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

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Printed in Italy

ISSN 2977-1609

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

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CZECH REPUBLIC
Kontakt na zákaznické centrum SR:
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The Skyline Hardtop 2000 Turbo GT-E·X. The Skyline is strongly associated with the two-door hardtop body style.

THE NISSAN SKYLINE (R30) – PART 2

The Skyline (R30) was known as the "Maverick Skyline" model. Besides the L20E-T engine, an inline-six turbocharged engine with 145ps, Nissan also developed the FJ20E unit, an inline-four, four-valve DOHC power plant with 150ps. In addition, a five-door hatchback derived from the sedan was added, bringing the total number of body styles to four.

The significantly lighter and more fuel-efficient Skyline was offered in three body styles from the C10 model: a four-door sedan, a two-door hardtop, and a commercial van. This lineup continued through to the C210 version. The engines installed in these models were always inline six-cylinder units in long-nose models with long wheelbases, and in-line four-cylinder engines in the short-nose models with short wheelbases.

However, with the R30, which debuted in August 1981, the platform was standardized to improve efficiency. The wheelbase of all models was unified (though strictly speaking, the wheelbase of the four-cylinder model was 0.2in/5mm shorter than that of the six-cylinder car) and the four-cylinder model also became a long-nose model. In addition to the four-door sedan, a two-door hardtop, a station wagon (released in October of the same year), and a new stylish five-door hatchback were introduced. This brought the total number of body styles to four, the widest range of body types in Skyline history.

The engine lineup was also expanded, with five types of power plant available at the time of the debut. For the mainstay 2000GT series, the L20 2.0-liter inline-six engine was available in two types: a naturally aspirated unit with electronic fuel injection (EGI) and a turbocharged variant. The L20 (S) single carburetor engine, which had been available in the previous model, was discontinued. The LD28 2.8-liter inline-six diesel engine was carried over from the previous model. The TI series featured the Z-type 1.8-liter and

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The Skyline Hatchback 2000 GT-E·X. A sporty and stylish five-door hatchback was also added to the lineup.

two-liter inline-four engines. Two months after the debut of the R30, the 2000RS was added, featuring the newly developed FJ20E two-liter inline-four, four-valve DOHC engine, bringing the total number of engine types to six.

When the L20 engine series was installed in the Laurel (C31) – which underwent a complete model change in November 1980 – major changes were made to the specifications, such as reducing engine weight and friction to improve fuel efficiency, in order to achieve both low emissions and driving performance. This improved L20 engine series was also used in the Skyline (R30), and was the last L-type power plant fitted in the Skyline.

The upgraded L20E engine reduced the weight of the main structural parts – including the cylinder block and cylinder head – and the main moving parts, such as the crankshaft, connecting rod, piston, and flywheel. To reduce friction, the crank pin diameter was changed from 50 to 45mm (1.97 to 1.77in), and the piston pin diameter was also reduced from 21 to 20mm (0.83 to 0.79in). The reduction in vibration due to the lower weight of the reciprocating parts, as well as the reduction in friction, improved fuel efficiency. At the same time, the weight of the engine was reduced by 46lb (21kg).

In addition, the lower weight of the moving parts, and in particular the reduction in the inertial weight of the flywheel, played a major role in improving throttle response. Other changes included modifications to the intake system and valve timing, and the compression ratio was increased (from 8.8 to 9.1) to significantly improve the low-speed torque, which had been a weakness of the L20, the previous version of the engine. The Engine Control Central System (ECCS) also made it possible to achieve even more advanced engine control.

The L20E-T turbocharged engine achieved a dramatic improvement in low-speed torque and turbo lag through valve timing that emphasized low-speed performance, increased valve lift, a reduction in turbo A/R, and the use of a knock sensor.

Thanks to these improvements, the L20E model had a maximum power of 125ps/6,000rpm and a maximum torque of 17.0kgm/4,400rpm. This was a 5ps decrease in maximum power compared to the previous model, but the increased low-speed torque improved the ease of handling. The Turbo L20E-T model retained the specifications of maximum power of 145ps/5,600rpm and a maximum torque of 21.0kgm/3,200rpm.

