FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

36



FANHOME

Fast & Furious Franchise
© 2024 Universal City
Studios LLC. All Rights Reserved.

UNIVERSAL

FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R



ORIGINAL VERSION
© 2024, Editorial Planeta DeAgostini S.A.U.
Avda. Diagonal, 662-664
08034 Barcelona, Spain
All rights reserved

© 2024 De Agostini Publishing S.p.A

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: Stellantis, NBCUniversal Archive; p. 7-10: Nissan Press Office

NISSAN MOTOR CORPORATION
OFFICIAL LICENSED PRODUCT

Nissan Motor Co., Ltd. trademarks, designs, copyrights and/or other intellectual property rights are used under license.

Printed in Italy

ISSN 2977-1609

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

CUSTOMER SERVICES

USA
Email support@usa.fanhome.com

UNITED KINGDOM
Email support@uk.fanhome.com

DEUTSCHLAND
Email support@de.fanhome.com

ÖSTERREICH
Email support@at.fanhome.com

NETHERLANDS
Email support@nl.fanhome.com

POLAND
Kontakt z biurem obsługi klienta:
Tel: 22 307 64 59
E-mail: bok@deagostini.pl

CZECH REPUBLIC
Kontakt na zákaznické centrum SR:
Tel: 246 017 120
E-mail: zakaznicke.centrum@deagostini.cz

SLOVAKIA
Kontakt na zákaznické centrum SR:
Tel: 0220 839 090
E-mail: zakaznicke.centrum@deagostini.sk

The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 110 issues.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The assembly parts and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

MORE INFORMATION AT

fanhome.com deagostini.com

FANHOME

DeAgostini COLLECTIBLES

Fast & Furious Franchise
© 2024 Universal City
Studios LLC. All Rights Reserved.

UNIVERSAL



A prototype of the Skyline GT-R (R33) exhibited at the 1993 Tokyo Motor Show. The grille was of the horizontal pier type, and the lip spoiler under the bumper retained the image of the previous GT-R.

CREATING THE NEW NISSAN SKYLINE GT-R (R33)

The Skyline GT-R (R33) was a bold development project that did not use the design of the prototype exhibited at the Tokyo Motor Show. Instead, a new design was created in a short period of time.

On January 7, 1995, the Skyline GT-R (R33), the second model of the second-generation GT-Rs, made its debut at the 13th Tokyo Auto Salon. The powerful design of the Skyline GT-R (R33) was a surprise to Nissan fans in attendance as it was quite different from the blue metallic "docile GT-R" that was exhibited at the Tokyo Motor Show in the fall of 1993, with the new car's aggressive front aspect with the GT-R emblem in the center of the front grille and large variable-type rear spoiler.

The Tokyo Auto Salon, where the announcement was made, is a tuning and custom car show that began in 1983 under the banner "Exciting Tokyo Car Show". It attracted mainly enthusiasts in 1995, and it was unusual for manufacturers to announce their new models at this event. Yet it was an appropriate location for the unveiling of the Skyline GT-R (R33), which was created for the "realization of ultimate driving pleasure".

The "docile GT-R" that had been unveiled at the 1993 Tokyo Motor Show was a prototype of the next-generation Skyline GT-R. However, that Skyline GT-R was never actually launched, but it featured an exterior design that differed significantly from the actual Skyline GT-R (R33). The calm, blue

036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 1 26/4/24 11:19

metallic body widened the body of the 9th-generation Skyline (R33) two-door coupe, and was strongly reminiscent of the previous-generation Skyline GT-R (R32). The raised front and rear blister fenders were also used on the production model, but the prototype's side-pierced front grille had no "GT-R" emblem, and the front bumper and fixed rear wing had different designs. It also featured mesh-type aluminum wheels made by BBS.

