FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

102



F237FSC102

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BRIAN'S NISSAN SKYLINE GT-R

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ALL JAPAN TOURING CAR CHAMPIONSHIP – PART 2

Group A racing, a "total war between manufacturers," demanded the highest level of engineering for production-based race cars. For the development of the Skyline GT-R Group A, Nissan's Sports Vehicle Development Center improved body rigidity and developed an engine that was not only powerful, but also durable and fuel efficient.

When the Skyline GT-R (R32) was announced on May 22, 1989, Japanese motor sports fans eagerly awaited its debut in the All Japan Touring Car Championship (JTC). Behind the scenes, Nissan was preparing carefully. On February 22, 1990, it announced 500 limited-edition Skyline GT-R NISMO Evolution models, unveiled on March 11. A week later, two blue-and-white Skyline GT-Rs appeared in the JTC's opening round at the Nishi Nippon Circuit, impressing from qualifying. In the final, with 41,000 spectators watching, Kazuyoshi Hoshino and Toshio Suzuki in the #12 Calsonic Skyline dominated, lapping all rivals and securing victory. It initiated the GT-R's streak of 29 consecutive JTC wins.

The Skyline GT-R was developed in parallel with its Group A race car – an unprecedented approach for a Japanese manufacturer. Design and development began in 1988, led by Nissan's Sports Vehicle Development Center with support from other Nissan companies.

For the Group A cars, a complex roll cage was welded to the body to reinforce it without adding excess weight. Body strength simulations and structural analysis were performed, and rigidity was tested using Nissan's dynamometer. It was found that the area ahead of the cabin lacked

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The Group A-spec test car during a test drive. The 2-1 manifold-type intake pipe can be seen in the engine compartment at the front.

rigidity, affecting handling. To resolve this, the front roll cage was extended through the bulkhead and connected to the strut tower, with a crossbar added under the dashboard. The rear suspension attachment point was also reinforced via the roll cage. Two roll cage types were FIA-approved. NISMO welded the cage to the body-in-white, and race teams completed the car with the engine and other parts.

NISMO also developed the suspension. While Group A rules required factory suspension mounting points, arms and uprights could be changed if FIA-approved. The GT-R used tubular arms and magnesium alloy uprights instead of the production parts.

Various brakes and large rotors were approved for use. Initially, four-piston AP calipers were fitted but proved insufficient, leading to six-piston replacements. However, heat-related issues like oil seal failure persisted. The imbalance between vehicle weight and speed was a key factor, prompting the use of a water spray cooling system. As tires improved and racing intensified, brake problems remained the car's main weakness.

UPGRADED DRIVETRAIN FOR 600PS POWER

The Group A engine was developed by Nissan Kohki Co., Ltd., known for its motorsport experience. Testing of the RB26DETT began in November 1988 with a 600ps target. Initial outputs reached only 360ps, but with a Group A-spec turbo, increased to 470ps, then 550ps. Refinements to the intake system, air resistance, valve timing, and turbo followed, along with a new intake pipe and larger air cleaner box.

To manage exhaust temperatures, the air-fuel ratio was adjusted, though this diluted engine oil and reduced durability. The team returned to the theoretical air-fuel ratio and conducted bench tests. Marm turbine blades were adopted for heat resistance, allowing higher temperatures. This increased combustion speed and enabled ignition timing advancement, achieving the 600ps goal and endurance-grade fuel efficiency.

Nissan Kohki Co., Ltd. also developed a compact data logger and telemetry system used in testing and races.

The five-speed transmission was co-developed with Tochigi Fuji Sangyo (now GKN Driveline Japan), using a lightweight magnesium case and race-ready gears. A six-speed Holinger unit was tested but never used in competition.

The transfer case, delivering torque to the front tires, was produced by IS Seiki (now Univance) with a magnesium alloy case. Though some specs changed, the mass-produced unit was reused and tuned. The carbon-fiber drive shaft, connecting the transmission and rear differential, was developed by Atsugi Unisia (now Hitachi Astemo). Introduced mid-1990, it was 11 lb (5 kg) lighter and stronger than the steel version and later used in production cars like the R35 GT-R.

Group A race car testing was conducted in secret, with unofficial personnel barred from circuits. By fall 1989, after basic development, technology was transferred to NISMO, and the GT-R race car was completed. The combined efforts of Nissan, NISMO, and affiliated companies resulted in a dominant touring car with unmatched performance.

The Skyline GT-R not only won 29 consecutive JTC races but also triumphed at the Macau GP and the 1990 Spa 24-hour race, gaining international recognition despite being sold exclusively in Japan. ◆

THE RACE IN RIO

In *Fast X,* Dom Toretto returns to race in the streets of Rio de Janeiro, but this time the goal isn't winning, it's saving lives.



In the middle of the race, Dom Toretto discovers that Dante has decided to give the competition a literally explosive new feel.

Although years have gone by since the safe heist in *Fast Five,* Dom still has connections to Rio de Janeiro. Between Ipanema and Copacabana, he encounters a crowd gathered to watch a race organized by Diogo, a local racer who Dom befriended during his previous stay in Brazil. For racing fans in Rio de Janeiro, Dom is a living legend, and seeing him in the flesh is a dream come true. Dom tells them he has not come back to race, but Isabel Neves challenges him. The young driver, behind the wheel of a 1975 Nissan Datsun 240Z, bears Dom a grudge, blaming him for the death of her sister Elena.

