



ALPINE TECHNICAL BOOKLET



VOLA
RACING

vola.fr



VOLA Advice



VolaAdvice is a smartphone application for sharpening and waxing your equipment. Enter your data and you will be offered a choice of waxing options. Thanks to the video tutorials, you can learn or improve your skills, from sharpening to waxing. Whether you are an alpine skier, nordic skier or snowboarder, VolaAdvice follows you every day for better skiing and better performance.

◀ Download the App!  



Welcome

The preparation of your skis and snowboard is an essential act to keep them in good condition and above all, to enjoy them.

VOLA is a French company based in Passy in the heart of the Alps in the Chamonix valley. Since 1935, VOLA has been striving to develop and produce waxes of the highest technicality, distinguishing itself in the most prestigious competitions.

The purpose of this manual is to present all the products in the VOLA range as well as their use and application protocol.

THE GOLDEN RULES

- #1 The more you wax your skis, the more they will slide, no matter what the conditions and type of snow.
- #2 Sharp, well-maintained edges make for more precise, enjoyable and safe skiing.
- #3 Regularly prepared skis and snowboards last longer.

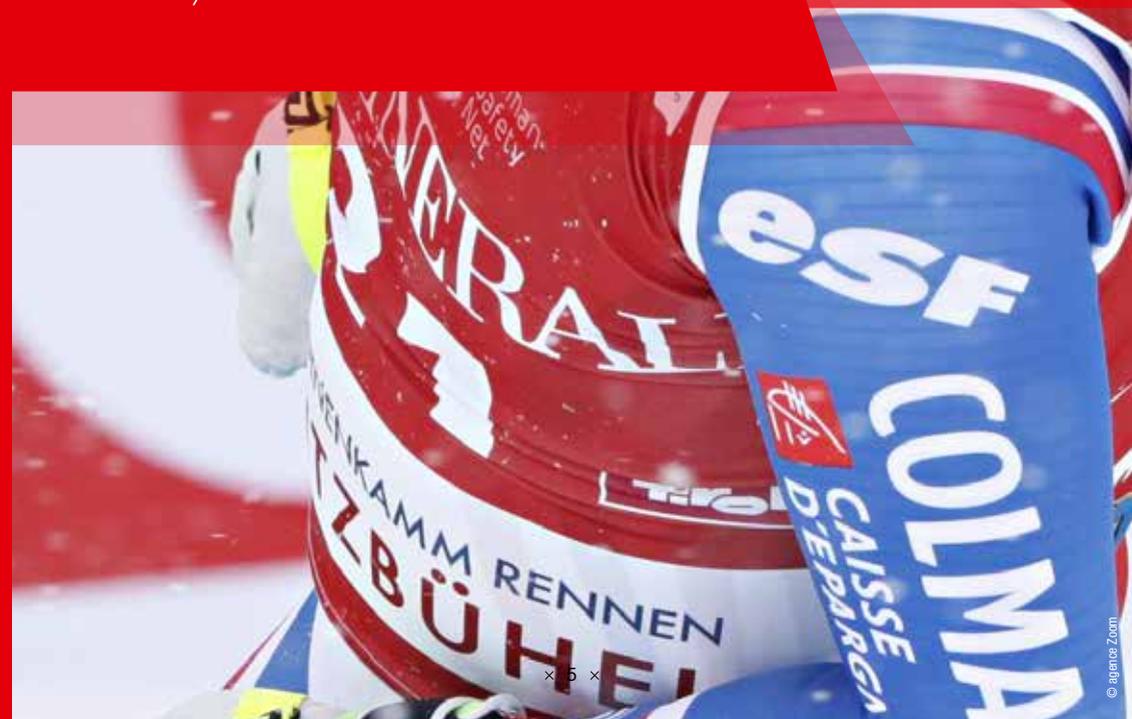
Page 4 to 13 ▶ Everything you need to know about the maintenance of your equipment
 Page 14 to 32 ▶ The range of waxes
 Page 33 to 39 ▶ Instructions for use

Note

All the advice in this technical booklet applies to both skis and snowboards. We will use the term «skis» generically.



MAINTENANCE
YOUR EQUIPMENT



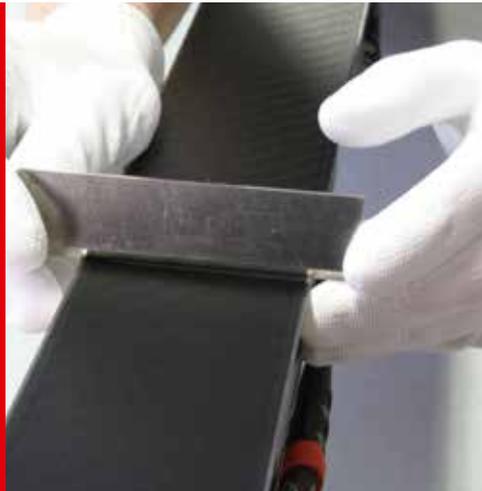
SHARE
YOUR PASSION

f #volaracing i

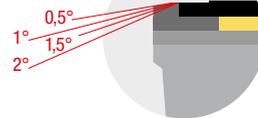
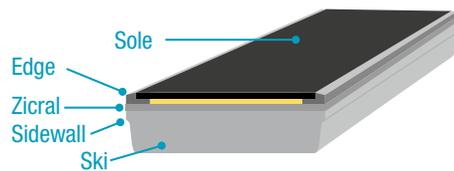
SETTING UP YOUR SKIS

The first thing to do when you receive a new pair of skis is to check that the soles are flat. To do this, use a ruler or a planimeter. It is very important to work on the base of your skis because their behaviour on the snow is directly linked to the shape of the base.

Checking the flatness with a ruler or a planimeter ▶



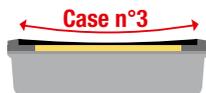
WHY WORK ON THE SOLE ?



