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44

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**DODGE CHARGER R/T**





# THE DODGE VIPER, A SUPER SPORTS CAR

**If, in the world of *Fast & Furious*, speed is one of the main elements, it is not surprising that a vehicle as powerful as the Dodge Viper should wish to demonstrate its qualities in order to join the franchise.**

So far, the Dodge Viper has made three appearances in the *Fast & Furious* franchise, enough to show us its overpowering personality. This two-door coupé was designed by Dodge in the late 1980s to challenge the most powerful American sports cars of the time, including the outstanding Chevrolet Corvette. The Viper was soon a rival to be reckoned with and also a vehicle that, due to its spectacular design, began appearing in a lot of videos, TV series, videogames and feature films.

## VERONE'S CHALLENGE

*2 Fast 2 Furious* was the first film in the franchise to show us a Dodge Viper. In the film, the Argentine businessman based in Florida, Carter Verone, is trying to recruit the best drivers in the area to help him in his business dealings. To put them to the test, he summons a few candidates to his mansion and tells them, "My Ferrari was confiscated yesterday, and it sits in an impound lot in Little Haiti, about 30 kilometers from here. The car isn't important. What is important is the package I left in the glove box. The first team back here with the package will have an opportunity to work for me."

The drivers immediately jump into their cars and head off to get to the impound as quickly as possible. Among them are Brian O'Conner and Roman Pearce, the main characters in the film, and also a driver at the wheel of an explosive yellow 2003 Dodge Viper SRT 10.

On a curious note, we should mention that it was Dodge itself that lent the vehicle to the film crew, on the condition that it be returned in perfect condition. The original car was red, but it was painted yellow for the film. After taking part in the shooting of this race, where it was looked after very carefully by the stunt performers to avoid it getting damaged, it was repainted its original color and sent back to the showroom that it had come from.

**The spectacular Dodge Viper SRT 10 was chosen to be one of the starring cars in the film *2 Fast 2 Furious*.**

## GREAT ENGINE POWER

One of the creators of the radical Dodge Viper was the famous designer Carroll Shelby, well known for creating the legendary AC Cobra, hence a lot of fans wanted to see a certain connection between both models. The original Dodge Viper RT/10 was conceived as a car with fibreglass bodywork and a 7.9l V10 engine. The first prototype was presented at the Detroit Auto Show in 1989, although mass production did not begin until 1991.

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**The interior of the Dodge Viper was designed to travel in comfort. Some of the Viper models have a top speed in excess of 185 mph (300 km/h).**

With the arrival of the 21st century, significant changes were made to the engine to pave the way for what would be known as the Viper SRT 0 (Street and Racing Technologies). This model would have 506 horsepower, enabling it to break the 300 km/h barrier. A real bullet on the road! It would be precisely this version that appeared in *Fast & Furious*.

## STUDENTS ON WHEELS

The Dodge Viper was given a more important role in the franchise with the fascinating beginning of *The Fast and the Furious: Tokyo Drift*. Sean Boswell, the young lead in the film, has finished for the day at high school and is walking to his car, a 1971 Chevrolet Monte Carlo. Parked next to it there is a striking red 2006 Dodge Viper SRT-10 convertible. A female student sits in the car waiting for her boyfriend.

"Nice ride," she says very ironically to Boswell, since it looks like a museum piece to her. He says that the car does a great job. "What job, delivering pizzas?" she replies. At that moment the girl's boyfriend Clay appears. Dressed in a casual shirt and surrounded by his friends, he picks on Sean. When Sean excuses himself saying that the girl was "admiring" his car, Clay bursts out laughing and says, "My grandma's Buick would smoke that piece of junk, trailer trash." To which Sean replies, "Well, what about your daddy's Viper?" Visibly angry, Clay tells him, "This beast's got 500 horsepower and it does 0 to 100 in like 4.3 seconds," which brings cries of admiration from his buddies. Sean however, is unimpressed and says sarcastically, "Wow, you can read the brochure."

## A VERY SPECIAL RACETRACK

The confrontation between Sean and Clay ends the only way it could: by letting their cars do the talking. And they do so in an incredible race that is the only sequence in the film that allows us to see the Dodge Viper in action.

The director of *The Fast and the Furious: Tokyo Drift*, Justin Lin, was determined that this scene had to amaze everybody in the theatre, as it was the official presentation of the new male lead. And so the race between the Monte Carlo and the Dodge Viper was prepared right down to the last detail. According to the original script, the venue for the race was going to be a housing development some way out of the city, where houses were being built. Lin was initially convinced that in order to recreate this scene they would need to build a set. "Who would let you shoot a movie while you're building houses?" he wondered. To his great surprise, a property developer in Victorville (California) gave him a residential area under construction so they could shoot the movie – and all so he would have the honor of being associated with the world of *Fast & Furious*.

