FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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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
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REINFORCING THE CORE OF THE SKYLINE GT-R (R33)

The goal for the development team was to achieve a Nürburgring lap time of under 8 minutes. Yet how could it be faster when it had a body that had become bigger and heavier due to a complete model change?

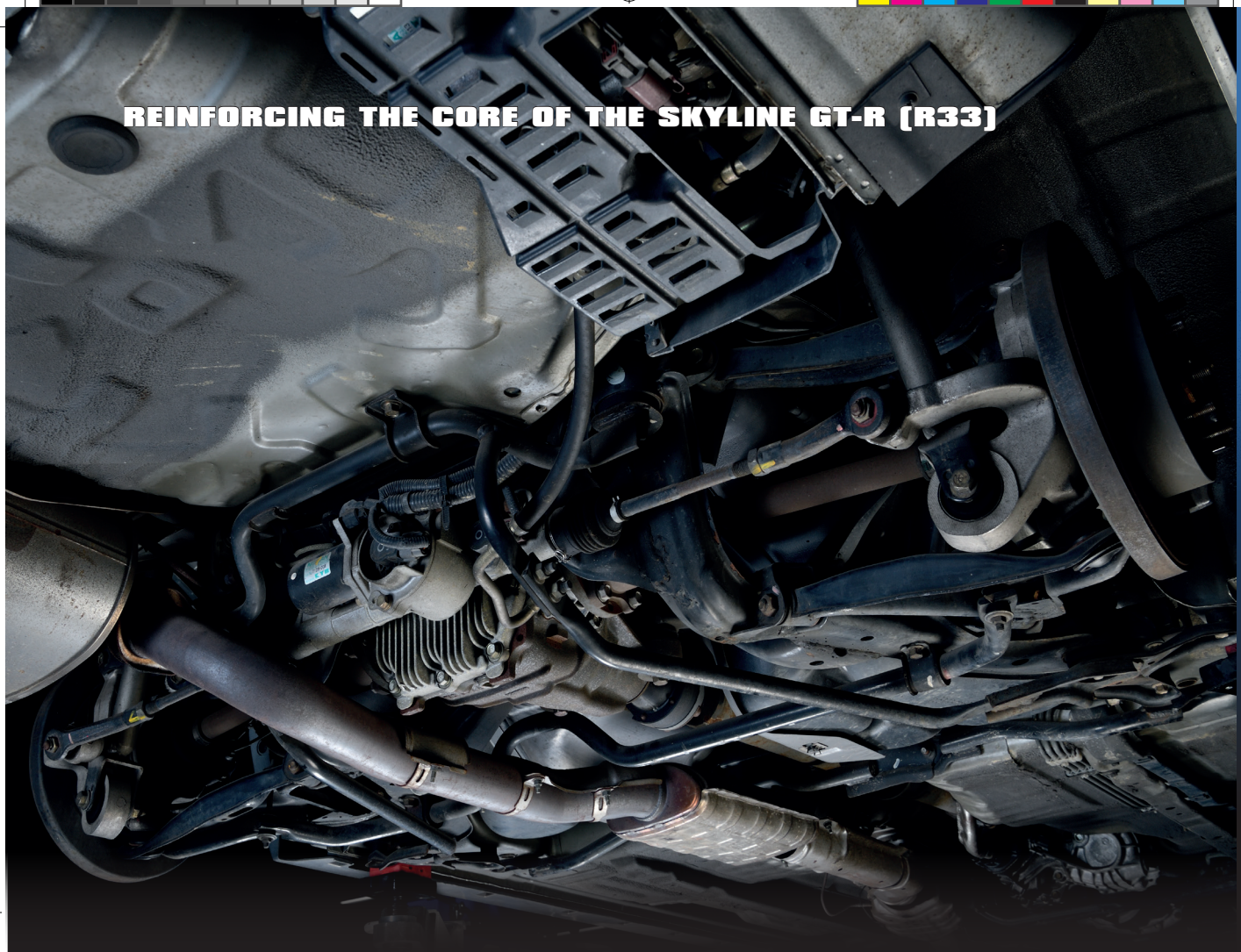
The Skyline GT-R (R33), which debuted in 1995, had the same chassis as the Laurel (C34) and had a much larger wheelbase and overall length than the previous Skyline GT-R (R32). Although the body was larger, the weight was contained within the wheelbase and the front and rear overhangs were lightened to improve the front-rear weight distribution of the previous generation, which had been front-heavy. This contributed to eliminating the strong understeer that was a weak point of the previous-generation model. Nissan dubbed this chassis the “high traction layout”.

However, the creation of the Skyline GT-R (R33) with the new chassis was extremely difficult. When the development vehicle was brought to the Nürburgring for testing, it initially did not even reach the performance level of the Skyline GT-R (R32). Moreover, the goal was to shorten the lap time by more than 20 seconds to less than 8 minutes, while using basically the same RB26DETT engine as in the previous model.

Early test runs revealed that there was a delay in the car’s response when being steered, and the performance of the engine and tires was not being fully utilized. This did not change even when the four-wheel steering system, a feature of the Skyline GT-R (R33), was deactivated.

The cause of this was believed to be a lack of rigidity in the chassis, and reinforcements were made centered on the chassis floor. The work was carried out in a garage rented near the Nürburgring, and included adding floor tunnels and reinforcement bars connecting the left and right sides of the side sills. The reinforcement was made possible by the knowledge of racing car

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The Skyline GT-R (R33) was equipped with an added reinforcement section under the rear floor. It was a strong steel component that connected the suspension member attachment points to the body. The HICAS also replaced the previous generation's hydraulic type with an electric type.

reinforcement using roll cages that the development team had learned from building cars for the N1 endurance series.

