FAST & FURIOUS™

Build
BRIAN'S NISSAN SKYLINE GT-R

71

F237FSC071



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



THE SKYLINE 2000GT-R HARDTOP (KPGC10)

To further enhance the potential of the Skyline 2000GT-R, which was designed to dominate its rivals in touring car racing, the car was converted to a hardtop body with improved mechanical and aerodynamic performance. Its powerful appearance with over-fenders and spartan layout made it an object of admiration among young car fans of the time.

In October 1970, the Skyline (C10) underwent minor changes, and a new variant, the sporty hardtop, was added. At the same time, the body of the Skyline 2000GT-R was changed from a conventional four-door sedan to a hardtop, and the model designation became KPGC10.

Compared to the four-door sedan, the hardtop 2000GT-R had a 2.8in (70mm) shorter wheelbase, 2.6in (65mm) shorter overall length, and 0.6in (15mm) lower overall height. The vehicle weight was reduced by 44lb (20kg) to 2,425lb (1,100kg). These changes improved the car's dynamic performance, and the aerodynamic characteristics were also improved by lowering the front and rear windows more than in the four-door sedan, which was also a major advantage when converting the car to race specifications.

The hardtop 2000GT-R's distinctive exterior feature was the rear FRP over-fenders. The four-door sedan 2000GT-R had the characteristic of surf lines cut out and molded into circular wheel arches to accommodate the wide tires, but on the hardtop, the surf lines were notched and the over-fenders were installed on top of them.

As a result of these over-fenders, the overall width was 65.6in (1,665mm), which was 2.75in (70mm) wider than that of the base hardtop 2000GT. The purpose of installing over-fenders as standard was not only to accommodate wider tires, but also to give the car an advantage when converted to racing specifications.

At the time, the Special Touring Car (TS) category, in which the the Nissan Team's Skyline 2000GT-R raced, allowed a wide range of modifications to

FANHOME

DeAgostini COLLECTIBLES

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

UNIVERSAL



The catalog of the 1971 Skyline 2000GT-R. It claimed a top speed of 124mph (200km/h). The front seats were full bucket seats with no reclining mechanism. The S20 engine was described as a "W-OHC 24-valve" engine, which was a sign of the times.

the production-based car, including the installation of over-fenders. According to the vehicle regulations, the size of the over-fenders had to be as follows: "Over-fenders (wing extensions) may not increase the width of the wings by more than 5cm (2in) on each side of the vehicle. The measurement shall be made in a vertical plane passing through the center of the wheel hub." (JAF Domestic Vehicle Regulations.)

In other words, the rear fenders equipped with over-fenders could be wider than those of the TS version. Considering the body dimensions of the base 2000GT, the overall width of 62.8in/1,595mm + 2.75in/70mm (standard equipped with overfenders) + 3.9in/100mm (TS vehicle regulations) equaled an overall width of 69.5in/1,765mm (TS specification). This enabled a wide body and wide tread, which was an advantage in racing.

In addition to the Skyline 2000GT-R (KPGC10/KPGC110), other domestic cars in the 1970s had over-fenders as standard equipment. Examples included the Nissan Fairlady 240ZG (HS30), Nissan Cherry Coupe X-1-R (KPE10), Toyota Corolla Levin/Sprinta Treno (TE27), and Mitsubishi Galant GTO 2000GS-R (A57C).

NEW DESIGN TOUCHES

Other than the over-fenders, parts exclusive to the 2000GT-R were also introduced into the body design. The bold mesh-type front grille – which would later be used on the 2000GT – and the simple rear end were examples of the differences between the 2000GT-R and other grades. The fender mirrors were swapped-out from the 2000GT's chrome finish to a matte black type. In addition, the windshield was transparent tempered glass instead of blue glass. The car was also equipped with a rear defogger, and other items not necessary for racing were omitted for substantial weight reduction.

The instrument panel was specially designed for the interior. On the left was a full-scale 10,000rpm tachometer that indicated the red zone from 7,500rpm, and on the right was a 240km/h (150mph) speedometer. Surrounding them were the fuel gauge, water temperature gauge, and oil pressure gauge that displayed up to 10kg/cm^2. Naturally, a clock, radio, and heater, which were not necessary for racing, were made optional, but the front bucket seats were standard equipment.

