FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



ORIGINAL VERSION
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08034 Barcelona, Spain
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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: NBCUniversal Archive; p. 7-10: Nissan Press Office.

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Printed in Italy

ISSN 2977-1609

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

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The Stagea "Autech Version 260RS"(early model) was a super high-performance station wagon that was unveiled in the fall of 1997.

STAGEA "AUTECH VERSION 260RS"

The RB26DETT engine and main driving mechanism were transplanted into the first-generation Stagea, which was practically a sibling of the Skyline GT-R (R33), to create an unbeatable station wagon.

Successive generations of the Skyline 2000GT-R and Skyline GT-R were equipped with an in-line six-cylinder DOHC engine developed to win races. One exception was the S20 engine of the first-generation Skyline 2000GT-R (PGC10), which was also installed in the Fairlady Z432 (PS30) that debuted at the same time. But the RB26DETT engine of the Skyline GT-R was an exclusive unit that was not fitted in any other car.

Autech Japan, Inc (now Nissan Motorsports & Customizing Co., Ltd.) proposed to Nissan the idea of installing this "crown jewel" engine in the planned first-generation Stagea (WC34) station wagon.

Established in 1986, Autech Japan is a wholly owned subsidiary of Nissan that plans and produces custom cars, special-purpose vehicles, and welfare vehicles. Its first president was Shinichiro Sakurai, known as the "father of the Skyline", and in 2022 the company merged with Nissan Motorsports International Co., Ltd. (NISMO) and changed its name to "Nissan Motorsports & Customizing Co., Ltd." Currently, the planning, development, manufacturing, and sales of NISMO road cars such as the Nissan GT-R NISMO (R35) are handled by the Nissan Motorsports & Customizing Co., Ltd. NISMO Cars Division.

The Stagea (WC34) station wagon shared its chassis with the Skyline (R33) and Laurel (C34), so it was possible to transplant the Skyline GT-R (R33) mechanisms without major modifications. Autech Japan took note of this and planned the special edition Stagea "Autech Version 260RS" (WGNC34), a unique "GT-R wagon" based on the development concept of a "Top Touring Wagon".

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STAGEA "AUTECH VERSION 260RS"

It is hard to imagine today, when minivans and SUVs are at the height of their popularity, but in Japan in the late 1990s, station wagons were popular and represented recreational vehicles (RVs). Although domestic minivans had already been released by various companies and gained a certain level of popularity, minivans with their high overall height still lacked driving performance. As a result, station wagons, with both luggage space loading capacity and sedan-like driving performance, became very popular.

The most popular domestic station wagon at the time was the Subaru Legacy Touring Wagon. The top-grade GT-B was a 2L horizontally opposed four-cylinder DOHC turbo engine with 280ps and full-time 4WD. In contrast, the Stagea 25t RS FOUR, which uses the electronically controlled torque-split 4WD system "ATTESA E-TS with Synchro Mode," was less powerful with 235ps from a 2.5L in-line six-cylinder DOHC turbo. Therefore, the RB26DETT engine of the Skyline GT-R was the only Nissan engine capable of 280ps that could be mounted in the Stagea, and it was the one that was given the thumbs-up.

MANY OF THE SAME MECHANICS AS THE SKYLINE GT-R

Although there was some resistance to installing the exclusive engine of the Skyline GT-R (R33), a sports car, in a station wagon, the "GT-R wagon" project was successfully completed. The Stagea "Autech Version 260RS" was announced in October 1997 and launched in November of the following year.

The engine was almost identical to that of the Skyline GT-R (R33), with an RB26DETT unit, twin ceramic turbo, inner fin-type high-efficiency intercooler, large-diameter front tubes, and more. It came with a five-speed manual transmission.

"The only model other than the Skyline GT-R to be equipped with an RB26DETT engine."

