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37

Build the Legendary

DODGE CHARGER R/T



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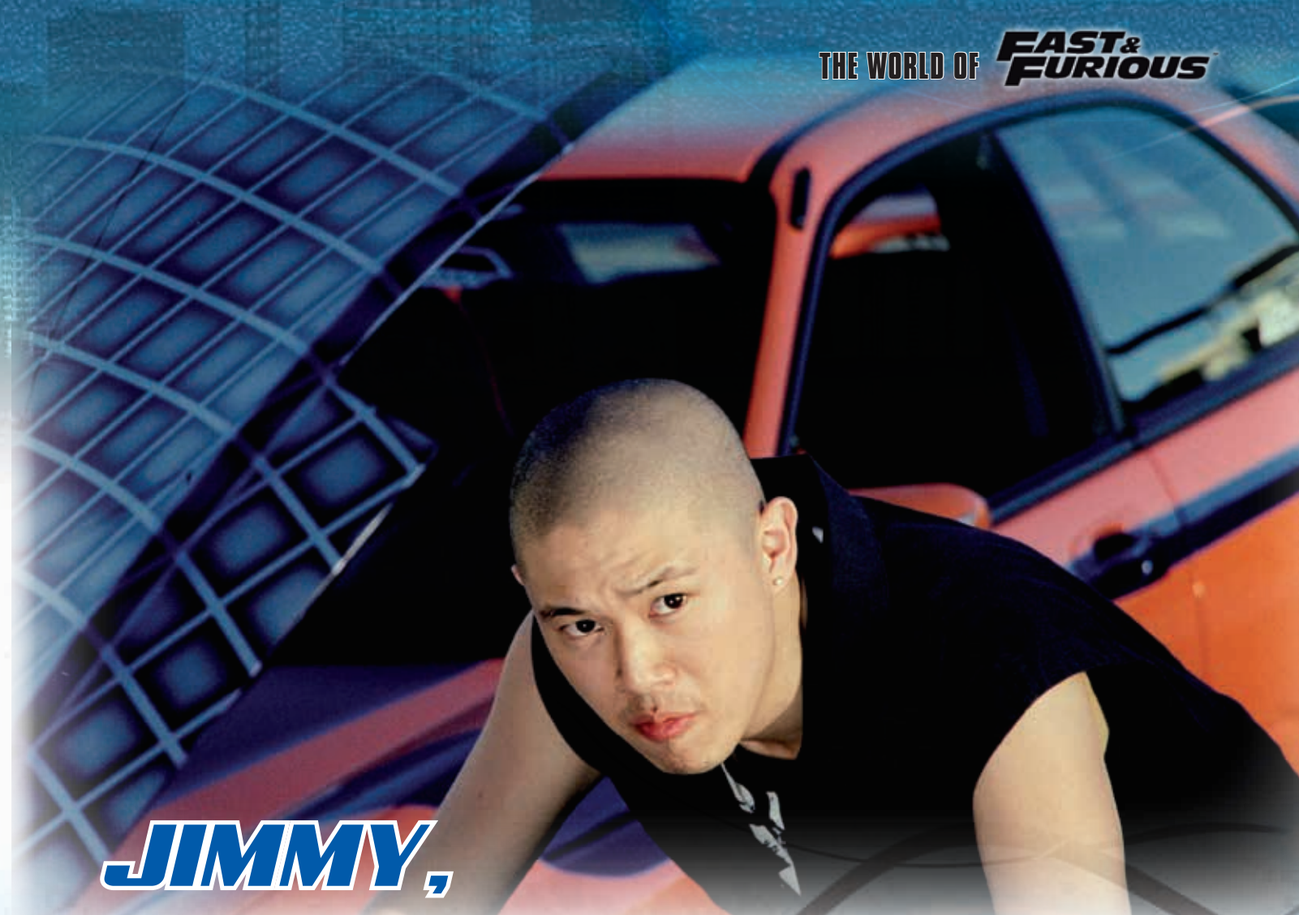
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JIMMY, THE POETIC MECHANIC

Generally speaking, there is a tendency to think that someone who has chosen to be a mechanic is not going to be too interested in books and poetry. But Jimmy is here to break with the stereotypes. Because this mechanical genius, Tej Parker's right-hand man, could just as easily tune up your engine or improvise a rhyme for you.

Right at the start of *2 Fast 2 Furious*, fans of the series were surprised to see the classic logo of Universal Studios suddenly turn into a wheel rim. It was a striking special effect to situate spectators and remind them that the film had only just begun. The wheel rim actually belongs to a pickup truck that goes around the streets of Miami at night. Half a dozen kids jump out of the truck from time to time and put up posters saying "STREET CLOSED" at strategically planned points. These preparations are essential before an exciting street race begins. And directing this operation we find none other than Jimmy, the right-hand man of Tej Parker, the organiser of all the car races in the city of Miami.

In his garage, Tej receives a call on his cell phone. He picks up and says impatiently, "Yo, Jimmy, man, give me the status. Tell me we good." To which his assistant replies, "We got it, man." The race can now begin and Tej's smile tells us it's going to be a high-quality one: "Beautiful. It's gonna be an all-timer tonight," he says.

A CLOSE FRIENDSHIP

Although it is not mentioned explicitly in the movie, it is obvious that Tej and Jimmy have formed a strong friendship, perhaps forged in the days when Tej used to race. Both of them share their passion for cars and speed, and a very special idea of friendship. For them, a good buddy is almost like a brother.

