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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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

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Printed in Italy

ISSN 2977-1609

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

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This two-door hardtop had no center pillar, and when the side windows were fully opened, the driver could enjoy an incredible sense of openness.

THE SKYLINE HARDTOP (KGC10)

With the development of comfortable air-conditioning systems, it has become rare to drive with the side windows open, and the "hardtop" body style, in which the front and rear side windows can be fully opened, is almost extinct today. However, in the 1970s, the hardtop was a popular family car that was more sporty than a four-door sedan.

In the 1970s, minivans and crossover SUVs had not yet appeared in the domestic car market as they do today. Sedans were the norm when it came to family cars. Derivatives of these were stylish two-door coupes, hardtops, and three-door hatchbacks.

Among these, the hardtop was a popular body style that was available in everything from light cars to luxury cars such as the Cedric/Gloria. The term "hardtop" originally referred to a removable hard roof made of FRP, other resins, or light alloys such as aluminum, as opposed to the fabric soft tops (canopies) of open-body sports cars. "Hardtop" came to mean a fixed roof without a center pillar or door sashes, and with a thick rear pillar. The variation of hardtops increased over time, from two-door hardtops to four-door hardtops and four-door hardtops with center pillars.

The first Japanese car with a hardtop is believed to be Toyota's Corona hardtop (T50), which was introduced in 1965. Nissan's first hardtop was added to the first-generation Laurel (C30) in June 1970.

The Skyline (C10) hardtop, known as the "Hakosuka," was added in October 1970 when the car underwent a minor modification, making it Nissan's second hardtop. The Skyline hardtop project was originally overseen by Prince Motors, Ltd., but development was put on the back burner due to the merger with Nissan Motor Co., Ltd.

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IMPROVING MANEUVERABILITY

The Skyline Hardtop had a "K" added to the first letter of the model name to indicate a hardtop, and was available in three displacement types: four-cylinder 1,500cc (KC10) and 1,800cc (KPC10), and six-cylinder 2,000cc (KGC10), just like the sedan. The stylish body, which eliminated the center pillar and door sashes, had the front and rear windows sloped more gently than those of the four-door sedan, and the overall height was 0.6in (15mm) lower than that of the sedan.

Since the Skyline was positioned as a sportier car than the sedan, the wheelbase of the hardtop was shortened by 2.75in (70mm) in order to improve driving performance. Among the successive generations of the Skyline, only the third-generation has a different wheelbase between the four-door sedan and the hardtop.

Furthermore, the wheelbase differed by 5.9in (150mm) between the four-cylinder engine model and the six-cylinder model, which had a longer nose. As a result, the "Hakosuka" had four different wheelbases. The longest wheelbase was the four-door sedan with six-cylinder engine (103.9in/2,640mm), followed by the hardtop with six-cylinder engine (101.2in/2,570mm), the four-door sedan with four-cylinder engine (98.0in/2,490mm), and the hardtop with four-cylinder engine (95.3in/2,420mm). The six-cylinder four-door sedan and the four-cylinder hardtop differed in wheelbase by 8.7in (220mm), so essentially they could be considered completely different cars.

The six-cylinder models had four-wheel independent suspension with struts at the front and semi-trailing links at the rear, while the four-cylinder versions had the same struts at the front, but the rear suspension was rigid with conventional leaf springs.

The model configuration was so diverse that it would be unthinkable today, but the development team was focused mainly on design and driving performance. Incidentally, the design in which the wheelbase of models with six-cylinder engines differed from that of models with four-cylinder engines was carried over to the "Newman Skyline" (R30).

2000GT-X WITH SU DUAL CARBURETOR

In October 1970, the front grille and rear combination lamps were redesigned, giving the car a bolder appearance. The over-riders were removed from the bumper, and the reverse lamps were mounted on either side of the rear bumper independently from the rear combination lamps, which were now a square four-lamp type. The hardtop models with the six-cylinder engine received chrome-plated flat Talbot mirrors.

The instrument panel design was also changed. The round instrument panel of the six-cylinder engine models was now covered with soft padding, and the flat wood-grained areas of the instrument panel were reduced. The instrument panel now had a three-dimensional shape with the speedometer and tachometer at the center, the water temperature and fuel gauges on the right, and the clock and oil pressure gauge on the left. The two gauges on the center console were moved to make room for a car stereo system. The four-cylinder models also received a redesigned instrument panel, with sporty round gauges replacing the traditional horizontal gauges.

