# FAST & FURIOUS™

Build

## BRIAN'S NISSAN SKYLINE GT-R

87



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BRIAN'S NISSAN SKYLINE GT-R

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The Skyline 1800TI-E·S Type sedan. Even with its short-nose body, it had a well-proportioned style.

# THE NISSAN SKYLINE (C210) - PART 2

**The Skyline (S50) was notable for the high performance of the 2000GT-B (S54B) variant, which was equipped with an inline-six engine, and from the C10 onwards, the long-nose models became increasingly popular. However, the Skyline's purest form is a sedan with an inline-four engine. In the C210, the short-nose four-cylinder model was given the "TI" series name, with the aim of improving the basic performance.**

In August 1977, the Skyline underwent a full model change, and the C210 series was released. At this time, the short-nose model with an inline-four engine was given the series name 1600/1800TI for the first time; TI is an abbreviation for Touring International. Just like the "GT" badge on the rear fender of the 2000GT series (hereafter referred to as the GT series), the "TI" badge was also attached to the same position on the 1600/1800TI series (hereafter referred to as the TI series), and the letters "TI" were added to the emblem indicating the rear engine displacement and grade.

As with the GT series, the TI series was available as a two-door hardtop and a four-door sedan. The TI series had a 3.9in (100mm) shorter wheelbase than the GT series, at 99in (2,515mm), and a 7.9in (200mm) shorter overall length, at 173.2in (4,400mm). Like the previous C110 model, there was no difference between the long-nose GT model and the short-nose TI model from the front pillar back, so the spaces in the cabin and trunk remained the same.

The TI series featured a specially designed front and rear. The distinctive feature of the earlier TI series was the powerful design with the large "S" emblem embedded in the center of the two-part front grille. The rear also had clear differences, such as the adoption of four-part square combination lamps, as opposed to the GT series, which

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**The Skyline 1800 TI-E·S Type hardtop was a sporty version characterized by its nose and nimble handling.**

used ring-shaped four-lamp combination lamps.

There was no significant difference in the interior design between the GT and TI models, but the instrument panel and steering wheel were specially designed for each model. The horizontal zero-pointer speedometer and tachometer were the same as those used in the GT models, but the TI vehicles did not have a display screen. In addition, the positions of the clock and sub-meters were different.

## THE FIRST SPORTY SHORT-NOSE CAR

The rear suspension of the TI series adopted a new design that had not been used in previous Skylines. The front struts were the same as those used in the C110 model and the GT series, but the rear suspension was changed from the rigid axle with leaf springs used up to that point to a four-link rigid axle with coil springs. The main advantage of the four-link rigid axle is that it reduces the unsprung weight compared to the leaf spring system, improving ride comfort and enhancing traction (driving force) to transmit power to the road surface. Unlike the four-link rigid axle used in the Violet/Auster (A10) models announced earlier, the rear suspension of the TI series featured a coaxial arrangement of springs and shock absorbers – the same as in the GT series.

The engine lineup consisted of two types of single-carburetor 1.6-liter L16(S) (100ps) and 1.8-liter L18(S) (105ps) engines, as in the C110, and a new 1.8-liter L18(E) (115ps) power plant with electronic fuel injection (EGI).

The 1800TI-E S Type was set as the sporty grade for the TI series equipped with the L18(E) engine, and was available in both two-door hardtop and four-door sedan models. It was the first sporty model to be released for the Skyline with a four-cylinder engine. The suspension was set up with the same hard springs and shock absorbers as the 2000GT-E S-Type, with the addition of a rear stabilizer and disk brakes on all four wheels. Inside, the front seats were the same flat reclining seats as in the 2000GT-E S Type, and the steering wheel was a leather-wrapped three-spoke example with an outer diameter of 15.6in (395mm). The "TI" emblem changed from the standard blue/white to red/white to indicate the sporty grade, and the rear window wiper was a distinguishing feature from other grades.