The basic body of the Stagea was modified significantly: the highly rigid wagon body was further reinforced, following the method of the Skyline GT-R, in order to accommodate the 280ps and to enhance cornering performance. Specifically, a front strut tower bar was added to increase the rigidity of the front suspension mounting points, reinforced tunnel stays

In the sports wagon boom of the late 1990s, the combination of a high-powered turbo engine and 4WD made this model popular. Nissan debuted the Stagea "Autech Version 260RS", a station wagon with supreme performance.



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were added to connect the forward portions of the left and right body side members, and a triple cross bar was added to the rear suspension member to improve handling stability. In addition, by strengthening the joint rigidity of the rear pillar and rear strut area, the tracking and turning performance of the vehicle and tire contact with the steering wheel were improved. Furthermore, by improving the ease of understanding the vehicle's behavior and steering information, both a sense of security in everyday driving and control in a limit range were refined.

The suspension was also tuned for spring rates, stabilizer diameter, shock absorber damping characteristics, and bush stiffness to fully bring out its overwhelmingly dynamic performance. Bridgestone Potenza RE010 225/50R17 tires were installed.

Other than the engine, the mechanisms derived from the Skyline GT-R (R33) included the ATTESA E-TS electronically controlled torque-split 4WD system, the electric SUPER HICAS four-wheel steering system, Brembo brakes, and rear mechanical-style LSD. Because the Skyline GT-R V·spec does not use an active LSD, it can be said to have the same level of mechanisms as the "basic" Skyline GT-R. The body was fitted with blister fenders, and the rear suspension was equipped with a "V" type brake system.

The basic components were the same as those of the Skyline GT-R (R33). The Stagea "Autech Version 260RS", with its reinforced body, was unmistakably a GT-R in terms of driving performance.



The exterior and interior were similar to the Stagea, but with aero parts and distinctive styling. The driver's seat had a Stagea feel, but the engine sound and solid steering feel were reminiscent of the Skyline GT-R (R33).

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STAGEA "AUTECH VERSION 260RS"

Although blister fenders did not make the body wider, it featured an exclusive front bumper and front spoiler with a much wider opening, exclusive front grille, exclusive side sill protectors, exclusive rear under protectors, exclusive large roof spoiler, exclusive BBS forged aluminum wheels, and other features that set it apart from the base model.

UNIQUE INTERIOR FEATURES

The interior was also loaded with exclusive equipment. The sports seats were designed differently from the Skyline GT-R, and the center portion of the seat featured an exclusive quilt-patterned fabric. The seat shape was a mono-form sports seat that improved support and hold while preventing interference between the elbow and the seat when shifting. The driver's seat was equipped with dual seat lifters with independent front and rear vertical adjustment mechanisms, which were not available on the Skyline GT-R (R33). It also featured a leather-wrapped steering wheel of the same design as the Skyline GT-R (R33).

The instrument panel and power window switch panel sections featured an exclusive metal-turquoise finish. The instrument panel was replaced with an exclusive tachometer with a 10,000rpm scale and orange lighting. The center console also featured three small-diameter gauges: a front torque gauge, an engine oil pressure gauge, and a boost pressure gauge.



The Stagea "Autech Version 260RS" (late model) underwent minor changes in 1998. The front aspect changed drastically from the base model.

In August 1998, less than a year after its debut, a minor model change was released. In line with the few changes to the base model, the front portion of the car was completely redesigned, including the adoption of a front grille with built-in fog lamps and a redesigned front bumper and front spoiler. The model was now available without the exclusive large rear spoiler. In addition, an exclusive MOMO sports steering wheel with SRS airbags had been newly installed inside the cabin.

The Stagea "Autech Version 260RS" was unique as the de facto sibling of the Skyline GT-R (R33), but it disappeared after only one generation. ♦



The Stagea "Autech Version 260RS" (late model) used the same components as the Skyline GT-R (R33).

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TEGO AND RICO: A PAIR WITH RHYTHM

The artists Tego Calderón and Don Omar gave a new rhythm to the soundtracks of the saga and became part of the *Fast & Furious* universe as actors, playing two comic characters always ready to put smiles on the faces of the audience with their particular outlooks.