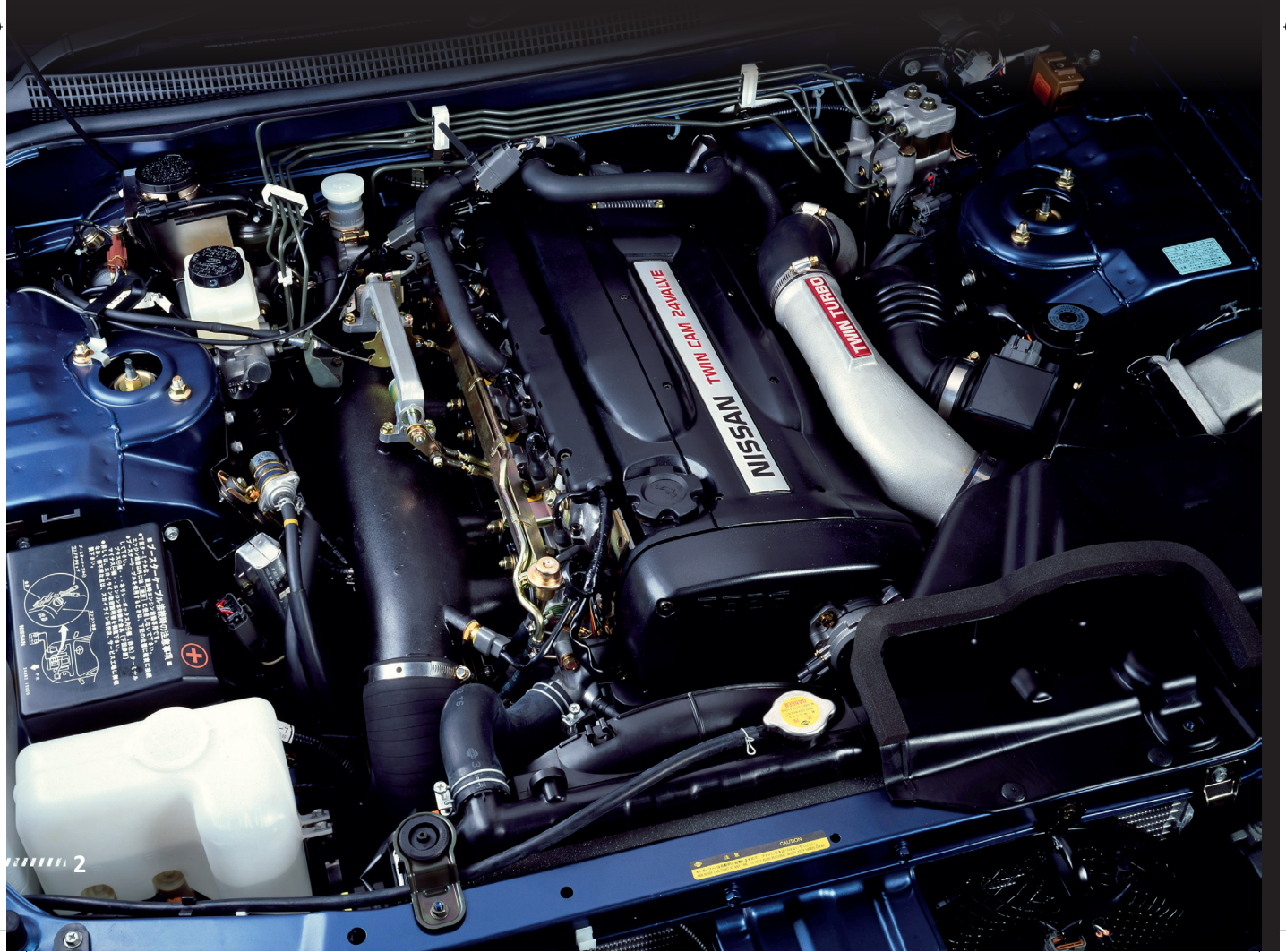
In addition, the interior design differed from the production model, such as the SRS airbag-equipped steering wheel, speedometer and tachometer design, and a triple dial arrangement. On the other hand, the design of the front seats and other significant interior items looked almost the same.

The prototype exhibited at the Tokyo Motor Show had an RB26DETT engine. However, the strut tower bar, which is standard equipment on production cars, was not present at this time.

The reaction of Skyline GT-R fans was cool because they had high expectations for this prototype of the next-generation Skyline GT-R, with some saying that it was "too big" and "too tame". According to Chief Product and Vehicle Engineer Kozo Watanabe, the prototype design of the next Skyline GT-R had already been rejected at an internal review meeting as "not powerful enough," but it had to be displayed at the Tokyo Motor Show because a new design could not be created in time. In other words, at that point, it was almost certain that the blue metallic prototype would become a "phantom" Skyline GT-R.

"The front aspect of the prototype was too bland for a Skyline GT-R."

At the same time, development tests of the next-generation Skyline GT-R were proceeding at the Nürburgring in Germany. The vehicle in development – which was captured in scoop photos – featured a Midnight Purple body color and had a similar front bumper, front spoiler, and front grille to the prototype exhibited at the Tokyo Motor Show, but the rear spoiler appeared to be a variable type. In addition, a white N1 race-spec test car was seen driving at Fuji Speedway in 1994. The test car at that time also had the same front as the prototype at the Tokyo Auto Salon.



036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 2 26/4/24 11:19



BODYWORK REVISIONS

The new exterior design of the next-generation Skyline GT-R was entrusted to Hidetoshi Nishiizumi, a Nissan designer with a proven track record in styling previous Skyline models. Although the schedule for the release and launch of the car was already set, the front grille, front bumper, front spoiler, and rear spoiler were extensively redesigned based on Nishiizumi's sketches, resulting in the creation of the powerful Skyline GT-R (R33) design. The aerodynamic performance was also improved, taking the drag coefficient Cd value from the 0.40 of the previous-generation model to 0.35.

As explained in the previous issue, the 9th-generation Skyline (R33) and the Laurel (C34) shared the same chassis, so the body size of the Skyline GT-R (R33) was also increased, with the overall length being 184in (4,675mm), 5in (130mm) longer than the previous-generation Skyline GT-R (R32). The overall width increased by 1in (25mm) to 70in (1,780mm) and the overall height was increased by 0.2in (5mm) to 53.5in (1,360mm).