THE FIRST FIVE-DOOR SKYLINE HATCHBACK

The four-door sedan and five-door hatchback were both powered by the LD28 2.8-liter inline-six SOHC diesel engine, and a 2800 Diesel GT was available. This diesel unit was based on the L28 gasoline engine, with the bore diameter reduced by 1.5mm (0.06in) to 84.5mm (3.3in) and the stroke length increased by 4mm (0.16in) to 83.0mm (3.3in). It was a naturally aspirated diesel engine with a displacement of 2,792cc and a maximum power of 91ps/4,600rpm and a maximum torque of 17.3kgm/2,400rpm.

The TI series, which was equipped with a four-cylinder engine, came in two types: the two-liter EGI-spec Z20(E) (120ps) and the 1.8-liter carburetor-spec Z18(S) (105ps). The 1.6-liter model used since the Skyline C110 was discontinued.

Furthermore, in the partial changes in October 1982 – one year and two months after the launch of the car – the 1.8-liter and two-liter Z-type engines of the TI series were replaced by the newly designed



The commercial model Skyline Estate 1800DX. The angle of the tailgate was different from the five-door hatchback. The round four-headlight design was impressive.

1.8-liter single carburetor CA18(S) (105ps) and the CA18(E) (11ps) with electronic fuel injection (EGI).

The Skyline (R30) was also unique in that it was released in models that had not been in the lineup before. The most representative of these was the Skyline's first five-door hatchback. Instead of a wagon derived from a utility model, it was based on a four-door sedan. The concept was described in a press release as "responding to the diversification of user needs by reinventing a five-door hatchback that combines versatility with a sporty feel".

The engine options were the same as for the sedan, with five types available: the two-liter turbocharged L20E-T, the two-liter L20E, the two-liter four-cylinder Z20(E), the 1.8-liter Z18(S), and the 2.8-liter diesel LD28. The six-cylinder GT series had a four-wheel independent suspension with semi-trailing arms at the rear, and the four-cylinder TI series had a four-link rigid suspension like the sedan. The interior and

The Skyline Sedan 1800TI. There were four body styles: four-door sedan, two-door hardtop, five-door hatchback, and station wagon/van.





The LD28 2.8-liter SOHC inline-six diesel engine. At the time, diesel engines were attracting attention and were being added to the lineups of various companies.

equipment were also the same as the sedan, making it a high-level car in terms of both driving and comfort. It was also the first car in Japan to have a temporary spare tire.

However, sales were not up to expectations. In Japan, the stylish three-door fastback hatchback was well received, but the large five-door hatchback with the practicality of a sedan was not a hit. The RV and station wagon boom had to wait for the 1990s.

The commercial model, the wagon, was introduced in October 1981 at the same time as the 2000RS. The design was the same as the four-door sedan and five-door hatchback up to the rear pillar, but the roof was extended to the rear and the luggage space was larger than that of the five-door hatchback. It had a stylish side view for a utility vehicle, with a large window extending to the roof in the rear quarter.

The engine was available in two versions: the 1.8-liter Z18(S) engine (96ps) and the economical two-liter inline four-cylinder diesel LD20 engine (65ps). The rear suspension was the first commercial vehicle model to use the same four-link rigid setup as the TI series. Unlike the passenger car model, the front grille had a special design with four round headlights. There was no doubt that the Skyline (R30), which was characterized by its unusual headlights, had a very different look. ♦

The Z18 type 1.8-liter straight-four SOHC engine. This was a new generation four-cylinder SOHC engine that met environmental regulations and was fitted in a variety of models.



THE CHASE IN EDINBURGH

Cobbled streets, mysterious passageways and unique buildings make the capital of Scotland a wonderful place to be a tourist, as long as you don't have to prevent the theft of a device that could endanger the entire world.



Dom Toretto races his spectacular 1968 Dodge Charger Hellacious™ through the streets of Edinburgh.

The heroes of the *Fast & Furious* saga travel to some wonderful cities. But rather than being able to enjoy their charms, though, they always find themselves overcome by the urgent need to avert a disaster. This happens to them again in Edinburgh, during one of the most explosive sequences in the series' ninth movie.