At the same time as the minor change, the 2000GT-R (PGC10) revised its body from a four-door sedan to a hardtop, and became the Hardtop 2000GT-R (KPGC10).

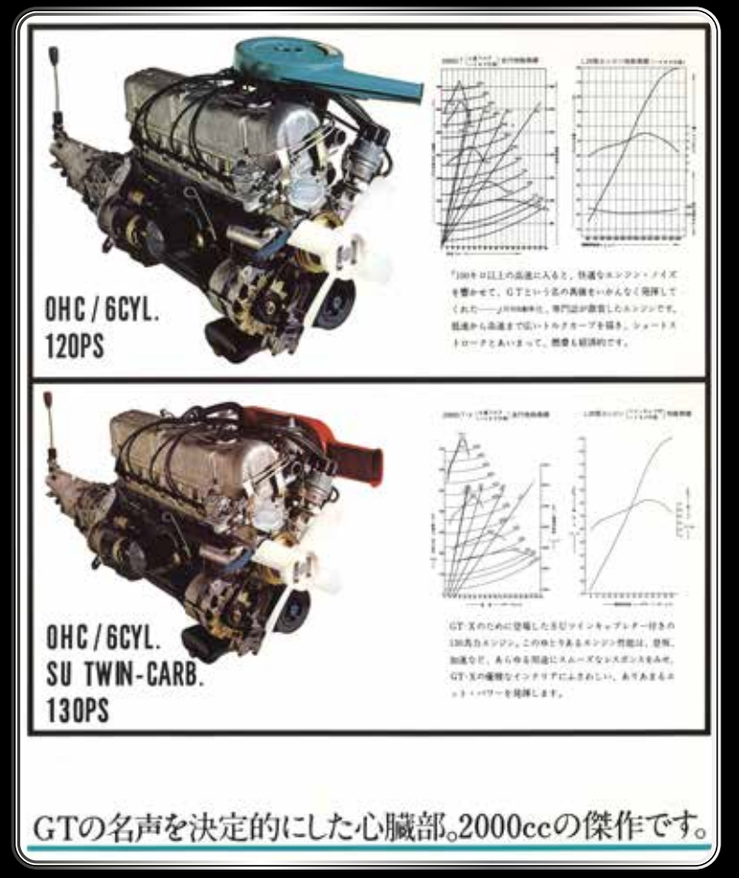
In September 1971, the details of the front and rear grilles were redesigned, and a luxury version, the 2000GT-X, was added to the hardtop models with the



The interior of the Skyline Hardtop 2000GT. The design around the gauges was changed to give it a sportier look.



The Skyline Hardtop 2000GT equipped with a single carburetor two-liter SOHC engine was very popular for its fast and bold appearance.



The 2000GT series also included the SU twin-carburetor engine. At the time, twin carburetors were considered to be a sporty engine.



The Skyline Hardtop 2000GT-X equipped with the twin-carburetor engine; the GT-R was above the clouds, but the GT-X was within reach.

six-cylinder engine. The engine was an in-line six-cylinder L20(A) unit equipped with the same SU twin carburetors as the Fairlady Z (S30). Although not as high-powered as the 2000GT-R's S20 engine, its specifications were a maximum output of 130ps/6,000rpm on high-octane fuel and maximum torque of 17.5 kgm/4,400 rpm. In the regular specification, maximum output was 125ps/6,000rpm and maximum torque was 17.0kgm/4,400rpm.

The hardtop 2000GT-X was available with either a floor-shift four-speed manual transmission or three-speed automatic, with a five-speed manual transmission available as an option. The interior was also fully equipped. The seats were upholstered in luxurious cloth, and the door linings were coordinated to match. Power windows were standard, and switches were centrally located in the console box. In addition to the radio, a car stereo system (8-track) was standard. A gold "2000GTX" horn button was inserted in the center of the partially leather-wrapped wood steering wheel, and the "2000GT" plate on the center console was also gold.

Incidentally, the 2000GT-X four-door sedan was introduced in March 1972, six months later than the hardtop. This was only six months before the debut of the Skyline (C110) in September of the same year, making it a rare model with only a few units produced. ♦



The interior of the 2000GT-X was more luxurious than that of the 2000GT. The basic design was the same, but the horn button on the steering wheel was an eye-catching difference.