However, the period during which the L-type four-cylinder engine was used was short. One year after its debut, in August 1978, the TI series L16(S)/L18(S)/L18(E) engines were replaced with the Z16(S)/Z18(S)/Z18(E) units, which used twin plugs and SOHC cross-flow type cylinder heads. This made them compliant with the 1978 exhaust gas regulations, and the model number was changed from C210 to C211.

## NEW TWO-LITER TI MODEL

In July 1979, a minor change was made. The GT series adopted the Skyline's first angular two-headlight design. The TI series retained the round four-headlight design, but the front grille was changed to a horizontal bar type, giving the car a completely new image.

The evolution of the Skyline (C210) TI series continued. In June 1980, the 2000TI series was added, which was equipped with a two-liter inline-four Z20(E) engine (120ps). This was the first short-nose two-liter model in the history of the Skyline. There were two grades available: the 2000TI-E and the 2000TI-E S Type. A major feature was that the rear suspension was the same as the GT series, with a semi-trailing arm independent suspension.

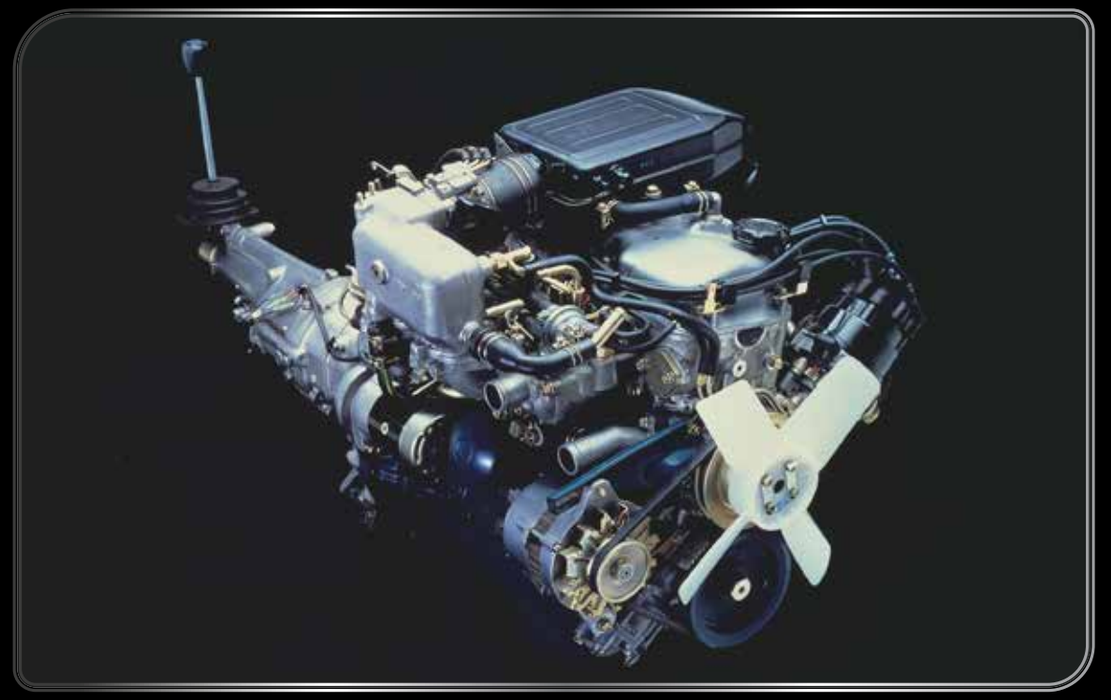
**The instrument panel of the 1800 TI-E·S Type. The speedometer and tachometer with their horizontal zero-pointer were a source of pride for car owners of this era.**



The sporty 2000TI-E S Type grade, in particular, came with a rear stabilizer and four-wheel disk brakes as standard equipment, and the seats, interior, and steering wheel were based on those of the 2000GT-E S Type. In addition, the TI emblem was red and white, as used on the S-type, and the car came with a rear window wiper and headlamp cleaner as standard. Despite having a four-cylinder engine, it was a model that was not inferior to the 2000GT-E S-type in terms of performance It was a very rare model even among the Skyline (C210) range.

