

Additional applications for the DAMPER ZZ-R Spec-C has been confirmed
Toyota GR86 / Subaru BRZ (ZN8 / ZD8)



Suspension Kit equipped with Full Length Adjustability and 2 Way, 32 Levels of Damping Force Adjustments. Damping force for the Compression and rebound can be independently adjusted.

[Click here for further information on DAMPER ZZ-R](#)



Front : -23mm Down / Rear : -19mm Down

(Vehicle)	(Model Year)	(Model)	(E/G Model)	(MSRP w/tax)	(MSRP)	(Code No.)	(JAN Code)
TOYOTA							
GR86	2021/10-	ZN8	FA24	¥305,800-	¥278,000-	93136	4959094931362
SUBARU							
BRZ	2021/08-	ZD8	FA24	¥305,800-	¥278,000-	93136	4959094931362

Product Characteristics

- Mono-tube adjustable coil over suspension kit.
- Separated tank allows for the damping force to be independently controlled for the compression and rebound. The suspension is able to handle a wide variation of road conditions from the circuit to the street due to its 2WAY 32 level damping force adjustability
- ※The rebound damping force adjustment dial will change both compression and rebound.
- The oil volume has been drastically increased due to the separate tank and allows sufficient damping force to be applied even during at low speeds. The structure has been revised and no longer has an external hose connecting the separate tanks.
- Aluminum upper mount, lock seat, and brackets have been utilized to maximize strength while minimizing weight.
- φ46Mono-tube structure allows a fine balance of structural rigidity and smooth ride quality

Product Information		
	Front	Rear
Length Adjustment	2 Way, 32 Levels	
Shock Absorber Structure	○	○
Upright or Inverted	Coilovers	Coilovers
Upper Mount	Upright	Upright
Spring Rate kgf/mm	Adjustable Pillow Ball	Fixed Pillow Ball
Free Length of Spring mm	8.0	7.0
Spring Type	135	180
Length Adjustment (mm)	ST	ST
Length Adjustment	-45 ~ -5	-40 ~ -5



■ Remarks : Compatible with AT/MT. Rear trunk side panels must be cut and modified.
The tire and inner fender may come in contact at certain ride heights.
Since a pillow ball upper is utilized, the noise from the shock absorber maybe easier to hear.

※Abbreviation for Spring Types 「ST:ID62 Straight Spring」, 「BS: Barrel or Tapered, Vehicle Specific Springs」
※Adjustability in ride height may vary between vehicles.

DAMPER ZZ-R Spec & Vehicle Information



Data taken from in house measurements. Measurements for the vehicle height may differ depending on the vehicle's grade and options. The distance from the ground to fender may differ even when your vehicle is set at the same measurements as the test vehicle. Please use the following data as a reference and adjust your vehicle height accordingly.

メーカー (Manufacturer)	車名 (Vehicle Name)	型式 (Model)	年式 (Model Year)	グレード (Grade)
SUBARU	BRZ	ZD8	2021年8月	S

確認車両情報		フロント (Front)	リア (Rear)	備考 (Remarks)
車両情報 (Vehicle Information)	車重 (kg) (Vehicle Weight)	1270		
	軸重(kg) (Axle Weight)	700	570	
	タイヤサイズ (Tire Size)	235/40 R18	235/40 R18	
	ホイールサイズ (Wheel Size)	18inch 8.5J Inset42	18inch 8.5J Inset42	
	レバー比 (Lever Ratio)	1.0	1.1	
アライメントデータ (Alignment Data)	トー (Toe)	-0°03'	+0°02'	
	キャンバー (Camber)	-2°19'	-2°34'	
	キャスター (Caster)	+5°39'	-	

DAMPER ZZ-R Spec.		フロント (Front)	リア (Rear)	備考 (Remarks)
DAMPER ZZ-R 仕様(Spec.)	スプリングレート(kgf/mm) (Spring Rate)	8.0	7.0	
	スプリング自由長(mm) (Free Length of Spring)	135	180	
	スプリング内径(mm) (Spring Inner Diameter)	φ62	φ62	
	減衰力調整段数 (Damping force Adjustment)	1~32段	1~32段	
	テスト時減衰力 (Tested Damping force)	16段	16段	
	地面~フェンダー(mm) (Ground~Fender)	646	650	
	基準車高(mm) (Difference from Stock)	-23	-19	
	車高調整範囲(mm) (Height Adjustment Range)	-45 ~ -5	-40 ~ -5	
	最低地上高(mm) (Minimum Ground Clearance)	リアサスペンションメンバー 下マフラーパイプ [96mm]		

Product Description

- Mono-Tube, upright structure has been utilized for all models. Φ46 low friction piston allows the damping force to immediately engage from the beginning of the compression.
- The cylinder casing has been finished with black chrome, while the bracket completed with nickel and alumite for prolonged durability.
- By employing a separated tank, the oil volume has been increased and damping force sufficiently exerted. The structure has been revised and no longer has an external hose connecting the separate tanks.
- Separated tank allows for the damping force to be independently controlled for the compression and rebound. The suspension is able to handle a wide variation of road conditions from the circuit to the street due to its 2WAY 32 level damping force adjustability