The steering wheel was changed from the Nardi-type wood of earlier models to a leather-wrapped example. The interior was very different and spartan compared to the Fairlady Z432, which was equipped with a car stereo and other luxury items. Just like the sedan 2000GT-R, the fuel tank mounted below the trunk had a large capacity of 26.4 gallons (100 liters) as standard.

The suspension was strengthened from the base 2000GT, with a non-slip differential (mechanical LSD) as standard equipment. The brakes were the same as the base model, with opposed two-piston caliper disks at the front and drum brakes at the rear; the difference compared with the 2000GT was that the brake doubler (master vac), which is now standard equipment, was optional. Without the doubling device, the pedal touch was direct and easy to control, but a large amount of pedal force was required. At the time, there were other cars without brake doubling devices, mainly sports and low-priced models, but there is no doubt that they were unwieldy for ordinary drivers to use in daily driving.

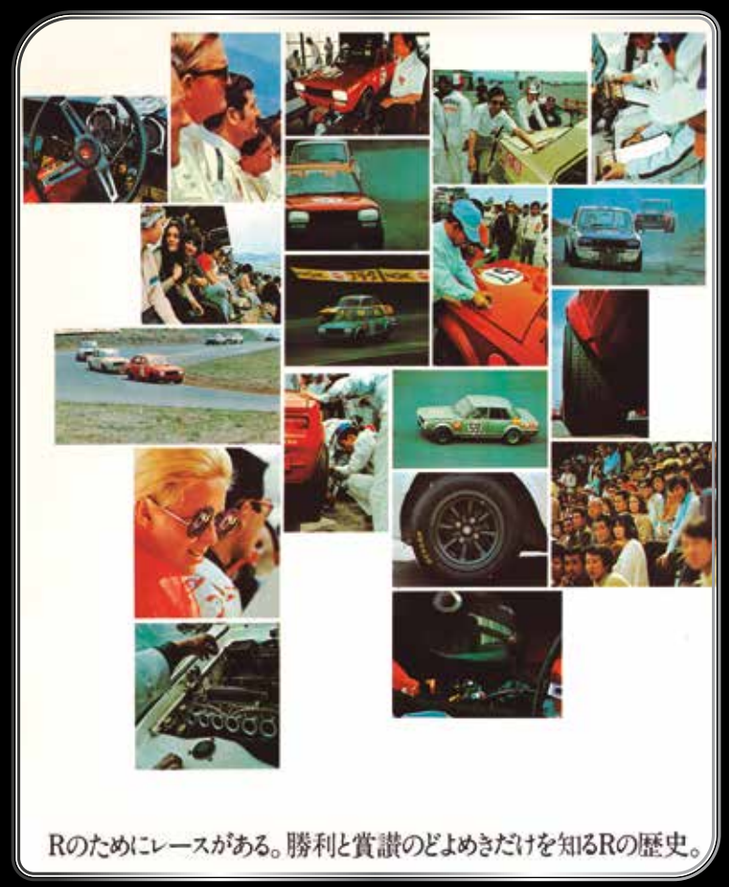
The steering gearbox was a recirculating ball type, which was standard for domestic cars in the 1970s, with a gear ratio of 18.5. The 2000GT-R did not offer power steering, even as an option, so steering operation required plenty of force. At the time, this was the norm, and it was rare for a sports car or sporty model to be equipped with power steering because it would "lose the direct steering feel".

REDUCTION IN POWER OUTPUT

The two-liter, in-line six-cylinder, four-valve DOHC S20 engine was basically unchanged from the previous model, but a blow-by gas reduction device was newly installed to suppress exhaust emissions, and a regular gasoline version was added.



The over-fenders and the rear spoiler were designed to excite car enthusiasts of the time. This page of the catalog shows off the racing experience that was already being established with the four-door Skyline 2000GT-R.



For the regular gasoline version, the shape of the piston head was changed and the compression ratio was reduced from 9.5:1 to 9.0:1. In addition, the ignition timing was delayed to reduce emissions. Maximum output was reduced from 160ps/7,000rpm to 155ps/7,000rpm for the high-octane version, while maximum torque was reduced from 18.0kgm/5,600rpm to 17.6kgm/5,600rpm. As a result, the maximum speed was reduced from 124mph (200km/h) to 121mph (195km/h).

