

## ASSEMBLY & INSTALLATION NOTES

# JUBU Cup 430 EVO Carbon rear wing for carbon engine lid

for Exige 410 / 420 / 430

Please follow the instructions in this manual for a proper assembly & installation of the JUBU Cup 430 EVO Carbon rear wing for carbon engine lid.

Please find in this document:

1. PART LIST
2. ASSEMBLY & INSTALLATION NOTES
3. ADJUSTMENT OPTIONS

## 1. PART LIST

#	ITEM	ART-NO.	UNITS
1	EVO wing blade	JU00261ART	1
2	EVO wing blade endplate	JU00263ART	2
3	Gurney flap 10mm	JU00264ART	1
4	Gurney flap 15mm	JU00265ART	1
5	Engine lid bracket 410 right	JU00125ART	1
6	Engine lid bracket 410 left	JU00126ART	1
7	Wingstay	JU00127ART	2
8	Wing bracket EVO profile	JU00128ART	2
9	Pressure distribution block right	JU00130ART	1
10	Pressure distribution block left	JU00131ART	1
11	Pressure distribution bracket 1 left OEM style	JU00266ART	1
12	Pressure distribution bracket 1 right OEM style	JU00267ART	1
13	Pressure distribution bracket 2 left OEM style	JU00268ART	1

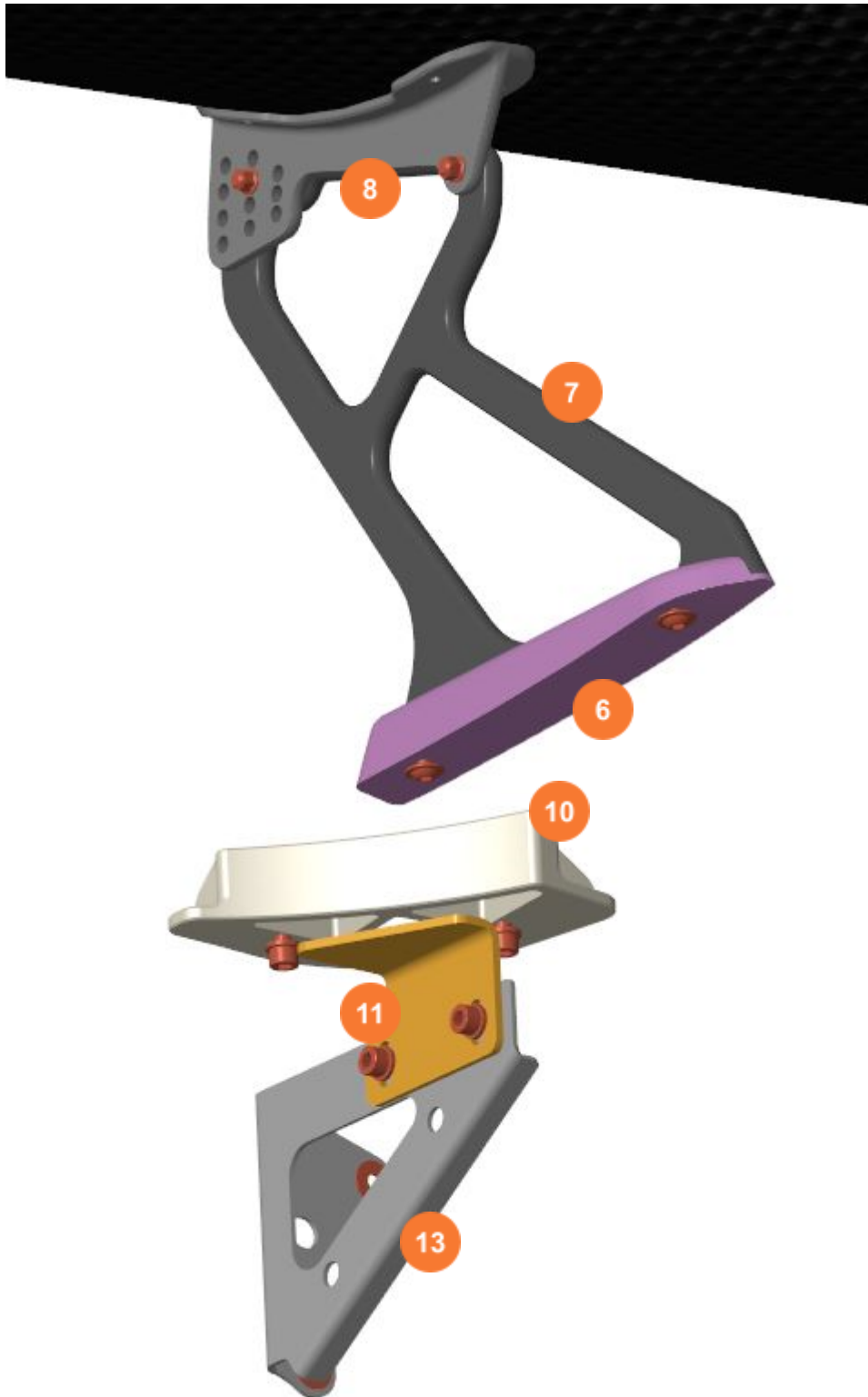
#	ITEM	ART-NO.	UNITS
14	Pressure distribution bracket 2 right OEM style	JU00269ART	1
15	Countersunk screw (Torx) DIN 7991 M5x20	-	6
16	Countersunk screw (Torx) DIN 7991 M6x20	-	8
17	K-Nut M6	-	4
18	Lens head screw ISO 7380 M6x16	-	4
19	Head cap screw DIN 912 M6x16	-	8
20	Washer DIN 9021 M5	-	4
21	Washer DIN 125 M6	-	12
22	Self-locking hex nut DIN 985 M6	-	4
23	Bodywork adhesive	-	1

