



Screw-In Spherical Kit (RX8, NC, & ND)



Thank you for purchasing the SakeBomb Garage FPSpec Screw In Spherical Kit! Stock rubber bushings compress and decompress effectively like a spring, positioned at the top of the damper rod. Since the piston's job is to change compression curves based on linear shock acceleration, shock performance is significantly degraded by having a malleable object acting in series with the damper itself. This kit removes the rubber bushings and replaces them with a Teflon lined Aurora Spherical Bearing. This spherical allows for the same required range of motion as the rubber bearing, but removes the malleable rubber and the interference with the damper's functionality completely!

High Performance shocks (Like the Ohlins DFV Systems) utilize multiple valving pathways to determine which compression curve is appropriate for a particular wheel acceleration event. As the piston requires accurate movement translation to sense which valve path is the most appropriate at any particular time, the interface between the damper rod and the chassis is critical in order for the damper to function optimally. The stock rubber bushings create a buffer, absorbing a certain amount of movement in compression and rebounding with a certain amount of movement as the rubber "spring" decompresses - out of sync with the actual wheel movement. This prevents a direct mechanical relationship between the damper and wheel, which is required for high-end shocks to function correctly. By removing these bushings and replacing them with spherical bearings, undesirable motion is removed from the suspension system, resulting in significantly improved ride quality, and better suspension performance overall. OEM's use rubber as it is pennies on the dollar versus a spherical bearing, but with high-accuracy dampers it is imperative to remove any malleable material in series with the damper.

Note: Please read complete install guide before turning a wrench!

***RX8 Series 1 Top hat Above, yours may differ.**

Required Tools:

- 2 x 32mm Socket
- Torque Wrench
- Long socket extension
- Red Lock Tight

Step 1. Remove OEM Top Rubber Bushings

Step 2. Apply Red Lock Tight to Threaded portion of Screw In Spherical & The Retainer Nut

Insert the larger spherical carrier with the opening upwards and screw the retaining nut into place from the top, with the beveled section facing upwards (and flat side facing down). We use a long extension with a 32mm socket, to help reach inside the top hat, and position the spherical carrier in the top hat.



Step 3. Using a 32mm Socket on the Carrier & Nut Torque to 45 foot pounds



Step 4. Reassemble your suspension & Remove Any Wide Steel Spacers Previously Intended as a retainer for the original Rubber Bushings.

The small stepped spacer, which is included with your spherical kit, can be slid down the 10mm shock shaft, with the machined step facing upwards. This is the interface between the lower shock shaft and the bearing, make sure that the spacer positively locates inside of the spherical bearing. Insert the tall Top Spacer into the top of the assembly, and torque down to recommended specs with the top damper nut.



**We at SakeBomb Garage would like to thank you again
for choosing us and for your continued support.
If need assistance don't hesitate to contact us at info@sakebombgarage.com**

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