Rico Santos and Tego Leo are close friends, but they never agree with each other, not even when it comes to betting on roulette, as seen in *Fast Five.*

After including their number "Bandoleros" on the soundtrack of *The Fast and the Furious: Tokyo Drift,* international Latin music stars Tego Calderón and Don Omar took part as actors in *Los Bandoleros*, the short film directed by Vin Diesel that introduced the fourth movie in the saga, *Fast & Furious*. Characters Tego Leo and Rico Santos were created for the film, two buddies who open the doors to their homeland – the Dominican Republic – to Dom when the legendary driver finds himself forced to flee Los Angeles.

TWO AMIGOS

Humble buddies Tego and Rico face adversity calmly and with a fantastic sense of humor, always doing what they can for those most in need. They don't hesitate to join Dom's plan to acquire a fuel tanker for people who can't afford expensive gasoline.

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TEGO AND RICO: A PAIR WITH RHYTHM

In a 1967 Chevrolet C-Series, Tego and Rico take part in the risky truck heist that opens *Fast & Furious*. Although they often fight like cat and dog, they actually can't live without each other. As humorous counterpoints to the high-octane action, Tego and Rico appeared again in the fifth and the eighth movies in the series as members of Don's team.

Besides bringing comedy to the series, Tego Calderón and Don Omar featured regularly on the franchise's soundtracks. Musical contributions such as "Danza Kuduro," from *Fast 5,* brought the series' fans to dance floors in droves.

THE ORIGINS OF THE FRIENDSHIP

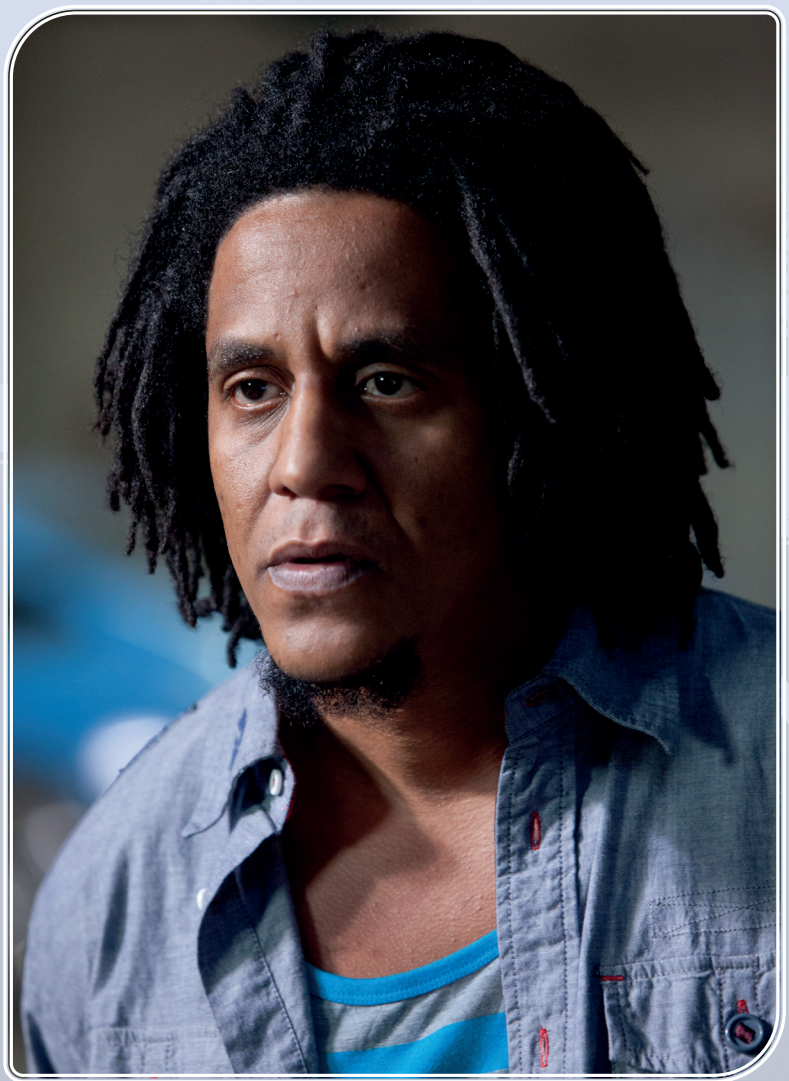
A flashback in *F9: The Fast Saga,* reveals Dom met Tego and Rico as a young man, when he was sent to jail after assaulting his father's racing rival, Kenny Linder. Regulars in the penitentiary's auto repair workshops, Tego and Rico taught the new inmate a few tricks to boost engine power in automobiles. Between them, a brotherly connection was forged that would last all their lives.