Case n°1 / The sole is flat
> No problem.



Case n°2 / The sole is « bulging »
> The ski is difficult to keep straight. You have to put the base flat by scraping with a metal scraper (Ref. 012003). This can also be done with a very fine sandpaper. If this defect is too important, bring your skis to the shop for a machine treatment. Brush well with a Bronze brush (Ref. 012009).



Case n°3 / The sole is « tufted »
> The ski is difficult to turn. The edges must be dropped, the accessory used is the Base Edge. For racing skis, the edges are generally dropped a few degrees flat. This makes it easier to initiate the turn. It is common to drop 0.5° in slalom, 1° in giant and 1.5° in speed.

When the base is tiled, it is recommended to use the Base Edge, which is the ideal tool to drop the edges with precision. On the other hand, if the ski is really too tiled, it must be flattened, either directly at the factory or in a shop equipped with suitable machines.



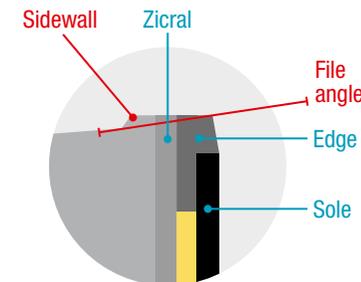
Ref. 011027 Base Edge Réglable

THE SIDEWALL

Start by taping the sole of your ski with Vola tape to protect it from dirt and dust.



WHY REMOVE THE SIDEWALL ?



Note In this diagram the ski is positioned as in the photo above (placed on the blank held by the vices)



Ref. 011051 Pro sideall tool

Ref. 011132 Edegrazor

On a new ski, the second work to be done is to roughen the sidewall.

The sidewall and the Zircal are the structure of the ski. They prevent the edges from sharpening properly and clog the file. The sidewall must not be removed completely at once, otherwise the sidewall will be weakened and may deteriorate. It is therefore important to remove the edge in several stages during the season and to remove only what is necessary for the intended sharpening.

To remove the sidewall, you must use an sidewall tool (Ref. 011051 or Ref. 011132).

The spatulas and heels must also be properly taken care of. The quickest technique is to pass the 300 mm file (Ref. 011034) over the edge. Be careful, however, as inexperienced hands can damage the edge and make a few ripples. For beginners, start with a less aggressive 200 mm file (Ref. 011038). Finally, it is important to use sandpaper to sand the edge (180 grain, then 240).



© agence Zoom

SHARPENING

After removing the edge, the sharpening of the edge can begin. The edge is the steel part on either side of the sole of the skis that allows them to grip the snow. Well sharpened and well maintained edges allow for a more precise, enjoyable and safe skiing experience.



HOW TO SHARPEN EFFECTIVELY

Regular sharpening is usually done with a 200 mm file (Ref. 011038).

Sharpening is done along the entire length of the edge to ensure even wear of the edge. If the edge is not worn evenly, it can cause premature edge wear. On today's skis, the entire length of the edge is used for turning. There is no mandatory direction (tip to heel) for sharpening.



REF. 011039 200mm IceCut

REF. 011038 200mm Vallorbe



REF. 011021 88° Racing file guide

It is not necessary to press hard on the file. Two methods are available:

1/ square + file + pliers.

2/ square + wheel + file. This system is ideal with RACE FILE files, which are very short, for a better hold between the square and the file.

On «clean» edges, without impact, regularly maintained, the use of a 150 mm file (Ref. 011036) is sufficient.

It is possible to use a chrome file (RACE FILE) in FINE or MEDIUM (Ref. 011058-59): these provide more grip on the edge. These files should be used gently. Sharpeners are much easier to use but do not have the same precision.

Squares are available in angles from 85° to 90°. On the singing side, the lower the angle, the faster you enter the turn but you need more strength and technique in your legs to keep the ski in the curve. Generally, it is not advisable to have a 90° sharpening on the edge for 2 reasons:

- the minimum angle is 90°. If you have a 1° edge drop, this implies a sharpening at 89°.
- more and more ski manufacturers supply skis already prepared (ask your dealer for the angle).

Don't forget to clean the plastic or aluminium strip at the heel of the ski after sharpening.

FINISHING

After sharpening with the file, it is necessary to use a diamond, starting with a 600 diamond and then a 1000 diamond. The 200 or 400 diamonds are used to remove burrs created by contact with a stone or other objects on the piste, and to give grip on burnt edges.



HOW TO USE THE STONES

The principle of passing the diamond stones is to reverse the thread from one side to the other, but also to decrease it.

Make about ten back and forth movements without pressing too much, from the spatula to the heel or from the heel to the spatula. VOLA recommends to use the Arkansas Hard Stone (Ref. 011049) or Extra Hard Stone (Ref. 011050) which allows an optimal polishing. This stone will polish the edge and refine the passage of the diamonds while giving more finesse to the touch.



Ref. 011043 Grain coarse 200
Ref. 011044 Grain standard 400
Ref. 011045 Grain fin 600
Ref. 011046 Grain très fin 1000

MINI BLADE VOLA
Stone 600 / Ref. 011165
Ceramics / Ref. 011175

Tool to revive the edges and to give them a better grip. By working only on the tip of the edge, it can be adapted to all types of sharpening and all angles.



To polish the edges, use a fine dry stone, while to revive your edges use a wet stone. Diamond stones are very useful: they allow you to sharpen slightly while doing the work of a fine stone. The 600 to 1000 diamond inserts provide excellent finishes, while the 200 and 400 stones are very useful on burnt edges. These stones can be used in the ski room as well as at the start of races.

In order to extend the life of your stones, they should be cleaned with liquid defacer after use.

The rubber (Ref. 011002) is used at the start of races if the snow is not very hard in order to remove aggressiveness in the tip and tail. This depends on the feeling of the skier.



