FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

ORIGINAL VERSION
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08034 Barcelona, Spain
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ENGLISH LANGUAGE ADAPTATION
USA Published by De Agostini
Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

DE, AT, NL, HU, PL, CZ, SK, LT, SE, IT
Published by De Agostini Publishing,
S.p.A, Via G. da Verrazano 15,
28100 Novara, Italy

Picture Credits: p. 1-4: Nissan Press Office; p. 5-6: NBCUniversal Archive, Mecum; p. 7-10: Nissan Press Office

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Printed in Italy

ISSN 2977-1609

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

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A 1965 Skyline 2000GT (S54B-2) in the Nissan Heritage Collection in Zama City, Kanagawa Prefecture. It is the origin of the GT-R brand that later appeared.

BIRTH OF THE NISSAN SKYLINE 2000GT

Although the Nissan Skyline GT (S54A-1) was narrowly defeated by the Porsche Carrera GTS (904) in the 2nd Japanese Grand Prix, its performance led to the Skyline's reputation soaring. There was a growing demand for the commercialization of the Skyline GT, a car with an in-line six-cylinder engine, and Prince Motors, Ltd. finally added it to its catalog of models as the Skyline 2000GT (S54B-2).

The Prince Skyline 2000GT-B (S54B-2), dubbed the "wolf in sheep's clothing", was a model that was admired by young Japanese car enthusiasts during the late 1960s and early 1970s. The in-line, six-cylinder engine with three sets of imported Weber carburetors was a high-performance unit comparable to the twin-turbo engines of today. Moreover, the engine was so powerful that it could not be easily tamed. This was what attracted drivers who knew what they were doing. Kazuyoshi Hoshino and Toshio Suzuki, who later won the All Japan Touring Car Championship (JTC) with a Group A specification CALSONIC Skyline (R32), also bought a Skyline 2000GT-B as their first car.

If Prince Motors, Ltd. had not developed the Skyline GT (S54A-1) to compete in the 2nd Japanese Grand Prix in 1964 and ran a close race against the state-of-the-art Porsche Carrera GTS (904), Japanese motorsports might not have progressed in the way it did.

The Skyline GT (S54A-1), which was produced in a limited run of 100 units as a homologation model, was a hastily prepared car that could not feature press-formed exterior parts. Instead, two hood panels were welded together and the front fenders were extended by welding additional 7.9in (200mm) strip panels. The interior of the car was almost identical to that of the base Skyline 1500 (S50). The steering wheel had a horn ring, which was not appropriate for a sports model, and the speedometer now read up to 200km/h while remaining a horizontal type. The tachometer, necessary for sports

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driving, was a separate unit mounted on the dashboard.

The engine was a two-liter, in-line six-cylinder G7 type with a single carburetor, producing 105ps maximum output. The standard transmission was a four-speed manual with three forward floor shift speeds plus overdrive (OD), but the left-right shift pattern was reversed from the usual H-type pattern, perhaps because it was based on a column-shift transmission. A twin-drum brake was installed on the front wheels.

The race-spec car, entered in the 2nd Japanese Grand Prix, was equipped with three Weber carburetors, a five-speed transmission, and a limited slip differential (LSD), which greatly improved performance. These functional parts were available as options on the limited-edition cars.

The Skyline G3 was a concern for many, who wondered, "Will it really sell?" However, the famous match-up between the Skyline GT and the Porsche Carrera GTS became the talk of the town, and of the 100 units produced as homologation models, about 90 were released and quickly snapped up. The dealers from Prince Motors, Ltd. had to turn down requests for the model because they ran out of cars to sell. The demand for a production version of the Skyline GT grew by the day, especially among motorsports fans.

The cockpit of the Skyline 2000GT was designed with a racing feel in mind. The speedometer, tachometer, and other spartan instruments were similar to those found on race cars.

NEW MODEL RELEASED

In February 1965, the Skyline 2000GT (S54B-2) was added to the Prince Motors, Ltd. sales catalog. It was the first Skyline model to bear the "2000GT" designation. The long, in-line six-cylinder engine and the extended nose that accommodated it became the identity of the Skyline GT series; the use of the in-line, six-cylinder engine continued from this second generation through to the 10th generation Skyline GT-R (R34).

