

## CREATING YOUR OWN DAMPER PART NUMBERS

### STAGE 4

Select any Optional Extras

Item code	Standard	Optional Extra	Extra Cost
B	Silver powder coat	Yellow	£10.00
I	Silver powder coat	Black	£10.00
J	Silver powder coat	Red	£10.00

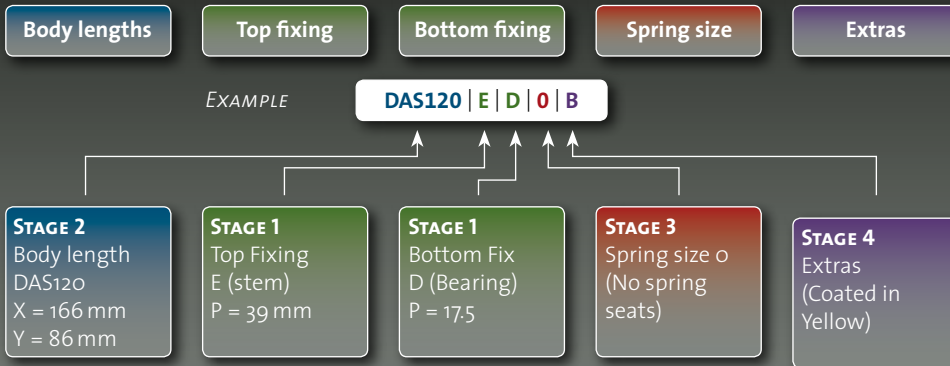
### STAGE 3

Select the Spring Seats you require. This damper is available with or without adjustable spring seats

Item code	Option	Extra Cost
0	No spring seats and no thread on body	-
2	Fittings for 2.25" spring	-
3	Fitting for 61 mm spring	£10.00
4	Fitting for 2.5" spring	£10.00

### STAGE 5

Build up the part number, check the open and closed lengths



This gives a closed length (metal to metal with no bumpstop fitted)

$$X (\text{Body Length}) + P (\text{Top fixing}) + P (\text{Bottom Fixing}) = 166 + 39 + 17.5 = 222 \text{ mm}$$

This gives an Open length (fully extended) of

$$\text{Closed length} + \text{Stroke (Y)} = 223 + 86 = 308 \text{ mm}$$

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 the car.

### ORDERING

When ordering please quote:-

- Part number of the damper(s) you have selected and if possible
- Approximate corner weights
- Spring rate
- Motion ratio of the damper (if the wheel moves 1" how far does the damper move)

## NEED TO KNOW MORE?

Our Technical Help Line is available between 9:00 AM – 5:30 PM

0906 3027729 Our web site is at [www.spaxperformance.com](http://www.spaxperformance.com)

# INTRODUCTION TO THE ALL STEEL TRAKSPAX RANGE

For many years SPAX has been successfully marketing a Professional Motorsport range known as TrakSPAX.

In 2002, the range was completely redesigned, improving its performance, adjustability, weight and reliability. The introduction of the all aluminium double and single adjustable dampers has been very popular among many racers and car builders. Since introduction, this damper has been in continual development to give our customers the best possible product.

It has become evident that many customers require Steel bodied dampers to meet race regulations. It is also evident that customers require a wide range of damper end fitment options.

As a result, SPAX launched the all new, all steel Double Adjustable TrakSPAX damper range.

The range has been designed specifically to offer a wide range of damper fixing options and of body sizes.

The all steel TrakSPAX has two easily accessible adjuster knobs mounted on the lower body. These allow quick, accurate, 100% independent bump and rebound adjustment. All the internal components are common to the race proven Aluminium TrakSPAX range with all the latest developments.

Incorporating both bump and rebound control within the 'valve block' has allowed SPAX to produce a very compact damper eliminating the need for an external canister.

The Positive pressure system used on all current generation TrakSPAX dampers allows the damper to operate without gas pressure. The absence of gas pressure has the following advantages over high gas pressured mono tubes:

- The absence of gas pressure increases the sensitivity of the shock absorber (decreases the force required to initiate piston movements).
- Allows the use of stiffer springs due to zero nose force.
- Does not effect the ride height due to gas pressure.
- Is historic race regulation friendly (steel body, no remote canister).

### OTHER KEY FEATURES

- Damper can be fitted in any orientation
- Light weight steel construction
- Built to order to your exact specifications
- Can be fully rebuilt re-valved as required.
- Removable top fixing to allow bump stop changes



## SPAX RACING

Technical Helpline 0906 302 7729



[www.spaxperformance.com](http://www.spaxperformance.com)

