FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R



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The Skyline 1500 (S5 series) was a car aimed at the families at the time. The styling was a major change from the Skyline (ALSI), with a straight, nimble, and sporty image.

THE COMPACT SECOND-GENERATION SKYLINE

As Japan entered a period of rapid economic growth in the 1950s, the "National Car Concept" led domestic manufacturers to develop a series of new models, and signs of a car boom began to appear. Prince Motors, Ltd. contrived to separate the Skyline from the Gloria and promote a new class of a family car with the Skyline 1500.

In May 1955, when Prince Motors, Ltd. was still known as Fuji Precision Machinery, a newspaper scoop revealed the "National Car Development Outline Plan" or the "National Car Concept" by the Automobile Division of the Ministry of International Trade and Industry (MITI), now the Ministry of Economy, Trade, and Industry. The plan became a hot topic.

The conditions for these national cars were as follows: a top speed of 100km/h (62mph) or more, seating capacity for four or two persons, a luggage capacity of at least 100kg (220lb), engine displacement of 350–500cc, fuel efficiency of at least 30 km/l, and a sale price of 250,000 yen or less.

It was difficult for a 350–500cc passenger car to reach a top speed of 100km/h (62mph) in Japan at that time, when the country had no expressways. The Japan Automobile Manufacturers Association (JAMA) opposed this national

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car policy, which favored certain manufacturers. The most important factor was the conclusion that the proposed conditions were not cost-effective, and the "people's car" concept was dropped.

However, the idea remained interesting for various manufacturers. As a result, Fuji Heavy Industries (now Subaru) developed the Subaru 360, a light passenger car that was well received, although it didn't strictly meet the "National Car Concept" criteria. Subsequently, Toyota's Publika and Corolla, and Nissan's Sunny were born as compact cars with engines of around 1-liter displacement, contributing to the dawn of the one-car-per-household ("my car") era in Japan.

Prince Motors, Ltd. also planned a family car that was more compact and less expensive than the first Skyline. As a result, a prototype of a small car was developed – a two-door sedan with a monocoque structure, an air-cooled engine mounted in the rear, and rear-wheel drive. Although road tests were conducted, the model was not developed further.

April 1963 saw the launch of the Skyline 1500 Deluxe (S50D), a model that had been in development since the fall of 1959. At that time, two years had passed since the Skyline (ALSI) was released in 1957, and the Gloria (BLSI type), a midsized car with a 1.9-liter engine, was unveiled in February 1959 as a derivative model of the Skyline. With the creation of the high-end Gloria, the Skyline's position was reconsidered, and it was decided that the second-generation model would be a small family sedan.

A SIGNIFICANTLY SMALLER MODEL

The Skyline 1500 Deluxe (S50D) adopted a monocoque structure to reduce weight. The introduction of new machine tools made it possible to build a more precise body, which was the reason for the decision to adopt an advanced, lightweight monocoque structure. The design of the four-door sedan underwent a major transformation from the American-style four-door sedan of the first generation to a lighter silhouette with a lower ride height. The original plan called for a new front design without the two-light headlamps and radiator grille. A prototype of this design was also built, but was rejected by management as lacking in luxury and power.

The new design was a simple, straight-edged style with straight moldings on the body sides, four headlamps, and a front grille with fine slits. The boldly reclassified body was 161.4in (4,100mm) long, 58.8in (1,495mm) wide, 56.5in (1,435mm) high, and had a 94.1in (2,390mm) wheelbase. This made it more compact than the Skyline Super (S21D), which was 176.2in (4,475mm) long, 66.1in (1,680mm) wide, 60.4in (1,535mm) high, with a wheelbase of 99.8in (2,535mm).

The Skyline GT (S54), whose hood and wheelbase were later extended by 7.89in (200mm) to accommodate an in-line six-cylinder engine, became popular, but it was no surprise that the original Skyline 1500 with its four-cylinder engine had a more balanced design.

The Skyline 1500 Deluxe was later housed in the Nissan Heritage Collection. The side view shows the well-balanced and well-proportioned styling from front to rear.





This Skyline was the smallest of the early models. Compared to the current Note (E13), it was 2.16in (55mm) longer and, conversely, 7.87in (200mm) narrower. Even so, it boasted a spacious interior for a small car of the time.

MAINTENANCE-FREE ENGINE AND CHASSIS

With the adoption of a monocoque structure and downsizing the body, various considerations were made in setting the engine displacement and designing the suspension.

