

HYUNDAI

GENESIS COUPE

The Hyundai Genesis Coupe start competed at the Formula Drift Professional Drifting Championship, the Pikes Peak International Hill Climb and select Redline Time Attack Series events in 2009. In the United States, Genesis Coupe joined the Touring Car Championship and won the championship in 2014 in a 3.8 liter V6 Genesis Coupe in 2012. In 2015, they finished second in the championship.

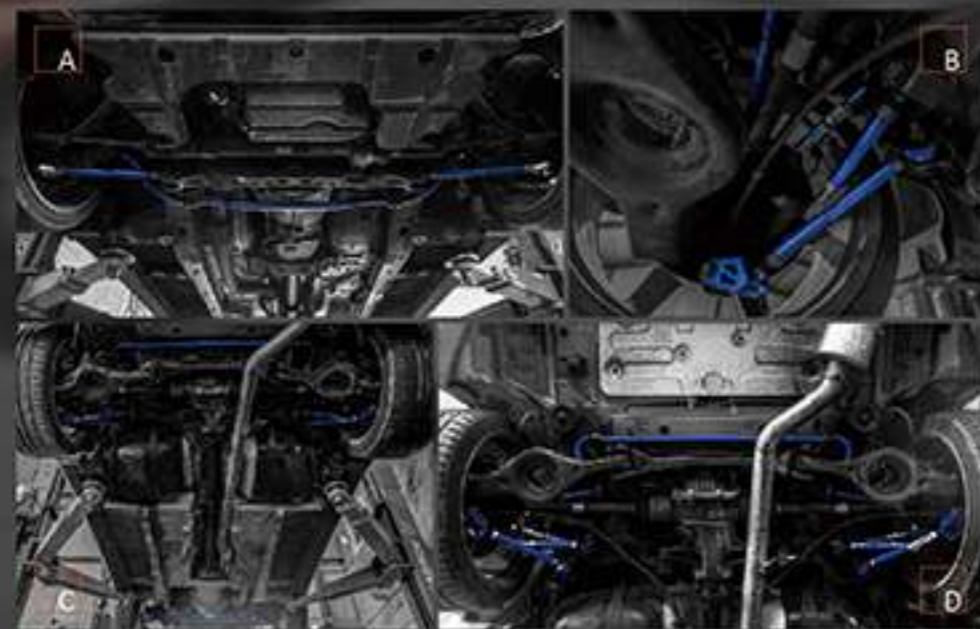


Since Genesis Coupe is an awesome potential platform for a drift car, HARDRACE distributor in South Korea also built a GENESIS COUPE for drifting events. Genesis Coupe is built on the premium rear-drive platform. MacPherson struts up front and multi-links at the rear. It loads up nicely in corners and gives decent feedback locks. Its handling attitude bias towards mild understeer, just as its weight distribution of 55:45 suggested, but with stability control disabled and a big push in throttle pedal, you can get a progressive power slide as desired.





A good drift car has excellent steering response and controllability. Suspension components will be replaced with an eye towards increasing controllability and controlling body roll. Bigger roll control, or sway bars are needed. HARDRACE develop reinforced-rear-multi-links for Genesis Coupe. Including Front Lower Arm, Rear Camber Kit, Rear Toe Arm, and Rear Trailing Arm. For drifting car, we also provide RC Tie Rod End, Harden Engine Mount, Front and Rear Sway Bars. All of the rear arms equipped with pillow ball bushings. Pillow bushings are one of the most components of a vehicle's overall handling. It can be easy to improve the steering response and precise control. You will be able to more fully control your wheel spin with this modification.



