FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

78



F237FSC078

FANHOME

Fast & Furious Franchise
© 2025 Universal City Studios LLC. All Rights Reserved.

UNIVERSAL

FAST & FURIOUS

Build
BRIAN'S NISSAN SKYLINE GT-R

ORIGINAL VERSION
© 2025, Editorial Planeta DeAgostini S.A.U.
Avda. Diagonal, 662-664
08034 Barcelona, Spain
All rights reserved

© 2025 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 (C110) – PART 3

The Skyline (C110) had a completely new exterior and interior design, but the engine and suspension were based on the mechanics used in the previous C10 model, so a sensible approach was taken to ensure that these elements evolved in the normal way. In addition, the adoption of a fuel vapor suppression device in the engine's fuel system was the first step in pollution countermeasures, including compliance with upcoming exhaust gas regulations.

The engines installed when the Skyline (C110) made its debut in September 1972 were two types of in-line four-cylinder SOHC G-type engines for short-nose models and the in-line six-cylinder SOHC L20-type engine for long-nose models. The 2000GT-R (KPGC110, hereafter referred to as the GT-R), which was added in January 1973, was equipped with the S20 engine. This was the same power plant used in the previous GT-R (KPGC10) – a straight-six DOHC unit that was based on the GR8 engine of the Nissan R380 prototype racing car and redesigned for use in a production model.

The four-cylinder G-type engine, which was developed during the Prince Motors, Ltd. era, came in two types: the G18 (105ps) and the G16 (100ps). The G16 model, which had an increased displacement of 1.6 liters, replaced the G15 model, which had a capacity of 1.5 liters. The bore was the same as the G18 model at 85.0mm, but the stroke was shortened from 80.0mm to 70.2mm. The word "1600" was added to the rocker cover. Both the G18 and G16 models were also improved with the adoption of a fuel evaporation suppression device to reduce pollution, the adoption of a non-contact electromagnetic pump, improved performance of the intake

FANHOME

DeAgostini COLLECTIBLES

Fast & Furious Franchise
© 2025 Universal City Studios LLC. All Rights Reserved.
UNIVERSAL



air heating device, and the adoption of gussets to prevent vibration. However, these G-type engines, which were originally developed by Prince Motors, Ltd., were replaced by the four-cylinder L18 and L16 engines developed by Nissan Motor Co., Ltd. during a minor model change in October 1975.

The L20 engine was basically the same as its predecessor. There were two specifications: a single-carburetor type (120ps on high-octane fuel, 115ps on regular fuel) and a SU twin-carburetor type (130ps on high-octane fuel, 125ps on regular fuel). Due to the car's on-board equipment, the oil pan shape was changed, a fuel vapor control device was adopted, the camshaft profile was amended, and the shape of the SU twin-carburetor was modified. Of these, the camshaft profile was changed to improve performance to suit the vehicle, and the same profile as the L26 engine in the Cedric/Gloria 2600 (H230) was adopted for both the single- and twin-carburetor types.

The changes made to the S20 engine (160ps on high-octane fuel, 155ps on regular fuel) were minimal, and included the addition of a fuel evaporation suppression device, modifications to the shape of the exhaust manifold, and changes to the carburettor linkage.

There were four types of manual transmission (MT): a three-speed column shift (R3W65) for the G16 engine, a four-speed floor shift (F4W63) for the G16 and G18 engines, a four-speed floor shift (F4W71B) for the L20 engine, and a five-speed floor shift (FS5W71B) for the L20 model. The five-speed floor shift for the L20 model was developed exclusively for the 2000GT series. The synchro device for gears 1 to 4 was of the Warner type, while the synchro device for gear 5 was of the Porsche type. In contrast

The six-cylinder 2000GT/2000GT-X had a long-nose body for both the four-door sedan and two-door hardtop. The interior was also different from the four-cylinder models.

to the previous model, which had gear ratios similar to those used in racing, the new model had gear ratios that were more suitable for driving in the city and on expressways.

The five-speed manual transmission (FS5C71B) for the GT-R was a different model, and it had the same Porsche-type synchronization mechanism and closed-ratio gear ratios as the previous model, from 1st to 5th gear. The three-speed automatic transmission (AT) for the G-type engine came in two types, depending on the grade: floor shift or column shift, while the L20-type engine was fitted with a floor-shift automatic for all models.