As a result of development tests, more than 30 reinforcements were added to the production version of the Skyline GT-R (R33), including front and rear strut bars in the engine compartment and trunk, and floor cross-bars under the floor. The torsional rigidity was increased by 40 percent over the base Skyline two-door coupe (R33) and increased the strength to 1.5 times the level of the previous-generation Skyline (R32).

The four-wheel multi-link suspension was also improved, and the rattle-prone front I-type upper arms, which were a weak point of the previous Skyline GT-R (R32), were replaced with an A-type two-way structure. The camber rigidity was improved by 35 percent, and the mounting rigidity was also strengthened so that the suspension responded more faithfully to the driver's steering. In addition, the rear suspension had been improved by changing the shape of the upper arm and other modifications to enhance road contact and improve stability.

ACTIVE LSD AND ATTESA E-TS PRO

The new model range included three models: the basic "standard" Skyline GT-R (R33), the GT-R V·spec with enhanced driving performance, and the GT-R V·spec N1, which was the basic model for the N1 race.

The difference between the standard model and the GT-R V·spec was in the driving features; the exterior, interior, and comfort equipment were the same. The standard model featured a Brembo brake system, 245/45R17 tires, and a mechanical Limited Slip Differential (LSD) as standard equipment, which was almost identical to the previous-generation Skyline GT-R (R32) GT-R V·spec II. The GT-R V·spec was equipped with an electronically controlled active LSD in place of the mechanical LSD in the standard model and an electronically controlled torque-split 4WD system; this had evolved into the ATTESA E-TS PRO, which integrated control with the active LSD and ABS. The

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suspension settings were also changed to match the new system.

The GT-R V·spec N1, the base model for the N1 race, was based on the GT-R V·spec and equipped with an air-cooled oil cooler, carbon front diffuser and rear wing as standard equipment. Air intakes in the front bumper and hood top molding were added to improve cooling performance. The engine was the same RB26DETT unit, but the turbo was changed to a more durable metal type, and the profile of the camshaft on the exhaust side was N1-specific, among other details. Air-conditioning and audio equipment, which were not necessary for racing, were not installed, thus reducing the weight.

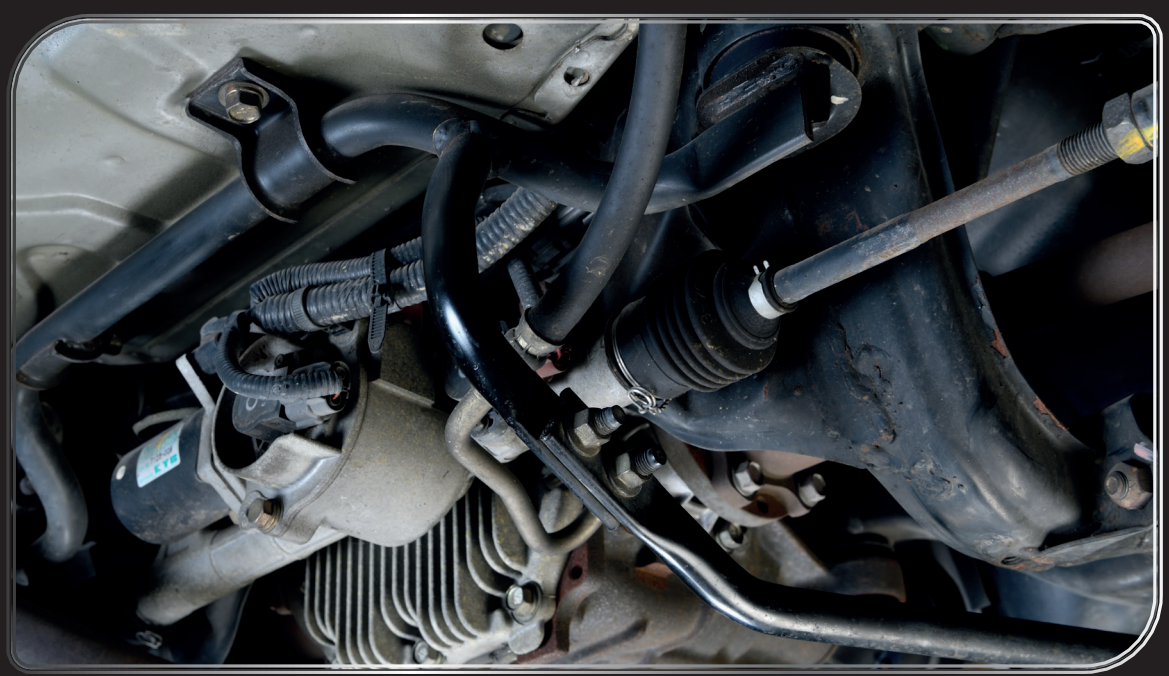
The active LSD of the GT-R V·spec was a new technology that was already installed in the Skyline two-door coupe GTS25t Type M (R33) and was a multi-plate clutch-type LSD operated by hydraulic pressure under electronic control. Combined with the ATTESA E-TS PRO, it controls the front/rear torque distribution and left/right torque distribution to the rear tires. In addition, the braking force is controlled by ABS, enabling comprehensive control of the driving force and the braking force.

