# FAST & FURIOUS™

## Build
## BRIAN'S NISSAN SKYLINE GT-R

F237FSC049

49




FANHOME

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Build

## BRIAN'S NISSAN SKYLINE GT-R

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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. 7-9: 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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Built in 1957, the first Skyline Deluxe (ALSID-1) was manufactured by Fuji Precision Machinery, which later became the Prince Motors, Ltd. This is where the history of the Skyline began.



# PRINCE MOTORS MERGES WITH NISSAN

**Prince Motors, Ltd., which built the first- and second-generation Skyline, produced engines at its Ogikubo plant in Tokyo and car bodies and finished cars at its Mitaka and Murayama plants. After the merger with Nissan Motor Co., Ltd. in August 1966, these became Nissan plants, though they no longer exist.**

Prince Motors, Ltd., the company that created the Skyline, went through a period of postwar turmoil, mergers, and several name changes. It was about to spread its wings as an automobile manufacturer that would capitalize on its technological prowess during the period of rapid economic growth. Prince Motors' headquarters and the Ogikubo plant were originally located on the site of the Ogikubo works, where the Nakajima Aircraft had manufactured aircraft engines. Before the war, the area was called Iogimura in the Tokyo suburbs and was conveniently located along the Ome Kaido Road, a main highway leading west out of Tokyo. At that time, there were still few residences in the area.



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# THE PRINCE MOTOR COMPANY MERGES WITH NISSAN

Fuji Precision Machinery, the cornerstone of Prince Motors, Ltd., was established in July 1950 and was derived from the Nakajima Aircraft; it was later renamed Fuji Sangyo Co., Ltd. With its headquarters and factory in Ogikubo, Tokyo, the company initially manufactured marine engines and other small engines, while its factory in Hamamatsu produced sewing machines and other products.

In April 1954, Fuji Precision Machinery and Tama Motor Company, which was derived from the Tachikawa Aircraft, cofounded Prince Motors, Ltd. (its initial name), and Fuji Precision Machinery remained as the surviving company. Then, in February 1961, the company changed its name again to Prince Motors, Ltd. so that the company and brand names would align.

Production of Prince vehicles was carried out at three locations: the Ogikubo plant, which manufactured engines; the Mitaka plant, which manufactured trucks; and the Murayama plant, which became the main facility for engines and finished vehicles.

The Ogikubo plant, which had been developing and manufacturing engines since the days of Fuji Precision Machinery, designed the GR8 engine for the prototype racing car Prince R380. It also designed the S20 engine – the heart of the Nissan Skyline 2000GT-R – after the company became part of Nissan.

After the merger of Prince Motor and Nissan in 1966, the facility was renamed the Nissan Motor Ogikubo plant, but was closed in 1998. Part of the site is now used as the Suginami Ward Momoi Harafuchi Park and is the home of apartment buildings. During the development of the site, a connecting rod of the "Sakae" engine produced by the Nakajima Aircraft during the war was unearthed.

From the quiet atmosphere of what is today a residential area, it is hard to imagine that there was once a factory here where engines were manufactured and numerous prototypes were built. The name of the Kanto bus stop, "Nissan Jidosha Mae" along Ome Kaido Road, tells us that this was once the Nissan Ogikubo plant.

Behind the bus stop is a Nissan dealership, Nissan Tokyo Sales Ogikubo, and two monuments remain in the corner facing the intersection. The first is "The birthplace of the former Nakajima Aircraft Engine". The back of the monument has a plaque that reads: "Volunteers from Fuji Precision Machinery, Prince Motors, Ltd., and Nissan Motor Co., Ltd." The other monument records "The birthplace of the rocket". This commemorates the successful test flight of a small rocket in 1955 by Fuji Precision Machinery, before it was renamed Prince Motors, Ltd. The program was under the direction of Dr. Hideo Itokawa of the Institute of Industrial Technology at the University of Tokyo, who worked at Nakajima Aircraft.

This small rocket was nicknamed the "Pencil Rocket" because it was 9in (230mm) long and weighed just 7oz (200g), like a pencil. Rocket development



**The former headquarters of Prince Motors, Ltd. in Ogikubo. If it still existed, it would be a historic building.**



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continued after the merger of Nissan and Prince Motors, and the rocketry evolved into Nissan's Aerospace Division; it led to the launch of Japan's first satellite in February 1970.

Thereafter, production of Japan's principal rockets continued at Nissan Aerospace Division's Ogikubo works until May 1998, when it moved to the newly constructed Tomioka works in Gunma Prefecture. Shortly after, in 2000, as part of the "Nissan Revival Plan", the business was transferred to Ishikawajima-Harima Heavy Industries (now IHI) and became IHI Aerospace, where it remains to this day.




