

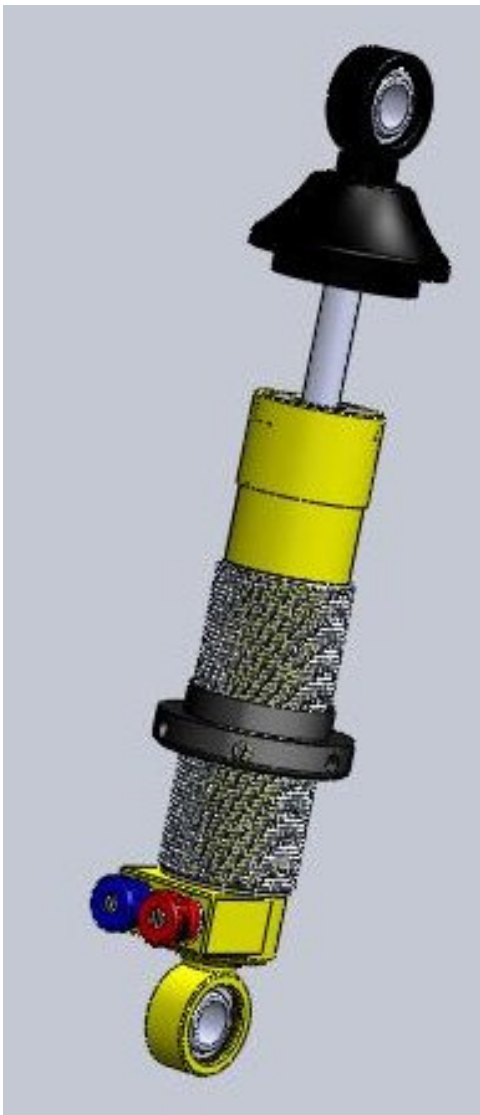
SPAX RACING – JANUARY 2019



DA-CUSTOM RANGE LAUNCH INFORMATION

Spax announce a completely new range of competitively priced Double Adjustable Dampers, specifically designed for performance applications.

These new steel, slim-bodied, dampers feature independent damping rate adjustment of both Bump and Rebound damping. They are available as plain Telescopic Shock Absorbers, or as Coilover Dampers, externally threaded to take 1.9" springs and larger.



These dampers are custom built, allowing users the opportunity to easily create their own specification, from a standardised range of bodies and end fixings (there are over 5000 potential part numbers using these menu sheets). If customers supply vehicle data, Spax will produce individually valved dampers, providing precise response.

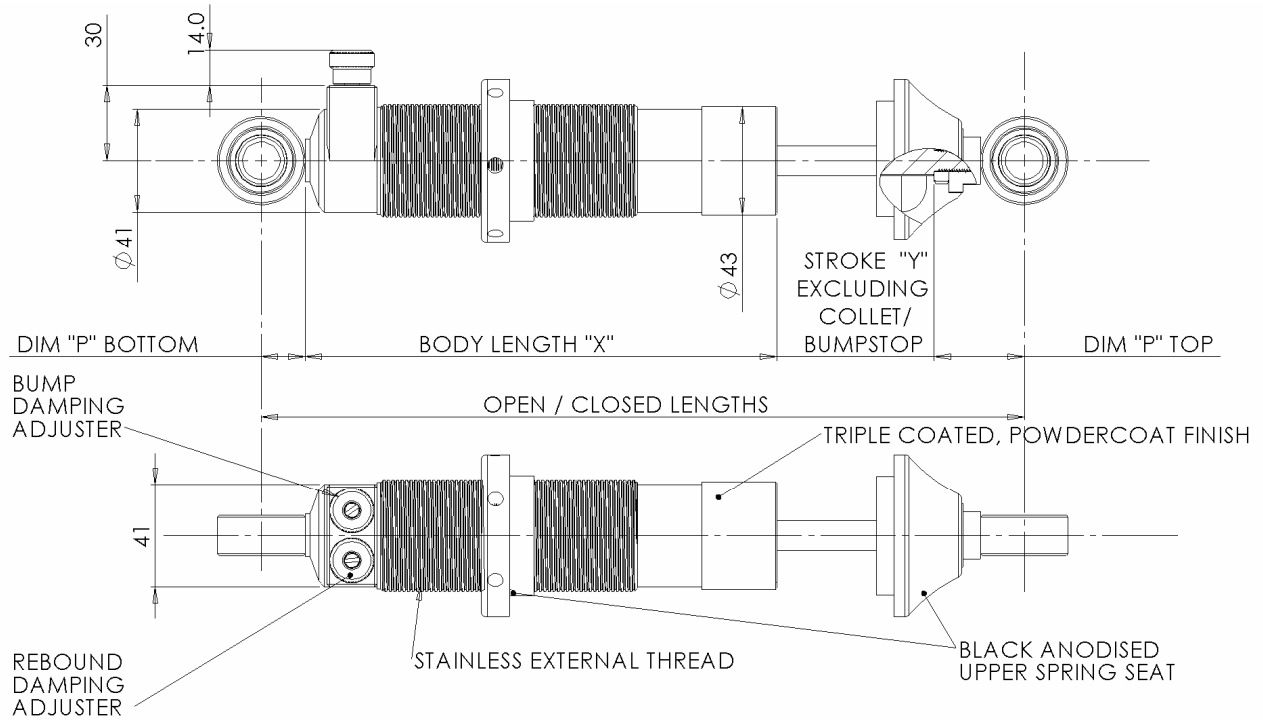
If the customer chooses externally threaded coilovers these will be high grade stainless steel, to prevent corrosion, and a choice of springseat hardware can be selected. The adjustable spring platform allows easy ride height and corner weight setting.

