



Owner Handbook

CK29
Triumph TR4A-6



Introduction

Thank you for buying this CK 29 lever arm to telescopic damper conversion kit. Your kit is Epoxy Powder Coated and Dyno tested to the strictest TÜV standards. The dampers are Krypton Gas filled to give stunning high speed performance and better quality low speed ride.

Safety First

- If working under or on a lifted vehicle, ensure that it is safely supported.
- If compressing a spring, ensure that the correct tools are used. Failure to do this can result in serious or fatal injury.
- SPAX dampers are gas pressurised. Never puncture, dismantle or incinerate.
- The literature contained with this suspension kit is meant as a guide only and is not comprehensive. SPAX Performance Ltd accepts no liability whatsoever for damage, loss or injury incurred as a result of using this literature.

Fitting Notes

- SPAX recommends that this kit be fitted by a suspension specialist.
- Never grip or hit the damper piston rod. This will damage the highly polished surface, leading to premature damper failure
- Never use an impact wrench to tighten nuts and bolts.
- Never force the damper adjusters. Forcing them will cause damage.

Kit Contents

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| 2 | G933 Dampers |
| 2 | Upper brackets (handed) |
| 2 | Backing Plate (handed) |
| 8 | 5/16" Bolts |
| 8 | 5/16" Washers |
| 8 | 5/16" Nyloc Nuts |



Fitting Instructions

1. Before starting work on the vehicle you should make sure you understand this procedure.
2. Firstly measure the position of the lower arm at ride height before jacking the rear of the car and securely supporting on axle stands.
3. Remove the existing lever arm damper from the vehicle.
4. Loosely fit the upper bracket to the SPAX damper and then fit the damper to the trailing arm.
5. Raise the trailing arm to its ride height as previously measured to find the position of the top mount referring to the drawing (If not fitting at standard height when used with non standard springs you should ensure the damper will not bottom out in use). Mark the position of the holes and drill through being careful not to damage anything behind. Fit the bolts.
6. Take off the boot liner covering the petrol tank and fit the backing plate followed by the washers and Nyloc nuts. Tighten the Nyloc nuts and the nuts on the damper bushes.
7. After approximately 100 miles check all fixing bolts.

Setting Up

Your CK kit is adjustable for damping force. Adjustments can be made without any dismantling of components, making it simpler, faster and easier to obtain your ultimate set-up.

- All Krypton Gas dampers have 28 stages of adjustment. This allows a wide range of adjustment to suit different driving styles and road conditions.
- The dampers are adjustable in rebound and in bump.
- To obtain the ideal set up for you and your car, we recommend initially setting the dampers to 4 clicks up from fully soft (anti-clockwise).
- Then adjust up in 4 click steps. Every time the driving sensation improves, carry on adjusting up by 4 clicks. When the driving sensation deteriorates adjust back one click at a time until you find your perfect setting.

Use

SPAX performance suspension is designed to improve the safety and performance your car.

This suspension kit has been designed for road use and for limited track day use.

Maintenance

Clean components using mild detergent and water. Never use abrasive products. Long-term exposure to corrosive conditions (e.g. salt, acids) or driving in sandy or dusty conditions will reduce the life span of the components.

The damper adjuster mechanism should be adjusted regularly and lubricated with a waxy corrosion inhibitor to prolong the life of the components.

What makes SPAX special?

TüV Certification of the Company & Products - The toughest quality standard in Europe

POWDER COATING to give looks and protection that are second to none

DYNO TESTING of each and every damper so you get maximum performance and quality - guaranteed

GAS DAMPERS - Krypton pressurised for stunning high speed performance and superior low speed ride

Everything Adjustable on car, with no dismantling

