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Thank you for purchasing an SPA Extreme system

Thank you for purchasing a SPA Extreme system (which has been FIA homologated). It is important that you read the following instructions carefully before attempting to install your fire suppression system.

The performance of this system could be affected if it is in anyway modified or tampered with may make void its homologation. Please ensure that should any parts need to be replaced; only genuine SPA Extreme components are used.

Should you require any assistance, please do not hesitate in contacting SPA Design on 01827 300150.

IMPORTANT NOTE

The purpose of this along with any other vehicle fire suppression system is to provide sufficient time in which to control the fire to enable the occupants to leave the vehicle. In ideal conditions, the fire will be extinguished completely but this can not be guaranteed. The main purpose is to curb the intensity of either an engine or cockpit fire to provide the means for the occupants to leave the vehicle or for outside assistance to be given.



Table of Figures: -

Page 3	System contents
Page 4 & 5	Electrical system notes & maintenance
Page 6	Engine bay nozzle location
Page 7	Cockpit nozzle location
Page 8	Nozzle orientation
Page 9	Tube connection notes & maintenance
Page 10	System layout tubing and nozzles
Page 11	Electrical wiring information
Page 12-15	SPA service agents
Page 16	Extreme data sheet

C O N T E N T S

SPAex2.5 SYSTEM CONTENTS LIST

1 x Base
2 x straps
1 x rectangular strengthening support bracket
SP 007H Power pack Hirschman
SP 005H Plug and lead x 2
SP 011 Internal fire button
SP 012 External fire button
SP 017 E location sticker
SP 015 6mm decabon 4.36 meters
SP 032 8mm decabon 2.4 meters
SP 180 10mm decabon 1 meter
SP 181 12mm decabon 0.3 meter
SP 182 12mm – 10mm Y piece
SP 183 10mm – 8mm Y piece
SP 184 8mm – 6mm Y piece
SP 185 10mm bulkhead fitting
SP 186 10mm – 8mm reducer
SP 187 2 x engine bay nozzles
SP 188 2 x cockpit nozzles
SP 129 small E sticker

ELECTRICAL FITTING INSTRUCTIONS

Unpack all parts and check components against kit list'. Remove the bottle from it's plinth by undoing the over-centre clips.

Decide the best position for the extinguisher – **IT IS RECOMMENDED THAT THE BOTTLE SHOULD BE MOUNTED IN THE FORE AND AFT DIRECTION IN THE VEHICLE.**

The extinguisher label, detailing contents, etc and also the pressure gauge should be visible. Mount the plinth securely to the vehicle and put the bottle back into place.

Mount the power pack in a clearly visible position.

Switch with red plastic shroud to be fitted in the cockpit so that it is in easy reach of both the driver and/or co-driver when sitting in the normal driving position and wearing fully fastened seatbelts.

The second switch with flexible red membrane (waterproof) is to be fitted to the outside of the vehicle, close to the exterior master switch (for activation by the Marshals).

Once the system has been wired as per wiring diagrams (refer to Figure 4), the following tests should be carried out to check the system is fitted correctly and will operate when required. (See Page 5)

SPA Extreme electrical details

The SPA Extreme system uses actuators to operate valves located within the pressurized container that contains the extinguishant. These are triggered remotely using a battery-powered power pack.

In order to guarantee reliable operation the connectors used are 1P67 and the actuators used are of a military specification with the system / battery test electronics integrated into the power pack.

The power pack electronics can test the continuity of the wiring, and also provides a high current pulse test to ensure system integrity before use. Unlike other systems, the battery test will not destroy or put an excessive drain on the battery during this critical test.

These tests are performed using a three way switch on the power pack box and should be performed before each usage of the system, since the system is only as good as the battery that powers it and the integrity of the wiring loom and its connectors.

To check the condition of the battery, push up and hold the switch on the power pack box. Every two seconds you will see a YELLOW - light flash.

If the light flashes very dimly the battery must be replaced.

IF IN DOUBT REPLACE THE BATTERY!!!!