Skyline enthusiasts were skeptical about the larger body of the GT-R. This was because the second Skyline 2000GT-R (KPGC110), which debuted in 1973, was equipped with the same S20 engine but had a larger body and was heavier than the first Skyline HT 2000GT-R (KPGC10), which was expected to reduce performance.

The basic form was identical to that of the production Skyline GT-R (R33), but the rear spoiler was a fixed type that was an evolution of the spoiler installed on the previous Skyline GT-R.

In fact, the RB26DETT engine was carried over from the Skyline GT-R (R32) to the R33 with some improvements, and although the torque was slightly increased, the maximum power of 280ps remained the same. Indeed, the body was larger than the previous-generation model, but thanks to the efforts of the development team, the increase in vehicle weight was limited to 66–88lb (30–40kg).



Side view of the prototype with its impressive ride height. The angular image of the rear spoiler also stands out. The wheels were BBS mesh-type aluminum examples.

036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 3 26/4/24 11:19

CREATING THE NEW NISSAN SKYLINE GT-R (R33)

Many Skyline GT-R fans thought that the wheelbase, which was 107in (2,720mm) – so 4in (105mm) longer than the previous model – would compromise the car's performance, but in fact, it was the opposite.

IMPROVING TURNING PERFORMANCE

The front-rear weight distribution of the previous model was front-heavy, resulting in strong understeer. In addition, the mounting of the fuel tank under the trunk floor was a disadvantage because it applied a heavy weight in the rear overhang when full. Moreover, the presence of the fuel tank in the overhang meant that fuel consumption affected the car's performance. This had not changed since its debut, and it remained basically the same even for the Skyline GT-R V·spec II, which was equipped with Brembo brakes and 17-inch tires.

The front seats were the monoform bucket seat type that had been popular in the previous GT-R. However, the fabric and finish of the seat surfaces were not as good as those of the Skyline GT-R (R32) but was changed to project a different image.



A view inside the prototype, which was almost the final design. The steering wheel with airbags is eye-catching. Around this time, equipment for occupant safety began to be introduced.

The design secret was that the new Skyline GT-R (R33), like the base model, took advantage of the longer wheelbase to improve the front-rear weight balance. The plastic fuel tank was placed under the rear seat, and the battery was relocated from the front overhang in front of the engine compartment to the space between the rear seat and trunk, focussing as much weight as possible in the center of the vehicle body.

In addition to the relocation of the battery and the use of plastic for the headlamps, the large air-cooled intercooler, a characteristic feature of the Skyline GT-R, was further lightened to reduce the front overhang area to reduce the moment of inertia and improve turning performance.

The chassis layout of the new Skyline GT-R (R33) was termed the "High Traction Layout". ◆



036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 4 26/4/24 11:19

THE DODGE VIPER, THE RED DEVIL

This is a really fast and high-powered car that extols the classic lines of American sports cars. In the *Fast & Furious* franchise, this exquisite automobile has already made three appearances.



The fascinating two-seat sports car, designed by Tom Gale for the Dodge division, was incorporated into the opening sequence of *The Fast and the Furious: Tokyo Drift,* where it takes on the Chevrolet Monte Carlo of the protagonist, Sean Boswell.

It's no coincidence that Carrol Shelby, the legendary creator of the ACCobra, was behind the concept of this sports car, first presented at the Detroit Auto Show in 1989. The Dodge division wanted to impress with Tom Gale's design, but also to make available to the most demanding lovers of speed a car that they could rely on to go fast. And, in that respect, no generation of the Dodge Viper has disappointed.

SCHOOL'S OUT

The model made a brief appearance, in *2 Fast 2 Furious*. It was a yellow Dodge Viper in the Miami race organized by controversial businessman Carter Verone. This race would lead to him selecting a new driver for his crew. The car competed alongside Brian O'Conner's Mitsubishi Lancer Evolution VII and Roman's Mitsubishi Eclipse Spyder, speeding across the city



036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 5 26/4/24 11:19

on their way to the Little Haiti. The on-screen presence of the Dodge Viper in *2 Fast 2 Furious* was very brief, and the franchise's creators decided that this fast car deserved much more. So in the movie *The Fast and the Furious: Tokyo Drift* fans saw the explosive power of the 2006 Dodge Viper SRT 10.

In the opening sequence of the third movie in the saga, the main character Sean Boswell leaves school and heads for the parking lot to pick up a 1971 Chevrolet Monte Carlo. Parked beside it is a spectacular red Dodge Viper convertible. Inside it, a female classmate, Cindy, is waiting for her boyfriend, the vehicle's owner. Cindy and Sean exchange a few words; although it's not clear if any flirting is going on, it certainly looks like there is to Clay, Cindy's boyfriend, who arrives surrounded by his buddies. When a fight between the two students seems inevitable, Cindy suggests that they settle their differences in a race.

In a matter of minutes, many of the high school students head over to a nearby housing development still being built, called Shangri-La, which is going to become the impromptu circuit for the duel between Sean and Clay.