TENSION ON THE STARTING LINE

Between the filming of the franchise's fifth and the tenth movies, 12 years had gone by, yielding many changes in moviemaking, including in the area of locations. While part of *Fast Five* was filmed in Rio and other scenes were completed in Puerto Rico, the Brazilian sequences in *Fast X* were recreated at Leavesden Studios in England. A small technical crew filmed landscapes and emblematic places in Brazil, but for most of the work a huge film set was used. Palm trees, customized vehicles, and a tiki cabin were placed on the set, while a blue screen served as the background for integrating the real footage from Brazil. The result

was so convincing, audiences felt as if they were in the heart of Rio.

The set was used, for example, when Dante Reyes bursts in, determined to spoil the party for all the fast-car aficionados. Accompanied by his posse, the villain turns the tension up in his first face-to-face meeting with Dom. To prevent the confrontation from getting any more serious, Dom suggests sorting things out in the way he knows best: with a race.

A HELLISH RACE

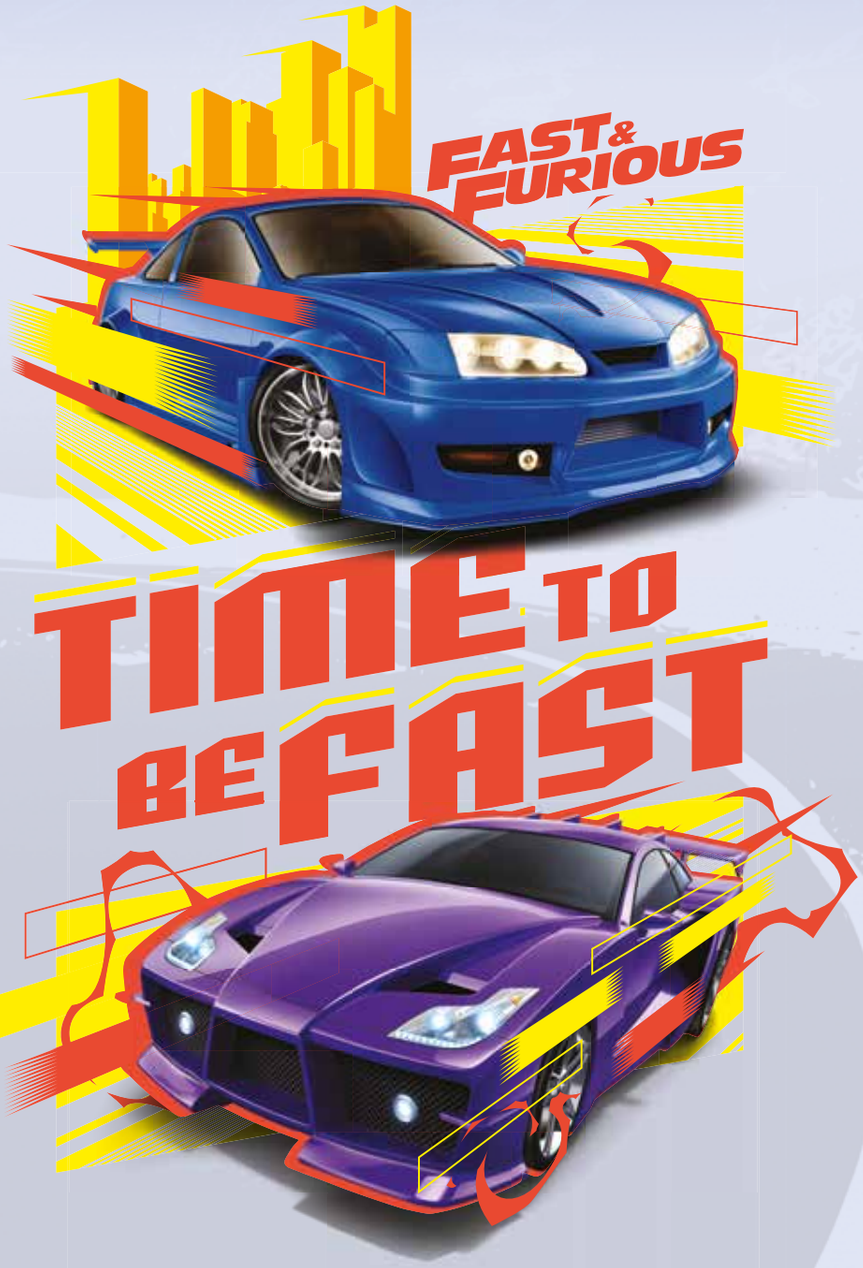
On the starting line, the rivals rev their engines. Dom, faithful to his Dodge Charger, is up against Dante's 1966 Chevrolet Impala, Isabel's Nissan Datsun, and Diogo's Porsche 911 GT3. In the first few yards the race looks neck and neck, with Diogo using nitrous to take the lead. Dante, however, activates a bomb attached to the underside of Diogo's car and threatens to blow him up. Before Dom can react, the villain places another bomb on Isabel's car, forcing Dom to make a terrible decision: he'll only have time to save one of them.

