



YELLOW

SPEED RACING

www.yellow-speed.com

About us

Yellow Speed was founded in 2003, and was set up as a joint venture in 2009, a new “form” of company was born – manufacturing in Taiwan associated with engineering from overseas to meet a new trend of demand in the market by producing the highest quality performance aftermarket parts in this industry with cost-effective pricing.

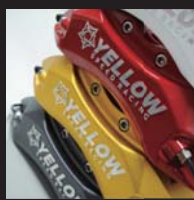
In order to maintain our competitive advantages and stay ahead of other competitors, new model development and product improvement is made constantly. With the expertise gained from high performance sectors and data obtained from racing sports, our qualified engineering team has made a lot of

changes through advanced technology in material selection, manufacturing methods, processing treatments, engineering tolerance, product appearance and product function to meet the current needs for motorsport. Each application is released depending on constant road and street testing to ensure excellent handling while maintaining ride comfort and safety. YELLOW SPEED RACING believe in quality assurance systems and continuous improvement of our products. Every product is tested and inspected before it leaves our manufacturer, and we are certified to BS EN ISO 9001:2008 for quality management systems.

At Yellow Speed, we know what we do for enthusiasts of ‘motorsport’. We are here to welcome you to become our partner and feel the racing spirit.



ISO 9001 Certification



A detailed close-up photograph of a vehicle's suspension system. The image shows a coil spring assembly with a black coil spring and a silver shock absorber. A yellow metal plate is visible at the top, and a yellow metal cap is on the shock absorber. A black cable is connected to the top of the shock absorber. The background is dark and out of focus.

Suspension System

062 180 006



Dynamic Pro Sport

DYNAMIC PRO SPORT coilovers are designed and developed for all motoring enthusiasts wanting excellent handling without sacrificing comfort. This suspension system features 33-way adjustable dampening settings and full length adjustment to meet every driver's handling desires. Pillowball mounts and adjustable camber plates are included for front and rear on most kits to increase steering response, while aluminum upper mounts with hardened rubber bushings are used on some applications for noise reduction. This suspension system is ideal for daily driving and occasional track use.

High quality components are adopted to ensure product durability and stability. Each application is fully test fit and completely road tested to guarantee all our customers perfect performance and comfort.



33-WAY DAMPENING ADJUSTABLE

This suspension system features 33-way dampening force adjustment (compression/ rebound). A wide range of dampening adjustments can be made to provide a variety of responses to different road conditions and to tune the ride feel.



REAR SUSTECH UPSIDE-DOWN STRUT DESIGN

In some Audi & Volkswagen or other vehicle makes applications, the rear dampening force can be adjusted easily to your preference setting without shock removal every time unlike other brands utilizing the old design still!!



PILLOW BALL UPPER MOUNT & HARDENED RUBBER UPPER MOUNT



MONO TUBE INTERNAL DESIGN

The needle valve piston (material imported from Sweden) is utilized to make the steering more agile and to stabilize the vehicle. A high rigidity 52mm shock body (for MacPherson strut type) with extra oil capacity enables the cushioning force to have optimal linear change.



SPRING BEARING MOUNT

Spring bearing is mounted in the top cap (where applicable) to make the handling more agile and to eliminate the spring noise caused by car cornering. This design enables the spring and the shock to perform together more effectively.



SHOCK BODY

Shock body is coated with Electroplating treatment to prevent rust and corrosion.



Wave Alloy Steel Thrust Washer

For FRONT MacPherson strut models, wave alloy steel thrust washer is installed between a lower locking collar and a bottom mount. It can provide a controlled amount of friction between the lower locking collar and the bottom mount to effectively prevent the lower bracket from spinning around or becoming loose.



DEVELOPED DAMPING OIL

Our formula damping oil contains high quality defoamer to prevent foaming, and the viscosity remains unchanged under any working temperature conditions to ensure that all internal components perform perfectly.



HIGH RIGIDITY STEEL SPRING

The spring is made from high quality SAE9254 steel for optimal durability and high tensile strength. The spring rate remains unchanged and undeformed even after the spring has been subjected to long term wear and even if compressed or extended.



FULL LENGTH ADJUSTABLE

A steel lower bracket is utilized for MacPherson strut type to increase rigidity for safety (where applicable). A high quality forged alloy aluminum lower bracket is used for Double-A Arm strut type (where applicable). The steel/aluminum lower bracket is processed with electroplated or painted/ anodized surface treatment to prevent corrosion or rust in the harsh conditions of motor sport. The vehicle ride height can be adjusted easily with the lower bracket by winding up and down to drop and raise. With the lower bracket, it allows maximum suspension travel without affecting the shock stroke.

