FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

F237FSC101

101



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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

Picture Credits: p. 1-4: Nissan Press Office; p. 5-6: Alamy, NBCUniversal Archive.

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Printed in Italy

ISSN 2977-1609

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

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ALL JAPAN TOURING CAR CHAMPIONSHIP – PART 1

Successive generations of the Skyline GT-R have been intimately linked to motorsports. One example was the Skyline (R32)-based GT-R NISMO, which was produced in a limited edition of 500 units and adopted specifications to give it an advantage in Group A racing. It was developed by studying the Group A vehicle regulations, and making full use of the experience gained from the development of the previous GTS-R model and participation in the All Japan Touring Car Championship.

In February 1990, a refined model of the Skyline (R32) was released, aiming to win Group A races such as the All Japan Touring Car Championship. It was the Skyline GT-R NISMO (R32), which was manufactured in a limited run of just 500 cars. The difference between the Skyline GT-R and other domestic cars up to that point was that the development of the production model and the Group A race car were being carried out in parallel. At the same time, plans were also being made to produce the GT-R NISMO model, which incorporated specifications that would give it an advantage in racing, in accordance with the Group A vehicle regulations. The development and experience gained from the GTS-R (HR31), which was limited to 800 units, was said to have been of great help in this.

The specifications for the new racing model were based on the vehicle regulations of the FIA (Fédération Internationale de l'Automobile). In touring car racing and rallying, where sports competition vehicles are built based on production models, the minimum production volume of the base vehicle is stipulated in the regulations to prevent excessive competition, such as when car manufacturers produce very small numbers of special

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machines that disregard profitability in order to compete. For example, the homologation requirements for Group B machines, which were the mainstay of the WRC (World Rally Championship) in the 1980s, were "200 vehicles manufactured in a consecutive 12-month period."

In addition, the Group A machines that entered touring car racing and the WRC in the early 1990s were subject to homologation if they were "vehicles with four or more seats that were produced in a continuous 12-month period in numbers of 5,000 or more (2,500 or more from 1992 onwards)." In addition, in Group B, it was possible to set up an Evolution model called the Sport Evolution (ES) with specifications and parts suited to sports events, with the condition of producing at least 20 Evolution models for use as works cars in the WRC. In Group A, it was also possible to develop a specific model called the Sport Evolution (SE) with specifications and parts suited to competition, with the condition of producing at least 500 additional units.

The representative models that were active in the WRC during the Group B era included the Audi Sport Quattro, Lancia Rally 037, Peugeot 205 Turbo 16, and Ford RS200. The typical Group A models included the Ford Sierra RS500, BMW M3 Evolution, and Lancia HF Integrale Evoluzione.

Homologated models for Group B and Group A were also released as domestic cars. In October 1982, Toyota introduced 200 units of the Celica GT-TS (TA64), a homologated model of the Group B car that would be used in the WRC. The following year, Nissan released 200 units of the 240RS (BS110) for rally use, including in the WRC. In addition, in October 1984, Daihatsu unveiled the Charade 926 Turbo (G26), a Group B homologated model with a displacement of 926cc.

As for specific Group A models, Nissan released the Skyline two-door sports coupe GTS-R in August 1987, which was limited to 800 units. The following year, in August 1988, Toyota also released the Supra 3.0 GT Turbo A (MA70), of which only 500 units were produced.

SWITCH TO HIGH-CAPACITY METAL TURBO

The GT-R NISMO was fitted with a large-capacity metal twin turbo to achieve the target power of 600ps. A number of other measures were also adopted, such as the removal of parts that were unnecessary for Group A racing to reduce weight, and the addition and modification of aerodynamic parts. To achieve 600ps of horsepower, the development team predicted that the Ford Sierra RS500, which was considered to be the Skyline's rival at the time, would evolve to the point where it could lap Fuji Speedway (the old course, 14,665ft/4,470m) in 1 minute 31 or 32 seconds by 1990. The team estimated the power-to-weight ratio that would enable the achievement of a lap time of under 1 minute 30 seconds, which would be faster than the Ford.

Ceramic twin turbochargers were fitted to the RB26DETT engine of the Skyline GT-R (R32). These use ceramic turbine rotors with low mass to reduce turbo lag. While this is effective for improving response, there was a risk of the turbine blades breaking if foreign matter got into them during a race. For this reason, the GT-R NISMO used a twin-turbo made of strong Inconel (an iron-nickel alloy).

In addition, the capacity of the GT-R's ceramic twin turbo was limited to around 490ps even when it was tuned for racing. The GT-R NISMO, which was aiming for 600ps, had its twin turbo replaced with a larger-capacity turbo to match, and at the same time the inlet of the stainless-steel exhaust manifold where the turbo was attached was also enlarged. The specifications listed in the catalog were the same as the standard model, with a maximum output of 280ps/6,800rpm and a maximum torque of 36.0kgm/4,400rpm, but when running on stock settings, the ceramic twin turbo was superior in terms of response in the practical range. The metal turbo of the GT-R NISMO was able to demonstrate its true value only after it was boosted and tuned to race specifications.



The Skyline GT-R NISMO (R32) was sold in limited numbers as a specific model. As a race car, the GT-R NISMO was given specifications that the standard GT-R road car could not offer.



The engine itself was the same as the standard GT-R, but it was fitted with a large-capacity metal turbo designed specifically for the car. In addition, the GT-R NISMO engine bay dispensed with a number of parts such as the ABS unit.

LIMITED EDITION CHEAPER THAN BASE MODEL

In order to reduce weight, the GT-R NISMO did not have ABS, air conditioning, audio, or a rear wiper, so there was space for an ABS unit in the bulkhead on the passenger side of the engine compartment. In the All Japan GT Championship races that began after the Group A races, the use of ABS was banned because it led to excessive improvements in braking performance, but in the Group A era, ABS was not yet recognized as necessary racing equipment, and weight reduction was prioritized.

