FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

103

F237FSC103



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BRIAN'S NISSAN SKYLINE GT-R

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The GT-R Concept was unveiled at the 35th Tokyo Motor Show in 2001. The body silhouette was similar to the later Nissan GT-R.

THE BIRTH OF THE NISSAN GT-R (R35)

The Skyline 2000GT-R (PGC10) debuted in 1969. Twenty years later, in 1989, the Skyline GT-R (R32) arrived with a turbo engine and electronically controlled torque-split 4WD, later evolving into the R33 and R34 versions. As emissions regulations tightened, the future of the GT-R came under scrutiny – but Nissan was already preparing its successor. Eventually, a new model bearing the GT-R name was unveiled.

In June 2001, the Skyline (V35) was launched. This marked a major departure from tradition, as the iconic in-line six engine was replaced by a VQ-series V6. Initially, only a four-door sedan version was available. While the new model debuted, the Skyline GT-R (R34) continued production as the sole holdout from the previous generation.

However, continuing the old model wasn't feasible. Stricter emissions regulations, implemented in 2000 by Japan's Ministry of Land, Infrastructure, Transport, and Tourism, posed a challenge. These new rules cut allowable levels of carbon monoxide (CO), hydrocarbons (HC), and nitrogen oxides (NOx) by about 70 percent compared to 1978 standards.

As a result, the Skyline GT-R (R34) couldn't meet the new regulations and production had to end. Rumors spread that a new GT-R based on the redesigned Skyline might not be developed. Could a high-performance engine be built while complying with strict emissions rules? The 1970s had already seen Japanese performance cars, including the Skyline, lose their edge due to similar restrictions. Many feared high-powered Japanese sports cars capable of meeting modern standards were gone for good. It seemed like the Skyline GT-R era was over.

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The interior of the GT-R Concept had a metallic, futuristic design typical of a show car.

THE BIRTH OF A NEW GT-R

Then everything changed in October 2001. At the 35th Tokyo Motor Show (now the Japan Mobility Show), Nissan unexpectedly revealed the GT-R Concept and confirmed a new GT-R was in development. While engine and drivetrain details remained under wraps, the car's silhouette closely resembled the Nissan GT-R (R35), which debuted in October 2007.

Design cues included vertically elongated headlamps integrated into the hood, bold front fenders, a wide, aggressive hood, and a large front grille – hints that a high-output turbo or large-displacement engine was in the works. It wore wide, staggered tires: 275/35ZR20 up front and 315/30ZR20 at the rear. But Nissan didn't confirm whether it used rear-wheel drive or an advanced all-wheel drive system.

On display atop a turntable, the GT-R Concept's interior wasn't fully visible, though media images provided glimpses. The cabin was futuristic, with a sloping dashboard and a hollow center console. No gear selector was visible. The steering wheel resembled the Fairlady Z (Z33) and included paddle shifters, while the instrument panel was a digital display integrated with a navigation screen. The bucket-style front and rear seats suggested room for four passengers.

Though the GT-R Concept proved a new model was in development, its future was uncertain. In January 2002, Nissan announced that production of the Skyline GT-R (R34) would cease in August. Around the same time, at the North American International Auto Show, Nissan showed the GT-R Concept again, hinting at a possible US launch. But no further details followed.

THE ROAD TO THE PRODUCTION GT-R

Four years later, in October 2005, Nissan unveiled the GT-R Proto at the 39th Tokyo Motor Show – a prototype resembling the final production model. The car's muscular design and driver-focused form captured attention.

The GT-R Proto's exterior, penned by Hirohisa Ono of Nissan's Advanced Design Department, ensured instant recognition as a GT-R. Nissan said 90 percent of the design would be used in production. The bold front fenders, inspired by the elegance of a Japanese *katana* sword, became a defining trait of the Nissan GT-R. The C-pillar's distinctive broken lines originated from Nissan Design Europe (NDE) and made the final cut.

Despite similarities, the Proto had key differences. The front grille shape remained, but the upper grille and emblem placement changed. The prototype had front bumper intakes, absent in the production model. The hood was narrower and more rounded; the final version matched the width of the headlights with squarer edges. The Proto used two rows of vertical headlights, while the production model switched to horizontal low/high beams. Minor details, such as the absence of GT-R badges on the fenders and rear, also set the prototype apart.

While the GT-R Proto's exterior was mostly revealed, the powertrain remained a mystery. No one at the time could have guessed it would become Japan's first production car to deliver 480 horsepower – and do so while offering a quiet enough cabin to hold a conversation at 300km/h (186mph).

At the Tokyo Motor Show press conference, Nissan confirmed the next GT-R would launch globally within two years. It was the moment the legendary Skyline GT-R, once a cult icon in Japan, officially stepped onto the global stage as the Nissan GT-R. ◆

THE CHASE IN ROME

In *Fast X,* the frenetic action transferred to the capital of Italy, where Dom's team falls victim to a diabolical trap laid by Dante Reyes, threatening to destroy the Vatican.



Dom Toretto and his crew try to stop an immense spherical bomb that causes chaos in the streets of Rome.

After visiting Tokyo, Rio de Janeiro, London, Havana, and New York, the makers of *Fast & Furious* decided that Rome had to be the franchise's next major setting. Despite the logistic challenges involved in filming in one of the cities with the heaviest traffic congestion in the world, the results were absolutely awesome.

