

SUBARU

Forester

CUSCO USA EDITION

SUSPENSION COILOVER KIT

SUSPENSION PARTS

LSD • CLUTCH

STRUT BAR • CHASSIS BRACE

ENGINE PARTS

SPORT EQUIPMENT • EXTERIOR PARTS

SF

:

1998 - 2002

SF Chassis



SG

:

2003 - 2008

SG Chassis



SH

:

2009 - 2013

SH Chassis



SJ

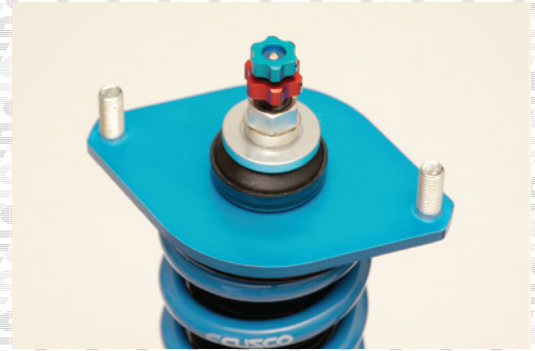
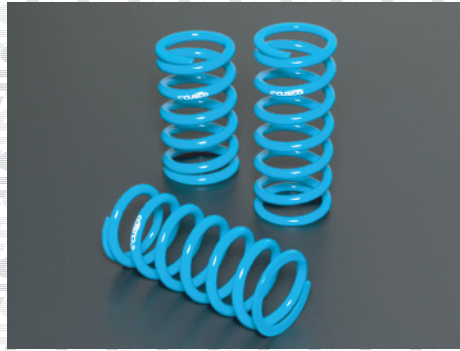
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2014 - 2018

SJ Chassis



Coilover Suspension Kit



Full Length Height Adjustable Coilover

Current Height After Lowering

Preload Height Adjustable Coilover

Current Height After Lowering

Mono-Tube

Twin-Tube

There are two main design structures of the suspension coilover system. Both these structures enable vehicle height change, however, the method of doing so varies.

When adjusting the ride height on the **Preload height adjustment coilover**, some of the shock stroke length or spring preload must be compromised. Height is adjusted by turning the spring lock perch.

When adjusting the ride height on the **Full Length Height Adjustable Coilover**, the shock stroke length and the spring preload remains unchanged. Height is adjusted by turning the bottom case lock nut.

Fig. 1

A Preload Position **C** Stroke Volume
B Ride Height change **D** Preload gain

A full length ride height adjustable system enables vehicle ride height adjustment without disturbing the spring preload configuration.

Fig 1 : Full ride height adjustment ability by adjusting lock nut (B) at the bracket. The spring-load lock nut (A) remains untouched, providing full shock absorber stroke length (C).

Fig. 2

The preload spring rate can be adjusted without changing the vehicle ride height.

Two types of shock absorbers are used in the Cusco Suspension product lineup.

The **Mono-Tube** shock absorber has a single cylinder which is completely divided into a fluid area and gas chamber. This design enables the utilization of a larger piston valve and stronger outer shell. Mono-Tube is recognized as a shock absorber that can handle marginal input from the road surface with its high speed piston capabilities.

The **Twin-Tube** shock absorber has two separated chambers where the inner chamber regulates the vertical movement of the shock shaft, and the outer cylinder acts as an hydraulic fluid reservoir. Twin-Tube is ideal for street and best known for comfort, as well as its long lasting features.

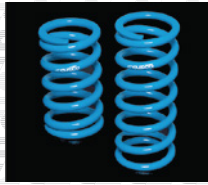
Twin-tube shock absorbers have two separated fluid areas where the inner cylinder controls the vertical movement of the piston and shaft. The outer cylinder works as an hydraulic fluid reservoir only. The nitrogen gas and base valves provide fluid flow control between the cylinders while the main piston valve controls most of the dampening. The twin-tube features a longer stroke and longer lasting compared to the mono-tube. The twin valve setup is ideal for passenger comfort.

Coilover Suspension Icon

	24 x 3 WAY Triple Adjustment	FULL LENGTH Tapped Height Adjustable Case	PILLOW BALL Front Upper Mount
MONO TUBE Construction	24 STEP Adjustment Range	PRELOAD Height Adjustable Case	PILLOW BALL Rear Upper Mount
TWIN TUBE Construction	TWIN VALVE Dual Adjustment	CAMBER Adjustment Lower Bracket	H/D RUBBER Front Upper Mount
INVERTED Piston Design	40 STEP Adjustment Range	E-CON 2 Compatible	H/D RUBBER Rear Upper Mount
EXTERNAL Reservoir Tank	BEST SETTING Damper Rate	CAMBER / CASTER Optional Front Upper Mount	PILLOW BALL Optional Upper Mount

EI CUSCO SPORT Blue spring B

Shot-peened and wound using the advanced anti-sagging metallurgy.
* Available in choice of optional rates.



BEST SETTING Damper Rate

Each kit is designed and developed under strict guidance of driving engineers and independently developed for superb performance.



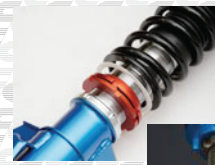
MONO TUBE Construction

Allowing for larger diameter piston for rigidity and creating larger volume chamber, the system allows for higher range of piston speeds, and finer level of damper control at all stroke speeds.



FULL LENGTH Tapped Height Adjustable Case

The damper body case is fully tapped to allow maximum height adjustment, separately from the spring preload. Because damper stroke range can be positioned independently the stroke range can remain ideal against the spring regardless of height setting, thereby enhancing the handling limits as well as securing a compliant ride and suspension functionality.



TWIN TUBE Construction

Allows for a very wide stroke range normally not available to this class of suspension, and matched to each applications and constructed and tuned differently.



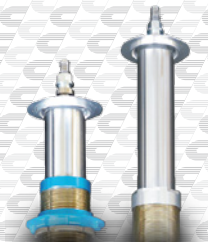
PRELOAD Height Adjustable Case

Minor height adjustments and preload adjustment to accommodate wide range of springs, as well as giving you fine tuning capacity to ride-height.



INVERTED Piston Design

Used on all McPherson strut type applications to aid in extra durability and precision due to the fact that these suspension designs require the dampers not only to function but also are part of suspension structural integrity.



CAMBER Adjustment Lower Bracket

Allows additional level of camber and wheel clearance settings through the use of correction bolts supplied with some McPherson strut type suspension units.



EXTERNAL Reservoir Tank

Allows higher internal fluid capacity and increases extended damper stability while affording longer piston stroke. Heat-related instability is also minimized also by inherent design for heat dissipation.



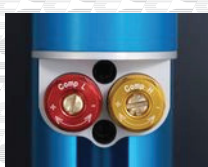
E-CON 2 Compatible

With the addition of optional e-Con2 Electronic Adjustment Controller, the dampers can individually adjusted on-the-fly from the cockpit.



24 x 3 WAY Triple Adjustment

Affords professional-grade fine-tuning based on 24 step adjustment for each of the parameters of, High Speed Compression, Low Speed Compression, and Extension.



CAMBER / CASTER Optional Front Upper Mount

For high speed racing and also for street uses, the adjustment can also be made for the reason of self-centering a very wide set of wheels or critically at extreme speeds in a straight line stability as well.



24 STEP Adjustment Range

Patented Cusco needle-valve are precision fitted to exacting adjustment values so multiple dampers are matched to the requirements at each corner of the car. Precision adjustments can be made for critical increments.



PILLOW BALL Upper Mount

Offered in standard camber adjustable units optimizing alignment for even finer resolutions of settings.



TWIN VALVE Dual Adjustment

Twin-Needle Valve Adjustment dampers provide 24-click independent adjustment of both compression and rebound. Primarily developed for regulations which do not allow separate reservoir tank systems equipped.



40 STEP Adjustment Range

With the CPRV piston valve system, the low piston speed range damper efficacy is corrected and retained. Due to this design, the damper character remains linear, and adjustment ratios are retained over wide range of motion speeds and loads.



H/D RUBBER Upper Mount

With automobile designs differing for each car, we design and apply a choice of upper mounts appropriate for the vehicle from heavy duty rubber.

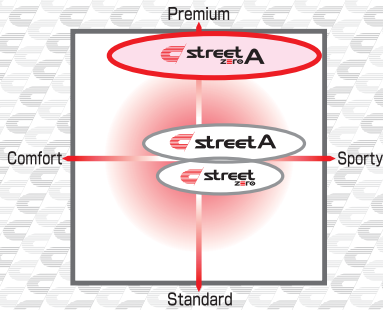


Twin-tube Coilover System



The Street ZERO-A features a full height adjustable system enables the perfect ride height adjustment without sacrificing damper stroke or spring preload. The newly developed 40 way adjustable twin-tube shock absorber system enables a wide range of suspension setting suitable for virtually any given road condition.

