

PERFORMANCE SERIES

FLEX DRIVE

THANK YOU

We want to thank you for making your purchase! We're glad that you found what you were looking for. As we are always looking to improve our customer service, please let us know if your buying experience was anything other than excellent. We look forward to seeing you again.

We would be more than happy to see the final result on your car, feel free to take pictures of your ride posting it on Instagram. Make sure you tag @bspokesuspension to be featured on our Facebook/Instagram.

DISCLAIMER

All Bspoke coilovers are designed and intended for off road use only. The use of this product on public roadways may not meet local, state, or federal regulations. Installation and use of this product may affect vehicle insurance coverage. It is the consumer's responsibility to meet and comply with regulations and policies before operating vehicle on public roadways. Please check your local laws and research the parts you wish to purchase to insure they are the correct items you want to purchase. Bspoke Suspension cannot be held responsible for damage to suspension components, vehicle, or injury to persons. Warranty will become null and void if the instructions are not adhered to

WARNING

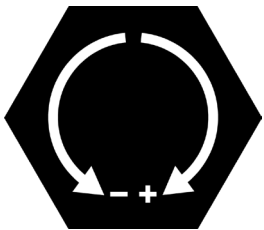
- Ensure you thoroughly comprehend all guidelines before handling the suspension. Should you have inquiries about the correct installation methods, please reach out to Bspoke Suspension or a certified workshop.
- It is strongly advised to wear gloves while installing the Bspoke Suspension product to prevent hand injuries.
- The shock's top hat must be the authentic component from Bspoke Suspension.
- Do not use Bspoke Suspension parts and tools with those from other brands, and the reverse is also true.
- Bspoke Suspension disclaims any responsibility for damages or accidents resulting from the use of non-Bspoke components with this shock. Always adhere to local laws regarding aftermarket suspension parts.
- Bspoke Suspension will not accept responsibility for any breaches of local vehicle regulation laws.
- Steer clear of driving on rough terrains that might harm the suspension.
- Verify that all parts are tightened to the specified torque levels and check for the absence of oil leaks.
- Ensure there's nothing interfering with or hindering the suspension's movement.
- Never use impact wrenches to install or remove shock absorber hardware.
- Incorrect installation can cause noise and even damage to the product which will not be covered by warranty.

TORQUE SPECS

- M5 hex bolts: 4.7-6 ft/lb
- M6 hex bolts: 7.8-10.5 ft/lb
- M8 studs: 15-18.5 ft/lb
- M10 studs: 33.5-37 ft/lb
- Camber plates bolts: 10.5 ft/lb

DAMPING ADJUSTMENT

The Bspoke Suspension Flex Drive - Performance Series features 32 settings for rebound adjustment. Take caution to avoid forcing the adjustment knob beyond its mechanical stops, as doing so can damage the damper.



Upon receiving your coilovers, the rebound adjustment will initially be set to a default position, which is 5 clicks towards the softer side. For the majority of setups, you'll find a knob situated atop the shock absorber, utilized for making rebound adjustments.

BUT... WHAT IS REBOUND?

Rebound refers to the force that extends the shock absorber after it has been compressed by an obstacle or due to the body roll from weight shifting, managing the movement of the car's sprung mass. Utilize rebound adjustment to fine-tune the vehicle's handling equilibrium.

PRELOAD SETTINGS

Ensuring the front shocks have the proper preload tension is crucial. This prevents issues such as spring bind and noise from the springs. To adjust the preload on a shock, begin by measuring the length of the spring when it's not compressed. Adjust the spring perch to compress the spring by the required preload amount. For example, to apply 6mm of preload on a 160mm spring, you would compress the spring to 154mm using the spring perch, and then secure it in place.

For rear setups with divorced springs, where the spring is mounted on an independent adjustable perch, the ride height needs to be set using the rear spring and perch assembly first. This ensures that when the shock is extended, there is no slack, and the spring is preloaded to match the exact length of the shock.

- MacPherson suspension: Front = 6 mm / Rear = 1-3 mm
- Double wishbone and multilink suspension: Front = 3 mm / Rear = 1-3 mm

HEIGHT ADJUSTMENT

On a true coilover (as shown on the left), always make height adjustments from the lower mount (B/2). In the case of a divorced rear setup, the ride height should be established using the rear spring and its corresponding spring perch assembly.



To modify the ride height, begin by loosening the lower mount (2) by turning the locking collar (B) counter-clockwise. This allows the shock body to rotate freely, enabling you to screw it into or out of the lower mount (2) to either decrease or increase the length of the shock assembly, respectively. Be aware that after some driving, the suspension may settle, potentially lowering the vehicle height slightly. For safety reasons, ensure there is at least 50mm (for MacPherson struts) and 25mm (for double wishbone and multilink setups) of the threaded shock body inserted into the lower mount.

