

Wing Setup/Lift/Quickness

Definitions:

Lift - The amount of upward force of your foil when riding. The more lift, the more you have to bend over to compensate. The less lift, the more "dead" the ski will feel, but the straighter you can sit up. It also depends on where you have your butt situated on the ski. More forward takes away lift, more back on the seat generates lift.

Quickness - how fast the ski dips and changes direction. Too quick and you are forced to crunch forward when in the air on an invert. Too slow and you cannot get the ski to take off steep enough - really apparent on front flips.

Adjusting lift:

It is IMPERATIVE that you get the lift set right with these new wings. If there isn't enough lift, they ride "dull" which basically means they don't really feel much different than an old-school wing. BUT, if you get the lift set properly, you will know it instantly. It WANTS to eject your butt out of the water, and there is a ton of power waiting for you to give it the word.

How do you tell if you have enough lift? I always tell people to ride with as much lift as they can comfortably handle. That means when you are cutting out to the flats hard, you will have to lean over slightly to keep the board at an even height off the water, but not so much that your chest is on your knees. You will learn to ride with some foot pressure which basically sets the ski up to eject you instantly when you are ready to dip. (that's what we are going for)

So, if you can cut out hard and still sit straight up, or the board stays close to the water the whole time, you probably don't have enough lift.

To add lift, you always work with the rear wing. Never shim your front wing or you will introduce a ton of drag. To add lift, you increase the space between the front of the REAR wing and the fuselage (add a dime/shim/credit card piece to the front of the rear wing). To decrease lift, you add the shim to the rear of the rear wing.

These wings are very reactive, so a dime might be too much of a change. I usually tell people to cut up credit cards and stack them if need be. But your best bet is to use a shim kit (We sell them here at SkySki if you don't have one). That way you know you need a -1, -2, +1, +2 or whatever shim and can easily move from one to the other. Most ride the Max-Air/Fling combo with no shim.

Different water will have different lift characteristics. Don't ever try to adjust to the ski. Take the first run and make sure your ski is the way you want it - that takes that variable out of the equation so you can enjoy your ride and not have to constantly adjust to a different riding ski.

Adjusting quickness

There is a difference between lift and quickness. Quickness refers to how quickly the foil dips and comes back up for the launch (how steep you can take off, etc). If your ski feels "slow" (hard to dip), you slide the rear wing forward towards the front wing. (shorten the wheelbase) If it seems crazy fast (dips very easy, very steep takeoffs, but you seem to always be hunched forward trying to "catch up" with the ski on your inverts), you slide it backward (lengthen the wheelbase). It is recommended that your Max-Air is in the rear holes of the front of your t-bar (if you have 10 holes). The wing has a lot of surface area, and will make it difficult to control if you use the forward holes for the front wing.

That should get you started. PLEASE take the 20 minutes or so to get your ski dialed on your first run before you go off and "test" the wings. (Any wings, not just the Max-Air). You need to get those set to your style of riding, or they will not work the way you want them too. Once you get the quickness set, you shouldn't have to adjust it between water. When you get the lift/quickness set, hold on for dear life... you are going to see why we are all going crazy over these bigger/badder wings.