FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

52



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

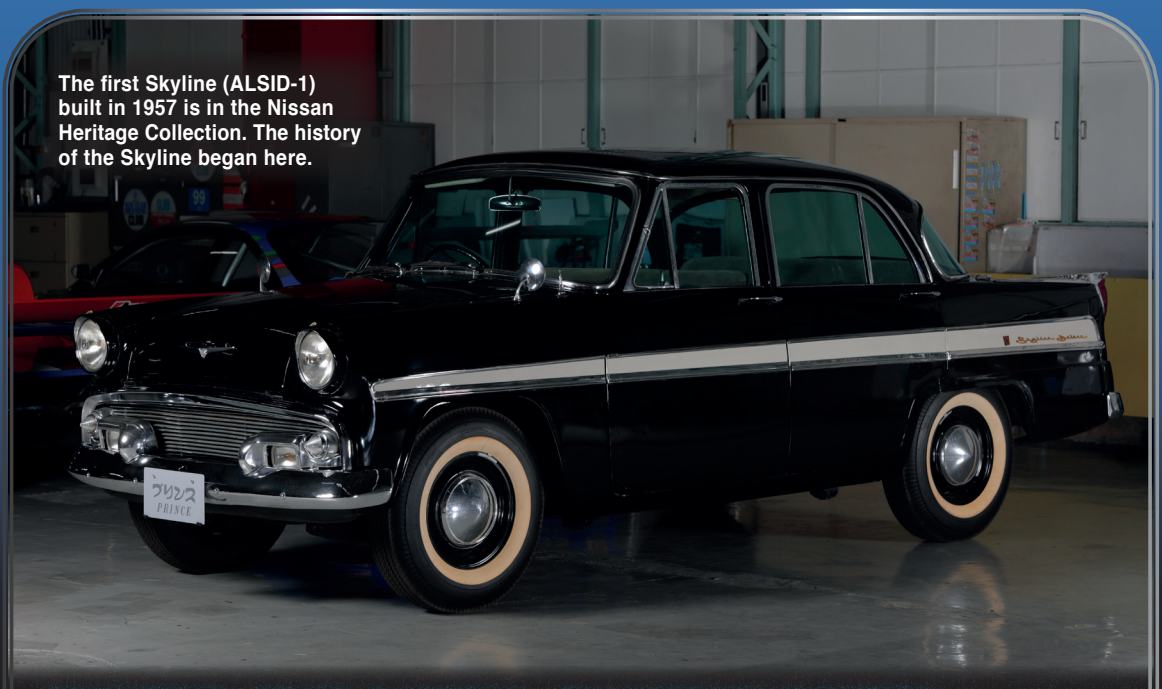
fanhome.com deagostini.com

FANHOME

DeAgostini COLLECTIBLES

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

UNIVERSAL



The first Skyline (ALSID-1) built in 1957 is in the Nissan Heritage Collection. The history of the Skyline began here.

THE FIRST SKYLINE IS RELEASED

Equipped with a 60ps engine – which made it one of the highest-performance domestic cars of the time – and employing new technologies, the first-generation Skyline became the mainstay model of Prince Motors, Ltd. Its sibling, the first-generation Gloria (BLSI) with a 1.9-liter engine, was also launched, along with the Skyway light van.

The oldest Skyline in the Nissan Heritage Collection is the 1957 Skyline Deluxe (ALSID-1). The luxury version of the Skyline was exclusively designed with a black body, thick white moldings on the sides, and a front grille with built-in fog lamps. Although the car was produced nearly 70 years ago, it stood out amongst the crowd of previous models as a special and majestic model.

The brand name on the manufacturer's plate mounted in the engine compartment was Prince, but the company name Fuji Precision Machinery was also included. The company changed its name to Prince Motors, Ltd. (the second generation of the company name) in February 1961, four years after the birth of the Skyline. The history of Prince is complicated, with repeated mergers and name changes.

The Prince Sedan (AISH) was produced for five years, and in the later models, the front suspension was improved by changing to a double wishbone independent system. The engine compartment and instrument panel layout, which were the same as in the original Skyline, were closer to those of a modern car.