In the movie the students drive out to the Shangri-la housing development. The two drivers have to drive from one side to the other to show who is the fastest. At the start the cars accelerate at top speed. With the help of some of his friends, Clay takes the lead and seems to be in control of the race. But Sean shows his skill at the wheel and soon looks like he is going to win. Determined to avoid defeat at all costs, Clay does not hesitate to slam into Sean's Chevy with his Dodge Viper to run him off the road. These dangerous manoeuvres lead Clay to lose control of his car. Sean manages to cross the line first, although he also ends up rolling over and over and wrecking his car.

To begin with, Justin Lin wanted the exciting race to end with both drivers being thrown through their respective windshields. In the end the idea was dropped. "I'm really glad we didn't do that," Zachary Ty Brian, who plays Clay, said with a smile on his face. It took two whole weeks' work to shoot the race scene. The result, however, was worth it.

## FROM SHANGRI-LA TO ABU DHABI

Few imagined back then that the Dodge Viper would go thousands of kilometres further thanks to the *Fast & Furious* franchise. But this is precisely what happened in *Furious 7*. In this movie the incredible hacker Megan Ramsey joins Toretto's team to give them access to a powerful spying device known as the God's Eye. Following the trail of this device, the whole family has to travel to Abu Dhabi, in the United Arab Emirates, to meet Zafar, a friend of Ramsey's to whom she sent the unit containing the God's Eye. As we see later, Zafar reveals that he sold it to a Jordanian prince who keeps the device in a maximum-security vault in the tallest skyscraper in the city.

On this occasion, the Dodge Viper SRT 10 plays a minor role. It is part of the convoy of sports cars in which the team travels to the exotic city. It does not stand out very much, although it is impressive to see it speeding along the roads like an arrow between dunes and camels.

For the moment, that was the Viper's last appearance in the franchise, a vehicle that for years has been the true paradigm of the sports car. In 2017, however, production was halted for good in response to a gradual drop in sales.

## THE SECOND UNIT

Decades ago, with the desire to help film production to develop, what today is known as the "second unit" was devised. It is a small film crew that has the job of filming action scenes or crowd scenes in which the film's stars do not appear. So, for example, while the director is shooting a dialogue sequence with the stars, the second unit could be filming a car chase with the stunt performers. As many of you will already have imagined, second units are essential in the *Fast & Furious* franchise. In this case, they are almost always made up of people closely connected to the world of the stunt performers, since, generally speaking, they film the most dangerous action sequences.



**The Dodge Viper also had a role in two of the other films in the saga: *The Fast and the Furious: Tokyo Drift* and *Furious 7*.**




# WALTER P. CHRYSLER MUSEUM

**The Walter P. Chrysler Museum, opened in 1999 and closed in 2016, had a magnificent collection of 65 vehicles, as well as several prototypes, engines, posters and objects that represented the Group's history and how it had developed. The most emblematic Dodge models were part of the exhibition.**

**The museum was housed in a magnificent red-granite and glass building, on three floors and with a surface area of 55,000 square meters. After it closed, the vehicles displayed in it continued to be used for the Group's events.**

The Chrysler Group's museum was in Auburn Hills (Detroit), near the Group's headquarters. The building had three floors. In the entrance hall, a structure of movable platforms welcomed visitors, showing different concept cars of the Chrysler Corporation. On the second floor visitors could observe numerous models from the first third of the 20th century, plus an introduction to the origins of different brands, including the Dodge brand.

The cars exhibited on this second floor and on the top floor, in some cases displayed in period settings, corresponded to the most emblematic models of the Chrysler Corporation's different brands (Chrysler, Dodge, Plymouth and Imperial) and to other marques (Overland, Nash, Hudson, Rambler, AMC and Jeep®) acquired in the years after World War II. On the second floor, for example, different models could be seen that had the legendary HEMI® engines, such as the Dodge Charger R/T or one of the first units of the Dodge Caravan, the pioneer of the minivan segment.

In the basement, made to look like a garage, there were the more sporty and racing models, as well as some of the most emblematic four-wheel-drive vehicles of the group's different brands. A small bar, modelled on the Dodge Viper, allowed visitors to take a small break during their visit.