Dom manages to detach the bomb from Isabel's vehicle just before it explodes, but he can't avoid Diogo coming to a tragic end. Amid the chaos, Dante crosses the finish line as the winner and disappears, leaving behind a message for Dom: the worst is yet to come. ◆

THE ADVENTURES OF BRIAN O'CONNER

A normal life

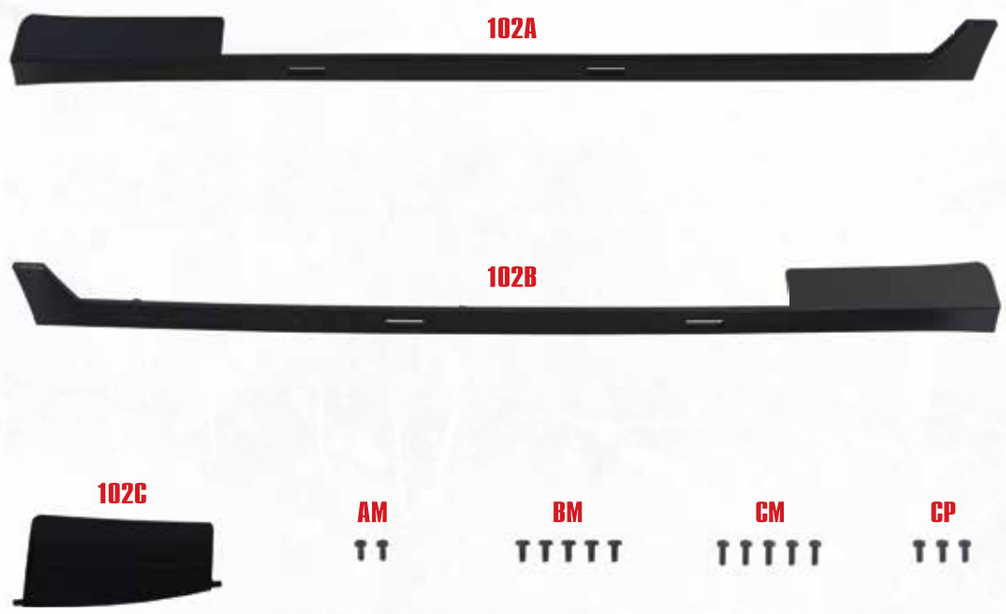
At the start of *Furious 7,* Brian seems to be in a high-stakes race. However, he's only rushing his son Jack to a daycare center in an SUV. Far from danger, chases, and shoot-outs, Brian is trying to adapt to his peaceful life as a father and a family man. The teacher who greets Jack smiles at Brian and assures him that he'll soon get used to the quiet. Brian nods politely, but can't help wondering if he really is prepared for this new future.



STAGE 102
WIRE FASTENING AND LIGHT TEST (1)

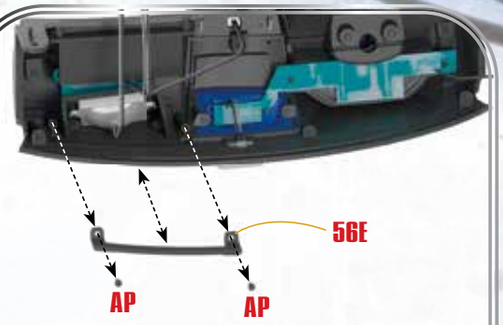
In this issue, we will mount the dashboard and front bumper to the floor of the passenger compartment and fasten the wires. We will then attach the floor of the passenger compartment to the chassis and connect the wires to the car's PCB to perform the first light and sound test. Finally, we will place the steering wheel shaft in position.

PARTS

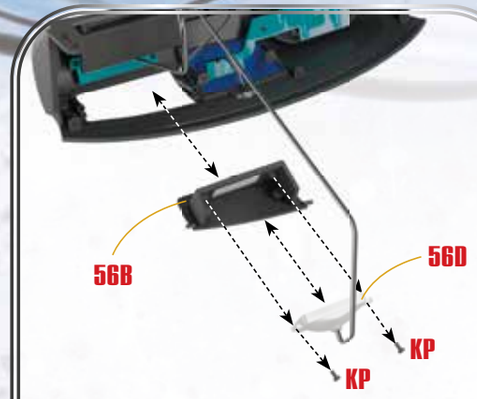


102A	Left side trim	AM	Screws 1.7×4mm (×2*)
102B	Right side trim	BM	Screws 1.7×5mm (×5*)
102C	Multimedia center lid (replacement)	CM	Screws 2×4mm (×5*)
		CP	Screws 2×4 mm (×3*)

*Including spares

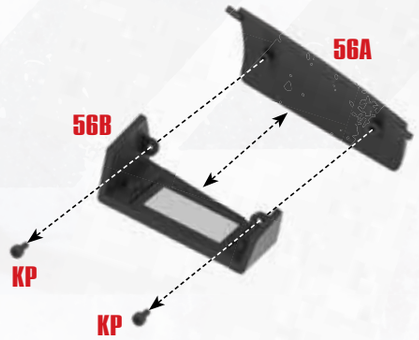


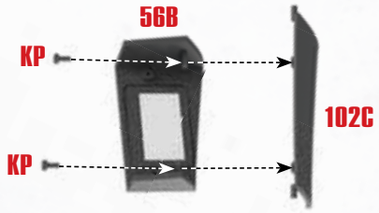
102.01 Retrieve the dashboard assembly 52A and remove the two AP screws and the bracket of the multimedia center lid 56E. Keep the lid and screws aside.



102.02 Remove the two KP screws that secure the multimedia center housing 56B to the dashboard; then remove the multimedia center assembly and separate the back 56D from the housing 56B. Keep the parts and screws aside.

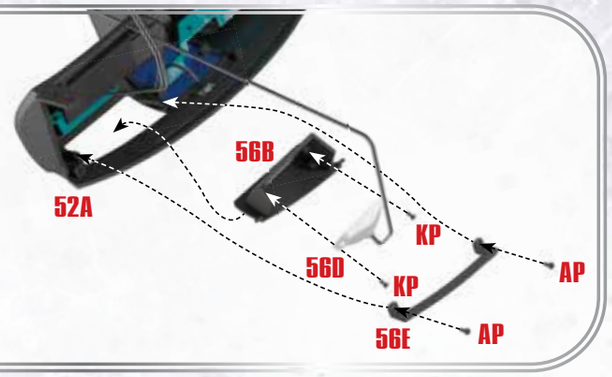
102.03 Detach the multimedia center housing 56B from the multimedia center lid 56A by removing the two KP screws. You can discard the lid 56A.