OBJECTIVE: FOIL THE ROBBERY

Dom travels to Scotland's magical capital as soon as he finds out half of Project Aries, coveted by his brother Jakob and his associate, the capricious Otto, is hidden there. While he heads for the iconic St. Giles' Cathedral in his 1968 Dodge Charger, his team has already taken up lookout positions in the area: Ramsey sits in a café in Parliament Square opposite the cathedral, and Roman and Tej park their Acura NSX nearby. But they soon suspect that they might have arrived too late and that something is going on in the old town.

Roman senses that something about a nearby delivery van doesn't look right, and investigates with Tej. They discover an enormous electromagnet inside the vehicle, but they are overpowered and captured by Otto's henchmen before they can do anything about it. Meanwhile, Ramsey detects interference in the security cameras and she can't see Jakob, who is already inside a secret room beneath the cathedral, stealing the Aries device.

ESCAPING IN ALL DIRECTIONS

Dom arrives just in time to see Jakob slipping away from the cathedral dome on a zipline and follows, one brother crossing Edinburgh through the air and the other through the streets. Meanwhile, Ramsey sees Otto pass by and get into a car, trying to leave the area

as quickly as possible. Nervous but determined to follow him, she gets into a delivery van and drives as best she can, unaware that Roman and Tej are being held captive inside the vehicle. As she starts the van, Ramsey accidentally activates the electromagnet, enabling her companions to free themselves.

Dom decides to leave his car and continue chasing his brother over the city's rooftops. Jakob uses a special zipline gun that allows him to move from building to building, but Dom causes him to fall down into a tailor's shop, where they fight furiously.

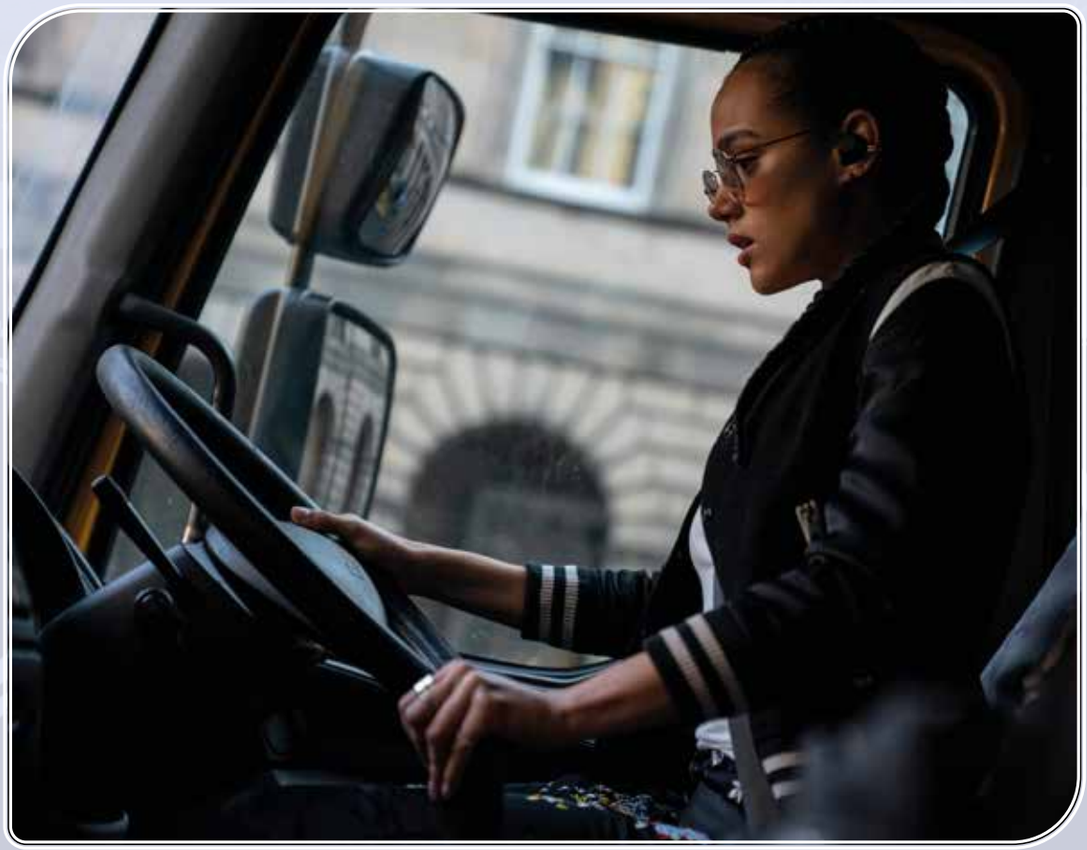
At the same time, Ramsey follows Otto through the narrow streets of Edinburgh, causing lots of damage. Every time she activates the electromagnet, metal objects like bicycles and traffic signs stick to the vehicle, creating chaotic scenes that make the struggle even more tense.

