FAST & FURIOUS™

34

Build the Legendary

DODGE CHARGER R/T



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DODGE CHARGER R/T



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THE DODGE DAYTONA, FAST AS LIGHTNING

Another legendary vehicle brought back for the *Fast & Furious* franchise was the Dodge Daytona, an absolute marvel designed to cut through the air like an authentic bolt of lightning. In Universal Pictures' famous franchise, not only did it demonstrate its speed, it came face to face with a tank.

From the characteristic front, which may even bring to mind the outline of a shark, to its emblematic rear stabiliser wing, the Dodge Charger Daytona does not hide its wish to reach extreme speeds thanks to its extraordinary aerodynamics. A high-speed icon, this spectacular model simply had to appear in the world of *Fast & Furious*, and it did so playing an important part in the sixth movie in the franchise.

I'LL TAKE THEM ALL

The plot of *Fast and Furious 6* had several surprises in store, but the biggest one was confirmation that Letty Ortiz was still alive.

Suffering from amnesia that prevents her from remembering anything about the past, Letty has joined the team of Owen Shaw, a former British soldier who has become a terrorist. Meanwhile, Diplomatic Security Service agent Luke Hobbs is after Shaw and he asks Toretto for help, offering him the chance to clear his police record and get back the great love of his life.

After accepting the proposal, Dom gets his entire team together and one of the first things he wants is to get hold of a good fleet of fast cars. He entrusts this job to his loyal helper Tej Parker, who goes with Hobbs to a luxury car auction being held in the London docklands. The auctioneer sees them and goes over to them. "Kitchen help entrance is towards the back," he says. " I don't mean any offence gentlemen, but you couldn't possibly afford the cars in this auction," he concludes from the look of the clothes they are wearing. However, he doesn't know that Tej has millions of dollars in his current account, whereby he can go one better than bidding in an auction: he can buy all the cars. And the standout vehicle he purchases is a beautiful red 1969 Dodge Charger Daytona.

BORN TO SPEED

The Daytona was created in 1969 with the only objective of bringing back Dodge's glory days on the NASCAR tracks. The brand had tried it previously with the

With its unique aerodynamics, the Dodge Daytona dramatically impacted *Fast & Furious* moviegoers when it first roared onto the screen.



Not even a tank attack can stop Dominic Torretto when he tries to rescue his beloved Letty in the exciting climax of *Fast Furious 6*.

Charger 500, a modified version of the legendary Dodge Charger, but it could not beat Ford's stars, the Torino Talladega and the Mercury Cyclone. A riskier commitment was necessary. Once again based on the Charger, the designers at Dodge embarked on a thorough search to improve the vehicle's aerodynamics, making drawings and plans on their work desks. After several months of study and even using a wind tunnel for the first time in the United States to test a car's design, the conclusion was reached that, besides a powerful propulsion system, it would go faster if a fibreglass "nose cone" was added the front of the 1969 Charger R/T, designed to cut through the air like an arrow. At the same time, and with the aim of giving the model greater stability, an enormous 60 cm high stabiliser wing was fixed on the back. The Dodge Daytona was born.

The company made 500 units that it had to put on sale in order to standardise the vehicle and ensure its place in NASCAR. In the city, the Daytona was not especially practical with these aerodynamic modifications, but on the racetracks it was unbeatable. Once it entered competition, the speed records began to fall under its wheels.

A LIGHTNING-FAST REUNION

In *Fast & Furious 6* Dominic Toretto wants to get Letty back at all costs, but he is faced with a complicated task, as she can't remember anything about their previous relationship and she has no problem even with shooting him. How can he make her remember? By racing her perhaps? Dom surprises her just when she has bought a fast sports car in another upscale London car sale. Behind the wheel of the Daytona that Tej bought, he pulls alongside her. She observes him with undisguised suspicion: "I just want to race," Dom says. "You might lose your car," she replies. "Let's do it," Toretto insists. Letty agrees and murmurs: "Your funeral." Then he takes the opportunity to say something that was important to them in the past: "Ride or die, remember?" And, for a moment, something seems to cross her mind.

Dom and Letty race at breakneck speed through the heart of London, while the police try to stop them, but Toretto's incredible manoeuvres leave the police trailing in his wake. At one point, Dom even manages to pull alongside Letty driving in reverse, which amazes her. She, in any case, tries to beat him by activating the nitrous, but he knows how to wait for the right moment and eventually wins. The race has been useful for bringing them together a little, although Letty still can't remember.

THE LEGEND OF THE WINGED WARRIOR

As you can see from this electrifying race in *Fast & Furious 6*, the Dodge Daytona had everything necessary to beat its rivals on the racetrack. This was not entirely due to its spectacular design, but also to its powerful engine. Initially, Daytona mounted a 440 Magnum V8 7.2 L engine that produced 380 hp. Soon after that, it also tried its luck with a 7.0 L Hemi giving up to 430 hp. It was an authentic lightning bolt that because of its characteristic stabiliser wing became known popularly as the "winged warrior". This Dodge model became an example of power and was soon among the favourites of most NASCAR drivers.

