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THIS IS NOT A TOY

950mm 2.4GHz RTR R/C High Performance Racing Sailboat

dragonflite 95

RIGGING INSTRUCTION MANUAL

Covers version 3 boats from early 2025 onwards

For more information about the boat and the DragonFlite 95 racing class, visit:

www.dfracing.world

Specification

- *Length: 950mm*
- *Beam: 125mm*
- *Rig height: 1050mm*
- *Overall height: 1470mm*
- *RTR total weight 2000g (Batteries not included)*
- *Sail area (Mainsail): 2314cm²*
- *Sail area (Jib): 1422cm²*
- *Sail area (Overall): 3736cm²*
- *Overall height: 1470mm*
- *Hull material: Moulded plastic with painted finish and logo sticker*
- *Requires: 4pcs AA battery for transmitter & 4pcs AA battery for receiver*

INSTRUCTION MANUAL

THIS MODEL IS NOT A TOY
THESE INSTRUCTIONS SHOULD BE READ BY A SUPERVISING ADULT

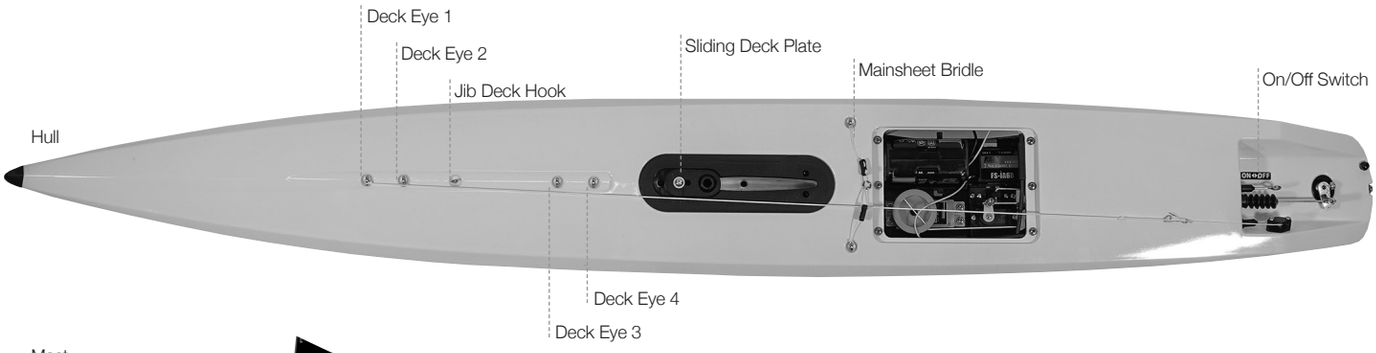
DRAGONFLITE 95 2.4GHz RTR RACING SAILBOAT

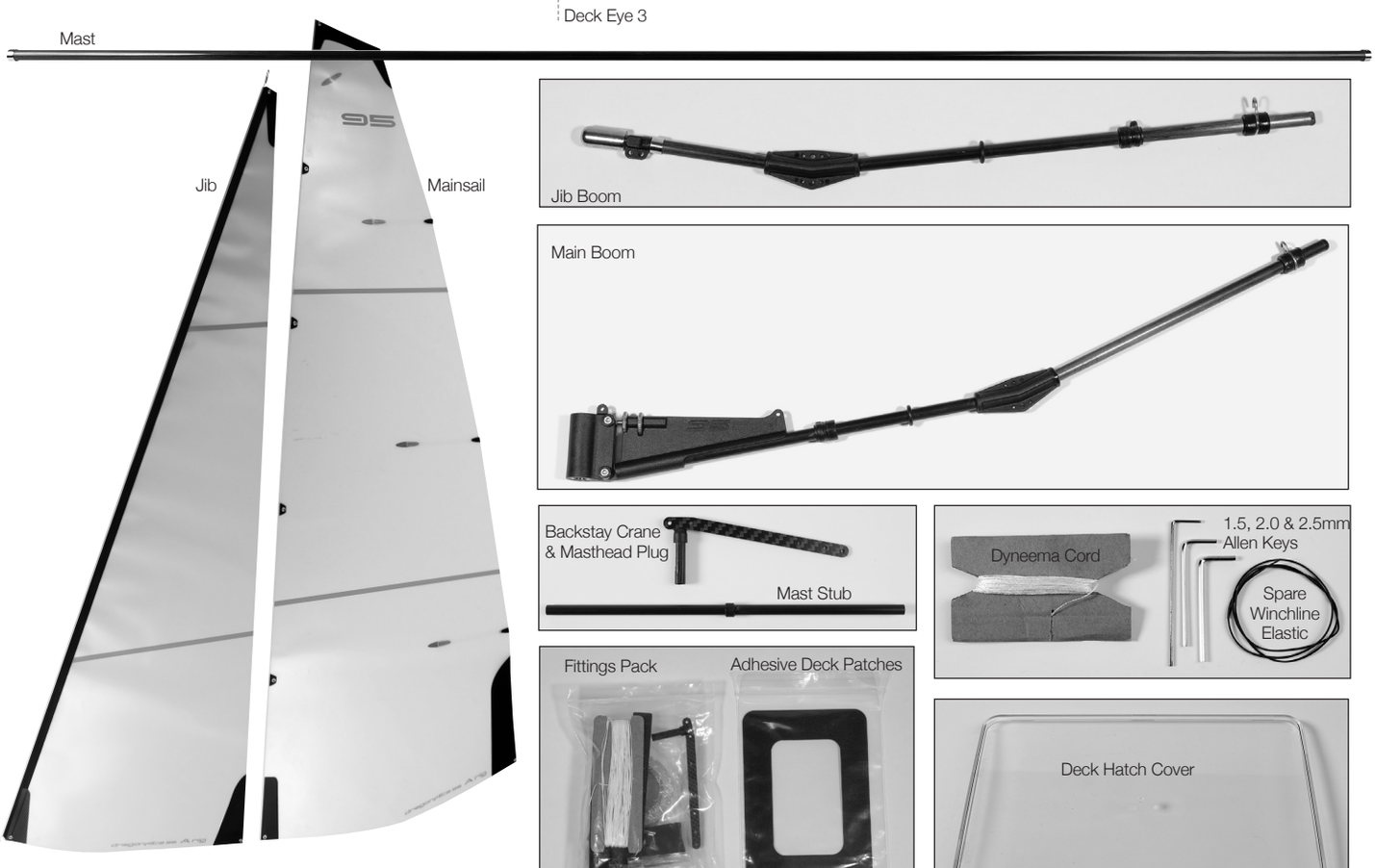
MODEL No: 8811

IMPORTANT:

- This is not a toy. Assembly and operating of this boat requires adult supervision.
- Please take time to read these instructions carefully and completely before attempting to operate your model. This manual contains the instructions you need to safely build operate and maintain you R/C sailboat.

BOX CONTENTS





ITEMS REQUIRED FOR COMPLETION:

- Eight 'AA' Alkaline batteries. (Four for the transmitter, four for the Receiver Battery Box).
- Thin CA glue (cyanoacrylate/superglue).
- A pair of thin nosed pliers and a sharp craft knife or scalpel.

BASIC BOAT TERMINOLOGY

BOW The front of the boat.
STERN The back of the boat.
PORT This is the left side of the boat when viewed from the Stern.
STARBOARD This is the right side of the boat when viewed from the Stern.
HULL The body of the boat.
DECK The upper surface of the Hull.
KEEL A weighted blade that protrudes from the bottom of the hull as a means of providing lateral stability.
RUDDER The hinged vertical blade mounted at the Stern used as a steering device.