Ref. 011049 Arkansas dure
Ref. 011050 Arkansas très dure

THE BRUSHING

VOLA brushes are carefully selected and designed for efficient brushing and an excellent grip. As for the maintenance of your brushes, store them in a place where there is no risk of damaging the bristles.



WHAT KIND OF BRUSHES TO USE ?

Bronze Brush

Brush with long and fine bristles. This brush is the most «aggressive» of the VOLA brush range. It allows to work on the structure, to clean the base before waxing and to clean the surplus of wax right after scraping. However, one or more hot scrapings with the R021 are often necessary to complete the deep cleaning of the base (especially for skis with thin structures).

Performance Red Brush

Nylon brush with short and stiff bristles for polishing hard waxes of the Mach and Racing range. To be used after the bronze brush, the short bristles of this brush remain perpendicular and allow an efficient action to the bottom of the structure.

Fine Steel Brush

Very long bristle brush made of ultra fine steel, mainly used with liquid waxes. It can also be used as a cleaning brush before waxing. The ratio between the fineness of the bristles and their aggressiveness allows the structure

to be completely free of wax residues after scraping. It is also ideal for brushing molybdenum waxes.

Tip: after each use, wrap the Fine Steel brush with plastic tape to avoid damaging it as its bristles are very fine.

Nylon brush

Polyamide brush with medium and large bristles. To be used as a second brush after scraping. It smoothes the wax and makes it as smooth as possible to reduce friction with the snow. Thanks to its antistatic qualities, this brush improves the friction coefficient.

Horsehair Brush

A brush with short, fine bristles. Finishing brush to be used in the last position. Its horsehair composition allows the wax to be polished.



Ref. 012035
Bronze

Ref. 012085
Performance Red

Ref. 012033
Fine Steel

Ref. 012034
Nylon

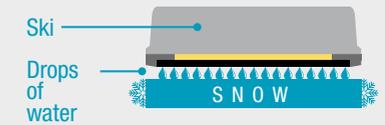
Ref. 012058
Nylon Soft

Ref. 012046
Crin de cheval

× 10 ×

THE STRUCTURES

The most important thing in skiing is the sole of the ski. A sole does not slide directly on the snow but on small droplets of water created by the heating between the sole and the snow. The more contact the sole has with the snow, the more it slides. The more a ski is waxed, the more the sole will be impregnated: it will be protected (especially on abrasive snow) and will slide more.



Structure rounded

Structure cross-linked

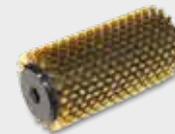
WHAT IS THE PURPOSE OF A STRUCTURE ?

The structure allows :

- #1 Facilitate the creation of a water film (important on cold, dry snow).
- #2 To facilitate the evacuation of the water film (mainly on wet snow - this will allow the ski to accelerate). It is also for this reason, on wet snow, that we use additive waxes (MACH range for example), a hydrophobic product which favours the evacuation of water.

As for the waxes, each type of snow has its own structure:

- Fine, the colder the snow.
 - Marked, the wetter the snow.
- In addition, a structure tends to orientate the ski, which is why cross structures are preferred for technical disciplines. It is important to work on the soles by skiing them regularly, waxing them and brushing them as often as possible.



Ref. 012053 Bronze 140mm



Ref. 012052 Nylon 140mm



Ref. 012054 Horsehair 140mm



Ref. 012023 Cork

Rotating brushes

VOLA offers in rotary format Bronze, Nylon, Horsehair, Fine steel and cork brushes (the latter being intended for the application of Nordic powders). The use of the rotary brushes allows a higher efficiency than the use of manual brushes. To be used sparingly with additived wax. Do not wax the base to prevent the structure from working.

Note on the use of rotating brushes

- The rotating brushes are mounted on a shaft (with a protective cover) with a hexagonal tip that fits on most electric or portable drills and screwdrivers.

- The speed of rotation can vary between 800 and 1500 rpm and should not exceed 1500 rpm.
- Apply low pressure.
- Brush from the spatula to the heel. The direction of rotation should be such that the wax particles are thrown towards the heel of the ski.
- Wear protective gloves and goggles.
- Once the roughing has been done with the rotary brushes, it is important to finish the preparation of the base by brushing it by hand, which gives a much better finish.

× 11 ×

HOT WAXING (SOLID WAX)

To optimize the performance of your skis, waxing is an essential step in the preparation process. Wax is a catalyst: it favours the glide of the products (soles) on which it is applied. If the base is rough and not maintained, there is little point in applying wax. The base should be cleaned with R021 and waxed regularly.



WHAT ARE THE WAXING STEPS -?



Ref. 014010 Racing Vices



Ref. 014002 Compact Trio Vices



Ref. 012015 Digital waxing iron

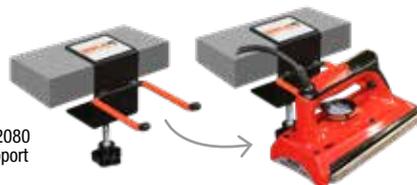
Ref. 012068 Digital waxing iron and 35mm sole

× 12 ×

#1 To start waxing, it is imperative to loosen the vice well, to avoid breaking the fibres of the ski's core, under the heat of the iron. In addition, the ski must be dry and clean when you wax it, in a room at room temperature.

#2 Apply a few drops of wax (about 25gr per pair) along the entire length of the base with a waxing iron. Spread the wax once with the iron and then iron a second time more slowly for an even application.

When waxing, it is important to avoid burning the wax, which would then lose all its effectiveness, especially for additive waxes. It is therefore important to set the iron to the correct temperature. Each VOLA wax has a label indicating the temperature at which it should be melted. The use of gloves and a mask is strongly recommended. Waxing should be done in an airy room at room temperature so that the wax does not cool down too quickly (so that it has time to adhere to the base). No tools should be on the workbench during the waxing process to prevent them from getting dirty.