And for both Tej and Jimmy, Brian O'Conner is part of the "family". The ex-cop, now established in Miami, enters the race and makes the people organising it feel more than satisfied. Later, when Brian is obliged to work again for the forces of law and order along with his friend Roman Pearce, he will immediately have the help of his friends.

Thanks to his talents as a mechanic, Jimmy has become Tej Parker's right-hand man. He is capable of radically modifying any car.

JIN AU-YEUNG

The son of parents who emigrated from Hong Kong to the USA in search of a better life, Jin was born in Miami in June 1982. From a very young age he fell in love with rap music and he set himself the goal of making it in this field by adopting the artistic name of MC Jin. After passing very successfully through a TV program about rappers' dialectical battles, everyone, from *Rolling Stone* magazine to MTV, began to notice the young artist's potential. While his name was becoming more and more popular on the music circuits, John Singleton gave him the chance to make his debut in the movies by playing the part of Jimmy the mechanic in *2 Fast 2 Furious*. While Jin's main focus is on music, from time to time he has given himself the treat of appearing in front of the cameras, although only in minor roles in movies like *Bruce Lee, My Brother* (2010), *The Man With the Iron Fists* (2012) and *Revenge of the Green Dragons* (2014).

Despite the difficulties of the circuit, Brian manages to beat his three rivals, Suki, Slap Jack and Orange Julius. But the celebrations are interrupted by the appearance of the police. O'Conner tries to give the police officers the slip, but he ends up falling into the clutches of customs agent Markham and the FBI.

THE WIZARD IN THE GARAGE

Brian and Roman have to infiltrate the alleged criminal organisation of a businessman called Carter Verone. So that they can pass themselves off as ruthless drivers, the Miami Customs Department lends them two cars that they have seized, the kind that would leave anyone breathless: a 2001 Mitsubishi Eclipse Spyder GTS and a 2002 Mitsubishi Lancer Evolution VII.



Once both of them are fully involved in the case, they decide to take a look around Tej's garage, one of the essential places in Miami for car lovers. "Man, Tej's garage is ridiculous," Brian says to Roman, "he's got the best of everything. Snap-on tools. And these lifts are brand-new."

This is where we meet Jimmy, the establishment's star mechanic, for the first time. He's a very young guy whose head is completely shaven and who wears a dark-colored sleeveless mechanic's overall. We see that Brian and Jimmy have already hit it off. As soon as they greet one another, O'Conner asks him, "When you get a second, I want you to check out the Evo and the Spyder, and make sure everything's copacetic," pointing to the two fast cars that the Customs Department has given them to enter Carter Verone's organisation. Jimmy is surprised that his friend Brian has got hold of two rockets like these, but he doesn't ask too many questions and just makes a quick inspection of the cars.

After working on them for a while, Jimmy comes to an immediate conclusion: "Both of them are totally wired up." Brian is not too surprised to hear this. "Yeah, man, they got us wired with GPS," says the ex-cop, "That's why Markham knew where we were gonna be." The news does not seem to bother Roman all that much, who reacts by telling Jimmy: "You're the master mechanic. Why don't you just yank that stuff out of there?" But the mechanic knows it's not as easy as it seems. "I'll try, but this ain't easy. The D.I.S. Box, the engine management system, the main harness … The GPS is wired into all of that. These cars are wired so hot that whoever's tracking these things will know every time you don't wear your seatbelt."

RHYMING AMONG THE NUTS AND BOLTS

Although Jimmy, with his great skill, tries to clean the cars to prevent Brian and Roman from being tracked constantly by the police, the group reaches the conclusion that it would be a better idea to get some new cars without arousing the police's suspicion and doing the switch at the right moment.

All these plans are made in Tej's garage. This place is actually much more than just a garage. During the day, its owner organises all kinds of races on which people can bet, even with jet-skis. At night, it turns into something like a social club, where friends go to spend the time, talking and laughing, remembering old flames and past races.

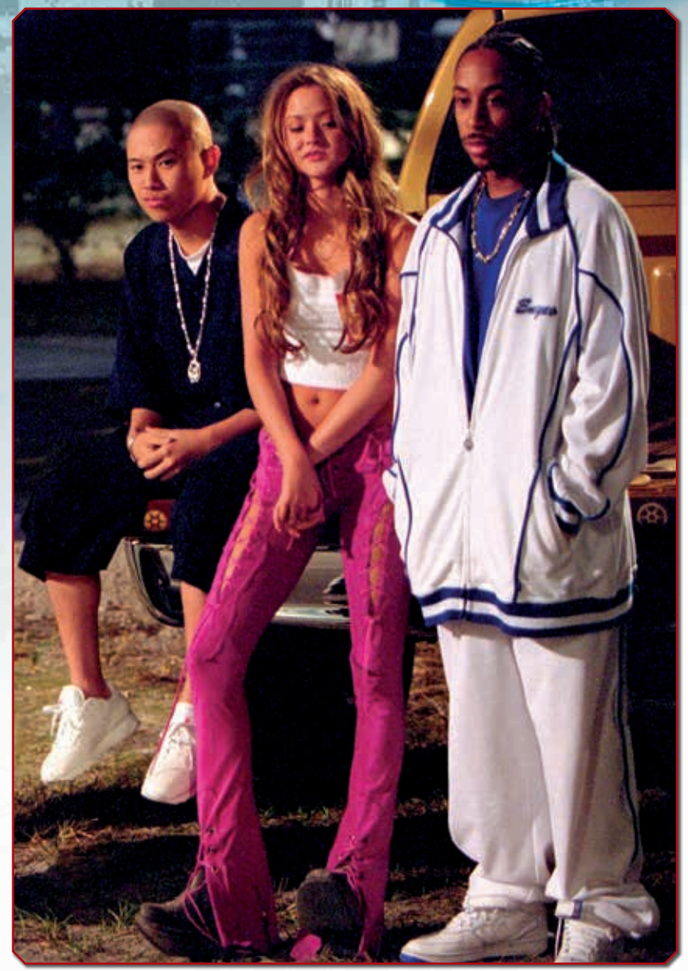
Brian and Roman have managed to get Tej to let them move onto a small barge that he's got moored just behind the garage. So every night they show up there. On one of these occasions they come across Tej, Jimmy and Suki playing cards and betting large sums of money. This is a habitual pastime for these three friends. And, although they don't compete seriously with one another, more than one of them has been cleaned out in a card game. Jimmy, for example, tends to lose often and on one occasion he even had to ask Brian for money in order to carry on playing.