Each damper has 2 adjusting knobs. These control the independent Compression (bump) and Extension (rebound) circuits providing total control of damping response and allowing suspension to be tuned for car / conditions / driving style.

Each DA-Custom damper is triple coated assuring superb finish and extended, corrosion free, life. They are all individually hand built and tested, in-house on our Dyno, to assure matched pairs on an axle and guarantee quality and performance.

This range has been designed so it can be serviced, re-valved and rebuilt, season after season to ensure a long and economic damper life.

Spax DA-Custom Dampers are gas pressurised to limit damper fade, but also are available with pure hydraulic operation for those customers competing in Historic Regs Series and where Inverted Fitment is required.



Creating your own damper part numbers

There are 5 simple stages to designing your own damper.

All dampers have the same price unless you select any **Optional Extras** in *stage 4*

Stage 1

Choose the top and bottom fixings required for you to fit the dampers to the car.

Please refer to drawing on page 2

Part No	Description	Length	Bore	Dim 'P'		Loop outer Dia
				Top	Bottom	Bottom
A	Metal/Elastic Bush 10	25.4 (1")	9.6(3/8")	32.0	14.5	28.5
B	Metal/Elastic Bush 14	31.8 (1 1/4")	11.2 (7/16")	32.0	14.5	28.5
C	Metal/Elastic Bush 18	31.8 (1 1/4")	12.8 (1/2")	32.0	14.5	28.5
D	Spherical Bearing	12.0	12.8 (1/2")	36.0	17.5	35
E	Stem (standard)	Measured to middle of bushes		39.0	20.0	
F	Metal/Elastic Bush	28.0	16 (5/8")	39.0	21.0	42
L	Spherical bearing	10	12	33.0	14.5	28.5

Note option D is actually a 15mm internal diameter bearing fitted with a removable 1/2" (12.7) sleeve

Stage 2

Select the body length you require

Body Code	Dim "X" mm	Stroke (mm)	Damper lengths when fitted with "D" spherical bearings	
			Open mm	Closed mm
DA-C900	134	39	226	187
DA-C950	144	44	241	197
DA-C100	149	54	256	202
DA-C105	154	59	266	207
DA-C110	162	64	279	215
DA-C115	170	69	292	223
DA-C120	174	79	306	227
DA-C125	179	84	316	232
DA-C130	187	89	329	240
DA-C135	195	94	342	248
DA-C140	199	104	356	252
DA-C145	205	109	367	258
DA-C150	213	114	380	266
DA-C155	221	119	393	274
DA-C160	224	129	406	277
DA-C165	231	134	418	284
DA-C170	239	139	431	292
DA-C180	249	154	456	302
DA-C190	264	164	481	317

Stage 3

Select the spring fixing hardware you require

Part Number	Optional Extras
0	No spring seats or external thread
1	Fittings for 1.9" spring
2	Fittings for 2.25" spring
3	Fittings for 60 mm spring
4	Fittings for 2.5" spring

Stage 4

Select any Optional Cost Extras

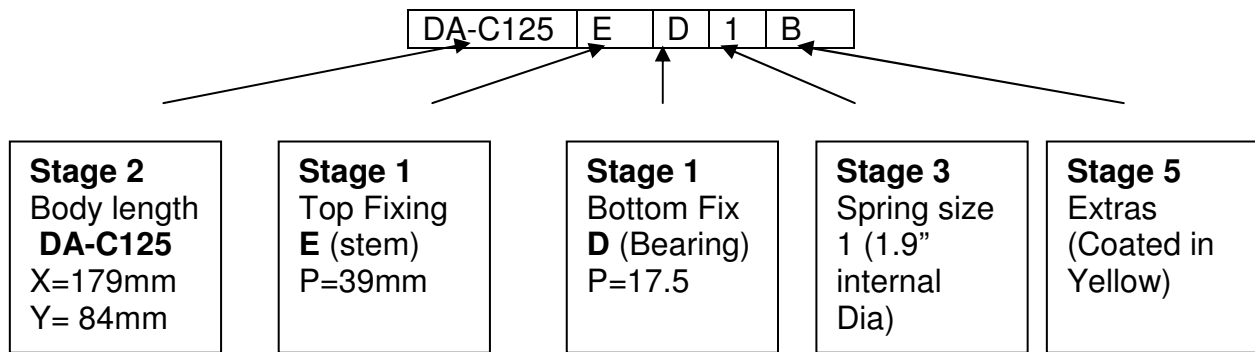
Part No.	Optional Extras	Standard Specification
A	Pure hydraulic and suitable for Upside down fitment	Gas pressured and operate Up to 45 degrees inclination
B	Yellow Powder coated	Black Powder Coating
C	TrakSpax Spring Aid	Rubber Bumpstop

Stage 5

Build up the part number from your chosen options

Body code	Top fixing	Bottom fixing	Spring size	Extras

Example



This gives a Closed length (metal to metal no bumpstop fitted)

$$X(\text{Body Length}) + P(\text{Top fixing}) + P(\text{Bottom Fixing}) = 178 + 39 + 17.5 = 235\text{mm}$$

This gives an Open length (fully extended) of

$$\text{Closed length} + \text{Stroke (Y)} = 235 + 84 = 319\text{mm}$$

The standard for measurement of dampers is to measure from the centre of the top fixing to the centre of the bottom fixing as fitted to car.

Valving.

We can custom valve these dampers to your specification, if you supply us corner weights, spring rates and motion ratio etc. information we'll calculate the ideal response curves and valve accordingly. If this information isn't provided then we'll supply them with generic damping.

As this range provides fully, independently, adjustable damping it is anticipated that even if you don't have full vehicle specification you should be able to fine tune to an ideal damping setting which works for you, neutralising your measurement errors / approximations.