Ref. 012080 Iron support



Ref. 015017



Ref. 015018

#3 Lors du fartage des skis, un fart surchauffé peut dégager des fumées dont il est conseillé de se protéger. VOLA propose deux types de protections:

1 For hot wax applications

Half mask with face piece made of light and odourless thermoplastic elastomer. The filters are positioned backwards to allow the user to breathe less contaminated air, which optimises the life of the filters. Supplied with two A1B1E filters.

2 For waxing iron powder applications

Intelligent Powered Air Purifying Respirator. Audible and visual filter clogging and battery discharge warning. Supplied with battery, charger, face mask and two A1B1E filters.



Ref. 012001 4mm / Ref. 012002 3mm
Ref. 012004 Snowboard 6mm

#4 Remove wax from the edges with a plastic scraper, from the tip to the heel, in the direction of the glide. To facilitate this work, it is useful to tape the bindings before waxing, so as not to put wax on the edges and not to damage/block the binding springs.



Ref. 012046 Horsehair Brush

#5 It is important to wait for the wax to crystallize on the base and cool before scraping it off. The longer you wait, the more effective the waxing. We recommend waiting at least two hours. Scrape off all the wax, then brush vigorously with a bronze brush, then a nylon brush, then a horsehair brush to obtain a good finish.



© agence Zoom

Storage

Never leave a ski unwaxed to avoid deterioration or drying out of the base. Let the edges «breathe» by removing the wax on them to avoid rusting.

VOLA solid waxes are made from a subtle blend of different waxes and paraffins from the best factories specialized in this type of product.

The compounds used are not the same between the different ranges of waxes. The quality of a wax depends on the degree of refining of the waxes and paraffins but also on their proportions in the product.

× 13 ×



UNDERWEAR
Collection



THE WAX RANGES



VOLAT Advice
Download the App!

× 15 ×



FLY TO SUCCESS



TO KNOW

The preparation of alpine skis consists of 2 phases: sharpening and gliding. The subtlety of waxing lies in the choice of the best product according to the conditions. The 3 main parameters that come into play in this decision are :
/ temperature
/ the hygrometry
/ the granulation of the snow.

Temperature is the simplest factor to determine. To do this, you need the right thermometer and you need to take measurements in the right places. The thermometer gives readings to the nearest tenth of a degree and allows you to measure the air temperature as well as the snow temperature. Temperature readings should be taken at different points along the route in order to weight the results (long flats in particular: entry/exit).

Air humidity can be measured with a hygrometer. A percentage is then obtained which gives us information on the humidity level in the air. Humidity is said to be low when it is less than 25%, normal when it is between 25 and 70%, and high when it is more than 70%.

The granulation of snow is the most complex factor to determine and requires the most experience; it consists in identifying the stage of transformation of the snow grain. For the sake of simplicity, 4 different types of grain can be isolated:



Sharp dendrites can be seen at the ends of the flocon. Requires harder waxes to prevent the sharp crystals from penetrating through the wax and thus increasing friction.

The flocon crystal dulls and becomes less sharp with time and mechanical stress. However, the snow has never been exposed to temperatures above 0°C. These are the most common conditions in the Alps.

The snow has been exposed to temperatures above 0°C, the flocon has lost almost all its crystal and is hexagonal in shape. This snow grain shape provides a higher contact area on the ski sole and therefore increases friction and abrasion. Requires waxes with molybdenum or graphite additives.

Artificial snow is similar to processed snow except that it offers a much higher density and therefore an even higher coefficient of friction. Artificial snow consists of a drop of water surrounded by ice. As soon as the snow undergoes warming and transformation, the friction phenomenon decreases (to the profit of the suction phenomenon) and the gliding qualities increase. Less hard and less abrasive waxes can be used. Requires waxes with molybdenum or graphite additives.

NEW



ACTIVE GLIDE ADDITIVE
Farts de course sans fluor / Fluor free racing waxes



Le fart fabriqué en France depuis 1935 / The wax made in France since 1935

vola.fr



E-Wax/ Uni / MX-E / Mach / Race Wax
Air temperature indicated on the box.
Poudres / Propulseurs / Accélérateurs
Snow temperature indicated on the box.

LEXICON

MACH Range Fluorine-free racing waxes

The principle of a racing wax is to evacuate as quickly as possible the water droplets that form between the sole and the snow, to increase the glide and accelerate the ski. The active ingredient of the range is hydrophobic, which allows for strong acceleration. The additive used is a polymer that has an extremely low coefficient of friction, providing increased glide quality. The MACH range is available in several temperature ranges for greater efficiency.

LMach or HMach?

The VOLA waxes of the MACH range are lightly additivated (LMach) or highly additivated (HMach) competition waxes depending on the air humidity level.

- LMach** = low moisture snow = crumbly snowball.
- HMach** = wet snow = compact snowball.

Liquid wax has excellent gliding properties and accelerates faster than hot wax. It also allows you to change a wax when the weather conditions change. These waxes are used in addition to the Bases. Very efficient, these waxes are a complement to hot waxes but should not be substituted as they do not maintain or protect the base.

What is the purpose of a wax containing Molybdenum?

Molybdenum is a lubricant and chemical compound with very interesting hydrophobic properties on certain types of snow such as so-called old snow (with eroded snow crystals). The molybdenum additives placed in VOLA waxes offer very good performance in conditions of transformed snow grains with a high coefficient of friction (artificial snow, coarse salt, frost, dirty). Its greasy consistency gives it a strong lubricating power while repelling dirt and pollution. Requires the use of the ultra fine steel brush after scraping.

How to use a graphite wax?

