FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

29



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BRIAN'S NISSAN SKYLINE GT-R



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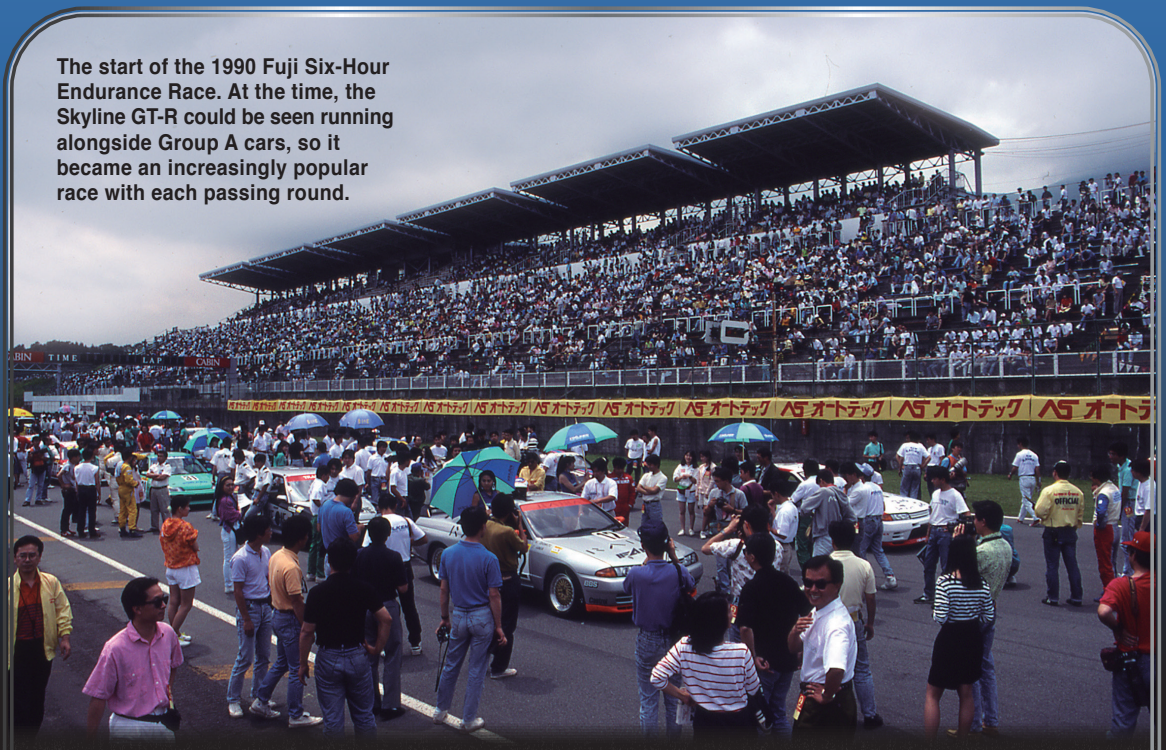
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The start of the 1990 Fuji Six-Hour Endurance Race. At the time, the Skyline GT-R could be seen running alongside Group A cars, so it became an increasingly popular race with each passing round.

COMPETING IN THE SUPER ENDURANCE SERIES

Along with Group A and GT, the Skyline GT-R was also active in the N1 category, which closely follows production car regulations. The Super Endurance Series evolved from the N1 endurance race and was the perfect stage for unleashing the GT-R's high performance.

The Skyline GT-R (R34) was developed into the GT-R V·spec N1 – a spartan motorsport-based machine for competing in N1 races. It was intended for endurance racing in the Super Endurance Series that comprises touring cars based on production models, and is still being held today.

The Super Endurance Series has its origins in the endurance competition originally known as the N1 Endurance Race. Single-make races based on N1 car regulations had been popular since the 1980s, and in 1988 the summer nine-hour endurance race began, with N1 cars racing through the night. Then, in 1990, this developed into the N1 Endurance Series, which was competed on circuits nationwide; it gained popularity as an endurance race in which a variety of models competed, including the Skyline GT-R (R32).