It begins during a get-together in the Toretto family house. Roman tells Tej, Han, and Ramsey that the Agency has given them the job of intercepting a quantum chip being taken to Rome. Without hesitation, the group travels to Italy to carry out the mission. Meanwhile, after receiving a warning from Cipher about the plans of the vengeful Dante Reyes, Dom and Letty find out the Agency has no operations ongoing in the Italian capital. Their friends are about to fall into a trap.

THE BALL FROM HELL

Convinced that it is a routine mission, Tej and Ramsey give their companions directions: Roman drives an eye-catching Lamborghini Gallardo and Han, an Alfa Romeo 2000 GT. Their objective is to intercept a Renault T-Series truck, as, according to their information, it is carrying the valuable chip. However, they soon discover that the truck is being operated by remote control and that, instead of the chip, it is transporting a gigantic mine in the form of a steel ball.

Everything is part of a Machiavellian plan by Dante, which begins with the explosion of the two all-terrain vehicles escorting the truck. Dom, Letty, and Little Nobody hurry along Rome's narrow streets in time to foil the plot. But when Little Nobody tries to defuse the bomb, Dante releases the

steel ball, which rolls out of control, crushing everything in its path. In a desperate attempt to stop it, Dom performs impossible maneuvers in his Dodge Charger SRT Hellcat, dodging explosions and descending flights of steps.

While Letty unsuccessfully pursues Dante on a motorcycle, Dom and his team fail to halt the advance of the enormous mine, which is heading toward the Vatican. At the last minute, Dom comes up with a risky plan, launching his Dodge Charger against the side of a construction crane so that it will fall, hit the ball, and divert it toward the River Tiber. The idea works masterfully and the water cushions the explosion. However, Dante's revenge has only just started.

FILMING AT HIGH SPEED

In order to film this spectacular sequence, the *Fast X* crew faced a massive logistic challenge. It was filmed in emblematic locations like Lungotevere Aventino, Piazza Campitelli, and Via del Teatro di Marcello, and on streets in places like Genzano di Roma and Turin, which were also redecorated to make them look like Roman settings. More than 500 people worked on the filming, including extras, technicians, and stunt performers, along with the spectacular use of drones.

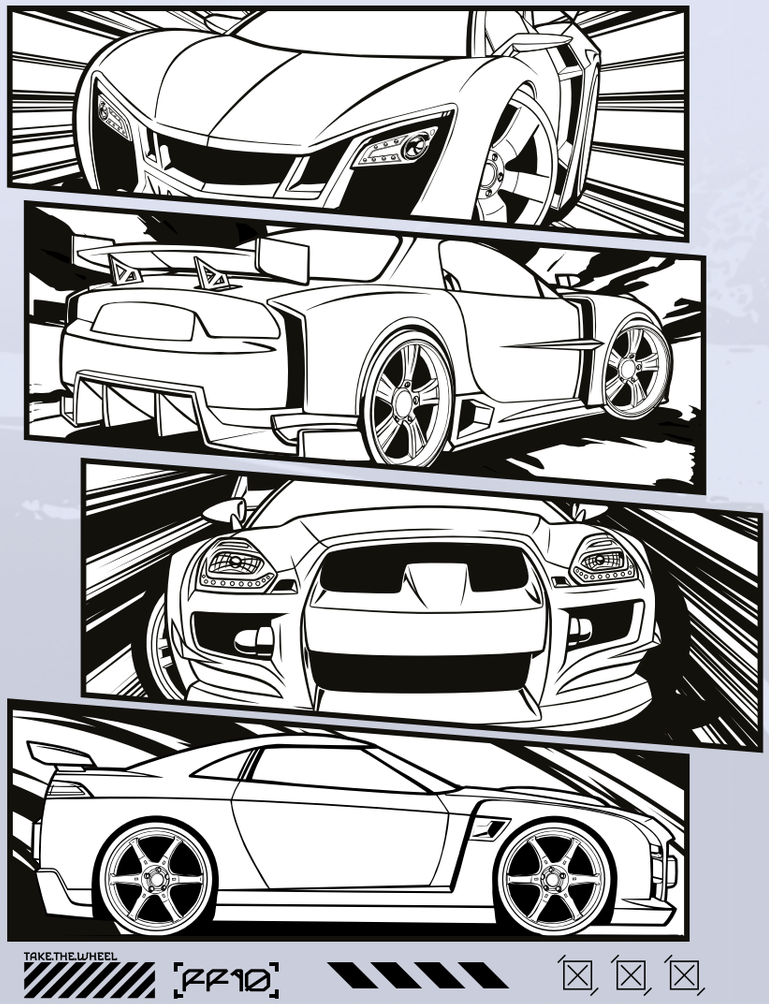
Director Louis Leterrier chose to film the stunts practically, without digital effects, following the tradition of the franchise. To cap it all, the filming coincided with the Rome Marathon, complicating the production even more, but the results were stunning. In recognition of the Italians' hospitality, the world premiere of *Fast X* was held in Rome, against the magnificent backdrop of the Colosseum. ◆

THE ADVENTURES OF BRIAN O'CONNER

The parcel bomb

In one of the first scenes of *Furious 7,* Brian places his son Jack in the SUV to take him to school while he waits for Mia, who calmly exits the Toretto family home. She lets Dom know a parcel from Tokyo has been left for him in the doorway. She later tells her brother she is pregnant again and that she has not yet dared to tell her husband about it. At that moment, Dom receives a call on his cell phone. From Tokyo, Deckard Shaw introduces himself. Then the parcel in the doorway explodes and the Toretto family home is destroyed.