DISPLAY STAND ASSEMBLY

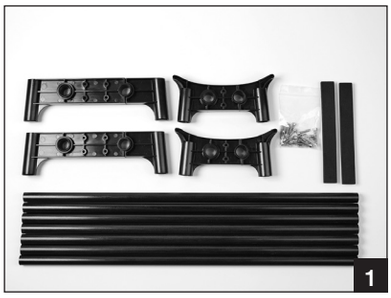
1 Identify all stand components from box.

2 Bolt the plastic moulded components together with the twelve nut & bolts supplied.

3 Construct the leg sections. *Note: All leg and stretcher tubes are of equal length.*

4 Fit the Stand Upgrade Kit items on to the stretcher tubes as shown, then fit the stretcher tubes in to the leg sections.

5 Fix the soft EVA foam supports to the top surface of the stand and Upgrade Kit sections to protect the Hull from scratches.



The Stand Upgrade Kit allows the boat to placed on the stand in the upright position for easy access when rigging and indoor storage (shown above left), or the stand can be laid on its side and the boat secured in an almost horizontal position (shown above right) for additional stability outdoors.

KEEL & KEEL BULB ASSEMBLY

1 Identify all Keel & Bulb components from box.

2 Insert plastic 'Shoes' into bulb slot.

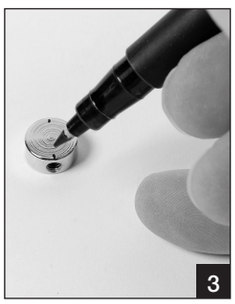
3 *Tip: To make it easier to align the bolt holes in the Fixing Disk, mark the centres of the threaded holes on the side of the Fixing Disk.*

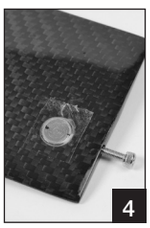
4 Insert the Fixing Disk into the pre-drilled hole in the Keel taking care to align the threaded holes and screw in the hex-head bolt to ensure everything is aligned correctly. It's a good idea at this point to stick the disk in place with a piece of thin tape to prevent it moving whilst fitting into the Keel Bulb. Then remove bolt.

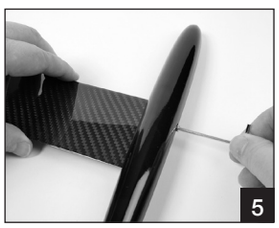
5 Slide the Keel into the Bulb, between the Plastic Shoes and secure with the hex-head bolt.

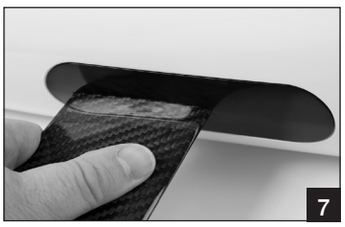
6 Repeat step four for the top fixing.

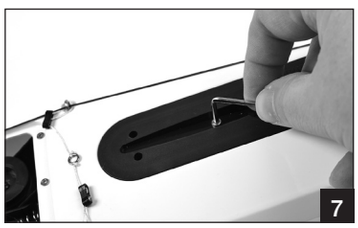
7 Slide the top of the Keel into the Hull and secure with the remaining hex-head bolt.











RUDDER ASSEMBLY

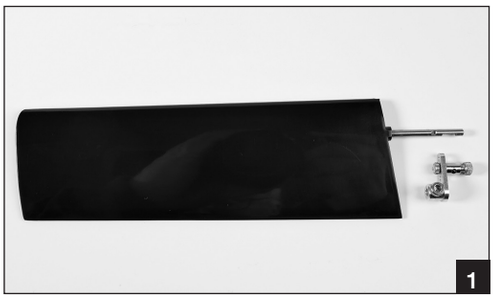
1 Identify all Rudder components from box.

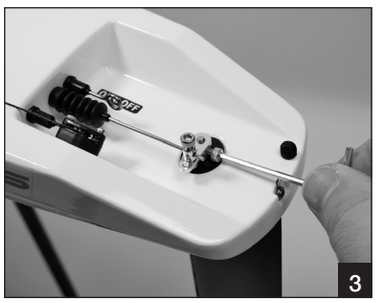
2 Insert Rudder into Hull.

3 Loosely fit the metal Rudder Arm on to the Steering Connector Rod and slide down over metal Rudder Shaft. Ensure the Rudder is pushed fully up into the Hull then, pushing the Rudder Arm down, tighten the grub screw. This will locate on the flat section of the metal Rudder Shaft.

4 Set the Rudder Blade so that it's in perfect fore/aft alignment and tighten the top grub screw to locate the tiler arm onto the Steering Connector Rod.

Note: Rudder alignment will need to be checked and adjusted when the boat is first powered up with the radio gear switched on.

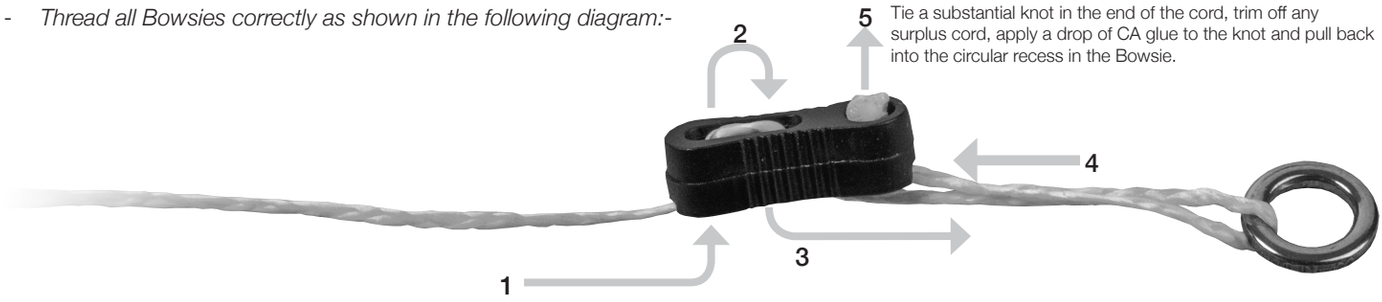




MAINSAIL RIGGING

Note: Before you start building the rig it's important that you read the three points below, they apply to the whole of the rigging procedure.

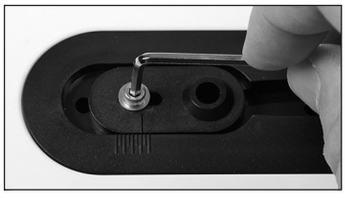
- *To avoid the Dyneema cord fraying when cut, put a few drops of thin CA glue into the cord at the position of the cut then cut through the glued cord at an angle. You will then have a hard, sharp point to the cut end that will be easy to thread through the Bowsies.*
- *After tying a knot and trimming off any spare cord, put a drop of thin CA glue on the knot to secure it. Extra time spent securing all knots at this stage will ensure the long term reliability of the boat.*
- *Thread all Bowsies correctly as shown in the following diagram:-*



RIGGING PROCEDURE

If you follow all the dimensions stated in these rigging instructions, the boat will have a good, basic rig trim that will give it the sailing characteristics and performance the designers intended.

1 Adjust the Sliding Deck Plate to align with the second graduation from the back as shown below. Tighten the retaining bolt.