Aerodynamic parts included a small rear spoiler and sill protectors on the rear fenders. These were measures to increase rear downforce without changing the Cd value. The small rear spoiler, which was 40mm (1.57in) high and added under the rear spoiler, was said to be effective. In addition, the sill protectors had the effect of reducing the lift of the vehicle body by extending them below the standard vehicle; as a result, they contributed to an improvement in downforce.

The two additional intakes in the front bumper, which have become a symbol of the GT-R NISMO, were added to increase the surface area of the intercooler and radiator



The GT-R NISMO's hood top molding was designed to actively channel air from the radiator into the engine bay.

as much as possible. The net in front of the intercooler, which was fitted to the standard model, was removed to allow the intercooler to be directly exposed to the airflow. Furthermore, a hood top molding was added to the tip of the hood to improve the cooling performance of the radiator. This was said to be a concrete realization of an idea that had come up during testing at the Nürburgring.

These exterior parts were the distinguishing features of the GT-R NISMO. The new car price was slightly cheaper than the Skyline GT-R (R32), at 4,410,000 yen. The only body color was Gun Gray Metallic. The vehicle identification numbers were different from the standard model, and were BNR32-100001 to 100560. It is said that 500 units were sold to the public, with the remainder being used for racing and other purposes, but the fact that it quickly sold out made the news.



The shape of the end of the side sill protector also differed from the standard GT-R. This was one of the GT-R NISMO's exclusive features that generated downforce.

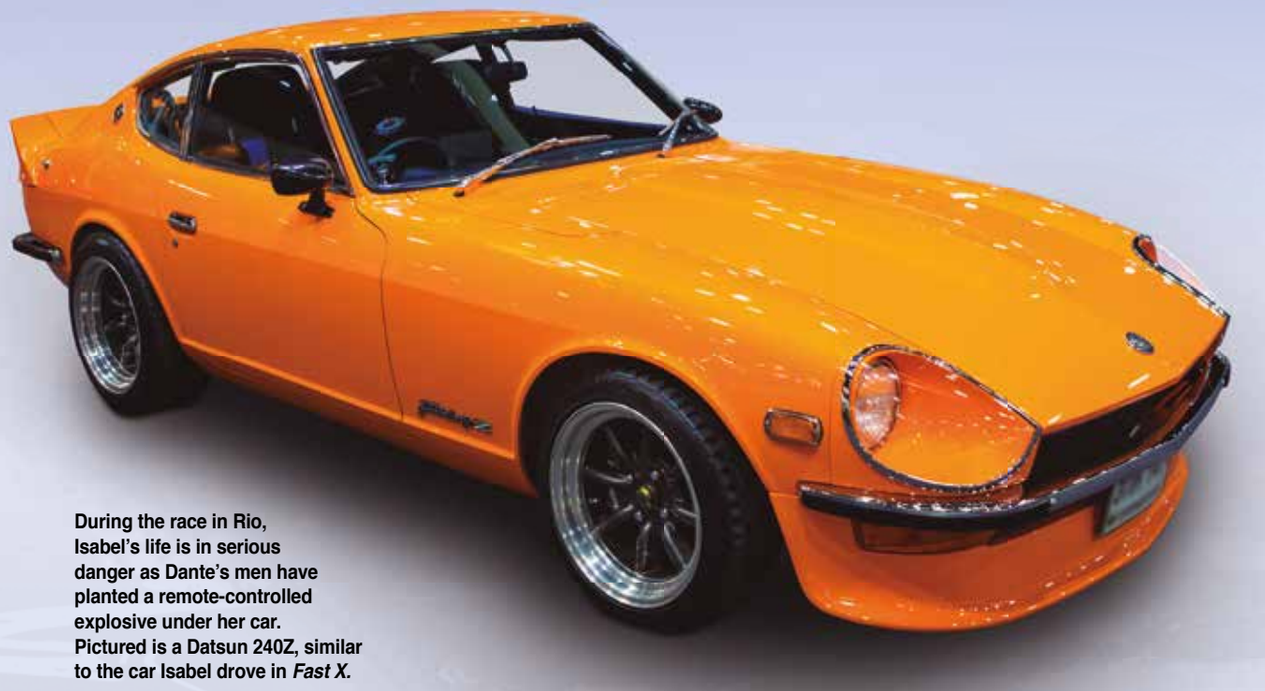
The Skyline GT-R (R32), which was released on August 21, 1989, was produced steadily to a total of 5,000 units, and was certified as a Group A vehicle by the FIA. Furthermore, the GT-R NISMO was announced on February 22, 1990 (released March 11). After producing 500 units, it was officially recognized by the FIA as a Group A model on March 1, 1990. ♦

The same large spoiler as the standard GT-R was fitted, but a smaller rear spoiler was fitted underneath. This was an exclusive GT-R NISMO part.



ISABEL, A BOLD RACER

In *Fast X,* the Neves family is back in the picture with Isabel, Elena's younger sister, who boldly challenges Dom, though without being able to hide the fact that she is a very vulnerable young woman.



During the race in Rio, Isabel's life is in serious danger as Dante's men have planted a remote-controlled explosive under her car. Pictured is a Datsun 240Z, similar to the car Isabel drove in *Fast X.*

The series has had a special connection with Rio de Janeiro since *Fast Five.* There, Dom, Brian, and the rest of the team carried out the spectacular robbery of Hernán Reyes's safe, a heist that sealed the fate of the drug trafficker and had a profound effect on his son, Dante. A few years after that, Dante returns in *Fast X,* determined to get his thoroughly-planned revenge by destroying everyone and everything that Dom loves.