With a bit of cunning and a lot of luck, however, the computer expert's intervention is key to stopping Otto's car and trapping him, leading Dom to admit that Ramsey is a promising driver.♦

THE ADVENTURES OF BRIAN O'CONNER

Never turn your back

In *Fast & Furious 6,* Dom finds Letty alive in London. But she has joined mercenary Owen Shaw's gang and does not think twice about shooting at Dom as if she had never seen him before. Brian phones Mia to tell her Letty is alive, but the situation is very complicated. More than anything, Mia is happy they have been able to get Letty back. Brian, however, does not seem so convinced. He tells Dom that the Letty they once knew might no longer exist. Toretto replies that you don't turn your back on the family, no matter what they do.



Ramsey embarks on a dizzying chase through the city at the wheel of a van.

THE FAIRLADY Z COMPETES IN THE GT500 CLASS

Part 1: A winning debut season

After several years of the Skyline GT-R representing NISMO in GT500 racing, the team replaced it with the Fairlady Z (Z33) from the 2004 season onwards. It hit the ground running by securing a Drivers' and Team Championship one-two in its debut season.



The 2004 model of the Fairlady Z made a winning start in its first year of racing after replacing the Skyline GT-R by taking the Drivers' and Team titles.

The Fairlady Z (Z33) made its debut in the GT500 class of the All Japan GT Championship series in 2004. Up until 2003, the Skyline GT-R (BNR34) had been NISMO's principal race car in the GT500 class, but production of the model ended in December 2002. However, NISMO continued to compete in the 2003 season with the GT500-spec Skyline GT-R (BNR34). The 2003



The 2005 machine focused on improving driver collision safety, aerodynamic performance (increasing straight-line speed), and damage resistance in the event of an impact.

The 2006 model was developed with a focus on improving turning performance (aerodynamics), engine output, and engine response.



season, which was the last for the Skyline GT-R, was a year that saw the team win the Drivers' and Team titles. It was a fitting end to the series for the Skyline GT-R (BNR34).

Meanwhile, the Fairlady Z (Z33), which was released in July 2002, entered the GT500 class from 2004. The engine installed in the car was the three-liter V6 twin-turbo VQ30DETT, which had a proven track record in the Skyline GT-R, and the team aimed to win the Series Championship. The Fairlady Z overcame the handicap of being a debut year model and won both the Drivers' and Team titles. This was the second consecutive year that NISMO had achieved this feat.

In order to avoid dominance by a single team, various racing rules were established for the GT Championship series. These rules have been carried over to the current Super GT series racing rules. One example is the renowned weight handicap system. If a team finishes in the top positions in the first race of the season, its car must carry extra weight in the second race. If they win the second race, they must take on even more weight in the next event. However, if they finish in the lower positions in the third race, they can then carry less weight. ♦

The 2007 Super GT series was the last season for the Fairlady Z. As usual, NISMO entered two works machines.



THE MOST POWERFUL JAPANESE CAR TO DATE

The fourth-generation Fairlady Z (Z32), which broke away from the image of the previous Fairlady Z as a long-nose, short-decked car and strengthened its GT car image, made its debut in July 1989. It was the arrival of a high-powered sports car that produced 280ps, the first of its kind to be made in Japan.

