FAST & FURIOUS™

92

Build the Legendary DODGE CHARGER R/T



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FAST & FURIOUS

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EMOTIONS RUNNING HIGH

The action scenes in *Furious 7* clearly take centre stage. Nevertheless, the director James Wan insisted on emphasizing the characters' emotions to ensure that the audience could identify even more with them – an intelligent shift that represented a great step forward.

From the moment the action ended in *The Fast and the Furious*, the main characters in the franchise were forced to become fugitives from the law. After spending years escaping from one country to another, the team has at last returned to Los Angeles. But it has done so losing some of its members on the way, which has profoundly affected the others.

When James Wan agreed to direct the seventh movie in the franchise, he was sure that the car chases, the stunts and the most surprising action scenes would be the principal aspect of the project. However, he did not renounce bringing something else to it. As a fan of the franchise, Wan understood that all the characters had gone through very extreme experiences, the kind that leave a mark, and he wanted this to be reflected on the screen as well.

"James Wan has brought a totally new sensibility to the series and I think that's fantastic," says Jordana Brewster, the actress who plays Mia Toretto again. "He did not make the mistake of making a movie so huge that it would lose focus. We don't want the audience to lose its belief in us, and it's the characters and their relationships that keep the movies realistic. It's something that James has paid a lot of attention to, especially in the case of Letty and Dom."

Actress Jordana Brewster plays the part of Mia Toretto in the franchise. Since the beginning she has always been a cohesive element between the diverse members of the group.

Emotions running high



TOGETHER, EVEN IN HELLISH SITUATIONS

After Letty's loss of memory and the time she spent among the mercenaries led by Owen Shaw, Dominic strives unceasingly to "bring back" the love of his life completely. And that means setting out on a difficult, occasionally even tempestuous, path with her, to jog her memory and make her remember what they once meant to each other.

"There's greater emotional maturity in *Furious 7* with respect to the previous films," the actor and producer Vin Diesel admits. "Time has allowed us to focus more deeply on relationships."

Dom decides to take Letty back to the Race Wars, so that she can compete in her car just like in the old times. As if it was part of her own genetic code, she races and wins. But the memories are still jumbled up in her head and the crush of fans overwhelms her, causing her to drive off. Toretto realises that this is going to be a slow, complex process, but he doesn't give up. That's not his style.

"Dom and Letty have unquestionably known since the very start that they are soul mates," says the actress Michelle Rodriguez. "They've come through all kinds of hellish situations together."

James Wan was interested in exploring the couple's romantic relationship in new ways, even using flashbacks to show the audience some of the most intimate and important moments in Letty and Dom's relationship.

"There were some things in the script that I thought were very new for our audiences," Jordana Brewster comments. "I didn't know if they would like them, especially the more emotional aspects. And James managed to handle them very well. The flashbacks mainly: they weren't exaggerated; they weren't dull; they were sweet and very cleverly filmed. And that's by no means easy to do in a movie in this franchise."

A MOTHER'S FEELINGS

Like Dom and Letty, the other main characters in the franchise have evolved. But none of them has lost the close ties with the family that took root among them. Indeed, the family is still the cornerstone for the fans who follow the franchise, enjoying experiences that constantly reveal surprising and profound emotions.

"Our team, our world, revolve around the family," Vin Diesel, who plays the clan's visible head, explains. "The movie sets out to show real, intense emotions. It's about love and friendship. They are constant themes, always present."

The relationships are complicated and at the same time enriched with the arrival of new members, like Jack, the son born to Brian and Mia. In fact, it is Mia who continues to appear as the person in the movie fighting to keep up an appearance of peaceful tranquility among everyone, no matter how tough things get.

"Mia is amazing. She's very stoic and disinterested," Jordana Brewster acknowledges. "Her reaction is very different to what mine would be if my husband or my brother was in danger. ' All in. Nobody's going anywhere.' But Mia says: 'You have to face up to this and get back with your family.' It always

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MARC SPICER

The complex filming of *Furious 7* implied the need to have a second director of photography alongside the veteran Stephen F. Windon. This responsibility fell to Marc Spicer, who had begun his career as a cameraman in the 1990s, working on popular movies like *Rapa Nui* (1994), *Daylight* (1996) and *Mission: Impossible 2* (2000). As a cameraman he also left his mark on *Moulin Rouge* (2001), Season of the *Witch* (2011), and in the highly acclaimed television series *The Pacific* (2010). The seventh *Fast & Furious* movie gave him the chance to take charge of the camera crew for the first time. He found the experience so satisfactory that he repeated it in the horror films *Lights Out* (2016) and *Escape Room* (2019). Meanwhile, he had no problem with simply working again as a cameraman on the famous Universal Pictures franchise in *Fate of the Furious*.

surprises me how stoic and brave she is. She's the voice of reason in the franchise."

