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**DODGE CHARGER R/T**



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

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

**ISBN:** 978-1-4439-5186-9
**FFN43:** 21 06 30

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

**Picture credits:** Age Fotostock; NBCUniversal Archive; FCA Archives; Dino Dalle Carbonare (Tuning Generation); Marco Boccolini; Tuning Generation

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**Printed in Poland**

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# TAKASHI DK
# THE DRIFT KING

**In every *Fast & Furious* movie, the leading characters have to face a tough rival. In the case of *The Fast and the Furious: Tokyo Drift*, this role falls to Takashi DK, a young man who has earned himself the title of "drift king" in the world of Japanese racing.**

In *The Fast and the Furious*, we saw how Dominic Toretto maintained a fierce rivalry with another impulsive driver, Johnny Tran, which eventually spilled out beyond the racetracks and ended tragically. In some ways, DK, the adversary in *The Fast and the Furious: Tokyo Drift*, is very similar to Tran. Both of them are young and conceited, and they use their family's position of power for their own benefit.

## DEFEATING HIS RIVALS

It is not surprising that wherever races are held there is always a local driver who stands out above the rest. This happened in Los Angeles, where Toretto reigned over all the other racers. But he always respected them, giving anyone the chance to compete with him, and without abusing anybody just because he was the fastest. One thing is clear, however – there are not many like Toretto.

As we see straight away in *The Fast and the Furious: Tokyo Drift*, in the city of Tokyo there is only one drift king, and that is DK. This driver's personality is absolutely nothing like Toretto's. He is considered invincible on his own patch and, when he gets behind the wheel he never makes concessions. His goal is to thoroughly defeat his rivals and exhibit his superiority. Evidently, DK is a proud man, who loves being flattered and even feared by the others.

## CONFLICT ON WHEELS

Always accompanied by Morimoto, who acts as his right-hand man, DK enjoys the meetings that are held in a

**In the movie *The Fast and the Furious: Tokyo Drift*, actor Brian Tee plays the part of Takashi DK, who is considered the King of Drifting.**



**The relationship between DK and the recently arrived driver, Sean Boswell, is tense from the very first moment.**

parking lot in the center of Tokyo, where young car enthusiasts meet to show off their tuned models. The cars we see in *The Fast and the Furious: Tokyo Drift* are quite unlike those the franchise showed us in the first two movies. The muscle cars now make way for those made in Asia, whose lines and designs are far removed from those of the American classics. These differences can be clearly seen with the "king's" vehicle, a dark coloured Nissan Fairlady Z33, the envy of every other driver in the region.

DK proudly shows off his car, while he talks with his business partner, Han, or tries to spend some time with his girlfriend Nella. She is the reason he is not happy about the arrival of a new kid from the USA, Sean Boswell, who tries get into a lively conversation with her. DK wastes no time and immediately goes over to the two of them and invites Sean to go back where he came from. Far from being scared off, the newcomer, without giving it a second thought, challenges DK to a race. DK laughs and answers: "With what? Your skateboard? Easy to sound cocky when you got no ride." The drift king is right, as Sean has landed in Tokyo without a car of his own. But Han, who has been listening to the conversation between the two young guys, is not prepared to miss the chance to see a good race. And that's why he lends Sean his favourite car, a Nissan Silvia S15, something he will soon come to regret, as due to Sean's lack of practice in the drifting technique the car will end up wrecked.

## WITH AN ADRENALINE RUSH

The director Justin Lin gave the part of DK to Brian Tee, a young actor who by then had had a lot of experience, mainly in TV. Playing the bad guy was no problem for the actor, especially because what really captivated him was the possibility of getting behind the wheel of such wonderful vehicles.

"I'm an adrenaline junkie," the actor admits. "When they gave me the keys of the Z (the 2002 Nissan Fairlady 350Z), and they told me I could drive as fast as I wanted … I was all over it. They had to kick me off the track."

