FAST & FURIOUS™

95

Build the Legendary DODGE CHARGER R/T



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FAST & FURIOUS

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THE MOST SPECTACULAR GADGETS

Although to begin with it did not seem that the *Fast & Furious* franchise was going to be a showcase for technological gadgets, the way it developed saw the main characters eventually using devices that the best secret agents wouldn't say no to.

Throughout the history of the cinema we have seen many heroes, especially spies and secret agents, using sophisticated inventions to help them successfully complete their missions: a watch capable of controlling a car, a pen with the power to fire miniature projectiles. But could anyone have imagined that the king of Los Angeles street racing was going to need these kinds of gadgets?

FROM FIRE TO ICE

In actual fact, the first movie in the series presented us with a gadget fitted directly into racing cars: nitrous oxide, an ingenious system used by drivers in order to give their cars an extra burst of speed.

Another special gadget was seen at the start of *Fast & Furious*, when Dom Toretto and his team set out to capture a fuel tanker in the Dominican Republic. To separate the

Letty carries a curious dry ice pack on her back. It is a tool that helps the team to heist a fuel tanker in the fourth edition of the *Fast & Furious* saga.

JOHN BROTHERTON

When at age ten you are a member of a theatre group, and going on stage is a lot more than a game for you, it's because you have the real makings of an actor. And this was what happened to John Brotherton. After writing, directing and starring in the short *Smith and Mike on a Tuesday* (2007), he began appearing as a supporting actor in TV series like *One Life to Live* (2010), *Drop Dead Diva* (2010), *Friends with Benefits* (2011), *Dexter* (2011), *C.S.I.* (2011) and *Jane by Design* (2012). His move to the big screen, playing a part in the horror movie *The Conjuring* (2013), was his definitive confirmation. After being in the cast of *Guardians of the Galaxy* (2014), he made a fantastic contribution when he was offered the part of Sheppard, the soldier who always accompanies Mr. Nobody in *Furious 7*. Since then, he has continued making regular appearances on the small screen, achieving notable popularity above all for his role as Dr. Matt Harmon in the series *Fuller House* (2016).

cargo, Letty jumped from Dom's car on to the truck, equipped with a curious dry ice pack on her back. As if it were a spray, she applied it to the drawbar between the cab and the trailer to freeze it and then break it with a hammer blow. Let's say that while it wasn't a particularly sophisticated gadget, it did the job.

REMOTE CONTROLLED EYES

The truck crane of sorts that the team used in *Fast Five* to be able to take cars off a moving train could also be considered a rather rudimentary gadget. In this fifth movie, gadgets were starting to appear more regularly in the franchise, due above all to Tej Parker, now an expert in the use of new technologies, rejoining the team. It was in fact his idea to place a small remote-controlled car with a camera inside the property room of a police station in Río de Janeiro to find out what kind of safe the dangerous Hernán Reyes was hiding his money in. Despite Roman's complaints, who wanted to play with the car, Tej masterfully controlled it remotely until he realised that the safe



Tej Parker's in-depth knowledge of new technologies allow him to use all kinds of hi-tech gadgets throughout the *Fast & Furious* saga.

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really was unbreakable. In the preparations for the big heist in Río, the team used a large arsenal of technological devices, like the one they used to bug the cameras in the police station.

THE TECHNOLOGICAL ROBIN HOOD

In the presentation of *Fast & Furious 6*, Tej Parker is once again portrayed as a real technological wizard. After the Río heist, the movie shows him in Costa Rica, as the owner of a luxurious Ferrari and a regular visitor to ATMs. In front of one of them, some old friends of his criticise him for having given up his old Robin Hood-style ways, sharing his earnings with those less fortunate. "The money's changed you," they tell him. Tej smiles and activates a curious remote control device that makes the ATM start spewing out bills, to the delight everyone passing by.

