FAST & FURIOUS™

109

Build the Legendary

DODGE CHARGER R/T



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DODGE CHARGER R/T



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BACK IN ACTION

The heroes are back in action. After the thrilling adventure featuring Dom Toretto and his team in *The Fate of the Furious*, the apparent calm of our favorite characters is rudely interrupted by a new threat to the world, which just shows that no matter how fast you are, you can never escape your past.

After the first eight movies in the series had made more than five billion dollars at cinema box offices all over the world, the people behind *Fast & Furious* announced that there would be a ninth movie about Dom Toretto and his family. A new chapter full of surprises, reunions and new developments, destined to make the legend of this franchise, unique in the history of the cinema, even bigger, if that's possible.

Justin Lin, the director of the third, fourth, fifth and sixth movies in the series, and without doubt one of the people most responsible for *Fast & Furious* having become an absolute mass phenomenon, resumed directing duties to give the movie his personal touch. This time, screenwriter Dan Casey picked up the baton from the veteran Chris Morgan to write the new adventures of Toretto and his team.

As we have come to expect, *Fast & Furious 9* continues the spectacle and excitement - this time with the introduction of Jakob, Dom Toretto's fearsome brother.



GHOSTS FROM THE PAST

In *Fast & Furious 9* we see that Dom Toretto is leading a calm, peaceful life together with his beloved Letty and little Brian, to whom they are trying to transmit all the values that they have upheld so strongly over the years.

"I used to live my life a quarter mile at a time. But things change: I'm a father now," says Dom Toretto.

The family has taken refuge in a small remote cabin that has its own garage, where Dom can continue working on engines. But he knows that danger is never far away, as they have many enemies who have still not had the last word. Just as Dom feared, a new threat will emerge that will force him to confront the ghosts of his past in order to once again save those he loves the most.

But Dom is not alone. He never has been. And on this occasion, less than ever, because the team gets together again to fight by his side: Letty, Roman, Tej, Ramsey … they all assemble again to stop a worldwide conspiracy, hidden behind which is one of the most dangerous men in the world. He is a first-rate driver, a master thief, a ruthless killer, and a very dark shadow in Dom's past: his brother Jakob.

Behind the unexpected appearance of this character is none other than Cipher, the dangerous, sophisticated cyber-terrorist who is looking to get revenge on Toretto after what happened in *The Fate of the Furious*. It is this brilliant, diabolical woman who contacts Jakob and tells him:

"Your whole life you pushed yourself to be faster than Dom, smarter than Dom and stronger than Dom, but could you kill him? Because I'm ready if you are."

INTERNATIONAL ACTION

To confront this new threat, Dom once again has the help of his closest allies, some of whom had been missing for some time, as is the case with Han, who surprisingly returns to see justice done. The ever-charismatic Magdalene Shaw also returns. She takes the trouble to remind Dom:

"There's nothing more powerful than love of family. But you turn that into anger, and there's nothing more dangerous."

Continuing the tradition of the most recent titles in the series, *Fast & Furious 9* is an international action thriller. Along with the main characters, we have the chance to visit the streets of exciting locations. Thus we are able to enjoy truly deluxe backdrops on a journey in which the stars meet up with old friends, rewrite their own histories and put the true meaning of the family to the test like they have never done before.

Against these fantastic backdrops we see our heroes in action, once again brought to life by an unforgettable cast headed by Vin Diesel, Michelle Rodriguez, Tyrese Gibson, Chris "Ludacris" Bridges, Jordana Brewster and Nathalie Emmanuel. They are joined by two huge stars, reprising the roles they played in the previous movie: Helen Mirren and Charlize Theron. And there is also room for some new faces. For example, there is the popular athlete John Cena, who has the complex part of Jakob. He is joined by the Grammy-winning star Cardi B, in the part of Leysa, a woman with connections to Dom's past. Then there is a cameo by the new Reggaeton sensation, Ozuna.

FASTER THAN A ROCKET

As you might expect, there are some other major stars in *Fast & Furious 9*: the cars. Once again, the makers of the series have surpassed themselves by getting together some of the most striking and surprising vehicles of the moment. Then there are the great classics, such as the emblematic 1968 Dodge Charger that Dom Toretto keeps as one of his most highly prized possessions, and a true symbol of the franchise.