Along with the rest of the cast, before starting the movie Brian Tee went to the Irwindale Speedway track, where the drift training sessions were held, a technique they eventually mastered thanks to the supervision of Rhys Millen, the champion in this discipline, and stunt driver Tanner Foust.

In *The Fast and the Furious: Tokyo Drift*, we see Sean Boswell, shortly before his first race against DK, asking his good friend Twinkie if his rival can drive well, which brings the following reply: "Can he drive? You know what DK stands for, man? Drift King!"

Despite the hours of training, stunt drivers stood in for the actors when it came to filming the lightning-fast races in the movie. Deep down, Brian Tee breathed a sigh of relief. "Although I learned the technique, I don't think I got to be a good drifter," he confesses. "It helped my performance a lot to know what it feels like behind the wheel, but I thought it was right for the manoeuvres to be performed by stunt drivers because they've been driving for 15 or 20 years and they're the best drivers in the world."

## THE TENSION RISES

After beating Sean in their first race, DK goes back with his men to the backroom of a slot machine parlor, from where he directs some business activities. For this he has the help of his influential uncle Kamata, a highly respected man who is very important in the whole neighbourhood.

DK usually does business in partnership with Han. However, he feels uncomfortable when he finds out that his partner has become Sean Boswell's mentor in order to teach him the drifting technique. Things between them are getting worse all the time, since Han is organising races between his pupil and DK's buddies, who are gradually losing their cars. A particularly delicate moment comes after Sean wins Morimoto's car, a 1986 Toyota Corolla, in a race.

Events move quickly when uncle Kamata goes to visit his nephew and suggests to him that Han is not doing the accounts properly and is keeping more of the profits for himself than he really should be. Initially, DK tries to make excuses for Han, thinking that if any money is disappearing it must be an insignificant amount. But for Kamata even the smallest amount cannot be allowed to go unnoticed, and he illustrates the point for his nephew with an old Japanese saying: "For want of a nail, the horseshoe was lost. For want of a horseshoe, the steed was lost. For want of a steed, the message was not delivered. For want of an undelivered message … the war was lost."

## BRIAN TEE

Brian Tee was born on March 15th, 1977 in Okinawa (Japan). When he was just two years old he moved with his family to Los Angeles, where he grew up and went to school. At university, he joined acting classes and discovered his true vocation. From then on, he kept on trying until he managed to kick-start his career as an actor. After playing some small roles in TV series, he appeared in the movies *We Were Soldiers* (2002) and *Austin Powers in Goldmember* (2002) before becoming a real star when he played the violent DK in *The Fast and the Furious: Tokyo Drift*. The popularity he gained thanks to his appearance in the *Fast & Furious* franchise later allowed him to take parts in major Hollywood productions, such as *The Wolverine* (2013) or *Jurassic World* (2015). Nevertheless, his greatest successes have come thanks to his appearances in a host of TV series, especially as the popular Ethan Choi in Chi*cago P.D.*, *Chicago Fire* and *Chicago Med*.

## THE KING DETHRONED

Uncle Kamata's visit to DK's place sets in motion a series of tragic events that will lead to Han's death and DK's showdown with Sean in a race that ends with the drift king being dethroned. Always arrogant and powerful, DK looks on from inside his overturned car as Sean ends up with Neela.

His fantastic performance as DK catapulted Brian Tee towards stardom. He says that, "even now some people still see me as the drift king. It's fun. In the world of drifting, DK is the absolute villain, the iconic bad guy. And I feel proud of that."



**After becoming Sean's mentor, Han takes care of promoting races with DK's associates to try to win their cars from them.**



# DODGE 1500/1800

**Developed by the Hillman brand and launched in 1970 as the Hillman Avenger, this mid-range sedan had a very long commercial life all over the world and was sold under numerous brand names. In Brazil and Argentina it was sold under the Dodge brand, in the former as the Dodge 1800 and the Polara, and in Argentina as the Dodge 1500.**

**The Dodge 1800/Polara was one of the most popular cars in its segment in Brazil. It was also made in Argentina for two decades, where it was called the Dodge 1500.**

Hillman was a British brand belonging to the Rootes Group, taken over by Chrysler in 1967. To replace the Minx, in 1970 the firm launched the Avenger, a four-door saloon. Later, a two-door and a five-door family model would be made. It was a car with a classic structure: front engine (1.25 or 1.5 cc) and rear-wheel drive, with a pleasant line, very much of its time, with a semi-fastback rear. Sold first as a Hillman (until 1976) and as a Sunbeam, then as a Chrysler Avenger and finally as a Talbot Avenger, this car did not make much of an impact in Europe, and it was more or less limited to the British market.