**A racing Dodge Viper on one of the floors of the Walter P. Chrysler Museum.**







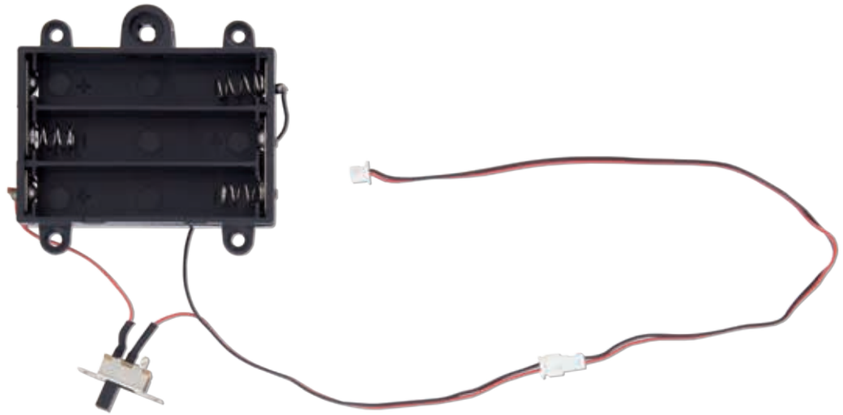
# ASSEMBLING THE BATTERY HOLDER (II)

**In this assembly session you will install the battery holder, complete with the wiring, in the bottom of the fuel tank.**

**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

44A



44B 44C EP FP GP



44A Battery holder with wires and switch
44B Connecting plate
44C Hex nut
EP Screws 1,7 × 3 mm, (x 3)*
FP Screws 2,3 × 4 mm, (x 5)*
GP Screws 1,2 × 3 mm, (x 3)*

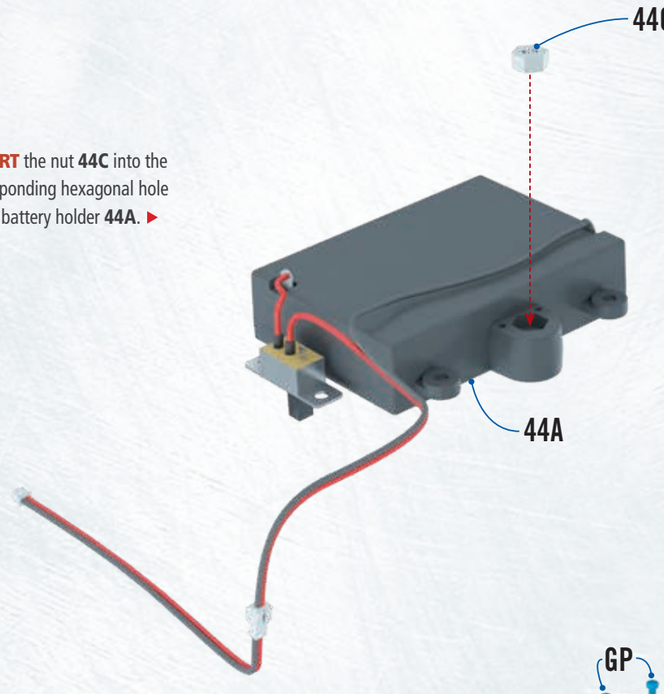
* Some of the parts are spares.