- A**
- #7209 FRONT LOWER ARM - PILLOW BALL EQUIPPED
- #7884 FRONT SWAY BAR - 28MM
- 2 POINT ADJUSTABLE DESIGN
- B C D**
- #7204 REAR TRAILING ARM - PILLOW BALL EQUIPPED
- #7205 REAR TOE ARM - PILLOW BALL EQUIPPED
- #7206 REAR UPPER ARM - PILLOW BALL EQUIPPED
- #8764 REAR CAMBER KIT - PILLOW BALL EQUIPPED
- #7885 REAR SWAY BAR - 22MM, 2 POINT ADJUSTABLE DESIGN



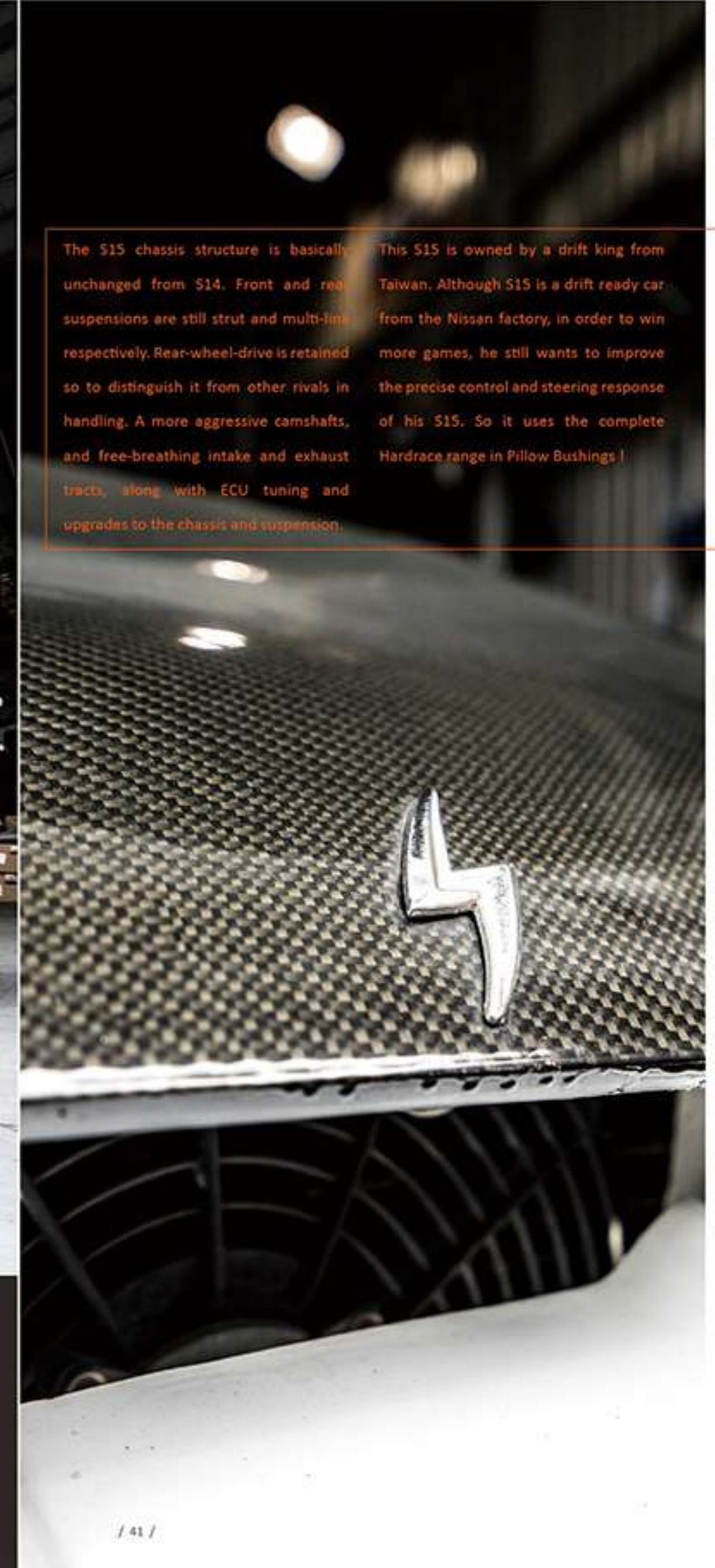
HARDRACE TOE IN SOLUTION FOR GENESIS COUPE

NISSAN

SILVIA S15



NISSAN S15 SILVIA HAS WON D1 GRAND PRIX EVENTS FOR MANY YEARS ! THE SILVIA MODEL IS KNOWN FOR HAVING EXCELLENT WEIGHT DISTRIBUTION, REAR WHEEL DRIVE, LSD, THE TURBO SR20DET ENGINE, AND NICE SUSPENSION SETUP.



