

131PE002N1

PORSCHE CAYMAN / BOXSTER (RWD)
718 982

ASP

ADJUSTABLE SPRING PERCH

BC



Thank you for purchasing the BC Racing A.S.P.
Please read this instruction guide carefully before proceeding with install.

BC Part Number	131PE002N1
Vehicle	PORSCHE CAYMAN / BOXSTER (RWD)
Model/Chassis	718 / 982
Year	2016+
Min. Ride Height from OEM	FRONT -38 mm
	REAR -30 mm
TIRE SIZE FRONT	235/45/18
TIRE SIZE REAR	265/45/18

▲ All vehicle lowering data is for reference only and may vary depending on individual vehicle conditions.

 **Disclaimer**

The BC Racing ASP is designed and intended to lower a vehicle's ride height. The use of this product on public roadways may not meet local, state, or federal regulations. Installation and use of this product may affect the vehicle's original manufacturer's warranty. It is the consumer's responsibility to meet and comply with federal, state, or local government regulations and/or policies prior to operating the vehicle on public roadways.

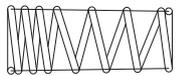
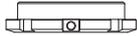
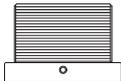
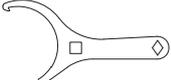
ATTENTION!!

Removal of OEM components from damper assemblies and installation of this product may only be undertaken by trained technical personnel with ASE certification.

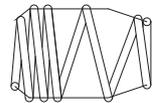
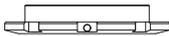
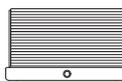
Incorrect installation/adjustment can damage OEM Dampers or other OEM components, which we are not able to supply. Installers shall be responsible for any damage due to incorrect installation or adjustment.

Parts List

FRONT

SA11-2019		DUST COVER	2
SA11-0031-22		BUMPSTOP	2
1-SPS-2403.2-A1		SPRING	2
SG09-1100		LOCKING RING	2
SG07-2239		SPRING PERCH	2
SA15-6004		M6 SET SCREW	2
SA15-6002		M5 SET SCREW	6
SG12-0065		SPANNER	1

REAR

SA11-2019		DUST COVER	2
SA11-0031-25		BUMPSTOP	2
1-SPS-2155.7-A1		SPRING	2
SG09-1114		LOCKING RING	2
SG07-2240		SPRING PERCH	2
SG07-2240-1		MOUNTING BASE	4
SA15-6002		M5 SET SCREW	8
SG12-0079		SPANNER	1

Before Installation



CAUTION

- This product was designed and developed for specific vehicle models and should only be installed on the intended application. Ensure you received the correct items for your vehicle before attempting installation.
- No part of this instruction may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without express written permission from Taiwan Bor-Chuann Enterprise Co., Ltd.
- **This product may only be installed by trained technical personnel with ASE certification.**
- Do not use impact wrenches to install or remove damper/shock absorber hardware.
- Installation and removal of suspension components including dampers and springs must be in accordance with the original manufacturer's specifications. Please refer to the factory service manual if available.
- BC (Taiwan Bor-Chuann Enterprise Co., Ltd) is not liable for any damages and/or failures caused by the use of components not supplied by BC (Taiwan Bor-Chuann Enterprise Co., Ltd).
- Incorrect installation or adjustment can cause noise and/or damage to the product, which will not be covered by warranty.

ARROW INDICATION

- INSTRUCTION
- BC SUPPLIED ASP PARTS
- OEM PARTS

Installation FRONT



1

Remove the OEM top mount, dust cover, bump stop and coil spring.

2

Remove the OEM damper cap and the lower spring seat which will be replaced with the BC supplied ASP adjustable spring perch.

OEM damper cap



OEM lower spring seat



3

Clean the surface of the OEM damper which will allow the ASP adjustable spring perch to sit more firmly.

