FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

86



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THE NISSAN SKYLINE (C210) – PART 1

In the latter half of the 1970s, exhaust gas regulations were tightened in Japan. As a result of these measures, engine power decreased, and it became a dark time for manufacturers that advocated "fast cars". The Skyline was one of these, but the C210 model that debuted during this time maintained its popularity through suspension upgrades, adjustments to the engine's performance, and improvements to various components.

On August 8, 1977, the Skyline underwent a full model change and the C210 version was introduced. An advertising campaign with the catchphrase "SKYLINE JAPAN" attracted much attention, and car enthusiasts nicknamed this version of the Skyline "Japan". This was a model with a significantly changed front design, and it was known as the second-best-selling model in the history of the Skyline series, with the addition of a turbo engine model that met exhaust gas regulations and improved drivability. The previous C110 model, which became an unprecedented blockbuster, sold around 660,000 units, while around 530,000 units of the C210 were sold.

The exterior design followed the image of the C110, but adopted a linear design that emphasized the wedge shape, with the rear fenders clearly engraved with a distinctive "surf line". The 2000GT series, which featured a long nose and an inline-six engine, and the TI series, with a short nose and an inline-four engine, were both available. The TI is an abbreviation for Touring International. Until the C210, two different body types with significantly different overall lengths and wheelbases were available for the same Skyline

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The Nissan Skyline Hardtop 2000GT-E X-type. It followed the silhouette of the Skyline C110, which was a huge hit, but it was souped up to give a sharper impression, and it looked more fearless. It gave the impression that it had finally put the dark days of exhaust gas countermeasures behind it.

model. Two-door hardtops and four-door sedans were available for both the long-nose and short-nose models, and the short-nose models also came in a five-door van and wagon.

The long-nose 2000GT Series featured a bold honeycomb-shaped front grille combined with round four-lamp headlights. The rear continued to use a ring-shaped four-lamp combination lamp. The engine was the same as in the previous C110, an inline-six SOHC L-type unit. Two types were available: a 115ps single-carburetor L20(S) and a 130ps electronic fuel injection (EGI) L20(E). The EGI version was notable for its use of a full transistor igniter. This engine used the Nissan NAPS exhaust gas purifier, and it conformed to the 1976 exhaust gas regulations. The high-octane specification that had existed until the previous model was discontinued, and all models were modified to regular unleaded specification.

When it first debuted, the six grades available for the 2000GT Series were the basic 2000GT model, which was equipped with the single carburetor L20(S) engine, the superior 2000GT L Type, the basic EGI L20(E) engine 2000GT-E model, the luxurious 2000GT-E L Type, the top-of-the-range 2000GT-E X Type, and the sporty 2000GT-E S Type, with both hardtop and sedan body styles available. For the floor-shift transmission, the 2000GT and 2000GT L-type models offered a choice of four-speed manual transmission (MT), five-speed MT, and three-speed automatic (AT). The 2000GT-E was only available with a five-speed MT. The 2000GT-E L-type, 2000GT-E X-type, and 2000GT-E S-type could be ordered with either manual or automatic transmission.

EVOLUTION OF THE SUSPENSION

The suspension of the long-nosed 2000GT series, which had evolved over a period of about two years, was a combination of struts at the front and semi-trailing arms at the rear, which had been used since the Skyline C10, but it had improved significantly. The rear suspension of the semi-trailing arm, which until then had separate coil springs and shock absorbers, was changed to a combination of coil springs and shock absorbers on the same axis. This design reduced friction and ensured durability. The sporty 2000GT-E S-type model was equipped with a rear stabilizer and adopted a hard-type setting with an increased spring rate and damping force.

According to an interview from that time, it took about two years to fine-tune the suspension of the Skyline C210 under the supervision of the Chief Product and Vehicle Engineer, Shinichiro Sakurai. Over 100 different settings were tested, and more than 130 test cars were used, covering a total distance of 2,858, 307 miles (4.6 million km). This is equivalent to about 114 laps of the Earth!



The interior of the 2000GT-E S-type. The design was based on straight lines, just like the exterior. The horizontal zero-pointer speedometer and tachometer were particularly popular with young drivers at the time.

The brake system used disk brakes at the front and leading-trailing drums at the rear. The master brake was enlarged from the conventional 6-inch diameter to a 7.5-inch diameter. Only the 2000GT-E S Type used disk brakes at the rear as well, making it a four-wheel disk brake model. Incidentally, at this time, the front brakes were still solid disks, not ventilated. The steering gearbox was the same as before, with a recirculating ball, and the manufacturer offered an engine speed-sensitive power steering system as an option to reduce the steering effort.