2 Set the position of the Mainsheet Guide and Silicon Ring SR4 to the position shown below

3 Fit the wire Mainsail Luff Rings to all six eyelets down the Mainsail Luff (front edge).

4 Slide the Mast Stub into the base of the Mast, taking care that the bevelled edge of the plastic collar is facing downwards.

5 Slide the whole Main Boom assembly on to the Mast Stub from below.

6 Starting with the lower Mainsail Luff Ring, slide all rings down the Mast.

7 Push the Backstay Crane and Masthead Plug assembly into the top of the Mast. Cut a 250mm length of Dyneema and tie the head of the Mainsail to the Backstay Crane as shown. Align the top of the sail with the top of the metal mast reinforcement ring. *Note: Tie this with only a single strand of Dyneema, this will allow the head of the sail to swivel easily when the boat is running with the wind and the booms are sheeted out at 80º.*

8 Cut a 300mm length of Dyneema and tie the Cunningham (downhaul) as shown. Start by tying one end to the eye in the top of the Gooseneck fitting, take the cord through the eye at the bottom of the Mainsail Luff, back through the Gooseneck eye, lead it back along the Boom, through a Bowsie and the eye in the Compression Strut fitting and finish off back through the Bowsie.

9 Hook the eye in the Mainsail Clew (bottom rear corner) onto the Mainsail Clew Hook.

10 Using a pair of thin nosed pliers close up slightly the open end of the Hook to prevent the sail eye slipping off the hook when sailing. *Note: This can be opened out again with a flat bladed screwdriver if you need to remove the sail.*

11 Cut a 900mm length of Dyneema for the Backstay. Tie one end to the end hole in the Backstay Crane (see photo 7). Tie one of the supplied 6mm metal rings to the bottom end (see photo 12). Slide the Mast and rigged Mainsail into the Mast Socket in the deck.

12 To make the adjustable lower section of the Backstay, cut a 500mm length of Dyneema, tie a loop in one end, thread the other end through the first two holes in a Bowsie, then through the metal ring at the bottom of the Backstay and finish of back at the Bowsie. Hook the loop into the metal hook in the Transom (back edge of the hull), apply a light tension to the Backstay, position the Bowsie roughly midway along the lower cord and tie it off

13 Adjust the Compression Strut so that the Leech (back edge) of the Mainsail is under light tension and then back it off a turn to allow the Leech to twist slightly. Adjust the Cunnigham to apply very light tension down the Luff of the sail.

14 Set the length of the Backstay as shown in the diagram opposite.

15 Adjust position of Silicon Rings SR5 & SR6 and the Mainsail Clew Hook so the Mainsail Foot can form a curve with a distance of approximately 25mm between the centre of the boom tube and the sail foot at its midpoint.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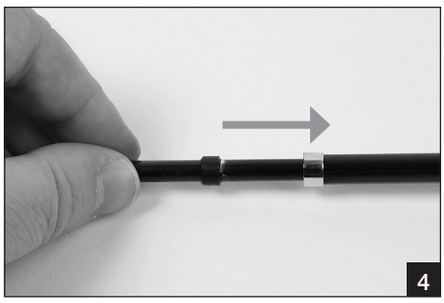
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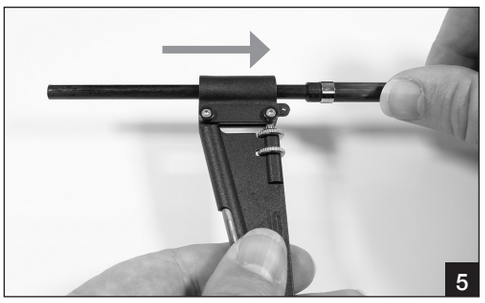
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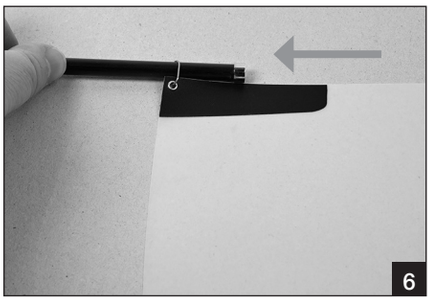
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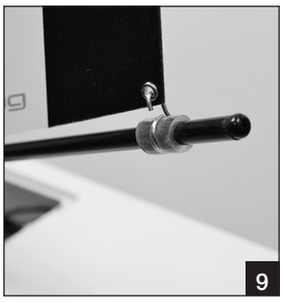
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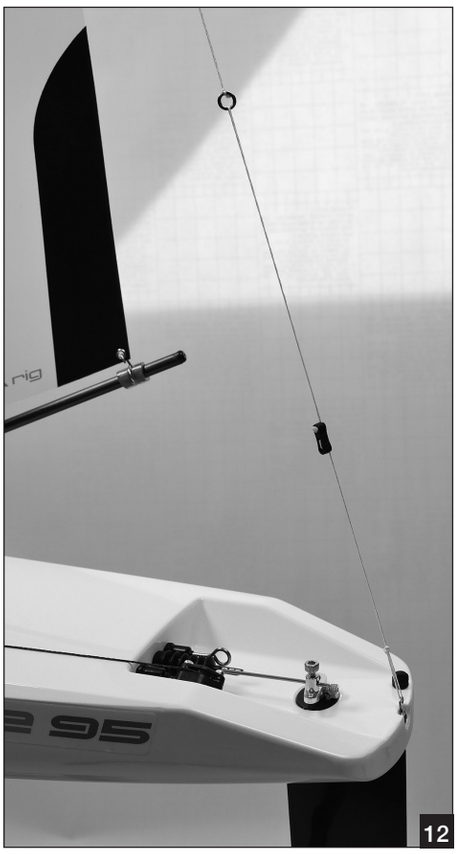
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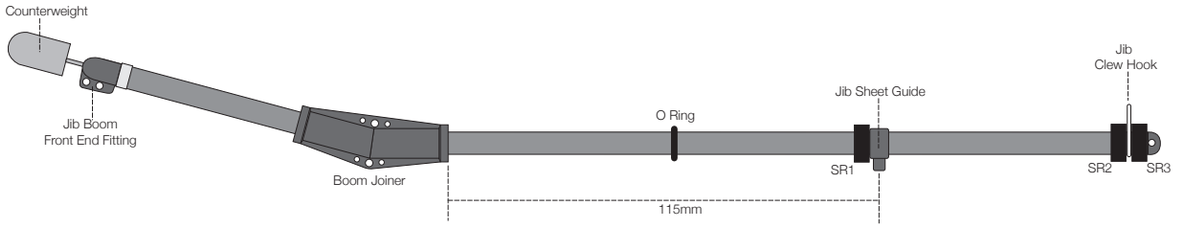
BACKSTAY LENGTH = 1090mm approximately
dragonflite 95

JIB BOOM SETUP



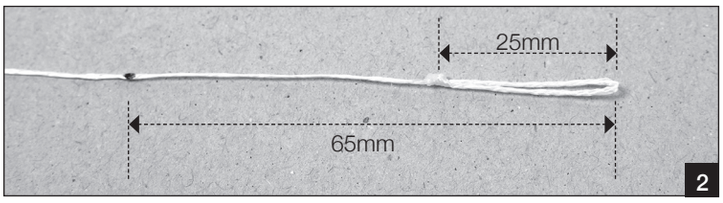
1 Set the Jib Sheet Guide and Silicon Ring SR1 to the position shown above.