The power of 160ps is equivalent to about 145ps in the net display used today, but it was more than enough because the vehicle weight of the hardtop 2000GT-R was as light as 2,425lb (1,100kg), which is close to today's compact class. It had the second-highest power output among Nissan cars in 1970, after the 180ps four-liter V8 of the original President, and the highest power output among midrange Japanese passenger cars.

It would be more than ten years before a two-liter non-turbocharged, naturally-aspirated engine with specifications exceeding the S20's 160ps appeared in successive generations of the Skyline, and the four-cylinder, four-valve, DOHC FJ20E engine of the Skyline 2000RS (DR30), which debuted in 1981, could not achieve 150ps. The RB20DE type, a four-cylinder, four-valve DOHC engine, mounted in the Skyline (R31) that debuted in 1985, finally achieved a gross 165ps.

Even though 160ps was the specification before the full-fledged emission regulations, it shows that the S20 type – which was redesigned for production cars based on the GR8-type engine of the Prince R380 developed in 1965 – was a special high-performance engine. ♦

A racing version of the two-door hardtop 2000GT-R is also featured. The illustrations showcase the car's state-of-the-art technology of the time, including a non-slip differential (mechanical LSD) and a full transistor ignition system.



FAV ATTACK BUGGY, A COMBAT VEHICLE FOR SHAW

In *Furious 7,* Deckard Shaw surprises audiences by appearing and carrying out his attacks in the most unexpected places, even using surprising assault vehicles as maneuverable and dangerous as the FAV Attack Buggy.



Based on the FAV Attack Buggy, which was designed for military use in the 1980s, Vehicle Coordinator Dennis McCarthy created a custom machine for Deckard's character.

The coarse-yet-sophisticated personality of Deckard Shaw is reflected by the vehicles he uses. He sets the style with models such as a 2014 Jaguar F-Type R, a 2008 Aston Martin DB9, a 2010 Lamborghini Aventador, and a 2014 Maserati Ghibli. To display his more combative side, the FAV Attack Buggy came into play in *Furious 7.*

WHEN AND WHERE YOU LEAST EXPECT IT

Shaw attacks at unpredictable times in unpredictable places. At the most delicate moment of Ramsey's rescue, on the winding mountain roads of Azerbaijan, Owen Shaw's big brother appears out of nowhere in an FAV Attack Buggy to show Dom Toretto that Mose Jakande's mercenaries are the least of his problems. Dom struggles mightily to get Ramsey to safety in his Dodge Challenger Off-Road while withstanding Shaw's constant attacks.

The pursuit spins completely out of control when the vehicles leave the road to begin a dizzying descent of the mountain. Dom maintains command of his Dodge Challenger even as he concocts an idea for shaking off Jakande's men. But he doesn't escape Shaw, whose FAV Attack Buggy adapts perfectly to the uneven terrain. Nevertheless, the vengeful ex-soldier will soon find out why Dom is considered one of the best drivers in the world.

A TAILOR-MADE COMBAT VEHICLE

The FAV Attack Buggy dates back to the 1980s. Chenoweth Racing began making FAVs (Fast Attack

Vehicles) in 1982 for the US Ninth Infantry Division. It was an armored vehicle designed to patrol the desert and carry out rapid maneuvers under enemy fire. It came equipped with a 150hp Volkswagen engine, accelerated from 0 to 30mph (48km/h) in just four seconds and reached speeds of up to 80mph (129km/h).

When considering a selection of vehicles for *Furious 7*, Vehicle Coordinator Dennis McCarthy liked the FAV Attack Buggy as a possible combat vehicle for Shaw. McCarthy wanted both Dom's Dodge Charger Off-Road and Shaw's FAV to use the same chassis, a tubular steel frame designed by CAD to travel over any terrain. The crew mounted a Sweeney FX roll cage and interior panels to give shape to the FAV 500 CV LS3 that Shaw uses in the thrilling chase in Azerbaijan. This vehicle was built with high-quality components, including a Kilgore Turbo 400 transmission, Wilwood disk brakes, King Coil-Over shock absorbers, a Sparco steering wheel, a Mastercraft racing seat, and General Grabber tires.

