



**ARLON**

# **INSTALLATION GUIDE - EMEA**

**SLX™ Cast Wrap**

*Technical Services  
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# SLX™ CAST WRAP INSTALLATION GUIDE

*Reading and following this Installation Guide will ensure you as the applicator are equipped with best practices when applying SLX™ Cast Wrap, and can be the difference between a successful installation and a satisfied customer. You owe it to yourself as an installer and to your customers to be highly educated on the material you are working with.*

## APPLICATION TOOLS

- Heat Source(s):
  - Heat Gun
  - IR Heater
  - Torch
- Vinyl Cutting Tape Technologies
- 30° Snap-Off Blades
- IR Thermometer
- Release Liner Knife
- Squeegees
- Lint-Free Installation Gloves
- Magnets
- Masking Tape

## PREPARATION

RECOMMENDED PRACTICES	BENEFITS
<p><b>1. Vehicle needs to be delivered “Street Clean”</b> The vehicle must have gone through a basic (or economy) car wash and is ready for the shop’s final recommended cleaning process prior to wrapping.</p>	To prepare the car for more detailed cleaning prior to wrapping and help maintain a clean zone in the shop.
<p><b>2. Install in a clean and controlled environment</b> Surface Temperature: 60°F – 100°F (15°C – 35°C) Humidity: Below 85%</p>	To create optimal installation conditions and avoid moisture on the surface that will hinder adhesion.
<p><b>3. Remove any easily removable hardware</b> Side mirrors, door handles, auxiliary turn signal lights, third brake lamp, vent trims, badge and emblems, roof molding and railings, antenna, etc.</p>	To allow for thorough cleaning of the vehicle edges and gaps. To increase efficiency and minimize over-stretched edges by eliminating protruding components.
<p><b>4. Use Series 3270 Overlaminates</b> Series 3270 and SLX Cast Wrap are engineered to work together.</p>	To maximize the benefits of FLITE Technology™.
<p><b>5. Check inventory of the kit and ensure all pieces for the job are included.</b></p>	Efficient workflow, layout and alignment.

PRACTICES TO AVOID	BENEFITS
Avoid (or at least take note and inform the customer) aftermarket paint, OEM paint that is older than 3 years, or used vans with questionable paint.	Aftermarket, 3-year old OEM and damaged paint may hinder adhesion or peel during installation or removal.
Avoid wrapping a freshly painted car. Paint must have been cured for at least 3 weeks. Check also with the paint manufacturer for curing/drying time.	If the surface is wrapped before the paint fully cures, bubbles will form as the paint outgasses and may also lead to adhesion failure.



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## INSTALLATION

RECOMMENDED PRACTICES	BENEFITS
<p><b>1. Apply with a felt-edge squeegee</b> For sharp wrinkles, use the unlined (hard) side. Different squeegee shapes and hardness also depends on the installer's preferences.</p>	To prevent scratches while squeegeeing <i>See WrapItRight® Video: Basic Squeegee Skills.</i>
<p><b>2. Apply firm pressure and overlap squeegee strokes</b></p>	To achieve maximum adhesive contact and surface coverage.
<p><b>3. Place the seams properly with at least 1/4" (6mm) overlap</b></p> <ul style="list-style-type: none"> <li>• For vertical overlaps, install from the rear towards the front</li> <li>• For horizontal overlaps, install from the bottom-up.</li> </ul>	The seam edges will be less likely fail or get damaged because they will be facing away from the elements.
<p><b>4. Installation temperature</b> Heat Range: 105°F - 120°F (40°C - 50°C)</p> <p><small>NOTE: Level of stretch depends on print system, ink saturation, and shape of recess/covered area. Cut edges or seams must also be free from stretch or at least kept to a minimum.</small></p>	Applying heat to the film will allow it to conform to curves and recesses.  Limiting the heating temperature will prevent the film from being too stretchy which may lead to image distortion, color shift, and significant amounts of shrinkage.
<p><b>5. Minimize / Distribute stress on curves and channels</b> Heat a larger area and gently stretch in multiple directions.</p>	To reduce the risk of popping <i>See TIP 38: Installation Technique for Channels.</i>
<p><b>6. Use the Pre-Stretch and Shrink Technique on compound concave curves</b> Bumpers, side view mirrors, fender arches, etc.</p>	To prevent edge curl, lifting, or fingers.
<p><b>7. Clean the edges of the previously applied panel again</b></p>	To ensure adhesion at the overlap.
<p><b>8. If inlays are not used on deep pockets, use the Expanded Pocket Technique</b> Leave excess vinyl along the top edge and anchor on the longest/flattest pane of the bumper. Work the vinyl upwards, heating the top 8" (20 cm) of vinyl and driving the heel of your hand into the heated area while pulling on the top edge.</p>	To reallocate tension away from the deepest parts of stretched vinyl.

