FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

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BRIAN'S NISSAN SKYLINE GT-R

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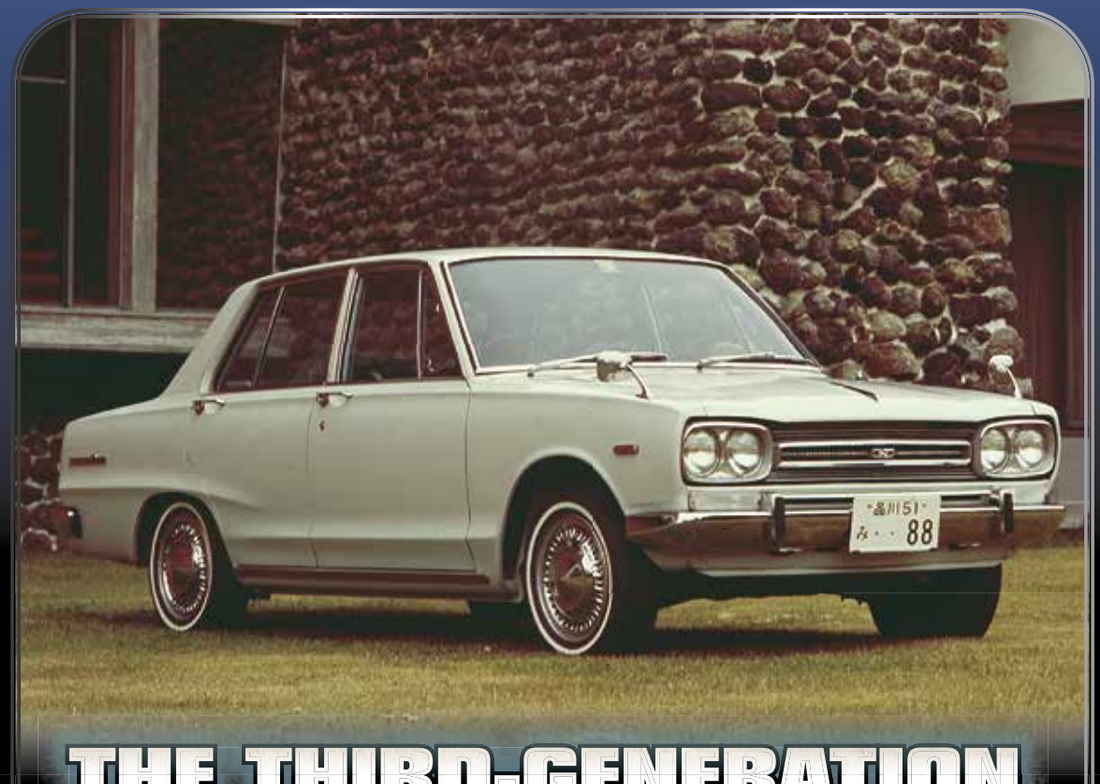
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THE THIRD-GENERATION SKYLINE (C10)

With the merger of Nissan Motor Co., Ltd. and Prince Motors, Ltd., the Prince Skyline became the new Nissan Prince Skyline. Although the basic design and development of the third-generation Skyline, which debuted after the merger, was carried out at Prince Motors, Ltd. before the alliance, various efforts were made to maximize the benefits of the merger.

August 1966. The second-generation Prince Skyline became the Nissan Prince Skyline as a result of the merger of Nissan Motor Co., Ltd. and Prince Motors, Ltd. In October of the same year, minor changes were made to the Skyline 1500 Deluxe (S50D-2), Skyline 1500 Standard (S50S-2), Skyline 2000GT-A (S54A-3), and Skyline 2000GT-B (S54B-3). The front grille design, air-conditioning outlets under the rear pillar, and other changes were made to various parts of the car. The 2000GT-B, in particular, had its rear fenders slightly widened to facilitate the installation of wider racing tires.

