

HEIGHT ADJUST PARAMETER

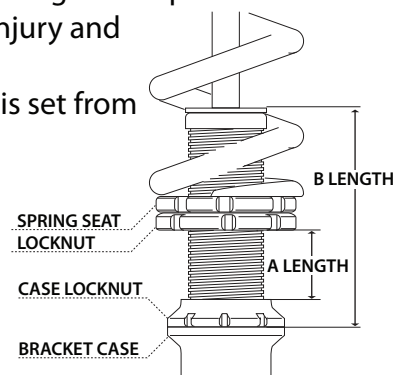
WARNING THE 'B LENGTH' MUST NEVER BE EXTENDED BEYOND ITS MAXIMUM CAPACITY. (GROOVE INDICATES MAXIMUM LENGTH)

Stay within the allowed parameter when adjusting the suspension height. Failure to do so may result in serious injury and or damages.

Factory setting refers to what the suspension is set from Cusco, straight out of the box.

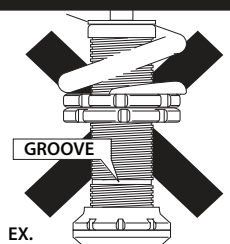
	B PARAMETER	FACTORY SETTING
FRONT	120 mm ~ 135 mm	120 mm
REAR (CN)	135 mm ~ 160 mm	140 mm
REAR (CP)	145 mm ~ 170 mm	150 mm

*REFER TO SEPARATE RIDE HEIGHT SETTING INSTRUCTIONS

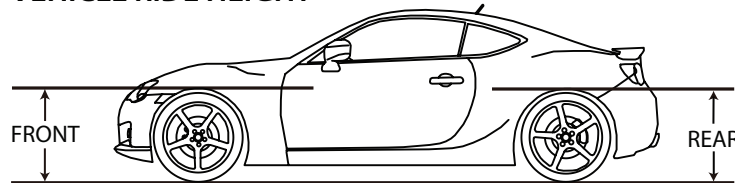


CAUTION

The groove in the shock body thread indicates the maximum height the suspension is capable of being set. Make sure that this groove is not visible above the locknut after setting the suspension height. Beware that the suspension assembly may collapse and fail if it is set too high.



VEHICLE RIDE HEIGHT



WARNING ALWAYS PERFORM AN 4 WHEEL ALIGNMENT AFTER ALTERING VEHICLE RIDE HEIGHT.

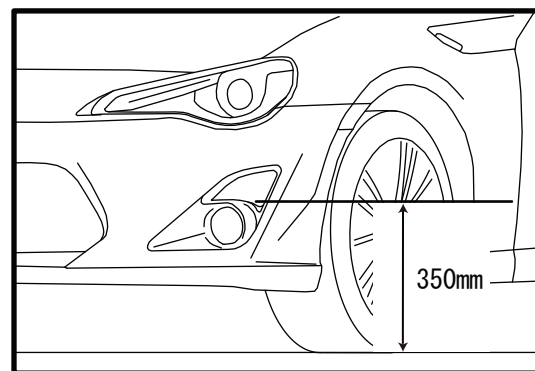
* Tire size and tread wear rate may alter results.

RIDE HEIGHT vs. STOCK

Front A = 20mm	Rear A = 45mm
Front Height = -15mm	Rear Height = -25mm

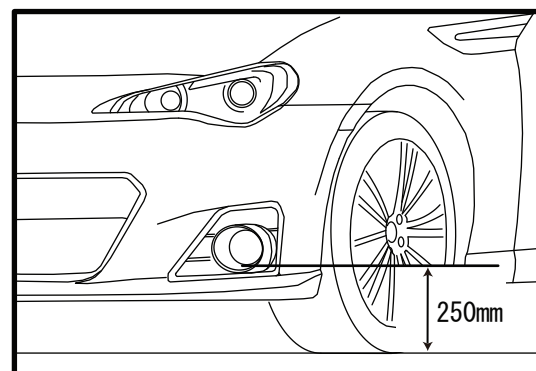
WARNING

The numbers indicated in the charts represent data taken from the Cusco test vehicle. Use for reference only, always measure and take into consideration alternate factors such as wheel size and supporting modifications.



