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TOKIO, A NEW SETTING

***The Fast and the Furious: Tokyo Drift*, the third movie in the *Fast & Furious* franchise travels outside the USA, beginning a new stage of the franchise that includes more international story lines. The city of Tokyo was a magnificent excuse to be able to show off spectacular new vehicles and an unusual style of driving.**

With over 37 million inhabitants, the city of Tokyo is considered to be the largest urban sprawl in the world. There you can find everything: spectacular shopping malls, great museums, prestigious universities, and, of course, an impressive concentration of businesses. There is a deep-rooted passion for cars too, more than enough reason for the people behind the franchise to want to place the action of the third movie in this unbeatable setting.

SOMETHING DIFFERENT

Whereas there was continuity between the first two movies, *The Fast and the Furious: Tokyo Drift* marked a break in both the place and the time. In fact, as we will see later on, the events in the film take place after some of the later films in the franchise. But apart from the plot, the production of the film also represented an important turning point in the story of the franchise for different reasons. The first was director Justin Lin joining the team, a magnificent director who was prepared to give the world of *Fast & Furious* a new look.

"I was very lucky," the director remembers, "because generally studios are very conservative with sequels in their series. But Universal behaved differently. When I told them, 'I know this was a big success, but I'd like to try something different,' they just said 'Go ahead'."

D. K., one of the best drivers in Tokyo, emerges from his vehicle in the port of the Japanese city. This is the location for various scenes of the third title in the franchise.

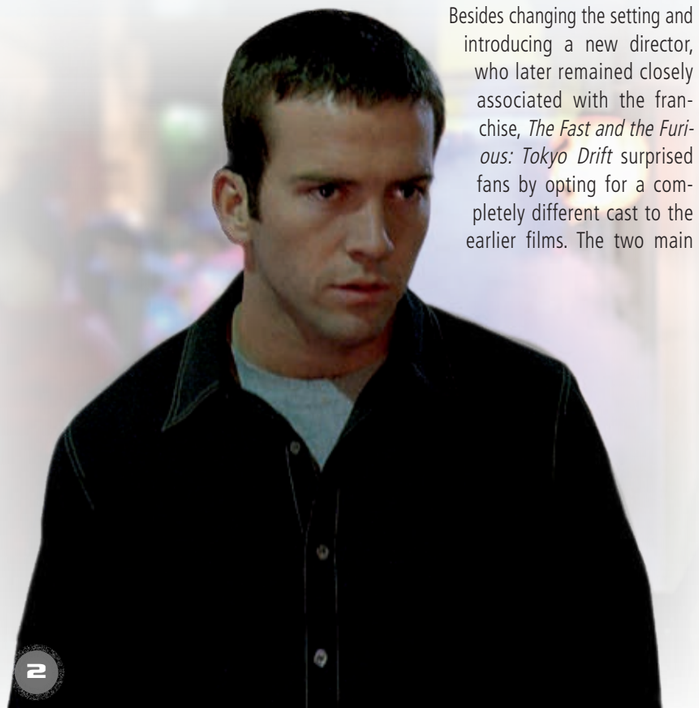
TOM RETA

Despite being one of the most acclaimed art directors in Hollywood, Tom Reta is a professional who steers clear of the glamorous life in the Mecca of the movies and keeps his private life completely separate from his job. He began in the industry in the early 1990s as a set designer, a job he did for example on the Western *Wyatt Earp* (1994). Later, he spent some time as an assistant in the art department of movies like *The Fan* (1996) or *Anaconda* (1997) until he eventually had the chance to demonstrate his talent as the art director on two catastrophe movies, *Volcano* (1997) and *The Day After Tomorrow* (2004). Justin Lin wanted him for *The Fast and the Furious: Tokyo Drift*, and his brilliant work in it helped to consolidate his prestige. His great ability to create the best and most suitable visual setting has since been clearly seen in such important movies as *The Curious Case of Benjamin Button* (2008), *The Girl with the Dragon Tattoo* (2011), and *Fifty Shades of Grey* (2015).

Born in Taiwan and with experience mainly in the field of low-budget independent cinema, Justin Lin threw himself body and soul into the project. Despite the fact that the production, due to its enormous size, was very different to anything he had done previously as a director, he adapted to it perfectly. Just filming the spectacular race at the beginning of the film, which required no less than two whole weeks' work, showed him how big the project was.