The following year, in August 1967, the new 1500 Deluxe (S57D) was introduced with a newly developed G15 type engine instead of the 1.5-liter in-line four-cylinder OHV G1 type. The maximum output reached 88ps, a significant increase from the 70ps of the G1 type. The front grille of the 1500 Deluxe featured a red "88" badge to indicate horsepower. The standard, van, and estate models continued to be powered by the existing G1 engine.

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The G-type engines were varied after the merger with Nissan, with the third-generation Skyline (C10) equipped with G15 and G18 engines, the early 4th-generation Skyline (C110) with G16 and G18 engines, and the first (C30)- and second-generation (C130) Laurel with G18 and G20 (single carb/SU twin carb) engines. However, both were replaced by L-type units around 1975.

About the time when the second-generation Skyline underwent minor changes at Prince Motors, Ltd., development of the next third-generation Skyline (C10) was underway. The planning of the Skyline started in October 1964, when the Tokyo Olympics were held. The basic lines were finalized in 1965, and a prototype was completed in June 1966, just before the merger. Although it became the Nissan Prince Skyline when it was launched, the basic design and development of the car had been carried out during the Prince Motors, Ltd. period.

Around that time, talks of a merger between Nissan Motor Co., Ltd. and Prince Motors, Ltd. began in earnest. After the merger, the engineering teams of the two companies, which had been rivals until then, sat down together and showed each other their drawings in order to discuss the sharing of parts with the Datsun Bluebird (510), which was being developed at the same time. The two companies were required to share components in order to make the merger more effective, but at this stage, there was not much progress in terms of sharing parts for the Skyline and Bluebird, with the exception of a few components.

DISTINCTIVE REAR FENDER STYLIING

On July 30, 1968, 25,000 people attended the launch exhibition of the new Skyline held at the Nippon Budokan in Kudan, Tokyo. Subsequent exhibitions held at Taikoen in Osaka and Fukiage Hall in Nagoya attracted 15,000 and 35,000 visitors, respectively, indicating the high level of interest in the Skyline.

Two days later, the 1500 four-door sedan (C10), the five-door wagon estate (WC10), and the commercial five-door van (VC10) went on sale. Four-door sedan models included the basic Standard, the Deluxe, the Family Deluxe with a bench seat and three-speed column shift, the Touring Deluxe with separate seats and three-speed column shift, and the Sporty Deluxe with a separate seat and four-speed floor shift. Three-speed automatic transmission was available as an option on the Family Deluxe and Touring Deluxe.

The Family Deluxe four-door sedan was 166.7in (4,235mm) long, 62.8in (1,595mm) wide, 55.3in (1,405mm) high, and had a wheelbase of 98in (2,490mm). Compared to the previous-generation Skyline 1500, it was 5.3in (135mm) longer and 3.9in (100mm) wider, while the height was 0.8in (20mm) lower; the result was a larger and more stable model than the previous slightly narrower and taller Skyline.

The third-generation Skyline (C10), which followed the merger of the two companies, attracted much attention. The four-door sedan's styling became more refined, especially the surfacing lines on the body sides, which became an design characteristic of the Skyline.



In addition to the "aerodynamic look" design based on fluid dynamics, the "surfin' line" sculpted into the rear fenders gave the impression of speed. This rear fender shape was the key to the car's success – it was carried over to the 5th generation and became a part of the Skyline's identity.

The front grille of the debut Skyline featured a three-piece design, with an acrylic decoration placed between the low and high beams of the four headlamps to give the impression that the two lamps were one unit. The Standard featured a front grille design that differed from that of the Deluxe, and it also did not feature the rear grille and front and rear bumper over-riders. In addition, the Deluxe had a chrome hood molding attached to the center of the hood tip.



The interior of the Skyline 1500 Touring DX (1500) with automatic transmission. The design around the gauges evoked a sense of the era.

NEW SUSPENSION AND 1,500cc ENGINE

All models were equipped with the former Prince Motors, Ltd.'s 1,500cc in-line four-cylinder SOHC G15 engine (88ps), which had been highly acclaimed in the previous 1500 Deluxe (S57D), and was tilted 12 degrees to the left. The new air cleaner and muffler made it quieter, and the top speed was announced as 100mph (160km/h).



