FAST & FURIOUS™

22

Build the Legendary

DODGE CHARGER R/T



UNIVERSAL

FANHOME

DODGE

FAST & FURIOUS

Build the Legendary
DODGE CHARGER R/T



United Kingdom
Published by De Agostini UK Ltd c/o Royds Withy King, 69 Carter Lane, London EC4V 5EQ

USA
Published by De Agostini Publishing USA, Inc. c/o Becker, Glynn, Muffly, Chassin & Hosinski LLP, 299 Park Avenue, New York, New York 10171

ISBN: 978-1-4439-5165-4
FFN22: 21 02 03

ISSN 2631-9799 (Print)
ISSN 2732-4583 (Online)

Picture credits: NBCUniversal Archive; FCA Archive; Alamy; Marco Boccolini

Fast & Furious Franchise © 2021 Universal City Studios LLC. All Rights Reserved.

Dodge, HEMI and related logos, vehicle model names and trade dress are trademarks of FCA US LLC and used under license by Premium and Collectibles Trading Co. Ltd. ©2021 FCA US LLC.

Printed in Poland

CUSTOMER SERVICES
United Kingdom
Call 020 3991 1199 or email support@uk.fanhome.com or ask your newsagent to reserve future issues for you to collect.

USA
Call 1-800-978-1455 or email support@usa.fanhome.com

The price of this issue includes the magazine and the attached pieces for model assembly.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14. This product is not a toy and is not designed or intended for use in play. The collection is complete in 110 parts. Items may vary from those shown.

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. the model and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122 - 5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122 - 5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes. All rights reserved.

The driving sequences in the Fast & Furious motion pictures were filmed with professional stunt drivers, under carefully-controlled conditions, for entertainment purposes only. No attempt should be made to duplicate any of the racing activities or sequences depicted therein. Universal neither condones nor endorses the use of this or any related product in any manner whatsoever other than in strict accordance with applicable federal, state and local laws and speed limits.

More information at www.fanhome.com



VINCE, A TOUGH GUY AT THE WHEEL

Without a shadow of a doubt, if there's room for another tough guy in Toretto's original team, that place unquestionably belongs to Vince, an impulsive, unsophisticated but loyal man, who has become almost like a brother to Dom.

As Mia reveals to Brian in a scene from *The Fast and the Furious*, "Vince grew up with my brother. Actually, he didn't ever actually grow up, as you can tell." As rough as he is naïve, he really is like a child trapped in the body of a giant. Vince is one of the drivers in Toretto's original team. In the franchise we first see him behind the wheel of a 1999 Nissan Maxima A32, and then stealing a 1972 De Tomaso Pantera. He is a strong hot-blooded man, prepared to follow his leader anywhere, and who feels an irresistible attraction for Mia.

DOUBLY JEALOUS

That's why the appearance of Brian O'Conner causes him to be doubly jealous. On one hand, he considers him to be an obvious competitor when it comes to win-

Vince is the hard man on Toretto's team. He has been Dom's right-hand man almost since childhood. He showed up at Brian's arrival with the jealous attitude of a man who fears being pushed aside.



Vince likes to act and look tough, including with his car's paint job. Although he is not as good a driver as Dom, he plays an important part in the group.

ning the girl's heart. The first encounter between them takes place in Toretto's café, where Brian flirts openly with Mia. Vince bursts into the place and cannot avoid starting a fight with the newcomer. From then on the clashes between them will be constant.

But, does he only feel jealous because he sees Brian going after Mia? No, there's another reason. In some ways, Brian's arrival makes him a kind of dethroned prince within the Toretto family. Before that, Vince was Dom's right-hand man. Then, the fact that Brian manages to free Toretto from the police car chase after the first street race in the movie means that Vince to some extent loses his boss's trust, and he feels pushed out. This feeling can be clearly seen above all when they have the next barbecue at Toretto's house. When Vince arrives and finds that Brian has been invited, he turns around and makes to leave, like a little boy throwing a tantrum. "Hey, Vince," Dom shouts to him, "get over here and give us a hand." But he won't be persuaded: "Looks like you got all the help you need, brother," although in the end he does come back.