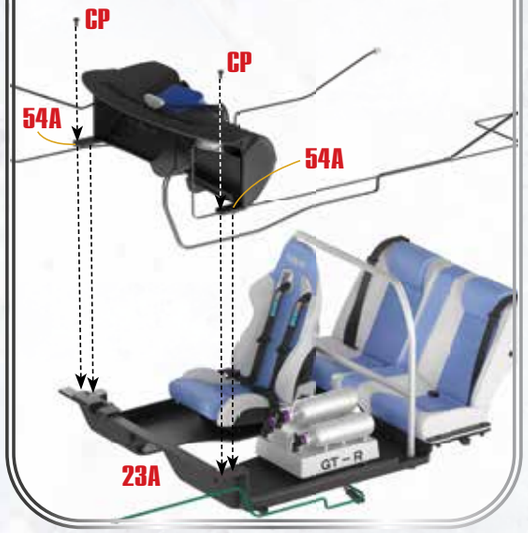


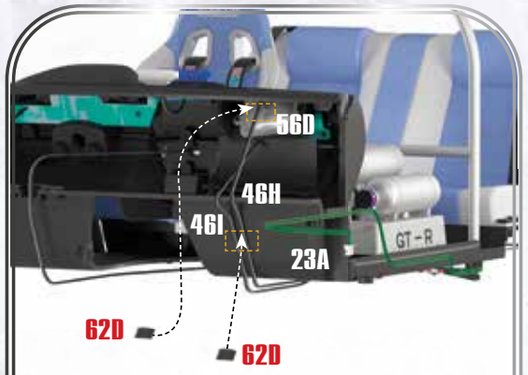
102.04 Place the new multimedia center lid 102C on the multimedia center housing 56B and secure it with the two original KP screws.

102.05 Secure the back of the multimedia center 56D to the housing 56B with two KP screws and insert the latter into the dashboard 52A. Reinstall the multimedia center cover 56E from step 1 on the dashboard 52A with two AP screws.

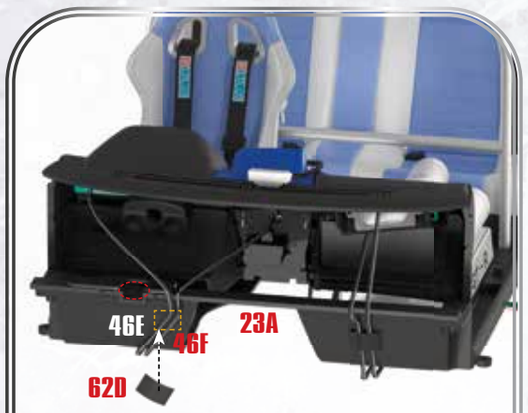


102.06 Place the dashboard assembly on the passenger compartment floor 23A, aligning the tabs on the lower part of the dashboard 54A with the holes marked on the passenger compartment floor. Use two CP screws to secure the parts.



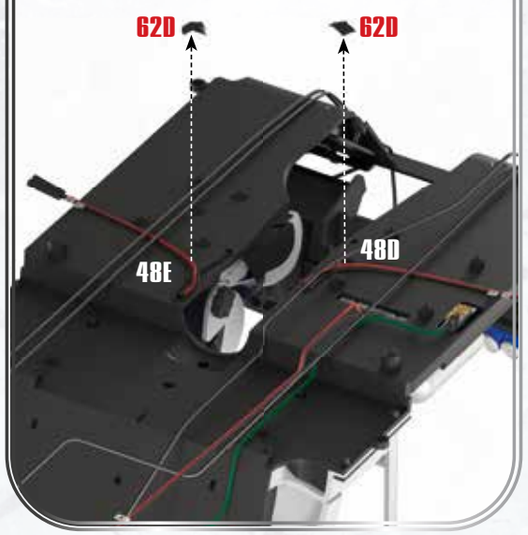


102.07 Secure the LED of the upper display light wire (T) 46H to the back of the multimedia center 56D with a strip of adhesive tape 62D. Apply another strip of tape to secure the wires for the instrument panel N_2O light (U) 46I and the upper display light (T) 46H to the front of the passenger compartment floor 23A, without pulling the wires tight.

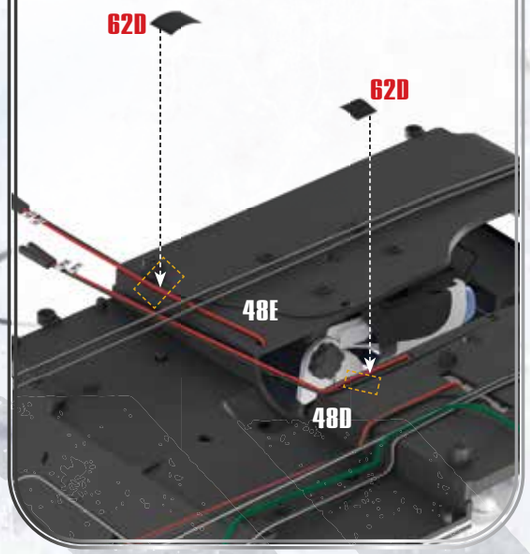


102.08 Apply a strip of adhesive tape 62D to secure the wires for the instrument panel lights (P) 46E and the center display light (Q) 46F to the front of the passenger compartment floor 23A. Avoid covering the slot between the two screws.

