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Build the Legendary

DODGE CHARGER R/T



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HECTOR AND HIS CREW

He is a daring driver who wants to go legitimate and make a name for himself on the professional circuits. Hector is a friendly, open guy who introduces Brian O'Conner to the fascinating world of street racing.

When Brian O'Conner turns up for his first street race in *The Fast and the Furious*, he is surprised to see the drivers gathering together in their own fraternities in an industrial area in the outskirts of Los Angeles. Each group is a small satellite orbiting just one planet: the car.

Within this diverse mixture of cultures, Brian soon notices Hector, a young guy who is the leader of his own racing crew. The first time he sees him, this daring driver is in the middle of a group of more than 15 people who are talking animatedly, laughing and talking on their cellphones.

Hector's singular physical appearance seems to have set a trend among his people: head completely shaven, with a moustache and a goatee, wearing comfortable loose-fitting clothes. He is having fun joking with his buddies under the watchful eye of two young women, who are unable to hide their admiration for the driver. But it is Hector who later notices the newcomer. "Hold up, hold up. Look at this snowman," he says to his friends pointing at Brian.

WELCOME TO THE WORLD OF RACING

Understanding that the new guy is completely lost in this world, Hector has no problem in going over to him and giving him some conversation. "Sweet ride. What you running under there, man?" he asks Brian pointing to the car. He can only smile and Hector goes with it. "Going to make me find out the hard way? You brave. You brave," he says with a friendly smile.

After the first approach it's time for introductions: "They call me Hector. I got a last name too, but I can't pronounce it." Then, he turns to one of the vehicles parked in the street whose engine is being lovingly polished by a couple of young guys. "See that over there? That's mine. My baby! I ain't cutting her loose tonight." Surprised, Brian asks why, to which Hector replies: "I'm going legit, homey. Trying to get on the NIRA circuit. Heard about that?"

Edwin joins in the chat, another racer who also feels a real passion for cars. Unlike Hector, the presence of a

As an expert on the mechanics of high-performance cars, Hector can pretty much guess what is hidden under a car's hood without needing to open it.

novice makes him rather suspicious: "This yours?" he asks him pointing at the car. "I'm standing next to it," Brian says. Edwin looks at him rather condescendingly before saying: "That's funny. You know, Edwin happens to know a few things. And one of the things Edwin knows is: it's not how you stand by your car … it's how you race your car. You better learn that."

A TRUSTED MAN

When shortly afterwards Dominic Toretto turns up at the place, everyone welcomes him like a true legend. Dom is the guy who explains how things will go. "One race. $2,000 buy-in. Winner takes all. Hector, you're going to hold the cash." When one of the drivers asks why Hector has to take the bets, Edwin replies, "Too slow to make away with the money." Everyone smiles because they know it's a joke. In actual fact, despite not being in the same crew and even having been rivals at the wheels of their respective cars, Toretto is showing that he believes Hector is a man he can trust completely.

And his attitude confirms that Dom is not wrong when choosing his friends. Just as he said to Brian, Hector does not take part in the race, but he really enjoys watching Toretto beat the others easily.

UNDER SUSPICION

Hector's next appearance takes place at The Racer's Edge, the spares shop where Brian supposedly works for Harry. Hector often goes there for some spare parts that he needs for his vehicles. "What do you need?" the undercover police officer asks him. "I need you to hook me up. Three of everything," he tells him showing him a list that he has prepared. Brian sees that they are parts for tuning three Honda Civics. This puts him on his guard, since he is in fact investigating a series of truck heists committed by high-performance sports cars. Could Hector possibly be involved in this?

To find out, Brian decides to go into action. That night he goes to El Gato Negro, a bar with a pool table and a terrace where Hector and his gang always hang out, enjoying good Latino music. Just opposite the place is Hector's Automotive, his garage. Taking advantage of his training as a police officer, Brian gets inside the garage and thus has the chance to see if the cars coincide with those that have taken part in the truck heists.

The operation is a total failure. Not only will Brian not be able to confirm that Hector and his people are completely innocent but he will be surprised by Vince, who immediately suspects that he is an undercover cop. Brian will have to use all his resources to convince Toretto that he had broken into Hector's garage to see if they were tuning their vehicles for the Race Wars.

HECTOR REAPPEARS

However, we don't see Hector during the Race Wars in *The Fast and the Furious*, but in a brief scene at the beginning of *Furious 7*. When Dominic Toretto manages to return to Los Angeles with a fresh slate, he decides to go to this event in the hope that it will help Letty to finally get her memory back. She likes the idea. "We used to come here?" she asks Dom in amusement when they are approaching the site. "Come here? We invented it," he says proudly.