Another Latin music star, Ozuna, played the part of Rico Santos, while Cered appeared as a younger Tego. Don Omar also appeared again in the movie's cast, this time in the role of the adult Santos. ◆

THE ADVENTURES OF BRIAN O'CONNER

The complicity of champions

Although it seems Brian and Roman have some unresolved issues from their past, once they start working together again, a complicity based on years of friendship immediately reemerges. Though they are competitive, they have complete mutual admiration and respect for one another. Together, with Tej's help, they organize a winner-takes-all relay race. In it they measure the power of the autos supplied by the Customs Department: a Mitsubishi Lancer Evolution VII and an Eclipse Spyder against two American classics, a 1970 Challenger R/T and a 1969 Yenko Camaro. Brian and Roman win the race and the cars.



Rapper and composer Tego Calderón took a break from his musical career to play the character of Tego Leo in the *Fast & Furious* saga.

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REAR-WHEEL DRIVE RACING WITH THE SILVIA

In the mid-1980s, racing series were mainly composed of front-wheel drive models. However, in response to growing demand from motorsports fans for a rear-wheel drive car, Nissan released the fifth-generation Silvia (S13) that would become a great success.



The fifth-generation Silvia (S13), which debuted in 1988, became a smash hit with the younger generation.

From the late 1980s to the early 1990s, there were many Japanese racing events in which amateur motorsports enthusiasts could participate. These were so-called "single-make" races, and the automobile manufacturers actively supported these events. Nissan NISMO was no exception, and in 1984, the year NISMO was founded, it launched a single-make race for the first-generation March (K10).

In 1987, Nissan NISMO attracted much attention when it launched the Little Dynamite Cup, the industry's first race featuring special March vehicles in the form of rental cars. In the same year, the Pulsar Twin Cam (N13) race was launched in addition to the March event.



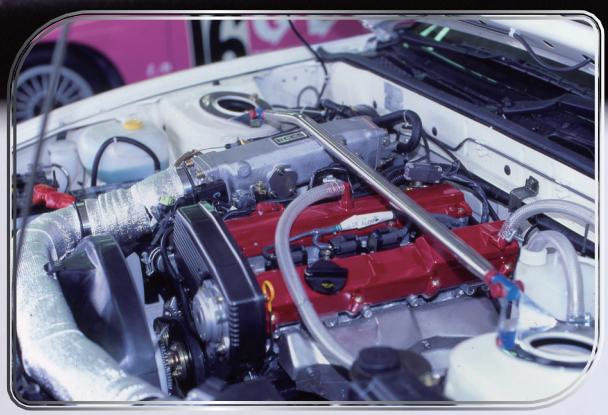
The Silvia race car finally arrived, with six Silvias participating in the model's first event at Fuji Speedway in 1990. To the thrill of motorsports fans, the Nissan garage was open to the public.