This combination of first-rate materials and the fine work of the crew's mechanics produced an agile, rapid, and extremely tough vehicle. Every cast member wanted to drive it, although that privilege was reserved only for Jason Statham, who used the FAV to once again demonstrate his character's ferocity and tenacity. ♦

THE ADVENTURES OF BRIAN O'CONNER

A heist in Hernán Reyes's cash houses

In *Fast Five,* after getting their elite team together, Dom and Brian set out for personal vengeance against the sinister businessman Hernán Reyes. Hooded and heavily armed, they rob one of the "cash houses" in Rio de Janeiro where the drug-trafficker keeps his money. One of Reyes' thugs confronts the robbers, telling them that if they rob Reyes, they'll find no place to hide. Dom and his team take off their masks and reveal they haven't come to steal the drug money, but to destroy it. And that's what they do – they pile the money up in the middle of the house and set fire to it. The war has begun.



Off-road and down a steep hill, Dom and Deckard test their driving skills and vehicle endurance.

LAUNCHING THE NISMO 400R

Part 2: The new road-going NISMO wows the fans

The NISMO 400R Proto looked spectacular and imposing. It had been developed using NISMO's experience in endurance races, resulting in a model that pushed out 400hp and would go from a prototype to a very limited-edition production car a year later.



When the new model was revealed at the 1995 Tokyo Motor Show, the car had a black stripe along the side of its bodywork with "400R" written on it. The specifications plate read "NISMO 400R Proto", reflecting the maximum power output of 400hp. Enthusiasts at the time could immediately tell that this model was a complete production car in a

The NISMO 400R was officially launched as a production model in January 1996. The unique yellow body color was only available on NISMO demo cars. Except for the engine, the model was totally developed in-house by NISMO.

similar vein to the 270R, a prototype car based on the Silvia (S14) that had been released by NISMO in 1994.

The reason for setting the maximum output at 400hp was based on the experience of competing in N1 endurance races and Group N races such as the 24 Hours of Spa and the Nürburgring 24 Hours, and the belief that this output would ensure the durability of the engine and transmission.

Engine development began with the original 2,600cc displacement of the RB26DETT. The turbocharger for the N1 variant was a metal type with high durability. As a street car, however, it was hampered by exhaust noise regulations, the installation of a catalytic converter, and the need to meet NISMO's own exhaust regulations, which were the same as those for production cars. Various attempts were made, but no solution was found.

Finally, the desired performance characteristics were achieved by increasing the displacement to 2,800cc, the same as that used in GT cars. In addition, fenders were added to allow the then-wide 275/35R18 tires to pass inspection, and the hood was changed to a lightweight type with cooling ducts.

With a maximum output of 400hp, the NISMO 400R was designed for the streets, not the circuits.

In January 1996, the 400R was officially unveiled at the Auto Salon Show with a price tag of 12 million yen. It immediately became the talk of the town. ♦

The over-fenders were necessary to comply with vehicle inspections at the time. Rear fenders and other body parts were retained, and as a result, they became an important stylistic element of the 400R.



THE BLUEBIRD RETURNS TO RALLYING

The 8th-generation Bluebird (U12), which debuted in 1987, included a lineup of spartan, competition-based vehicles for domestic motorsports. The grade was called "SSS-R", and if the R in the Skyline GT-R stands for "Racing", it was clear that the R in the Bluebird SSS-R stood for "Rally".

The background to the appearance of the SSS-R was the revision of the Japan Automobile Federation (JAF) competition vehicle regulations in May 1986. Modifications to domestic rallies held on public roads were significantly restricted. In addition, until then, it was commonplace to change the cross transmission and suspension, and to install auxiliary lights. Furthermore, it was now prohibited to retrofit roll bars, four-point seat belts, and bucket seats, which are originally safety equipment.

So, for rally drivers, Nissan developed the Bluebird SSS-R, a competition-only vehicle fitted with the necessary equipment for rallying from the start, based on the full-time 4WD Sedan 1800 Twin Cam Turbo SSS ATTESA LIMITED. The exterior featured an air scoop for cooling the hood intercooler, and the early model CA18DET-R engine used Cosworth forged pistons. The special turbocharger was equipped with



In 1988, the car made its All Japan Rally debut, where its rival was the 2,000cc turbo Mitsubishi Galant VR-4. Despite the power disadvantage, the SSS-R's lightweight body propelled it to victory.

The steering wheel and NISMO bucket seats were options. A domestic rally-spec car with almost every available racing component was available at Nissan dealers.