The vehicle regulations for N1 are close to those of the FIA (Fédération Internationale de l'Automobile) Group N and allow a smaller range of modifications than Group A. The N1 touring car

029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 1 22/3/24 12:04

COMPETING IN THE SUPER ENDURANCE SERIES



The first round of the 1990 N1 Endurance Race Series took place at Sendai Highland Raceway (now closed). The Skyline GT-R (R32) made its debut in this race. Leveraging the advantages of being a 4WD, it notched up a debut win.

regulations cover vehicles with four or more seats and certified by the FIA as Group N or Group A, cars that have been produced in a run of 5,000 units or more for 12 consecutive months and certified as mass-produced cars by the JAF (Japan Automobile Federation). The vehicles registered with the JAF had to have been modified in accordance with the common provisions of the JAF domestic vehicle regulations, safety regulations, and mass-produced touring car (N1) regulations.

The range of modifications allowed for the N1 category is limited, and the rule is that genuine commercial vehicle parts have to be used for the majority of main engine parts. For this reason, turbos that cannot be replaced for racing need to be standard equipment, produced with specifications that can be used for endurance racing from the outset. The twin ball-bearing metal turbo of the GT-R V·spec N1 was exactly that. The turbo, which had greater capacity and a more durable metal blade than the standard ceramic turbo, was adopted in order to increase boost pressure and power.

N1 places severe restrictions not only on the replacement and modification of parts, but also on tuning by machining. The piston and connecting rod are only allowed to be balanced. When a step modification is made on the inner surface of the intake port and exhaust manifolds, the cylinder head side must be within a depth range of 5mm (0.17in) perpendicular to the mounting surface. The only thing that you are permitted to change in the engine is the head gasket. However, you are allowed to make replacements of auxiliary equipment, such as upgrading to a large-capacity radiator and an optional intercooler hose.

Thanks to improved assembly accuracy and the precise settings of the ECU (engine control unit), the N1 engine in the Skyline GT-R (R34) was able to achieve power output of 500ps and 55kgm of torque at maximum boost pressure of around 1.3kg/cm2, while still using genuine parts. Originally, the RB26DETT engine was conceived so that it could be tuned to the Group A specification of 600ps, and featured a cylinder block for the basic design. Yet even in N1 specification, which is closer to that of a standard production car, the engine had enough durability to perform in endurance races, producing a power output of 500ps.

029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 2 22/3/24 12:04



In 1990, regulations prohibited the installation of air jacks on vehicles. Of course, the wheels are the same five-hole type as on the production car, with the center lock prohibited. The mechanics were working in unstable conditions during pit operation.

BREAKING RECORDS

Changes to the chassis for N1 racing were also set out in detail. Shock absorbers can be changed as long as the mounting position and mounting method, number, and operating principle are not altered. Springs and stabilizers are allowed to be changed, and mounts and bushings could be changed in material (but not metal) and hardness without changing their shape. In addition, you could replace brake pads, brake hoses, clutches, and more. LSD and strut tower bars could also be installed by bolting them on.

According to the N1 regulations, the body could not be modified and it was essentially a production car. You were not allowed to fit spoilers or change the bumper other than with genuine parts, but FIA-approved components could be installed, including fitting a welded roll cage or reinforcing the body by welding. From the 1993 season, cars could be equipped with an on-board air jack to enable faster, safer tire changes during the race, and the body itself had reached a level that was almost the same as the Group A car.

The strictest aspect in N1 was the tire regulations, allowing only genuine sizes and prohibiting racing-dedicated slick tires. Initially, only commercially available high-grip tires with grooves – so-called "S tires" – for gymkhana and circuit driving could be installed, and the use of slicks was not allowed until the vehicle regulations were revised in 1993.

What started as the N1 Endurance Series in 1990 was renamed in 1995 as the Super N1 Endurance Series because it allowed modifications beyond the standard N1 vehicle rules. These included the addition of oil coolers, so that more models could battle it out in endurance races. In addition, in 1998 vehicle regulations were put into effect allowing the installation of commercially available spoilers, bumpers, and hoods that could be used on public roads. Strictly speaking,

After Group A races ended, the N1 Endurance Race seemed to become the main battlefield for the Skyline GT-R. The Skyline GT-R (R33) was also active in the N1 Endurance Race. Due to the narrow range of vehicle modifications allowed, the race helped to advance improvements in production car performance.