VERY CLOSE ENEMIES

Vince takes part in perhaps the most interesting conflict posed by the plot of *The Fast and the Furious*. When one night he surprises Brian snooping around the garages of the drivers who are getting their cars ready for the Race Wars, he immediately begins to suspect that he is actually an undercover cop. And he tries to convince Dom of this. However, Dom isn't sure, since he considers that the jealousy Vince feels towards Brian might be clouding his judgment. This is something that plays in Brian's favor, and he is able to continue with his mission.

In the last part of the film, when events move quickly and Brian reveals to Mia that he is a cop in order to save Toretto, we see how despite the obvious enmity between Vince and Brian, their nobility comes before all else. In what is another truck heist, Vince takes the riskiest role, jumping from Dom's car into the truck's cabin. However, this time the truck driver is ready to repel the robbery with a sawn-off shotgun. When he tries to protect himself from the shooting, Vince gets tangled up in the cable he has used to jump with and he is left hanging, trapped on one side of the truck. It is a high-risk situation, as the driver shoots again and again, but neither Dom nor any other member of the team manages to rescue Vince. Brian will have to appear providentially and, risking his own life, rescue him and get an emergency helicopter to tend to his wounds.

THE REAPPEARANCE

Vince returns to the franchise in *Fast Five*. His life has taken a remarkable turn. Brian and Mia bump into him when they are on the run from the law in the favelas of Río de Janeiro, in Brazil. But, why Río? "I ended up free-falling through South America, you know,





Vince, a tough guy at the wheel



hitting every hellhole on the way down," he tells Brian. "Would have kept on going if not for Rosa." Vince has settled down with her and they have had their first child, Nico. But this does not mean that he has gone straight. On the contrary, he encourages his friends to take part in a big heist: the robbery of some high-end cars that are being transported on a freight train.

The heist gets complicated because one of the cars they steal contains a chip that is very valuable for Reyes, one of the most important gangsters in the region. He decides to go after them and blame them for the death of some cops, whereby Toretto and his men become the prime target of special forces agent Hobbs.

ONE LAST ACT OF REDEMPTION

This complicated situation makes Toretto furious, and he blames Vince for what's happened and throws him out of the group. This really upsets him. "You never listen to me. Not when I told you he was a cop and not now. You never trust me, and look where it's gotten us. Look at our family now.".

Later on, Dom changes his mind and allows him back into the family. But, in case anyone doubted his loyalty, Vince behaves heroically when the team goes to rescue Hobbs, who has been ambushed by Reyes's men. Heroism has a price and Vince is mortally wounded during the mission. Dom ends up watching over his body in silence, after admitting that he has lost a brother.

MATT SCHULZE

Born Matthew Steven Schulze in St Louis, Missouri, on July 3, 1972, Vince's alter ego originally wanted to be a musician. As a teenager he was passionate about playing the guitar, but in the early 1990s he moved to Los Angeles and began working as a model, displaying his spectacular 1.85-meter tall physique. From there he started making some appearances on TV and in the movies, where he made his debut in 1998 playing the vampire Crease in *Blade*, the fantasy action thriller starring Wesley Snipes. Matt was immediately taken with the movies, and he got his big break with the part of Vince in *The Fast and the Furious*. To play him, the actor underwent a huge transformation, gaining musculature and weight, letting his beard grow and dyeing his hair. His magnificent performance led him to return to the franchise in the fifth movie and to appear in other action films, like *The Transporter* (2202) and *Torque* (2004). Apart from many other parts, Matt also tried his hand at directing, in the pilot episode of *The Acquirer* (2008), a series that never saw the light about the adventures of a master thief played by Matt.



Tim Kuniskis, the chairman of the Dodge brand, presents one of the latest service models to Detroit Police Chief James Craig. Inside the car there is a large vertical screen to facilitate connection to police headquarters.

THE DODGE BRAND: POLICE CARS

Police cars are a good business for American brands, so the majority of them have developed specific models to meet the needs of the forces of law and order. Since 1956, the Dodge brand has been offering specific equipment packages in its range for police missions.

It is crucial for police departments to have powerful cars with the necessary characteristics for maintaining vigilance and pursuing criminals, and so the brands have an offer addressed to the corporations that are in charge of purchasing the models for their respective police departments.