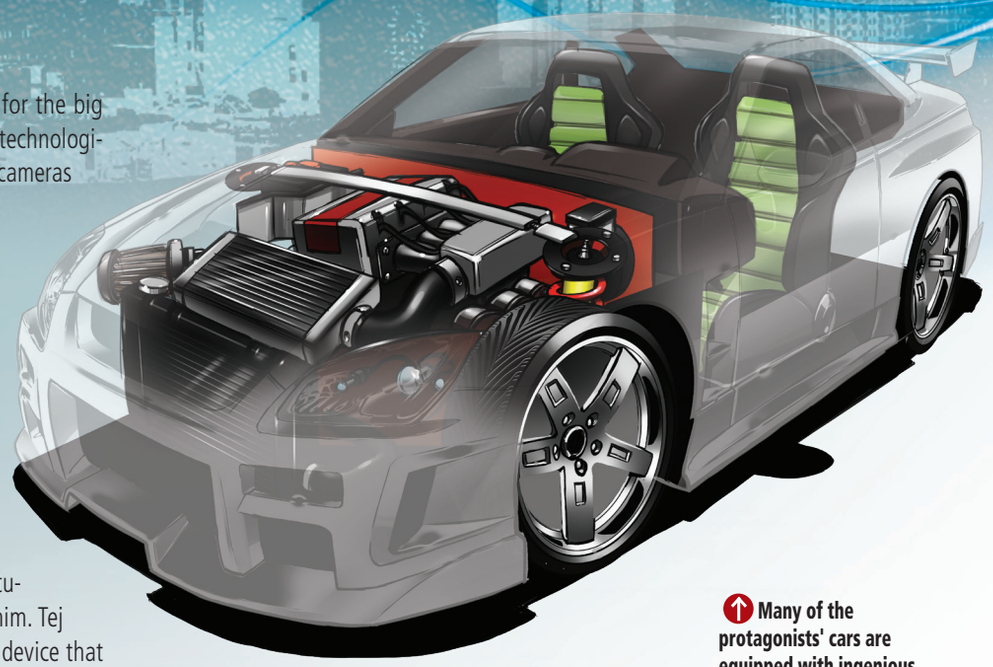
However, in this movie Dom and his team have to deal with a superior enemy, Owen Shaw and his group of mercenaries. To confront them, the team gets used to handling far more sophisticated materials than those they used previously in the street races in Los Angeles or Miami. For example, Tej controls a voice recognition program installed in his computer just like he was a kid using a pencil sharpener.

While in the first *Fast & Furious* movies, the places where the main characters met were usually the garages where they prepared their cars for races, the heroes now design their plans and strategies in huge hangars where they deploy an impressive series of computerised devices that allow them to get information about their enemies immediately: who they are and what they are doing. Tej appears in several sequences in the sixth movie working in a place surrounded by dozens of screens showing diagrams, maps of the city, and police records.

AMONG PROFESSIONALS

But Tej Parker is not the only one using gadgets in the franchise. In *Furious 7* for example we see Brian in an improvised office at home where he has a laptop, an amateur radio system and several walkie-talkies. But, of course, everyone is made to look like a wannabe spy when the real professionals enter the scene. This is the case with the mysterious agent Mr. Nobody, who has everything a secret agent could wish for in his private hangar: from an awesome meeting table that in reality functions as the screen of a powerful computer, to small satellites. And what about Cipher, a cyber-terrorist who is constantly on the move in a plane so as not to be detected, and who has an incredible array of devices that enable her to devise the most lethal plans, just by pressing a few keys.

The devices that Dom and his team find themselves obliged to use have reached the highest levels of sophistication. In the course of the franchise they have gone from spending their time surrounded by spark plugs and exhaust pipes, to working with latest-generation technology, like tracking devices as powerful and dangerous as the God's Eye. Luckily for them, besides having Tej Parker, who never ceases to amaze us with his knowledge, they have a new member, a real technological whizz-kid, Ramsey.



Many of the protagonists' cars are equipped with ingenious devices that dramatically increase their performance.

BEYOND THE MOVIES

Gadgets have also undergone massive development in other areas of the world of *Fast & Furious*, away from the big screen. Video games for instance. For example, *Fast & Furious Crossroads* allowed players to fit their cars with all kinds of devices, including a Nano Shield, designed to protect their own car from incoming weapons and electronic threats, or a Mag Beam, a powerful magnet that sucks toward it any car that it detects ahead of it.

