

# ZX DAMPER Compatibility table

This product allows you to select the spring rate and damping force (hard or soft). Please refer to the recommended values and tips in the table below when making your selection.

Car model	Chassis code	Model year	Model number	Suggested retail price (Tax excluded)	F/R	standard spring rate			Vehicle height adjustable range(mm)	recommended vehicle height (mm)	track use spring rate			hard OR soft	recommended spring rate (kgf/mm)	remarks
						diameter (mm)	length (mm)	rate (kgf/mm)			diameter (mm)	length (mm)	rate (kgf/mm)			
<b>TOYOTA</b>																
86	ZN6	12.04 ~ 21.10	PT019P	240,900yen	F	65	175	6.0	-21	-21 ~ -10	65	150	8.0	H	6 ~ 10	· Front flange camber is adjustable · Please note that the height of the lower edge of the front blinker lamp and the lower edge of the fog lamp are low. · To lower the front vehicle height by more than 37mm, it is possible to lower the front vehicle height by replacing the spring with a free length of about
				219,000yen	R	65	200	5.0	-25	-25 ~ -15	65	175	8.0	S	5 ~ 10	
				Tips	The normal ride quality is a little hard, and the structure makes it difficult to secure the rear stroke, so the standard specs emphasize ride comfort. Spring rates that are softer than standard rates are not recommended. For track use, the higher the tires' grip, the better the harder damping force and spring rate, but setting them too high can make street riding uncomfortable and lead to bounce and difficult driving.											
GR86	ZN8	21.10 ~	PT020P	240,900yen	F	65	175	6.0	-21	-21 ~ -10	65	150	8.0	H	6 ~ 10	
				219,000yen	R	65	200	5.0	-25	-25 ~ -15	65	175	8.0	S	5 ~ 10	
				Tips	Like the previous model, the stock ride quality is a little hard, and the structure makes it difficult to secure the rear stroke, so the standard specifications emphasize ride comfort. Spring rates that are softer than standard rates are not recommended. For track use, the car also has the same tendency as the previous model(ZN6). However, standard damper setting has no problem for high-speed use.											
Altezza	SXE10	98.10 ~ 05.07	PT009P	244,200yen	F	65	175	12.0	-35	-45 ~ -25	65	175	16.0	H	10 ~ 18	
				222,000yen	R	65	200	8.0	-25	-35 ~ -15	65	200	12.0	S	6 ~ 14	
				Tips	To take advantage of the characteristics of a Front-Engine Rear-Drive car, we set it to have a little bit of understeer. If you want to actively move the rear suspension to have an oversteer, set the rear damping force higher.											
Crown	JZS171/175	99.09 ~ 03.12	PT018P	244,200yen	F	65	175	16.0	-40	-50 ~ -30	65	175	20.0	H	14 ~ 16	
				222,000yen	R	65	200	10.0	-30	-40 ~ -20	65	200	10.0	S	8 ~ 12	
				Tips	As this is a heavy vehicle, we have adopted spring rates commensurate with the vehicle weight of the front and rear. For the standard spring specs, we chose 10K for rear to ensure shock stroke, and is a specification that emphasizes traction. For drifting, we recommend spring rates around 10-12K in the rear.											
Mark 2 Cresta Chaser Verossa	JZX90/100	92.10 ~ 00.10	PT006P	244,200yen	F	65	175	14.0	-40	-50 ~ -30	65	175	18.0	H	12 ~ 20	
				222,000yen	R	65	200	8.0	-40	-50 ~ -30	65	200	12.0	S	8 ~ 12	
				Tips	It has been set to handle a wide range of stages from street to track to wet and dry conditions by adjusting the damping without sacrificing ride comfort in city driving. Type D (product number: PT0006P-D) is available for drift use.											