PAST VERSUS FUTURE

Justin Lin, the director of *The Fast and the Furious: Tokyo Drift,* loved the idea of creating that confrontation between two automobiles that represented the past and the future of American car-making. Initially, the crew had planned to build a set to serve as the backdrop to the race between the Chevrolet Monte Carlo and the Dodge Viper. They did not need to, however, because a property development company from the Californian town of Victorville granted them permission to shoot in a housing development under construction. Of course, the production designer, Ida Random, and the art director, Tom Reta, took charge of arranging the space, not just to make filming the race easier, but also to make sure that as they drove round the cars would only destroy the objects that were part of the props.

IN THE DESERT

Thanks to the movie's magnificent team of stunt performers, the race sequence looked incredibly realistic and recalled the fun comedy chases of the 1970s. Even though it did not come out of the movie unscathed, the Dodge Viper left a mark and more than earned the chance to reappear in the series. Its third foray took place in *Furious 7.* Neither yellow nor red, Letty Ortiz drove a completely black model in the desert heading toward Abu Dhabi, the capital of the United Arab Emirates, to carry out a dangerous mission with Dom Toretto's team. ◆

THE ADVENTURES OF BRIAN O'CONNER

Back in action

After being arrested and taken to the Customs Department's offices, Brian finds an old acquaintance waiting for him: Agent Bilkins, the FBI agent who supervised the investigation into the truck heists in Los Angeles. Now he's in Miami surveilling the activities of a suspicious Argentinian businessman, Carter Verone. Agent Bilkins invites Brian to rejoin the action: if he collaborates in the new investigation, his rap sheet will be wiped clean; if not, he will enjoy a comfortable cell in a penitentiary in the area. Brian agrees.

CARS DON'T FLY

036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 6 26/4/24 11:20

1990 ALL JAPAN SPORTS PROTOTYPE CHAMPIONSHIP

Part 2: Securing the double

NISMO made an impressive entry into the 1990 JSPC with its super-quick and durable R90C model. Three consecutive wins and several podium positions resulted in NISMO securing both the Constructors' and Drivers' Titles.



For the All Japan Sports Prototype Championship (JSPC), NISMO fitted the cars with the VRH35, a race-specific engine introduced in 1989 that offered exceptional levels of power and durability, plus excellent fuel economy. The technologies developed for this engine, such as the liner-less cylinder block and cylinder-specific ignition timing control, were the origin of the technologies used in the current Nissan GT-R (R35) engine.

The R90C car used in the 1990 season had excellent aerodynamic performance and durability. Although the chassis was based on one from a Lola, 70 percent of the parts used in the car were made in-house by Nissan NISMO.

In the first round, Masahiro Hasemi and Anders Olofsson's YHP

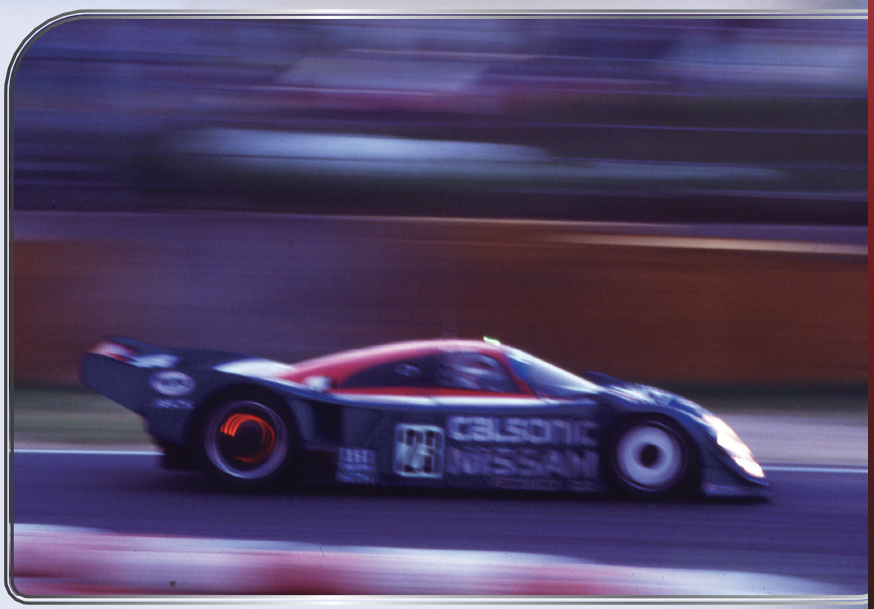
Jubilant Nissan drivers pictured on the podium after the Fuji 500km race. Kazuyoshi Hoshino (who finished third) offers champagne to winning driver Masahiro Hasemi.

The YHP Nissan R90CP of Hasemi and Olofsson started on pole position and drove to victory in the Fuji 500km race on July 22.



036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 7 26/4/24 11:20

CALSONIC Nissan won the fourth round of the 1990 season, the Suzuka 1,000km in August. A carbon brake system was introduced in the R90CP from this race.