A HERO IS BORN

Besides changing the setting and introducing a new director, who later remained closely associated with the franchise, *The Fast and the Furious: Tokyo Drift* surprised fans by opting for a completely different cast to the earlier films. The two main characters up to then, Dom Toretto and Brian O'Conner, and their usual team, made way for a new cast of characters. Among them was Sean Boswell, a daring young driver played in the movie by Lucas Black, who moves to Japan from the USA after his love of racing has caused him problems.



To avoid problems with the law, as a young man, Sean Boswell had to leave the United States, his home country, and study in Tokyo.

In the film we see how Sean is impressed by the size and the contrasts of Tokyo. Nevertheless, he fears that his life there will end up being routine and boring. This perception changes as soon as he discovers that the passion for cars and speed in Japan is at least as strong as it is in the USA. But it is when he discovers the unique style of racing there, sliding around bends, which they call "drifting", that his eyes light up. After that he just can't wait to get behind the wheel of a fast car again. To enter this new world of races, he will have an exceptional ally, Han, another experienced driver. Played by Sung Kang, this character will become one of the most important members of Toretto's team in later movies.

AN ALMOST CLANDESTINE SHOOT

For four weeks, a small technical and artistic crew moved to Tokyo to film some of the most important scenes in the film. The director Justin Lin had a clear idea of how to film the gigantic metropolis:

"The Tokyo that you see in the movie is my personal view of the city. It acts on different levels. I wanted to recreate the idea of the Wild West, a world where people express themselves in extreme ways … whether through their clothes or the car they drive. You have to remember that Tokyo is a city that was rebuilt after the war. And when they did that they took a bit from everywhere in the world."



D.K. and his partner, Neela, are the centre of attraction at a parking garage in the centre of Tokyo, where the drivers meet up to show off their tuned vehicles.

The frantic pace of the city makes it impossible for a film crew to close off an avenue. In fact, the producers knew that obtaining permits to film in Tokyo is a very complex mission. For that reason, the director found himself forced to cast his mind back to his days as an independent director and go out and film on the streets with the camera mounted on the director of photography's shoulder. "We ended up filming in the purest guerrilla style," admits Lin, "going around the city and filming everything we could." In this way, the camera lens was able to portray some of the most characteristic places, like the Tokyo Tower, the Rainbow Bridge and Takeshita Dori shopping street, near Harajuku.

CALIFORNIA DISGUISED AS JAPAN

To make production easier and avoid having to move the huge fleet of vehicles planned for the film, the most important part of the filming of *The Fast and the Furious: Tokyo Drift* was done in California. For example, the winding hills of Griffith and Elysian Parks, on the outskirts of Los Angeles, had to be transformed into the devilishly difficult mountain roads of Tokyo, where the drifting technique was created.

Right in the middle of Los Angeles, the crew had to close off up to six blocks for two whole weeks to film a frantic car chase. Besides that, to make it look like the cars were racing at top speed through the streets of the Shibuya neighbourhood, not only the shop signs were changed, but all the street furniture, including the bus stops as well. The magic of the cinema made it possible for California to be disguised as Japan.

The Fast and the Furious: Tokyo Drift opened very successfully on June 16th, 2006. It marked a decisive step in what would be the popular Fast & Furious franchise from then on.



A poster for the third episode of the saga in which most of the action takes place with the vibrant city of Tokyo as its backdrop.



DODGE CORONET 1950-1955

The first two generations of the Dodge Coronet (a name that survived in the range until 1975) figured at the top end of the manufacturer's range as the biggest, most luxurious and most expensive model. Sold with different styles of bodywork, it only used six-cylinder engines, but in 1953 these were joined by a HEMI® V8.

A two-door Dodge Coronet sedan, the smallest of the family. This was one of the most popular Dodge models in the 1950s.



A Dodge advertisement in 1952 in which no particular model is specified. The brand was making different versions of one basic car, of which the Dodge Coronet was the most luxurious.

After World War II, American car manufacturers chose to build a single model with different finishes. The Dodge brand launched the Dodge Wayfarer, Dodge Meadowbrook and Dodge Coronet. The first of these had a shorter wheelbase, and the Coronet, built on a chassis with a 3.13 metre wheelbase, was the most luxurious version. The car was available in five different styles of bodywork, two with two doors (coupé and hard top coupé) and three with four doors (five-seat saloon, eight-seat limousine and station wagon or family). The only engine available was a 3.8 litre straight six that produced just over 100hp. Until 1953 the only changes in this model were limited to the design of the front. In that year, however, the car was completely redesigned and the range of engines now included a powerful 3.9 litre V8 with a hemispherical combustion chamber that enabled it to break many speed records for standard models on the Bonneville salt flats. The disappearance of the Dodge Wayfarer and the arrival of the Royal version made the Dodge Coronet the mid-size model of the brand's range. In 1955 another redesign involved a further change that left the Dodge Coronet as the most affordable model in the Dodge range, although a great transformation was still to come.