The propeller shaft connecting the transmission and differential was a three-joint type, except for some



The two-door hardtop, which was powered by a 1.6- or 1.8-liter, four-cylinder engine, had a short-nose body. Its instrument panel was also different from that of the six-cylinder models.

models. This contributed to safety in conjunction with the extended wheelbase and higher speeds, as well as reducing vibration and noise levels during high-speed driving.

UPGRADED SUSPENSION AND BRAKES

The suspension was the same as the previous model, with struts on the front of all variants. It was equipped with a 0.75in (19mm) diameter stabilizer to reduce roll during cornering. The rear suspension was a combination of semi-trailing arm independent suspension for the long-nose models and a rigid axle with leaf springs for the short-nose models. The GT-R used the same suspension type as the long-nose models on which it was based. The main differences on the GT-R were that it used a higher spring rate and it was also equipped with a 0.47in (12mm) diameter stabilizer at the rear.

The four-door sedan and wagon, which had a short-nose body. The interior was basically the same as that of the two-door hardtop.

The semi-trailing-arm rear suspension was a feature of the Skyline for five generations and over 20 years, from the Skyline 2000GT (GC10) to the R31 that was introduced in 1985.

The steering mechanism was the same as the previous model, with a light-touch recirculating ball system. The long-nose models used a variable ratio steering gear – the ratio was 19.0 when driving straight ahead and 22.5 when fully locked. This provided stable and sharp responsiveness when driving straight on a highway, and light steering effort and smooth handling when traveling at low speeds or parking in a garage. Incidentally, power steering was available as a factory-installed option for some grades of the later 2000GT models.

In addition, the collapsible steering column, which absorbed impact at three points when the steering column was subjected to an impact load exceeding a specified value in the event of a collision, continued to be used. The structure was changed from the conventional bellows type to a steel ball type, which improved the stability of the impact absorption performance, increased the bending rigidity of the column, and improved the rotational response of the shaft.

The brake system was more advanced than the previous model. Front disk brakes and master brakes (with a brake booster) were standard equipment on models other than the standard sedan and van models, which were often used for taxi specifications.

The 2000GT and 2000GT-X, which were long-nose cars with six-cylinder engines, and the GT-R, used the same braking setup as the previous model, with Sumitomo Electric Industries' S16-type calipers with two opposing pistons. The long-nose cars were also





Engines of the Skyline series. The Skyline engines were either a six-cylinder L20/L20 SU twin-carburetor unit or a four-cylinder G16/G18. You could also choose between manual transmission or automatic transmission.

equipped with the NP valve, which was popular as a device to prevent the rear wheels from locking. It was designed to adjust the hydraulic pressure on the rear wheel cylinder side so that, when the front and rear brakes were functioning normally, even if the driver applied the brakes suddenly, the rear tires would not lock up prematurely.

Only the GT-R had disk brakes on the rear as well as the front, making it the first Skyline to feature four-wheel disk brakes. The GT-R's disk brakes and suspension were transferred to the 2000GTX-E S Type, the top-of-the-range sports model that was later introduced.

At the time, top speeds were listed in the sports models catalog as numerical values indicating the car's "performance". The Skyline was no exception. The maximum speed of the five-speed manual model of the 2000GT-X (SU twin-carburetor high-octane specification), which boasted a maximum output of 130ps, was listed as 112mph (180km/h) for both the hardtop and four-door sedan. The four-speed manual model, which had the same engine, was listed as 108mph (175km/h). The GT-R's maximum speed was declared as 124mph (200km/h) in the main specifications of the catalog.

The maximum speed of the Nissan GT-R (R35) that was launched in the 21st century is said to be over 186mph (300km/h), so the difference in performance from the C110 era is huge. However, a maximum speed of 124mph (200km/h) was something special for a domestic sports model of that time. ♦



In the catalog, the thoughts of the design and engineering teams were recorded along with design sketches of each body shape.

LETTY'S MOTORCYCLES

In addition to being an experienced driver of fast cars, Letty Ortiz reveals throughout the series her great love for motorcycles, which she rides in some incredible sequences.



The first time Letty Ortiz demonstrates her skills on two wheels is in the pulsating opening sequence of *The Fate of the Furious,* set in Cuba. When Dom accepts a challenge from a local rider named Raldo to race him in the so-called Cuban Mile through the streets of downtown Havana, Letty decides to follow the race astride a powerful Harley-Davidson specially prepared for the film by vehicle coordinator Dennis McCarthy's team. But she's not just watching the race; with the help of Dom's cousin Fernando, who rides a Honda CB 350K, Letty's job is to close off the streets that will be part of the course to prevent fatal accidents. This means getting ahead of the racers and pulling off some breathtaking stunts.