When entering a corner, the system does not distribute torque to the front tires and reduces the effect of the "active LSD" so that the vehicle turns smoothly like a front-wheel drive car. When accelerating out of a corner, the active LSD is activated to gain traction. As a result, rear tire spinning is reduced and less torque is distributed to the front tires, reducing understeer when power is engaged.

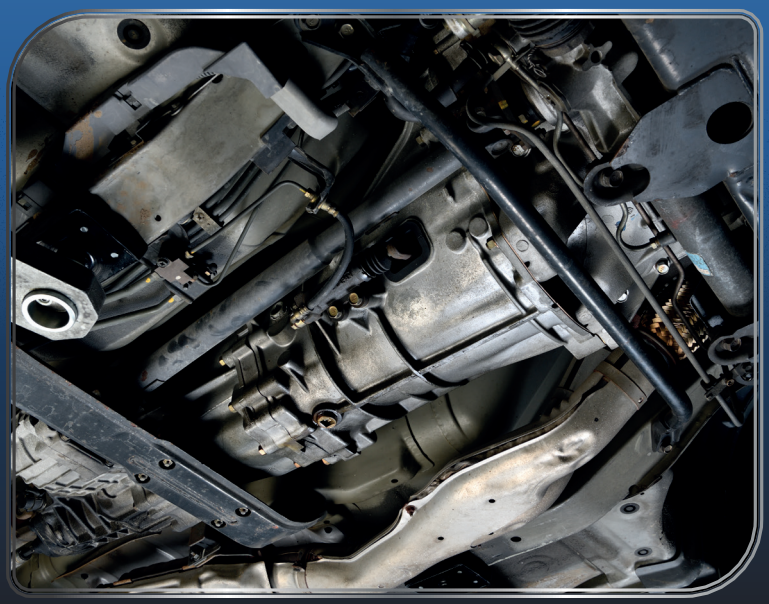


Reinforcement parts attached to the body attachment points on the front side of the rear suspension member. The suspension member is sandwiched between the body and reinforcement parts.

The same rear attachment points on the rear side of the rear suspension member. It is also connected to the front side attachment point, holding the suspension member itself firmly in place.



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On the front side, reinforcement parts are installed to connect the left and right frames. The transmission supports can be seen at the rear, which also has a strong structure.

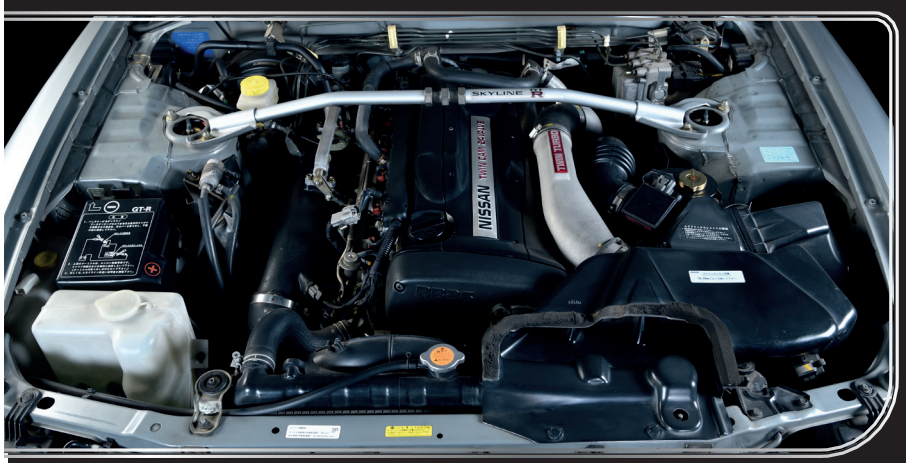
In other words, the computer instantly controls the optimal distribution of torque and braking force to each of the four wheels, allowing advanced driving techniques undertaken by professional drivers – these include "stopping while turning" and "accelerating while turning".

The HICAS four-wheel steering system evolved from the hydraulic type used until the previous generation Skyline GT-R (R32) to the Yaw Rate Feedback Electric SUPER HICAS. This system reads the driver's intention as the "target yaw rate" and feeds back the steering angle of the rear wheels so that the actual yaw rate generated by the car matches the "target yaw rate". In addition to achieving sharp responses for cornering according to the targeted driving line, the system also improves the response with respect to external disturbances such as road surfaces.

Although a number of new technologies were introduced to achieve a driving performance superior to that of the previous-generation Skyline GT-R (R32), the evolution of hardware alone was not enough to achieve high performance. In order to integrate and control the advanced electronic devices, precise settings were required for all kinds of situations and driving conditions. While it is a difficult task just to fine-tune a single new technology, it was a greater challenge to simultaneously develop the new technologies that form the foundation of the Skyline GT-R, such as the torque-split 4WD system ATTESA E-TS PRO, active LSD, and the Yaw Rate Feedback Electric SUPER HICAS of the four-wheel steering system. The development staff had to work hard to develop these new technologies in unison, which are the foundation of the Skyline GT-R (R33), and the difficulties they faced were far greater than they could have imagined.

The various electronic control settings for the Skyline GT-R (R33) were made by development drivers with advanced driving skills and judgment techniques, who drove the car on in-house test courses such as the Rikubetsu Proving Ground in Hokkaido, on domestic circuits, and at the Nürburgring.

As a result, the driving performance, which initially could not even match the previous-generation model, was dramatically improved, and the target time of less than 8 minutes at the Nürburgring was achieved. In publicity material, this feat was called "The romance of minus 21 seconds". ♦



Starting with the Skyline GT-R (R33), a strong steel tower bar was installed as standard equipment to reinforce the front strut tower. Similarly, a tower bar was also installed on the rear.