029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 3 22/3/24 12:04



these were machines in the N2 category with a wider range of modifications, so the name was changed from the Super N1 Endurance Series to the Super Endurance Series.

From the 1999 season, the Skyline GT-R (R34) that participated in the Super Endurance Series benefitted from a body that was significantly more rigid and a six-speed transmission made by Getrag, demonstrating the full potential of its performance. With a front spoiler and a rear GT wing that generated downforce, and slick tires, the team was able to achieve a time close to that of the Skyline GT-R (R32) in the former Group A race.

The ST1 class, in which the Skyline GT-R (R34) competed, had been a de facto single-model race for the Skyline GT-R for a long time, but in the 2003 season, the Porsche 911 GT3 JGN (996) was allowed to participate as a special vehicle. It meant that the long-awaited showdown between the Skyline GT-R and the Porsche 911 could finally be realized. In the battle between the twin turbo 4WD Skyline GT-R and the large-displacement NA engine of the lightweight RR Porsche, the GT-R – which had won four out of eight races – secured its second consecutive Championship.

The Skyline GT-R (R34), which had been discontinued in August 2002 of the previous year, disappeared from the Super Endurance Series after winning the 2003 Championship. ♦

The N1 Endurance Race, which began in 1990, continued from 1999 to the present day as the Super Endurance Series. The Skyline GT-R also passed the baton from R32 to R33 and R34 to solidify its position as a winning machine, but 2003 was its last season.



The Super Endurance Series came to an end in 2003 for the Skyline GT-R (R34). In its last season, it won the Championship. With its narrow range of modifications, this race series had a huge impact on the performance of production cars.

029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 4 22/3/24 12:04

THEY'RE FAMILY

What makes the world of *Fast & Furious* different to any other action movie is that its protagonists act on series of solid, unshakeable values, which gives them strength even in the most adverse situations.



The Torettos share a set of traditional values, such as family, loyalty, and sincerity. Mia, like her brother Dom, will defend them with determination and vehemence.

When Brian O'Conner starts to get close to Dom Toretto in *The Fast and the Furious,* the undercover cop is surprised to find that the legendary driver from Los Angeles opens the doors of his home to him without a hint of suspicion. They have hardly had any time to get to know one another, but Brian has helped him to escape from a police raid, and that's good enough for Dom to invite him into his house to sit in the company of the rest of the team. Dom is a straightforward guy – he tells the truth and wants to think that the others will act in the same way. Nevertheless, he warns anyone who hopes to get close to his sister, Mia. "If you break her heart, I'll break your neck," says Dom to Brian. "That's not gonna happen," responds Brian.

FROM FRIEND TO FAMILY

Dom opens the doors to his house to Brian, plus his workshop and even his

029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 5 22/3/24 12:05

garage, to show him the treasure that he keeps there: the Dodge Charger that he built together with his father. He also invites Brian to the Sunday barbecue, a gathering reserved for "family", where rites are carried out, like blessing the table.

Only Vince feels that too much trust is being placed in a stranger; he has felt animosity toward Brian from the start. However, he has no option but to keep his feelings to himself because it is Dom who decides who passes from an acquaintance to a friend and from a friend to the family.

Since the first movie, and all through the saga, family has remained a key axis in the life of the Torettos. Family comes first, and is always worth fighting for, even at the risk of loss.

"There's a brotherhood present in the franchise, and it speaks to the audience in a real way," says the actor Vin Diesel. "It symbolizes the family the audience wants to be a part of with people they can trust and rely on... like Dom and his crew."

BROADENING THE FIELD OF ACTION

But there are other values that the main characters in the series defend at all costs. For example, friendship and solidarity, the commitment to never leave anybody in the team behind, to always stay united, and not yield to adversity.