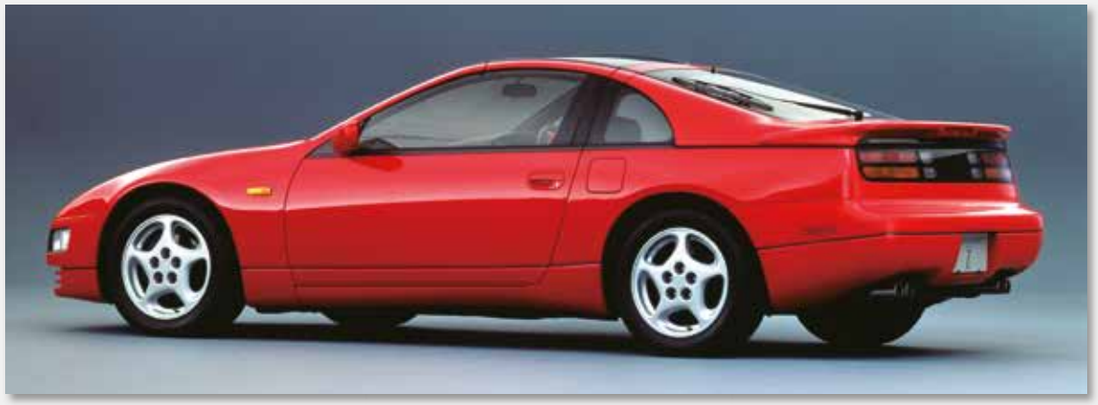
The short, low front nose and advanced cabin made the most of the benefits of the short V6 engine. The car's 5-number body specification was abandoned, and the overall width was greatly increased. The height was lowered, and the front and rear overhangs were also shortened. The headlights were no longer the parallel-rising type of the previous model, but instead used fixed projector headlamps. The slanted hood was matched with a distinctive design that angled downwards. As with previous Z models, the body was available in two versions: a 2 plus 2 and a two-seater. The latter came with a standard roof, but all 2 plus 2 models had a T-bar roof.



The interior of the Fairlady Z (Z32) was designed with the idea of creating a space for two people. It was similar to the Silvia (S13), which debuted around the same time.

There were two types of engine: a three-liter V6 DOHC twin-turbo VG30DETT type and a non-turbo VG30DE type. The twin-turbo VG30DETT type was not a twin-turbo version of the single-turbo VG30DET type (255ps) that was used in the Leopard (F31) and other

At the time, the car was talked about not only for its 280ps performance, but also for its style. It was a sports car, but it didn't have a spartan feel to it, and was very urban.





The shape of the front seats was different from bucket seats. It had a luxurious atmosphere that was appropriate for a luxury GT car.

models, but was almost entirely a new design. Unlike the Skyline GT-R's twin ceramic turbo, it used a regular metal turbo. It also incorporated new components in various areas, such as the two small air-cooled intercoolers installed on either side of the front overhang.

The specifications remained the same for both the five-speed manual (MT) and four-speed automatic (AT), with a maximum output of 280ps/6,400rpm and maximum torque of 39.6kgm/3,600rpm. The non-turbo VG30DE engine had a maximum output of 230ps/6,400rpm and a maximum torque of 27.8kgm/4,800rpm, which was a significant increase in power compared to the previous Z31 model. Five-speed MT or four-speed AT could also be selected for this engine.

The suspension was a four-wheel multi-link setup designed exclusively for the Fairlady Z. The layout was the same as the Skyline (R32), but it had been given its own unique tuning, such as a larger caster angle.

The brake system was four-wheel ventilated disks. The aluminum opposed piston calipers made by Sumitomo Electric, which were also used in the Skyline, had four pistons in the front and two pistons in the rear. ABS was standard equipment on all models.