The front seats of the 1500 Touring DX (1500) were of the bench variety. It was a time when the seats did not have headrests.



The Skyline Van DX (1500) was also given a "surfin' line". It was a commercial model with quite a sophisticated design.

As for the suspension, a simple strut was adopted for the first time in the front instead of the double wishbone. The rear featured the same orthodox rigid leaf. In addition, the Touring Deluxe and Sporty Deluxe models were equipped with front disk brakes as standard equipment for the first time in the 1,500cc class.

Another feature of the third-generation Skyline was the evolution of maintenance-free operation. The greasing of suspension ball joints was extended from 60,000km (37,282 miles) to 100,000km (62,137 miles), and engine cooling fluid replacement was extended to 40,000km (24,854 miles). This freed owners from some of the more troublesome maintenance duties.

In terms of safety, Nissan's own safety measures were implemented, and in addition to the 20 safety standards (FMVSS) of the US at the time, an additional 23 original measures were also applied.

Inside, the simple instrument panel design featured a horizontal speedometer, and even the Sporty Deluxe was not equipped with a tachometer. The simple, unadorned interior was more like a family sedan than a sports sedan. Air-conditioning was an option for all models.

On October 9, 1968, two months after the launch of the third-generation Skyline, the long-awaited two-liter in-line engine Skyline was launched – the Skyline 2000GT (GC10). The six-cylinder engine in this sporty sedan was the Nissan L20 type, which had been used in the Nissan Cedric Special 6 (H130). It meant that the 2000GT was the first Skyline to be powered by a Nissan engine. The effect of the merger between Nissan Motor Co., Ltd. and Prince Motors, Ltd. was manifested in a single car for the first time. ♦



The engine installed in the third-generation Skyline was the G15 type (88ps) 1,500cc in-line four-cylinder SOHC unit made by the former Prince Motors, Ltd. It was also used in the previous-generation Skyline.

THE CARS IN *FAST & FURIOUS 6*

Though they created a more international storyline, the producers of the series' sixth movie kept the vehicles in the spotlight, giving them an even greater part to play in the story, if possible, than in preceding films. Audiences were presented with an exclusive collection of automobiles in spectacular, electrifying pursuits.



In the sixth installment of the saga, Brian drives a powerful blue Ford Escort MKI with white stripes.

Fast & Furious 6 pleasantly surprised car fans with a balanced selection of tough American muscle cars and elegant European automobiles. The production also included enormous military vehicles, powerful motorcycles, and almost impossible machines invented by the movie's production team.

POWERFUL AND SOPHISTICATED

Despite the action in the movie transferring to Europe, Picture Car Coordinator Dennis McCarthy and his team knew fans would not forgive them if the heroes of the series did not drive iconic muscle cars again. The 1969 Dodge Daytona, a powerful car that was even prohibited on

THE ADVENTURES OF BRIAN O'CONNER

A fugitive once more

After the rapid, effective rescue operation that Brian and Mia pull off to free Dom from the prison bus, the media accuses the former FBI agent of orchestrating it. He has once again become a main objective of the American authorities, so he must move fast. While Dom escapes in his Dodge Charger to Ecuador, Brian takes Mia to Rio de Janeiro in a 1971 Nissan Skyline GT-R, intent on reaching the hiding place of a member of the original gang – Vince.

NASCAR tracks, became an expression of the strength and rebelliousness of its owner, the incomparable Dom Toretto. More nostalgic fans especially enjoyed the thrilling tank pursuit, in which Dom's Dodge Daytona was escorted by two more classics: a 1971 Ford Escort MK1, driven by Brian, and a 1969 Ford Mustang Anvil, in which Roman finds himself in big trouble.