Dom Toretto is an upright man. He believes in helping others and justice, especially if someone has been wronged. Later, Dom worries about more than just his family, but the world, which is continually endangered by the villains in the franchise. ♦

THE ADVENTURES OF BRIAN O'CONNER

Tuning the Skyline GT-R

At the wheel of a beat-up Nissan Skyline GT-R, Brian continues on Route 10 to Texarkana, where he looks for a remote place to tune his vehicle himself. He doesn't want to entrust his new jewel to anybody, as he wants to condition it the way he wants. In a small garage space that he finds at a good price, he gets down to work intensively. He only interrupts his work to take part in a race that will enable him to pay his expenses. When it leaves the garage, the car shines as if it was a brand-new automobile. It's ready for a new phase.



029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 6 22/3/24 12:05

THE SKYLINE GT-R (R32) AND N1 RACING

In addition to the aim of entering its new Skyline GT-R (R32) into Group A competition, Nissan also planned to race the model in N1 endurance contests. And despite concerns about how it would fare against the competitive Honda Civic, the GT-R made a winning debut in April 1990.



The Skyline GT-R (R32) was revived in August 1989 with the goal of becoming a world-class road car and simultaneously winning the pinnacle of touring car racing – Group A. Therefore, NISMO had been preparing for its Group A debut since the fall of that year.

At the same time, NISMO was planning to enter the GT-R in another touring car competition that would begin in 1990 – the N1 endurance race series. This comprised cars compliant with the FIA's Group N regulations of the time and the JAF's N1 regulations.

An N1 car is not as extensively modified as a Group A car, and is very similar to a production model. The vehicle was allowed to use height-adjustable suspensions, and while the tires were almost stock size, slick tires were not allowed, but only "S tires" with grooves for competition use. For the braking system, the only modifications allowed were to the pads. In addition, air jacks, which were common equipment in endurance race cars, were not permitted at that time.

The Honda Civic, Nissan's biggest rival at the time, can be seen behind the Skyline GT-R (R32). The Civic was the opposite of the GT-R – it had less load on the tires and brakes, and was also more fuel-efficient.

NISMO immediately began preparations for the GT-R's entry in the following year's N1 races.