JUMPING BETWEEN SKYSCRAPERS

Nobody would dream of jumping from one skyscraper to another in one of the most expensive sports cars in the world. Nobody, that is, except the creators of the *Fast & Furious* franchise, who in the series' seventh movie surprised fans with the craziest stunt yet seen in the franchise.



A luxurious red Lykan Hypersport becomes Dom's target during the classy Abu Dhabi party.

After the heroes of *Furious 7* parachuted their respective vehicles over the Caucasus Mountains, no one imagined there were even more surprises in store. However, the makers of Universal Pictures' popular franchise still had another ace up their sleeve.

DELUXE AUTOMOBILES IN THE DUNES

After being rescued from evil Mose Jakande, clever computer hacker Ramsey tells Dom and his team that the God's Eye is hidden in Abu Dhabi. The team races across the desert in a convoy of exclusive automobiles. Dom leads the way in a burgundy 2015 Dodge Charger; he is followed by Brian in a blue McLaren P1 and Letty at the wheel of a black 2014 Dodge Viper. Tej and Roman travel in a glamorous, yellow Ferrari 458 and a white 2012 Bugatti Veyron to get to one of the wealthiest countries in the world.

The film crew travelled to the Middle East to film in the spectacular Liwa Oasis, as well as some of the most emblematic locations in Abu Dhabi, such as the Sheikh Zayed Grand Mosque, the Emirates Palace hotel, the Yas Marina, and the Etihad Towers skyscraper complex. Dom and his companions traveled to the 80th floor of the tallest tower to retrieve the God's Eye, hidden inside an exclusive red Lykan Hypersport parked in the luxury apartment of a local millionaire prince. Complicating matters even more, the group had to carry out the mission while the prince celebrated his lavish birthday party.

UNEXPECTED END TO THE PARTY

Of the two weeks in April 2014 that the crew of *Furious 7* worked in Abu Dhabi, most of the time was devoted to filming the party sequence. The stars, in elegant clothes by international designers including Tom Ford and Herve Leger, had a great time mingling with dozens of extras also dressed for the party, while dancers covered in gold paint livened up the atmosphere.

The celebration goes wrong when the prince's bodyguard discovers the intruders. While Letty shows she can fight well even when wearing an evening gown, Dom and Brian hurry to retrieve the God's Eye from the Lykan Hypersport. Things go from bad to worse with the unexpected arrival of Deckard Shaw, who bursts in with a large collection of artillery to add his special soundtrack of gunfire and explosions to the event. In seconds, the sophisticated party descends into absolute chaos.

THE ADVENTURES OF BRIAN O'CONNER

Reuniting the team

After agreeing with Dom about teaching Hernán Reyes a lesson, in *Fast Five* Brian puts together a team to carry out a risky plan. Taking for granted that he and Dom will drive whatever cars are needed, they turn to their most trusted buddies for assistance. Han, Roman, Tej, Santos, and Tego answer the call immediately, as does Gisele, who doesn't hesitate to work for Dom again after her unpleasant experience in Arturo Braga's gang. Brian explains the plan to them: to rob the ten cash houses that Reyes has around Rio de Janeiro and bring the drug-trafficker to his knees.

Before the astonished eyes of the guests, after maneuvering the Lykan across the marble floor, Dom launches the vehicle out of the window at top speed and lands thunderously on the complex just opposite. Yes, he leaps from one skyscraper to another in a sports car valued at $3.4 million!

Although most of the action in this pulsating sequence was filmed with stunt performers, the Lykan's awesome jump was created with digital technology and the fantastic work of Visual Effects Supervisors Michael J. Wassel and Kelvin McIlwain, making it one of the most spectacular moments in the franchise. ♦



In the film, Dom propels from the 80th floor of the highest tower of the Etihad Towers complex in his sports car.

LAUNCHING THE NISMO 400R

Part 1: Anticipation builds for the new NISMO model

Although the public had seen a prototype of the Skyline GT-R (R33) in 1994, a production model was not available until the 1995 Tokyo Motor Show. This was also the venue for the unveiling of a version that featured NISMO performance parts.



The Skyline GT-R (R33) debuted in 1995. Despite its larger body size, it was far more advanced than the Skyline GT-R (R32) in terms of driving performance.

The Skyline GT-R (R33) was officially unveiled on January 6, 1995, the first day of the Tokyo Motor Show. A prototype had been exhibited at the Tokyo Motor Show in the fall of the previous year, but this was the first time an official model had been presented for sale.