## ASSEMBLY AREA

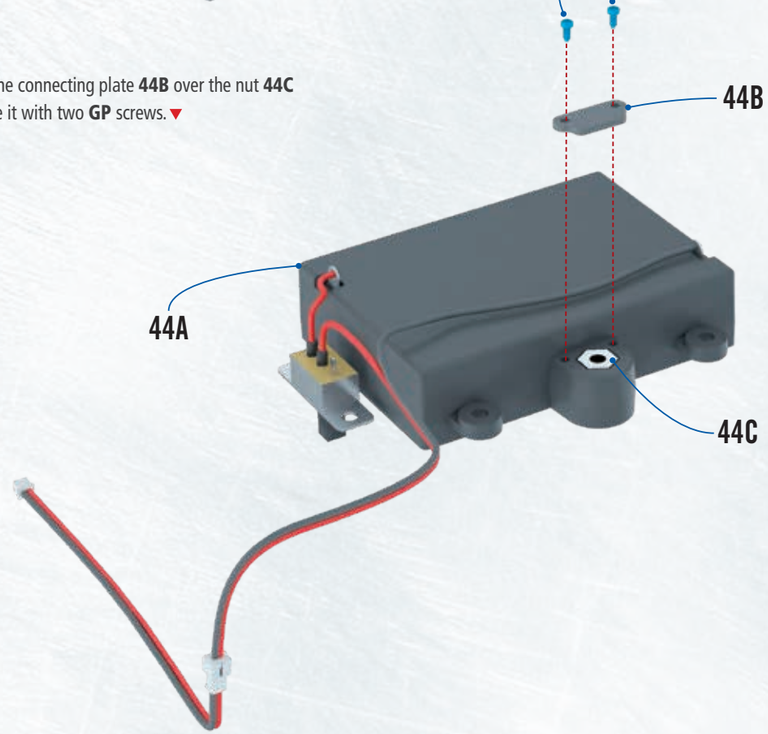


THE BATTERY HOLDER

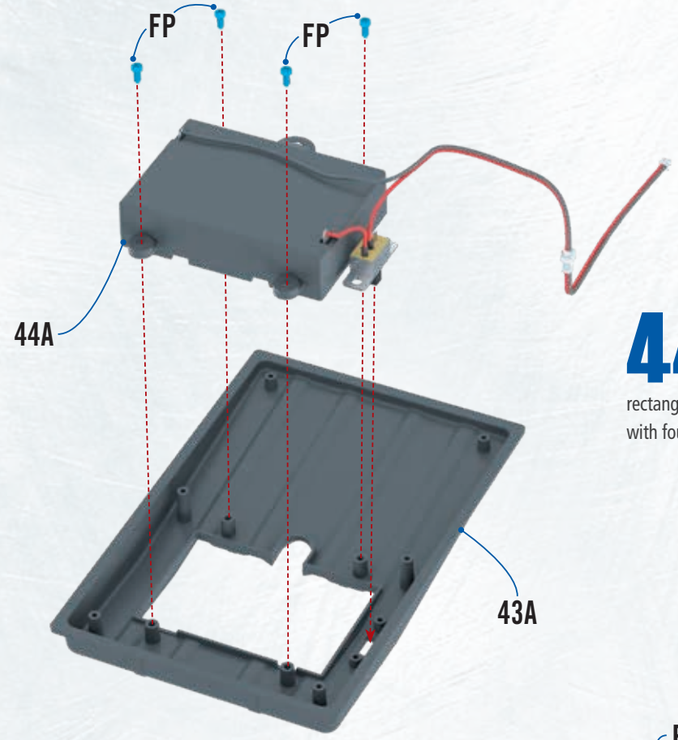
# Assembling the battery holder (II)




**44.1** **INSERT** the nut **44C** into the corresponding hexagonal hole in the battery holder **44A**. ▶

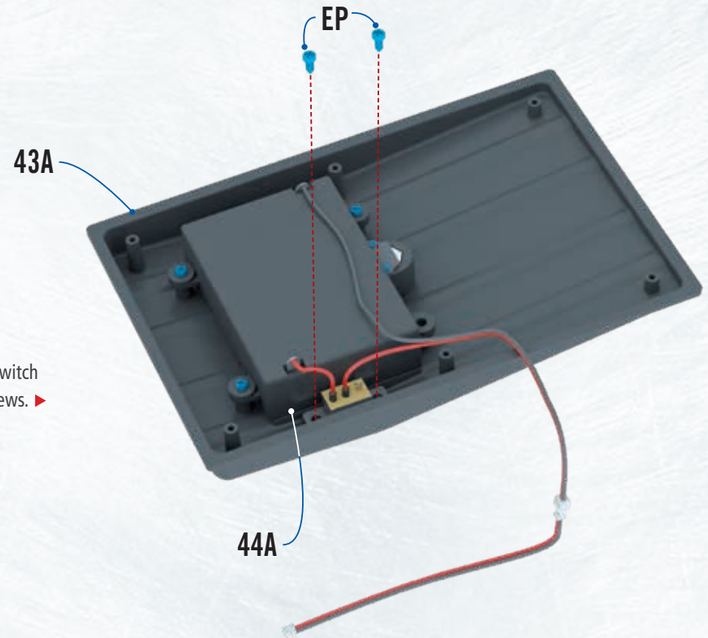



**44.2** **PLACE** the connecting plate **44B** over the nut **44C** and secure it with two **GP** screws. ▼





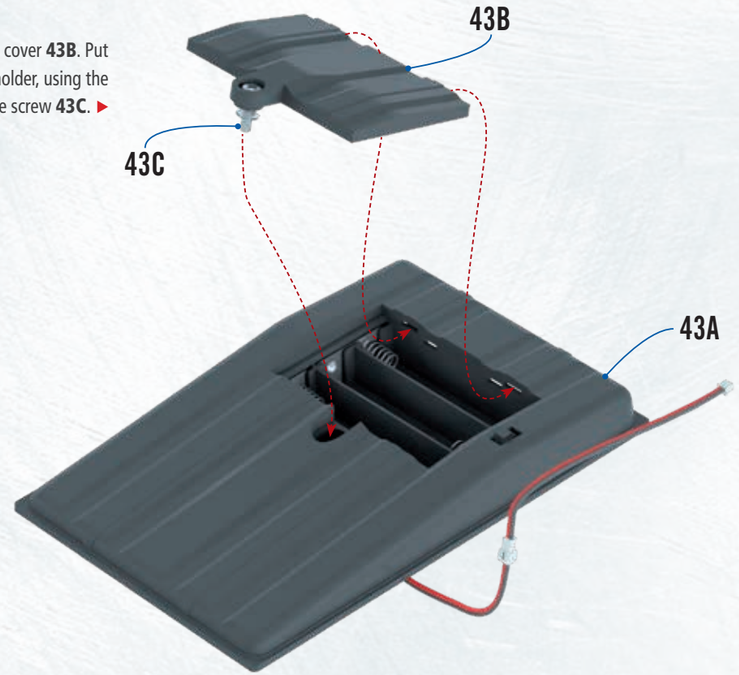

**44.3** **JOIN** the piece you have just assembled with the back panel of the fuel tank **43A**. Insert the switch correctly into the small rectangular hole, as shown in the illustration. Secure the pieces with four **FM** screws. ◀