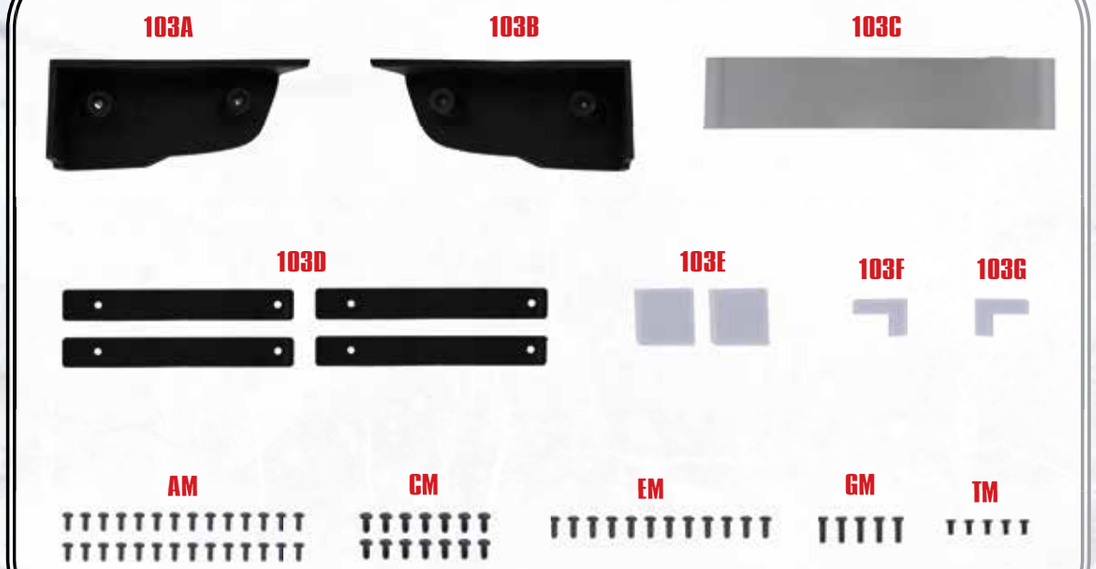
CLOSING IN FAST



STAGE 103 STRUCTURAL REINFORCEMENTS AND LIGHT TEST (2)

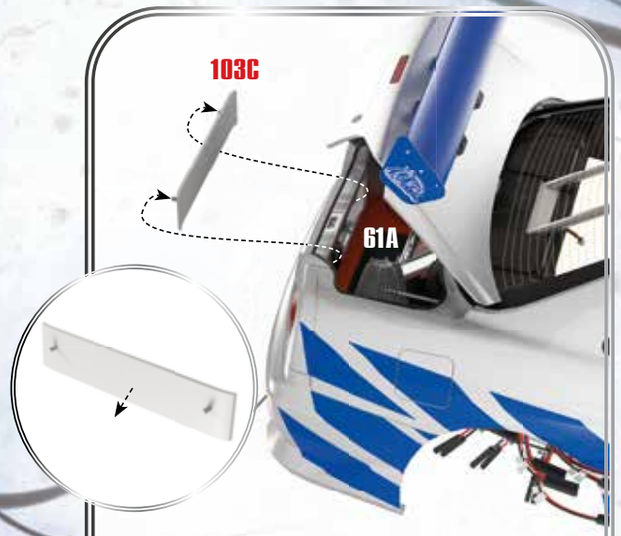
In this issue, we will connect the car body to the chassis. With all the wires in place, we will perform the second light test. Finally, we will fit the reinforcements on the chassis.

PARTS



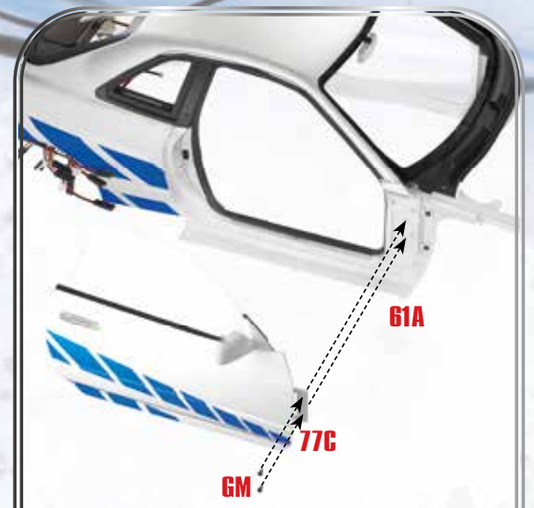
103A	Rear left bumper reinforcement
103B	Rear right bumper reinforcement
103C	Trunk rear reinforcement
103D	Chassis reinforcement brackets (×4)
103E	Pad A (×2)
103F	Left pad B
103G	Right pad B
AM	1.7x4mm screws (×28*)
CM	2x4mm screws (×14*)
EM	2x5mm screws (×12*)
GM	2x6mm screws (×5*)
TM	1.7x4mm screws (×5*)