In the 1969 and 1970 seasons, the Dodge Daytona scored 22 victories. Among other feats, it managed to break the 200 mph barrier, a record that stood for no less than 17 years. It could perhaps have been even more successful, but NASCAR changed the rules (in 1970, the homologation rules were changed to force manufacturers to sell a car with street-version engine in every showroom in the United States) and the Daytona was disqualified from competing.

UP AGAINST A TANK

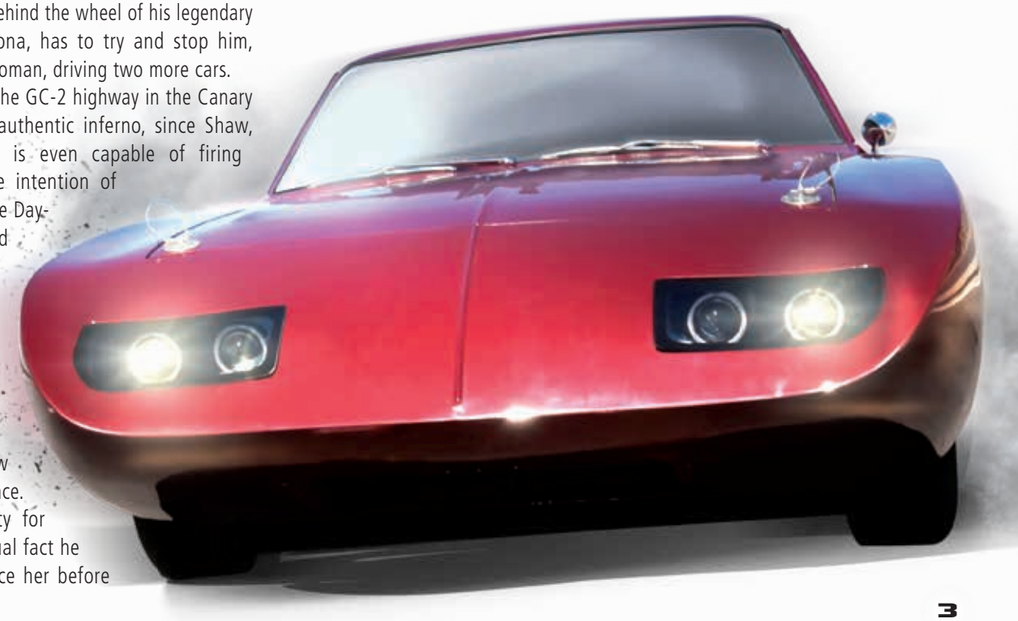
For director Justin Lin and the makers of *Fast & Furious 6* it was not enough to remind us of the Dodge Daytona's incredible speed by sending it skidding around the streets of London. They thought that such a legendary car could go much further. Hence they came up with the idea of it racing a tank in what is undoubtedly one of the most famous sequences in the whole franchise.

In the movie, Dom and his team tracked Shaw down in Spain, where they suspect he plans to attack a NATO military base. Always unpredictable, the terrorist bursts onto a traffic-laden highway with an army tank, determined to drive over any vehicles that get in his way. Toretto, who is back behind the wheel of his legendary Dodge Charger Daytona, has to try and stop him, helped by Brian and Roman, driving two more cars.

For a few minutes, the GC-2 highway in the Canary Islands becomes an authentic inferno, since Shaw, totally unscrupulous, is even capable of firing at a bridge with the intention of burying Toretto. But the Daytona does its job and Dominic manages to accelerate before the rubble hits the ground. The scene on the road is one of chaos. Roman and Brian manage to come up with a plan to slow down the tank's advance. Shaw then asks Letty for help, although in actual fact he is prepared to sacrifice her before Dom's eyes. When the tank is stopped in its tracks by the trap that Roman and Brian have improvised, Letty is thrown out of the window and Toretto has no option but to jump out of his moving car to save the life of his beloved, who would gradually begin to get her memory back and to remember that Dom had always been the love of her life.

NEAL H. MORITZ

Some people have the movies in their blood. Neal H. Moritz is one of these cases. His grandfather, Joe, was the owner of one of the first movie theaters opened in the city of Los Angeles. Later, Neal's father, Milt, worked in the advertising department of the popular company American International Pictures. It is therefore not surprising that Neal should also have wished to join the world of show business. Born on June 6th, 1959, in Los Angeles, he decided to set up his own production company named Original Films. As a producer, he began a remarkably successful career in the 1990s, producing movies such as *Volcano* (1997), *I Know What You Did Last Summer* (1997) and *Blue Streak* (1999). But the biggest boost for his career would arrive when he became one of the principal makers of *The Fast and the Furious*, the first film in a franchise that he would never quit. His close ties with the franchise have not stopped him having box-office hits with other very popular movies, like *I Am Legend* (2007), *21 Jump Street* (2012), or *Passengers* (2016), and also on TV, as a producer in series like *Prison Break* (2005), or the remake of *S.W.A.T.* (2017). Besides the forthcoming *Fast & Furious* movies, Neal is also preparing to transfer the franchise to TV in the form of a series.



