

**ASSEMBLY & INSTALLATION NOTES**

**JUBU Cup 430 EVO Carbon rear wing (glass engine lid or GPR/carbon fiber louvre)**

for Exige S / Sport 350 / 380 / 390 FE

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

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 1450 mm length	JU00261ART	1
1.1	EVO wing blade 1550 mm length	JU00891ART	1
2	EVO wing blade side cover	JU00263ART	2
3	Gurney flap 10mm	JU00264ART	1
4	Gurney flap 15mm	JU00265ART	1
5	Engine lid bracket 350 right	JU00123ART	1
6	Engine lid bracket 350 left	JU00124ART	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 black OEM style	JU00266ART	1
12	Pressure distribution bracket 1 right black OEM style	JU00267ART	1

#	ITEM	ART-NO.	UNITS
13	Pressure distribution bracket 2 left black OEM style	JU00268ART	1
14	Pressure distribution bracket 2 right black OEM style	JU00269ART	1
15	Pressure distribution bracket 2 left black Exige S style		1
16	Pressure distribution bracket 2 right black Exige S style		1
17	Countersunk screw titanium ISO 14581 M5x20	-	6
18	Countersunk screw titanium ISO 14581 M6x20	-	8
19	K-Nut titanium M6	-	4
20	Lens head screw ISO 7380 M6x16	-	4
21	Head cap screw DIN 912 M6x16	-	8
22	Washer DIN 9021 M5	-	4
23	Washer DIN 125 M6	-	12
24	Self-locking hex nut DIN 985 M6	-	4
25	Bodywork adhesive	-	1

Color Explanation:

- optional Items (must be ordered as an option)

- fits for Exige 380 / 390 / 410 / 420 / 430 - one rear light with a reverse light (small) different diameter of the rear and reverse light

- fits for Exige S / Sport 350 - two rear lights each side (same diameter)