SYSTEM CONTINUITY CHECK

To check the continuity of the wiring, ensure that the switch on the power pack box is in the SYSTEM INACTIVE position to ensure that the extinguisher is not fired.

Press the internal firing button and check that the RED light comes on, press the external firing button, and check that this also makes the RED light come on.

The external button must be positioned close to the exterior master switch.

DO ensure that the wiring does not run next to looms especially if they contain ignition or battery cables

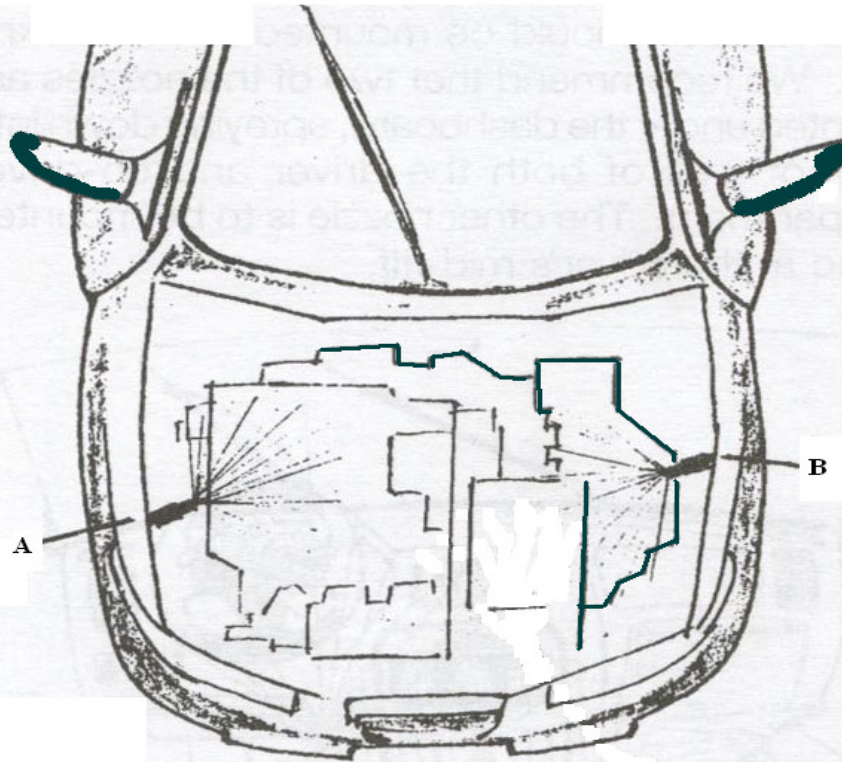
DO ensure that any exposed connections that are likely to get water sprayed are protected.

DO NOT allow cables to run through sharp edged apertures without protection

DO NOT fix cables to any surface that is likely to see excessive temperatures

ENGINE NOZZLE LOCATION FOR ALL CARS

Two nozzles should be mounted in engine compartment.



TUBING

Each SPA Extreme system is supplied with Decabon Tubing which is plastic coated aluminium tube that can be moulded and flexed to suit this application. The SPA Extreme system has been designed using this type of tube. DO NOT substitute this tube for any other type.

COCKPIT NOZZLE LOCATION FOR SALOON CAR

Two nozzles should be mounted in the cockpit area, we recommend that these are mounted under the dashboard spraying horizontally across the drivers footwell and co-driver compartment.

