

## KEY FEATURES AND BENEFITS

✓	Feature	Benefit
✓	100 % Independent Bump & Rebound Adjustment (DA)	Optimum Damper Settings are Easier & Quicker to Obtain
✓	On Car 28 Stage damping Adjustment (Bump & Rebound)	Precise Suspension Tuning to Suit Driving Styles & Track Conditions
✓	CNC Machined Aircraft Grade Aluminium Body	Ultra Light Weight Improves Unsprung Weight and Handling
✓	Individually Hand Built & Calibrated	Ultimate Performance, Quality & Consistency
✓	Fully Computer Dyno Tested	Quality and Performance Assurance
✓	Fully Rebuildable by SPAX Technicians	Long and Economic Life
✓	Free calibration/ inspection service. (see page 4)	Peak Performance Guaranteed
✓	Exceptionally High Stroke to Length Ratio	Greater Flexibility of Fitting Locations & of Ride Height
✓	All Adjusters Located for Ease & Speed of Use	Quick & Easy Settings Change With Minimal Down Time
✓	CNC Machined Aircraft Grade Aluminium Body	Ultra Light Weight Improves Unsprung Weight and Handling
✓	Hard Anodised Coating	Superb Finish & Long Life
✓	Light weight performance bumpstop	
✓	Induction hardened, ground and superfinished piston rod	long damper life
✓	Proven low stiction seal system	long damper life without leakage and low speed damper performance.
✓	High quality 15 mm spherical bearings top and bottom	long life and smooth operation
✓	Adjustable spring platform heights	easy ride height and corner weight adjustment
✓	Removable top eye and top spring platform	easy spring removal, and custom top fittings
✓	Can be fitted upside down	Allows lower un-damped mass



## INTRODUCTION TO TRAKSPAX

SPAX launched the range of TrakSPAX dampers in 2003. The general design brief for the new range was to take the performance, exceptional stroke to length ratio, ease of use and value of the old steel bodied TrakSPAX damper and to improve on it in the following areas:

Performance, Weight, Value, Material Quality, After Sales Service, Adjustability and Looks.

The TrakSPAX damper is specifically designed for the race user. It is fully adjustable while on the vehicle. The Aircraft Grade Aluminium body gives excellent weight savings over traditional steel bodied dampers. The TrakSPAX range is split into two family groups:

the Single adjustable and the Double adjustable (SA and DA).

The Single Adjustable (SA) damper has a single body mounted adjuster knob with 28 Points of adjustment, which alters both the bump and rebound damping together. The bump to rebound ratio (chosen by the Customer), is factory set and can be altered by the factory at any time.

The Double Adjustable (DA) damper has two easily accessible body mounted adjuster knobs allowing

784 combinations for damping forces (28 for each of Bump and Rebound). Bump and rebound adjustments are 100% independent of each other, giving a significant performance and set-up advantages over many other so called double adjustable dampers (where bump and rebound adjustment are not 100% independent of each other).

Incorporating both the bump and rebound control into the 'valve block' has allowed SPAX to produce a very compact damper and eliminated the need to accommodate the bump adjuster in an external canister. The compact design allows the damper to have excellent amounts of stroke for relative damper length.

The positive pressure system used on the TrakSPAX allows the damper to operate more effectively than many of its high pressure gas competitors without the need for gas pressure.

Each damper is individually calibrated for absolute performance on our in-house factory Dynamometer Test Machine.



### 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)

### SPAX RACING

Technical Helpline 0906 302 7729



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

# VALVING

## DOUBLE ADJUSTABLE (DA)

This range offers a very large range of adjustment and is suitable for most applications. Special valvings can be created to suit individual driver, car and track needs.

## SINGLE ADJUSTABLE (SA)

This range offers factory set bump to rebound settings. These are specified when ordering.

Ratios available are:

**1:1, 2:1, 3:1, 4:1, 5:1, 6:1.**

The majority of customers use the 3:1 setting and this is ideal for most track applications.

## TRAKSPAX AFTER SALES SERVICE

The TrakSPAX has been designed to be easily serviced, revalved and repaired. We offer both standard turn around and a 3 day express service tailored to suit all time constraints and budgets

## TRAKSPAX FREE INSPECTION AND CALIBRATION SERVICE

Within 1 year of purchase, the Customer will be entitled to one free inspection and calibration service on each damper purchased.