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REAR-WHEEL DRIVE RACING WITH THE SILVIA

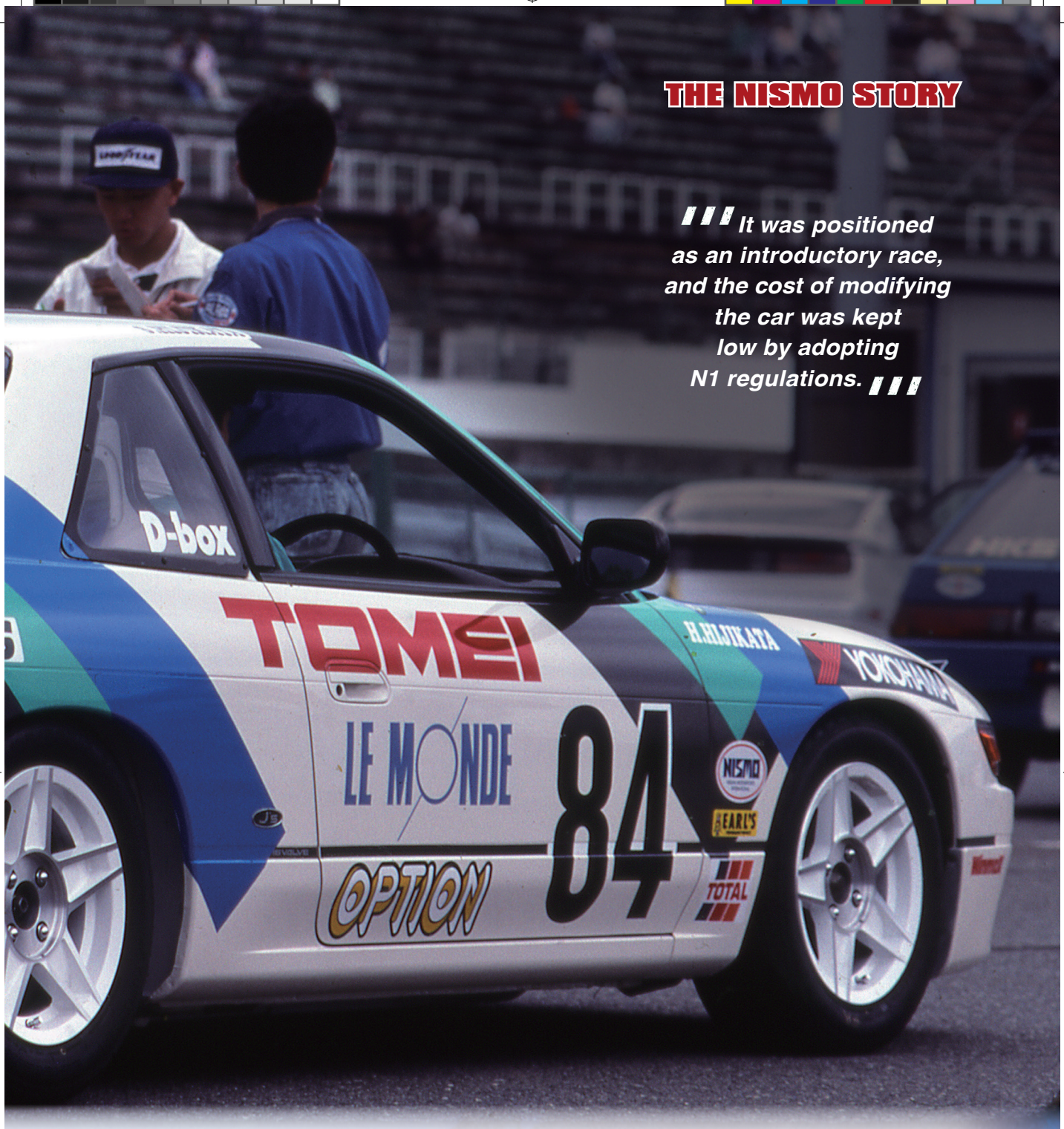


The debut race was round 4 of the Fuji Freshman Series, a mixed competition with other cars in the new Production D class.



The original Silvia single-make race was run with an 1,800cc CA18DE engine, but following a minor change to the base car in 1991, the engine was switched to a 2,000cc SR20DE for more power.

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"It was positioned as an introductory race, and the cost of modifying the car was kept low by adopting N1 regulations."

In 1989, the company began single-make racing using the Saurus, a car designed exclusively for racing. In the same year, a single-make race using the March Turbo (K10) was added.