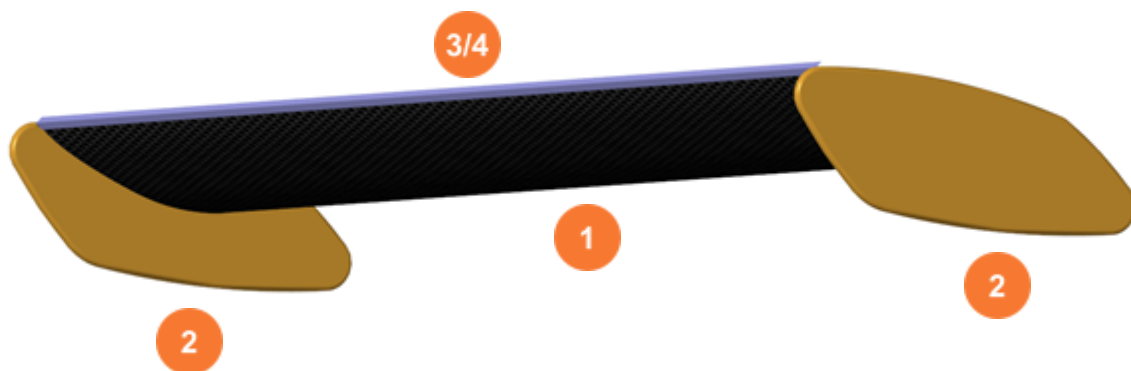
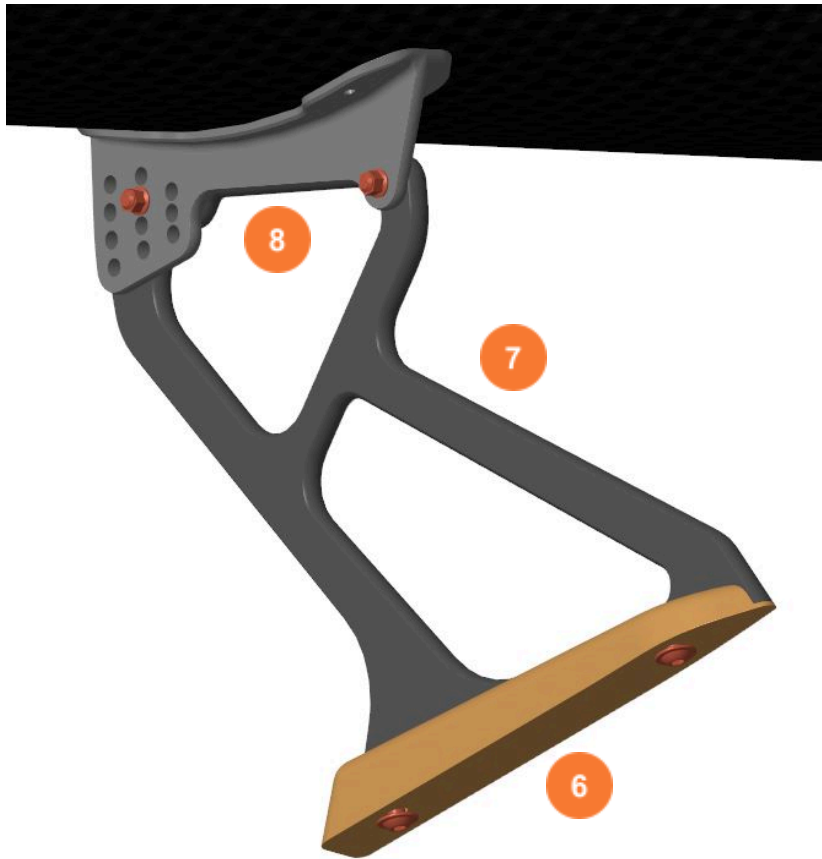
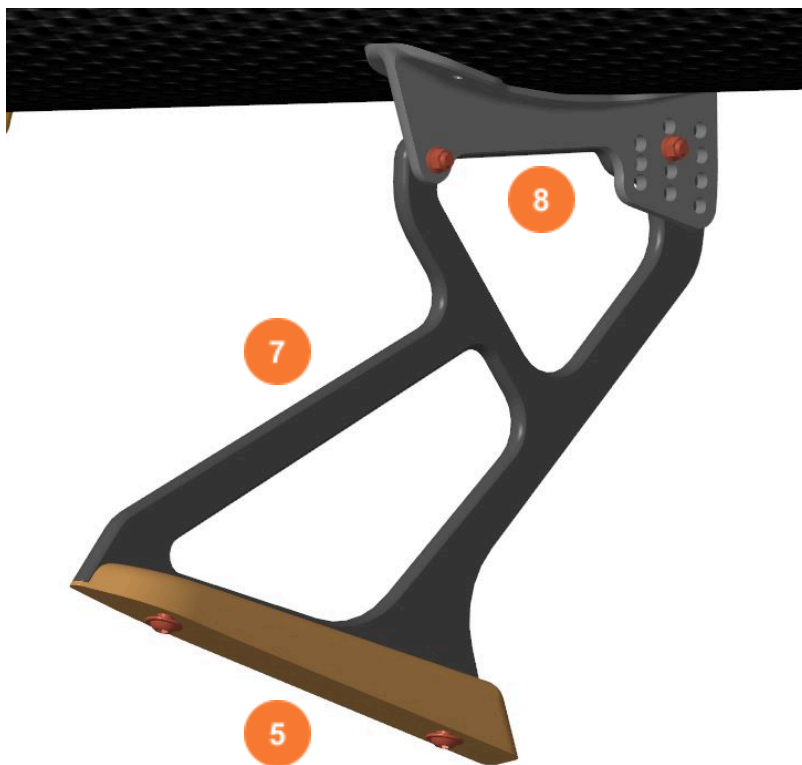