In addition to being an excellent driver, Letty reveals throughout the saga that she also has a great passion for motorcycles.

ABSOLUTE CONTROL

In *F9: The Fast Saga,* Dom and Letty have finally found a secluded place to enjoy family life in peace. However, complications are just around the corner. Mr. Nobody's plane has crashed in the middle of the dense

Central American jungle of Montequinto. Letty gets ready for action on a spectacular Harley-Davidson Sportster Iron. When Dom's team reunites and reaches their jungle destination, they are surprised by the country's militia, who open fire without warning. Dom and company escape at full speed in an astonishing variety of vehicles. On a powerful Yamaha YZ 450F motorcycle, Letty almost flies over the hills of Montequinto, dodging natural obstacles as well as bullets fired by her pursuers. Light, slim, and aggressive, the bike with which Yamaha won its first Motocross World Championship shows it can handle all types of terrain with absolute precision when accelerating, braking, and cornering.

DUELING MOTORCYCLES

If getting out of Montequinto safely was a challenge for Letty, the one she faces later in Rome is no less a test. In *Fast X,* the unbalanced Dante Reyes, son of the late Brazilian drug dealer Hernán Reyes, has vowed revenge on Dom Toretto and his crew. Dante threatens Vatican City by rolling a terrifying spherical bomb through the streets of Rome. Dom and his team attempt to slow it down in their vehicles, while Letty pursues the device on a customized Honda motorbike.

Once again, she demonstrates her skills at accelerating, braking, and avoiding obstacles as she races through the narrow streets of the Eternal City. When she realizes that Dante is nearby, riding a modified Harley-Davidson Pan America™, she doesn't waste a second in chasing him. Letty and Dante engage in a thrilling motorcycle duel through the labyrinthine streets, delivering a memorable spectacle for fans of the series. ♦

THE ADVENTURES OF BRIAN O'CONNER

Brian and Vince reconciled

Brian and Vince began fighting the moment they met. When they meet again in Rio de Janeiro in *Fast Five,* the mistrust and the suspicion resurface, especially after the foiled train heist and Vince's mysterious disappearance. Brian accuses Vince of betraying them and suspects that Vince has also put the police on his trail. Later, while Mia is shopping, she's confronted by Reyes's thugs, but Vince arrives just in time to save her. When he learns of the rescue, Brian offers to shake Vince's hand and they bury the hatchet and cease quarreling.



In one of the promotional posters for the movie *F9: The Fast Saga,* Letty is seen posing on the Yamaha YZ 450F that she rides in the Montequinto chase.

DEVELOPING THE ROAD-GOING R390GT1

Part 2: Adapting the race model

From the position of the gearshift lever to the addition of comfort features including air-conditioning, turning the R390GT1 into a road-going model required quite a bit of work. Ultimately, a last-minute regulation change meant that the project was halted.



In modifying the R390GT1 for the road, the X-Track six-speed sequential transmission – which had a shift lever on the right-side sill in the original race version – was moved to the left. This resulted in poor shift feel and made it difficult to tell whether the transmission was in gear or not. In particular, it was difficult to get into neutral when the car came to a stop, which was a big problem. If the car could be put into neutral before stopping, it would go into gear, but this was not always possible in everyday situations. The feeling was that it was difficult to shift into neutral, much like an old motorcycle.

The catalog of the R390GT1 production model built for the 1997 24 Hours of Le Mans. The catalog was shot in England and was also available for sale at the time.

The driver's seat was fixed and required a front-to-back sliding mechanism. The same was true for the very narrow passenger

seat, but this was not a major problem. On the other hand, the windows on the left and right doors had no mechanism for opening or closing. There was an idea to use small sliding mechanisms like those used in racing cars, but the windows of the R390, which was quite a low model, had to be opened wide at highway toll booths in Japan when there was no ETC system.

Comfort features such as air-conditioning and an audio system were also required. At the very least, a radio was needed for the driver to receive information about traffic jams.

Other details were also pointed out, and based on the list of modification issues, a feasibility and cost estimation study was initiated.

