FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

46



F237FSC046

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: 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



In 1993, the N3 spec Nissan Skyline GT-R (R32) based on the Group A specification was entered in the All Japan GT Championship.

NISSAN AND THE ALL JAPAN GT CHAMPIONSHIP

SUPER GT is the most popular series in Japanese automobile racing. It has a 30-year history dating back to its predecessor, the All Japan GT Championship (JGTC). This popular series, in which a wide variety of GT cars – mainly GT500 models from Japan's three major manufacturers – race together, has a close relationship with the Skyline GT-R.

Japan's so-called "bubble economy", which began in the late 1980s, collapsed in 1991, triggered by restrictions on the total amount of real estate loans imposed by the then Ministry of Finance. The economic recession had a major impact on the racing world, which was thriving at the time – teams had received funds from numerous sponsors and crowds of spectators flocked to circuits around the country.

To make matters worse, the All Japan Sports Prototype Championship (JSPC), in which Group C cars competed, was scheduled to end in 1992, and the All Japan Touring Car Championship (JTC), in which the Skyline GT-R (R32) competed, was to end the following year.

In response to the demise of the two most popular race series in Japan, a decision was made in 1994 that the All Japan Touring Car Championship (JGTC) should morph into the "Class II" category, which was based on mass-produced cars with two-liter naturally-aspirated (NA) engines, four seats, and four or more doors; it was a class that had been popular in the British Touring Car Championship (BTCC). At the same time, consideration was given to holding GT car races in Japan, a style of racing that included the 24 Hours of Le Mans and the Italian Supercar GT Championship, which began in 1992 and was growing in popularity in Italy.

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 1 20/6/24 11:44

NISSAN AND THE ALL JAPAN GT CHAMPIONSHIP

GT cars are a category of touring cars that compete in races using models based on modified production sports cars. In the Italian Supercar GT Championship, the competitors included genuine supercars, including the Ferrari F4 and 348GT, Jaguar XJ220, and Porsche Carrera RSR.

In 1992, the Japan Automobile Federation (JAF), which oversees four-wheel motorsports in Japan, added an "N3" modification rule to its domestic competition vehicle regulations. These "N3" regulations allowed a wider range of modifications to engines and suspensions than the special touring car "N2" rules. They permitted large-scale modifications to the outer appearance such as overfenders and the fitting of front and rear large spoilers in preparation for holding the All Japan Grand Touring Car Championship race in 1993 based on "N3" regulations.

However, due to various circumstances, the "N3" regulations were revised to "N-GT" and the renamed All Japan GT Championship began in 1994. The participating cars were divided into two classes according to air restrictor diameter and weight: "GT-1," equivalent to today's GT500, and "GT-2," equivalent to GT300.

NEW RULES AND REGULATIONS

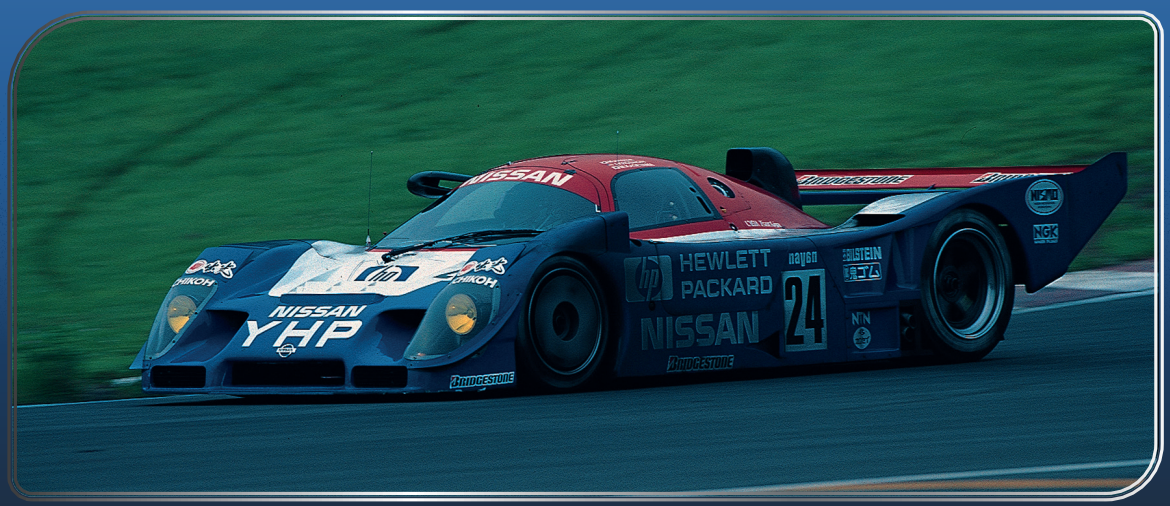
What exactly were the differences between the vehicle regulations of Group A and N-GT? In the case of Group A, the base model had to be a car that had been produced with at least 5,000 units in 12 consecutive months and approved by the Fédération Internationale de l'Automobile (FIA); in the case of N-GT, cars with two passenger doors and seating for four or less passengers officially approved or registered by the FIA or JAF, and models specially approved by JAF were also allowed. This enabled a wide range of models to participate. Thanks to these regulations, the Lancia Rally 037, a Group B WRC car, was able to enter the "Japan Special GT-Cup," the third round of the 1994 All Japan GT Championship, in a spot race.