The S15 chassis structure is basically unchanged from S14. Front and rear suspensions are still strut and multi-link respectively. Rear-wheel-drive is retained so to distinguish it from other rivals in handling. A more aggressive camshafts, and free-breathing intake and exhaust tracts, along with ECU tuning and upgrades to the chassis and suspension.

This S15 is owned by a drift king from Taiwan. Although S15 is a drift ready car from the Nissan factory, in order to win more games, he still wants to improve the precise control and steering response of his S15. So it uses the complete Hardrace range in Pillow Bushings !



Including Front lower control arms, Front tension rod, Rear lower control arms, Rear toe arms, Rear camber kits, Rear traction rod and Rear sub frame support bar reinforced the rear end structure. Also RC tie rod and Hard tie rod, Front and rear sway bar all of these components together with the S15 become a monster drive car. ⚡ ⚡ ⚡ ⚡ ⚡ ⚡ ⚡ ⚡

A B
#6484 **FRONT ADJUSTABLE LOWER CONTROL ARM**
TENSION ROD INCLUDED, ONE PIECE DESIGN, DRAMATICALLY IMPROVING HANDLING PERFORMANCE

C
#8080 **REAR UPPER CAMBER KIT**
LOWERED 20 MM, CAMBER ADJUSTABLE

D
#6459 **REAR LOWER CONTROL ARM**
REGULATE THE MOVEMENT OF WHEELS QUICKLY EACH TIME YOU TURN

E
#6650-H **REAR TOE CONTROL ARM**
ALLOW FOR FINE-TUNED ADJUSTMENTS TO THE REAR TOE

F
#6651-H **REAR TRACTION ROD**



G
#6276 **REAR SUB FRAME SUPPORT BAR**
EXCELLENT STABILITY AND STIFFEN UP THE CHASSIS

H
#8716 **REAR SUBFRAME BUSHING**
A BEST CHOICE TO REDUCE THE SUBFRAME MOVEMENT

I
#6221 **HARD TIE ROD**
PROVIDES ACCURATE, CONSISTENT, ROTATIONAL MOVEMENT

J
#6255-P **RC TIE ROD END**
CORRECT THE SUSPENSION GEOMETRY

K
#7188K **FRONT SWAY BAR**
28 MM ADJUSTABLE SWAY BAR

L
#7189K **REAR SWAY BAR**
22MM ADJUSTABLE SWAY BAR

FITTING A WIDE BODY KIT TO YOUR CAR



Wide body kits can make a car look great. You will notice that many rally cars and high performance race cars have bulges at the sides. You'll get better grip and traction with wider wheels, and, you also get better grip with a larger distance between the wheels. Aerodynamics do play a part here and the area between the wide arches needs to be planned carefully. Most cars with wide arches match this with skirts that run the length of the car.