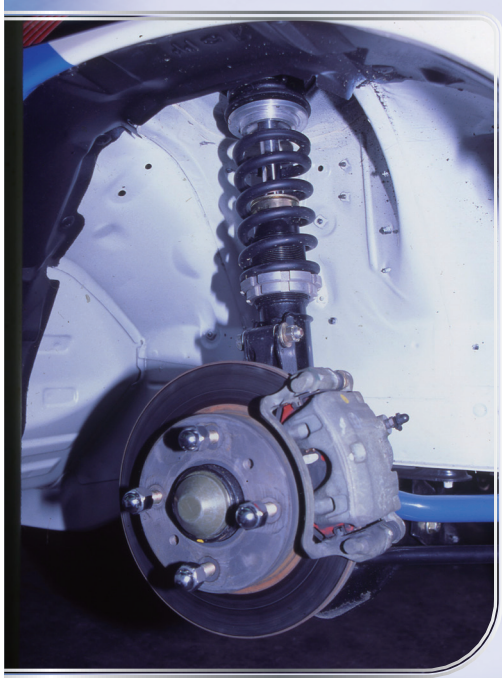
However, with the exception of the racing-spec Saurus, all competitions featured front-wheel drive (FF) cars. Both domestically and internationally, the trend at the time was to shift to four-wheel drive (FWD) vehicles. The rear-wheel drive (FR) system was used in high-end and high-grade sporty cars, and there were very few FR cars such as the old Sunny that young people could buy and enjoy.

Under these circumstances, the fifth-generation Silvia (S13), which was introduced in May 1988, was a sporty FR car. The debut of this model was well received by motorsports enthusiasts and even young people who enjoyed driving. This was because Toyota's AE86 Levin/Treno, which had been a popular FR car until then, was discontinued in 1987, and it was finally converted to FWD. Automobile magazines at the time drew attention to the Silvia (S13) as "the leader of the post-AE86 generation".

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Due to N1 vehicle regulations, the cockpit retained the appearance of a production car. The small modifications to the engine and chassis also allowed drivers to enjoy racing at a low cost.



The Silvia single-make race car was allowed to adopt ride-height adjustable suspension and brake pads. This was a minor modification from today's point of view.

However, Nissan promoted the Silvia (S13) as a specialty car. Therefore, the model did not immediately appear on race circuits, even though the motorsports industry was crying out for it. At the time, the specialty coupe category was popular among the young generation, and the Honda Prelude was much admired. All the other manufacturers were trying to enter this category, aiming to beat the Prelude, and the Silvia (S13) was the first to attempt this.

With its futuristic and innovative styling, and impressive driving performance, the Silvia (S13) finally broke the Prelude's stronghold and became a hit. In retrospect, the success of the Silvia can be attributed to the fact that it did not come with the traditional dirty and "oily" image of motorsports and tuning.

On May 19, 1990, two years after the release of the Silvia (S13), six of the ten cars delivered by Nissan Race Service (a subsidiary of NISMO established in March 1989) made their circuit debut at the Fuji Freshman Race round 4. The vehicle specifications were N1 regulations with a narrow scope of modification, and the car was positioned as an entry-level FR race car. Nevertheless, it attracted a great deal of attention as the launch of a single-make race in response to a strong demand from the motorsports industry.

The six-car entry at the time of its debut meant that it was a mixed race with other cars, but it later grew to become a popular single-make race. ♦

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STAGE 40 CHASSIS REAR SECTION

In this issue, we will join the chassis rear section to the chassis center section.