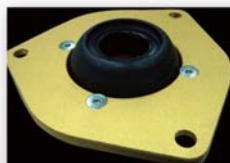
UPPER MOUNT



PILLOW BALL UPPER MOUNT W/ ADJUSTABLE CAMBER PLATE

The pillow ball mount with camber plate is included on the front and the rear to offer direct and complete handling

response(not available for some applications). Most suspension kits are fitted with pillow ball upper mounts to improve handling; however, pillow balls on some applications may create rattling sound (metal-to-metal sound, and this can be found on other brands as well). This is normal and it does not affect the product's performance. The product warranty does not cover any rattling sound issue caused by the pillow balls.



HARDENED RUBBER UPPER MOUNT

For those people who dislike the slight noise caused by the pillow ball, we also offer hardened rubber upper mount for noise reduction and enhancement of ride comfort and handling stability.



Premium Competition

PREMIUM COMPETITION coilovers are designed and developed for use in most motorsports. Through years of competition and testing, we have made uncountable improvements in setup for racing use in order to provide the most durable and competitive damper. Spring rates and shock valving are made for competition to make the vehicle more controlled and balanced.

This suspension system features 33-way dampening adjustment and full length adjustment to accommodate every driver's needs. The pillow ball top mounts are used on McPherson struts for maximum handling and performance (where applicable).

The linear rate spring can be selected with tailored setup of the coilover system to meet your needs without any other additional charge, please talk to us about your requirements before placing an order.



33-WAY DAMPENING ADJUSTABLE

This suspension system features 33-way dampening force adjustment (compression/rebound). A wide range of dampening adjustments can be made to provide a variety of responses to different road conditions and to tune the ride feel.



PILLOW BALL UPPER MOUNT (* SOME MODELS W/ ADJUSTABLE CAMBER PLATE)

For Premium Competition suspension set, either pillow ball upper mount (without camber plate) or aluminum upper mount available for Double-A Arm strut. Our customers can choose what they need at their decision. The standard setup is aluminum upper mount if customers do not specify when placing an order with us. For MacPherson strut type, the pillow ball is equipped on the upper mounts to offer direct and complete handling response. For some models, the adjustable camber plate is provided (where applicable, please refer to our application sheet on our website) allowing for the camber to be adjusted to prevent from excessive tire wear.



MONO TUBE INTERNAL DESIGN

Spring rates and shock valving made for competition are significantly different from the ones for road use. The piston rod is made from high quality S45C steel and is processed with Thermal Refining and

High-frequency Induction Hardening treatments for rigidity and durability. Premium Competition kit has racing flow design piston. Each component of the suspension system is rigorously inspected and strictly tested by YELLOW SPEED to avoid any failure. Our commitment to continual driving improvement goes beyond words. As all struts/shocks in racing applications are used harshly and aggressively so the limited warranty on Premium Competition insert/shock is not covered.



Wave Alloy Steel Thrust Washer

For FRONT MacPherson strut models, wave alloy steel thrust washer is installed between a lower locking collar and a bottom mount. It can provide a controlled amount of friction between the lower locking collar and the bottom mount to effectively prevent the lower bracket from spinning around or becoming loose.



ADJUSTABLE SPRING SEAT

The spring seats are made from forged aluminum for durability and rigidity.



FULL LENGTH ADJUSTABLE

A steel lower bracket is utilized for MacPherson strut type to increase rigidity for safety (where applicable). For some MacPherson strut models, the brake line bracket is welded manually perfectly to the steel lower mount. A high quality forged alloy aluminum lower bracket is used for Double-A Arm strut type (where applicable).

The steel/aluminum lower bracket is processed with electroplated or painted/ anodized surface treatment to prevent corrosion or rust in the harsh conditions of motor sport. The vehicle ride height can be adjusted easily with the lower bracket by winding up and down to drop and raise. With the lower bracket, it allows maximum suspension travel without affecting the shock stroke.



HIGH RIGIDITY SPORT SPRING

Spring rates and shock valving made for competition are significantly different from the ones for road use. All springs are produced from high quality SAE9254 spring steel for optimal durability and high tensile strength. The spring rate remains unchanged and

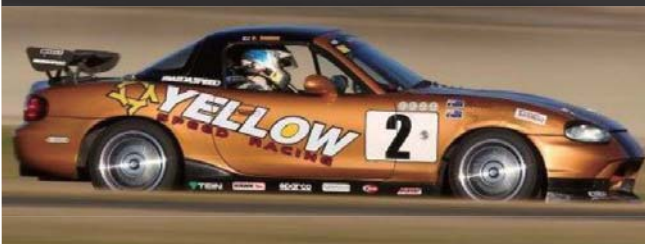
undeformed, even after the spring has been used for a long time, and even if compressed or extended.



DEVELOPED DAMPING OIL

High-viscosity formula damping oil for competition is used for oil molecule protection against the highest temperatures to last the lifetime of the damper longer.