Graphite waxes are intended for graphite soles. All black ski soles are graphited. These soles, after several uses, lose their graphite charge and therefore the antistatic capacity is reduced. Waxing with a graphite wax will recharge the base. These waxes should be used every 7 to 10 waxings to recharge a base. Graphite bases are used regularly because of the lubricating power of graphite on specific snow types. Does not work on fresh snow.



ALL RANGES

NEW FORMULA E Wax

FLUOR FREE



UNI UNIVERSAL WAX

No Fluor APPROVED



MX-E

No Fluor APPROVED



TOURING

No Fluor APPROVED



BASES

No Fluor APPROVED



MICI

No Fluor APPROVED



RACE WAX

NEW FLUOR



TOP FINISH

NEW FLUOR



KLISTER & KICK WAX

No Fluor APPROVED



SKI WAX Remover





CARE WAXES WITHOUT FLUOR

VOLA has been developing and offering bio-based waxes since the launch of Ewax, more than 10 years ago. We do our utmost to offer demanding skiers a range of waxes that are more respectful of people and the environment, with performances comparable to those of conventional hydrocarbon-based waxes. These fluorine-free waxes contain up to 100% natural raw materials. The liquid versions of these waxes use an alternative solvent and are not classified as hazardous, allowing safe and easy application.

Ewax



NEW
FORMULA

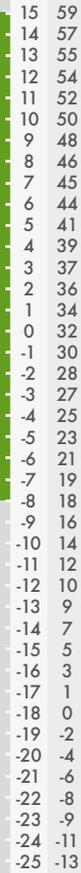
UNIVERSAL WAX



TOURING



MX-E



Air °C Air °F



RACING WAXES

BASES

The Bases are waxes developed for competitors. Thanks to 3 levels of hardness, soft/medium/hard, and different specificities (graphite, additivated or not, etc...) these waxes meet all the needs: protection or impregnation of the sole, performances on warm, cold, dry and/or old snow. This range of advanced waxes, rich and varied, makes it possible to target the product necessary according to the practice (alpine, Nordic, touring, ski jumping, races or training) to prepare its material in an optimal way.

BASE SKI TOURING (80g / 200g / 500g / 60ml / 75ml)
Wax for ski touring, both for leisure and competition.

BASE JUMPING (200g)
Special Ceramic wax for ski jumping on synthetic jumps.

BASE GRAPHITE (200g)
Base maintenance wax. To be used in training (or in races for U10 children). To be used every 5 to 10 waxings.

BASE GRAPHITE LMACH (80g / 200g)
Additive graphite base, to be used as antistatic base.

BASE VRB (200g)
Giant and speed discipline wax. To be used as a base on very cold, dry, artificial or old snow.

BASE MX901 (200g / 500g)
Wax for training and impregnation.

BASE X-HARD (200g)
Very hard wax. Can be used alone (ski jumping) but is generally used as a base hardener (on very abrasive snow).

BASE HARD (250ml / 200g)
Wax that will accelerate very quickly but will peak above 80km/h. Specially designed for slalom, this base will protect your base on hard and abrasive snow, while optimizing the acceleration of your skis. It can also be used as a fixative for another wax, mainly for liquid wax. This base is ideal for slalom skiing.

BASE MEDIUM (250ml / 80g / 200g)
This wax is intended for giant skiing. Less hard than a slalom base, it allows a better speed by keeping an acceleration on the exit of the curve. In addition, it allows a longer attachment of waxes. The MEDIUM BASE is available in a classic version and in an additive version that performs better on wet snow. At a high level, the MEDIUM BASE is also very popular for impregnating skis.

BASE SOFT (200g)
A wax that will accelerate less quickly but can reach high speeds (SuperG/DH), hence the interest in adding accelerators for starts in speed disciplines. The BASE SOFT was created to meet the requirements of speed events. It protects the base of the skis and provides maximum glide. It is available in a classic version or in an additive version for wet snow.





RACING WAXES



Vola has been working since 2018 on finding comparably effective fluorine substitutes. Our objective has been to limit the coefficient of friction between the ski and the snow as much as possible. The waxes and paraffins known and used by Vola for decades have been combined with a mixture of additives providing a real gain in performance. These new formulations are the result of numerous research and studies conducted in the laboratory and in the field. Tests on snow in all conditions have been carried out in 5 countries to enable the development of new formulations.

5 countries to enable the development of these new, high-performance formulations. The formula developed, including ceramic-based lubricants, is not only a substitute for the old fluorinated waxes, but a real alternative offering a significant gain in glide.