FAMILY MEMORIES

Sensing Dante's movements, and following the trail discovered by Mr. Nobody's daughter Tess, Dom decides to go back to Rio. There, the first thing he does is visit the place where lovers of cars and racing still meet. In the heart of the city, between the popular beaches of Ipanema and Copacabana, Dom comes across a familiar scene: a street race organized by an old acquaintance of his, Diogo, a local racing driver who welcomes Dom as a living legend. Although everybody hopes to see him race, Dom says that he's not there to drive. He can't say no, however, to the challenge issued to him by bold, young Isabel Neves, Elena's sister. Isabel, who drives a spectacular Nissan Datsun 240Z, blames Dom for her sister's death, unaware of how important Elena was in the hero's life.

Dom agrees to race, but it turns into a nightmare when Dante joins the competition and manipulates it as he pleases. The villain turns the race into a death trap, forcing Dom to forget about winning in order to save Isabel.

After the incident, Dom drives Isabel to Elena's old apartment. There, she shows him documents her sister collected about the Reyes family. Together they discover Dante has only held on to one property: the old police headquarters, now abandoned. Toretto asks the girl to allow him to act alone, never imagining he is about to be caught in a new trap set by the vengeful criminal.

THE PERFECT PROTECTOR

Portuguese actress Daniela Melchior joined the *Fast & Furious* family to play Isabel. After becoming known in Hollywood, with parts in blockbusters like *The Suicide Squad* (2021) and *Guardians of the Galaxy, Vol. 3* (2023), she accepted this small part in *Fast X* that took her to one of the emblematic settings from the series' fifth movie: the enormous bridge where the famous safe robbery ended.

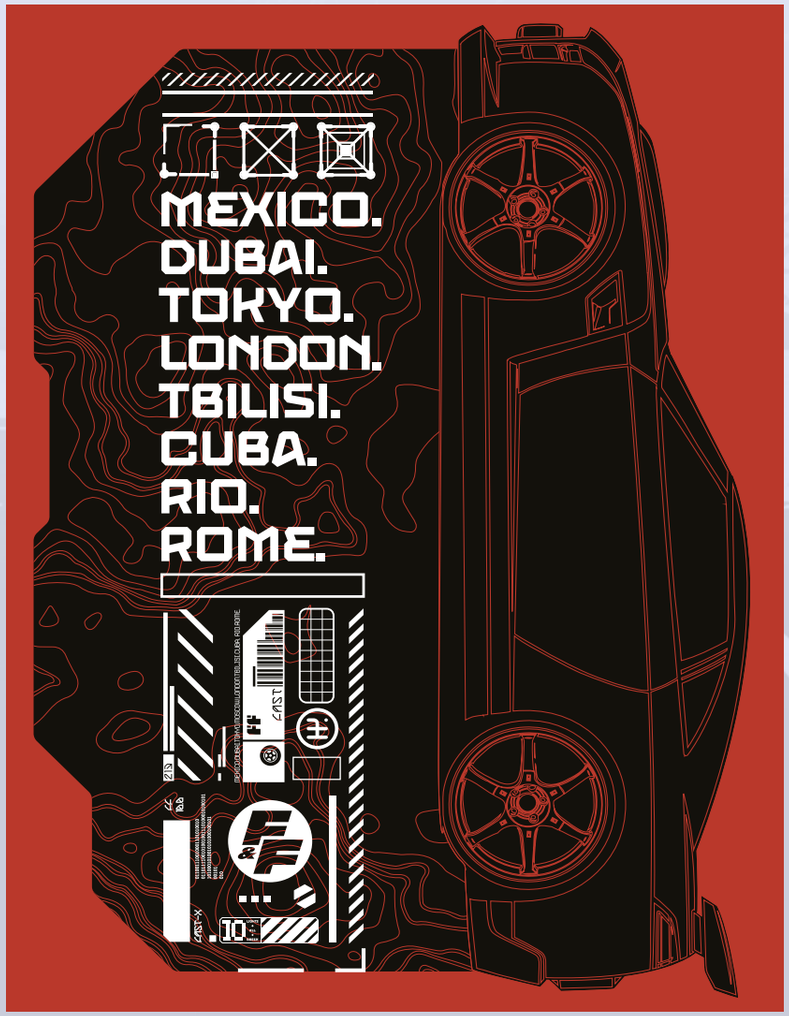
Dante chooses this place to finish his enemy off once and for all. To do that, he takes Isabel hostage, convinced that Dom will make a special effort to rescue a member of the Neves family. In the middle of the chaotic situation, Tess appears by surprise, balancing the forces and forcing Dante to free Isabel. The villain counterattacks though, calling for a helicopter with a sniper on board to intervene.

Dom protects Isabel, using the car door like a shield, but Dante picks a new target and seriously wounds Tess. Before he gets away in the helicopter, the villain picks up the God's Eye, a crucial device he will use to find Dom's son and complete his revenge. Dom has no option but to leave Isabel and Tess to defend his family. ♦