*Including spares



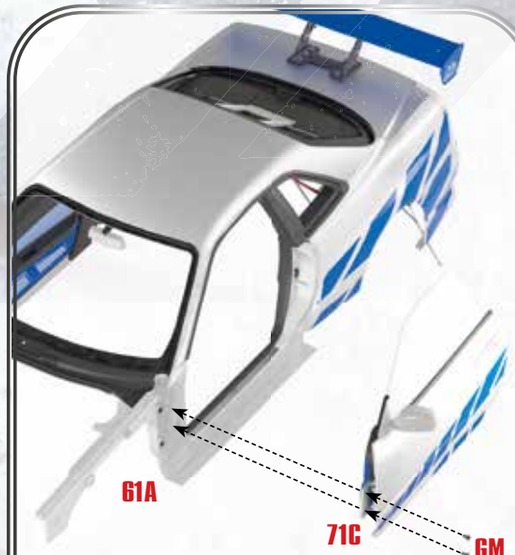
103.01

Insert the trunk rear reinforcement 103C into the highlighted part of the body 61A. Check the correct orientation of the part in the detail image.



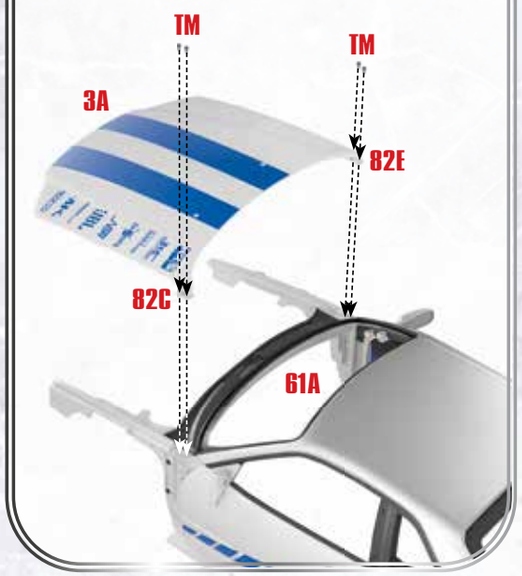
103.02

Retrieve the right door assembly and place it on the body 61A. Secure the right door hinge 77C to the body 61A with two GM screws.



103.03

Now take the left door assembly and attach the left door hinge 71C to the body 61A with two GM screws.



103.04

Retrieve the hood 3A and attach the hinge brackets 82E and 82C to the body 61A with four TM screws.

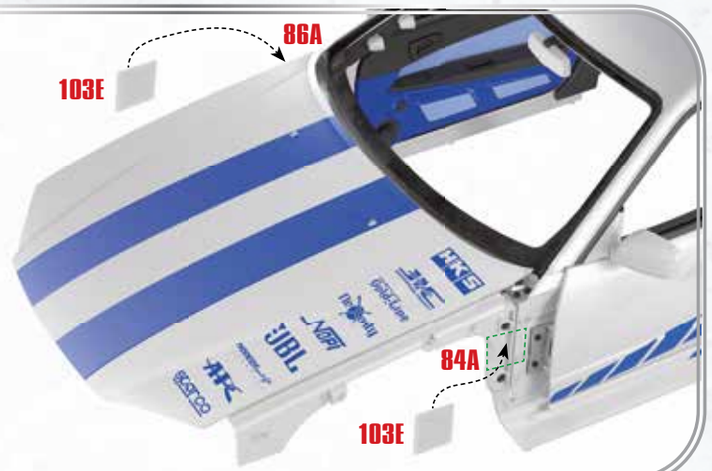
103.05

Remove the adhesive protection from the left and right pads, 103F and 103G, and place them on the highlighted areas on the left 83A and right 85A front wings.



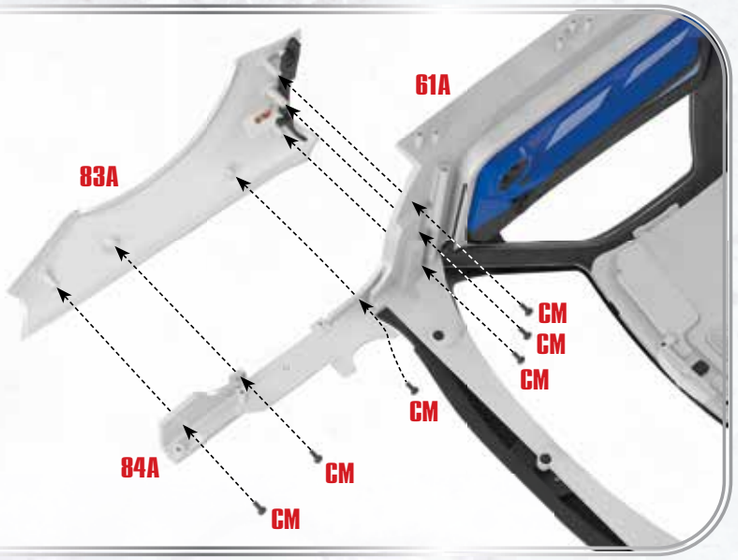
103.06

Remove the adhesive protection from pads A 103E and place them on the highlighted areas on the front left 84A and right 86A reinforcements.