The low height and wide body gave the car a different image from previous Fairlady Z models, but the Z32 recorded strong sales when it was first released. ♦

TECHNICAL DATA

FAIRLADY Z 2-SEATER 300ZX TWIN TURBO T-TOP Z32 TYPE (1989)

Length:	169.7in (4,310mm)	**Maximum torque:**	39.6kgm / 3,600rpm
Width:	70.5in (1,790mm)	**Vehicle weight:**	3,351lb (1,520kg) (5MT)
Height:	49.2in (1,250mm)	**Suspension (front/rear):**	Multi-link / multi-link
Wheelbase:	96.5in (2,450mm)	**Brakes (front/rear):**	Ventilated disk
Tread (front):	58.9in (1,495mm)	**Tires:**	225/50R16
Tread (rear):	60.4in (1,535mm)		
Engine:	VG30DETT (V6, four-valve DOHC, twin turbo)		
Maximum output:	280ps / 6,400rpm		
Total displacement:	2,960cc		



STAGE 90 LICENSE PLATE AND REAR LIGHTS

In this issue, we will mount the rear license plate as well as the reverse and fog lights on the rear bumper.

PARTS



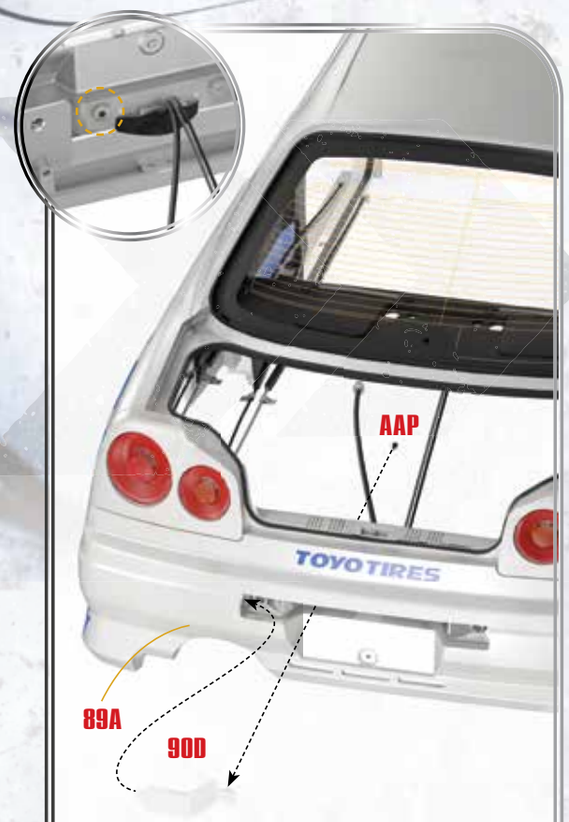
90A	Rear license plate	90F	Rear fog light lens
90B	License plate frame	90G	Rear fog light reflector
90C	License plate mount	AAP	Screws 1.4×3 (×3*)
90D	Reversing light lens	KM	Screws 1.4×4 (×2*)
90E	Reversing light reflector		

*Including spares

90.01

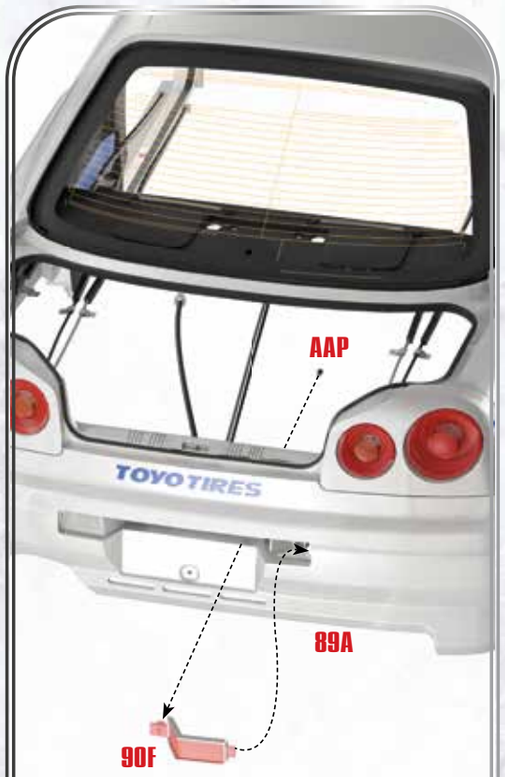
Place the reversing light 90E and fog light 90G reflectors in the highlighted recesses in the rear bumper 89A.