**44.4** **SECURE** the switch with two **EP** screws. ▶

# Assembling the battery holder (II)

**44.5** **GET** the battery holder cover **43B**. Put it on top of the battery holder, using the two tabs. Secure with the screw **43C**. ▶




## STAGE 44 FINAL RESULT

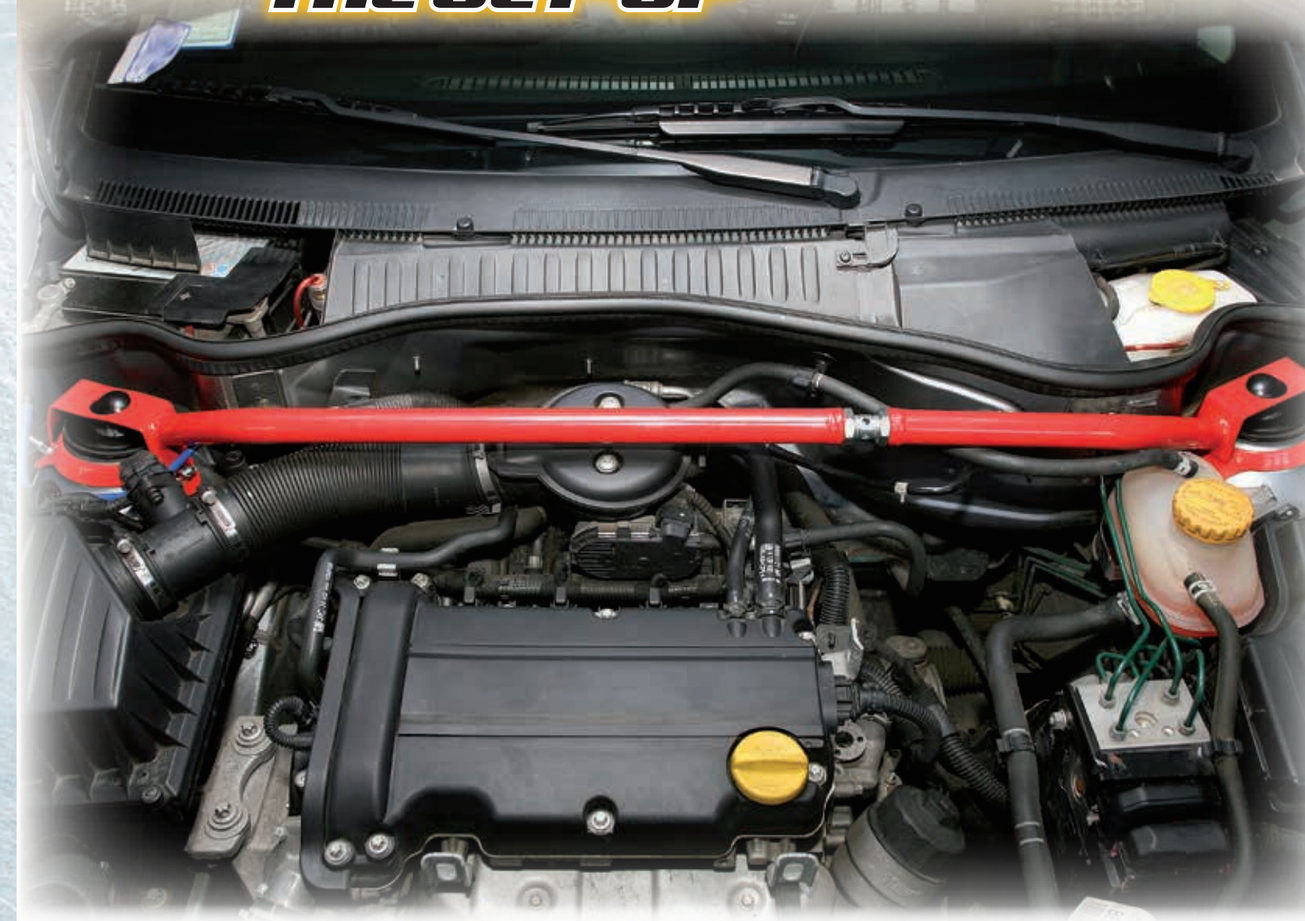


**You have now installed the battery holder in the bottom of the fuel tank.**





# STIFFEN THE SET-UP



**After installing sports suspension for an improved set-up, we shall now see how to stiffen the front and improve the car's road handling. We will also find out how polyurethane mountings work and how to fit a tie bar onto the car.**

