

STANCE
MAZDA HONDA 52000
MX5
TOYOTA FT86/FR-S WIDE BODY
4X4 TOYOTA
RACING FT86 FR-S
HONDA SUBARU VOLKSWAGEN
GOLF R MK7 WRX STI
FIT RANGER
4X4
TOYOTA 4RUNNER HONDA
HYUNDAI GENESIS COUPE CIVIC EG
VAZDA
RX7

WIDE BODY
RACING
FIT
4X4
RANGER
4X4
4RUNNER
GENESIS COUPE
CIVIC EG
RX7

STREET

Chassis
Steering
Alignment
Tuning Master



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EDITOR'S NOTE

HARDRACE focused on developing high performance modified parts for racing and street cars. We define ourselves by the best as a Tuning Master of solving all kinds of problems of chassis. We devoted ourselves to develop adjustable and reinforced products for chassis. Last year we did a successful cooperation to work with the Australia dealer JDMYard and the racer - Adam Casmiri. In WTAC - World Time Attack Challenge, HARDRACE suspension did it again. Laptime: 1:27.5 to win the champion for a second time. This year we keep track of demand and pulse of car modification market. HARDRACE developed and launched "4 x 4 Trucks Parts". Besides, just like Stance Series, HARDRACE follows the trend of market to improve and extend. In this brochure, we will show you 6 types of modification with different styles. You will be amazed to see how many different applications with Hardrace adjustable arms, pillow ball bushings, harden rubber bushings, camber hits, sway bars and much more! For your car suspension and chassis needs, Hardrace got what you looking for. HARDRACE always offers the ultimate alignment, steering & suspension performance products that will blow your minds away!



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RACING



Hardrace specialized in improving the performance of race cars for many years. We always strive to develop safe and reliable products. We share the same philosophy as many professional racecar drivers : 80% speed and 100% accuracy. Speed and power alone do not constitute a fast lap time.

A combination of a well setup, balanced vehicle with 100% accuracy during cornering will always yield a better lap time. We used our range of anti-dust pillow ball bushing for our range of dedicated race car suspension components.

HONDA

CIVIC EG

TWO TIME WORLD TIME ATTACK CHALLENGE OPEN CLASS CHAMPIONS!



HARDRACE and HARDRACE australia-JDMYARD joined the World Time Attack Challenge for many years. Each year spawns a new challenge, new learning curve and especially this year a more exciting car.



This year we still retaining the in house assembled K24 powerplant, we have opted to ditch the supercharger and replace it with a torque inducing Borg Warner EFR8374 Turbo, mated to a custom made exhaust manifold from Hypertune ensuring that power will not be a limitation. And stepped up to the plate tuning the car to an incredible 730hp at the wheels on the MOTEC M150 ECU, all this whilst retaining the key elements to make sure that the power is smooth, useable and reliable.



This time we also develop the Lightweight tubular Front LCA for it. The extreme speed showing the lightweight arms and pillowball bushings no strain as both corner and straight line speed have increased greatly, and finally HARDRACE suspension edges it again! LAPTIME: 1:27.5 So happy to win this title for a second time. Running Hardrace pillowball components throughout, this is a true testament to the design and reliability of our products.



#7846
FRONT COMPLIANCE BUSHING



#6113 REAR CAMBER KIT
Rear camber adjustment function reduces tire wear and increase tire durable. Pillow ball bushing equipped.



#7767 LIGHTWEIGHT TUBULAR
FRONT LOWER CONTROL ARM
Lightweight design, weight saving of 2.1kg/4.5lbs per side, total unsprung weight saving of 4.2kg/9lbs. Pillow Ball Bushing Equipped. Dramatically improving handling performance.



#6111-S REAR TOE ARM
Toe arms allow for fine-tuned adjustments to the rear toe in/out setting of the vehicle. It helps to raise straight line stability and road control. Pillow ball bushing equipped.



#6205 FRONT UPPER CAMBER KIT
Pillow Ball Bushing Equipped with a camber adjustment function. Provide advanced stability and accurate response steering, especially during high speed driving and cornering.