**The Highest Spec in Twin-Tube models
Adjustable for comfort at any driving stage**



		FULL LENGTH <small>Tapped Height Adjustable Case</small>	PILLOW BALL <small>Front Upper Mount</small>
TWIN TUBE <small>Construction</small>			
	40 STEP <small>Adjustment Range</small>	E-CON 2 <small>Compatible</small>	H/D RUBBER <small>Rear Upper Mount</small>
		CAMBER / CASTER <small>Optional Front Upper Mount</small>	PILLOW BALL <small>Optional Upper Mount</small>



Street Zero-A Collover

SG [Front : Pillow / Rear : HD Rubber]
Part No. : 676 61N CN
Price : \$1,700.00

Front : Pillow ADJ / 6K(5, 7, 8K)
Rear : HD Rubber / 4K (3.5, 5, 6K)
Maximum ride height adjustable range
: Front -100 ~ -35 mm : Rear -95 ~ -15 mm

[Rear Pillow Option]
Part No. : CP1
Price : + \$100.00 (Additional)

* E-Con2 compatible : 00B 60J 1214 : \$634.00
* E-Con2 G-Sensor : 00B 60J G : \$131.00

SH [Front : Pillow / Rear : HD Rubber]
Part No. : 677 61N CN
Price : \$1,600.00

Front : Pillow ADJ / 6K(7, 8K)
Rear : HD Rubber / 5K (6K)
Maximum ride height adjustable range
: Front -130 ~ -5 mm : Rear -80 ~ -10 mm

[Rear Pillow Option]
Not Available

* E-Con2 compatible : 00B 60J 1014 : \$634.00
* E-Con2 G-Sensor : 00B 60J G : \$131.00

SJ [Front : Pillow / Rear : HD Rubber]
Part No. : 697 61N CN
Price : \$1,600.00

Front : Pillow ADJ / 6K(7, 8K)
Rear : HD Rubber / 5K (6K)
Maximum ride height adjustable range
: Front -125 ~ 0 mm : Rear -90 ~ -15 mm
* 2.0 XT (SJG Chassis code)
: Front -130 ~ -5 mm : Rear -85 ~ -10 mm

[Rear Pillow Option]
Not Available

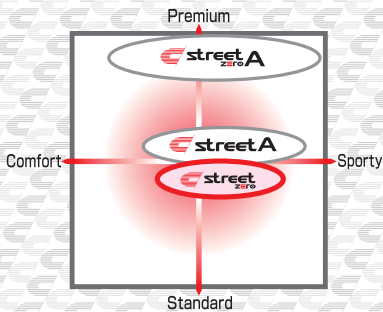
* E-Con2 compatible : 00B 60J 1014 : \$634.00
* E-Con2 G-Sensor : 00B 60J G : \$131.00

Twin-tube Coilover System



The STREET ZERO series suspension coilover system is designed to provide a lowered vehicle ride height while maintaining comfort for daily driven street cars. The entire system is designed as an entry-level street coilover where the budget-minded enthusiast will get the very best suspension at a competitive price point. The newly developed twin tube shock absorber features a virtually noiseless design due to its internal low compression gas. A new base valve design enables a comfortable and mild ride that adapts to almost any street condition, set at the most ideal damper rate from factory. *8 way rear dampers on selected models. This suspension coilover basically is a full ride height adjustable system where the shock absorber stroke and spring preload rate is retained no matter what the vehicle ride height is set at.

Full height adjustable coilovers for a wide range of setting



		FULL LENGTH <small>Tapped Height Adjustable Case</small>	PILLOW BALL <small>Front Upper Mount</small>
TWIN TUBE <small>Construction</small>		CAMBER <small>Adjustment Lower Bracket</small>	
			H/D RUBBER <small>Rear Upper Mount</small>
	BEST SETTING <small>Damper Rate</small>	CAMBER / CASTER <small>Optional Front Upper Mount</small>	PILLOW BALL <small>Optional Upper Mount</small>



Street Zero Coilover

SG [Front : Pillow / Rear : HD Rubber]

Part No. : 676 61P CN
Price : \$1,480.00

Front : Pillow ADJ / 6K(5, 7, 8K)
Rear : HD Rubber / 4K (3.5, 5, 6K)
Maximum ride height adjustable range
: Front -115 ~ 0 mm : Rear -95 ~ -5 mm

[Rear Pillow Option]

Part No. : CP1
Price : + \$100.00 (Additional)

SH [Front : Pillow / Rear : HD Rubber]

Part No. : 677 61P CB
Price : \$1,220.00

Front : Pillow ADJ / 6K(7, 8K)
Rear : HD Rubber / 5K (6, 7, 8K)
Maximum ride height adjustable range
: Front -130 ~ -20 mm : Rear -65 ~ -5 mm

[Rear Pillow Option]

Not Available

SJ [Front : Pillow / Rear : HD Rubber]

Part No. : 697 61P CB
Price : \$1,220.00

Front : Pillow ADJ / 6K(7, 8K)
Rear : HD Rubber / 5K (6K)
Maximum ride height adjustable range
: Front -129 ~ -23 mm : Rear -80 ~ -5 mm
* 2.0 XT (SJG Chassis code)
: Front -134 ~ -28 mm : Rear -75 ~ 0 mm

[Rear Pillow Option]

Not Available



OEM UPGRADE Shock Absorber Set available from CUSCO!
Enhances comfort and improves the sport driving experience.
Features 40-way adjustable shock dampening and retain factory ride height.

OEM configuration replacement shock with 40-step damper adjustment

Touring A Suspension (Front + Rear)

- * Front + Rear set
 - * Factory upper mounts, OEM spring reused
 - * 140% stiffer dampening rate than factory OEM
- E-Con 2 : 00B 60J 1012

TWIN TUBE Construction			
	40 STEP Adjustment Range	E-CON 2 Compatible	



Touring A Suspension (Front)

- * Front only
- * Factory upper mounts, OEM spring reused
- * 140% stiffer dampening rate than factory OEM

Touring A Suspension (Rear)

- * Rear only
- * Factory upper mounts, OEM spring reused
- * 140% stiffer dampening rate than factory OEM



[Front / Rear Set]

Part No. : 677 65T FR
Price : \$746.00

[Front Set]

Part No. : 677 65T F
Price : \$420.00

[Rear Set]

Part No. : 677 65T R
Price : \$360.00

- * E-Con2 compatible : 00B 60J 1012 : \$634.00
- * E-Con2 G-Sensor : 00B 60J G : \$131.00



[Front / Rear Set]

Part No. : 697 65T FR
Price : \$746.00

[Front Set]

Part No. : 697 65T F
Price : \$420.00

[Rear Set]

Part No. : 697 65T R
Price : \$360.00

- * E-Con2 compatible : 00B 60J 1012 : \$634.00
- * E-Con2 G-Sensor : 00B 60J G : \$131.00

- With the E-Con2 controller, you can adjust the dampening force while in the driver's seat!
Compatible with Cusco Street ZERO-A & TOURING-A suspension coil-over systems.
- Fully customizable pre-set memory system (soft to hard) at a push of a button when changing the damper setting per environment.
- Damping force adjustable, 40 way adjustment for the front and rear suspension, independently.
- New larger LCD display features horizontal or vertical view plus 7 different colors to choose from to match the rest of your interior lighting.
Dimensions: W47xH91xD13mm
- The optional G-Sensor enables G force display from lateral (left right) and acceleration (front) braking (rear).
- Stepping Motor - The E-Con uses high quality adjustment motors to control the rebound force quickly and accurately. The motor utilizes a special rubber cover to shield itself from dust, moisture caused from the extreme humidity and temperature found in the engine bay.
- Installation is simple with specially designed bracket on the Street ZERO-A & Spec-A Coil-Overs.



Set the shocks from the driver seat

E-Con2

40 WAY ELECTRONIC DAMPER CONTROL e-Con2

Street ZERO-A Kit : 00B 60J 1014
Touring A Kit : 00B 60J 1012
Price : \$634.00

- Adjust 40way of front & rear shocks dampening
- Switch between vertical & horizontal display
- Record and save up to 4 shock setting profiles
- 7 different illumination colors to choose from
- G Sensor feature \$131 (Sold separately)



40 Way Adjust Step Motor



G Sensor

Suspension parts

Camber Adjustable Pillow Upper Mount Set

Enables camber adjustment on suspension coilovers. Correct wheel alignment irregularities or setup the suspension to your specific race setting.

- * Quick steering feedback and rigid feel
- * 6mm thick Duralumin 2017S plates
- * Pillow nut & collar caters to various suspension systems

SF [Front - Camber Adjustable]

Part No. : 658 410 A
Price : \$320.00
* Pillow Nut : H4 / Pillow Collar : 35

SF [Rear - Camber Adjustable]

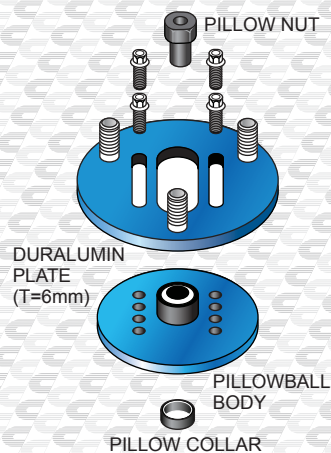
Part No. : 658 420 A
Price : \$320.00
* Pillow Nut : 1 / Pillow Collar : 01
* Need Spring Upper Seat

SG [Front - Camber Adjustable]

Part No. : 666 410 A
Price : \$320.00
* Pillow Nut : H4 / Pillow Collar : 01

SH [Front - Camber Adjustable]

Part No. : 692 410 A
Price : \$320.00
* Pillow Nut : 1 / Pillow Collar : 01



HD Front Stabilizer End Link

Solid ball joint with HD shaft

[Front]

Part No. : 667 318 A
Price : \$74.00

- * Ball joint end
- * HD steel shaft
- * Non-Adjustable length

SG



Pillow Ball Stabilizer Link

Solid pillow ball rod end makes no deflection

[Rear]

Part No. : 965 317 A
Price : \$240.00

- * Pillow ball rod end / Ball joint
- * Aluminum Billet Collar
- * Adjustable length : 73 mm ~ 84 mm

SH SJ



Suspension parts

Stabilizer

Maintain great comfort while suppressing body roll during cornering

SF Front Sway Bar
[21 mm OD Spec.]

Part No. : 660 311 A21
Price : \$240.00
* Turbo Model Only

[22 mm OD Spec.]