Letty, who at the start of the eighth movie had already shown her liking for motorcycles, gets back on two wheels to feature in some action scenes of the kind that leave audiences breathless. For their part, her companions Mia, Tej, Roman, and even Ramsey prefer the safety of cars. Some of them choose classic models and others the most recent newcomers on the automobile market. The same thing happens with Jakob and Dom, who have the chance to put their skills as racing drivers to the test at the wheel of some amazing fast cars. The guys are back in action and that means that speed, thrills and a frantic pace are guaranteed in *Fast & Furious 9*.

JOHN CENA

Born on 23rd April 1977, in West Newbury, Massachusetts, John Felix Anthony Cena Jr. has become one of the most popular professional wrestlers in the United States. Sixteen-time world champion of the World Wrestling Federation / Entertainment (WWE), he immediately became a role model for thousands of teenage boys who cheered his appearances in the ring, generally wearing his streetwise shorts and his colorful baseball caps. His growing popularity allowed him to try his luck as a rapper and he also began a career acting in the film industry. One of his first successes on screen came thanks to director Renny Harlin, who gave him the part of the detective Danny Fisher in the action thriller *12 Rounds* (2009). After that, he had a smaller part in the comedy *Daddy's Home* (2015), along with Mark Wahlberg and Will Ferrell. Later, he played agent Burns in the fantasy movie *Bumblebee* (2018) and he played a firefighter in the family comedy *Playing with Fire* (2019), shortly before tackling his first role as a villain in *Fast & Furious 9*.



DODGE VENOM CONCEPT CAR

To support the launch of the Dodge Neon, a compact sedan with an original design that appeared in 1994, at that year's Chicago Auto Show the Dodge brand presented a concept car of what could have been a two-door sports coupe developed on the mechanical base of the Neon. Unfortunately, it was never mass-produced.

The Venom's appearance had a certain air of the contemporary Dodge Viper about it and showed what a sports car based on the Neon could have looked like.

With an external design clearly inspired by the Viper, the Dodge Venom Concept Car exhibited attractive pearly yellow bodywork with a green sparkle and a black bonnet. Notable features were the doors, with a projecting line halfway up; the front, with the twin grille openings that were habitual in the Dodge brand's cars of the time, but highly stylised, and a muscular rear end. Chromed wheel rims with an unusual design completed an attractive model that, nevertheless, would never be mass-produced.

Beneath the attractive coupé bodywork, the Venom concealed the highly modified platform of the recent Dodge Neon. The engine, a longitudinal 3.5-litre V6 producing 245hp was derived from the one used by the Dodge Intrepid. It transmitted the power to the rear drive axle (the principal transformation of the chassis since the Neon was a front-wheel drive car) via a six-speed manual gearbox. Double triangulated suspension and disc brakes with ABS completed a setup far more elaborate than the Neon, on which it was based. After being exhibited at different events, the Venom ended up parked in the brand's museum, along with all the other Dodge concept cars.



The elaborate door area, with a fin projecting halfway up, was the Venom's main styling characteristic.



THE FRONT RIGHT WHEEL ARCH

In this assembly session you will assemble the front right wheel arch and attach it to the front of your model car. Please follow our instructions and the explanatory illustrations carefully.

PIECES FOR THIS STAGE

109A



109B



109C



109D



AM



AP



CP



IM



109A Front right wheel arch (part 1)
109B Front right wheel arch (part 2)
109C Front right wheel arch (part 3)
109D Front right wheel arch (part 4)

AM Screws 2 × 4mm (× 3)*
AP Screws 1.7 × 4mm (× 8)*
CP Screws 2 × 5mm (× 3)*
IM Screws 2 × 5 × 5mm (× 2)*

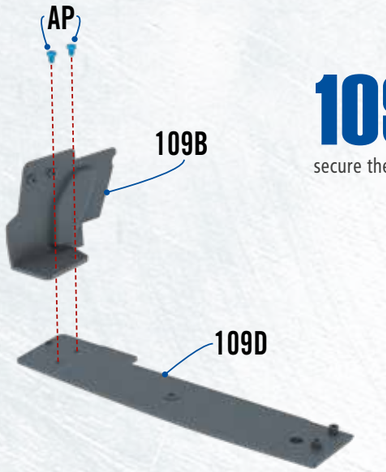
*Some of the parts are spares.