In the case of the Dodge brand, since 1956 it has had a catalogue of specific versions for use by police departments. Ever since then, Dodge models have offered police departments more powerful engines, firmer suspension systems for better performance at high speed and improved steering and braking systems. And on top of this there is the equipment typical of a police car (emergency lights, siren, megaphone equipment, a screen dividing the interior to isolate the people arrested in the back, tinted and bulletproof glass, security locking).

Currently on offer for this purpose is the Dodge Charger Pursuit, with improved brakes, four-wheel drive, an anti-theft system that halts the vehicle if the key is not inside, improved suspension, special upholstery, all completely computerised and with an up-to-date communications system.



The side of a Dodge model, decorated with the police badge of a hypothetical "Dodge City".

ASSEMBLING THE ENGINE HOUSING (I)

In this assembly session you will start to assemble the engine housing, which is the area under the bonnet that contains the engine of your model.

PIECES FOR THIS STAGE







22A Left panel 1 | 22B Left panel 2 | AM Screws 2 × 4 mm, (x 4)*

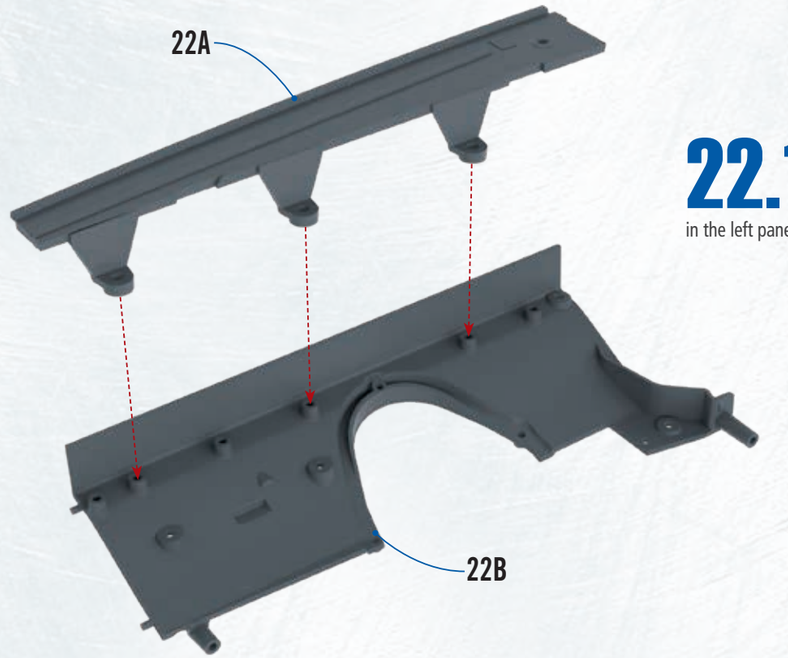
* Some of the parts are spares.