Information then came in that it had been decided that only one road car would be needed to participate in Le Mans in 1998, as in previous years. As a result, the R390 road car project was dead in the water. However, if it had come to fruition, everyone assumed it would have been a supercar costing over 100 million yen at the time. ♦



The design of the dashboard was almost identical to the race version. The central tachometer was the hallmark of the street model, while interior cooling was incorporated.



The seats were full bucket type. There was no front/rear sliding mechanism, which was an issue. The gear lever was on the left side rather than on the right for the race model.



This long-tail street model was built for the 1998 Le Mans. If sales had been progressed, it would have been a genuine supercar.

THE FANTASTIC FIGARO



The Figaro's styling was not so much retro as Showa-modern with a sense of nostalgia. The body color was easy on the eyes.

The two-door personal coupe Figaro was first shown as an exhibit at the 1989 Tokyo Motor Show, and was launched two years later in 1991 in response to the positive acclaim it received. It was the fourth in Nissan's Pike Car series, following the extremely popular Be-1, the retro-style, limited-edition PAO, and the Escargot utility vehicle.

The Figaro was released in a limited run of 20,000 units. Despite the small production numbers, the car was given a major marketing campaign. It included the "Tokyo Nouvelle Vague" concept, which promoted the idea of love, and the production and release of "Figaro Story," a short omnibus film featuring the Figaro.

Like the previous Be-1 and PAO, the Figaro was based on the first-generation March (K10). However, unlike the previous two models, which were similar to the three-door March, the Figaro was an elaborate two-door coupe with a trunk and a special open-top mechanism (operated manually).

The drive mechanism was the same as that of the March. The suspension was a combination of struts at the front and four-link coil springs at the rear. Brakes were orthodox, with disks at the front and drums at the rear, while the steering was rack and pinion. The tire size was 165/70R12.



The dashboard design also had a retro image. The switches, gauges, steering wheel, and other parts were made of chrome, and were quite elaborate.

The engine was the only turbo-charged engine in the Pike Car series. The MA10E-T type, the same as the March Turbo, was a one-liter in-line, four-cylinder OHC turbo-charged engine producing 76hp. The drive system was front-engined, front-wheel drive, with only three-speed automatic transmission available.

The styling was retro, chic, and elegant, with many chrome parts. The white roof allowed the rear window and top to be stored in the trunk when the car was open-topped. Every part of the car was carefully crafted, including the white genuine leather seats and the instrument panel; even the gauges were exclusively designed.

The new car was priced at 1.87 million yen, a high price for a one-liter car. The compact cabin made it look like a two-seater, but in reality it was a four-seater with rear seats. Four body colors were available: Emerald, Pale Aqua, Lapis Gray, and Topaz Mist.



The interior was bright white. The seats were upholstered in genuine leather, making it look like a luxury car. The overall design of the car, including the exterior, was much loved in Britain.

Like the Be-1 and PAO, the Figaro was sold exclusively in Japan, but many used Figaros went abroad. It was particularly popular in the UK, a right-hand drive country like Japan, and a significant number of Figaros are said to have been imported there from Japan. ♦

TECHNICAL DATA

FIGARO FK10 TYPE (1991)

Length:	147.2in (3,740mm)
Width:	64.2in (1,630mm)
Height:	53.7in (1,365mm)
Wheelbase:	90.6in (2,300mm)
Tread (front):	53.1in (1,350mm)
Tread (rear):	52.6in (1,335mm)
Engine:	MA10E-T type (straight 4, OHC, turbo)
Total displacement:	987cc
Maximum output:	76ps / 6,000rpm
Maximum torque:	10.8kgm / 4,400rpm
Vehicle weight:	1,786lb (810kg)
Suspension (front/rear):	Strut / four-link coil
Brakes (front/rear):	Ventilated disk / drum
Tires:	165/70R12



STAGE 78
RIGHT DOOR (2)

In this issue, we will mount the right door inner panel, the handle, and the wing mirror.