Shannons National Series at Eastern Creek International Raceway, Australia



Audi R8 LMS Cup, Taiwan



OPTION CUP OTGP, Taiwan



OPGT, Taiwan



Dynamic Pro Drift Coilovers

It is our great honor to have invited Japan NICHIEI RACING TEAM - Mr. YOICHI IMAMURA and Mr. FENG REN ZHI to participate in development project for YELLOW SPEED's Dynamic Pro Drift coilovers. (Imamura won the champion of Japan D1 for 2003, 2009, 2010 and 2011; Feng is top D1 professional driver in Taiwan.) From problem finding, problem solving, design improvement, constant testing, Dynamic Pro Drift suspension system has been developed to live up to customers' expectations.

The linear rate spring can be selected with tailored setup of the coilover system to meet your needs without any other additional charge, please talk to us about your requirements before placing an order.





MONOTUBE INVERTED DESIGN

For the suspension system with front or rear MacPherson strut model, the monotube inverted design is utilized to reduce the effect upon the damping oil and shock piston resulting from high temperature

from the brake system and to take side loading better without major deflection. The damper rod is made up-side down to save unsprung weight for better suspension response. The inverted strut is built stronger than a regular shock due to different shock body construction with an outer sleeve. For the suspension system with rear A-Arm strut model, the rear damper rod has been thickened to $\phi 20\text{mm}$, which enables to support a bit more side G Force, and makes a vehicle more stable. In addition, the thickened damper rod can prevent from being bent or deformed.



FULL LENGTH ADJUSTABLE

A steel lower bracket is utilized for MacPherson strut type to increase rigidity for safety (where applicable). A high quality forged alloy aluminum lower bracket is used for Double-A Arm strut type (where applicable). For the suspension system with front MacPherson strut model, the bolting hole on the front lower bracket is individually

designed for the application. When a driver forces a car to slide sideways through a turn during large side-slip, or a vehicle is stopped with hard braking, the bolt will not be displaced from the edge of the mounting hole. In addition, front lower bracket has a cross steel plate welded to it for increased rigidity and strength, and this design can prevent the lower bracket from being deformed.



33-WAY DAMPENING ADJUSTABLE

This suspension system features 33-way dampening force adjustment (compression/ rebound). A wide range of dampening adjustments can be made to provide a variety of responses to different

road conditions and to tune ride feel. * The damper adjustment is on the bottom of the inverted shock.



HIGH RIGIDITY SPORT SPRING

The spring is made from high quality SAE9254 steel for optimal durability and high tensile strength. The spring rate remains unchanged and undeformed even after the spring has been subjected to long term wear and even if compressed or extended. For the suspension

system with rear A-Arm strut model, the rear coilovers come with 0kg helper spring: this would make the area of contact of the tire with the ground limited when the wheel begins to slide. Also, two sides of the tires will have more balanced grip.



PILLOW BALL UPPER MOUNT (* SOME MODELS W/ ADJUSTABLE CAMBER PLATE)

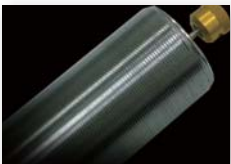
The pillow ball is equipped on the front and rear upper mounts to offer direct and complete handling response. For some

models, the adjustable camber plate is provided (where applicable, please refer to our application sheet on our website) allowing for the camber to be adjusted to prevent from excessive tire wear.



Wave Alloy Steel Thrust Washer

For FRONT MacPherson strut models, wave alloy steel thrust washer is installed between a lower locking collar and a bottom mount. It can provide a controlled amount of friction between the lower locking collar and the bottom mount to effectively prevent the lower bracket from spinning around or becoming loose.



SHOCK BODY

55mm steel shock body is coated with zinc plating for corrosion resistant in the harsh conditions of motor sport.



0KG HELPER SPRING

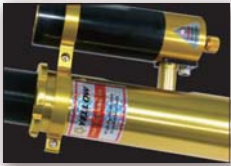
When the rears of Dynamic Pro Drift coilovers come with 0kg helper spring, it would make the area of contact of the tire with the ground limited when the wheel begins to slide. Also, two sides of the tires will have more balanced grip.



Club Performance Coilovers (2 way)

CLUB PERFORMANCE coilovers feature separate adjustable compression and rebound damping settings and full length ride height adjustment. This suspension system is ideal for all motoring enthusiasts wanting excellent handling when they participate in occasional track day, weekend race, club circuit or less aggressive road competition, but also desiring adjustable damping setups for daily drive without sacrificing ride comfort. With an external reservoir, this system allows for increased oil capacity to dissipate heat superiorly, which enables you to operate this product for long period and improves performance & handling.