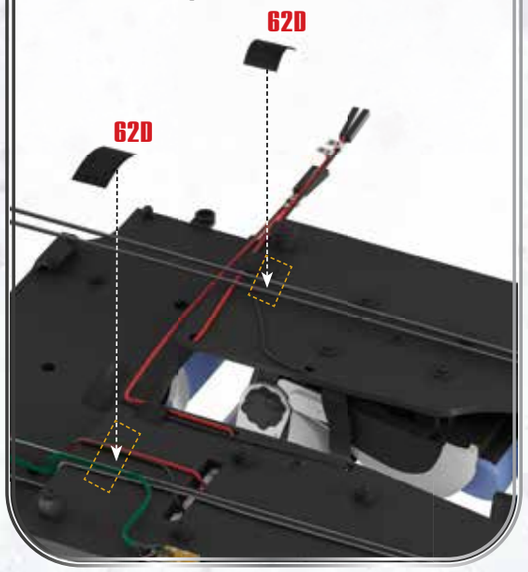
102.09 Carefully turn the assembly over and remove the two strips of adhesive tape 62D securing the wires for LED light 15 (15) 48E and LED light 14 (14) 48D.

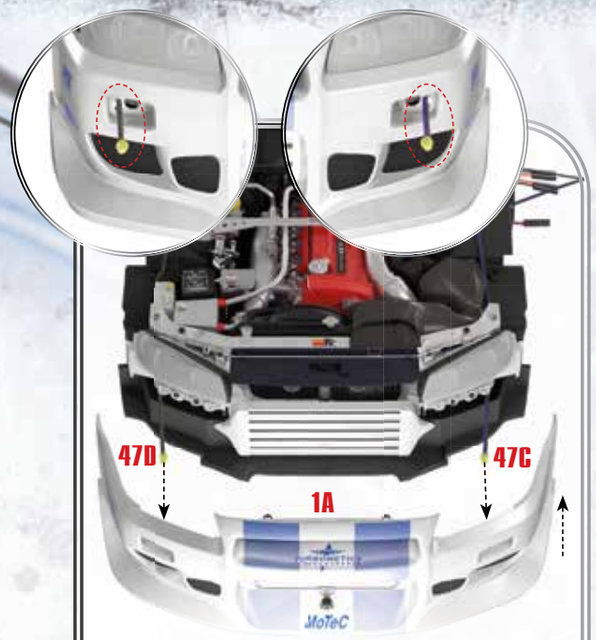


102.10
Arrange the wires for LED light 15 (15) 48E and LED light 14 (14) 48D as shown in the image and secure them again with two strips of adhesive tape 62D.



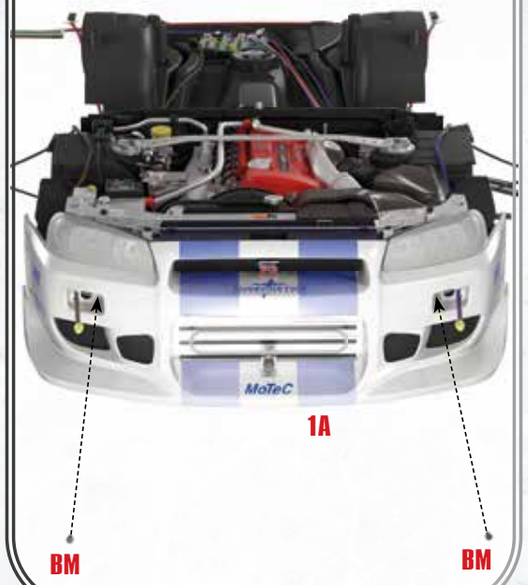
102.11
Secure the remaining wires on the bottom of the passenger compartment floor 23A with two strips of adhesive tape 62D.



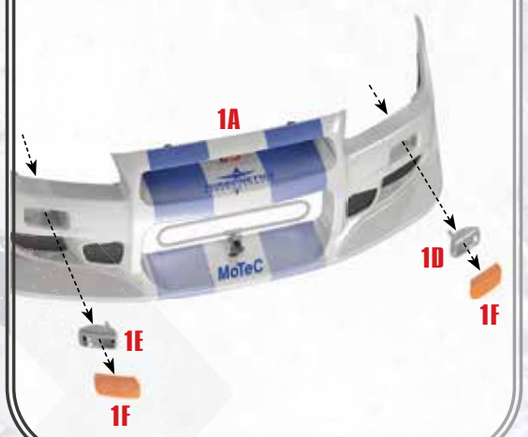


102.14
Guide the LED ends of the wires (G) and (L), 47C and 47D, through the openings in the front bumper 1A.

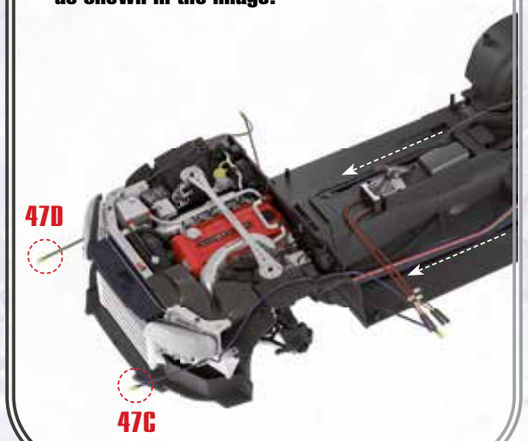
102.15
Secure the front bumper 1A with two BM screws.

