

Cusco would like to introduce a new suspension coilover line up which supercedes all existing *STREET* category coilovers. These coilovers are split into four model lineup according to their structure and shock absorber dampening adjustability. The A can be referred to as Adjustable, and the ZERO as a Full Height Adjustable structured coilover.

These new suspension coilovers priced very competitively and still remain 100% made in Japan.



New coilover names and main features:

street STANDARD COILOVER, NON-ADJUSTABLE DAMPER (*REAR 8 WAY ON SOME)

street A STANDARD COILOVER, 40 WAY ADJUSTABLE DAMPER

street zero FULL HEIGHT ADJUSTABLE COILOVER, 40 WAY ADJUSTABLE DAMPER

street zero A FULL HEIGHT ADJUSTABLE COILOVER, 40 WAY ADJUSTABLE DAMPER

These categorized coilovers are split into two color classes according to vehicle genre, designated by **blue** and **red**.

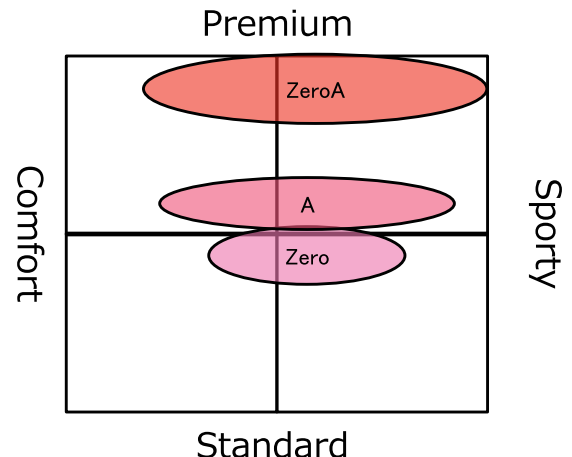
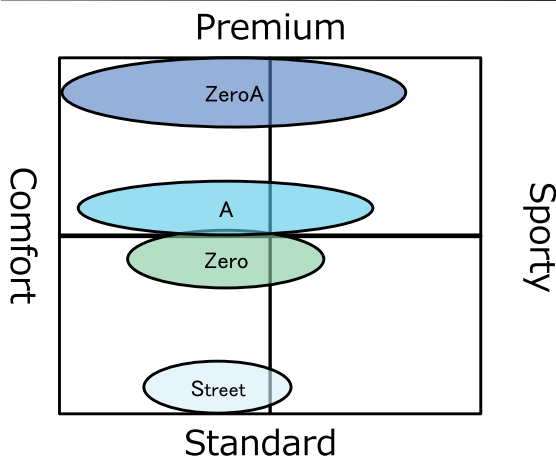
BLUE - Comfort Model (Minivan, Wagon, K-Car)

RED - Sports Model (Sportscar, Sedan, Touring Wagon)



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Suspension Coilover Features

The names of the new STREET series coilovers are designated by their structure and design. What divides these coilover systems are two factors: Vehicle Height Adjustment Method and Shock Damper Adjustability.

[BASE GRADE]
Standard Coilover



[FULL HEIGHT ADJUSTABLE SYSTEM]
Non-Adjustable Shock



[ADJUSTABLE SHOCK DAMPENING RATE]
Standard Coilover



[FULL HEIGHT ADJUSTABLE SYSTEM]
+
[ADJUSTABLE SHOCK DAMPENING RATE]



Blue & Red model coilover systems and features breakdown chart

Columnized by Coilover structure, shock absorber damper adjustment, upper mounts, spring option, and MSRP

BLUE - Comfort Model (Minivan, Wagon, K-Car)

STANDARD COILOVER SYSTEM	FULL HEIGHT ADJUSTABLE COILOVER (Fully Threaded Shock Casing)	STANDARD COILOVER SYSTEM	FULL HEIGHT ADJUSTABLE COILOVER (Fully Threaded Shock Casing)
FRONT: FIXED DAMPENING RATE REAR: 8 WAY ADJUSTABLE DAMPENING RATE	FRONT: FIXED DAMPENING RATE REAR: 8 WAY ADJUSTABLE DAMPENING RATE (Selected Models)	40 WAY ADJUSTABLE DAMPENING RATE REAR: 8 WAY ADJUSTABLE DAMPENING RATE (Selected Models)	40 WAY ADJUSTABLE DAMPENING RATE (Needle Valve, CPRV)
NO UPPER MOUNTS INCLUDED	NO UPPER MOUNTS INCLUDED	NO UPPER MOUNTS INCLUDED	COMES WITH STANDARD RUBBER UPPER MOUNTS
STANDARD RUBBER UPPER MOUNT OPTION AVAILABLE	STANDARD RUBBER UPPER MOUNT OPTION AVAILABLE	STANDARD RUBBER UPPER MOUNT OPTION AVAILABLE	NO UPPER MOUNT KITS ALSO AVAILABLE
	SHORTER SPRING OPTION AVAILABLE FOR REAR		SHORTER SPRING OPTION AVAILABLE FOR REAR
MSRP FROM \$1,334.00 (USD)	MSRP FROM \$1,574.00 (USD)	MSRP FROM \$1,387.00 (USD)	MSRP FROM \$1,867.00 (USD)

