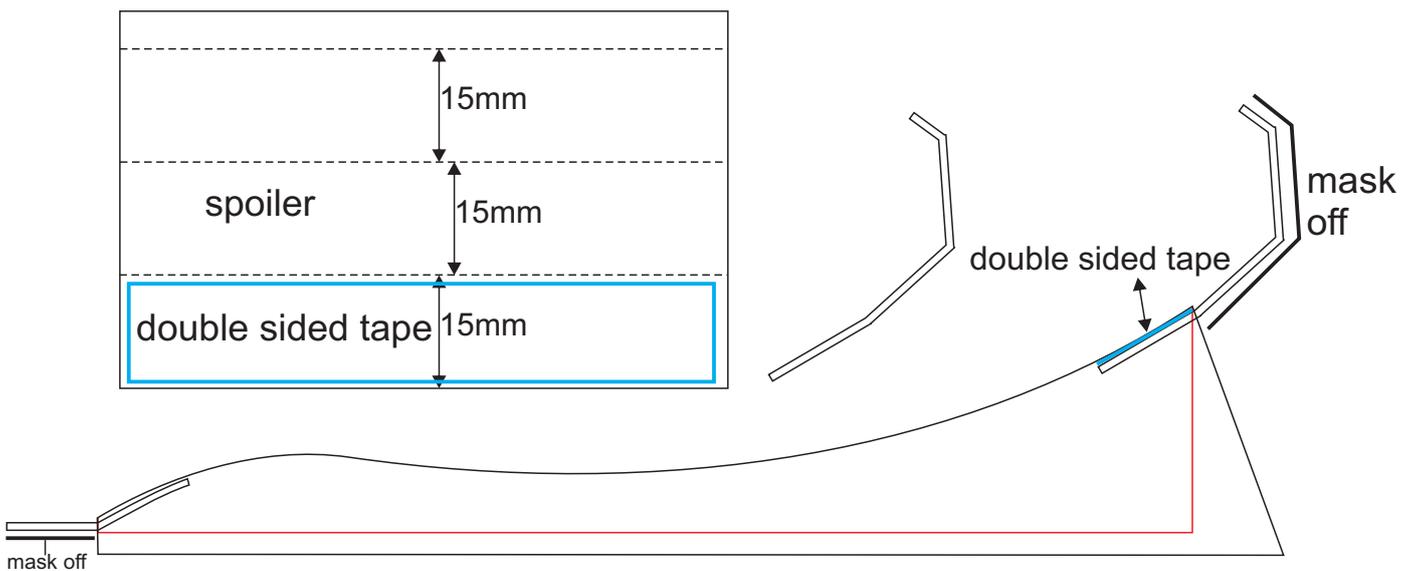
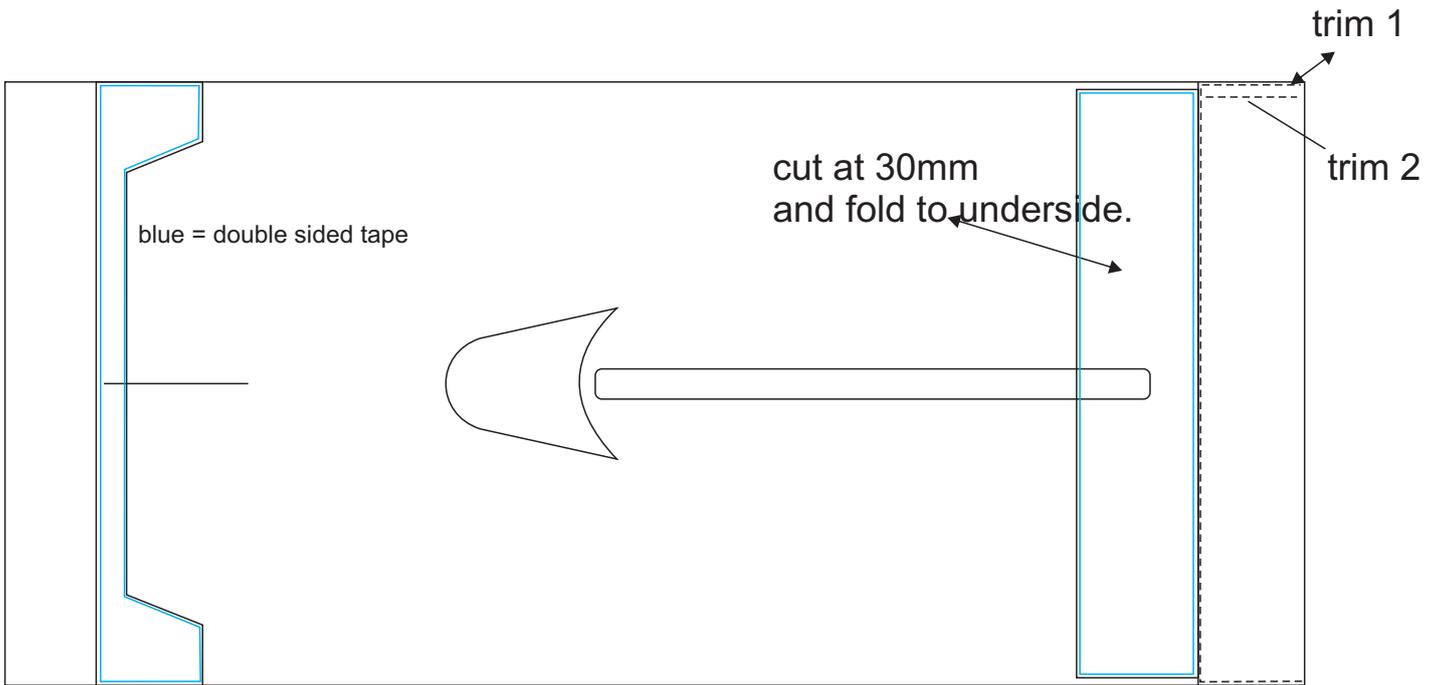