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The new Skyline 2000GT production model featured equipment such as triple Weber carburetors and front disk brakes as standard. The shift pattern of the four-speed floor-shifter was changed to the normal pattern, with the lower-left position being first gear. It had a power output of 125ps, outstanding for the time, and a top speed of 112mph (180km/h).

The interior had also been reworked, with a specially designed instrument panel featuring a round speedometer that displayed up to 200km/h and a tachometer that ticked up to 8,000rpm. The steering wheel was a three-spoke sports design, while comfort features such as a radio, clock, and heater were optional. In the catalog, this fastest Japanese sports sedan was described as a "European-style GRAND TOURING CAR".

The "GT" emblem mounted on the side of the front fender. This design has long been a Skyline tradition and has been carried over to the latest Skyline NISMO (RV37).



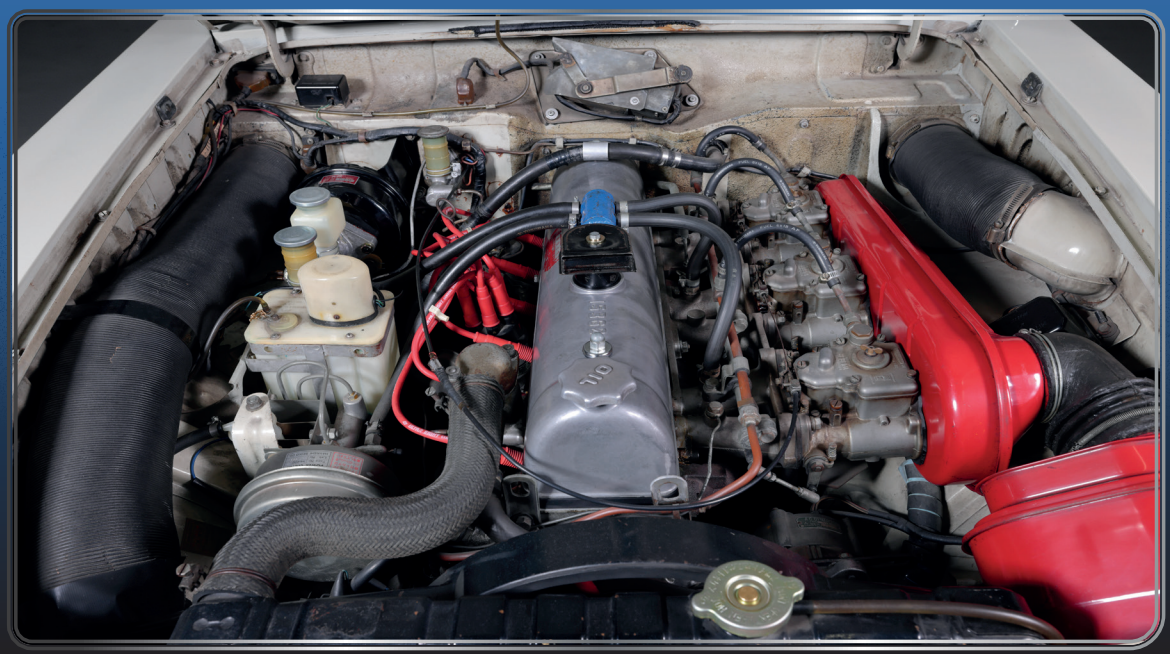
Unlike the Skyline GT, which was hastily built for racing, the Skyline 2000GT's production gearshift pattern was the H-pattern familiar to modern drivers.

A wide range of racing options, including a five-speed transmission, limited slip differential (LSD), reinforced suspension, final drive, and oil cooler were available and were welcomed by private teams competing in touring car races.

In September 1965, the Skyline 2000GT-A (S54A-2) with a G7-type engine and single carburetor was added to the lineup, while the existing Skyline 2000GT (S54B-2) was renamed the Skyline 2000GT-B with the model name unchanged. The "GT" badge on the front fender was colored blue/white for the 2000GT-A and red/white for the 2000GT-B. The 2000GT-A had a maximum output of 105ps, and although its power was modest, the single



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carburetor made it easy to maintain and handle; this ease of handling with the single carburetor and good fuel economy were welcomed by family buyers. However, many of the 2000GT-B models were converted to triple Weber carburetors in later years.