Although it was not apparent from the exterior that a new backbone tray frame was adopted, the floor height and overall height were

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 1 23/7/24 1:10

significantly lower than those of the Prince Sedan, resulting in a silhouette that was well balanced with the overall length and width. The seats, both front and rear, were bench seats and could accommodate six passengers.

There were two versions of the original Skyline: Deluxe and Standard. The Deluxe had straight and wide side moldings, while the Standard had a V-shaped molding with a thin line. In addition, the Standard's front bumper was fitted with an over-rider, making this version 0.4in (10mm) longer than the Deluxe.

Both versions shared the same GA30 type engine, an in-line four-cylinder OHV with a displacement of 1,484cc. With a maximum output of 60ps and a top speed of 78mph (125km/h), it was one of the most powerful engines in a domestic Japanese car of the time.

The Skyline 1500 Deluxe, which evolved with minor changes in 1960, was equipped with four-lamp headlights, and its front appearance was drastically changed.

NEW ENGINE OPTIONS

In October 1959, the power output was increased to 70ps with the 1.5-liter engine. In February 1960, minor changes were made, and the rear lamps of both the Standard and Deluxe models were changed to four round lights. In addition, only the Deluxe model adopted Japan's first four-lamp headlights. In September of the same year, the Standard model also adopted four headlights, and the front grille design of the Deluxe was also changed.

Other improvements included enhanced braking power. The catalog at the time featured the headline, "Self-Braking Force Increased by 2.4 Times… New Powerful Double Action Brakes," claiming that the new brakes were so effective that it only required half the pedal force of conventional brakes to bring the car to a stop.

In May 1961, the Skyline 1900 Deluxe (BLSID-3), equipped with a 1.9-liter engine of the same displacement as the first-generation Gloria (BLSI), was added. This was in response to the revision of the Road Transport Vehicle Law in September of the previous year, which raised the maximum engine displacement from 1,500cc to 2,000cc under the compact car standards. The Skyline 1900 Deluxe was equipped with a GB4 in-line four-cylinder OHV engine with a displacement of 1,862cc that delivered 91ps, which was 11ps more than the GB30 engine in the Gloria and 21ps more than the GA4 unit in the 1.5-liter Skyline. The "1900" emblem on the front fender was proudly displayed. In October of the same year, the Skyline 1900 Standard (BLSIS-3) was also added.

Then, in September 1962, the Skyline Super (S21D) and Skyline (S21S) were introduced with a not-so-minor change involving a horizontal front grille that housed four-lamp headights and a modern flat hood. Although the rear tail fins were retained, the model was so drastically altered that it looked like



052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 2 23/7/24 1:10



a completely different car, as evidenced by the fact that the model type was changed from the previous car. The engine was modified to a 1.9-liter in-line four-cylinder OHV G2 type, but maximum output remained at 91ps.