The Tokyo Motor Show was a tuning car festival held in Harumi, Tokyo. NISMO had been exhibiting at the motor show since the previous year – sharing a stand with TRD and Mazdaspeed – with the goal of making a full-scale entry into the aftermarket parts world.

When the Skyline GT-R (R32) had made its debut, NISMO's main focus was on motorsport activities such as racing, and the development and sale of aftermarket





The special engine, designated the RB-X GT2, had an enlarged bore and stroke, with a displacement of 2,800cc. It was assembled at Nissan Kohki Co., Ltd. to race specifications.

performance parts was a small part of its activities. As a result, when the Skyline GT-R (R32) and Silvia (S13) became models suited to being fitted with aftermarket parts, NISMO had fallen behind in this area. Consequently, at the launch of the Skyline GT-R (R33), there was plenty of momentum within NISMO to become a leader in the aftermarket world as well.

On January 5, 1995, the eve of the Motor Show, NISMO brought a veiled vehicle to the booth. The anticipation was that it was a version of the Skyline GT-R (R33) that would be unveiled the following day. At 14:00 on January 6, the veil was lifted by NISMO staff. As everyone expected, it was an adapted silver Skyline GT-R (R33). The car had been customized in the NISMO style, with the ride height lowered and aero parts installed to create the prototype NISMO 400R. ♦

The NISMO 400R Proto was unveiled at the 1995 Motor Show. It was literally a prototype without over-fenders.



A CLASSIC BLUEBIRD WITH FULL-TIME 4WD

The 8th-generation Bluebird (U12), which debuted in 1987, is considered by many fans to be the most iconic version of the model, following in the footsteps of the 6th-generation 910. That variant, which was introduced in 1979, was characterized by its clean, straight body lines, which were said to be the "reincarnation of the famous 510". Popular for its sporty handling, thanks to its zero-slab suspension and the Bluebird's first 1.8-liter SOHC turbocharged Z18E-T (135hp) engine, it was a best-selling model, leading the 1,600-2,000cc compact car market for 27 consecutive months. It was also the last rear-wheel drive Bluebird.



The cockpit was composed of soft lines, giving the passengers a relaxing feel. The driver's field of vision was good, yet the car had a sporty image.

The 8th-generation Bluebird (U12) no longer had from the boxy, straight lines of the 910 and U11 models but featured a slightly rounded design with softer lines. Its orthodox bodywork was still considered to be in the Bluebird style. Two body styles were available: a pillarless four-door hardtop and a four-door sedan. Two model lines were offered: the sporty traditional SSS series and the family-oriented Urban Sedan series. Another striking characteristic was that this was the first Bluebird with four-wheel drive (4WD).

As with the previous U11 model, the U12 featured refined versions of the CA gasoline engine and the

The Bluebird (U12) was reborn with soft straight lines instead of the traditional angular straight lines of the previous U11 version. The refined body line was appreciated by many fans.



The interior design, including the seats, was simple, but it had an urban and sophisticated image. This may be one of the reasons for the model's popularity with female drivers.



LD diesel engine (Urban Saloon series). The Urban Saloon series included the 1.8-liter DOHC in-line four-cylinder CA18DE (135hp), OHC CA18i (88hp), 1.6-liter OHC CA16S (79hp), and the two-liter diesel LD20-II (67 hp).

The top model was the full-time 4WD 1800 Twin Cam Turbo SSS ATTESA LIMITED. The 1.8-liter DOHC turbo CA18DET was equipped with an intercooler and premium gasoline specification, which increased its maximum power to 175hp.

The ATTESA full-time 4WD system with center differential and viscous clutch differed from the electronically controlled ATTESA E-TS torque-split 4WD system of the Skyline GT-R (R32) in that it was a full-time 4WD system with a simple setup. It was commonly used in WRC (World Rally Championship) cars at that time. The front suspension was the orthodox MacPherson strut, while the rear was a parallel link. The Super Torque Control Suspension, which controlled the direction of the rear wheels in response to lateral forces on the rear wheels, was also used to counter the understeer characteristic of 4WD vehicles in the late 1980s. ♦

TECHNICAL DATA

BLUEBIRD 4-DOOR HARDTOP SSS ATTESA LIMITED U12 TYPE (1987)