You now know that to set up your car, you have to work on the shock absorbers and springs, perhaps replacing them with adjustable shock absorbers and shorter or progressive springs. However, not everyone knows that it is possible to modify other parts of the car, by installing a tie bar, for example. You could also replace the standard suspension supports with polyurethane components. Of course, a precise, perfect, long-lasting set-up is not only the objective of every race driver but also of the most conscientious and demanding motorists. An efficient set-up supports high performance on the track. It also has valuable advantages in daily use – like correct tyre wear and the pleasant sensation of sporty handling.

### MAGIC MOUNTINGS

There are several products on the market that replace traditional rubber suspension mountings. The suspension

**Excellent for stiffening the body, the tie bar can usually be installed very quickly and helps to cope with the stresses of the road.**

bushings are, in fact, some of the most stressed components of those mounted on a car. They undergo enormous strains without almost any maintenance or lubrication. The rubber compound they are made of deteriorates with age, becoming softer and less resistant to the forces to which it is subjected. This permits increasingly erratic movement of suspension components and less control over the suspension geometry itself. In fact, the original rubber bushings are usually not very rigid to start with. They are subject to extreme wear, which creates variations in the angles of incidence of the tyres and an inadequate response to the stresses imposed by the driver. Try driving a three or four-year-old car and then switch to a new car: you will immediately notice a big difference in handling! This is a significant problem, especially when you are looking for high-performance driving precision.

This degradation does not occur with polyurethane mountings. They are around 25% harder than the original components, and they can continue to absorb stresses and vibrations for as long as they are used. They last at least ten times longer than rubber, and even in the first year of use, you could cut tyre wear and the cost of replacing rubber bushings. Also, the car will be safer, with improved braking stability and road holding.

The polyurethane compound also solves the common problem of road noise. The compound's special design is about 25-30% stiffer than new rubber bushings, but with the same noise-absorbing properties.

## INSTALL A TIE BAR

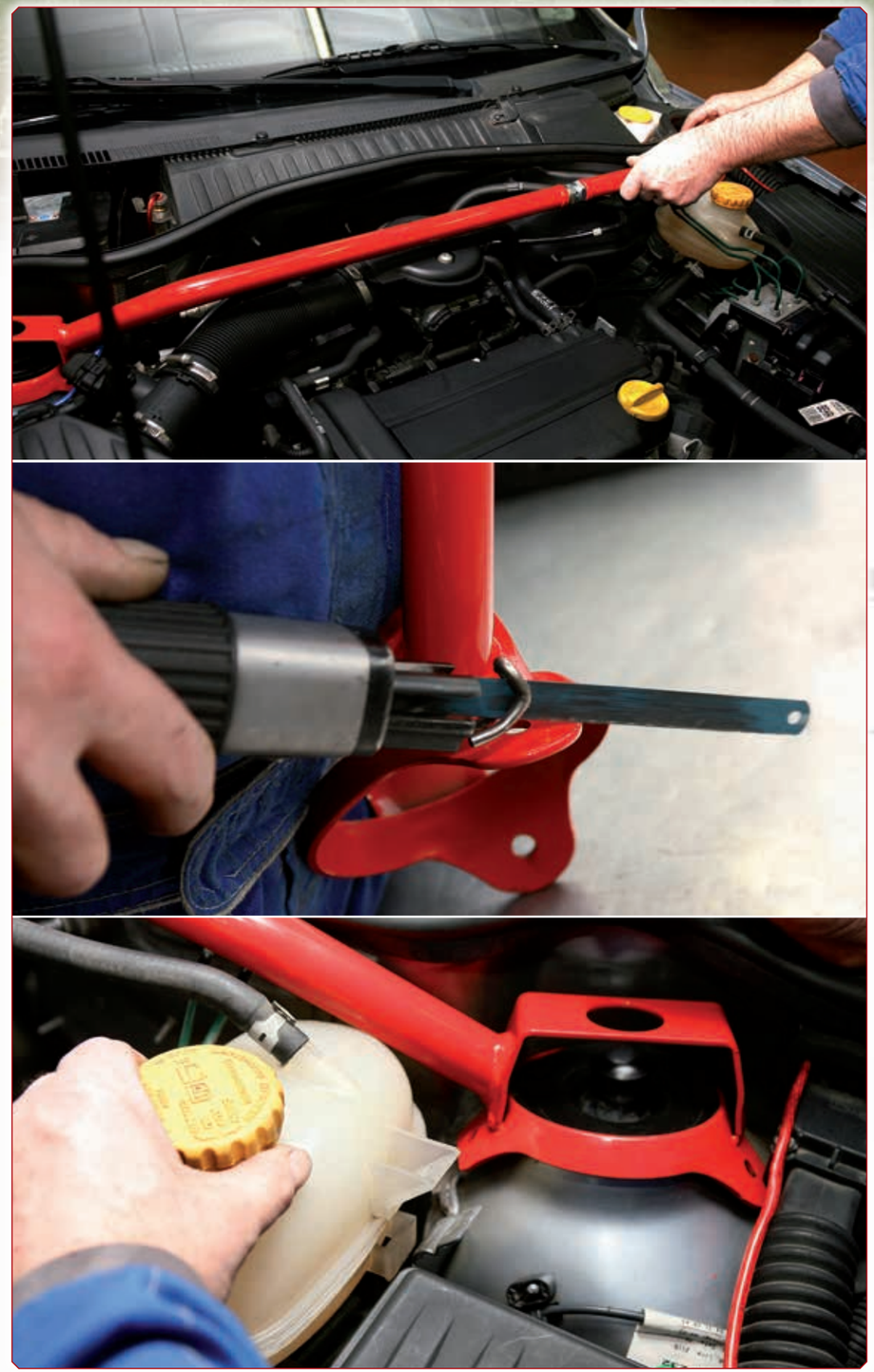
The purpose of a tie bar is, as the name implies, to tie together the two upper struts of the chassis, and consequently, the tops of the front shock absorbers. This will give greater rigidity to the front of the car. However, let us start by immediately debunking a myth. As far as the experts can tell, it is practically impossible to notice the presence or absence of a front tie bar in normal or moderately sporting driving conditions or to feel a significant improvement in vehicle precision and handling.