**Today, a Nissan dealership, Nissan Tokyo Sales, Ogikubo Branch, stands on the site of the Ogikubo office. In the corner of the parking space facing the intersection, there remains a monument that reads: "The birthplace of the former Nakajima Aircraft Engine."**

## FIRST SKYLINE PRODUCED AT MITAKA

The former production plant of Tama Electric Car Company was the Mitaka plant. The company changed its name from Tokyo Electro Automobile Co. to Tama Electric Car Company in November 1949, and the plant moved from Fuchu to Mitaka. Located near today's 5-chome Shimorenjaku, Mitaka City, the Mitaka plant was acquired from Shoda Aircraft Manufacturing, which produced aircraft engines and Pitot tubes. A body assembly line was built there and a test track was established. The first Skyline (ALSI) went into production on March 23, 1957, during the Fuji Precision Machinery era.The Mitaka plant later became the Mitaka plant of Nissan Motor Co., Ltd., which was involved in the textile machinery business.

Prince Motors' Murayama plant was its newest and largest faciity, and construction began in March 1961. The Murayama plant was completed in October 1962, covering an area of approximately 132 hectares (1.32 million $m^2$) and equipped with state-of-the-art facilities.

Initially, the plant was in full operation as a dedicated factory for the second-generation Gloria (S40), with a monthly production capacity of 2,500 units. Then, in the fall of 1968, production of the second Skyline 1500 (S50) at the Mitaka plant was transferred to Murayama, and the Mitaka plant became a dedicated truck production faciity. Engine production was also concentrated at the Murayama plant, and in addition to the in-line six-cylinder 2-litre G7 engine that had been produced there from the beginning, production of the in-line four-cylinder 1.5L G1 and 1.9L G2 engines was transferred there from the Ogikubo plant.

In addition, the Murayama test track was built next to the plant, and the first phase of the test track was completed in May 1965; it had a straight section of 4,774ft (1,455m) and the high-speed circuit enabled cars to reach 100mph (161km/h). The Prince R380 prototype racing car was also tested here.




**The "Birthplace of the rocket" monument is located at the site of Nissan's aerospace division, which boasted cutting-edge technology.**



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# THE PRINCE MOTOR COMPANY MERGES WITH NISSAN



**Situated in Musashimurayama City, Tokyo, the Murayama plant also had a test track. Prince's Hill Park, the birthplace of the Skyline, still attracts Skyline fans.**

After the merger with Nissan, the Murayama plant was responsible for the production of the Gloria, Skyline, Laurel and other models for nearly 40 years. Although it had produced successive series of the Skyline from the second to the ninth generation, vehicle production there was discontinued in 2001 as part of the "Nissan Revival Plan". Prior to this, production of the Skyline GT-R (R34) and other Skyline models was transferred from the Murayama plant to the Tochigi plant in Tochigi Prefecture.

The vast former site of the Murayama plant was redeveloped, and a shopping mall, hospital, and other facilities were constructed there. Prince's Hill Park, located in one corner of the site, opened in May 2005. The park was developed by Nissan and donated to Musashi Murayama City. The location of the park is believed to be the former motor pool for finished cars in the Murayama plant. A monument was erected there with the inscription: "Birthplace of the Skyline GT-R." The construction of the monument was prompted by a proposal from Musashi Murayama City, which said: "Since this is the site of the former Prince Motors Murayama Plant, which benefited from the revitalization of the community and was the birthplace of the Skyline GT-R, why not build a monument of some kind?" Nissan responded to the suggestion and completed the monument.

After Prince Motors merged with Nissan, the name and the production plant were lost to history. ♦




**Some of the early and late models of the Skyline GT-R (R34) were produced at the Murayama plant. The Skyline GT-R (R34) in the collection of the Nissan Heritage Collection in Zama City, Kanagawa Prefecture, was produced at Murayama. The number 5 in the model plate refers to the Murayama plant.**



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# LUKE HOBBS, THE INDESTRUCTIBLE AGENT

**At first a tough, unbending agent of the law, Luke Hobbs becomes a likable character whose moral code gradually becomes more flexible as he gets to know Dom and his team, although he never loses sight of the clear priority of catching the bad guys.**



**DSS Special Agent Luke Hobbs bursts into the saga aboard the massive Gurkha LAPV, a vehicle that symbolizes the character's toughness and drive.**

In *Fast Five,* a huge military aircraft lands at an aerodrome in Rio de Janeiro. Traveling in it are special agent Luke Hobbs of the Diplomatic Security Service (DSS) and his men with specific orders to arrest the fugitives Dom Toretto and Brian O'Conner and take them back to the United States. Hobbs describes Dom's team as professionals who won't make things easy. And he gives his team an important warning: "Above all else, don't ever, ever let them get into cars."

## A TITANIC CLASH

The producers of the franchise pulled off a masterstroke when megastar Dwayne Johnson, who launched a successful career in the movies with *The Scorpion King* (2002) after starring in WWE professional wrestling, agreed to play the part of Luke Hobbs. "Hobbs poses a different threat than the other antagonist in the movie," says the actor. "He has a different energy because he's not driven by money or power. Instead, Hobbs is driven by his code and by his job."

Of course, Hobbs's presence was bound to lead to a titanic hand-to-hand confrontation with Dom Toretto, a high point of this movie. "There hasn't been anything this big since King Kong vs. Godzilla. Period," Ludacris said during a break in filming.