The development of a new 1.2-liter engine with a smaller engine displacement to match the compact body was considered, but the decision was made to continue using the 1.5-liter engine, which had been the mainstay of the car up to that time and had a proven track record.

The 1.5-liter engine was an inline four-cylinder OHV called the G1 type, with a bore of 75mm, a stroke of 84mm, and displacement of 1,484cc. It was the same as the FG4A type (45ps) in the Prince sedan and the GA30 type (60ps) in the Skyline (ALSI), but with significantly more power – a maximum output of 70ps. Combined with a column-shift three-speed manual transmission, it boasted a top speed of 84mph (135km/h).

This engine was guaranteed for 40,000km (24,855 miles) or two years as a maintenance-free "sealed engine", with the aim of covering it from new to the first mandated Japanese vehicle inspection.

The taillights were simple and round. The trunk capacity was also improved to ensure functionality as a family car. The modern style was favored by the Japanese during this period of economic growth.

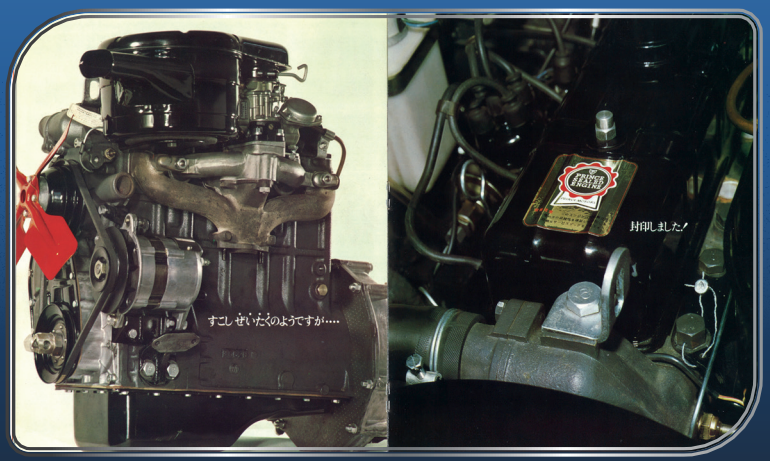
This was a revolutionary warranty, as engines in domestic cars at the time had a short lifespan and required overhaul to continue driving.

The chassis also attracted much attention when it was advertised that the chassis would not be greased for one year or 30,000km (1,8641 miles). At the time, it was common practice for passenger cars to have to be greased periodically, from the nipples on the



Inside, the large, thin steering wheel was a standard style in those days when power steering was not available. The plated ring on the inside functioned as a horn button.

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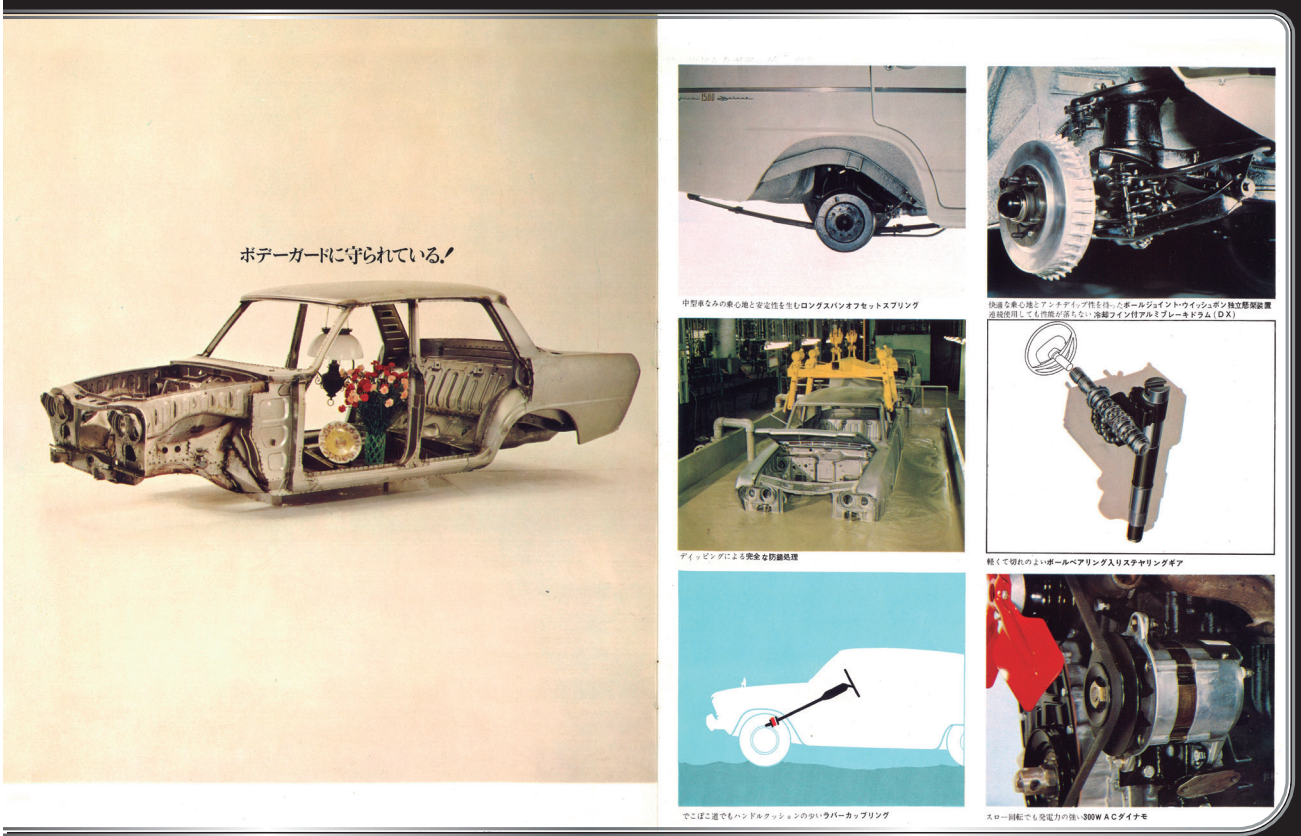
An excerpt from the Skyline 1500 catalog: "The 1500cc 70ps G1 engine may be a bit too much for a small car..." The company touted its performance, as well as the maintenance-free engine – a photo of the sealed engine was included in the catalog.