EXTERNAL CANISTER

The outstanding feature to this system is external canister allowing you to adjust the rebound and compression damping separately. With an external reservoir, this system provides extra oil capacity to dissipate heat superiorly, which allows

you to operate this product for long period and improves performance & handling due to more stable variations in damping rates during the vehicle high speed. The canister substance is made of high grade of steel which can resist high gas pressure. The bottom of the canister is made of 7075 aircraft quality alloy, and is processed with anodized surface treatment to prevent corrosion in the harsh conditions of motor sport.



SEPARATE REBOUND & COMPRESSION DAMPING SETTING

This system has twin piston design, and features 33 levels of separate rebound and compression damping adjustment settings, which allow excellent control and tuning ability. There are 33

clicks available on rebound, and 33 clicks on compression so a wide range of damping adjustment settings can be made to provide a variety of responses to different road conditions.



PILLOW BALL UPPER MOUNT W/ ADJUSTABLE CAMBER PLATE or ALUMINUM UPPER MOUNT

The pillow ball mount with adjustable camber plate is included on fronts and rears of the kit for MacPherson strut type

(where applicable) to offer direct and complete handling response. For Double A-Arm strut type, the suspension system comes with aluminum upper mount.



MONO TUBE INTERNAL DESIGN

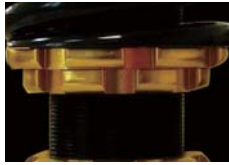
The needle valve piston (material imported from Sweden) is utilized to make the steering more agile and to stabilize the vehicle. A high rigidity shock body with

extra oil capacity enables the cushioning force to have optimal linear change.



Wave Alloy Steel Thrust Washer

For FRONT MacPherson strut models, wave alloy steel thrust washer is installed between a lower locking collar and a bottom mount. It can provide a controlled amount of friction between the lower locking collar and the bottom mount to effectively prevent the lower bracket from spinning around or becoming loose.



SHOCK BODY

Shock body is coated with Electroplating treatment to prevent rust and corrosion in the harsh conditions of motor sport.



FULL LENGTH ADJUSTABLE

A steel lower bracket is utilized for MacPherson strut type to increase rigidity for safety (where applicable). A high quality forged alloy aluminum lower bracket is used for Double-A Arm strut type (where applicable). The steel/aluminum lower

bracket is processed with electroplated, painted or anodized surface treatment to prevent corrosion or rust in the harsh conditions of motor sport. The vehicle ride height can be adjusted easily with the lower bracket by winding up and down to drop and raise. With the lower bracket, it allows maximum suspension travel without affecting the shock stroke.



HIGH RIGIDITY STEEL SPRING

The spring is made from high quality SAE9254 steel for optimal durability and high tensile strength. The spring rate remains unchanged and undeformed even after the spring has been subjected to long term wear and even if compressed or extended.

360 Degree Revolving Reservoir

With advanced technology and design, the direction of our external nitrogen reservoir can be revolved 360 degrees for some applications as shown in the picture below (ex: upwards, downwards or rotating the reservoir to the desired position)





Pro Plus Racing Coilovers (2 way)

YELLOWSPEED with their sponsorship partners who are famous and professional Japanese drivers have been dedicating to this second-to-none PRO PLUS RACING suspension system for long time. With extensive development, engineering, testing, modification and experiences from actual competition, Pro Plus Racing coilovers enable you or teams to fine tune for any track/circuit, endurance race or circuit lap record competition. Racing tire is recommended with this product for more outstanding performance & score.



EXTERNAL CANISTER

The outstanding feature to this system is external canister allowing you to adjust the rebound and compression damping separately. With an external reservoir, this system provides extra oil capacity to dissipate heat superiorly, which allows

you to operate this product for long period and improves performance & handling due to more stable variations in damping rates during the vehicle high speed. The canister substance is made of high grade of steel which can resist high gas pressure. The bottom of the canister is made of 7075 aircraft quality alloy, and is processed with anodized surface treatment to prevent corrosion in the harsh conditions of motor sport.



PILLOW BALL UPPER MOUNT (* SOME MODELS W/ ADJUSTABLE CAMBER PLATE)

For Pro Plus Racing suspension set, either pillow ball upper mount (without camber plate) or aluminum upper mount available

for Double-A Arm strut. Our customers can choose what they need at their decision. The standard setup is aluminum upper mount if customers do not specify when placing an order with us. For MacPherson strut type, the pillow ball is equipped on the upper mounts to offer direct and complete handling response. For some models, the adjustable camber plate is provided (where applicable, please refer to our application sheet on our website) allowing for the camber to be adjusted to prevent from excessive tire wear.



Wave Alloy Steel Thrust Washer

For FRONT MacPherson strut models, wave alloy steel thrust washer is installed between a lower locking collar and a bottom mount. It can provide a controlled amount of friction between the lower

locking collar and the bottom mount to effectively prevent the lower bracket from spinning around or becoming loose.