Part No. : 660 311 A22
Price : \$240.00
* Turbo Model Only

SF Rear Sway Bar
[16 mm OD Spec.]

Part No. : 675 311 BJ16
Price : \$240.00
* 3 Level Adjustable
* 235% / 298% / 346% vs. Stock

SH Front Sway Bar
[TURBO] [23 mm OD Spec.]

Part No. : 692 311 A23
Price : \$280.00
* Turbo Model Only
* 197 % vs. Stock

SH Rear Sway Bar
[20 mm OD Spec.]

Part No. : 692 311 B20
Price : \$280.00
* 197% vs. Stock

SH Front Sway Bar
[NA] [23 mm OD Spec.]

Part No. : 678 311 A23
Price : \$267.00
* N/A Model Only
* 197 % vs. Stock

SG Front Sway Bar
[23 mm OD Spec.]

Part No. : 676 311 A23
Price : \$267.00
* Turbo Model Only
* 136 % vs. Stock

SG Rear Sway Bar
[19 mm OD Spec.]

Part No. : 676 311 BJ19
Price : \$240.00
* 2 Level Adjustable
* 141% / 180% vs. Stock

SJ Front Sway Bar
[26 mm OD Spec.]

Part No. : 697 311 A26
Price : \$347.00
* 135 % vs. Stock

SJ Rear Sway Bar
[20 mm OD Spec.]

Part No. : 692 311 B20
Price : \$280.00
* 197% vs. Stock



Auto Levelizer Adjusting Rod

Corrects headlight beams for lowered vehicles.

Part No: 00B 628 C
Price : \$67.00

- * Direct factory replacement 100% bolt-on
- * Adjustable length via turnbuckle
- * Short type (73 mm ~ 90 mm)
- * Adjustment parameter is dependent on rod

SJ



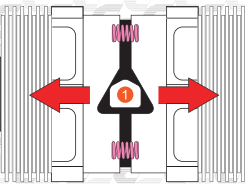
Limited Slip Differentials

type-**RS**

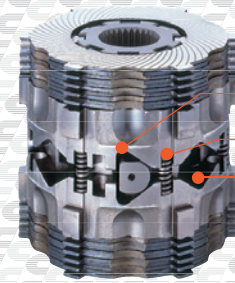
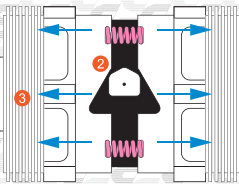
Low Initial Torque, Responsive, & Long Life

- * Minimizes drivetrain power loss, great for underpowered vehicles
- * Less chattering noise than conventional LSD systems
- * Activated by RS coil springs which are designed not to lose its pressure consistency for a stable and extended performance use.
- * A more direct feeling due to activation and pressure direction being on the same axis for improved throttle control.

LSD Disengaged (Unlocked)



LSD Engaged (Locked)



1 WAY CAM
RS SPRING
2 WAY CAM

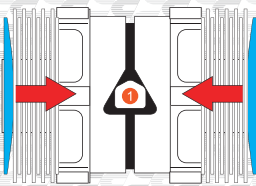
1. Cross shaft pushes against cam slot pressure ring.
2. Pressure ring pushes against clutch plates.
3. LSD engaged (locked).

type-**MZ**

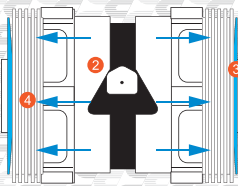
High Initial Torque, Liner Engagement

- * The Type MZ is designed where the activation pressure opposes the direction of the initial torque with the utilization of cone springs.
- * Available for various driveline setups that require higher initial torque setting for activation.
- * Suited for high horse-powered vehicles that requires maximum traction.

LSD Disengaged (Unlocked)



LSD ENGAGED (Locked)



CONE SPRING
1 WAY CAM
2 WAY CAM

1. Cross shaft pushes against cam slot pressure ring.
2. Pressure ring pushes against clutch plates.
3. Clutch plates compress the MZ Cone spring.
4. LSD engaged (locked).

type-**RS** LOW INITIAL TQ, RESPONSIVE, & LONG LIFE
type-**MZ** HIGH INITIAL TQ, LINEAR ENGAGEMENT

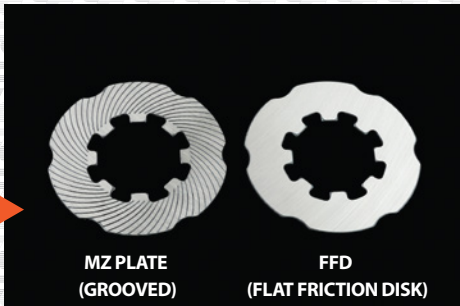
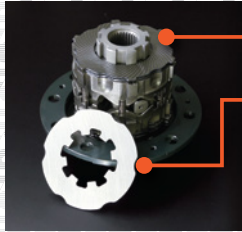
SPEC-F

Features a special flat friction clutch plates which translates to a milder initial engagement when acceleration is ON or OFF. Perfect for rear wheel drive setups in circuit situations, as well as minimizing power loss for low horse powered vehicles. The key is the newly designed FFD (flat friction disk) combined with outer tabbed MZ plates enables a smooth and mild effectiveness when most needed.

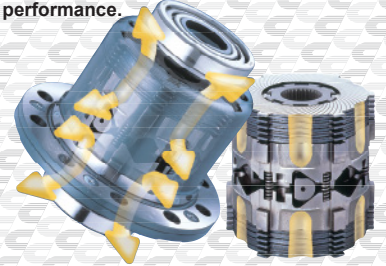
* Cam spec. is same as regular LSD with lower initial torque.

MZ PLATE (OUTER TAB)

FFD (FLAT FRICTION DISK INNER TAB)



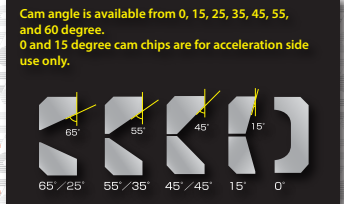
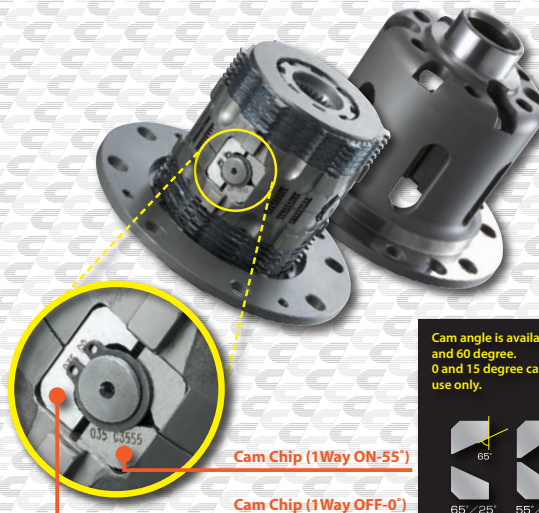
CUSCO's revolutionary design maintains steady Oil flow and ensures the highest performance.



PRO Adjust LSD

For professional competition where 1/100 sec matter. Specific cam angle and timing adjustment to a precise level. The larger the cam angle, the faster & stronger the LSD locks. LSD can be modified to 1, 1.5, or 2 way by switching the cam chips. The limited slip lock up timing is adjustable.

- * 0, 15, 25, 35, 45, 55, & 65 degree
- * 0 & 15 degree can not set for acceleration side.
- * Extra cam chip set : \$200.00 (initial cam set is included)



1way



2way



1.5way



Vehicle : **Forester SF (1997 - 2002)**

Engine : **EJ25 N/A EJ20T Turbo**

Transmission : **MT / AT**

SF EJ20T / MT only 1997 - 1998
* Not available for 98-02

		TYPE - RS			TYPE - MZ				
		Initial Set - Up			Price (US \$)	Initial Set - Up			Price (US \$)
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Front	Open	LSD 180 F - Default 45/0 deg - Initial Torque: 5-6 kg [Spec-F] - Initial Torque: 4-5 kg			\$1,400.00	LSD 180 A - Default 45/0 deg - Initial Torque: 10-12 kg [Spec-F] - Initial Torque: 9-11 kg			\$1,400.00
		1 - Way (35/0 & 45/0 deg.) PPHB	LSD 180 C - Default 45/0 deg - Initial Torque: 5-6 kg [Spec-F] - Initial Torque: 4-5 kg	LSD 180 C15 - Default 45/15 deg - Initial Torque: 5-6 kg [Spec-F] - Initial Torque: 4-5 kg		LSD 180 B - Default 45/0 deg - Initial Torque: 10-12 kg [Spec-F] - Initial Torque: 9-11 kg	LSD 180 B15 - Default 45/15 deg - Initial Torque: 10-12 kg [Spec-F] - Initial Torque: 9-11 kg		

SF EJ20T / MT / AT 1997 - 1998

		TYPE - RS			TYPE - MZ				
		Initial Set - Up			Price (US \$)	Initial Set - Up			Price (US \$)
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Rear	Viscus	LSD 181 F - Default 55/0 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 181 F2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	\$1,374.00	LSD 181 A - Default 55/0 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg		LSD 181 A2 - Default 55/55 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg	\$1,320.00
			LSD 181 L15 - Default 55/20 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	LSD 181 L2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 181 K15 - Default 55/20 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg	LSD 181 K2 - Default 55/55 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg		
		LSD 181 FG - Default 55/0 deg - Initial Torque: 13-15 kg High Initial Spec. Max 24 springs capacity				LSD 181 D - Default 55/0 deg - Initial Torque: 12-14 kg			