CONTINUED EVOLUTION

In August 1966, Nissan Motor Co, Ltd. and Prince Motors, Ltd. merged and the Prince Skyline became the Nissan Prince Skyline. Shortly thereafter, in October, the Skyline underwent a minor change – the Skyline 2000GT-B became the S54B-3, and the Skyline 2000GT-A became the S54A-3.

The front grille was modified from the previous design – the fine vertical slits were now horizontal slits – and a new air vent was added to the C-pillar. The rear fender bulge of the Skyline 2000GT-B was widened slightly to make it easier to fit racing tires.

After the merger, the Skyline 2000GT-B continued to compete in touring car races in Japan and reigned as the top-of-the-range model of the Skyline line until February 1969, when the baton was passed to the new Skyline 2000GT-R (PGC10).

The engine installed in this car was a G7 type 2000cc, in-line six-cylinder SOHC unit with three Weber carburetors. The maximum power was 125ps, which was impressive for its time.

The method of adopting specifications and equipment from the production model in advance in order to enter and win races was also used for the later Skyline GT-R (R32). ◆



The Skyline 2000GT (S54B-2) in the Nissan Heritage Collection was produced before the merger with Nissan Motor Co, Ltd., so its manufacturer was Prince Motors, Ltd.

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THE EVIL TWINS

When Dom Toretto and his team agree to collaborate with Agent Hobbs to capture the mercenary Owen Shaw, they discover that he operates surrounded by mercenaries who seem like evil copies of him.

Fast & Furious 6 doesn't present just one villain, but a group representing negative counterparts of Dom's team, making the confrontation between them one of the most attractive aspects of the plot. Producer Neal H. Moritz points out that the skill and anticipation of Shaw's men push Dom's people to the limit in a dangerous game of cat and mouse.

THE ENFORCER

According to Roman, Shaw's enforcer Klaus seems almost an "evil twin" of Luke Hobbs. Both are impressively muscular, threatening giants. Klaus is also an expert marksman, boasting extraordinary skill at hand-to-hand fighting along with his brute force. Fearless and almost always silent, he suspects Letty for her past association with Dom.

At the other end of the scale is Vegh, an exceptionally astute, if deceptively fragile-looking woman. Roman has the impression that she is Brian's opposite number, as they are both blond, attractive, and trusted by their leader. Also, like Brian, Vegh is an amazingly skillful driver, especially behind the wheel of a very fast Flip Car.

THE ADVENTURES OF BRIAN O'CONNER

Taking the law into his own hands

Toward the end of *Fast & Furious,* Dom and Brian drive to the Mexican border to meet Gisele, who thanks Dom for saving her life by telling him Braga's exact location. Despite her warning that going there is suicide, Dom says he has no choice. The two friends then drive into Mexico, where they surprise the drug-trafficker praying in a church. Dom allows Brian to handcuff Braga so he can hand him over to the US authorities in exchange for Brian letting Dom settle a personal score with Fénix, Letty's alleged killer.



Born in the London borough of Hackney, actor David Ajala plays the role of Ivory, whom Roman sees as his evil double.

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Actress Clara Paget played the cold and calculating Vegh just before she became the pirate Anne Bonny in the TV series *Black Sails*.

LETHAL WEAPONS

One of the most fearsome mercenaries on Shaw's team is Jah, who Roman considers to be Han's counterpart. Jah looks like an ordinary guy, but his knowledge of martial arts and parkour skills make him a walking weapon. When police try to corner him in the passageways of the London Underground, Jah moves with astonishing speed, shaking the police effortlessly, as he will do later to escape Han and Roman.

Roman also finds parallels between Tej and Denlinger, another of Shaw's soldiers. Denlinger is used to working in the shadows, thinking ahead of the enemy, and setting traps. Taking part in the attack on Interpol's headquarters in London, or blocking a Spanish road with heavy-duty cable to enable his boss to escape, it's all the same to him. On the flip side, Tej's experience with new technologies allows him to come up with infallible strategies without the need to resort to force. But if he needs to step on the accelerator and enter the fray, he doesn't hesitate.