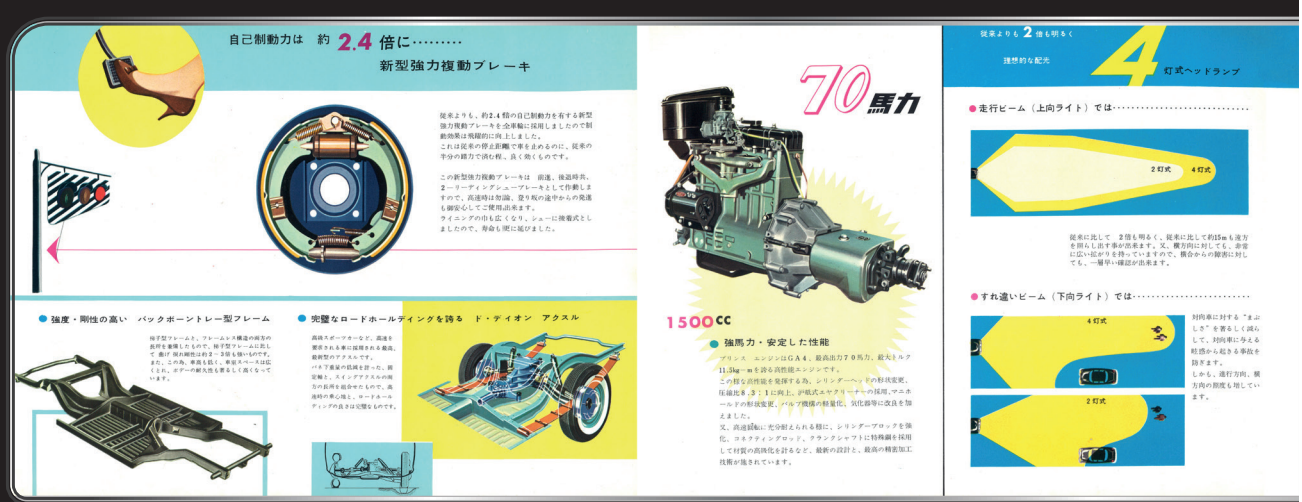
NEW GLORIA AND SKYWAY MODELS

The first-generation Skyline spawned a derivative model – the Prince Gloria. Based on the Skyline and equipped with a 1.9-liter engine, it was launched in February 1959 as a standard model. The first-generation Gloria (BLSI) mimicked the body of the Skyline and was essentially a sibling model. With its 80ps GB30 engine, the Gloria was developed as a luxury car with the same acceleration performance as a large model but the same economy as a small car. Incidentally, this first-generation Gloria (BLSI) was delivered as a passenger car for the then Crown Prince at the request of the Imperial Household Agency (later His Majesty the Emperor).

In May 1959, the Prince Skyway (ALVG), a light van based on the Skyline, was also introduced. Equipped with the same mechanics as the sedan, it could seat six occupants and had a spacious cargo compartment with a capacity of 1,102lb (500kg). The first-generation Skyway was a two-door van with left and right front doors and a hatchback tailgate until 1960, when a three-door van with an additional rear door on the passenger side only was added. The body was designed with tail fins like the sedan, and was quite stylish for a commercial vehicle.

Part of the catalog for the updated Skyline 1500 (ALSIS-2); the four-lamp headlights were described as "4 lamps," which evokes the era. The tail lamp shape was also changed, and the vertical tail wing-like shape at the rear became sharper.

On the technical page, the description of the braking system – which was 2.4 times stronger than the previous system – is prominently displayed. At this time, disk brakes had not yet been introduced. The four-lamp headlights were also touted for their superior range of illumination over the two-lamp style.



052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 3 23/7/24 1:10



The Skyline is known for its motorsports activities, but it is not widely known that the first-generation Skyline also participated in rallies and races. In domestic rallies, the Skyline piloted by Nobuo Koga and Terumoto Hamashima won the 1st Japan Alpine Rally held from July 10–13, 1959, and the Skyline of Kojiro Yamamoto and Hiroshi Marui came in third place.

The Skyline Super (S21D) and Skyline (S21S) underwent major changes in 1962. The redesigned front projected a modern image, though the rear styling did not change significantly.

In 1962, Nobuo Koga, who had raced in the Japan Alpine Rally, teamed up with Katsumi Nagashima to compete in international rallies. They participated in the grueling 3,107-mile (5,000km) Liège-Sophia-Liège Rally, which started in Liège, Belgium, crossed the Alps, and made the return journey from Sofia, Bulgaria. Unfortunately, Koga and Nagashima had to retire after an accident.

Furthermore, the Skyline 1900 and Skyline Sport, which were private participants, competed in the 1st Japanese Grand Prix held at the Suzuka Circuit in May 1963. However, the Prince team, which faithfully adhered to the industry's agreement that manufacturers would not get involved, failed miserably. This humiliation led to the development of the Skyline GT (S54A-1) to compete in the 2nd Japanese Grand Prix the following year. ◆

Part of the catalog for the Skyline 1900 Deluxe (BLSID-3), which appeared in 1961. The engine was updated to 1,900cc and performance was improved. The catalog was now more sophisticated, using photos that depicted the city at night.



052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 4 23/7/24 1:10

THE ARMORED VEHICLES

From the fifth movie in the series onwards, the speedy sports cars were joined by a new type of automobile: enormous armored vehicles. With the introduction of the intimidating Gurkha LAPV, the stage was set for a parade of motorized behemoths.