WARNING

On the Toyota 86 / GT86, make sure that the fog lights are at least 350mm above the ground. (*based on Japanese safety regulations, check your local laws for details)



WARNING

On the Subaru BRZ, make sure that the fog lights are at least 250mm above the ground. (*based on Japanese safety regulation, check your local laws for details)

TEST VEHICLE DATA SPEC

*Data below represents specifications from the Cusco test vehicle. Results may vary depending on year, grade, model.

VEHICLE	2012 Subaru BRZ [DBA-ZC6]			
GRADE	S			
WHEEL SIZE	Front	7.5JJ-18	OFF +48	
	Rear	7.5JJ-18	OFF +48	
TIRE SIZE	Front	225/40-18	Rear	225/40-18
TOE	Front	0 ±3mm	Rear	0 ±3mm
CAMBER	Front	-0°40' ±0°30'	Rear	-1°70' ±30'

TOYOTA 86	Front	-15 ~ 0 mm	Rear	-35 ~ 0 mm
SUBARU BRZ	Front	-15 ~ 0 mm	Rear	-35 ~ 0 mm

*Refer to the manufacturer factory service manual for the wheel alignment specifications.

*The suspension unit shown in the illustration may not depict actual unit.



**STREET ZERO-A
ADJUSTABLE COILOVER SUSPENSION SYSTEM
INSTALLATION MANUAL**

FULLY READ AND ACKNOWLEDGE BEFORE BEGINNING INSTALL

40 WAY DAMPER



**TOYOTA 86 / GT86
SCION FR-S
SUBARU BRZ**

[PART NO. 965 60N CN] (HD RUBBER UPPER MOUNT)
[PART NO. 965 60N CP] (PILLOWBALL UPPER MOUNT*)

*PILLOWBALL MAY INCREASE SUSPENSION NOISE

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- CUSCO test vehicle specification 7P

WARNING Modifications to interior panels may be necessary for installation. Damper adjustment is performed using the dial located on top of the shock absorber shaft. Some models may require removal of plastic trims, upholstery, and even the rear seats for adjustment.

CONTACT:
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965 60N CN-N3F51
965 60N CP-N3G51



SUSPENSION KIT CONTENTS

Please confirm kit contents before starting installation

FRONT SUSPENSION KIT LH	x1	INSTRUCTION MANUAL	x1
FRONT SUSPENSION KIT RH	x1	INSTALLATION MANUAL	x1
REAR SUSPENSION KIT	x2		
HEIGHT ADJUSTMENT WRENCH	x2		

WARNING BEFORE STARTING INSTALLATION



1) BEFORE REMOVING EXISTING SUSPENSION UNIT

- GET FAMILIARIZED WITH THE MOUNTING AREAS AND ALL SURROUNDING COMPONENTS.
- CLEAN MOUNTING POINTS AND OTHER IMPORTANT AREAS WITH BRUSH.
- APPLY AND SOAK PENETRATION OIL BEFORE ATTEMPTING TO REMOVE RUSTED HARDWARE.
- DO NOT COMPLETELY DISCARD REMOVED COMPONENTS UNTIL THE NEW SUSPENSION IS FULLY INSTALLED.



2) WHEN INSTALLING NEW SUSPENSION UNIT

- CHECK PRODUCT PART NUMBER AND VEHICLE APPLICATION BEFORE HANDLING PRODUCT.
- INSPECT ALL INCLUDED COMPONENTS AND MAKE SURE NOTHING IS MISSING.
- CHECK TO SEE IF INSTALLED COMPONENT DOES NOT MAKE CONTACT WITH BODY, TIRES, OR WHEELS.



HOW TO READ THE WARNING ICONS

This installation manual contains these warning icons. Acknowledge each and every warning before starting.



WARNING

Ignoring this warning icon may result in serious injuries or even death. Fully acknowledge the instructions and follow with extreme caution.



CAUTION

Ignoring this caution note may result in injury or damages inflicted upon the product and/or vehicle.