But every defect is always evened out by a virtue. And Jimmy, besides being a wizard with tools, has a strange hidden talent: he's a poet. The kid likes to make up rhymes for everything. "I got you, I got you, I got you. We can race for cash, but when I step on the gas, my nitrous go blast, leave your ass in the past," he warns his fellow card-players. But not everyone is intimidated. "Whatever" says Tej. "And Tej, you about to lose your garage." Before showing his cards, he ends up by saying: "I'm a low-budget mechanic, but I overcharge." The kid is convinced he has won, but Tej, with a royal flush, shows him that he's mistaken. Brian goes over to Jimmy to offer him some sympathy, although under his breath he says, "Jimmy, how you gonna pay me back if you keep losing to Tej?" Mechanic, gambler, poet, rapper… that's Jimmy.

THE ESCAPE PLAN

Jimmy the rhyming mechanic will play a crucial part in the mission that Brian and Roman are involved in. They are being closely watched from two sides: on one hand, customs agent Markham, who controls the GPS in their cars ready to put them in jail them moment he suspects they want to escape; on the other, Carter Verone's men. How can Jimmy help them? The best way he knows, modifying the cars.

Jimmy, who's a real handyman, has the idea of mounting and improving the nitrous bottles in their cars with the aim of them being able to increase their speed massively if the situation requires it. But then he thinks of something even better: adding another nitrous bottle, this time hidden beneath the passenger seat. What for? Being able to forcibly eject anyone they don't like. It's an ingenious idea that will of course be of great help to his friends and which definitely leaves the mark of this likeable mechanic who managed to leave his mark on *Fast & Furious*.



Jimmy, Suki, y Tej are a terrific trio of friends who are committed to helping Brian with his new mission.



DODGE DIPLOMAT

The Dodge Diplomat appeared in the brand's medium-sized range between 1977 and 1989. With a classic structure (front-mounted engine and rear-wheel drive), this model, sold with different kinds of bodywork and with numerous engines, had an eventful commercial life outside the USA, which led it to be given different names.

An elegant 1977 Dodge Diplomat, the first year that this classic model was marketed. The saloon version (in the picture) had a larger wheelbase than the coupé.

The Dodge Diplomat, a more deluxe version of the Dodge Aspen, was launched in 1977 and remained on sale when the latter made way for the new front-wheel-drive Dodge Aries. The Dodge Diplomat, whose commercial life lasted until 1989, was thus the representative of the Dodge brand's classic models for almost a decade.

It had three kinds of bodywork: a four-door saloon, a two-door coupé with a smaller wheelbase, and a station wagon. The Dodge Diplomat was almost identical to the Plymouth Gran Fury and outside the USA it was marketed with other names. In Canada it was called the Plymouth Caravelle, and in Mexico the Dodge Dart or Dodge Magnum. In Colombia, where it was assembled at a local plant, it was the Coronet.

Measuring 5.2 metres long, the Dodge Diplomat used the same engines as the Dodge Aspen, a 3.7-litre straight six and two 5.2 and 5.7-litre V8 blocks. In 1982 the coupé and station wagon versions disappeared, and a year later the 5.2-litre V8 was left as the only engine. It was the last Dodge brand model made with rear-wheel drive (not counting the Dodge Viper and the pickups) until this structure was brought back with the Dodge Magnum in 2004.



A 1980 coupé, with the back part of the roof covered in vinyl, a very fashionable look in those years.

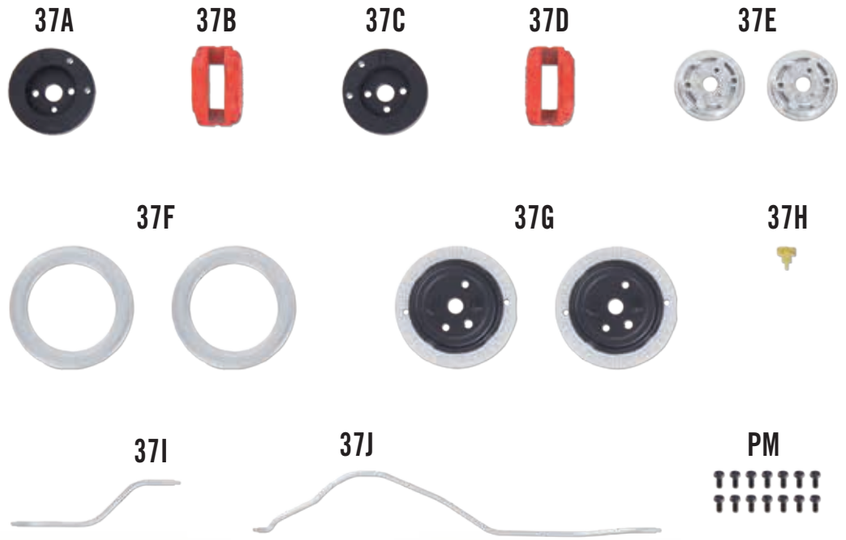


INSTALLING THE REAR BRAKES

In this assembly session you will install the two brake discs and the calipers on the rear axle. You will also connect the relevant hoses.