Agent Luke Hobbs's Gurkha LAPV was a powerful armored vehicle capable of penetrating the walls of a building with barely a scratch.

The addition of Agent Luke Hobbs, played by Dwayne Johnson, to the *Fast & Furious* family raised an immediate question among the guiding talents of the franchise. What kind of vehicle would be right for him? Somehow, the vehicles had to define their personalities. Dom Toretto's Dodge Charger R/T reflected a tough, serious personality, while Brian's Nissan Skyline GT-R spoke of his dynamic nature and his love of risk. But what model would define the Diplomatic Security Service agent?

ADVANTAGES AND DISADVANTAGES

Vehicle Coordinator Dennis McCarthy found the solution when he discovered the Gurkha LAPV (Light Armored Patrol Vehicle), an absolute beast on wheels. Its mere presence imposes respect. A tactical vehicle manufactured by Armet Armored Vehicles, Inc., based in Danville, California, the Gurkha LAPV was based on the chassis of the Ford F-550, equipped with a total traction system, and weighed more than six tons. Despite its immense weight, the Gurkha LAPV could reach a top speed of 68 mph (110 km/h), thanks to its powerful 6.4-liter 325 hp V8 turbo diesel engine. Its exterior, with the unmistakable look of an assault vehicle, boasted level B7+ ballistic protection, which gave it a high level of safety during a possible attack.

When Dwayne Johnson got behind the wheel of the Gurkha for the first time, Director Justin Lin and his team could see McCarthy's choice had been absolutely right. Anything smaller would have looked ridiculous in the hands of the well-built actor. The armored vehicle's size did not adapt so well to the streets of Rio de Janeiro, though. In particular, when traveling in the narrow alleys of the *favelas*, the Gurkha almost

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 5 23/7/24 1:11

became stuck between the walls; the crew found itself forced to take its measurements into consideration throughout filming. But the results could not have been better, as the armored vehicle served to enhance Hobbs's strong personality.

THE TOUGHEST VEHICLES

The success of the Gurkha encouraged the crew to continue adding massive armored cars to its lineup of vehicles in the following productions. In *Fast & Furious 6*, Agent Hobbs commanded an unstoppable Navistar MXT, equipped with a MaxxForce 340 hp 6.0D engine, designed expressly for heavy military vehicles. Hobbs's liking for powerful armored vehicles did not wane, and could be clearly seen again in one of the most exciting sequences in *The Fate of the Furious,* as Hobbs careens through the desolate Russian region of Vladovin at the wheel of a Dodge Ram 1500 modified for use on snow and ice.

Later, this love of driving huge armored cars was inherited by Roman, seen in *F9*: *The Fast Saga* trying to control an immense Marauder in the middle of the Montequito jungle – a dubious idea at best. Of course, thanks to this giant, Roman managed to pull through… although he also nearly died of fright! ◆

THE ADVENTURES OF BRIAN O'CONNER

Braga's looking for drivers

Brian learns that drug trafficker Arturo Braga's organization is looking for a driver. Braga's right-hand man, Ramón Campos, organizes a night race in the streets of Los Angeles to find the ideal candidate. Brian enters the race with a Nissan Skyline GT-R tuned just the way he likes it. But Dom Toretto is also taking part and wins in his Chevrolet Chevelle SS. Without wasting any time, Brian pulls his strings in the FBI and gets one of the gangster's regular drivers arrested, thus also winning a place on Braga's team.



For the sixth installment in the saga, Agent Hobbs changed vehicles and opted for another impressive armored vehicle – the Navistar MXT.

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 6 23/7/24 1:11

GOING HEAD-TO-HEAD WITH BMW AT SPA

Part 1: Preparing for the 1992 race and qualifying

After a couple of years of participating in the Spa 24 Hours, NISMO was finally able to measure the strength of the Skyline GT-R against the BMW M3, a supreme Group A race car. The team was up against it, especially as the Skyline GT-R had been given a weight penalty.



Before the race, the team performs final maintenance at a Nissan dealership in Belgium. The sun sets around 23:00 in Belgium at this time of the year, so the team tends to work late.