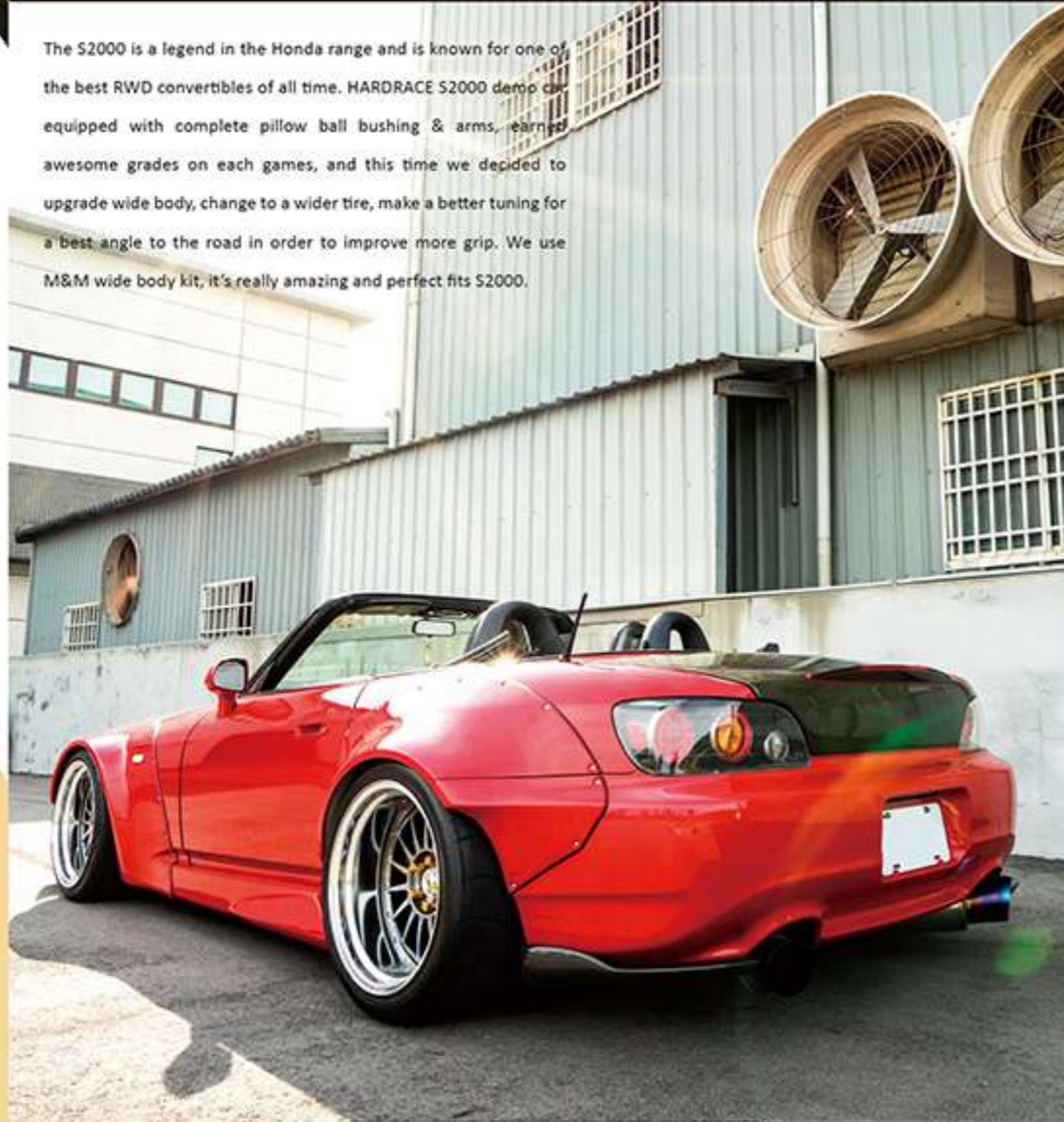
An enthusiast may even alter the hubs, rear adjustable arms and fit a wider rear axle. Remember that when changing the geometry of the wheel you should get the suspension realigned and set up correctly. You also need to check that there is sufficient clearance around the wheel when the bodykit is fitted although a wide body kit will usually improve the clearance issue.

Drivers can use HARDRACE Adjustable Arms, Super Angle Tie Rod, RC Tie Rod Ends easily to fine tune their suspension to fit a wide-body setting. Adjustable arms providing that your wheels fill the arches nicely. Next you will see two demo cars with wide-body kits from HARDRACE.



WIDE
BODY

The S2000 is a legend in the Honda range and is known for one of the best RWD convertibles of all time. HARDRACE S2000 damp car equipped with complete pillow ball bushing & arms, earned awesome grades on each games, and this time we decided to upgrade wide body, change to a wider tire, make a better tuning for a best angle to the road in order to improve more grip. We use M&M wide body kit, it's really amazing and perfect fits S2000.



HERE'S THE LIST OF MODIFICATIONS

M&M Hyper Wide Body Kit

Front overfender (Front bumper extension)

Rear overfender (Rear bumper extension)

Side spoiler

Wide overfender Front +80mm Rear +100mm

Wheels And Tires

Front Tires : 255 x 35 x18

Rear Tires : 315 x 30 x 18

SSR Professor TF1 / 3 Piece 18" Wheels

Front : 18" x 10J

Rear : 18" x 12J



It was fully equipped with HARDRACE front and Rear Adjustable Arms, Pillow Ball Bushings, Roll Center Adjuster, and Front / Rear Sway Bars. These provide better control and get more grip with a larger distance between the wheels. Now it looks more powerful and makes driving wonderfully controlled.