THE ADVENTURES OF BRIAN O'CONNER

Brian's relationships

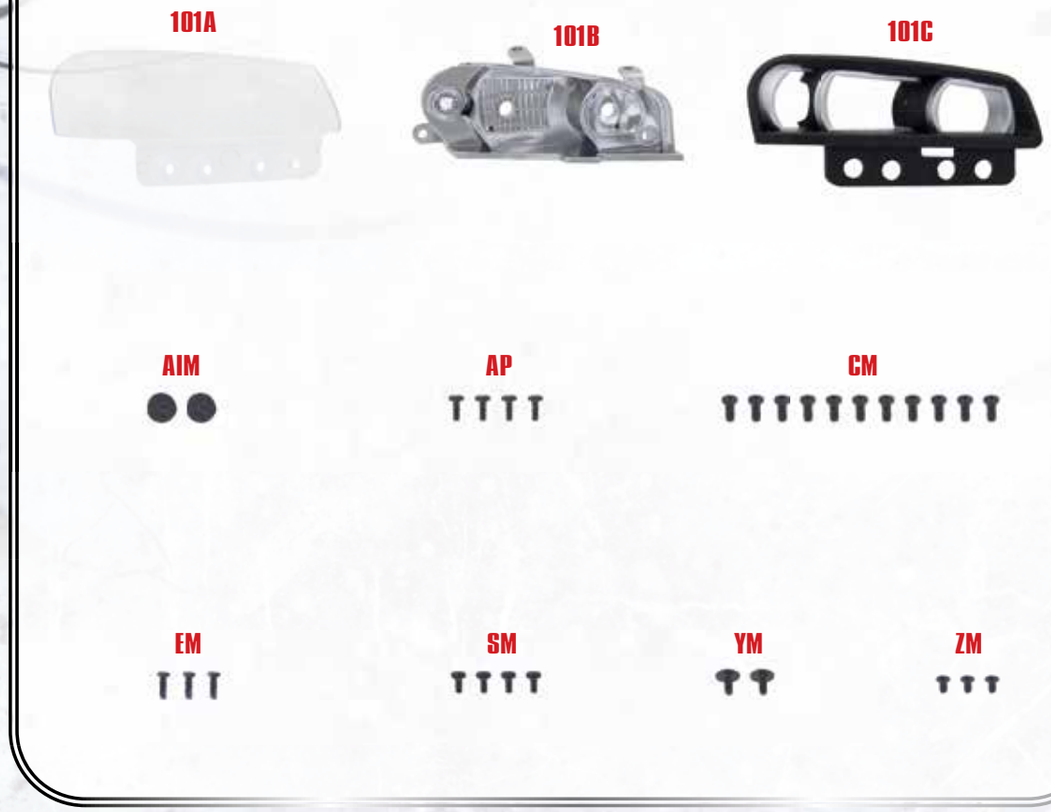
Throughout the franchise, Brian establishes a series of essential relationships to gain in-depth knowledge of his objective. Although in the beginning he does not seem like much of a family man, he is one of the first to set up a home. He does it with his beloved Mia and their son, little Jack. He also forges a close bond with Dom, treating him almost like his older brother. Apart from the family, Brian prefers to be surrounded with good friends, like Roman, Tej, and Han, but his work as a police officer, and then his involvement in Dom's team, leads him to have to face some very dangerous adversaries, such as Johnny Tran, Carter Verone, Arturo Braga, Hernán Reyes, and Owen Shaw, who he will have to get close to in order to study and overcome them.



STAGE 101
RIGHT HEADLIGHTS

In this issue, we will assemble the right headlights on the front of the body and the front suspension assembly on the bottom of the chassis.

PARTS

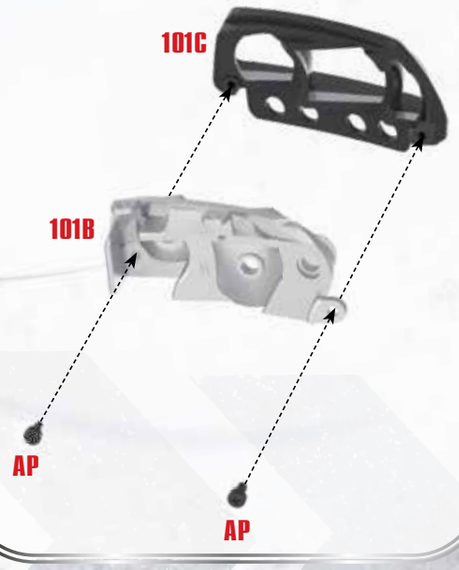


101A	Right headlights lens	CM	Screws 2×4mm (×11*)
101B	Right headlights reflector	EM	Screws 2×5mm (×3*)
101C	Right headlights housing	SM	Screws 1.7×3mm (×4*)
AIM	Screws 2×3×6mm (×2*)	YM	Screws 1.7×4×5mm (×2*)
AP	Screws 1.7×4mm (×4*)	ZM	Screws 1.7×3mm (×3*)

*Including spares

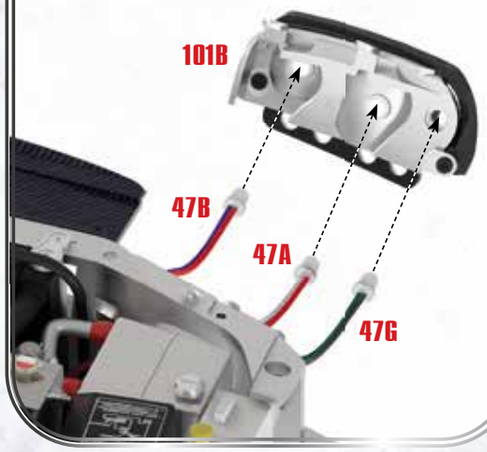
101.01

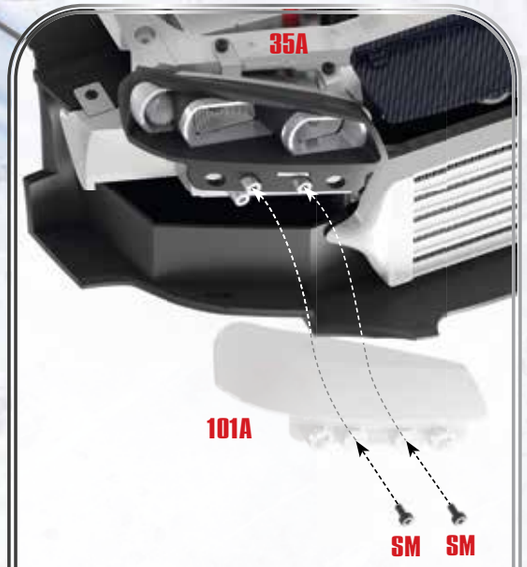
Connect the right headlights reflector 101B to the right headlights housing 101C and fix the parts with two AP screws.