In the early 1970s Chrysler Corporation was rapidly expanding internationally and the Avenger was a product that looked like it would sell well in different markets, so the Dodge company adopted it and sold it under its brand name in South Africa and South America. In Argentina production began in 1971 as the Dodge 1500 (in reference to the cylinder capacity of the engine used) in both the four-door and family versions. After Chrysler Argentina was taken over by Volkswagen, it stayed on the market as the Volkswagen 1500 right up until 1990. In Brazil it was manufactured between 1973 and 1981 as the Dodge 1800, indicating the increased cylinder capacity of the proposed engine. From 1977, in that market it was known as the Dodge Polara. On a curious note, this model was also marketed in the USA as the Plymouth Cricket.







# ASSEMBLING THE BATTERY HOLDER (I)

**In this assembly session you will start assembling your model's battery holder. Follow our instructions and the illustrations that accompany them very carefully.**

## PIECES FOR THIS STAGE
















**43A** Back panel of the fuel tank
**43B** Battery holder cover
**43C** Battery holder screw, 2,9 × 8 mm
**43D** Spring
**43E** Washer

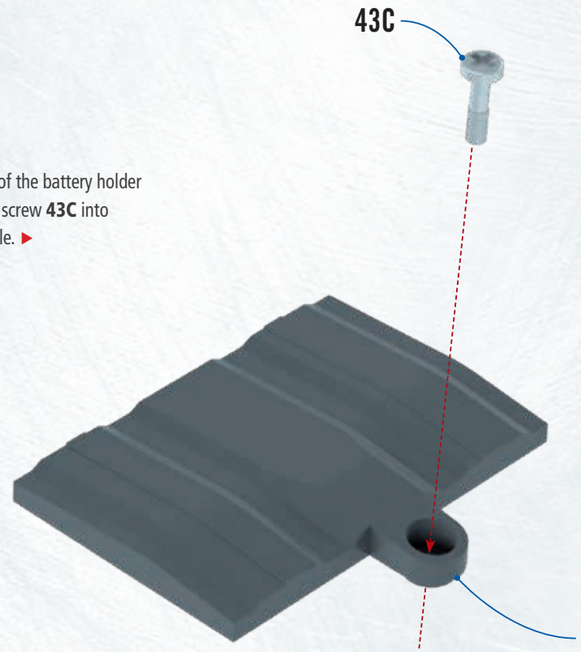
**Editor's note:** The parts shown here may differ slightly from the parts supplied with this issue. This does not affect the quality or the assembly instructions in any way.