Of course, ingenious gadgets and devices that can be fitted in the car, like harpoons, rocket launchers, or a device that leaves a slippery oil slick behind the car, are essential elements when boosting the attractiveness of a game that brings back the main heroes of the franchise, Dom and Letty.

All sorts of devices, from smart watches to drones, or gloves equipped with laser technology, are the order of the day in the animated TV series *Fast & Furious Spy Racers*, in which Tony Toretto, Dom's young cousin, agrees to take part along with his team on an undercover mission for a government agency.

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DODGE INTREPID

The Dodge Intrepid was the culmination of the transformation of the brand's range of saloon cars from rear-wheel to front-wheel drive. It became the Dodge brand's high-end model from 1992, the year it was launched, to 2004, when it was replaced by the Dodge Charger, which, curiously, brought back rear-wheel drive.

The first-generation Dodge Intrepid was a really big car, over five meters long, that was designed according to the Chrysler Group's "cab forward" concept, thus offering good interior habitability.

The twin brother of the Chrysler 300 M, Concorde LHS and New Yorker, and of the Eagle Vision, the Dodge Intrepid was a big car launched in 1992 as the high end of the manufacturer's range on the American market. Fitted with a 3.3 or 3.5-litre V6 engine connected to a four-speed automatic gearbox, it was 5.12 metres long, and was marketed only with four-door bodywork, in both its initial form (1992-1997) and in its second generation (1998-2004), the period when it was given a notable aesthetic makeover and the range of engines was increased with a more modest version of the original V6 with only 2.7 litres of displacement.

The chassis was a development of the one used in the Eagle Premier, a model inherited from America Motors, which Chrysler took over then, and which was derived from the French Renault 21, the reason why the engine's longitudinal position was kept. The brand's designers applied the "cab forward" concept to this model, which pushed the front windshield as far forward as possible and with it the interior, in order to make it as roomy as possible. This formula was combined with oval-shaped forms in the bodywork to create a balanced, elegant automobile that was marketed with different levels of finish.



In 2004 the Dodge Intrepid's bodywork was changed. This is a unit from that year with sports R/T finish.

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THE FRONT LEFT WING

In this assembly session you will install the indicator on the front left wing. Then you will attach it to the body of your model.

PIECES FOR THIS STAGE

95A



CM



FM



95A Front left wing

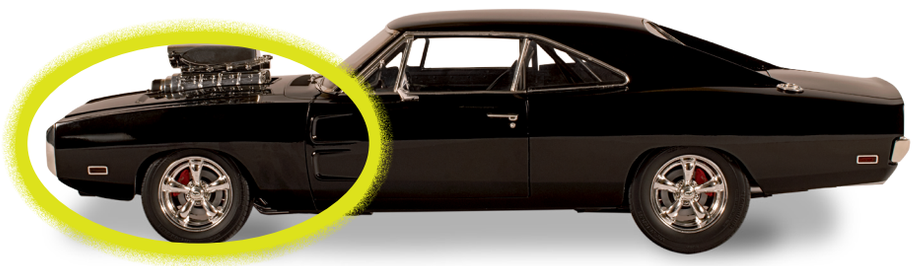
CM Screws 1.7 × 3mm (× 3)*

FM Screws 2 × 5mm (× 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.

