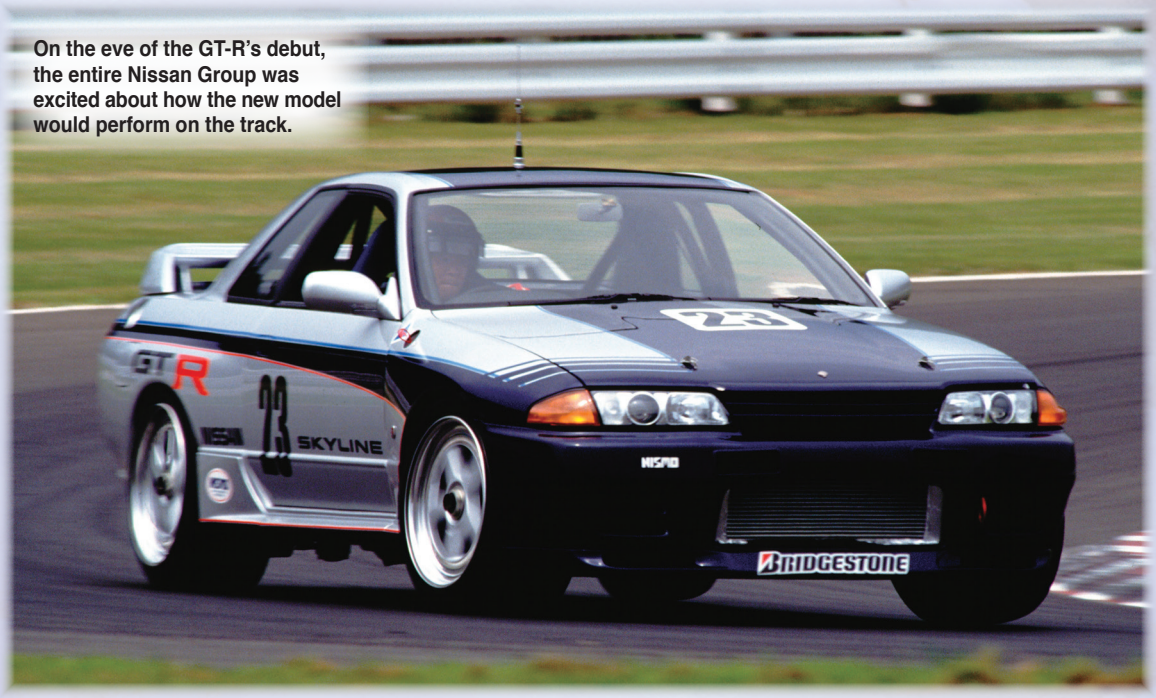


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# ON A MISSION TO WIN GROUP A

## Part 2: Preparing for the first race

**Nissan spent months testing the new Skyline GT-R (R32) before it was ready to make its race debut at the All Japan Championship in March 1990. And though the test drivers were initially unimpressed by the concept of a 4WD racer, they soon realized just how good it was.**




On the eve of the GT-R's debut, the entire Nissan Group was excited about how the new model would perform on the track.

At the end of the 1980s, various development activities were being conducted within the Nissan Group, with Nissan Kohki in charge of engine development and Tochigi Fuji Sangyo (now GKN Drive Japan) overseeing transmissions. At the time, Nissan was highly motivated to debut the world's first all-wheel drive race car, which would enhance the group's technological capabilities.

Normally, race transmissions are made by overseas manufacturers such as Hewland, but those for the GT-R were developed domestically. With the driveshafts made by NTN and the shock absorbers produced by Kayaba, it meant that the GT-R was an all-Japan-made Group A racing car.