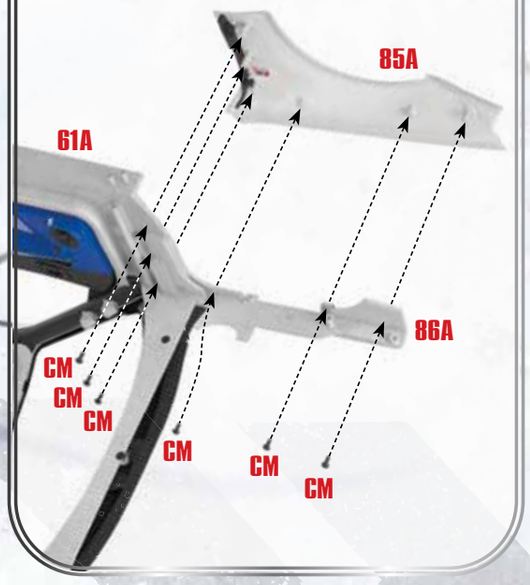
103.07

Carefully turn the body over. Secure the front left wing 83A to the body 61A and the front left reinforcement 84A with six CM screws.



103.08

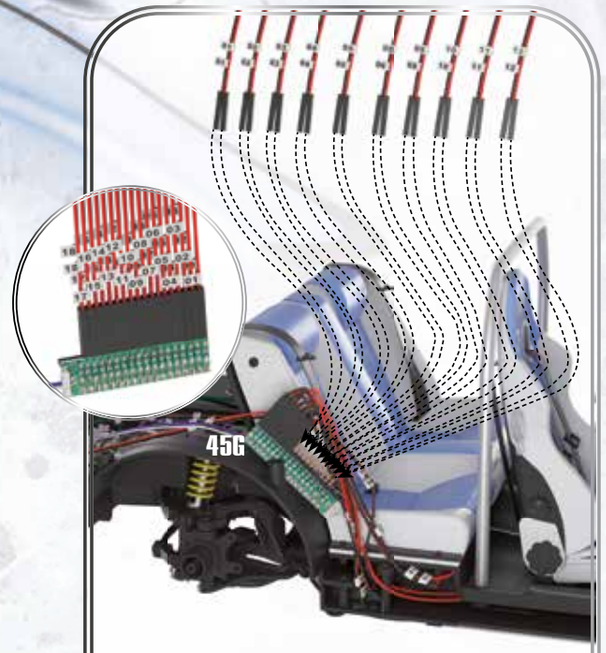
Secure the front right wing 85A to the body 61A and the front right reinforcement 86A with six CM screws.



103.09

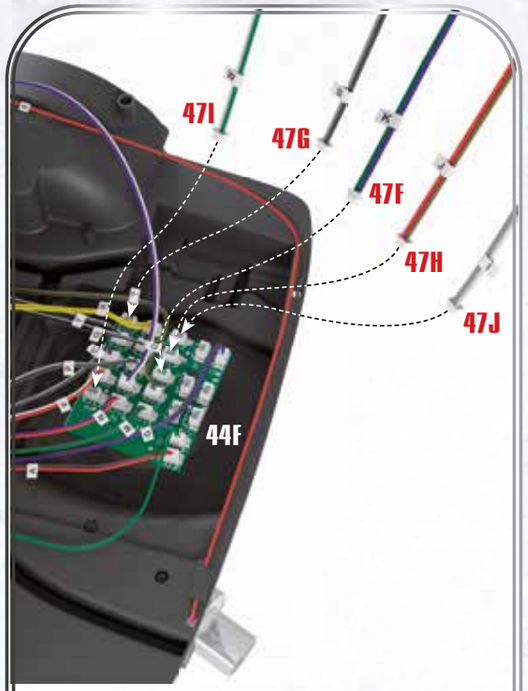
Organize the wire groups; there should be ten black wires and ten red wires in total. Secure the wires for the left-side window ambient light (01) 45A, LED lights (11) 47K, and LED lights (12) 47L with a strip of adhesive tape 62D in the highlighted area.





103.11

Plug the connectors of wires 01, 02, 03, 04, 05, 06, 09, 10, 11, and 12 to the PCB splitter 45G. You do not need to pay attention to the order of the wires, but remember that it is important to place the red wire connectors on one side and the black connectors on the other (detail image).