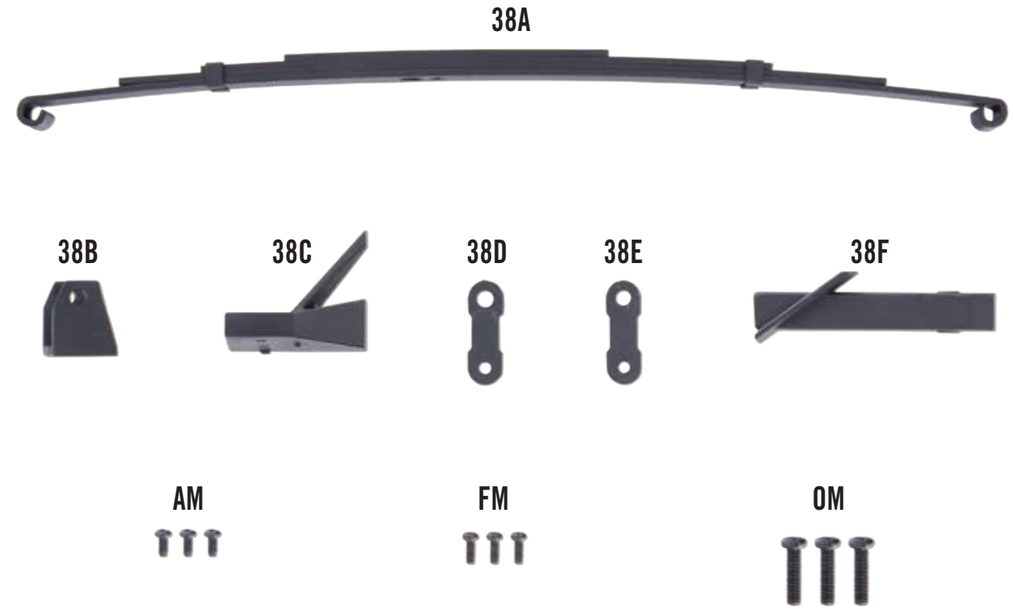


LEFT REAR LEAF SPRING

In this assembly session you will assemble part of the left rear suspension, preparing the leaf spring that will later be attached to the chassis.

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



38A Left rear leaf spring	38D Leaf spring shackle 1	AM Screws 2 × 4 mm, (x 3)*
38B Front leaf spring mounting bracket	38E Leaf spring shackle 2	FM Screws 2 × 5 mm, (x 3)*
38C Front leaf spring hanger	38F Rear leaf spring hanger	OM Screws 3 × 11 mm, (x 3)*

* Some of the parts are spares.