Letty enters a race and wins. However, when she gets out of the car and everyone cheers, she begins to feel confused by the memories that start flooding into her mind. When, Hector appears behind her and hugs her, she gets frightened and punches him before running off. "She's still got that swing, homey," Hector says without giving the punch too much importance. Then he hugs Dom saying he is very happy to see him again. For the moment, that is the last appearance of Hector in the *Fast & Furious* franchise.



NOEL GUGLIEMI

The role of Hector in the *Fast & Furious* franchise is played by Noel Gugliemi, one of the actors who has done the most to defend diversity and Latino culture in Hollywood. Born in Santa Monica, California, in 1970, Noel Albert Gugliemi began working in advertising as a teenager until he decided to become an actor. His participation in *The Fast and the Furious* and the award-winning *Training Day* (2001) made him a popular face and opened the doors to him becoming a regular supporting player in action movies. At the same time as he appeared in such popular TV series as *Buffy the Vampire Slayer*, *CSI: Crime Scene Investigation*, *24*, and *The Walking Dead*, he appeared in movies like *S.W.A.T.* (2003), *Harsh Times* (2005), *Street Kings* (2008), *The Dark Knight Reborn* (2012) and *The Purge: Anarchy* (2014). In 2015, he returned to the *Fast & Furious* franchise, first in the short Fast and Furious Flow and then in a brief scene in *Furious 7*, playing Hector in both of them. An actor, producer and the founder of the independent company Entangled Entertainment, Noel has already appeared in nearly 200 audio-visual productions.



Actor Noel Gugliemi did an excellent portrayal of Hector, one of the secondary characters of the first movie in the series.



THE DODGE MARQUE IN SPAIN

The Dodge marque arrived on the Spanish market in 1964, thanks to the agreement between Barreiros, a truck and tractor manufacturer, and the Chrysler Group, which became a shareholder of the Spanish firm. The model chosen for manufacture in Spain was the Dart, which became the most luxurious car on the national market.

After signing the agreement with the Chrysler Group, began the stage of the maximum expansion of the company, which had facilities of two million square meters and a workforce of 12,000 workers. On the photo, aerial view of the Barreiros Diesel factory.

The Dart, with a 3.7 liter six-cylinder engine giving 145 HP, was the most expensive and luxurious model of all those made in Spain, a country which at that time prohibited the importation of foreign cars to private customers. Eduardo Barreiros, the man behind the agreement with Chrysler, realised that it was necessary to manufacture a high-end car in Spain for use by government departments and public services, but also to sell to wealthier customers in a country in the midst of an economic recovery.

The Dart sold well, although not as well as Barreiros had predicted, and it was made until 1977 in different successive models. The first units were identical to the American Dart saloon. To begin with they were shipped from the USA as parts; gradually, however, the number of parts made in Spain increased until they were making almost the entire vehicle. The car, which was nearly 5 meters long, was manufactured at the Barreiros plant in Villaverde, near Madrid, a factory that, after the PSA group took over Chrysler's European operations, went on to manufacture Talbot, Peugeot and Citroën models. Just over 27,000 Spanish Dodge cars were licensed, all with saloon or station wagon bodywork. The last model was the 3700 GT, designed on the Dart base but with a more powerful engine and produced only in Spain.



Eduardo Barreiros receives the visit of Their Royal Highnesses the Prince and Princess of Asturias in his factory on February 5, 1964.



ASSEMBLING THE FIREWALL

In the following assembly session you will prepare the firewall panel that you will then mount on your model. Follow our instructions carefully, using the illustrations to help you.

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.

PIECES FOR THIS STAGE

25A



25B



25C



25D



CM



25A Firewall
25B Bonnet safety catches (x 2)
25C Relay
25D Firewall earth connector
CM Screws 1,7 × 3 mm, (x 3)*

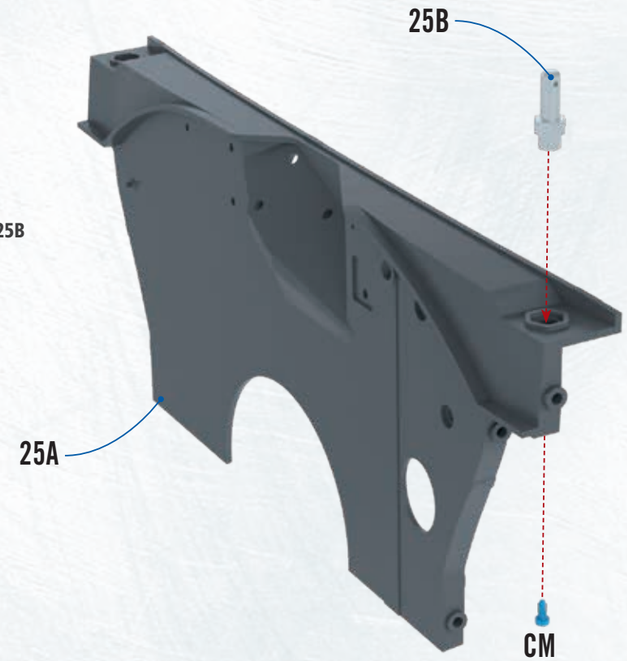
* Some of the parts are spares.