suspension to other moving parts of the chassis. Being free of this requirement was a great benefit to owners, as it reduced labor and maintenance costs.

The manufacturer could not decide whether to keep the De Dion type axle, which was a selling point of the Skyline (ALSI), or to change to the orthodox rigid-type leaf suspension for the rear suspension. In the end, the decision was made to go with a simple rigid-leaf rear suspension due to the combination of weight reduction, performance, and cost. For the front suspension, the same double wishbone independent suspension system was adopted.

Four-wheel duo-servo brakes were fitted, and aluminum-finned brake drums with improved heat dissipation were installed on the front. Production of the Skyline 1500 began in 1963 at the Mitaka plant, but in November 1964 was transferred to the Murayama plant, which was rebuilt as the main facility for Prince Motors, Ltd. and equipped with the latest facilities. ♦

The body, which had evolved significantly from the previous Skyline (ALSI), was a monocoque structure that was lighter, safer, and more modern. The front brakes featured aluminum brake drums with cooling fins. The catalog promoted the higher-grade components.



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DOM'S TEAM

The fifth movie in the series marks a turning point, with the creation of a fluid team that appears in all of the subsequent adventures, always with Dom Toretto as leader.



Santos (Don Omar), Gisele (Gal Gadot), Leo (Tego Calderon), and Han (Sung Kang) join Dom Toretto's team in Rio de Janeiro to star in an amazing adventure that will turn them into a real family.

After the train robbery, in *Fast Five* Dom Toretto finds himself in the sights of the crime king of Rio de Janeiro: Hernán Reyes. To gear up for their inevitable conflict, Dom asks Brian and Mia to help him assemble a team. "First, we're going to need a chameleon," Dom says, already thinking of his old friend Han. "Someone who can blend in anywhere." He also earmarks slots on the team for a smooth talker and a technological ace, and Brian immediately thinks of Roman and Tej. Rounding out the team will be Leo and Santos, two guys used to deal with difficult situations, and Gisele, a weapons expert. "And most importantly, we're gonna need two precision drivers," Dom muses. "Guys that don't crack under pressure, guys that don't lose." Brian smiles. "You know we got that," he says.

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NOT FRIENDS, THEY'RE FAMILY

After Dom and Brian's explosive reunion in *Fast & Furious,* the producers of the franchise opted for an even bigger reunion in the next outing, bringing back stars from the previous movies and putting them together on the same team.

"Not a lot of event films like ours are about family, or, specifically, about a family of misfits and outsiders," says actor and Producer Vin Diesel, who portrays Dom Toretto. "It's a testament to this franchise that we take the time to explore these anti-action scenes that are all about heart, character, and the growth of characters that you know so well."