PARTS

40A



EM



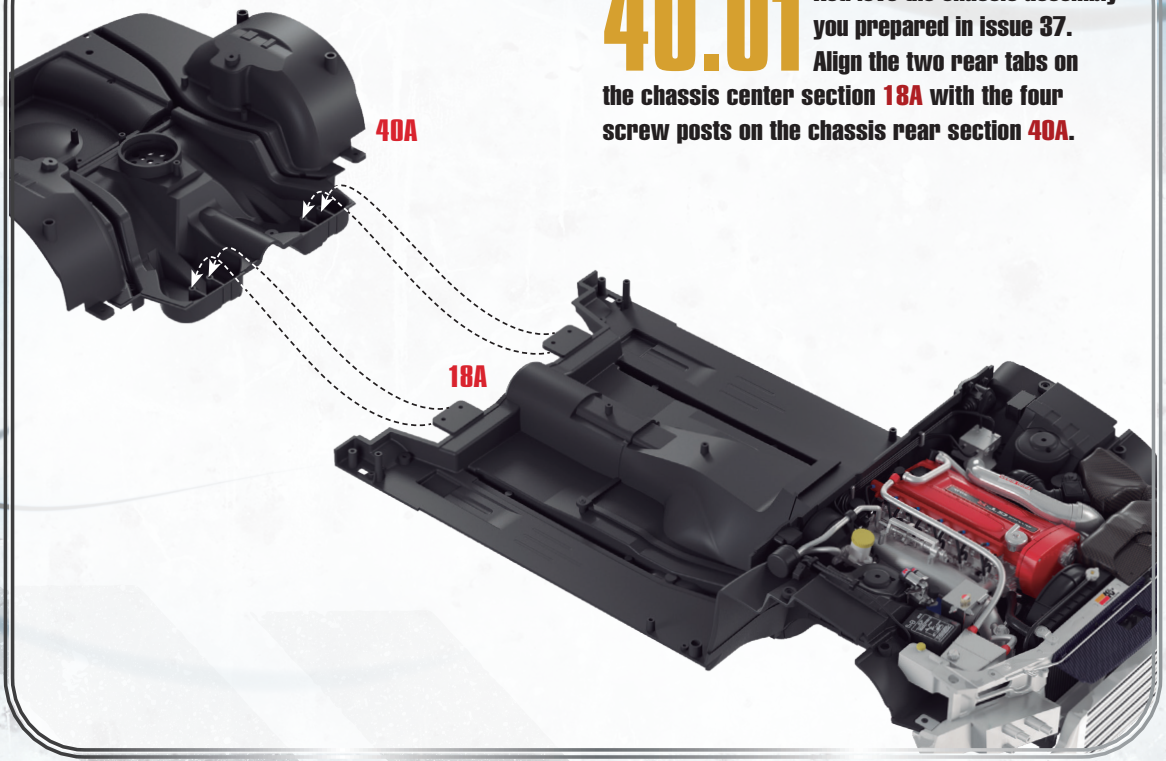
40A Chassis rear section

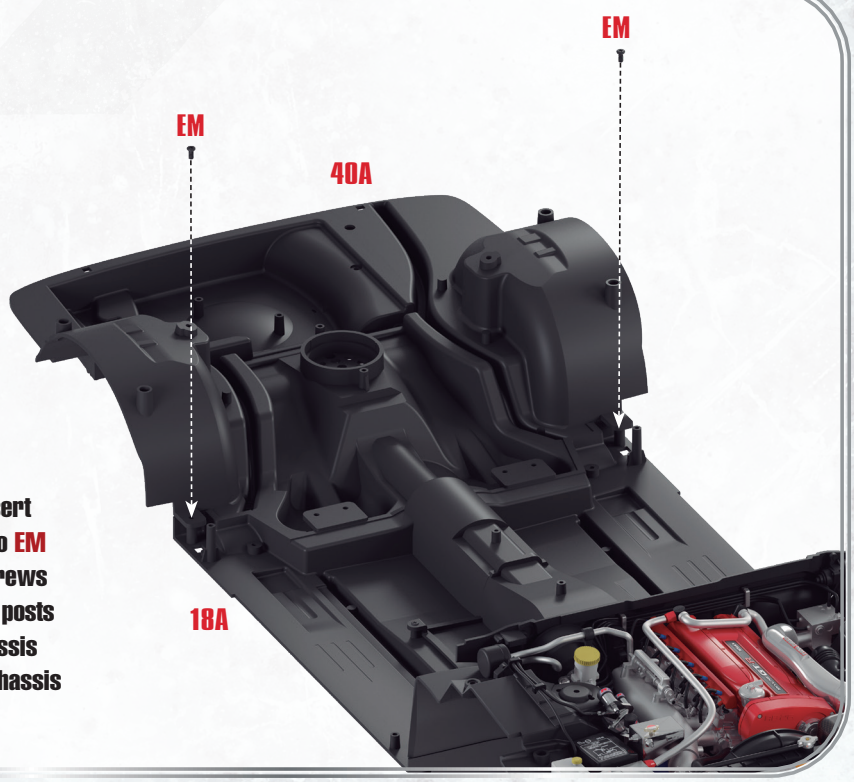
EM Screws 2×5mm (×8*)