Length:	178.0in (4,520mm)	**Vehicle weight:**	2,888lb (1,310kg)
Width:	66.5in (1,690mm)	**Suspension (front/rear):**	Strut/strut
Height:	53.5in (1,360mm)	**Brakes (front/rear):**	Ventilated disk / disk
Wheelbase:	100.4in (2,550mm)	**Tires:**	195/65R14
Tread (front):	57.5in (1,460mm)		
Tread (rear):	56.7in (1,440mm)		
Engine:	CA18DET (straight four, DOHC turbo)		
Total displacement:	1,809cc		
Maximum output:	175ps / 6,400rpm		
Maximum torque:	23.0kgm / 4,000rpm		



STAGE 70
CENTER CONSOLE (3) AND SIDE SKIRTS (1)

In this issue, we will fit LED lights 16 and 17 into the center console. The left side skirt will be mounted in one of the next assembly stages.

PARTS

70A



AM

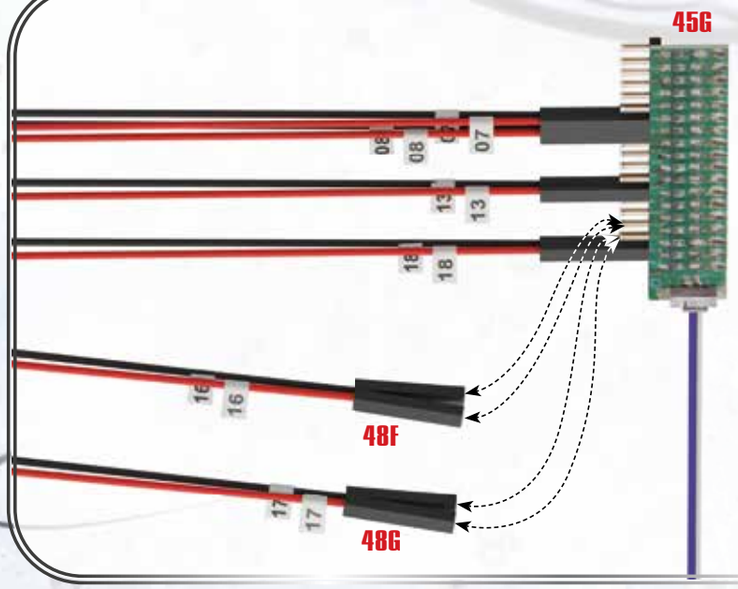


CP



70A Left side skirt
AM Screws 1.7×4mm (×2*)
CP Screws 2×4mm (×2*)

*Including spares



70.01

Retrieve the PCB splitter 45G and carefully remove the connectors of the LED light wire 16 48F and LED light wire 17 48G.

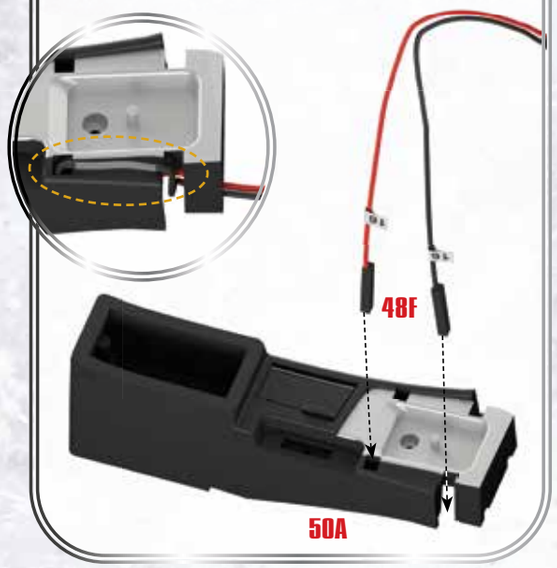
70.02

Retrieve the center console trim 50A and detach the handbrake dust cover 51C. The handbrake is temporarily removed to facilitate the following assembly steps.



