



UL-125 Wild Fire Vinyl Application Instructions

Last revised: 12/8/99 AMK.

Vinyl Application Instruction Sheet

Pre-cut vinyl graphics are becoming the rage for top-quality boaters who are looking to detail their boats in a low-weight, precise manner. Vinyl eliminates the need for masking tape while making detail lines sharper, generally improving the appearance of the boats. Not only does your boat get on the water more quickly, but it looks better to boot!

GENERAL INSTRUCTIONS:

There are two basic methods of applying pre-cut vinyl to your model: the "Wet Method" and the "Dry Method." Boat can result in a top-notch final product, but only the Wet Method allows you to reposition the vinyl in case of a placing error.

In the Wet Method, a spray glass cleaner such as Windex™ is sprayed onto the boat prior to putting on the vinyl. This allows the vinyl to be moved around as needed, until the final position is desired. Once the position is finalized, the vinyl is rubbed down to squeeze the wet spray out from under the decal, allowing the adhesive to stick well to the boat.

There are a couple things you will need to keep in mind with this method:

- a) If you do not get all the spray out from under the decal, it may permit the decals to be unintentionally moved during later applications of vinyl.
- b) It is necessary to allow sufficient time (several days!) for any wetness remaining under the vinyl to evaporate.

In the Dry Method, you simply skip the spraying onto the boat. Wherever you stick the vinyl, it stays. If you attempt to remove it, you may find that the paint will remove, and/or the vinyl will stretch, and/or the glue will not stick well in the new position.

To apply the vinyl to your model, first spray the model in the area where the decal will be placed (wet method only).

Remove the vinyl from the backing paper (keep the transfer tape on!) by peeling back from one corner. Using both hands, carefully align the vinyl over the model, holding it such that the center of the vinyl touches the model first. As you are sure of the accurate position, allow more of the vinyl to touch the model. If you are not satisfied, you may carefully remove the decal and reposition (wet method only).

Once you are satisfied with the position on your model, rub the vinyl down. Start from the center of the vinyl and work toward the edge of each piece. This will help to remove any bubbles which may form.

After you have firmly rubbed down the vinyl, carefully remove the transfer tape. Dry the remaining spray by daubing the surface gently. **DO NOT RUB!** If you rub, you might just move the vinyl! Allow the vinyl some time (about an hour) before you apply a second layer on top of them (not all models have multiple layers of vinyl).

MODEL-SPECIFIC INSTRUCTIONS:

The UL-125 Wild Fire decals are the most difficult to apply of all the models we've done. This is due to the tiny checkerboard patterns on both the flags and around the cockpit, and for the multiple layers required for the stylized Wild Fire logo. It is strongly recommended that you apply them when you are in a patient mood, and haven't had too much coffee.

There are several multi-layer logos which are part of the design. The bottom layer is applied to the boat, then subsequent upper layers. It is very important when you get to the Wild Fire portion itself that you pay attention to the order things go down, or you will not get it right!

The crossed waving checkerboard design should be centered on the canard. The large black background for "RACING" is applied over the poles holding these flags, midway between the bottom of the flag and the bottom of the pole. The orange "RACING" is applied on top of the black background, centered on the letters.

The single flags go on the outside edges of the rear wings, with the pole toward the leading edge. These flags should be positioned so that the top edge of the flag is parallel to the water when the boat is at speed. The smaller "RACING" (black background and orange letters) is applied beneath the flag. First the black background is applied, then the orange lettering.

The Wild Fire logo comes next. By referring to the photographs, find the correct position for the large black background for the "FIRE" portion of the logo. Do this for both sides. (HINT: It is wise to use tape to mark exactly where the edges of the transfer tape should go when the vinyl is in the correct location. This is a very difficult piece to relocate if you position it incorrectly! You might not have room for the APBA logo on the final model - this is due to the difficulty of cutting small shapes with vinyl. Also, don't forget to consider how much space the UL-125 will take!)



Using the wet method, apply the black background on one side of the hull. Repeat for the other side, after allowing the first side to dry a few minutes. Allow the boat to sit about an hour, to prevent accidentally moving the background.

Next, position the orange "FIRE" such that it is within the border of the black background by about 1/16" on the left and bottom edges. Apply it on each side, allowing ample time to dry.

Find the black background for the "Wild" portion of the logo. This piece gets applied partly to the hull, and partly over the "F" of "FIRE" (refer to photos). Carefully apply this to the boat, taking note of how the splashes overlap the lettering. Allow ample time for this layer to dry, at least an hour.

Now you may apply the blue "Wild" letters over their black background which is already on the hull. As earlier, position the letters so that they are 1/16" from the left and bottom edges of the background.

Wasn't that fun? Let it dry for a while (overnight, maybe?).

The next thing to apply is even more fun - the checkered stripe which runs down the cockpit. Proper positioning of the artwork prior to sticking it down is essential with this piece. However, I also recommend that you use the Dry Method for this one, simply because all those little checkers will float all over the place if you use the wet method.

That said, identify exactly where you want the checkers to go. On the nose, they are about 1/4" apart from one another and about 5/8" back from the front. On the side, the top edge of the checkers should come very close to the edge of the windshield. Refer to the photo for a better grasp of the concept.

The UL-125 portions, and the APBA logos, and any other items may be added now. It is best to start with the larger items first. Use the methods described above to apply the graphics, while referring to the photo for proper positioning. As mentioned earlier, the APBA logos do not fit well on the model, as they had to be made oversized. If you are working on a larger model, you may not have this problem.

As always, you are free to e-mail me for help.

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