Finally, Roman sees himself in Ivory, another of Shaw's thugs, who takes part in the attack on Interpol's headquarters. Despite demonstrating outstanding combat skills like his companions, Ivory will be the first of the "evil twins" to fall, during a confrontation with Gisele. ◆



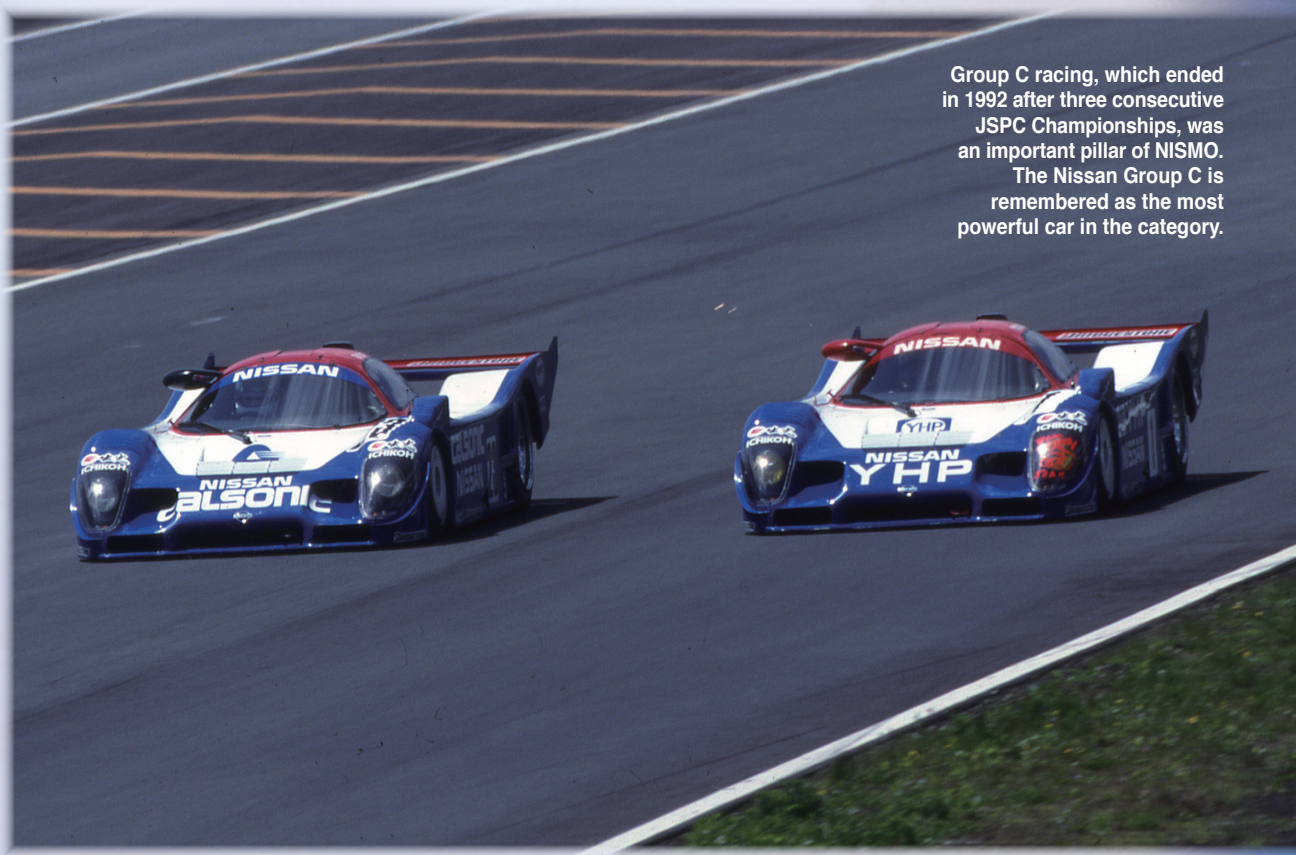
Martial arts connoisseur Joe Taslim gave a tremendous performance as the feisty Jah, capable of defeating many opponents without batting an eyelid.

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NISMO CELEBRATES ITS FIRST DECADE

Part 1: An overview of early racing activities

Ten years after the birth of NISMO, Japan's 'bubble economy' burst in 1994 and the country went into a period of decline. For Nissan's motorsports division, it could reflect on a successful first decade in which it successfully competed in several racing series.



Group C racing, which ended in 1992 after three consecutive JSPC Championships, was an important pillar of NISMO. The Nissan Group C is remembered as the most powerful car in the category.

