scuderia
car parts

# TUNING PARTS AFTERCARE GUIDE

# Exhaust Systems

Initial Break-In Period

- For the first 300 miles, drive moderately and avoid sustained high RPMs or prolonged aggressive driving. This allows the metal to heat-cycle and settle, prevents warping, and helps gaskets seal properly.

Running in new catalytic converters

1. Avoid high engine speeds.
2. Refrain from sudden acceleration or sustained high-speed driving to prevent excessive load on the catalytic converters.
3. Prevent rapid temperature changes.
4. Drive smoothly and moderately to avoid damaging the catalytic converter structure through extreme temperature fluctuations.
5. Vary your driving speed.
6. Use a mix of speeds and driving conditions to ensure the catalytic converters activate evenly.
7. Avoid frequent short trips.
8. The engine and catalytic converters need to reach full operating temperature, so journeys under 15 minutes should be kept to a minimum.

After approximately 500 km (310 Miles), the running-in phase will be complete, and the catalytic converters will operate at their full performance.

- Upon first drive the exhaust may have some white smoke leave the engine bay this is NOTHING to worry about and simply the system going through its first heat cycle. It is completely normal and will be:

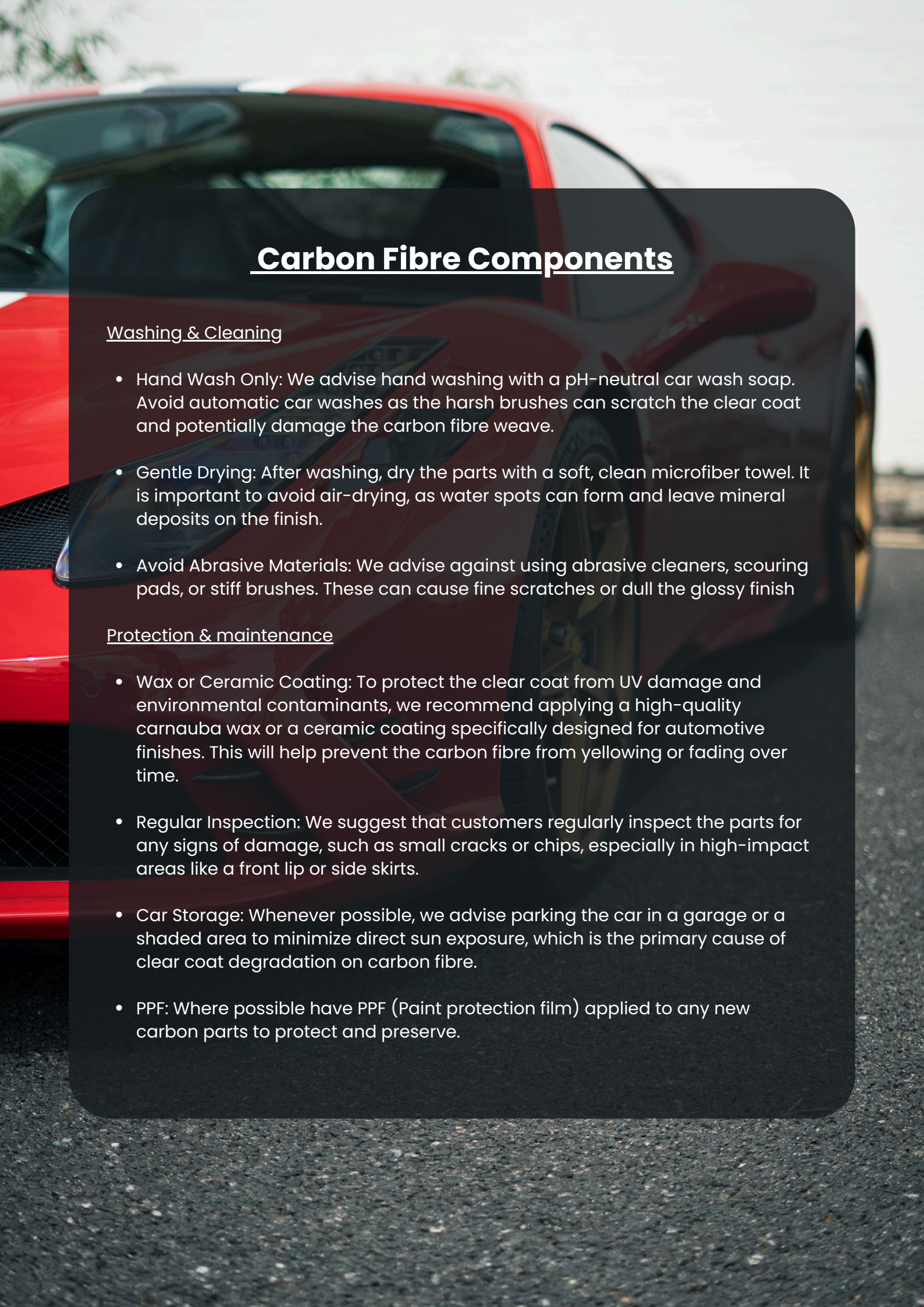
1. Protective oils or coatings burning off – New exhaust components often have residues from manufacturing; these can produce white smoke for the first few heat cycles.
2. Sealant curing – If exhaust paste or sealants were used, a temporary smoke is normal.