PARTS

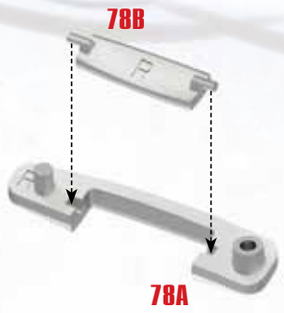


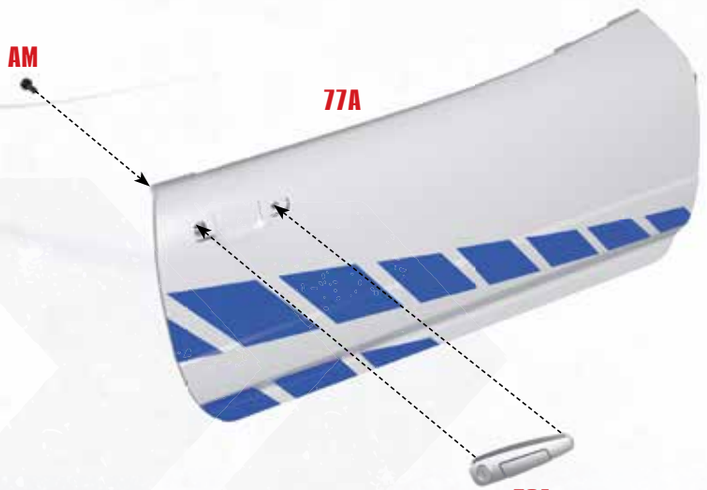
78A	Exterior right door handle	78F	Right door inner panel
78B	Central part of the door handle	AM	Screws 1.7×4mm (×4*)
78C	Right wing mirror base	KM	Screws 1.4×4mm (×2*)
78D	Right wing mirror housing	QM	Screws 1.4×3mm (×4*)
78E	Right wing mirror	SM	Screws 1.7×3mm (×3*)

*Including spares

78.01

Place the central part of the door handle 78B into the grooves of the exterior right door handle 78A.



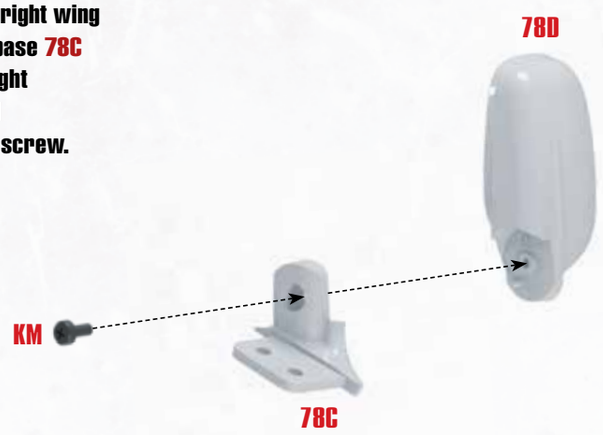


78.02

Fit the exterior right door handle 78A in the two highlighted holes in the right door 77A. Attach it from the inside with an AM screw.

78.03

Join the right wing mirror base 78C to the right wing mirror housing 78D and secure both parts with a KM screw.