After minor changes, the 2,000cc SSS-R was a very complete rally car. Its power was equal to that of its rivals, and with its great maneuverability and light body, it easily won the Championship.

a stainless-steel octopus exhaust manifold, and by increasing the boost pressure, it achieved a maximum output of 185ps, 10ps higher than the standard.

A cross transmission was also included as standard equipment. Luxury equipment unnecessary for rallying was removed, and the interior and exterior were simplified to reduce weight. The car was equipped with a four-point roll bar, large fog lamps, and other rally features, and was available at dealerships. NISMO also released a number of rally parts for the Bluebird SSS-R. An early model 1.8-liter turbo SSS-R won the 1988 All Japan Rally Championship.

In 1989, the Bluebird's engine was changed to the SR series, and the SSS-R also received a two-liter turbo SR20DET type engine with 205ps. The engine itself was the same as the standard version, but the gear ratio of the cross transmission was revised so that up to four gears could be used.

The cooling system was also strengthened, and the overall power was greater than that of rivals such as the Mitsubishi Galant VR-4 and Subaru Legacy RS. In the end, the SS-R won four out of eight races to win the 1990 series. The mechanics of of the Bluebird 2000 SSS-R were then transplanted to the compact Pulsar, and the Pulsar GTI-R was born. ♦

TECHNICAL DATA

BLUEBIRD 1800SSS-R U12 TYPE (1987)

Length:	177.9in (4,520mm)	**Maximum torque:**	24.5kgm / 4,400rpm
Width:	66.5in (1,690mm)	**Vehicle weight:**	2,623lb (1,190kg)
Height:	54.9in (1,395mm)	**Suspension (front/rear):**	Strut/strut
Wheelbase:	100.4in (2,550mm)	**Brakes (front/rear):**	Ventilated disk / disk
Tread (front):	57.5in (1,460mm)	**Tires:**	185/70R14
Tread (rear):	56.7in (1,440mm)		
Engine:	CA18DET-R (straight four, DOHC turbo)		
Total displacement:	1,809cc		
Maximum output:	185ps / 6,400rpm		



STAGE 71 CENTER CONSOLE (4) AND LEFT DOOR (1)

In this issue, we will position the central console on the chassis. We will then attach the hinge to the inside of the left door.