SF **EJ20T / EJ25**
MT / AT
1998 - 2002

		TYPE - RS				TYPE - MZ			
		Initial Set - Up			Price (US \$)	Initial Set - Up			Price (US \$)
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Rear	Viscus	1 & 2 Way (55/0 & 55/55 deg.) PPEF	LSD 183 F - Default 55/0 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 183 F2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	\$1,400.00	LSD 183 A - Default 55/0 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	LSD 183 A2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	\$1,347.00
		1.5 & 2 Way (55/20 & 55/55 deg.) PPK		LSD 183 L15 - Default 55/20 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	LSD 183 L2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 183 K15 - Default 55/20 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	LSD 183 K2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	
		1 Way (55/0 deg.) PPFC High Initial Spec.	LSD 183 FG - Default 55/0 deg - Initial Torque: 13-15 kg Max 24 springs capacity				LSD 183 D - Default 55/0 deg - Initial Torque: 12-14 kg		



Vehicle : **Forester**
SG (2002 - 2008)

Engine : **EJ25T Turbo**
EJ20T Turbo
EJ20 N/A

Transmission : **MT / AT**

SG **EJ20 / EJ20T**
MT only

		TYPE - RS				TYPE - MZ			
		Initial Set - Up			Price (US \$)	Initial Set - Up			Price (US \$)
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Front	Open	1 - Way (35/0 & 45/0 deg.) PPHB	LSD 180 F - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg			\$1,400.00	LSD 180 A - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg		\$1,400.00
		1 & 1.5 Way (45/0 & 45/15 deg.) PPJ	LSD 180 C - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg	LSD 180 C15 - Default 45/15 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg			LSD 180 B - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg	LSD 180 B15 - Default 45/15 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg	

**SG EJ20 / EJ20T
MT / AT**

		TYPE - RS				TYPE - MZ			Price (US \$)
		Initial Set - Up				Initial Set - Up			
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way	Price (US \$)	1 - Way	1.5 - Way	2 - Way	Price (US \$)
Rear	Viscus	1 & 2 Way (55/0 & 55/55 deg.) PPEF LSD 183 F - Default 55/0 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 183 F2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	\$1,400.00	LSD 183 A - Default 55/0 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 183 A2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	\$1,347.00
		1.5 & 2 Way (55/20 & 55/55 deg.) PPK LSD 183 L15 - Default 55/20 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 183 L2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 183 K15 - Default 55/20 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 183 K2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	
		1 Way (55/0 deg.) PPFC High Initial Spec. LSD 183 FG - Default 55/0 deg - Initial Torque: 13-15 kg Max 24 springs capacity				LSD 183 D - Default 55/0 deg - Initial Torque: 12-14 kg			

**SG EJ25T
6 MT only**

		TYPE - RS				TYPE - MZ			Price (US \$)
		Initial Set - Up				Initial Set - Up			
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way	Price (US \$)	1 - Way	1.5 - Way	2 - Way	Price (US \$)
Front	Open	1 - Way (35/0 & 45/0 deg.) PPHB LSD 184 F - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg			\$1,400.00	LSD 184 A - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg			\$1,400.00
		1 & 1.5 Way (45/0 & 45/15 deg.) PPJ LSD 184 C - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg	LSD 184 C15 - Default 45/15 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg			LSD 184 B - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg		LSD 184 B15 - Default 45/15 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg	
Rear	Sure trac	1 & 2 Way (55/0 & 55/55 deg.) PPEF LSD 182 F - Default 55/0 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 182 F2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	\$1,400.00	LSD 182 A - Default 55/0 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg		LSD 182 A2 - Default 55/55 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg	\$1,347.00
		1.5 & 2 Way (55/20 & 55/55 deg.) PPK LSD 182 L15 - Default 55/20 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 182 L2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 182 K15 - Default 55/20 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg		LSD 182 K2 - Default 55/55 deg - Initial Torque: 12-14 kg [Spec-F] - Initial Torque: 11-13 kg	

SG EJ25T
6 MT only

OEM Differential		Pressure Ring	Pro Adjust			
			TYPE - RS	Price	TYPE - MZ	Price
Front	Helical	Various Settings are available Request on order	LSD 184 R - Available (0, 15, 25, 35, 45, 55, 65 deg.) - Initial Torque: 4-5 kg	\$1,880.00	LSD 184 S - Available (0, 15, 25, 35, 45, 55, 65 deg.) - Initial Torque: 9-11 kg	\$1,880.00
Rear	Torsen		LSD 182 R - Available (0, 15, 25, 35, 45, 55, 65 deg.) - Initial Torque: 7-8 kg		LSD 182 S - Available (0, 15, 25, 35, 45, 55, 65 deg.) - Initial Torque: 12-14 kg	

Vehicle : **Forester SH (2008 - 2013)**

Engine : **EJ25T Turbo**
EJ20T Turbo

Transmission : **5 MT**
4 AT
5 AT

SH EJ20T / MT

* Not available for EJ25T

OEM Differential		Pressure Ring	TYPE - RS			Price (US \$)	TYPE - MZ			Price (US \$)
			Initial Set - Up				Initial Set - Up			
			1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Front	Open	1 - Way (35/0 & 45/0 deg.) PPHB	LSD 180 F - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg			\$1,400.00	LSD 180 A - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg			\$1,400.00
		1 & 1.5 Way (45/0 & 45/15 deg.) PPJ	LSD 180 C - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg	LSD 180 C15 - Default 45/15 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg			LSD 180 B - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg	LSD 180 B15 - Default 45/15 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg		

SH EJ20T / EJ25T
5MT / 4AT

OEM Differential		Pressure Ring	TYPE - RS			Price (US \$)	TYPE - MZ			Price (US \$)
			Initial Set - Up				Initial Set - Up			
			1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Rear	Open	1 & 2 Way (55/0 & 55/55 deg.) PPEF	LSD 183 F - Default 55/0 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 183 F2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	\$1,400.00	LSD 183 A - Default 55/0 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 183 A2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	
		1.5 & 2 Way (55/20 & 55/55 deg.) PPK	LSD 183 L15 - Default 55/20 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	LSD 183 L2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg			LSD 183 K15 - Default 55/20 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	LSD 183 K2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		
		1 Way (55/0 deg.) PPFC High Initial Spec.	LSD 183 FG - Default 55/0 deg - Initial Torque: 13-15 kg Max 24 springs capacity				LSD 183 D - Default 55/0 deg - Initial Torque: 12-14 kg			

SH EJ25T / 5AT

		TYPE - RS				TYPE - MZ			
		Initial Set - Up			Price (US \$)	Initial Set - Up			Price (US \$)
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Rear	Open	1 & 2 Way (55/0 & 55/55 deg.) PPEF	LSD 684 F - Default 55/0 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	LSD 684 F2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	\$1,547.00	LSD 684 A - Default 55/0 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 7-9 kg	LSD 684 A2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 7-9 kg	\$1,520.00	
			1.5 & 2 Way (55/20 & 55/55 deg.) PPK	LSD 684 L15 - Default 55/20 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 684 L2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	LSD 684 K15 - Default 55/20 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 684 K2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 7-9 kg



Vehicle : **Forester SJ (2013 - 2016)**

Engine : **FB20 NA FA20T Turbo**

Transmission : **6 MT CVT**

SJ 6MT only

* Not available for CVT

		TYPE - RS				TYPE - MZ			
		Initial Set - Up			Price (US \$)	Initial Set - Up			Price (US \$)
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way		1 - Way	1.5 - Way	2 - Way	
Front	Open	1 - Way (35/0 & 45/0 deg.) PPHB	LSD 180 F - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg		\$1,400.00	LSD 180 A - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg			\$1,400.00
			1 & 1.5 Way (45/0 & 45/15 deg.) PPJ	LSD 180 C - Default 45/0 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg		LSD 180 C15 - Default 45/15 deg - Initial Torque: 3-5 kg [Spec-F] - Initial Torque: 3-5 kg	LSD 180 B - Default 45/0 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg	LSD 180 B15 - Default 45/15 deg - Initial Torque: 10-11 kg [Spec-F] - Initial Torque: 9-10 kg	

SJ 6MT / CVT		TYPE - RS			TYPE - MZ			Price (US \$)	
		Initial Set - Up			Initial Set - Up				
OEM Differential	Pressure Ring	1 - Way	1.5 - Way	2 - Way	Price (US \$)	1 - Way	1.5 - Way	2 - Way	Price (US \$)
Rear Open	1 & 2 Way (55/0 & 55/55 deg.) PPEF	LSD 183 F - Default 55/0 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg		LSD 183 F2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	\$1,400.00	LSD 183 A - Default 55/0 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg		LSD 183 A2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	\$1,347.00
	1.5 & 2 Way (55/20 & 55/55 deg.) PPK		LSD 183 L15 - Default 55/20 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg	LSD 183 L2 - Default 55/55 deg - Initial Torque: 7-8 kg [Spec-F] - Initial Torque: 6-7 kg			LSD 183 K15 - Default 55/20 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	LSD 183 K2 - Default 55/55 deg - Initial Torque: 8-10 kg [Spec-F] - Initial Torque: 7-9 kg	
	1 Way (55/0 deg.) PPFC High Initial Spec.	LSD 183 FG - Default 55/0 deg - Initial Torque: 13-15 kg Max 24 springs capacity				LSD 183 D - Default 55/0 deg - Initial Torque: 12-14 kg			



Stainless Mesh Clutch Line

Using aircraft-grade PTFE stainless, Teflon-inner lined hose, we've achieved a design that not only provide performance but also longevity. Compared to standard OEM rubber hose, stainless reinforcement resists expansion over high range of temperatures, as well as to keep contamination at minimum. Due to this characteristics, fluid-dynamic forces are translated with much higher precision, from pedal to clutch mechanism. Recommended for anyone who is serious about vehicle control, in any motorsport stage.

