FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

100



F237FSC100

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FAST & FURIOUS

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BRIAN'S NISSAN SKYLINE GT-R

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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
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INTERVIEW WITH KOZO WATANABE – PART 2

In January 1992, Mr. Kozo Watanabe, who had been in charge of the development of the R32 Skyline, was appointed as the Chief Product and Vehicle Engineer in charge of the creation of the R33 Skyline. He then went on to lead the development of the R34 Skyline. He evolved the electronically controlled torque split 4WD system, rear-wheel steering system, suspension, and aerodynamic parts. He completed the R34 Skyline GT-R, which combined all of these technologies.

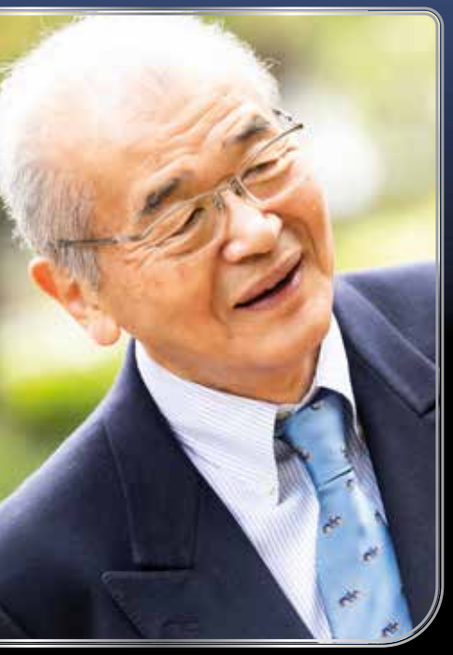
"Mr. Shinichiro Sakurai was in charge of the Skyline product line for a long time", recalls Kozo Watanabe, "and in the case of Mr. Naganori Ito, I think he was in charge of the March and Prairie product lines, and then he was transferred to be in charge of the Laurel and Leopard. Then, towards the end of the development of the R31 Skyline, Mr. Sakurai fell ill, so the company told Mr. Ito to 'also work on the Skyline.' So, in the morning, he was talking about the Laurel, and in the afternoon, he was working on the Skyline. At the time, he was very insistent that each model should have a single product manager, because he thought that this was the only way to ensure that a good car would be produced.

"In some cases, the Chief Product and Vehicle Engineer would change after just one generation, while in other cases, like Mr. Sakurai, they would continue for several car generations. As a result, I was in charge of the Skyline for two generations, the R33 and R34. Whether you continue or not depends on the Chief Product and Vehicle Engineer at the time, and on the evaluation of the company's product headquarters director.

"When I was appointed as the Chief Product and Vehicle Engineer for the R33 Skyline, the

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"I think we were able to lead the world with the R34 Skyline," Kozo Watanabe reflects. "I put everything I had into it, within the limits of what I could do."

head of the product division told me, 'If you don't reach your targets, you'll have to sell the car and pay back the development costs!' I think he was telling me to approach the job with that kind of mindset.

"Nowadays, this kind of exchange of words would probably be called 'harassment', but it's an episode that conveys the weight of responsibility of the Chief Product and Vehicle Engineer who directs the development of a new model that requires development costs of several tens of billions of yen."

THE CHALLENGE OF THE R33 AND ITS PROFITABILITY

"In Mr. Ito's opinion, the R32 model would revive the Skyline's image as a car that drives well, and to make this appeal more clearly, the size would be reduced, and the design would be made more appealing to young people. And with the R33 model, the Skyline would return to its original course. Mr. Ito, who had grown up with the successive Skyline series, made the bold decision to make a change. At the same time, there was the Project 901 initiative, which was aiming to 'achieve the world's best driving performance by 1990.' There were a number of enthusiastic people from the various design departments involved in this project, so I think that the R32 was well rounded as a result of this.

"However, the change in direction for the R32 model was too much [Mr. Watanabe laughs]. It was the first time in the Skyline series that the two-door model sold more than the four-door model. So the R32 model was an exception among exceptions. But it became the standard. In a sense, the R32 model was a real poison pill.

"The R32 Skyline was highly acclaimed for its excellent driving performance, with the GT-R at the top of the range. This led to high expectations for the successor model, and the development team was greatly troubled over what to do with the next R33 model. Mr. Watanabe took over the project from his predecessor.

"The high profitability of the R33 model encouraged the development of the GT-R model.

"The two-door R32 was fine, but the dealers said that they would have preferred a slightly larger car that could be sold without having to explain to customers about the four-door model every time. That's a very natural thing to say.

"With the next R33 model, the Chief Product and Vehicle Engineer who succeeded Mr. Ito wanted to go back to that kind of line, but at the same time, there was a lot of talk going on within the company about promoting rationalization to reduce costs. So there were people saying that if the wheelbase of the Skyline was made the same as the Laurel, it would help rationalization, and as that was a great cause, everyone got on board. I think that because the banner of rationalization was flying high, each project was told to do the same. I think the Chief Product and Vehicle Engineer was very troubled because there was a gap between what he wanted to do and what he could do.

"However, as a result, even though the wheelbase was shared, the rear overhang was changed from the Laurel, so I think the effect of rationalization was only about half of what was predicted. If you want to go all the way, you have to match the front suspension type, wheelbase, and overhang, otherwise rationalization is meaningless.