Location filming also offered the moviemakers the chance to incorporate elegant and spectacular European models. They included the 2012 Aston Martin DB9 that Shaw drives; the 1970 Jensen Interceptor, in which Letty speeds through the streets of London; and, above all, a Lucra LC470. This exclusive project by entrepreneur Luke Richards, inspired by the Lister Jaguars of the 1960s, became Tej's car in the movie, although he did not take part in any car chases in it. These European vehicles not only added to the movie's visual variety, it also confirmed the globalization of the franchise.



Tej Parker acquires a spectacular black Eagle Speedster at an auction while searching for vehicles for the group.

FROM THE LIGHTEST TO THE HEAVIEST

The producers of *Fast & Furious 6* also wanted to give motorcycle fans a treat, and some of the main characters showed off their style on their motorcycles: Han rode a Harley Davidson, Gisele rode a Ducati Monster, and Tej rode a KTM 690 Duke. Nevertheless, the bikes could never compete in lightness and maneuverability with the ultra-fast Flip Cars used by Shaw and his mercenaries, an ingenious prototype invented specially for the movie. In contrast to these lightweight vehicles, there was also room for far bigger and heavier military models, such as the Navistar MXT that Agent Hobbs uses, and the modified Chieftain tank with which this film's villain wreaks havoc.

Despite this wide new range of vehicles, Dom again demonstrated his loyalty to the Dodge Charger, and Brian did the same with his beloved Nissan GT-R, exhibiting a 2011 Nissan GT-R (R35) at the start of the movie and a 2012 Nissan GT-R (R35) Bensopra at the end. ♦



The exclusive Lucra LC470 makes a brief appearance in the chase scene with the tank, when we see Tej radioing his companions from his vantage point.

THE MOVE FROM GROUP A TO TOURING CAR RACING

Part 2: Adapting the Primera (P10)

The new race series demanded a car with different specifications, so modifications were made to the Primera (P10) for the All Japan Touring Car Championship (JTC). The contest tried to emulate the success of the British Touring Car Championship (BTCC).

In the Primera (P10), the driver's seat was moved from a location similar to that of the Group A-era production cars to a position as low as possible. It was now closer to the center line of the body, with an awareness of weight distribution and a lower center of gravity.

In order to lower the center of gravity, the height of the car was also lowered and the tops of the wheels became hidden by the fenders. For the same reason, the engine was also mounted at an extremely low and rearward position, contributing to a lower center of gravity and improved front-rear weight distribution.

In the BTCC, the highlight of the events was the intense battles between the drivers. Since there was little difference in performance, the cars entered the corners in a group and there were plenty of collisions. The angry cries of the drivers were broadcast on television by the on-board cameras, and the series was very popular in Europe.

The races were not only held on permanent tracks, but also on special circuits sometimes built on an airport runway. The fact that spectators could see the entire course from their seats may have been one of the reasons for the race's popularity.



Testing at Fuji Speedway on November 18, 1993. The engine was the same 2,000cc SR20D as in the production car, and the mounting position on early cars was not very low.

In Japan, on the other hand, the races were held on conventional courses and there was no TV relay. In addition, teams were forced to repair their cars after each race due to frequent collisions during the race, which was not well received by all concerned. Although it was a groundbreaking racing series, it did not take root in Japan. ♦



A wide variety of drivers entered the "March Little Dynamite Cup Race," from members of the public to All Japan Rally drivers and journalists.

THE SILVIA-BASED 180SX HATCHBACK COUPE

In 1989, Japan moved from the Showa era to the Heisei era. In terms of the Japanese car industry, domestic sports models flourished in a way that would be unthinkable today.

Models included the Subaru Legacy RS with a two-liter, horizontal four-cylinder DOHC turbocharged engine and full-time 4WD; the Mitsubishi Minica Dangan ZZ with the world's smallest 550cc, three-cylinder five-valve DOHC turbocharged engine; the Eunos open sports roadster; the Toyota Celica GT-FOUR with World Rally Championship (WRC) competition in mind; and the Honda Integra SiR, the first model to use the VTEC engine. Nissan also introduced the Fairlady Z (Z32) and Skyline GT-R (R32) back-to-back in 1989.



