# FAST & FURIOUS™

Build

## BRIAN'S NISSAN SKYLINE GT-R

39




F237FSC039

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# FAST & FURIOUS™

Build

## BRIAN'S NISSAN SKYLINE GT-R

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The special-edition "LM Limited" was released for a short time in May 1996, before the full-scale minor changes. It was a rare Skyline GT-R (R33) in vivid "Champion Blue".

# SKYLINE GT-R (R33): EVOLUTION AND A LIMITED-EDITION RELEASE

**Although the Skyline GT-R (R33) was marketed for a shorter period of time than its predecessor, it continued to evolve every year. In addition, a special version was unveiled – the Skyline GT-R (R33) "LM Limited".**

The Skyline GT-R (R33), announced in January 1995, underwent a few changes during its four-year model life, including the release of a special-edition version and some small modifications.

The first adaptations came in January 1996, just one year after the GT-R underwent a full model change. The improvements made to the GT-R saw it evolve into the "mid-term" model, distinguished by its VIN number from the previous "early model".

The most noticeable modification was the new design of the steering wheel with SRS airbags, and the center pad that stores the airbags was made more compact. This was a welcome, more sporty design. These changes were in line with improvements to the base Skyline (R33). In addition, all models except the Skyline GT-R (R33) V·spec N1 now had dual airbags to protect the front passenger as well. Other changes included a slightly more three-dimensional center cluster design and a new surface finish.

The modifications to the exterior were minimal. At the rear, the "SKYLINE" lettering changed from a flat surface to a slightly concave design in the center. It would take a real GT-R enthusiast to be able to tell the difference. Two new body colors, Super Clear



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# SKYLINE GT-R (R33): EVOLUTION AND A LIMITED-EDITION RELEASE




**In February 1997, the car underwent a full-scale minor change, becoming the so-called "late model". The bumper ducts, which were the same as those on the N1 model, became standard, and the black lip spoiler under the bumper was changed to a larger version than on the earlier model.**

Red II (#AR1) and Sonic Silver (#KR4), were also added.

In May 1996, the special-edition "LM Limited" model was introduced to commemorate the car's entry into the Le Mans 24 Hours race. The "GT-R LM Limited" and "GT-R V·spec LM Limited" were available only until the end of July in a unique color, Champion Blue (#BT2). Just like the GT-R V·spec N1, these 2 models featured a front bumper with air intake ducts, hood top molding, carbon center (with angle adjustment function), and exclusive stickers on the rear pillars. The driving performance and interior were unchanged from the base model. Production of the special-edition "LM Limited" was extremely small, totaling less than 200 units, making it a rare model.

## NEW XENON HEADLAMPS

In February 1997, the Skyline GT-R had a more extensive series of changes and became the "late model". The minor changes in appearance from the previous-generation Skyline GT-R (R32) were merely the shape of the projector-type headlamps and the adoption of Brembo brakes and BBS forged aluminum wheels as pack options for the V·spec and V·spec II models. The Skyline GT-R (R33), however, had enough changes to its appearance to make an impression.

First, projector-type xenon bulbs were adopted for the headlights. Now the mainstream for passenger cars, xenon headlamps emit a color similar to sunlight and are twice as bright as conventional halogen lamps, making them much more visible at night. Nissan had used xenon headlamps in a Group C car that raced in the Le Mans 24 Hours. The adoption of these headlamps gave the Skyline GT-R (R33) a bolder look.

The front spoiler was redesigned and enlarged by extending the lower end by 0.79in (20mm), while the size of the air ducts for brake cooling was enlarged by 26 percent. This increased the airflow to the brakes, and resulted in a 20 percent improvement in brake cooling compared to a conventional air duct. However, since the large front spoiler could scrape the road surface on bumps and curbs, a conventional front spoiler was also available as an option.

A new air duct was added to the front bumper, the same as on the N1 version. This increased the air velocity passing through the radiator to improve engine cooling performance. An air-cooled NISMO Sport engine oil cooler was available as a dealer option. Combined with the special air intake, the oil temperature cooling performance during circuit driving was greatly improved.



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***"The Skyline GT-R attracted F1 driver Johnny Herbert."***



**Xenon headlights were adopted in the later model. They were well received as they gave the car a more dynamic look. Around this time, more and more manufacturers began to use xenon headlamps on their premium-grade cars.**

At the back, a rear fog lamp was integrated into the right rear combination light. This improved visibility at night and when driving at speed. Safety was enhanced through the use of long-life water-repellent glass on the front door window and, together with the rear intermittent wiper, improved visibility and hence safety when driving in the rain.