In addition, in Group A, major parts that affect performance had to be approved by the FIA, but in N-GT, the suspension was free of restrictions as long as the basic form was adhered to, and the installation position could be changed within a certain range. Furthermore, the engine could be replaced as long as it was from the same manufacturer, the displacement could be increased or decreased, and a supercharger could be installed or removed. The engine could be fitted in any position within the engine compartment, but the direction in which it was installed could not be changed.

The scope of engine modification was much wider for N-GT than for Group A, but it was mandatory to install an air restrictor that limited the amount of air intake to suppress power and maintain equal conditions. The GT-1 twin-turbo engine, as in the Skyline GT-R (R32), was fitted with a 31mm-diameter air restrictor. As a result, the power of the RB26DETT

In 1994, the All Japan GT Championship finally started in earnest, and a wide variety of machines entered the series. They ranged from Group C-based cars to cars based on N1 specifications. From here, the Championship grew to become Japan's top motorsports category.





The All Japan Sports Prototype Championship (JSPC), which attracted many fans with its overwhelming speed in the 1980s and early 1990s, ended in 1992.

engine was reduced to about 450ps in the N-GT compared to 600ps in the Group A era, though the maximum torque was higher. The GT-1 single turbo engine had a 44mm bore, while the naturally aspirated (NA) engines had a 46mm bore, and rotary engines were required to have a 47mm bore air restrictor. Transmissions allowed up to six speeds, and pure racing transmissions with sequential shifts could also be installed.

As for the exterior, while Group A cars could not include modified production cars – with the exception of wheels and tires – N-GT allowed significant modifications. Over-fenders widened up to 1.97in (50mm) on each side could be installed, and powerful aerodynamic parts such as a large rear spoiler – which later became known as the "GT wing" – a front spoiler, and side steps could be fitted. On top of that, the GT-1 was allowed to have wider tire sizes with up to 28in (711mm) in outside diameter and 14in (356mm) in overall width. Furthermore, the minimum vehicle weight for the GT-1 was stipulated to be 2,646lb (1,200 kg), and the bumpers, front and rear fenders, hood, trunk lid, and doors could be made of a synthetic resin such as CFRP or a light metal such as aluminum, making it lighter than the Group A version. However, when the drive system was set to 4WD, the minimum vehicle weight was 2,734lb (1,240kg).

OLD R32 BEATS NEW R33

The 1993 season was the final year of the All Japan Touring Car Championship, and the new All Japan GT Championship was an unsatisfactory first season with few entries.

In the 1994 All Japan GT Championship, teams finally began to field GT machines, and supercars such as the Ferrari F40, Lamborghini Countach, and Porsche 911RSR entered. Even the Porsche 962C, a Group C car modified to GT specifications, made an appearance. Among domestic models, the Toyota Supra entered the race, and the Honda NSX has been competing since 1996.

Nissan teams entered four N-GT-spec cars based on the Group A spec Skyline GT-R (R32). The #1 CALSONIC Skyline and #24 COCKPIT TATEBAYASHI GT-R chose 4WD, while the #2 ZEXEL Skyline and #3 UNISIA JEX Sky-



Like Group C cars, the All Japan Touring Car Championship (JTC) had boosted the appeal of racing in Japan, but it also ceased in 1993. The Skyline GT-R (R32) was a dominant force in this series.

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 3 20/6/24 11:44



In 1994, the JOHNSON Skyline entered by NISMO was initially almost an N1 spec machine, including in the styling of the exterior. The wide front was another feature of JTC models.

line were converted to RWD and the transmission was changed to an X-Track six-speed sequential. The #10 JOHNSON Skyline was a 4WD version equipped with an N1 spec engine that was exempt from the installation of an air restrictor, but still produced 450ps. In its debut race, the car was unique in its appearance as it was similar to an N1 spec car without wings, but it was modified with special aero parts and over-fenders midway through the series.

In the 1994 season, which consisted of five rounds, the Skyline GT-R (R32) won one race each in both 4WD and 2WD versions, but Masahiko Kageyama in the 4WD #1 CALSONIC Skyline won the Championship.