She is a woman who is now a mother, something that also visibly influences her reactions. This change was not hard for Jordana to make, since her actual maternity virtually coincided with the fictional one.

"Being a mother has completely changed my approach," she confesses. "We shot a scene in which Jack is in danger. As an actress, you try to get close to the reality of each scene and feel empathy, but just imagining my son in a car after an explosion makes everything more visceral. When I shout and run toward that car, it's much more real, now that I can identify with that situation."

WITHOUT GIVING UP ON HUMOR

The threat to the family due to Deckard Shaw's harassment or the tempestuous process of bringing back Letty's memory could have made *Furious 7* excessively serious. However, James Wan managed to find a perfect balance, introducing some moments of humor and relaxation, featuring Tej and Roman, whose endless quarrelling spills over into romantic territory after the brilliant computer expert Ramsey joins the team.

"It really is like Tej and Roman were back in high school," jokes Ludacris. "They never stop creating a fun, entertaining atmosphere, particularly once Ramsey appears. From then on, you see them acting like kids, sparring with one another."



The part of Roman, played by actor Tyrese Gibson, brings a touch of humour and optimism to the saga.

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DODGE CORONET SUPER BEE

In the days of muscle cars, brands developed sports models based on mass-produced vehicles in the midsize range. They fitted them with powerful V8 engines taken from superior segments and, in some cases, even from racing models. The Dodge Coronet Super Bee with its HEMI® engine is a perfect example of this trend.

The Coronet Super Bee was the most affordable version in the brand's muscle car range in the late 1960s. The unit in the picture had optional individual seats, replacing the front bench seat.

The fifth generation of the Dodge Coronet, launched in 1965, already included in the range a version called the 500 that had the typical characteristics of muscle cars, as it was fitted with 6.3 and 7.2-litre Magnum engines producing up to 375hp. Although in 1965 there already existed a version specifically for drag racing with a 7-litre HEMI® engine producing 425hp, that engine, derived from racing models, was not available as an option in Coronets designed for the streets until 1966. In 1968, the Dodge Coronet HEMI® (440 and 500 versions) had become more expensive as they had very complete features, so the brand decided to launch a more affordable version called the Super Bee, which was noted for its minimal features, with even a front bench seat instead of individual ones. The standard Coronet Super Bee was given the 6.3-litre engine outputting 335hp with a four-speed manual gearbox. Optionally, it could be ordered with the Magnum engine, either the normal one (375hp) or with the option of three double carburettors (Six Pack) producing 390hp, or with the 7-litre HEMI®. The car was produced until 1970, as in 1971 the brand launched a new Coronet with no muscle car versions. Within the brand these were reserved for the Dodge Charger.



The spectacular 7.2-litre Magnum engine, producing 375 or 390hp, could be fitted under the bonnet of the Coronet Super Bee.

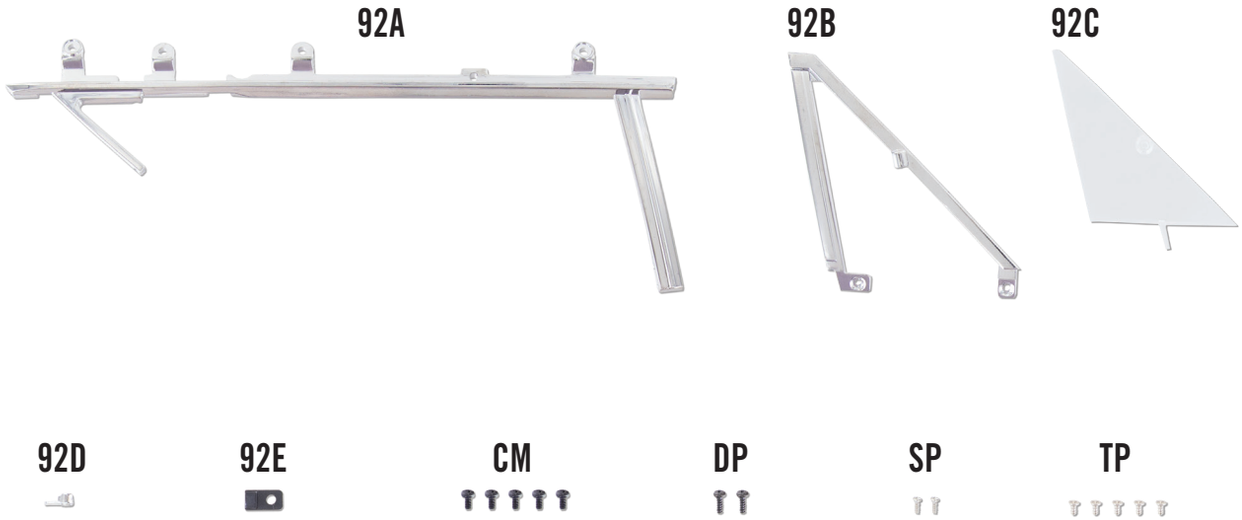
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THE RIGHT DOOR WINDOW (I)