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						diameter (mm)	length (mm)	rate (kgf/mm)			diameter (mm)	length (mm)	rate (kgf/mm)				
<b>TOYOTA</b>																	
Mark 2 Cresta Chaser Verossa	JZX90/100	92.10 ~ 00.10	Drift spec PT006PD	244,200yen	F	65	175	18.0	-40	-50 ~ -30	---			16 ~ 22			
				222,000yen	R	65	200	10.0	-40	-50 ~ -30	---			8 ~ 12			
				Tips	It was designed with a focus on controllability during drifting, good response when turning around, and above all, it has excellent rear traction. It has a spacious setting that is easy to use not only for tournament enthusiasts but also for beginners. 20-22K is recommended when extending the front lower arm.												
	JZX110	00.10 ~ 04.11	PT016P	244,200yen	F	65	175	16.0	-50	-60 ~ -40	65	175	20.0	H	14 ~ 22		
				222,000yen	R	65	200	10.0	-50	-60 ~ -40	65	200	14.0	S	10 ~ 14		
				Tips	It has been set to handle a wide range of stages from street to track to wet and dry conditions by adjusting the damping without sacrificing ride comfort in city driving. Type D (product number: PT0016P-D) is available for drift use.												
	JZX110	00.10 ~ 04.11	Drift spec PT016PD	244,200yen	F	65	175	18.0	-50	-60 ~ -40	---			14 ~ 16			
				222,000yen	R	65	200	10.0	-50	-60 ~ -40	---			10 ~ 14			
Tips				It was designed with a focus on controllability during drifting, good response when turning around, and above all, it has excellent rear traction. It has a spacious setting that is easy to use not only for tournament enthusiasts but also for beginners. 20-22K is recommended when extending the front lower arm, and 12k for the rear.													

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						diameter (mm)	length (mm)	rate (kgf/mm)			diameter (mm)	length (mm)	rate (kgf/mm)				
<b>NISSAN</b>																	
Silvia 180SX	S13	88.05 ~ 99.01	PN001P	250,800yen	F	65	175	8.0	-50	-60 ~ -40	65	175	10.0	H	8 ~ 12	· Front flange camber is adjustable	
				228,000yen	R	65	200	6.0	-35	-45 ~ -25	65	200	8.0	S	5 ~ 10		
			Tips	The front camber can be adjusted using the upper mount and collar included with the bracket. The upper mount can also be adjusted to have a positive camber, correcting excessive negative camber when replacing the lower arm. A wide range of settings are possible. In addition, the front is an inverted type to ensure rigidity. The rear uses plenty of aluminum parts unique to the ZX damper, which helps reduce the unsprung load.													
			Drift spec PN001PD	250,800yen	F	65	175	8.0	-50	-60 ~ -40	---			8 ~ 12	· Front flange camber is adjustable		
				228,000yen	R	65	200	5.0	-35	-45 ~ -25	---			5 ~ 10			
			Tips	We generously put in the practical know-how gained from D1GP. The front upper mount can be adjusted to the positive side, and excessive negative camber can be corrected when replacing the lower arm. In order to maximize the rear traction performance, the damping force settings on the rebound and compression sides are the result of repeated trial and error and are RG's proud work.													
Silvia	S14	93.10 ~ 99.01	PN002P	250,800yen	F	65	175	8.0	-50	-60 ~ -40	65	175	10.0	H	8 ~ 12	· Front flange camber is adjustable	
				228,000yen	R	65	200	6.0	-40	-50 ~ -30	65	200	8.0	S	5 ~ 10		
			Tips	The front camber can be adjusted using the upper mount and collar included with the bracket. The upper mount can also be adjusted to the positive side, correcting excessive negative camber when replacing the lower arm. A wide range of settings are possible. In addition, the front is an inverted type to ensure rigidity. The rear uses plenty of aluminum parts unique to the ZX damper, which helps reduce the unsprung load.													
			Drift spec PN002PD	250,800yen	F	65	175	8.0	-50	-60 ~ -40	---			8 ~ 12	· Front flange camber is adjustable		
				228,000yen	R	65	200	5.0	-40	-50 ~ -30	---			5 ~ 10			
			Tips	We generously put in the practical know-how gained from D1GP. The front upper mount can be adjusted to the positive side, and excessive negative camber can be corrected when replacing the lower arm. In order to maximize the rear traction performance, the damping force settings on the rebound and compression sides are the result of repeated trial and error and are RG's proud work.													
S15	99.01 ~ 02.11	PN015P	250,800yen	F	65	175	8.0	-40	-50 ~ -30	65	175	10.0	H	8 ~ 12	· Front flange camber is adjustable		
			228,000yen	R	65	200	6.0	-30	-40 ~ -20	65	200	8.0	S	5 ~ 10			
Tips	The front camber can be adjusted using the upper mount and collar included with the bracket. The upper mount can also be adjusted to the positive side, correcting excessive negative camber when replacing the lower arm. A wide range of settings are possible. In addition, the front is an inverted type to ensure rigidity. The rear uses plenty of aluminum parts unique to the ZX damper, which helps reduce the unsprung load.																