This does not mean that the installation of a tie bar is not useful. Indeed, as a reinforcement for the bodywork, it is recommended for cars that are pushed hard on a track or on mountain roads. In fact, its presence helps the body to withstand the stresses of the track, reducing flexing and keeping it "in shape". It is also highly recommended if the car is already equipped with sports suspension and high-performance tires.

Installation for most models is straightforward. All that has to be done is to remove the nuts that hold the top of the shock absorbers to the body (usually three). Then position the bar – which is already drilled out at both ends – and re-tighten the nuts. Occasionally, there are some parts to move or remove altogether to make space for the bar. Sometimes holes may have to be drilled: for example, when the car's shock absorbers are fixed with a plate directly over the dome. However, these are not major problems. If the installation is done in a proper workshop, with the help of an experienced mechanic, everything can be assembled in less than an hour.



**By replacing the rubber parts with polyurethane components, we can increase the life of the tires and improve the handling, safety and performance of the car, both on the road and especially on the track.**



**1 Initial checks**
**Before installation, it is essential to check that the bar, even if it is specific to the car, does not touch any part of the motor and that the connections match perfectly without having to bend the bar to fit.**

**2 Any changes**
**In this case, the flanges around the fixing holes are too long and interfere with the coolant reservoir bracket - use a hacksaw to solve the problem.**

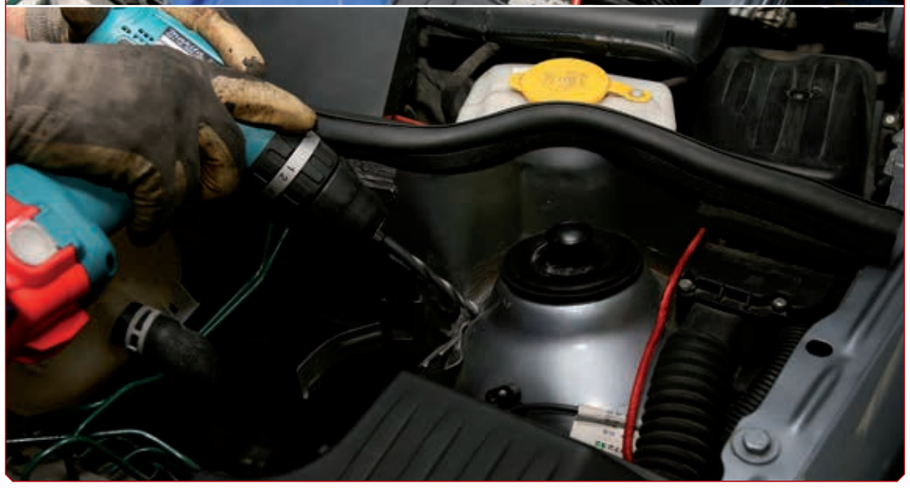
**3 Enough space to work**
**The parts around the domes are then removed to be able to work more efficiently. It is rarely necessary to change the position of an accessory permanently.**



**4 If the holes are missing**
Sometimes it is necessary to drill the domes of the bodywork if there are no fixing holes. Start by using a felt-tip pen to mark the exact point where you want to drill.