To upgrade the driving performance, a rear floor stay was added to the rear suspension member mounting area to enhance rigidity. The new system ensured high rigidity of the rear suspension mounting area, equivalent to the addition of one strut tower bar. Combined with the already installed front strut bar, right and left body side members, and other rigid parts, the new suspension system improved steering follow-through and turning, reduced rear-following delay, increased ground contact, and made it easier to get a feel for the vehicle's behavior. In addition to enhancing the sense of security in normal driving, the new model succeeded in improving controllability in the limit range, such as more control during four-wheel drifting. Also, the ABS actuator for the brakes was downsized to reduce weight, and the control was tuned to improve stability when braking in turns.

Inside, the seats and door linings could be identified by the red stitching that replaced the previous blue stitching.



**Air ducts on the bumper, a standard GT-R customization since the Skyline GT-R NISMO (R32). It was adopted as a standard feature on the later models of the Skyline GT-R (R33).**

These multiple improvements incrementally enhanced the performance of the Skyline GT-R (R33). The first TV commercial was also aired, with exciting catchphrases such as "We are proud to have the GT-R in our country" and "The latest GT-R is the best GT-R," touting the results of the model's evolution and maturation.

## FIRST OFFICIAL EXPORT MODELS

Then, in May 1997, it was announced that the Skyline GT-R (R33) would be launched in the UK in November of the same year. The model had previously been sold exclusively in the Japanese market, but there was a strong demand



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**A major change inside was the refined design of the airbag-equipped steering wheel. The sharp and sporty impression was an improvement over the previous model's chunky image.**

for Nissan's flagship sports car to be sold in the UK, and it was hoped that the "high performance and exciting" image of the Nissan brand would be promoted and contribute to improving the image and expanding sales of Nissan cars overall in the UK and Europe. The plan was for Nissan UK to sell just 100 examples of the Skyline GT-R (R33), which would be the first official export of a GT-R model.

Based on the GT-R Skyline (R33) V·spec sold in Japan, some specifications were modified to meet British certification. The price of the car was about £50,000, which was about 10 million yen since the exchange rate at that time was about 200 yen to the pound. Incidentally, Johnny Herbert, an F1 driver and racing driver in Japan, was one of the lucky few who bought a Skyline GT-R (R33).

In 1997, the Skyline GT-R (R33) continued to be the talk of the town. In December of the same year, a special-edition "Skyline GT-R Autech Version 40th ANNIVERSARY" – a four-door GT-R – was announced and went on sale a few weeks later in January 1998. ♦

**The interior saw the red stitching of the previous model replaced with blue stitching. The basic design of the seats was retained, but the red accent color made a sportier impression.**





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# DESTINATION: THE DOMINICAN REPUBLIC

**In the middle of the West Indies lies the Dominican Republic, a Caribbean country of rugged beauty that becomes the perfect hideout for Dom Toretto and Letty Ortiz, and where they can begin a new life.**




**At the wheel of a 1987 Buick Grand National, Dom Toretto embarks on one of his most daring missions when he attempts to capture the tanker truck as it travels along the winding roads of the Dominican Republic.**

At the end of *The Fast and the Furious,* it was clear that both Dom and Brian were on the wrong side of the law and they had no other option but to escape from the police, although nothing was revealed about their future destinations. The short *Turbo-Charged Prelude,* which served as an introduction to the movie *2 Fast 2 Furious,* revealed that Brian was getting away from Los Angeles by road and was crossing much of the country before settling in Miami. But what about Dom?

## JUSTICE FOR ALL

Dom's brief reappearance in the epilogue of *The Fast and the Furious: Tokyo Drift* caused an absolute sensation among fans of the franchise. While the production of *Fast & Furious* was getting underway, the actor Vin Diesel wrote, directed, and starred in *Los Bandoleros,* a short that would serve to present the fourth movie in the franchise. It was here where audiences discovered that Dom Toretto had taken refuge in the Dominican Republic, surrounded by good friends, who he



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considers "my people" and with whom he shares the little they have.

Despite adapting to the calm pace of life in the Caribbean, Dom hated watching the people struggle, especially as corruption pushed gasoline prices way up. He starts planning a big robbery to take the gasoline to those who need it the most. For this purpose, he starts recruiting a new team. Among the locals, there are Leo and Santos, two old friends who are almost like brothers to him. From elsewhere, Han – ready to relive old adventures with Dom – and also Letty. She lights up Dom's heart, and he does not waste a second in showing her the most beautiful spots on the island in a 1966 Pontiac Bonneville Convertible.