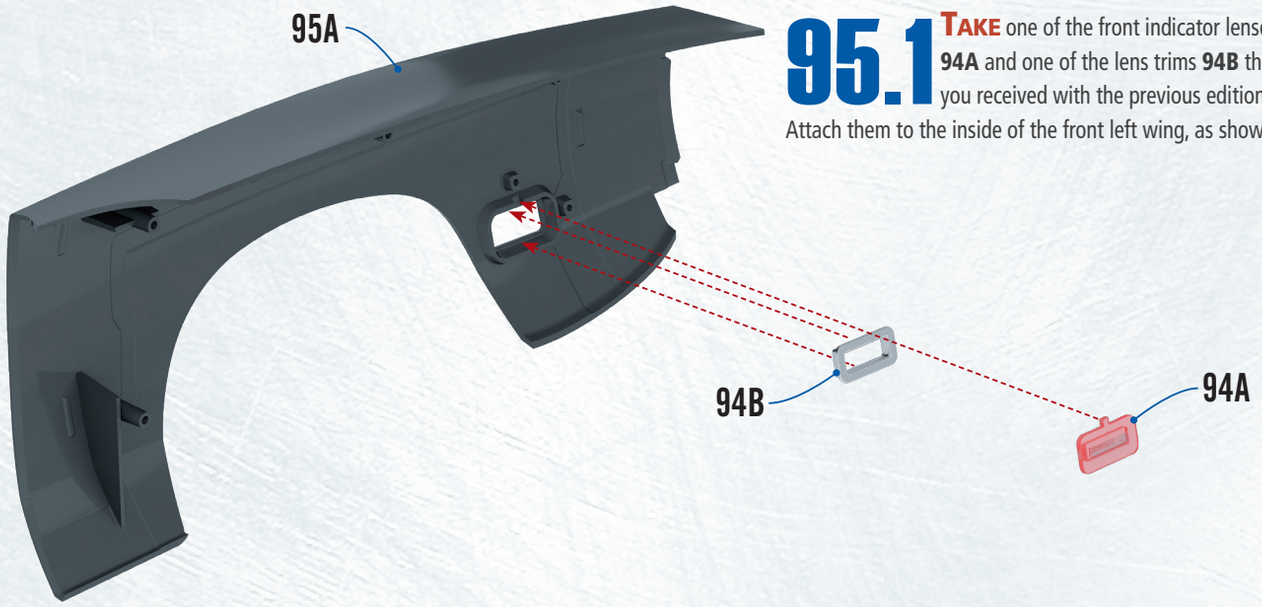
ASSEMBLY AREA



FRONT LEFT WING

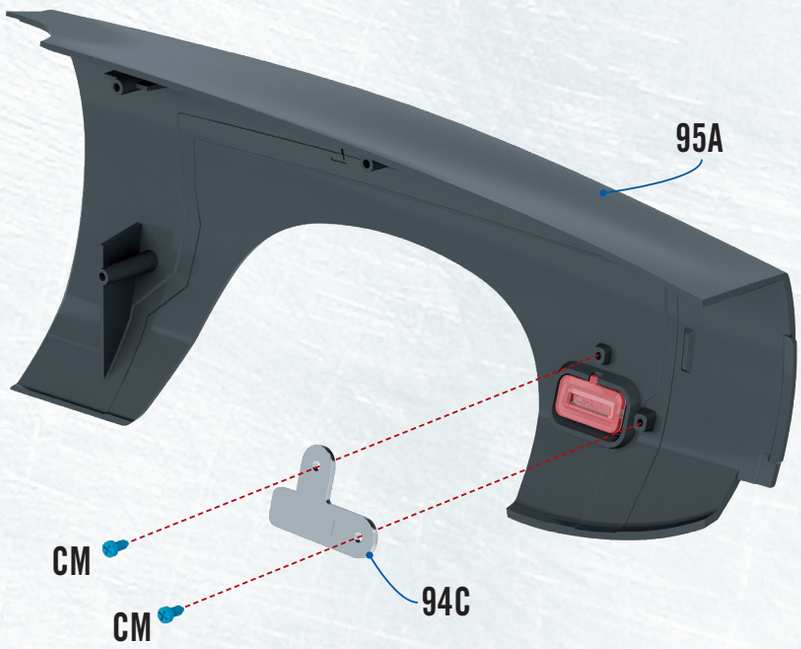
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The front left wing



95.1 **TAKE** one of the front indicator lenses **94A** and one of the lens trims **94B** that you received with the previous edition. Attach them to the inside of the front left wing, as shown. ◀