PRACTICES TO AVOID	BENEFITS
When considering the amount of stretch necessary, avoid installing both concave and convex curve profiles with the same approach.	Convex curves (bumpers and mirrors) will hold more stretch than on concave (pockets, channels, and recesses). Varying the installation approach on each curve profile will ensure the film's adhesion and stability on stretched areas.



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## FINISHING

RECOMMENDED PRACTICES	BENEFITS
<p><b>1. Avoid or minimize stretch on areas that will be cut</b> Edges, wheel wells, seams, overlaps and channels.</p>	Minimizing or avoiding stretch on cut edges or seams will prevent edge curl, lifting, or fingers from forming over time.
<p><b>2. Use vinyl cutting tape technologies</b> If freehand cutting is necessary, it is highly recommended to use masking tape to provide a cutting surface rather than directly on top of paint. Always have a new blade for every panel cut.</p>	To prevent cutting on the vehicle paint and preview your cut lines. Provides a smoother edge finish.
<p><b>3. Let the adhesion build prior to trimming</b> Wait for at least 15 minutes after installation before trimming and allow for 1/8" (3 mm) overhang to properly tuck the film into the crevices.</p>	To prevent edge curling.
<p><b>4. Use proper technique on corners</b> Depending on the customer's request, you can use the <i>Painted-Edge Corner</i> or <i>Cut &amp; Overlap Technique</i>.</p>	To provide the customer a high quality finish and detail.

PRACTICES TO AVOID	BENEFITS
Avoid trimming while the film is warm.	Even if the blade is new, warm film will be too soft to make a clean cut. Warm film will yield jagged cuts.
Avoid cutting directly on paint (or keep it to a minimum).	If cut is too deep, the vehicle finish will be damaged. Deep cuts on paint will be liable to lift away from the paint's primer during removal of the graphic.
Avoid overstretching on the corners.	To avoid premature adhesion failure. Corners converge at a small area and there will be insufficient adhesive coverage to hold a stressed area of the film in place.



Wrapped in SLX™ Cast Wrap with Series 3270 Overlamine by OC Wraps



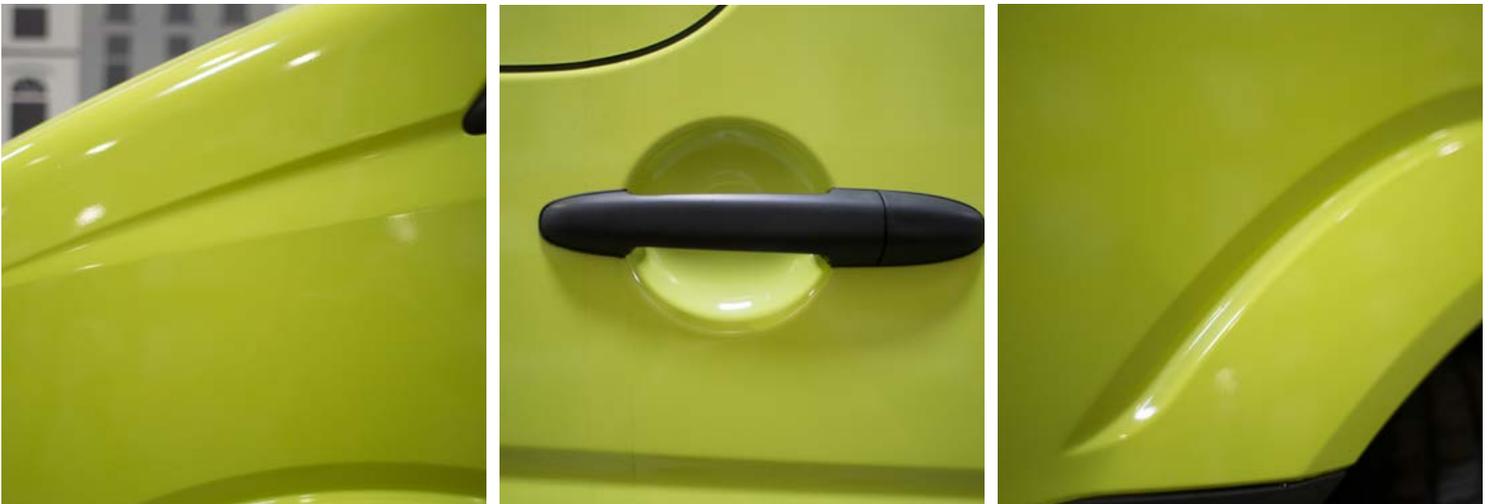
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## POST-INSTALLATION