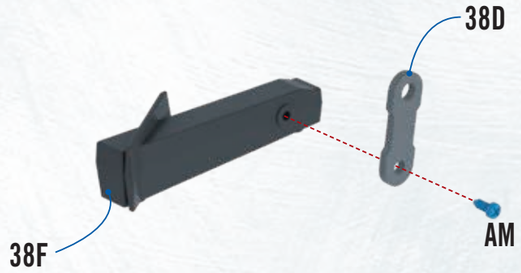
ASSEMBLY AREA

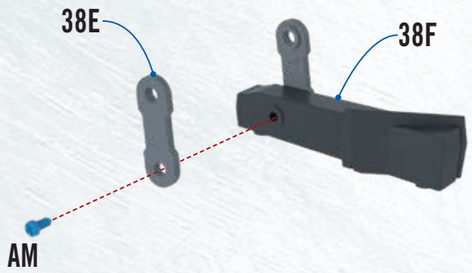


REAR SUSPENSION

Left rear leaf spring

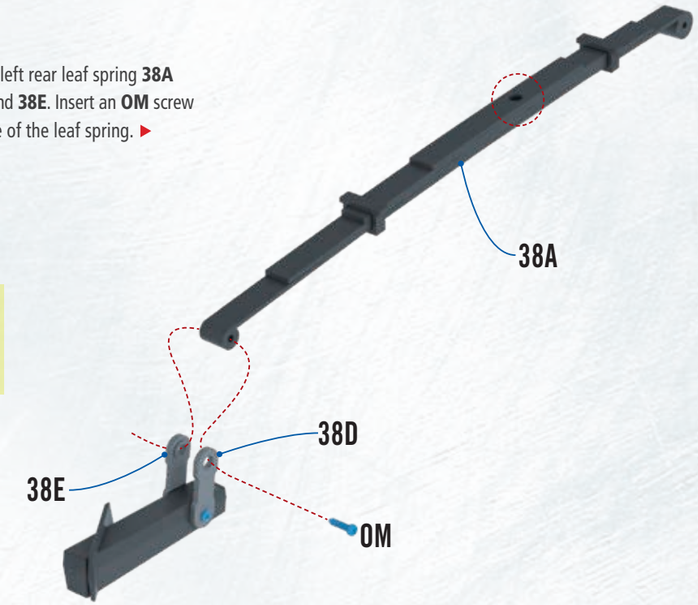
38.1 **ALIGN** the smallest hole in the leaf spring shackle **38D** with the corresponding hole in the rear leaf spring hanger **38F**. Secure the pieces with an **AM** screw. ▶





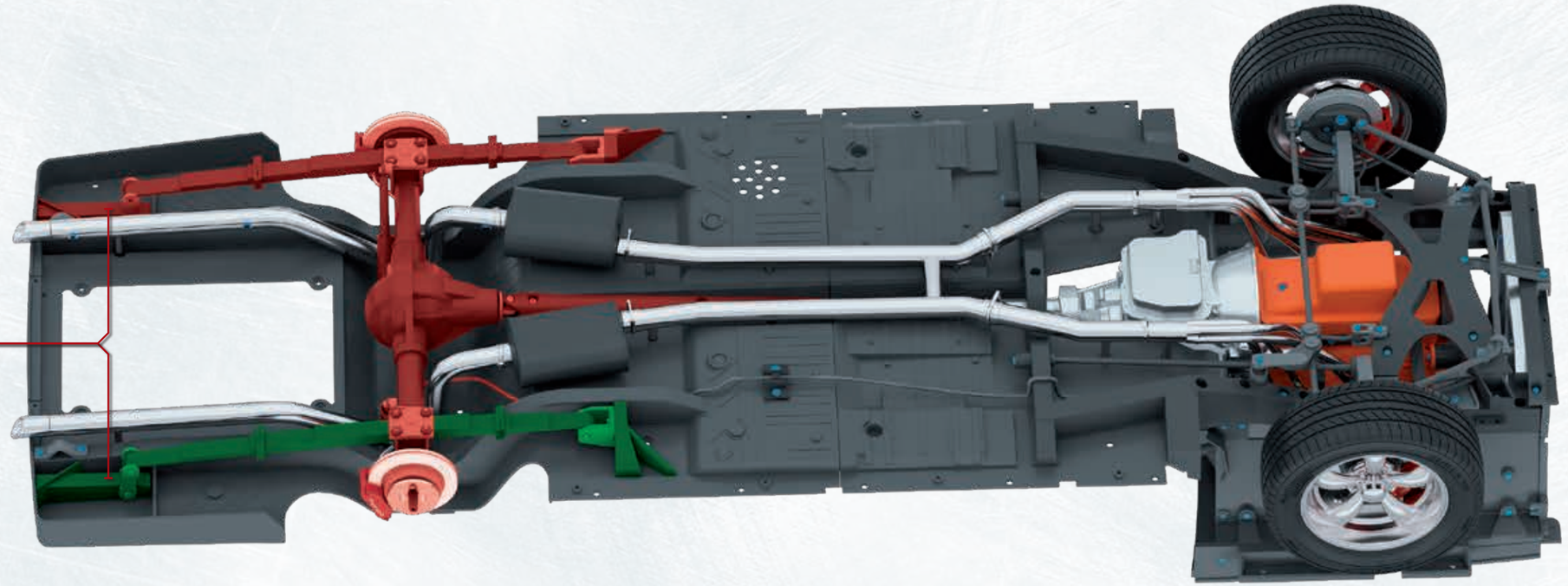
38.2 **IN THE SAME WAY,** align the smaller hole in shackle 2 **38E** with the hole on the other side of the rear leaf spring hanger **38F**. Again, secure the pieces with an **AM** screw. ◀