In *Fast & Furious 6*, the team picks up a Dodge Daytona at a car auction. Dom himself takes care of testing the car's performance.



THE FIRST-GENERATION OF THE DODGE VIPER

The first-generation Dodge Viper, presented as a prototype in 1989 and as a production car at the end of 1991, was a high-performance sports car designed to compete with the Chevrolet Corvette and to bring back the driving experience offered by the legendary muscle cars of the late 1960s and early 1970s.

The Dodge Viper R/T 10 owed its name to the Dodge brand's traditional sports car initials (R/T stands for Road and Track) and to the number of cylinders in its 8-liter engine.

The first Dodge Viper represented the way sports cars were understood in the United States. It was a two-seater soft-top roadster with a huge front-mounted engine, rear-wheel drive, and a tubular steel chassis covered with fibreglass bodywork with Plexiglass side windows. It was an extremely radical car, without electronic power-assisted steering and powered by an 8-liter V10 engine giving 400 HP, derived from a Chrysler V8, but retouched by Lamborghini, which at that time was owned by the American group. It was fitted with a Getrag 6-speed manual gearbox. Heavy, due to the large engine, very powerful and with minimal equipment (it didn't even have locks on the doors, electric windows or air conditioning). It was an amazing car, designed for lovers of speed. In this first configuration, the model was sold in the USA under the Dodge brand and in Europe and other markets as a Chrysler, until 1996, when a second version was launched, rather better equipped, with coupe bodywork and a more powerful engine, giving 450 HP. Named the GTS, this version was more successful, won many trophies and was made until 2002.

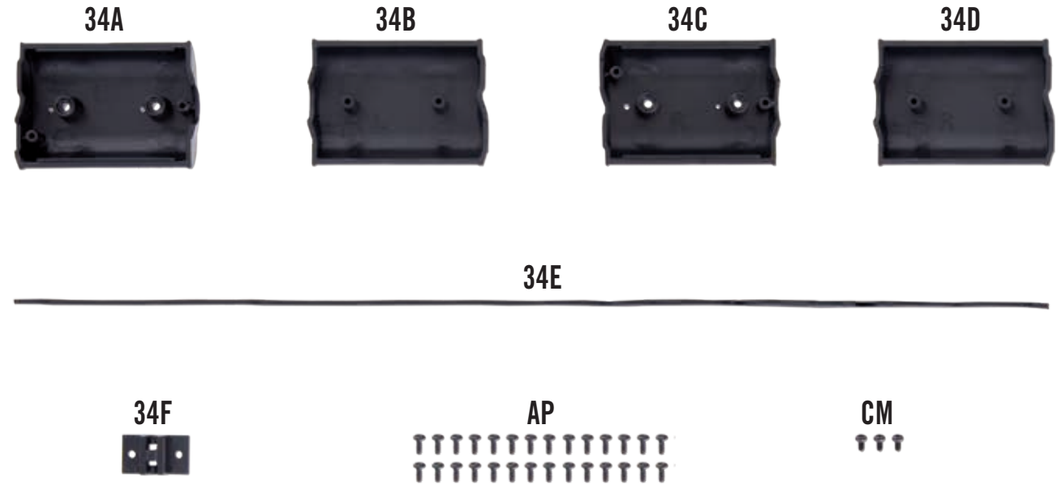


ASSEMBLING THE EXHAUST PIPE (III)

In this assembly session you will assemble the silencers, which you will then attach to the central and rear sections of the exhaust pipes. Follow our instructions carefully.

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



34A Left silencer (piece 1)
34B Left silencer (piece 2)
34C Right silencer (piece 1)
34D Right silencer (piece 2)
34E Rear brake hose
34F Brake hose guide
AP Screws 1,7 × 4 mm, (x28)*
CM Screws 1,7 × 3 mm, (x3)*

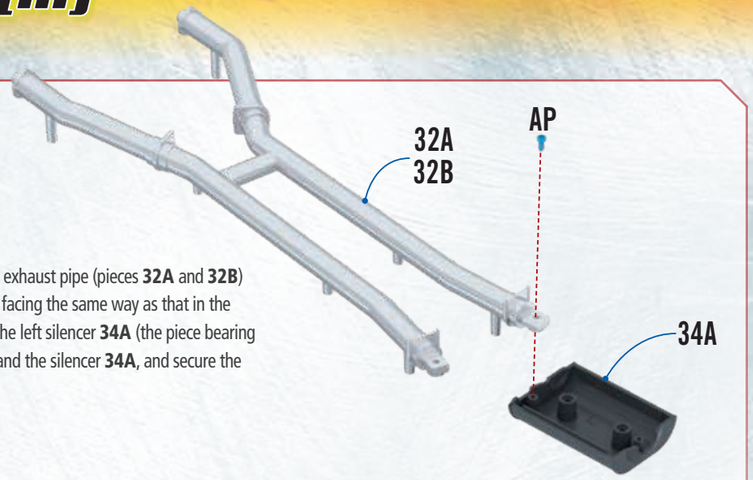
* Some of the parts are spares.