Short-nose models were also available as vans and wagons. When it was first released in 1977, the lineup consisted only of vans, with two grades: the 1600 Van Deluxe and the 1600 Van GL. The design was similar to the TI series, with "surf lines" and a distinctive

**The Z18E, a new-generation straight-four SOHC engine, was installed in 1978. It had two spark plugs per cylinder and also improved environmental performance.**





rear quarter window adding to the design. Unlike the four-link rigid axle with coil springs used in the TI series, the van's rear suspension used the same leaf-spring rigid axle as in the C110 model. In May 1980, the LD20 (65ps) two-liter inline-four SOHC diesel engine was added to the range.

**The wagon had a flat, spacious area when the rear seats were folded down. The cargo space was large enough to load a longboard with ease. (The photo shows the optional equipment installed.)**

Based on the van, the TI series wagon was first released in 1979. It was available as a late model after the minor change. It was equipped with a 1.8-liter Z18(S) engine (105ps). Unlike other TI models, the rear suspension was a leaf-spring rigid axle, the same as the van. The interior and main equipment were similar to those of the TI series four-door sedan. The luggage space was carpeted, and the wood-grain panels on the body sides and rear gate gave it a different feel from the commercial van, creating an RV feel.

**The Skyline 1800 Wagon (1979) with optional wood-style panels. It projected an American "West Coast" feel, which was riding the wave of the surf culture at the time.**

The introduction of the Skyline (R30) in August 1981 saw the unification of the wheelbase across all models. It brought to an end the extravagant design that had continued since the S50/S54 models, with the wheelbase of the models with inline six-cylinder engines differing from that of the models with inline four-cylinder units. ♦







# LETTY AND MIA GO BACK INTO ACTION

**After years of friendship, Letty and Mia form a combat crew. In the most challenging circumstances, they show they are prepared to face all kinds of danger to achieve their objectives.**



**After many adventures together, Letty and Mia find themselves facing a new and exciting challenge.**

At the start of *F9: The Fast Saga*, Letty no longer offers the image of the intrepid woman who would just as likely take part in a race as in a dangerous robbery. She agrees to try the quiet life in the countryside with Dom and little Brian. Letty, however, finds it harder than her partner to adapt to this new phase and wants to feel the adrenalin rushes of her earlier adventures. Fate smiles on her when Ramsey, Roman, and Tej appear with the urgent mission to retrieve the Project Aries device from the jungle of Montequinto, giving Letty the chance to go back into action and reconnect with Dom.

## TWO WOMEN, ONE DESTINY

During this new mission, Letty sets out on a demanding emotional and physical journey, demonstrating she is still in good enough physical shape to deal with increasingly



**Upon arriving in Tokyo, Letty and Mia meet Elle just before they get one of the biggest surprises of their lives.**

dangerous situations. But she is not alone on this journey. Mia also returns to the front line when she finds out the team is facing a threat led by her brother Jakob. The two of them, after so many years of shared confidences and adventures, are now an essential part of the operation, trying to solve the mysteries of the Aries device.

Mia has always shown absolute loyalty toward her brother Dom, but on this occasion, she also demonstrates a firm commitment to Letty. As the plot develops, the two women form a solid team. Mia does not just offer Letty support , she also defends Letty's place in the family, clearly showing her wish to protect Letty.

## THE WOMEN STRIKE THREE TIMES

On the trail of Project Aries, which, according to Ramsey, can knock out anything based on binary code, Letty and Mia travel to Tokyo. In the Japanese capital, their inquiries lead them to a small apartment where they meet Elle, a terrified young woman. The three of them join forces immediately when they are attacked by a group of mercenaries. Letty, Mia, and Elle show they are a force to be reckoned with and that they have very advanced knowledge of hand-to-hand fighting when they are involved in one of the most intense and memorable fight scenes in the franchise.