Nissan R90CP finished second in the All Japan Fuji 500km, but the second round – the Fuji 1,000km – was cancelled due to rain. Hasemi and Olofsson's R90CP won round 3, the Fuji 500km race, leading from pole to finish, while the CALSONIC Nissan R90CP of Kazuyoshi Hoshino and Toshio Suzuki won the Suzuka 1,000km, in round 4.

In round 5, Hasemi and Olofsson were victorious again in the Sugo International 500km, making it three consecutive wins for Nissan. In the final round, the All-Japan Fuji 1000km, the CALSONIC Nissan R90CP finished second and the YHP Nissan R90CP came fifth, making Nissan the first Japanese carmaker to win the Manufacturers' Title. Masahiro Hasemi, driving the YHP Nissan R90CP, also won the Drivers' Championship.

This 1990 season was a complete success and marked the beginning of Nissan's dominance in the Group C series. ♦

YHP Nissan's Hasemi and Olofsson pairing won the fifth round, the Sugo International 500km. It gave Nissan its third consecutive win for the season.



036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 8 26/4/24 11:20

THE TURBOCHARGED 5TH-GENERATION CEDRIC

In 1975, in order to comply with stricter emission regulations, the twin carburetors of the L20 engine used in the Skyline and Fairlady Z disappeared. Prior to this, in 1973, production of the four-valve DOHC S20 engine used in the Skyline GT-R had to be discontinued. It meant that Nissan's sports engine had lost its foothold in the market.

The second half of the 1970s was not a particularly positive period for Nissan fans. However, their hopes were raised in December 1979, when Japan's first mass-produced turbo engine, the L20E-T, was introduced with minor changes to the 5th-generation Cedric/Gloria (430). The turbocharged engine had traditionally been reserved for expensive supercars such as the Porsche Turbo, but now the time had come for average car buyers to enjoy the acceleration of a turbocharged engine.



This was the era when various parts of the control system were electronic, and many Japanese buyers were able to experience the acceleration of a turbo for the first time.

However, at that time, the appeal of Japanese turbocharged cars was their energy saving and low emissions, rather than increased power like their European counterparts. The final gear ratio was set high to achieve cleaner exhaust emissions, improved fuel economy, and lower noise while maintaining the same level of driving performance as large-displacement engines. Therefore, turbochargers were not installed on bigger engines.

The Cedric/Gloria (430) was equipped with the 2.8-liter L28E engine, and the turbo version featured the 2L L20E-T engine. The maximum output of both the L28E and L20E-T was 145ps, and the maximum torque was 23.0kgm



The interior design was also gorgeous, a foretaste of later models. The seats, which resembled expensive lounge chairs, symbolized the era and were much admired by young people of the time.

036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 9 26/4/24 11:20

for the L28E and 21.0kgm for the L20E-T. The goal of achieving the same performance as large-displacement engines with a small displacement unit had been achieved.

The L20E-T engine combined a Garrett Air Research T03 turbo with electronically controlled fuel injection (EGI). The turn-flow layout of the L20, with intake and exhaust on the same side of the engine, made it possible to shorten the turbo and intake piping. Incidentally, it was not equipped with an intercooler.

Although the L20E-T type was initially installed in sedans, expectations for its performance were high, and in April 1980, it was fitted in the Skyline 2000GT turbo (C211). In October 1982, the L20E-T was used in the Fairlady Z (S130). Around this time, Japanese cars, which had been lacking in vigor due to exhaust gas regulations, began to regain power, and turbocharged cars began to boom.

Japan's first production cars with turbocharged engines, the Cedric/Gloria (430) were designed primarily for "downsizing" to achieve "the same performance and economy as a large-displacement engine with a small displacement," which was only possible by installing a turbocharger. The recent resurgence of small-displacement turbocharged engines reminds us that history is repeating itself. ♦



Japan's first mass-produced turbocharged engine was the L20, Nissan's principal engine. The engine was designed to save energy, but it was actually as powerful as its rivals.

TECHNICAL DATA

CEDRIC FOUR-DOOR H/T TURBO BROUGHAM K430 (1980)

Length:	177.6in (4,690mm)
Width:	65.2in (1,690mm)
Height:	53.9in (1,410mm)
Wheelbase:	99.4in (2,690mm)
Tread (front):	54.3in (1,415mm)
Tread (rear):	53.5in (1,380mm)
Engine:	L20E-T (straight six, OHC turbo)
Total displacement:	1,998cc
Maximum output:	145ps / 5,600rpm
Maximum torque:	21.0kgm / 3,200rpm
Vehicle weight:	2,458lb (1,485kg)
Suspension (front/rear):	double wishbone / five-link rigid
Brakes (front/rear):	ventilated disk / disk
Tires:	185SR14

