

Gaz Shock Absorbers

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Custom Made to replace aging Spax Shocks



Old Spax and New Gaz

After hearing various clonks from the suspension of my Python Cobra, I decided it was time to take a proper look at the shocks. They were Spax shock absorbers, not in great condition, quite corroded and barely moving.

Obvious solution, contact Spax.... So I did, then I waited, and waited and waited and prompted and waited some more. I don't think they understand what customer service is.

OK, what next? Contacted the guys at **Gaz Shocks**.

I dealt initially with a guy called **Jake Gazzard** who got back in touch with me straight away. Brilliant! I also dealt with **Byron Gazzard** too. At their suggestion, I took the Spax shocks off, took numerous photos and measurements of the shocks and the brackets on the car that hold them along with the bolt sizes etc.

After several emails back and forth, they certainly made sure that I measured, re-measured and measured again, they were ready to make up the design drawings. I sent them the old Spax shocks for them to do additional measurement checking and to test the spring springy-ness.... Maybe it was called something else but that's what it sounded like.

2 weeks later, the drawings were complete and they were ready for the build. (After pre-payment of course. Cheaper than AK Shocks.) Not long after, a box arrived at my home with the shiny new Gaz Shocks and the knackered Spax Shocks. Well impressed with the turn-around time and with every person that I dealt with at Gaz Shocks.

Time to fit them on the car! To get all 6 fitted took about 3 hours on my own. No problems at all and all bolts, holes, connections fitted perfectly. Once on, it was time to sort out the ride height. That certainly took a lot longer as you end up making adjustments, putting the wheels back on, driving for a mile, coming back, taking the wheels off again and re-adjusting etc. I did this over two days as my arms were too weak after a few iterations as the wheels are deceptively heavy! Anyway, roughly 63cm I think it was from the floor to the curve of the wheel arch. I'm still wanting to adjust by 1cm as I'm a bit picky on these things.

When that's done, it's time to get cambers checked and corner weighting done. I've found a local company called **Regal Autosport** for those bits.



Front



Rear, 2 on each side as it's a Jag back axle.

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