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## A NEW HERO IS BORN

Hobbs's charisma shone through so much that he became one of the indispensable characters in the series, establishing camaraderie with Dom and his team. In *Fast & Furious 6,* he intervenes when mercenary Owen Shaw needs to be stopped in his tracks, while in *Furious 7* he has a tough face-off with his brother, Deckard Shaw. The final stage in Hobbs's evolution comes in *The Fate of the Furious,* when he learns that the US government has turned its back on him, forcing him to hand in his badge. After spending a few intense days locked up in the same prison as Deckard, Hobbs collaborates in finding out why Dom apparently joined forces with the lethal Cipher.

"Hobbs doesn't hold back. I love that he's like that in the franchise," Dwayne Johnson admitted, proud that his character had become a full-fledged hero. As often happens in the franchise, the most bitter rivals become inseparable, and that is what would happen to Hobbs with Deckard, with whom he would star in a 2019 spin-off, *Fast & Furious Presents: Hobbs & Shaw.*

Hobbs proves himself to be a man who demonstrates great loyalty to those fighting with him and who can adapt his priorities to what is the most right and fair. Hobbs does all this without losing his crude sense of humor and the unexpected feeling for family that he shows, never more than when we see him coaching his daughter's football team. ♦

### THE ADVENTURES OF BRIAN O'CONNER

**An awkward conversation**

After he returns to Los Angeles, Brian knows that sooner or later he will see Mia again. The reunion takes place in the FBI's offices, as Agent Stasiak interrogates her over her brother's whereabouts. Brian concocts a way to get her released and invites her to a nearby cafe. It's been five years since their sudden separation, but Mia is still mad at Brian for pretending he loved her and for destroying her family. Brian wants to apologize, but can't bring himself to confess that, in truth, his love for her was genuine.




**As the saga continued, Hobbs softened his principles and eventually became one of the team.**



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# THE NISMO FESTIVAL

## Part 2: Expanding the event in the 1990s

**The NISMO Summer Festival that was first held in 1988 went from strength to strength early in the following decade, and the number of NISMO PADDOCK showrooms across Japan increased. In 1992, both the date and venue of the Summer Festival were changed before it was put on hold.**

The year 1990 was a year of explosive growth for NISMO, with the opening of seven NISMO PADDOCKs in Sapporo, Warabi, Chiba, Ube, Gunma, Sendai, and Tochigi between January and April, spreading NISMO's presence nationwide. As usual, the NISMO Summer Festival was held in July at the Omori head office, attracting many fans.

In 1991, NISMO PADDOCKs opened in Osaka, Akita, Ritto, and Toyama, completing a nationwide network of 16 regional PADDOCKs and 17 stores at the Omori head office. The NISMO Summer Festival was held at the Omori headquarters in July, and it became an important activity for NISMO, catering not only to motorsports fans but also to fans of car customization. At that time, the NISMO Summer Festival was an event organized by the sales division, which developed and sold sports parts and other products, and it was held during the motorsports season. The event was planned and run entirely by NISMO employees, and was the prototype for today's NISMO Festival.

In 1992, NISMO reached a major turning point. It became clear that Group C racing was coming to an end worldwide, and NISMO decided to terminate its Group C works activities from 1993 onward.




**A special stage was set up in the parking lot on the second floor of the Omori headquarters, where "race queens" wore the colors of different teams. The Diesel Equipment team on the far left changed its name to ZEXEL in the summer of 1990.**

Against this backdrop, the 1992 Summer Festival, which had been held in the summer months every year, was moved to November after the major Group C and Group A races had ended. In addition, the venue was relocated from the Omori headquarters to the Nissan Oppama plant site, where the test course was also suituated. The event was renamed "NISMO Festival '92 Oppama" and it was similar in style to the current NISMO Festival, with actual race cars running on the track.

However, this was the last of the fan appreciation events, and it would be put on hold until the 1997 NISMO Festival. The spirit of employees contributing to the setting up of events and showing their appreciation for NISMO fans carries on to this day. ♦

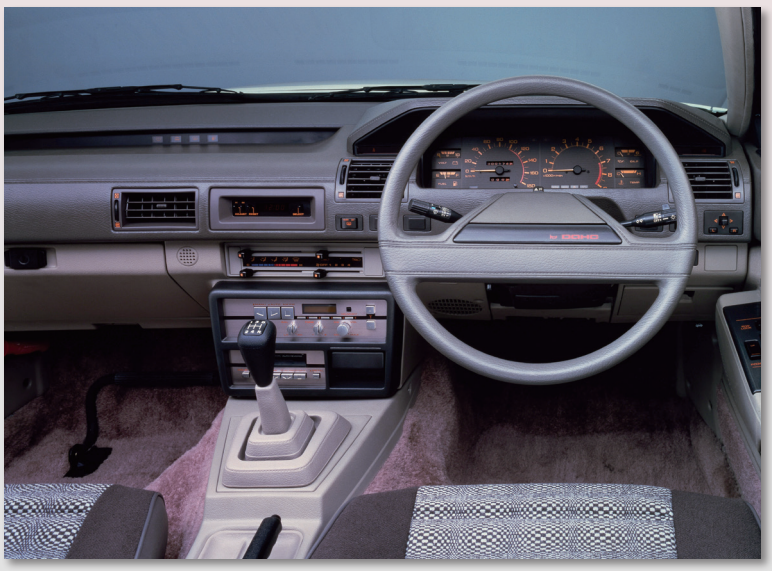


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# MORE POWER IN THE FOURTH-GENERATION SILVIA

The fourth-generation Silvia made its debut in August 1983. The two-door hardtop body of the previous generation was replaced by a two-door coupe with a center pillar, while the three-door hatchback body and its sibling, the Gazelle, were still present. All models were newly equipped with retractable headlamps, while the 2-liter model's hood was fitted with a power bulge.