ASSEMBLY AREA

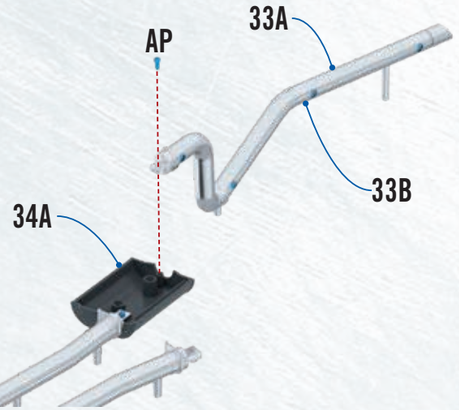


EXHAUST PIPES

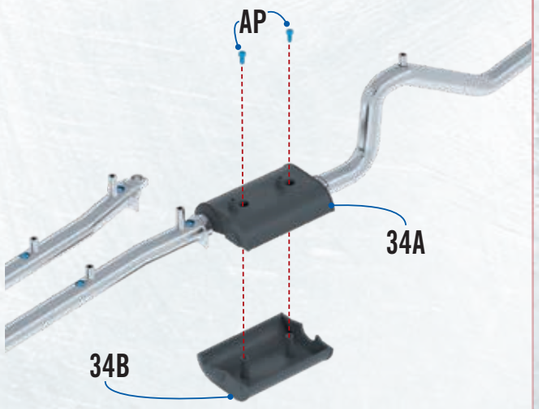
Assembling the exhaust pipe (III)



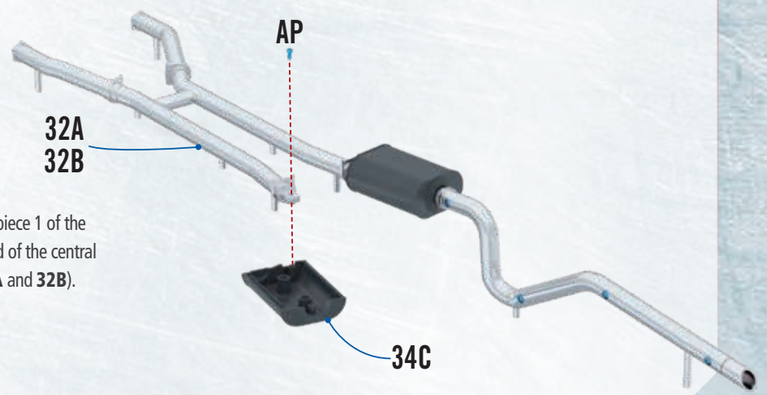
34.1 **GET** the central section of the exhaust pipe (pieces **32A** and **32B**) and put it on your work surface, facing the same way as that in the illustration. Now get piece 1 of the left silencer **34A** (the piece bearing the letter L). Align the holes in the left exhaust pipe and the silencer **34A**, and secure the pieces with an **AP** screw. ▶



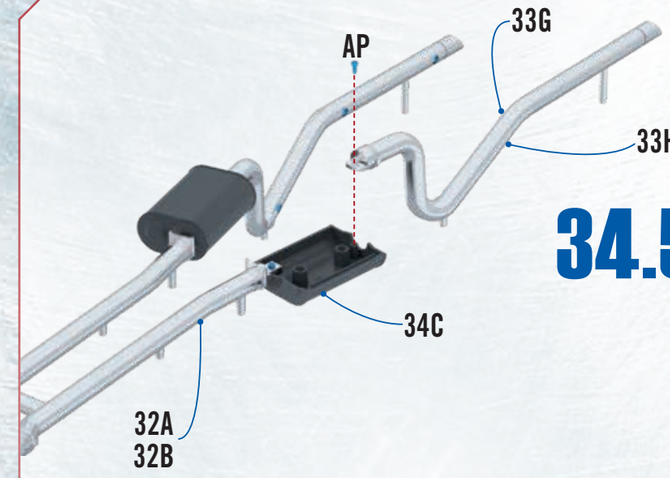
34.2 **GET** the completed rear left exhaust pipe (**33A** and **33B**). To tell it apart from the right one, position it as shown in the illustration and note which side the screws are on. Align the holes in the rear left exhaust pipe and piece 1 of the left silencer **34A**, and secure the pieces with an **AP** screw. ▲



34.3 **JOIN** piece 2 of the left silencer **34B** (the piece bearing the letter L) to piece 1 **34A**. Turn them upside down and insert two **AP** screws into the corresponding holes in the silencer. ▲