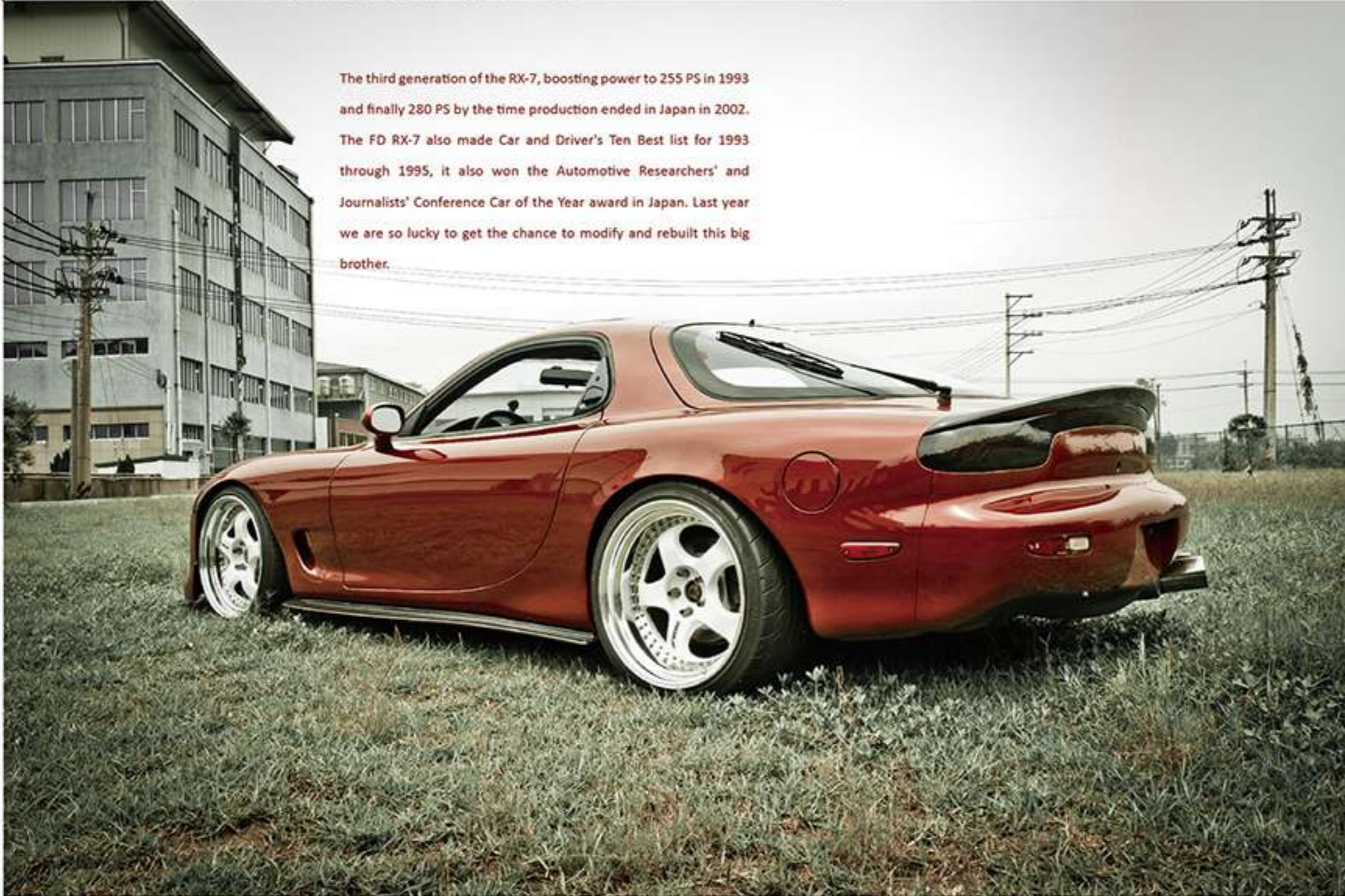


#8856 REAR SWAY BAR & SUB-FRAME BRACE
Hardrace sway bars are designed to reduce body roll, and improve handling during performance-driving. Our sway bars are stiffer, more resilient and durable than factory sway bars. Compound with rear sub-frame brace are designed to stiffen up the chassis and reduce vehicle chassis flex. This will increase the rigidity of your car during high speed driving and hard cornering.