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.

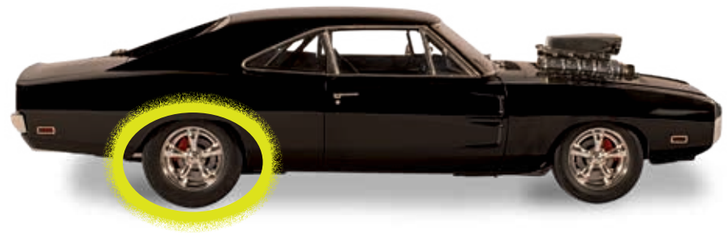
PIECES FOR THIS STAGE



37A Left rear brake caliper mounting plate
37B Left rear brake caliper
37C Right rear brake caliper mounting bracket
37D Right rear brake caliper
37E Rear wheel hub (x 2)
37F Brake disc (piece 1) (x 2)
37G Brake disc (piece 2) (x 2)
37H Rear brake hose fitting
37I Left rear brake hose
37J Right rear brake hose
PM Screws 1,7 × 3,5 mm, (x14)*

* Some of the parts are spares.

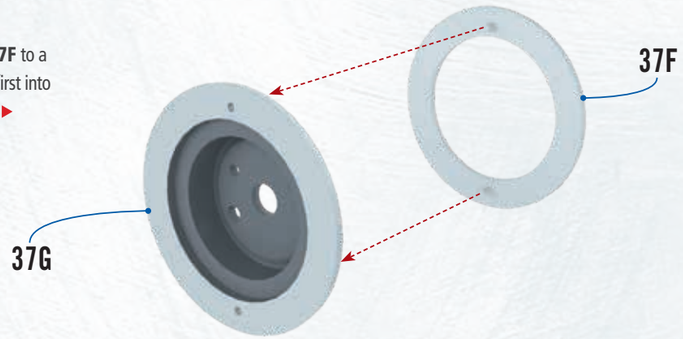
ASSEMBLY AREA

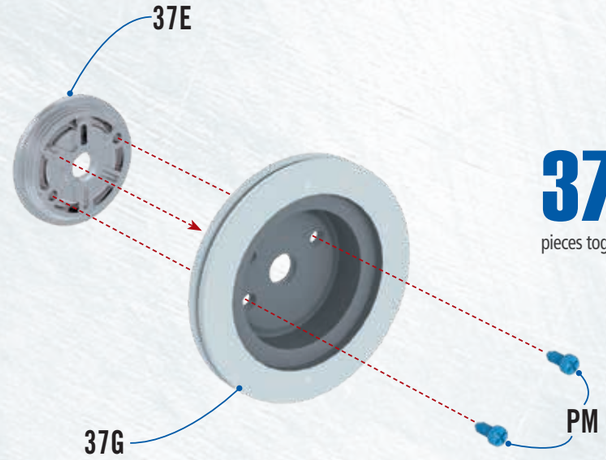


REAR AXLE

Installing the rear brakes

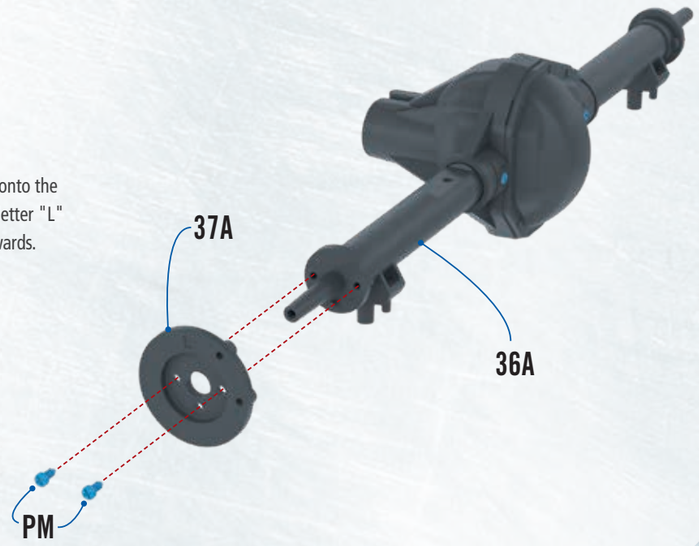
37.1 **JOIN** one of the piece 1 brake discs **37F** to a piece 2 **37G**, inserting the pins on the first into the corresponding holes in the second. ▶