PARTS

71A



71B



71C

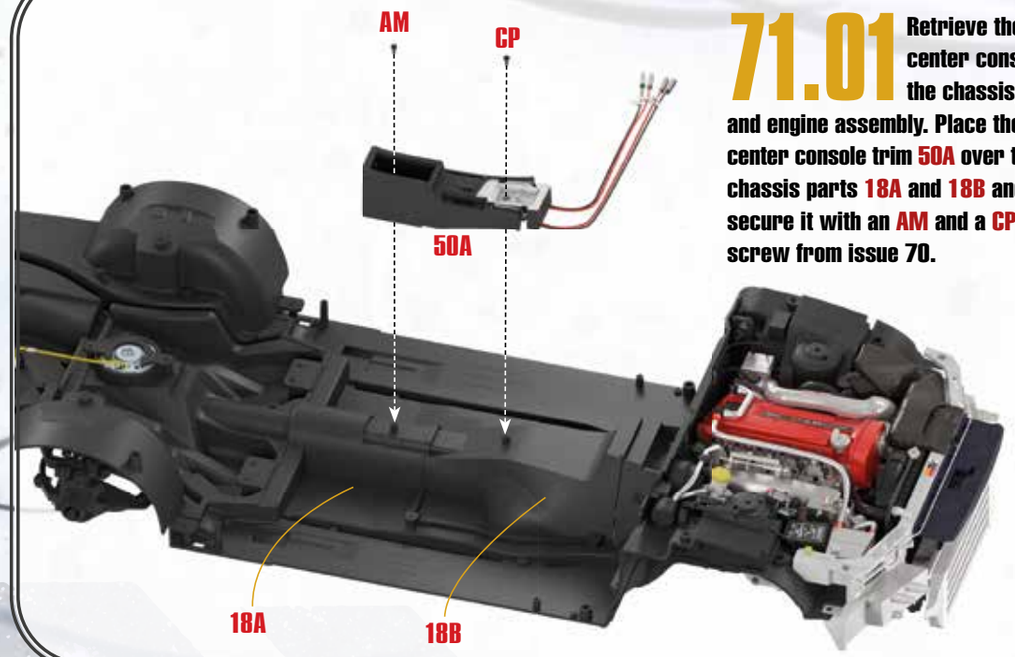


VM



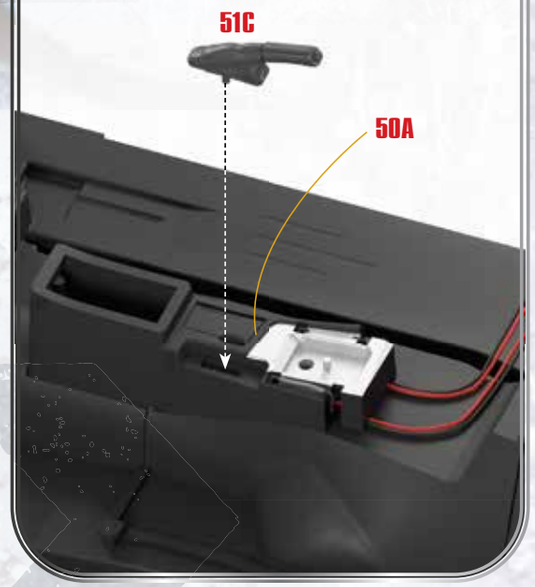
71A Left door
71B Hinge plate
71C Left door hinge
VM Screws 2.3×3×6mm (×2*)

*Including spares

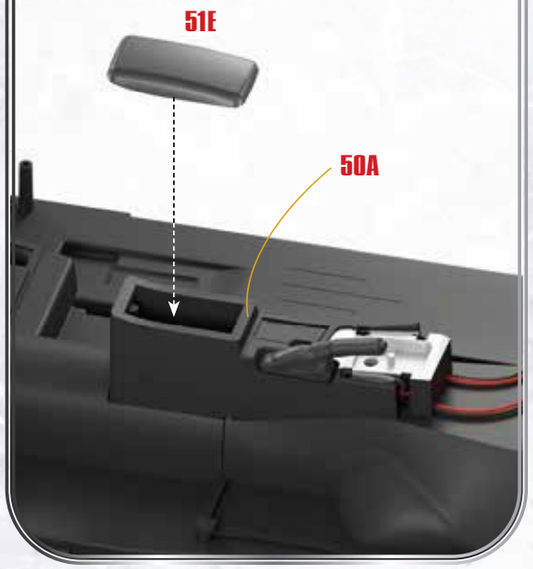


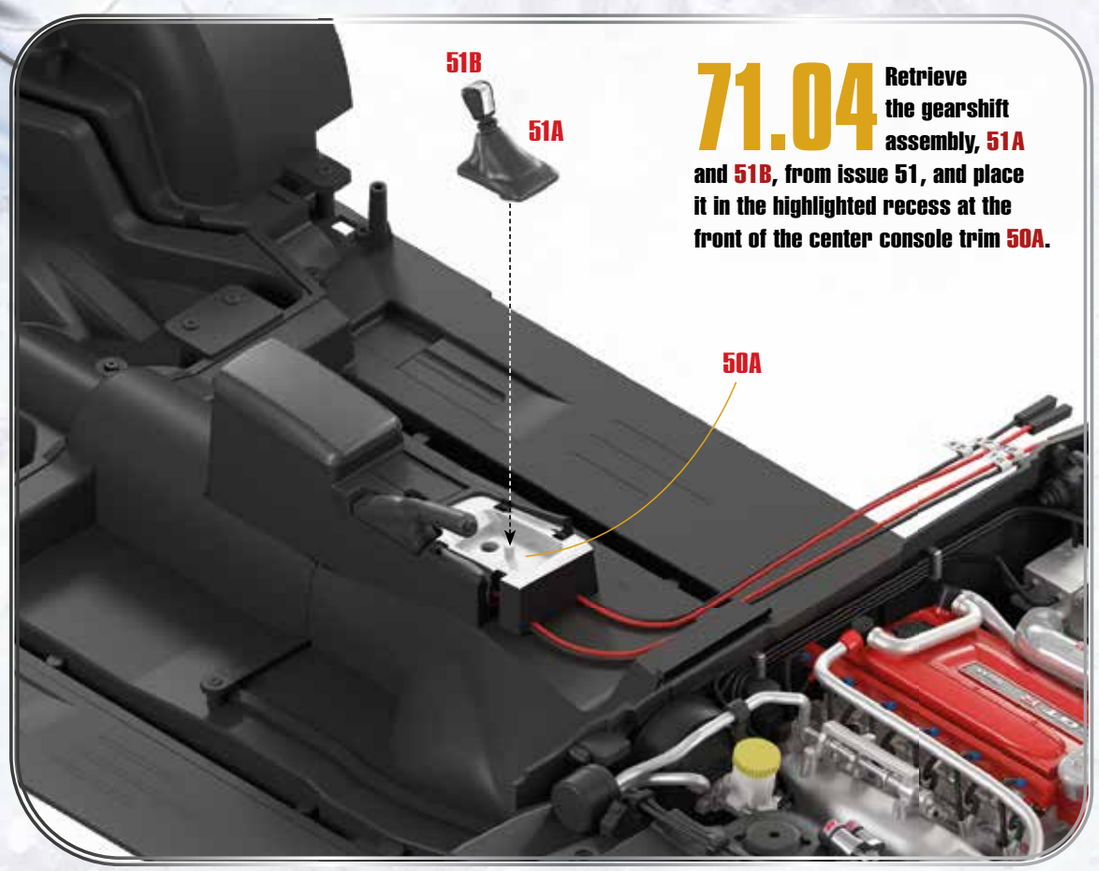
71.01 Retrieve the center console, the chassis, and engine assembly. Place the center console trim 50A over the chassis parts 18A and 18B and secure it with an AM and a CP screw from issue 70.