The third generation of the RX-7, boosting power to 255 PS in 1993 and finally 280 PS by the time production ended in Japan in 2002. The FD RX-7 also made Car and Driver's Ten Best list for 1993 through 1995, it also won the Automotive Researchers' and Journalists' Conference Car of the Year award in Japan. Last year we are so lucky to get the chance to modify and rebuild this big brother.



Because of the high driving mileage and have been used for many years, we can hear some noise while driving on the bumpy road and bad handling of it, so this time we prepare following parts to modify it:

- 1.Rear Lower Arm & Traction Rod #7342
- 2.Rear Toe Arm #6317
- 3.RC Tie Rod End #6314
- 4.Rear Trailing Arm #6316
- 5.Pillow Ball Bushing of Whole Chassis Parts
- 6.Front Upper Camper Kit #8667
- 7.Hard Tie Rod #6590





WE REPLACE THE WORN FACTORY BUSHINGS WITH OUR PILLOW BALL BUSHINGS.



#8667 FRONT UPPER CAMBER KIT

Pillow Ball Equipped. Camber kit reduces tire wear and increase tire durable. Made with superior quality bushing, provide advanced stability and accurate response steering, especially during high speed driving and cornering.



#6314 RC TIE ROD END
#6590 HARD TIE ROD



#6317
REAR TOE ARM



#7342
REAR LOWER ARM & TRACTION ROD



These anti-dust spherical bearings provide excellent driver feedback, precise control and solid suspension feel. Then conducting a comprehensive wheel alignment. After that, it looks so different now. It get back the sensation of a new car. The noises were disappeared right after these parts were installed. We can feel the solid steering response and better handling. And we believe that it can optimize grip of traction and braking performance.

SUBARU

WRX STI



Although it has many advantages, we thought we can still improve his performance. Which most important is the stiffness. The factory bush hardness is harder than before but not good enough for racing. We change it to our range of anti-dust pillow ball bushings for the front and rear arms. These bushings provide solid suspension feel and precise control. High quality spherical joint can bring the quick and solid response. Besides, the adjustable arms can easy to adjust the angle of wheel to fit the ride height. Our Front and Rear sway bars are stiffer, more resilient and durable than factory sway bars. Pair with Hardrace sway bar bushings and end links for the best results. 2 point adjustable design and hollow material with higher torsional rigidity. Combine the adjustment above, it's ready for yield a better lap time now.



WRX STI - A performance car icon. Subaru's turbocharged, all-wheel-drive WRX has been a go-fast staple for more than 20 years. This is the latest version, a car that defies modern traditions by maintaining the values of the original Impreza turbo. Nothing drives quite like a WRX. There's the throbbing tune from the exhaust, the notchy, mechanical feel of its transmission, the purchase of simple all-wheel-drive traction and the addictive turbo rush of a special motor. It's a heady mix, and this is the best way to sample it. It lives for corners, making the most of a well-sorted chassis, massive traction and turbo grunt to tear through an apex and slingshot away like few other cars on the road. Roundabouts are particularly fun, as the 'Rex responds sharply to direction changes.





#7669
REAR SWAY BAR



#7725
FRONT SWAY BAR



#7428
REAR LOWER CONTROL ARM



#7725
FRONT SWAY BAR



#7699
RC TIE ROD END

WRX STI TOTAL SOLUTION :

- # 7669 REAR SWAY BAR - 22MM / 2 POINT ADJUSTABLE DESIGN
- # 7725 FRONT SWAY BAR - 28MM / HOLLOW INTERNAL STRUCTURE
- # 7889 FRONT LOWER ARM BUSH - PILLOW BALL BUSHING REPLACED TO GET A SOLID RESPONSE AND EXCELLENT DRIVER FEEDBACK
- # 7428 REAR LOWER CONTROL ARM - PILLOW BALL BUSHING EQUIPPED WITH CAMBER FUNCTION, PROVIDE ADVANCED STABILITY AND ACCURATE RESPONSE STEERING
- # 7699 RC TIE ROD END - CORRECT LOWERED GEOMETRY, HELP KEEP WRX FRONT WHEELS STABLE