101.02

Insert the LED bulbs of the front position lights wire (M) 47G (green & black), the dipped headlights wire (V) 47A (white & red), and the high beam headlights wire (N) 47B (blue & red) into the highlighted holes in the right headlights reflector 101B.



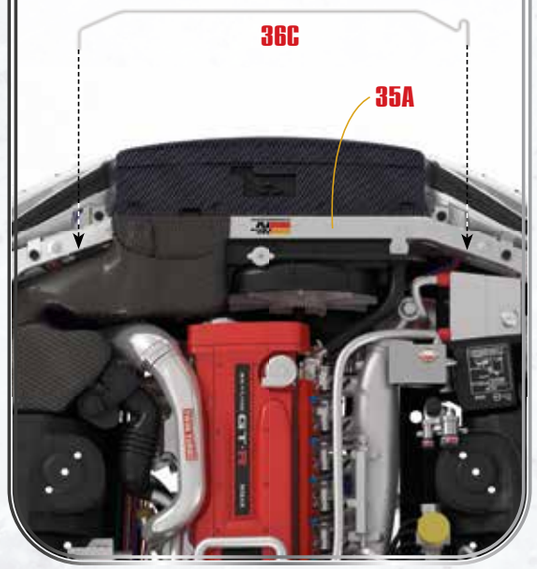


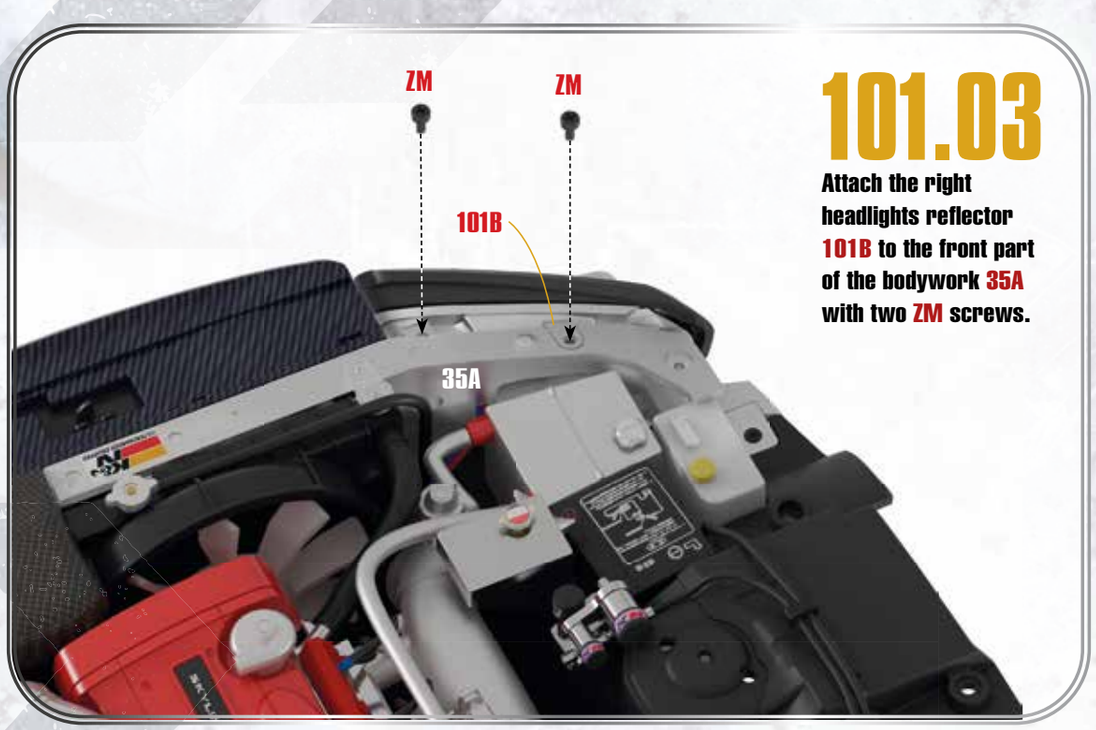
101.04

Place the right headlights lens 101A on the two highlighted pivots on the front part of the bodywork 35A, and connect it with two SM screws.

101.05

Retrieve the hood rod 36C that you removed in the previous issue and put it back in place on the front part of the bodywork 35A.