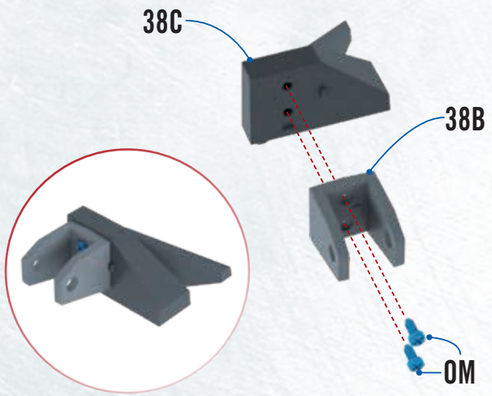
38.3 **POSITION** the rear end of the left rear leaf spring **38A** between the two shackles **38D** and **38E**. Insert an **OM** screw through the shackles and the eye of the leaf spring. ▶



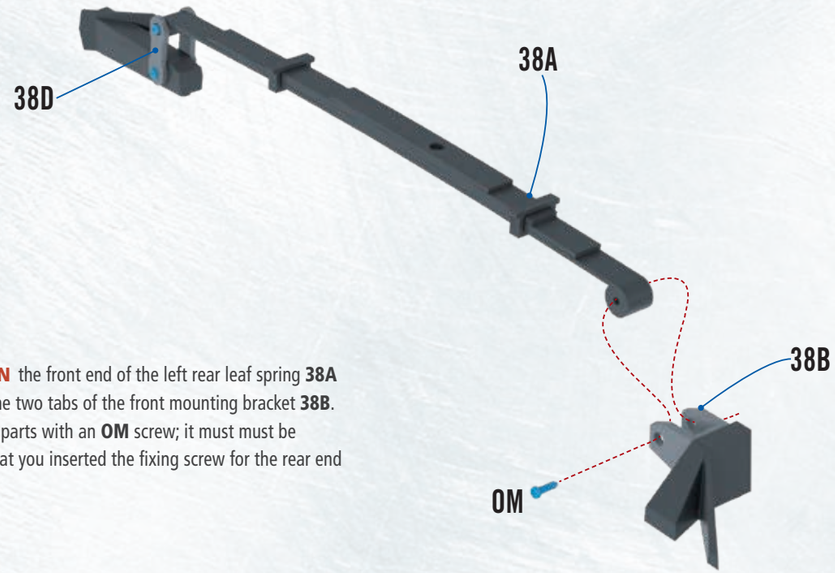
THE TWO ENDS OF THE LEAF SPRING
The top hole in the leaf spring is not exactly in the centre, but is closer to the front end of the piece: this is how to recognise the rear end.

AN OVERVIEW
In this illustration you can see the left rear leaf spring (in green).The other parts of the suspension system, brakes, axle and rear axle transmission are highlighted in red.
The Dodge Charger had a type of rear suspension system called "rigid axle." This is when the axle rests on the leaf springs, which act as a spring to counteract oscillations caused by rough road surfaces. The suspension system is completed with shock absorbers, which ensure that the wheels remain in contact with the road surface.





38.4 **ALIGN** the front leaf spring mounting bracket **38B** with the holes in the front leaf spring hanger **38C**, as shown in the illustration. Secure with two **FM** screws. ◄