The interior design was the same as that of the Silvia (S13). The enclosed front cabin gave the car a personal atmosphere that was very pleasing to the eye.

A year after the Silvia (S13), Nissan introduced a front-engine, rear-wheel drive sports model. The 180SX (RS13) debuted as a three-door hatchback coupe with two rectangular retractable headlights. Its mechanics and interior design were almost identical to those of the Silvia, and it featured the same windshield and door panels.

At the time of its debut, the only engine available was a 1.8-liter, in-line four-cylinder DOHC turbo CA18DET type (175hp). Transmission choices were five-speed manual and four-speed automatic, with the manual the far more popular option. The suspension was a combination of struts at the front and multi-link at the rear. As with the Silvia, the HICAS II four-wheel steering system was available as a factory option. The model number of the HICAS-II equipped car was different from the KRS13 model.



Initially equipped with an 1,800cc turbo CA18DET engine (pictured), the 180SX was later upgraded to the 2,000cc turbo SR20DET. It was popular as a high-performance, turbocharged rear-wheel drive car.

In 1991, the model underwent a minor change. The engine was upgraded to a two-liter SR20DET type (205hp) along with its sibling Silvia; though the model name remained 180SX rather than 200SX, the designation was changed to RPS13/KRPS13. The front bumper, aluminum wheels, and other elements were redesigned and the four-wheel steering configuration evolved into the "SUPER HICAS" system.

In August 1996, the 180SX underwent some changes, with a new front bumper, rear combination lights, and a large rear spoiler. The rear taillights were now round, the same style as those on the Skyline. The first 180SX with a naturally aspirated engine was also added – the TYPE S with an SR20DE (140hp) power plant. The 180SX debuted at the beginning of the Heisei era and was produced for about 10 years. It disappeared after only one generation when it was integrated into the new Silvia (S15) that appeared in December 1998. ♦

The 180SX's sports car styling, including retractable headlights, made it popular among female drivers. In later years, it became very popular with those who enjoyed "drifting".



TECHNICAL DATA

180SX TYPE II RS13 TYPE (1989)

Length:	178.8in (4,540mm)
Width:	66.5in (1,690mm)
Height:	50.8in (1,290mm)
Wheelbase:	97.5in (2,475mm)
Tread (front):	57.7in (1,465mm)
Tread (rear):	57.5in (1,460mm)
Engine:	CA18DET type (straight four, four-valve DOHC)
Total displacement:	1,809cc
Maximum output:	175ps / 6,400rpm
Maximum torque:	23.0kgm / 4,000rpm
Vehicle weight:	2,579lb (1,170kg) (5MT)
Suspension (front/rear):	strut / multi-link
Brakes (front/rear):	ventilated disk / disk
Tires:	195/60R15



STAGE 65
LEFT INNER PANEL

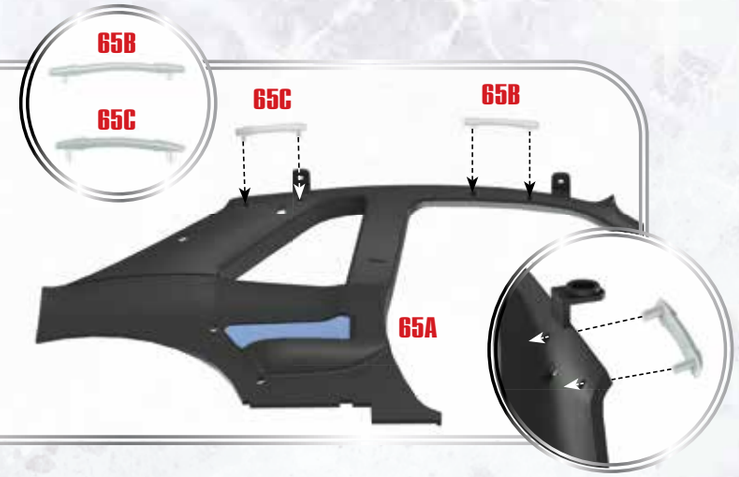
In this issue, we will fix the left interior panel to the inside of the body and connect the two handgrips. We will also fasten the left-side window ambient light wire, the left C-pillar ambient light wire, and the left rear seat ambient light wire to their final positions.