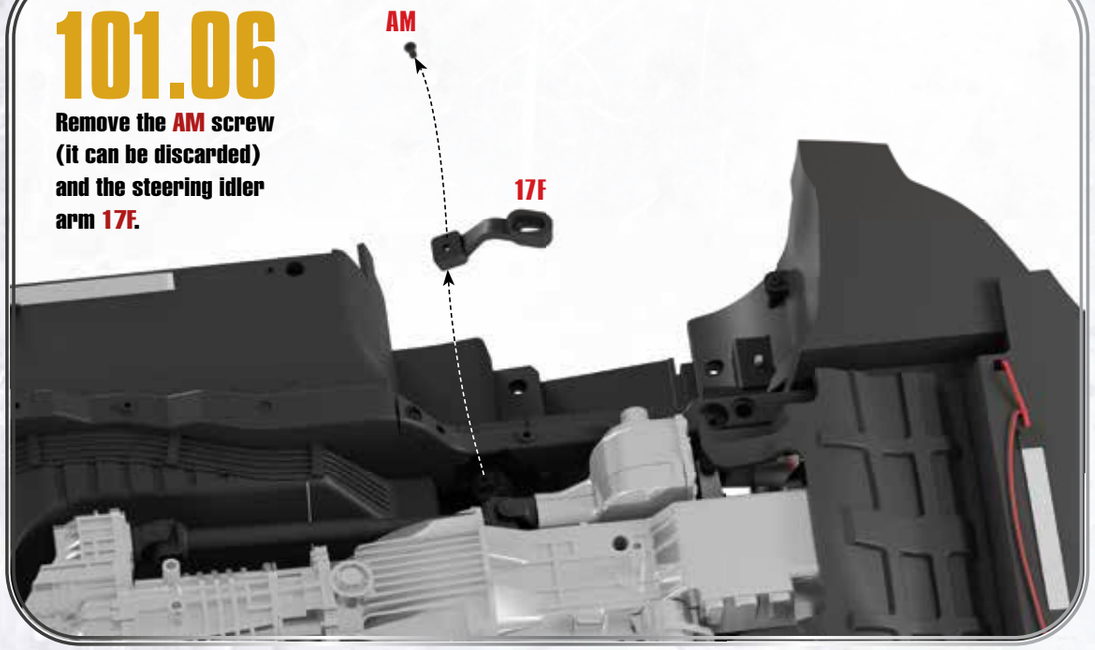


101.03

Attach the right headlights reflector 101B to the front part of the bodywork 35A with two ZM screws.

101.06

Remove the AM screw (it can be discarded) and the steering idler arm 17F.



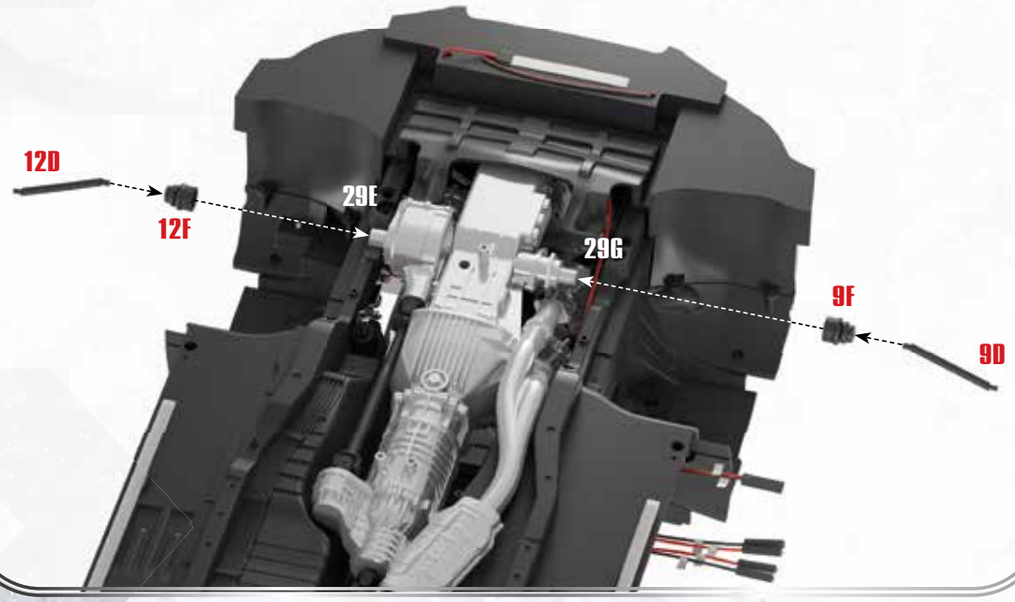
101.07

Retrieve the front suspension assembly and place the steering idler arm 17F on the highlighted pivot on the steering rack 13K, fixing it with an AIM screw.



101.08

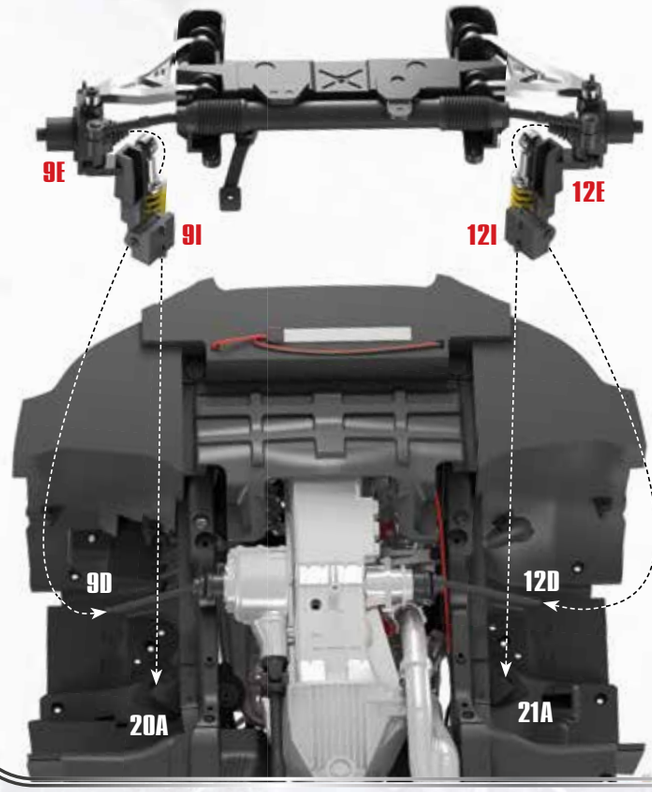
Retrieve the left and right inner dust caps, 9F and 12F, as well as the front left and front right driveshafts, 9D and 12D, from issues 9 and 12. Place the right inner dust cap 12F and the front right driveshaft 12D on the front differential 1 29E, and the left inner dust cap 9F and the front left driveshaft 9D on the left front bearing output housing 29G. Pay attention to the correct orientation of the parts.