71.02 Return the handbrake 51C, which you temporarily removed in the previous issue, to the center console trim 50A.



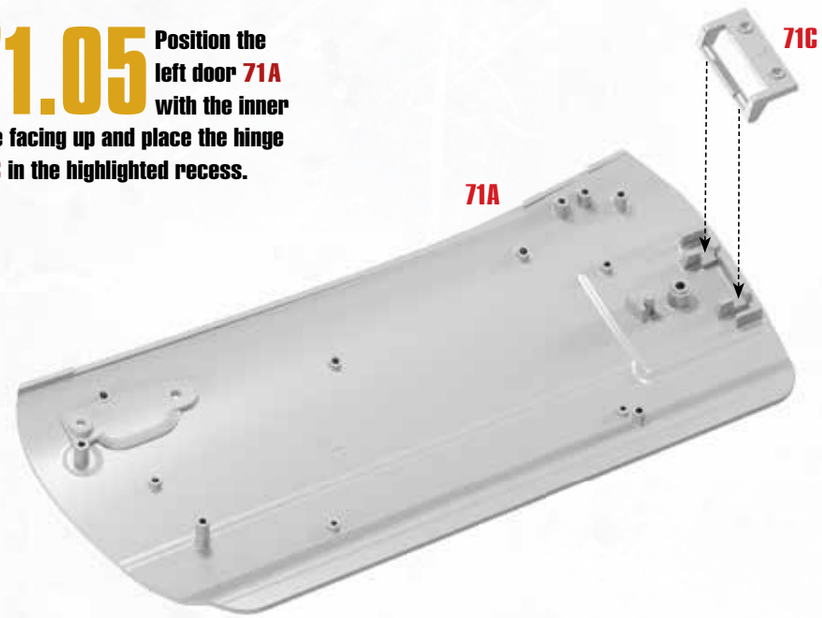
71.03 Retrieve the center console armrest cover 51E from issue 51 and place it over the highlighted recess in the center console trim 50A.