ASSEMBLY AREA

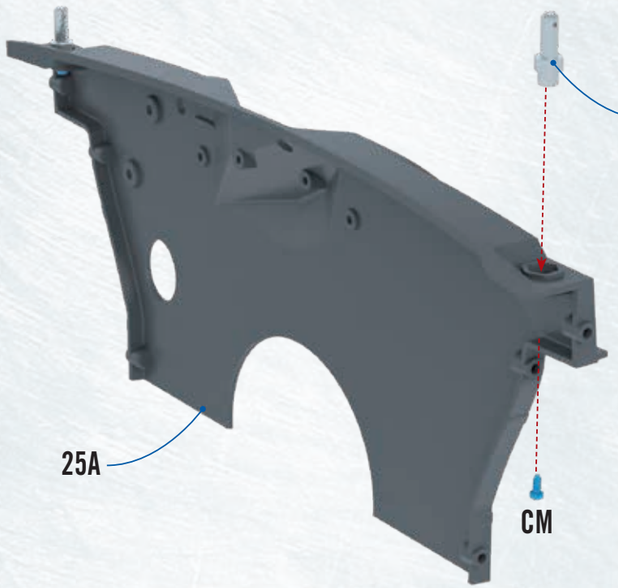


FIREWALL

Assembling the firewall



25.1 **ATTACH** a bonnet safety catch **25B** to the firewall **25A**, ensuring the pieces face the same way as those in the illustration. Secure with a **CM** screw. ▶

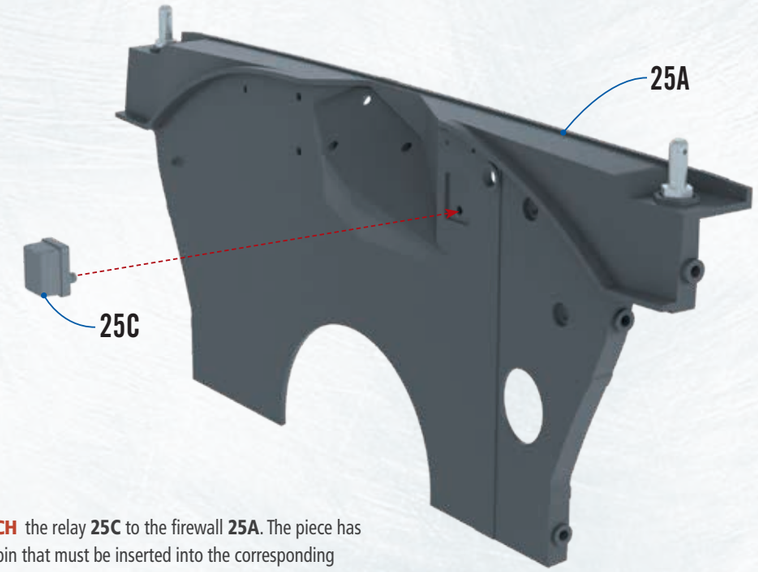


25.2 **ATTACH** the second bonnet safety catch **25B** to the other side of the firewall. As with the first, secure with a **CM** screw. ◀