PARTS

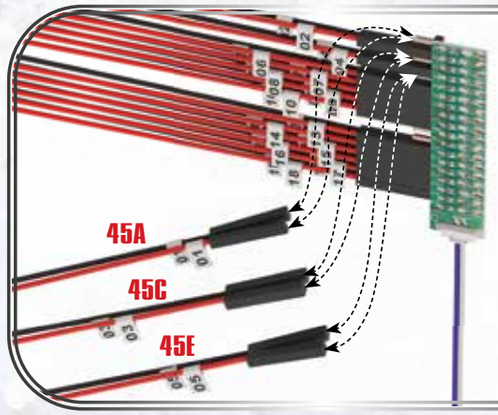


65A Left interior panel
65B Front left handgrip
65C Rear left handgrip
AAM Screws 2.3×5mm (×2*)
CM Screws 2×4mm (×4*)

*Including spares

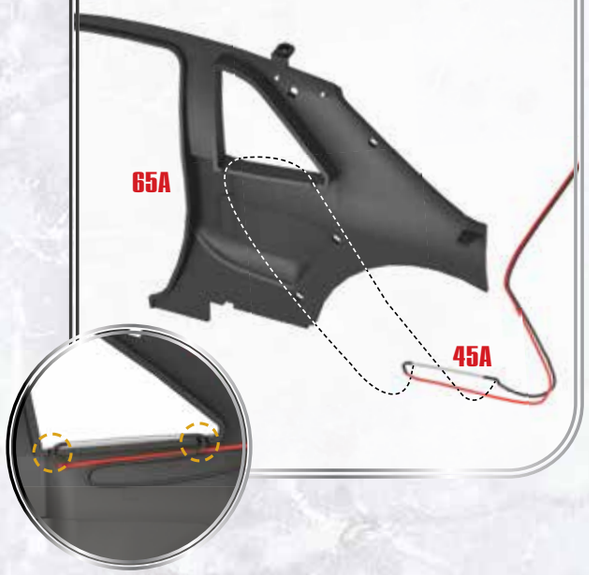


65.01 Fit the front left handgrip 65B and rear left handgrip 65C into the highlighted holes in the left inner panel 65A. Note that the front left handgrip 65B has shorter pins than the rear left handgrip 65C. Check the correct orientation of the parts in the detail picture.



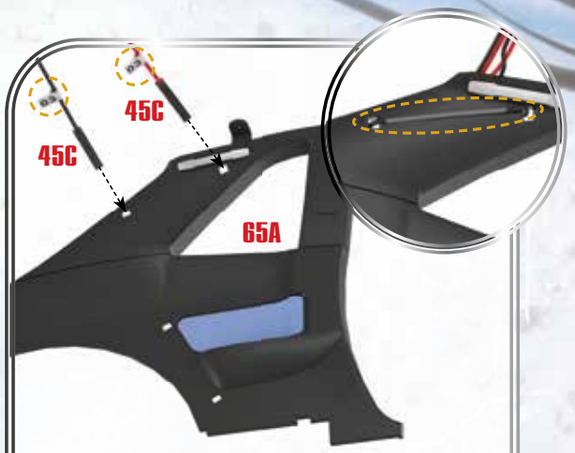
65.02 Retrieve the PCB splitter 45G and carefully remove the connectors of the left-side window ambient light wire (01) 45A, left C-pillar ambient light wire (03) 45C, and left rear seat ambient light wire (05) 45E.

65.03 Place the LED strip of the left-side window ambient wire (01) 45A around the inner ledge of the left interior panel 65A, as shown in the detail image.