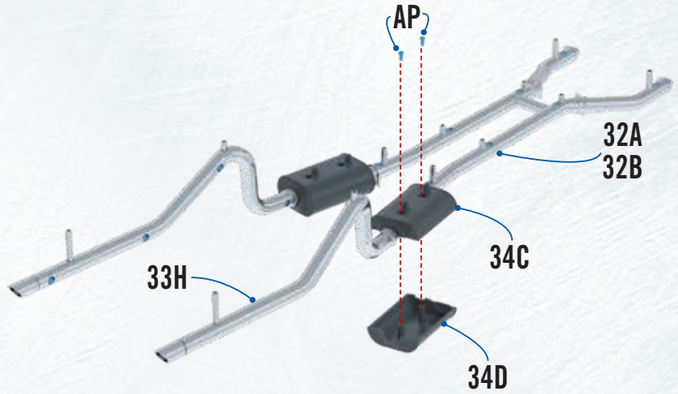


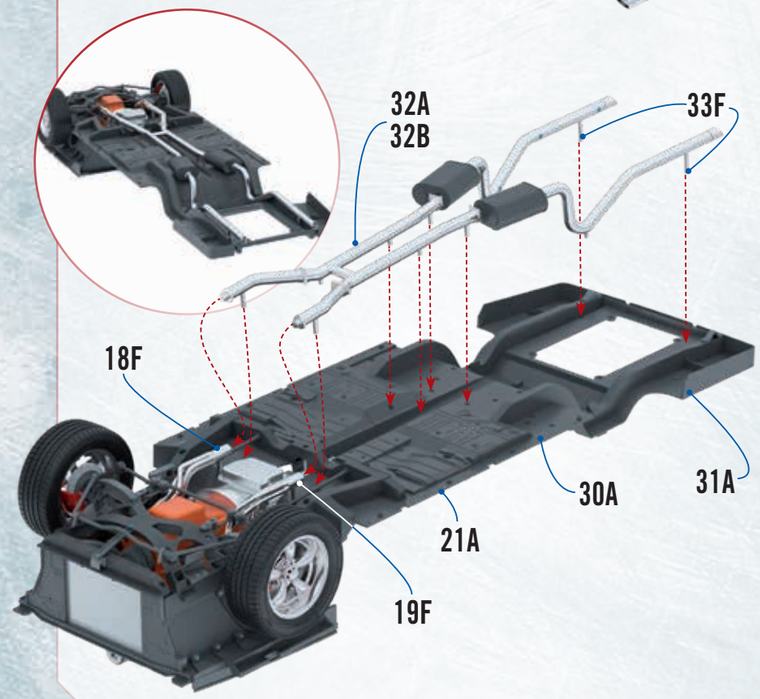
34.4 **IN THE SAME WAY,** join piece 1 of the right silencer **34C** to the right end of the central section of the exhaust pipes (**32A** and **32B**). Secure with an **AP** screw. ▶



34.5 **JOIN** the rear right exhaust pipe (**34G** and **33H**) to piece 1 of the right silencer **34C**. Secure with an **AP** screw. ◀

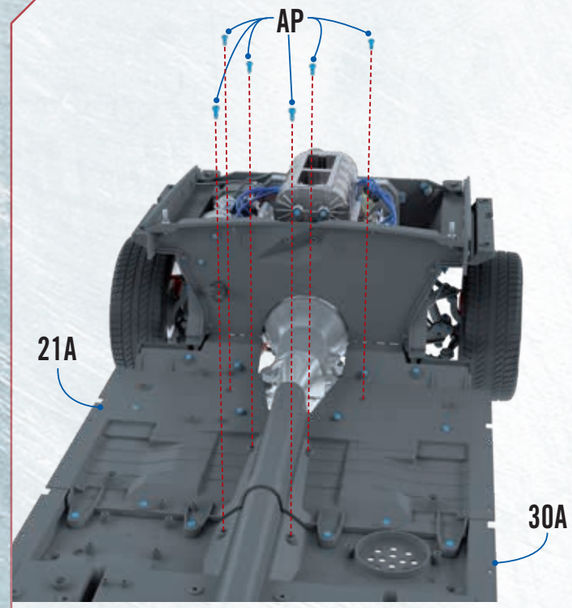
34.6 **JOIN** piece 2 of the right silencer **34D** and the corresponding piece 1 **34C**. Secure with two type AP screws. ▶

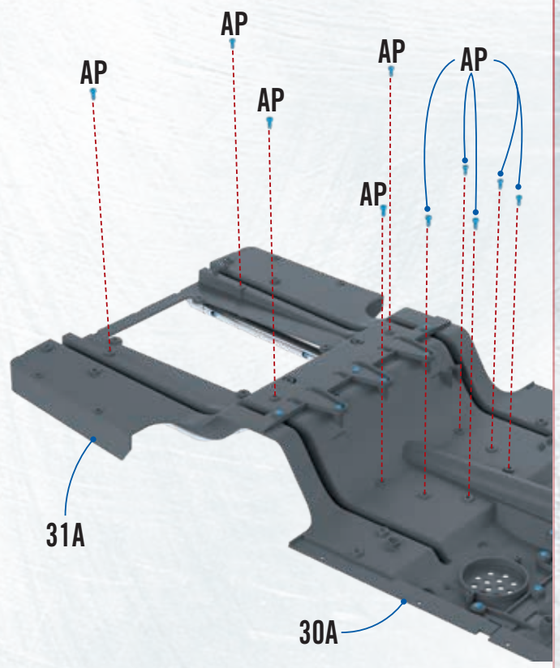




34.7 **GET** the chassis and put it upside down on your work surface. Position the exhaust pipe with the mount brackets facing downwards, as they must coincide with the corresponding holes in the underside of the chassis.. ◀