To film this exciting moment, Michelle Rodriguez, Jordana Brewster, and Anna Sawai, the actresses who play Letty, Mia, and Elle, respectively, had to undergo tough physical training. For weeks, they worked with the movie's team of stunt performers to learn fight choreography that would be filmed in a very small space. The trio even offered to do strength and resistance exercises so they would be able to rise to the challenge.

The three women fend off the initial onslaught of the mercenaries, but the enemy outnumbers them and the situation grows worse. But an unexpected ally helps them to get out of the apartment unhurt. Letty and Mia can't believe the identity of their rescuer – a member of the team everybody thought was dead. ♦

### THE ADVENTURES OF BRIAN O'CONNER

#### Stronger together

At the beginning of *Fast & Furious 6,* Brian shares a quiet moment with Dom in the garden of his retreat in the Canary Islands. The ex-cop confesses that so much peace and quiet is making him feel strange and that he misses his homeland. Dom admits everything has changed before showing Brian Hobbs' report revealing Letty is still alive. The impact of the news makes Brian suspicious and certain it's a setup. But Dom wants to make sure. Brian offers to accompany him. Dom tries to refuse, but Mia takes her partner's side. She reminds them they are a family and when a problem crops up they should deal with it together. Mia says she will feel safer if the two of them go because they are stronger together.





# THE FAIRLADY Z VERSION NISMO TYPE 380RS

## Part 1: A change in approach from NISMO

**By the time NISMO had reached two decades of operation, it had released a handful of road cars. All of them were produced in very limited numbers and at their heart were race cars basically adapted for the road. That all changed in 2007 with the refined 380RS.**