The most notable change in the new generation was the wide range of engine options. Two models, the FJ20E type (150hp, mounted only on the Silvia) and the FJ20E-T type (190hp) with a turbo added, were the same as the previous generation, but the newly developed CA18 engine series replaced the conventional Z-type engine. Three 1.8-liter SOHC models were available: the CA18E/T (135ps) with turbocharger, the CA18E (115ps) with EGI, and the CA18S (100ps) with a single carburetor. The engines were installed in five Silvia models and four Gazelles. The result was a wide variation of 22 basic models of Silvia and 17 types of Gazelle.



**Although the Silvia boasted high performance, the interior was not spartan; it exuded an air of quality and refinement.**



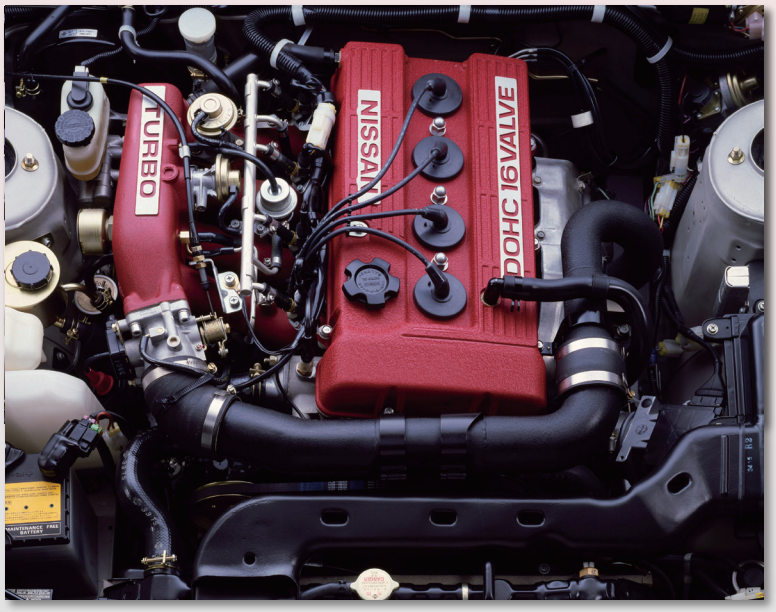

**The hatchback Turbo RS-X featured the words "4 VALVE DOHC TURBO" on the power bulge on the hood to display the heart of the car.**



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The chassis also underwent major changes. For the rear suspension, a semi-trailing arm independent suspension was adopted for models equipped with the FJ-type and CA18E/T-type engines. The others featured the same four-link rigid suspension as the previous generation. The strut-type front suspension combined with the high-caster, zero-scrub geometry and rack-and-pinion steering gearbox that had been used in the Bluebird (910 type) gave the car modern steering.

The luxury version of the coupe Turbo R-X/G featured Japan's first "keyless entry system" and "drive guide system". Unlike today's keyless entry systems, this setup controlled the locking and unlocking of the doors, lowered the power-window glass, and opened the trunk from outside the car by means of a PIN code operated by a button on the external handle on the driver's door. The drive-guide system provided directions to the destination at all times, simply by inputting information via the instrument panel keyboard. It was described as "a convenient driving system that allows you to reach your destination smoothly even on unfamiliar roads".




**The FJ20E-T was a four-cylinder, four-valve DOHC engine with a turbocharger connected to the engine. The 190hp output from a 2,000cc displacement unit was incredibly powerful at the time.**

In February 1986, a minor change was made. The exterior and interior were upgraded, and a 1.8-liter, four-valve DOHC turbo CA18DET (145ps) engine was newly installed. Also, at this time, the name of the car was unified to Silvia and the Gazelle name was dropped. ◆

## TECHNICAL DATA

### SILVIA COUPE TURBO RS-X S12 TYPE (1983)

| | |
|---|---|
| **Length:** | 174.4in (4,430mm) |
| **Width:** | 65.4in (1,660mm) |
| **Height:** | 52.4in (1,330mm) |
| **Wheelbase:** | 95.5in (2,425mm) |
| **Tread (front):** | 55.1in (1,400mm) |
| **Tread (rear):** | 56.1in (1,425mm) |
| **Engine:** | FJ20E-T type (straight four, DOHC turbo) |
| **Total displacement:** | 1,990cc |
| **Maximum output:** | 190ps / 6,400rpm |
| **Maximum torque:** | 23.0kgm / 4,800rpm |
| **Vehicle weight:** | 2,579lb (1,170kg) |
| **Suspension (front/rear):** | strut / semi-trailing arm |
| **Brakes (front/rear):** | ventilated disk / disk |
| **Tires:** | 195/60R15 |