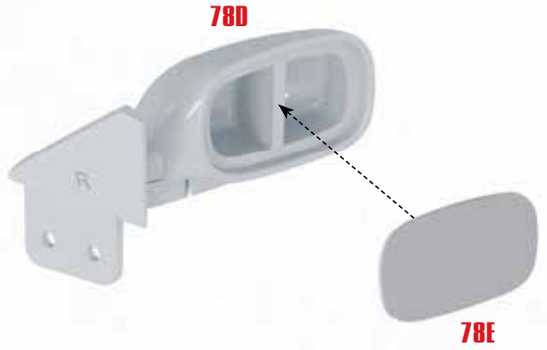
78.04

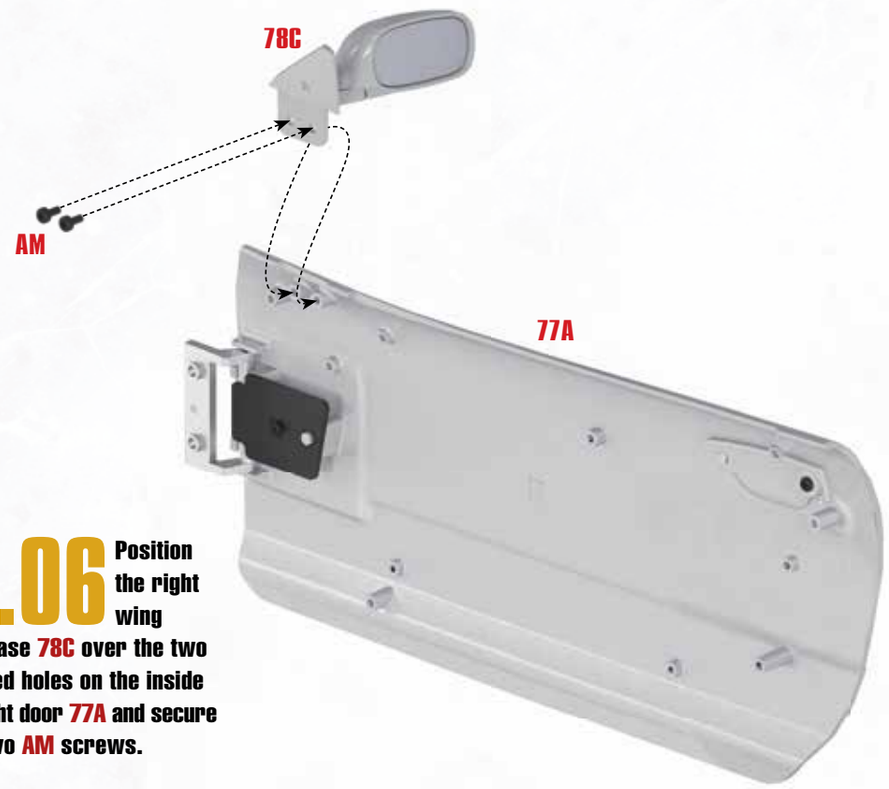
Remove the protective layer from the right wing mirror 78E. You can use gloves to avoid leaving finger smudges on its surface.



78.05

Position the right wing mirror 78E on the right wing mirror housing 78D.



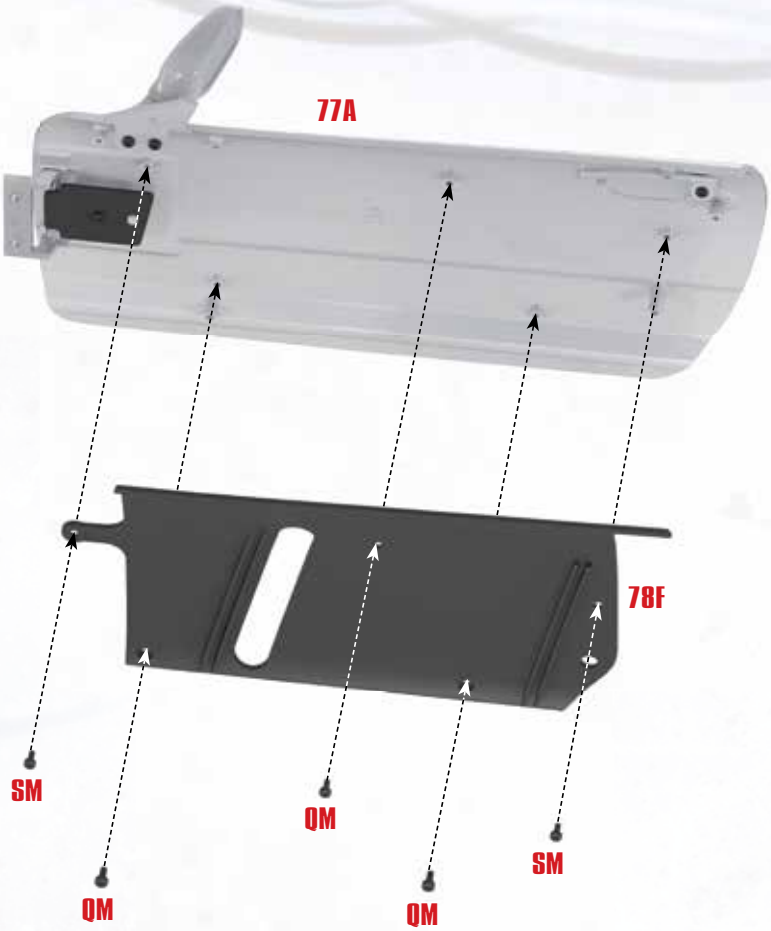


78.06

Position the right wing mirror base 78C over the two highlighted holes on the inside of the right door 77A and secure it with two AM screws.

78.07

Place the right inner door panel 78F over the right door 77A and secure it with two SM and three QM screws, observing the location of each screw type in the picture.



Final assembly



Fast & Furious Franchise
© 2025 Universal City Studios LLC. All Rights Reserved.
UNIVERSAL