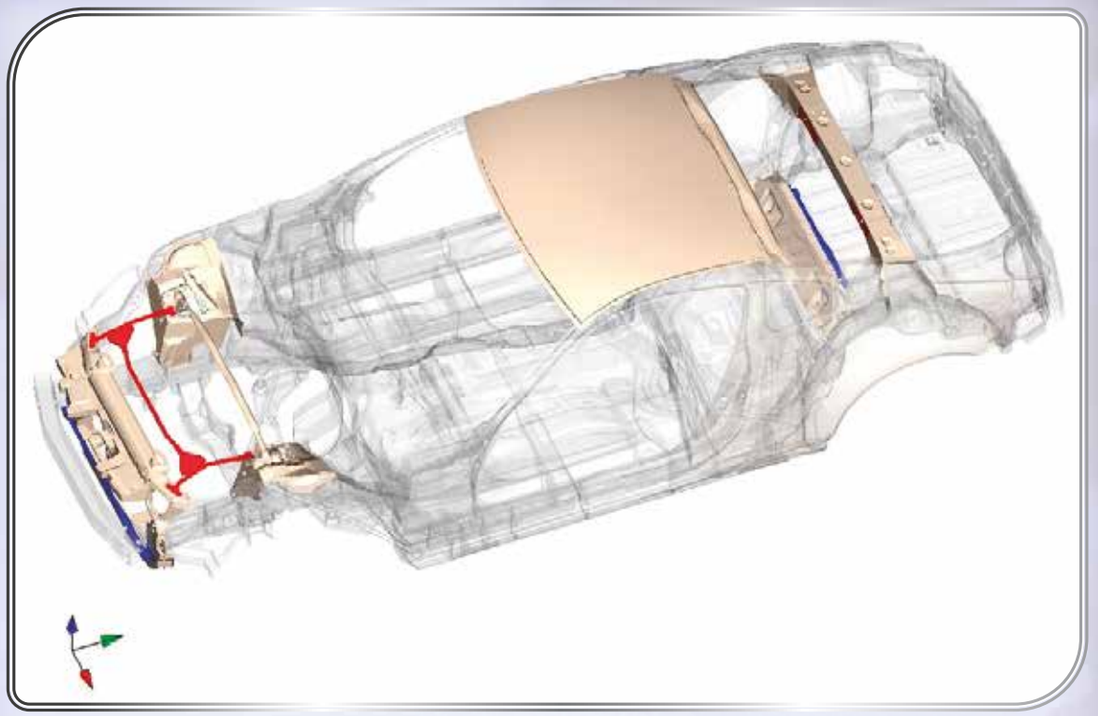



**The exterior of the Version NISMO displayed a style that was developed using the know-how gained from developing race cars. The front bumper was extended by 3.5in (90mm) from the original, giving it a long-nose design.**

In January 2007, NISMO announced the Fairlady Z Version NISMO Type 380RS, commonly known as the 380RS, a production car based on the Fairlady Z (Z33). It was another in NISMO's series of road cars, which had begun in 1994 with the 270R, which was based on the Silvia (S14). The next release was the 400R based on the Skyline GT-R (R33) in 1996, while three models were launched in 2004 – the Z-tune based on the Skyline GT-R (R34), the March S-tune Complete based on the March (K12), and the Fairlady Z S-tune GT based on the Fairlady Z (Z33).

The 380RS was the first NISMO production car to be released for three years. Yet it was very different from the NISMO road cars that had come before it. Firstly, the fact that it was sold in three-digit numbers was a marked change from previous NISMO models, which were only expected to sell around 30 units.

In addition, early NISMO production cars had a rawness that was typical of tuned cars. The



**The body was significantly reinforced to cope with the performance levels and high-grip tires. In particular, the welding area at the front pillar and roof joint was increased. In addition, reinforcement bars were added to various components.**

380RS, on the other hand, was a more refined production car that was similar to Nissan's standard catalog models, so it was a major topic of discussion among fans at the time.

There were three different specifications for the Fairlady Z Version NISMO 380.

First, there was the basic Version NISMO, which was a road car with the same specifications as the 380RS except for the engine. Then there was the 380RS, which was a high-spec production model based on the Version NISMO but with additional NISMO-added features. ♦

**Yamaha performance dampers were installed at the front and rear of the car body. Rather than being a strengthening bar, this dampens the input to the body, and also has the effect of making the interior quieter.**








# THE STRAIGHT-SIX RETURNS ON THE FAIRLADY 200ZR

In September 1983, the third-generation Fairlady Z made its debut with a V6 turbo engine fitted across the range. The L-shaped straight-six power plant was replaced with the newly developed VG-type V6 engine. At the time, V6 engines were considered to be the engines of luxury cars in Japan.

However, in October 1985, the Fairlady 200ZR series was released, and it was equipped with the RB20DET in-line six-cylinder turbo engine that had already been used in the Skyline GTS (R31). However, this engine was not simply a Skyline engine – the RB20DET unit used in the 200ZR series featured a new technology called the world's first ceramic turbo.

**In the Z31 model, the auxiliary dials, a tradition of the Fairlady Z, were reduced from three to two. The huge air intake on the hood can be seen from inside the cockpit.**




The RB20DET power plant was a four-valve DOHC high-mechanism engine, and was the first time Nissan had used DOHC since the Z432. In addition, a ceramic turbo was used with an air-cooled intercooler. The displacement was 1,998cc, the maximum output was 180ps/6,400rpm, and the maximum torque was 23.0kgm/3,600rpm. At the time, the power output for domestic cars was changing from the conventional gross display to a net display, which the 200ZR series adopted. The Skyline GTS RB20DET,

**The powerful engine, which was the first since the first Fairlady Z 432, was a two-liter, straight-six, four-valve DOHC with a ceramic turbo and intercooler.**



which was previously listed with a gross display, had a maximum output of 210ps/6,400rpm and a maximum torque of 25.0kgm/3,600rpm. In reality, the Fairlady 200ZR series was more powerful.