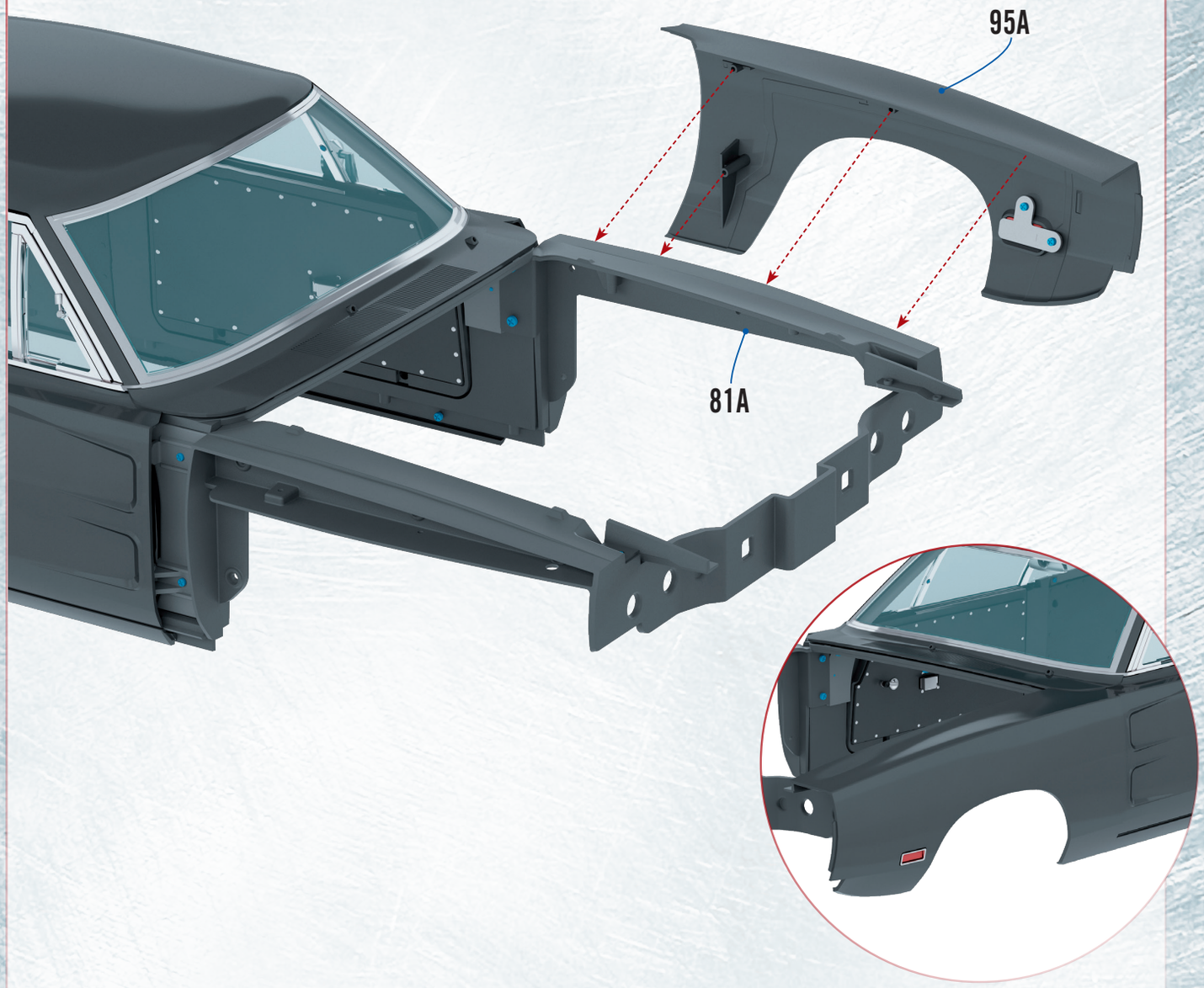
95.2 **ATTACH** the front left indicator bracket **94C** to the wing **95A** using two **CM** screws. ▼