"After that was decided, I was told to take charge of the product and that we would be making the GT-R. The head of the product division had some objections, so in order to clearly show that we were going to make the GT-R, we set up a Chief Product and Vehicle Engineer who would be in charge of the GT-R full-time.

"At the time, the All Japan Touring Car Championship, in which the GT-R was competing in the Group A category, ended in 1993. But the R32 GT-R sold more than double the number of cars originally planned, and it was highly profitable, so it was decided that the R33 model would also be a GT-R. Also, we couldn't stop the technological progress we had made with the development of the GT-R.

"When you say you're going to make the R32 the best in the world, and you work with the world's top personnel, once you reach a certain level, you can see the next challenge. Once you see the challenge, you want to take it on, right? But if you stop with the R32, it would take a huge amount of energy to develop it again.



The R32 Skyline GT-R was released in 1989. It surprised the world with its supreme performance, which incorporated many of the latest technologies of the time.

"So, I thought that there was no way they would stop developing the GT-R. I thought that they couldn't just stop advancing technology. I thought that it would just be the same old Nissan repeating the same old thing. That's why I thought that the R33 GT-R was the way to go, and when I was told to 'do it yourself,' I thought, 'Well, how can I make an evolved GT-R with the longer wheelbase of the R33?'"

THE LEGACY OF THE R32 AND R33

"The R33 GT-R was evaluated differently from the R32 GT-R due to its larger body and longer wheelbase, but its driving performance was definitely improved by the adoption of an active LSD and other features. Watanabe also continued to be in charge of the R34 Skyline, including the GT-R, which could be called the culmination of the GT-R project to that point and which they could all be proud of.

"When we asked for feedback from R33 owners, they said, 'We want the next model to be a Skyline that's true to the Skyline name.' Everyone said that, but when we asked if they would buy it, they said no [laughs]. That's an interesting point, but that's how it should be with the Skyline.

"When it came to deciding how to make the next R34 model, the Murayama plant, which was in charge of producing the Skyline, said, 'You can make two different wheelbases.' So there were two options for the wheelbase. One idea was to make the four-door model the same as the Laurel, and make the two-door Skyline a different length. The other idea was to make the two-door and two-door wheelbases the same for the Skyline and make it a different wheelbase from the Laurel. We had these two options, but we decided to make the R34 model have the same wheelbase for the four-door and two-door models.

"The R34's wheelbase was made shorter than the Laurel, which shared the same chassis, and was made to be the same size as the R32 and R33. And the R34 GT-R was developed by polishing up

The R32 Skyline was a bold departure from the "Fast Skyline." Of all the Skylines that came before it, this is the only model that sold more as a two-door coupe.





The R33 Skyline GT-R had a longer wheelbase. Nissan thought about how it could make an evolved GT-R with the longer wheelbase for the R33.

the technology that had been used since the R32 GT-R as well as introducing new technology.

"In a sense, the R34 Skyline GT-R is the culmination of technology. For example, the R32 Skyline GT-R was the first to use a variety of electronic controls. And as one motor journalist said, 'It was the first Japanese car bought by a certain German manufacturer.' Multiple R32 GT-Rs were parked on the test course of that company. It may have been the power of that company, or perhaps the power of supplier B, but now we use electronic control devices by the truckload.

"Then, when we were working on the R34 Skyline GT-R, we tried out things like carbon fiber diffusers, and we also used multi-display technology at the time. We were the first to use a screen to display vehicle performance like that. And now, in-car displays are so big [laughs]. In that sense, I don't think anything has come out yet that's as amazing as I thought it would be. In a way, I think we were able to lead the world with the R34.

"So, if you were to ask me if it was the culmination of all that, I would say that I put everything I had into it, within the limits of what I could do. The only thing I tried that wasn't adopted was the two-pedal transmission (toroidal CVT).

"The popularity of the R34 GT-R has increased overseas, and the price of used cars has soared, reaching prices many times higher than the price of new cars.

"I never imagined that it would become so popular in America. Also, my grandson lives in the countryside in Spain, and he's about 16 years old now. He was told by his friends that 'your grandpa is on Wikipedia' [laughs]. The 25-year rule, The Fast and the Furious, and PlayStation – they're all over the place [laughs]." ◆

"The R34 Skyline GT-R is the culmination of technology in a sense," says Mr. Watanabe. "It was equipped with items that were ahead of its time."



ABUELITA TORETTO

In the whirlwind of adventures and speed that defines the world of *Fast & Furious,* an unexpected character arrives to remind us what really keeps everything going: family.



Always ready to surprise the audience and add to the *Fast & Furious* family, in the tenth movie the makers of the series introduce the endearing *Abuelita* (grandmother) of Dom, Mia, and Jakob Toretto, played by one of the great legends of Hollywood: Rita Moreno, who won an Oscar for her unforgettable role as Anita in the famous musical *West Side Story* (1961).

For Rita Moreno, joining this cinematographic family was as unexpected as it was exciting. "A few years ago, I read that Vin was interested in having Oscar-winning actors in the *Fast & Furious* movies," the actress revealed after starting filming *Fast X*. "I thought, 'Hey, I've got an Oscar,' but I couldn't tell him, I didn't know him. And now here I am, it's incredible."

THE DRIVING FORCE BEHIND THE FAMILY

That mixture of humility and greatness is what Moreno brings to the character, a woman who dominates any room with her presence, but who can also share a smile full of warmth. With her strength, wisdom, and indomitable nature, the grandmother is not just an emotional anchor, but also a hidden force that drives the Toretto family.