In this assembly session you will be working on the right door window. Please follow our assembly instructions and accompanying illustrations carefully.

PIECES FOR THIS STAGE



92A Chrome guide
92B Chrome quarter light trim
92C Quarter light glass
92D Quarter light knob
92E Quarter light mounting bracket

CM Screws 1.7 × 3mm (× 5)*
DP Screws 1.5 × 4mm (× 2)*
SP Screws 1.2 × 3mm (× 2)*
TP Screws 1.2 × 3mm (× 5)*

* Some of the parts are spares.

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

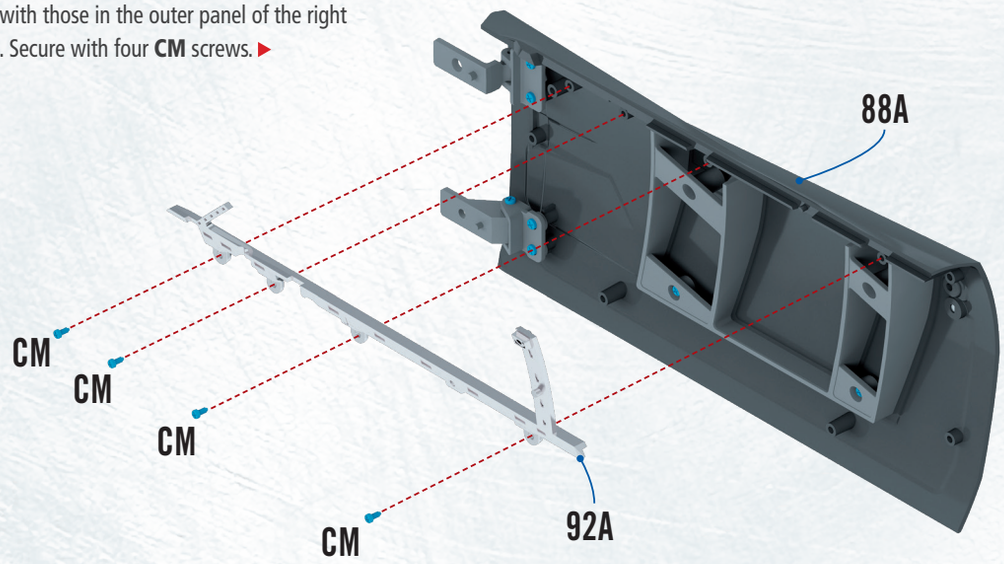


RIGHT DOOR

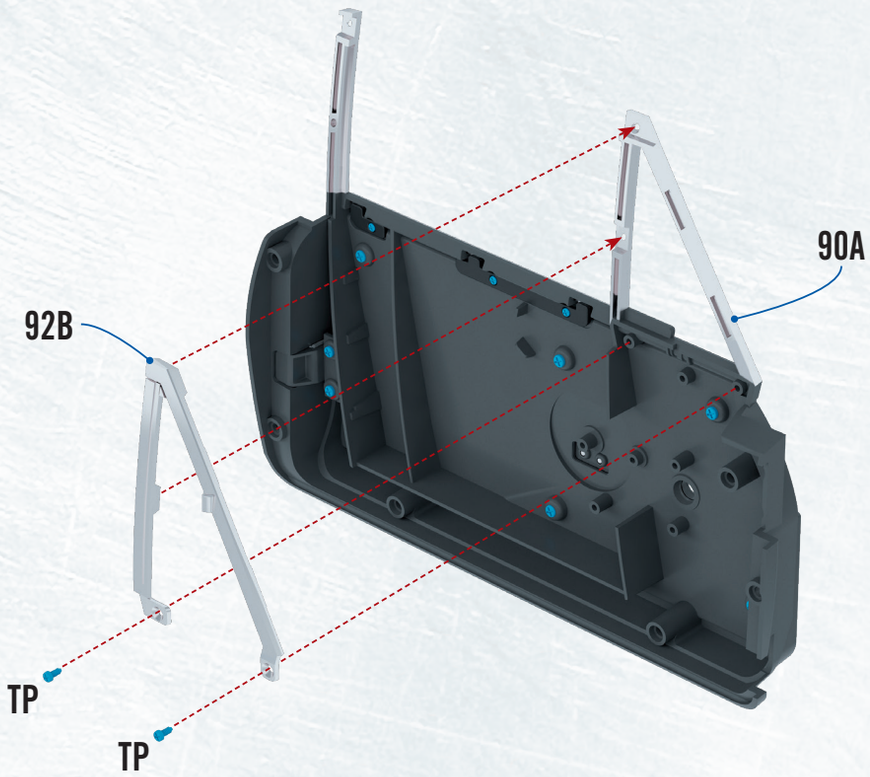
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The right door window (I)

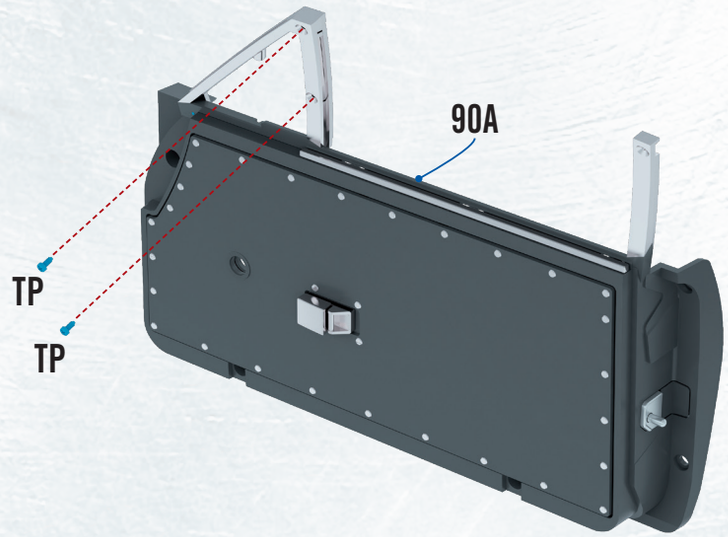
92.1 **ATTACH** the chrome window guide **92A** by aligning the holes with those in the outer panel of the right door **88A**. Secure with four **CM** screws. ▶



92.2 **ATTACH** the chrome quarter light trim **92B** to the corresponding guide on the inner section of the right door **90A**. Secure with two **TP** screws in the holes in the bottom of the trim. ▼