**5 The exact positions**
Using a punch and a hammer, mark the dome to allow the drill bit to bite and facilitate drilling.



**6 The right tools**
Use specific drill bits for steel and work patiently to avoid damaging the metal or other adjacent parts of the car.



**7 Be careful not to damage anything**
In some cases, it may be necessary to remove the shock absorber to avoid damaging it when drilling. In that event, the car should first be raised on a lift bridge.



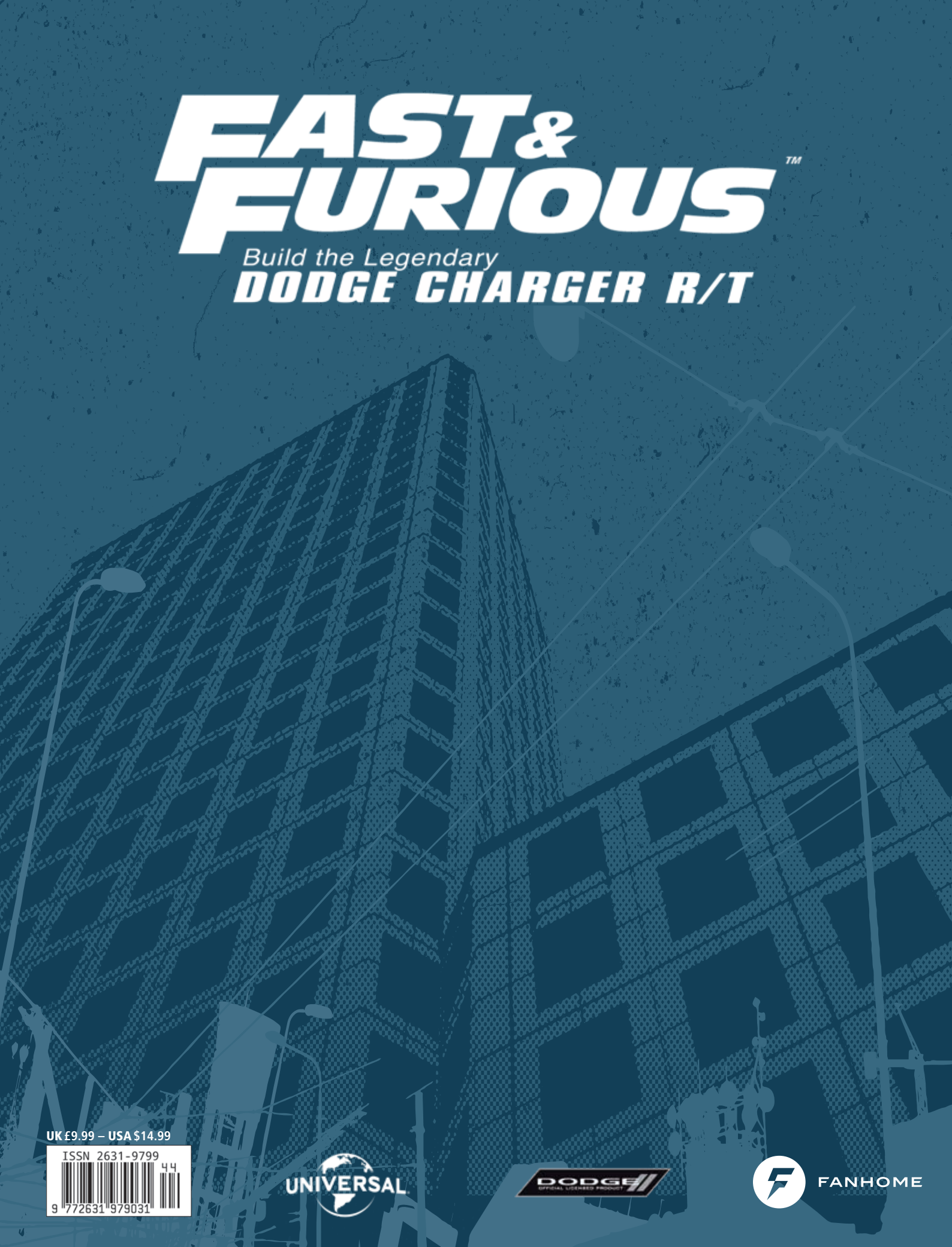
**8 Perfect centring**
It is advisable to bolt the bar loosely onto both sides without tightening it completely. Check that it is perfectly centred, and then tighten according to the manufacturer's torque setting.



**9 The final adjustment**
The bar has a threaded connector in the middle to allow for adjustment of the tension and rigidity. It is advisable to re-check the adjustment after travelling around 50 miles.

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