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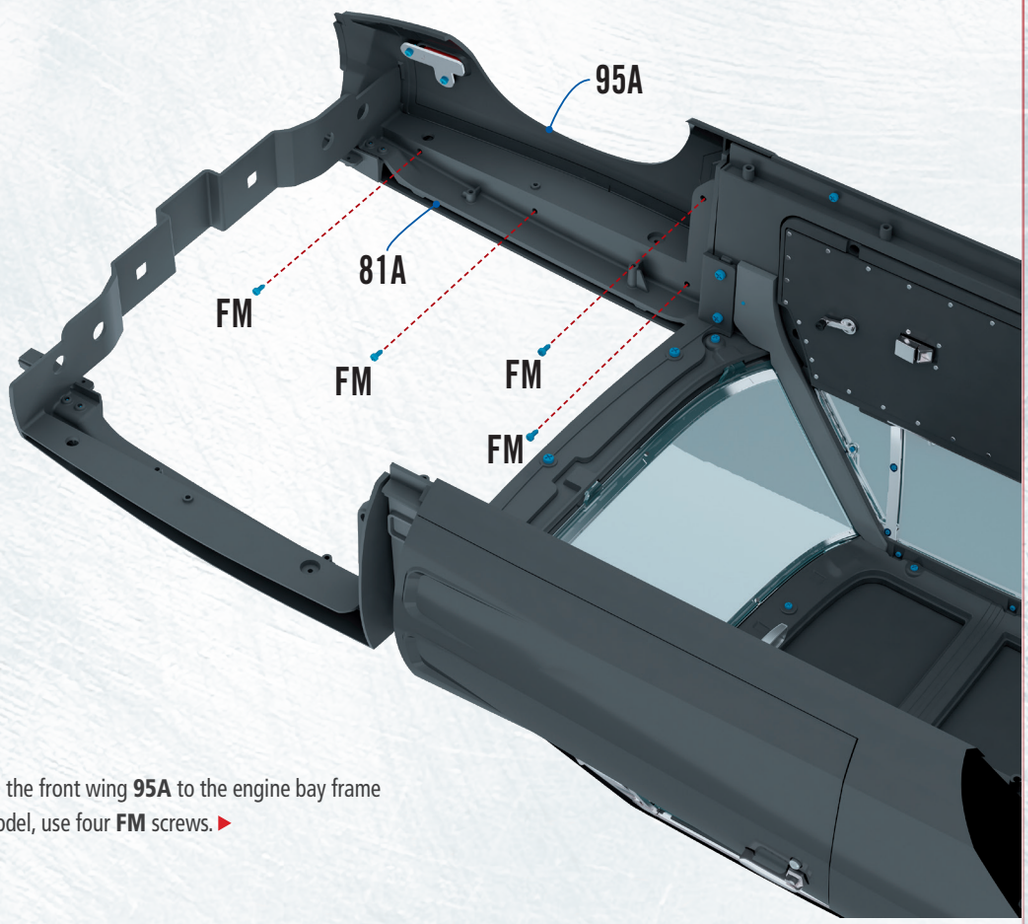


95.3 **CAREFULLY** place the front left wing **95A** onto the front section of the engine bay frame **81A**.▼



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The front left wing



95.4 **To attach** the front wing **95A** to the engine bay frame **81A** of your model, use four **FM** screws. ▶

RESULTS OF STAGE 95

You have now attached the front left wing with the indicator to the bodywork of your model.



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MAKING GOOD CONNECTIONS



Many of the components that make up a car comprise of several elements that are firmly joined together. In some cases, one of the parts is mobile, and the other is fixed. In others, they must remain permanently attached to each other. In this edition, we will take a look at different types of connections and how to use them.

For example, we have the engine, the individual parts of the transmission and the suspension, and the body panels. These are all systems that function using individual elements that are joined to each other either rigidly or as a set of moving parts. The techniques used to create these systems are different and vary according to the materials, the characteristics that each unit or device must have, the stresses involved, and so on. Very often, it is also necessary

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Making good connections



Thanks to its high quality and strength, TIG welding is widely used to join components in high-performance exhaust systems.

to consider the dimensions. For example, it is not easy to weld very thin sheets, and therefore engineers need to find alternative solutions. Then there is the economic aspect. Especially when we are talking about mass-produced cars, there are many different options. However, in the end, the solution that will be chosen will be the least expensive one, or the easiest and most convenient to use at an industrial level.