The year 1994 was a year of great change in the Japanese motorsport industry. It was also a milestone year for NISMO, as it was commemorating ten years since its inception.

Group C racing, which had been the mainstay of NISMO's motorsport activities since its founding in 1984, came to an end in 1992. Nissan had participated in this category of racing since 1983, and NISMO, which was established in 1984, had taken over the racing activities.

Initially, Nissan's Group C cars were based on production engines, but from 1987 they were equipped



In 1994, NISMO started to compete in the All Japan GT Championship (JGTC), and was determined to win the series. Various different cars competed at the start of the series.

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NISMO's GT model was based on the Skyline GT-R (R32). It was a tough race car with aerodynamic devices fitted for Group A specifications.



with V8 turbocharged engines designed specifically for racing. The results of these efforts were evident in 1990 when NISMO became the first Japanese team to finish 5th in the 24 Hours of Le Mans.

In the same year, the team also won the series Title in the All Japan Sports Prototype Championship (JSPC) and went on to win three consecutive Titles until the end of the series in 1992.

NISMO entered the new All Japan GT Championship (JGTC) with the GT spec Skyline GT-R (R32). The GT Championship series then evolved into the current Super GT series.

Meanwhile, the Group A specification All Japan Touring Car Championship (JTC) series, another pillar of NISMO's racing activities, came to an end in 1993. ♦

The Silvia (S13) based GT car was also developed. Aero parts could be installed, and the GT race itself attracted attention from the tuning-car market.



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PULSAR GTI-R – AIMING FOR WRC DOMINATION

Nissan Rally has been active in domestic and international rallies since the days of the Datsun Bluebird (510) and Datsun 240Z (S30). In September 1987, Nissan launched the Bluebird 1800SSS-R (U12). It was a competition base car equipped with a specially designed engine and cross transmission for domestic rallies. Later in 1989, with minor changes to the Bluebird, it evolved into the 2000SSS-R equipped with a 2-liter engine.

Introduced in August 1990, the Pulsar GTI-R was designed to compete in the World Rally Championship (WRC) and featured a characteristic bonnet bulge and huge rear spoiler. The concept of installing a powerful turbo engine and full-time 4WD in a compact body was all the rage in the rallying world in the early 1990s, led by the Lancia Integrale HF. On the other hand, there was also a basic competition version with a cross transmission for use in domestic rallying.

The SR20DET engine was equipped with a large-capacity turbocharger that could produce more than 300hp when tuned to Group A specifications. A huge air-cooled intercooler was also developed and laid out directly above the engine.

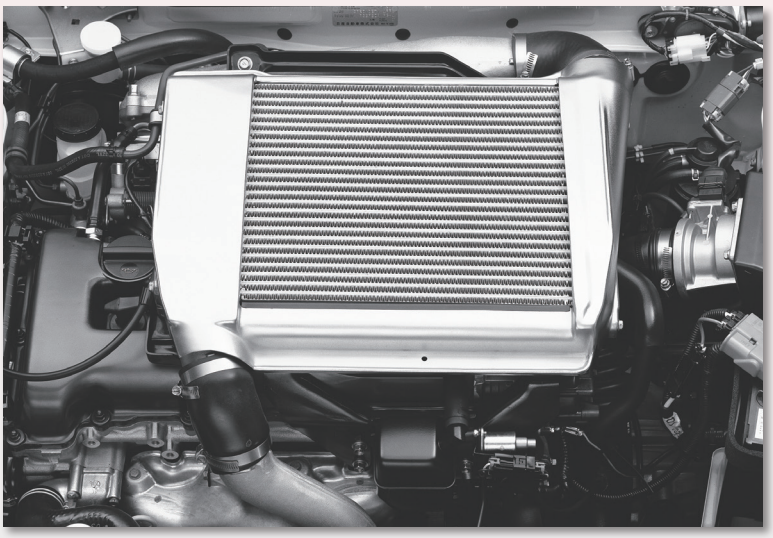


Only the GTI-R model was equipped with triple dials on the top of the center console. From left to right: oil temperature, oil pressure, and turbo boost pressure gauges.



The Pulsar GTI-R was designed to compete in the World Rally Championship under the Group A regulations of the time. When tuned, it showed its true potential.