101.09

Position the front suspension assembly near the bottom of the chassis. First, insert the free ends of the front left and right driveshafts, 9D and 12D, into the left and right outer dust caps, 9E and 12E (detail 1). Next, make sure that the left and right suspension upper brackets, 9I and 12I, fit into the vertical slots (detail 2) in the front left and right wheel arches, 20A and 21A.





101.10

Note that, when fitting the suspension assembly to the chassis, the left front shock absorber upper support 13A is inserted into the hole in the front left wheel arch 20A.



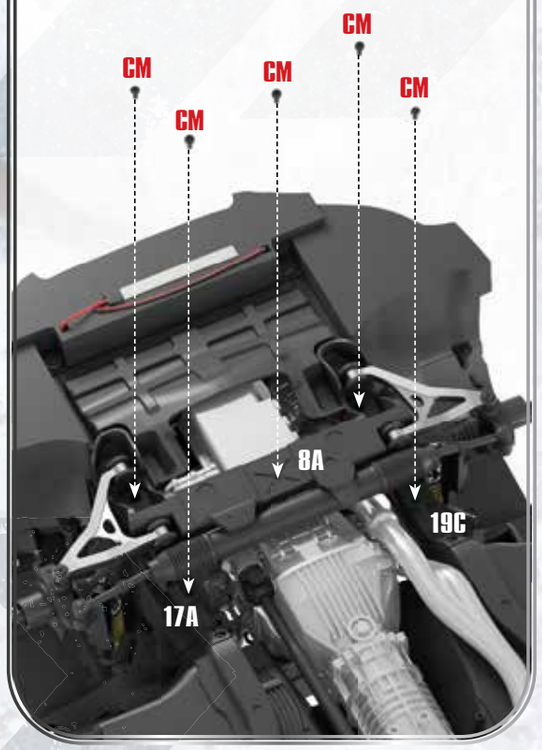


101.11

Note that the right front shock absorber upper support 13D is inserted into the hole in the front right wheel arch 21A.

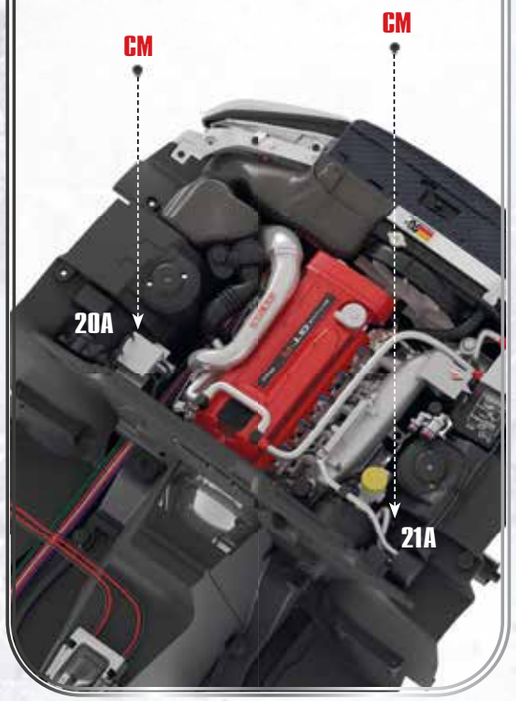
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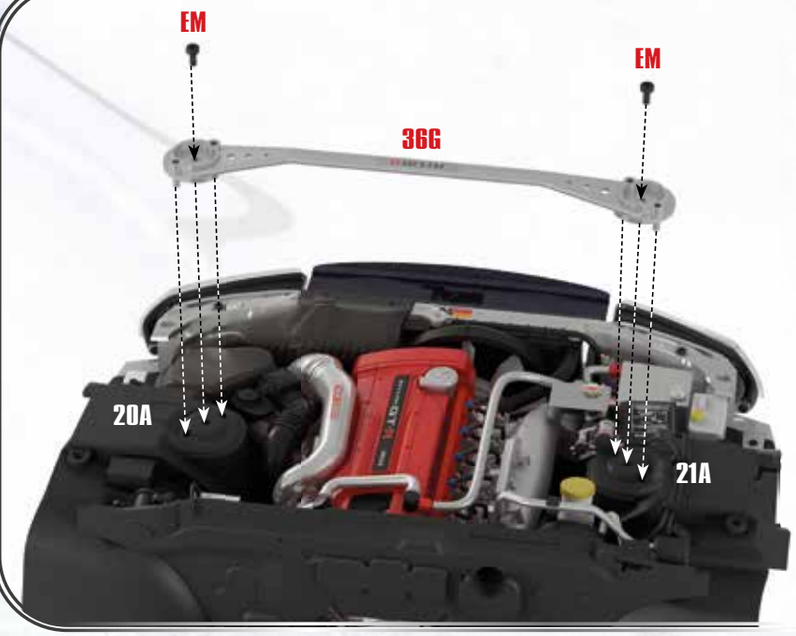
Fasten the front subframe 8A and the right and left front beams, 17A and 19C, with five CM screws.



101.13

Turn the assembly over and insert two CM screws into the highlighted holes in the left and right front wheel arches, 20A and 21A.





101.14

Retrieve the turret bar 36G from issue 36 and position it over the highlighted holes in the front left wheel arch 20A and front right wheel arch 21A. Secure the turret bar with two EM screws.