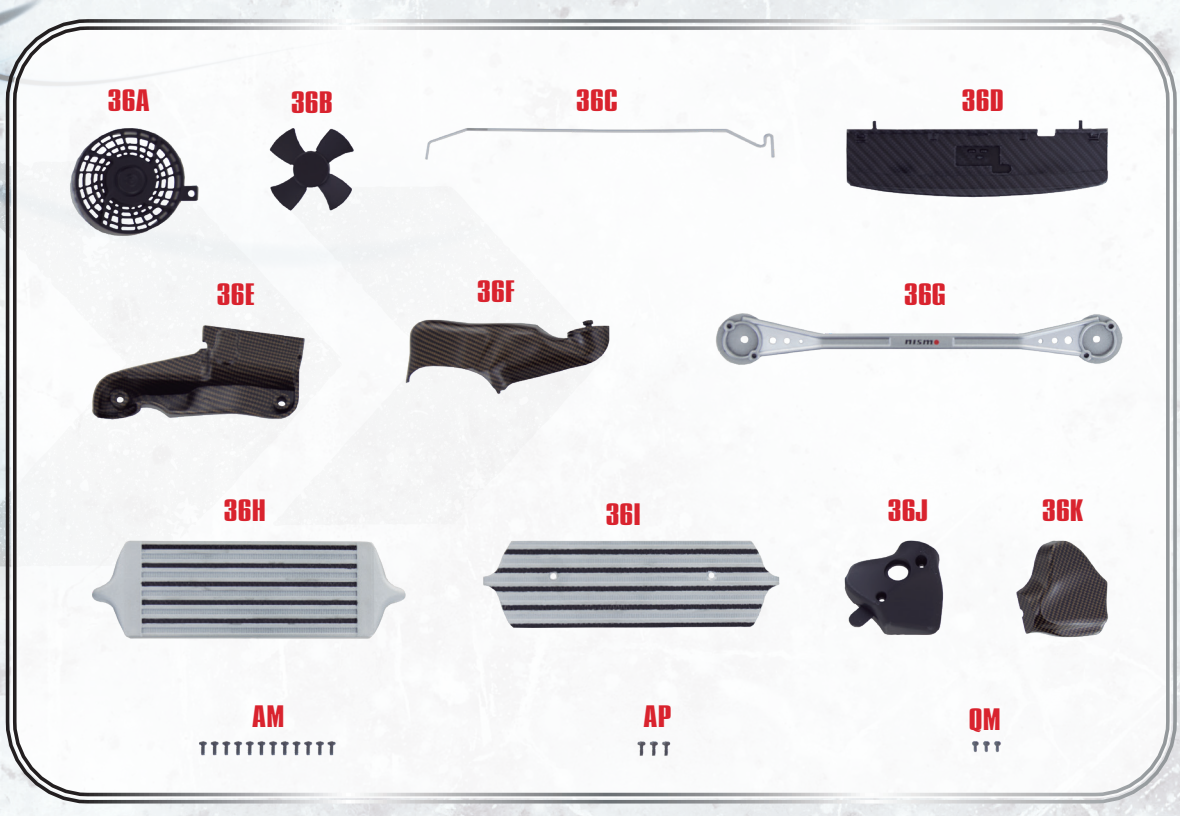


036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 10 26/4/24 11:20

STAGE 36
FRONT PART OF THE BODYWORK (2)

In this issue, we will mount the secondary fan on the front of the bodywork. We will then attach the front of the bodywork to the chassis and add the intercooler, air intake ducts, and air filter.

PARTS



36A Secondary fan housing	36H Intercooler 1
36B Secondary fan	36I Intercooler 2
36C Hood rod	36J Air filter housing lower part
36D Air circulation panel	36K Air filter housing upper part
36E Inlet duct lower part	AM Screws 1.7×4mm (×12*)
36F Inlet duct upper part	AP Screws 1.7×4mm (×3*)
36G Turret bar	QM Screws 1.4×3mm (×3*)

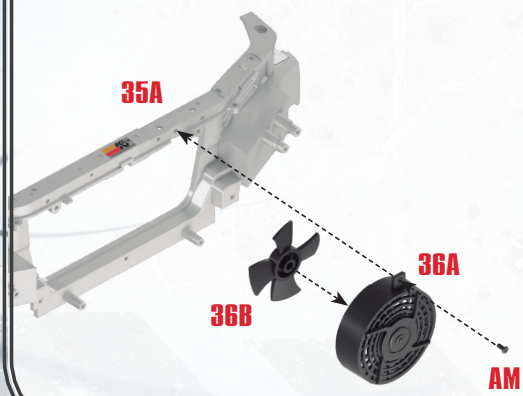
*Including spares

036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 11 26/4/24 11:20

FRONT PART OF THE BODYWORK (2)