OTHER WARNING ICONS



PROHIBITED



FIRE HAZARD



DO NOT DISASSEMBLE / MODIFY



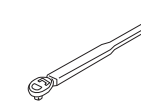
CHECK



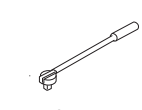
Jack Stands



Coilover Wrench



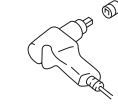
Torque Wrench



Socket Wrench



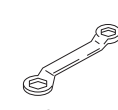
Hydraulic Jack



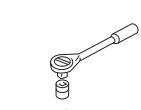
Impact Gun



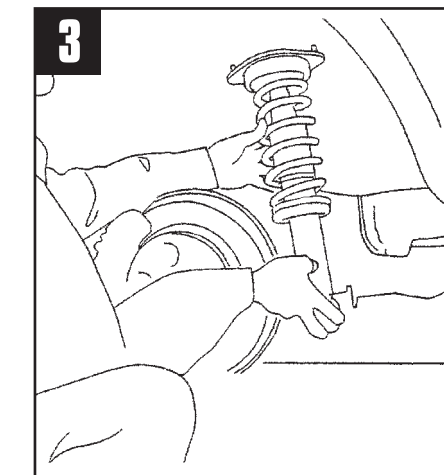
Open-end Wrench



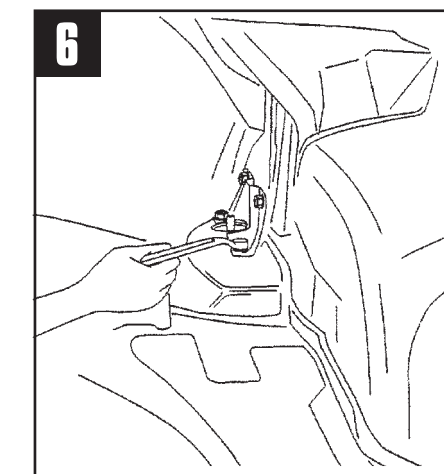
Eyelet Wrench



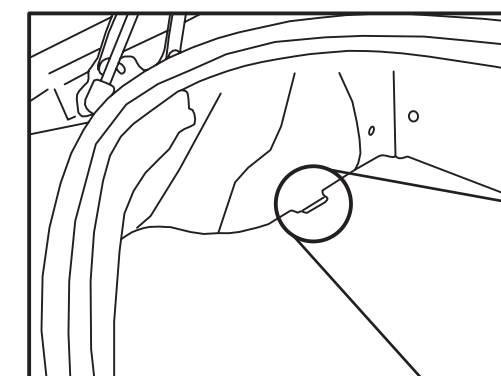
Ratchet Wrench



Gently lower the hydraulic jack that is holding up the rear link and remove the bolt that mounts the bottom bracket. Using both hands, remove the suspension strut assembly from the vehicle. (Fig. B)

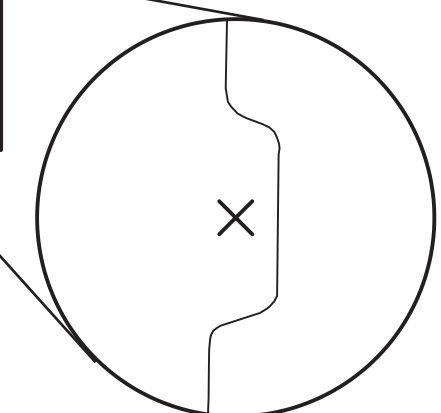


Install the rear upper strut nuts that were removed in step 5. (Torque Spec: 30N-m)
Replace rear plastic trim with factory clips.



WARNING

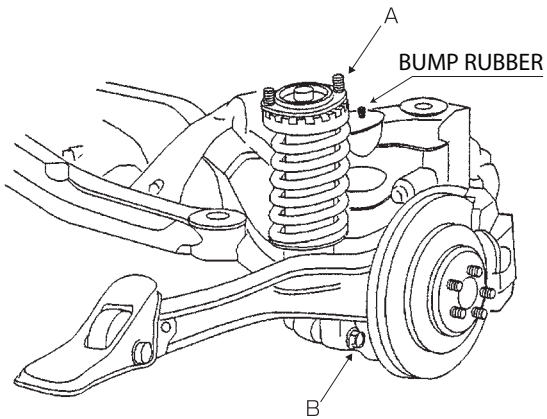
Interior panel and rear center floor mat modification (trimming) necessary for econ step motor installation. Please modify the rear centerfloor mat so that it does not make contact with the shock absorber.