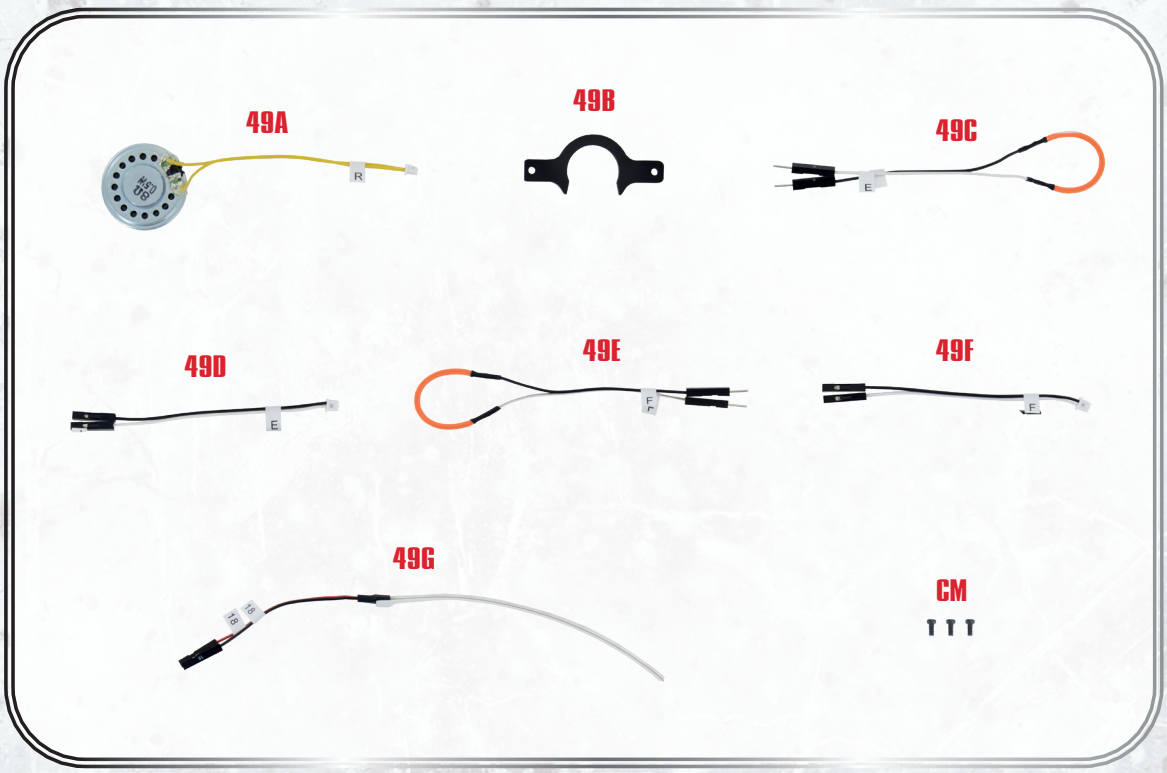



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# STAGE 49 LIGHTING SYSTEM (4) AND LIGHT TEST

In this issue, we will connect the wires of the rear position/brake lights to the car PCB. We will also connect the bottom right side-light wire to the PCB splitter. We will then perform a test to verify that all lights and the remote-control unit work correctly.

## PARTS

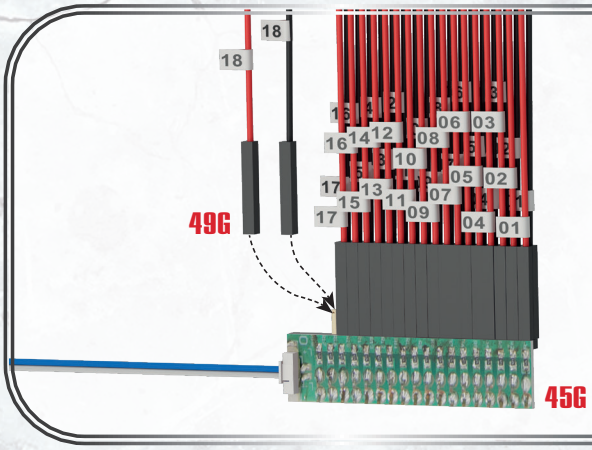



- **49A** Horn and motor sound speaker (R)
- **49B** Speaker mounting
- **49C** Rear position/brake lights wire (E)
- **49D** Extension wire 3 (E)
- **49E** Rear position/brake lights wire 4 (F)
- **49F** Extension wire 4 (F)
- **49G** Bottom right side-light wire (18)
- **CM** Screws 2 x 4 mm (x3*)