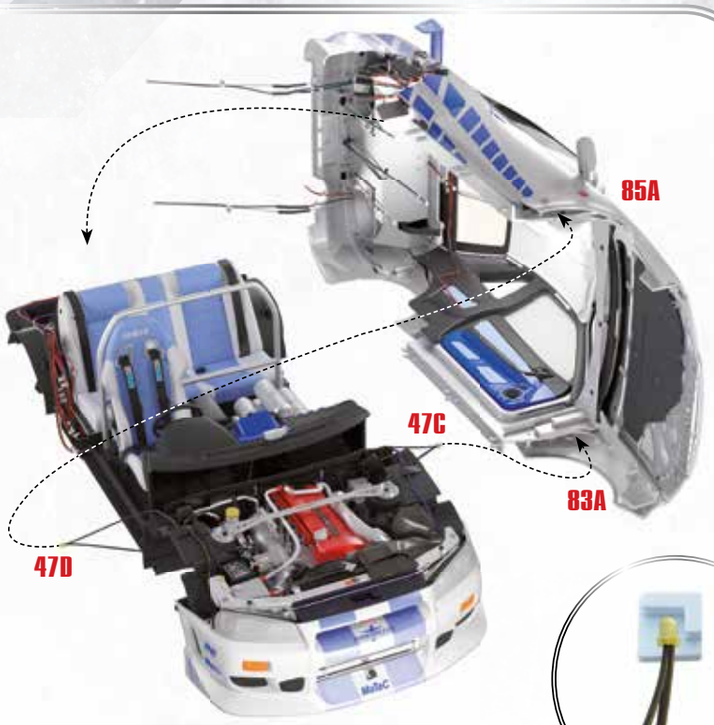


103.12

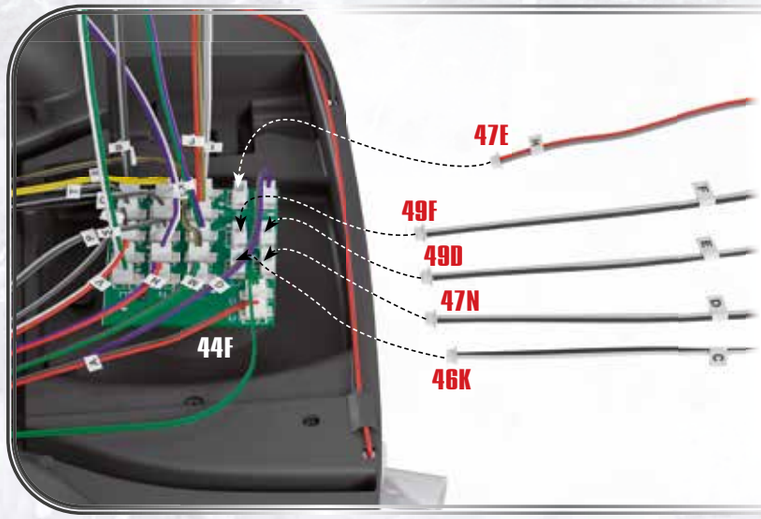
Connect the terminals of the rear fog lights (W) 47I, rear display light (S) 46G, rear right turn signal (K) 47F, rear center brake lights (J) 47H, and reversing lights (I) 47J to connectors "W," "S," "K," "J," and "I" on the car's PCB 44F.

103.10

Position the body close to the chassis and passenger compartment. Using tweezers, secure the LED bulbs of turn signal (G) 47C and turn signal (L) 47D to the front left 83A and right 85A wings, respectively. The LED bulb should be housed in the recess formed by pads A and B (detail image).







103.13

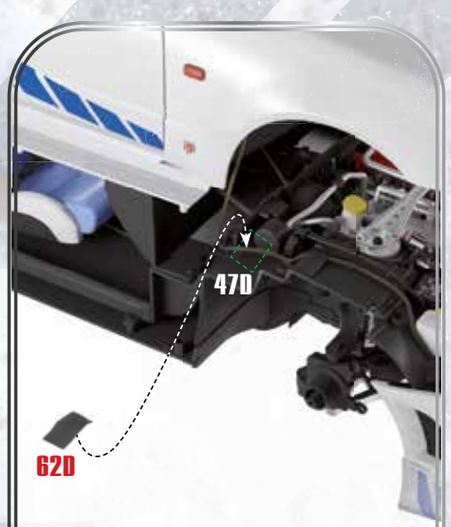
Connect the terminals of the rear left turn signal (H) 47E, extension 4 (F) 49F, extension 3 (E) 49D, extension 2 (D) 47N, and extension 1 (C) 46K to connectors "H," "F," "E," "D," and "C" on the car's PCB 44F.

103.14 Adjust the body on the chassis and passenger compartment, pressing down lightly and paying special attention to the wires so that they are not trapped and do not protrude from the body.



103.15 Secure the highlighted area of the front left and center turn signal wire (G) 47C with a strip of adhesive tape 62D.





103.16 Secure the highlighted area of the front right and center turn signal wire (L) 47D with a strip of adhesive tape 62D.



103.17 Proceed with the light test. Press the first button on the remote control and check that the rear lights come on, as well as the rear display light (S) 46G and the A-pillar instrument panel light (10) 46D.

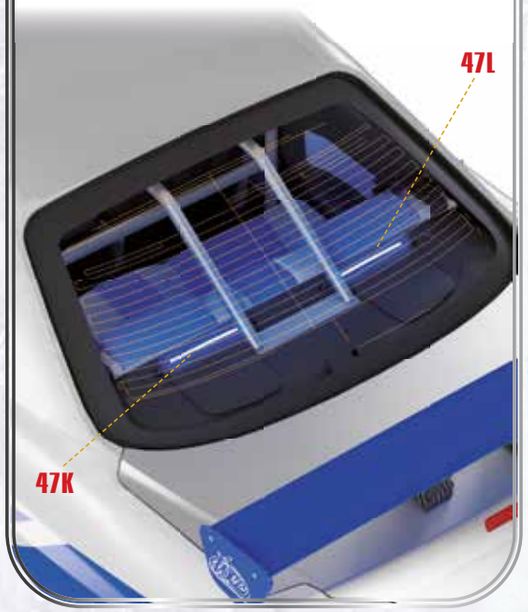
103.18 Check that the roof ambient lights (09) 46C, the right-side window ambient light (02) 45B, the right C-pillar ambient light (04) 45D, and the right rear seat ambient light (06) 45F are on.