Color Explanation:

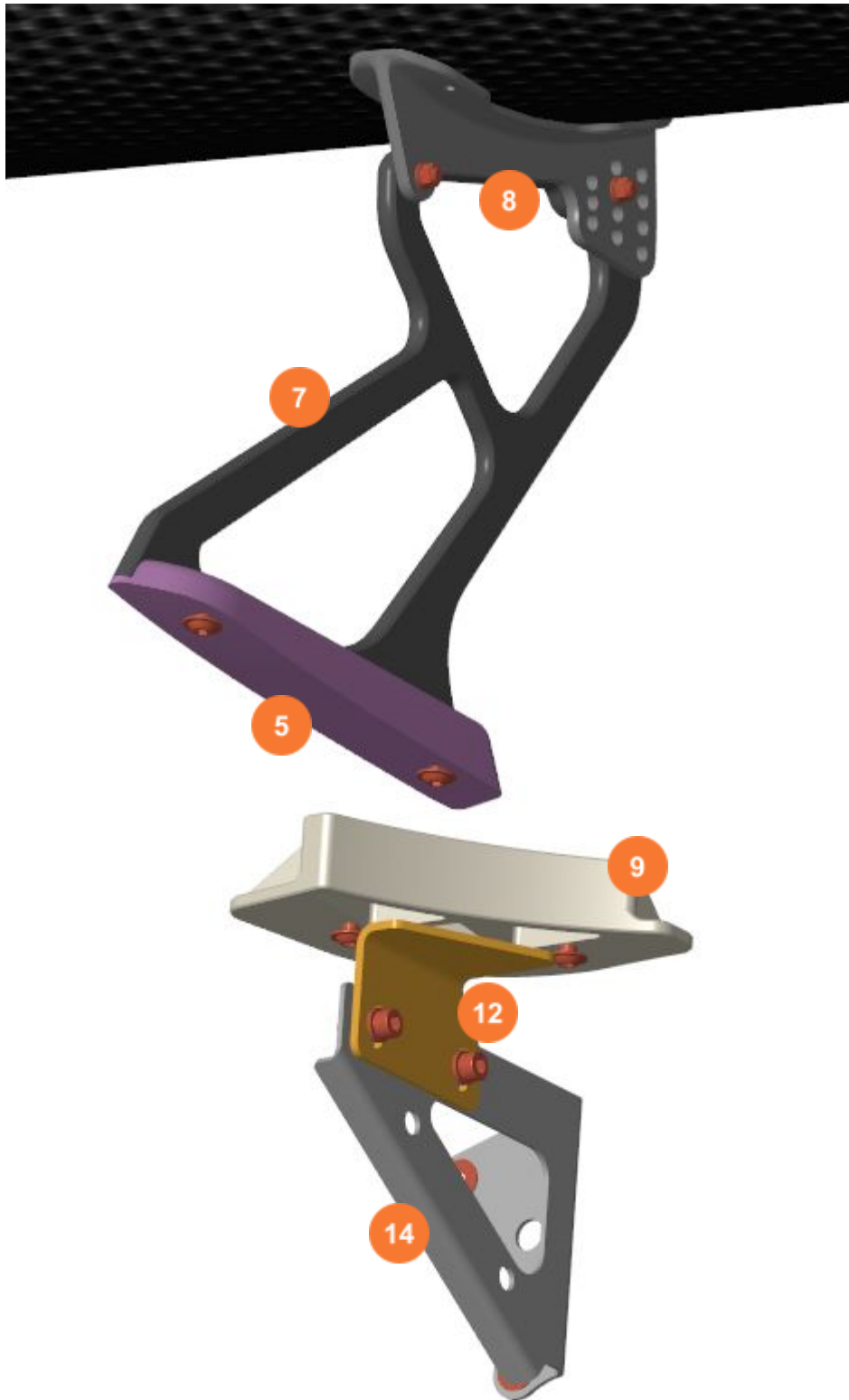
Yellow marked rows = optional Items



Fig 1: Scope of delivery wing



*Fig 2: Scope of delivery left wing pickup*

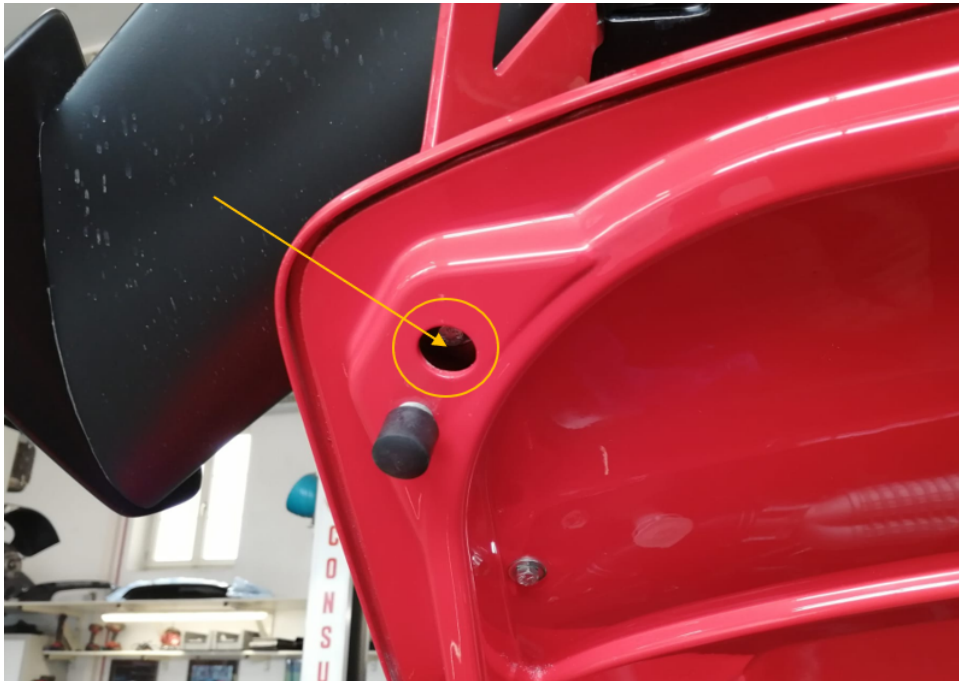


*Fig 3: Scope of delivery right wing pickup*

## 2. ASSEMBLY & INSTALLATION NOTES

### 2.1 Mounting the rear wing on the engine lid

1. If installed, an OEM wing has to be removed.
2. The new lid-brackets (5 & 6) have to be screwed loosely on the engine lid by using the OEM holes and the OEM screws. **⚠ NOTE: If your car has no OEM wing, the holes (Ø7mm) have to be drilled beforehand. The first hole has to be drilled in the center of the marked hole on Fig 4. The second hole has to be drilled 138.5mm in front of the first hole. Make sure that the imaginary line between the centers of these holes is parallel to the driving direction. For screwing the new lid-brackets on the engine lid 4x M6x16 lens head screws (18) have to be used.**



*Fig 4: Holes for the lid-brackets*

3. In the next step the wing stays (7) have to be bolted on the lid brackets (5 & 6) with 4x M6x20 countersunk screws (16), tightened with 10Nm and fixed with screw lock *LOCTITE 243 screw locking lacquer*.