*Including spares

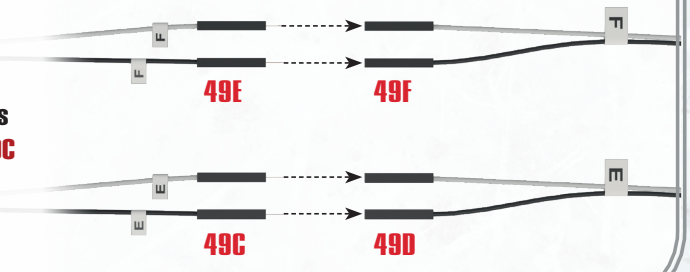


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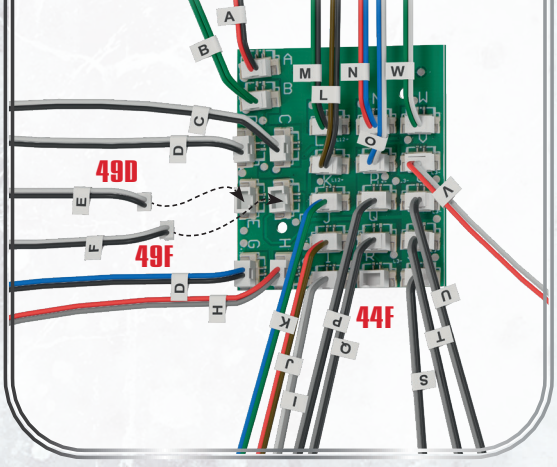


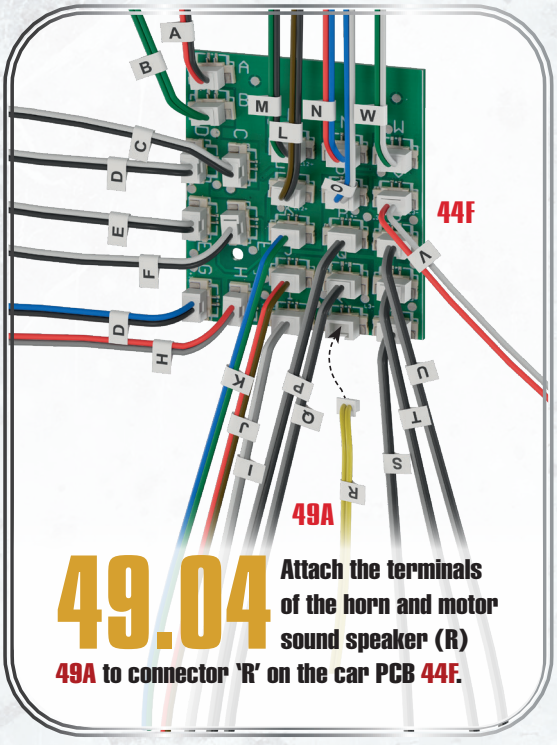

**49.01** Take the bottom right side-light wire (18) 49G and attach the red segment connectors to the front pins on the PCB splitter 45G and the black segment connectors to the rear pins.

**49.02** Carefully attach the connectors of the rear position/brake light wire 4 (F) 49E to those of the extension wire 4 (F) 49F and the connectors of the rear position/brake light wire (E) 49C to those of the extension wire 3 (E) 49D. Ensure you match the wires of the same color, whether white or black.




**49.03** Attach the terminals of the extension wire 3 (E) 49D and extension wire 4 (F) 49F to connectors 'E' and 'F' on the car PCB 44F.



