



Ride quality

In stark contrast to some of the other S2000s, the Robispec-tuned KW S2000 had a definite aversion to being over-lowered. Set up to avoid riding on its bumpstops, the high-riding (relative to this crowd) KW car had careful attention paid to its bumpsteer curves, suspension travel and alignment settings. The KW Clubsport dampers were easily more comfortable than both the stock S2000 and the CR. Compliance was also good, even over sharp bumps and the bombed-out streets of Buttonwillow. There was a small dead spot in the very center of the steering and a tendency to pull left or right across uneven pavement,



both probably due to the alignment settings. Still, this car shined as one of the most capable dual-purpose street and track machines, as long as it's not slammed down tuner-kid-style. This was one of the few cars where Kojima didn't have to visit the bathroom on the way back to the hot pits. No, seriously.

On-track behavior/lap time

The KW S2000 hit every mark dead-on. The mechanical front grip provided by the wide front tires was obvious. While the others required a healthy bit of throttle lift at the apexes in order to pivot into oversteer, the KW car just needed the slightest choke to send its



nose right where the steering wheel was pointed. This allowed it to carry more speed through every corner. Other than that, it was perfectly neutral at high speed, stable under braking and tossable in the tight stuff. Credit the taller ride height or the obvious time spent on set-up, but this thing was dialed in.

Damping quality

KW's Clubsport set-up displayed a Euro-style ride, with a firm yet smooth quality. This was Kojima's pick as his favorite for a track-worthy, daily driver suspension. There was a tendency to wander a bit toward road undulations during the freeway section, due to the alignment settings. On the track, the KW S2000 showed exceptional traction on corner-exit, with good turn-in and solid mid-corner behavior. It proved again to be firm and well damped, with good platform control.



MSRP: \$3095.00 **BEST LAP: 2:05.501**

SPECIFICATIONS		
Suspension brand	KW Suspensions	
Model name	KW Clubsport	
Setup by	Robispec	
Type	Twin-tube, stainless steel housing, fixed body length, adjustable spring pre-load w/tender springs, remote reservoir (rear), independent 24-way rebound, 16-way low-speed compression damping, pillow ball upper mount	
Spring rate	Front	Rear
Piston rod diameter (mm)	540 lb/inch (9.6 kg/mm)	540 lb/inch (9.6 kg/mm)
Stroke length (mm)	22	22
Weight (each, lbs)	125	128
Weight (each, lbs)	11.4	10.2
Manufacturer suggested settings		
Street (0 is softest)	8 clicks, 8/15	8 clicks, 8/15
Track (0 is softest)	8 clicks, 8/15	10 clicks, 10/15
Ride height (inches from wheel center to outer fender edge)	13.13	13.13
Camber (deg)	-2.0	-2.3
Toe (mm)	0.0	0.0
Caster (deg)	Stock	N/A

MODIFICATIONS
Peak Power: 214whp @ 7700rpm
Peak Torque: 153lb-ft @ 6300rpm
Weight: 2829 lbs (49.6/50.4)
Model Year: 2006 (AP2)
Engine Code: F22C
Engine Modifications: J's Racing air intake
Chassis: J's Racing fender brace
Suspension (other): J's Racing front tie-rod ends, rear toe links, Robispec 30mm solid front anti-rollbar, rear bar disabled
Brakes: Stock
Wheels: Enkei NT03+M, 17x9.5 +44mm (F), 17x9.5 +44mm (R)
Tires: Continental ContiSportContact 3, 255/40/17 (F), 255/40/17 (R)
Body: APR Performance GT-200 rear wing
Interior: Stock