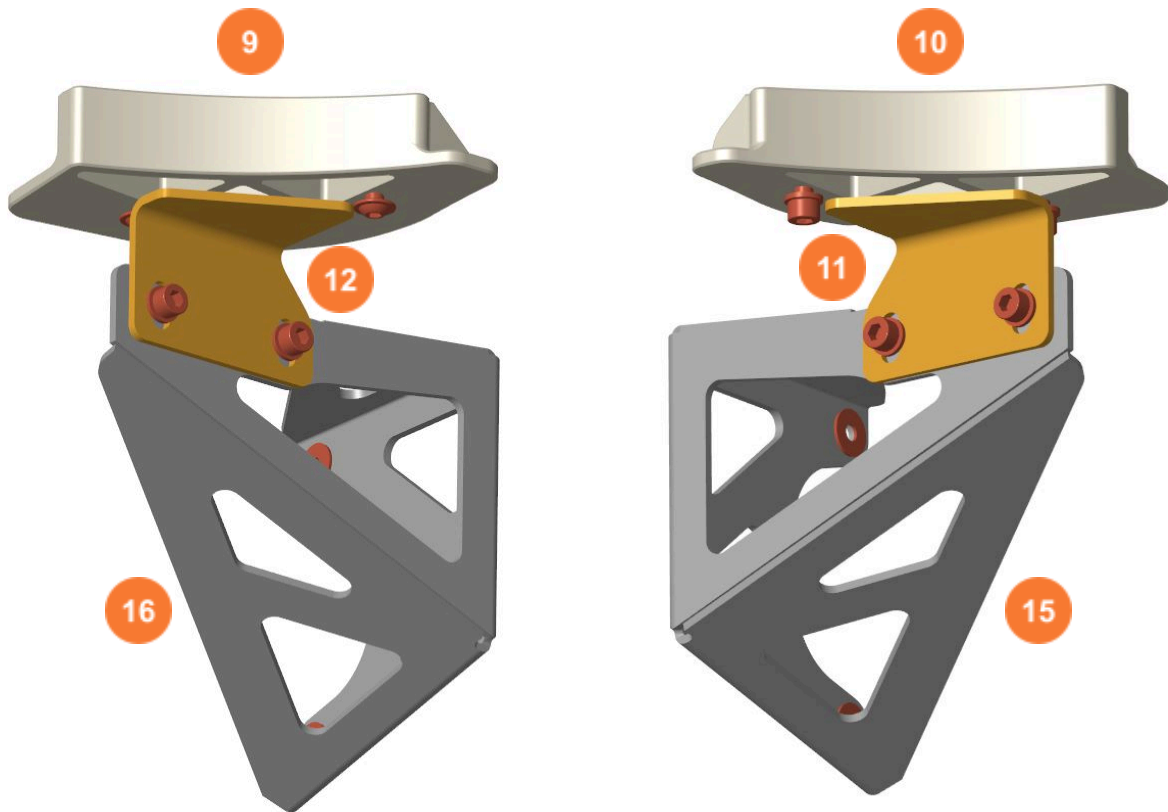
Fig 1: Scope of delivery wing



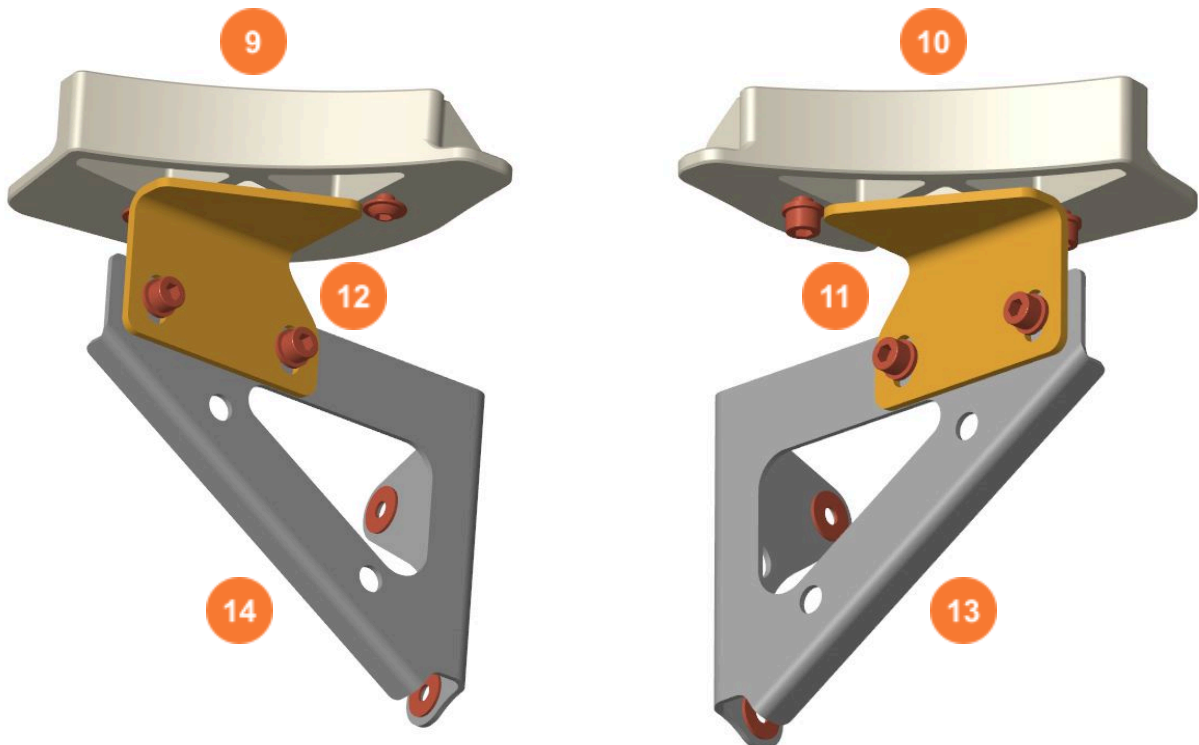
*Fig 2: Scope of delivery left wing brackets and stay*