Assembling the exhaust pipe (III)





34.8 **TURN** the chassis back over, holding the exhaust pipe in place. Insert six **AP** screws into the holes indicated in the illustration. ▲

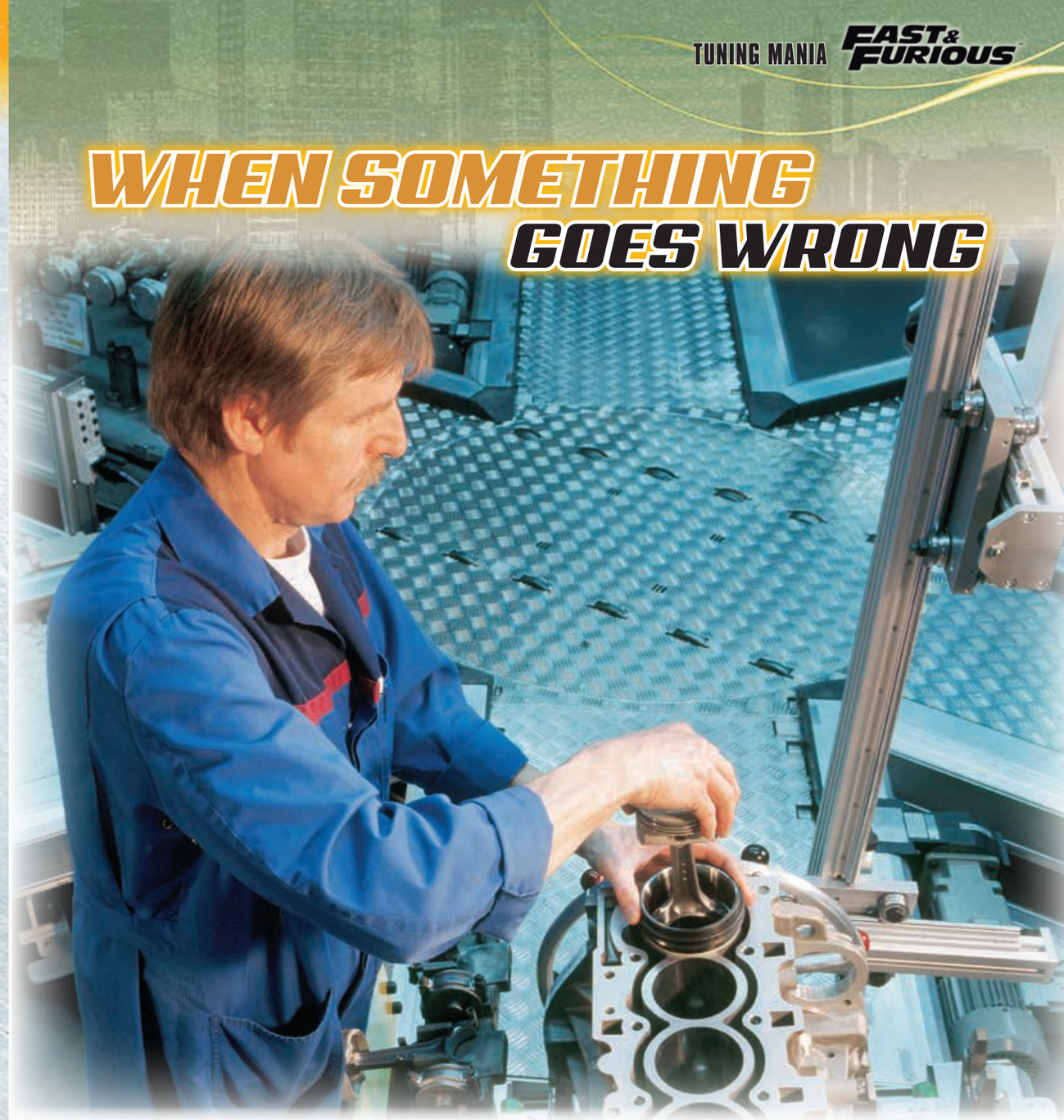
34.9 **TO FINISH** attaching the exhaust pipe to the chassis, insert ten **AP** screws into the holes indicated in the illustration. ▲

STAGE 34 FINAL RESULT



You have now finished assembling the exhaust pipe, and have attached it to your model's chassis

WHEN SOMETHING GOES WRONG



Not everything always runs smoothly in the workshop. Sometimes we can find ourselves in critical situations that require a quick solution. Here are some of the most common problems and how to solve them.