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

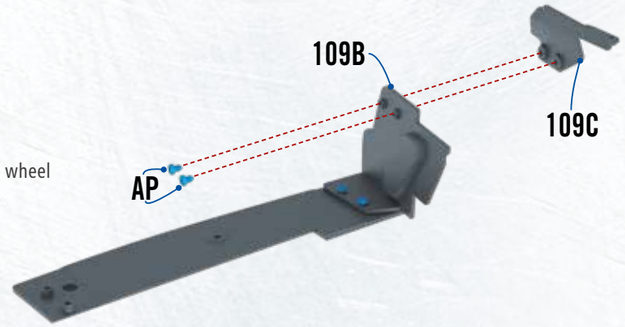


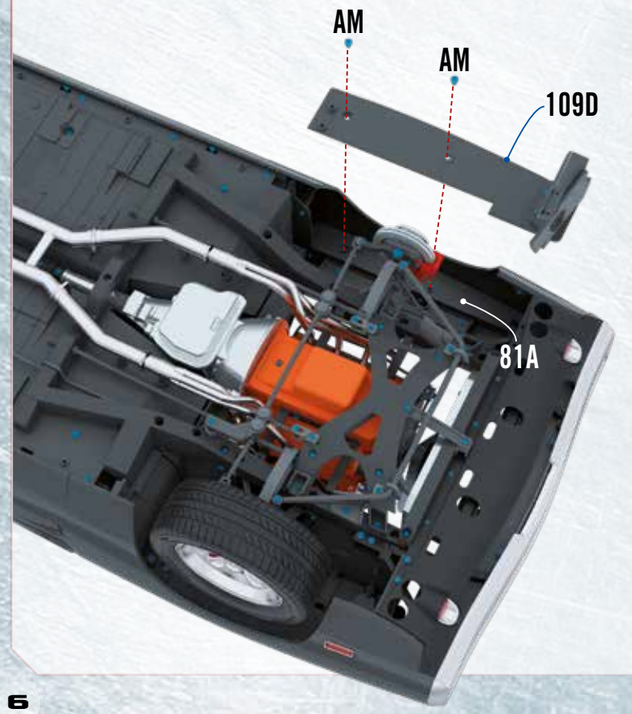
FRONT SECTION



109.1 **JOIN** part 2 of the front right wheel arch **109B** and part 4 **109D**, positioning the pieces as shown in the illustration. Use two **AP** screws to secure the pieces in question. ◀

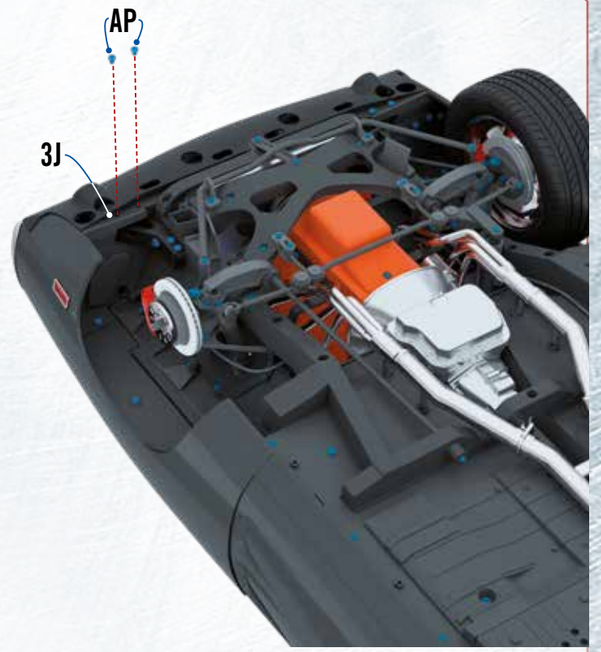
109.2 **NOW JOIN** part 3 of the front right wheel arch **109C** to part 2 **109B**, using two **AP** screws. ▶