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The intercooler was larger than that of the Bluebird SSS-R. It was located on top of the engine, so that cooling air could not escape, an important factor in domestic and international rallies.

The reason for this was to shorten the distance from the turbo to the combustion chamber for better response – in rallying, response was more important than power. The SR20DET was also equipped with a quadruple throttle, a mechanism comparable to the six-throttle RB26DETT mounted on the Skyline GT-R (R32). Of the many variations of the SR20DET, the Pulsar GTI-R was the only one with a quadruple throttle. This mechanism was condensed into the small engine compartment of the Pulsar.

The drivetrain was a full-time 4WD system with a viscous LSD inherited from the Bluebird (U12). On the other hand, the Group A rally specification car was equipped with the Attesa E-TS, an electronically controlled 4WD system similar to that in the Skyline GT-R.

The suspension was four-wheel struts, while the tires were 195/55R14. These were smaller in outside diameter than most of its domestic rally rivals, and the size was considered a handicap.

The Pulsar GTI-R's highest WRC finish in a Nissan factory car was third overall in the 1992 Swedish Rally. In Group N, it displayed potential to compete for the Title that year, but its main competition, Group A works activities, continued to suffer and it was forced to withdraw from the WRC after the 1992 season. ◆

TECHNICAL DATA

SILVIA SPEC R S15 TYPE (1999)

Length:	156.5in (3,975mm)
Width:	66.5in (1,690mm)
Height:	55.1in (1,400mm)
Wheelbase:	95.7in (2,430mm)
Tread (front):	56.7in (1,440mm)
Tread (rear):	55.7in (1,415mm)
Engine:	SR20DET (straight four, DOHC, turbo)
Total displacement:	1,998cc
Maximum output:	230ps / 6,400rpm
Maximum torque:	29.0kgm / 4,800rpm
Vehicle weight:	2,690lb (1,220kg)
Suspension (front/rear):	strut / parallel link
Brakes (front/rear):	ventilated disk / disk
Tires:	195/55R14



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STAGE 60 NITROUS OXIDE KIT

In this issue, we will assemble the nitrous oxide system and mount it above the battery compartment on the passenger compartment floor.

PARTS

60A



60B



60C



60D



60E



AP



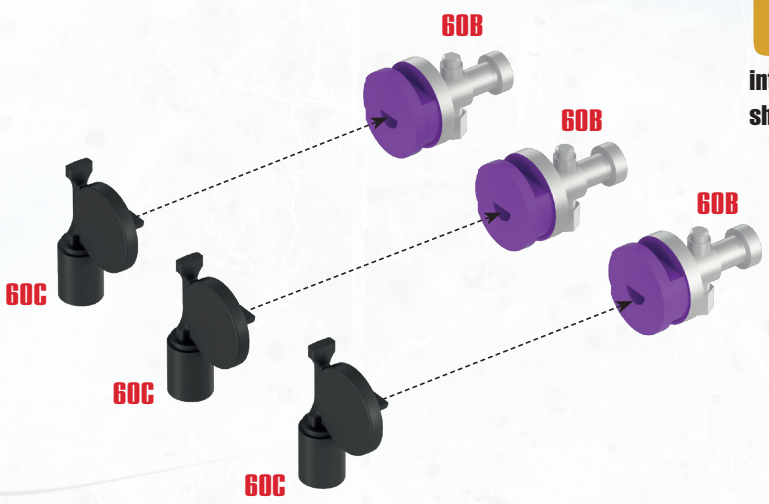
60A N_2O cylinder top (×3)
60B Valve (×3)
60C Connector (×3)
60D N_2O cylinder bottom (×3)
60E N_2O cylinders' base
AP Screws 1.7×4mm (×4*)

*Including spares

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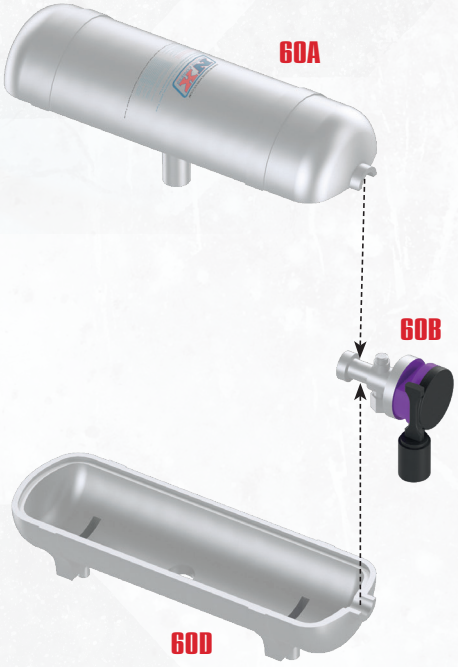
60.01

Insert the three 60C connectors into the three valves 60B, as shown in the picture.