The choice of Rita Moreno is especially important for the Latino community, as Michelle Rodriguez, who plays Letty in the series, points out: "It means a lot that Rita Moreno is joining our world, above all for the Latin American community that supports the franchise so much. She's an emblematic figure, someone who broke down barriers and who we are deeply proud of."

The term "Abuelita", as an archetypal figure in Latino culture, has very profound significance. She is the matriarch, the one who

looks after and protects, but also the one who demands and puts things in order. “The Abuelita is the wise person, but also the one who keeps you grounded,” Moreno says. Her character represents that mixture of affection and authority, the love that is given without hesitation to protect her family. And if Dom is the king of the road, Abuelita is the queen of the home, with the last word in any argument. “If they don’t agree, she forces them to listen to her,” says the actress with a smile. “She’s very strong and always has the last word. Don’t forget that she was also a crazy and intrepid driver; she knows perfectly well what’s going on.”

A SYMBOL OF CONNECTION

For the franchise, adding Rita Moreno to the cast reinforces one of its fundamental values: inclusion. As the actress rightly says, *Fast & Furious* has built a world in which nationality, color, and gender doesn’t matter. “They did it so well that nobody noticed, and we owe that to Vin,” Moreno admits.

In a world where engines roar and there is danger around every bend, Abuelita Toretto reminds us that true power does not lie in speed, but in love and the ties that bind a family. And if anybody can put Dominic Toretto in his place, it’s her. As with any good grandmother, when she speaks, everybody listens. ◆

THE ADVENTURES OF BRIAN O’CONNER

The good times

After the electrifying pursuit of Shaw’s airplane, Dom earns the right to return to his house in Los Angeles, where he organizes a barbecue for all of his friends. Brian and Mia turn up with little Jack. Brian admits that, although the air quality is terrible and the traffic is a nightmare, his son will grow up in this city. Mia shows the baby the garage where, when he’s older, he’ll be able to build a car with his dad, and this again kicks off the argument between Dom and Brian about whether classic American cars or imported ones are better. Before they sit down to eat, Agent Hobbs shows up with his files and gives them the great news: all charges against them have been dropped!



STAGE 100
LEFT HEADLIGHTS

In this issue, we will assemble the housing, reflector, and lens of the left headlight unit and install its wiring system.

PARTS

100A



100B



100C



AGM



AP



SM



ZM



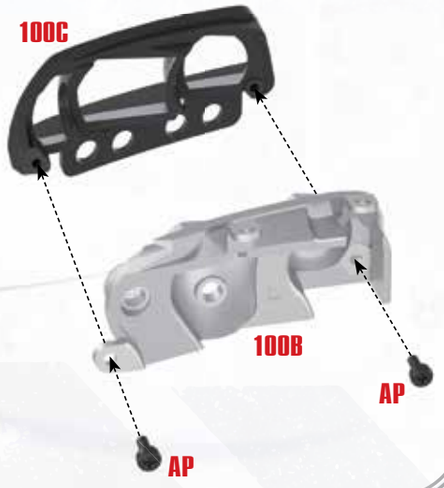
100A	Left headlights lens
100B	Left headlights reflector
100C	Left headlights housing

*Including spares

AGM	Screws 2×3mm (×5*)
AP	Screws 1.7×4mm (×3*)
SM	Screws 1.7×3mm (×8*)
ZM	Screws 1.7×3mm (×3*)

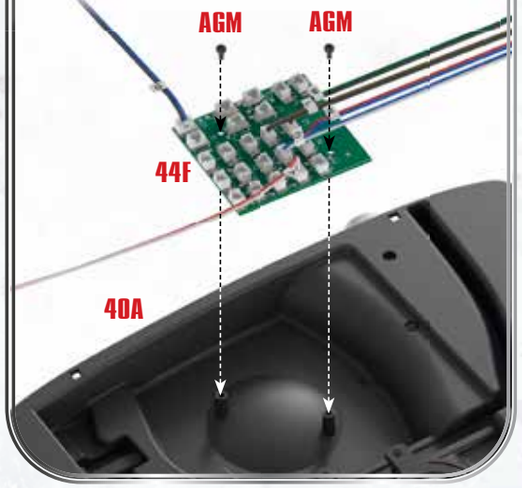
100.01

Connect the left headlights reflector 100B to the left headlights housing 100C and fix the parts with two AP screws.



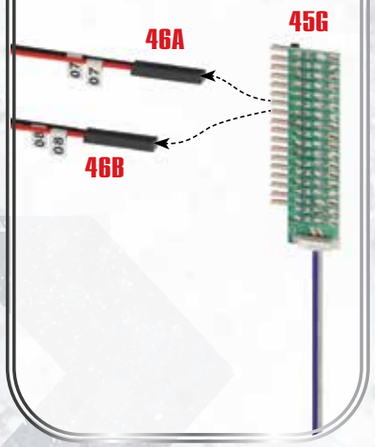
100.02

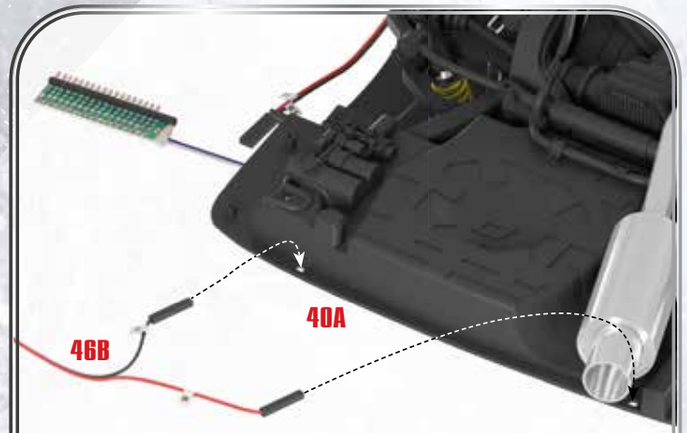
Retrieve the car PCB 44F and place it on the two highlighted pivots on the chassis rear section 40A. Carefully secure the PCB with two AGM screws.