ASSEMBLY AREA

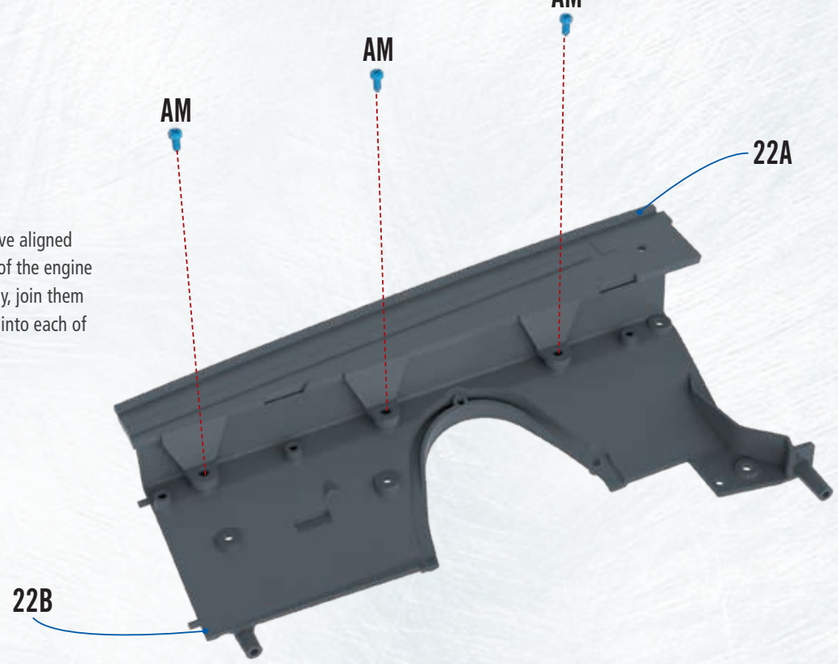


Engine housing

Editor's note: The parts shown here may differ slightly from the parts supplied with this issue. This does not affect the quality or the assembly instructions in any way.



22.1 **START** this assembly session by lining up the three holes in the left panel 1 **22A** with the three holes in the left panel 2 **22B**. ◀



22.2 **ONCE** you have aligned the two panels of the engine housing correctly, join them together by inserting an **AM** screw into each of the three holes. ▶

USEFUL TIP

When you have to join pieces together with screws, it is best to insert and tighten them in a certain order, so as to distribute the pressure as evenly as possible and avoid damaging the parts in question.
In this case, we recommend that you insert the central screw first, followed by the two on either side.



STAGE 22 FINAL RESULT



You have finished the left wall of the engine housing. Keep it in a safe place until you are ready to attach it to your model.

CONNECTING SHAFT TO PISTON

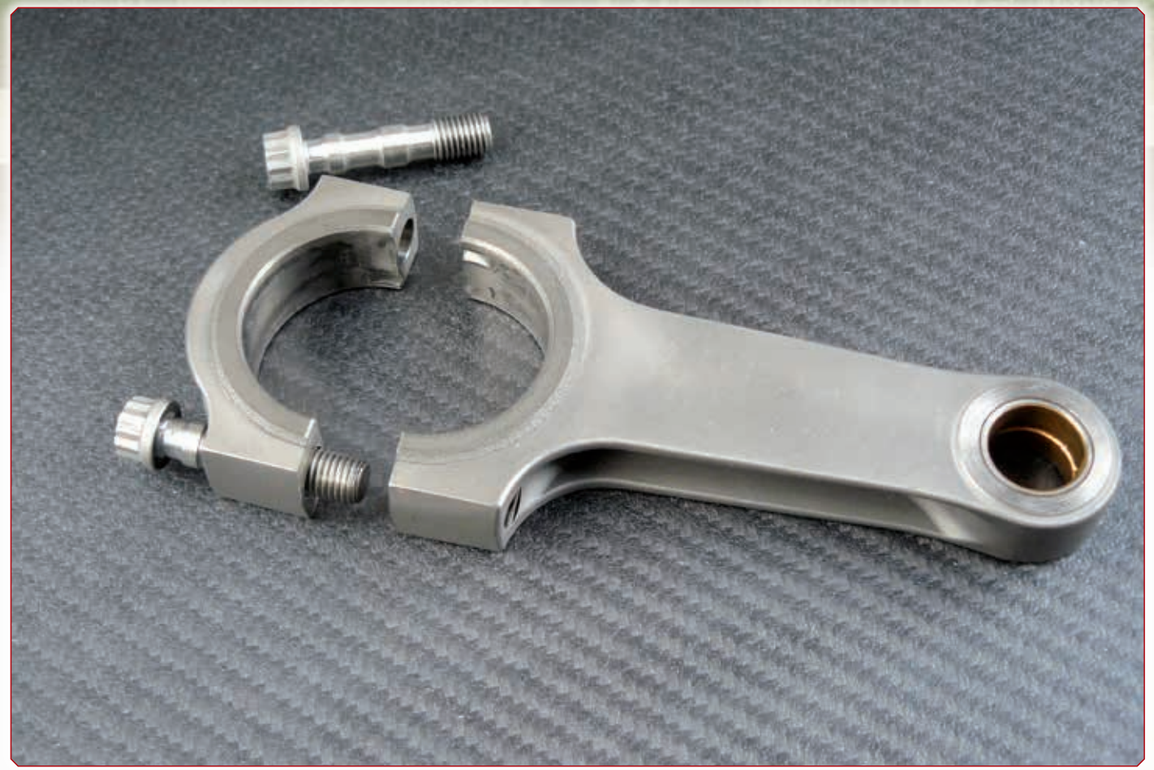


When an engine is going to be pushed beyond its design limits, we need to replace the stock connecting rods with others made by specialist companies. In this edition, we will go through the steps necessary for their assembly.