The Skyline GT-R (R32) competed until the opening round of the 1995 season, the "'95 All Japan GT Championship" in Suzuka. While the #55 JOMO R33 made a spectacular debut, the #1 CALSONIC Skyline GT-R driven by Champion Kageyama secured a comfortable victory. ♦



Two Skyline GT-Rs (R32) entered by NISMO in 1994. The JOHNSON Skyline on the left is equipped with aero parts but inside it is GT spec. On the right is a N1 spec ZEXEL Skyline.

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 4 20/6/24 11:44

GISELE YASHAR, A FIERCE FIGHTER

Three appearances in the *Fast & Furious* series were enough for Gisele to leave an indelible mark on the fans. Gisele earned a special place among the major female characters in the franchise.



In addition to being a great team, Han and Gisele feel an instant attraction to each other.

From the first time she appeared in *Fast & Furious,* Gisele Yashar captivated the audience with her distinctive style. It mattered little that this ex-agent of Mossad, the Israeli intelligence agency, had ended up working for Arturo Braga's cartel, in which she was in charge of showing the new drivers how to transport the drugs. She eventually realized she was on the wrong side when the dangerous Fenix, one of the gang's deputies, tried to run her over in his car. Saved by Dom Toretto, she thanked him by revealing the location of Braga's hideout in Mexico.

CHANGING SIDES

From then on, Gisele is redeemed in Dom's eyes. When he gets a new team together in *Fast Five,* he counts on Gisele. She leaves her luxurious Porsche Cayman at the border and rides to her new job on a powerful Ducati Streetfighter motorcycle. Everyone is impressed when she arrives, especially Han, who forges a connection with her. When Dom gives Han the job of

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 5 20/6/24 11:44

acquiring a digital fingerprint of gangster Hernan Reyes in order to steal all of his money, Gisele offers to help, saying that, sometimes, "you don't send a man to do a woman's job."

Actress Gal Gadot gave Gisele an enigmatic and fascinating aura her character needed. To achieve it, she learned to ride large single-cylinder motorcycles. In the sixth movie, she rode a Ducati Monster. She also offered to take part in very physical, action-packed scenes.

THE PERFECT COUPLE

Gisele becomes a key player in Dom's team. Fast, determined, and lethal in hand-to-hand combat, she rises to the challenge of any mission she is given, no matter how exposed it leaves her. Moreover, she forms an effective working duo with Han, with both being on the same wavelength, understanding each other when they go into action, and looking out for each other in the most extreme situations. When, in *Fast & Furious 6,* they follow the trail of the group led by the former soldier Owen Shaw, Han saves Gisele's life twice. She is not irresponsible, nor is she afraid of dying. When the villains try to escape aboard a military airplane, and Han risks his life to prevent it, Gisele doesn't hesitate to sacrifice herself to protect him.

Gisele's dramatic end didn't just devastate Han. Many members of the audience sympathized with Gisele and admired her for her bravery, her humor, and her unforgettable smile. ♦

THE ADVENTURES OF BRIAN O'CONNER

An unmistakable appearance

When he mixed with the fans of street racing, with their extreme urban fashions, Brian stood out for looking inconspicuous. His simple outfit, generally of a T-shirt and jeans, did not attract attention like the outfits of other drivers. However, over time, his look ended up becoming a trend. Tight-fitting T-shirts, long shorts below the knees, and, of course, the sneakers that Brian wore on most of his adventures, became fashionable.



Although she doesn't mind driving a fast car, Gisele prefers large displacement motorcycle to get in on the action.

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 6 20/6/24 11:44

MORE GROUP C SUCCESS

Part 2: Winning the 1991 JSPC

The 1991 All Japan Sports Prototype Championship (JSPC) comprised seven races over varying distances at circuits in Fuji, Suzuka, and Sugo. Four Nissans entered the series, which gave the brand a strong advantage that helped it secure both the Drivers' and Manufacturers' Titles.



Nissan withdrew from the Le Mans 24 Hours and focused on the domestic series with a 100 percent in-house-built machine.

For the 1991 JSPC, the NISMO works CALSONIC Nissan and YHP Nissan cars were joined by the No.27 FROM A R91CK Nissan and the No.25 ITARIYA SPORTS R91VP Nissan. When the season began, Kazuyoshi Hoshino and Toshio Suzuki won both the first and second rounds in the CALSONIC Nissan. In the first round, the FROM A Nissan driven by Akihiko Nakatani and V. Weidler finished second, while the YHP Nissan piloted by Masahiro Hasemi and A. Olofsson was runner up in the second round. It meant that Nissan had secured one-two finishes in the first two rounds of the season.

CALSONIC Nissan came second in round 3, FROM A Nissan

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 7 20/6/24 11:44

MORE GROUP C SUCCESS

In the 1991 season, both the drivers and the team members were relaxed. This was the atmosphere of a racing team that knew how to win.



and YHP Nissan finished second and third in round 4, and these two teams secured the same positions in round 5.

CALSONIC Nissan won again in round 6. In the final round, the CALSONIC Nissan finished third, and as a result, NISMO secured both the Drivers' Title with Hoshino and Suzuki and the Manufacturers' Title.