LET'S CHECK IT OUT !



◆ FRONT UPPER ARM CAMBER KIT ◆



◆ REINFORCED DIFFERENTIAL MOUNT ◆



◆ FRONT SWAY BAR ◆ ◆ ROLL CENTER ADJUSTER ◆ ◆ RC TIE ROD END ◆



◆ REAR TOE CONTROL ARM ◆ ◆ REAR UPPER ARM ◆ ◆ REAR SWAY BAR ◆ ◆ HARDEN ENGIEN MOUNT ◆

7269

7128

7025 # 6621 # 6441

6426-S # 8512 # 7026 # 6612



MAZDA

MX5

SHOW THE MORE AGGRESSIVE NEW LOOK

Aimgain wide-body kits have being popular over in Japan. With the Aimgain wide body kit on, the roadster turns into what can only be described as a little monster - a very likable delinquent.

Mazda MX-5 is old-school and looks pretty naughty as it is, what with the retro two-seat soft-top design which seems to have a little bit of Jaguar F-Type in it. In this generation, MX-5 is lighter and more nimble. It corners with pronounced body roll, but then you will find the car has very good inherent balance despite the roll.

We want to improve its handling performance, also give it a more aggressive new look. So we decided to install our Hardrace full adjustable arms and sway bars, also cut to the chase and came up with a full wide body aero package for the little car.



LET'S CHECK OUT THE
HARDRACE X AIMGAIN MX-5



◆ FRONT UPPER CAMBER ARM ◆



◆ REAR UPPER-REAR ARM ◆



◆ REAR TOE ARM ◆

◆ REAR TRACTION ARM ◆

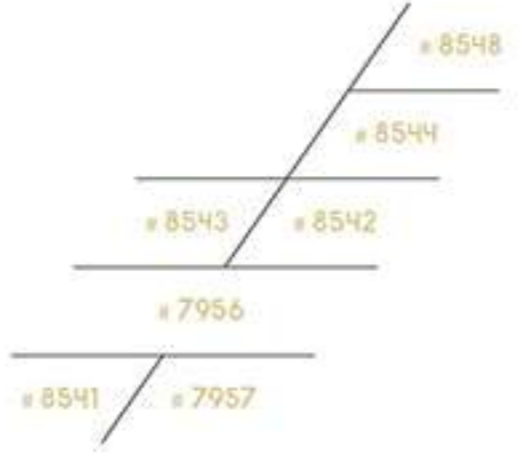


◆ FRONT SWAY BAR ◆



◆ REAR UPPER CAMBER ARM ◆

◆ REAR SWAY BAR ◆



Aimgain MX-5 Wide Body boasts a rather simple aero package including a front under spoiler, rear diffuser, side skirts, and front and rear over fenders which are bolted onto the body in Liberty Walk style. Those polished alloy wheels won't be rubbing on the body because HARDRACE Adjustable suspension has been installed. And there's quite a bit of negative camber involved. Last year, we also bring this MX-5 to the AMPA show.