100.03

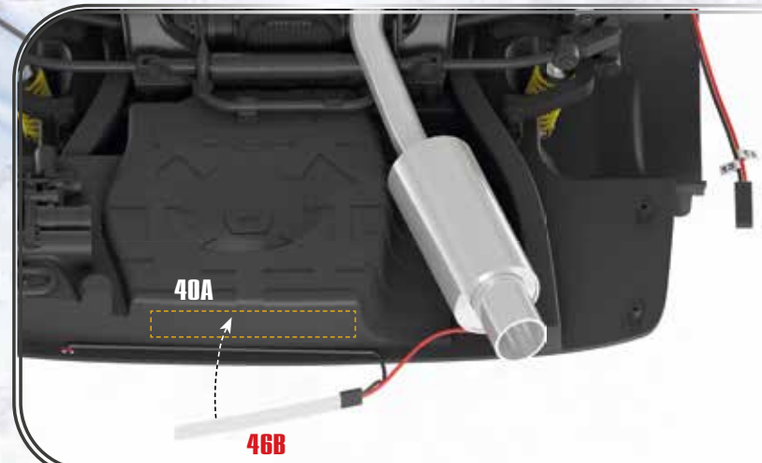
Remove the connectors of the front bottom light wire (07) 46A and the rear bottom light wire (08) 46B from the PCB splitter 45G.





100.04

Take the rear bottom light wire (08) 46B and carefully separate the red wire from the black wire. Refer to the image to see where each colored wire should go. Insert the connectors into the two rectangular holes in the chassis rear section 40A, and pass the rest of the wire through the holes. Roll up the label on the wire so that it can pass through the hole.

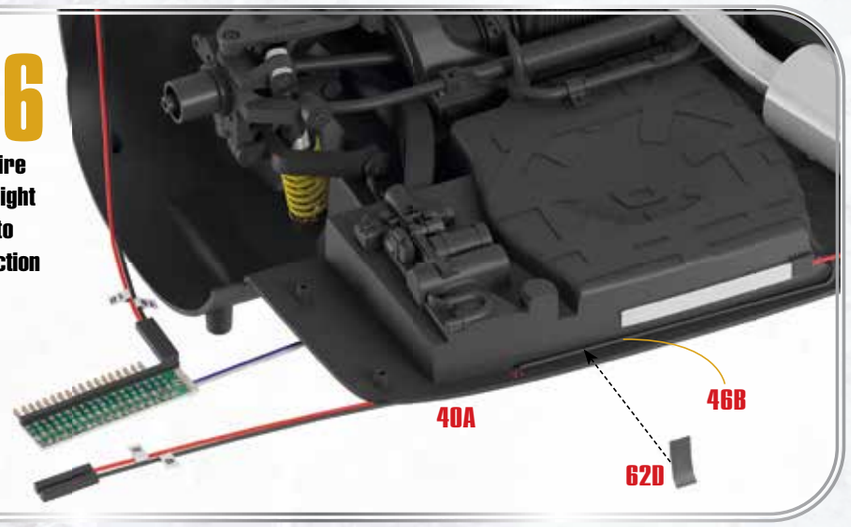


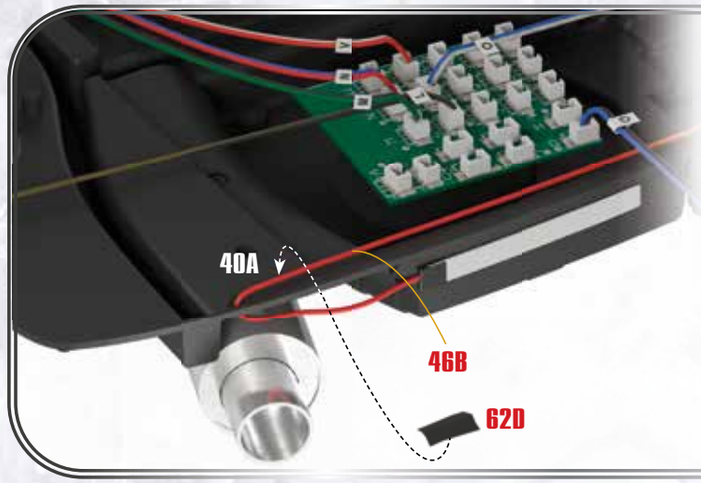
100.05

Clean the highlighted area of the chassis rear section 40A with a cloth. Remove the adhesive protection from the LED strip on the rear bottom light wire (8) 46B and attach it to the chassis.