REAR REAR SUSPENSION

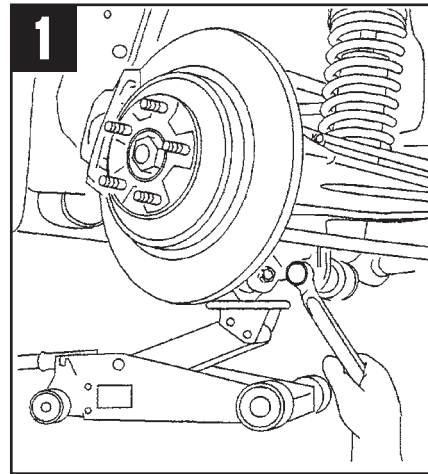
WARNING OEM FACTORY PARTS WILL BE USED. PLEASE PREPARE NEW FACTORY COMPONENTS BEFORE STARTING INSTALLATION.

SCHEMATIC <ASSEMBLY>

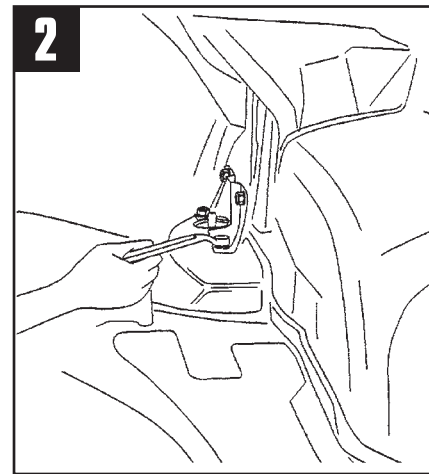


WARNING Completely remove both sides (L & R) of the suspension first before proceeding to install the new units. This applies to both front and rear.

REMOVAL

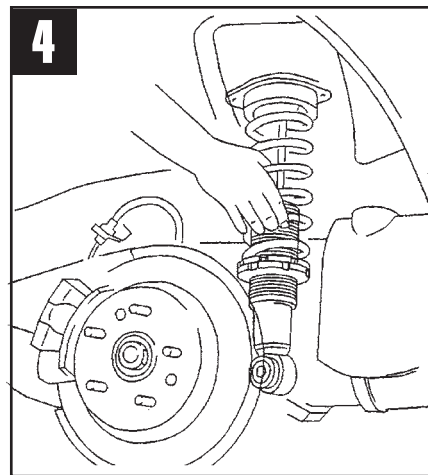


1 Place hydraulic jack under the lower arm and slightly raise up. Remove the flanged nut located on the bottom of the shock absorber. (Fig. B.)

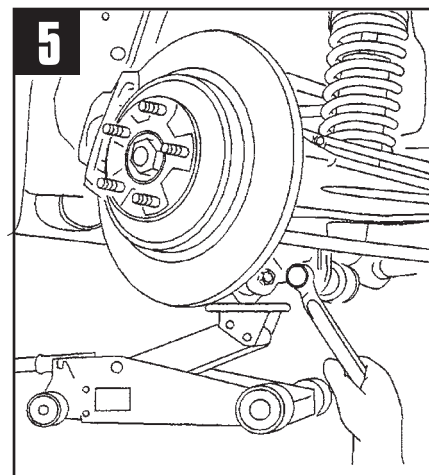


2 Remove the clips that hold the trunk space interior trim, exposing the strut tower. Remove the 2 nuts that hold the shock assembly to the strut tower. (Fig. A.)

INSTALLATION



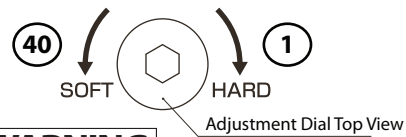
4 Place the shock absorber to the strut location and install the upper mount strut nuts. (Fig. A.)