65.04 Take the red and black wires (01) of the left-side window ambient light 45A and secure them to the left interior panel 65A with a piece of tape 62D.



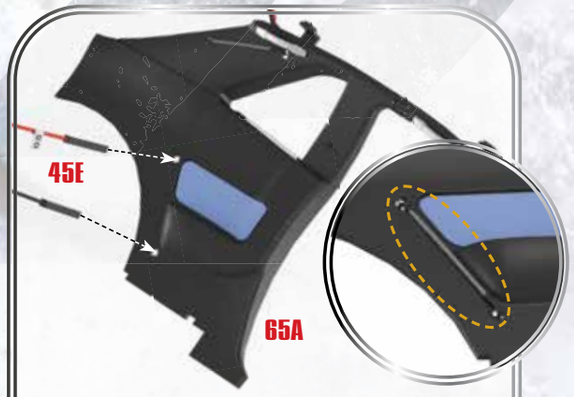
65.05 From the other side of the left interior panel **65A**, insert the connectors of the left C-pillar ambient light wire (03) **45C** through the highlighted holes. Twist the labels of the wires to make it easier to pass them through. When you reach the top of the extension of the red and black wires, carefully pull them together to hold the LED light firmly in place, as shown in the detail image.



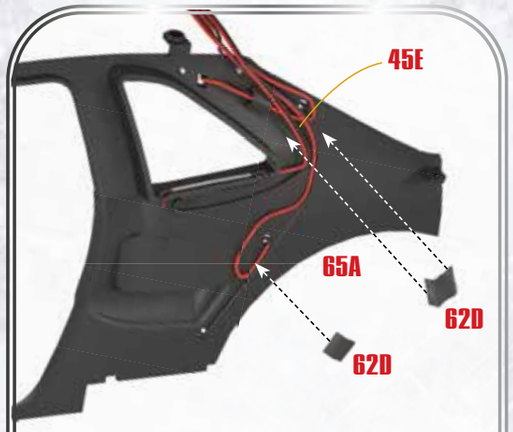
65.06 Turn the panel **65A** upside down. Take the red and black wires (03) of the left C-pillar ambient light **45C** and secure them with a piece of tape **62D**.

65.09 Retrieve the body **61A** and carefully flip it over onto your work surface. Place the left interior panel **65A** on the left side, routing the wires through the roof to the right side of the body.