100.06

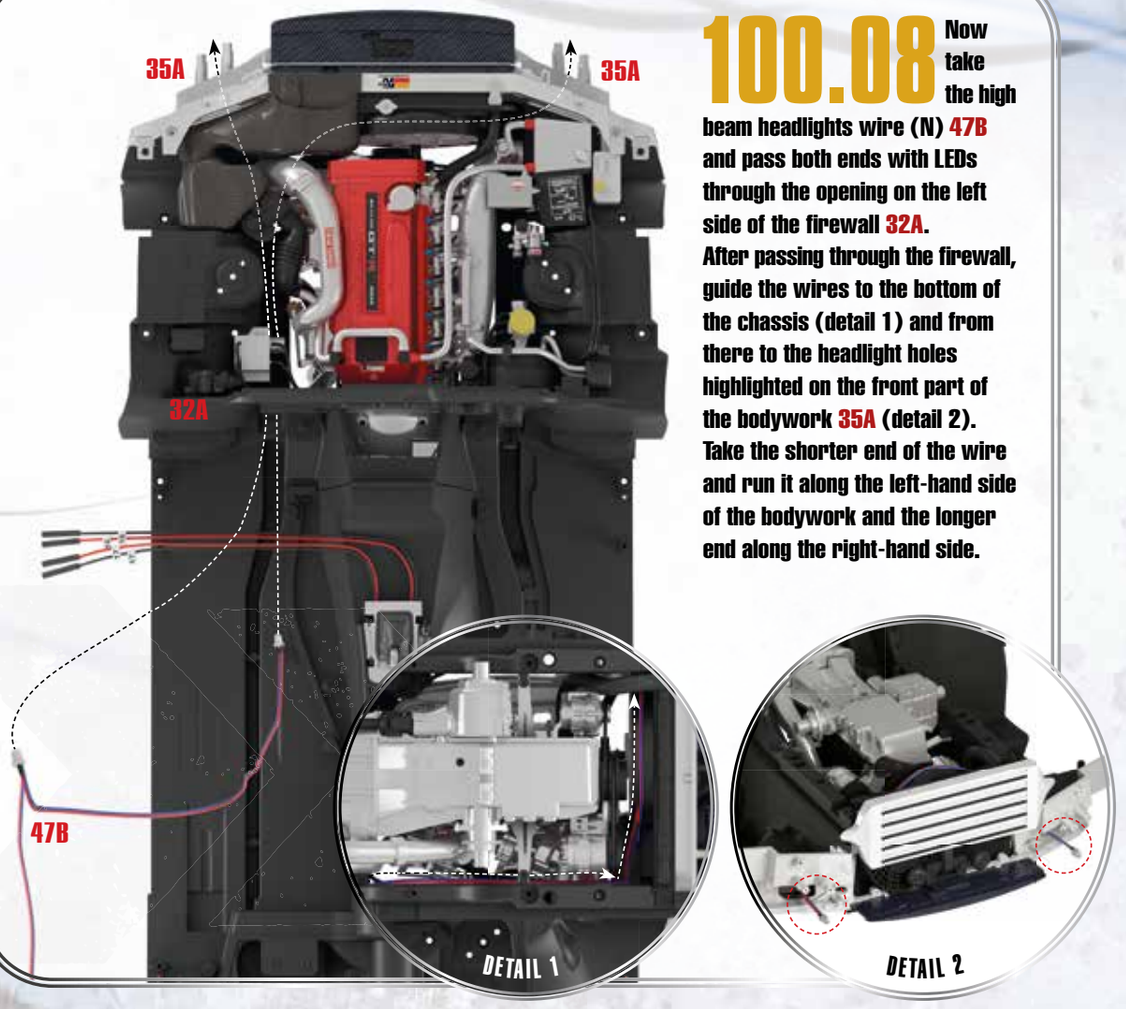
Secure the black wire of the rear bottom light wire set (08) 46B to the chassis rear section 40A with a strip of adhesive tape 62D.





100.07

From the upper side of the chassis, attach the red wire of the rear bottom light wire set (08) 46B to the chassis rear section 40A with another strip of adhesive tape 62D.