The first time that the Skyline GT-R competed in the Spa 24 Hours endurance race was in 1990. That year, however, it entered the event in the Group N class. The following year, the Skyline GT-R entered the race as a true Group A model and went on to win the overall Championship.

However, the BMW works M3, which was considered to be Nissan's biggest rival, did not participate in the 1991 race. It was only in 1992 that the Skyline GT-R and the works M3 went head-to-head in the Spa 24 Hours.

The previous year's Champion, the Skyline GT-R had to carry a 198lb (90kg) weight handicap, and NISMO made refinements to the car in order to try and win the Championship for the second year in a row. Modifications were carried out to make the vehicle even more potent than the previous year,

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 7 23/7/24 1:11



As the winner of the previous year's race, the Skyline GT-R attracted a lot of local attention.

mainly by improving fuel economy and introducing cylinder-specific ignition timing control. The driver lineup was also fully reviewed for the Group A Skyline GT-R in the 1992 race – veteran driver Masahiro Hasemi replaced the previous year's Naoki Hattori, while the foreign duo of Anders Olofsson and David Brabham remaining unchanged from the previous year.

Meanwhile, the BMW works M3s also improved their potential in order to regain the Title. In addition to the new 2,500cc-capacity engine, the aerodynamic devices had also been refined.

In the qualifying session, the Skyline GT-R set a time of 2 minutes, 33.700 seconds, on par with the previous year's time, while the M3 recorded a best time of 2 minutes, 30.690 seconds, which was more than three seconds faster. Moreover, the five M3s were able to block the way of the GT-Rs. In the race itself, it was clear that the five M3s would try to hold off the GT-R. ♦



At the Spa 24 Hours, the pit area is filled with people even during the race. In this era, some of the drivers even drove their cars to the race!

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 8 23/7/24 1:11

POWER AND STYLE IN THE FIFTH-GENERATION SILVIA

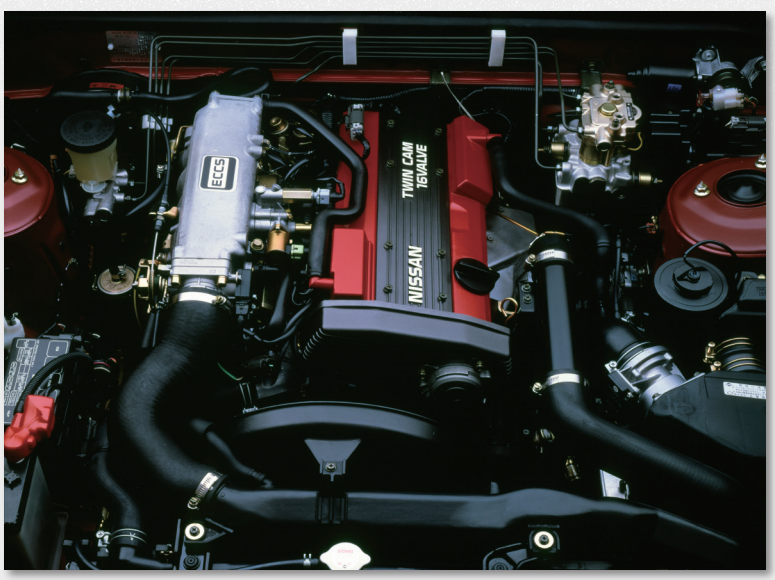
In May 1988, as Japan entered the "bubble economy", the fifth-generation Silvia (S13) made its debut. The previous generation model came in a two-door coupe and a three-door hatchback, but the new model was only offered as a two-door coupe. Its beautiful styling was worthy of Nissan's "Art Force Silvia" advertising slogan. Four projector headlights connected to the distinctive narrow front grille were available as an option.

The interior was decorated with gentle curves and bright colors, and a monoform front seat was adopted. Later, the model won the Good Design Award selected by the Ministry of International Trade and Industry (MITI), and the 9th Japan Car of the Year 1988–89. It was proof of its classy design and popularity.



The cockpit was decorated with soft curves. The feeling of being enveloped in the cockpit, especially in the passenger seat, was very innovative at the time. Effectively, there was just space for two, so it was a real date car!