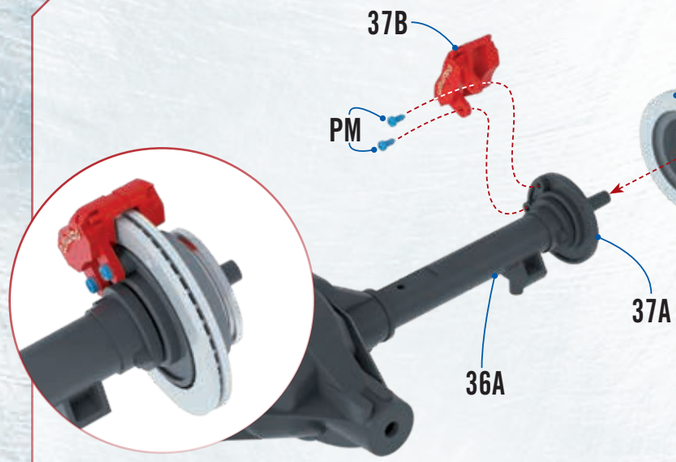




37.2 **NOW ATTACH** the rear wheel hub **37E**, as shown in the illustration. Insert two **PM** screws from the concave side of the brake disc to join the pieces together. ◀

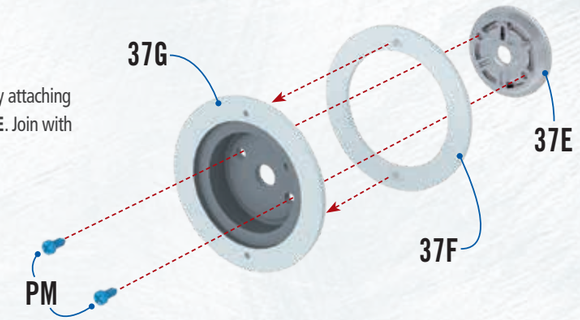
37.3 **SLIDE** the mounting plate **37A** onto the left end of the rear axle **36A**. The letter "L" on piece **37A** must be facing outwards. Use two **PM** screws to secure the piece. ▶

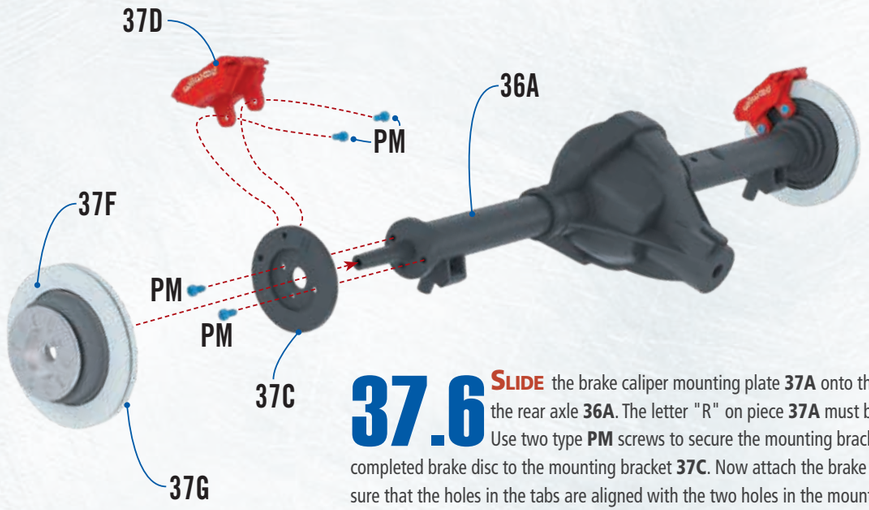




37.4 **ATTACH** the brake disc (**37G** and **37F**) to the left rear brake caliper mounting plate **37A** that you have just mounted on the axle. Now take the left caliper **37B** and attach it to the brake disc; make sure that the holes in the tabs are aligned with the two holes in the mounting plate **37A**. Now secure the brake caliper with two type **PM** screws. ◀

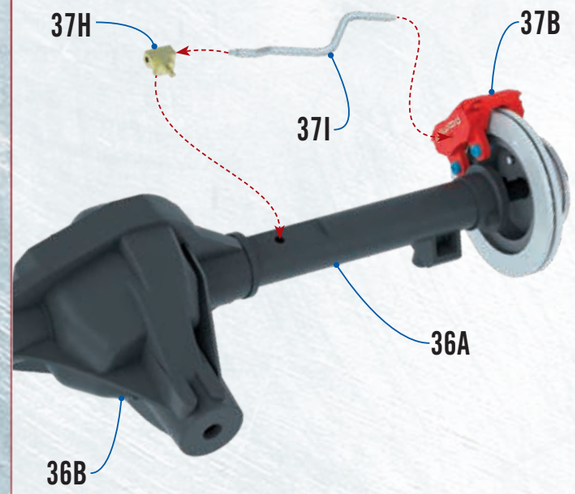
37.5 **ASSEMBLE** the second brake disc by attaching the remaining pieces **37G**, **37F** and **37E**. Join with two type **PM** screws. ▶