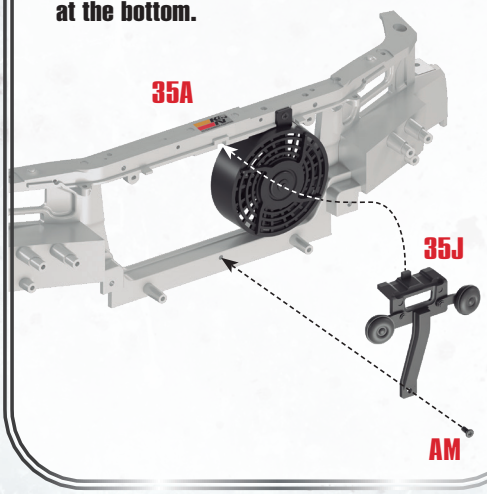
36.01

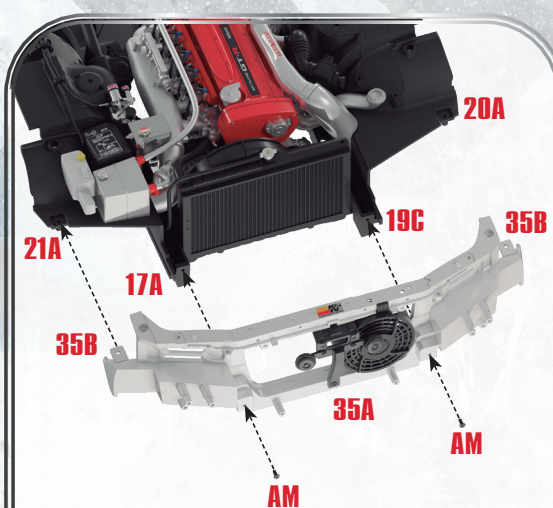
Retrieve the front part of the bodywork 35A from the previous issue. Place the secondary fan 36B inside the secondary fan housing 36A. Attach the secondary fan housing 36A to the front part of the bodywork 35A with an AM screw through the highlighted hole.



36.02

Retrieve the horns bracket assembly 35J from the previous issue, and align the hole at the bottom with the highlighted hole on the front part of the bodywork 35A. Secure the bracket with an AM screw at the bottom.



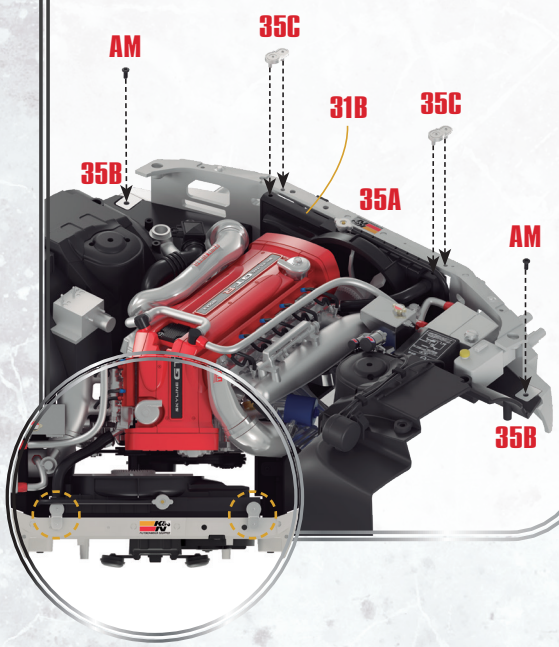


36.03

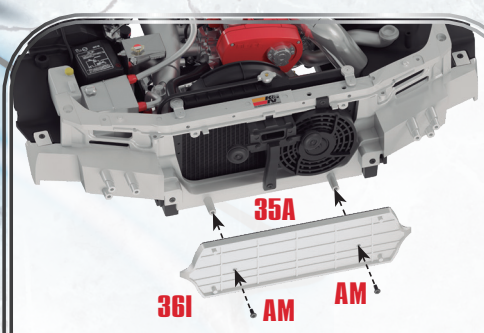
Attach the front part of the bodywork 35A to the front right beam 17A and front left beam 19C and secure it with two AM screws. Note that the front bodywork supports 35B must be positioned over the front right and front left wheel arches, 21A and 20A.

36.04

Attach the front bodywork supports 35B with two AM screws. Next, fit the two radiator upper supports 35C from issue 35 into the highlighted holes on the front part of the bodywork 35A and radiator 1 31B.

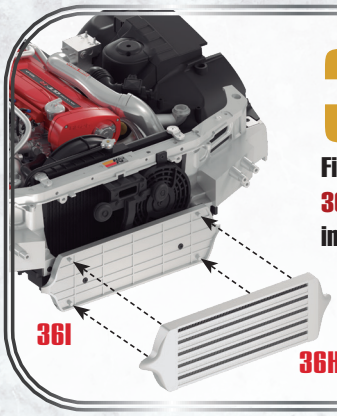


036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 12 26/4/24 11:20



36.05

Check the correct orientation of parts in the picture. Then align the intercooler 2 36I with the two screw posts on the bodywork front part 35A and secure it with two AM screws.



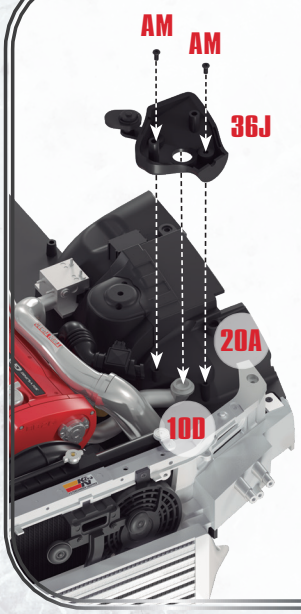
36.06

Fit the intercooler 1 36H over the intercooler 2 36I.