4. If not already pre-assembled the end plates (2) have to be screwed on the wing blade (1) with 6x M5x20 countersunk screws (15) and fixed with screw lock *LOCTITE 243 screw locking lacquer*.
5. Now the rear wing (1) has to be mounted in OEM position (marked with a dot on the wing bracket (8)) with 4x M6x20 countersunk screws (16) and 4x M6 K-Nuts (17) which have to be tightened with 10Nm.

6. Finally the screws for the lid-brackets (5&6) have to be tightened with 10Nm and fixed with screw lock *LOCTITE 243 screw locking lacquer*.

## 2.2 Assembly of the pressure distribution system

1. The holes in the Rear-clam have to be drilled according to the drilling template “rear clam holes right” and “rear clam holes left”
2. The pressure distribution blocks (9 & 10) have to be screwed into the rear clam with 4x M6x16 head cap screws (19) and 4x M6 washers (21).



*Fig 5: Positioning of the pressure distribution blocks*

3. Next the side panels in the luggage compartment have to be removed.
4. The pressure distribution bracket 2 left (13) has to be bolted on the inside on the inner left rear light as shown on *Fig 6*. For this step the OEM screws and 2x M5 washers (20), which are tightened with 4Nm and fixed with screw lock *LOCTITE 243 screw locking lacquer* have to be used.