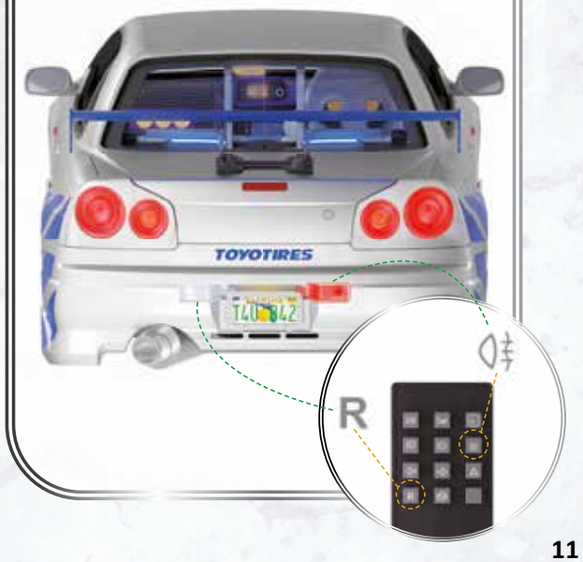


103.19 Also check that the left-side window ambient light (01) 45A, the left C-pillar ambient light (03) 45C, and the left rear seat ambient light (05) 45E are on.

103.20 The LED lights (11) 47K and (12) 47L should also be on.

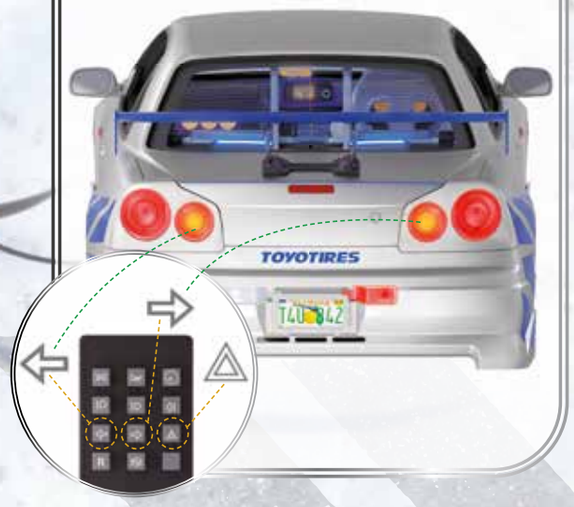


103.21 Press the sixth button on the remote control to turn on the rear fog light and press the tenth button to activate the reversing light.



103.22

Press the seventh and eighth buttons on the remote control to turn on the left and right rear turn signals. The ninth button activates both lights in warning light mode.



103.23

Press the 11th button to increase the intensity of the rear lights and to turn on the center brake light.



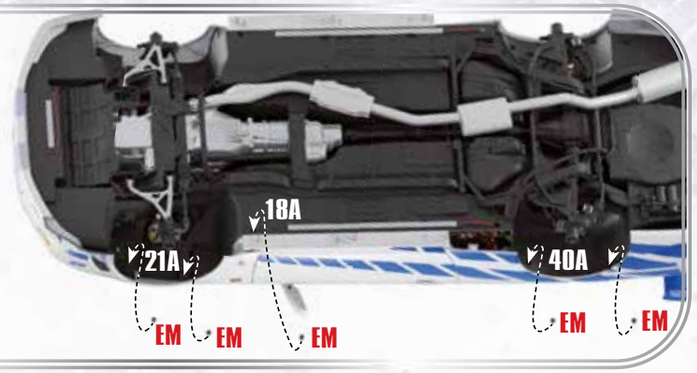


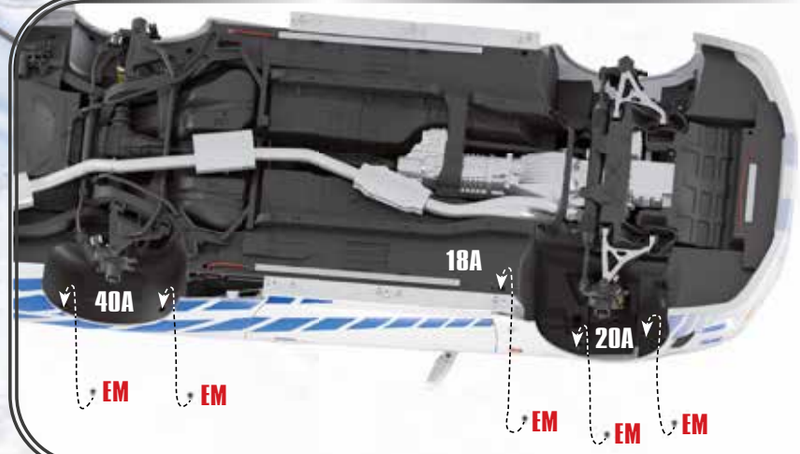
103.24

Carefully turn the assembly over and make sure that the wires are correctly positioned and not trapped before securing the assembly.

103.25

On the right side, secure the body assembly to the chassis center section 18A, the front right wheel arch 21A, and the chassis rear section 40A with five EM screws.



