



# Owner Handbook

## Up-rated Dampers



### Introduction

Thank you for buying these SPAX dampers. Your dampers are Nitrogen Gas filled to give enhanced high speed performance and better quality low speed ride. A well chosen and installed damper will transform the handling of your car. This handbook is designed to help you achieve this.

### 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.
- Performance suspension puts higher than normal loads on all other suspension components and car bodywork/chassis. All suspension components should be inspected for wear and for damage. They should be replaced if there is any doubt as to their condition.
- The literature contained with this product 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 product be fitted by a suspension specialist. We can advise you on our Nationwide network of Authorised Fitting Centres.
- Dampers and springs should be fitted as per original equipment.
- When removing the old springs, note which way up they are fitted. SPAX springs are labelled front and rear to help avoid confusion.
- 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. Strut top stem nuts should be tightened to the following torque: - M12 to 50Nm, M14 to 80Nm, M16 to 120Nm and M18 to 165Nm.
- Use original damper dust covers where possible (if SPAX dust covers are not provided). Dust covers must always be in perfect condition to ensure maximum damper life.
- Bump stops act to limit suspension travel. Removing or modifying them may cause tyres to rub, incorrect lowering, failure of the spring or damage to the damper top mount.
- SPAX Yellow Polyurethane progressive bump stops should only be used on struts and be fitted with the flat end facing upward.
- After fitting, the tracking and (in some cases) the camber settings should be reset. These should be returned to factory settings where possible.

### **Use**

SPAX performance suspension is designed to improve the safety, performance and looks of your car. Performance suspension is normally noisier, stiffer and less comfortable than original equipment suspension.

These dampers have been designed for road use.

Stiffening the suspension provides increased performance on smooth, grippy surfaces, but may result in discomfort and loss of performance on bumpy roads.

### **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.

Regular lubrication of the damper adjuster mechanism with a waxy corrosion inhibitor will prolong life of the components.



Support Vehicle Safely



Use Correct Tools



Use Torque Wrench



Never Grip Piston Rod



Never Use impact Wrench



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## **What makes SPAX special?**

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

**GAS DAMPERS - Nitrogen pressurised for  
enhanced high speed performance and  
superior low speed ride**