## TAKING THE CARIBBEAN TO LOS ANGELES

The big heist served as the introduction to *Fast & Furious,* one of the most spectacular sequences in the franchise in which we see how the protagonist and his team set out to hunt down and seize a huge fuel tanker. Despite the big risk they run, the robbery is a success and the team manages to take a tankerful of fuel to an area in need. The robbery is celebrated with a big party, where Dom admits to his collaborators that, after the heist, they'll have no option but to move to a new place.

While the short *Los Bandoleros* was filmed in the Dominican Republic – in locations including the Malecón (esplanade) in Santo Domingo, the Santa Bárbara area, and the Ciudad Colonial (Colonial Area) – the crew of *Fast & Furious* never set foot on the island. The thrilling scene of the truck heist was filmed on the tricky Templin Highway, in the mountains to the north of Los Angeles, while the party afterwards was reproduced in the coastal San Pedro neighborhood, south of the city. ♦

### THE ADVENTURES OF BRIAN O'CONNER

**A dangerous relationship**

As soon as he finds himself forced to collaborate with the FBI in the investigation into Carter Verone, Brian learns the Customs Department has managed to infiltrate a female agent in the businessman's organization: her name is Monica Fuentes and she has become Verone's right-hand woman. It's not a good idea for her to get distracted by anything, but that is precisely what happens as soon as she meets Brian. Their relationship not only endangers the mission, but their own lives too.






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# THE PULSAR GTI-R – NISMO'S FIRST COMPLETE RACE CAR

**For most of the 1990 All Japan Rally Championship Nissan competed with the ultra-competitive Bluebird SSS-R (U12), which secured four wins. But towards the end of the season NISMO introduced its first race model built from the ground up – the Pulsar GTI-R.**

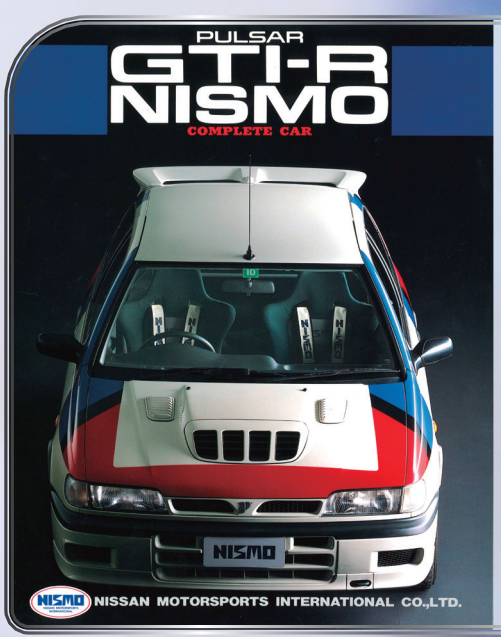



**The 2,000cc Bluebird SSS-R, which secured four consecutive wins in the 1990 All Japan Rally Championship and was the driving force behind the series win, was a top-quality race car.**

NISMO had a particularly successful 1990 motorsports season, winning two major Titles – the All Japan Sports Prototype Championship (Group C) and the All Japan Touring Car Championship (Group A). In domestic rallying, Mitsuo Ayabe won the All Japan Rally Championship, demonstrating that NISMO was strong away from race circuits as well.

At the time, Nissan's main domestic rally car was the Bluebird SSS-R (U12). The model now had the same displacement as its rivals, and it also had more mid- to low-speed torque, which had previously been lacking. In addition, the gear ratios of the cross transmission were revised, greatly increasing the SSS-R's performance capabilities.

Ayabe entered the 2,000cc SSS-R in the first round of the 1990 All Japan Rally Championship and secured a 6th-place finish. Although he did not place in the second round, he won the third round onward with four consecutive victories, and was on the verge of being crowned Champion.




**The catalog of the Pulsar GTI-R NISMO, first sold in November 1990. It was not a street model, but a complete competition car.**



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# THE PULSAR GTI-R – NISMO'S FIRST COMPLETE RACE CAR

***"It was the same as the All Japan Rally specs, with all the parts that had been developed in advance."***

NISMO's domestic rally team usually provides various support activities to Nissan teams during the season, but there was no NISMO at the rally site this year. At the time, Nissan was developing a car to win the WRC (World Rally Championship) under the banner of "Beat Lancia," and even before its debut, there were high expectations from the rally community for this car. Even so, with four wins already under its belt this season, the Bluebird SSS-R (U12) was already seen as an excellent base car for domestic rallies.





