FAST & FURIOUS™

Build

BRIAN'S NISSAN SKYLINE GT-R

104



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THE 2007 DEBUT OF THE NISSAN GT-R (R35)

The Nissan GT-R (R35) was developed as a "supercar" designed to surpass the performance of other standard Japanese models. A series of advance promotions before its launch heightened the expectations of not only car enthusiasts, but the entire nation. When the car was finally revealed, it featured a host of cutting-edge technologies and manufacturing methods once considered too advanced for standard Japanese models. Each completed engine underwent individual performance testing on a dynamometer, highlighting the thoroughness of its development.

Nissan began an unusual advance announcement of the new GT-R on September 26, 2007. A press release and a photo of a GT-R covered in black camouflage were distributed to the media. The press release stated: "The new model succeeds the Skyline GT-R heritage, but it is a model that represents Nissan Motor Co., Ltd., which has incorporated the best technology available to be worthy of the title Nissan GT-R". It was announced that the GT-R would be making a fresh start as a new top-of-the-range Skyline model aimed at the global market – the Nissan GT-R. At the same time, a dedicated website was also launched. The site, which was launched in six languages, began taking advance orders on September 26, with some information disclosed in advance.

In addition, a teaser campaign was carried out before the official announcement in which a Nissan GT-R disguised as a skeleton-type auto transporter

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In October 2007, a preliminary briefing was held in a basement space in Odaiba, Tokyo, just before the Tokyo Motor Show. Kazutoshi Mizuno, then head of development, took the microphone and spoke passionately.

was driven slowly through popular central Tokyo districts such as Roppongi and Shibuya. When it stopped, several foreign models in black disguises appeared and surrounded the auto transporter, surprising the people on the street. At the time, smartphones were not yet widely used, so many people took photos with their simple mobile phones. This was a promotional activity that aimed to encourage the people who took the photos to upload them to their blogs and spread the word about the new Nissan GT-R. The promotion was called the "Black Mask Campaign."

Prior to the official announcement of the new Nissan GT-R at the Tokyo Motor Show (now the Japan Mobility Show) on October 24, 2007, a large-scale pre-launch technical briefing for the press was held on October 22 and 23, 2007, which was essentially on the eve of the new GT-R announcement. It was a large-scale event that not only showcased the new car itself, but also the development process and new technologies.

Then, on the afternoon of October 24, 2007, the Nissan GT-R was unveiled at the Nissan booth at the 40th Tokyo Motor Show, which was being held at Makuhari Messe in Chiba Prefecture. On the stage screen, footage of the Time Attack at the Nürburgring in Germany was shown. When the development vehicle crossed the finish line and the lap time of 7 minutes, 38.54 seconds was displayed, the Nissan GT-R (R35) appeared on stage with Carlos Ghosn – then President of Nissan Motor Co., Ltd. – at the wheel. The model was finally launched to the world.

A PRECISION-MADE, HIGHLY RIGID BODY

The development concept of the Nissan GT-R is "to enable anyone to enjoy the ultimate supercar experience, anywhere, anytime." In order to make the basic performance of the car – acceleration, turning, and stopping – the best in every situation in which the car is driven, the GT-R was redesigned to return to its original form, converting natural forces (gravity, inertia, and aerodynamics) into tire grip and transforming the flow of air into a force that generates driving stability. The basic package was reviewed from scratch, including a new arrangement of the drive train. As a result, a premium midship package, a V6 twin-turbo VR38DETT engine, GR6 dual-clutch transmission, and other new components were developed for this newly-dimensioned high-performance supercar.

The premium midship package is a vehicle layout that further evolves the FM (front midship) package first adopted in the Skyline (V35). For the first time, the clutch, transmission, and transfer were moved to the rear of the vehicle and integrated with the rear final drive to create an independent transaxle 4WD system. The independent transaxle distributes the front tire grip load to the engine and rear tires, optimizing the grip load of all four wheels in all driving conditions. The idea was to use even the vehicle weight, which was considered to be the great enemy of sports cars, to improve the grip of the tires.



At the pre-launch briefing, the monocoque body was also unveiled. The number of welds – which were like those on a race car – and the precision of the construction far exceeded the level seen in mass-produced cars at the time.

In addition, by moving the transmission to the rear, the hot air from the engine compartment can be exhausted to the rear through the floor tunnel, contributing to efficient cooling.