*Fig 3: Scope of delivery right wing bracket and stay*



*Fig 4: Scope of delivery pressure distribution system Exige S style*



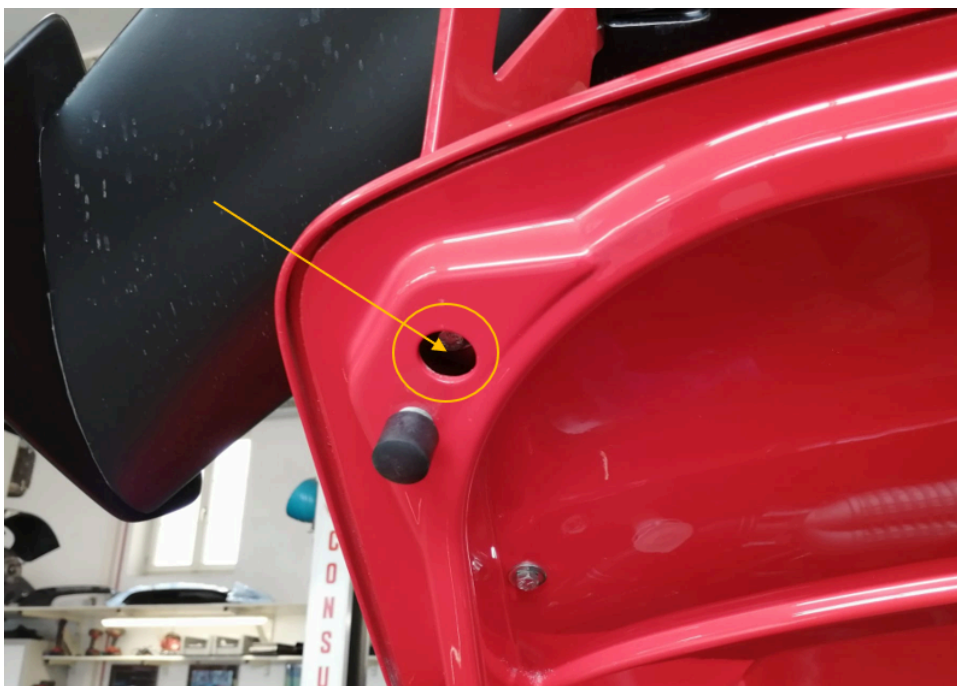
*Fig 5: Scope of delivery pressure distribution system OEM Style*



## 2. ASSEMBLY & INSTALLATION NOTES

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

1. Remove the OEM wing.
2. The new lid-brackets (5&6) are loose screwed 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 before. The first hole is drilled in the center of the marked hole on Fig 4. The second hole is 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 (20) should be used.**



*Fig 4: Holes for the lid-brackets*

3. The wing stays (7) are bolted on the lid brackets with 4x M6x20 countersunk screws (18), tightened with 10Nm and fixed with screw lock *LOCTITE 243 screw locking lacquer*.
4. Fit the side plates (2) on the wing blade (1) with 6x M5x20 countersunk screws (17) and fixed with screw lock *LOCTITE 243 screw locking lacquer*.
5. The rear wing (1) is mounted in OEM position (marked with a dot on the wing bracket (8)) with 4x M6x20 countersunk screws (18) and 4x M6 K-Nuts (19) which are tightened with 10Nm.
6. Finally the screws for the lid-brackets (5&6) are tightened with 10Nm and fixed with screw lock *LOCTITE 243 screw locking lacquer*.

## 2.2 Assembly the pressure distribution system

1. The holes in the rear clam are drilled according to the drilling template “rear clam holes right” and “rear clam holes left”
2. The pressure distribution blocks (9 & 10) are screwed through the rear clam with 4x M6x16 head cap screws (21) and 4x M6 washers (23).



