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PEDDERS SUSPENSION

PRODUCT REVIEW

CAPRICORN PREFERRED SUPPLIER

PEDDERS MULTI-FUCTION BUMP STOP 4355

How Important are Bump Stops?
Bump Stops prevent contact between suspension components and the chassis at the extremes of suspension travel. Without them, the suspension would be noisy and would “lock-up” over bumps. This causes the tyres to lose traction and places great stress on suspension components. Sooner or later, something has to break.

Bump stops on modern cars are mostly hi-tech synthetic compounds which have a dense cellular structure containing air pockets, commonly called poly-foam. As air is progressively resistant to compression, they act much like a progressive rate spring to minimise impact when needed.

Their performance and durability is determined by their chemical composition, their “duro” or degree of firmness and their shape. In motor racing, where the suspension is often working at its limits, bump stops are being used increasingly to fine tune suspension rates and handling.

While their role is not as “active” in normal driving, they are nevertheless an indispensable safety component of the suspension and should be checked regularly.

A deteriorating bump stop can, in fact, cause the failure of a shock absorber. Particles falling from the top bump stop, when mixed with the shock’s shaft lubricant, form a grinding paste which can destroy the shock’s top seal.

Bump stops deteriorate with age, affected by sunlight, ozone, fuel, road grime and extreme temperatures. They should be inspected regularly and replaced when there are signs of splitting or cracking of the rubber or excess wear.

The Pedders 4355 Bump Stop
Pedders have designed a universal bumpstop that has the ability to be changed in seven different ways to suit the suspension operation of a multitude of vehicles.

The Pedders part number is 4355. As the diagram depicts below, there are various internal shaft diameters and lengths. This multi-function Bump Stop is designed to be sectioned at various intervals to allow for seven different configurations of Bump Stop.

The lines and numbers on the diagram show where to section the units to produce the seven different configurations.

The arrows at the end of each numbered section show the end of the unit that should be fitted downwards. ie. Numbers 4 and 6 need to be turned upside down for fitment. Number 2 can be fitted either way.

Sectioning should be done carefully with a very sharp knife, using the groove as a guide.

These units are designed for fitment to shock absorbers or coil over shock absorbers.

To Suit Shaft Size:		
A	B	C
15mm	10mm	18mm