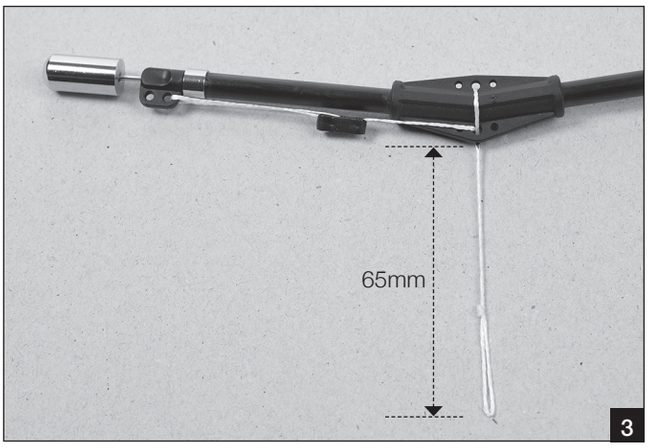
2 Cut a 450mm length of Dyneema to form the Jib Boom hook-down. Tie a loop of approximately 25mm length in one end and secure the knot with a drop of CA glue. Make a mark at 65mm from the end of the loop.

3 Thread the Hook-Down line as shown in photo 3. Start by threading the loose end of the cord up through the lower, central eye in the Boom Joiner, then through the top, central eye, back down through the lower eye again, lead it forwards along the underside of the Boom, through the first two holes in a Bowsie, through the rear of the two eyes in the Front End Fitting and take it back through the final hole in the Bowsie. Do not tie off the final knot until completing the following stage. Adjust the cord so that the mark you made is positioned at the lower edge of the Boom Joiner and set the Bowsie midway between the front end fitting and the boom joiner and tie off the final knot to secure the Bowsie.

Note: When the full rig is completed the easiest way to install the rig is as follows:

- *Insert the Mast into the Mast Socket in the Hull.*
- *Slacken off the Bowsie adjuster on the Jib Hook-Down, thread the loop through the front Deck Eye (Deck Eye 1), lead it back through Deck Eye 2 and hook the loop over the Jib Deck Hook. Tighten the Hook-Down Bowsie to get the Jib Boom as low to the deck as possible.*
- *Hook the Backstay on to the Backstay Hook in the Transom and tension the Backstay Bowsie.*
- *When de-rigging do the reverse of this process. Using this rigging procedure there is no need to adjust the Forestay tension so the correct rig trim is quick and easy to achieve.*





RIGGING THE JIB

4 Cut a 200mm length of Dyneema and tie one end to the front hole in the Backstay Crane. Tie one of the 6mm Metal Rings to the other end at a distance of 15mm from Backstay Crane hole.

5 Remove the Counterweight from the front end of the Jib Boom, make sure it is screwed on tightly to it's metal shaft and secure the thread with a drop of thin CA glue.

Note: At this stage make sure the Jib Luff is free to slide on it's wire Forestay. If it is sticking at any point gently free it off taking care not to crease the sail.

6 Push the Counterweight shaft through the loop in the bottom of the wire Forestay and back into the Front End Fitting leaving approximately 5mm of shaft showing.

7 *(Not shown - see photo 9 on page 6)* Hook the eye in the Jib Clew (bottom rear corner) onto the Jib Clew Hook.

8 *(Not shown - see photo 10 on page 6)* Using a pair of thin nosed pliers close up slightly the open end of the hook to prevent the eye slipping off the hook when sailing. *Note: This can be opened out again with a flat bladed screwdriver if you need to remove the sail.*

9 Cut a 150mm length of Dyneema to form the Jib Cunningham *(downhaul at the lower front corner of the sail)*. Start by tying one end to the lower front hole in the Front end Fitting (See diagram 9, point c), take it up and through the eyelet in the Jib Tack (See diagram 9, point d), then tie it back to the Front end Fitting leaving a gap of approximately 8mm betw een the top of the boom and the bottom of the sail.

10 Slacken off the Bowsie adjuster on the Jib Hook-Down, thread the loop through the front Deck Eye (Deck Eye 1), lead it back through Deck Eye 2 and hook the loop over the Jib Deck Hook. Tighten the hook-down Bowsie to get the Jib Boom as low to the deck as possible.

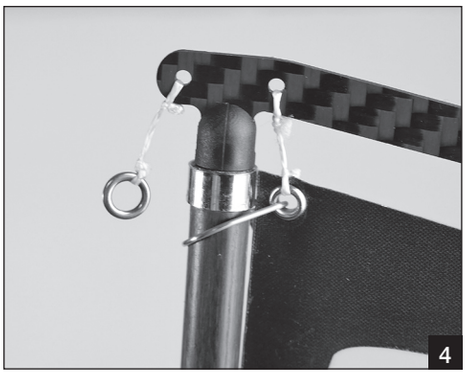
11 Cut a 200mm length of Dyneema to form the top of the Forestay. Tie one end to the wire loop in the top of the Forestay wire, thread up through the first two holes of a Bowsie, through the metal ring and back through the final eye of the Bowsie. Pull some tension into the Forestay and tie off the final knot in the Bowsie with the Bowsie positioned about 10mm from the metal ring. When secured, pull down to apply more tension into the Forestay until the Luff of the Jib starts to wrinkle. Cut a 200mm length of Dyneema and tie the top eyelet in the jib, thread up through the first two holes of a Bowsie, through the metal ring and back through the final eye of the Bowsie. Tension to remove the wrinkles in the sail's Luff (See photo 11).

12 Now set the mast rake (angle) by adjusting the Forestay and Jib Cunningham Bowsies to obtain the dimensions shown in the rig diagram on the next page. To achieve these measurements you will have put a lot of tension into the Forestay and Backstay. This tension is needed to keep the rig stable which will give you consistent handling characteristics in different wind conditions.

13 Cut a 1150mm length of Dyneema to form the Topping Lift. Start by tying one end to the metal ring in the Forestay (See photo 11). Then thread through the first two holes of a Bowsie positioned just above the Jib Boom end, thread through the eye in the Jib Boom end and back up to the final eye in the Bowsie and tie off (See photo 13). Adjust the Bowsie to allow a little slack in the Jib Leech (back edge).

14 Adjust position of Silicon Rings SR2/3 and the Jib Clew Hook so the Jib Foot can form a curve with a distance of approximately 25mm between the centre of the boom tube and the sail foot at its midpoint.