5 Install the bottom bracket bolt by raising and lowering the hydraulic jack to the position where the hole lines up. Insert flanged bolt and secure with flanged nut. It is highly recommended to use new OEM hardware. Torque according to the specification listed. (Torque Spec: 160N-m) (Fig. B.)

DAMPER ADJUSTMENT DIAL

Adjust the shock damper rate by first turning the dial all the way right, clockwise (0 step) as a reference. Each click indicates a single step increase, starting from the first click which is the hardest setting and the 40th click being the softest.

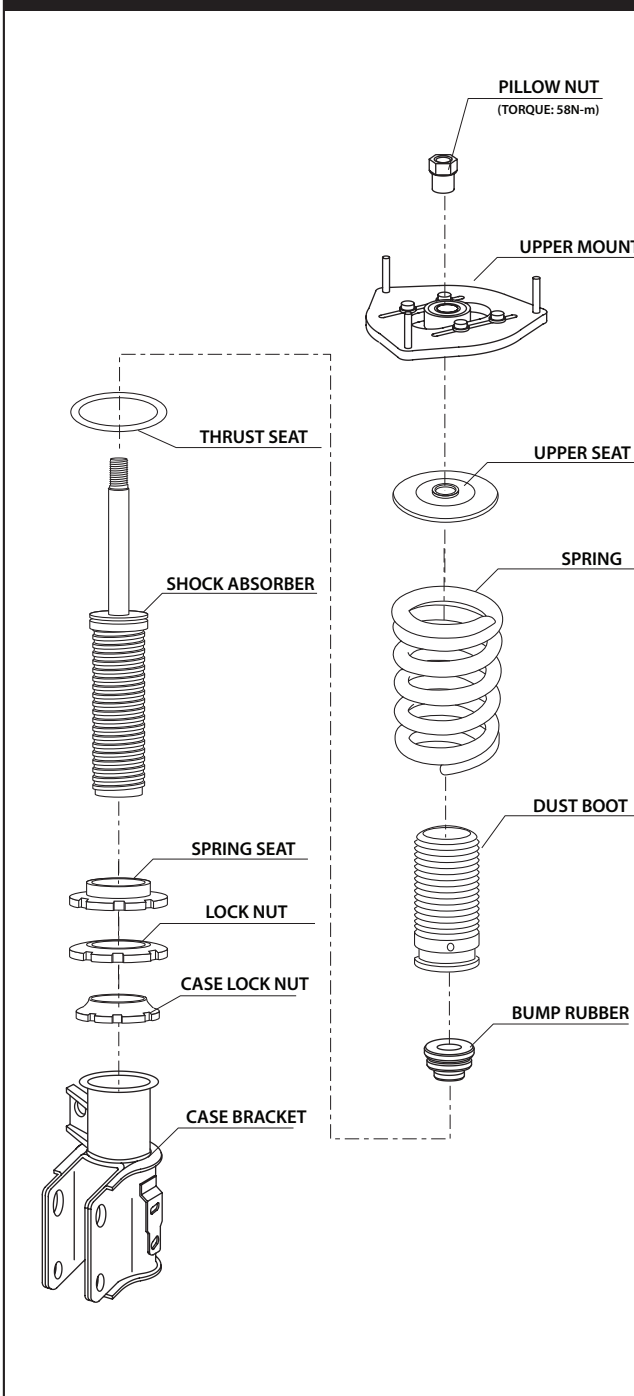


WARNING Never operate the vehicle with the shock absorber set at 0 (zero step). Always use with the damper parameter set only between 1 and 40.