From the moment the new group meets in an abandoned factory in Rio de Janeiro, it's apparent that the members of the team have individual personalities and concerns. However, they share a strong moral code that binds them as if they were siblings. When Dom explains their plan to steal Hernán Reyes's entire $100 million fortune by attacking the ten cash houses he has scattered around the city, the team members don't hesitate to agree to the risky mission. "Everything we take, we split even," Dom promises.

From that moment on, and in subsequent movies, the squad functions like clockwork, combining the most outstanding talents of each member. They work together, and help and protect one another, even when it's necessary to make important sacrifices… like a family. ♦

THE ADVENTURES OF BRIAN O'CONNER

Gathering proof

In *Fast & Furious,* while envious Agent Stasiak places obstacles in Brian's way, Agent Trinh offers constant support. Brian and Trinh complement each other well, he as a field agent and she as an investigator. It will, in fact, be Trinh's meticulous and committed work, using other international agencies to help compare the fingerprints of two suspects, that leads them to the mysterious drug-trafficker, Braga.



After becoming involved with Brian on a thrilling mission in Miami, Roman (Tyrese Gibson) becomes a fundamental part of the new group formed by Dom Toretto.

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A WINNING DEBUT IN THE 1992 DAYTONA 24 HOURS

NISMO had planned to enter the Daytona 24 Hours endurance race in 1991, but withdrew and spent the next year developing its car. When it made its first appearance at the event the following year, all the hard work of preparing the car paid off with a brilliant victory.



Before the race, a strategy meeting was held behind the pits. Director Kazutoshi Mizuno is seen speaking to the team, who are seated in a circle.

For NISMO, the biggest story of 1992 was winning the Daytona 24 Hours. At the time, along with the Le Mans and Spa 24 Hours races, the Daytona event in the United States was one of the world's three most popular 24-hour endurance races. As at Le Mans, Group C cars were allowed to participate in the race. NISMO had set its sights on winning Le Mans with a Group C car, but a rule change in 1991 made it difficult for turbocharged models to compete in the race, and NISMO decided to abandon its attempt to compete in the French classic. NISMO decided instead to concentrate on the domestic endurance series.

On the other hand, since turbocharged cars were allowed to compete in the Daytona 24 Hours, NISMO initially planned to enter the 1991 race. However, after the Gulf



The atmosphere before the race was calm, thanks to the careful preparations that had been made. The team had won two consecutive domestic Championships, so it was already well drilled for the event.

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A WINNING DEBUT IN THE 1992 DAYTONA 24 HOURS

"We won this race with a 100 percent Japanese-made Group C car and a trio of Japanese drivers."