The body structure uses three different materials: carbon, aluminum die-cast, and steel. The front strut housing is made of aluminum die-cast, and the radiator core support is made of carbon. The parts are optimally arranged, built to a high degree of precision, and all units are subjected to vibration inspection.

POWER, FUEL EFFICIENCY, AND LOW EMISSIONS

The newly developed 3.8-liter V6 four-valve DOHC twin-turbo VR38DETT engine uses a plasma-coated bore cylinder in an aluminum cylinder block, and by eliminating the liner, it achieves improved thermal conductivity and weight reduction. It uses twin turbochargers integrated with the exhaust manifold to prevent heat energy loss, and it generates maximum torque of 588Nm (60.0kgm) over a wide range of 3,200 to 5,200rpm. The maximum output of 353kW (480ps)/6,400rpm was the highest ever for a Japanese-made passenger car at that time.

In addition, the engine's characteristics, which enable it to run at the theoretical air-fuel ratio during normal driving – while also generating high torque of 60.0kgm during low-load operation with the adoption of a secondary exhaust air system – have achieved supercar-class top-level fuel efficiency and clean exhaust emissions; the engine meets the 2005 emissions standard (U-LEV) with a 50 percent reduction in emissions. The VR38DETT engine is assembled by a single master craftsman in a clean room, and every engine is run on an engine dynamometer to check its performance before it is shipped.



The layout of the newly developed engine and transaxle mounted at the rear of the body. Cutaway models of the engine and transmission were also on display to explain the new technology.

The newly developed GR6 dual-clutch transmission allows the driver to control the driving force at will by using the accelerator pedal, thanks to the quick gear changes made possible by the two-pedal paddle shifters and the direct control of the Borg Warner six-plate dual clutch. By making full use of powerful acceleration and engine braking, a direct and linear ride was achieved.

The suspension features a double wishbone system at the front and a multi-link system at the rear. Bilstein DampTronic shock absorbers are used for all driving situations,



The skeleton-style carrier car and Nissan GT-R used in the "Black Mask Campaign," a teaser promotion before the official announcement. This was a whole new approach to marketing a new model.

with the dampening force electronically controlled to provide the optimum setting based on vehicle data. The brakes feature ultra-large diameter Brembo full floating drilled rotors, high rigidity pads, and Brembo monoblock calipers (front: six-pot, rear: four-pot), which deliver stable braking power and high fade resistance in all driving situations, from circuit driving to traveling in town.

The tires are Nissan GT-R exclusive run-flat tires, 255/40R20 on the front and 285/35R20 on the rear. They offer a high-level balance of solid grip and everyday utility, from super-high-speed driving on circuits to driving on wet autobahns and rough city streets.

The body features a distinctive shape and enhanced functionality. It is a design that can be recognized as a GT-R at a glance even from a distance. The road grip has been improved by achieving a Cd value of 0.27 and increasing downforce at the front and rear. The sloping roofline cabin aeroblade canopy and the curved C-pillar sword edge are shapes that regulate the flow of air to the rear of the body, and also express the pedigree of the GT-R. The bold, cut-out rear end features the traditional four-ring tail lights.

The interior is designed to surround the driver, with the height of the meter cluster and center multi-display aligned to minimize eye movement when driving at high speeds, and to prioritize visibility. The cockpit is designed to accommodate the potential for driving at 300km/h (186mph) on the autobahn.

The Nissan GT-R already had overwhelming performance from the time of its birth, but the development team declared that it would continue to evolve through the improvements they made each year.◆

The Nissan GT-R, with black camouflage covering the front and rear of the car, recorded a lap time of 7 minutes, 38.54 seconds at the Nürburgring, and appeared at various events.



TESS, AN IRREVERENT AGENT

In *Fast X,* Dom and his team find an unexpected ally: Mr. Nobody's daughter. Following in her father's footsteps, she works in the Agency, though she prefers to follow her own instincts rather than simply complying with her superiors' orders.



One of the big surprises in the tenth movie in the *Fast & Furious* franchise is the appearance of Tess, the daughter of Mr. Nobody, who has mysteriously disappeared. This is a large part of why she is sympathetic to Dom and his team.

WITH A PERSONALITY OF HER OWN

With Agent Aimes now in charge, when the Agency decides to once again investigate Dom and his team, Tess is completely against it.