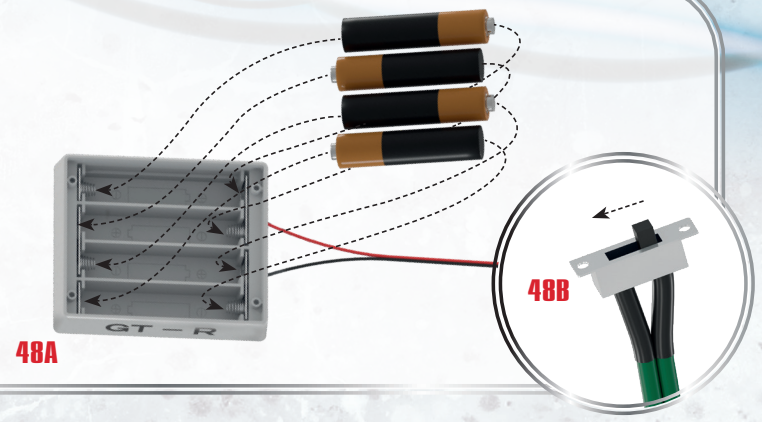

**49.04** Attach the terminals of the horn and motor sound speaker (R) 49A to connector 'R' on the car PCB 44F.

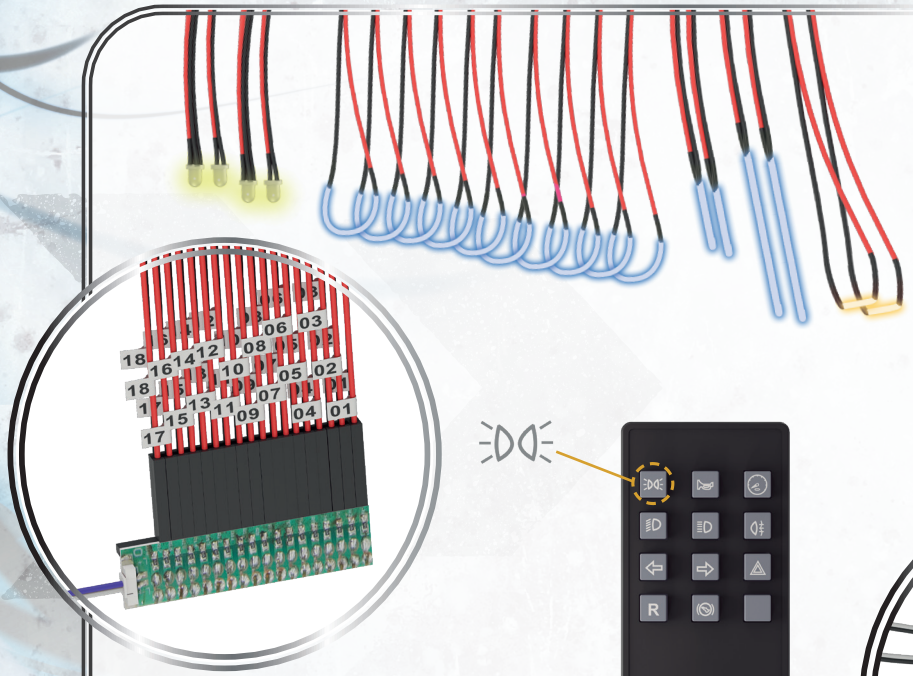


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**49.05** Place four AAA batteries* into the battery compartment 48A, positioning them according to the indicated polarity. Slide the power switch on the end of the wire 48B (B) to the on position.

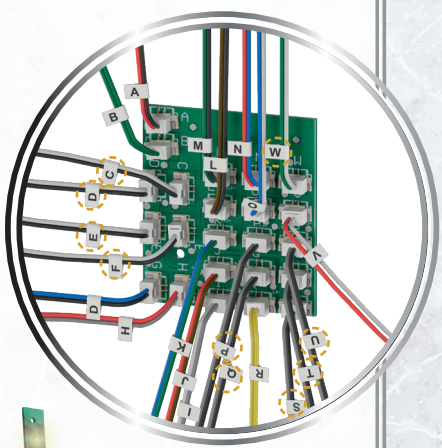
*Not supplied

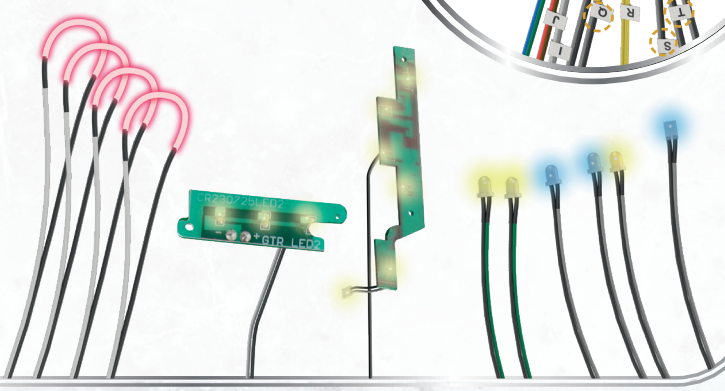


**49.06** Press the top-left button on the remote-control unit to check that all lights connected to the PCB splitter 45G turn on, as well as the lights of the wires with labels (W) 47I, (P) 46E, (Q) 46F, (T) 46H, (S) 46G, (U) 46I and the four neon lights of the wires with labels (C) 46K, (D) 47N, (E) 49D, and (F) 49F connected to the car PCB 44F.