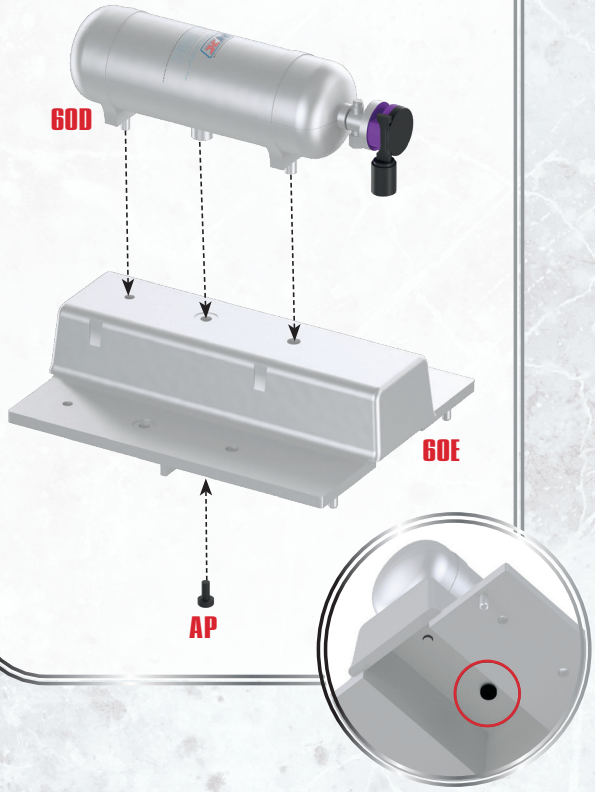
60.02

Place a valve 60B between the top 60A and bottom 60D of one of the N_2O cylinders.



60.03

Once the first cylinder is completed, place the three notches in the bottom 60D into the three highlighted holes in the base of the N_2O cylinders 60E. Fix the cylinder from below with an AP screw.