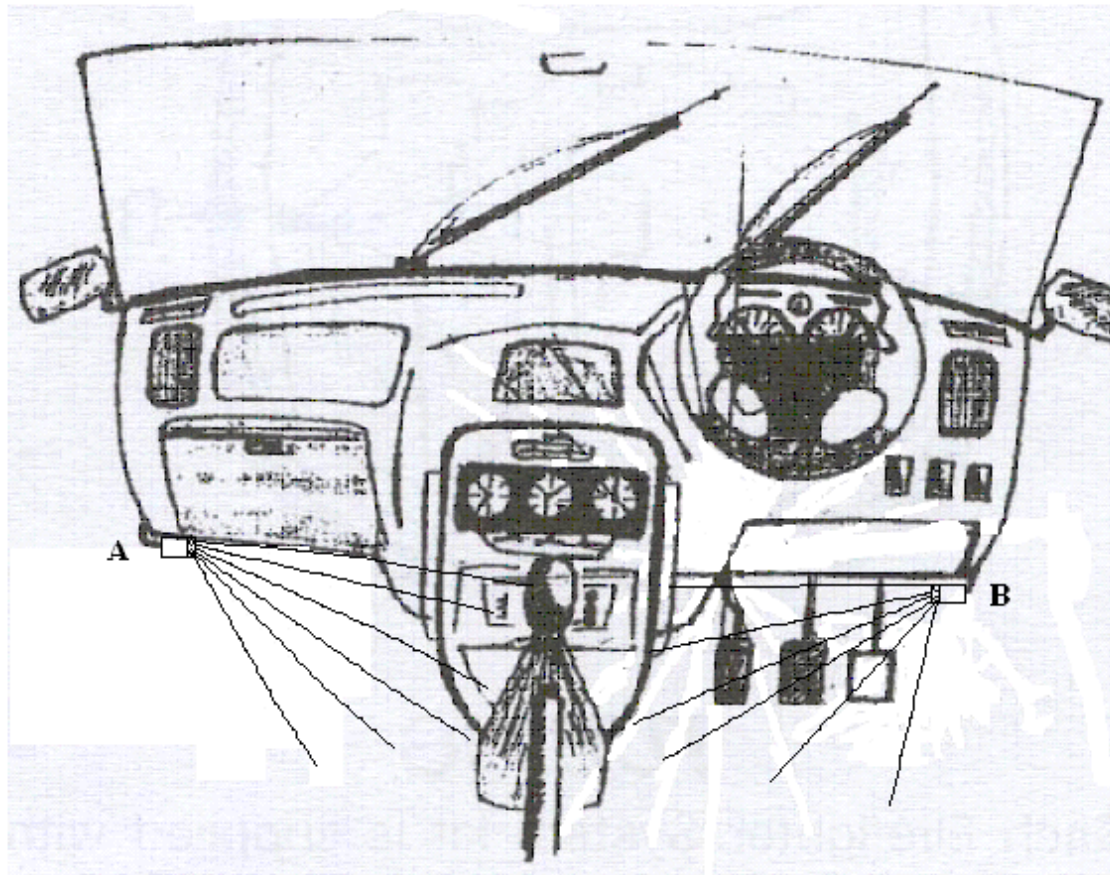
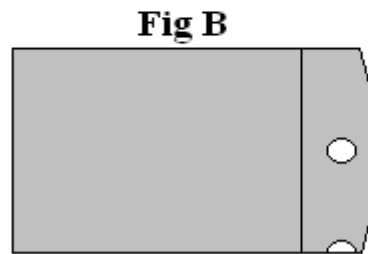
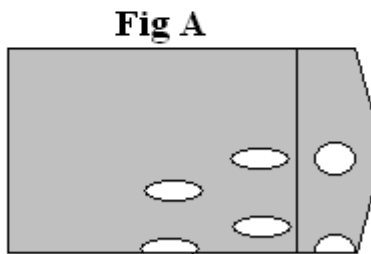


Fig 2

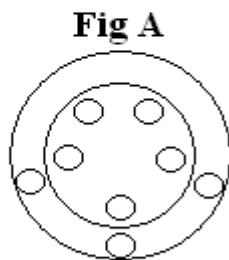
MULTI-DIRECTIONAL NOZZLES

Please note that Nozzle shown in Fig A must only be used in Engine bay, Nozzle shown in Fig B must only be used in cockpit.

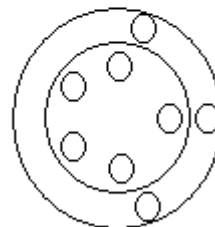


NOZZLES

It is important that the correct nozzles supplied with the system are used, the nozzles produce a multi directional spray pattern and must be positioned as shown in Fig A.