Though Nissan's main rival Toyota won three consecutive races from rounds 3 to 5, each race had a different winning team, so the points were distributed among them.

On the other hand, CALSONIC Nissan won three races, and YHP Nissan and FROM A Nissan finished on the podium at key stages of the Championship, so Nissan was able to pick up many crucial points. It was a super-successful season for Nissan, which saw the team strengthen its setup of the cars and its race organization. ♦

Although it is commonplace now, NISMO sold stickers, apparel, and other goods at the circuit, and the sales booth attracted many fans.



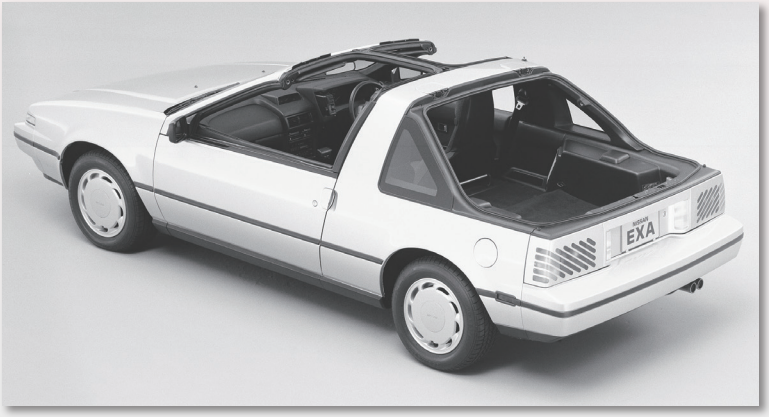
046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 8 20/6/24 11:45

THE INNOVATIVE SECOND-GENERATION EXA

In October 1986, Nissan launched the second-generation EXA. The name was changed from Pulsar EXA to EXA, and it became a new model independent from Pulsar. It adopted a very innovative futuristic design – all models were equipped with a T-bar roof as standard, as well as a detachable rear hatch roof, offering the flexibility to enjoy different types of open-air driving. The design was handled by Nissan Motor's Sculpting Department and Nissan Design International (now Nissan Design America, Inc.) in San Diego, California, US.

The most distinctive feature of the EXA was its styling. The previous generation was a two-door notchback coupe similar to a midship coupe, but the second generation adopted two body styles: a notchback "coupe" and a wagon-like "canopy". Except for the detachable rear hatch, which differed from the body color, the two body styles were identical, and the rear hatch of the "coupe" and "canopy" were interchangeable. In the Japanese market, however, these were treated as two separate models and not interchangeable.

Retractable headlights were adopted, as in the previous generation. They matched the futuristic design. The engine was a newly developed 1.6-liter in-line four-cylinder, four-valve DOHC CA16DE type (120ps). The turbo engine of the previous generation had disappeared. The transmission options were five-speed manual or four-speed automatic, while the model was front-wheel drive only. The suspension was a four-wheel independent suspension setup



From above, the T-bar roof is clearly visible. The roof and other parts could be removed to enjoy a comfortable open-air drive.



The photo shows the Type A Coupe. Many people were torn between the stylish coupe and the user-friendly canopy, though both styles had retractable headlights.

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 9 20/6/24 11:45



The engine was the newly developed CA16DE type, an in-line four-cylinder, four-valve DOHC unit that was also used in the Saurus race car.

with struts in the front and parallel link struts in the rear, while the EXA had ventilated disk brakes at the front and standard disks at the rear. Steering was rack and pinion with power steering.

Initially, there were two grades, Type A and Type B, which were common to both the coupe and canopy models, but in May 1988, an "L.A. version" with a larger front bumper was introduced. The "L.A. Version Type X" with rear drum brakes and the "L.A. Version Type S" with viscous LSD and wider 195/60R14 tires as standard equipment were also added. In April 1989, the "L.A. Version Type S" was added to the lineup with JBL speakers and other audio enhancements.

Despite its innovative design, sales did not increase. In 1987, the "EXA Canopy Type B KEN13GAEL-RR" won the Grand Prize in the transportation equipment category of the Good Design Award selected by the Ministry of International Trade and Industry. ♦

TECHNICAL DATA

EXA CANOPY TYPE A KEN13 (1986)

Length:	166.5in (4,230mm)
Width:	66.1in (1,680mm)
Height:	51in (1,295mm)
Wheelbase:	95.7in (2,430mm)
Tread (front):	56.1in (1,425mm)
Tread (rear):	56.1in (1,425mm)
Engine:	CA16DE (straight four, four valve DOHC)
Total displacement:	1,598cc
Maximum output:	120ps / 6,400rpm
Maximum torque:	14.0kgm / 5,200rpm
Vehicle weight:	2,359lb (1,070kg)
Suspension (front/rear):	strut / parallel link
Brakes (front/rear):	ventilated disk / disk
Tires:	185/60SR14