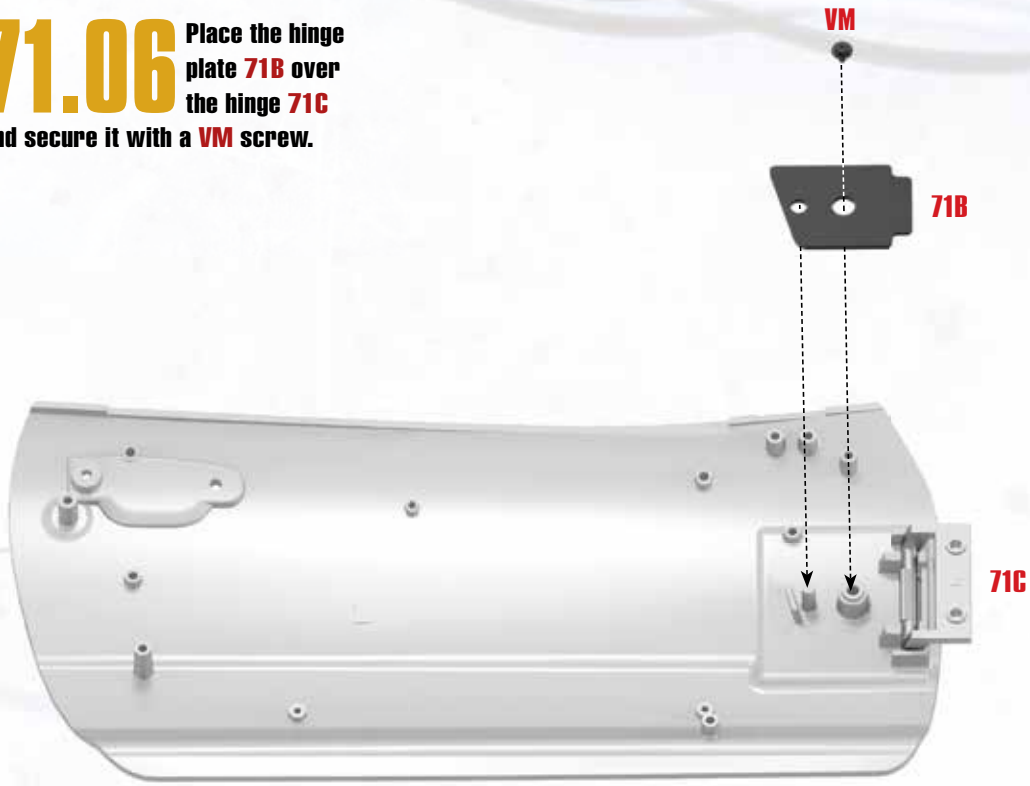


71.04 Retrieve the gearshift assembly, 51A and 51B, from issue 51, and place it in the highlighted recess at the front of the center console trim 50A.

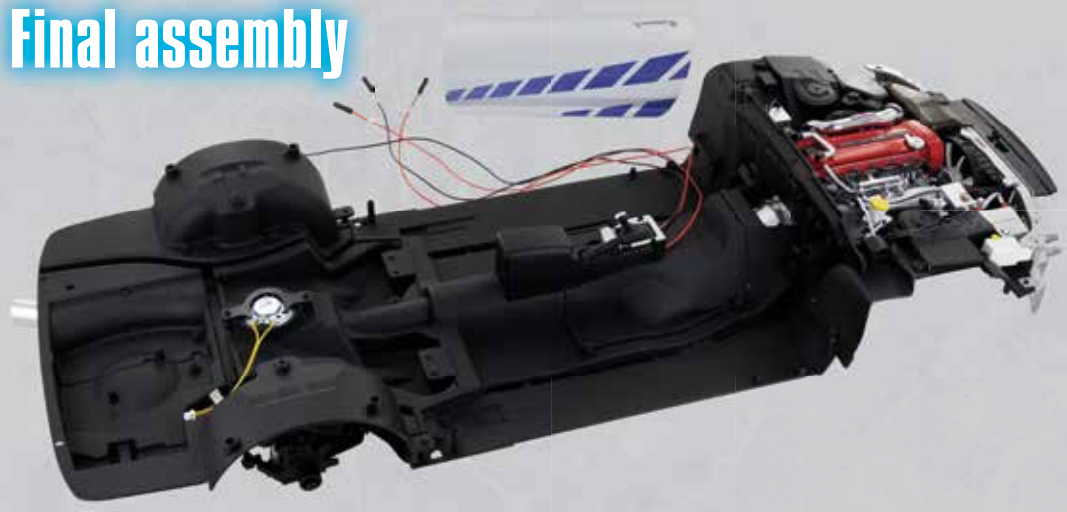
71.05 Position the left door 71A with the inner side facing up and place the hinge 71C in the highlighted recess.



71.06 Place the hinge plate **71B** over the hinge **71C** and secure it with a **VM** screw.



Final assembly



FANHOME

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

UNIVERSAL