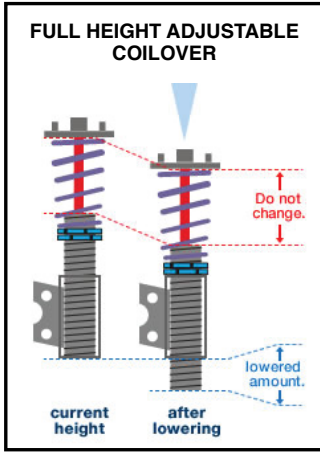
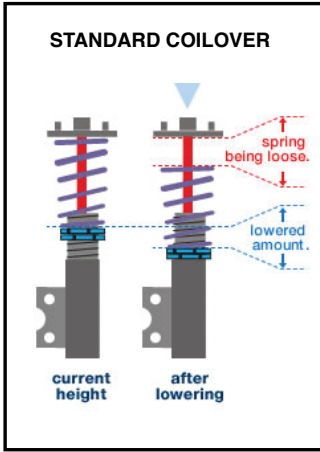
RED - Sports Model (Sportscar, Sedan, Touring Wagon)

FULL HEIGHT ADJUSTABLE COILOVER (Fully Threaded Shock Casing)	STANDARD COILOVER SYSTEM	FULL HEIGHT ADJUSTABLE COILOVER (Fully Threaded Shock Casing)
FIXED DAMPENING RATE (Set at ideal compression & rebound from factory)	40 WAY ADJUSTABLE DAMPENING RATE (Needle Valve)	40 WAY ADJUSTABLE DAMPENING RATE (Needle Valve, CPRV)
KITS FEATURE WITH OR WITHOUT HD RUBBER UPPER MOUNTS. FRONT STRUT TYPE VEHICLES INCLUDES ADJUSTABLE PILLOWBALL MOUNTS.		KITS COME STANDARD WITH UPPER MOUNTS. FRONT STRUT TYPE VEHICLES INCLUDES ADJUSTABLE PILLOWBALL MOUNTS.
PILLOWBALL UPPER MOUNT OPTION AVAILABLE FOR FRONT & REAR (Selected Models)		PILLOWBALL UPPER MOUNT OPTION AVAILABLE FOR FRONT & REAR (Selected Models)
	E-CON2 COMPATIBLE (Selected Models)	E-CON2 COMPATIBLE (Selected Models)
MSRP FROM \$1,480.00 (USD)	MSRP FROM \$1,627.00 (USD)	MSRP FROM \$2,000.00 (USD)

Featured Icons for STREET SERIES

- Designed exclusive per vehicle chassis for sufficient bump stroke
- Suited for larger wheel setups
- Twin tube shock absorber
- 500 hrs of elemental testing with rust preventing surface treatment
- Noise suppressing rubber sheet & polymer thrust sheet
- Each mounting bracket designed for each vehicle model
- Various spring rates available for customization
- 1 year 10,000km limited warranty *Japan only
- High tensile strength spring (=200kgf/mm²)
- Rebuild service available for STREET-A & STREET ZERO-A
- Aluminum alloy spring seat and locknut
- Cusco suspension coilovers are all proudly made in Japan

Standard Coilover vs. Full Height Adjustable



There are two main design structures of the suspension coilover system. Both these structures enable vehicle height change, however, the method of doing so varies.

When adjusting the ride height on the **Standard Coilover**, some of the shock stroke length or spring pre-load must be compromised. Height is adjusted by turning the spring lock perch.

When adjusting the ride height on the **Full Height Adjustable Coilover**, the shock stroke length and the spring preload remains unchanged. Height is adjusted by turning the bottom most case lock nut.



Full Height Adjust vs. Standard Coilover Non-Adjustable Damper vs. 40 way Adjustable Damper