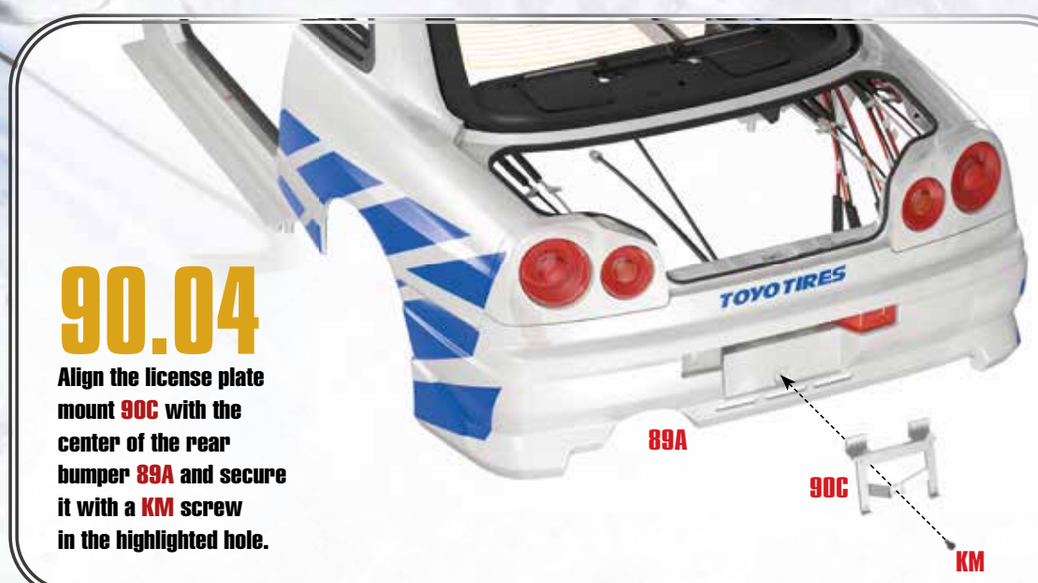
90.02

Fit the reversing light lens 90D into the highlighted holes in the rear bumper 89A. Connect it from the interior of the body with an AAP screw.



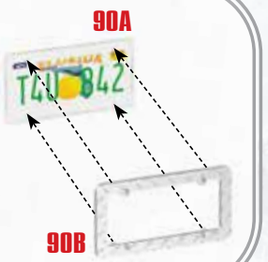
90.03

Insert the rear fog light lens 90F into the highlighted holes in the rear bumper 89A. Connect it from the interior of the body with an AAP screw.



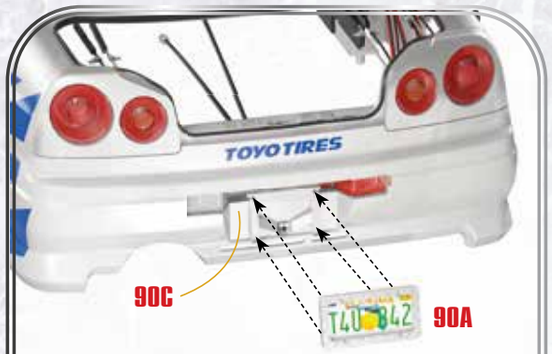
90.04

Align the license plate mount 90C with the center of the rear bumper 89A and secure it with a KM screw in the highlighted hole.