GTI-R NISMO。それは勝つために生まれた、高性能マシンだ。

コンプリートカーの資質。それは研ぎ澄まされたパーツの集大成である。
エンジン、サスペンション、パワートレイン…
GTI-R NISMO は、いまその全身を高性能で武装した。
勝つために走るレーサーストリートの夢い想いのために…
スペシャルパーツで応える。

COMPLETE CAR ITEM
MODEL TYPE
ENGINE
POWER TRAIN
SUSPENSION
BRAKE
INTERIOR
GUARD PARTS
BODY

UNDER GUARD
MUD FLAP
PIPING GUARD
CENTER FLAP
DIFF GUARD

COMPLETE CAR PARTS

OPTIONAL RALLY PARTS(ニスモバドックオプション)

| 部品名称 | | 単価[円]×必要数 | 備考 |
|---|---|---|---|
| INTERIOR | | | |
| ステアリングボス | | 38,800 × 1 | 305φ |
| バケットシート | | 65,000 × 2 | ハイバックタイプ |
| シールレール | ドライバー席 | 17,000 × 1 | バケットシート専用 |
| | ナビゲーター席 | 17,000 × 1 | バケットシート専用 |
| 4点式シートベルト | ドライバー席 | 21,000 × 1 | 4点式サベルト クラブマン II |
| | ナビゲーター席 | 21,000 × 1 | 4点式サベルト クラブマン II |
| ショルダーパッド | | 2,600 × 2 | 4点式シートベルト用 |
| クランプ | | 2,500 × 1 | 革巻き |
| フィルスト | ドライバー席 | 4,000 × 1 | アルミ製 |
| | ナビゲーター席 | 4,000 × 1 | アルミ製 |
| WHEEL | | | |
| アルミロードホイール(NISMO NEW-R) | | 30,000 × 4 | 6JJX14 オフセット+35 カラー/ホワイト |

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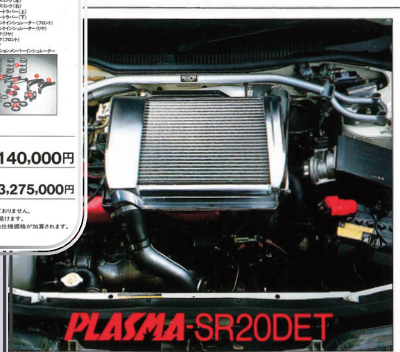
GTI-R NISMO

| | |
|---|---|
| 〈基本仕様〉車両本体価格 | 3,140,000円 |
| ※ニスモ注文仕様(フロントL.S.D付)車両本体価格 | 3,275,000円 |

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**The specification and components sheet for the Pulsar GTI-R NISMO. With body reinforcements and a full complement of NISMO rally parts, it was more affordable than building a race machine from scratch.**

## トップクラスワークスと同等の性能を…その願い




**BUSH** 限界点を競うラリー走行では、クルマとドライバーとの間に、不協和音があってはならない。GTI-R NISMO は、エンジンマウントやサスペンションブッシュのゴム硬度をアップすることで、ステアリング操作に対して、よりリニアな挙動で応える。微妙なトラクションフィーリングも読みやすい。

**SUSPENSION TUNING** 限界走行でのポテンシャルを高めるため、サスペンションは回頭性に優れ、コーナリングでの挙動修正のとりやすい設計とした。またストラットの減衰力等もフロントL.S.D 装着、フロントL.S.D 未装着に応じて選べる。

**POWER**
は、センターにニ
実現する、強化
リヤにはヘビー
ロントは選択仕
だ。強いトラクシ
高い安定性、立
た、230PS にも
をしっかり受け
はセラミックメタ
力=800kg の高
NISMO は、耐久
る。



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この写真はカタログ掲載のために撮影したものです。(アルミロードホイール、バケットシートはオプショナルパーツ)