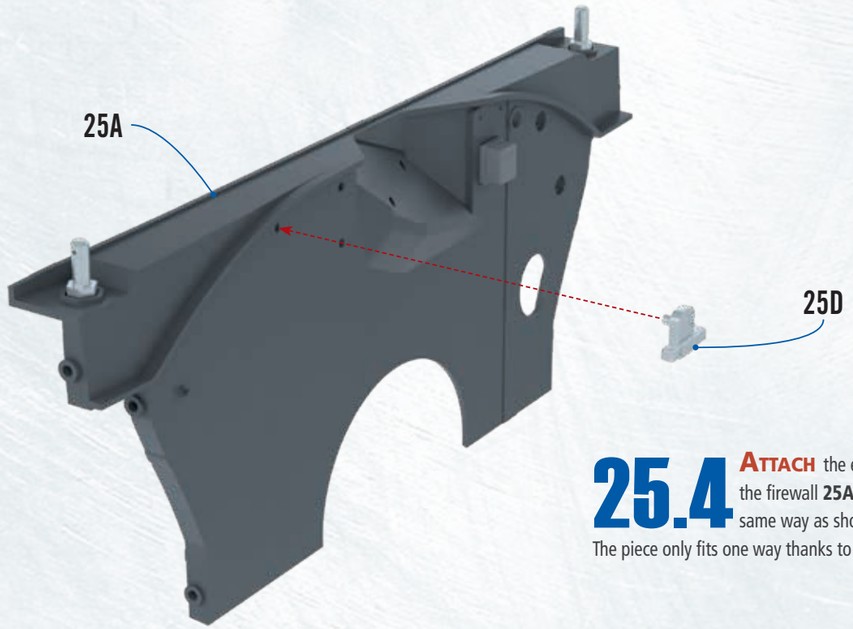
This illustration shows you where the firewall will go inside the model.
It is a panel that separates the engine housing from the passenger compartment. Initially, its function was to prevent fire from spreading inside the passenger compartment in the event of a fire, which is no longer a danger in modern vehicles. Today, it mainly serves as a barrier to stop heat radiating into the passenger compartment from the engine housing, making driving more comfortable.





25.3 **ATTACH** the relay **25C** to the firewall **25A**. The piece has a small pin that must be inserted into the corresponding mounting hole in the firewall. ▲

Assembling the firewall



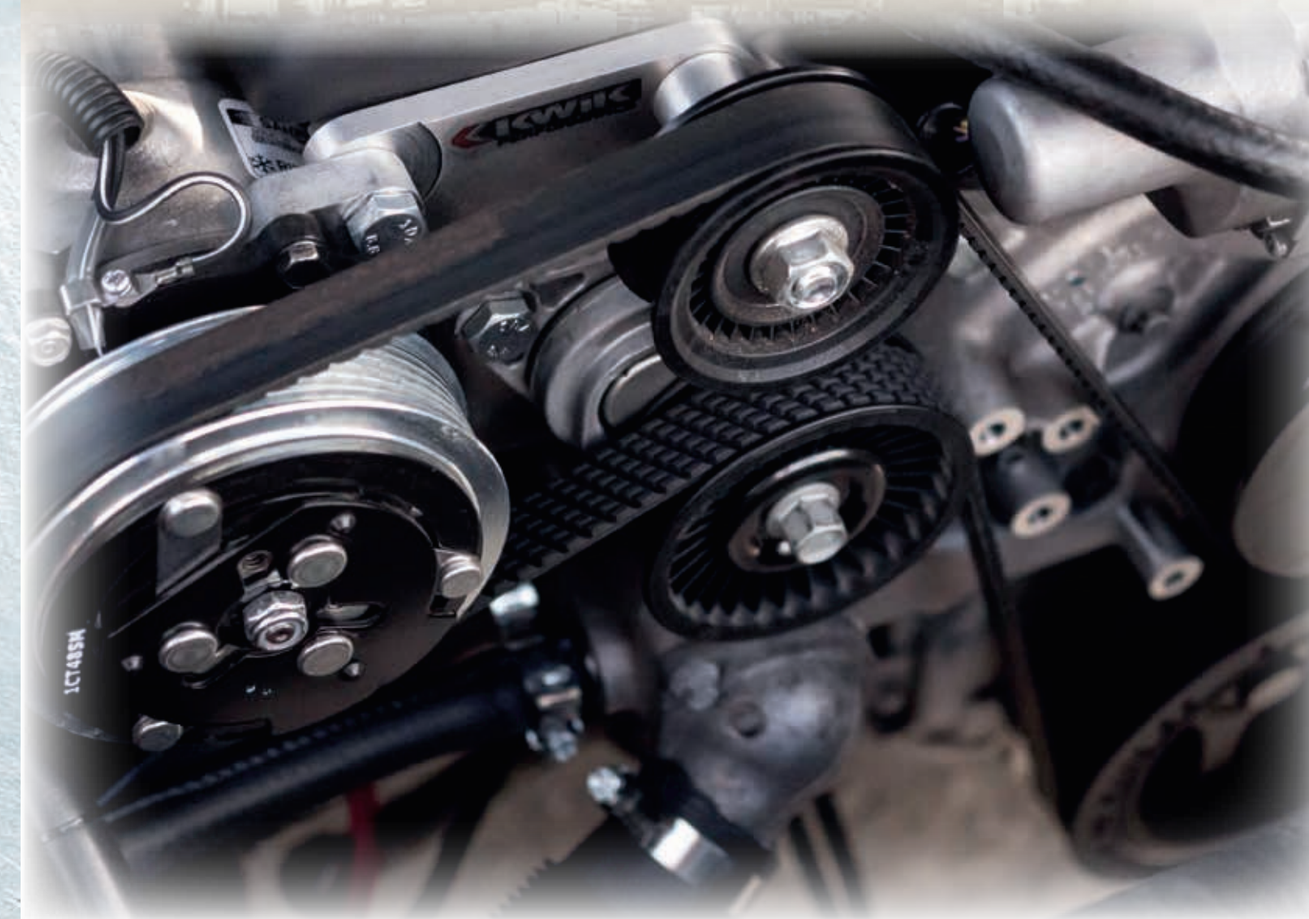
25.4 **ATTACH** the earth connector **25D** to the firewall **25A**, ensuring it is facing the same way as shown in the illustration. The piece only fits one way thanks to a semi-circular peg. ◄