Yes



No

TUBING

Each SPA Extreme System kit is supplied with Decabon tubing which is a plastic coated aluminum tube which can be molded and flexed to suit this application. The SPA Extreme system has been designed and homologated using this type of tube. **DO NOT** substitute this tube for any other type.

TUBE CONNECTIONS

All fittings for tube to nozzles and bottle are of the push-in type. Insert the tube into the fitting, push firmly until it clicks. Once in you should not be able to pull it out. To remove the tubing, push the tube into the fitting and at the same time push the black collet back towards the fitting and then pull the tube from the fitting

MAINTENANCE

To ensure maximum possible performance from your SPA Extreme System, the following checks and maintenance procedures should be carried out.

- Regularly check pressure gauge to ensure they are in the green sector.
- Regularly check nozzles for debris or any obstructions.
- Regularly check the integrity of the pipework and fittings.
- Regularly check the cylinder for damage.
- Your SPA Extreme system **must** be serviced every 2 years.

A service date is written on the content label on the extinguisher. It is up to you to ensure that the servicing is carried out at the correct intervals. Servicing of the system must be carried out by SPA Design or Approved Vendor

- If your system has been discharged, you must return it to SPA or dealers for servicing and refilling.

NOTES

Please ensure that you monitor the following, as you

MAY NOT pass scrutineering if: -

- The needle of the gauge is in the red.
- The bottle label is worn, damaged or unreadable.
- The unit is not within the service date.
- The system is in poor condition.

PART DISCRIPTION	
1	12mm DECABON HOSE
2	12mm-10mm Y-PIECE
3	10mm DECABON HOSE
4	10mm-8mm REDUCER
5	8mm DECABON HOSE
6	8mm-6mm Y-PIECE
7	6mm DECABON HOSE
8	COCKPIT NOZZLE
9	10mm BULKHEAD FITING
10	10mm-8mm Y-PIECE
11	ENGINE BAY NOZZLE
12	POWER PACK