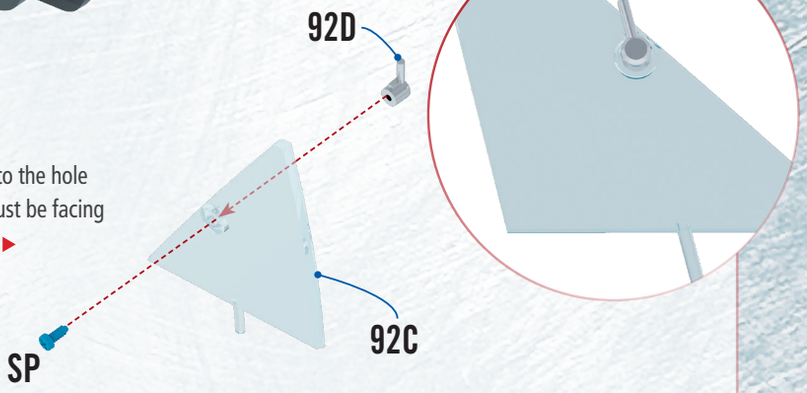


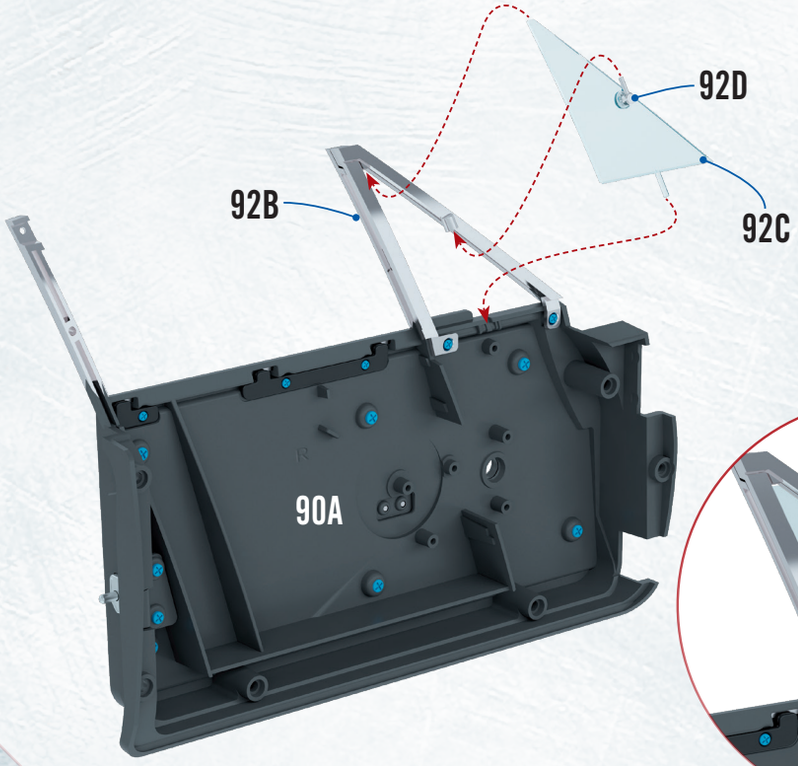
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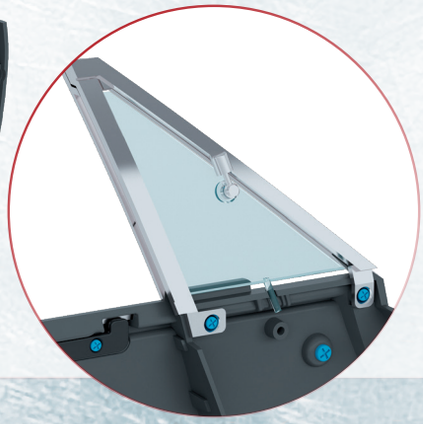
92.3 **FROM** the other side of the inner section of the right door **90A**, insert two more **TP** screws to finish securing the trim. ◀

92.4 **INSERT** the holed end of the knob **92D** into the hole in the deflector glass **92C**. The