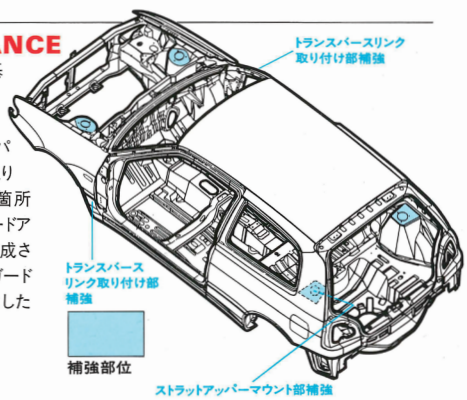
# 願いを込めて、ニスモは GTI-R を磨いた。

**ER TRAIN** GTI-R NISMO
ーにコントローラブルな 4 輪走行を
、強化型ビスカス L.S.D を、フロントと
ヘビートラクションの機械式 L.S.D(フ
択仕様、リヤは標準仕様)を組み込ん
ラクションが生む、コーナリングでの
性、立ち上がりダッシュも実に鋭い。ま
にもおよぶ、強烈なエンジンパワー
受け止めるため、クラッチディスクに
クメタルを、クラッチカバーには、圧着
の高性能タイプを採用。GTI-R
、耐久性にも第一級性能を試みてい

**BRAKE PARTS** ブレーキパッドには、制動能力や耐フェード性はもちろん、特に悪路でのブレーキコントロール性に優れた高性能タイプを採用。果敢な走りに強力ストッピングパワーで応える。

**INTERIOR PARTS** ロールバーには、ダイヤゴナルバー付リヤ 5 点式(2 名乗車タイプ)を採用。また、すべての市販用ラリーコンピューターとアクセスできる接続交換用センサーキットも装着した。(キットの構成部品はスピードメーターピニオン、強化ケーブル、ギヤボックスキット、スピードメーターセンサーとなっている。)

**BODY PERFORMANCE** ニスモでは、数々のテストデータに基づき、すでに剛性面では定評あるベース車を、より実戦向きのボディに仕上げている。前後ストラットアッパーマウント部、トランスバースリンク取り付け部など、負担のかかりやすい箇所を、最小限かつ効果的に補強。ハードアクションに十分耐えうるボディを完成させた。また、ボディ下面を保護するガードパーツも、アンダーガードをはじめとしたフルガード仕様とした。






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# THE PULSAR GTI-R – NISMO'S FIRST COMPLETE RACE CAR




**The Pulsar GTI-R NISMO was based on the road car. It was a model with simple equipment and a transmission system suitable for actual competition.**

In the 7th round in September, Ayabe surprisingly switched from the SSS-R to the Pulsar GTI-R, which had just made its debut. Of course, the Pulsar GTI-R was the model that attracted plenty of attention at the rally course. Normally, Ayabe would have won the Championship with the SSS-R and driven the Pulsar in the final round, so it was surprising that he switched to a new machine whose capabilities were still unknown.

However, Ayabe had been a contracted driver for NISMO since the beginning of the 1990 season, and he had frequently tested the Pulsar GTI-R's domestic rally capabilities prior to the car's release. In a sense, it was because he knew the potential of the Pulsar GTI-R that he took the gamble. In his debut race, the rear strut tower suffered from weld detachment early in the race, but Ayabe was able to lead his new machine – whose handling had deteriorated due to the suspension problem – to a third place finish and secure the Championship.

The Pulsar GTI-R road car made its official debut in August 1990. At the same time as its launch, NISMO released various rally components, and in November, the Pulsar GTI-R NISMO was unveiled incorporating these parts. Once equipped with tires and a rally computer, the Pulsar GTI-R NISMO was ready to compete in rallies. In addition, the body of the car was reinforced exclusively to enable it to negotiate rough roads. Needless to say, the area around the rear strut tower, which had been causing problems in actual competition, was suitably reinforced.

Although the Silvia (S14)-based 270R is generally considered to be the first original NISMO-compliant car, the Pulsar GTI-R NISMO was actually the first complete car from Nissan's motorsports division. ♦




**The Pulsar GTI-R showed its full potential when modified to Group A specifications, but struggled with the narrow scope of modifications required by domestic rally vehicle regulations.**