SPRING BEARING MOUNT

Spring bearing is mounted in the top cap to make the handling more agile and to eliminate the spring noise caused by car cornering.

This design enables the spring and the shock to perform together more effectively.



SEPARATE REBOUND & COMPRESSION DAMPING SETTING

This system has twin piston design, and features 33 levels of separate rebound and compression damping adjustment

settings, which allow excellent control and tuning ability. There are 33 clicks available on rebound, and 33 clicks on compression so a wide range of damping adjustment settings can be made to provide a variety of responses to different road conditions.



FULL LENGTH ADJUSTABLE

A steel lower bracket is utilized for MacPherson strut type to increase rigidity for safety (where applicable). A high quality forged alloy aluminum lower bracket is used for Double-A Arm strut type (where applicable). The steel/aluminum

lower bracket is processed with electroplated or painted/ anodized surface treatment to prevent corrosion or rust in the harsh conditions of motor sport. The vehicle ride height can be adjusted easily with the lower bracket by winding up and down to drop and raise. With the lower bracket, it allows maximum suspension travel without affecting the shock stroke.



RACING SHOCK DESIGN

Motorsport spec piston with racing flow design has been developed and is integrated into this racing product. Spring rates and shock valving made for competition are significantly different from the ones for road use. A high rigidity 52mm shock body

used for MacPherson strut type for extra oil capacity enables the cushioning force to have optimal linear change. Each component of the suspension system is rigorously inspected and strictly tested by YELLOWSPEED to avoid any failure. Our commitment to continual driving improvement goes beyond words.



HIGH RIGIDITY SPORT SPRING

Spring rates and shock valving made for competition are significantly different from the ones for road use. All springs are produced from high quality SAE9254 spring steel for optimal durability and high tensile strength. The spring rate remains

unchanged and undeformed, even after the spring has been used for a long time, and even if compressed or extended.



Advanced Pro Plus

2-way suspension with inverted shock insert

Yellow speed racing ADVANCED PRO PLUS is a 2-way coilover system with inverted mono tube dampers made for vehicles with MacPherson strut type only. The system allows you to adjust the rebound and compression damping separately. With an external reservoir, this system provides extra oil capacity to dissipate heat superiorly, which allows you to operate this product for long period and improves performance & handling due to more stable variations in damping rates during the vehicle high speed. The braided hose is utilized to connect the external reservoir through upper mounts; this is ideal to allow for variable mounting locations when the external reservoir is mounted (installers take a full responsibility for the mounting location of the external reservoir)

Yellow speed racing engineering team and a Japanese professional rally driver have been testing and modifying, and testing and modifying to ensure this new product will meet all performance and quality demands. Improvements in many aspects of testing have been made over 15 months; this product will bring you to a new level of racing spirits.

This series contains 3 types of suspension systems:

- (1) Circuit Race
- (2) Tarmac Rally
- (3) Gravel Rally



For CIRCUIT RACE

- a.Spring rate range from 12kg to 20kg (depending on applications)
- b.Shock valving and spring rates are specifically made for Circuit Race use
- c.Setting ride height: -30mm ~ -40mm down from stock height (depending on applications)
- d.Lower bracket is designed for rigidity and strength (where applicable)
- e.For suspension system with MacPherson strut type, the monotube inverted design is utilized to reduce the effect upon the damping oil and shock piston resulting from high temperature from the brake system.
- f.The standard upper mount equipped with the kit is pillow ball upper mounts (where applicable), and 3D upper mounts which enable you to adjust CASTER and CAMBER are OPTIONAL for Circuit Race type for extra cost; however, 3D upper mounts are not available for all car models, please check the product availability with us before placing an order to make sure the item you would like to order is available.
- g.The production lead time is about 14 business days.



For TARMAC RALLY

- a.Spring rate range from 7kg to 13kg (depending on the applications)
- b.Setting ride height: -10mm ~ -20mm down from stock height (depending on applications)
- c.Lower bracket is designed for rigidity and strength (where applicable)
- d.For suspension system with MacPherson strut type, monotube inverted design is utilized to reduce the effect upon the damping oil and shock piston resulting from high temperature from the brake system.
- e.The standard upper mount equipped with the kit is pillow ball upper mount (where applicable).
- f.The damping setting and spring rates are setup between Dynamic Pro Sport and Premium Competition types.
- g.The production lead time is about 14 business days.