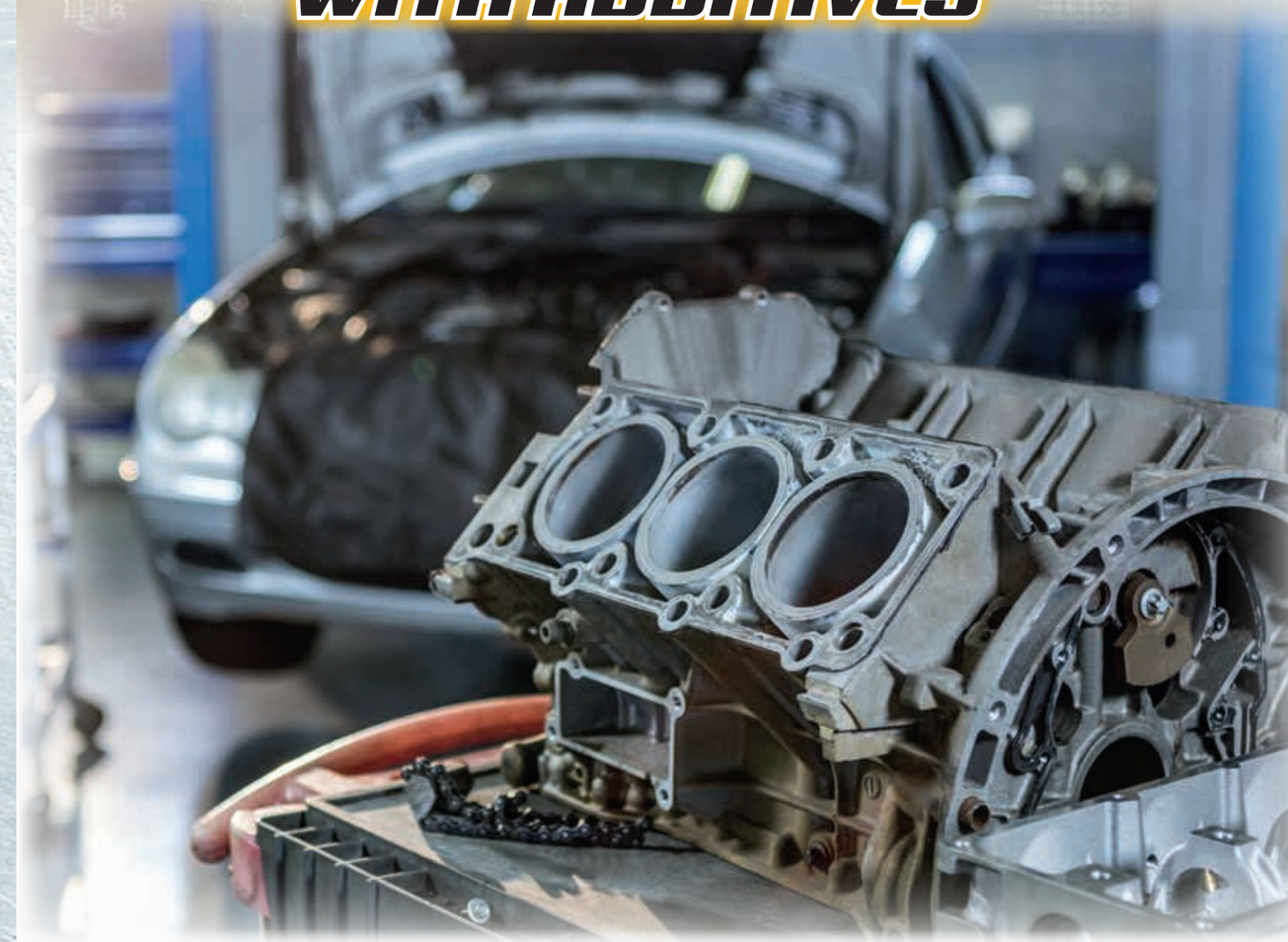
38.5 **POSITION** the front end of the left rear leaf spring **38A** between the two tabs of the front mounting bracket **38B**. Secure the parts with an **OM** screw; it must must be inserted from the same side that you inserted the fixing screw for the rear end of the leaf spring. ►

STAGE 38 FINAL RESULT



You have now prepared the left rear leaf spring, which will later be installed on your model car.

TOPPED UP WITH ADDITIVES



If we want to further increase performance, and above all, if we want to clean and protect our injection system and mechanical parts, we can add a series of additives to the fuel and lubricant that are specifically designed for this purpose. Let's explore the options.

For many years now, additives have played an important role in protecting engines. Modern cars are pushed for ever-increasing performance, and at the same time, have to meet stringent environmental and efficiency standards. There is a complex world behind the development of additives. Continuous research and development, with high technological content, is needed to respond to the need for prevention and resolution of the kinds of problems that may occur during the normal operation of an engine. The same applies to other mechanical components of the drive train. In principle, we can divide additives into three categories based on their applications: oil treatments, fuel treatments, and radiator treatments. Oil additives improve the properties of the engine oil, ensuring greater protection against wear and corrosion of mechanical components inside the engine (we will talk later about

Fuel additives eliminate the "solid residues" of combustion, thereby increasing the efficiency of the engine's injection system.



The octane number (0 to 100) of the fuel indicates the *anti-knock* capacity of the fuel: The higher the octane number, the lower the risk of pre–ignition or *pinking* due to compression by the piston. But beware: fuelling a small car with 100 octane petrol – or using an octane–increasing additive – is practically useless. But as horsepower and performance increases, it can be a useful option.