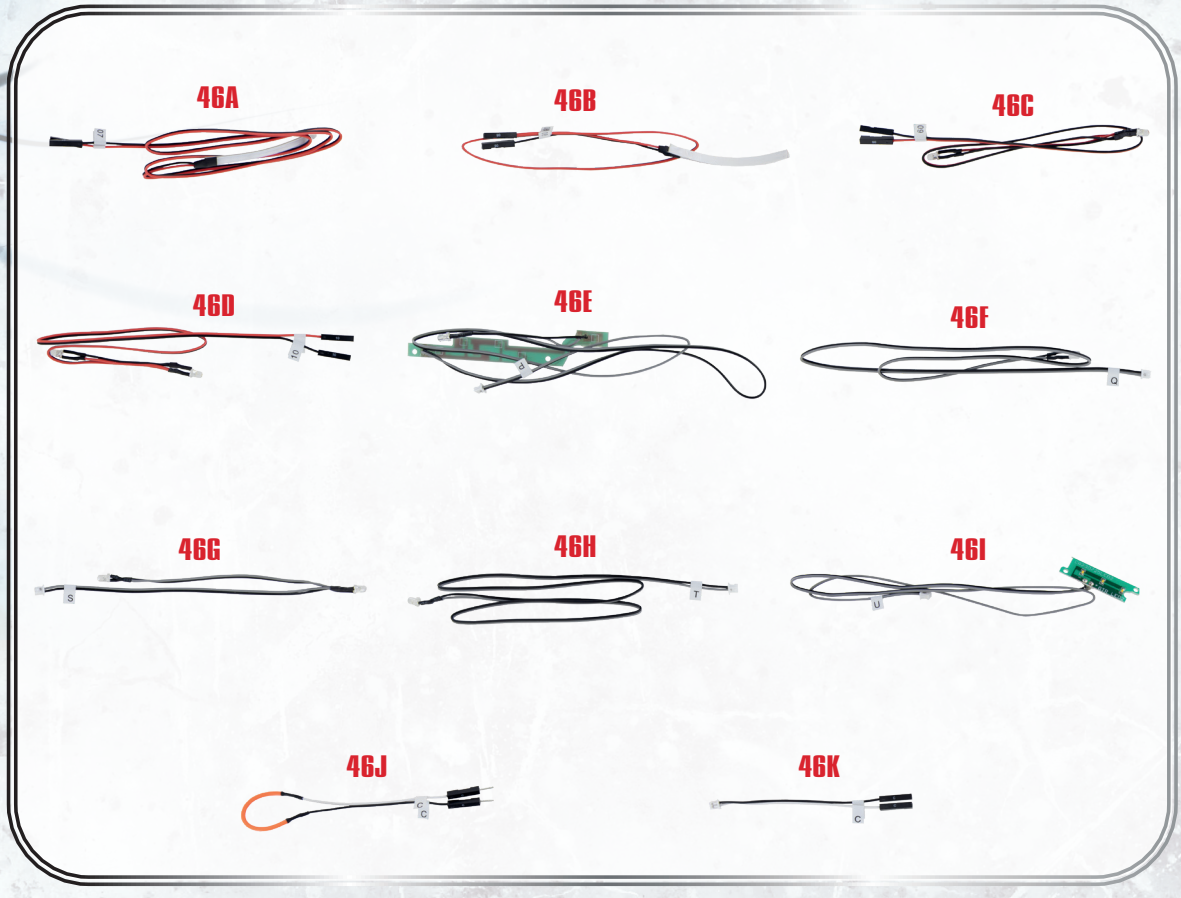


046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 10 20/6/24 11:45

STAGE 46
LIGHTING SYSTEM (1)

In this issue, we will connect the wires for the bottom light, roof ambient light, and A-pillar instrument panel light to the PCB splitter. We will also connect the rear brake lights, as well as instrument panel and display lights to the car PCB.