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						diameter (mm)	length (mm)	rate (kgf/mm)			diameter (mm)	length (mm)	rate (kgf/mm)					
Silvia	S15	99.01 ~ 02.11	Drift spec PN015PD	246,400yen	F	65	175	8.0	-40	-50 ~ -30	---			8 ~ 12	· Front flange camber is adjustable			
				224,000yen	R	65	200	5.0	-30	-40 ~ -20	---			5 ~ 10				
				Tips	We generously put in the practical know-how gained from D1GP. The front upper mount can be adjusted to the positive side, and excessive negative camber can be corrected when replacing the lower arm. In order to maximize the rear traction performance, the damping force settings on the rebound and compression sides are the result of repeated trial and error and are RG's proud work.													
Skyline	HCR32	89.05 ~ 93.08	PN003P	244,200yen	F	65	180	10.0	-40	-50 ~ -30	65	180	12.0	H	8 ~ 14	· Not compatible with chassis code HNR32 · If car is the cold region specification, the rear suspension bracket needs to be checked.		
				222,000yen	R	65	200	8.0	-35	-45 ~ -25	65	200	10.0	S	6 ~ 12			
					Tips	The standard spring combination has a rate that can be used for everything from city riding to mini circuit tracks. If you mainly ride on circuits, we recommend a spring rate that is 2-4K higher.												
	ECR33	93.08 ~ 99.01	PN005P	244,200yen	F	65	180	10.0	-40	-50 ~ -30	65	180	12.0	H	10 ~ 14			
				222,000yen	R	65	200	8.0	-35	-45 ~ -25	65	200	10.0	S	8 ~ 12			
					Tips	The standard spring combination has a rate that can be used for everything from city riding to mini circuit tracks. If you mainly ride on circuits, we recommend a spring rate that is 2-4K higher.												
	BCNR33	96.01 ~ 99.01	PN006P	246,400yen	F	65	175	12.0	-45	-55 ~ -35	65	175	12.0	H	10 ~ 14			
				224,000yen	R	65	200	10.0	-40	-50 ~ -30	65	200	10.0	S	8 ~ 12			
					Tips	Spring and damping force (hard or soft) can be selected. First of all, please experience the Racing Gear ZX damper in the standard specification.												
	ER34	98.05 ~ 02.08	PN016P	246,400yen	F	65	175	10.0	-50	-60 ~ -40	65	180	12.0	H	10 ~ 14	Rear lower mounting shape needs to be checked The standard model uses a rubber bushing mount.		
224,000yen				R	65	200	8.0	-40	-50 ~ -30	65	200	10.0	S	8 ~ 12				
Tips				The standard spring combination has a rate that can be used for everything from city riding to mini circuit tracks. If you mainly ride on circuits, we recommend a spring rate that is 2-4K higher.														

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						diameter (mm)	length (mm)	rate (kgf/mm)			diameter (mm)	length (mm)	rate (kgf/mm)			
<b>NISSAN</b>																
Skyline	BNR34	99.01 ~ 02.08	PN017P	246,400yen	F	65	175	12.0	-50	-60 ~ -40	65	175	12.0	H	10 ~ 14	
				224,000yen	R	65	200	10.0	-40	-50 ~ -30	65	200	10.0	S	8 ~ 12	
				Tips	Spring and damping force (hard or soft) can be selected. First of all, please experience the Racing Gear ZX damper in the standard specification.											

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						diameter (mm)	length (mm)	rate (kgf/mm)			diameter (mm)	length (mm)	rate (kgf/mm)			
<b>HONDA</b>																
S2000	AP1/AP2	99.04 ~ 09.09	PH012P	248600yen	F	65	175	10.0	-30	-40 ~ -20	65	175	16.0	H	8 ~ 18	
				226000yen	R	65	175	8.0	-30	-40 ~ -20	65	175	16.0	H	8 ~ 18	
				Tips	The standard specification does not sacrifice ride comfort for daily driving, yet can be used for occasional track days. For time attack enthusiasts, we recommend choosing a slightly higher rate for the rear and hard shocks for both the front and rear.											
Accord Euro R	CL7	02.10 ~ 08.12	PH018P	244,200yen	F	65	175	12.0	-45	-55 ~ -35	65	175	16.0	H	10 ~ 18	
				222,000yen	R	65	200	8.0	-35	-45 ~ -25	65	200	14.0	S	6 ~ 16	
				Tips	Aluminum material is used liberally from the upper mount to the damper body and bracket. This reduces unsprung weight and allows for nimble footwork. If you are riding on a circuit, we recommend setting the rear vehicle height slightly higher. Late model HID levelizer stays are also											
Integra	DC2/DB8	93.05 ~ 01.07	PH004P	244,200yen	F	65	175	10.0	-35	-45 ~ -25	65	175	14.0	H	10 ~ 16	
				222,000yen	R	65	175	8.0	-35	-45 ~ -25	65	175	12.0	S	8 ~ 14	
				Tips	The standard spring combination has a rate that can be used for everything from city driving to mini-circuit tracks. It is recommended to increase the rate for track use, but increasing the rate more than necessary may lead to bouncing or difficult driving.											
Civic	EG6/EG9	91.09 ~ 95.09	PH001P	244,200yen	F	65	175	10.0	-40	-50 ~ -30	65	175	14.0	H	10 ~ 16	
				222,000yen	R	65	175	6.0	-35	-45 ~ -25	65	175	12.0	S	6 ~ 14	
				Tips	Both the front and rear use plenty of aluminum parts. This reduces the unsprung load and allows for nimble footwork. The damping force is set high enough for circuit tracks, but the rear damping force is slightly lower on the compression side to make it easier to grasp the vehicle's movement during cornering.											
	EK4/EK9	95.09 ~ 00.09	PH002P	246,400yen	F	65	175	10.0	-30	-40 ~ -20	65	175	14.0	H	10 ~ 14	
224,000yen				R	65	175	6.0	-30	-40 ~ -20	65	175	12.0	S	6 ~ 12		
				Tips	Both the front and rear use plenty of aluminum parts. This reduces the unsprung load and allows for nimble footwork. If you wish to lower the vehicle height even more, we recommend selecting short-length spring (150mm).											