The Honda Prelude, which was considered a rival of the previous-generation Silvia (S12), had a front-engine, front-wheel drive (FF) configuration and did not resonate with those who sought pure driving pleasure; the Toyota Celica was also FF. The Silvia's rear-wheel drive (FR) layout was a factor in its success.



At the time of its debut, three grades were available: turbocharged K's, non-turbocharged Q's, and J's. The grade names were based on the picture cards of King, Queen, and Jack. An open-top "convertible" was also added along the way.

The early models were all powered by 1.8-liter CA18 DOHC

The four-valve DOHC engine was already commonplace in the market. While rivals were moving to FWD, the powerful rear-wheel drive Silvia (S13) became popular as a car for driving enthusiasts.

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 9 23/7/24 1:11

The seats were of the monoform type, again with a very simple but beautiful design that caught the eye. Even though there were rear seats, the leg space was extremely tight.



engines: the Q's and J's featured the non-turbo CA18DE type with 135ps, while the turbo K's used the CA18DET type with an intercooler and 175ps – 30ps more than the previous generation S12's CA-18DET type. Transmission choices were five-speed manual or four-speed automatic.

The suspension was a combination of struts at the front and a newly developed multi-link at the rear. The "HICAS" system, which provides four-wheel steering, was installed in the rear and was available as an option depending on the grade.

In 1991, all models underwent a minor change and were fitted with a two-liter SR20 DOHC engine. The turbocharged SR20DET model produced 205ps, and the non-turbo-charged SR20DE model delivered 140ps. This was a further boost to the car's appeal. The bumper and rear spoiler were reshaped, and the four projector headlights were replaced by six, including fog lamps.

The three-door hatchback 180SX, which shared the same platform with the Silvia, made its debut in 1989, the year after the Silvia was launched. This sibling, which shared the same left and right doors and interior, was also a big hit. ♦

TECHNICAL DATA

SILVIA K'S S13 TYPE (1988)

Length:	176.0in (4,470mm)
Width:	66.5in (1,690mm)
Height:	50.8in (1,290mm)
Wheelbase:	97.4in (2,475mm)
Tread (front):	57.7in (1,465mm)
Tread (rear):	55.5in (1,460mm)
Engine:	CA18DET (straight four, four valve DOHC, turbo)
Total displacement:	1,809cc
Maximum output:	175ps / 6,400rpm
Maximum torque:	23.0kgm / 4,000rpm
Vehicle weight:	2,469lb (1,120kg)
Suspension (front/rear):	strut / multi-link
Brakes (front/rear):	ventilated disk / disk
Tires:	195/60R15



052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 10 23/7/24 1:11

STAGE 52
BATTERY COMPARTMENT AND DASHBOARD (1)

In this issue, we will connect the battery box to the floor of the passenger compartment.