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NEELA, THE MYSTERY WOMAN

No past and no future: just the moment. That's the life motto of the female protagonist of *The Fast and the Furious: Tokyo Drift*, a woman who has overcome a difficult past and who become the queen of drifting.



Sean Boswell is amazed when his guide in Tokyo, Twinkie, shows him the place where car lovers get together. The atmosphere is extraordinary. Among the fast cars there, he notices a spectacular blue 2004 Mazda RX-8, that belongs to Neela, a fellow high school student. Sean goes over with the intention of getting to know her better, but D.K. immediately steps out to block his path. After making it clear that Neela is his girlfriend, he calls Sean "gaijin." When Sean asks him what the word means, the king of drifting arrogantly says: "Means, turn around, keep walking."

A DANGEROUS ATTRACTION

Neela tells Sean, "Trust me, you don't wanna be a part of this world." Drifting is not as dangerous as the possibility of making an enemy of D.K., an arrogant, intimidating young man, but someone she personally feels indebted to.

Sean and Neela understand each other: they are both rootless, with complicated pasts and uncertain futures. She confesses that she had a difficult childhood. Her mother was from Australia and, after finishing high school, she ended up in Tokyo leading a bad life. She died when Neela was ten years old. "D.K.'s grandmother took me in,"

The actress Nathalie Kelly joined the cast of *The Fast and the Furious: Tokyo Drift* to play the character of Neela, a young student who is going to get herself into trouble by getting too close to newcomer Sean Boswell.

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THE ADVENTURES OF BRIAN O'CONNER

Old friends

Finding himself in an extremely awkward situation, Brian has no option but to collaborate with Agents Bilkins and Markham, although on one condition: choosing his own partner in action. And that will be none other than Roman Pearce, who he grew up with in Barstow before they each went their separate ways. The reunion is not exactly going to be a happy one. Roman is still under house arrest and blames Brian for the time he has been deprived of his freedom. But, like him, the possibility of having his rap sheet wiped clean convinces him to collaborate in the FBI's mission.



Neela tells Sean. A while later, Neela became the official girlfriend of the king of drifting, perhaps looking for security or seeing a way of avoiding being called "gaijin" – a foreigner or outsider, a word that she says she has hated since she was a child.

Neela and Sean go to school together. And to the races too. She feels good with him. He listens to her and, although life has taught her not to trust strangers, she soon opens up. Sean treats her with respect and affection, unconcerned about the reaction of D.K., who he has already faced on the racing circuits.

THE SECRETS OF DRIFTING

Neela is impressed by Sean's determination when it comes to learning the secrets of drifting. She knows that Han can teach him the technique, but she can show him something else. She takes him into the mountains in her Mazda RX-8 to show him the drifters skidding down the hills as if they were ballet dancers. "We used to come up here when we were kids," she tells him. "Even before we could drive, we'd cut class, sneak out, come up here, and watch the older kids drift. Things were different back then. Once I got my license, I practically lived up here. Back then, kids just drove whatever they had. We just made do, no one bothered us."

The director Justin Lin gave a lot of thought to who he should give the role of Neela; he picked 21-year-old Australian first-timer, Nathalie Kelly. "We needed an actress who was not too well-known and who would get on well with that group of tough guys," the director says. "Nathalie is that actress: when she's on screen it's impossible to take your eyes off her." ◆

Neela has mastered the drifting technique and drives a beautiful blue Mazda RX-8.

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1990 ALL JAPAN TOURING CAR CHAMPIONSHIP

Part 1: A strong start to the season

In 1990, the Skyline GT-R (R32) made its racing debut in the All Japan Touring Car Championship. The two teams that initially competed with the model, CALSONIC and REEBOK, made an immediate impression by sharing victories over the first four races.



The REEBOK Skyline GT-R (R32) took its first victory in the third round, the Suzuka Super Touring Car 500km race.

In the 1990 racing scene, NISMO's major achievements included pole position in the Le Mans 24 Hours in a Group C car and a fifth-place finish by a Japanese driver. NISMO also won the Manufacturers' and Drivers' Titles – the latter by Masahiro Hasemi – in the All Japan Sports Prototype Championship (JSPC) series.

In addition, Kazuyoshi Hoshino, driving a Skyline GT-R (R32), won the Drivers' Title in the All Japan Touring Car Championship (JTC) series. In other words, this was the year that NISMO, which had just been founded, won two Titles in the two most prestigious racing series in Japan at the time – Group C and Group A.

Here will take a look at the All Japan Touring Car Championship series in 1990, the year when the Skyline GT-R (R32) made its debut.

The first race of the season was held at the West Japan Circuit

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CALSONIC won the second round, the SUGO Group A 300km race, with a dominating victory. REEBOK finished second to secure a Skyline GT-R (R32) one-two.

on March 18. Despite the thorough testing conducted prior to the race, transmission problems occurred during the actual race. Despite this, the two Skyline GT-R (R32) cars, one from CALSONIC and the other from REEBOK, finished in first and second places without too much trouble.

The second round was a 300km race held at Sportsland SUGO on May 20. Once more, two GT-Rs jumped out from the front row and displayed their impressive credentials again for another CALSONIC and REEBOK one-two.

"A new legend is born, with some teams pulling out of the race in the face of the GT-R's overwhelming strength."