After taking delivery of the new connecting rods, either from a specialist company or from a machine shop (after treatment and shot-peening), it is time to check them with the utmost care, one at a time. No matter how good the reputation of the supplier, an error is always possible, and we can never 100% trust that the transport company treated them kindly. We must therefore examine them thoroughly to identify the presence of any surface irregularities, such as scratches or scoring caused by accidental impacts. These could become trigger points for fatigue breaks. Then we move on to dimensional and geometric checks. We must be careful of any critical points where mechanical machining has been performed, including the faces of the surfaces of the nuts and the heads of the bolts, to identify any sharp edges or material residues.

The squaring of the connecting rod is very important and must be perfect: the axes of the two "eyes" must be

This image highlights the difference between a connecting rod with an H-section stem, used in a standard production engine, and an inverted H-section, often used in racing cars.



Clamp bolts are used to align the cap on racing engines.

coplanar and parallel. In this area, even tiny errors can cause friction. If the errors are significant, there is even the risk of a piston seizing in the cylinder! The weight should not be underestimated, either. In an engine subjected to extreme conditions, the weight difference between one con rod and another must be reduced to an absolute minimum. In most cases, manufacturers of specialist components always ensure that the difference between any two connecting rods developed for the same engine is less than two grams.

At this point, if everything is in order and we have not found any problems, we can move on to the assembly, which must obviously be carried out following the precise instructions given by the manufacturer of the connecting rods. Don't forget that the bolts are single-use items and must be treated carefully. That goes for the bearing shells too, which are even more delicate and require special attention during installation.

ASSEMBLY

If we are reusing old components, the first rule to observe is that each of them must be put back in exactly the same position they occupied before disassembly, also facing the same way. With new components, although this advice may seem trivial, it is essential to read the manufacturer's installation instructions carefully. Don't think you know it all, because you could throw away hours of work and effort. Sometimes even seemingly simple operations can become complicated. So try to follow the instructions to the letter. For example, some bearing shells are dry-mounted in the housing, while for others, you are recommended to apply molybdenum disulfide paste or oil behind the shell. This is in addition to the essential initial lubrication of the working surfaces of the shaft and bushing. Some manufacturers recommend ordinary engine oil, while others prefer a molybdenum disulfide additive. There is an MD paste option, too. They should all be applied to the surfaces with a chamois leather to avoid lint or threads being left behind.

BEWARE OF THE BOLTS!

An operation that might seem easy and straightforward, but which can hide pitfalls and turn out to be complex, is the tightening of the bolts that secure the big-end cap. The cap is the bottom half of the big end, and allows it to be attached to the crankshaft. Today, the torque

How to centre the cap

To allow the con rod to be mounted onto the shaft, which is a single piece, the rods have one end that can be separated into two parts: the rod itself, and a removable cap, which is held on by two bolts. Perfect alignment of this component is a very critical operation. Any difference of alignment between the cap and the connecting rod itself can have expensive consequences. To ensure accurate centring, calibrated pins or bushings are often used, or sometimes bolts are supplied with the central portion of the shank designed to act as a positioning guide. Some manufacturers use the sophisticated fracture-split system to align the surfaces. However, this method can only be employed using a certain type of material. Each cap is marked so that it can be reassembled facing the correct direction. Pay attention to these markings during disassembly. If necessary, a mark can be made with a marker pen or paint. But never scratch or etch the material!