Cleaning

- Use only approved metal cleaners or warm soapy water — avoid acidic or abrasive products that could damage coatings or finishes.

Note on Sound

- Most sport exhaust systems sound different after a break-in period, usually 150-300 miles. As carbon deposits build up and packing materials settle, the tone becomes slightly deeper, smoother, and often a touch louder. This is completely normal and is simply the system reaching its optimal sound and flow characteristics.



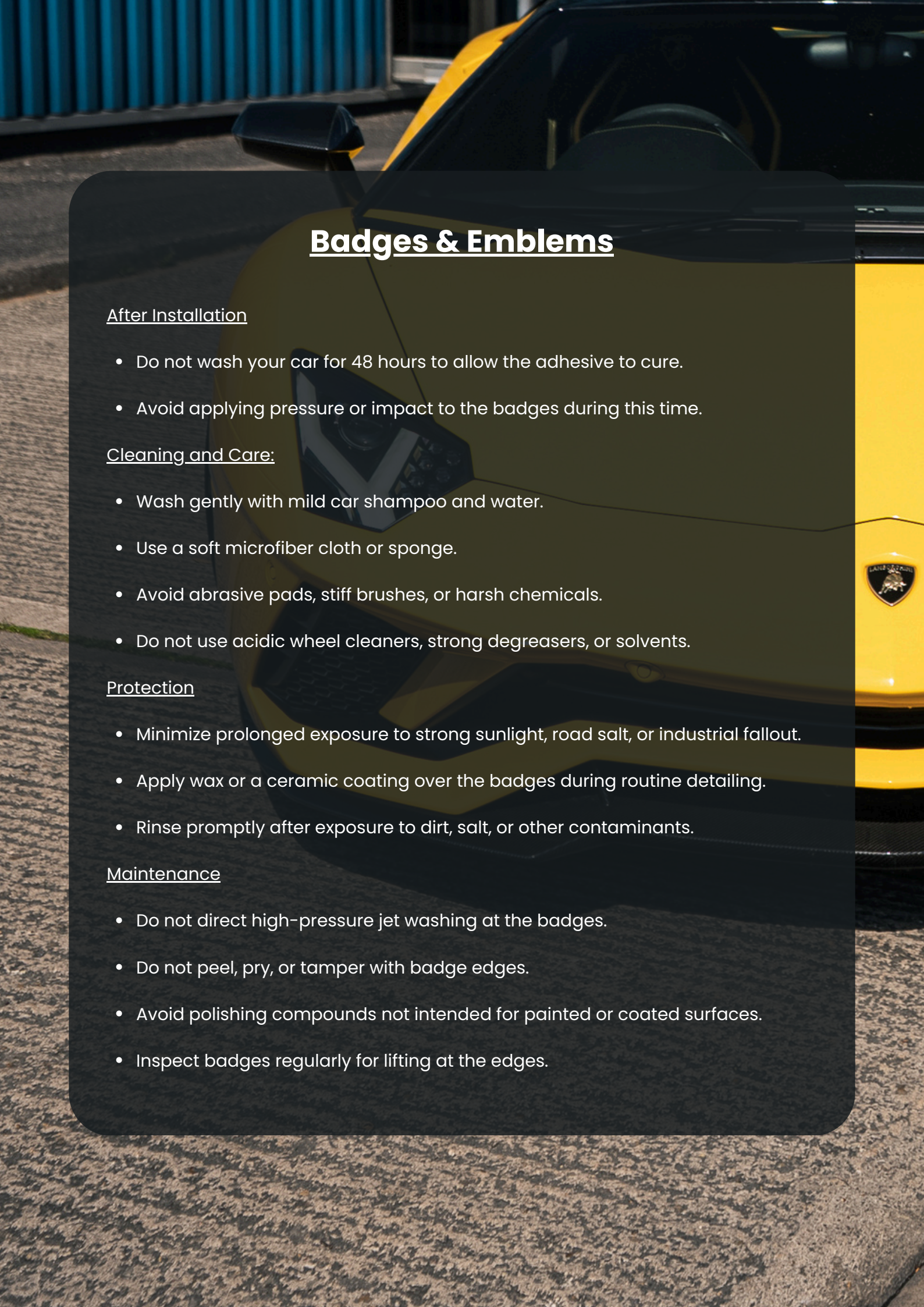
# Carbon Fibre Components

Washing & Cleaning

- Hand Wash Only: We advise hand washing with a pH-neutral car wash soap. Avoid automatic car washes as the harsh brushes can scratch the clear coat and potentially damage the carbon fibre weave.
- Gentle Drying: After washing, dry the parts with a soft, clean microfiber towel. It is important to avoid air-drying, as water spots can form and leave mineral deposits on the finish.
- Avoid Abrasive Materials: We advise against using abrasive cleaners, scouring pads, or stiff brushes. These can cause fine scratches or dull the glossy finish

Protection & maintenance

- Wax or Ceramic Coating: To protect the clear coat from UV damage and environmental contaminants, we recommend applying a high-quality carnauba wax or a ceramic coating specifically designed for automotive finishes. This will help prevent the carbon fibre from yellowing or fading over time.
- Regular Inspection: We suggest that customers regularly inspect the parts for any signs of damage, such as small cracks or chips, especially in high-impact areas like a front lip or side skirts.
- Car Storage: Whenever possible, we advise parking the car in a garage or a shaded area to minimize direct sun exposure, which is the primary cause of clear coat degradation on carbon fibre.
- PPF: Where possible have PPF (Paint protection film) applied to any new carbon parts to protect and preserve.



# Badges & Emblems

After Installation

- Do not wash your car for 48 hours to allow the adhesive to cure.
- Avoid applying pressure or impact to the badges during this time.

Cleaning and Care:

- Wash gently with mild car shampoo and water.
- Use a soft microfiber cloth or sponge.
- Avoid abrasive pads, stiff brushes, or harsh chemicals.
- Do not use acidic wheel cleaners, strong degreasers, or solvents.

Protection

- Minimize prolonged exposure to strong sunlight, road salt, or industrial fallout.