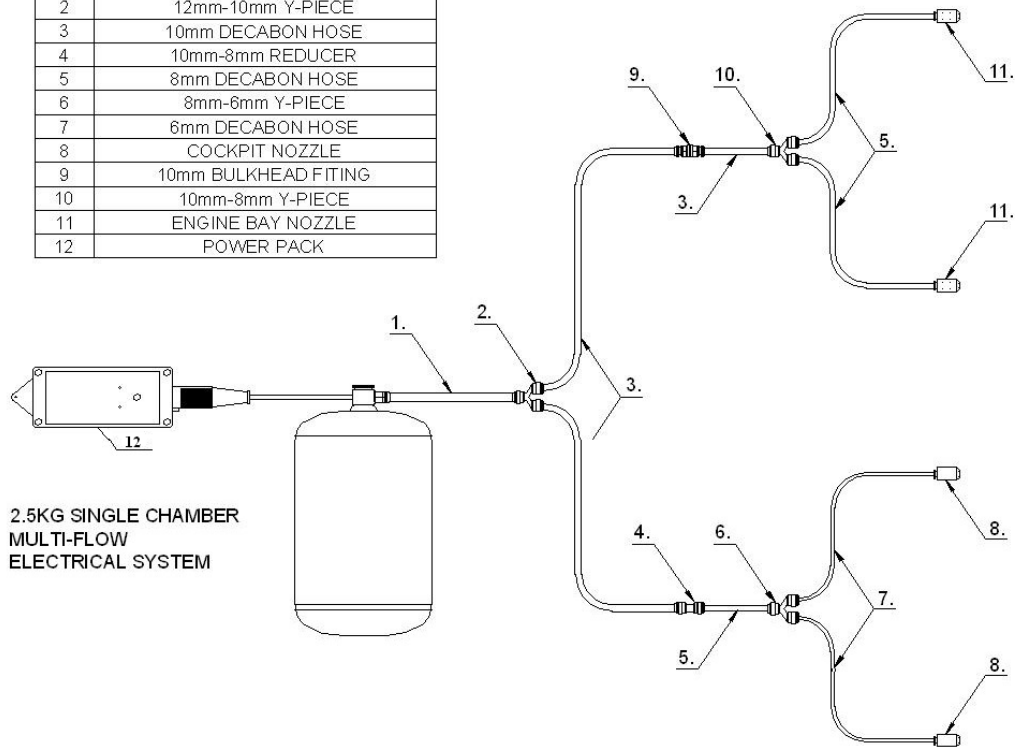


Fig 3

SPA EXTREME ELECTRICAL SYSTEM WIRING SCHEMATIC SINGLE CHAMBER

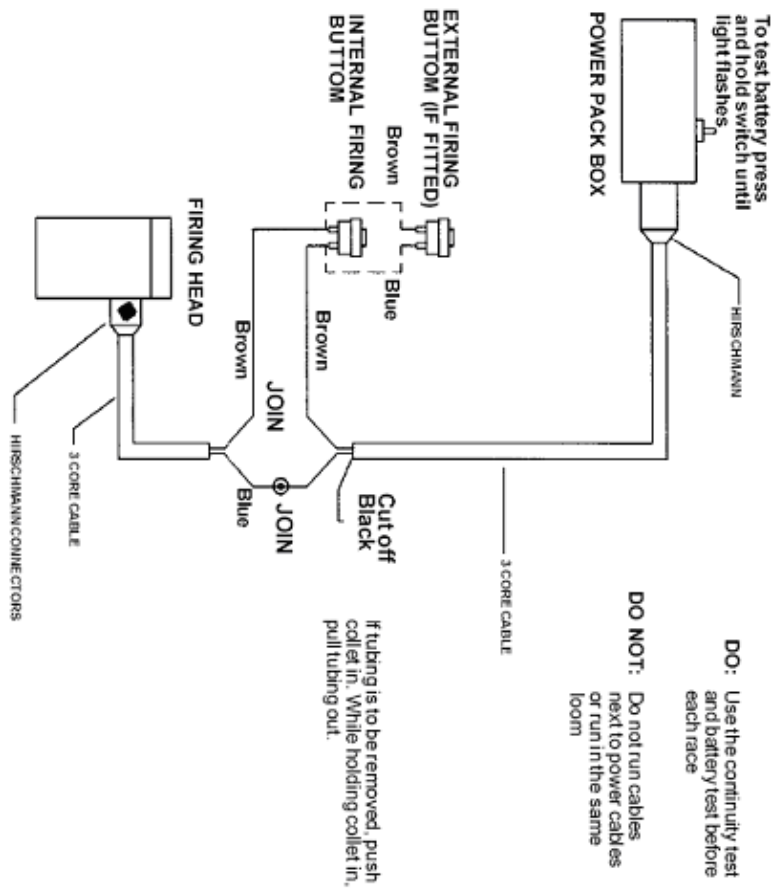


Fig 4

To test the battery, push and hold lever switch upwards in the “Battery Check” position until yellow light flashes.

If the extinguisher tubing is to be removed, push the black collet in and pull the tubing out at the same time.

RECOMMENDED: Use the continuity test and battery test before each race.

NOTES

Please ensure that you monitor the following, as you **MAY NOT** pass scrutinizing if: -

- . The needle of the gauge is in the red.
- . The bottle label is worn, damaged or unreadable.
- . The unit is not within the service date.
- . The system is in poor condition.

SERVICE AND REFILL AGENTS FOR SPA EXTREME SYSTEMS.

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EXTREME DATA SHEET

COMPOSITION Dodecafluoro-2-methylpentan-3-one, (CF₃CF₂C(O)CF(CF₃)₂)

O D P (Ozone Depletion Potential) NONE

OPERATING TEMPERATURE - 40 - + 80 °C

FREEZING POINT - 108 °C

CRITICAL TEMPERATURE 168.7 °C

PHYSIOLOGICAL PROPERTIES No Observed Adverse Effect Level and Lowest Observed Adverse Effect Level for cardiac sensitization (halocarbons) and oxygen depletion (inert gas).

A copy of the 3M™ Novec™ 1230 Fire Protection Fluid material safety data sheet can be obtained from Lifeline upon written request