This will be a full inspection

We will check the damper's performance & physical condition

We will Dyno test the damper

If required, we will re-calibrate the damper to its original settings

We will prepare (if required) a free written quote outlining any repairs or repair options required.

We require that the dampers be sent (with a rebuild voucher) to SPAX Performance Ltd, carriage paid. The dampers must be fully cleaned, springs removed, and separated from all other suspension components. If we are required to carry out this work, an additional charge will be payable.

We will return of the dampers free of charge within mainland U.K. Our export sales team will be pleased to advise other carriage costs.

SPRING MAX LENGTH = 100MM SHORTER THAN EXTENDED LENGTH OF DAMPER.

DETACHABLE TOP FIXING WITH M10x1.0 LOCK NUT

PART NUMBER	CLOSED LENGTH MM	OPEN LENGTH MM	MAX STROKE MM	THREAD LENGTH MM
DA 70 / 900	178	229	51	65
DA 70 / 925	178	235	57	65
DA 70 / 950	178	241	64	65
DA 75 / 975	191	248	57	75
DA 75 / 100	191	254	64	75
DA 75 / 102	191	259	69	75
DA 75 / 105	191	267	75	75
DA 80 / 107	203	272	69	85
DA 80 / 110	203	279	76	85
DA 80 / 112	203	284	81	85
DA 80 / 115	203	292	89	85
DA 90 / 117	229	297	69	95
DA 90 / 120	229	305	76	95
DA 90 / 122	229	310	81	95
DA 90 / 125	229	318	89	95
DA 90 / 127	229	323	94	95
DA 90 / 130	229	330	102	95
DA 90 / 132	229	336	107	95
DA 90 / 135	229	343	114	95
DA 100 / 137	254	348	94	105
DA 100 / 140	254	356	102	105
DA 100 / 142	254	361	107	105
DA 100 / 145	254	368	114	105
DA 100 / 150	254	381	127	105
DA 120 / 155	305	394	89	105
DA 120 / 160	305	406	101	120
DA 120 / 165	305	419	114	120
DA 120 / 170	305	432	127	120
DA 120 / 175	305	445	140	120
DA 120 / 180	305	458	153	120
DA 120 / 185	305	470	165	120
DA 120 / 190	305	483	178	120
DA 120 / 195	305	495	190	120

DETACHABLE TOP FIXING WITH M10x1.0 LOCK NUT

DOUBLE ADJUSTABLE PART No.	CLOSED LENGTH MM	OPEN LENGTH MM	MAX STROKE MM	THREAD LENGTH MM
DA 75 / 975	191	248	57	75
DA 75 / 100	191	254	63	75
DA 80 / 107	203	272	69	85
DA 80 / 110	203	279	76	85
DA 90 / 117	229	297	69	95
DA 90 / 120	229	305	76	95
DA 90 / 122	229	310	81	95
DA 90 / 125	229	318	89	95
DA 90 / 127	229	323	94	95
DA 90 / 130	229	330	101	95
DA 100 / 137	254	348	94	105
DA 100 / 140	254	356	102	105
DA 100 / 142	254	361	107	105
DA 100 / 145	254	368	114	105
DA 100 / 150	254	381	127	105
DA 120 / 155	305	394	89	120
DA 120 / 160	305	406	101	120
DA 120 / 165	305	419	114	120
DA 120 / 170	305	432	127	120
DA 120 / 175	305	445	140	120
DA 120 / 180	305	458	153	120
DA 120 / 185	305	470	165	120
DA 120 / 190	305	483	178	120

NOTES:

SPRING MAX LENGTH WITHOUT PRELOAD IS 100MM SHORTER THAN EXTENDED LENGTH OF DAMPER.

ALL DAMPERS ARE PROVIDED WITH PERFORMANCE EXPANDED POLYURETHANE BUMPSSTOP (35MM LONG). THE BUMPSSTOP CAN BE TRIMMED TO LENGTH.

CLOSED LENGTHS QUOTED EXCLUDE BUMPSSTOP, (METAL TO METAL CONTACT)

DIFFERENT ROD END FIXINGS ARE AVAILABLE. (I.E. STEWS, RUBBER BUSHES ETC. CALL FOR DETAILS)