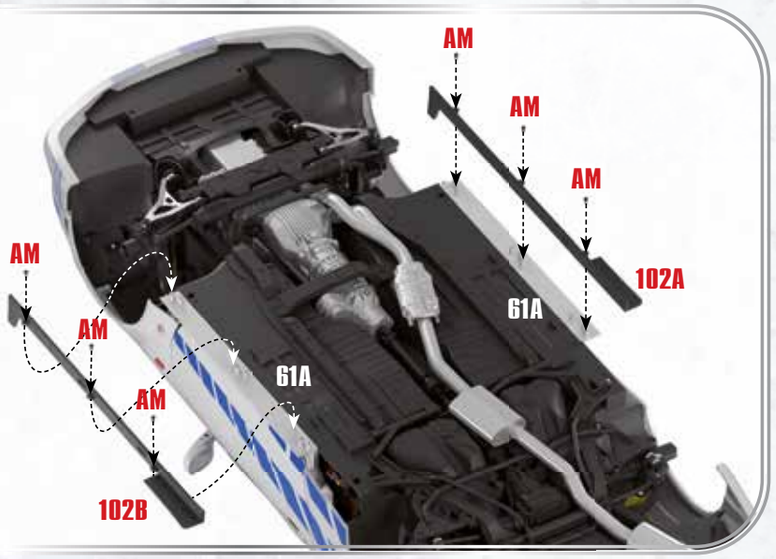


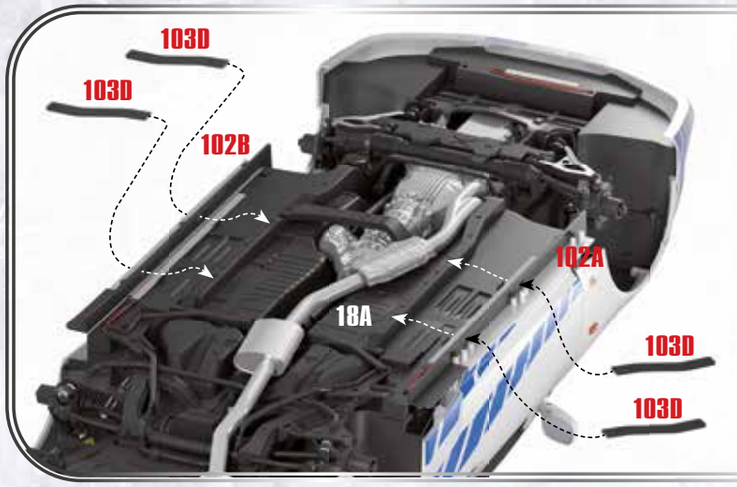
103.26

On the left side, secure the body assembly to the chassis center section 18A, the front left wheel arch 20A, and the chassis rear section 40A with five EM screws.

103.27

Place the left 102A and right 102B side trims on the body 61A and secure each one with three AM screws.





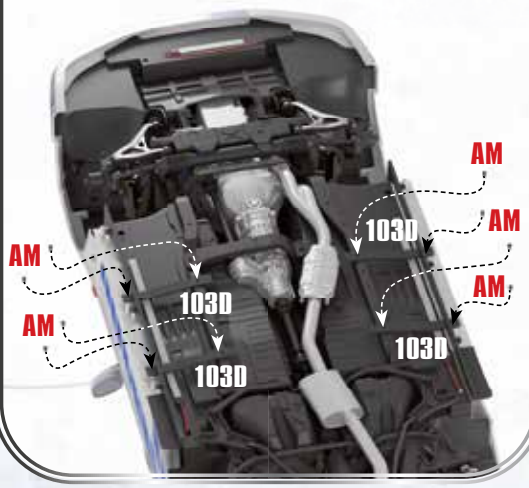
103.28

Insert the four chassis reinforcement brackets 103D into the openings in the left 102A and right 102B side trims. Make sure that the other ends of the reinforcement trims rest on the highlighted points on the chassis center section 18A.

STRUCTURAL REINFORCEMENTS AND LIGHT TEST (2)

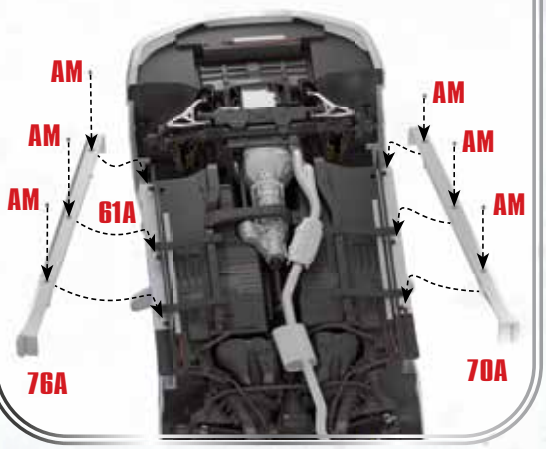
103.29

Secure the chassis reinforcement brackets 103D using a total of eight AM screws.



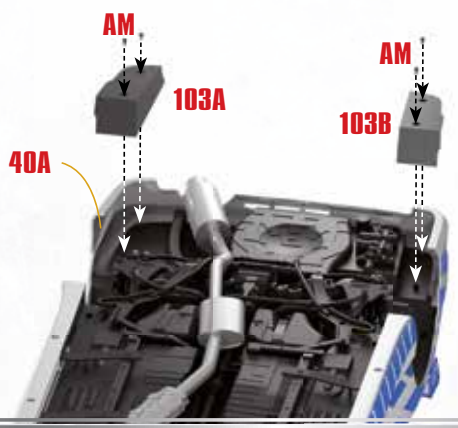
103.30

Retrieve the left 70A and right 76A side skirts and secure them with six AM screws on the pivots highlighted on the body 61A.



103.31

Finally, secure the rear left 103A and right 103B bumper reinforcements to the chassis rear section 40A with two AM screws each.



Final assembly



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