*Fig 5: Positioning of the pressure distribution blocks*

3. The side panels in the luggage compartment must be removed.

**⚠ NOTE:** Depending on the version of your car, please follow the instruction for the Exige S style pressure distribution brackets (15 & 16) (for Exige S/Sport 350) or for the OEM style pressure distribution brackets (13 & 14) (for Exige 380/390/410/420/430).

### Assembly the Exige S style pressure distribution system

4. The pressure distribution brackets 2 left Exige S style (15) are bolted on the inside on the inner left rear lights as shown on Fig 6 and Fig 7. The OEM nuts and 2x M5 washers (22), which are tightened with 4Nm and fixed with screw lock *LOCTITE 243 screw locking lacquered* should be used.

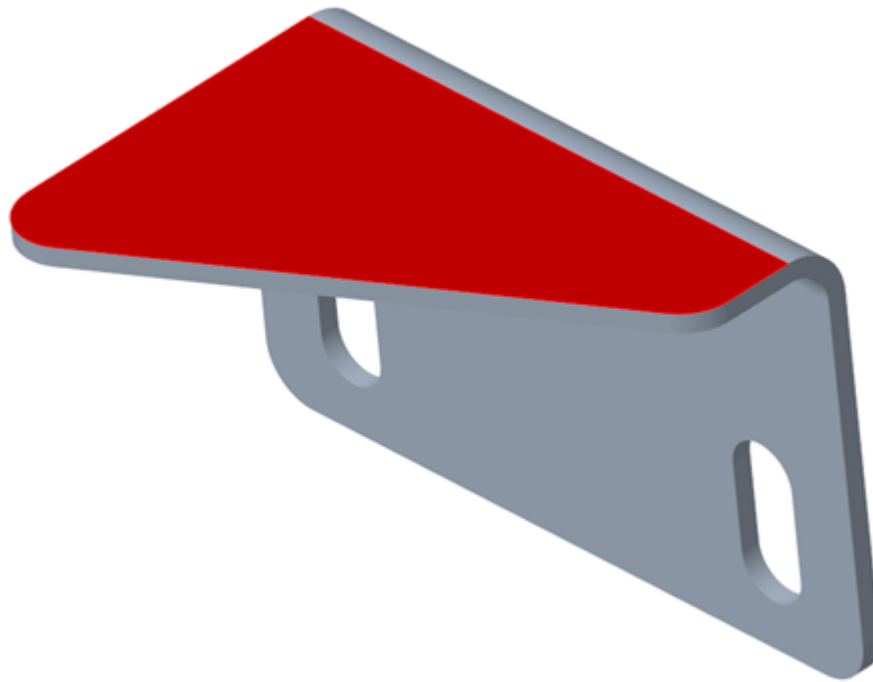


*Fig 6: mounting the pressure distribution bracket 2 left Exige S style (15) (I)*



*Fig 7: mounting the pressure distribution bracket 2 left Exige S style (15) (II)*

5. Now bodywork adhesive (25) is added on the red marked area of the pressure distribution bracket 1 left (11) as shown in Fig 8.



*Fig 8: Bodywork adhesive (25) is added on the red marked area of the pressure distribution bracket 1 left (11)*

6. The pressure distribution bracket 1 (11) must be glued (25) into the rear clam. For final positioning the pressure distribution bracket 1 left (11) and the pressure distribution bracket 2 left Exige S style (15) are screwed together as shown in Fig 9 with 2x M6x16 head cap screws (21) and 2x M6 self locking hex nuts (24) with 4x M6 washers (23).





*Fig 9: mounting the pressure distribution bracket 2 left Exige S style*

7. The same steps must be repeated on the right side with the right pressure distribution brackets (12 & 16).
8. Finally the bodywork adhesive (25) has to cure for at least 90 minutes until the system can be used.

### **Assembly of the OEM style (Exige 380/390/410/420/430 CUP) pressure distribution system**

9. The pressure distribution brackets 2 left OEM style (13) is bolted on the inside of the inner left rear light as shown on Fig 10 and Fig 11. For this step the OEM bolts and 2x M5 washers (22), which are tightened with 4Nm and fixed with screw lock LOCTITE 243 screw locking lacquered are used.