At this stage you have completed the rigging, the next sections will cover the fitting of 'Sheets' (control lines) to the Booms and setting the rig up for best performance and boat trim.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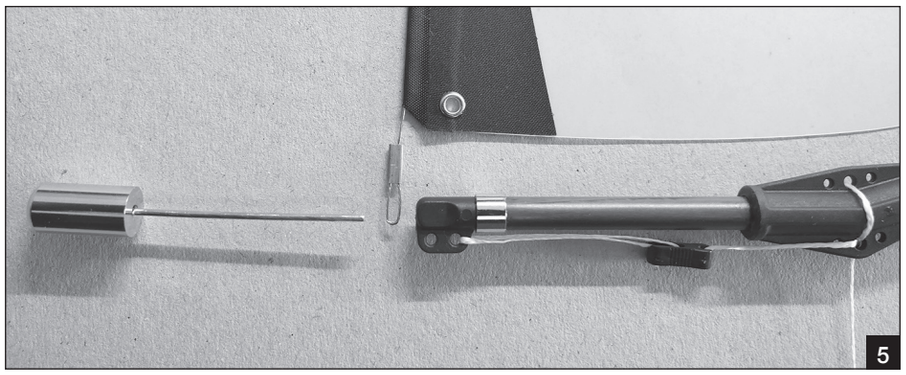
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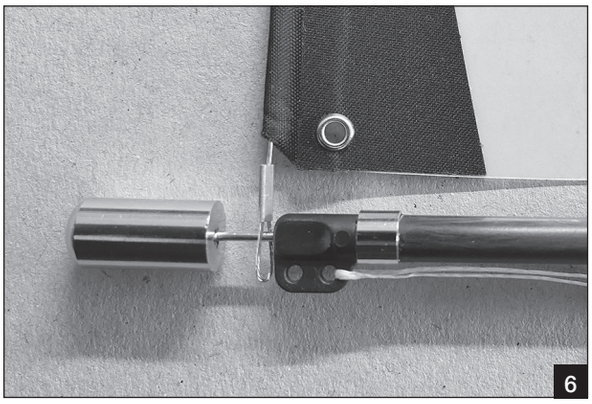
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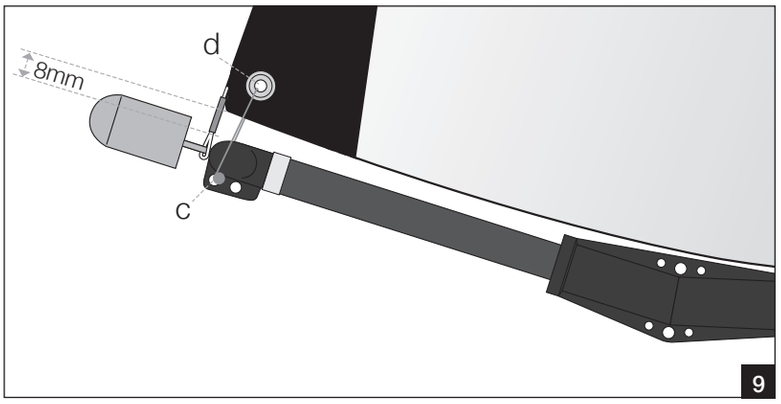

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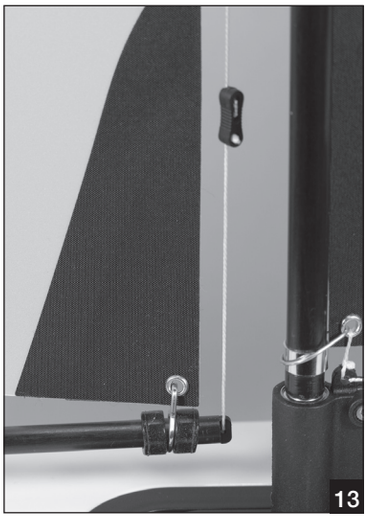
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Measurement taken from centre of front hole in the Backstay Crane
MAST RAKE = 1135mm
Measurement taken from back edge of rubber bumper
95
dragonflite 95

POWERING UP THE BOAT

If you've bought the 'Ready To Race' version of the boat you will have the FlySky FSi6 Transmitter and Receiver. The transmitter (Tx) and Receiver (Rx) will already be 'bound' and full operating instructions for this radio set are supplied.

If you are using your own Tx/Rx equipment we will assume you will be familiar with all it's functions and the following guide covers the setup of the boat only.

1 Connect up the Servo, Winch and Battery Switch cables up to the Receiver as follows:

- Rudder Servo plugs into Channel 1 socket.
- Sail Winch plugs into Channel 3 socket
- On/Off Switch plugs into Battery socket 5 (check your own Tx manual for this connection)

2 Install four, AA batteries into the Battery Holder and secure into the tray with the silicone band provided. Plug the batteries into the spare lead from the On/Off Switch.

3 With both Tx control sticks in their central positions switch on the boats On/Off Switch by pushing the wire switch arm forwards in the cockpit as indicated by the sticker.

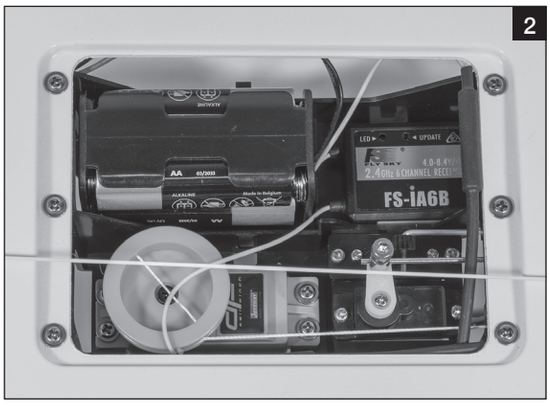
Note: At this stage check that the control sticks on your Transmitter operate in the correct direction. Looking forward from the back of the boat when the rudder control stick is moved to the right, the Rudder should turn to the right. When the Sail Winch control stick is moved down, the clip on the Winch Line should move to its furthest back position (sheeted in). If either of these actions is reversed, consult your manual for instructions on how to reverse the stick actions.

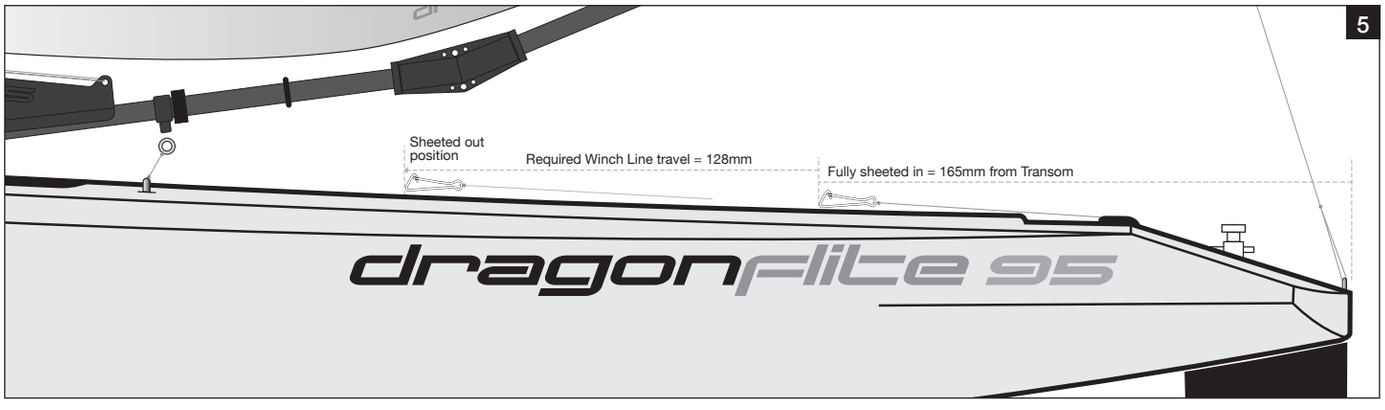
4 With the rudder control stick and fine adjuster on the Transmitter set in their central position, check to see if the Rudder Blade is centred in line with the Keel when viewed directly from behind. If not, use the Allen Key to adjust the top grub screw on the Rudder Arm.

5 Now set the sheeted in and out positions for the Winch Line. Diagram 5 shows the ideal positions for these sheeting points. Set the sheeted in (close hauled) position first. Pull the sailwinch control stick on the Tx fully down with it's fine adjuster set in its central position, if the end of the winch line clip is in a different position to that shown, unscrew the drum on top of the Sail Winch and rotate until the clip position is correct and then re-tighten the drum. The ideal amount of winch line travel between fully sheeted in and out is 128mm. This travel will give you the ideal sheeted out position for running with the wind with the booms out.

Note: It's a good idea to mark these two positions on the deck as a permanent reference points for consistent sheeting adjustment.