At this point it is also recommended to fit the rear spoiler, usually they are 50mm and sometimes prelined for bending but if not, gently crease 3 x 15mm segments leaving a 5mm tip. bend at the marked lines as in diagram and on the lower 15mm cover with double sided tape. You will now need to trim rear of body shell to fit the spoiler, there are 2 ways of doing this and the choice is yours, trim 1 cut out the back section totally and then fit spoiler, trim 2 is just cutting up the sides and cutting the flap to 30mm, bend and fold to go onto underside of body, bending at the original cutout line, use double sided tape to fix, this gives a much stiffer backend, once done fit spoiler,



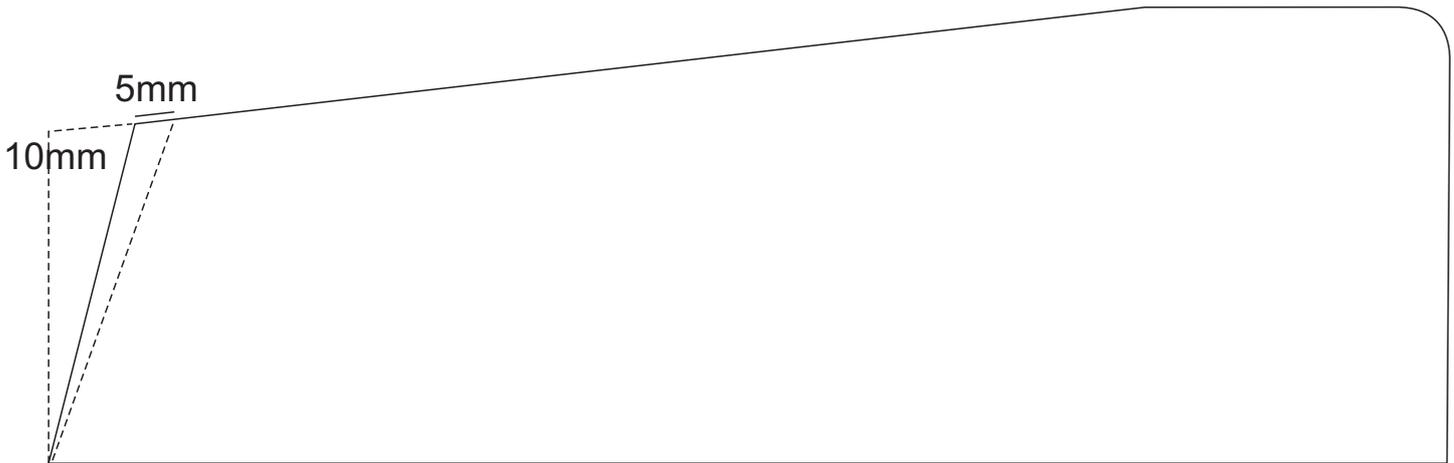
your body shell should look similar to the above diagram and is ready to paint, please note, if you wish to put in wheel masks do so now and before painting use some cheap masking tape to mask out the outer edges of the spoiler and diaplane and then get to painting the body shell.