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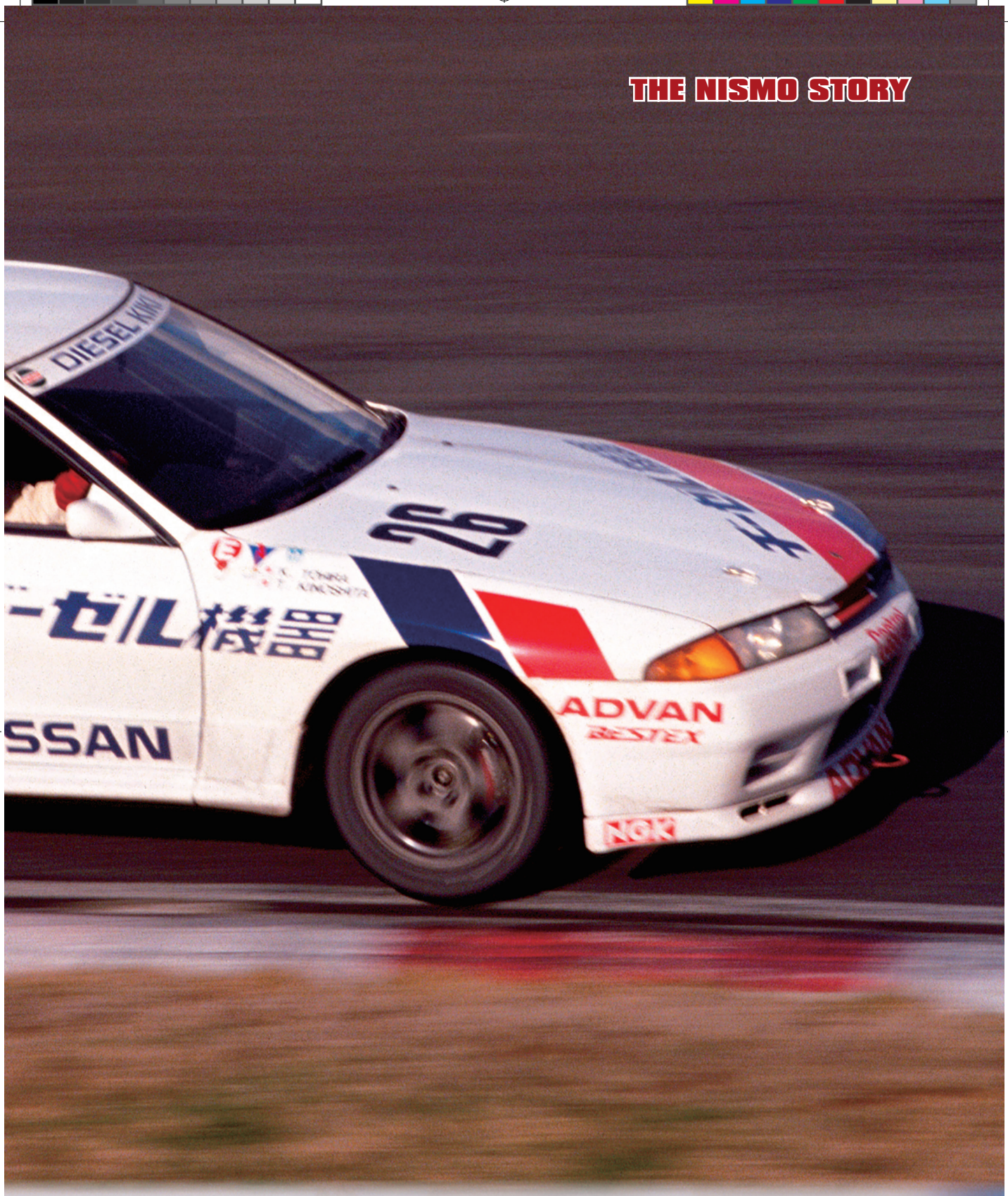
THE SKYLINE GT-R (R32) AND N1 RACING



The second round at Fuji was due to finish after sunset. The night-time contest with cars racing with their headlights on was a thrilling spectacle for the large number of spectators.

"Though Nissan was nervous before the debut N1 race of the Skyline GT-R (R32) at Sendai Highland, they did not need to worry as the model led from start to finish."

029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 8 22/3/24 12:06



The first hurdle was tires. At the time, Japanese tire makers had an unspoken agreement not to make tires larger than 16 inches for "S tires". This was to increase competition and reduce the economic burden on participants in gymkhana and other events, which were the main markets for "S tires". After some discussion, it was decided that Yokohama Tire could supply the tires used on the BMW M3 in overseas rallies.

However, once the testing began, the tires, which had originally

029_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 9 22/3/24 12:06



Two GT-Rs pictured at a hairpin at Fuji in round 2 with veteran driver Kenji Tohei in front. Behind him is Keiichi Tsuchiya, who was charismatic and popular at the time.

been developed for lightweight front engine, rear-wheel drive (FR) machines, began to fail. The high power and heavy weight of the GT-R, and its 4WD design, placed a greater burden on the front tires than had been anticipated. The brakes also proved to be problematic – the pads wore out quickly, and the calipers and rotors had to be replaced during a race.

Based on this data, a simulation of the first race of the season, the 1990 Highland 300km Endurance Race, showed that it would be difficult to beat the 1,600cc Civic. In other words, it would be a race between a rabbit and a tortoise.

In early April 1990, the debut race in the N1 series was held at Sendai Highland. Although the car qualified on pole position as expected, the NISMO staff were not totally happy with the setup of the car.

However, the night before the race there was unseasonal snow in the Sendai area. The morning of the race day, it was still snowing, which was good news for the GT-R. The GT-R took advantage of its power and four-wheel drive system to jump into to the lead from the start. It kept ahead of the rest of the pack to complete the 300km race without incident and win its debut race.