36.07

Retrieve the ATTESA fluid reservoir tank 20B from issue 20 and attach it to the pivot on the air filter housing lower part 36J.

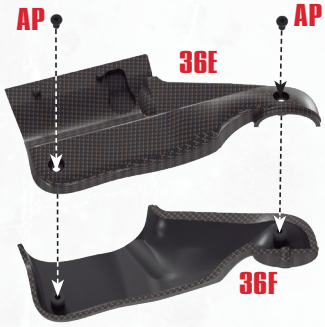


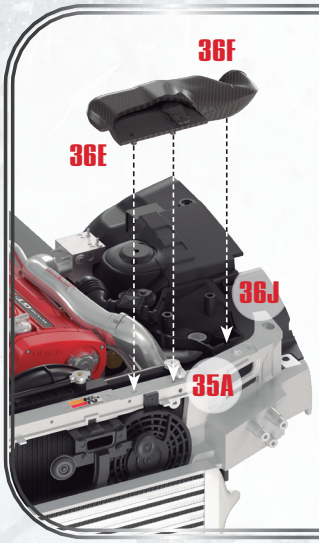
36.08

Place the air filter housing lower part 36J over the two screw posts on the front left wheel arch 20A and secure it with two AM screws. Note that the end of the air inlet duct 3 10D matches the circular hole in the air filter housing lower part 36J.

36.09

Place the inlet duct lower part 36E over the inlet duct upper part 36F. Connect both parts with two AP screws.





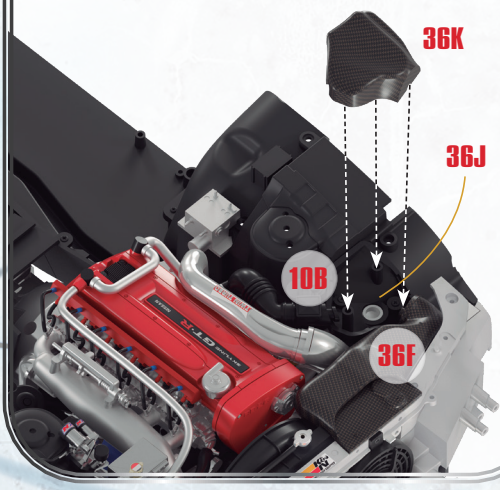
36.10

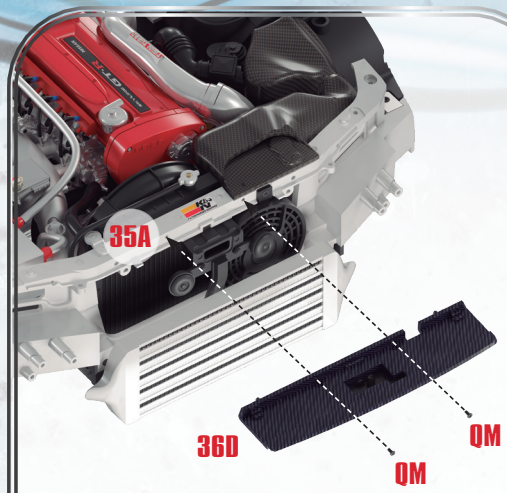
Align the assembly of the air inlet ducts, 36E and 36F, with the highlighted holes in the bodywork front part 35A and the air filter housing lower part 36J.

036_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 13 26/4/24 11:20

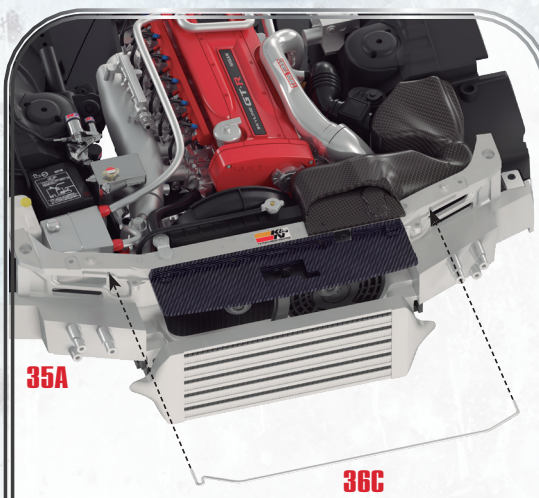
FRONT PART OF THE BODYWORK (2)

36.11 Place the air filter housing upper part **36K** over the air filter housing lower part **36J**, inlet duct upper part **36F**, and the air inlet duct 2 **10B**.





36.12 Align the screw holes in the air circulation panel **36D** with the highlighted holes in the bodywork front part **35A**. Fasten the panel with two **QM** screws.



36.13 Finally, insert the two ends of the hood rod **36C** into the two highlighted holes in the bodywork front part **35A**.

Final assembly



Keep the turret bar **36G** aside for later stages of assembly.



FANHOME

Fast & Furious Franchise
© 2024 Universal City
Studios LLC. All Rights Reserved.

UNIVERSAL