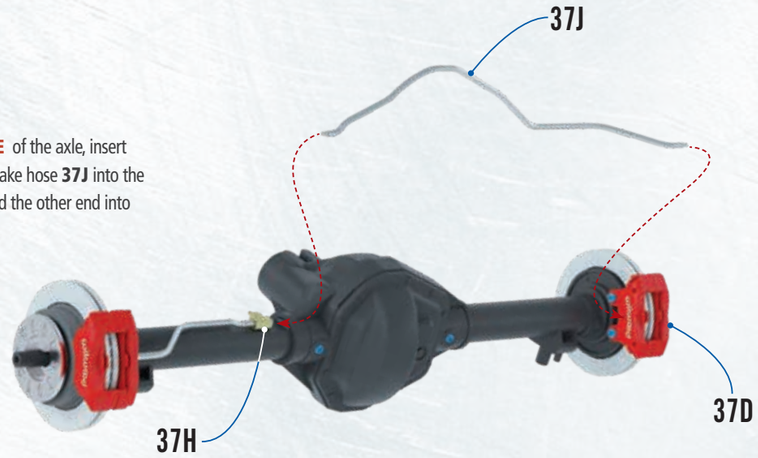


37.6 **SLIDE** the brake caliper mounting plate **37A** onto the right end of the rear axle **36A**. The letter "R" on piece **37A** must be facing outwards. Use two type **PM** screws to secure the mounting bracket. Attach the completed brake disc to the mounting bracket **37C**. Now attach the brake caliper **37D**, making sure that the holes in the tabs are aligned with the two holes in the mounting bracket **37C**. Use two type **PM** screws to secure the pieces. ▲

Installing the rear brakes



37.7 **Insert** one end of the left rear brake hose **37I** into the hole in the caliper **37B**. The other end has to be joined to the rear brake hose fitting **37H**. Insert the linchpin on the fitting into the hole in the left side of the rear axle **36A**, next to the differential **36B**. ◄



37.8 **On the right side** of the axle, insert one end of the right rear brake hose **37J** into the hole in the caliper **37D**, and the other end into the fitting **37H**, as shown in the illustration. ►

STAGE 37 FINAL RESULT



You have now installed the two completed brake discs on the rear axle, to which you have also connected the hoses.

CHOOSING THE RIGHT OIL



To choose the right oil for our car, we need to take into account the different conditions of use and some of the specific characteristics of the lubricants. Let's take a closer look at how oils differ and how we can identify the one that best suits our needs.

The job that engine oil does may seem very simple and perhaps even trivial; after all, it only has to create a thin permanent lubrication layer, technically called a film, between all the moving parts of the engine - for example, the pistons inside the cylinders - to avoid any direct metal-to-metal contact. Let's take as an example a piston that moves inside the cylinder: what would happen if the piston rings were to come into direct metal-to-metal contact with the cylinder liner? Friction and heat would be generated. Very quickly, the piston would seize up inside the liner and be unable to move. The purpose of the oil is to avoid direct contact between the rings and the cylinder liner, allowing the piston to slide smoothly up and down. But that is not the oil's only job - it is also used to cool the metal surfaces, absorbing some of the excess heat produced by combustion.

The oil performs a fundamental task: It guarantees perfect lubrication of the engine components, avoiding metal-to-metal friction.

Choosing the right oil

Checking the oil level is very simple: After opening the bonnet, remove the dipstick, clean it, reinsert it and then remove it again. If the oil is between the minimum and maximum marks, the oil level is acceptable. But if it is below the minimum threshold, it must be topped up.

WHICH OIL IS THE BEST?

A recurring question among car enthusiasts relates to the best engine oil to use in their car. How can you tell if one lubricant is better than another? It is not an easy question to answer. Even engineers cannot make that decision until they have done laboratory tests and evaluated the oils on test-bench engines. They also test them in extreme conditions, continually monitoring performance. At the end of the tests, the motors are disassembled, and component checks are carried out. Dimensional changes are measured to calculate the wear suffered, i.e. a reduction in weight following the loss of material. They also look for the formation of deposits and, of course, the chemical analysis of the used oil. Each type of oil is then rated for performance, and any weak points are noted.

MINERAL OR SYNTHETIC?

There are two types of oil on the market: Mineral and synthetic. The first is the traditional lubricant, while the second is technologically superior and nowadays is becoming increasingly popular. Both oils use petroleum derivatives as their raw materials, but the production method is different. For synthetic oil, more advanced refining processes are used. The result is purer, and the molecules are all the same size. This highly-refined oil gives better performance than mineral oil. That is why synthetic oil is recommended by most car manufacturers, especially when we are dealing with modern, high-performance engines. The advantages are clear: beginning with greater fluidity in cold conditions, which means that synthetic oil reaches every part of the engine more quickly, thus reducing friction and wear. It



We can find car lubricants for sale with the wording "synthetic blend oil": This is a mixture of synthetic oils of a different type but with the same viscosity. Not being "pure", they are slightly inferior in quality and cost less.

A question of viscosity

Oil packaging normally shows a code that we find easier to recognise. Something like: 0W30, 10W40, 15W40, and so on. These are the indications of cold and hot viscosity: probably the most important property to consider when choosing an oil! Viscosity represents the resistance of a fluid to flow, commonly known as "thickness". If one oil is more viscous than another, it will encounter more resistance to flow. The rule says that the smaller the number associated with the "W" and the more suitable the oil will be for cold weather conditions. Similarly, the higher the viscosity number, the more suitable the oil will be at high temperatures. Remember that we are talking about the temperature of the air, not of the engine! For example, if we compare a 5W30 oil with a 10W30 oil, both have the same viscosity when hot. What changes is the performance at low temperatures. So, if an engine with low "W" index oil is started when it is cold, the liquid will be fluid enough to quickly reach the mechanical components to be lubricated. At low temperatures, the 5W30 oil will therefore perform better than the 10W30.

also offers greater protection for the engine's components by always ensuring there is an oil film between the parts to be lubricated. There is a significant reduction in oil consumption with this type of oil, which can support maintenance intervals of over 20,000km (12,500mi). The only downside is the price, which is significantly higher than for mineral oil.