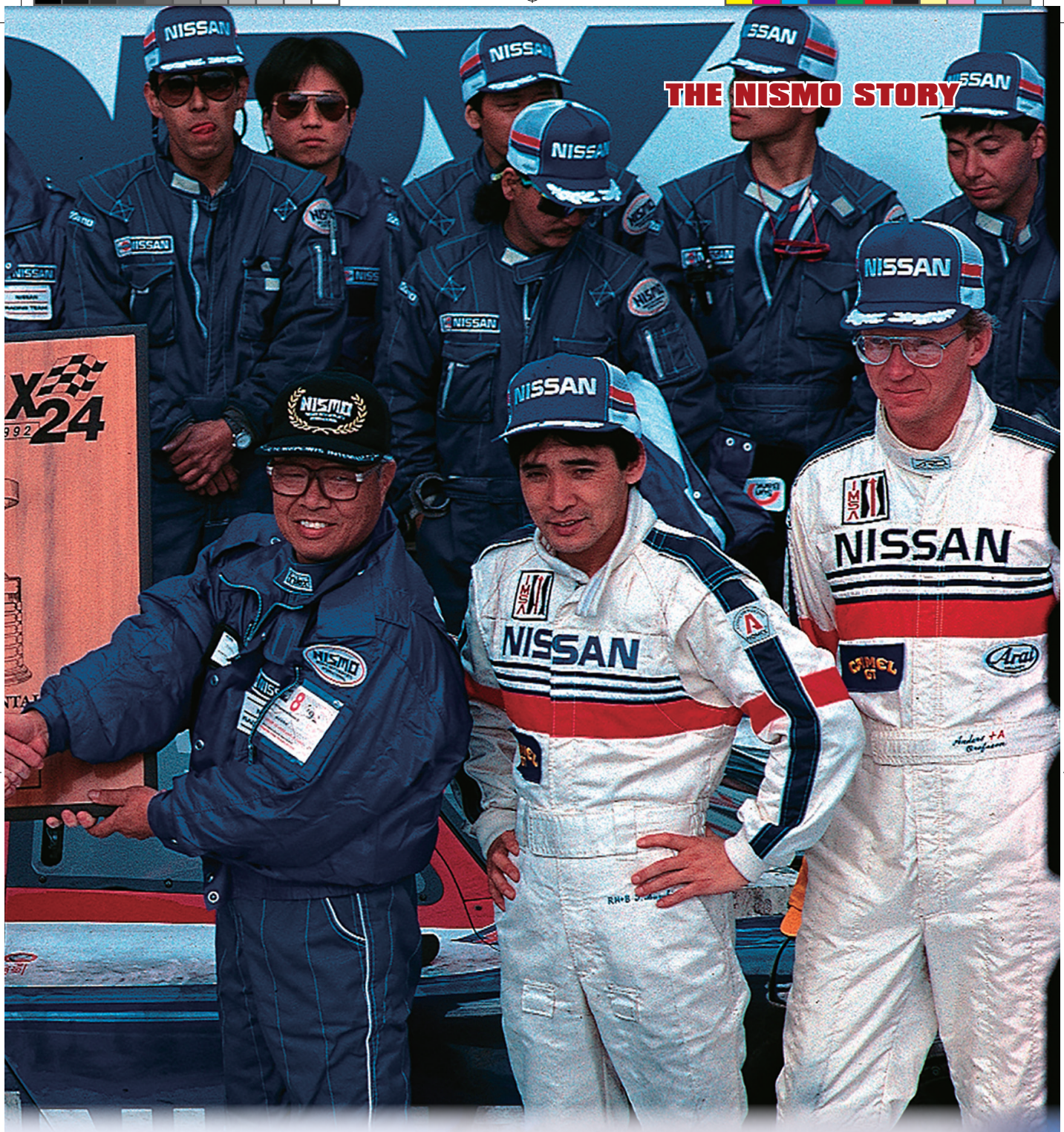


Fast pit work is a tradition of the NISMO team. By this time, world-class technology and teamwork had been perfected and the system was trusted by the drivers.



Despite careful preparation, a problem occurred during the race. The R91CP encountered some overheating, but when the issue was resolved, the team continued without incident and took the checkered flag.

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War broke out in January 1991, the team decided not to compete at Daytona and postponed its entry to the following year. Therefore, during the 1991 season, NISMO concentrated on the domestic endurance series while vigorously conducting tests for the 1992 Daytona 24 Hours.

In January 1992, NISMO brought the R91CP to Daytona. The four drivers were Masahiro Hasemi, Kazuyoshi Hoshino, Toshio Suzuki, and Anders Olofsson, all of whom were active in Group C and Group A in Japan. In the qualifying round at Daytona, they finished in 3rd position. When the 24-hour race started, NISMO's R91CP displayed its speed by taking the lead as early as one lap after the start.

The NISMO team was well prepared for the Daytona 24 Hours, having spent over a year putting the car through its paces for the race. Driver Masahiro Hasemi said: "We had been testing since 1990, so we were confident. We had removed all the elements that made us uneasy."

However, you never know what will happen in a real race. As night fell, the R91CP suffered an unexplained overheating issue, and it

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A WINNING DEBUT IN THE 1992 DAYTONA 24 HOURS



At the finish line, the team released its race tensions and celebrated. President Yasuharu Namba is pictured in the center, while driver Masahiro Hasemi jumps up with his hat in hand.

dropped down to 2nd place. The car had a filter installed in front of the radiator, which was changed every time it made a pit stop. The team therefore assumed the radiator was clogged and washed it through with water. The R91CP returned to the track, but the overheating problem prevailed.

Hasemi recalled running nearly half a lap behind a rival car that had blown oil, and told the team. The mechanics then cleaned the radiator with a large amount of parts cleaner to remove the oil. What's more, the Daytona course is built on sand – as there are no restrictions on driving in the infield, and the cars can drive over these areas, sand builds up on the vehicles and in the components.

The winning R91CP (center of front row) drives on the Daytona banking after crossing the finish line.



Driving behind a car that leaks oil causes the oil to stick to the radiator, so the team worked out that fine sand had accumulated on the R91CP and was clogging the radiator. The pit team cleaned the sand and oil from the radiator, which reduced the water temperature of the car. Problem solved, the rest of the race was completed with no problems, and NISMO won the 1992 Daytona 24 Hours on its debut.