109.3 **TURN** your model upside down. Put the piece you assembled in the previous steps in the correct position. Secure the piece by inserting two **AM** screws into part 4 of the front right wheel arch **109D**. ◀

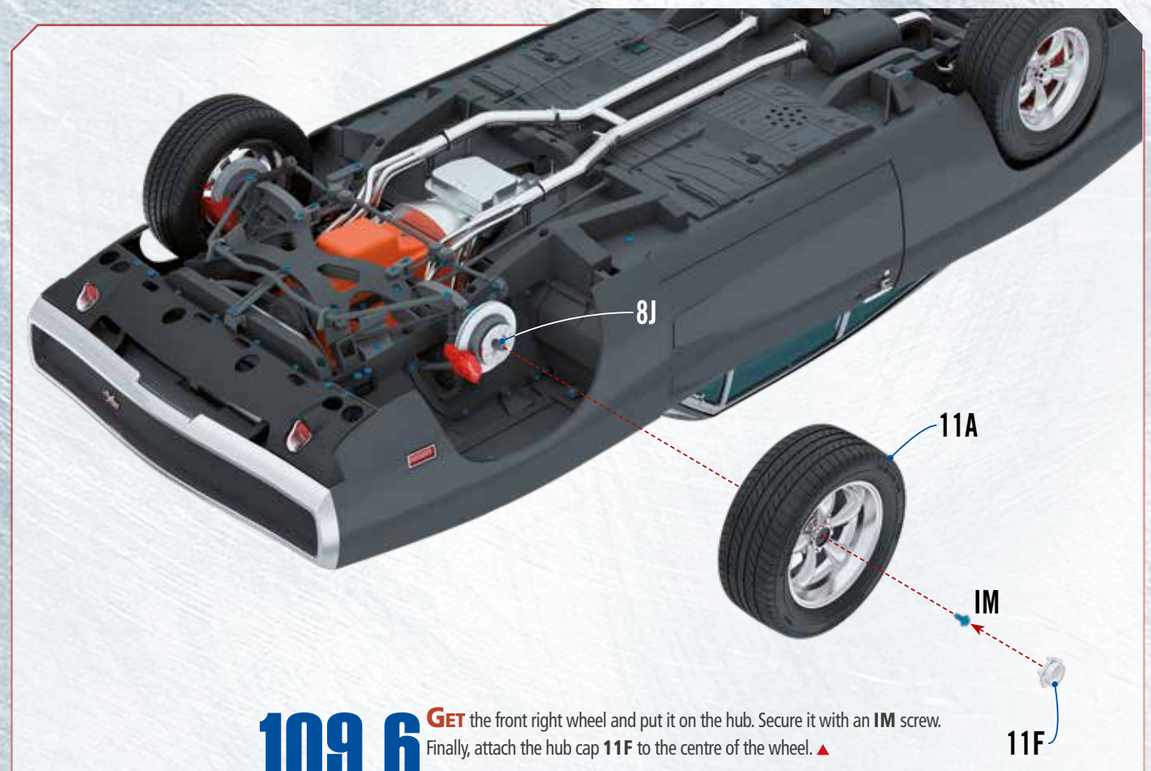
109.4 **INSERT** two **AP** screws into the holes indicated in the illustration. ▶





109.5 **ALIGN** the two holes in the base of part 1 of the wheel arch **109A** with the two rearmost pins on part 4 **109D**. Secure the pieces with two **CP** screws. ◀