PARTS

52A



AP



52A Dashboard

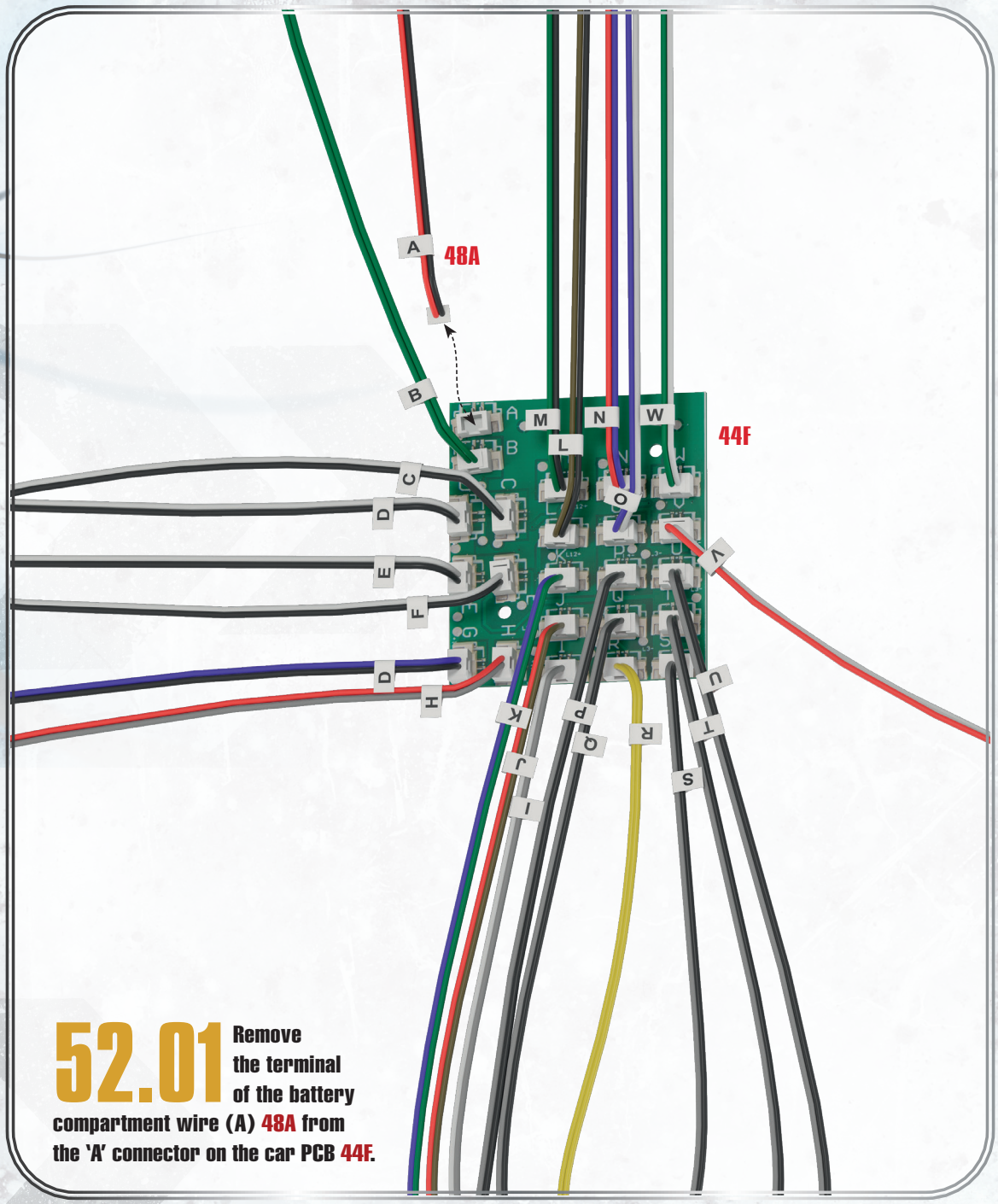
AP Screws 1.7×4mm (×5*)

*Including spares

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 11 23/7/24 1:12

HANDLING THE WIRING HARNESS

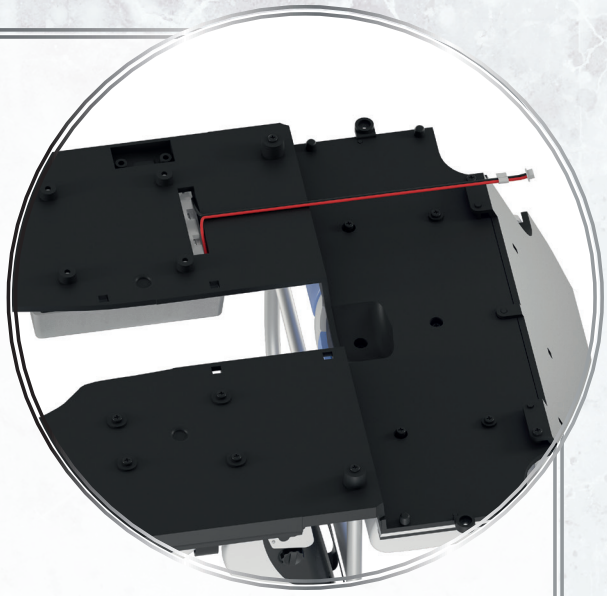
The lights and engine sound of the Nissan Skyline GT-R model are powered by an electrical system, which consists of the power supply (batteries), wires, and circuit boards. You should be especially careful when handling any assemblies with wires and connections to avoid damaging them. To guide the wires in the desired direction, make sure you bend them gently so as not to damage the wires inside the insulation. Also, avoid applying excessive pressure to switches, PCBs, and LEDs, or overtightening the wires.