NUTS AND BOLTS

Without a doubt, the most widely used connectors in all areas are threaded couplings, i.e. nuts and bolts. Their main advantage is that they can be used to join two parts firmly and efficiently, and at the same time, they allow for easy disassembly. In the engine, we find them practically everywhere. They hold the cylinder head in place, as well as the main bearings and those on the connecting rods, the flywheel, the sump, the timing cover, the pulleys and cogs, and much more. In many cases, these are special nuts and bolts, and are sometimes single-use, i.e. they must be replaced after each disassembly. In others, these elements can be used to connect parts that will never be disassembled but which could not be easily connected in a different way. The bolts on the market can have different

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shapes, from the classic cylindrical head with a slot, to hexagonal formats, and on to the increasingly used Torx bolt - characterised by its recess in the shape of a six-pointed star. When very frequent disassembly and reassembly is envisaged, or when the parts are made of light alloy, threaded studs are often used. These remain firmly screwed into one of the two components while a nut is tightened onto the other end after assembly. To distribute the load over a larger surface and to protect the surfaces, washers are inserted under the heads of the screws and especially under the nuts. These simple elements are made in various shapes and sizes, some of which are able to prevent the spontaneous loosening of the nuts. Where there are safety criteria, precautions are taken to avoid any risk of them coming loose, for example, due to constant vibration. These include the use of self-locking nuts with nylon inserts or a liquid that is applied to the thread and which solidifies under anaerobic conditions, thus eliminating the possibility of movement between the two parts.

WELDING

When the two elements to be joined will never need to be separated, welding is used, at least when the materials allow

Making good connections

it. Either by adding additional metal in a liquid phase or by localised melting of the material making up the pieces, a permanent molecular union is achieved. We are obviously not talking about soldering - a technique used in the electrical field that is not appropriate for the automotive sector. Instead, we refer to welding, which is carried out either with an oxy-acetylene torch or using electrical arc welding. In the first case, the heat source consists of a flame obtained by burning acetylene or sometimes another suitable gas. In the presence of oxygen, the gas burns at an extremely high temperature. In the second case, the necessary heat comes from an electrical arc generated between two electrodes and is due to the passage of a powerful electrical current that is carried between the fusible electrode and the base metal. The area subjected to strong heating is very small, and the metal only melts at the edges. The fusible electrode consists of a rod of filler material. It comes with a coating whose function is to release gas in order to protect the arc and the melting metals from contact with the air.

Among the most widely used electrical welding processes, for example, on exhaust systems, are those identified by the acronyms MIG (Metal Inert Gas) and TIG (Tungsten Inert Gas). The latter involves the use of a tungsten electrode that does not add material to the weld but serves only for the passage of the current needed for the formation of the electric arc. From the end of the electrode, inert gas is emitted (argon, helium or a mixture of the two), which forms a protective atmosphere around the weld.

This technique can be used with many types of steel as well as for various aluminium alloys. It allows for the welding of very thin tubes and sheets with high-quality welds, although the process is rather expensive. Another widely used procedure, in



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particular for panels and bodywork, is spot welding. Spot welding (also known as resistance spot welding) is used primarily for welding two or more metal sheets together by applying pressure and heat from an electric current to the weld area. Additional material is not applied to the joint. It works by clamping copper alloy electrodes onto the sheet surfaces. Pressure and electric current are applied to a minimal area, and heat is generated by the passage of current through resistive materials such as low carbon steel. The process lends itself well to being either automated or done manually with hand-held spot-welding guns. One of its advantages is its remarkable speed. It is ideal for joining car bodywork panels.

RIVETS AND ADHESIVES

If welding is not possible, industrial riveting is often used. This is especially useful for firmly joining cross beams and side members on very heavy industrial vehicle frames. In this case, rivets may be used that consist of a head and a cylindrical body that is heated to 900˚C. The cylindrical body is inserted into holes that were previously made in the beams to be connected. A second head is then created by plastic deformation of the cylindrical end. Subsequent cooling causes the rivet to contract, and consequently, there is firm compression that pulls the heads together, creating a tight joint. Alternatively, to connect unstressed parts made of thin sheet metal, simple deformable metal rivets can be used that are easily applied with special hand-held rivet guns. Very often, adhesives are used for plastic panels and components. These elements can also be fixed with screws or simple rivets, and are an effective and economical solution.