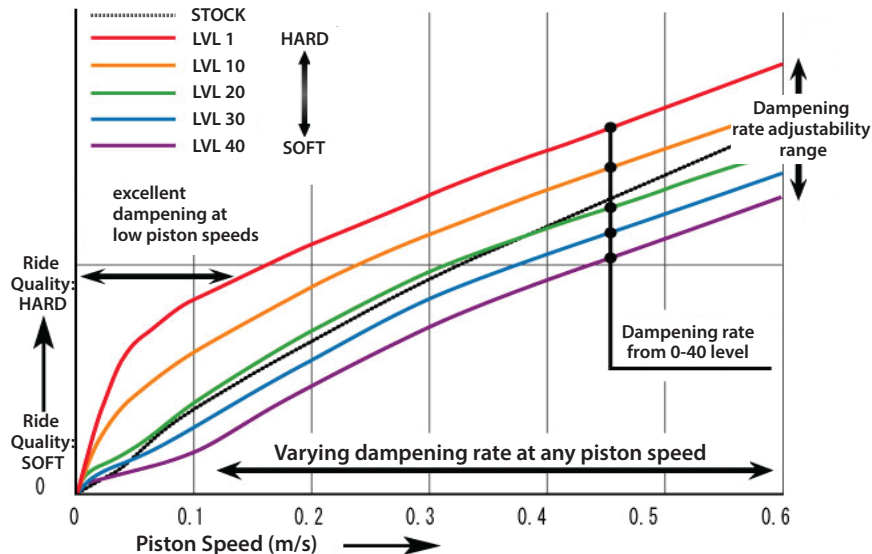
*Coilover Kit Representation Photos

Shock Absorber Internal Valve Characteristics

The new STREET series shock absorbers are all twin tube and feature unique dampening characteristics each suited specifically for its vehicle model. The fixed damper (non-adjustable) models STREET and STREET ZERO are engineered perfectly from factory to perform at the ideal dampening rate, to virtually any road condition.

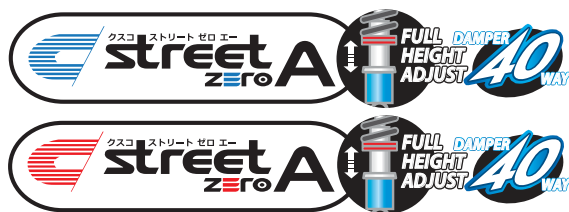
The STREET-A and STREET ZERO-A models are 40 way adjustable to the shock dyno plot seen below.

Piston Speed vs. Shock Dampening

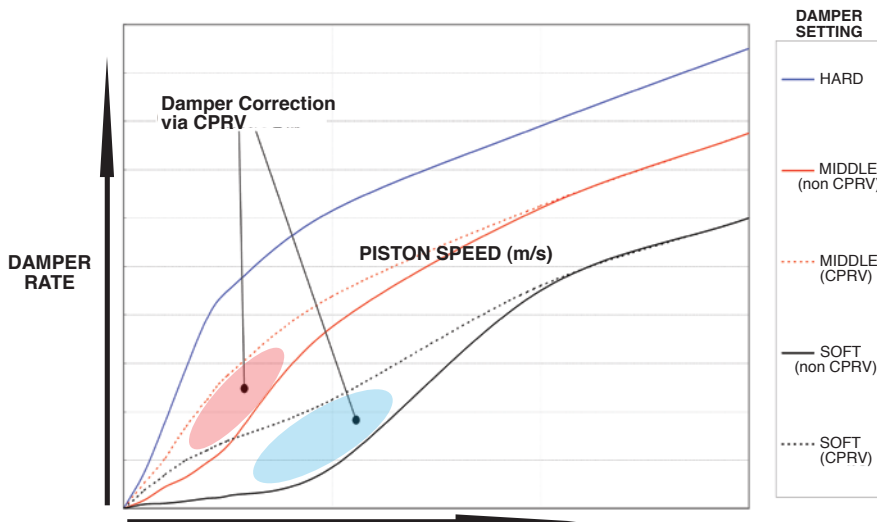
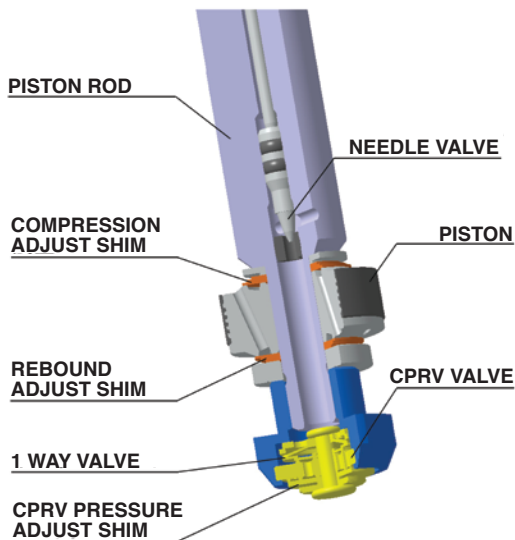


CPRV (Corrective Pressure Regulating Valve)

The STREET ZERO-A features more exceptional dampening characteristics from its new CPRV technology in addition to the 40 way damper level adjustment feature.