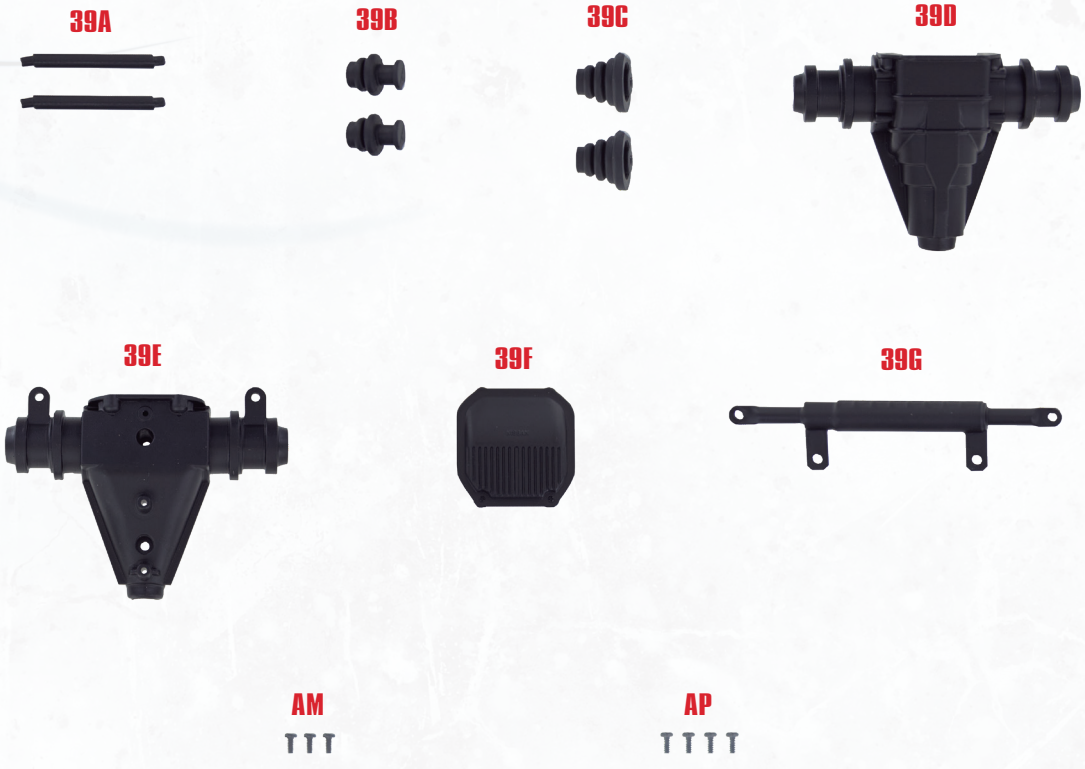


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# STAGE 39
# REAR DIFFERENTIAL

**In this issue, we will mount the rear differential and rear driveshafts, and then fix the assembly to the rear subframe.**

## PARTS



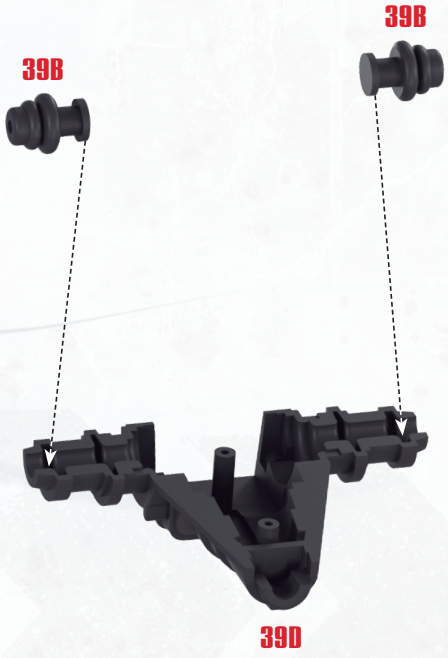

**39A** Rear driveshafts (×2)
**39B** Rear driveshafts dust covers (×2)
**39C** Rear driveshafts CV boots (×2)
**39D** Rear differential part 1
**39E** Rear differential part 2
**39F** Rear differential rear lid
**39G** Rear steering rack
**AM** Screws 1.7×4mm (×3*)
**AP** Screws 1.7×4mm (×4*)

*Including spares



039_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 11 23/5/24 14:11

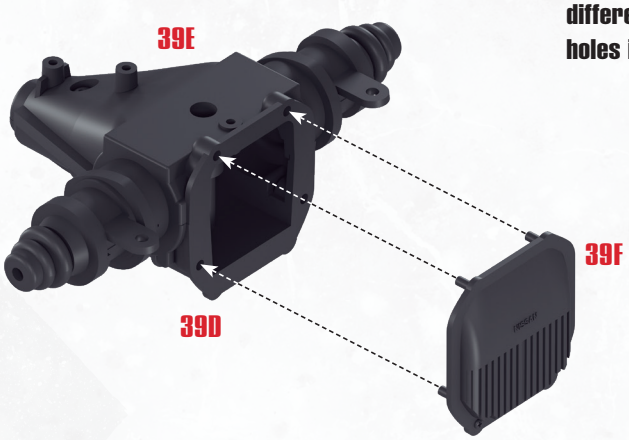
**39.01** Fit the rear driveshafts dust covers 39B into the grooves at the ends of the rear differential part 1 39D.