The race ended without Swedish driver Anders Olofsson. It meant that this was the first victory in the Daytona 24 Hours by a Japanese driver and a Japanese-made Group C car. However, there is no doubt that Olofsson's hard work in the tests and domestic races contributed to NISMO accomplishing this great feat. ♦

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STAGE 54
DASHBOARD (3)

In this issue, we will connect the power switch cable to the passenger compartment floor.

PARTS

54A



OP



54A Lower part of the dashboard

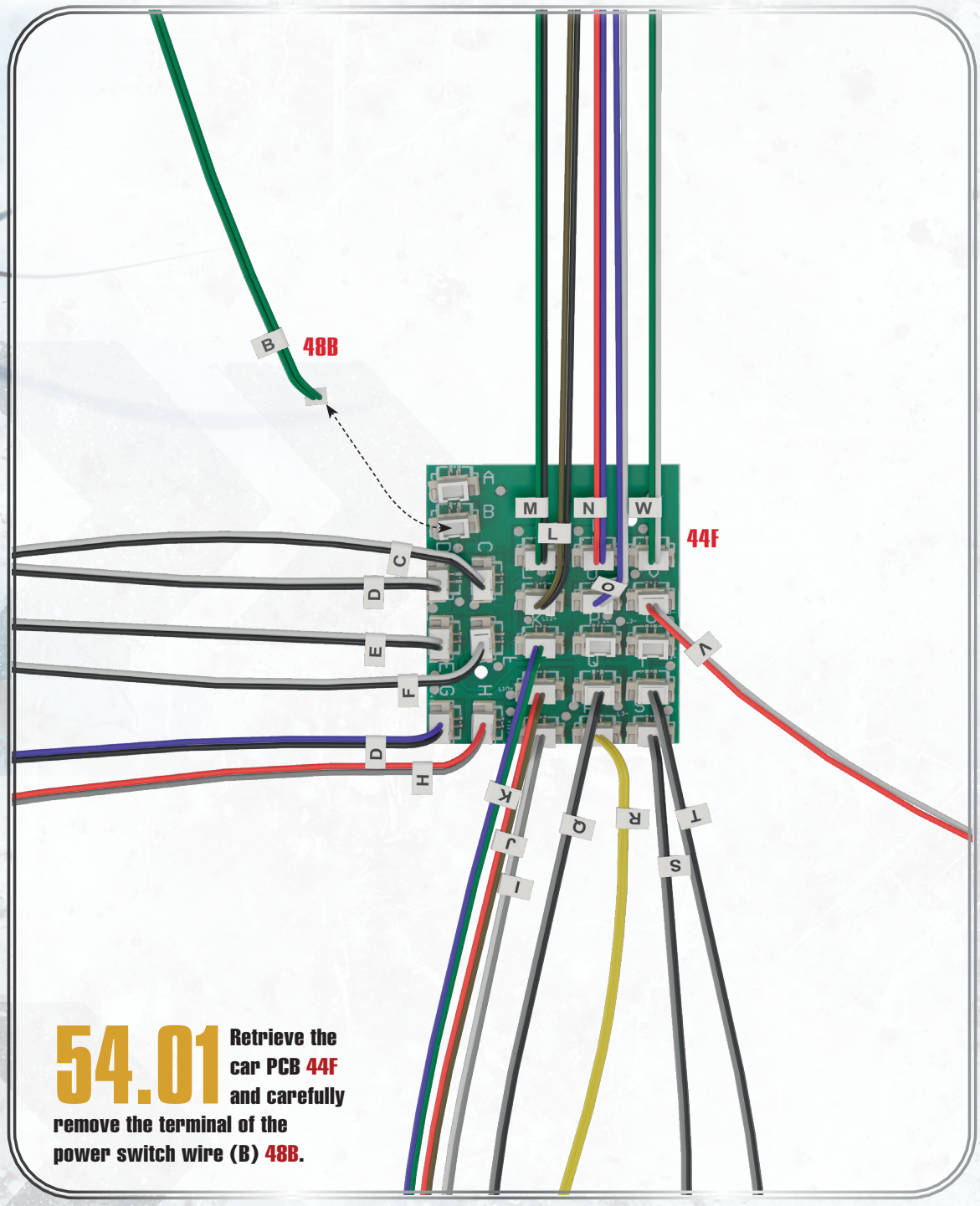
OP Screws 2.3×3mm (×3*)