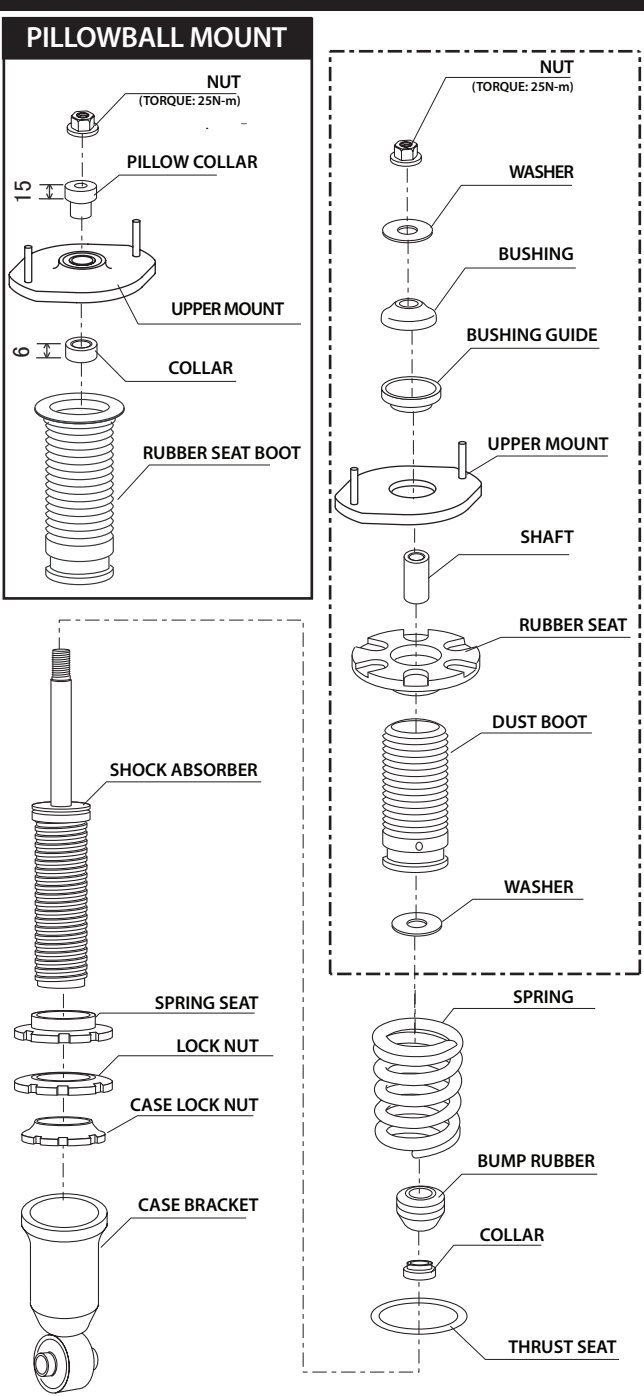
WARNING Always make sure that the left and right side damper settings are set at the same rate.

WARNING Fragile: Do not apply stress to these areas. Leave the adjustment dial area free of any debris and do not hang any tools from this area.

FRONT SUSPENSION ASSEMBLY DIAGRAM



REAR SUSPENSION ASSEMBLY DIAGRAM



The suspension unit shown in the illustration may not depict actual unit.

WARNING OEM FACTORY PARTS ARE NECESSARY FOR THIS INSTALL. PLEASE ACQUIRE BEFORE STARTING THE INSTALLATION PROCEDURES.

SUBARU OEM PART NO.	SU003-03642 (20327CA000)	FRONT - UPPER MOUNT NUT
SUBARU OEM PART NO.	SU003-02889 (902380008)	FRONT - SHOCK ABSORBER / KNUCKLE NUT
SUBARU OEM PART NO.	SU003-02887 (902380003)	FRONT - SWAY BAR LINK / SHOCK ABSORBER NUT
SUBARU OEM PART NO.	SU003-02870 (902350030)	REAR - SHOCK ABSORBER / LOWER ARM NUT
SUBARU OEM PART NO.	SU003-02889 (902350029)	REAR - UPPER MOUNT NUT

WARNING Take extra care when assembling the suspension kit not to overtighten the upper most nut. Tightening above the indicated torque specification may cause irreversible damage to the shock absorber.

REPLACEMENT COMPONENTS

POSITION	PART DESCRIPTION	PART NUMBER	MSRP	NOTES
FRONT	Shock Absorber	00B 6KN F13B	\$347.00 (USD)	RH / LH
REAR	Shock Absorber	00B 6KN G11B	\$280.00 (USD)	RH / LH

WARNING Please refer to the assembly diagram for other replacement components and inquire within.