The sheeting points shown are not too critical but what is important is the amount of travel between the two points of 128mm. On the FlySky FSi6 and other good Transmitters you will be able to adjust the sheeting end points individually through its software menus.





SHEETING SETUP

1 Adjust the bowsies on the mainsheet bridle to position the metal sheeting ring centrally in the position shown in photo 1. It is essential for consistent sheeting angle on both port and starboard tacks (When looking forward from the back of the boat if the wind is coming over the right hand side if the hull you are sailing on starboard tack).

2 Cut a 180mm length of Dyneema cord, tie one end to the Mainsheet Ring, thread it through a Bowsie, then through the smaller hole in the plastic Keel Bolt Plate (photo 2) supplied in the fittings pack, and back to the bowsie. Anchor the Keel Bolt Plate down by passing the top Keel Bolt through it and re-tightening the Keel. Adjust to length as shown in the photo 3, and tie-off the loose end at the Bowsie. This line is to locate the Mainsheet Ring directly underneath the Mainsheet Guide on the Boom.

For initial sheet setup of both the Jib and Mainsheet, pull the winchline in to its close-hauled (sheeted fully in) position and don't move it until both sheets are fully installed.

4 Cut a 600mm length of Dyneema for the Mainsheet. Tie a loop in one end and clip it in to the Winch Line Clip(a), run it forward and through the metal ring on the Mainsheet Bridle(b), up through the Mainsheet Guide(c) on the Mainboom, back along the boom through the 'O' Ring(d), through the first two holes in a Bowsie(e), back through the first hole in the Boom Joiner(f) and forward through the final hole in the Bowsie(g). With the Mainboom positioned on the hull's centreline, position the bowsie approximately midway between (c) & (f) and tie off the final knot to secure the Bowsie.

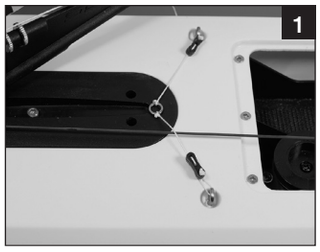
5 Cut an 850mm length of Dyneema to form the Jibsheet. Tie a loop in one end and clip it in to the Winch Line Clip(a), run it forward underneath the Mainsheet Bridle(b), forward through Deck Eye 3(c), up through Jibsheet Guide(d), run it forwards underneath the Jib Boom, through the 'O'Ring(e), through the first two holes of a Bowsie(f), forward and through the rear hole in the Boom Joiner(g) and back through the final hole in the Bowsie(h). Hold the back end of the Jib Boom over the edge of the Hull (Gunwhale), position the Bowsie approximately midway between (d) & (g) and tie the final knot to secure the Bowsie.

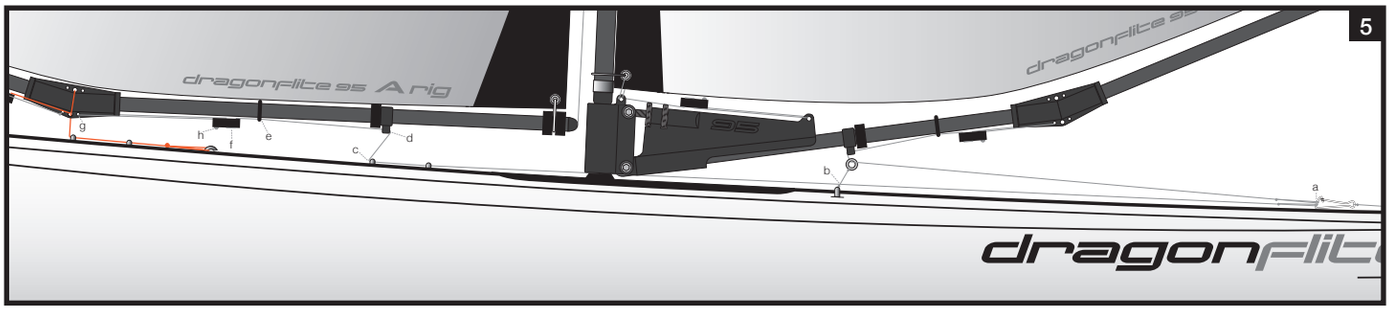
6 With the Winchline still in its fully sheeted in position adjust the Bowsies on the Jibsheet and Mainsheet so the boom rear ends are in the positions shown in Diagram 6 (opposite page). If you have the 128mm of winchline travel set up when you sheet out the booms should be approximately in positions shown.

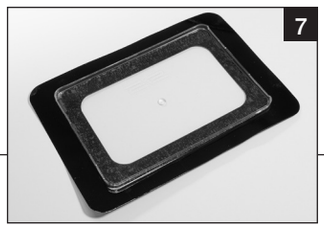
You should now almost have a fully setup rig. The only trimming left to do is to adjust the amount of twist in the leeches (back edges) of both sails. The twist in the Mainsail can be controlled by adjusting the Compression Strut, the Jib twist is controlled by adjusting the Bowsie at the bottom of the Topping Lift. It's hard to define the amount of twist in figures, but the photos on the opposite page show a well adjusted rig with correct twist and boom sheeting angles. If you can match this rig setting you will have a well balanced and easy to sail boat.

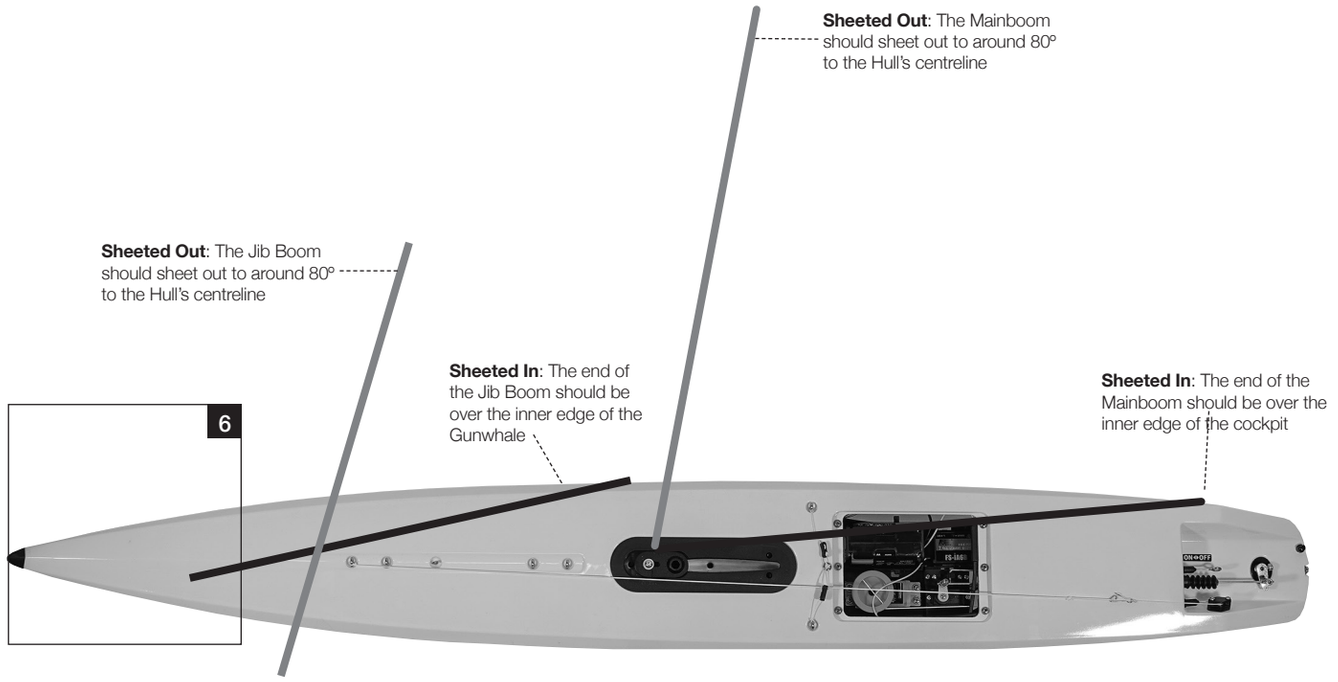
7 Before you put the boat on the water fit the clear Deck Hatch and seal with one of the supplied adhesive Deck Patches. An easy method to do this is to lay the adhesive Deck Patches face down on a smooth, hard surface, peel back the backing paper and place the clear Deck Hatch upside down in the centre of the patch. Turn over and locate in the Deck Hatch Opening in the deck, make sure the adhesive patch is pressed down with no crease to form a waterproof seal around the hatch.