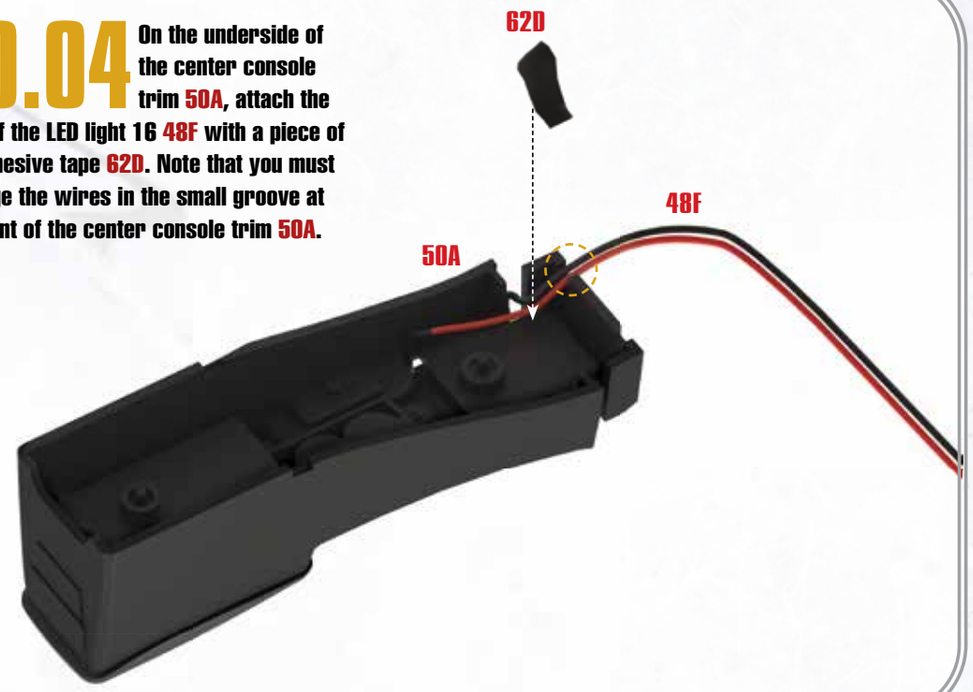
70.03

Insert the connector of the LED light red wire 16 48F through the highlighted hole in the center console trim 50A. Guide the black wire connector into the highlighted slot in the center console. 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.



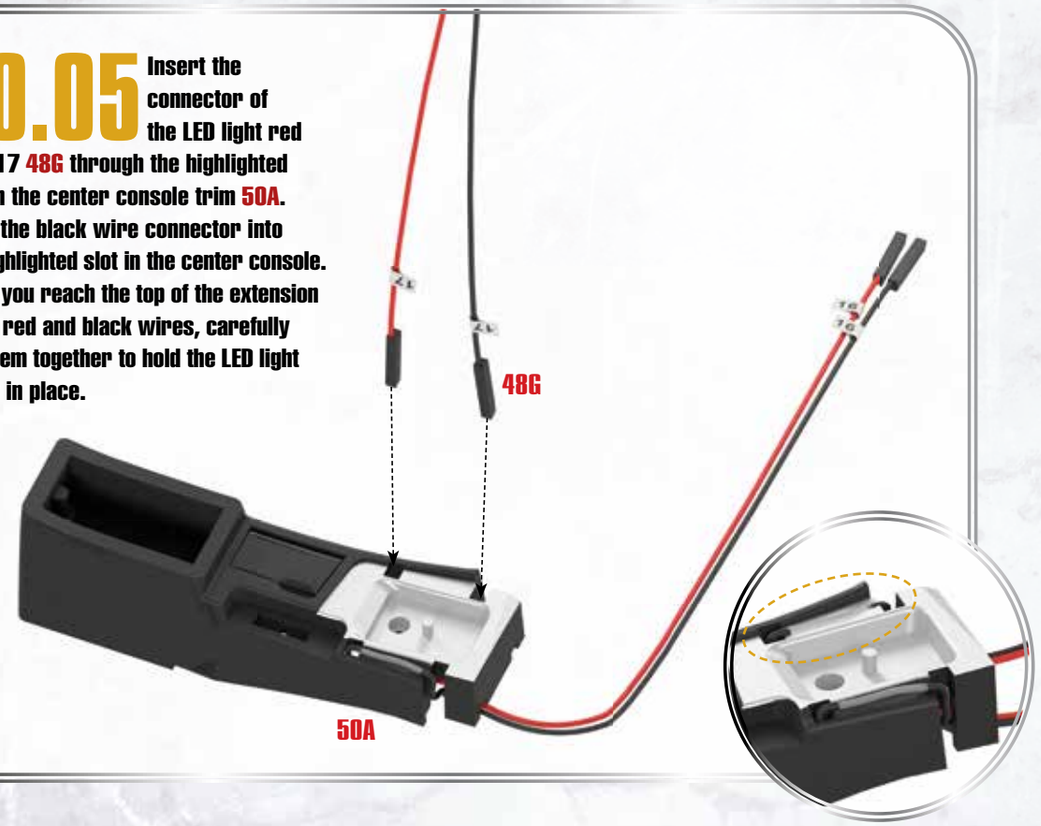
70.04

On the underside of the center console trim 50A, attach the wire of the LED light 16 48F with a piece of the adhesive tape 62D. Note that you must arrange the wires in the small groove at the front of the center console trim 50A.