SG [Turbo Model]

[Subaru OE part# 37251-AA003]

Part No. : 660 022 CL

* Turbo Model * 5 speed MT

Price : \$120.00

SG [N/A Model] **SH** [5MT] **SJ** [6MT]

[Subaru OE part# 37251-AA001]

Part No. : 691 022 CL

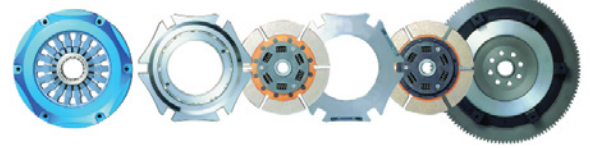
Price : \$120.00



Clutch System

Twin Metal Clutch System

Used in professional competition, this twin metal unit features great controllability especially during half clutch engagement. Highly heat resistant with low wear rate. A carbon infused clutch disc is matched with ventilated type of center plate for stable performance at any given heat range.



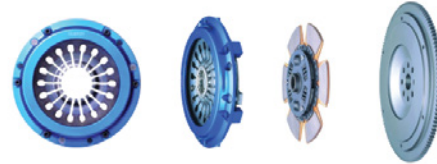
SG EJ25T : 04 - 07
[Size 240 / Spline 25.2 / Teeth 24]

Part No: 667 022 TP
Price : \$2,576.00

* 9800 N/f (1000 Kg/f)

Single Clutch System : Pull Type

Heavy clutch pedal greatly hinders shifting performance. This is why our clutch systems feature a specially designed diaphragm lever for the perfect ratio of pressure and feel. Each component is designed to work in complete harmony with each other, balanced to the highest degree of specification in terms of material and sizing.



SF EJ20T : 97 - 02
[Size 230 / Spline 25.2 / Teeth 24]

SG EJ20T : 02 - 04
[Size 230 / Spline 25.2 / Teeth 24]

Part No: 660 022 HP
Price : \$1,799.00

* 11800 N/f (1200 Kg/f)

SG EJ25T : 04 - 07
[Size 240 / Spline 25.2 / Teeth 24]

Part No: 667 022 HP
Price : \$1,835.00

* 11800 N/f (1200 Kg/f)

Copper Single Set

Copper Disk + Clutch Cover set



SF EJ20T : 97 - 02
[Size 230 / Spline 25.2 / Teeth 24]

SG EJ20T : 02 - 04
[Size 230 / Spline 25.2 / Teeth 24]

Part No: 660 022 FN
Price : \$798.00

SG EJ20T : 05 - 07
[Size 230 / Spline 25.2 / Teeth 24]

Part No: 666 022 F
Price : \$771.00

SG EJ25T : 04 - 07
[Size 240 / Spline 25.2 / Teeth 24]

Part No: 667 022 F
Price : \$798.00

Copper Single Disk

Sport performance with factory reliability

- * OEM Flywheel Compliant
- * Must use with Cusco Clutch Cover



SF EJ20T : 97 - 02
[Size 230 / Spline 25.2 / Teeth 24]

SG EJ20T : 02 - 04
[Size 230 / Spline 25.2 / Teeth 24]

Part No: 00C 022 R660N
Price : \$386.00

SG EJ20T : 05 - 07
[Size 230 / Spline 25.2 / Teeth 24]

Part No: 00C 022 R666
Price : \$386.00

SG EJ25T : 04 - 07
[Size 240 / Spline 25.2 / Teeth 24]

Part No: 00C 022 R667
Price : \$386.00

Metal Clutch Set

Metal Disk + Clutch Cover set

SF EJ20T : 97 - 02
[Size 230 / Splines 25.2 / Teeth 24]

SG EJ20T : 02 - 04
[Size 230 / Splines 25.2 / Teeth 24]

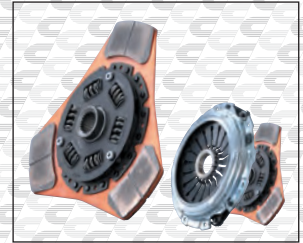
Part No: 660 022 G
Price : \$835.00

SG EJ20T : 05 - 07
[Size 230 / Splines 25.2 / Teeth 24]

Part No: 666 022 G
Price : \$835.00

SG EJ25T : 04 - 07
[Size 240 / Splines 25.2 / Teeth 24]

Part No: 667 022 G
Price : \$798.00



Metal Disk

Heat Resistant & long endurance
Strengthened metal disk

- * OEM Flywheel Compliant
- * Must use with Cusco Clutch Cover

SF EJ20T : 97 - 02
[Size 230 / Splines 25.2 / Teeth 24]

SG EJ20T : 02 - 04
[Size 230 / Splines 25.2 / Teeth 24]

Part No: 00C 022 C201SF
Price : \$428.00

SG EJ20T : 05 - 07
[Size 230 / Splines 25.2 / Teeth 24]

Part No: 00C 022 C666F
Price : \$428.00

SG EJ25T : 04 - 07
[Size 240 / Splines 25.2 / Teeth 24]

Part No: 00C 022 C667F
Price : \$415.00



Clutch Cover

Strengthened pressure plate
Smooth gear shift engagement

- * 11300 N/f (1150 Kg/f)
- * Must use with Cusco clutch disk

SF EJ20T : 97 - 02
[Size 230 / Splines 25.2 / Teeth 24]

SG EJ20T : 02 - 04
[Size 230 / Splines 25.2 / Teeth 24]

Part No: 00C 022 B660
Price : \$500.00

SG EJ20T : 05 - 07
[Size 230 / Splines 25.2 / Teeth 24]

Part No: 00C 022 B666
Price : \$500.00

SG EJ25T : 04 - 07
[Size 240 / Splines 25.2 / Teeth 24]

Part No: 00C 022 B667
Price : \$500.00



Chromoly Flywheel

Designed and machined precisely for even rotation,
delivering a balanced drive train even at low revolutions

- * Weight : 4.86 kg vs 8.7 kg OEM
- * Moment of inertia : 44% vs Stock

SF EJ20T : 97 - 02
[Size 230 / Splines 25.2 / Teeth 24]

SG EJ20T : 02 - 04
[Size 230 / Splines 25.2 / Teeth 24]

Part No: 660 023 A
Price : \$654.00

SG EJ25T : 04 - 07
[Size 240 / Splines 25.2 / Teeth 24]

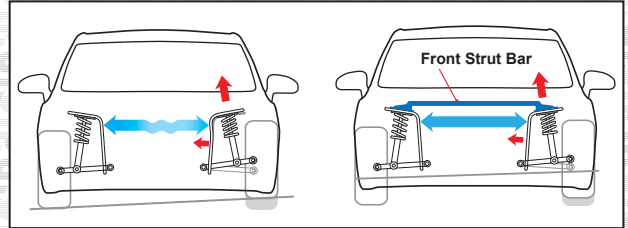
Part No: 667 023 A
Price : \$734.00



Strut Tower Braces

Strut Tower Bars eliminate chassis flex at the most vital area of the car - between the strut towers, essentially to prevent the misalignment of suspension mounting points experienced during high cornering loads. The end result is the suspension performing at its intended optimal condition with the suspension geometry in tact.

The CUSCO brand Strut Tower Bars not only provides flawless fitments, but are engineered inside and out. The interior of the hollow shafts are carefully designed so that the bars are kept lightweight while providing the most rigid strength.



Front : Type - OS / ST

Light weight aluminum oval shaft, strong & durable.
ST type equipped length / tension adjuster buckle

- * Aluminum Oval shape
- * Steel Blue Bracket



[OS Type]

Part No: 660 540 AN
Price : \$200.00
* OS Type 2

[ST Type]

Part No: 660 510 A
Price : \$160.00
* Adjustable length & tension



[OS Type]

Part No: 667 540 ALHD
Price : \$200.00
* OS Type 1



[OS Type]

Part No: 692 540 A
Price : \$200.00
* OS Type 1



[OS Type]

Part No: 697 540 A
Price : \$200.00
* OS Type 2

Rear : Type - OS / AS

Light weight aluminum oval shaft, strong & durable.
AS type equipped length / tension adjuster buckle

- * Aluminum Oval shape
- * Steel Blue color Bracket
- * Need modify on under cover



[OS Type]

Part No: 658 541 A
Price : \$200.00
* OS Type 1

[AS Type]

Part No: 658 511 A
Price : \$160.00
* Adjustable length & tension



[OS Type]

Part No: 692 541 A
Price : \$200.00
* OS Type 1



Quick Release Lever

Enables quick removal of the strut bar center shaft without any hand tools.
 Replace strut bar nut & bolt set for Type-OS, ALC, & HBD.

Part No: 00B 540 A
 Price : \$54.00
 * 2 pcs per set



Power Braces (Chassis Braces)

Strengthens chassis and minimizes body flex at cornering loads enabling optimal suspension movement.
 Similar effect as stitch welding a fatigued seasoned chassis.