STAGE 25 FINAL RESULT



The firewall is now ready to be mounted on the model. Keep it in a safe place until you need it.

TIMING UNDER CONTROL



It is important to remember that the camshaft is not the only engine component that has a critical role in the efficient timing of an engine. In this edition, we will take a look at the timing belt and the timing chain.

In most cases, when we are tuning an engine, we have to dismantle the cylinder head to replace its internal components, often removing the camshafts. But sometimes we neglect one of the most fundamental items – the timing belt or timing chain. We often think that we can simply refit the old timing chain, or if our engine is equipped with a toothed belt, it is sufficient to replace it. But we should pay more attention to these components.

PROCEED WITH CAUTION

Assembling an engine after it has been substantially tuned is not like reassembling the engine of a family car. For a start, we have increased our operational demands of the unit from fairly sedate performance to something probably quite extreme. There will be dramatic speed changes, higher revolutions, pressures at the limit of endurance. All of which means greater stress for all the mechanical parts. So we need to give some thought to

All timing belts are single-use components. They should not be reused, and must always be replaced if they are removed. Timing belts are not manufactured by automotive manufacturers, but by specialised companies. It is easy to find complete kits for all your existing models.

the timing chain, or belt, and its tensioning and guiding systems. All of this requires special attention during assembly. In a high-stress environment, these components will tend to wear out or fail more quickly. Obviously, if you are working on a racing engine, wear is of less importance, since you will be checking each element more often. But, of course, the harder you push the engine, the sooner the parts will wear out.