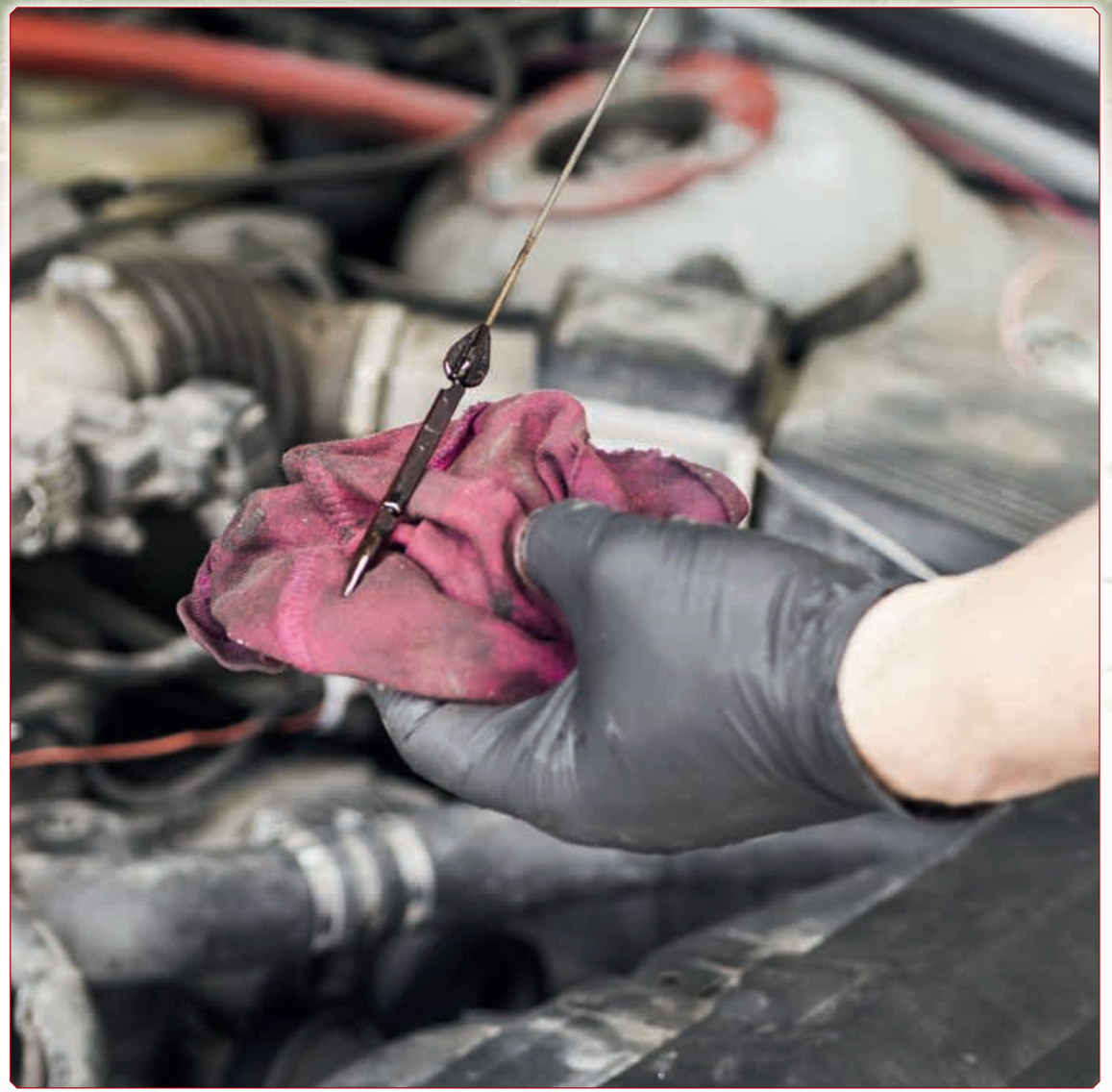
HARMFUL MIXTURES

The top-of-the-range oils from the best-known companies in the industry are invariably excellent. These are products of exceptionally high quality, whose development was carried out by specialised technicians using highly sophisticated instruments and equipment. Each oil has its own carefully studied "formula", which includes the presence of additives that work best only if present in specific quantities. Any variation in the composition will have a negative effect on the product. Moreover, not only is the quantity of each additive accurately calculated but also the type of products used is of vital importance. Only in this way is it possible to obtain a balanced, high-performance oil. An underlying problem is that some additives may react with each other and have adverse effects on the oil's performance in terms of lubrication, giving rise to unexpected behaviour. So it is better to never mix different oils, especially if we are topping up the sump level. Although in principle, there are no significant dangers if we are talking about standard cars with low mileage on the clock. But the situation changes if we are dealing with high-powered or latest-generation engines or competition cars that require very specific lubrication products.

A MAZE OF ABBREVIATIONS

As we have seen, to understand how an engine oil behaves and what performance advantages it offers, we would need to carry out a testing programme and then carefully evaluate the results. This is impractical for private individuals and probably for most tuners, too. Even if you could analyse the oil's performance, you would need to know how to evaluate the results. What's more, you would need to be able to test two or more oils under precisely the same conditions, using identical methodology. But in any case, it is not necessary. In general, there are acronyms on the oil containers that can give you the information you need. To help you choose the correct lubricant for your car, the manufacturer indicates the API specification that the oil should comply with in the maintenance booklet. API stands for American Petroleum Institute, which is the largest American non-profit organisation for chemical and petrochemical engineering. This body has the task of classifying engine oils. Their standards are adopted and recognised worldwide. The API specification identifies with the letter "S" oils intended for petrol engines, and "C" oils intended for diesel engines. The second letter indicates the level of oil performance: The closer the letter is to Z, the higher the oil quality. For example, an API SJ performance level, or even better, an SM or SN rating, means that it is a latest generation, high-level product. In addition, you find the ACEA code on the containers, which means that the oil manufacturer operates according to recognised quality standards and uses certified laboratories for testing.