knob lever must be facing upwards. Secure the knob with an **SP** screw. ▶





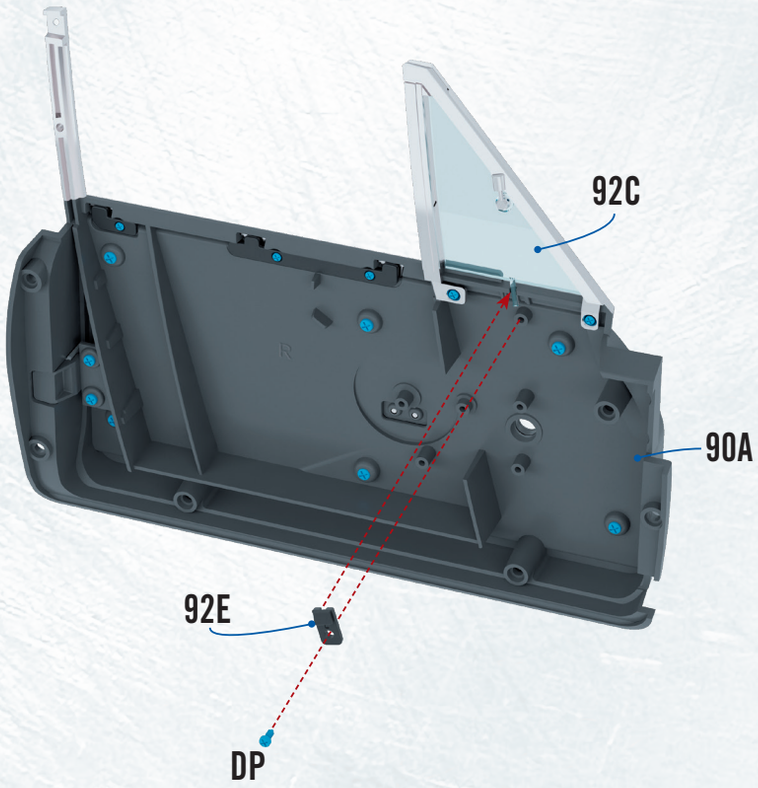
92.5 **INSTALL** the quarter light glass **92C** in its trim **92B**, making sure that the lever on knob **92D** is inserted into the cylindrical housing on the trim, and that the linchpin on the bottom of the glass goes into the corresponding tab on the inner section of the right door **90A**. ◀