For GRAVEL RALLY

- a.spring rate range from 3kg to 12kg (depending on applications)
- b.long shock travel (similar length to original) (depending on applications)
- c.setting ride height: +20 ~ +30mm up from stock height (depending on applications)
- d.lower bracket is designed for rigidity and strength (where applicable)
- e.For suspension system with MacPherson strut type, monotube inverted design is utilized to reduce the effect upon the damping oil and shock piston resulting from high temperature from the brake system.
- f.The standard upper mount equipped with the kit is pillow ball upper mount (where applicable).
- g.The production lead time is about 14 business days.



Super Low Version Kit

For those people who have limited budget on their purchase, but they want their vehicles to look cooler and to go further lower, especially demo car in the show/exhibition, SUPER LOW VERSION kit is an ideal choice compared to Air Suspension kit. With a Dynamic Pro Sport kit, the vehicle ride height can be lowered about 60mm – 100mm from factory (varies per application). For the SUPER LOW version kit, it enables to offer an additional 20mm ~ 30mm drop over the Dynamic Pro Sport kit. In other words, you can go down to 80 - 130mm from factory with SUPER LOW VERSION kit (depending on the application) by replacing shock insert or lower bracket or spring or other components (depending on the application). Please note the SUPER LOW VERSION kit will increase the ride handling but may make you feel a decrease in ride comfort. For safety reason, a vehicle with this SUPER LOW VERSION KIT driven at high speed is NOT recommended. * Super Low Version Kit is a special order and is made on demand; the lead time would be about 7 – 10 business days.



Special Order

Special Order for 0-400M DRAG, RALLY GRAVEL and RALLY ASPHALT versions

Through excessive testing and development, besides Dynamic Pro Sport, Premium Competition, Club Performance, Pro Plus Racing and Dynamic Pro Drift suspension system, we are able to develop and design a custom damper for your fabricated or racing car in 0-400M Drag, Rally Gravel and Rally Asphalt versions, and to tailor the coilovers set up with a desired spring rate to suit the vehicles weight & handling characteristics.



The image shows a close-up of several yellow brake calipers from Yellow Speed Racing. The calipers are arranged in a row, with the top one being the most prominent. They feature the brand's logo, which consists of a stylized star or gear shape, and the text 'YELLOW SPEED RACING' in a bold, sans-serif font. The calipers are mounted on a dark, possibly black, background. The lighting is dramatic, highlighting the metallic texture of the yellow paint and the details of the hardware.

Big Brake Kits

Ultra Grand Big Brake Kit



Brake Kit	Caliper Type	Available for Wheel Size
FRONT BIG BRAKE KIT	4 PISTON (YSCPF4a) or 6 PISTON (YSCPF6a)	15" (286MM x 26MM ROTOR)
	4 PISTON (YSCPF4a) or 6 PISTON (YSCPF6a)	16" (304MM x 26MM ROTOR)
	6 PISTON (YSCPF6b or YSCPF6c)	17" (330MM x 32MM ROTOR)
	6 PISTON (YSCPF6b)	18" (345MM x 32MM ROTOR)
	6 PISTON (YSCPF6b)	18" (356MM x 32MM ROTOR)
	8 PISTON (YSCPF8b)	19" (380MM x 34MM ROTOR)
	8 PISTON (YSCPF8b)	20" (405MM x 36MM ROTOR)
REAR BIG BRAKE KIT (Integral handbrake drum available for most of applications)	4 PISTON (YSCPR4b)	15" (286MM x 22MM ROTOR)
	4 PISTON (YSCPR4b)	16" (304MM x 22MM ROTOR)
	4 PISTON (YSCPR4a) or 6 PISTON (YSCPR6a)	17" (330MM x 28MM ROTOR)
	4 PISTON (YSCPR4a) or 6 PISTON (YSCPR6a)	18" (356MM x 28MM ROTOR)
	6 PISTON (YSCPR6b)	18" (356MM x 32MM ROTOR)
	6 PISTON (YSCPR6b)	19" (380MM x 32MM ROTOR)

Brake Rotor



DRILLED BRAKE ROTOR (YSBRa)

SLOTTED BRAKE ROTOR (YSBRb)



DRILLED & SLOTTED BRAKE ROTOR (YSBRd)



FLOATING BRAKE ROTOR (YSBRc)