STANCE

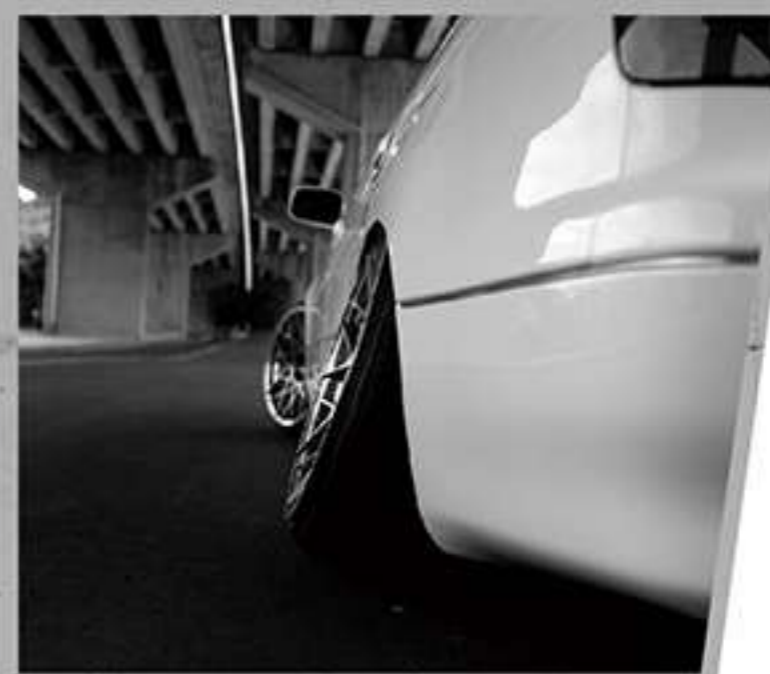
“STANCING” A CAR IS A WAY OF LIFE.

Stance is getting more and more popular in the United States, Asia and Europe. We can see a lot trends and new ideas of this really interesting and original art. With aggressive offsets with a lot of camber, it's all about showing how tight a fitment you can get on a car, or that you can drive the lowest out of everyone:

In order to have a hellaflush stance and run the required excessively wide wheels with tires that are stretched just to fit onto the wheels, the car has to have an excessive amount of negative camber. Sometimes the rim of the wheel is literally touching the arch.

A hellaflush stance car can't even pull into a driveway without bottoming out and ripping the bumper off or cracking the vehicles oil pan. Some stanced cars are so extreme that you can't even turn the vehicles steering wheel fully in either direction without the tires rubbing.

Therefore, Hardrace develop stance type adjustable arms for extreme camber and lower ride use. Including 3 point adjustable extended length Rear Lower Arm, adjustable extended Front Upper Arms, extended length Rear Trachion Rod, Roll Center Adjuster and so on. These will correct the suspension geometry of a lowered car, putting the control arms back closer to its original position, resulting in increased steering response and stability while eliminating bump steer, and ultimate the car handling.



SIMPLICITY IS BEAUTY

GS300 stance project is one of our important annual plan. We put a lot of effort into developing the stance series product for lowdown setting. So last year, we started to rebuild the GS300. In the first, we give it a new paint job to make it like brand new car. Then we want to achieve aggressive fitment by utilizing stretched tires, low offset, and wide wheels. Selecting the right shoes is half the battle, but fitment had to be totally on point to really make a mark. Hours were spent negotiating alignment settings to sitting the rear arches down between the tire and wheel lip. Dialing in the fine balance of tire size, wheel offset and camber / toe angle delivered big results.



When driving a luxury saloon you still want to be comfortable. Therefore suspension for the GS was the most important you need tackled. HARDRACE adjustable arms allow you to fine tune jz160 GS300 including :

- # 7787 Front Upper Control Arms
- # 7859 Roll Center Adjuster
- # 7540 Rear Upper Camber Kit
- # 7786 Rear Lower Arm
- # 7881 Rear Traction Rod
- # 6392 Rear Toe Control Arm
- # 7745 Front Sway Bar
- # 7746 Rear Sway Bar





7787 FRONT UPPER CONTROL ARMS
DIFFERENT FROM OE, THE WIDER DESIGN ARMS CAN AVOID GETTING INTERFERENCE FROM THE SHOCK ABSORBER

Of course there are many other details making up the finished product. New polished mufflers fitted, the front and rear grille have been color-coded and other small touches around the car that are more than the sum of their parts. It's a car that stands out without being outrageous, it has genuine presence.



7786 REAR LOWER ARM
LOWERED 30 MM MORE FOR EXTREME CAMBER USE



7859 ROLL CENTER ADJUSTER
30MM INCREASE + NEGATIVE CAMBER - 6 DEGREE



7540 REAR UPPER CAMBER KIT
ALLOW TO CAMBER ADJUST

7881 REAR TRACTION ROD
FOR HELLAFLUSH STYLE DESIGN



6392 REAR TOE CONTROL ARM
ALLOW TO TOE ADJUSTMENT



7745 FRONT SWAY BAR
32MM, 2 POINT ADJUSTABLE DESIGN



7746 REAR SWAY BAR
19MM, 2 POINT ADJUSTABLE DESIGN



TOYOTA

FT86 / FR-S



A full Chargespeed TYPE-1 kit, Front Bumper, Rear Bumper, Engine Hood, Rear Wing, perfectly compliment the car's body lines. With the body mods taken care of, it was time to perfect the car's look with an aggressive stance.