Incidentally, the VG20ET two-liter V6 turbo engine did not have an intercooler, and the specifications were also listed in gross terms – a maximum output of 170ps/6,000rpm and a maximum torque of 22.0kgm/4,000rpm, making the RB20DET more powerful.

The Fairlady 200ZR series also had a unique appearance. A large intake was positioned in the center of the hood to introduce air into the large air-cooled intercooler placed above the engine. In addition, the wheels were specially designed with five holes.

The grades were the basic 200ZR-I and the luxurious 200ZR-II with a T-bar roof. Both were available as two-seaters and a 2+2 configuration. In October 1986, just one year after the return of the straight-six engine, the Fairlady Z underwent a change. It adopted a rounded exterior style designed by NDI (Nissan Design International) in the US. The large air intake on the hood, which was the most distinctive feature of the 200ZR series, was changed to a smaller, sleeker design. ♦



**The 200ZR had a spartan image, but the interior had a luxurious feel. In the mid-1980s, many Japanese cars had sumptuous interiors.**

## TECHNICAL DATA

### FAIRLADY Z 200ZR-II 2-SEAT T-BAR Z31 TYPE (1985)

| | | | |
|---|---|---|---|
| **Length:** | 170.7in (4,335mm) | **Vehicle weight:** | 2,976lb (1,350kg) |
| **Width:** | 66.5in (1,690mm) | **Suspension (front/rear):** | Strut / semi-trailing arm |
| **Height:** | 51.0in (1,295mm) | **Brakes (front/rear):** | Ventilated disk / disk |
| **Wheelbase:** | 91.3in (2,320mm) | **Tires:** | 215/60R15 |
| **Tread (front):** | 55.7in (1,415mm) | | |
| **Tread (rear):** | 56.5in (1,435mm) | | |
| **Engine:** | RB20DET (straight six, 4 valves, DOHC, turbo) | | |
| **Total displacement:** | 1,998cc | | |
| **Maximum output:** | 180ps / 6,400rpm | | |
| **Maximum torque:** | 23.0kgm / 3,600rpm | | |