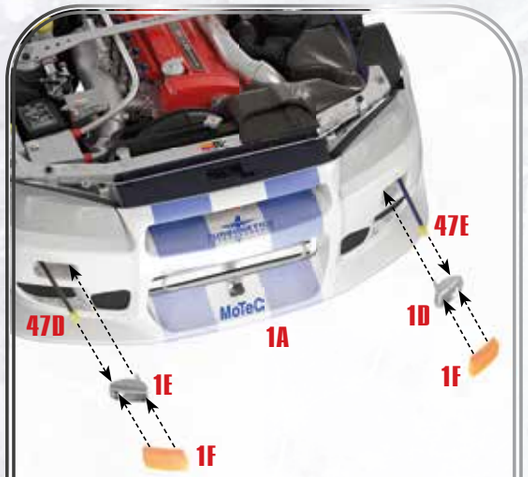


102.12
Retrieve the front bumper assembly 1A. From the inside of the bumper, press with the tip of a screwdriver to remove the right 1E and left 1D front turn signal housings and the front turn signal lenses 1F. Set the parts aside.

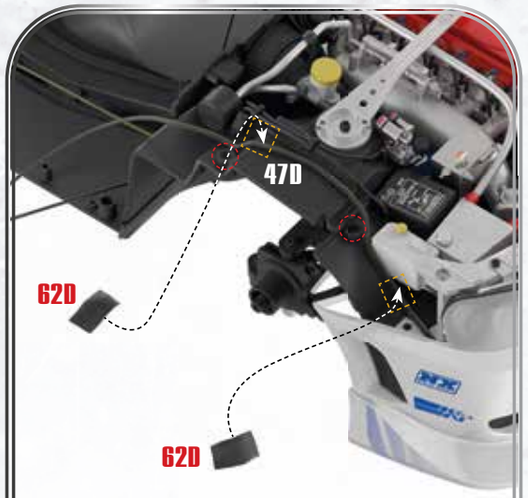


102.13
Pass the longer ends of the front left and center turn signal wires (G) 47C (blue and black) and front right and center turn signal wires (L) 47D (brown and black) to the front, guiding them along both sides of the chassis, as shown in the image.

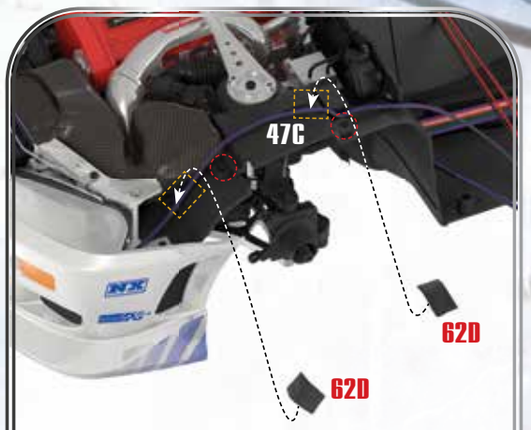




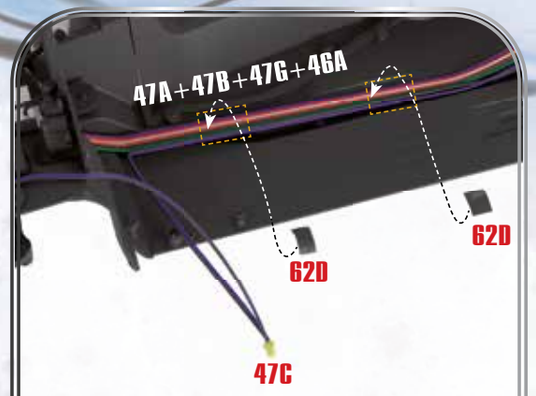
102.16
Return the right 1E and left 1D front turn signal housings and the front turn signal lenses 1F to their positions, making sure that the LED bulbs 47E and 47D are inserted into the housings.



102.17
Secure the front right and center turn signal wire (L) 47D with two strips of adhesive tape 62D on the front right side of the chassis, taking care not to cover the two screw holes.



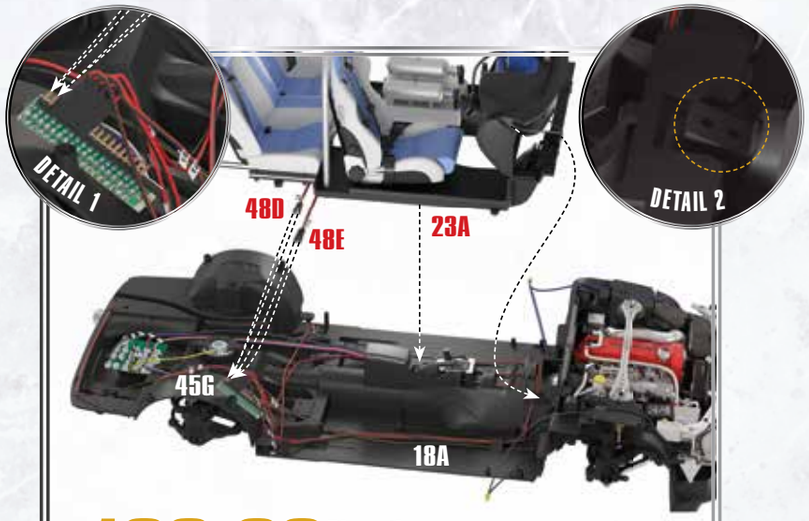
102.18 Secure the front left and center turn signal wire (G) 47C with two strips of adhesive tape 62D on the front left side of the chassis, avoiding covering the two screw holes.