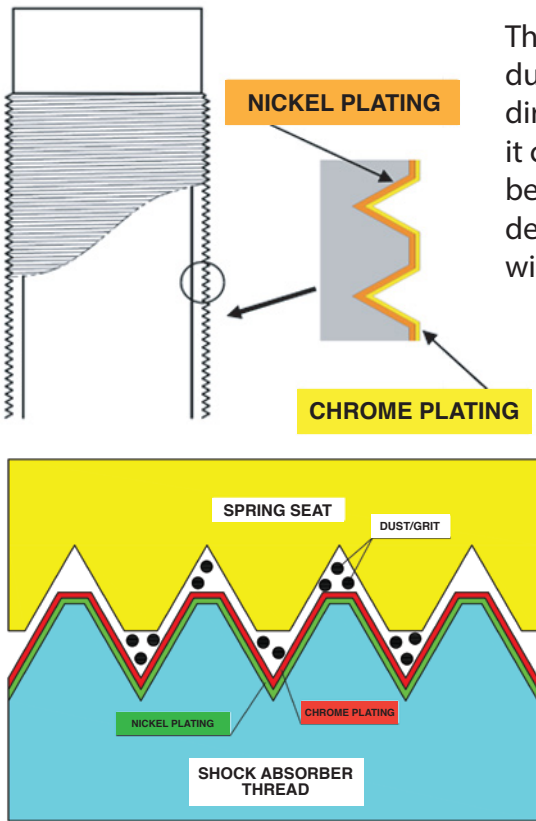


A pressure dependant bypass is designed at the base of the damper rod where the amount of hydraulic fluid passes through is automatically compensated for the perfect dampening rate. This feature serves vital when the dampening approaches a dangerously low level typically experienced at the low and mid shock dampening rate.

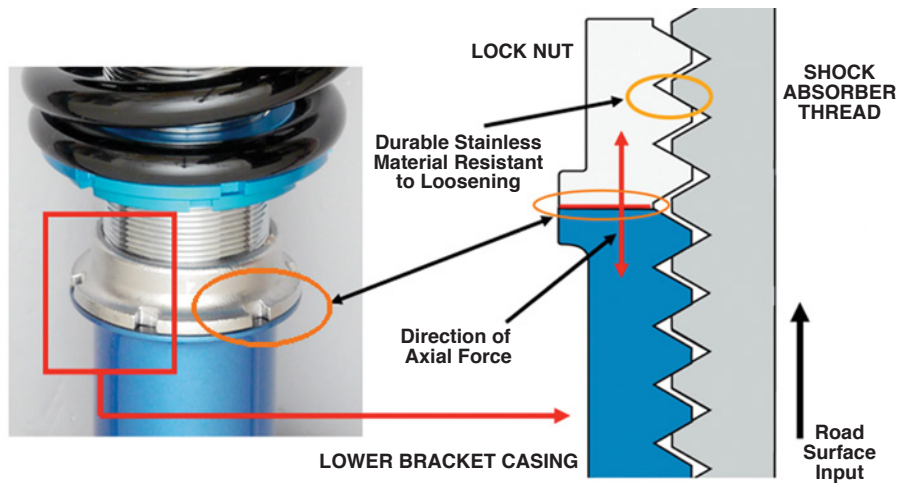


Cusco Shock Casing Technology (Material & Design)

All the new Cusco *STREET* suspension coilover sare made with a specialized shell casing and shok body threading in mind. Exclusively made for daily street use and designed to withstand the harshest of elements experienced from all forms of outdoor weather.



The shock absorber thread and applicable spring seat/locknuts feature a durable stainless material with Nickel and Chrome plating implemented directly on top of the thread surface. When these two materials make contact, it creates a high amount of adhesion thus the spring seat will not easily become loose even under extreme road surface input. The special thread pitch design is also resistant to any external elements such as dust or sand grits and will not damage the thread peaks while adjusting vehicle ride height.



TESTED OVER 500 HOURS OF RUST AND ADHERENCE PREVENTION



Inside thread of shock body case - After test



Outside thread of shock body case - After test



Threaded spacer - After test

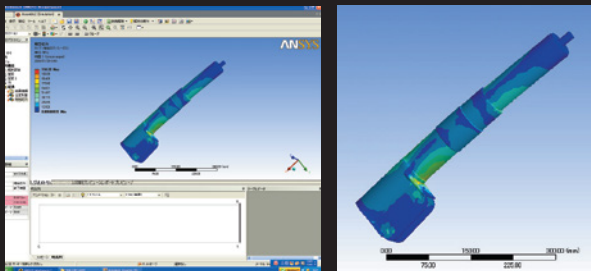
Cusco suspension coilvers are tested for surface exposure of external elements. A high concentration of high temperature and saltwater concentration is applied for over 500 hours. The coilover threads, lock nut, and lower seats are compliant to strict JIS.Z2371 standards.



High concentration saltwater direct injection test

IMPLEMENTATION OF STRENGTH SIMULATION

The strength of a designed and developed suspension kit is being simulated carefully by a intensity analysis system of ANSYS.



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