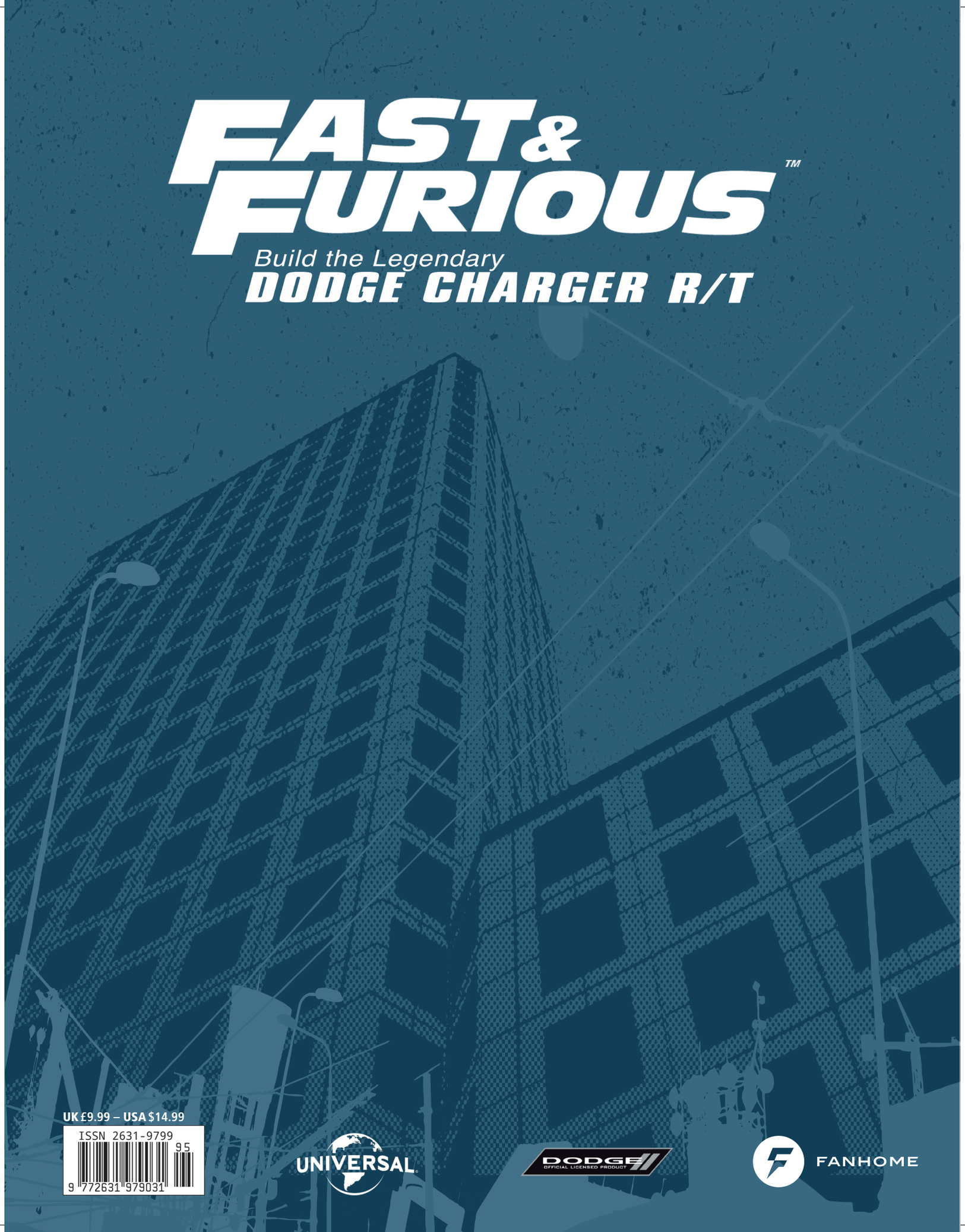
Riveting is a solution that allows you to quickly join sheet metal parts without resorting to welding. It is prevalent in the world of tuning, to extend bodywork.



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