



About MOC

• 公司簡介

一鑫車研科技股份有限公司創始於2021年，致力於專業改裝避震器的開發、設計與製造；以專注發展與堅持高品質的製造理念，MOC將避震器的優良品質介紹至世界各國。

MOC, Motor Technology Co., Ltd. is a suspension manufacturer in Taiwan that was developed, produced, and verified by a top racer. It was born out of his passion to share the comfort gained from years of experience with other riders.

Strength in Quality

技術優勢

為確保品質完美，一鑫車研廠內除配備阻尼減衰力試驗機、彈簧減衰力試驗機及RES動態解析儀器等科技儀器，而最接地氣的是，每項新產品均經由何章澄到專業機車賽道場實地測試，與國際一線車廠測試同步。

At the development stage, MOC does detailed tests such as damping force tests and spring tests in harsh environments for half a year to study the slightest changes. We have a strong commitment to quality inspections.

R & D

開發設計



Production

生產製造



Assembling

組裝



Inspection

品質檢測



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SHOCK ABSORBER

VAE1雙A臂上座

雙A臂構造比較複雜。其優點在於有兩支控制臂能強化避震效果，但造價高昂，多用在性能車或大型車。為了追求更好的乘坐舒適性和操控性，雙A臂的構造就比較複雜，由上下控制臂、支柱、轉向節等組成。其上控制臂短，下控制臂長，共兩支控制臂支撐車軸，而避震器則裝在控制臂內，同樣上端固定於車架。可降低車高，不影響避震行程提升貼地穩定度並減少風阻係數。避震桶身加大活塞增加阻尼力道，減緩工作溫度油濃上升，維持長效阻尼力。

Double Wishbone Top Mount

Double Wishbone, the structure is more complicated. Its advantage is that there are two control arms that can enhance the shock absorption effect, but the cost is high, and it is mostly used in performance cars or large cars. In order to pursue better ride comfort and handling, the structure of the double A-arm is more complicated, consisting of upper and lower control arms, struts, steering knuckles, etc. The upper control arm is short and the lower control arm is long. A total of two control arms support the axle, while the shock absorber is installed in the control arm, and the upper end is also fixed to the frame.

It can reduce the height of the car without affecting the shock absorber stroke, improve the stability of sticking to the ground and reduce the drag coefficient. The body of the shock absorber increases the piston to increase the damping force and slow down the working temperature. Oil concentration rises to maintain long-term damping force.

20 mm OD of PiSton Rod 芯棒:20 mm	Height Adjustable 高低長度可調
44 mm Ob of PiSton 活塞:44 mm	Spring Soft and Hard Adjustable 彈簧預載軟硬可調
Bumping Force Level : 30 伸側阻尼30段可調	



- 伸側阻尼30段
Rebound 30 clicks
- 雙A臂6061鋁合金上座
Double Wishbone Top Mount
6061 Aluminum
- 芯棒20 mm
20 mm Piston Rod
- 單筒設計構造
Mono-tube Design
- 6061鋁合金托盤
6061 Aluminum adjuster
- 鐵下座
Steel lower housing

VAE 1

MOC製造的避震器皆達到國際控制和管理系統的最高標準，且從各大品牌HONDA、TESLA、SKODA、AUDI、LEXUS、MAZDA、HYUNDAI、BENZ、BMW、NISSAN、TOYOTA、CHERY、SUBARU..等等OEM合作車款升級避震器，讓MOC在改裝市場中取得優異的銷售佳績。

Motorcycle shock absorbers that MOC manufactures meet the highest standards of international control and management systems. MOC has achieved excellent sales performance in the aftermarket by upgrading shock absorbers for various OEM collaboration models such as HONDA, TESLA, SKODA, AUDI, LEXUS, MAZDA, HYUNDAI, BENZ, BMW, NISSAN, TOYOTA, CHERY, SUBARU, and more.



Macpherson Top Mount with Rubber

MacPherson has a simple structure. The upper end of the shock absorber is fixed to the frame, and the lower end is connected to the suspension beam by a control arm. Because there are few connecting rods, the space is not large. When the wheels are jumping, it can improve the stability of the car. It is often used on the front axle of the steering. At present, most small cars use this type of suspension. But the strength it can withstand becomes smaller, the shock absorber is easily deformed, and the wheels are easy to turn automatically when crossing uneven roads, and the steering wheel needs to be held hard, and because it is cheap and light in structure, it is very suitable for front-wheel drive vehicles.

It can reduce the height of the car without affecting the shock absorber stroke, improve the stability of sticking to the ground and reduce the drag coefficient. The body of the shock absorber increases the piston to increase the damping force and slow down the working temperature. Oil concentration rises to maintain long-term damping force.

20 mm OD of PiSton Rod 芯棒:20 mm	Height Adjustable 高低長度可調	Bumping Force Level : 30 伸側阻尼30段可調
44 mm Ob of PiSton 活塞:44 mm	Spring Soft and Hard Adjustable 彈簧預載軟硬可調	

VMP1麥花臣上座

麥花臣的構造簡單，避震器上端固定於車架，下端由一支控制臂連接懸吊梁。由於組成的連桿很少，空間佔據不大，當車輪跳動時，能提高車子前行的安定性，常用在轉向的前軸，目前最多小型車使用這類懸吊。但能承受的強度變小，避震器很容易變形，跨過不平的路面容易使車輪自動轉向，需要用力把持方向盤，也因為它造價便宜，結構又輕，很適合前驅車。可降低車高，不影響避震行程提升貼地穩定度並減少風阻係數。避震桶身加大活塞增加阻尼力道，減緩工作溫度油濃上升，維持長效阻尼力。

VMP 1

- 伸側阻尼30段
Rebound 30 clicks
- 麥花臣6061鋁合金上座
Macpherson Top Mount
6061 Aluminum
- 芯棒20 mm
20 mm Piston Rod
- 單筒設計構造
Mono-tube Design
- 6061鋁合金托盤
6061 Aluminum adjuster
- 鐵下座
Steel lower housing