**39.02** Connect the rear differential part 2 39E to part 1 39D and fix the parts with two AP screws.




**39.03** Refer to the image for the correct orientation of the parts. Then insert the posts on the rear differential rear lid 39F into the four holes in the rear differential part 2 39E.

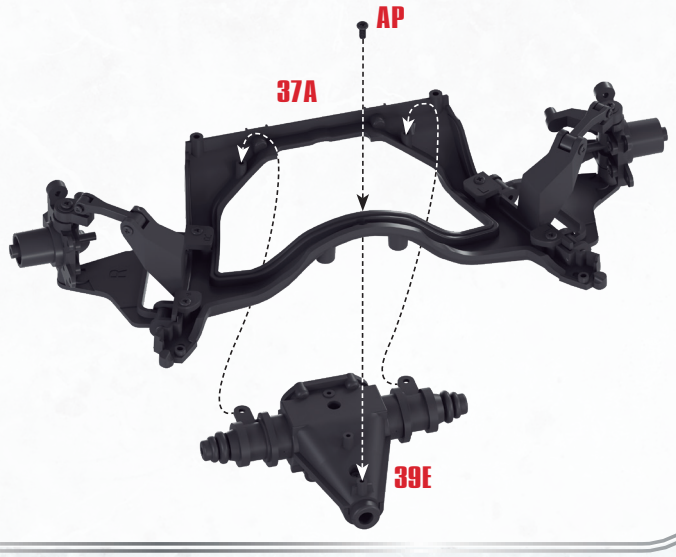





039_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 12 23/5/24 14:13

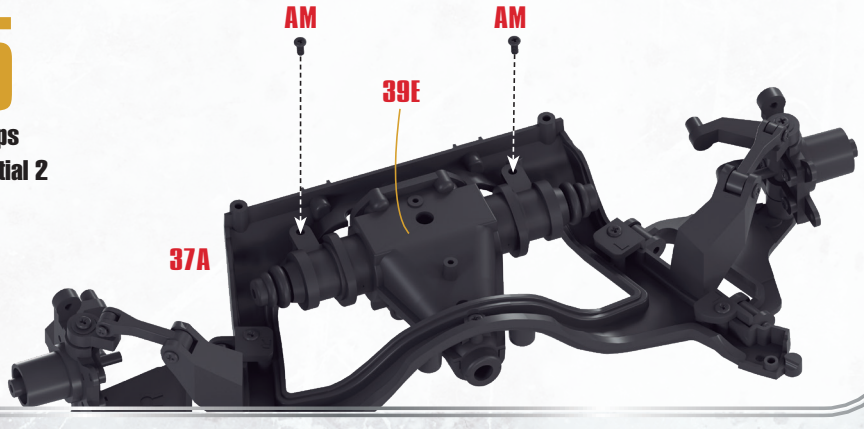
## 39.04

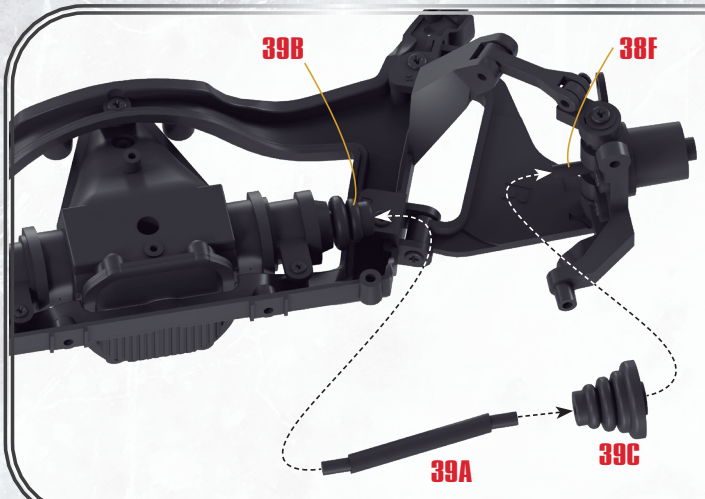
Retrieve the rear subframe assembly 37A and place the tabs on the rear differential part 2 39E over the highlighted screw posts on the subframe. By doing this, the screw post at the other end of the rear differential part 2 39E will align with the hole in the rear subframe 37A. Use an AP screw to attach the parts.