## ASSEMBLY AREA

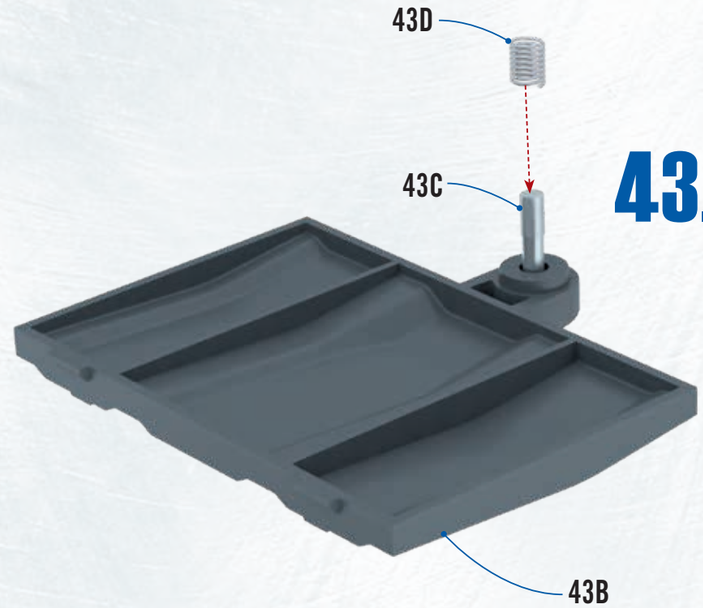


THE BATTERY HOLDER

# Assembling the battery holder (I)




**43.1** **FROM** the top side of the battery holder cover **43B**, insert the screw **43C** into the corresponding hole. ▶