Round 3 took place at Suzuka on July 1. In the first wet race of the season, NISMO again dominated, this time with the places reversed – REEBOK took the checkered flag and CALSONIC finished second.

Round 4 was held at Tsukuba on August 19. CALSONIC won again in a scorching hot race, but REEBOK retired for the first time due to turbo trouble.

With four wins in the first four races of the 1990 All Japan Touring Car Championship, it had undoubtedly been an impressive start for the Skyline GT-R (R32). ♦

Round 4 was held at the narrow Tsukuba Circuit in Tsukuba. The CALSONIC Skyline GT-R (R32) won the midsummer race to secure its third win of the season. The REEBOK car was forced to retire for the first time.



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THE FUTURISTICALLY STYLED NEW SILVIA

The first-generation Silvia (CSP311) was a two-seater car with elegant European styling, such as that of an Italian Alfa Romeo or Lancia. It was a high-class sports car that was almost entirely hand-made, with a coupe body built on a Datsun Fairlady (SP311) chassis. At the time, it was priced at 1.2 million yen, which more than the Cedric, and too expensive for young people to afford. It was a rare luxury car with a limited number of units produced – only about 550 examples were manufactured over the four years from 1965 to 1968.

In October 1975, the Silvia was revived after a seven-year absence. The model was changed from the first-generation CSP311 to the S10, with the name of the car now the New Silvia – "New" was even added to the emblem. Unlike the first generation, the S10 was a mass-produced specialty car made from existing parts from the Sunny, Bluebird, and other models.

The body style was in line with the trend of Nissan cars at the time, with a curved shape and thick C-pillars common to the Skyline (C110), the first-generation Violet (710), and the Bluebird II (610). Nevertheless, the design of the second-generation Silvia was particularly distinctive even at the time.

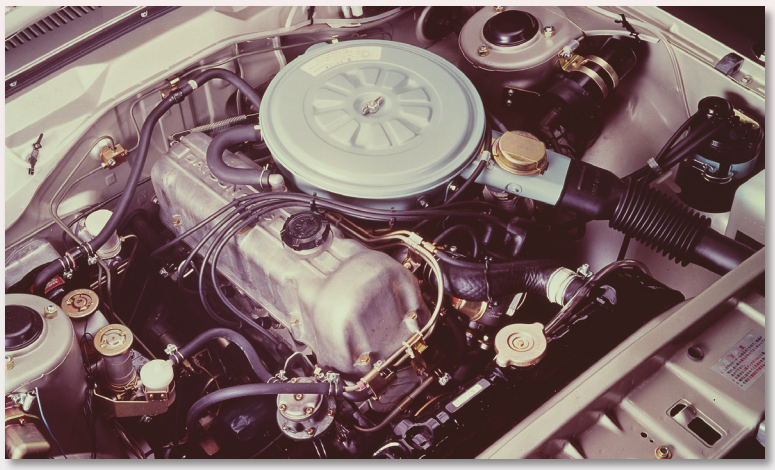


The large instrument panel designed to surround the driver was a distinctive feature, and helped make the interior looked as futuristic as the exterior.

The rear of the Silvia was characterized by the thickness of the C-pillar. Nissan cars of this era generally had thick C-pillars, giving occupants a strong sense of being safely enclosed.



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The in-line four-cylinder OHC L18 engine fitted in the car at the time of its debut was a single-carburetor version; unfortunately, it was no match for Toyota's DOHC power plants.

The trapezoidal wheel arches, undulating side lines, and inverted rear quarter panels were all unique design features. It was nicknamed the "UFO Silvia" by enthusiasts. The design was said to be aimed for export to the US, but it was too individualistic and did not gain much support from Japanese buyers.

The engine compartment of the second-generation Silvia was fitted with the same 1.8-liter, in-line four-cylinder SOHC L18 engine as the Bluebird. At the time of its debut, it was only available with a mediocre single-carburetor engine, with a maximum output of 105ps. It was a tough challenge, since its rivals, the Celica and Carina HT, had a 2L DOHC power plant delivering 140ps.

The LS was the basic model grade, and three variants were available as special-order models: LS Type S, LS Type L, and LS Type X. The transmission choices were four- or five-speed manual or three-speed automatic. The chassis was shared with the Sunny Excellent (B210), which meant that the track was narrower than the body. The front suspension was strut and the rear was rigid leaf rigid. The layout of the brakes was the same as that of the Sunny Excellent, with disks at the front and drums at the rear.

The model underwent a minor change in May 1976. In order to comply with that year's emission regulations, the engine was changed to the L18E type (115hp), with electronically controlled fuel injection and NAPS (an emission-control system). The engine had finally achieved an increase in power, but it was not enough to make up for its inferior performance. ♦

TECHNICAL DATA

SILVIA 1800LS TYPE-S S10 (1975)

Length:	177.6in (4,135mm)
Width:	65.2in (1,600mm)
Height:	53.9in (1,300mm)
Wheelbase:	99.4in (2,340mm)
Tread (front):	54.3in (1,280mm)
Tread (rear):	53.5in (1,265mm)
Engine:	L18 (straight four, OHC)
Total displacement:	1,770cc
Maximum output:	105ps / 6,000rpm
Maximum torque:	15.0kgm / 3,600rpm
Vehicle weight:	2,458lb (990kg)
Suspension (front/rear):	strut / longitudinal leaf
Brakes (front/rear):	disk / drum
Tires:	175/70HR13

