

M-4527 Dragster Full Front Wing Adjustment Guidelines

Thank you for purchasing our new front wing. Wind tunnel testing has determined it generates as much or more down force than previous designs with as much as 30% less drag.

To help take the guesswork out of setup, please follow these guidelines and charts. The values given for down force are approximate. Atmospheric conditions such as track altitude and relative humidity may affect results by as much as 10%. (Conditions shown are for a 70°F day, 30% relative humidity, at a barometric pressure of 29.92 inches of mercury.)

We at **McKinney Corp.** know there is no substitute for on-track experience. Please use your own judgment based on observations or data from the car to achieve the best results according to the situation.

Notes for setup:

- Make sure the endplates are parallel with the ground. If this is not desired or possible, do not exceed 5° from horizontal with the leading edge lower than the trailing edge. These endplates are most effective at increasing down force when placed close to horizontal.
- Avoid using or making adjuster blocks taller than those on Part M-4272-C. Down force will not increase, and may decrease. It will also produce moderate to substantial increases in wing drag.
- Normal flaps ('wicker bills') of various sizes may provide additional down force if desired, but can cause moderate wing drag increases. (This should not be more than 40-50 pounds additional drag at 300mph.)

The following Chart presents approximate down force (in pounds) from the wing at various locations on track. The **letter** in the Tab Code is the end of Part M-4272-<letter>. The **number** represents the hole label on the tab.

Distance	Approx. Speed	ADJUSTER TAB CODE (Letter – Hole)					
		A – 4	A – 5	B – 6	B – 7	C – 8	C – 9
60 ft.	100 mph	190 lbs.	200 lbs.	210 lbs.	215 lbs.	220 lbs.	220 lbs.
330 ft.	200 mph	765	800	835	855	870	870
660 ft.	260 mph	1290	1355	1415	1445	1470	1470
1000 ft.	300 mph	1725	1805	1880	1920	1955	1960
1320 ft.	310 mph	1840	1925	2010	2050	2085	2090

NOTE: The primary effect of moving the wing from hole C-8 to C-9 is an increase in drag, but your results may vary.

Again, thank you for purchasing our wing. We have determined it to be the best performing front wing available, and can provide your team with advantages you need to win. Good luck!