"When we first meet Tess, she's working at the Agency, where she's striving to defend the Toretto family, despite the fact that they have very different points of view," says Brie Larson, the major star who joined the franchise to play this new character. "There's a very intense scene where she clearly states her opinion to Aimes, for whom the family is merely a car cult. It's a very intense moment that sets the tone for her performance in the movie."

Winner of the Oscar for Best Actress in 2016 for her work in *Room* (2015), the Californian actress felt immensely happy to join the *Fast & Furious* family. "I started running round my house squealing with delight," recalled the actress, who also played Carol Danvers in *Captain Marvel* (2019). "I've been wanting to work in the franchise for years; it's a dream come true.

These are the kinds of movies that make you want to go to the theater with the family and, personally, I find that important. Not long after I was given the part, Vin [Diesel] invited me to dinner at home with his family. I met his children and it made me feel like I was already part of the team."

DOM'S GUARDIAN ANGEL

In the film, Tess appears as an unusual heroine who, despite being in the Agency, does her own thing. She meets with Dom without anybody knowing to tell him why Dante Reyes wants revenge. Later, she intervenes at different times to help the team, although she won't be able to keep the God's Eye safe, making it easy for Dante to hit Dom where it hurts the most: his son.

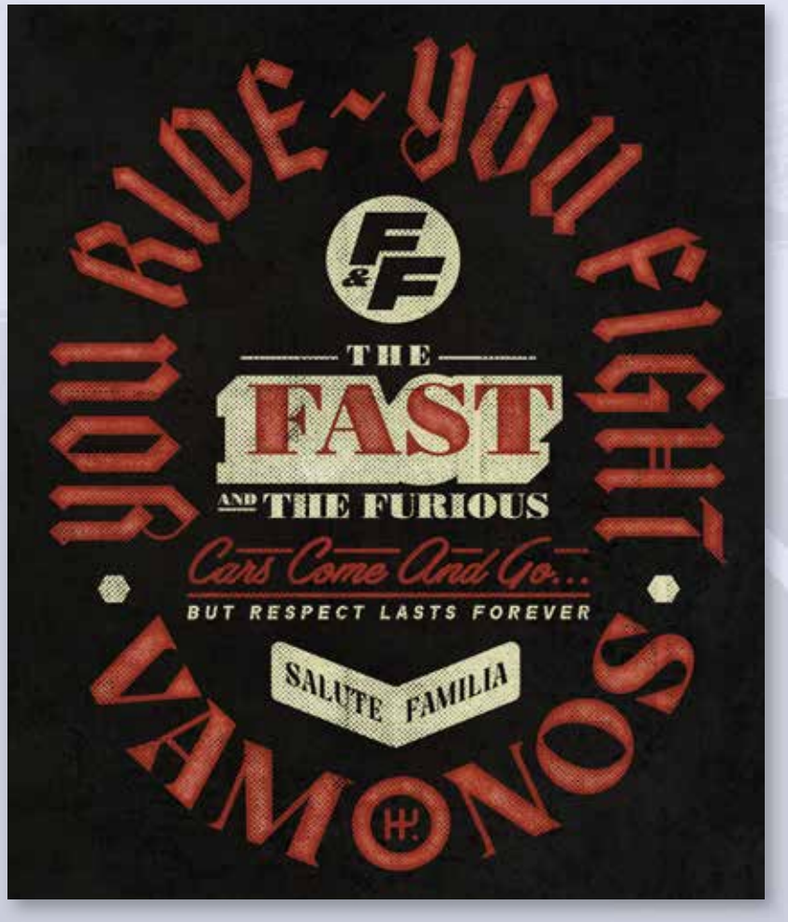
"Tess has the irreverence and attitude of Mr. Nobody," commented Director Louis Leterrier. "She takes care of a lot of things and knows which path to take. In some ways, you could say she's Dom Toretto's guardian angel."

Brie Larson threw everything into her character and tried to make her as profound as possible. The actress established a close understanding with Vin Diesel which became obvious in their scenes together. And, despite at first feeling like the new kid in class, she said she had enjoyed the experience enormously thanks to the warm welcome she received from the crew. ◆

THE ADVENTURES OF BRIAN O'CONNER

In the Caucasus Mountains

Although he was thinking that he'd done everything he could possibly do behind the wheel of a car, in *Furious 7* Brian goes one step further and makes a parachute jump from a plane... in a Subaru Impreza WRX! This surprising stunt is part of a plan in which he becomes mixed up when he rejoins Dom's team. To stop Deckard Shaw, the man who attacked the Toretto family with a bomb, the group reaches an agreement with Mr. Nobody, the head of a secret government organization known as the Agency. First, they must rescue a valuable device, the God's Eye, created by a hacker named Ramsey. Unfortunately, she has been kidnapped by the mercenary Mose Jakande, and to rescue her, Brian, Dom, and the others must make a parachute jump above the Caucasus Mountains and carry out a spectacular rescue operation.