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The right door window (I)

92.6 **HOLD** the glass **92C** in place and position the mounting bracket **92E** on the bottom linchpin. Secure the pieces to the right door **90A** with a type **DP** screw. ▼



RESULTS OF STAGE 92

You have now assembled some more of the right door. Keep it in a safe place for the following assembly sessions.



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HEAT IS GOOD, BUT NOT TOO MUCH!



Cooling the engine components is essential, but should not be excessive, either. In short, engine operation must be kept within an ideal temperature range to achieve the best possible performance and to comply with anti-pollution regulations.

Engines are designed to run at a specific temperature that must be reached as quickly as possible to ensure stable fuel consumption and optimum emissions control. When cold, an engine's mechanical efficiency is poor, the interaction of the components is heavy and the oil viscosity is high. All this translates into greater resistance to movement and greater power absorption by the water pump. Not only

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Heat is good, but not too much!



that, but combustion is also far from ideal under these conditions. The most efficient way to avoid these problems is to reduce the amount of water present - and thus speed up the heating process - and to install several thermostats that maintain thermal control of the engine.

Anyone who has driven an old car will probably have noticed that the position of the water temperature indicator moves according to the operating conditions of the engine: it rises when the car is travelling uphill and drops considerably during a long descent, especially if the throttle is lifted and the engine is coasting. In modern cars, on the other hand, after the initial warm-up phase, the temperature indicator barely moves, regardless of the road conditions or the way the vehicle is driven.

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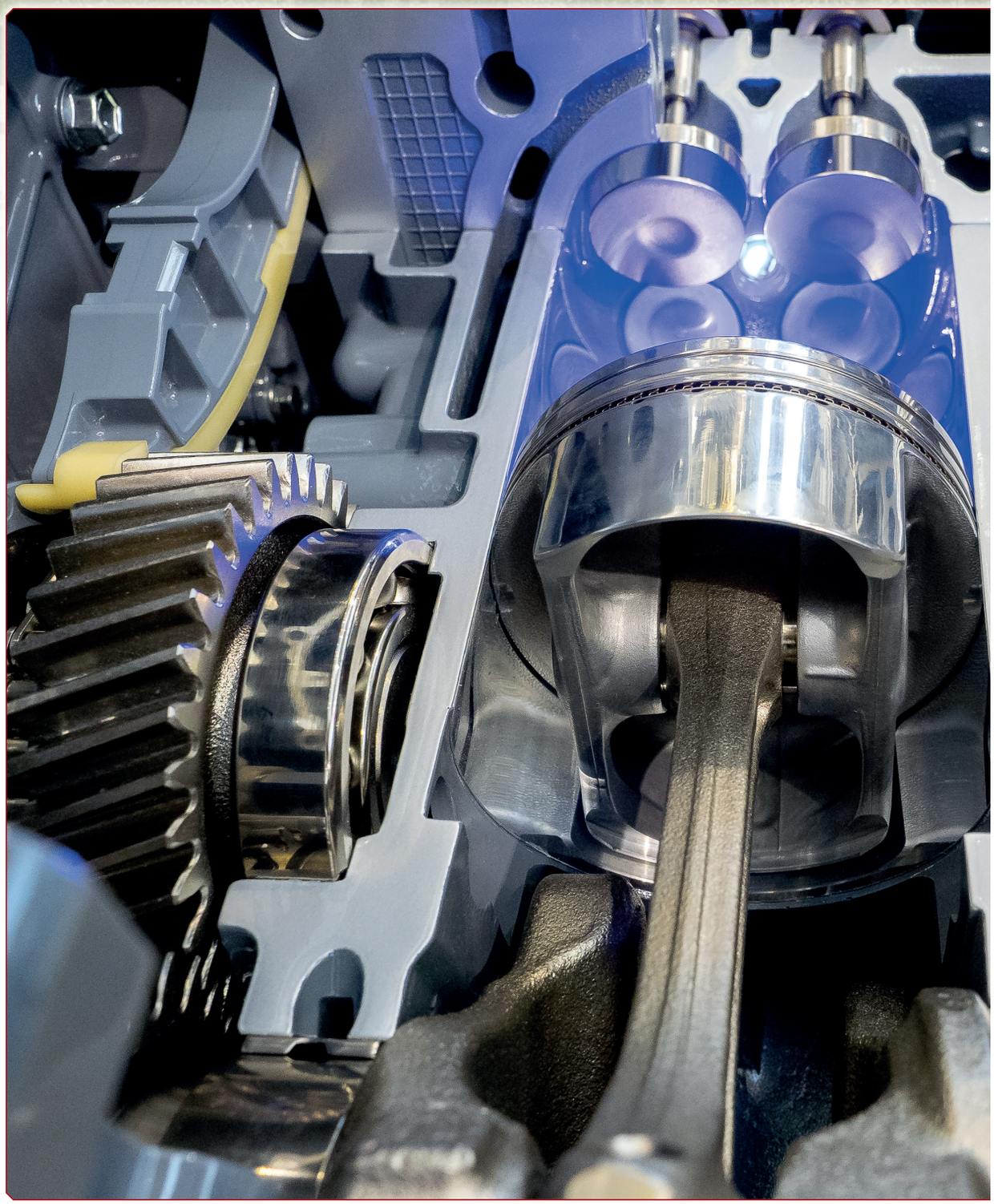
The cylinder heads of high-performance engines are usually made of an aluminium alloy that guarantees low density and high conductivity - two essential elements to minimise resistance to the passage of heat.