## 39.05

Now secure the flaps on the rear differential 2 39E to the rear subframe 37A with two AM screws.




## 39.06

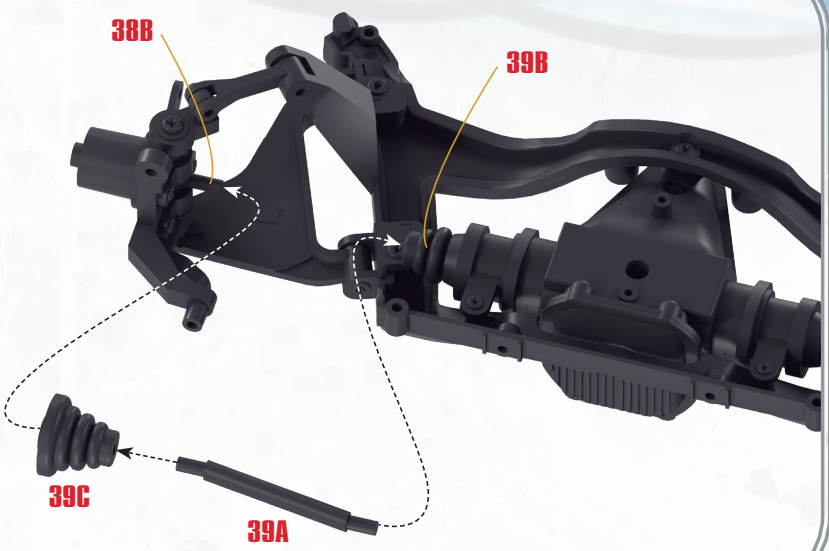
Check the orientation of parts in the picture and attach one CV boot 39C to the end of the first driveshaft 39A. Insert the free end of this driveshaft into the highlighted driveshaft dust cover 39B, then fit the end with the CV boot 39C over the highlighted post on the rear right knuckle shaft 38F.



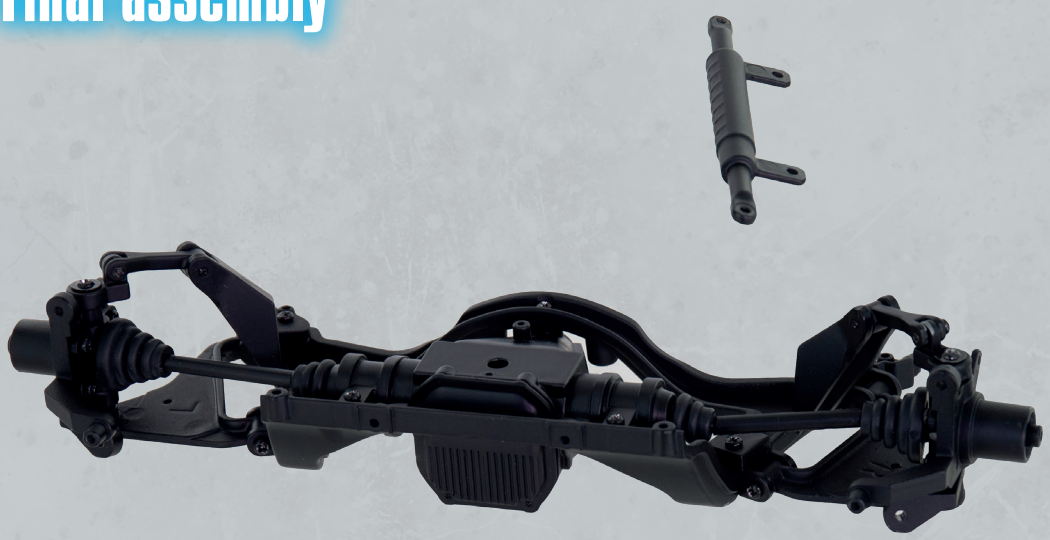
039_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v2.indd 13 23/5/24 14:14

# 39.07

Fit the other CV boot **39C** to the end of the second driveshaft **39A**. Insert the free end of this driveshaft into the other dust cover **39B**, then fit the end with the CV boot **39C** over the highlighted post on the rear left knuckle shaft **38B**.




# Final assembly



Keep the rear steering rack **39G** aside for later stages of assembly.

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