MAINTENANCE

Recommended service intervals:

- No track use: rebuild every 100 000 km.
 - Mixed use: rebuild every 25 000 to 50 000 km.
 - Track use only: rebuild every 1500 to 2000 km.
1. Bspoke Suspension's coilovers feature advanced monotube shock absorbers. To avoid damage and reduce wear, it's crucial to steer clear of obstacles like potholes and to approach speed bumps with reduced speed to minimize excessive force.
 2. Regular inspections are advised to remove any dirt or small stones that might become trapped between the spring perches and the shock body threads, preventing possible damage.
 3. The combination of salt and snow can be harmful to all metallic surfaces. After driving through salted or snowy roads, it's important to thoroughly wash your coilovers with a mild soap, water, and a brush. Applying anti-seize on the shock body threads where the locking rings and lower mount meet can also provide additional protection.
 4. Bspoke Suspension provides a professional rebuild service in Quebec, Canada. This service includes the option to rebuild, revalve, and upgrade your existing coilover system, offering a quick service turnaround. For further details, please visit www.bspokesuspension.com/service.

TROUBLESHOOTING

Before reaching out to Bspokes Suspension, please utilize these troubleshooting steps to identify and fix the issue. Should your problem continue, get in touch with us, and one of our skilled technicians will be happy to help you.

- **Squeaking:** A squeaking noise is often due to a rubber or polyurethane bushing located in parts such as the control arm, ball joints, trailing arm, or sway bar bushings. These worn parts might become more apparent when the factory suspension's insulation is no longer present. To address this, the bushings on the impacted arms should be lubricated and/or repositioned. Lowering your vehicle increases stress on these bushings, causing them to flex more than intended, which can lead to squeaks and potentially early wear. Ensure all mounting hardware is tightly fastened.
- **Clunking over bumps:** It seems that something somewhere is loose. Typically, this issue arises from a loose locking collar, so be sure to secure them firmly in place. Additionally, check the top hat nut or mounting hardware for tightness. It's also worth examining the clearance of the sway bar and the hardware of the end-links.

There's a possibility that there's an internal issue within the shock. To help isolate this, observe how the sound alters when adjusting the shock damping force. Does the noise change when going from full soft to full hard, and if it does, how does it change? Please reach out to us and share your findings or if you have any further inquiries. We're here to assist you.

WARRANTY

All Bspoke suspensions are covered by a 2-year limited* manufacturers (non-transferable) warranty. This limited warranty covers hard parts such as mounts, top hats, camber plates and shock bodies for 2 years from the purchase date. It also covers consumable parts such as seals, shafts, fluids, pillow ball mounts and leaking shocks 1 year from the purchase date. Parts and labour are covered however shipping is not covered.

This warranty does not cover damages resulting from any of the following situations:

- Abuse of the product
- Crash or accidents
- Racing accidents
- Improper installation
- Improper reservoir hose routing
- Disassembly or modifications
- Unauthorized oil changes
- Damage occurring during transportation

Conditions:

A copy of your original invoice is necessary for any warranty claim. Because Bspoke Suspension products are designed for use in racing and extreme riding conditions, Bspoke Suspension cannot guarantee any of its suspension products, other than from manufacturing defects, because we have no control over how our products are used after installation. In addition, the purchaser assumes full responsibility to the extent legally permitted for the risks of personal injury and/or damage to the purchaser's vehicle or to any third party that may be involved in an incident with the purchaser.

- Hard parts are defined as Lower Mounts, Locking Collars, Spring Seats, Spring Gaskets, Top Hats or Camber Plates and Hardware such as studs and bolts.
- Consumable parts are defined as Pillow balls, Piston Shafts, Jetting Assemblies, Shaft Seals, O-ring Seals, Shock Absorber Internals, Springs, Shock Absorber Oil, Shock Absorber Fluid & Gas Leaks.

All Bspoke Suspension shock absorbers are ready for installation. Our products provide the user with some control over certain aspects of the suspension, therefore they might require some testing and fine-tuning to obtain maximum performance. With adjustability comes responsibility!

Bspoke Suspension reserves the right to make the final decision in all matters pertaining to its warranty.

TERMS

- Claims for missing or damaged goods must be made within 7 days after receipt.
- Shipping charges are not refundable.
- Bspoke Suspension does not offer refunds. We only exchange or repair products as part of our warranty policy.
- All products must be installed by professional, certified technicians working for a company approved by Bspoke Suspension in order not to void the warranty. A copy of the installation invoice will also be required for a warranty claim.

RETURNS

If you encounter difficulty with a product or a defect is suspected, you need to first speak with Bspoke Automotive. If the product needs to be returned to Bspoke Automotive, you will be provided with a Return Authorization number, which must be prominently displayed on the shipping carton.

- All warranty returns must be pre-authorized by contacting us.
- All returned merchandise must be shipped with our issued Return Authorization number marked on the exterior of the shipping carton or other packaging.
- Shipping charges to Bspoke Automotive are the responsibility of the customer. Bspoke Automotive covers shipping charges for the return of the repaired or exchanged item via the carrier of our choice. *Additional charges for expedited shipments are the responsibility of the customer.