Lower Arm Bar [Front]

* Connect both LCA mounting point

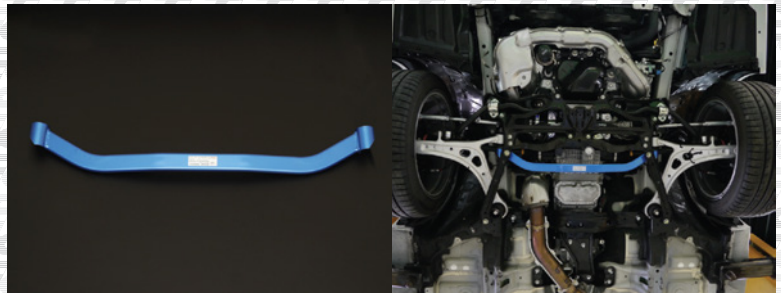


[Ver. 1]
 Part No: 660 475 A
 Price : \$100.00

* Turbo model only
 * Not work with Ver.2

[Ver. 2]
 Part No: 675 477 A
 Price : \$200.00

* Turbo model only
 * Not work with Ver.1

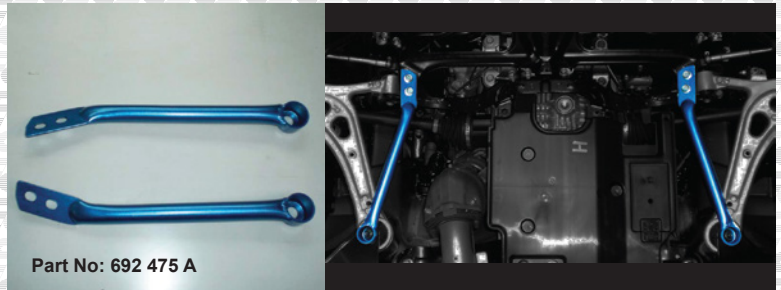


[Ver. 1]
 Part No: 676 475 A
 Price : \$100.00

* Turbo model only
 * Not work with Ver.2

[Ver. 2]
 Part No: 676 477 A
 Price : \$200.00

* Turbo model only
 * Not work with Ver.1



Part No: 692 475 A



[Ver. 1]
 Part No: 692 475 A
 Price : \$100.00

* Turbo model only
 * Not work with Ver.2

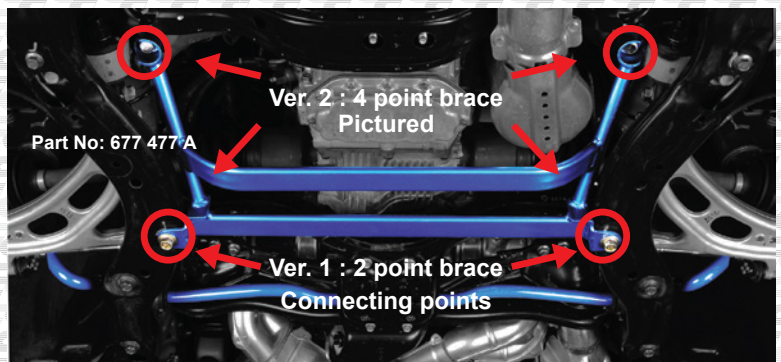
[Ver. 2]
 Part No: 677 477 A
 Price : \$200.00

* Turbo model only
 * Not work with Ver.1

Lower Arm Bar [Rear]



[Ver. 1]
 Part No: 660 476 A
 Price : \$64.00



Power Brace

SG

Front Member Brace **A**

Part No. : 676 492 FM
Price : \$227.00
* SG5 Before M/C

Engine Room Brace **B**

Part No. : 676 492 ER
Price : \$200.00
* SG5 Turbo Only

Floor Center Brace **C**

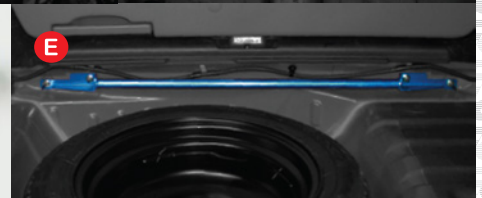
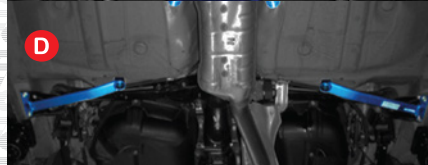
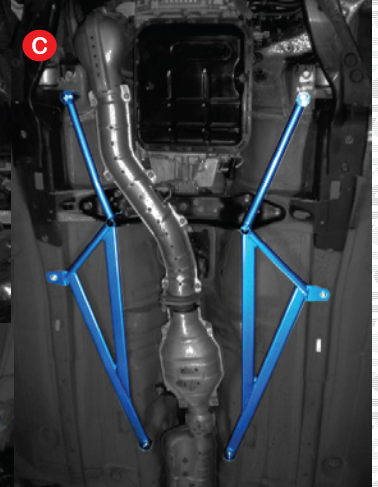
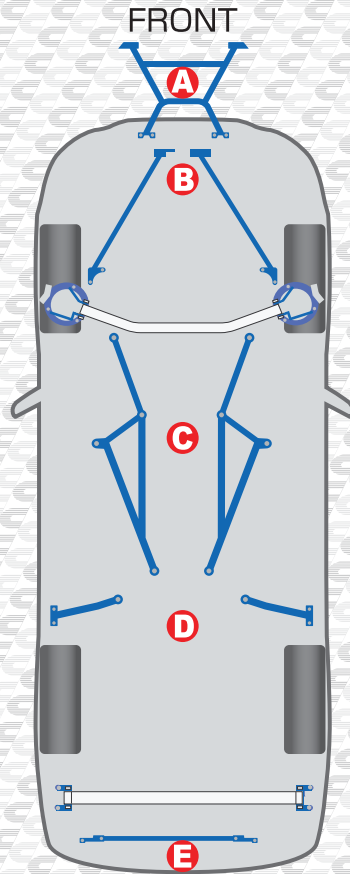
Part No. : 676 492 C
Price : \$507.00
* SG5 AT Only

Floor Rear Brace **D**

Part No. : 672 492 R
Price : \$167.00

Rear Trunk Brace **E**

Part No. : 676 492 RT
Price : \$104.00
* SG5



Rear Subframe Brace

Connect rear subframe together to prevent chassis flex and promote overall vehicle handling characteristics and improve traction. In addition, Subaru Genuine Diffuser for IMPREZA WRC GDB Applied-F model can be mouted with Cusco Diffuser Bracket.

SF SG **A**

Part No. : 676 487 A
Price : \$160.00

[Subaru OE Rear Diffuser bracket]

SF SG **B**

Part No. : 676 487 S
Price : \$51.00
* Require drilling a 6mm hole to install

[Subar OE Rear Diffuser]

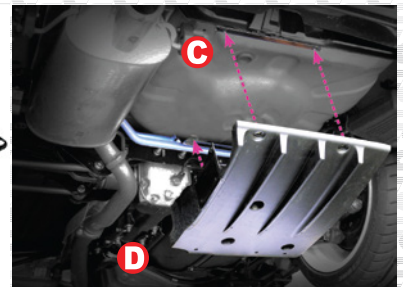
SF SG **C**

Part No. : ST91225 FE000
Price : \$72.00
* Subaru OE parts

[Rear Diffuser Mounting Bolts]

SF SG **D**

Part No. : ST90100 0365
Price : \$1.80 / each
* Subaru OE parts : need 4 pcs



Power Brace

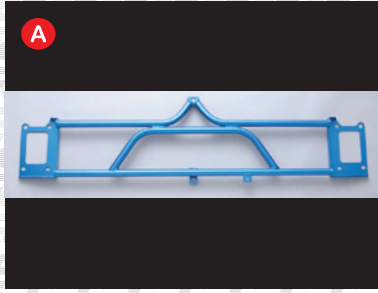


Front Member Brace

Part No. : 677 492 FM
Price : \$280.00
* SH5



- * Connect both front member and radiator support
- * Steel
- * Retains factory bumper beam



Cross Member Brace

Part No. : 692 492 M
Price : \$294.00
* Turbo only



- * Connect front member and LCA mounting point
- * Steel



Floor Center Brace

Part No. : 692 492 C
Price : \$507.00
* Not for SH9



- * Connect Front member, Transmission member and main frame
- * Need modify on under cover

Floor Rear Brace

Part No. : 692 492 R
Price : \$167.00
* SH5



- * Connect center frame and rear member
- * Steel
- * Need modify on uner cover

Rear Member Side Brace

Part No. : 687 492 RS
Price : \$174.00



- * Connect front & rear Lateral rod mounting points
- * Steel

Rear Member Brace

Part No. : 692 492 RM
Price : \$114.00
* SH5



- * Connect both rear subframe
- * Steel

Rear End Brace

Part No. : 677 492 RE
Price : \$227.00
* SH5



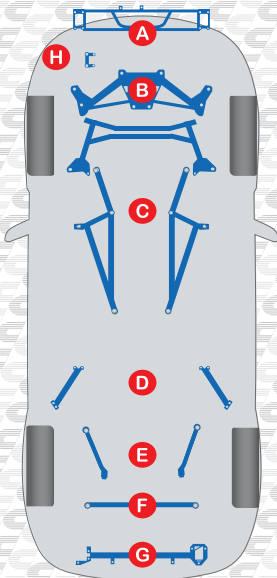
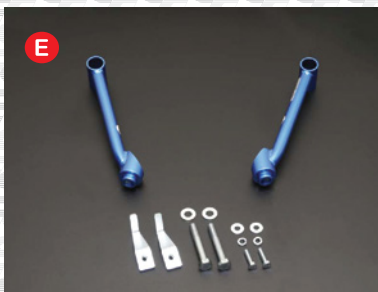
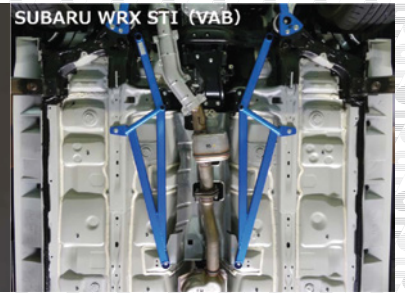
- * Connect right and left rear sub frame
- * Steel
- * Need remove OEM bumper beam