*Including spares

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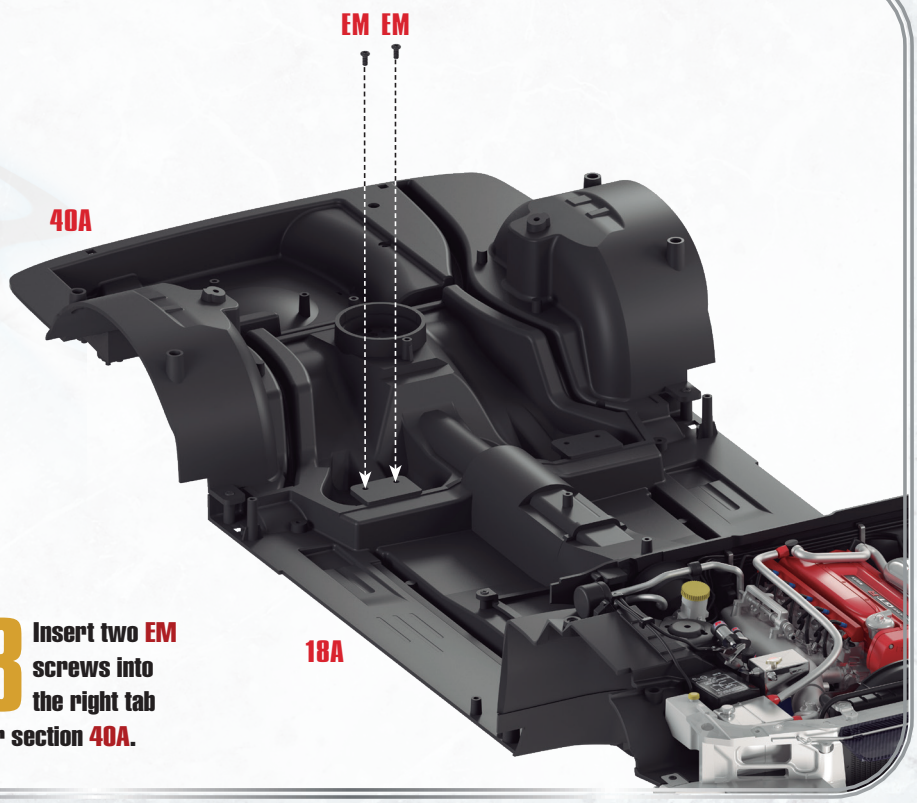
40.01 Retrieve the chassis assembly you prepared in issue 37. Align the two rear tabs on the chassis center section **18A** with the four screw posts on the chassis rear section **40A**.





40.02 Insert two **EM** screws into the highlighted screw posts to start attaching the chassis rear section **40A** to the chassis center section **18A**.

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40.03 Insert two EM screws into the right tab on the chassis rear section 40A.



40.04 Insert two EM screws into the left tab on the chassis rear section 40A.

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Final assembly





SELF-TAPPING SCREWS

When connecting metallic parts like the chassis, you will use self-tapping screws (whose code ends with an M). If you find that the screw will not go into the hole easily, remove it and clean away any loose metal fragments. To enable the screw to go in smoothly, occasionally turn it backwards about 1/4 of a turn. You'll have to tighten it to the end of the thread, ensuring that the parts are well attached so that they can bear the weight of the whole vehicle.

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