

General fitting guidelines

Read before fitting products.



Product		Relevant Sections
Sprint Spring Kits	SSX	1,2,3,4,5,6,7,19 & 20
SPAX Non Adjustable Dampers	NRX	1,2,5,7,8,9,10,11,19 & 20
SPAX Adjustable Dampers	TSX & GSX	1,2,5,7,8,9,10,11,12,13,14,15,19,20 & 23
Race kits	RSX	1,5,7,10,12,13,14,15,16,17,18,19,20,21 & 23
ProSPAX & TrakSPAX Dampers	TX	1,2,7,10,12,17,18,20,22 & 23

PSX Kits contain SSX, TSX, and GSX products. VSX kits contain SSX and NRX products.

1. SPAX Products should only be fitted by a suitably qualified person.
2. These should be fitted the as per original equipment.
3. The springs are labelled front and rear to prevent confusion i.e. fit the front springs to the front of the car and the rears to the rear. The springs when fitted should be the correct way up it is usually obvious by the fitting of the spring with the spring pan. If the spring can be fitted either way then fit the spring such that the writing on the spring is the same way up as the vehicle.
4. It is often the case that a number of the coils will touch when the vehicle is at ride height, do not despair, this is quite usual on many of our progressive springs.
5. Bump stops act to limit suspension travel, removing them, replacing with non standard bumpstops or cutting them may cause standard tyre and wheel combinations to rub, incorrect lowering, over stressing the spring and or damage to the shock absorber and top mount. Soft foam bump stops also act as spring aids and often when the car is lowered the car will run on the bump stops, this is quite normal.
6. To get the best out of your springs you should use matched SPAX dampers.
7. After lowering/ raising any vehicle it is necessary to reset the tracking and in some cases also the camber settings, these should be returned to factory settings where possible.
8. To get the best out of your dampers you should use SPAX springs.
9. SPAX TA13822 progressive bump should only be used on struts and be such that the flat end is facing upward.
10. ~~Never grip the piston rod, this will damage the highly polished surface leading to premature damper failure. Never use a impact wrench to tighten the top nuts. Strut top stem nuts should be tightened to the following torques, M12 threads to 50Nm, M14(80Nm), M16(120Nm) and M18(165Nm). **Use only a calibrated torque wrench**~~
11. Use the original dust covers where possible if the SPAX dampers are not provided with any.
12. Never force the adjusters, forcing them will cause damage.
13. On the top adjustable (TSX) dampers always fit the Black plastic bump stop plate below the bump stop, and the top of the dampers.
14. The Top Adjustable dampers have 10 or 28 precise damping stiffness adjustments. The 10 point adjustable dampers are identified by one click every half turn. The 28 point adjustables are identified by 3 clicks every half turn. Turning the adjusters fully anti-clockwise gives the full soft setting, turning the adjusters fully clockwise gives a fully stiff setting.
15. The Gas bottom adjustable damper (GSX) adjuster affects both bump and rebound. The adjuster can be set fully soft by turning the adjuster anti clockwise until the stop. There are 28 clicks of adjustment from the fully soft position, each is felt with each 45 Degrees of rotation of the adjuster. The clicks are light and become progressively firmer as the adjuster is turned. After the 28 points of adjustment the adjuster can be turned continually but will give no performance gain, excessive over adjustment may cause damage to the adjuster mechanism. The adjuster screw should be periodically adjusted and lubricated to prevent seizure.
16. To set up your car set all the dampers to mid setting, then adjust to suit.
17. Follow the user guide lines for the individual kit
18. Preserve the threaded section of the damper to prevent the spring seat and lock rings from sticking. Spray on WAXOIL or a similar product is ideal for this type of application.
19. It is the responsibility of the owner, if fitting non-standard wheel and tyre combinations and lowering the vehicle to ensure there is adequate body and tyre clearance.
20. Using stiffened/ up-rated shock absorbers and springs does increase loads on other suspension components, we do not except any liability for premature failure of any associated part.
21. To get the best results from your RSX kit get the Corner weights set by a suitable specialist. It is sufficient for the general use to insure the spring seats are the same height from side to side on the same axle.
22. ProSPAX/TrakSPAX Users must check the tightness of lock nut securing top fixing, before fitting and periodically after fitting. If your never likely to need to remove the top fixing then use a suitable grade of loctite.
23. ***Ride height adjustable GSX dampers only*** When making ride high alterations or pre-loading the spring ensure piston rod does not turn in the damper body, since this may cause the damper internals to unscrew causing potential damper failure and possible injury.

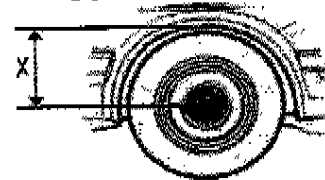


NEW MINI Height adjustable kit RSX-580

SPAX Performance Ltd recommends that this kit should only be fitted by a professional suspension specialist. The literature contained within the kit is meant as a guide only and is in no way comprehensive fitting instructions for this kit. SPAX Performance Ltd cannot accept any liability for damage, loss or injury incurred due to installation resulting from the use of these guidelines.

	RIDE HEIGHTS	
	ORIGINAL	SPAX
FRONT	355	320-340
REAR	360	325-340

Suggested Lowering



These measurements are based on A 2002 MINI COOPER. Other models may vary slightly. It may be possible to lower the car more than Maximum Lowering for show or static use but this will seriously shorten damper life and invalidate the kit warranty.

User Guidelines

- 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 replaced if in any doubt, preferably with uprated parts designed to be used with performance suspension.
- This kit is intended to lower the car to the stated amount, with standard wheels and tyres. Further lowering will require modifications to bodywork and suspension components. All wheel and tyre combinations should be inspected for clearance, before fitment.
- This suspension kit has been designed for specialist road use with the view to limited track day use. SPAX Performance Ltd does not warrant the kit for competition use.
- It should also be understood that that long term exposure to corrosive conditions i.e. salt/acids and or driving in sandy or dusty conditions for any period of time may reduce the life span of the unit. Regular maintenance of the piston rod, threaded section and adjuster screw will prolong the life of the unit.

HELPFUL HINTS/ CAUTION

- Before fitting this kit to a vehicle built in or around March 2002 check that the front anti-rolle link bar does **not** bolt directly to the spring pan but attaches to a welded on bracket on the strut leg. The alternative kit is a RSX 563
- After fitting insure spring collets/ damper bodies and the tyres have sufficient clearance.
- Coat threaded section of dampers with WAXOIL or similar product to preserve damper.