RECOMMENDED PRACTICES	BENEFITS
<p><b>1. Best practice is to post-heat the entirety of the film</b></p> <p>Post-heating is a function of temperature, time, and reapplication of pressure.</p> <ul style="list-style-type: none"><li>• At a minimum, edges, seams, corrugations, and other stretched areas must be post heated to temperatures between 200F and 220F (95C-105C).</li><li>• For flat surfaces, determine the post heating temperature by adding 25°F (+15°C) to the ambient temperature.</li></ul>	<p>Applying ample heat on the flat surfaces will reveal any uninstalled areas and bubbles.</p> <p>High temperature will relieve the stress in the film as well as accelerate the adhesion build.</p>
<p><b>2. Overnight dwell time</b></p> <p>If possible, let the vehicle dwell overnight in the shop prior to delivery to customer.</p>	<p>To allow for the adhesive to build prior to exposure to the elements.</p> <p>In case the installer missed a section or edges weren't installed properly, you can easily fix them without being contaminated outdoors.</p>

PRECAUTIONS	BENEFITS
<p>Do not skip the reapplication of pressure when post-heating.</p>	<p>To achieve even higher adhesive contact by inducing more adhesive flow and closing the air egress channels.</p>



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## MAINTENANCE

RECOMMENDED PRACTICES	BENEFITS
<p><b>1. Post-Wrap Inspection</b> For vehicles operating locally, mandate a post wrap check-up 3 days after installation, 1 week, and 1 month.</p>	To validate the Installer's Warranty.
<p><b>2. Regularly Hand Wash</b> If using an automated carwash, opt for touchless car wash when you don't have overlaps and all edges are tucked.</p>	To minimize the risk of scratches, chips, swirls, and edge lift due to abrasive cleaning methods.
<p><b>3. Power Washing</b></p> <ul style="list-style-type: none"><li>• Nozzle pressure should never exceed 1,300 PSI (90 Bar).</li><li>• Water temperature should not exceed approximately 140°F (60°C).</li><li>• Nozzle tip should never be closer than five feet from the graphics.</li><li>• Angle of water spray should be no shallower than 60° from perpendicular.</li><li>• The detergent solution should always be blended with water at the correct ratio – a more concentrated solution can damage both the adhesive and the vinyl.</li><li>• A post-washing, fresh-water rinse will help maintain the life of the paint and vinyl.</li></ul>	To improve the lifetime and look of the film.

PRACTICES TO AVOID	BENEFITS
Avoid washing the car until 1 weeks' time has passed from the installation date.	To allow for maximum adhesion bond before disturbance.

## REMOVAL

RECOMMENDED PRACTICES	BENEFITS
<p><b>1. Use heat during removal</b> Removal temperature is between 90°F - 150°F (30°C - 65°C).</p>	Removal becomes easier because heat softens both adhesive and film to temporarily lower the adhesion and reduce the risk of tearing.
<p><b>2. Remove at a slow and steady pace at an angle no greater than 90°</b></p>	<p>Safety – peeling the film towards you rather than pushing it away is safer for installers in the event that the film tears. If the film tears and the installer is pushing the film away, there is potential in damaging the car or injury to the installer.</p> <p>A slow and steady pace is required as a sudden change in peeling force may cause layer separation, delamination and/or film tearing.</p> <p><i>See TIP 44: Fleet &amp; Vehicle Wrap Removal.</i></p>