



## Spax Dampers for Jaguar IRS

### Explanation of the Spax G841 & Variants Part Numbers

We must firstly explain some of the history behind the iconic Spax G841 shock absorber found in so many cars, and advise why there have been so many changes to the design of the G841 damper over the years

The G841 was originally designed to fit the Jaguar IRS (Independent Rear Suspension) used from the 60's. Many kit, race and special build vehicles utilised the G841 as it provided unbeatable adjustable performance and value for money at the time. Many cars were developed around the IRS with Spax Dampers, or simply using the dampers from "donor" cars.

- ♦ The Spax G841 damper made originally, and specifically, for the Jaguar IRS was sold in great numbers. It became obvious, during the 1970's, that the lower bushes were not lasting as long as required. Spax made changes to the bushes to upgrade the damper performance and longevity, with a stronger design outer steel bush housing became both wider and required a larger outside diameter. This change fitted the Jaguar but in some cases, where kit cars where built around older Spax dampers there is not enough clearance around the top loop with modified loop sizes. The larger diameter loops also made the damper a little longer.
- ♦ Spax made a Global design change so that all top loops became screwed to the damper shafts, not as previously welded. The overall length of the damper increased again a little as a result.
- ♦ Advances in oil technology and damper design allowed the damper to operate better than it had previously had done but with a lower oil volume and, in the 1990's, the visual look of the damper changed to a parallel body, from the original swaged (milk bottle shaped) design..

Throughout the 60's, 70's and 80's the part number of G841 was kept regardless of the design changes as it was an extremely popular part and from a marketing point of view they wanted to retain the "brand". Basically, for example, a 1975 G841 bares little resemblance to the current G841 part numbered damper. To take account of the design changes over the years we now offer different parts to match the variations, to identify the correct replacement damper please see the information below, measure the shock you have on the car to ensure that we supply the correct, modern updated, damper to fit your vehicle.

PART NUMBER	OPEN LENGTH (mm)	CLOSED LENGTH (mm)	BUMPSTOP	LOOP DIAMETER	COLOUR	
<b>G841</b>	<b>356</b>	<b>257</b>	<b>NO</b>	<b>41 mm</b>	<b>YELLOW</b>	
<b>G8410</b>	<b>332</b>	<b>265</b>	<b>YES (27mm)</b>	<b>41 mm</b>	<b>YELLOW</b>	
<b>G9188AS</b>	<b>334</b>	<b>250</b>	<b>NO</b>	<b>35 mm</b>	<b>YELLOW</b>	
<b>G841AS</b>	<b>331</b>	<b>273</b>	<b>YES (27mm)</b>	<b>41 mm</b>	<b>YELLOW</b>	
<b>G841EA</b>	<b>341</b>	<b>284</b>	<b>YES (27mm)</b>	<b>41 mm</b>	<b>YELLOW</b>	
<b>G18A-AP</b>	<b>332</b>	<b>279</b>	<b>YES (41mm)</b>	<b>41 mm</b>	<b>BLACK</b>	
<b>G18AP</b>	<b>332</b>	<b>298</b>	<b>YES (60mm)</b>	<b>41 mm</b>	<b>BLACK</b>	