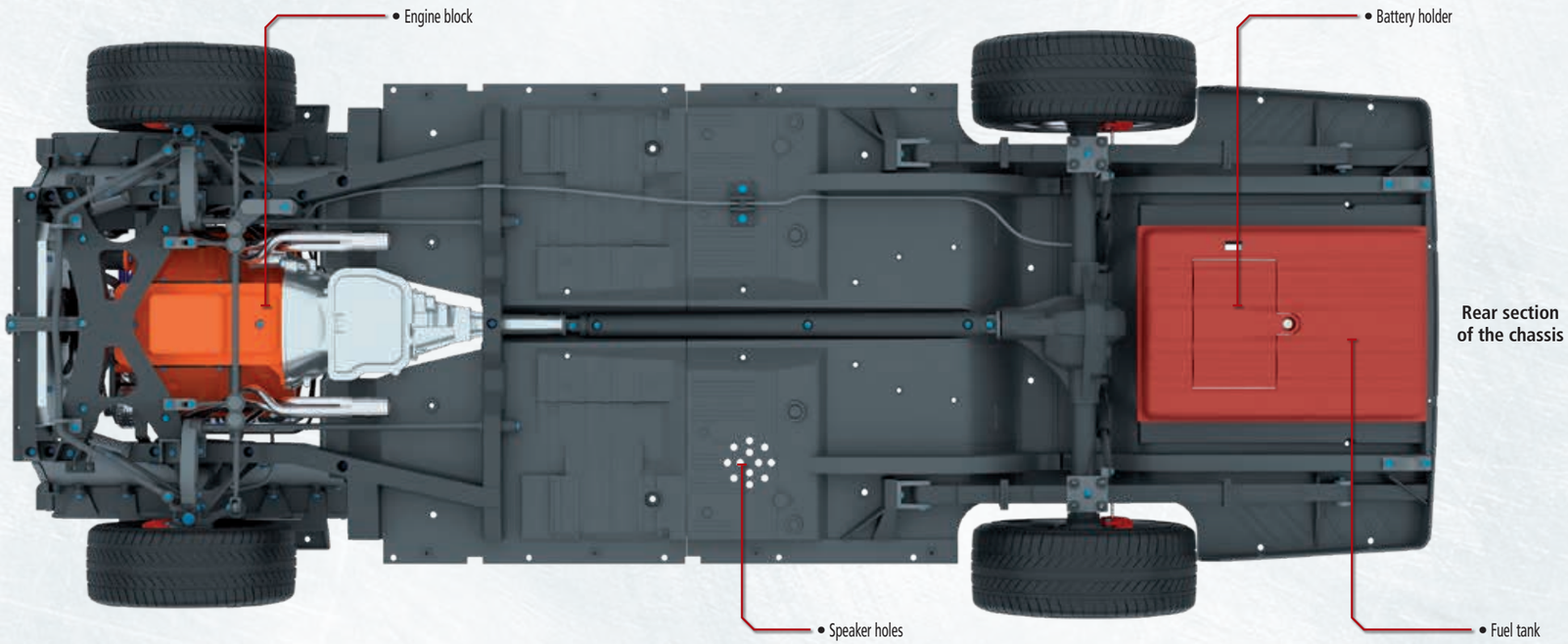



**43.2** **TURN** the battery holder cover over and slide the spring **43D** onto the screw. ◀

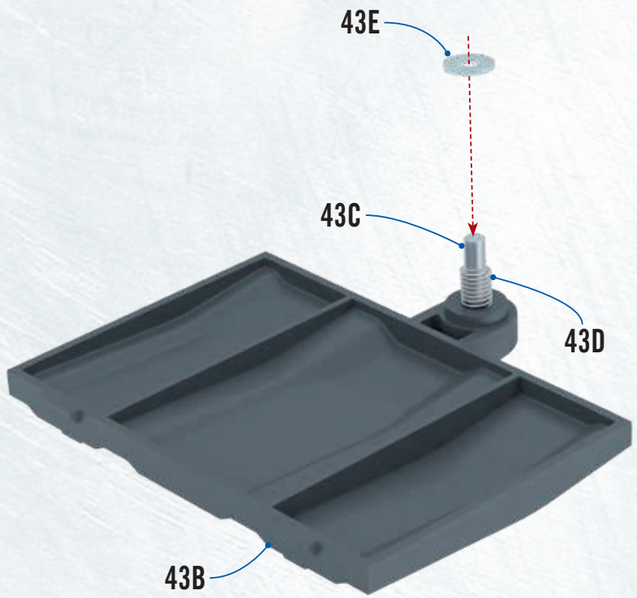
## AN OVERVIEW

**The battery holder will go at the back of the chassis, and can be opened by removing the screw that comes with this stage.**

To operate your model's electrical system, you will need three batteries to power the lighting system and produce the sound effects. These must be connected to a control unit and a speaker, located in the central part of the chassis. The small hole in the fuel tank will house a switch, which you can use to turn your model's electrical functions on and off whenever you like.



# Assembling the battery holder (I)






**43.3** **Finally,** slide the washer **43E** onto the screw **43C** so that it is on top of the spring **43D**. ◄

## STAGE 43 FINAL RESULT



**You have now prepared the battery holder cover. Put it carefully to one side.**







# THE POWER OF AIR



**Air suspension is an essential item for serious tuning fans. It is perfect for those who want the low-rider effect but also want to be able to raise the car at the touch of a button and travel in comfort.**

In the world of serious tuning, there are two real factions when it comes to suspension setup: On the one hand, the low-rider purists. They almost seem to enjoy the sound of some part of their car scraping the ground, because it means they have the suspension as low as it will go. Then there are the lovers of the "air ride" – air suspension that allows them to vary at will, and in real-time, the height of the car by playing with the compression characteristics of air. Here, we will explore in detail what they are and how they work.

### MAGIC BELLOWS

As we have seen, the most common suspension systems consist of coil springs and shock absorbers. The coil springs keep the car at a predetermined height from the road and respond to significant weight transfers. The shock absorbers dampen the compression and rebound of the springs to even out the ride.

With air suspension, traditional coil springs are replaced by air bellows – strong elastomer "bags" in which air is stored. They keep the car raised to a chosen height from

**Air suspension allows for dramatic lowering of the car, burying the tires inside the wheel arches and allowing the bumper to touch the ground.**




**With air suspension, a bellows takes the place of the traditional suspension springs. Once filled with air, it can keep the car raised at a predetermined height relative to the ground**

the ground and are combined with oil or gas shock absorbers that perform the same function as traditional dampers. Air pressure and ride height is controlled by an electric compressor that keeps the air in the circuit pressurised. A set of valves directs the compressed air to the bellows on each wheel. Some models have a storage tank for the air. This protects the compressor from being overworked. Pipes run from the compressor, or the tank, through the valves to the individual suspension bellows. Air pressure settings can be either "active" or "passive".