When you watch a trained mechanic doing his job, you might be tempted to think that it is not so hard to work on an engine. You might conclude that it is just a question of disassembling and reassembling parts - activities that are not really that complex. Maybe you would not be able to work as fast as him, but it would not be beyond you. However, it is not just a matter of following instructions or knowing which tool to use - there is much more to the job than that. Yes, of course, in the workshop manuals or online tutorials, you can find the details of all the procedures. But in practice, it is experience that makes the difference. Not everything is

In theory, it should be a straightforward operation, but sometimes removing the gudgeon pin from a piston can give us a real headache!

as described in the manuals. For example, parts that can be easily be removed from a new engine could be challenging to remove from an older engine that has thousands of hours of operating time.

Glitches and anomalies are always just around the corner, and what looks like "a piece of cake" in theory, can often turn out to be a nightmare. This is especially true if you do not have the proper tools for the job. What if you are faced with unexpected special screws? Perhaps you need a specialist tool that is made just for that specific component and is hard for the amateur mechanic to find. Then there are the nuts and bolts that just decide to rebel against you. Let us take a look at how to overcome some of the most common difficulties.

WHEN A GUDGEON PIN FIGHTS BACK

On paper, it should be a straightforward operation, but sometimes removing the gudgeon pin from a piston can give us a real headache. In theory, it should be sufficient to remove one of the two circlips and then simply push the pin out of the piston head. However, very often, it is not that easy. Firstly, removing that circlip might not be as easy as it looks. You might even need a special tool to get it off. It is an operation that requires some care because the clip could literally spring off or shatter into tiny pieces unexpectedly. Eye protection is essential! Once the clip has been removed, however, often the pin still does not want to come out. In this situation, remember that the connecting rod must never be subjected, for any reason, to lateral bending stresses. If the pin does not want to come out, we must use a suitable extractor - and avoid using a hammer! There are several types of extractors for this job, including reverse thread tapered screw or specialised gudgeon pin extractors. They are not too expensive, and all you need to make sure that you use the correct size for the job. Sometimes the pin gets stuck because burrs or small deformations of the metal have formed around the circlip groove. In this case, it is often enough just to use a scraper and eliminate the extra material. Possibly, the gudgeon pin may fit too tightly into the piston head when the part is at room temperature. It might be sufficient to heat the piston head slightly to facilitate removal of the pin. Finally, in very old engines you might find gudgeon pins locked into the small end of the connecting rod. Fortunately, they are now rare. To remove them, the only solution is to contact a rectifying workshop that can grind it off.

CURSED SCREWS

The most common problem, and not only in the world of engines, is that of screws, nuts or bolts that do not want to be unscrewed, no matter how much force and effort we apply. For slotted screws, we can use an impact screwdriver. Essentially, this kind of screwdriver turns a linear motion (an impact) into a sudden turn when you hit the end with a hammer. It is not an expensive tool, but you do run the risk of ruining the slot or even breaking off the head of the screw. Sometimes, it is enough to use a strong screwdriver shaft positioned in the slot and give a sharp blow. This can be enough to 'unlock' the thread, and will not damage the screw. After another sharp tap, we can now turn the screwdriver shaft with pliers or a Mole Wrench while pressing hard against the screw. Suppose it is hexagonal nuts or bolts that are ruining our day. In that case, it is often enough to spray the part with a penetrating spray, like WD40, and then after a few minutes use a spanner with some extra leverage - perhaps a tube over the end - to free the thread. This is also useful when it is corrosion or rust that is causing the problem. Remember to allow time for the liquid to penetrate into the cracks before applying any force.

Even the simplest tightening operations can go wrong and create irreparable damage if the manufacturer's procedure is not followed carefully.





Manual impact screwdrivers are used by mechanics to loosen or unscrew screws, bolts or nuts that are locked or have a very high torque. Electric or compressed air drivers are mainly used for tightening threads because they do not offer a forward thrust equal to that of the manual version.

Our tools must always be in perfect condition and "up-to-date". For example, recently, Torx, XZN and Bristol type screws have become more widely used. If we do not have the right tool, we will never be able to get the job done!

NEVER FEEL OVER CONFIDENT

Believing that you can do everything yourself and making it up as you go along can be a mistake. It is always best to double-check the workshop manual to be sure of the correct procedures to follow because you just need to skip a step to find yourself with a real disaster on your hands. It is essential to follow the manufacturer's instructions to the letter. The simple tightening of a bolt can get complicated! For example, when it comes to the procedure for tightening cylinder head bolts, this can vary from manufacturer to manufacturer. Many mechanics do not realise that a bolt or a stud acts like a big spring to hold the parts together. As a result, it has to be stretched in order to do its job. There are tools to measure bolt stretch, but most people do not own one. Some manufacturers use Torque + Angle settings, where you apply the torque setting and then continue tightening through a number of degrees of rotation. Torque wrenches sense friction, so a lubricated bolt will give a different torque reading to an unlubricated bolt. Carmakers will often specify which specific lubricant should be used. And the oil seals? For years it has always been necessary to lubricate them during assembly, but now models that must be mounted dry are also starting to appear. In the world of engines, everything is continually evolving. So you must always keep up to date and not take the assembly steps for granted!