Structural	2-Piece
Material	Rotor: alloy cast iron Centre bell: ■billet aluminum alloy ■rigid steel for the rear rotors integrated with inner drums
Available Rotor Size	<p>Front Brake Rotor</p> <p>286mm diameter, 26mm thick (11.26" x 1.02")</p> <p>304mm diameter, 26mm thick (11.26" x 1.02")</p> <p>330mm diameter, 32mm thick (12.99" x 1.26")</p> <p>345mm diameter, 32mm thick (13.58" x 1.26")</p> <p>356mm diameter, 32mm thick (14.02" x 1.26")</p> <p>380mm diameter, 34mm thick (14.96" x 1.34")</p> <p>405mm diameter, 36mm thick (15.94" x 1.42")</p> <p>Rear Brake Rotor</p> <p>286mm diameter, 22mm thick (11.26" x 0.87")</p> <p>304mm diameter, 22mm thick (11.97" x 0.87")</p> <p>330mm diameter, 28mm thick (12.99" x 1.10")</p> <p>356mm diameter, 28mm thick (14.02" x 1.10")</p> <p>356mm diameter, 32mm thick (14.02" x 1.26")</p> <p>380mm diameter, 32mm thick (14.96" x 1.26")</p>
Disc Design	<p>Drilled</p> <p>Slotted</p> <p>Drilled Floating Disc (additional charge for this design)</p> <p>Slotted Floating Disc (additional charge for this design)</p> <p>Drilled & Slotted Floating Disc (additional charge for this design)</p>

Brake Caliper

The caliper is made from lightweight alloy aluminum for weight reduction and optimal strength. The caliper utilizes piston dust/dirt and oil-leaking resistance seals, and is covered with anti-rust coating available in many colors listed below. The narrow shape is specifically developed for a large range of vehicles.

Material	Lightweight Aluminum Alloy
Production Method	Forged
Surface Finishing	Anodized or Painted Powder Coating Treatment
Piston Diameter	Front 4-Piston Caliper (YSCPF4a): Ø36mm, Ø36mm Front 6-Piston Caliper (YSCPF6a): Ø36mm, Ø32mm, Ø28mm Front 6-Piston Caliper (YSCPF6b): Ø38mm, Ø36mm, Ø32mm Front 6-Piston Caliper (YSCPF6c): Ø36mm, Ø32mm, Ø28mm Front 8-Piston Caliper (YSCPF8b): Ø36mm, Ø32mm, Ø30mm, Ø28mm Rear 4-Piston Caliper (YSCPR4a): Ø28mm, Ø28mm Rear 4-Piston Caliper (YSCPR4b): Ø28mm, Ø28mm Rear 6-Piston Caliper (YSCPR6a): Ø28mm, Ø25mm, Ø22mm Rear 6-Piston Caliper (YSCPR6b): Ø32mm, Ø28mm, Ø25mm



Standard Colors



Painted Red



Painted Black



Anodized Red



Anodized Silver



Anodized Black



Painted Yellow



Anodized Dark Grey



Anodized Blue



Anodized Gold



Anodized Green

Brake Pads



High Performance Sport Compound Brake Pads

These are specially formulated brake pads for street vehicle brake upgrade presenting optimum stopping performance. In addition, they produce low dust, low rotor wear and reduce noise so they are ideal for those looking to the sporty street driving.

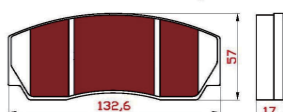
Application	Street Performance
Temperature Range	0 - 500°C
Average Coefficient of Friction	0.35 - 0.45μ
Material	Steel Textile Fiber

Competition Compound Brake Pads

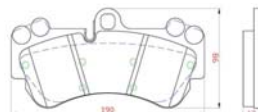
These are specially formulated brake pads for high speed or track use presenting optimum stopping performance with excellent controllability and resistant to heat.

Multiple Compound Materials

Application	Competition
Temperature Range	0 - 550°C
Average Coefficient of Friction	0.38 - 0.50μ
Material	Multiple Compound Materials



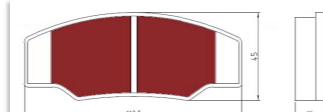
Front 4-Piston Caliper (YSCPF4a)
Front 6-Piston Caliper (YSCPF6a)
Front 6-Piston Caliper (YSCPF6c)
Rear 6-Piston Caliper (YSCPR6b)



Front 8-Piston Caliper (YSCPF8b)



Front 6-Piston Caliper (YSCPF6b)



Rear 4-Piston Caliper (YSCPR4a)
Rear 4-Piston Caliper (YSCPR4b)
Rear 6-Piston Caliper (YSCPR6a)

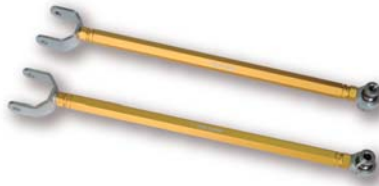


Auto Accessories

Auto Accessories



04-10, 11-UP
FORD FOCUS II ,III REAR
CAMBER KIT



BMW 3-SERIES E36/ E46
REAR CAMBER KIT



89-94 NISSAN S13 FRONT
TENSION ROD (2PC) +
REAR UPPER CAMBER
ARMS (2PC) + REAR
TOE KIT (2PC)