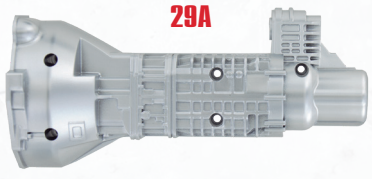
In the first round, only one GT-R had competed, but in round 2, the number of GT-Rs increased to six. Soon the competition would become a single-make race. ♦

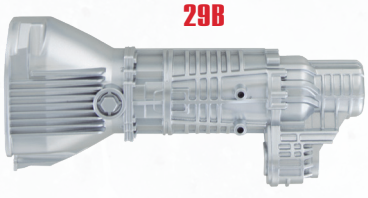
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STAGE 29
GEARBOX

In this issue we will mount the gearbox and fix it to the engine block.

PARTS


29A


29B


29C


29D


29E


29F


29G


29H


AIM


AM


AP


EP


SM

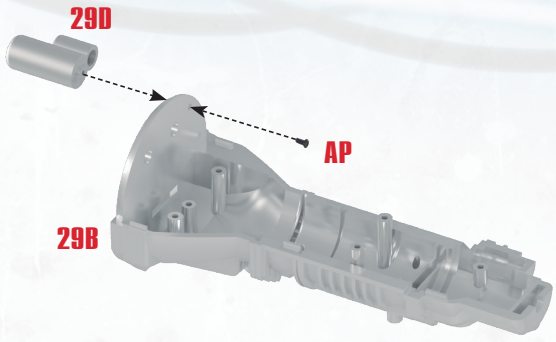
29A Gearbox upper part
29B Gearbox lower part
29C Front driveshaft
29D Starter motor
29E Front differential 1
29F Front differential 2
29G Left front bearing output housing
29H Lower radiator hose
AIM Screws 2×3×6mm (×3*)
AM Screws 1.7×4mm (×2*)
AP Screws 1.7×4mm (×3*)
EP Screws 2×5mm (×9*)
SM Screws 1.7×3mm (×3*)

*Including spares

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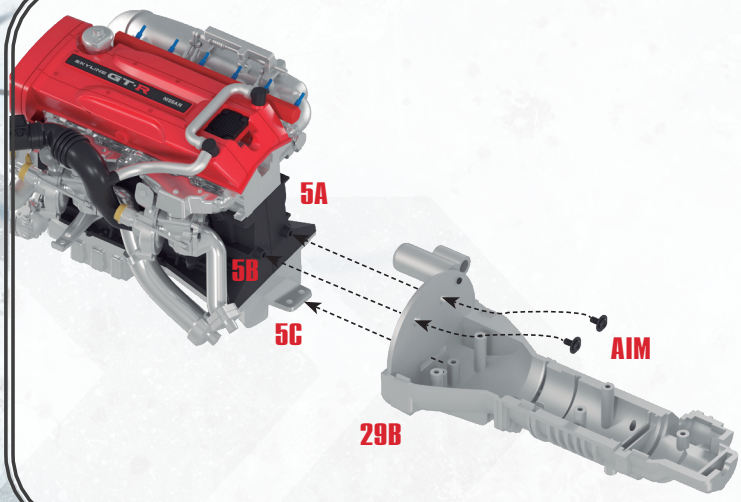
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Align the starter motor 29D with the highlighted hole on the gearbox lower part 29B. Connect the parts with an AP screw.