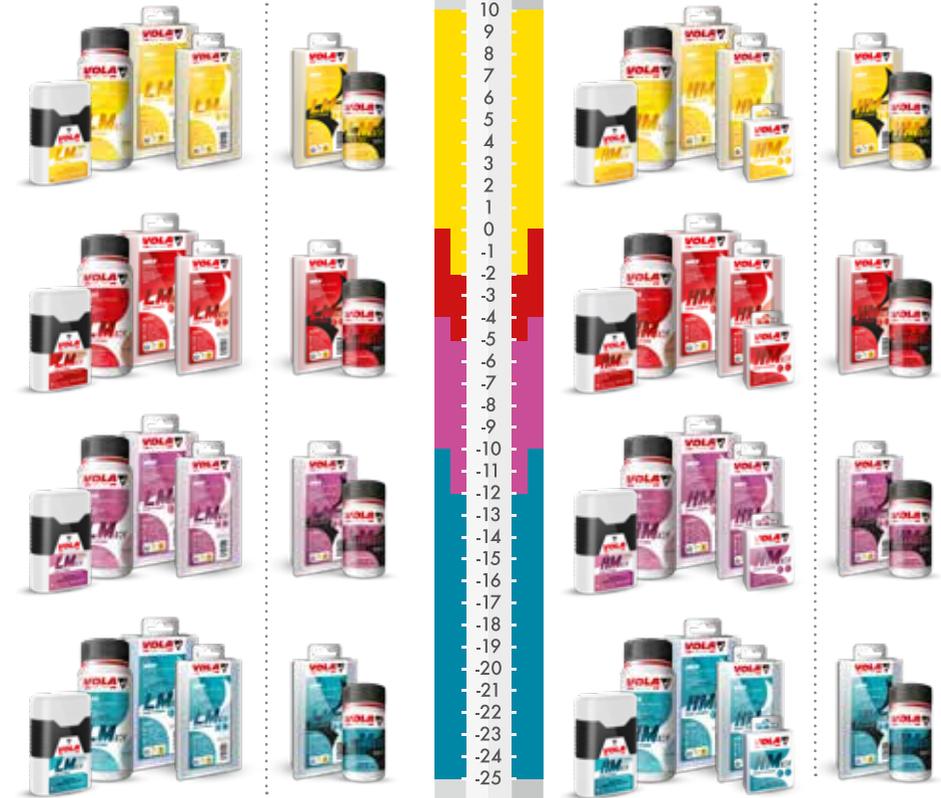


Fresh snow

Old snow

Fresh snow

Old snow



AIR °C

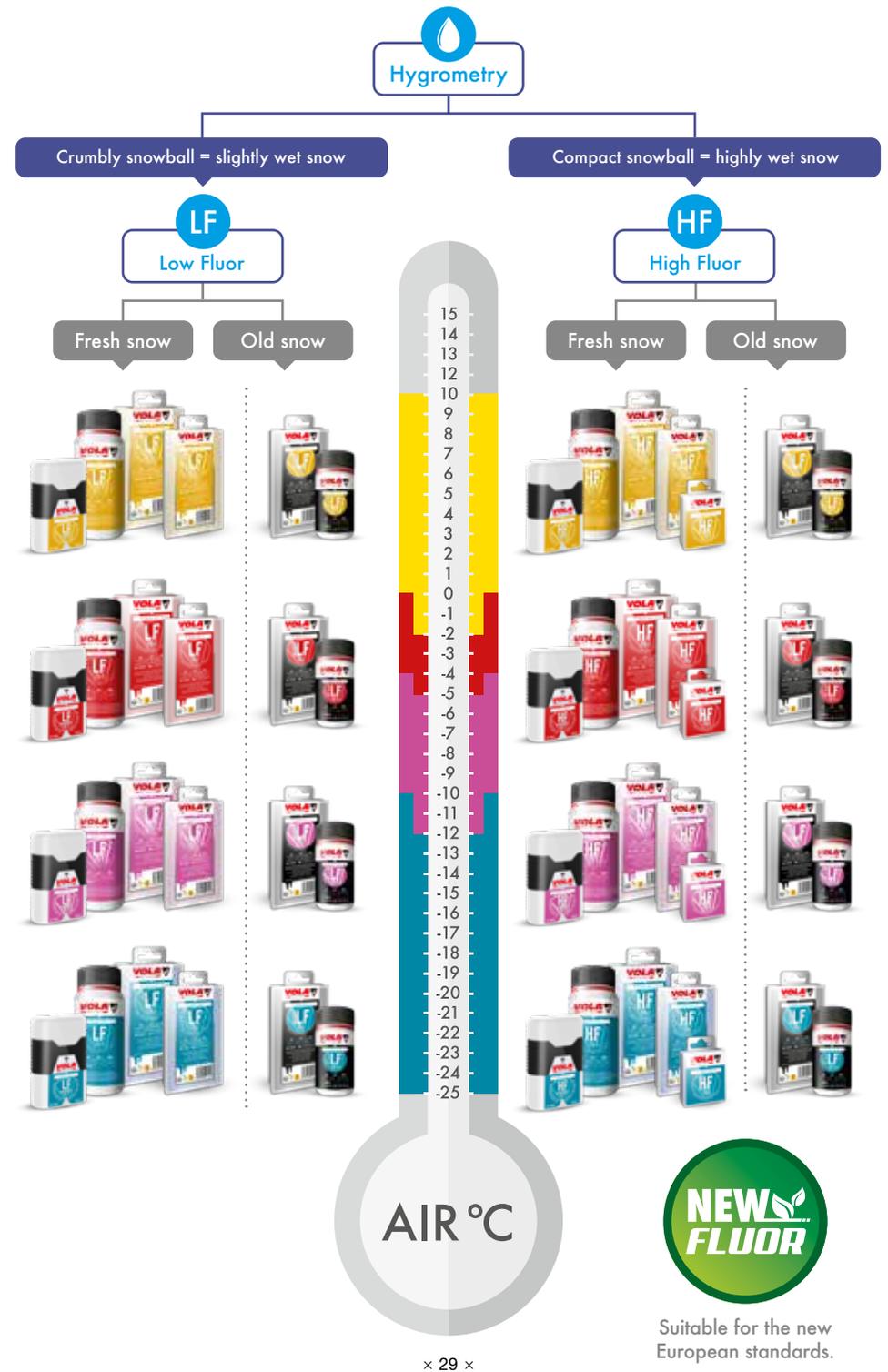
Find out more about Mach thrusters





RACING WAXES FLUORINATED

The Race Wax range is the result of VOLA's research and testing to get the best possible glide from your skis. The products combine the strength and longevity of a basic wax with a fluorinated additive to make a sensational race wax. VOLA fluorinated waxes are competition waxes with a light fluorine content (LF) or a high fluorine content (HF) depending on the humidity level. Fluorine (Polytetrafluoroethylene) is a hydrophobic product that allows for a high acceleration. Fluorine is a polymer with an extremely low coefficient of friction, which gives skis a better gliding quality. The waxes are available in several temperature ranges for greater efficiency.