06-11 HONDA CIVIC
FD1 FD2 / FD2 TYPE-R FA1 REAR
CAMBER KIT



BMW 3-SERIES / M3
E90 / E92 REAR
CAMBER KIT



95-00 NISSAN S14 S15
FRONT TENSION ROD
(2PC) + REAR UPPER
CAMBER ARMS (2PC) +
REAR TOE KIT (2PC)



04-09, 09-13 MAZDA
MAZDA3 BK,BL REAR
CAMBER KIT



AUDI A3 S3 8L/ TT 8N
QUATTRO REAR
CAMBER KIT



AIR JACK KIT



03-08 VW GOLF 5
REAR CAMBER KIT



MITSUBISHI LANCER -UP
/ FORTIS iO 07-UP REAR
CAMBER KIT



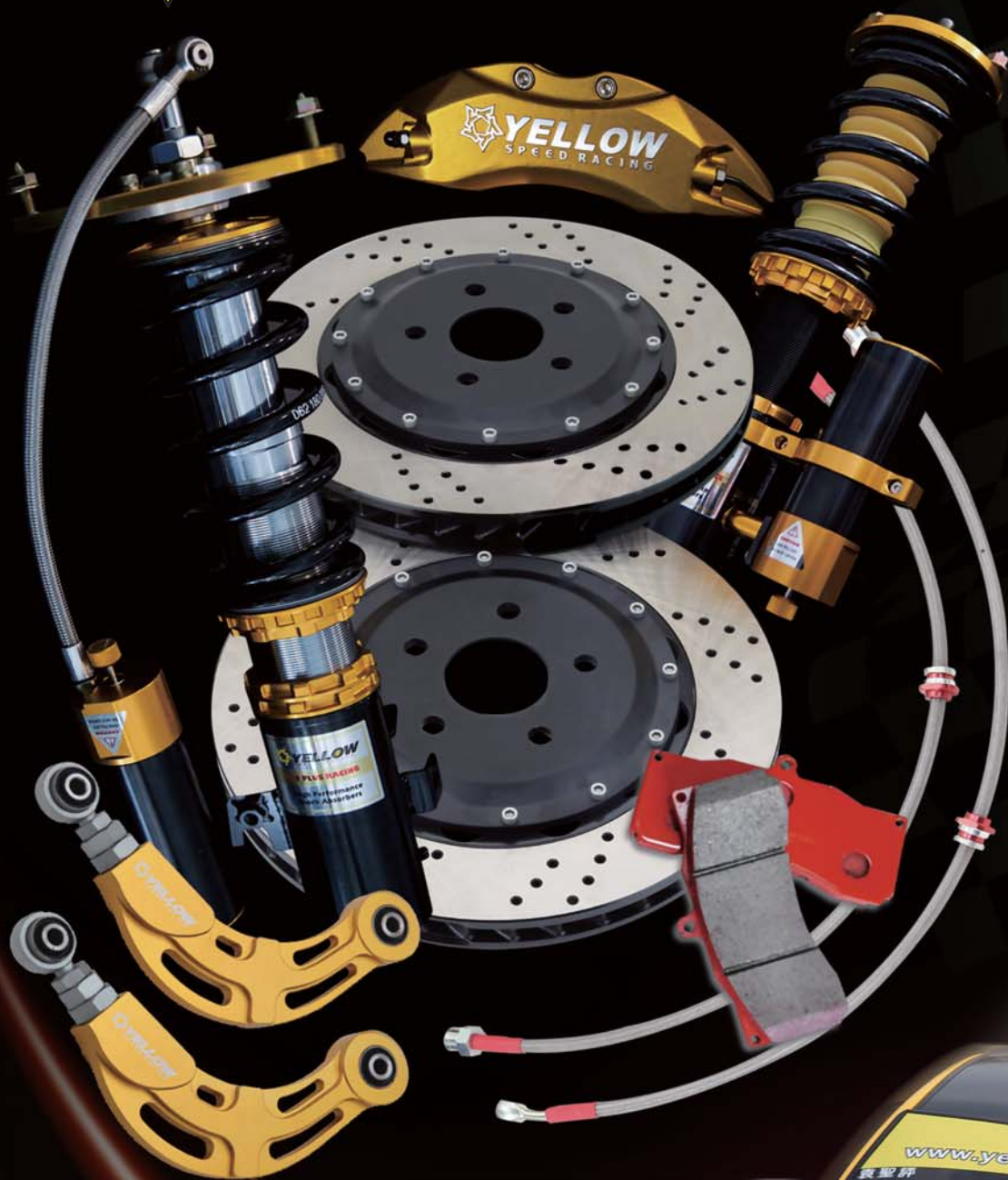
FIA APPROVED 6 POINT
HARNESS



YELLOW

SPEED RACING

www.yellow-speed.com



High Performance Suspension System



Big Brake Kit

YELLOWSPEED RACING CO., LTD.



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