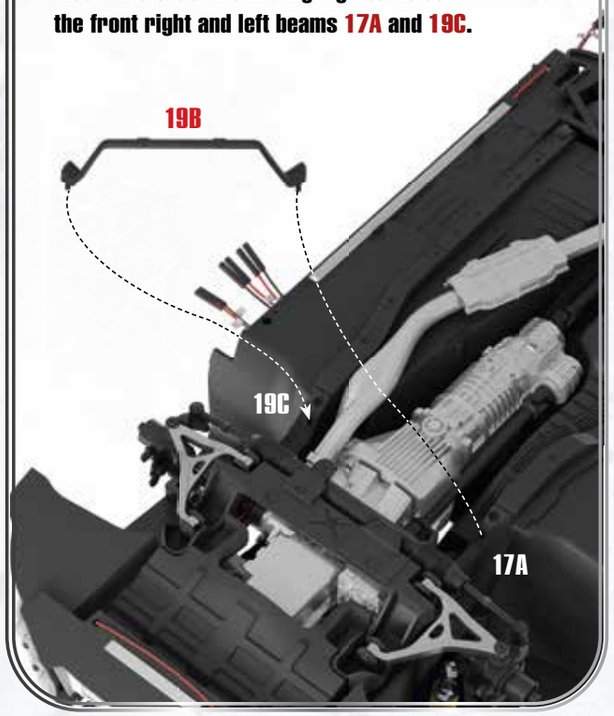
101.15

Insert a YM screw into the steering idler arm 17F.

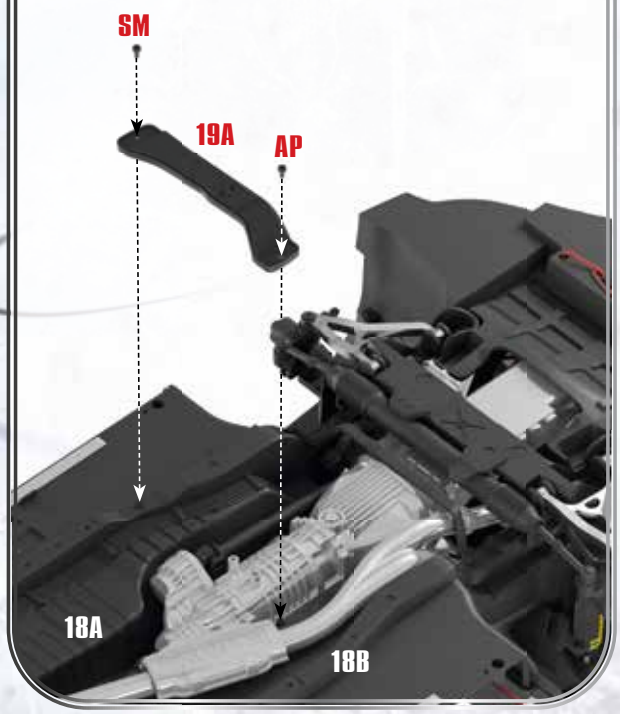


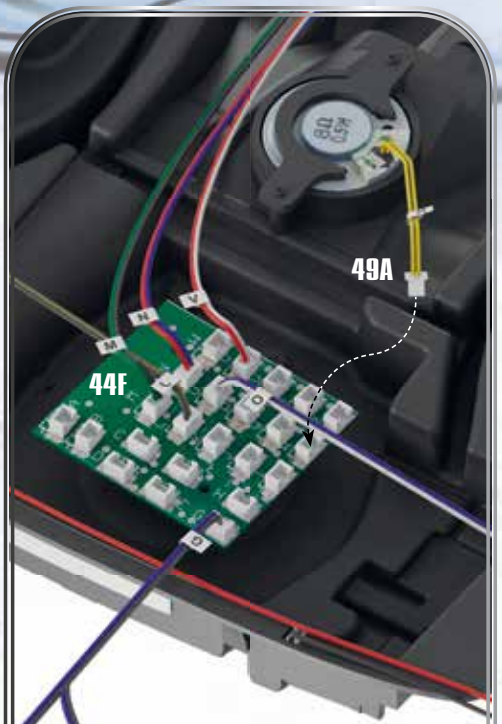
101.16

Take the front steering box support 19B from issue 19 and insert the ends into the highlighted holes in the front right and left beams 17A and 19C.



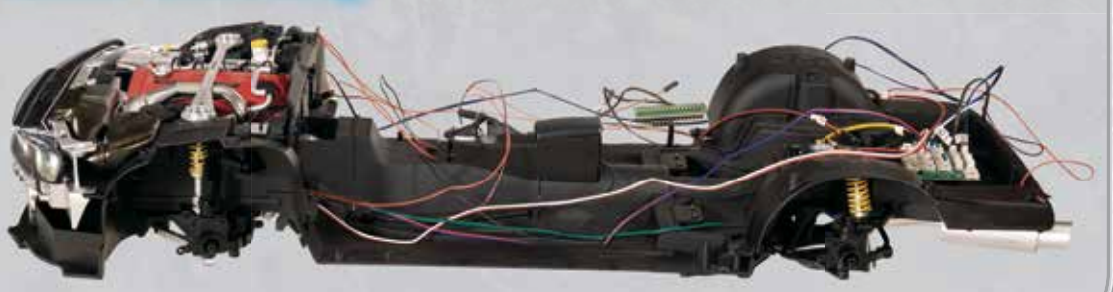
101.17 Retrieve the rear steering box support 19A from issue 19. Position it over the highlighted holes in the chassis center section 18A and the chassis center tunnel 18B, and fasten it with an SM and an AP screw.





101.18 Insert the connector of the horn and motor sound speaker (R) 49A into position R on the car PCB 44F.

Final assembly



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