When the GT-R was unveiled in August 1989, circuit testing began in earnest. In between races,


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社団法人 日本自動車連盟
Group A/B
JAF公認番号 JA-137
JAF公認グループ N
JAF発給年月日 1990年 1月31日
HOMOLOGATION FORM IN ACCORDANCE WITH APPENDIX J OF THE INTERNATIONAL SPORTING CODE
国際スポーツ法典付則J項(およびJAF国内競技車両規則)に従った公認書
Homologation valid as from 01 MARS 1990 in group A
Photo A
Photo B
1. DEFINITIONS / 定義
101) Manufacturer NISSAN MOTOR CO.,LTD.
102) Commercial name(s) — Type and model SKYLINE GTR TURBO (BNR32)
103) Cylinder capacity 4366.8 (2568.7 X 1.7 = 4366.8) cm3
104) Type of car construction ☐ separate, material of chassis XXXXX ☒ unitary construction steel

**The Skyline GT-R (R32) homologation sheet submitted to the FIA. All race parts, including the turbo and brakes, were also sent to the sport's authorities.**



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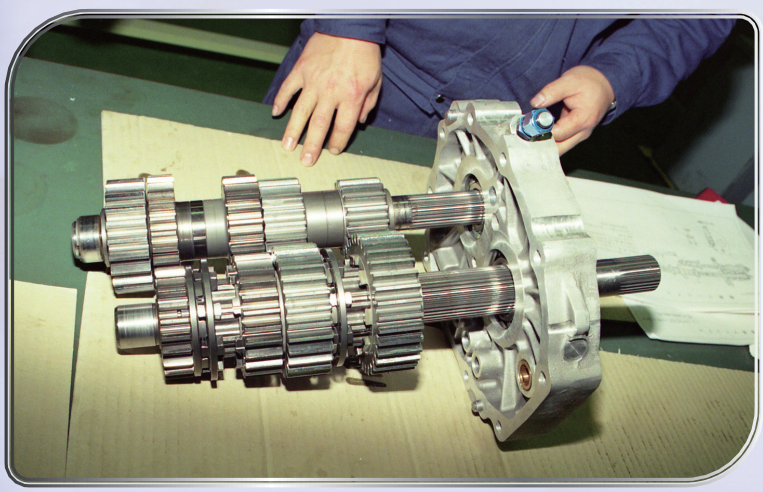
## ON A MISSION TO WIN GROUP A




**The test model GT-R from the Sports Car Development Center pictured at Fuji Speedway before its debut. It sported bodywork stripes similar to the colors of the Reebok brand.**

ace drivers Masahiro Hasemi and Kazuyoshi Hoshino took part in the tests. At first, both drivers were negative about the new GT-R. “It’s not a rally car, it’s a 4WD race car,” said Hoshino, who was skeptical when he got behind the wheel of the GT-R for the first time. However, he was surprised by the potential of the model and felt the need to apologize: “I’m sorry. It's a really great car.”

In the early winter of 1989, the Sports Car Development Center transferred a large amount of data and various technical information to NISMO. NISMO then began building two cars for their debut race at the All Japan Championship in March 1990. ♦



**The transmission was made by Tochigi Fuji Sangyo and was a so-called “dog transmission” with increased strength, but unexpected problems occurred in the early stages of racing.**



028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 8 22/3/24 12:04

# THE MARCH TURBO WITH A SUPERCHARGER

In February 1985, a minor change to the basic March car added a Turbo version to the three-door hatchback model. Two years later saw the debut of the "March Little Dynamite Cup," a single-model race using only March race cars. The race was characterized by the fact that all cars entered in the race were rental cars, and that the MA10ET March Turbo was equipped with a special engine with a supercharger added. This engine was said to have served as an advanced development test for the March R and March Super Turbo engines that would later be introduced for the rally.



**The MA09ERT, which produced 110hp, was downsized from the "Little Dynamite" version to 930cc and equipped with a new intercooler. The unique sound was very appealing.**

When the March R was launched in August 1988, it was equipped with Japan's first twin-charged engine – the MA09ERT. Developed for rally competition in Japan, it surprised car enthusiasts of the time. The March Super Turbo, equipped with the same engine, was released in January 1989 for the general public. It featured a special grille and front bumper with fog lamps embedded exclusively for the Super Turbo. Fender moldings were added to widen the overall width by 1.2in (30mm). The interior was the same for the Super Turbo and the Turbo, with exclusive bucket seats and leather-wrapped steering wheel.