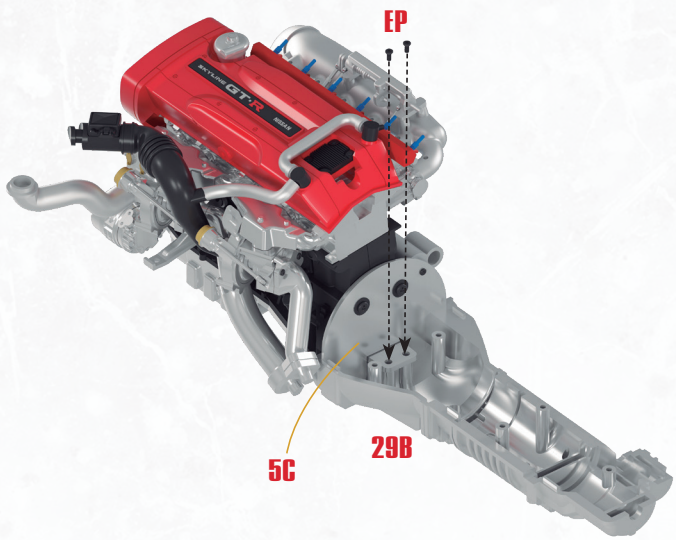
29.02

Retrieve the engine assembly you prepared in issue 11. Align the highlighted holes on the gearbox lower part 29B with the pivots on the engine block right and left parts, 5A and 5B. The flap of the oil pan 5C should be inserted into the slot at the bottom of the gearbox lower part 29B. Fix the parts together with two AIM screws.



29.03

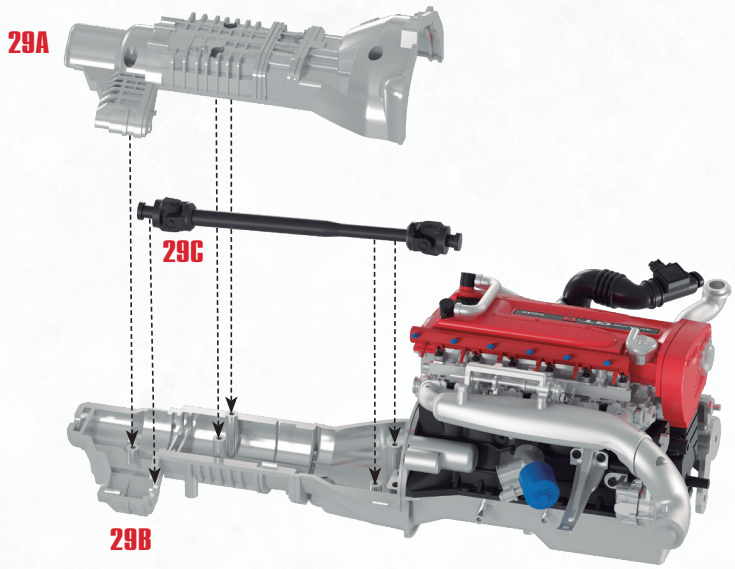
Connect the oil pan 5C to the gearbox lower part 29B with two EP screws.



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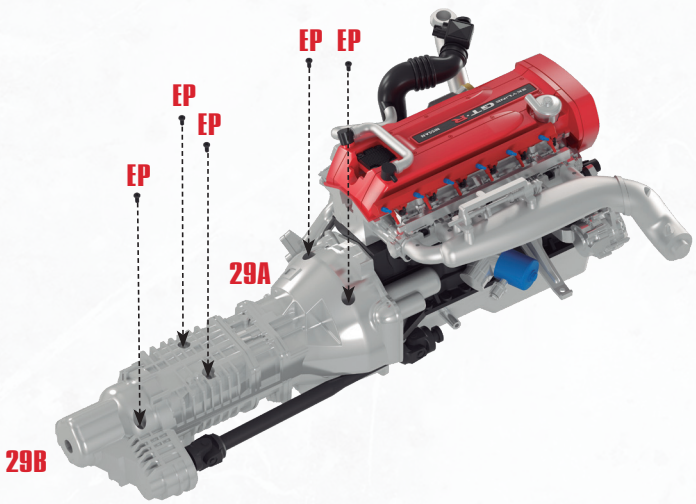
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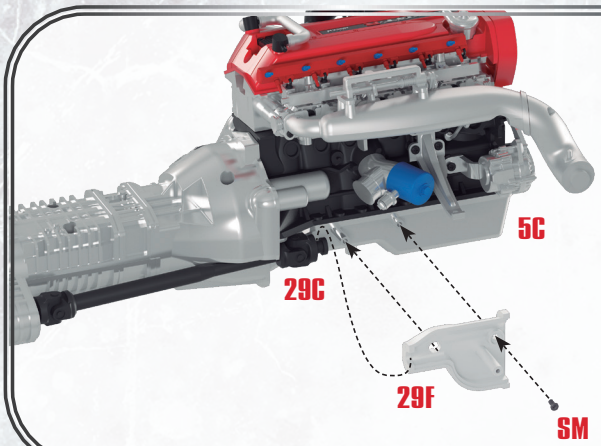
Insert one end of the front driveshaft 29C into the notch on the right side of the gearbox lower part 29B. Then position the gearbox upper part 29A over the parts.