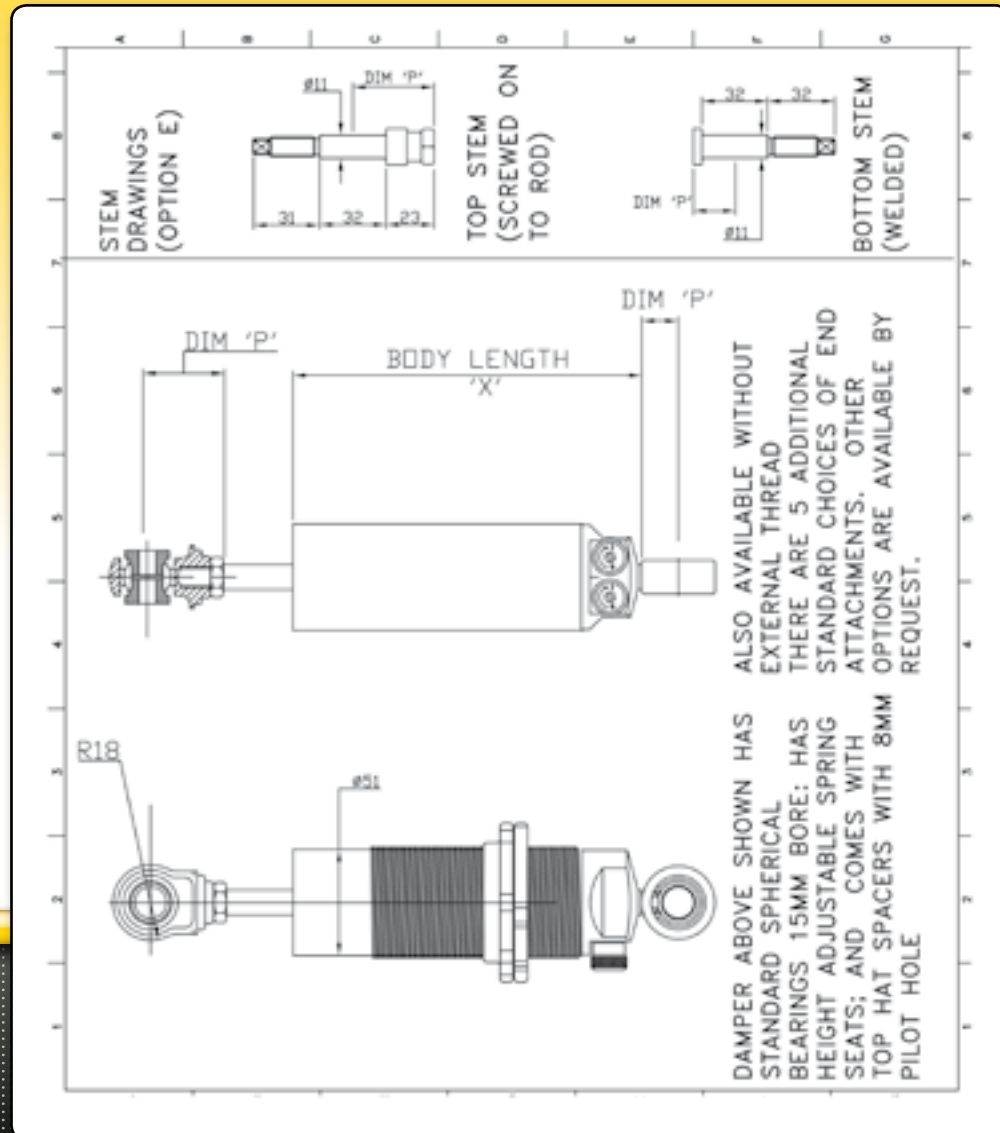
## CREATING YOUR OWN DAMPER PART NUMBERS

Creating your own damper couldn't be easier. All you need to do is to follow the 5 simple stages to obtain a SPAX Damper with the correct physical attributes.

Note that this damper can be mounted in any orientation but for description purposes the top of the damper is the rod end and the bottom is the body end.

The Standard Damper Package includes 2.25" spring seats and lock rings. The Damper is Powder Coated in Silver and comes fitted with Spherical Bearings top and bottom.

More options are available but these will incur a small additional cost.



## CREATING YOUR OWN DAMPER PART NUMBERS

### 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

Option code	Description	Length	Bore	Dim 'P' damper length contributions	
				Top	Bottom
A	Rubber outer and bonded steel sleeve inner bush	25.4 (1")	9.6 (3/8")	32	14.5
B	Rubber outer and bonded steel sleeve inner bush	31.8 (1 1/4")	11.2 (7/16")	32	14.5
C	Rubber outer and bonded steel sleeve inner bush	31.8 (1 1/4")	12.8 (1/2")	32	14.5
D	Spherical Bearing 15 mm I.D.	12.0	15 see note	36	17.5
E	Stem with Standard grommet bushes	See Fig. 1		39	20
F	Steel inner and outer rubber bonded bush	28.0	16	39	21

**NOTE:** option D comes with top hat spacers and a 1/2" reducer sleeve. The top hats when fitted make the damper 25.4 mm wide and have a pilot hole of 8 mm that can be drilled out.

### STAGE 2

Select the body length you require

Part No.	Dim (X)	Stroke (Y)	Max Spring Length	Damper size if fitted with DD Fixings mm (inch dims are approx.)	
	(mm)	(mm)	(Inches)	Closed Excl. Bump rubber	Open
DAS900	128	48	4.5	181 (7.25)	229 (9")
DAS950	135	55	5.0	188 (7.50)	243 (9 1/2")
DAS100	141	61	5.5	195 (7.75)	255 (10")
DAS105	146	66	6.0	200 (8.00)	265 (10 1/2")
DAS110	154	71	6.5	208 (8.25)	278 (11")
DAS115	161	76	7.0	215 (8.5)	290 (11 1/2")
DAS120	166	86	7.5	220 (8.75)	305 (12")
DAS125	171	91	8.0	225 (9.00)	315 (12 1/2")
DAS130	176	96	8.5	230 (9.00)	325 (13")
DAS135	186	106	9.0	240 (9.50)	345 (13 1/2")
DAS140	192	111	9.5	246 (9.75)	356 (14")
DAS145	199	116	10.0	253 (10.00)	368 (14 1/2")
DAS150	206	126	10.5	260 (10.25)	385 (15")
DAS160	218	136	11.0	272 (10.75)	407 (16")
DAS170	231	151	12.5	285 (11.25)	435 (17")
DAS180	241	161	13.5	294 (11.75)	455 (18")
DAS190	256	176	15.5	310 (12.25)	485 (19")