#8935
REAR SUB-FRAME SUPPORT BAR

#6959
ENGINE STOPPER



#8942
REAR DIFFERENTIAL SUPPORT MOUNT

- # 8935 REAR SUB-FRAME SUPPORT BAR - MADE OF UNIQUE HIGH DENSITY STEEL , INCREASES CHASSIS STRENGTH AND STIFFNESS
- # 6959 ENGINE STOPPER - ALUMINUM BODY WITH HARDEN RUBBER, OFFERS A MORE DIRECT CONNECTION BETWEEN THE DRIVE-TRAIN AND CHASSIS
- # 8942 REAR DIFFERENTIAL SUPPORT MOUNT - DIFF. MOUNT ELIMINATES MOVEMENT BETWEEN THE DIFFERENTIAL AND THE CHASSIS, PROVIDE THE MAXIMUM POWER TRANSFER TO THE WHEELS
- # 7714 REAR TOE ARM - PILLOW BALL BUSHING EQUIPPED ALLOW FOR FINE-TUNED ADJUSTMENTS TO THE REAR TOE IN/OUT SETTING OF WRX
- # 7612 REAR TRACTION ROD - PILLOW BALL BUSHING EQUIPPED, SUPERIOR STRENGTH AND DURABILITY



#7714
REAR TOE ARM



#7612
REAR TRACTION ROD

STREET

Comfort is a consideration when it comes to car buying and with much reason to be. However, for the serious enthusiasts who care about performance, road response, and good handling, you must try replace some factory parts to hardrace street series parts. This series parts are suitable for daily use and equipped with harden rubber bushings. Harden rubber bushings which are utilized for the low friction with minimal deflection for dynamic shock control, provide solid steering response and driving suspension feel.



Our popular street series parts, for example, adjustable camber kit, adjustable toe arms, front control arms, rear lower arms, are must-have for enthusiasts looking to fine-tune their suspension to correct camber, toe and caster degree introduced from lowered ride heights. With the adjustment ability, enthusiasts can reduce tire wear and increase tire durable, also significantly improve handling and stability.

Of course, you can't miss out our sway bars and strut bars. Hardrace sway bars are designed to reduce body roll, and improve handling during performance-driving. We manufacture all of our sway bars with the latest technologies and CNC machines. Our sway bars are stiffer, more resilient and durable than factory sway bars. Pair with Hardrace sway bar bushings and end links for the best results. And strut bars are also significantly improving the stiffness.

THERE ARE STILL MANY PARTS ARE FAR TOO NUMEROUS TO LIST INDIVIDUALLY, SO LET ME GIVE YOU SOME INSTANCES TO SHOW THE POPULAR STREET CARS FITTING OF HARDRACE PARTS.



The new 1-series F20 continues to share platform with 3-series F30. Up front, it keeps the macpherson struts of the old car. The rear suspensions remains a multi-link setup with less costly steel components instead of the bigger car's aluminum ones. Admittedly, this enables the F20 to claim a 50:50 weight distribution despite of its lack of tail.

On the road, the first you notice about the new chassis is improved ride comfort. Most drivers found it more satisfying to use on day-to-day basis because of its lighter helm and free of kickbacks.

To improve handling, hardrace provide aluminum front lower arm equipped with harden rubber bushing and rear camber kit, rear toe arm, rear trailing arm and rear upper arm, all equipped with pillow ball bushings. Besides, there are 28mm front and 19mm rear sway bar to increase stability while during high speed cornering. Also we are proud to announce the new front strut bar. It'll reduce the flex of the vehicle chassis and improve the stiffness.