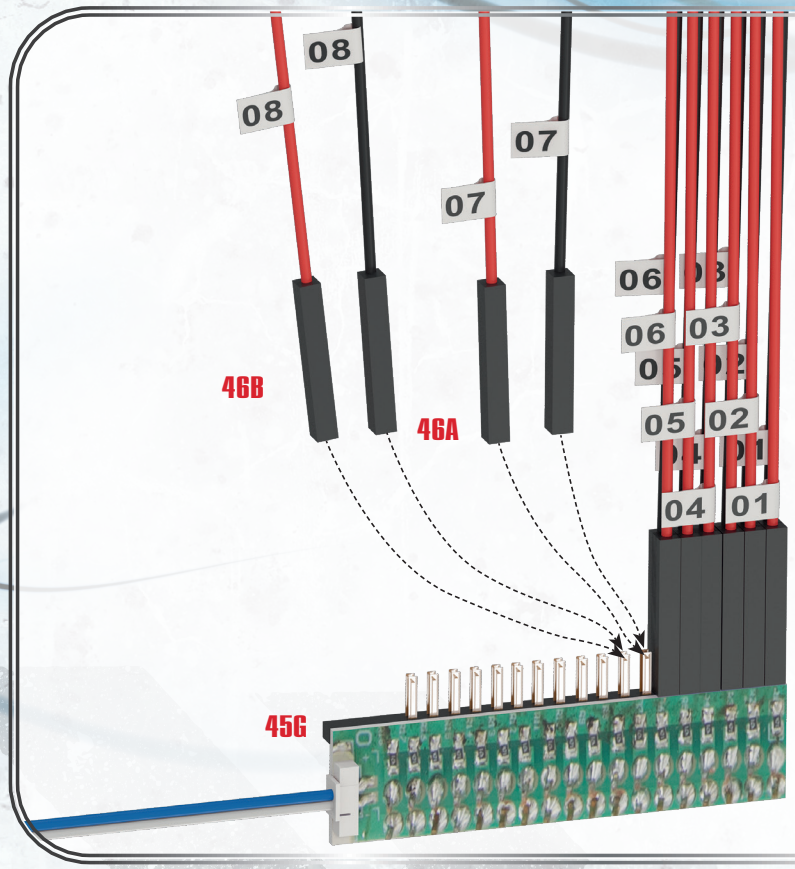
PARTS



- **46A** Front bottom light wire (07)
- **46B** Rear bottom light wire (08)
- **46C** Roof ambient light wire (09)
- **46D** A-pillar instrument panel light wire (10)
- **46E** Instrument panel light wire (P)
- **46F** Center display light wire (Q)
- **46G** Rear display light wire (S)
- **46H** Upper display light wire (T)
- **46I** Instrument panel N_2O light wire (U)
- **46J** Rear brake/position light wire 1 (C)
- **46K** Extension wire 1 (C)

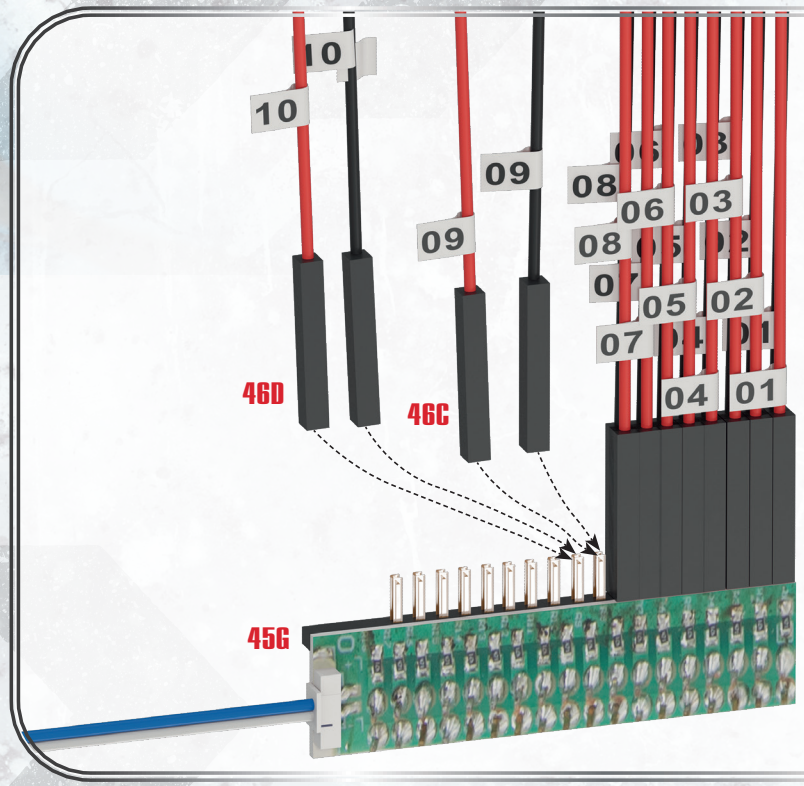
*Including spares

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 11 20/6/24 11:46



46.01

Take the front bottom light wire (07) 46A and rear bottom light wire (08) 46B and attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.