These are the systems generally used for centring the cap:

A) bolts with a calibrated central part of the stem;

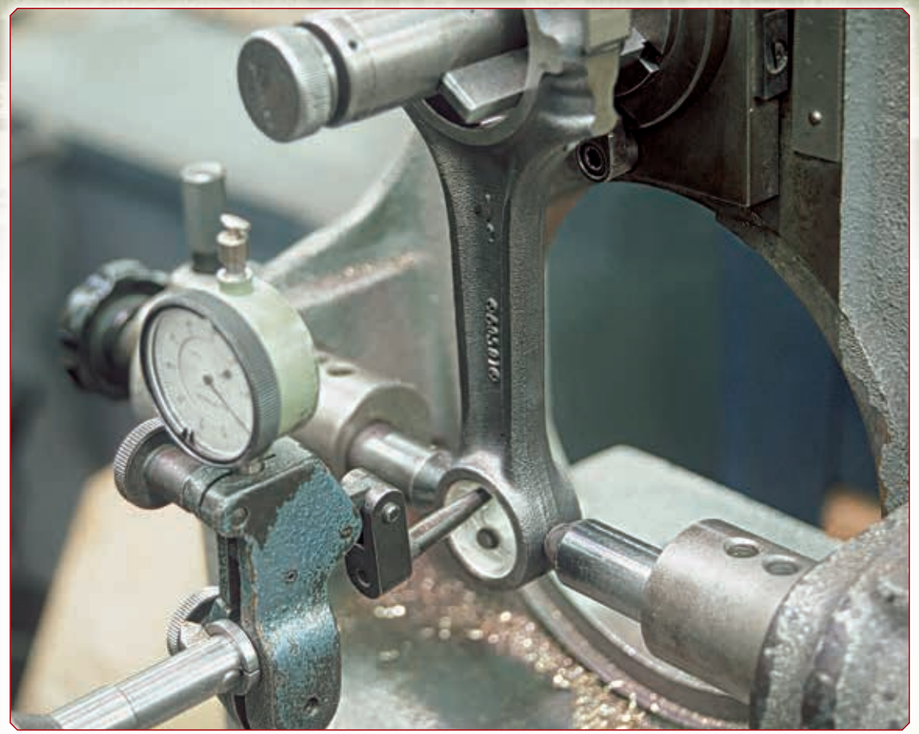
B) calibrated pins, very common on racing connecting rods;

C) positioning sleeves;

D) fracture-split surfaces.



Connecting shaft to piston



Before installation, it is necessary to check for any surface irregularities and check the weight and dimensions of the connecting rods.