"coating". Fuel additives for diesel, petrol and LPG engines are designed to clean the fuel system or increase the octane rating, and therefore improve performance. Finally, radiator additives have a descaling and protective function that enhances the efficiency of the cooling system.

FUEL ADDITIVES

Technological advances in the automotive field have led to the emergence of cars with ever-more powerful engines. But this higher performance must be combined with a commitment to reducing environmental pollution. To meet these requirements, manufacturers have created increasingly advanced technical solutions, such as highly sophisticated injection systems. But they are very precise and are not very tolerant of "dirt". Just to give a few examples, in the 1990s, the maximum injection pressure reached 350bar. Today it exceeds 2000bar, with temperatures that have gone from 230°C to over 300°C. Add to that the number of injections per minute at 3000rpm: we went from 1500 in the 1990s to 7500 today. Increasingly stringent environmental regulations have forced manufacturers to design sophisticated, very sensitive emission control systems. Oil companies have also had to change the composition of diesel fuel to make it less harmful. But at the same time, it is less friendly to fuel systems.

This is where additives can help us. For petrol engines, there are mainly two types of products: one to increase the octane rating of the fuel; the other to clean the injectors of any build-up of deposits that clog the jets, causing a weak or irregular spray. What is meant by "octane rating"? The octane rating is an index of the fuel's resistance to detonation (premature ignition). Its scale of values starts from 0 and reaches 100. Inside an internal combustion engine, it is essential that the fuel starts combustion at an exact moment. A fuel with a higher octane number has a lower risk of premature ignition due to compression from the piston; that is, ignition is started only by the spark of the spark plugs. All this translates into superior performance, as long as the engine actually needs this octane increase to perform at its best. Most cars with classic petrol engines run perfectly well on 95 octane fuel. It is very different for highly-tuned, high-performance cars.

WHAT ABOUT DIESEL ENGINES?

When a diesel engine starts emitting grey smoke from the exhaust, we are probably dealing with dirty injectors. It is not uncommon, especially today, with the introduction of biodiesel, which can form annoying deposits. Since keeping the injectors of your engine clean is vital in order to guarantee efficiency and optimum performance, there are numerous multifunctional additives on the market. They are designed specifically for the protection and cleaning of diesel engine injection systems.

THE "COATING"

Lubricating oil is a liquid mixture composed of a base that can be of mineral, semisynthetic or synthetic origin. It can include additives such as dispersants, antioxidants, detergents, rust inhibitors, anticorrosive agents, anti-foaming and anti-wear agents, viscosity adjusters, etc. These are added depending on the applications for which the lubricant is intended.

As we have seen, the primary purpose of the oil is to lubricate moving parts. However, there are times when

the mechanical components are in a "precarious" lubrication state. For example, at start-up, friction is very high and can result in massive wear of the parts. Low temperatures further accentuate this problem. At high temperatures, the oil loses viscosity and lubricating power. Sudden variations in load, like violent acceleration, can break down the dynamic lubricating film. In these moments, metal-to-metal contact occurs, which generates friction and consequent wear. To overcome the limitations of liquid lubricants, both in terms of temperatures and pressure, and to improve performance, "coating" is essential, i.e. the coating of the surface of metals. This treatment makes the surfaces self-lubricating, guaranteeing the absence of contact between the mechanical parts, even in extreme lubrication situations. As a result, even in the moments of lack or absence of dynamic lubrication, the metal surfaces are protected, and wear is avoided. To make this coating, solid lubricants are used. Of those, PTFE (polytetrafluoroethylene) is the material of choice. The anti-friction coating treatments based on PTFE are added to the engine oil. As well as reducing the coefficient of friction between the mechanical parts, they double the temperature resistance compared to standard oils. Thanks to the sealing effect of the PTFE coating, the seal between the engine components is improved. This will result in an increase in compression, allowing better combustion and efficiency of the engine. There will also be a decrease in oil consumption and polluting emissions. Thanks to lower friction, there will be less power absorption, a drop in the lubricating fluid temperatures and a reduction in noise, effectively increasing the life of the engine.