> REAR MULTI-LINK SETUP



> #7434
REAR CAMBER KIT
#7435
REAR UPPER FRONT ARM



> #7436
REAR TOE CONTROL ARM



> #7437
REAR TRAILING ARM



> F2
M III

These upgrades can make significant changes. Body control sees a big improvement, too, as are braking and high-speed stability. The rear arms provide excellent solid response with pillow ball bushing. And you can also experience better control and minimal flex during turns, corners & maneuvering as our Hardrace sway bar reduces roll & leaning over to one side.



> #8931 / #8932 / #7685
FRONT LOWER ARM / HARDEN RUBBER BUSHING
Aluminum arm equipped with harden rubber bushings dramatically improving handling performance



> #8909
FRONT STRUT BRACE



> #7721 FRONT SWAY BAR
26mm / 2 point adjustable design



> #7723
REAR SWAY BAR
19mm



> #8659-140 / #8659-300
ADJ. STABILIZER LINK
M10 ball stud



The Golf R MK7 uses almost the same MQB platform as the third-generation Audi TT. Based on the lightweight MQB platform, the new car has an inherent advantage. It tips the scale at 1420 kg with standard 4WD system and optional DSG gearbox fitted. The car that rolls over the current champion is Volkswagen Golf R. You won't have guessed this from its civilized exterior design, which is no more exciting than the lesser Golf GTI, compared with the one powering GTI, this version gets a larger turbo and stronger components.

1 FRONT LOWER ARM

#8810



3 ADJUSTABLE TIE ROD

#8579



5 ROLL CENTER CAMBER ADJUSTER

#7646



7 REAR REINFORCED STABILIZER LINK

#8806



9 FRONT SWAY BAR 30mm / 2 point adjustable

#8781



2 REAR CAMBER KIT

#7958



4 REAR TOE ARM

#8627



6 FRONT ADJ. STABILIZER LINK

#8793-340



8 REAR SWAY BAR 25.4mm sway bar

#8778



10 FRONT LOWER ARM- FRONT BUSHING pillow ball bushing

#Q0076



11 FRONT LOWER ARM- REAR BUSHING pillow ball bushing

#Q0077



LET'S CHECK OUT THIS HARDRACE EQUIPPED GOLF R MK7

The Golf R also rides and handles brilliantly. Its suspension – stiffer and 5mm lower than that of Golf GTI. Meanwhile, HARDRACE developed some great parts for the serious enthusiasts to upgrade their GOLF R MK7. Such as Front Control Arms, Rear Camber Kits, Rear Toe Arms, RC Adjuster, Sway Bar and Front Strut Brace. These parts will offer more grip, more traction and less roll. It allows you to drive it faster than would be otherwise possible on mountain roads. And the whole thing feels better tied down and more agile. Let's check out this HARDRACE equipped GOLF R MK7.

FORD FOCUS MK3

FORD

On the road, the ST is quite fast and fun to drive. It is tractable low down and particularly strong at mid-range. The 6-speed manual is slick to shift. Next thing you will notice is the quick steering. The more you turn the quicker it becomes. However, we still think the suspension setting got a little bit soft. If you're a more serious enthusiast, you will want to fine tune it to make ST suspension more perfect on performance.

HARDRACE employs high percentage of high-strength steel to make the Front Lower Arm, Rear Camber Kit and Rear Toe Arm which all equipped with Harden Rubber Bushings. Front 28mm and Rear 25.4mm, 2 point adjustable design sway bars are stiffer, more resilient and durable than factory sway bars. Besides, we replace the factory engine mount to HARDRACE harden engine mount, and install the latest Front Strut Brace to improve the stiffness.



The new FOCUS MK3 ST follows the successful formula set out by the Mk2. It also rides on similar suspensions consisting of MacPherson struts up front and multi-links at the rear. It looks far more aggressive and offers superior performance and a more entertaining chassis.



Now the ST turns in willingly, and we can feel accurate response steering significantly in corners and at speed. And still maintain an aggressive-handling makes it more fun to drive.



FRONT STRUT BRACE #8913

Reduce the flex of the vehicle chassis and improve the stiffness



REAR CAMBER KIT #8457.5

Camber adjustment reduces tire wear, equipped with harden rubber bushing

REAR TOE ARM #8410.5

Toe arms allowed for fine-tuned adjustments to the rear toe setting. It helps to raise straight line stability and road control. Harden rubber bushing equipped.