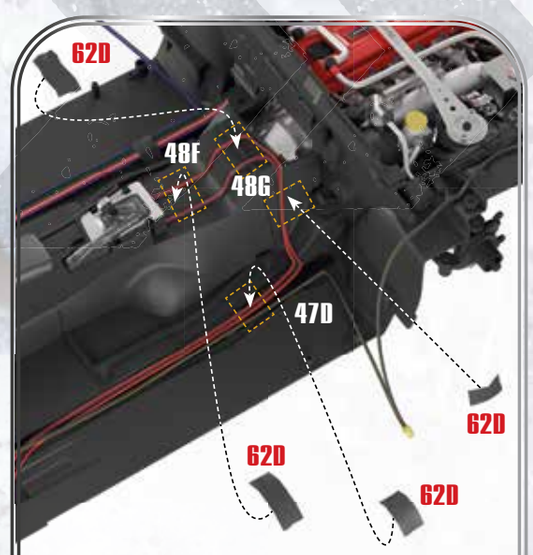
102.19 Gather the wires for the dipped headlights wire (V) 47A, high beam headlights (N) 47B, front position lights (M) 47G, front bottom light (07) 46A, and front left and center turn signal (G) 47C, and secure them with two strips of adhesive tape 62A.



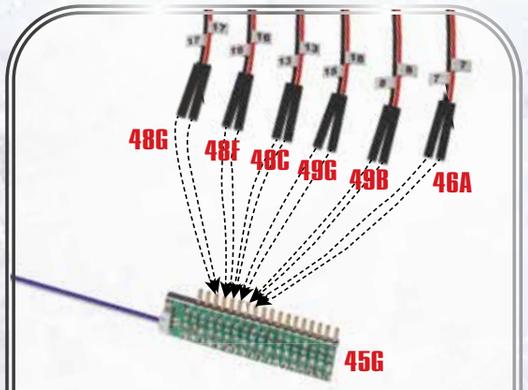
102.22 Place the PCB splitter 45G in the position shown in the image. Arrange the wires behind the pivot on the chassis so that they do not protrude from the edge.



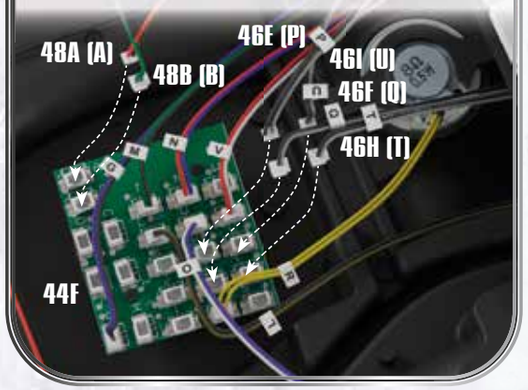
102.23 Place the passenger compartment floor 23A on the chassis center section 18A. The end of the helical steering gear 17B should be positioned in the center of the pedals assembly 23B (detail 2). Connect the terminals of the wires for LED light 14 (14) 48D and LED light 15 (15) 48E to the PCB splitter 45G (detail 1), with the red wires on one side and the black wires on the other.



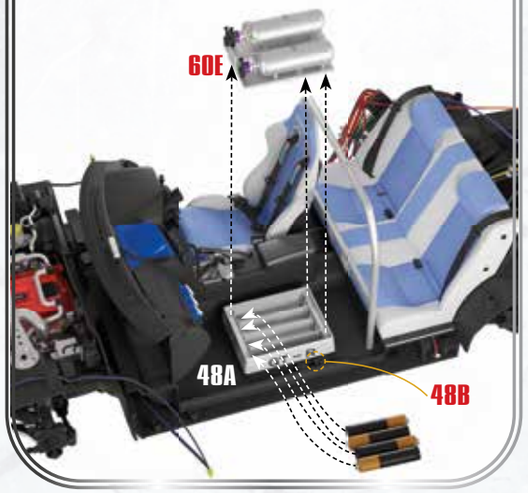
102.20 Place four strips of adhesive tape 62D on the highlighted locations to secure the wires for LED light 16 (16) 48F, LED light 17 (17) 48G, and the front right and center turn signal light (L) 47D.



102.21 Connect the wire terminals of the LED light 17 (17) 48G, LED light 16 (16) 48F, lower left side LED light (13) 48C, bottom right side light (18) 49G, rear bottom light (08) 46B, and front bottom light (07) 46A to the highlighted pins on the PCB splitter 45G. Make sure that the red wire terminals are on one side and the black wire terminals are on the other side.



102.24 At the rear of the car, connect the wires from the battery compartment (A) 48A, the power switch (B) 48B, the instrument panel light (P) 46E, the instrument panel N_2O light (U) 46I, the center display light (Q) 46F, and the upper display light (T) 46H to the corresponding connectors — A, B, P, U, Q, and T — on the car's PCB 44F.

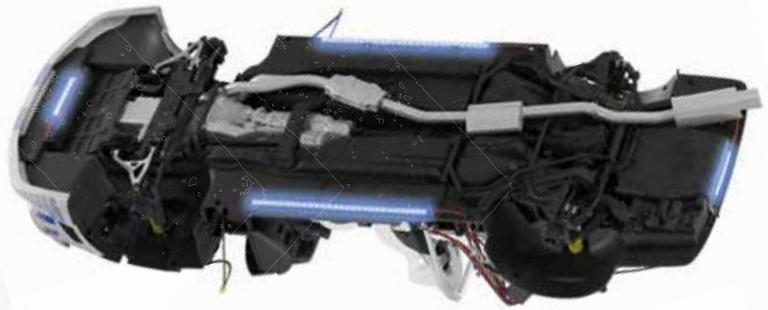


102.25 Remove the base of the N_2O cylinders 60E and insert four AAA batteries into the battery compartment 48A, observing the correct polarity. Turn on the power switch 48B.

102.26

Start the light test. Press the first button on the remote control and check that the dashboard and interior lights are lit. The parking lights at the front of the car should also be lit.