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						diameter (mm)	length (mm)	rate (kgf/mm)			diameter (mm)	length (mm)	rate (kgf/mm)			
<b>HONDA</b>																
Civic	FD2 TYPE R	07.03 ~ 12.06	PH021FP	225,500yen	F	65	175	10.0	-15	-25 ~ -5	65	175	16.0	H	8 ~ 18	Pillow ball upper mount *Front only
				205,000yen	R	65	150	8.0	-20	-30 ~ -10	65	125	18.0	H	8 ~ 18	
				Tips	Put in the practical know-how gained from civic one-make races. The circuit spec uses a higher spring rate while ensuring the necessary stroke amount. The standard specification is an almighty setting that can be used from city driving to mini circuits, and circuit enthusiasts can choose according to their skill and tuning level, but we recommend choosing 16K/18K as a guide.											
	FC1/FK7	17.09 ~ 21.06	PH025FP	246,400yen	F	65	175	6.0	-6	-66 ~ -1	65	175	10.0	H	6 ~ 12	Front: Compatible with a car with a knuckle arm installation diameter of 52mm.
224,000yen				R	65-56	210	3.7	-20	-39 ~ 5	65-56	210	3.7	S	unchangeable	Rear Spring is a dedicated design. Rear genuine spring rubber seal needs adjusting	
			Tips	The rear has roughly wound springs like the Honda genuine spring, ensuring a comfortable ride in town. The front uses a single-tube inverted type (the rear is upright), and the damping force can be adjusted in 15 steps to easily adjust the ride feel with a single click. An extension dial is set on the front for easy damping adjustment.												
<b>SUBARU</b>																
BRZ	ZC6	12.03 ~ 21.03	PT019P	240,900yen	F	65	175	6.0	-21	-21 ~ -10	65	175	8.0	H	6 ~ 10	<ul style="list-style-type: none"> <li>Front flange camber is adjustable</li> <li>Please note that the height of the lower edge of the front blinker lamp and the lower edge of the fog lamp are low.</li> <li>To lower the front vehicle height by more than 37mm, it is possible to lower the front vehicle height by replacing the spring with a free length of about 150mm.</li> </ul>
				219,000yen	R	65	200	5.0	-25	-25 ~ -15	65	200	8.0	S	5 ~ 10	
				Tips	The normal ride quality is a little hard, and the structure makes it difficult to secure the rear stroke, so the standard specs emphasize ride comfort. Spring rates that are softer than standard rates are not recommended. For track use, the higher the tires' grip, the better the harder damping force and spring rate, but setting them too high can make street riding uncomfortable and lead to bounce and difficult driving.											
<b>MAZDA</b>																
RX-7	FD3S	91.12 ~ 03.04	PZ001P	246,400yen	F	65	175	10.0	-30	-40 ~ -20	65	175	14.0	H	8 ~ 16	
				224,000yen	R	65	175	8.0	-25	-35 ~ -15	65	175	12.0	S	8 ~ 16	
				Tips	Aluminum material is used liberally from the upper mount to the damper body and bracket. This reduces unsprung weight and allows for nimble footwork. For track use, we recommend a spring rate of +4K or higher for standard specifications.											