The interior was made more refined and luxurious. The 2000GT-E X Type was equipped with sumptuous seats made of high-quality plain-woven cloth with built-in headrests like those on the Laurel, while the 2000GT-E S Type had reclining seats that could be laid flat. The dials included a speedometer and tachometer with horizontal zero pointers. The range of 40–60km/h and the area around 3,000rpm were positioned directly above the speedometer and tachometer for easy reading. The fuel gauge, voltage gauge, oil pressure gauge, water temperature gauge, and boost gauge were positioned around this area. The boost gauge, which was installed even though the engine was not a turbo unit, indicated the load on the engine, and the green zone was used as a guide for economical driving. The car also came standard with a display screen that identified the location of any problems with the car.

The Skyline Sedan 2000GT-E X-type. The four-door sedan also had a streamlined body that gave it a youthful feel.





The L20(E) engine with electronic fuel injection (EGI). A full transistor igniter was used, and the engine complied with the environmental regulations of the time.

The audio system was more comprehensive than that in previous Skylines. The higher-end L, X, and S grades came with an AM/FM radio and cassette stereo, and an optional sound control system with bass and treble adjustment. The system was a fully-fledged one, with a power booster and speakers as a kit, and separate knobs for bass and treble. Air-conditioning was also available as an optional extra for all grades.

The car also came with a number of new features. The fender markers fitted to the front fenders did not have bulbs, but instead used an acrylic lens to transmit the low-beam light. This functioned as a low-beam bulb failure monitor as well as a conventional vehicle width indicator. All models were fitted with semi-concealed wipers, which reduced the amount of the windscreen obscured by the wipers. The 2000GT-E S-type models were equipped with headlamp cleaners that used high-pressure jets to wash away dirt. In addition, remote-controlled fender mirrors were standard equipment on the L-type and higher grades.

The 2000GT series of the Skyline C210 did not have the same strong image as the Skyline 2000GT-R (KPGC110), but by improving the suspension and enhancing the equipment, it was a car that had evolved to suit the Japanese market. It was now more comfortable and easier to use as a family car. ♦

The suspension was basically the same as the previous C110, but the Skyline C210 was thoroughly tested to improve the model's components and driving systems.



THE JUNGLE OF MONTEQUINTO

***F9: The Fast Saga* offers a cascade of thrills and surprises, such as the main characters' wild race through a Central American jungle.**



Tej Parker behind the wheel and Ramsey as a passenger flee bullets in the 2020 Jeep® Gladiator.

When the ninth movie in the franchise begins, we discover Dom has decided to leave his adventurous life behind and lead a quiet life on a farm with Letty and their son Brian. His peace and quiet is interrupted by the unexpected visit of Roman, Tej, and Ramsey, who bring him worrying news: Mr. Nobody's plane disappeared in the jungle of Montequinto, a remote location in Central America, while Mr. Nobody was pursuing Cipher. Worse, the plane was carrying Project Aries, a device capable of hacking all of the world's computer systems.

Initially, Dom is reluctant to participate. However, after looking carefully at Mr. Nobody's message asking for help, he suspects his brother Jakob could have been involved in the plane accident and decides to go back into action.

ESCAPING FROM THE AMBUSH

The team travels to the heart of the Central American jungle, each of them in their own vehicle: Dom drives a Dodge Charger Hellcat, Letty rides a Yamaha YZ450F motorcycle, and Tej and Ramsey share a Jeep® Gladiator. Roman, always wanting to stand out, appears in an enormous, armored Marauder, boasting that he is safer than the others.

Upon reaching the remains of the aircraft, they find no clues as to Mr. Nobody's whereabouts, but they do find Project Aries. However, in a matter of seconds, the area fills up with military vehicles, and soldiers open fire on Dom's team. With Letty leading the way, they try to escape with the Project Aries device. Dom uses his Dodge Charger as a shield to protect Letty, while Roman crashes the Marauder into the pursuers to clear a path for Tej.

The situation becomes more complicated when the chase enters a minefield. In a dangerous maneuver, Dom accelerates, passing over the mines before they explode. The plan works and helps him put some distance between Dom and his enemies. Roman, though, is not

so lucky: his Marauder becomes trapped between rocks and on top of a mine. Fortunately, he leaps from the vehicle just in time and returns to his companions.

AN EXOTIC LOCATION

Once again, Dennis McCarthy was in charge of all the vehicles used in the movie. In collaboration with another expert, Alex King, he was responsible for supplying the autos needed for the spectacular action scenes directed by second unit head Spiro Razatos. For the chase in Montequinto, McCarthy conditioned the vehicles and adapted them to jungle terrain unsuitable for driving.