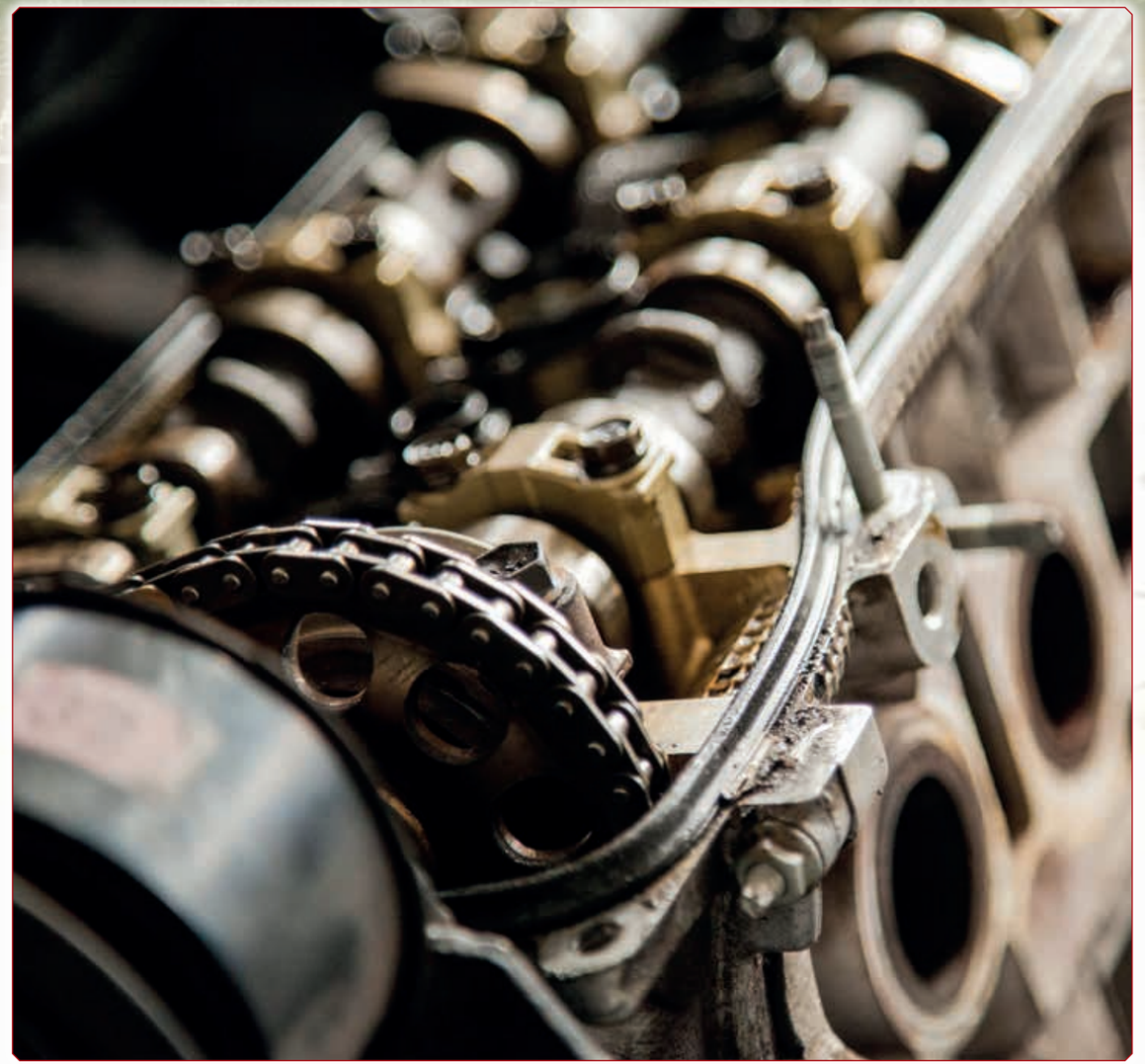
THE RIGHT BELT

By now, we will have learned that all the main components of a standard production engine are manufactured with ample tolerances in order to guarantee reliability. The same applies to the timing belts. They can withstand much higher stresses than the ones they have to tolerate on a daily basis. However, if the engine is highly tuned, or if the vehicle is driven to the limit most of the time, it is a good idea to replace the standard belt with something more resilient. Check to see if there are high-performance versions of your own engine that would probably be equipped with a more robust timing belt or chain. The same also applies to diesel variants, for which the belt is very often wider, although unfortunately, sometimes it is also longer, which might make it unsuitable.

If we do not find anything readily available on the market, we can turn to specialised companies. It is not that difficult, because timing belts and chains are not produced by the car manufacturers themselves, but by companies that are active in the automotive supply sector. So their measurements (at least the pitch, the width and the profile of the teeth, and sometimes also the length) are standardised. By consulting the manufacturers' catalogues, you can find some very interesting options. But be careful: don't overdo the experimentation! Keep in mind that belt, pulleys, and sprockets, must be compatible. You have to make sure that the dimensions, shape and pitch of the teeth are correct, and that they can withstand high operating temperatures.

The chain gradually tends to stretch. When the elongation is excessive, it must be replaced.





COMPONENTS TO BE HANDLED WITH GLOVES

Timing belts are strong, of course, but must be treated with care and are essentially single-use items. Not only must they be replaced within the times indicated by the manufacturer in the use and maintenance booklet, but also every time they are removed. This is true even for trivial jobs on the cylinder head or on the distribution components. Of course, this warning is especially true for engines that have been tuned. In fact, in high-performance engines, the belt must be replaced more often than the prescribed frequency, because it has been subjected to considerable stress during operation.

When we are dealing with belts, we have to keep in mind some essential rules. These components must not come into contact with oil, grease, petrol or other petroleum products. They must not be touched with greasy hands and must not be bent tighter than a certain radius. For safety, it is best not to go tighter than the diameter of the smallest pulley around which they wind. It is also important never to twist the belts. When you mount a new belt on the pulleys, you have to use your hands. At most, you can help yourself with a small cylindrical bar, but screwdrivers or other pointed or sharp-edged tools are absolutely forbidden.

Many cars have a timing chain instead of a belt. Unlike the belt, which must be replaced during maintenance, the chain is re-usable.

Silent chains

Many engines use chains which, instead of being equipped with rollers or bushes, just like a bicycle chain, engage the pinion and the ring gears by means of inverted teeth formed by the chain links. These are the so-called "silent chains", of which the most famous brand is a British company, Cross+Morse. The special geometry of the teeth ensures high precision coupling with the gear profiles and high resistance to fatigue and wear. High efficiency and smooth operation, with minimal frictional losses, provide transmission efficiencies of up to 99.7%.