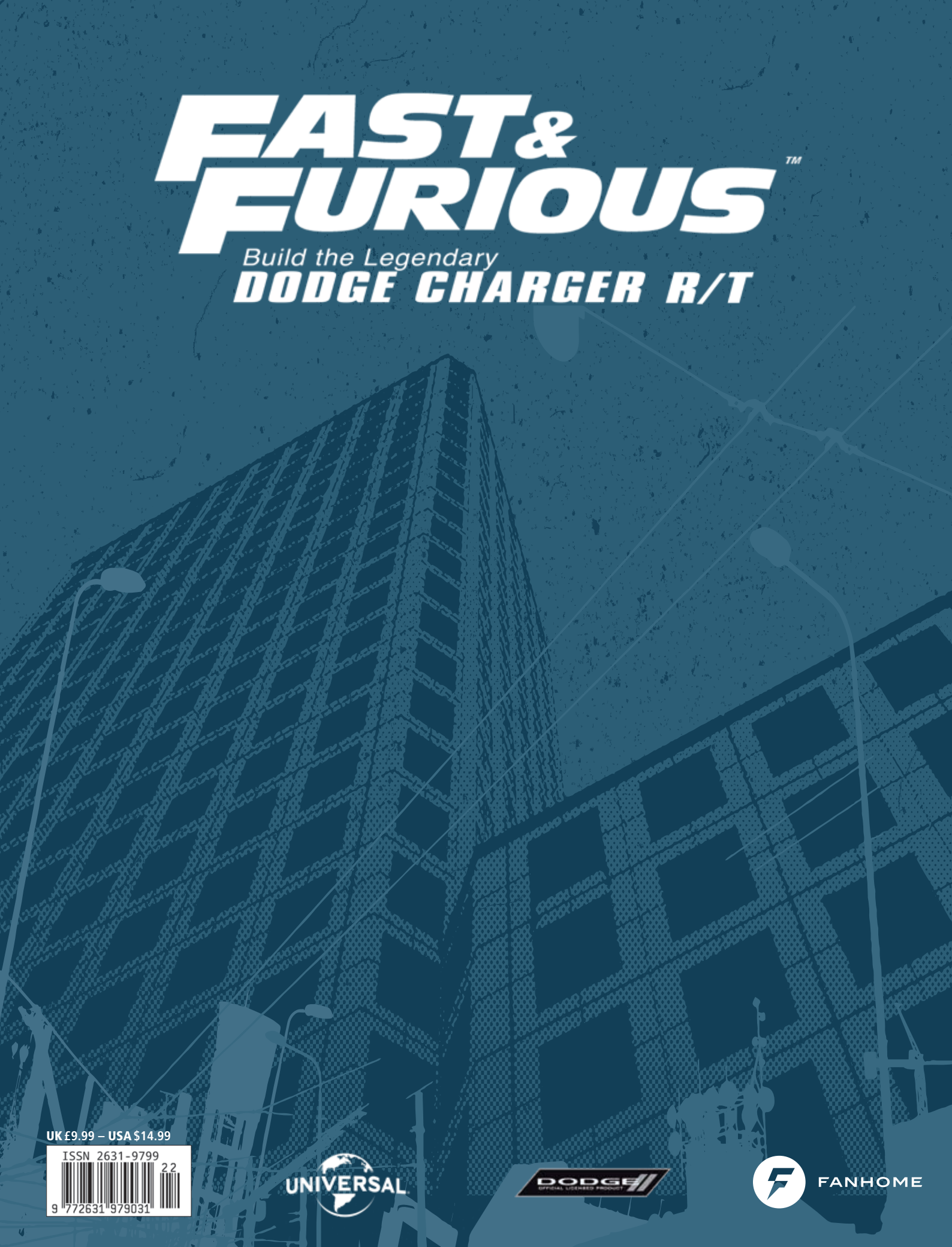
wrench alone is often not enough. First of all, understand that the cap bolts must be changed every time they are removed. Although the manufacturer sometimes does not insist that they are replaced, in our case, we are working on a tuned engine, and so it is essential. The manufacturer's instructions must be followed with the utmost care, both for lubrication and for the tightening process. The correct tightening of the con rod bolts is vitally important. Not only must the cap be firmly connected to the con rod, but we must avoid the risk of fatigue failure. The torque applied to the bolts must be carefully measured – neither too much nor too little. There are normally two tightening steps recommended by the manufacturers for this critical process. The first involves the use of a torque wrench. Tension is applied until the specified torque is reached. Then comes the additional rotation of the bolt head to a prescribed angle, or a number of "flats" on a hexagonal bolt head. The second step ensures that the tightening of the bolt continues until the stem has been correctly tensioned. In many cases, manufacturers also prescribe the use of a specific assembly lubricant that must be applied to the thread. Accurate alignment of the cap with the rest of the rod can be done in various ways. Some manufacturers use bolts with pre-calibrated shanks. Calibrated bearing shells are also used. For mass-produced connecting rods, some manufacturers use the system of fractured surfaces, which ensures great alignment precision. Con rods of this type are made as a single piece, which is then "snapped" across the cap, leaving a three-dimensional fracture that allows the surfaces to match up in a very precise way.

WRIST PINS AND BUSHINGS

If you use the original connecting rods and pistons, there is no problem: each pin must be reinserted in the same position it was in before disassembly. If both the pistons and the connecting rods are new, new pins must be used, too. These are normally supplied together with the pistons. But problems may arise when installing new piston heads on used connecting rods. In these cases, it is good practice to replace the bushing fitted into the small end of each connecting rod. This needs to be machined to size, too. In this case, it is better to rely on a skilled and experienced machine shop. In principle, however, it is always better to avoid mating new components with used ones. Only if the bearings of the small end of the connecting rods appear in absolutely perfect condition, without any trace of wear, can the piston be fitted with new pins.

FAST & FURIOUS™

Build the Legendary DODGE CHARGER R/T



UK £9.99 – USA $14.99

ISSN 2631-9799 22

9 772631 979031

UNIVERSAL

DODGE OFFICIAL LICENSED PRODUCT

FANHOME