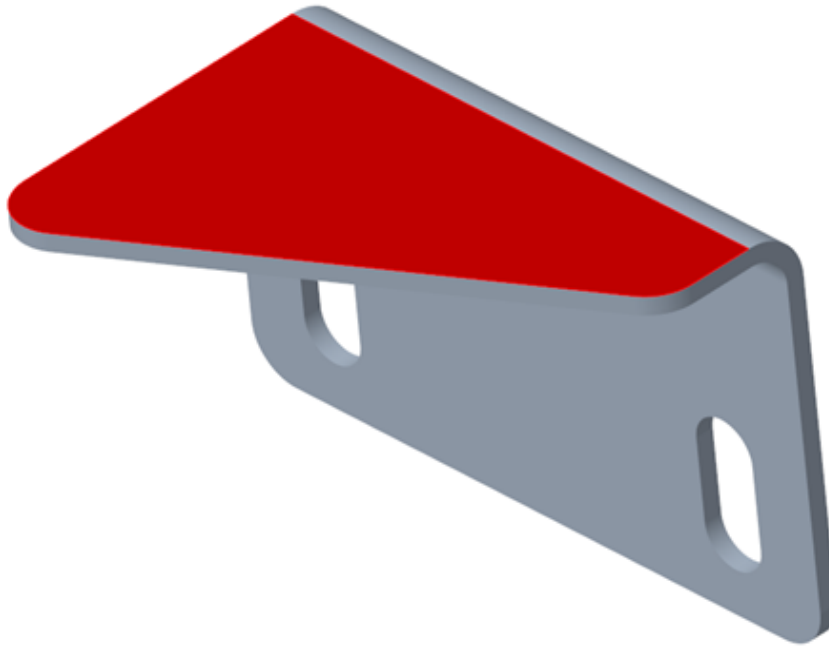


*Fig 10: mounting the pressure distribution bracket 2 left OEM style (13) (I)*



*Fig 11: mounting the pressure distribution bracket 2 left OEM style (13) (II)*

10. Now bodywork adhesive (25) is added on the red marked area of the pressure distribution bracket 1 left (11) as shown in *Fig 12*.



*Fig 12: Bodywork adhesive (25) is added on the red marked area of the pressure distribution bracket 1 left (11)*

11. The pressure distribution bracket 1 (11) is positioned so that the red marked area with the bodywork adhesive (25) touches the heck-clam. For final positioning the pressure distribution bracket 1 left (11) and the pressure distribution bracket 2 left OEM style (13) are screwed together as shown in *Fig 13* with 2x M6x16 head cap screws (21) and 2x M6 self locking hex nuts (24) that are used with 4x M6 washers (23).



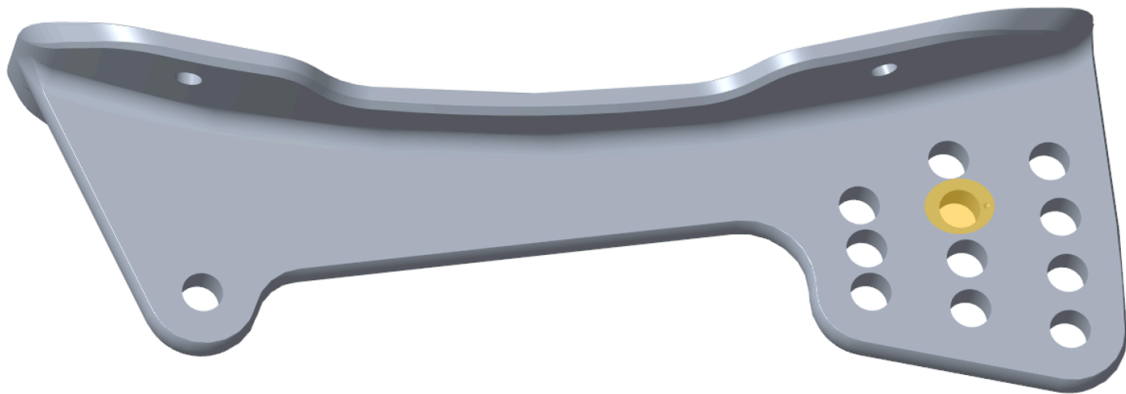
*Fig 13: Assembly of the left pressure distribution brackets OEM style (11 & 13)*

12. The same steps are now repeated on the right side with the right pressure distribution brackets OEM style (12 & 14).
  
13. Finally the bodywork adhesive (25) has to cure for at least 90 minutes until the system can be used.



### 3. Adjustment options

- The standard position of the rear wing is marked yellow in *Fig 14*.
- 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 wing angle changes by 1.33° each step.



*Fig 14: 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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