

Benefits of a Racecraft Inc. Wing on your car

Wing Sail or Main Body

- A. Carries** the air beyond the deck-lid of the car to the wicker.
- B. Drastically** reduces drag from turbulent air on the back of the car.
- C. Assists** in getting air out from underneath the chassis.
- D. Longer** wings enhance all of these characteristics, plus moves the wicker back for more cantilevered down force beyond the centerline of the rear axle.
- E. Assists** in shoot deployment.

Wicker

- A. Wickers** create the majority of the down force and can be adjusted to 3 different heights to increase down force.
- B. Standard** wicker height adjustments for all Racecraft wings is 3/8", 1/2", 5/8"

Side Plates

- A. Assist** with all functions of the wing body mentioned above.
- B. Greatly** enhances side-to-side stability to the back of the car especially above 150 MPH.

120-150 MPH

For cars running 150 MPH or less in the 1/4 a 15" wing is the typical choice for most applications. Some classes limit you to a 6" or 10" wing, which is fine because anything is better than nothing. Because of the limited MPH the main benefit you will get from the wing is getting the turbulent air off the back of the car, and assist with getting air out from under the car, which helps reduce unwanted drag. Racecraft Inc. also offers for most wings a short wicker that adjusts from 0, 1/4", 3/8". This option offers less drag for applications not typically struggling with back half traction (1/8" to 1/4" Mile)

150-220 MPH

For these applications the longer wing is typically selected. The amount of air moving across the surfaces of the wing at this MPH can really be noticed by the driver especially with stability in the rear of the car & in some applications the down force can greatly be measured in your time slips. At this point the wicker is creating good down force and can add a lot of bite to a car that can typically have tire slippage at the 1/8" and beyond. Racecraft Inc. also offers for many of our wings a taller wicker that adjusts from 3/4", 1", 1 1/8" to further assist with big end traction.