102.27

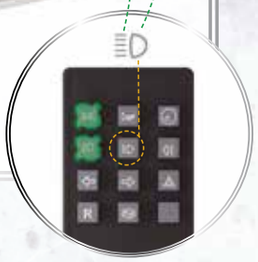
Note that when you press the first button, the lower ambient lighting comes on at the same time.

102.28

With the first button activated, the position lights are already on. Now press the fourth button on the remote control to turn on the dipped headlights. With the first and fourth buttons activated, press the fifth button to turn on the high beam headlights.

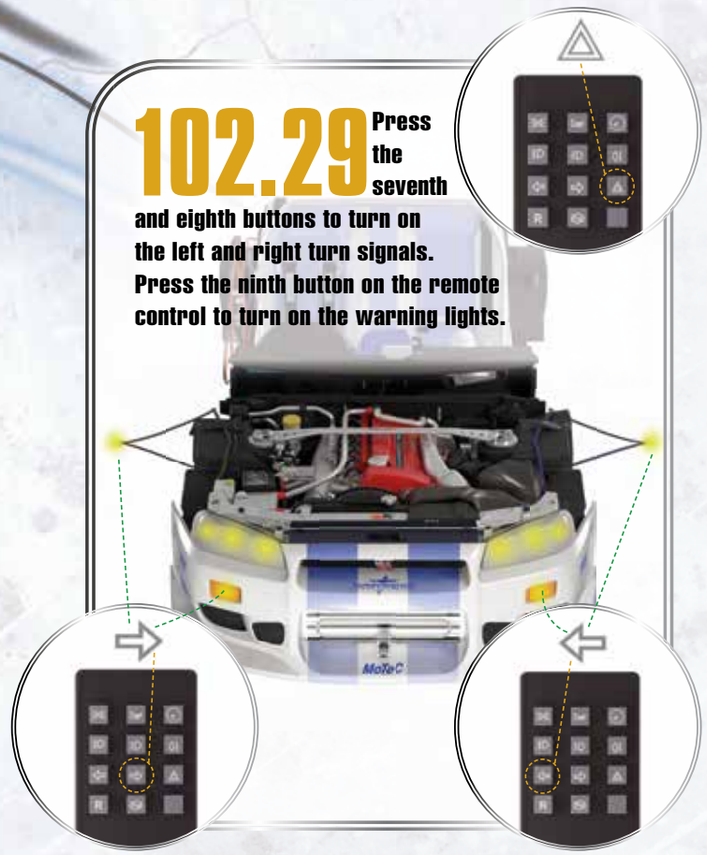






102.29

Press the seventh and eighth buttons to turn on the left and right turn signals. Press the ninth button on the remote control to turn on the warning lights.





102.30

Proceed with the sound test. Press the second and third buttons on the remote control to activate the horn and engine sounds, which should be reproduced by the horn and motor sound speaker 49A.



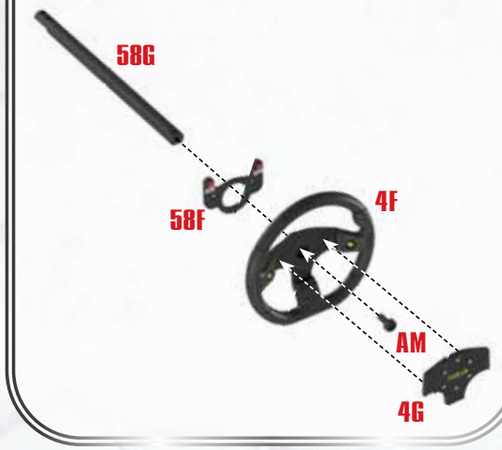
102.31

Check that the wires connected to the PCB splitter 45G do not protrude from the edge (see detail image) and secure the passenger compartment floor 23A to the chassis center section 18A with four CM screws.



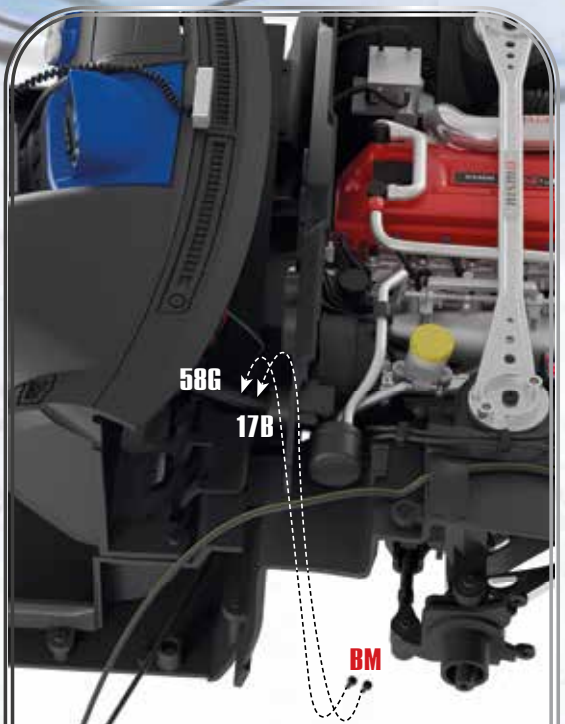
102.32

Retrieve the various parts of the steering wheel. Attach the front buttons 58F to the steering wheel 4F and secure the steering shaft 58G with an AM screw (note the correct orientation of the shaft). Finally, push the central part 4G into the steering wheel 4F.



102.33 Insert the steering shaft 58G through the steering wheel shaft seal 58E.





102.34 Secure the steering shaft 58G to the helical steering gear 17B with two BM screws.

Final assembly



Keep the left side trim 102A and right side trim 102B aside for later assembly.

FANHOME

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