RC TIE ROD END #2773



ROLL CENTER CAMBER ADJUSTER (Optional) #2753

+20mm extension, to increase negative camber



FRONT & REAR SWAY BAR

Front 28mm, rear 25.4mm adjustable sway bars are designed to reduce body roll, and improve handling during performance driving. They are stiffer, more resilient and durable than factory sway bars.



FRONT LOWER ARM #2754

Equipped with harden rubber bushing

ROLL CENTER ADJUSTER #2752

+8 mm extension, correct the suspension geometry of a lowered car, putting the control arms back closer to its original position



Fit GK is on a new platform and it's an innovative design. Front suspension is MacPherson strut, but redesigned with a hollow stabilizer bar and new geometry. Rear torsion beam suspension is more compact, no longer using an anti-sway bar to maximize interior and cargo space. The H-shaped torsion beam rear suspension, in which the trailing arms were shortened, which permitted moving the rear axle to the rear.



Honda Fit is fun to drive. Its suspension is comfortable out on the highway. It offers up the kind of predictable handling you'd expect, but with hardness you don't. In order to get the solid response and excellent handling stability, we suggest you to replace factory parts to HARDRACE reinforced parts. We provide Harden rubber bushing for front lower arm, Engine mount set, Front sway bar, Rear add-on sway bar, and range of structure bar and brace to improve the stiffness and chassis rigidity.





REAR ADD-ON SWAY BAR
17mm



#7849

RIGHT ENGINE MOUNT
Street version / 6 MT / CVT



#8831

REAR ENGINE MOUNT
Street version / AT / CVT



HARD RACE



#8673

FRONT SWAY BAR
28mm, adjustable type



#7768

FRONT LOWER BRACE
Connecting between control arm



#7869

FRONT MIDDLE BRACE
Behind the front sub-frame



#7771

FRONT LOWER STRUCTURE BAR
Ready to install, easy bolt on installation



#7868

FRONT LOWER ARM BUSHING
Harden rubber equipped



#7749



REAR ABSORBER WASHER



#8876

FRONT REINFORCED
ABSORBER NUT



#8877

FRONT STRUT BAR



#8561

FRONT ROLL CENTER ADJUSTER



#7815

FRONT REINFORCED
STRUT MOUNT DAMPER



#8878

REAR ADJUSTING SPACER



#8613

DRIFT

Some of the more popular drifting cars include the Toyota GT86, BMW E46, Nissan Silvia S13/S14, Nissan 370Z, Nissan Skyline GTS, and the Mazda RX-7. Drift cars are usually light-to-moderate weight rear-wheel-drive coupes and sedans, offering a large range of power levels, tightening the suspension to help with the weight-shifting drift techniques, and installing a limited-slip differential so the driver can control the car while drifting through more than one turn. Suspension can help you create/reduce oversteer and understeer. By stiffening the rear and softening the front, you increase oversteer. Oversteer is crucial to drifting, but too much of it can be a problem. And always keep your Front and Rear Camber negative. Camber allows you to control how much, and what part, of your tire contacts the pavement while drifting. Caster also helps you achieve this when mixed with Camber. The more Negative Camber you apply to your car, the more the tops of the tires will angle toward each other. HARDRACE Adjustable Arms equipped with full pillow ball bushings help you easily fine tune your car for a drift setting, and also provide excellent driver feedback, precise control and solid suspension feel.



In today's car culture, drift is a very popular type of racing. Japan was the birthplace of drifting. It has evolved into a competitive sport where drivers compete to earn points from judges based on various factors. At the top levels of competition, the D1 Grand Prix in Japan pioneered the sport. Others such as Formula D in the United States, King of Europe and the British Drift Championship in Europe, WDS in China, Formula Drift Asia in the Malaysia/Singapore/Thailand/Indonesia, NZ Drift Series in New Zealand, Australian Drifting Grand Prix have come along to further expand it into a legitimate motor sport worldwide. The drivers within these series were able to keep their cars sliding for extended periods of time, often linking several turns.