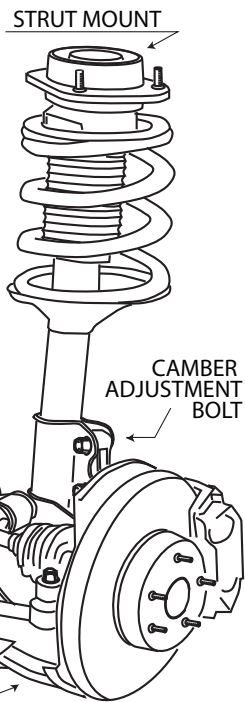
FRONT FRONT SUSPENSION

WARNING OEM FACTORY PARTS WILL BE USED. PLEASE PREPARE NEW FACTORY COMPONENTS BEFORE STARTING INSTALLATION.



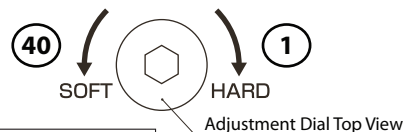
SCHEMATIC <ASSEMBLY>

Align the knuckle to the bolt marking when removing and installing the upper camber adjustment bolt. Always turn the self locking nut by holding down the bolt side when tightening or loosening. Never torque or loosen from the bolt side.



WARNING Completely remove both sides (L & R) of the suspension first before proceeding to install the new units. This applies to both front and rear.

DAMPER ADJUSTMENT DIAL
Adjust the shock damper rate by first turning the dial all the way right, clockwise (0 step) as a reference. Each click indicates a single step increase, starting from the first click which is the hardest setting and the 40th click being the softest.

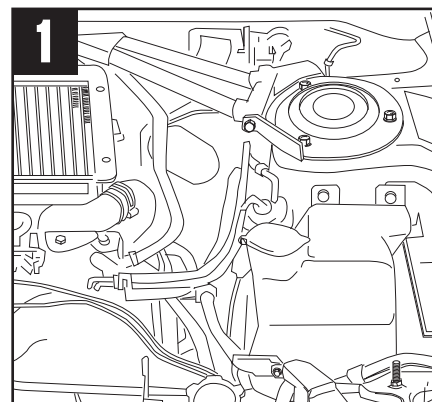


WARNING Never operate the vehicle with the shock absorber set at 0 (zero step). Always use with the damper parameter set only between 1 and 40.

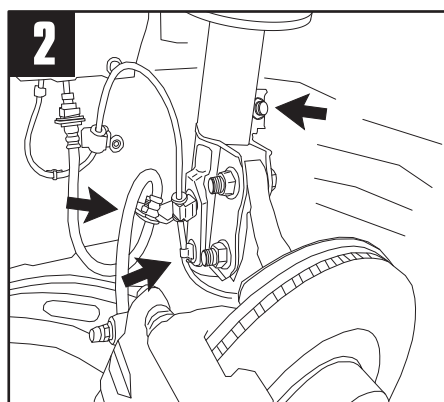
WARNING Always make sure that the left and right side damper settings are set at the same rate.

WARNING Fragile: Do not apply stress to these areas. Leave the adjustment dial area free of any debris and do not hang any tools from this area.