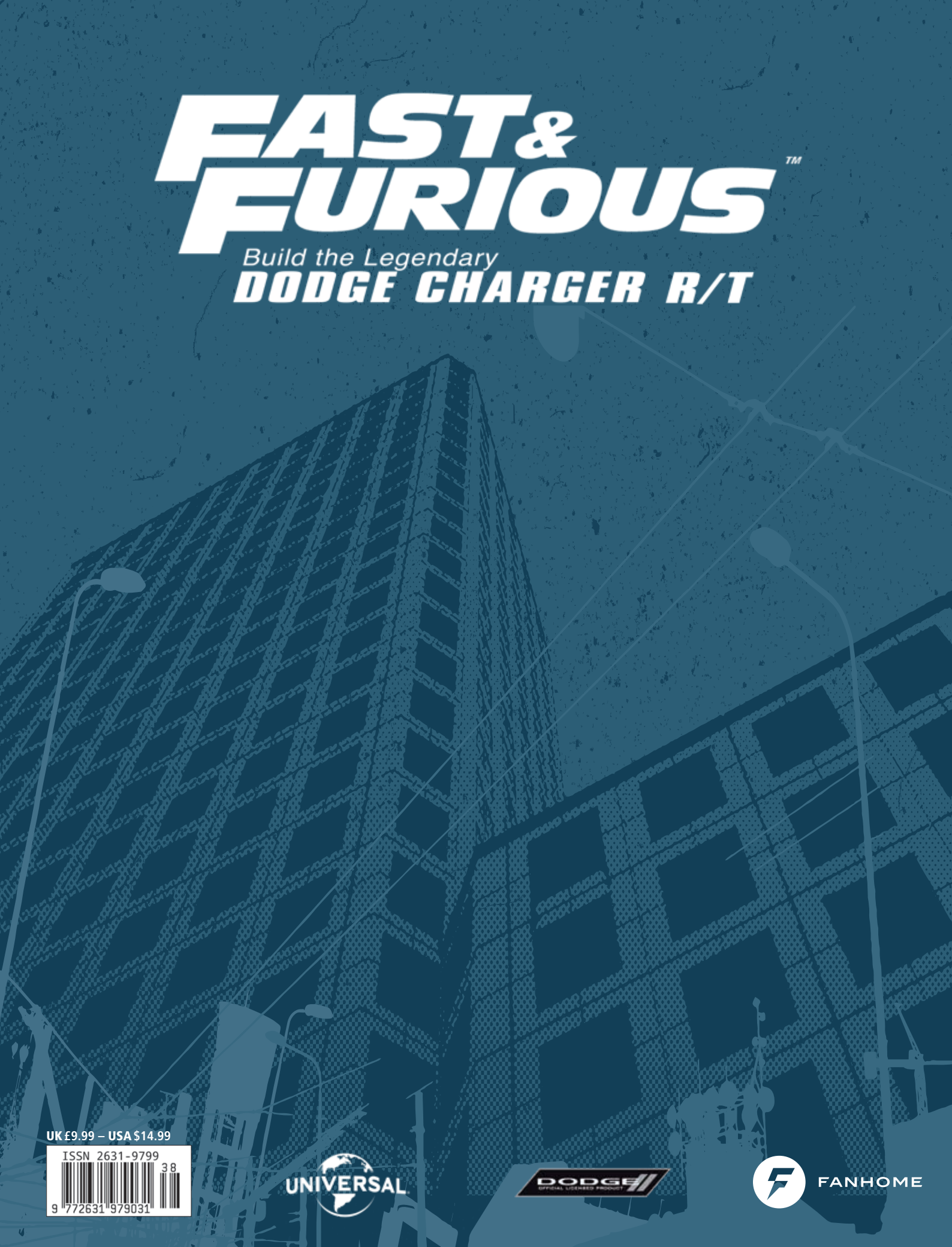
Additives for the radiator

Let us not forget that the cooling system also plays a vital role in the proper operation of the engine. There are several products on the market to ensure its maximum efficiency. For example, there are professional products for cleaning water-cooling circuits that are clogged with scale or oily residues. Some are capable of dissolving these deposits. By keeping impurities in suspension, they can be completely removed by draining the cooling system. If we are faced with leaks from the hoses, we can solve the problem with sealing additives. They are products that "plug" the holes and permanently seal leaks in the cooling system without damaging the sleeves, gaskets and metal components in the circuit. But take care, these products are not able to eliminate water pump leaks and do not solve any problems with coolant entering the combustion chamber.

Not only fuel and oil: There are also additives for the cooling system, both to clean the circuit and to seal any leaks

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