A set of BC coilovers to give a full range of adjustment from near standard ride height to so low it wouldn't be drivable on the road.

Then setting the 19" BC wheel wells and accept a steering angle limited, and resulting look is a thing of beauty.

The FR-S has tighter body control and a more progressive handling setup, MacPherson struts up front and classic double-wishbones at the rear. Four years ago, already in love with the styling of the FR-S, we set out to improve upon it. This also gave us a great opportunity to create something new which brings us to the debut of HARDRACE & Chargespeed collaboration.



777B FRONT CONTROL ARM

Of course a full HARDRACE suspension parts equipped: Front Control Arms, Rear Lower Bar, Rear Lower Arms, Rear Toe/Trailing Arms keep the suspension under control and correct this awkward suspension geometry, also Sway Bars keep body flex to a minimum. HARDRACE strive to create something very unique with FR-S and hope this builds can inspire people. FR-S/FT86 fills up the gap left by Honda S2000, Mazda RX-8 and the previous MR2. A perfect machine it might not be; the FR-S/FT86 duo is still worth our highest praises.



6753 REAR TOE ARM
ALLOW FOR FINE-TUNED ADJUSTMENTS TO THE REAR TOE IN / OUT SETTING



7401 REAR LOWER ARM
EXTREME LOW USE, FOR CAR LOWER 20MM AND 40MM



7593 REAR TRAILING ARM
EXTREME SHORT FOR STANCE, ADJUST CASTER OF REAR WHEEL, 30 MM SHORTER THAN THE ORIGINAL PART

7699 RC TIE ROD END
CORRECT LOWERED GEOMETRY



7467 REAR LOWER TIE BAR



7444 REAR SUB-FRAME BUSHING KIT
REDUCE THE SUBFRAME MOVEMENT AND MAKE A DRAMATIC IMPROVEMENT IN RIDE



7518K FRONT SWAY BAR
25.4MM, 2 POINT ADJUSTABLE DESIGN



7519 REAR SWAY BAR
19MM, 2 POINT ADJUSTABLE DESIGN



4 X 4

Pick-up trucks and Off - road 4x4 are becoming really popular now. Off roading is the perfect way to enjoy good clean muddy fun with a mix of twists, turns and traverses to get the adrenaline pumping. This year we keep track of demand and pulse, and finally developed and launched range of 4 x 4 Trucks Parts.

Our pick-up trucks control arms are well-known for high strength steel tubes with 4mm tube wall thickness, its strength and durability is unmatched in the industry. And also features our Harden Rubber Bushings which allow you to tackle tough terrain on board a hardy JEEP, Ranger or Dodge Ram. Every part we produce has been developed to be the toughest parts in the industry. We focus heavily on quality and making sure our customers are completely satisfied. Applying our offroad enthusiasts, we strive to be a reliable partner for offroad customers.

TOYOTA

4RUNNER

ENGAGE YOUR OWN 4X4



In recent years, almost every mid-sized SUV had moved to a car-based design, but the Toyota 4Runner remained one of the last full-framed, truck-based SUV holdouts on the market. THAT MAKES IT ESPECIALLY SUITED TO OFF-ROADING. However, the unsettled ride, mediocre handling, left us unimpressed. The body leans noticeably while cornering, and the bobbing and bouncing ride chips away at driver confidence.