STAGE 104
REAR LEFT WHEEL AND WHEEL CONNECTION (1)

In this issue, we will assemble the rear left wheel. We will also connect the front right wheel to the suspension assembly of the car.

PARTS



104A	Rear left tire	104E	Washer
104B	Rear left wheel hub	ABM	Screws 1.7×6 mm (×4*)
104C	Rear left wheel outer rim	AP	Screws 1.7×4mm (×3*)
104D	Rear left wheel inner rim	DM	Screws 2×4×5mm (×2*)

*Including spares



104.01

Check the tire parts and select the rear left wheel outer rim 104C, which is narrower than the inner rim. Insert the outer rim 104C into the rear left tire 104A. Insert it through the side of the tire with "left" on the side, as shown in the detail image.



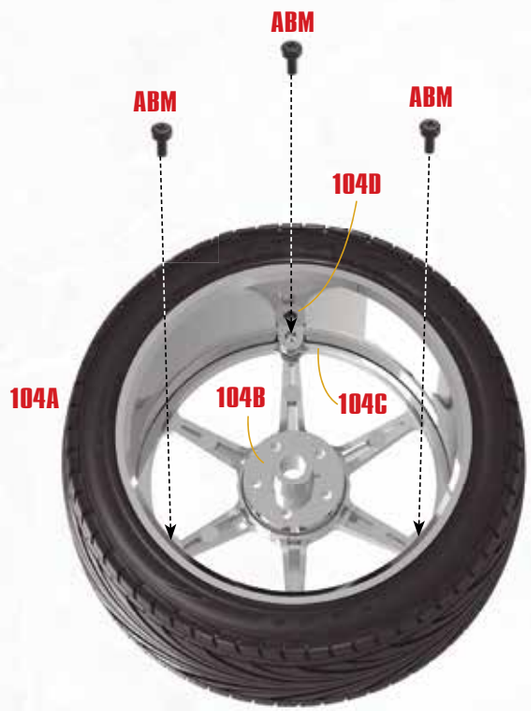
104.02

On the opposite side of tire 104A, where it says "right," insert the rear left wheel inner rim 104D. Make sure the tabs on both rims align.



104.03

On the outer side of the tire 104A, where it says "left," position the rear left wheel hub 104B so that the screw holes align with the tabs on the rim.



104.04

Secure the tire, 104A, hub 104B, and both sides of the rim, 104C and 104D, with three ABM screws.

104.05

Retrieve the front right brake caliper from issue 7. Separate the two parts of the front right brake caliper 1 and 2, 7A and 7B.



104.06

Position the brake caliper 2 7B behind the front right knuckle 1 12A and secure it with two AP screws.







104.07

Retrieve the right front brake disk from issue 7. Place the front right brake disk (7C and 7D) on the front right knuckle 1 12A.



104.08

Place the front right brake caliper 1 7A on brake caliper 2 7B, as shown in the picture.







104.09

Retrieve the front right wheel assembly from issue 2. Place it on the front right knuckle 1 12A, making sure that the side of the tire marked "right" is on the outside (detail 1). Turn the wheel until it engages with the brake disc (detail 2).







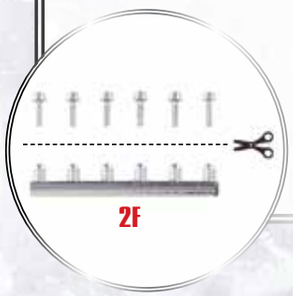
104.10

Place washer 104E in the center of the front right wheel hub 2B and secure it with a DM screw.

104.11

Retrieve the wheel bolts and the front right wheel cover from issue 2. Separate the wheel bolts 2F from the sprue and insert each one into the five highlighted holes on the wheel hub 2B.





REAR LEFT WHEEL AND WHEEL CONNECTION (1)



104.12 Finish the assembly by inserting the front right wheel cover **2E** into the center of the hub **2B**.

2E

Final assembly



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