WHAT IF IT BREAKS?

It can happen to beginners, and it will have happened at least once to even the best mechanics: sooner or later they will snap a bolt. The problem then becomes how to remove the shank of the broken bolt from the threaded hole. If the break occurs outside the hole, and therefore a part of the shank protrudes, we can solve the problem by using two strips placed on the sides of the bolt and then grasp them with a Mole Wrench to rotate the stem itself. Sometimes we can try to weld a hex head to the shaft and then loosen it as usual. If we were unlucky and the breakage occurred inside the hole, there are special extractors for the job.



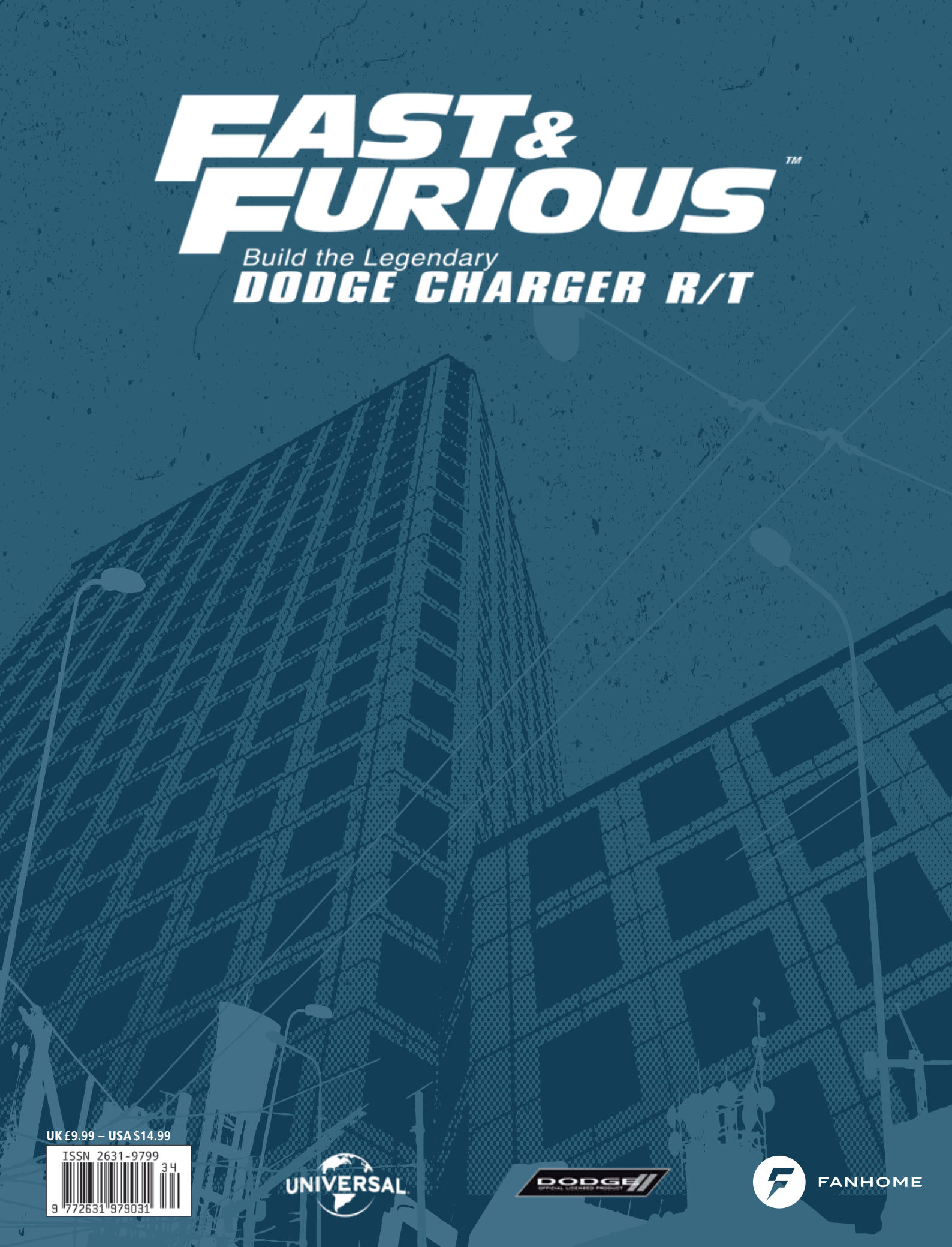
Perfect locking

We do not always have to trust a bolt to stay tight. Sometimes we can use locking compounds that penetrate between the threads, filling the microscopic spaces between the parts. These compounds can also de used to take up small amounts of play resulting from wear. They solidify in the absence of air and guarantee a tight fit. For example, they can be used to mount bearings or bushings in their seats, gears onto shafts, and all those components that reach a maximum temperature of 175°C. To separate the parts, they have to be heated beyond this temperature threshold. The great advantage of these compounds is that, in addition to setting in around 30 minutes, they fill the gaps created by the micro-roughness of the two surfaces and therefore allow 100% contact.



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