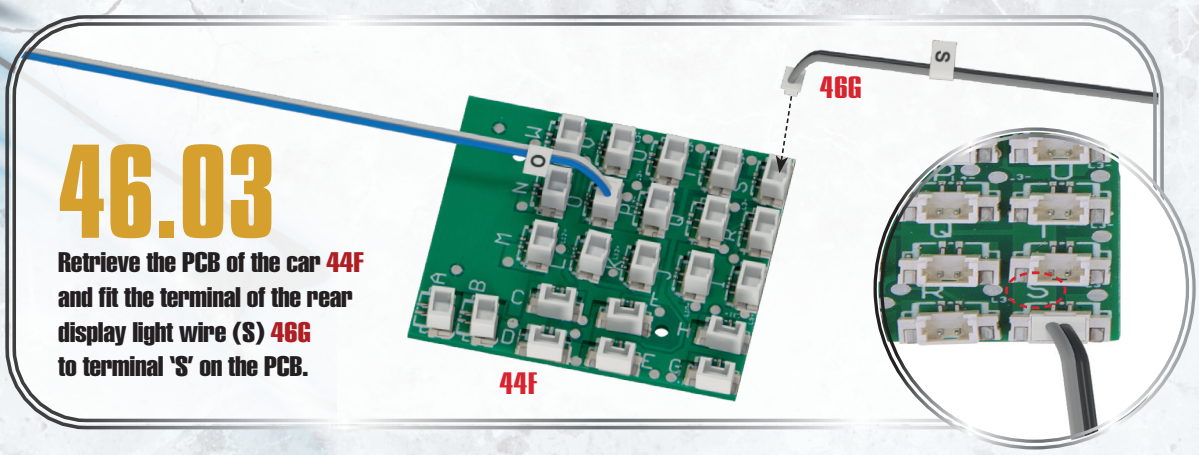
46.02

Take the roof ambient light wire (09) 46C and the A-pillar instrument panel light wire (10) 46D and attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.

046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 20/6/24 11:47

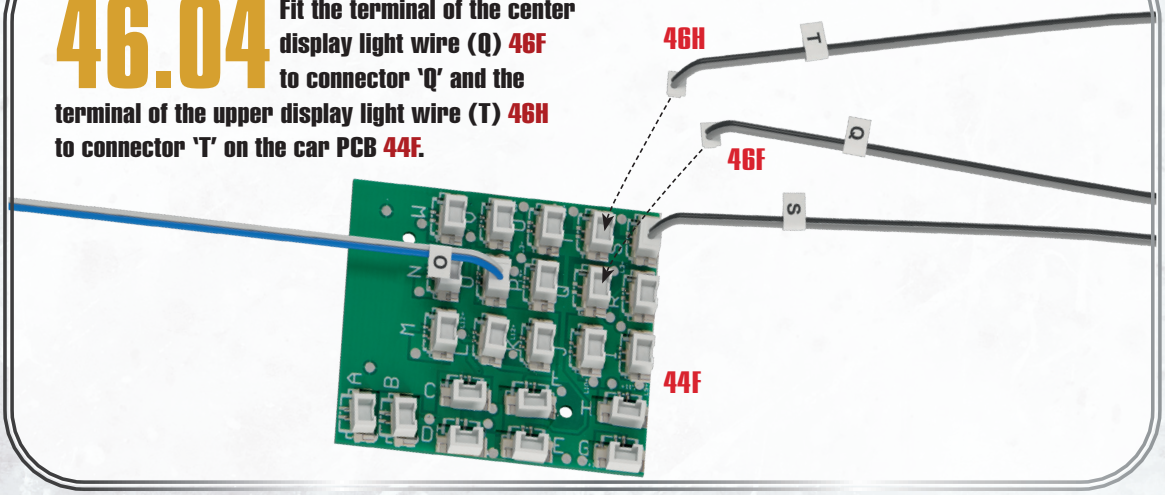
46.03

Retrieve the PCB of the car 44F and fit the terminal of the rear display light wire (S) 46G to terminal 'S' on the PCB.