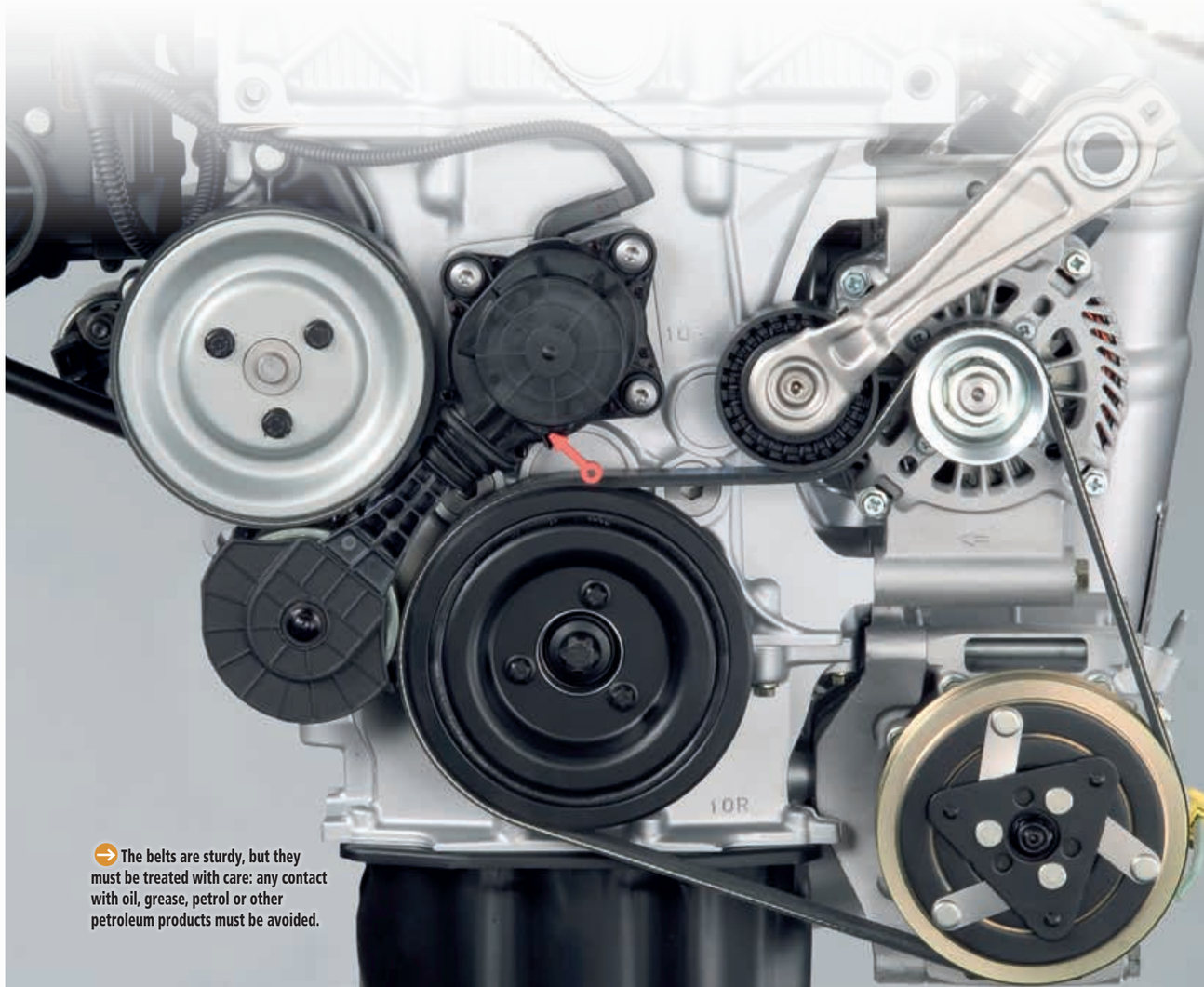
PULLEYS AND TENSIONERS

When the belt is replaced, we also need to check the belt tensioner and the idler pulley. Usually, these components are supplied in special kits. It has been clearly demonstrated that a high percentage of timing system failures are caused not by belt failure, but are due to the bearings of the pulleys. These are subjected to constant changes in load and rotation speed, as well as intense engine heat. The pulleys are simply lubricated with the grease that was applied during the assembly phase. With the passage of time and the working stresses, they become less efficient than when they were new. The pulleys must be perfectly aligned, as well as being in perfect condition.

Correct tensioning is absolutely fundamental: even relatively small deviations from the correct value can lead to very serious problems! Do not forget that if the belt breaks in an engine with a high compression ratio, or is equipped with a high-lift camshaft, a collision between valves and pistons is inevitable... with catastrophic consequences! Fortunately, many engines today are equipped with automatic tensioners, which makes life easier. But the automatic tensioners also need to be replaced, for obvious safety reasons, after tuning the engine.

WHAT IF WE HAVE A CHAIN?