Fitting the side dams:

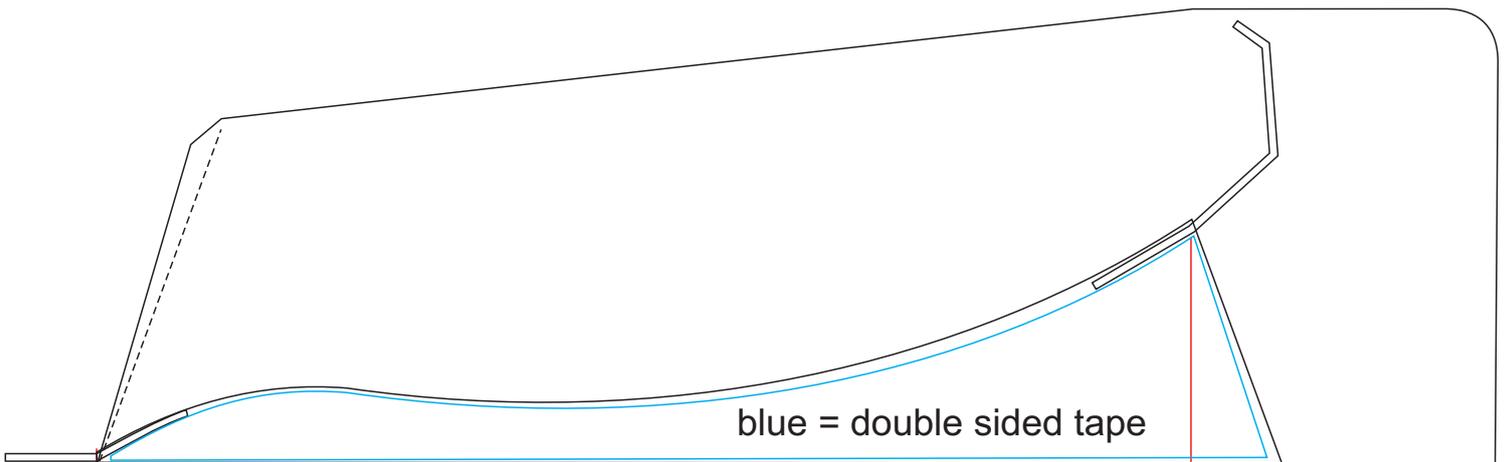
I am unsure as to regs on the side dams but most regs state 45mm at front and 65mm at rear and length is 195mm at base line.

The leading edge at front should have a 10mm chamfer if not already cut.

to get the dams to work efficiently it is recommended to measure 5mm back from the top of dam and gently score a line down to bottom point and fold outward this ensures the dams fold outward when racing.



To fit the dams cover the whole sides of body shell with double sided tape, you may need to trim off any excess, once done place the dam from lower point at the front cut point of body shell and level along the cut line, gently rub down to adhere to sides, to ensure they do not pull away from sides of body shell we will staple at a few points but not yet,