The front right wheel arch



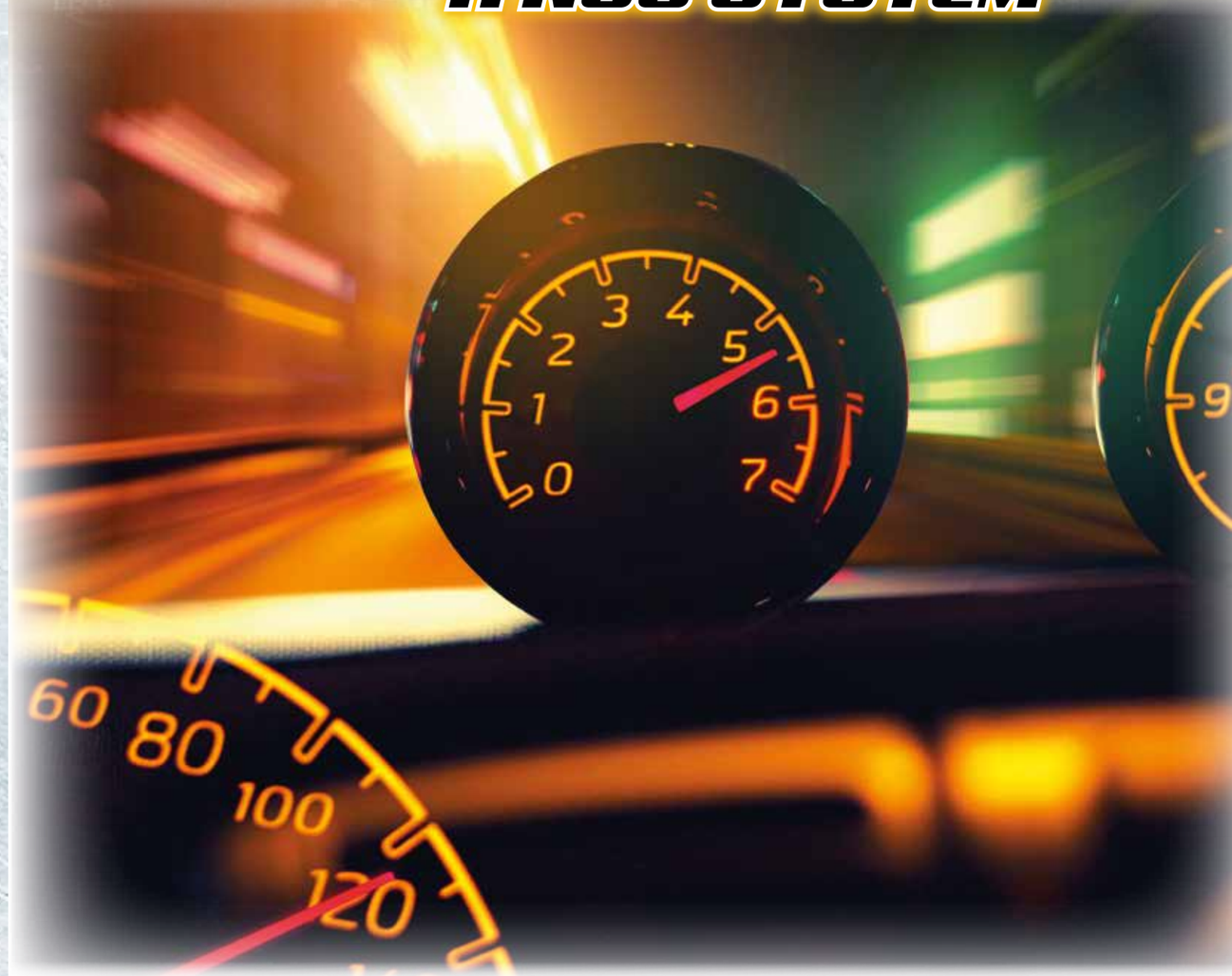
109.6 **GET** the front right wheel and put it on the hub. Secure it with an **IM** screw. Finally, attach the hub cap **11F** to the centre of the wheel. ▲

RESULTS OF STAGE 109

You have now mounted both front wheels on your model. Keep everything you have assembled so far in a safe place.



HOW TO INSTALL A NOS SYSTEM



The installation of a NOS kit is not that complicated. However, you will need to take some precautions, and of course consult a specialist tuner. We shall examine some of the different kits on the market.

Usually, inside the numerous NOS kits on the market, we will find everything necessary for installation, including the gas bottle, the high-pressure lines, the solenoid valve and the injector nozzles for the introduction of nitrous oxide into the engine. Standard gas bottles contain from 5kg to 10kg of nitrous oxide. The most common location for installation of the gas bottle is inside the boot, although some mount it on the passenger seat. From the boot, the high-pressure lines run through to the engine compartment. The nozzles for injecting the nitrous oxide are controlled by solenoid valves that open when the sys-



There are two types of NOS kit: A "dry" kit with nitrous oxide being injected upstream of the intake airflow while fuel travels through the standard jets. Then there is a "wet" kit with nitrous oxide and fuel being injected together into the intake manifolds.

tem is activated. At this point, we have to make a distinction between "dry" kits, where the petrol passes through the standard EFI injectors, and "wet" kits, where the nitrous oxide and extra fuel are injected into the engine's air intake.