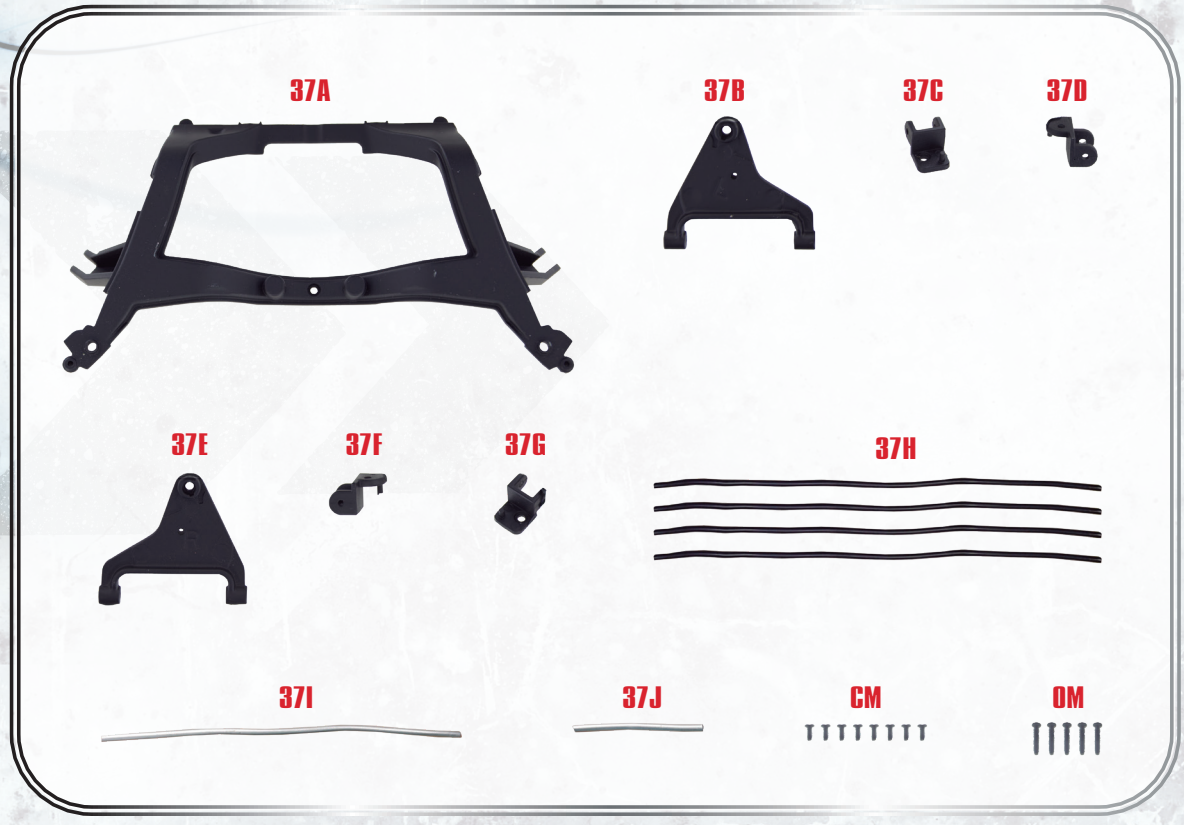


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STAGE 37
REAR SUBFRAME AND BRAKE LINES

In this issue, we will mount the left and right lower crossmembers on the rear subframe. Then we will attach the firewall to the chassis center section and finally we will connect the vacuum lines to the vacuum tank and brake lines to the brake pump.

PARTS



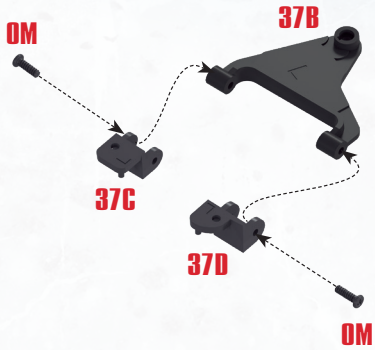
- **37A** Rear subframe
- **37B** Left rear lower crossmember
- **37C** Bracket 1 of the left rear lower crossmember
- **37D** Bracket 2 of left rear lower crossmember
- **37E** Right rear lower crossmember
- **37F** Bracket 1 of right rear lower crossmember
- **37G** Bracket 2 of right rear lower crossmember
- **37H** Brake lines (×4)
- **37I** Vacuum line 1
- **37J** Vacuum line 2
- **CM** Screws 2×4mm (×8*)
- **OM** Screws 2×10mm (×5*)

*Including spares

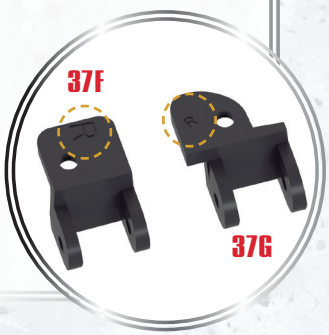
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37.01

Align the brackets 1 and 2, 37C and 37D, with the cylindrical ends of the left rear lower crossmember 37B, as shown in the picture. Secure each bracket to the crossmember with an OM screw.



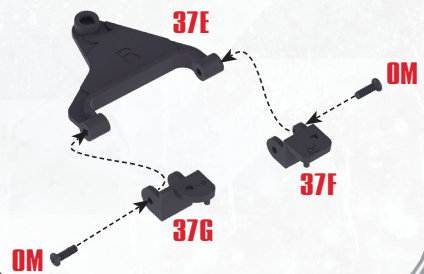




Check the shape of the parts 37C, 37D, 37F, and 37G and the L and R letters on them to distinguish them from each other.