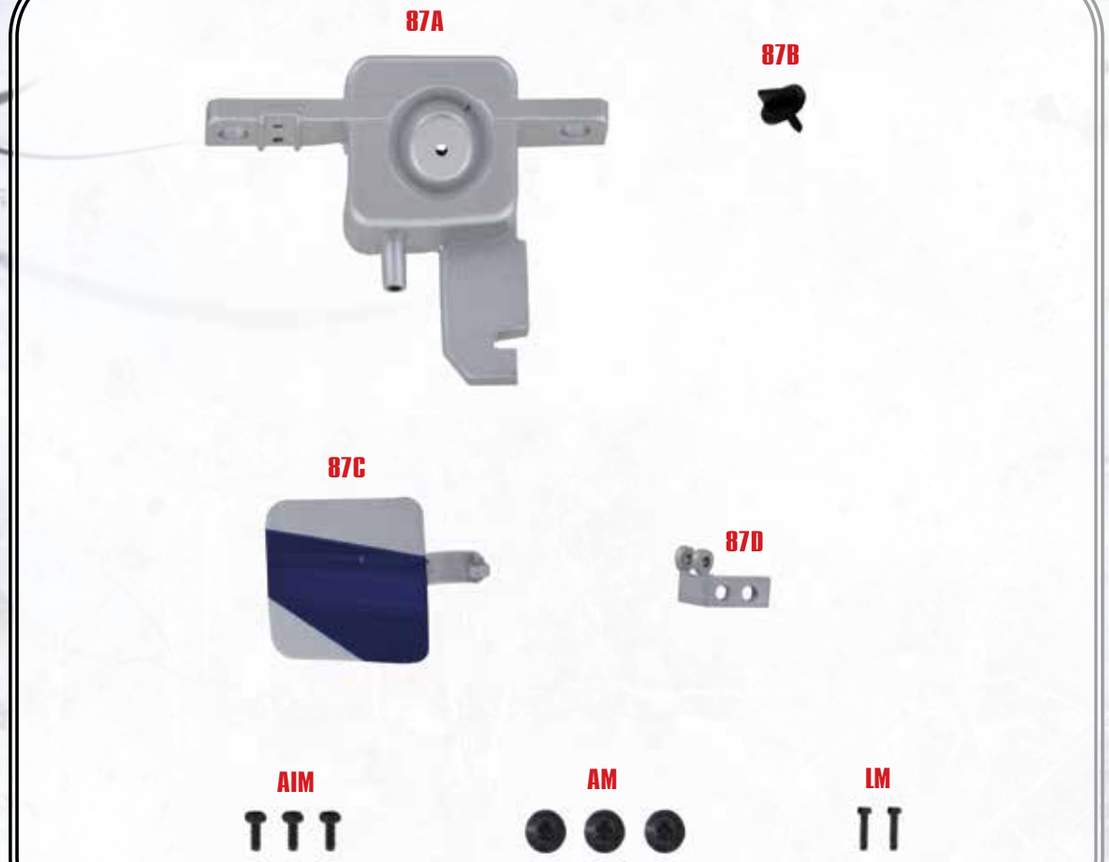




# STAGE 87
# FUEL TANK (1)

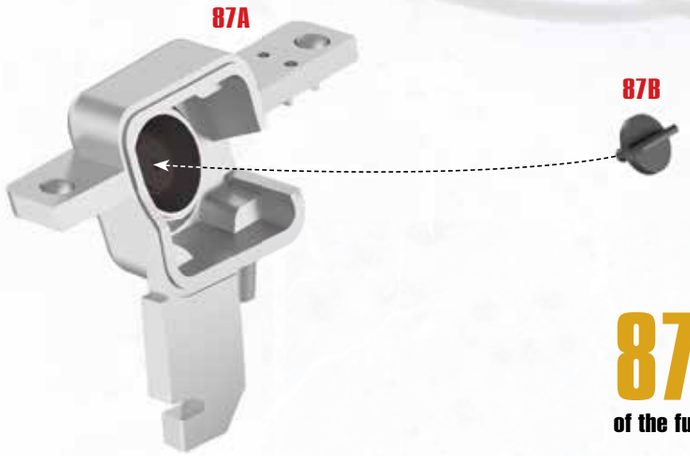
**In this issue, we will mount the fuel tank cover and cap on the body.**

## PARTS




| | | | |
|---|---|---|---|
| **87A** | Fuel tank cover | **AIM** | Screws 2×3×6 mm (×3*) |
| **87B** | Fuel tank cap | **AM** | Screws 1.7×4 (×3*) |
| **87C** | Fuel tank lid | **LM** | Screws 1.4×5 (×2*) |
| **87D** | Fuel tank lid base | | |