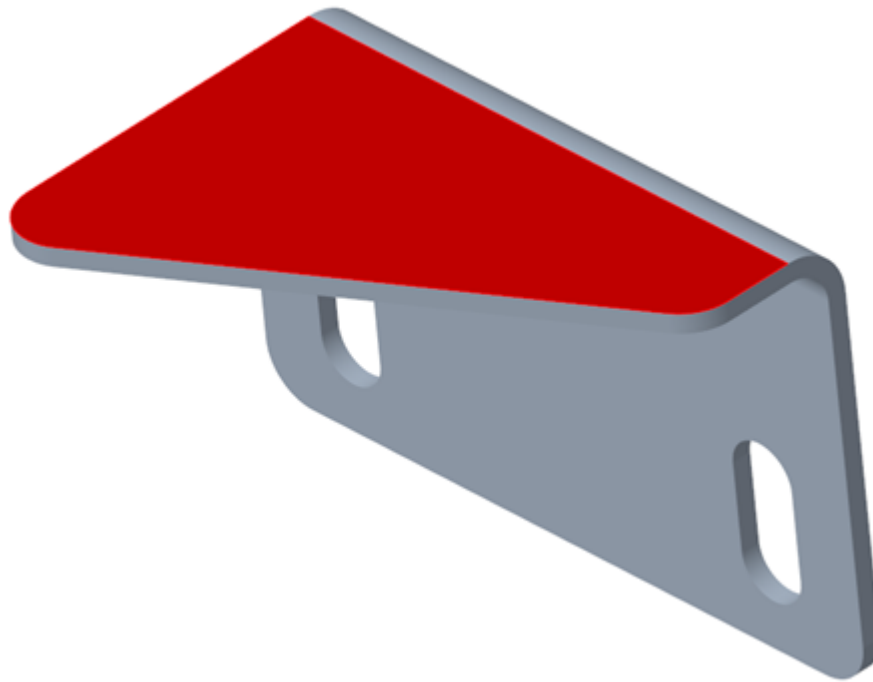


*Fig 5: mounting the pressure distribution bracket 2 left (13) (I)*



*Fig 5: mounting the pressure distribution bracket 2 left (13) (II)*

5. Now bodywork adhesive (23) has to be added on the red marked area of the pressure distribution bracket 1 left (11) as shown in Fig 6.



*Fig 6: Bodywork adhesive (23) is added on the red marked area of the pressure distribution bracket 1 left (11)*

6. The pressure distribution bracket 1 (11) has to be positioned in a way that the red marked area with the bodywork adhesive (23) touches the rear clam. For final positioning the pressure distribution bracket 1 left (11) and the pressure distribution bracket 2 left (13) have to be screwed together with 2x M6x16 head cap screws (19) and 2x M6 self locking hex nuts (22) that are used with 4x M6 washers (21).



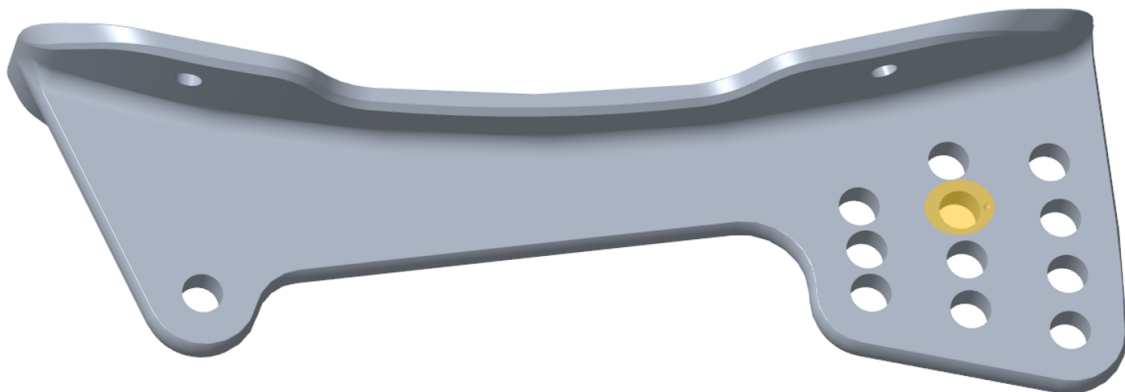
*Fig 7: Assembly of the left pressure distribution brackets (11 & 13)*



7. The same steps now have to be repeated on the right side with the right pressure distribution brackets (12 & 14).
8. Finally the bodywork adhesive (23) has to cure for at least 90 minutes until the system is ready for use.

### 3. Adjustment options

- The standard position of the rear wing is, when the yellow marked holes are chosen (as marked in Fig 8).
- If more downforce is required, one of the holes below can be chosen. (7 steps possible)
- If less downforce is required, one of the holes above can be chosen. (3 steps possible)
- The angle of the wing changes by 1.33° when adjusted by 1 step.



*Fig 8: Adjustment options provided by the wing brackets (8)*

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If you have any questions or need additional information, please contact us by email:

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