52.01 Remove the terminal of the battery compartment wire (A) 48A from the 'A' connector on the car PCB 44F.

052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 12 23/7/24 1:12

52.02 Retrieve the passenger compartment floor **23A** and position the battery compartment (A) **48A** in the highlighted space on the left side. Note that you have to guide the wire terminal (A) of the battery compartment **48A** through the rectangular opening in the passenger compartment floor.



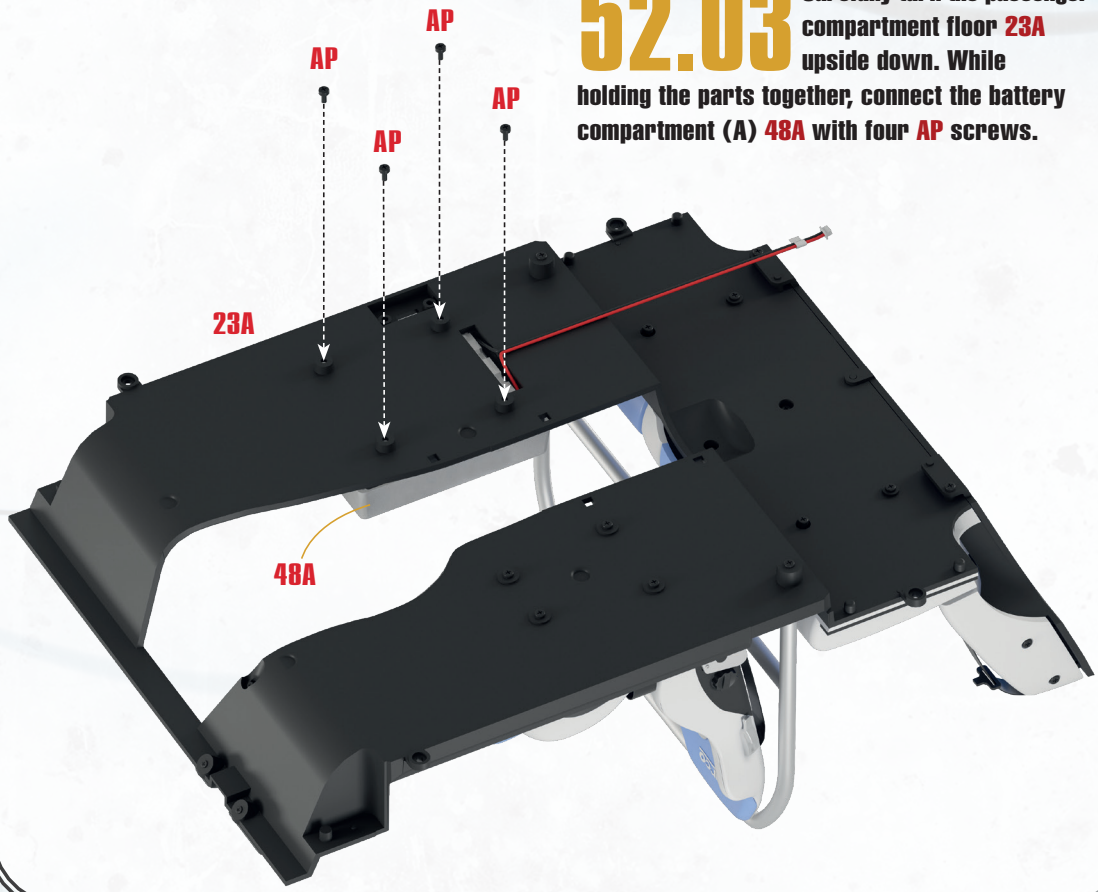


052_FS_FURIOUS_Nissan SkylineD_USA-UK-DE_v1.indd 13 23/7/24 1:12

BATTERY COMPARTMENT AND DASHBOARD (1)

52.03

Carefully turn the passenger compartment floor 23A upside down. While holding the parts together, connect the battery compartment (A) 48A with four AP screws.



Final assembly



Keep the dashboard 52A aside for use in a later stage of assembly.

FANHOME

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

UNIVERSAL