*Including spares

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HANDLING THE WIRING HARNESS

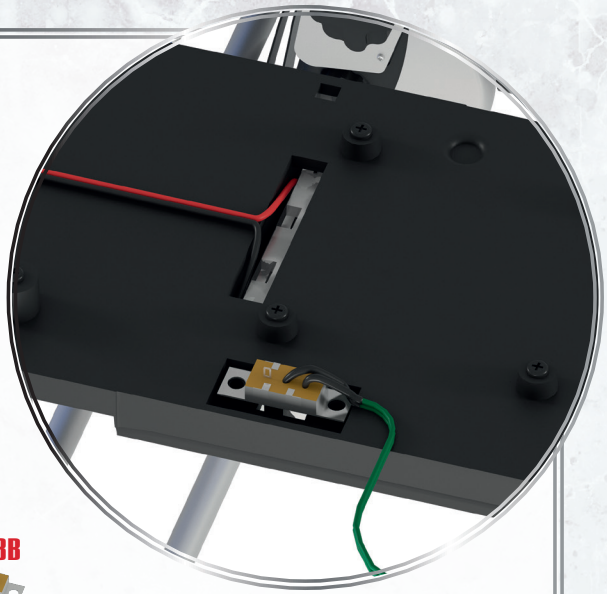
The lights and engine sound of the Nissan Skyline GT-R model are powered by an electrical system, which consists of the power supply (batteries), wires, and circuit boards. You should be especially careful when handling any assemblies with wires and connections to avoid damaging them. To guide the wires 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.