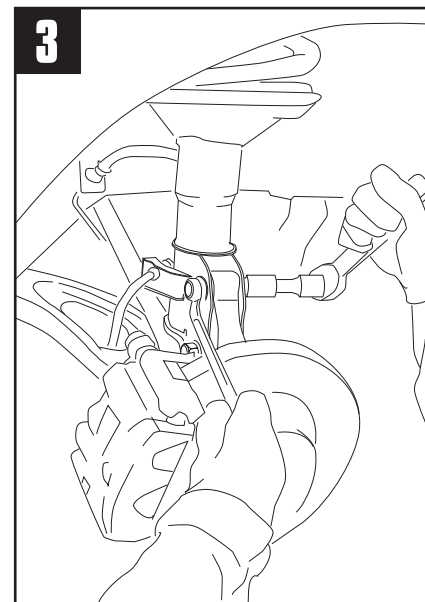
REMOVAL



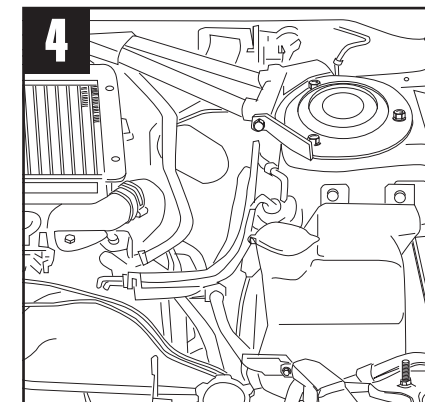
Loosen the 3 strut tower nuts inside the engine bay. Only loosen and do not remove these nuts just yet.



Remove the bolt that holds the brake line to the bracket and the nut connecting the sway bar end link. Mark the knuckle and the upper bolt to the strut camber position. Remove the sensor harness bolt for vehicles equipped with an ABS system.



Lift the transverse arm area with the hydraulic jack, then proceed to loosen the 2 flanged nuts and bolts.

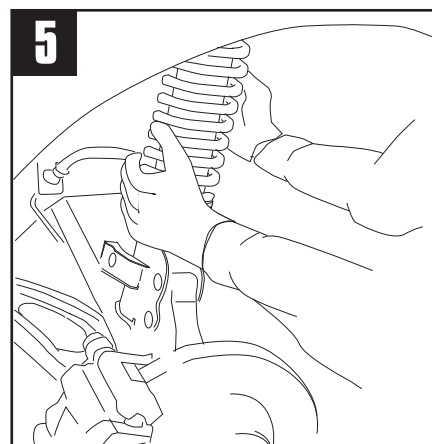


Hold the strut assembly while removing the three strut tower nuts that were loosened on step 1. Carefully remove the strut assembly from the vehicle.

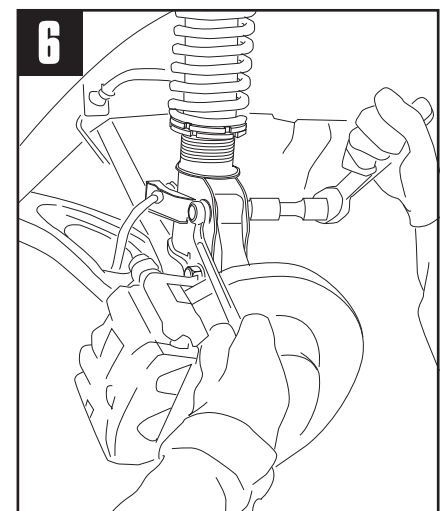
WARNING Always use both hands when handling strut assembly. Dropping the unit may cause serious injury & damage to the component.

CAUTION Use caution when removing strut assembly not to damage the ABS sensor harness.

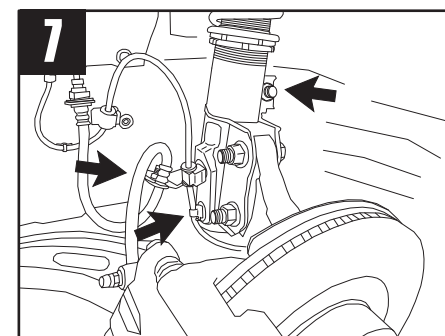
INSTALLATION



Mount the Cusco suspension to the upper strut area using the 3 factory OEM nuts. It is highly recommended to use new OEM hardware. Torque according to the specification listed. (Torque Spec: 20N-m)



Install the bottom bracket bolts by raising the hydraulic jack to the transverse link where the 2 holes line up. It is highly recommended to use new OEM hardware. The nuts are self locking. Torque according to the specification listed. (Torque Spec: 175N-m)



Install the sway bar link with a brand new factory nut and torque down. (Torque Spec: 74N-m)

Remove the hydraulic jack from underneath the vehicle. Re-install the brake hose to its designated strut tab. (Torque Spec: 30N-m)

Re-install the ABS sensor harness to its designated bracket and torque down accordingly. (Torque Spec: 20N-m)