High-performance cars sometimes use electric water pumps managed by the engine control unit directly to establish the amount and speed of circulating water according to operating conditions. In the latest generation of high-performance engines, the amount of water circulating through the cooling system is often less than the amount of oil in the lubrication system.

CRITICAL START-UP

When the engine reaches its ideal operating temperature, several phenomena occur inside the engine. Thermal expansion causes some components to undergo dimensional and geometric changes. Areas of the cylinder head in direct contact with hot gases, like the walls of the combustion chamber, necessarily work at a higher tem-

Heat is good, but not too much!



The metering of the air/ fuel mixture is also important. An increase in the quantity of fuel, compared to the stoichiometric point, allows a greater amount of heat to be removed when the fuel vaporises. This phenomenon also has an advantageous effect on volumetric efficiency (colder charge is denser) and resistance to pre-ignition.

perature than the top of the cylinder head itself. The lower part expands and consequently the distance between the valve seats also increases slightly.

The same applies to the pistons, whose temperature decreases as heat moves down from the cylinder head toward the base: In other words, the top expands more than the bottom. The piston rings have very precise guiding tasks, and once a stable temperature has been reached, they must adapt as perfectly as possible to the walls of the cylinder. It is therefore important to define the temperature profile required to maintain the correct geometry when the engine has warmed up.

As already mentioned, components inside the engine reach their ideal temperatures at different times. For

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example, the cylinder head begins to absorb heat as soon as the vehicle is started, but its mass is considerable and it contains a large amount of water, so it takes a long time to warm up.

The opposite is true of the exhaust and inlet valves. Having a smaller mass, the effect of the hot gases on both the head and the stem of the valves results in a rapid increase in temperature. The process primarily affects component clearance, which decreases during warm-up and increases again as the operating temperature is approached.

THE IMPORTANCE OF SPECIFIC HEAT

In addition to the conductivity and coefficient of expansion, the specific heat of each type of material must be taken into account. This determines the ability of a substance to be heated or cooled, as well as its willingness to absorb or release thermal energy. Specific heat is the amount of heat required to raise the temperature of one kilogram of material by one degree Celsius. If, for example, you take two materials of the same mass and observe that when heated they reach different temperatures during the same time period, they are made of materials with different specific heats.

Water has a very high specific heat and therefore heats up and cools down slowly. In addition, the fact that it can exchange large amounts of heat with hardly any temperature variations makes it an ideal coolant. Large bodies of water are excellent "thermal buffers", as they store a large amount of heat and have strong resistance to temperature changes.

INDIRECT COOLING

The coolant that circulates through the cavities of the cylinder head and cylinder block takes the heat from the metal walls and transports it to the radiator. There, the liquid passes into the walls of the tubes in the heat exchanger and the heat it contains is transferred into the air. This type of cooling is considered 'indirect' compared to a 'direct' air cooling system. When heat travels along the path that takes it from the inside of the cylinder to the refrigerant, it encounters two considerable thermal barriers. The first is the presence of the film of gas and oil adhering to the internal metallic surface, and the second is the presence of a thin layer of deposits on the external surface. There is another, almost negligible, thermal barrier - the resistance opposed to the transfer of heat. It is inversely proportional to the thermal conductivity and the area of the traversed surface.