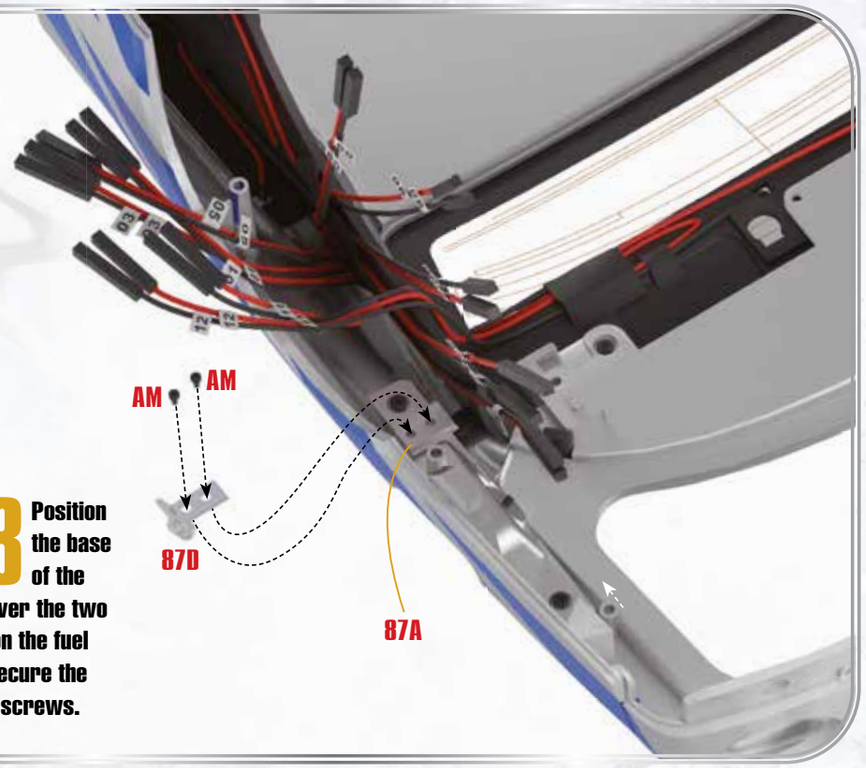
*Including spares




**87.01** Insert the fuel tank cap 87B into the neck of the fuel tank cover 87A.

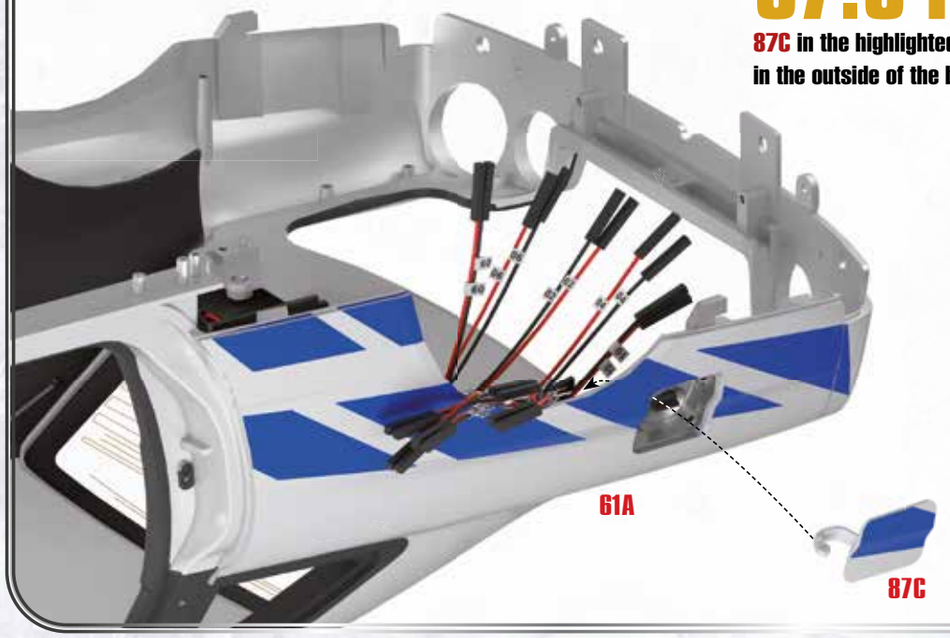
**87.02** Place the fuel tank cover 87A over the two highlighted pivots on the right side of the body 61A and secure it with two AIM screws.




**87.03** Position the base of the fuel tank lid 87D over the two highlighted holes on the fuel tank cover 87A. Secure the part with two AM screws.

**87.04** Position the fuel tank lid 87C in the highlighted recess in the outside of the body 61A.






## 87.05

Finally, from the inside of the body, connect the fuel tank lid 87C with one LM screw.

## Final assembly





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