The "passive" version allows you to manually vary the car's height from the ground, to the extreme that you can even allow the bumper to touch the ground. Then it can resume its normal height at the touch of a button. However, when the car is in motion, the system responds to road surface conditions, just like standard suspension. The "active" air suspension systems continuously adjust the damping and stiffness settings during travel. They use a series of sensors and an electronic control unit that works out the best configuration to respond to the road surface with absolute comfort and safety. This system allows it to adapt, for example, to a greater load at the rear of the vehicle, by adapting the height of the rear suspension in real-time and appropriately balancing the car. In the past, it was only possible to experience this type of suspension by purchasing a special kit. However, in recent years, more and more manufacturers have offered pneumatic systems as standard options.



**Air suspension controls are typically integrated into the vehicle's centre console. In this photo, we can see the switches used to independently raise and lower the front and rear axles.**

These cars come with sophisticated air suspension systems specially developed for that specific car. They can maintain ground clearance independently of the load and adapt to a wide variety of road and driving conditions. The bellows system can also be combined with automatically adjusting adaptive shock absorbers. This gives the car independently controlled suspension on each wheel by adjusting the rebound level and compression separately. In order to adapt the comfort and dynamics of the ride to driving conditions, sophisticated sensors and algorithms adjust the shock absorbers according to the characteristics of the road surface. The system can also change the ground clearance by lowering the vehicle by up to 15 mm at higher speeds, to reduce drag and increase ride stability. In more advanced models, the driver can manually increase and decrease the ground clearance and modify the calibration of the springs and shock absorbers according to preferences and circumstances. But changing ground clearance is not only for when the car is actually driving. The rear of the car can also be lowered or raised to make loading of the luggage compartment easier.

## EVERYTHING UNDER CONTROL

Most cars equipped with air suspension have touchscreens located on the dashboard that allow the driver to control the settings. However, if an aftermarket kit has been installed, there are generally two options for controlling the system:

Firstly, compressor controls inside the car that are placed where they can easily be operated from the driver's seat. Alternatively, in some cases, through a mobile phone application. Either system will allow the driver to adjust the ride height on each axle or even on individual shock absorbers. It must be great fun at a tuning rally to be able to change the trim of your car from a distance just using your mobile phone!



## PNEUMATIC? NO, HYDRAULIC!

We must not confuse pneumatic suspension systems with hydraulic systems, even if both allow the driver to use a remote control to vary the vehicle's height from the ground. With pneumatic suspension, the springs are replaced by air bellows that are inflated and deflated by a compressor. Everything works thanks to compressed air pressure. Hydraulic suspension, on the other hand, relies on hydraulic pumps that pump high-pressure liquid into a circuit. Special valves are activated to increase or decrease the vehicle's ride height. Depending on the pumps' power, tremendous forces can be applied to the system, sometimes enough to make a car jump off the ground, literally. Search for "Low Rider" on YouTube, and you will see for yourself. One of the most famous manufacturers of hydraulic systems is Pitbull Hydraulics. They offer advanced equipment that allows a driver to independently vary the height of the front axle, the rear axle, the right side and the left side. With this rig, it is possible to literally make the car "dance".