#8748 FRONT UPPER ARM



- Designed for 2-4" lift
- Anti-dust boot design
- Increase caster
- 4mm tube wall thickness

#8830 REAR LOWER CONTROL ARM



- Adjustable function
- Heavy duty steel tubular
- Pillow ball and harden rubber equipped

#8838 REAR LATERAL ARM



- Adjustable function
- Pillow ball and harden rubber equipped
- Solid response and excellent driver feedback

#8857 REAR UPPER ARM



- Adjustable function
- Pillow ball and harden rubber equipped

SO WE DECIDED TO FINE TUNE THE UPPER HARDRACE PROVIDE FROM UPPER ARM TO INCREASE CASTER FOR BETTER RIDE QUALITY

Rear Upper / Lower Arm, and Rear Lateral Arm, adjustable designed, suit for raising the ride height, providing excellent stability during high speed driving or hard cornering, also features our Harden Rubber Bushings and Pillow Ball Bushings which allow you to tackle tough terrain.

#8867 REAR ADJ. STABILIZER LINE



- Adjustable function
- Match ride height of vehicle
- More direct energy transfer and feel

FORD

RANGER

AND MORE CAR TYPE

6 STEPS TO OPTIMIZING YOUR CONTROL ARMS

- Increased caster for a better ride quality
- Grease nuts design for regrease it
- High strength steel tubes with 4mm tube wall thickness
- Equipped with superior harden rubber bushings
- CR-MO ball joint and special boot design, self anti-dust function
- ED process and painting for the highest durability



PICKUP TRUCK CONTROL ARMS

The control arms made with hardened steel and compound with superior harden rubber bushings, super strong and durable unlike polyurethane bushings as easy broken. High strength and anti-crack material extends the lifetime and provide solid steering response. A good control arm can regulate the movement of wheels quickly each time you turn or corner.



MORE PRODUCTS FOR PICKUP TRUCK

<p>CHEVROLET SILVERADO 2500/3500 '13-</p>  <p>#8756 FRONT UPPER ARM</p>	<p>CHEVROLET COLORADO 2nd '12-</p>  <p>#8752 FRONT UPPER ARM</p>	<p>FORD F150 '04-14</p>  <p>#8900 FRONT UPPER ARM #8595 FRONT UPPER ARM</p>	<p>FORD F250 '92-98</p>  <p>#8766 FRONT TRACK ROD</p>
<p>TOYOTA 4RUNNER 6TH N280 '09-</p>  <p>#8748 FRONT UPPER ARM #8839 REAR LATERAL ARM #8808 FRONT UPPER ARM BUSHING #8867 REAR ADJ. STABILIZER LINK</p>	<p>TOYOTA FJ CRUISER '07-16</p>  <p>#8838 REAR LOWER CONTROL ARM #8839 REAR LATERAL ARM #8748 FRONT UPPER ARM #8837 REAR UPPER ARM</p>	<p>GMC SIERRA 2500 '11-14</p>  <p>#8756 FRONT UPPER ARM</p>	<p>GMC SIERRA 1500 '14-</p>  <p>#00009 FRONT UPPER ARM</p>
<p>ISUZU D-MAX 2nd '12-17</p>  <p>#8752 FRONT UPPER ARM</p>	<p>DOODGE RAM 2500 '03-07</p>  <p>#8572 FRONT UPPER CONTROL ARM #8770 FRONT ADJ. TRACK BAR</p>	<p>JEEP WRANGLER JK '07-16</p>  <p>#8894 REAR TRACK BAR-ADI. #8893 FRONT TRACK BAR-ADI.</p>	<p>JEEP WRANGLER UNLIMITED LJ '04-08</p>  <p>#8136 REAR UPPER ARM-ADI. #8130 FRONT/REAR LOWER ARM-ADI. #8131 FRONT UPPER ARM-ADI. #7848 FRONT LOWER ARM #8934 FRONT TRACK BAR-ADI.</p>
<p>JEEP WRANGLER TJ '97-06</p>  <p>#8136 REAR UPPER ARM-ADI. #8131 FRONT UPPER ARM-ADI.</p>	<p>JEEP GRAND CHEROKEE ZJ '93-98</p>  <p>#8130 FRONT/REAR LOWER ARM-ADI. #7848 FRONT LOWER ARM</p>	<p>JEEP COMANCHE MJ '88-92</p>  <p>#8934 FRONT TRACK BAR-ADI.</p>	<p>JEEP CHEROKEE XJ '84-01</p> 