- Apply wax or a ceramic coating over the badges during routine detailing.
- Rinse promptly after exposure to dirt, salt, or other contaminants.

Maintenance

- Do not direct high-pressure jet washing at the badges.
- Do not peel, pry, or tamper with badge edges.
- Avoid polishing compounds not intended for painted or coated surfaces.
- Inspect badges regularly for lifting at the edges.

# Wheels & Suspension

## Wheels

- Initial Bedding-In: If fitted with new tyres, avoid aggressive cornering, heavy braking, or high-speed driving for the first 100 miles to allow tyres to bed in.
- Torque Check: Wheel nuts/bolts should be re-torqued after the first 50–100 miles of driving.
- Tyre Pressure: Maintain the correct tyre pressure as specified by the vehicle manufacturer. This is crucial for both safety and the longevity of both the tires and the wheels.
- Cleaning: Use a dedicated wheel cleaner that is pH-balanced to protect the finish. Avoid letting brake dust sit for extended periods.
- Avoid Carnauba Wax: For custom-painted forged wheels, using a ceramic coating is often better than a carnauba wax to protect the finish.
- Immediate Cleaning: If the car is driven on roads with salt, sand, or other corrosive materials, it's best to wash the wheels as soon as possible to prevent damage to the finish.

## Suspension & Sport Springs

- Gentle Driving: We suggest a brief "break-in" period of gentle driving to allow the new components to settle without excessive stress. Avoid aggressive cornering or hard braking initially.
- Re-Alignment: When the springs are installed we recommend a full wheel alignment at the same time to ensure the car is correctly set-up. Any installs directly through us will include this as standard.
- Inspection: After the first month, inspect all related suspension components for tightness and correct seating.

## Wheel Spacers

- Re-Torque Lug Nuts: When you have your car next looked at after the install of the wheel spacers ask the garage to re-torque the wheel spacers' lug nuts to the manufacturer's specifications. This ensures the spacers are securely fastened.
- Proper Installation: Spacers must be installed flush against the hub to avoid vibrations. Any unevenness can cause the wheel to wobble, which is dangerous at high speeds.
- Regular Checks: Check the torque on the lug nuts periodically, especially after a track day or spirited driving.