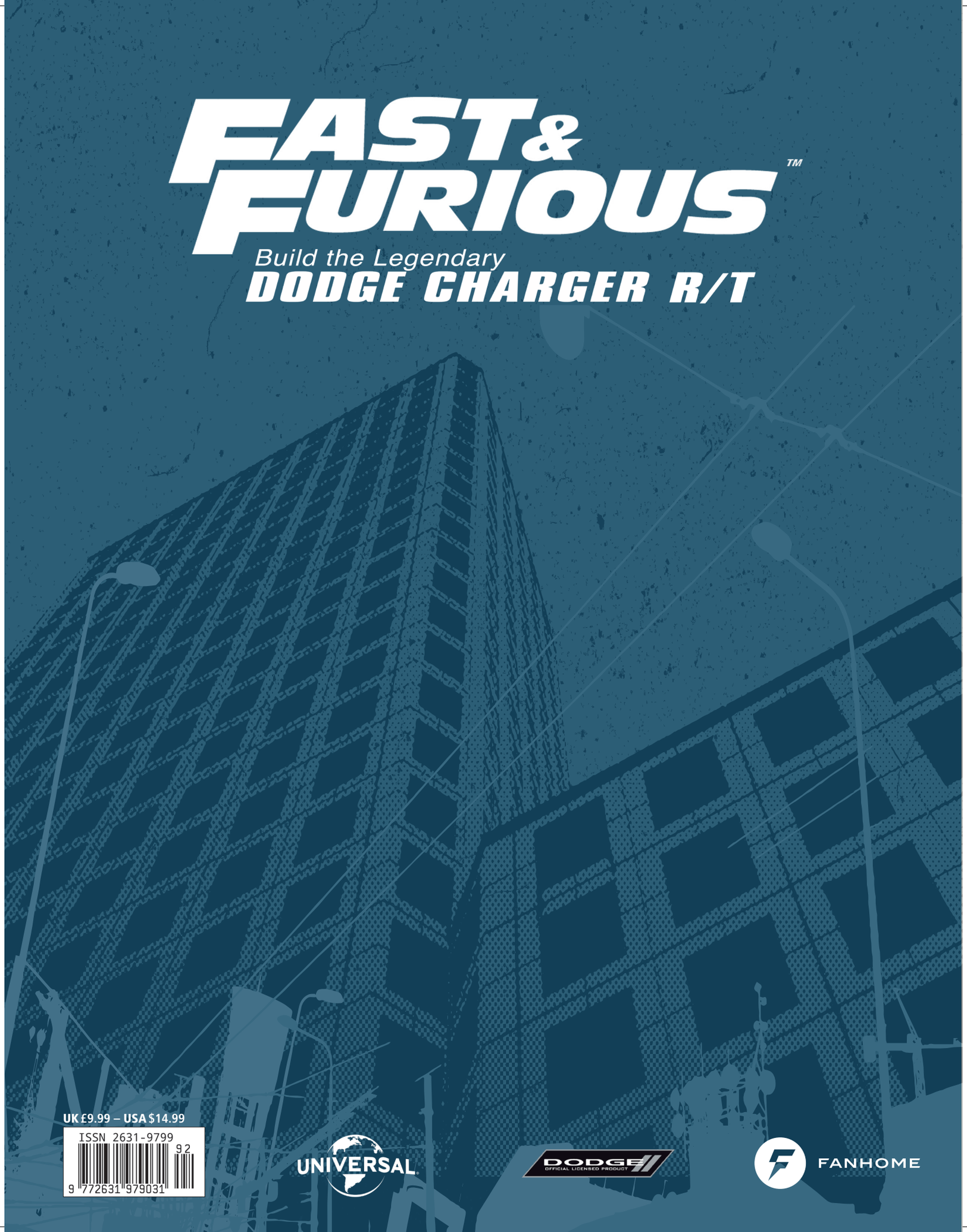
Here the characteristics of the material from which the wall is made come into play, as its thermal conductivity depends on the temperature gradient that passes through it. This decreases as the conductivity increases. This phenomenon occurs without being affected by the geometry and dimensions of the component, or by the thermal flow (the amount of heat that passes through it per unit of time). For this reason, cylinder heads are always made from an aluminium alloy, a material that also has a low density.

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