RACING WAXES TOP FINISH

Powders



FD302GS
Snow T°: -4°C / +2°C
Air humidity: 60% / 90%
Snow: fresh, old, artificial



FD301C
Snow T°: -3°C / -9°C
Air humidity: 60% / 100%
Snow: old/iced/transformed



FD301NC
Snow T°: -3°C / -7°C
Air humidity: 50% / 90%
Snow: new, fresh, falling

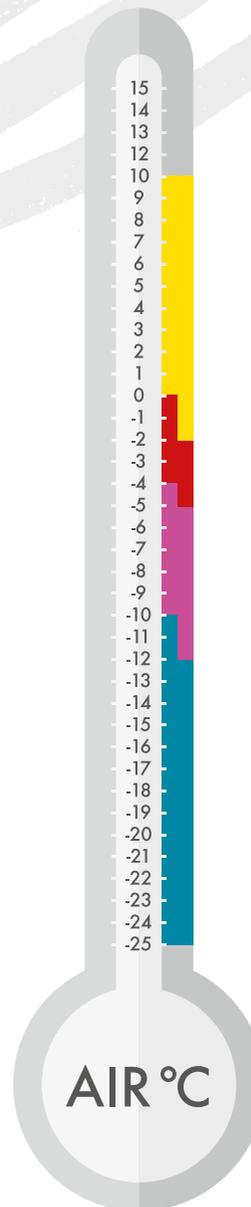


FD4C
Snow T°: -6°C / -12°C
Air humidity: 60% / 100%
Snow: all types



FD300C et FD300AC
Snow T°: -8°C / -18°C
Air humidity: 30% / 70%
FD300
> Fresh, old, processed snow
FD300A
> Artificial snow

LL15 Accelerators



Suitable for the new European standards.



Maintain your skis with R021.

Vola is the only wax manufacturer to offer this product for cleaning your base. This wax has been specifically designed to free the base of impurities.

The R021 is a product that can be applied at 100°C because the combination of the different paraffins that make it up allows it to maintain a very low melting point. R021 is a product that is applied in the same way as a classic wax, but must be scraped off immediately when hot, after its application on the ski. Thus, by capilarity, the dirt contained in the sole rises to the surface and is evacuated by scraping. In addition, the R021 will «pre-heat» the base, which will allow the wax to be applied in a second step.

Discover also the liquid wax removers: Pure, Standard, Fluorclean and Pro.



Pure
Remover without pictograms, more responsible for the health of users and the environment.



Standard
For cleaning tools.



Pro
Ideal for removing the holding wax (the most powerful).



Fluorclean
Apply to glide areas for deep cleaning and/or resetting of skis.



INSTRUCTIONS FOR USE



EMBARK IN THE ADVENTURE

Discover in this chapter a selection of 9 tutorials to improve your sharpening and waxing skills.

Scan the QR Codes and discover the associated videos!

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Fundations



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The base corresponds to the polyurethane part under your equipment. When in contact with the snow, micro droplets will appear, the purpose of waxing is to disperse them as quickly as possible. The edges are the metal strips on either side of the base. Sharp edges allow for a better experience. When maintaining your equipment, sharpening always precedes waxing. Wear gloves and aprons to protect yourself. Use a stable support to keep your equipment safe. Use a rubber band to retain any binding brake. Always dry your base before waxing. To avoid dirtying the sides and your bindings, tape around the equipment. The more you wax regularly, the more you will slide.



Remove the sidewall



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The sidewall is the plastic or Zicral part that is on either side of your equipment. If the sidewall is not lowered, sharpening becomes complicated because the file will firstly try to remove the sidewall before sharpening the edge. This step should be done regularly during the season. Two tools are available:

- The Ergorazor: is a simple and practical tool.
- The Pro Sidewall tool: professional equipment, with several parts and settings options (show round blade / square blade).

Both tools work the same way. Put your equipment on its edge and secure it with the vices. The bindings should face you. Place the tool on the edge. Set the tool's tilt and blade depth if necessary, so that it touches the sidewall. Pull the tool towards you with slight pressure. Make 2 or 3 passes along the entire length. Your sidewalls are ready.



Sharpening with a Racing Sharp



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The Racing Sharp is a pocket-sized tool. It allows you to sharpen the base edge angle to 0.5 or 1 degree and sharpen the side edge angle between 86 to 89 degrees.
1/ To sharpen the base edge angle, choose the desired angle and make sure the arrows, file and tool, are in the same direction
Secure your equipment flat with the base facing upwards.
Place the Racing Sharp on the edge and pull the tool towards you with slight pressure, being careful not to press the file on the base.
Make 4 back and forth passes all the way down the edge and then 2 final passes, without stopping, along the entire length.

2/ To sharpen the side edge angle, secure your equipment on its edge.
Choose the desired angle and make sure the arrows, file and tool, are in the same direction
Place the Racing Sharp on the edge and pull the tool towards you with slight pressure.
Make 4 back and forth passes all the way down the edge and then 2 final passes, without stopping, along the entire length.
Your base edge and side edge angles will now be sharp!

Sharpening with a file



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To sharpen the side edges, you need an angled block and a file. (Zoom on angled blocks).