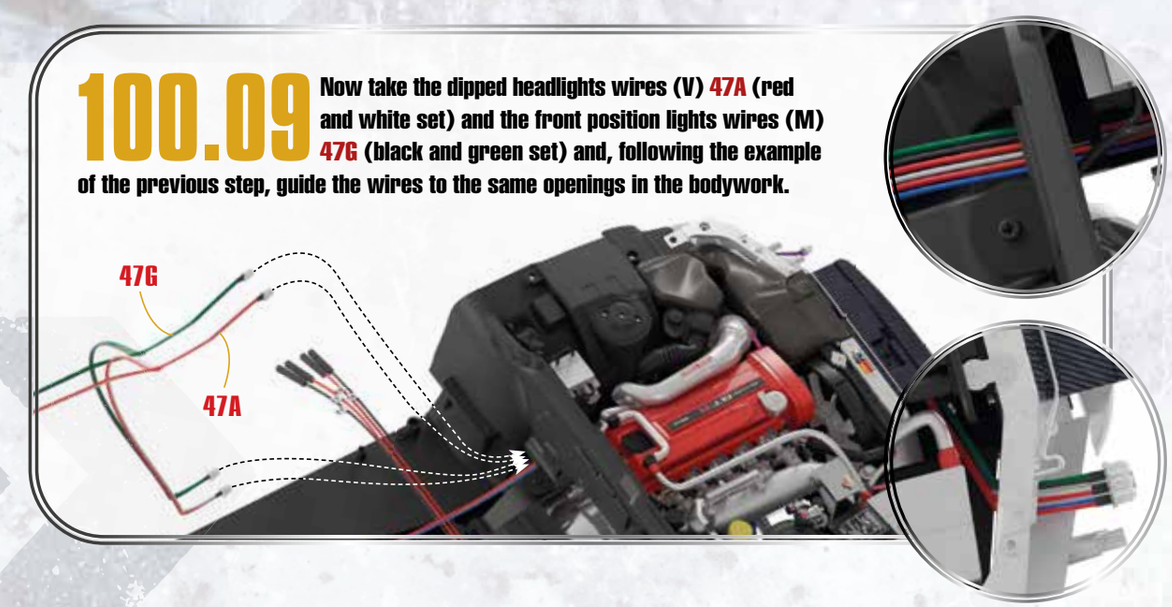


100.08

Now take the high beam headlights wire (N) 47B and pass both ends with LEDs through the opening on the left side of the firewall 32A.
After passing through the firewall, guide the wires to the bottom of the chassis (detail 1) and from there to the headlight holes highlighted on the front part of the bodywork 35A (detail 2).
Take the shorter end of the wire and run it along the left-hand side of the bodywork and the longer end along the right-hand side.

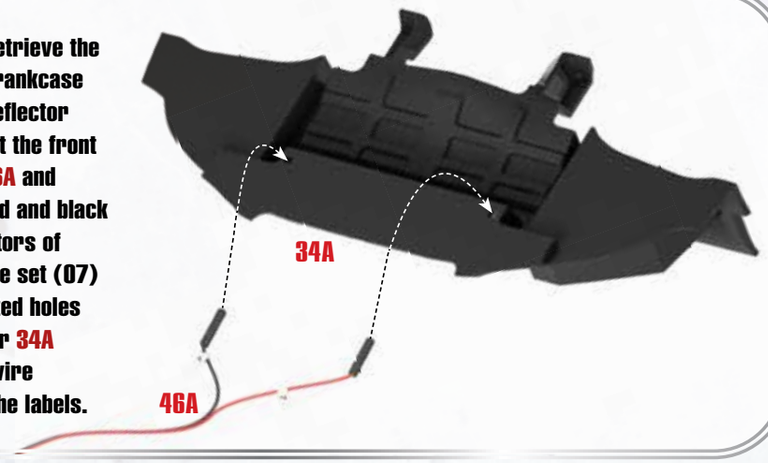
100.09

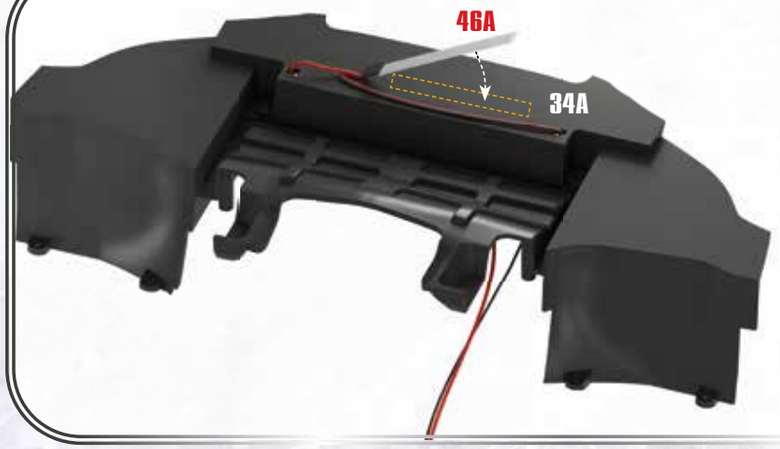
Now take the dipped headlights wires (V) 47A (red and white set) and the front position lights wires (M) 47G (black and green set) and, following the example of the previous step, guide the wires to the same openings in the bodywork.



100.10

Retrieve the crankcase deflector 34A from issue 34. Select the front bottom light wire (07) 46A and carefully separate the red and black wires. Insert the connectors of the front bottom light wire set (07) 46A into the two highlighted holes in the crankcase deflector 34A and feed the rest of the wire through after rolling up the labels.



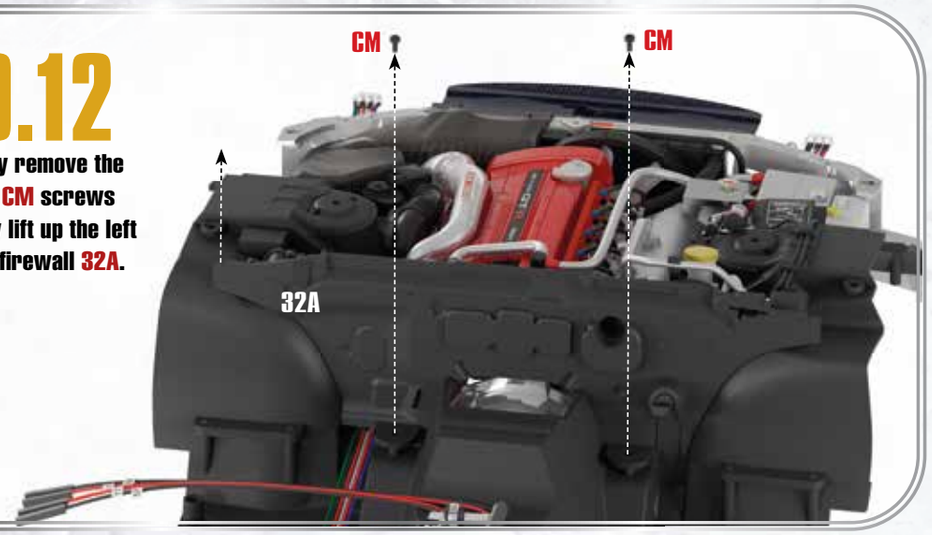


100.11

Clean the highlighted surface of the crankcase deflector 34A. Remove the adhesive protection from the LED strip on the front bottom light wire set (07) 46A and attach it to the marked area.