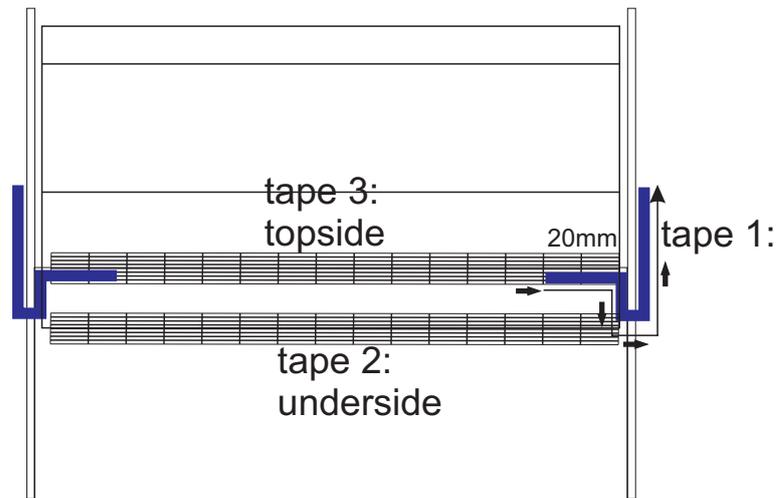


The next section is to reinforce the dams -bodyshell - ect also at this point you wish to stick on some pin reinforcements or metal pressed sequins or maybe cut some armour galze to fit over the pin hole as reinforcement.

Taping up:

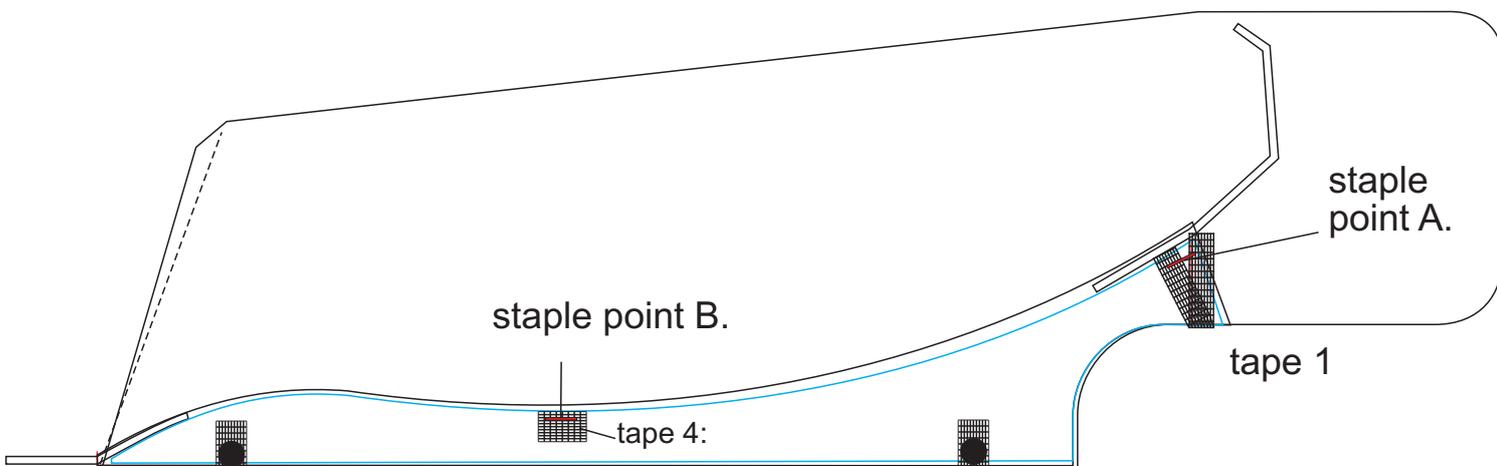
A lot of people have their own method of taping up but here are some suggestions, before starting trim out rear wheel arches, and trim bottom outline,

sometimes splits occur at the rear of body where the spoiler meets the body shell and the dams start to make the split worse as racing goes on Tape 1: can help reduce this factor, starting from about 20mm on the underside of spoiler and using a steel rule press nice and tight into edge and bring round back up as much as you desire, then place a staple at point A. To ensure spoiler does not come away from underside and top of body shell place tapes as diagram below tapes 2-3.

