



1982-1992 Camaro 17" Wing Part # 400119

1. **Use** the 6-32 fasteners to bolt the hinges (to a light snug) onto the wing, so the hinges can be slightly adjusted to fit the back of the car, also install wicker with 6-32 and 8-32 bolts to the back edge of the sail to help maintain the shape of the wing.
2. **Use** a support stand to rest the back of the wing. Position wing to deck-lid, making sure it's centered side to side and the top surface is flush with the top of the deck-lid. Duck tape works well for holding hinges tight to the back of the deck-lid.
3. **Transfer** hinge holes to vehicle using a scribe.
4. **Remove** wing and drill out holes 9/64" drill bit for 6/32 bolts.
5. **Hinges** may be riveted to deck-lid, we suggest using the 6-32 Stainless hardware supplied in the kit, but this will require access holes to be drilled in the deck-lid structure. We typically use a 1 ½ hole saw.
6. **To** the under side of the sail install strut mount plates with 6-32 bolts.
7. **Mount** clevis bracket to the inside of side plate and bolt on side-plates using 6-32 bolts to the sail and re install wing to car.
8. **Put** together strut rod assemblies with a rod end at each end and a clevis on the side plate struts. (Leave about 3/16" of threads exposed for future adjustment) Pin the coarse adjustment aluminum slider shaft at least 1 hole in from the end hole.
9. **Set** the rake or angle of the sail to the desired location by adjusting support stand up or down. (Ideal installation would be parallel to the rocker panel or ground)

10. **Bolt** struts to sail with 10-32 bolts and position wing plates on bumper making sure struts are spaced evenly and vertical from viewing point directly behind the car. The ring pins will be used on the bumper end of the strut rod.
11. **Mount** strut plate to bumper using 6-32 bolts.
12. **Adjust** side plates for desired position to the side of the car and snug all strut rod jam nuts. The shape & contour of side plates may need some hand tweaking to correctly fit the side of the car.

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 ¼ 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, ¼", 3/8". This option offers less drag for applications not typically struggling with back half traction (1/8" to ¼" 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 ¾", 1", 1 1/8" to further assist with big end traction.