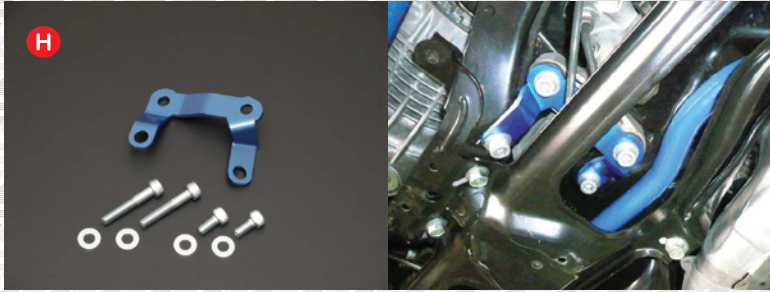
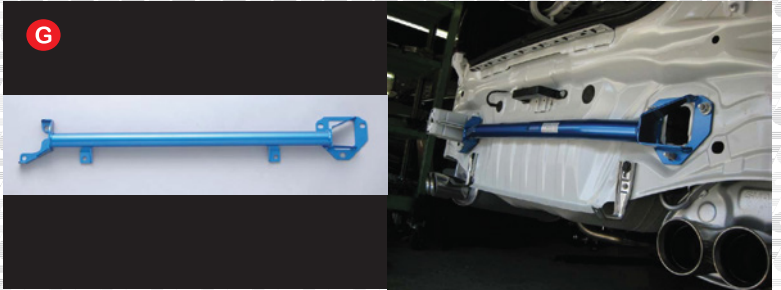
Power Steering Rack Brace

Part No: 692 026 A
Price : \$67.00



- * Connect steering rack and cross member
- * Left Hand Drive model
- * Replacing the factory brace





SJ

Front Side Brace

Part No: 697 492 FS
Price : \$227.00

A

- * Connect front and rear LGA mounting point

Rear Member Side Brace

Part No. : 687 492 RS
Price : \$174.00

B

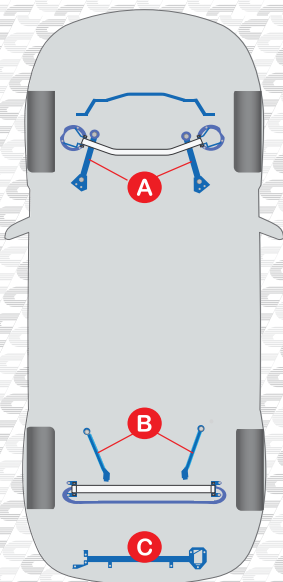
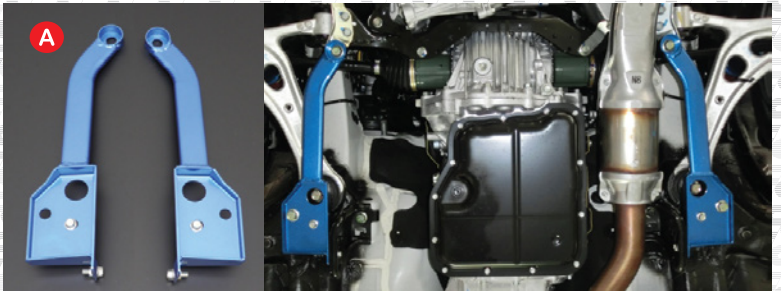
- * Connect front & rear Lateral rod mounting points
- * Steel

Rear End Brace

Part No. : 677 492 RE
Price : \$227.00

C

- * Connect right and left rear sub frame
- * Steel
- * Need remove OEM bumper beam



Reinforced Differential Carrier

Eliminate unwanted rear differential carrier movement for maximize direct traction

Part No: 6A1 489 A
Price : \$174.00

- * Pre-installed heavy-duty rubber bushings
- * Boxed steel construction



Engine Parts

Engine Pitch Stopper

Reduce torque-induced rocking and pitching as engine power is applied and subsequently, lifted.

Part No: 6A1 911 PS
Price : \$134.00

- * HD Rubber Bushing on body side
- * Aluminum Billet Blue
- * For EJ20 / EJ25



High Pressure Radiator Cap

Cusco Radiator caps protects against overheating and promotes efficient coolant flow. Rated at (1.3kg/cm2).

Part No: 00B 050 A13
Price : \$34.00



Sports Oil Filter

Features a high powered magnet and ultra fine paper + mesh filter, effective for virtually any condition.

Part No: 00B 001 C
Price : \$34.00



Neodymium Magnet Drain Bolt

Capture metallic pollutants and microscopic particles that reside in motor oils, even those which may not be captured by oil filters.

Part No: 00B 001 ND04
Price : \$24.00

Part No: 00B 001 ND03
Price : \$24.00

SF SG SH

SJ

- * 4500 Gauss Neodymium Magnet
- * A7075 Duralumin alloy body
- * M20 x P 1.5
- * Aluminum gasket included

- * 4500 Gauss Neodymium Magnet
- * A7075 Duralumin alloy body
- * M16 x P 1.5
- * Aluminum gasket included

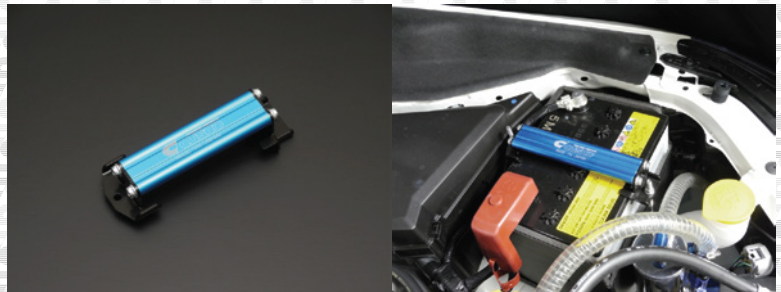


Battery Stay

Add some Cusco blue to your engine bay by installing one of these battery tie downs! Three sizes are available for various vehicle applications.

Part No: 00B 745 B
Price : \$78.00 / pc

SF SG SH SJ



Earth Harness Grounding Kit

Full electrical power distribution throughout system. Maximizes electric efficiency, increases response.

Part No: 00B 727 F
Price : \$200.00

Part No: 965 727 A
Price : \$200.00

SF SG SH

SJ

- * Full cranking amps
- * Brighter headlights
- * Increased engine response

- * Full cranking amps
- * Brighter headlights
- * Increased engine response



Radiator Cooling Plate

Part No: 676 003 AL
Price : \$131.00

* Aluminum with Blue Alumite finish

SG



Air Intake Silicon Hose A

SF SG

Part No: 667 037 A
Price : \$54.00

Turbo Heat Shild B

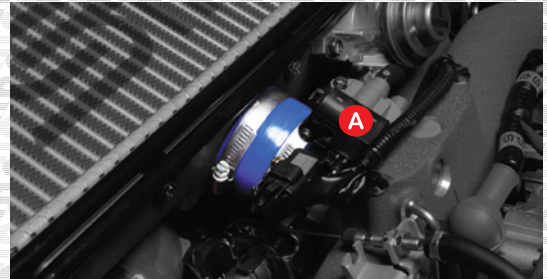
SF SG SH

Part No: 667 045 A
Price : \$91.00

Turbo Heat Shild & Air Intake Silicon Hose Set

SF SG

Part No: 667 045 B
Price : \$131.00



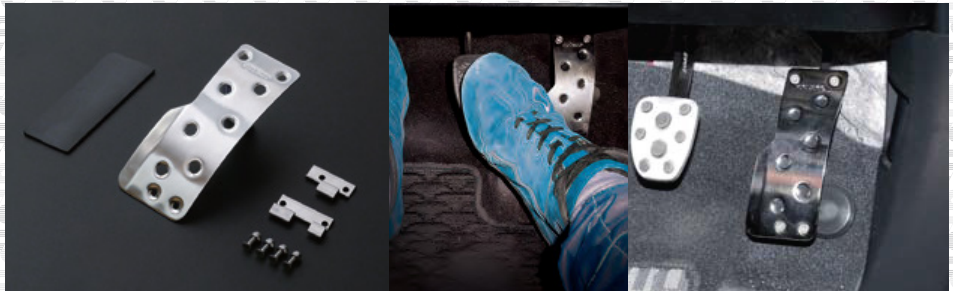
Sports Equipment

Sports Accel Pedal

Wider pedals enable heel & toe

Part No: 965 766 A
Price : \$51.00

SH SJ



Exhaust Hanger

Maximum durability to support factory and OEM exhaust systems for vehicles in motorsports or spirited driving.

Part No: A160 RM002B
Price : \$12.00 / pc

Part No: A160 RM004B
Price : \$12.00 / pc

SF SG

SH



Drift Knob

This universal handbrake knob is made from aluminum and finished in silver, red, and blue. It replaces the factory handbrake knob and allows for free action of the handbrake.

[Silver]
Part No: 692 014 AA
Price : \$27.00

* Aluminum

[Blue]
Part No: 692 014 AL
Price : \$27.00

* Aluminum

[Red]
Part No: 692 014 AR
Price : \$27.00

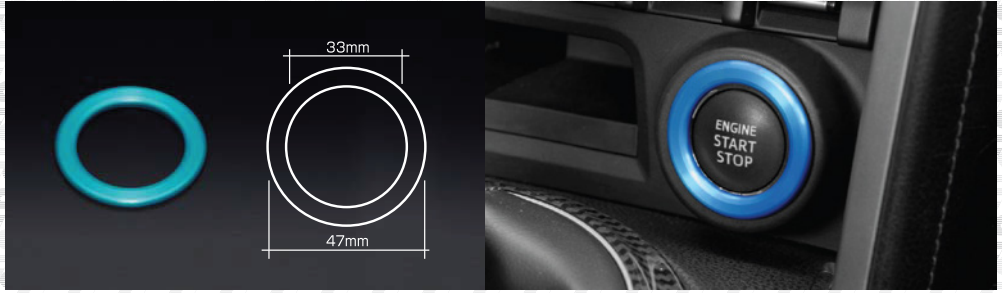
* Aluminum



Push Starter Ring

Part No: 965 730 G
Price : \$24.00

* Billet Aluminum with Blue Alumite finish



Folding Tow Hook

Locks into 90 and 180 degrees
100 % bolt-on
Hardened Steel

[Front]

Part No: 965 017 F
Price : \$131.00



Towing Strap : Vertical mount

Towing Capacity : 3,500 kgf
Length : 320 mm - Width : 50 mm (except bracket)
Bracket : mounting hole ID : 16 mm, T= 4 mm

[Blue]

Part No: 00B CTV BL
Price : \$60.00

[Red]

Part No: 00B CTV RD
Price : \$60.00

* Due to universal type products,
it may need modification on vehicle to install.