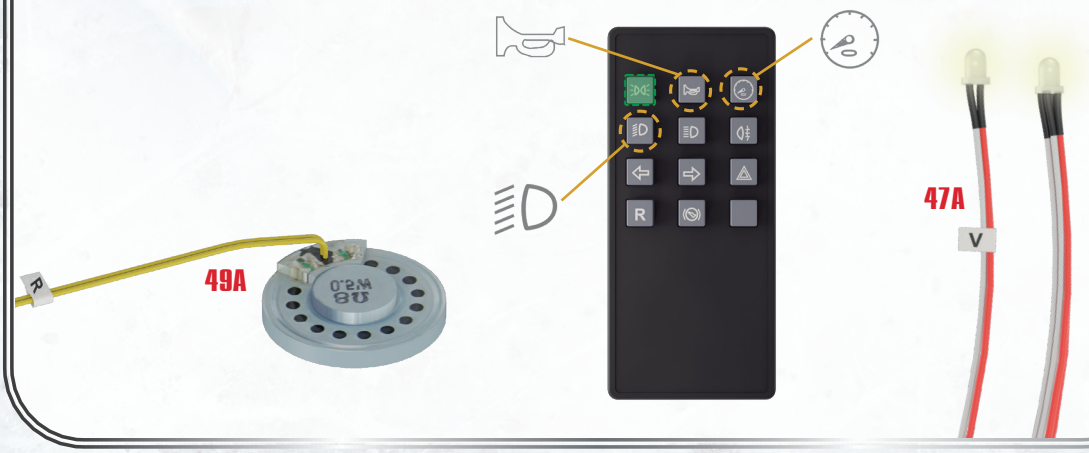




049_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 20/6/24 11:49

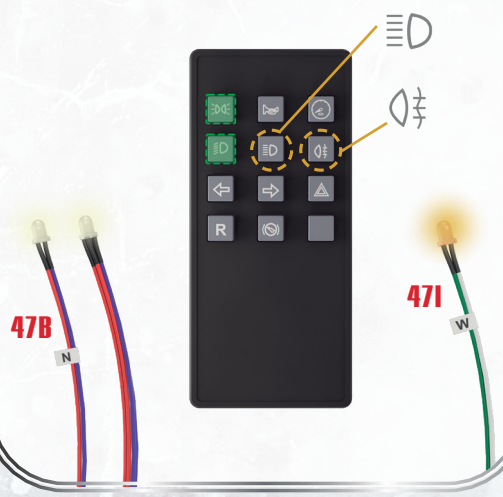
## 49.07

Press the second and third buttons on the top row of the remote control to activate the horn and engine sounds in the speaker 49A. Then press the first button on the second row to check that the dipped headlights of the wire (V) 47A are on. This button will only work if the top-left button is activated.



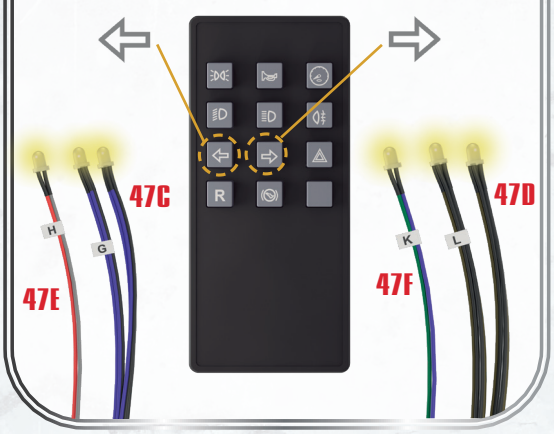

## 49.08

Press the second button on the second row to check that the high beam headlights of the wire (N) 47B are on. This button will only work if the dipped headlights and top-left buttons are activated. Press the third button on the second row to check that the rear fog lights 47I (W) are on. This button will only work if the top-left button is activated.




## 49.09

Press the first button on the third row to check that the rear left turn signal light of the wire 47E (H) as well as the front left and center turn signal of the wire (G) 47C are on. Press the second button on the third row to check that the rear right turn signal of the wire (K) 47F as well as the front right and center turn signal of the wire (L) 47D are on.

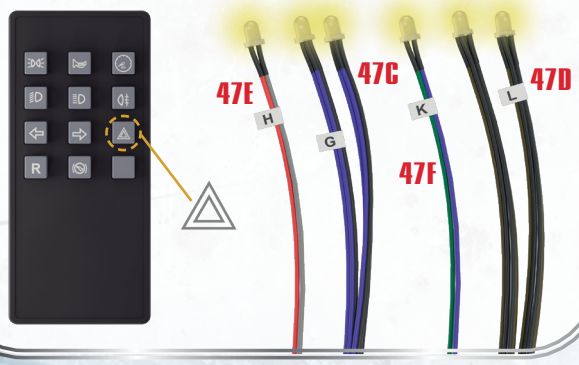





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# LIGHTING SYSTEM (4) AND LIGHT TEST

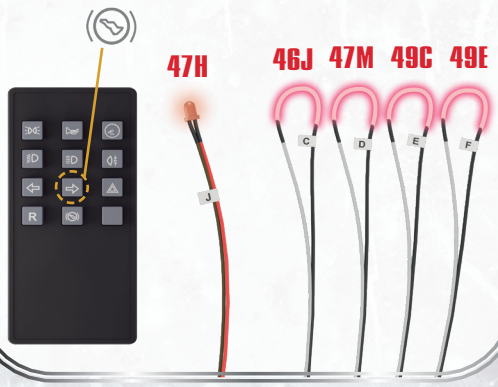
**49.10** Press the third button on the third row to activate the warning lights: check that the rear left turn signal light (H) 47E, the front left and center turn signal light (G) 47C, rear right turn signal light (K) 47F, and the front right and center turn signal light (L) 47D are on and flash.



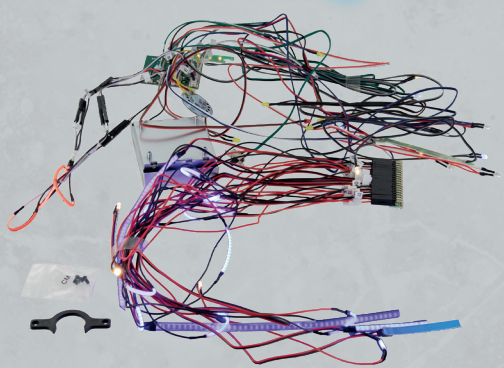

**49.11** Press the first button on the fourth row to check that the reversing lights (I) 47J are on.




**49.12** Press the second button on the fourth row to check that the rear center brake lights (J) 47H are on and that the neon rear brake/position lights 1 (C) 46J, 2 (D) 47M, 3 (E) 49C, and 4 (F) 49E illuminate.




## Final assembly



Keep the speaker mounting 49B and CM screws for use in the next stage of assembly. Note that you can now remove the batteries from the battery compartment 48A to maintain their full charge.

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