The Montequinto sequence was not filmed in Central America, but in the southern Thailand province of Krabi, famous for its limestone cliffs. The palm trees and roads of Ban Nai Sa became the ideal setting for chases. Although some effects had to be computer generated, the majority of stunts were filmed live, requiring many replacement vehicles and special coordination by the entire crew.

During the pursuit, a vehicle crashes into Letty, knocking her off the motorbike and causing her to let go of Project Aries. Jakob Toretto, Dom's long-lost brother, makes his appearance behind the wheel of a 2015 Ford Mustang, snatching the device and getting away, challenging his sibling, who sets off in hot pursuit. They speed toward a hanging bridge, but Tej, in his Jeep®, destroys the bridge, forcing the brothers to improvise. Jakob escapes thanks to a sophisticated aircraft that catches him in mid-air, while Dom performs a risky maneuver to get off the cliffs alive, using the remains of the bridge as a pendulum.♦

THE ADVENTURES OF BRIAN O'CONNER

Family disputes

In the flower-filled garden of a villa in the Canary Islands, Brian and Mia enjoy their new lives as parents, sweetly watching all of little Jack's movements. The magic moment is interrupted by a Dodge Challenger SRT-8's engine announcing the arrival of "Uncle Dom". Dom notices that Brian has given Jack a toy car, his beloved Nissan Skyline GT-R. Dom gives Jack a model of his legendary Dodge. The men wonder if the baby will take after Brian or Dom. Mia reminds them the baby is still too young to decide whether he prefers American or imported cars and takes Jack inside the house for his afternoon nap. Just like a normal family.



Not even Roman Pearce's massive Marauder can withstand the harassment of the Montequinto militia. By the skin of his teeth, Roman escapes what could have easily been a fatal outcome for him.

A BRIEF FAREWELL TO THE SKYLINE GT-R

The Skyline GT-R and Fairlady Z are the two sports brands that represent not only Nissan, but also Japan. After being the principal race model for several years, the Skyline GT-R made way for the Fairlady Z in the early 2000s.



The GT-R name first appeared in 1969 with the original Skyline GT-R (PGC10). The "R" in GT-R stands for "Racing", and the car was designed to win races, incorporating the latest technology of the time.

Meanwhile, the Fairlady Z also made its debut in 1969. This was a sports car targeted at the North American market. In the early days, there were grades that were equipped with the same high-performance engine as the Skyline GT-R (PGC10), but the Fairlady Z did not really start to make its mark in the world of motorsports until the appearance of the Fairlady 240Z, which was equipped with a 2.4-liter engine. The 240Z was a car that

The GT Championship series became the pinnacle of touring car racing in Japan, replacing the Group A racing that had ended in 1993. The Skyline GT-R (R32) also competed in this new racing series.



From 1995, the car that competed in the GT Championship was replaced by the GT-R (R33). It won the series in 1998, its final season.

After the GT-R had ruled for over 10 years, the era of the Fairlady Z as the main player began.



In 1999, the Skyline GT-R underwent a complete model change and became the BNR34. The GT500 class cars also evolved into the R34 and continued to race until 2003 when production ended.



In the 2003 GT Championship series, the recently introduced Fairlady Z (Z33) made its debut in the GT300 class. It heralded the arrival of the Fairlady Z era.

The Fairlady Z in GT500 specification – which debuted in 2004 – won the Series Championship in its first year. This was NISMO's second consecutive Championship victory after the Skyline GT-R won the series in 2003.

was not only active in the domestic racing scene, but also in international rallies.

There is no doubt that this success in motorsports helped to firmly establish the two sports brands of the GT-R and Z.

In 1973, the GT-R brand went into a long slumber due to environmental issues. On the other hand, the Z name has continued to live on as a sports-car brand, responding to the demands of the times.

In 1989, the Skyline GT-R woke from its 16-year break and reappeared on the racing circuits as the Skyline GT-R BNR32. After winning 29 consecutive Group A races without defeat, it entered the GT



The Skyline GT-R has been the star of the N1 Endurance Race since it debut in 1990. This race was popular as an event for production car-based models.

Championship Series when the Group A series ended. It was victorious in the N1 Endurance Race, which had a narrow scope for modifications of the competing cars. This Skyline GT-R continued to play a leading role in the Japanese motorsports scene, undergoing model changes as the BCNR33 and BNR34. However, in 2002, production was halted due to environmental issues, and the model was retired.

Meanwhile, the Fairlady Z (Z32) made its debut in 1989 and ended in 2000. It looked like the Z brand had come to an end, but in 2002 it made a comeback, in the same year that production of the Skyline GT-R (R34) ended.