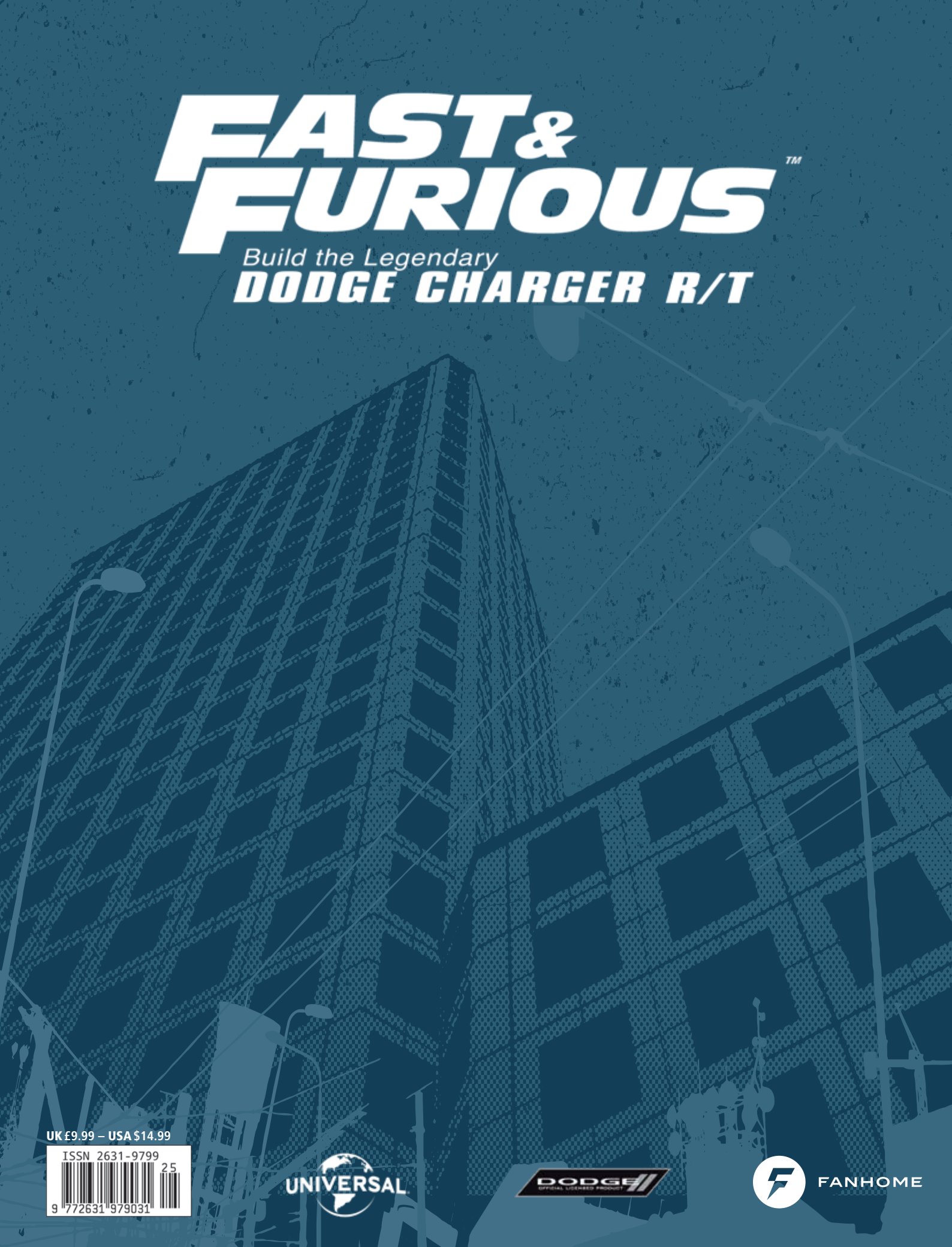
Not everyone knows that many cars have a timing chain instead of a belt. Unlike the belt, the chain is re-usable. Or rather, it can be reused if the engine has not travelled an excessive number of miles, in which case it is better to replace it. While a belt wears out, a chain tends to stretch. As time goes by, the distance between the links of the chain increases. As a result, the chain engagement with the sprocket is no longer accurate. To carry out a quick check, try to compare a given section of the chain with an identical section of a new chain: The maximum permissible elongation is generally in the order of 1-1.5%. The sprockets must also be examined with great care. We are referring to standard production engines. But it is very different when we are considering high-performance and competition engines. When we are working on extreme tuning, it is always better to fit a new timing chain. Sometimes suppliers of special parts have heavy-duty chains in their catalogue. These are stronger than the original ones and are therefore more suitable for the new, high-performance use.



The belts are sturdy, but they must be treated with care: any contact with oil, grease, petrol or other petroleum products must be avoided.

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