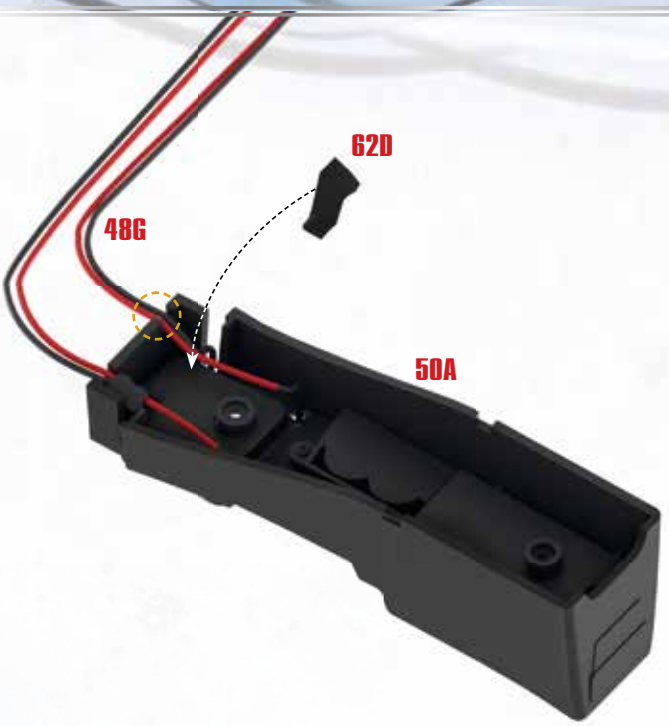
70.05

Insert the connector of the LED light red wire 17 48G through the highlighted hole in the center console trim 50A. Guide the black wire connector into the highlighted slot in the center console. 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.

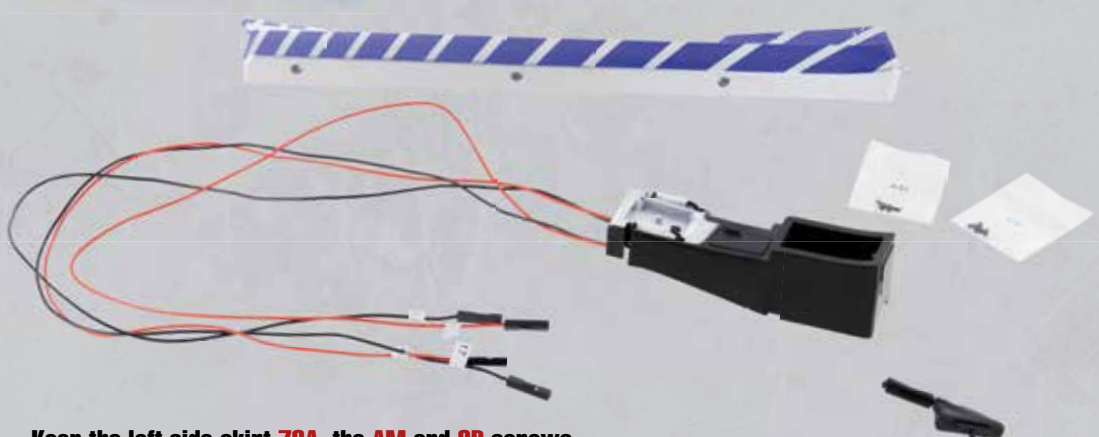


70.06

On the underside of the center console trim 50A, attach the wire of the LED light 17 48G with a piece of the adhesive tape 62D. Note that you must arrange the wires in the small groove at the front of the center console trim 50A.



Final assembly



Keep the left side skirt 70A, the AM and CP screws, as well as the handbrake assembly you removed in step 2 aside for later assembly.

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