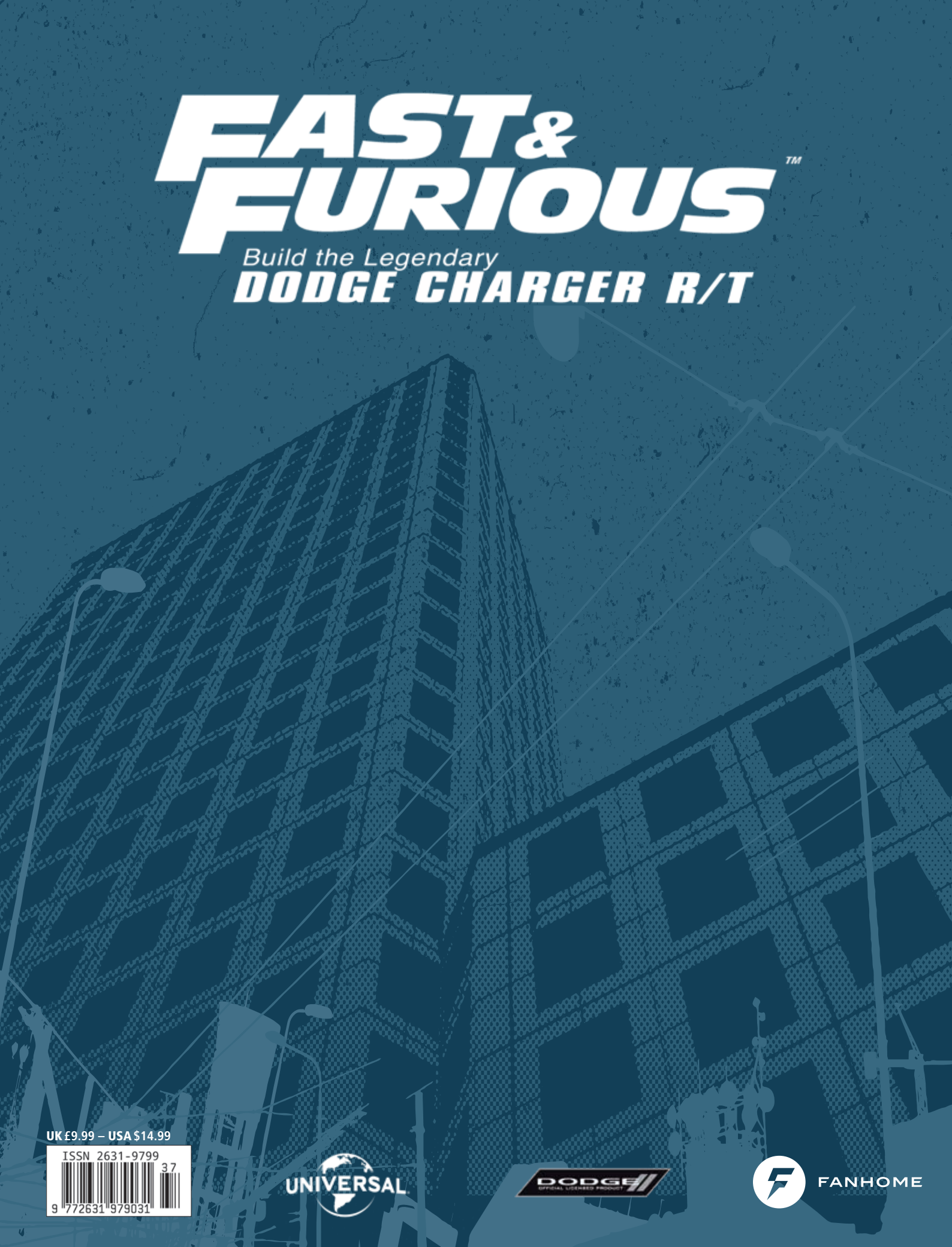
The acronym ACEA stands for the European Automobile Manufacturers Association, an association founded in 1996, which includes the leading European car manufacturers. They have established their own classification for motor oils, as determined by well-established tests. Based on this classification, three letters are used: "A" for petrol engines, "B" for diesel engines, "C" for petrol and diesel engines using catalytic converters, and which can also be used in the case of exhaust gas aftertreatment systems, i.e. anti-pollution devices such as FAP/DPF, and "E" for commercial vehicles. Each letter is then followed by a number that does not define its performance, but the type of engine on which it can be used: A/B1, engines developed for low viscosity oils; A/B3 engines with extended change intervals; A/B4, engines with direct injection; A/B5, engines with extended change intervals, and which require low viscosity oils. Other important acronyms are those that indicate that the oil meets the often very demanding specifications issued by some car manufacturers. Sometimes you can find letters and numbers like VW 502.00 and VW 505.00, indicating that the oil is recommended for specific car brands.



Who has never heard of "an engine seizing up"? This happens when there is insufficient oil, too much friction, and the piston gets stuck in the cylinder liner.

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