- Angled blocks allow the edges to be sharpened at angles of 85 to 90 degrees.
 - The smaller the angle, the sharper the edge.
 - It is common to sharpen at 87 or 88 degrees in technical disciplines and 88 or 89 degrees in the speed disciplines.
 - There are two types of angled blocks: with or without a wheel.
- The angled block with a wheel allows for better care of the file. (Zoom on the files)
- We have 10 models of files. It's up to you to test and define your preferences.
 - In general, opt for a 150mm file if your equipment is maintained regularly and a 200mm file if the maintenance is periodic.
- Put your equipment on its edge and secure it with the vices.
The bindings should face you.
Take the desired angled block and place the file across.
Place the angled block against the base and the file on the edge.
Pull the tool towards you with slight pressure.
Make 4 passes along the length of the edge.
Be careful, do not exert pressure in the return direction, pressure only when you pull the tool towards you.
Your edges are sharpened.
Next Step: Use a plate and a rubber block



Using a diamond file and abrasive block



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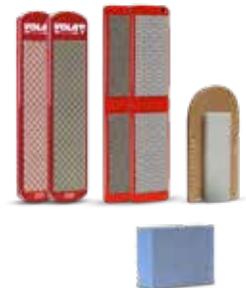
Polishing the edge with a diamond file removes the particles and debris left by a file after sharpening. The goal is to smooth out any imperfections of the edge that might prevent a good grip.
Choose the grit of the diamond file based on your requirements.

- the 200 diamond file allows you to repair any snags on the edge created by stones.

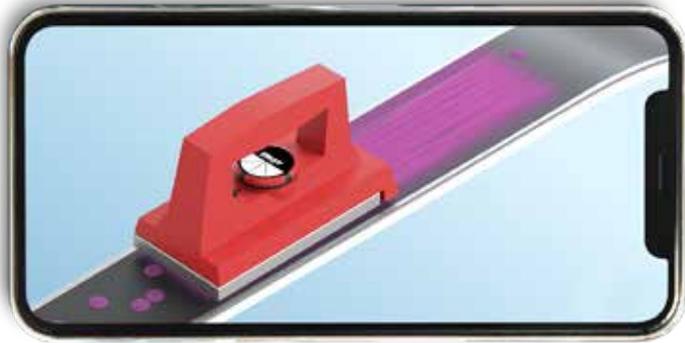
Beware, the 200 diamond file is so rough that it can scratch the base.

- the 400 diamond file is intermediate.
- the 600 diamond file is the so-called universal diamond file.
- the 1000 diamond file is very thin, it is the last thing used for a precise and slippery finish.

Put your equipment on its edge and secure it with the vices.
The bindings should face you.
Wearing gloves, place the diamond file on the base edge.
Pull towards you with slight pressure. Make a pass all the way down the edge.
Then put the diamond file on the angled block, place the angled block against the base and the diamond file on the side edge.
Make four to five passes along the entire length.
For a good finish, using the abrasive block detune the side edges, start at the tip and stop after 5cm and then the same again starting from the tail and stop after 5cm.
Your edges are ready! Next Step: Apply a solid wax



Apply a solid wax



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Dry the base and clean it with a brass brush from tip to tail.
Put the waxing iron at the temperature noted on the label of the wax to be applied.
When the temperature is reached, put the wax and iron in contact.
Go back and forth on the base to drop droplets of wax.
If smoke is emanating when you wax, your waxing iron is too hot.
Place the iron on the base and spread the wax with back-and-forth movements.
It takes time for the wax to soak in the base.
Don't go too fast but never stop moving.
When the wax is evenly distributed, go back and forth without stopping for a successful finish.
Clean the iron with a cloth after use. Be careful not to burn yourself.
Wait 2 hours for the wax to cool and permeate the base.

Scraping

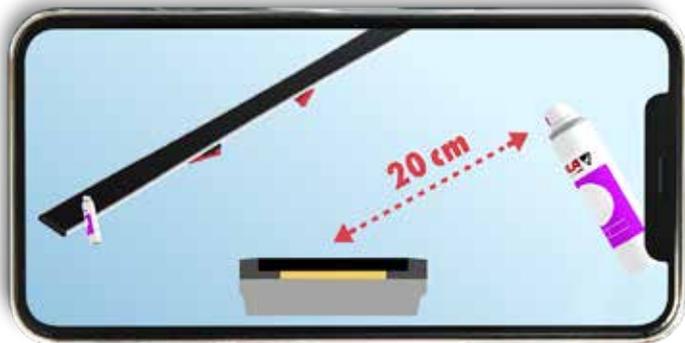


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Once your base is waxed, let cool for 2 hours and then scrape the wax.
Press the scraper firmly on the base, from the tip to tail.
You always have to scrape in the direction of the glide.
Scrape until there is no more apparent wax.
As the scraper gets used, your scraper will de-sharpen.
Consider sharpening it regularly with a scraper sharpener for optimal use.

Apply a liquid wax

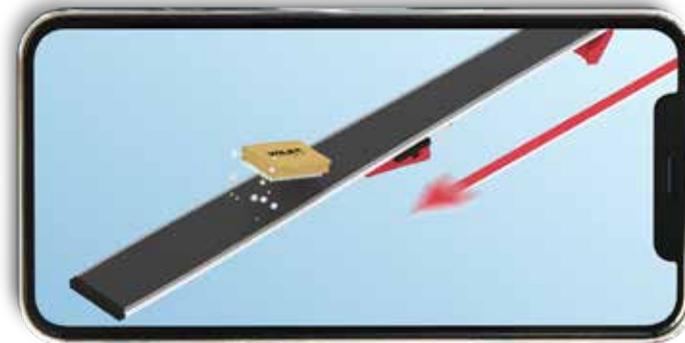


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Dry the base and clean it with a brass brush from the tip to tail.
If your liquid is a Quickboost > Squeeze and press the can to release the liquid.
Go back and forth to spread the wax all over the base.
If the liquid is bottled > Take a cloth and soak it in liquid wax.
Place the cloth on the base and go back and forth.
If the liquid is a spray > Shake and spray lightly and evenly. Twenty cm from the base.
Allow to dry for 15 minutes.

Brushing



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Once your base is scraped, brush it to bring out the structure.
As with scraping, always brush the tip to tail.
Never brush in the opposite direction of the slide.
First use a nylon brush to polish the base. Make 5 passes.
Then, finish with a horsehair brush to shine the base. Make 5 passes.
Your equipment is ready!



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