4

Loosen the three M5 set screws on the ASP adjustable spring perch and then slide the adjustable spring perch all the way down till it gets stuck and can not go any lower and then tighten the three M5 set screws. Tighten the two M6 set screws on the locking ring, and then reinstall the OEM damper cap back to the damper.

OEM damper cap



Tighten the 2 M6 set screws.

Tighten the 3 M5 set screws.

5

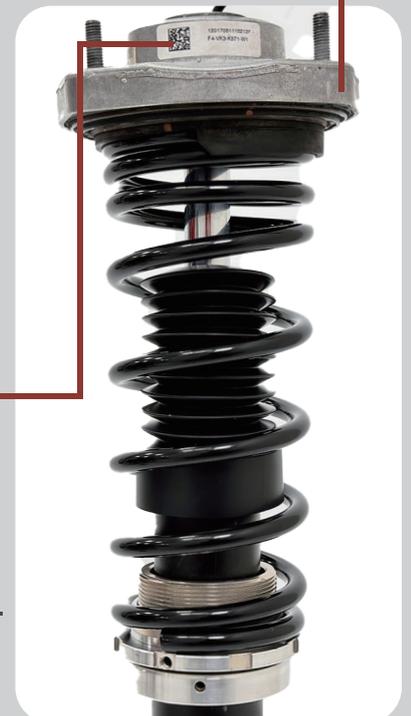
Install the ASP bump stop, ASP dust cover, and ASP coil spring in order.

ASP coil spring

ASP bump stop & dust cover



OEM top mount



OEM top nut
(M14, with 70Nm of torque)

6

Reinstall the OEM top mount and tighten up the OEM M14 top nut with 70Nm of torque.

Installation REAR



1

Remove the OEM top mount, dust cover, bump stop and coil spring.

2

Clean the surface of the OEM damper and the lower spring seat.



3

Install the two semi-circular mounting bases on the lower spring seat.



mounting base

4

Loosen the three M5 set screws on the ASP adjustable spring perch and then slide the adjustable spring perch over the OEM damper to rest on the mounting bases. Tighten the three M5 set screws on the spring perch and the two M5 set screws on the locking ring.

Tighten the 2 M5 set screws.



Tighten the 3 M5 set screws.



OEM washer

OEM upper spring seat & support ring

ASP Coil spring

ASP bump stop & dust cover

5

Install the ASP bump stop, ASP dust cover, ASP coil spring, OEM upper spring seat, OEM support ring and OEM strut mount washer in order.

OEM washer

OEM top mount



6

Install the OEM top mount, OEM washer, and OEM top nut.

7

The rear top mount needs to be put back in a specific way so you need to find out the highest point of the top mount first and align it with the locator on the shock absorber. Please refer to the pic 7 and pic 8.



8

Make sure the top mount is correctly installed. You should see the highest point of the top mount is in line with the locator. Tighten up the OEM M14 top nut with 70Nm of torque.



- Do not over tighten damper top nuts. All hardware should be tightened in accordance with the recommended torque values specified in the vehicle manufacturer's manual.

Adjustment

- Do not over tighten the spring as this will compress spring and cause rate shifting.
- Always clean dirt and debris from threads with pressurized air and/or brake cleaner. It is recommended to grease adjuster threads before performing ride height adjustments to prevent locking rings from seizing.

After Installation

- Make sure all hardware that was removed during installation are properly tightened.
- Ensure the set screw on each locking ring is tightened.
- A full vehicle alignment is highly recommended after installation, as it greatly influences the vehicle's handling characteristics and tire wear.
- Perform regular periodic checks on all hardware and locking rings.

Technical Support

- Please keep the original purchase invoice and warranty card for future service requests.
- Lowering your vehicle will change chassis suspension geometry. This can lead OEM components such as control arms, to generate noise. Relative age and condition of the surrounding suspension components may exacerbate noise production, commonly referred to NVH (noise, vibration, harshness).
- Please contact your local distributor for more information concerning technical support or advice concerning the product.

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