29.05

Fix the gearbox upper part 29A to the gearbox lower part 29B with five EP screws.



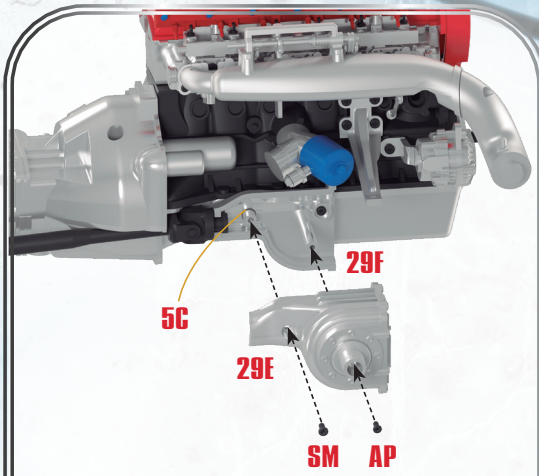


29.06

Position the holes in the front differential 2 29F over the two pivots on the right side of the oil pan 5C. Make sure that the narrower end of the differential is between the front driveshaft 29C and the oil pan 5C. Fix the front differential 2 29F to the assembly with an SM screw.

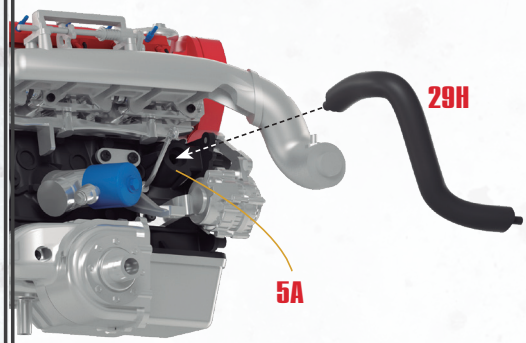
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GEARBOX

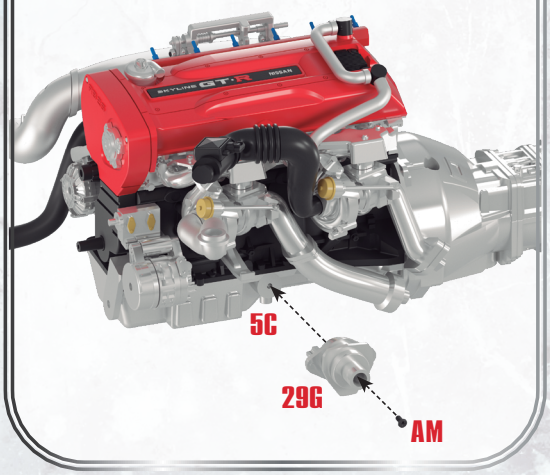


29.07 Place the front differential 1 29E over the front differential 2 29F. Connect the parts with an SM screw in the side hole and an AP screw in the center hole, as shown in the picture.

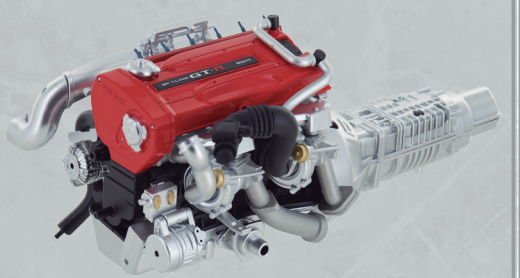
29.08 Insert the shorter curved end of the lower radiator hose 29H into the highlighted hole in the engine block right part 5A.



29.09 Place the left front bearing output housing 29G over the highlighted hole on the left side of the oil pan 5C and fix it in place with an AM screw.



Final assembly



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