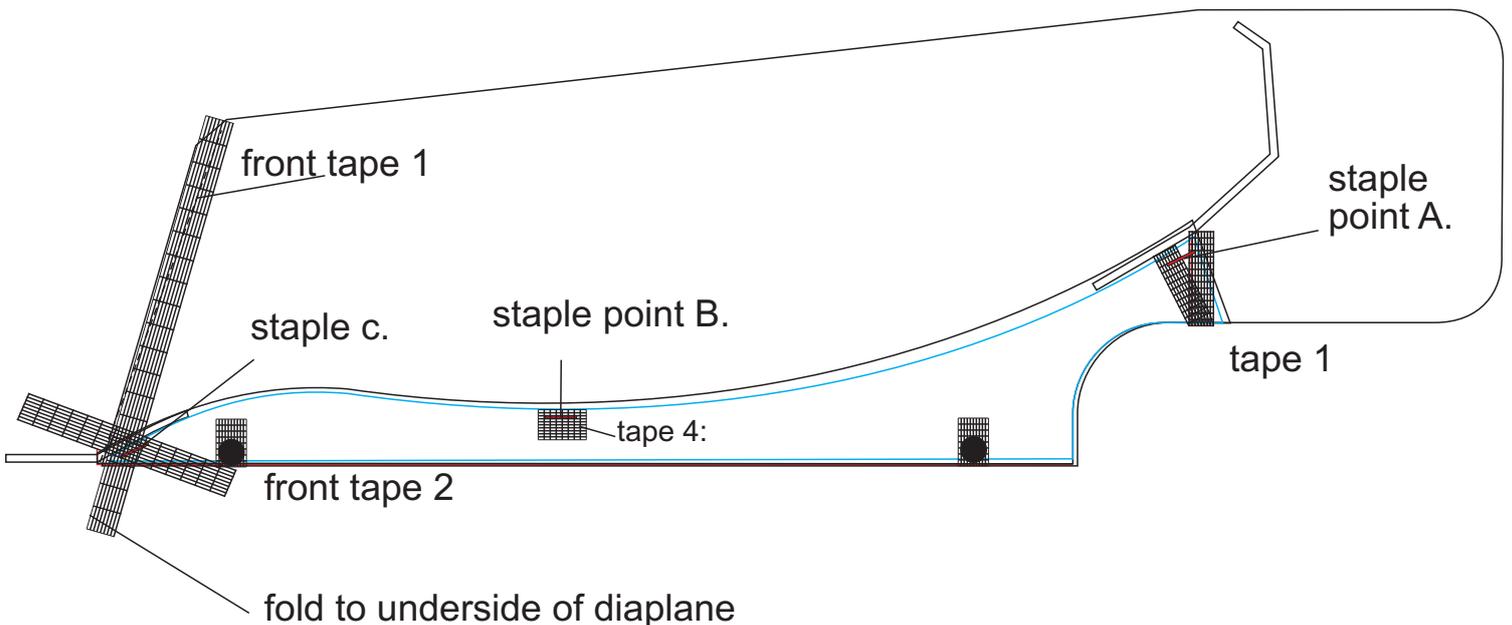


Tape 4; is just a small piece of tape placed inside body shell before putting a staple through as this helps stop the staple pulling through the shell.

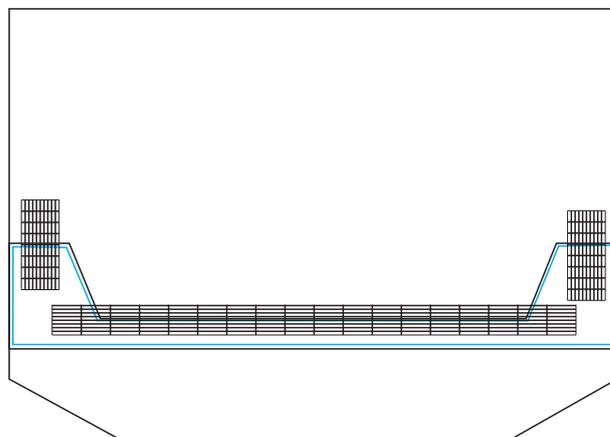
Also you may wish to put some tape over the pin sections.



Taping front - first flatten out the bend on the dam as it makes easier fitting of tape place some tape down the leading edge with a 20mm tail which you fold to the underside onto diaphane front tape 1. now staple area c.
next cut a piece of tape 40mm in length and place as shown in diagram tape 2 ensure the tape is approx 20mm on the overlaps and also ensure it does not override tape 1 on the very bottom edge using a steel rule fold both top and bottom tails and ensure they are pressed into edges.



Finally tape over the underside of the diaphane where it meets the body shell and add 2 small strips to horns, well taping done you can trim the diaphane as you may need and hope you enjoy your wing racing.



This setup is only a small help done by mark wattam.
cheers and happy racing.