The MA09ERT's displacement and double-charging system are noteworthy. The 930cc displacement was smaller than the 987cc of the MA10S and MA10ET turbo engines on which it was based.

**The Super Turbo was equipped with semi-bucket style seats. As a popular "boy racer" at the time, it was given a sporty interior that was attractive to young buyers.**



028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 9 22/3/24 12:04



**The rally-only March R had an inorganic cockpit, but while the design was the same, the Super Turbo's cockpit had a higher-quality feel.**

This was because 987cc would be converted to 1,678cc when multiplied by 1.7 times for the turbo equivalent, and this would not meet the under-1,600cc Group B regulations of domestic rallies at the time. Therefore, the displacement was reduced to 930cc. The double-charging system consisted of a large-capacity turbo with a larger compressor diameter than the MA10ET turbo, and a Roots-type supercharger with an air-cooled intercooler. The supercharger operated mainly in the low rpm range where the turbo was not effective. The engine delivered high response with no time lag, and low-speed torque that was incredible for a 1-liter engine. As the engine speed increased, the electromagnetic bypass valve was activated; this was when the turbo kicked in, and the high-capacity turbocharger exploded with power. In this process, the turbocharger was separated from the supercharger by an electromagnetic clutch to eliminate the loss of drive.

The power of the twin charger was tremendous, producing 110hp at 6,400rpm and 13.3kgm of torque at 4,800rpm; the horsepower per liter reached 118ps. The MA09ERT was the only twin-charger engine with such a complicated mechanism in a Japanese production car, although turbocharged cars are still sold in Japan today. ♦

## TECHNICAL DATA

### MARCH SUPER TURBO K10 TYPE (1989)

| | |
|---|---|
| **Length:** | 147in (3,735mm) |
| **Width:** | 62.6in (1,590mm) |
| **Height:** | 54.9in (1,395mm) |
| **Wheelbase:** | 90.5in (2,300mm) |
| **Tread (front):** | 53.1in (1,350mm) |
| **Tread (rear):** | 52.6in (1,335mm) |
| **Engine:** | MA09ERT (straight four, OHC supercharger & turbo) |
| **Maximum torque:** | 13.3kgm / 4,800rpm |
| **Maximum output:** | 110ps / 6,400rpm |
| **Total displacement:** | 930cc |
| **Vehicle weight:** | 1,698lb (770kg) |
| **Suspension (front/rear):** | strut / four-link rigid |
| **Brakes (front/rear):** | ventilated disk / drum |
| **Tires:** | 175/65R13 |






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# STAGE 28
# ROLL CAGE (1)

In this issue we will install the roll bar over the passenger compartment floor.

## PARTS

28A



EP



**28A** Roll bar
**EP** Screws 2×5mm (×3*)

*Including spares



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# 28.01

Fit the ends of the roll bar 28A into the two holes in the passenger compartment floor 23A, in front of the passengers' seats.






028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 22/3/24 12:05




**28.02** Attach the right end of the roll bar 28A to the passenger compartment floor 23A with an EP screw from below.

**28.03** Attach the left end of the roll bar 28A to the passenger compartment floor 23A with another EP screw.






028_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 22/3/24 12:06

# Final assembly




## HOW A ROLL CAGE WORKS

**The roll cage is a solid metal structure installed in race cars to protect the occupants in the event of an accident. Its function is to provide rigidity to the chassis and bodywork to prevent serious deformation of the bodywork if the car rolls over. As we see in the movie *2 Fast 2 Furious,* Brian O'Conner made sure that this safety system was fitted to his Nissan Skyline GT-R.**




*For reasons related to production, the details of the miniature seen in the photograph may look different with respect to the final result.

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