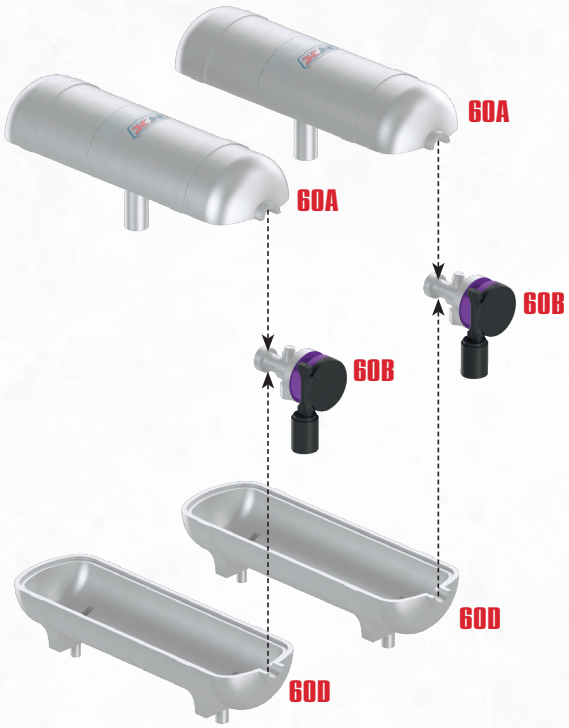


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60.04

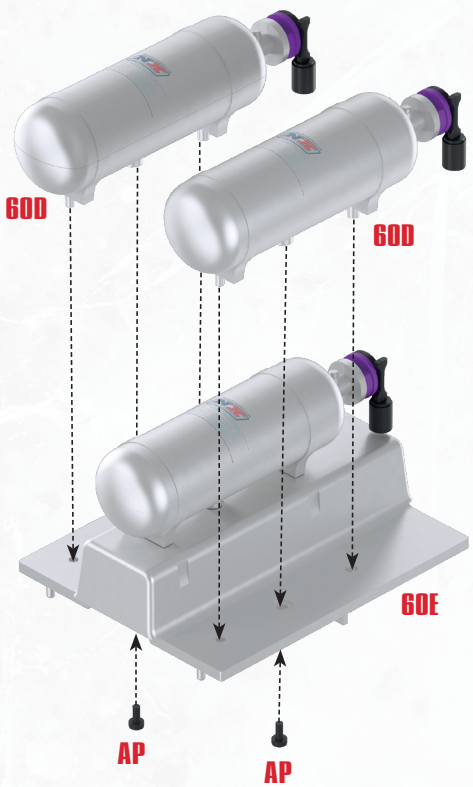
Place the other two connectors 60B between the two top 60A and bottom 60D parts of the N_2O cylinders.

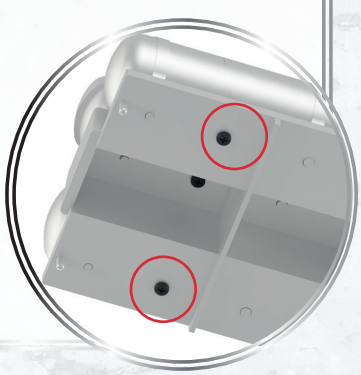




60.05

Place the bottoms of the N_2O cylinders 60D into the holes in the base of the N_2O cylinders 60E. Fix each cylinder from below with an AP screw.

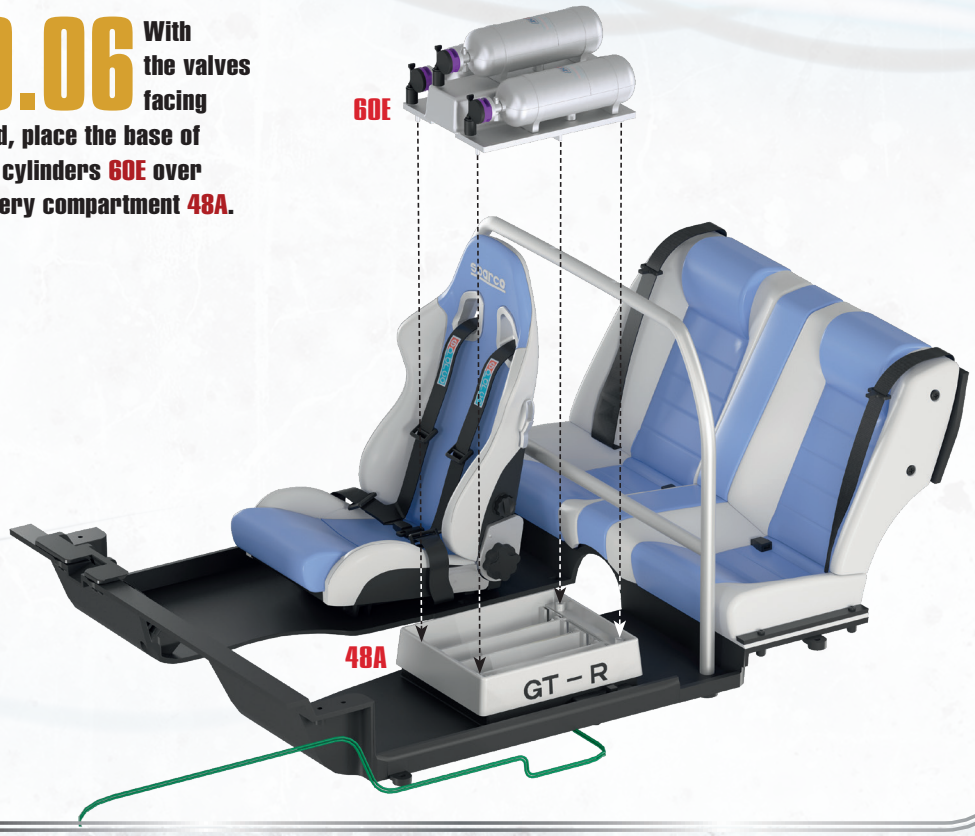




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NITROUS OXIDE KIT

60.06 With the valves facing forward, place the base of the N_2O cylinders **60E** over the battery compartment **48A**.



Final assembly



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