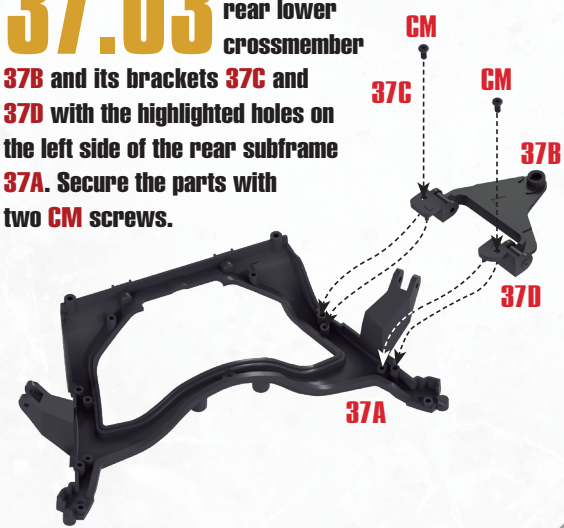
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Align the brackets 1 and 2, 37F and 37G, with the two cylindrical ends of the right rear lower crossmember 37E, as shown in the picture. Secure each bracket to the crossmember with an OM screw.



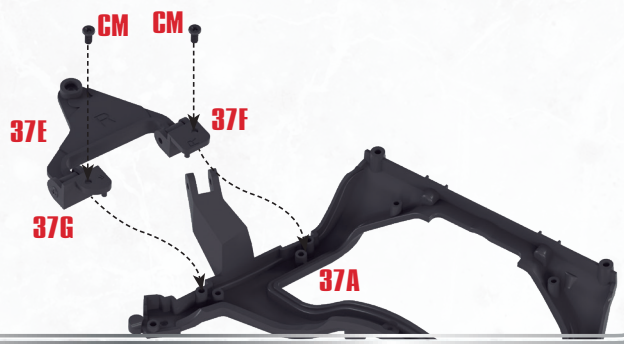
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Align the left rear lower crossmember 37B and its brackets 37C and 37D with the highlighted holes on the left side of the rear subframe 37A. Secure the parts with two CM screws.



37.04

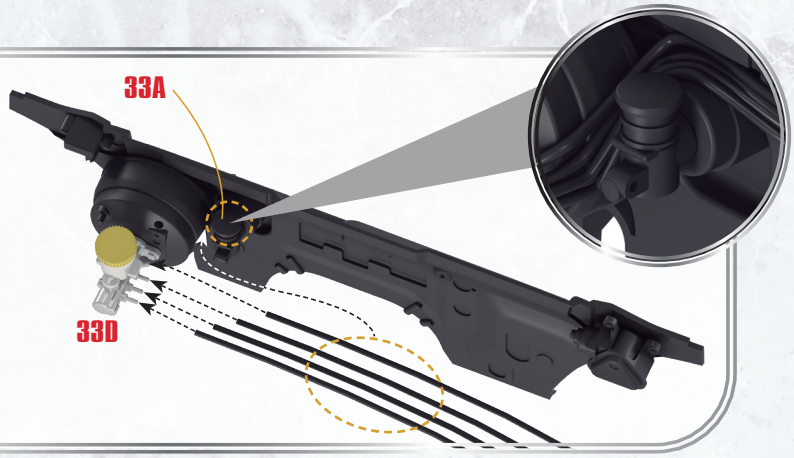
Align the right rear lower crossmember 37E and its brackets 37F and 37G with the highlighted holes on the right side of the subframe 37A. Secure the parts with two CM screws.



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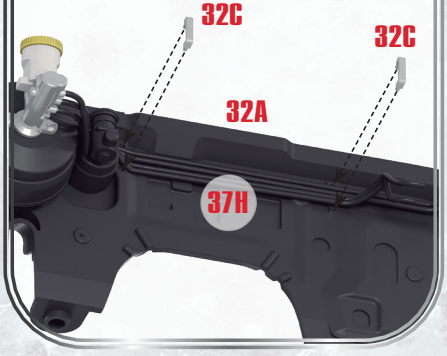
37.05

Retrieve the firewall assembly and attach the end of each brake line 37H (all of them are the same size) to the four pivots of the brake pump 33D. Then guide the brake lines 37H behind the clutch master cylinder 33A, as shown in the detail picture.



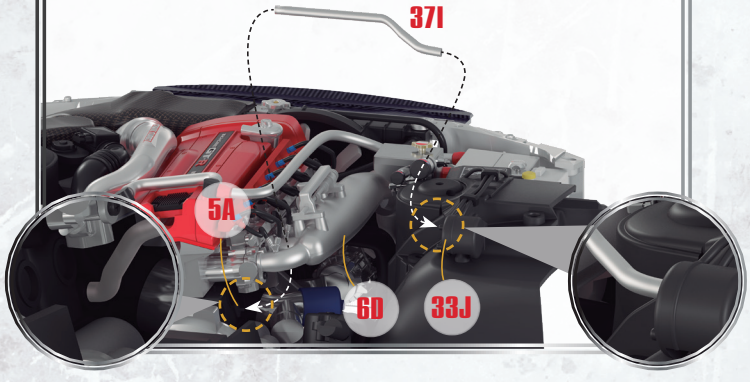
37.06

Retrieve the brake pipe mounts 32C from issue 32. Fit them over the two pairs of holes in the firewall 32A, to keep the brake lines 37H in place.