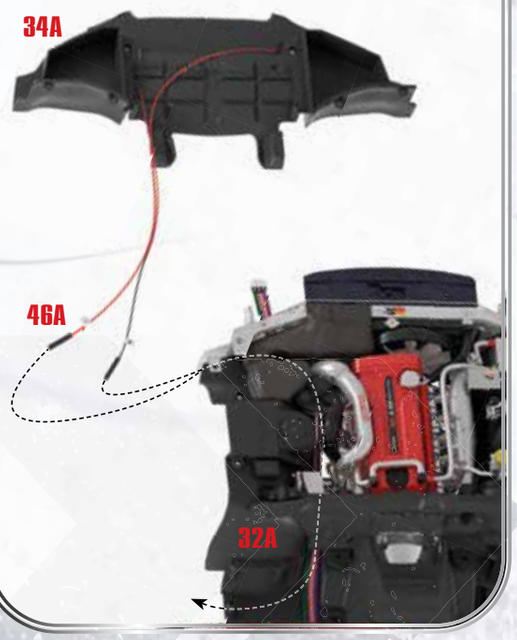
100.12

Temporarily remove the highlighted CM screws and slightly lift up the left side of the firewall 32A.



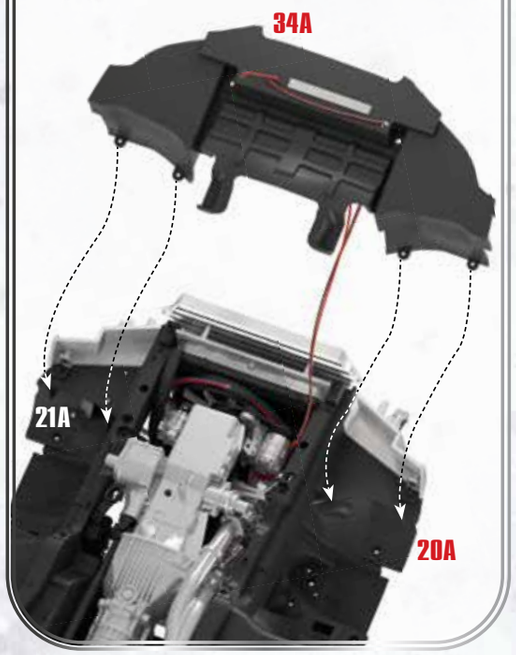
100.13

Position the crankcase deflector 34A near the chassis and pass the wire connectors of the front bottom light wire set (07) 46A from the bottom of the engine upwards and then beneath the firewall 32A, as shown in the picture.



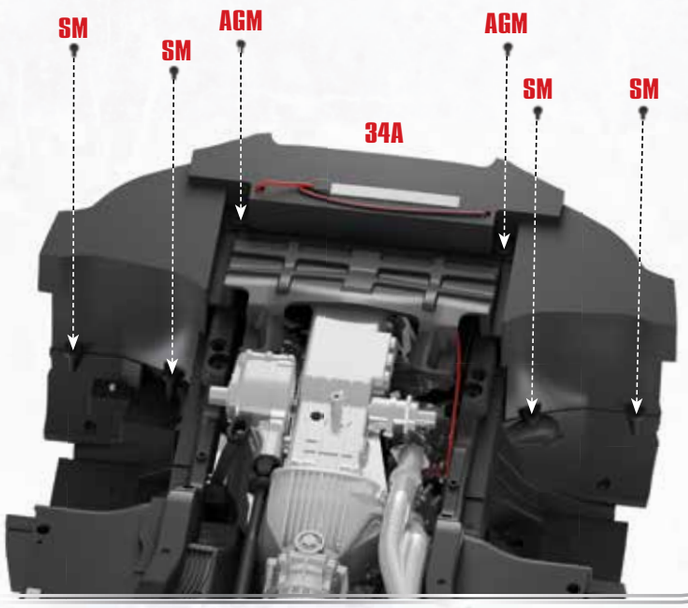
100.14

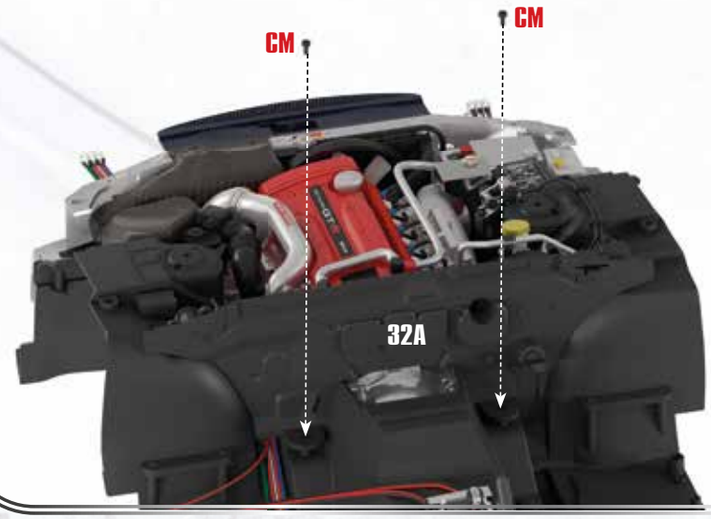
Carefully turn the assembly over and place the crankcase deflector 34A onto the front left and right wheel arches, 20A and 21A.