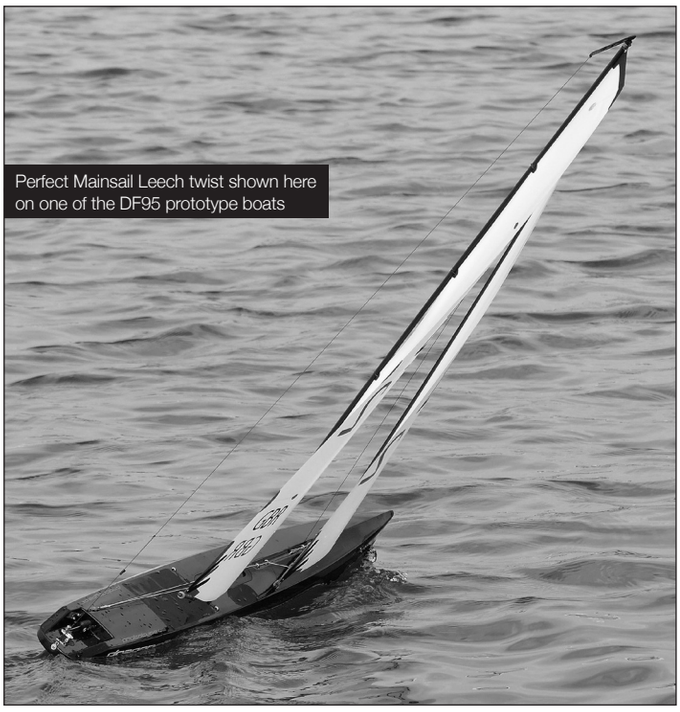
You are now ready to sail!









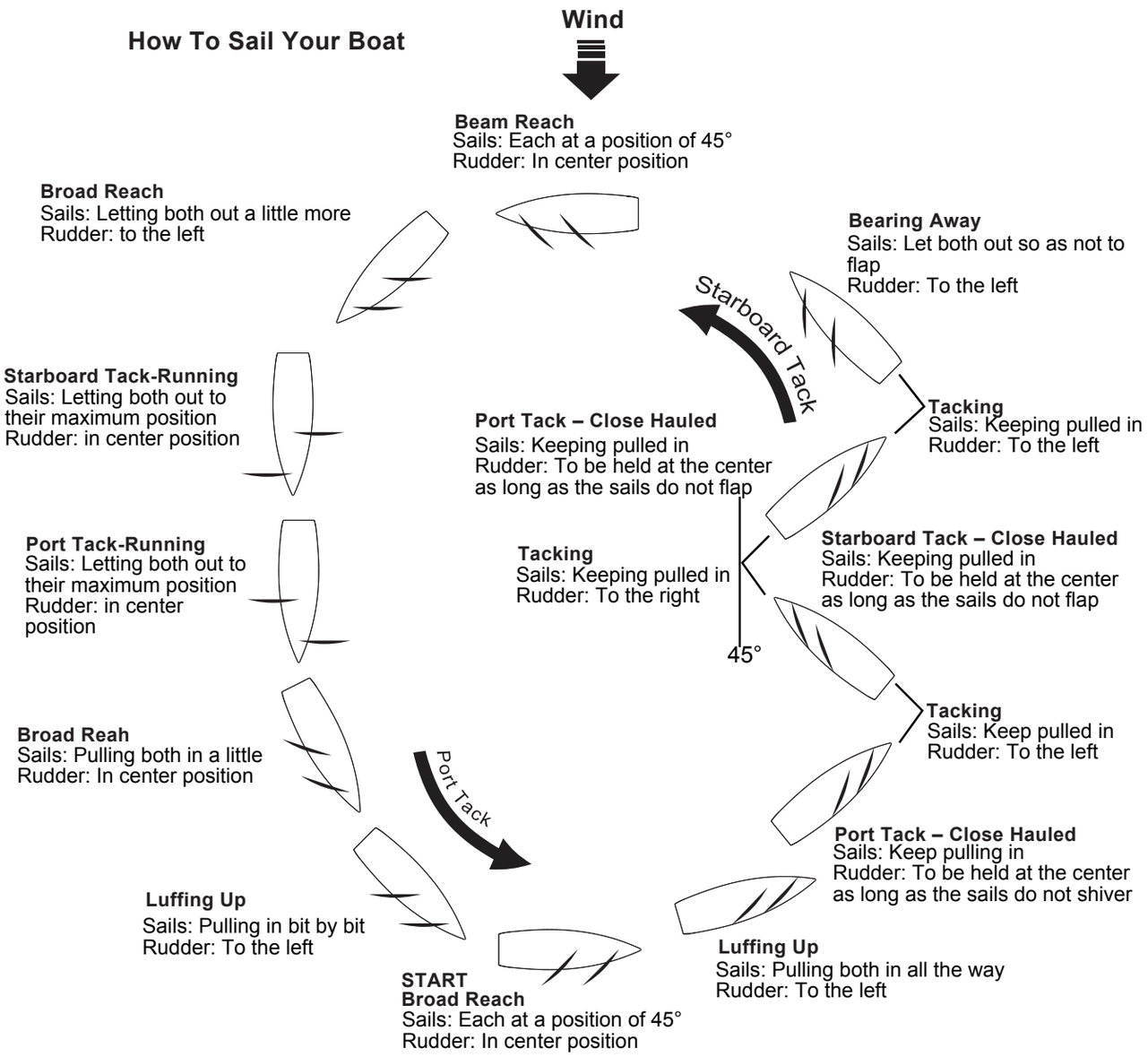

Perfect Mainsail Leech twist shown here on one of the DF95 prototype boats


Good illustration here of a nice open slot between the Jib & Mainsail. Note that the Leeches of both sails are nearly parallel with well matched Leech twist.


Jib Boom angle exactly as specified in these instructions. The Main Boom is sheeted slightly further out, but this can be altered to fine tune the boats balance.

BASIC SAILING TERMINOLOGY

Unlike propeller driven boats that you basically point and accelerate, sailboats present an interesting challenge. Sailing requires constant reaction to water movements, any wind gusts and any wind direction changes. These reactions then require adjustment of the rudder and sails in order to find the best possible course. There is no substitute for actual 'on-the-water' experience and after your first couple of outings you may want to read through this manual again in order to help you to gain a better understanding of the 'art' of sailing. While learning to sail, it is a good idea to pick up on as much sailing terminology as possible. This will make it easier to grasp some aspects of the sport.