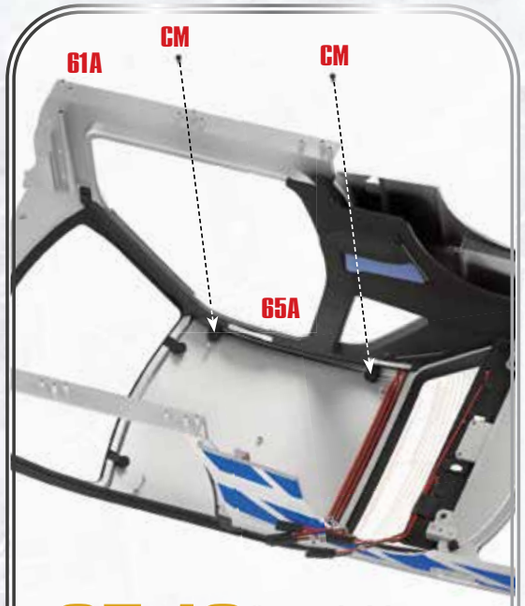




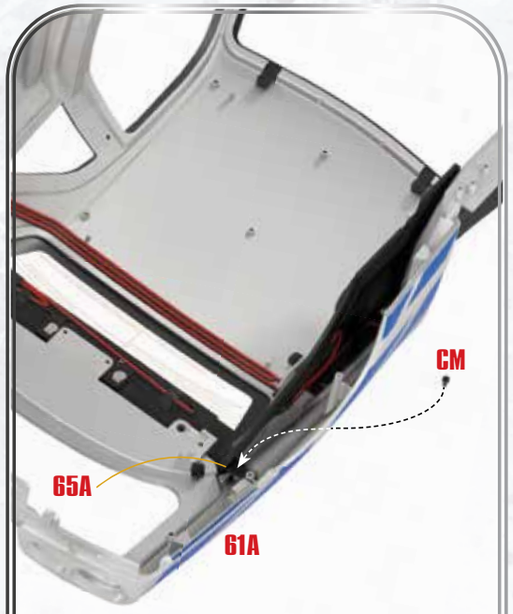
65.07 From the other side of the left interior panel **65A**, insert the connectors of the left rear seat ambient light wire (05) **45E** through the highlighted holes. When you reach the top of the extension of the red and black wires, carefully pull them together to hold the LED light firmly in its position, as shown in the detail image.



65.08 Turn the panel **65A** upside down. Take the red and black wires of the left rear seat ambient light (05) **45E** and secure them with a piece of tape **62D**. Apply another piece of tape **62D** to the panel where the three wires meet.



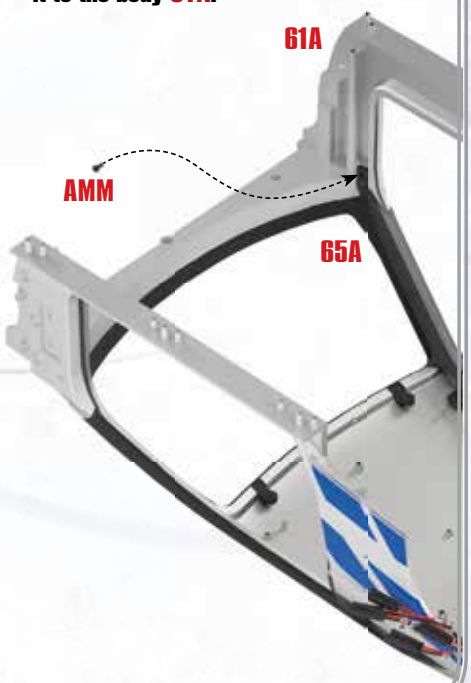
65.10 Connect the left interior panel **65A** to the roof of the body **61A** with two **CM** screws through the highlighted tabs on the panel.



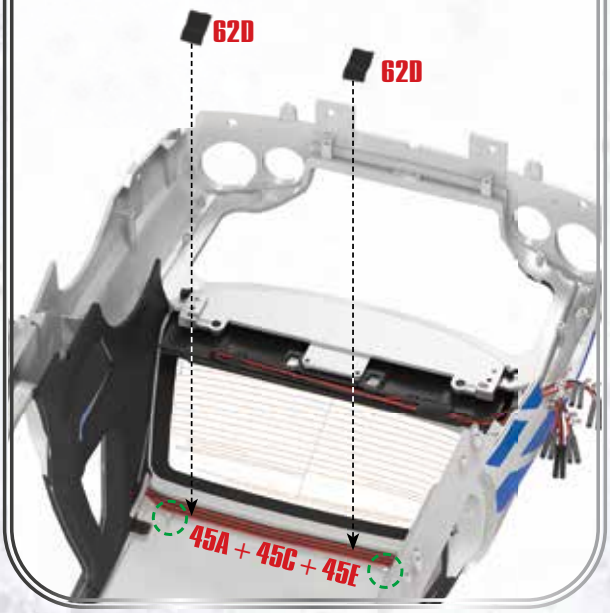
65.11 Place a **CM** screw in the rear tab of the left inner panel **65A** to fix it to the body **61A**.

LEFT INNER PANEL

65.12 Place an AMM screw in the front tab of the left inner panel 65A to fix it to the body 61A.



65.13 Finally, fasten the wires of the left-side window ambient light (01) 45A, the left C-pillar ambient light (03) 45C, and the left rear seat ambient light (05) 45E with two pieces of adhesive tape 62D; take care not to cover the two highlighted pivots on the body 61A.



Final assembly



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