The following year, 2003, was a transitional period for the motorsports scene, with changes in the principal models. The GT-R entered the GT Championship series again this year, and the NISMO works car was crowned Series Champion. Meanwhile, it was a year of preparation for the Fairlady Z, with the Z33 entering the GT300 class of the GT Championship. It was also entered in the N1 Endurance Race – the predecessor of the current Super Taikyu Race – along with the Skyline GT-R.

Then, in 2004, the Fairlady Z took over from the Skyline GT-R as the main player in the popular GT500 class. The NISMO works car went on to win the Series Championship that year. The Fairlady Z continued to be the mainstay of the Nissan team until the 2007 season, when the Nissan GT-R (R35) made its debut. With this in mind, it is easy to understand the significance of 2004, the 20th anniversary of NISMO's founding. ♦

The Fairlady Z (Z33) made its debut in the N1 Endurance Race series in 2003. It was a car that many teams were interested in as a replacement for the Skyline GT-R that had been used up until that point.



STAGE 86
BODY (3)

In this issue, we will mount the reinforcement on the front right side of the body.

PARTS

86A



86B



AIM



86A Front right reinforcement
86B Reinforcement cover

AIM Screws 2×3×6 mm (×3*)

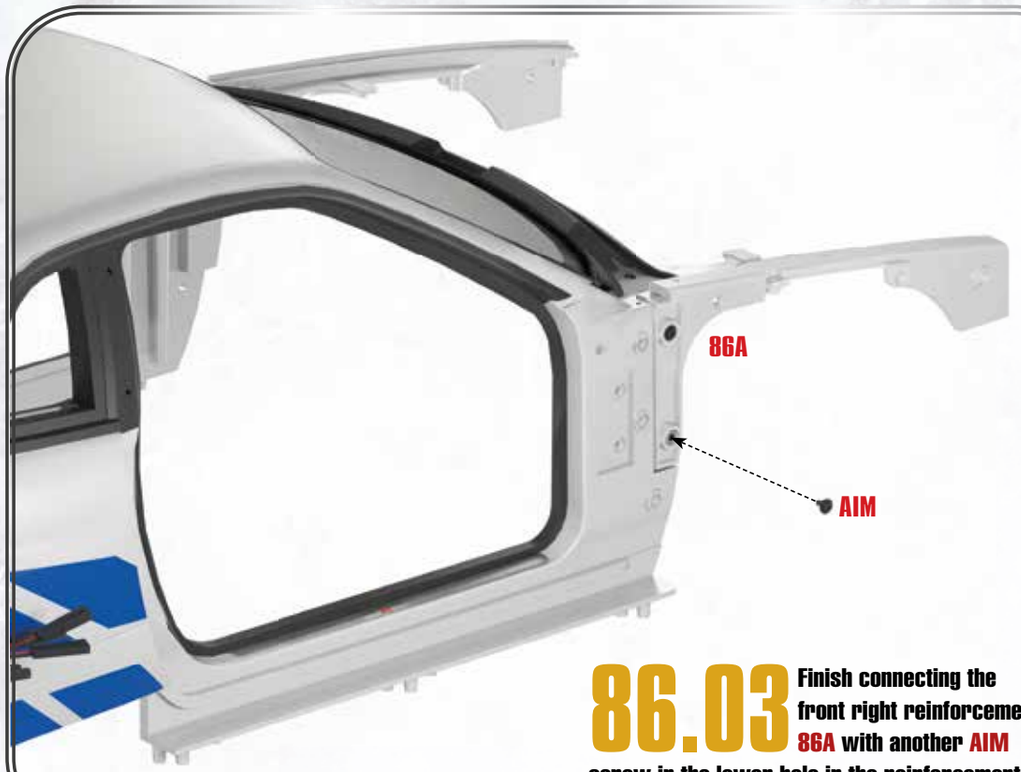
*Including spares

86.01 Align the front right reinforcement **86A** with the highlighted holes on the front right side of the body **61A**.





86.02 While holding the front right reinforcement **86A**, insert an **AIM** screw into the upper hole.



86.03 Finish connecting the front right reinforcement **86A** with another **AIM** screw in the lower hole in the reinforcement.

Final assembly



Keep the reinforcement cover **86B** aside for later assembly.

ERGONOMIC POSTURE

Adopting a proper posture not only improves your comfort, but also allows you to maintain your concentration and enjoy modeling while avoiding physical discomfort. When seated, the work surface should be at the level of your elbows or slightly below. Try to sit with your back straight, feet flat on the floor, and knees at a 90-degree angle. Position the assembly so that it is mounted close enough to avoid leaning your neck forward. Using an adjustable desk lamp or lighted magnifier can help you see details without bending over.



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