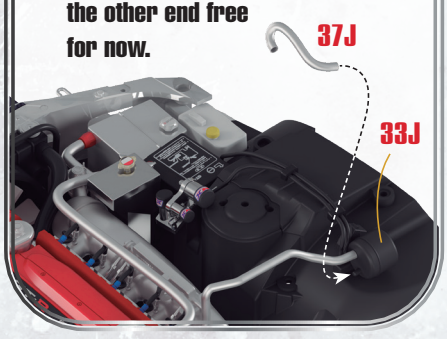
37.07

Fit one end of the vacuum line 1 37I over the upper pivot of the vacuum tank 33J and the other end over the highlighted pivot on the engine block right part 5A. Note that you must guide the vacuum line 1 37I between the two arms of the intake manifold 2 6D.



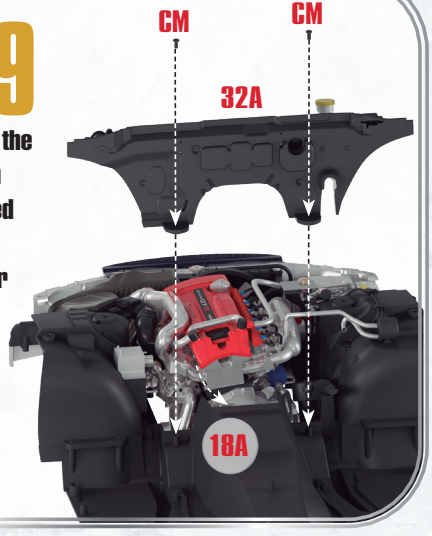
37.08

Attach one end of the vacuum line 2 37J to the free pivot on the vacuum tank 33J, leaving the other end free for now.



37.09

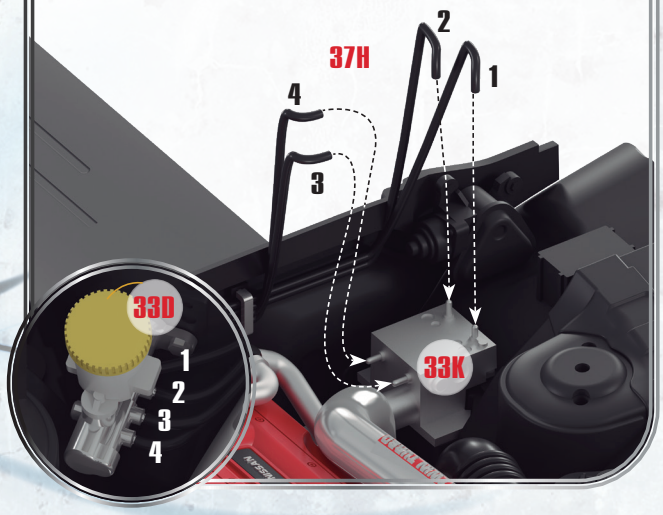
Align the flaps on the firewall 32A with the two highlighted screw posts on the chassis center section 18A. Attach the parts together with two CM screws.



037_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 26/4/24 11:23

REAR SUBFRAME AND BRAKE LINES

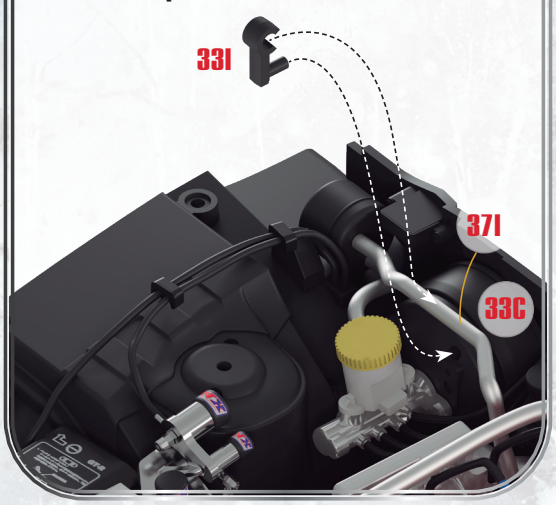
37.10 Connect the free ends of the brake lines **37H** to the four pivots on the ABS module 1 **33K**. To identify each cable, refer to the detail picture to check the corresponding numbering on the brake pump **33D**.



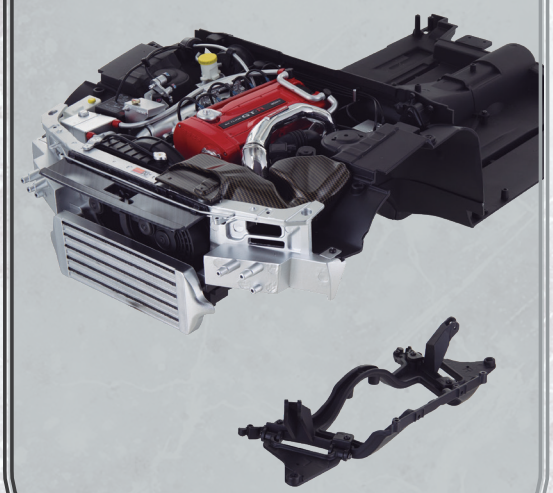
37.11 Connect the free end of vacuum line 2 **37J** to the brake servo **33C**.



37.12 Insert the pivot on the vacuum line fixing clamp **33I** into the hole in the brake servo **33C** and fasten the vacuum line 1 **37I** with the upper part of the clamp.



Final assembly



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