## A dip into the past

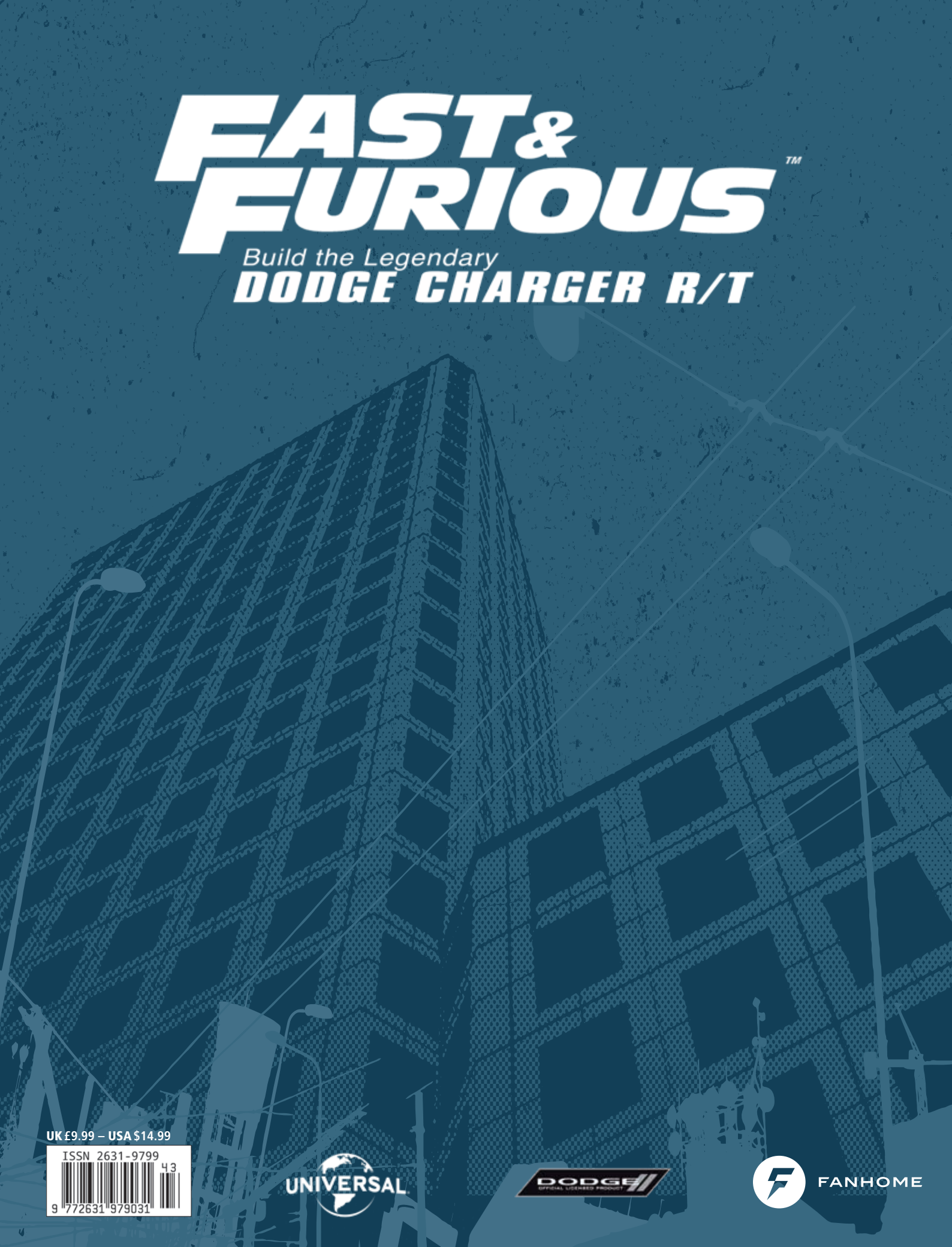
Before compressed air suspension was available, you might have chosen hydro-pneumatic suspension if you wanted to ride in comfort. Made famous by Citroën, the well-known French car manufacturer, it had the advantage of making the vehicle sensitive, dynamic and comfortable without losing any of its road-holding qualities. The system consisted of using hollow, pressurised metal spheres on each wheel and another as the primary pressure accumulator. Internally the spheres are separated in two by a membrane. In one half, there is hydraulic oil, and in the other, a gas, typically nitrogen. Pressure flows from the hydraulic circuit to the suspension, pressurising the bottom part of the spheres and suspension cylinders. The suspension works by means of a piston transferring hydraulic fluid into the sphere, which compresses the nitrogen in the upper part of the sphere. The integrated levelling system makes it possible to drive on three wheels without major problems and even to change a wheel without using a jack. Undoubtedly, this system offered many advantages, but it was a complex system to build and maintain. It was eventually phased out.

**Do not confuse air suspension with hydraulic suspension! Hydraulic suspension relies on hydraulic pumps that pump high-pressure liquid into a circuit. Special valves are activated to increase or decrease the vehicle's ride height.**



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UK £9.99 – USA $14.99

ISSN 2631-9799 43

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