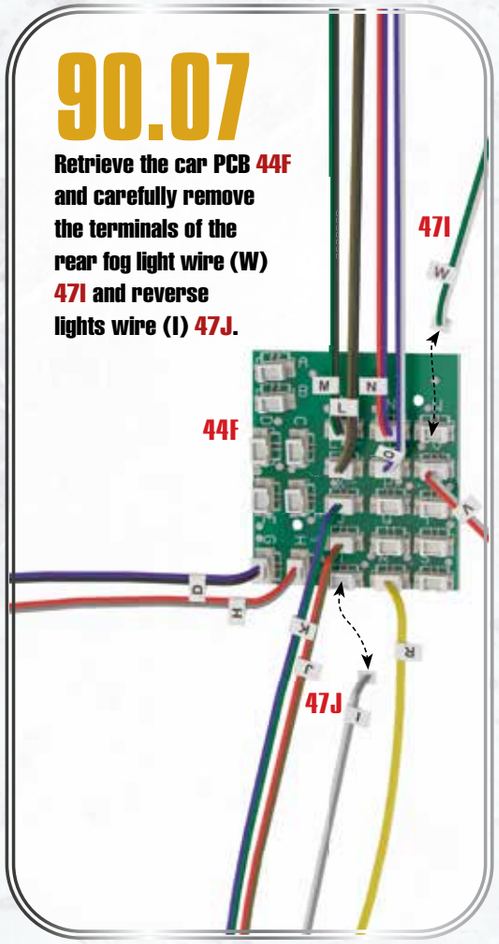
90.05

Place the license plate frame 90B over the license plate 90A.



90.06

Carefully push the license plate 90A onto the license plate holder 90C, paying attention to the correct orientation of the license plate.

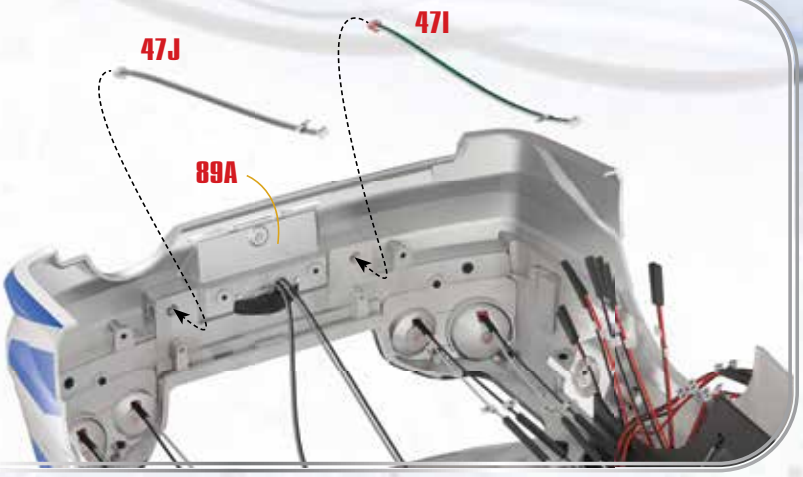


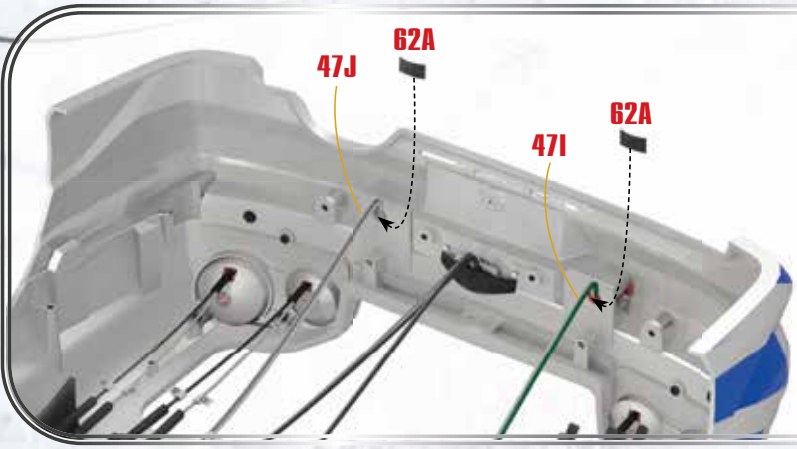
90.07

Retrieve the car PCB 44F and carefully remove the terminals of the rear fog light wire (W) 47I and reverse lights wire (I) 47J.

90.08

Insert the LEDs bulbs of the rear fog wire (W) 47I and the reverse light wire (I) 47J into the marked holes in the rear bumper 89A.





90.09

Cut two segments of the adhesive tape 62A and fasten the LED bulbs of the rear fog light (W) 47I and the reverse light (I) 47J at their place.

Final assembly



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