DRY OR WET?

The term "dry" nitrous oxide system refers to nitrous oxide kits that use the car's original injectors to provide additional fuel to the engine. Dry systems send a signal to the standard fuel regulator to increase the fuel pressure and consequently inject enough fuel to "equalise" the amount of nitrous oxide added. Alternatively, some kits take a different approach: they send a signal to the car's engine control unit (ECU) to increase the opening time of the injectors and therefore allow more fuel to pass. Sometimes there is also a sensor that checks the oxygen level, to verify that the air-fuel ratio is within the safety level. If there is an excess of nitrogen, the system immediately interrupts the supply of nitrous oxide, protecting the engine from any irreversible damage. In this particular case, the nitrous oxide is delivered simultaneously with the fuel, making sure that the intake manifold is "wet" from the fuel itself (and this explains the name).

If the NOS system is mounted on an engine with direct injection, care must be taken to avoid backfiring caused by the stagnation of fuel in the inlet duct or the manifold, or perhaps by the uneven distribution of the nitrogen/fuel mixture. Since most fuels are heavier than air, there is a possibility that fuel is unevenly distributed to the engine combustion chambers. This could cause a lean mixture, detonation (knocking or pinking), or stagnant conditions in parts of the intake tract. It could cause a hazardous state where fuel could ignite uncontrollably, causing catastrophic component failure.

There are essentially two systems for injecting nitrous oxide gas into the engine. In the first, a "Y" shaped injector is used where N2O enters on one side and petrol on the other. This makes it easier to maintain an

optimal stoichiometric ratio by adjusting the flow rate of these two elements. It is usually positioned immediately after the throttle. The other type has four injectors - one per engine cylinder - positioned upstream of the intake valve. In terms of performance, with a single injector almost a 100hp boost is achievable, while with four injectors, the increase can even reach 300hp! However, on a road car, it is better not to overdo it, and leave the enormous amounts of boost only to highly modified cars with special components.

AVOID DAMAGE

While a nitrous oxide system guarantees an increase in power at a very reasonable price, if it is installed improperly it can cause serious damage to the engine. If nitrous oxide were injected into the engine without sufficient fuel being supplied, the mixture would become dangerously lean. Starved of the necessary fuel, combustion temperatures would soar. Extreme temperatures cause catastrophic damage to pistons and other parts in the combustion chamber and lead to massive engine failures. Whatever they may tell you, it is not the NOS that causes damage to an engine, but abuse or mistakes by the driver, especially if this happens behind the wheel of a car that is not adequately prepared to withstand such a sudden increase in power.

In short, the more fuel you burn, the more power you can produce. Therefore, to get more power, you need to supply and burn more fuel. So how can you do that? The answer is simple. You need two things: a way to add more fuel and something that provides the additional oxygen needed to burn it.

If you want to achieve good results with nitrous oxide, you will need to take some precautions. First, you need to be sure that the fuel supply system is perfectly efficient. Consider that fuel filter performance begins to degrade after just 10,000 kilometres. Therefore, when installing a new nitrous oxide system, it is recommended that the fuel filter be replaced and that the injectors be thoroughly cleaned. It is also better to enhance the ignition system by fitting high-performance spark plugs and HT leads.

The NOS output is usually activated by a main master switch on the dashboard. Then there is a push button, often on the steering wheel, which allows the N_2O/petrol mixture to be injected as required.

For safety reasons, there is usually a switch on the accelerator linkage to ensure that the system only works with the throttle completely wide open. Most tuners set the system to work for up to 10 seconds each time the button is pressed, to avoid overstressing components. It is also possible to eliminate the button on the steering wheel. In this way, every time the driver floors the accelerator pedal the NOS system will be activated automatically. Of course, the master switch on the dashboard will always be present to be able to deactivate the system.