100.15

Secure the crankcase deflector 34A with four SM screws on the sides and two AGM screws in the central holes.



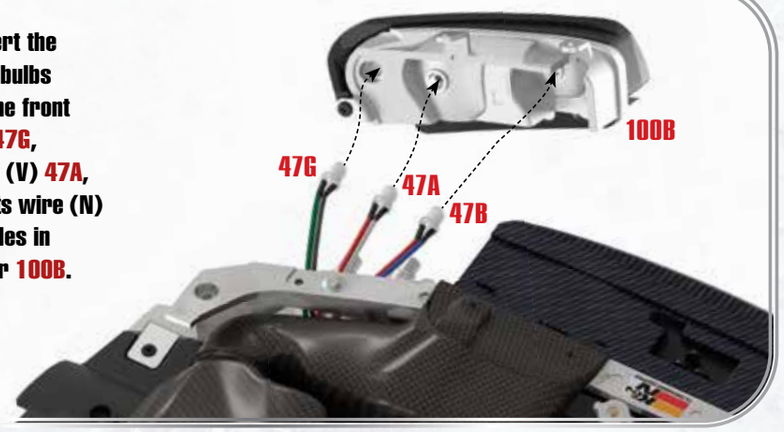


100.16

Reattach the firewall 32A with the CM screws that you removed in step 12.

100.17

Insert the LED bulbs of the front position lights wire (M) 47G, the dipped headlights wire (V) 47A, and the high beam headlights wire (N) 47B into the highlighted holes in the left headlights reflector 100B.





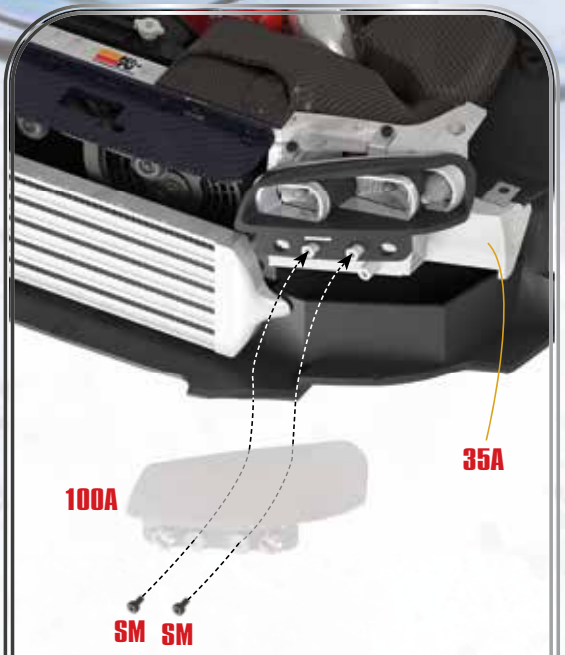
100.18

Temporarily remove the hood rod 36C from the front part of the bodywork 35A.

LEFT HEADLIGHTS

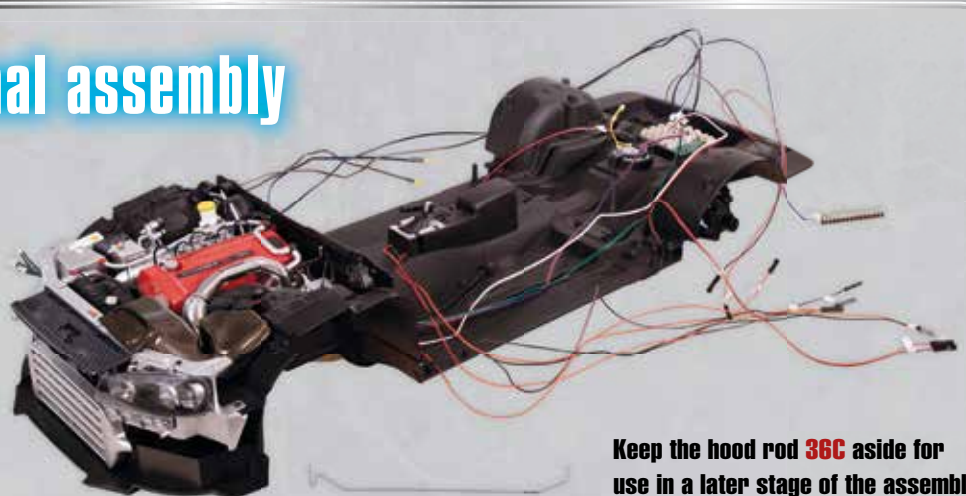
100.19 Attach the left headlights reflector 100B to the front part of the bodywork 35A with two ZM screws.





100.20 Place the left headlights lens 100A on the two highlighted pivots on the front part of the bodywork 35A and fix it with two SM screws.

Final assembly



Keep the hood rod 36C aside for use in a later stage of the assembly.

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