



MAX IV GT



No.2012-86003
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TOYOTA 86(ZN6)/SUBARU BRZ(ZC6)



- Single Tube
- 30 step damping force adjustment
- Ride height adjustable lower bracket type
- Special oil
- PNE Coating
- Straight spring
- Reinforced rubber upper mount *1
- Pillow upper mount *2
- Inverted Strut Type *3
- Changeable specification
- Overhauling service available
- 2 year 40,000km warranty

*1 Normal type *2 Inverted type *3 For McPherson strut type only

86/BRZ Adjustable Suspension System Now Available! Now On Sale as MAX4GT

for Street Standard Model

The "M Shaft" used in HIPERMAX M1 has been evolved to improve ride comfort and control. HKS' new generation suspension is released as Hipermax Max 4 series. Tested and developed along with the D1 car, a street spec damper was born allowing the lightweight 86/BRZ to be fine tuned to the users preferences.

① Reduction of Unsprung Weight

In order to reduce unsprung weight, rear bracket, ride height adjusters and lock nuts are made from aluminium. (front bracket is made from steel for strength)

② "M Shaft"

Hipermax M1 "M Shaft" which was created to pursue "suppleness" has been used to optimise internal oil pressure properties, producing proper dampening even with the smallest strokes, a supple yet stable ride is possible

③ New Design Needle

Newly designed needle has been used to revise the low speed dampening which is key to ride

④ PNE Coating

Using this special surface coating provides 5 times better durability over standard galvanising. This prevents build-up around the threads of the adjustment areas allowing for

⑤ Front Inverted Type with Camber Adjustable Pillow Ball Upper Mounts

Inverted dampers used in front for maximum strength. Camber adjustable pillow ball upper mounts allow for a wide range of settings. (Rear uses rubber upper mounts which cannot be adjusted)

⑥ 30 Setp Dampening Force Adjustment

30 levels of dampening adjustment allow fine tune adjustment for street or circuit.

⑦ Single Tube Damper Design

Mono tube dampers allow for more accurate and stable control and adjustment of dampening. Lower ride height and centre of gravity gives a more stable ride.

- **Features:** Street/Sports Driving
M Shaft, Aluminium Bracket (Rear), Special Oil
- **Structure:** Single Tube Damper
- **Ride Height Adjustment:** Shock-Body Length Adjustable
- **Damper adjustment:** 30 Step Adjustment



※ 2 Year 40,000km Warranty

Each suspension component has been revised for durability allowing for a 2 year 40,000km warranty.

■ To be released in April

Model	Model Code	Engine Code	Model Year	Spring Rate N/mm (kgf/mm)	Spring Free Length(mm)	Upper Mount	Part Number
86/BRZ	ZN6/ZC6	FA20	12/4~	F=59(6) /R=39(4)	F=170 / R=170	F=Pillow (Adjustable) R=Strengthened Rubber	80230-AT001

Remarks / Other

This is the street version damper for 86/BRZ. Although this is a product designed for comfort and stylish appearance it is able to hold its own with regards to road performance. We recommend this product to people who would use this vehicle daily and want as much comfort as possible for themselves and their passengers and those who want to raise or lower their car.

This damper has been developed to provide peace of mind through its supple yet stable setup. Once out at the race track, a twist of the adjustment dials can provide the performance necessary to enjoy the circuit.

Max 4 dampers uses analysis data and performs tests on each vehicle to determine not just spring and damper rate, but also front/rear balance and stroke so that people can product safely. The concept is to try and see things from the viewpoint of the user as much as possible.

This product has many revised and newly made internal parts and includes stabiliser to achieve high levels of comfort handling and low stance without compromising.

In refining the low speed dampening, which is the key to ride comfort and handling, also the mid to high speed dampening properties, a new needle has been developed. Imp speed dampening gives stable dampening which allows for the supple yet stable ride. It has also allowed the mid/high speed dampening to be cut which has increased performance on bumps and ridges in the road. The adjustment dial operation has been revised to allow oil to flow better to prevent the dial from locking up at under the 10th step