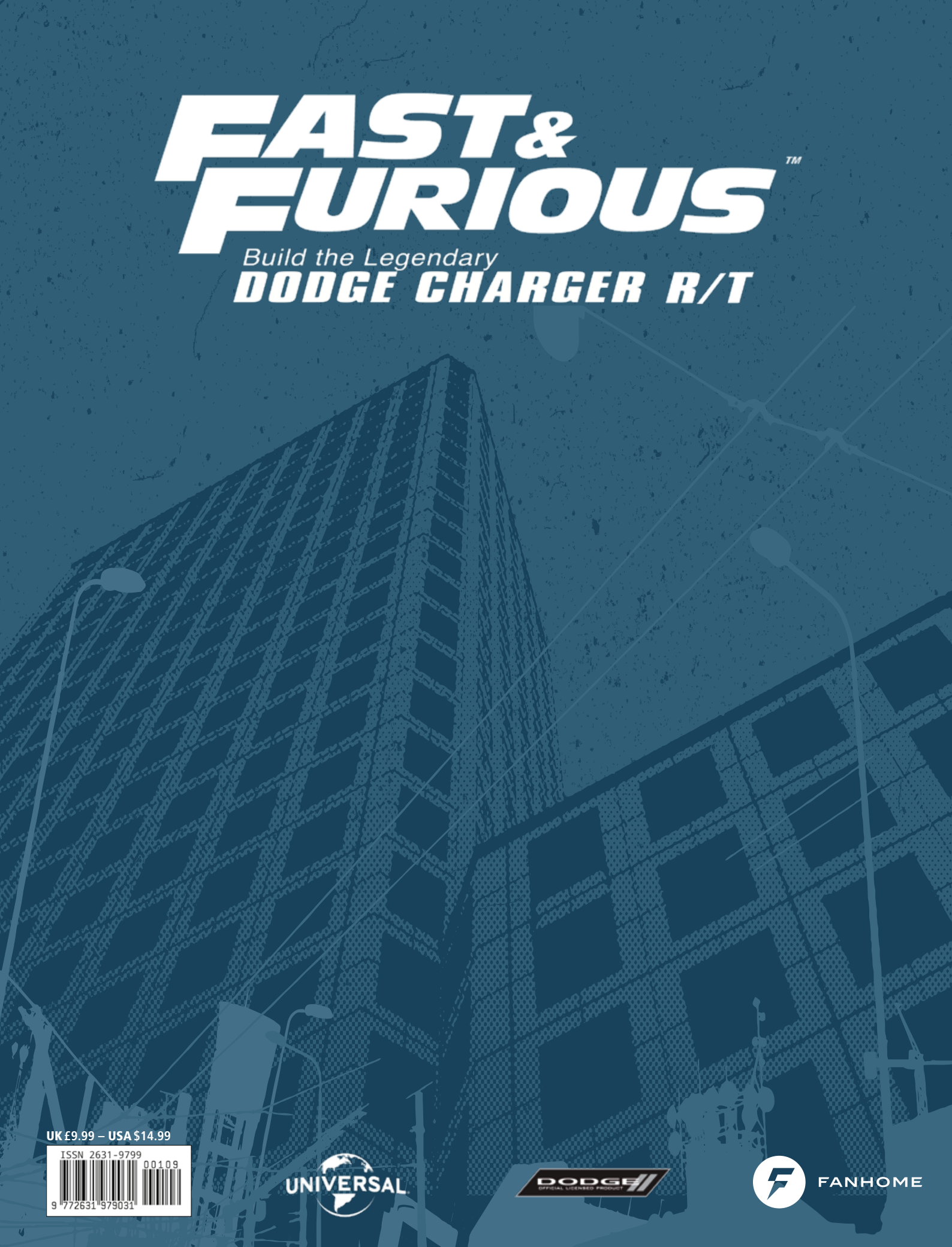
Ten seconds might seem a very short time, but in practice, it is difficult to keep the nitrous oxide system active for more than 10 seconds. In addition, the storage bottle is not very large. Each time the NOS is used, it has to be refilled, and that is not cheap.

A Nitrous Oxide System (NOS) is capable of providing additional power of between 40hp and 300hp, depending on the complexity of the system. The more horsepower we want, the more special components we need to fit to handle the sudden increase in power.



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