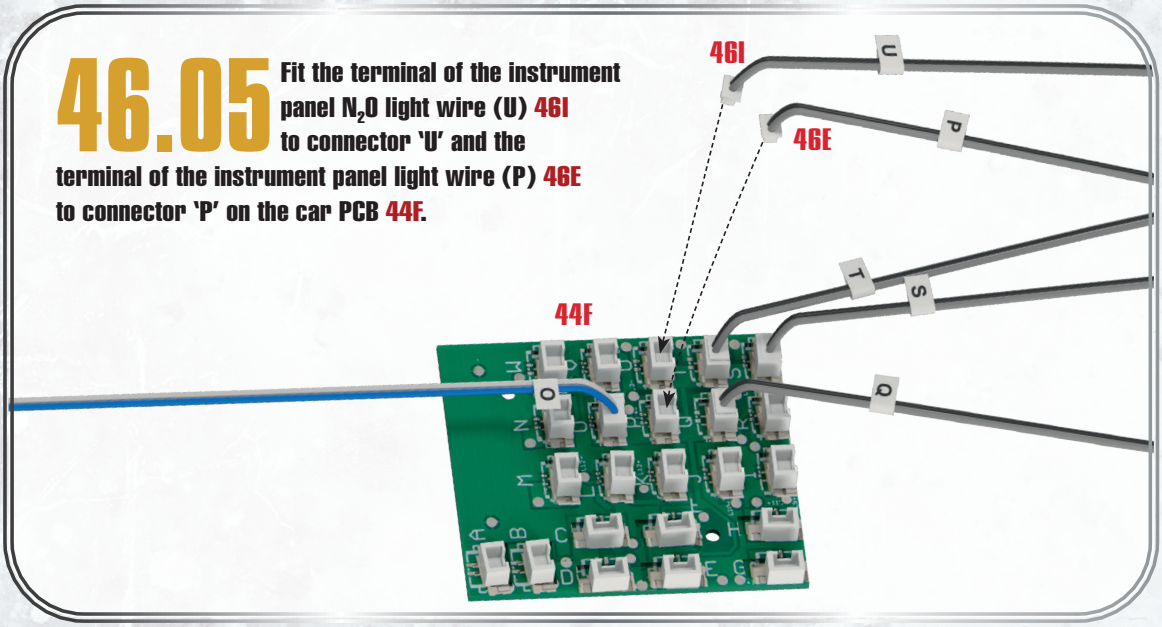
46.04

Fit the terminal of the center display light wire (Q) 46F to connector 'Q' and the terminal of the upper display light wire (T) 46H to connector 'T' on the car PCB 44F.



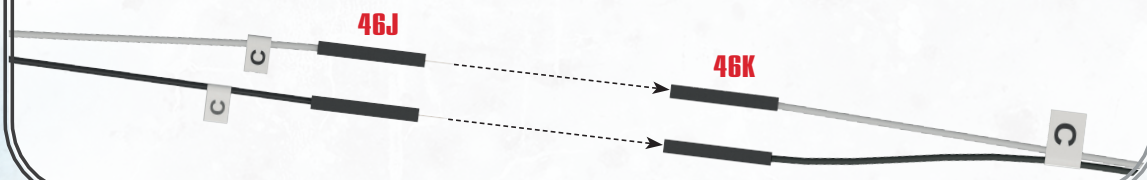
46.05

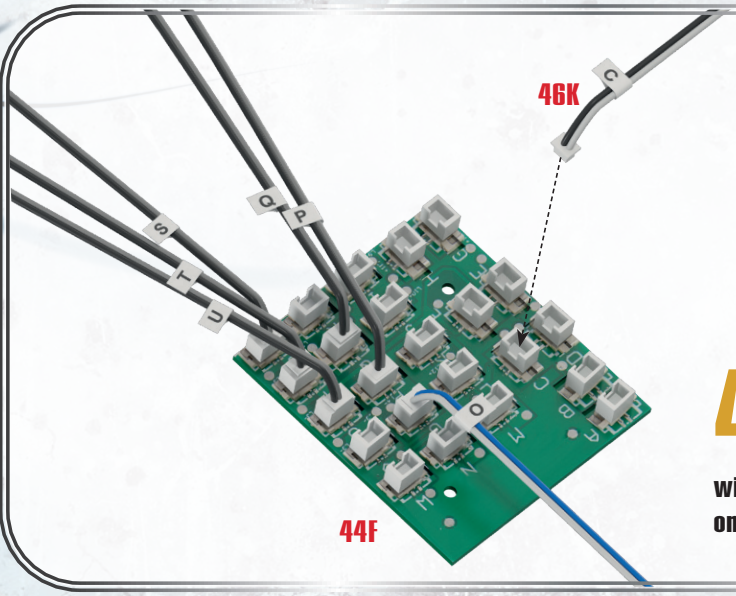
Fit the terminal of the instrument panel N_2O light wire (U) 46I to connector 'U' and the terminal of the instrument panel light wire (P) 46E to connector 'P' on the car PCB 44F.



046_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 20/6/24 11:47

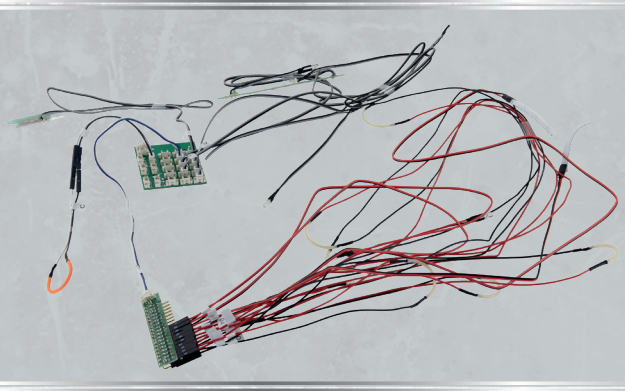
46.06 Carefully attach the connectors of the rear brake/position light wire 1 (C) 46J to those of the extension wire 1 (C) 46K, matching the wires of the same color.





46.07 Finally, attach the terminal of the extension wire 1 (C) 46K to connector 'C' on the car PCB 44F.

Final assembly



FANHOME

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

UNIVERSAL