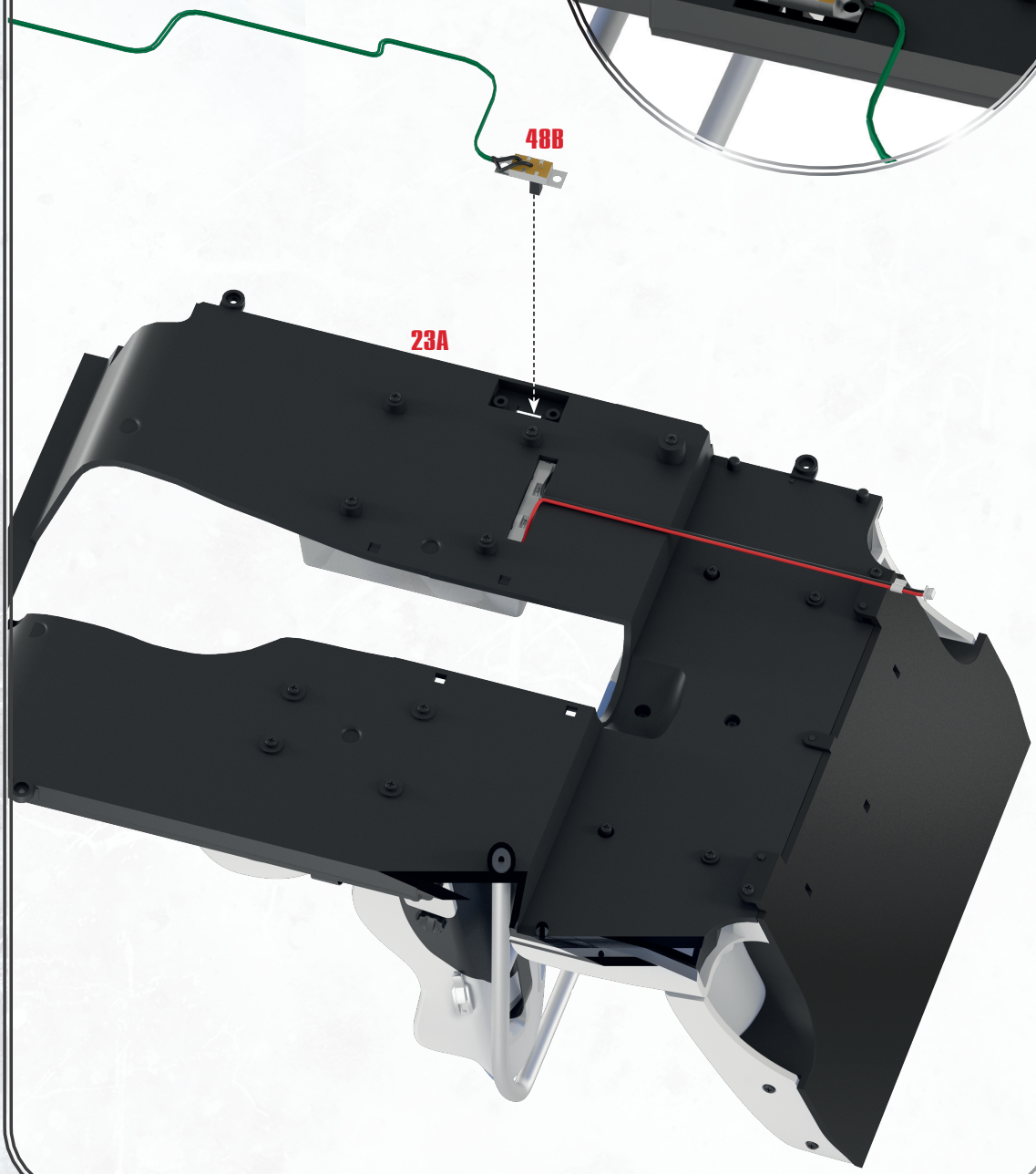


54.01 Retrieve the car PCB 44F and carefully remove the terminal of the power switch wire (B) 48B.

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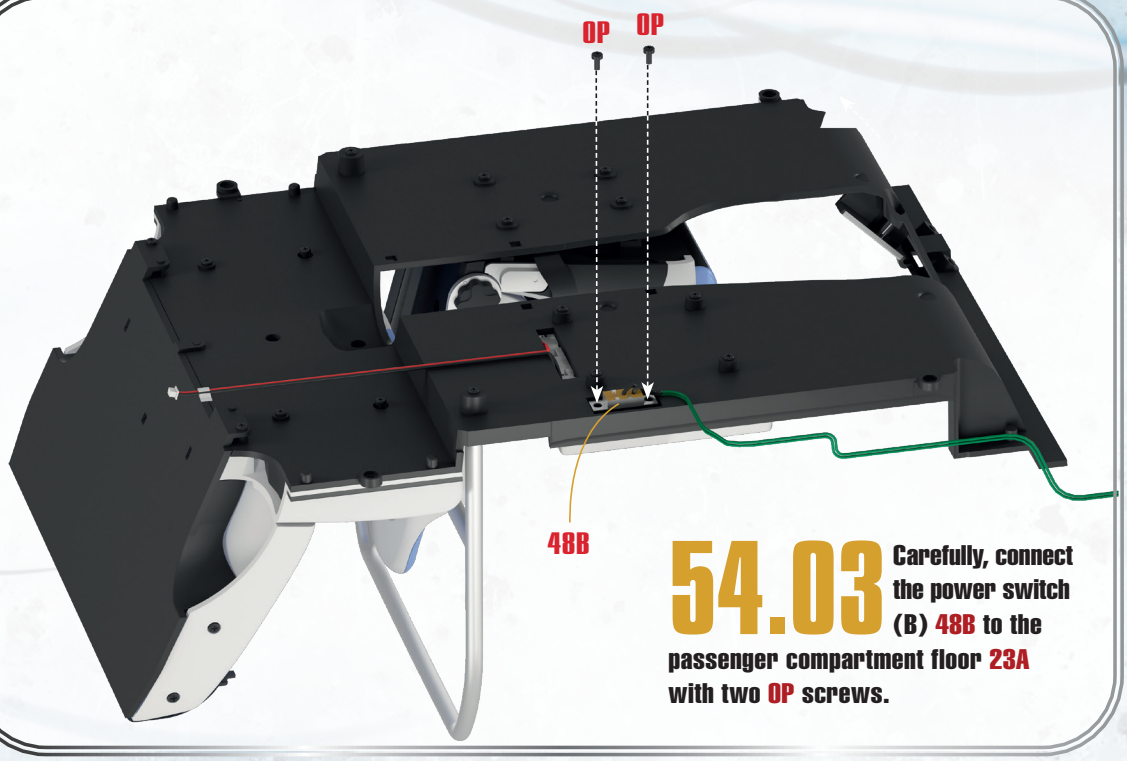
54.02 Retrieve the passenger compartment floor **23A** and turn it upside down. Insert the power switch wire (B) **48B** into the rectangular opening on the left side, without connecting the terminal at the moment. Check the correct orientation of the switch in the detail image.





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DASHBOARD (3)



54.03 Carefully, connect the power switch (B) 48B to the passenger compartment floor 23A with two OP screws.

Final assembly



Keep the lower part of the dashboard 54A aside for use in a later stage of assembly.

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