IMPORTANT NOTICE

- Only sail your DragonFlite 95 in still bodies of water. Never sail it in running water such as rivers or tidal waters. If you loose control of the boat you could loose it forever!
- Never attempt to swim after a stalled or stuck boat. Wait patiently for the boat to drift ashore or be rescued.

MAINTENANCE

If properly rigged and maintained the DragonFlite 95 will be a very ‘dry’ boat. This is a very good thing as water and electrics are not the best of friends!

There are some essential steps you need to take to keep your boat working as it should, these are:

- The bearings in the top and bottom of the Gooseneck should be washed in clean, fresh water after every outing if you sail in saltwater.
- Regularily lubricate the bearings with bearing lube or any similar product.
- Wash the whole boat and rig with clean, fresh water after every outing if you sail in saltwater.
- Open the Hatch Cover and allow the inside of the boat to completely dry out after sailing. Do not store the boat with either water or condensation inside the hull, it will lead to electrical failure through corrosion or ‘black wire’ failure.
- Dyneema cord can shrink in certain conditions. So check often that all your rig settings remain correct.
- Handle and store the Sails with great care. Don’t leave them flapping whilst your boat sits on its stand, lay the boat down on a soft surface with the rig downwind of the hull. When not in use keep the rigs in a rigid rig box or fairly stiff rig bag. Look after your rigs - they are your boat’s engine!

DF95 SPARE PARTS LIST

Item No	Item Name
881113	DF95 Mast Head Pack A
881114	DF95 Mast Head Pack B
881115	DF95 Mast Head Pack (C & D identical)
881122	DF95V1-V3 Mainsail luff Ring (PK10)
881124	DF95 Water seal tape(PK2)
881126	DF95 Front bumper(PK2)
881127	DF95 Sheeting pulley block(PK2)
881129	DF95 Rudder
881130	DF95V1-V3 Carbon keel with bolts
881131	DF95V1-V3 Bolts(PK4)for keel
881132	DF95 Ballast with plastic Shoe fitting
881133	DF95 Plastic shoe
881134	DF95 Pushrod
881135	DF95 Switch connector+Switch rod
881137	DF95 Jib Boom Front End Fitting(PK4)
881138	DF95 Boom Joiner (PK4)
881140	DF95 Hull decals set
881157	DF95V1-V3 Bearing (PK4)
881167	DF95V1-V3 White hull
881168	DF95V1-V3 Black hull
881169	DF95V1-V3 Blue hull
881170	DF95V1-V3 Purple hull
881171	DF95V1-V3 Orange hull
881172	DF95V1-V3 Yellow hull
881173	DF95V1-V3 Dark blue hull
881174	DF95V1-V3 Red hull
881175	DF95V1-V3 Green hull
881194	DF95V1-V3 Silver hull
881195	DF95V1-V3 Grey hull
8811002	DF95V1-V3 Metallic fluorescent orange hull
8811003	DF95V1-V3 Metallic fluorescent pink hull
8811004	DF95V1-V3 Metallic fluorescent yellow hull
881180	DF95 Boom Band Eye (Pk 10)
881189	DF95 Silicone O ring (2big+2small for RX & battery box)
881190	DF95 Rudder post insert fitting(2020)
881192	DF95 Protection metal rings for mast (Pk 5).
881193	DF95 Protection metal rings for jib (Pk 5).
881196	DF95 Gooseneck (PK2)
881197	DF95 Compression Strut
881198	DF95 Standard boat stand plus laydown upgrade kit
881199	DF95 new 25mm winch drum
8811001	DF95 Rig bag Brown color
8811006	DF95 Boat Case Blue Color
8811007	DF95V1-V3 Transparent Hatch(PK2)
8811008	DF95V1-V3 Deck cloth patch(PK4)
8811009	DF95V1-V3 Fin box and mast fitting
8811010	DF95V1-V3 Mast fitting tube
8811011	DF95V1-V3 Mainsheet Bridle Keelbolt Fitting (Pk 2)
8811012	DF95V1-V3 Jib boom rear plug 5pcs+ Main boom rear plug 5pcs

Item No	Item Name
8811013	DF95V1-V3 Servo tray with screws
8811014	DF95V1-V3 A Sails set 50 micron Mylar, Round tube packed
8811015	DF95V1-V3 B Sails set 75 micron Mylar, Round tube packed
8811016	DF95V1-V3 C Sails set 75 micron Mylar, Round tube packed
8811017	DF95V1-V3 D Sails set 75 micron Mylar, Round tube packed
8811018	DF95V1-V3 A Mast set
8811019	DF95V1-V3 B Mast set
8811020	DF95V1-V3 C Mast set
8811021	DF95V1-V3 D Mast set
8811022	DF95V1-V3 A Jib Boom set
8811023	DF95V1-V3 B Jib Boom set
8811024	DF95V1-V3 C Jib Boom set
8811025	DF95V1-V3 D Jib Boom set
8811026	DF95V1-V3 A Main Boom set
8811027	DF95V1-V3 B Main Boom set
8811028	DF95V1-V3 C Main Boom set
8811029	DF95V1-V3 D Main Boom set
8811030	DF95V1-V3 Complete A Rig Assembly set (No Sails)
8811031	DF95V1-V3 Complete B Rig Assembly set (No Sails)
8811032	DF95V1-V3 Complete C Rig Assembly set (No Sails)
8811033	DF95V1-V3 Complete D Rig Assembly set (No Sails)
881301	DF95V1-V3 Sliding deck plate with screw & washer(PK2)
880519	DF65/95 winch line rubber cap (pk2)
880536	DF65/95 Rubber bung (PK4)
880552	DF65/95 Battery box for receiver
881504	DF65/95 New Digital metal gear rudder servo+new servo arm
881526	DF65/95 Metal Rings (2020) (Pk 10)
881551	DF65/95 Backstay Hook & screw (PK5)
881558	6.4V 700mAh LiFePo battery - DF65/95 RX
881559	USB charger for 6.4V 700mAh LiFePo battery
881563	DF65/95 knurl wheels(2pcs) and bolt (1pc)
881569	DF65/95 Boat Stand laydown upgrade set
881576	Flysky i6 + iA6B radio set
881580	Flysky FS-iA6B receiver
881581	DF65/95 Elasticated Sheeting cord 1 meter
881582	DF65/95 Aluminum rudder arm + Clevis set
881588	DF65/95 New 2025 DF Racing Sail winch servo + 16mm & 25mm drums
881203	DF95 Metal sail clew hook(PK10)
881204	0.6mm Dyneema cord(10m length)
881209	DF95 Jib boom counterweight with shaft(PK4)
881210	DF65/95 Bowsie(PK10)
881211	DF95 Silicon tube(PK18)+”O”ring(PK4)
881226	DF95 V1 Sail winch servo
881227	DF65/95 Waterproof Bellows(PK4)
881228	DF65/95 Cord attachment clip (2020) (PK10)
83016	DF65/95 Clevis (PK2)

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This product complies with the essential requirements of all relevant EU Directives. A copy of the Declaration of Conformity can be obtained from the following website *www.joysway-hobby.com*

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FCC REQUIREMENT

This device complies with Part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) This device may not cause harmful interference, and (2) This device must accept any interference received, including interference that may cause undesired operation.

CAUTION: Changes or modifi cations to this product not expressly approved by the party responsible forcompliance may void the user's authority to operate the equipment.

For more information about the boat and the DragonFlite 95 Racing Class please visit

www.dfracing.world