Towing Strap : Horizontal mount

Towing Capacity : 3,500 kgf
Length : 310 mm - Width : 50 mm (except bracket)
Bracket : mounting hole ID : 16 mm, T= 3 mm

[Blue]

Part No: 00B CTS BL
Price : \$47.00

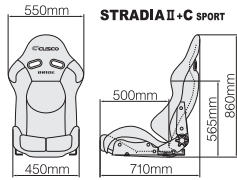
[Red]

Part No: 00B CTS RD
Price : \$47.00

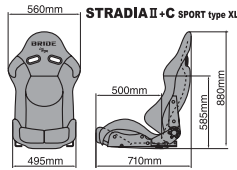
* Due to universal type products,
it may need modification on vehicle to install.



Cusco x Bride Collaboration Seat



RO type Seat Rail : \$210.00



RO type Seat Rail : \$210.00

Stradia II

- * Steel Frame Structure
- * Luxury Suede / Fire Retardant
- * Silver FRP Construction
- * Weight : 14 kg / 31 lbs

[Standard Cushion]

Part No: BRD-G33SCF
Price : \$1,800.00

[Lowered Cushion]

Part No: BRD-G23SCF
Price : \$1,800.00

Stradia II : Type -XL

[Standard Cushion]

Part No: BRD-G55SCF
Price : \$2,150.00

Gias II

- * + High Side Bolster

[Standard Cushion]

Part No: BRD-G23SCF
Price : \$1,800.00



FRP Silver Shell



Streams

- * Available in suede or durable synthetic leather
- * Relaxed Fit Touring Seat
- * Fully Reclining / Folding with Optional CRUZ Arm Rest
- * Weight : 14.6 kg / 32 lbs

[Black Suede]

Part No: BRD-I10ACN
Price : \$1,100.00

[Black Suede CRUZ]

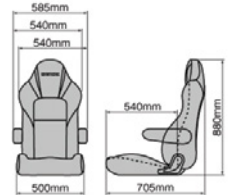
Part No: BRD-I32ACN
Price : \$1,150.00

[Black Synthetic Leather]

Part No: BRD-I10ACR
Price : \$1,100.00

[Black Synthetic Leather CRUZ]

Part No: BRD-I32ACR
Price : \$1,150.00



RO type Seat Rail : \$210.00

CRUZ : Optional Arm Rest

- * Sold as per side
- * Weight : 1.6 kg / 3.5 lbs (each)

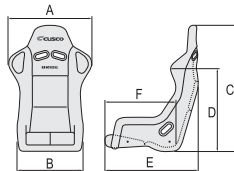
[Black Suede]

Price : \$80.00 [per side]



Zeta III

- * FIA Approved (excludes Carbon Aramid Seat)
- * Black with Cusco Logo
- * Carbon Aramid - Weight : 6.9 kg / 15 lbs
- * Super Aramid - Weight : 7.1 kg / 15.5 lbs
- * FRP Silver - Weight : 7.61 kg / 17 lbs



FO type Seat Rail : \$240.00

FG type Seat Rail : \$240.00

XL type Seat Rail : \$295.00



[Regular / FRP Silver]

Part No: BRD-F31HCF
Price : \$1,000.00



[Type-L / FRP Silver]

Part No: BRD-FL1HCF
Price : \$1,150.00



[Type-XL / FRP Silver]

Part No: BRD-F91HCF
Price : \$1,150.00



[Regular / Super Aramid]

Part No: BRD-F31HCZ
Price : \$1,400.00



[Type-L / Super Aramid]

Part No: BRD-FL1HCZ
Price : \$1,500.00



[Type-XL / Super Aramid]

Part No: BRD-F91HCZ
Price : \$1,500.00

[Regular / Carbon Aramid]

Part No: BRD-F31HCR
Price : \$2,000.00

[Type-L / Carbon Aramid]

Part No: BRD-FL1HCR
Price : \$2,200.00

[Type-XL / Carbon Aramid]

Part No: BRD-F91HCR
Price : \$2,200.00

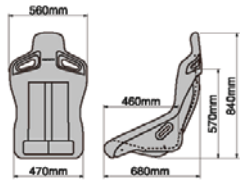
MODEL	A	B	C	D	E	F
ZETAIII+C	590	470	865	590	630	460
ZETAIII+C type-L	590	475	880	595	665	500
ZETAIII+C type-XL	580	520	880	595	665	500

FRP Silver Shell
7.6 kg / 17 lbs

Super Aramid Shell
7.1 kg / 15.5 lbs

Carbon Aramid Shell
6.9 kg / 15 lbs





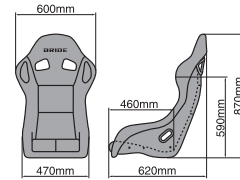
FO type Seat Rail : \$240.00
FG type Seat Rail : \$240.00

A.I.R

- * Stylish Full Bucket Seat
- * Boxed hip section provide additional structural integrity
- * Anatomically ergonomic seating
- * Low aerodynamic drag at headrest area
- * Designed for sporting hold as well as long duration comfort
- * Weight : 6.8 kg / 15 lbs

[Black Fabric / FRP Silver]

Part No: BRD-F86HCF
Price : \$1,350.00



FO type Seat Rail : \$240.00
FG type Seat Rail : \$240.00

Zeta III PLUS

- * HANS Device Compatibility
- * FIA Approved
- * Black with Cusco Logo
- * Carbon Aramid - Weight : 6.8 kg / 15 lbs
- * FRP Silver - Weight : 7.6 kg / 17 lbs



[FRP Silver]

Part No: BRD-H31HCF
Price : \$1,080.00

[Carbon Aramid / FRP Silver Shell / Carbon Aramid Shell]

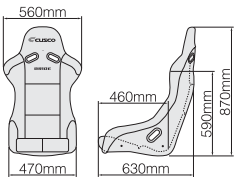


Part No: BRD-H31HCR
Price : \$2,150.00

Vios III



- * FIA Approved (excludes Carbon Aramid Seat)
- * Black with Cusco Logo
- * Carbon Aramid - Weight : 6.6 kg / 14.5 lbs
- * Super Aramid - Weight : 7.1 kg / 15.5 lbs
- * FRP Silver - Weight : 7.1 kg / 15.5 lbs



FO type Seat Rail : \$240.00
FG type Seat Rail : \$240.00

FRP Silver Shell
7.1 kg / 15.5 lbs



[FRP Silver]

Part No: BRD-F42HCF
Price : \$1,050.00

Super Aramid Shell
7.1 kg / 15.5 lbs



[Super Aramid]

Part No: BRD-F42HCZ
Price : \$1,500.00

Carbon Aramid Shell
6.6 kg / 14.5 lbs



[Carbon Aramid]

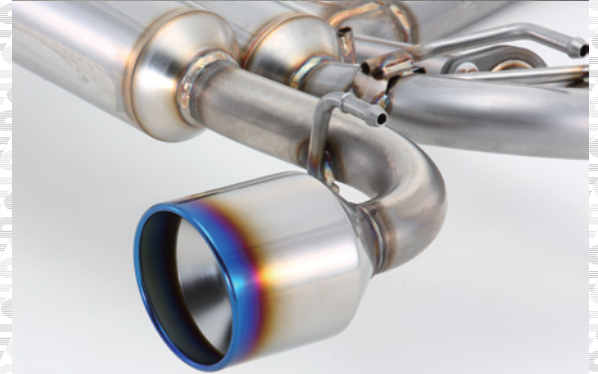
Part No: BRD-F42HCR
Price : \$2,050.00

Fujitsubo Exhaust

Founded in 1931, Fujitsubo has been a pioneering leader in Japan, for exhaust system technologies, acoustics, and metallurgy. Through out the history, we've only done one thing passionately, that is to engineer performance automotive products that fuel emotions, and meet the highest standards.

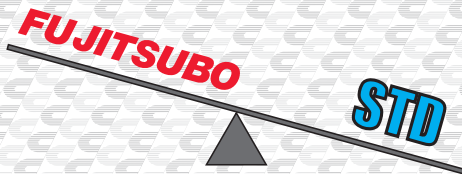
Our system displayed here consists of the following components. Tuned port runners of the Exhaust Header Pipe scavenges the gasses immediately with minimal restrictions. Made of mild steel, and exotic thermal coating, the 4-2-1 layout is carefully calibrated to extract neatly at all ranges of operation. The Front Down-Pipe is designed so that the connection from the Header Pipe to the rear sections can be fitted with ease, and with precisely calculated diameter. From this point, a carefully bent and hand welded, Fujitsubo A-R Muffler System carries the exhaust precisely to the tail pipe. The acoustically-tuned, flow-designed system has had dedicated testing on flow benches, dynamometer, and on racing and street venues, as well as human factors of emotions and tactile feel.

Combined, this entire system provides unrivaled weight savings, utter reliable racing performance, and lively, orchestral sounds proper on a race car. At the same time the system is carefully manufactured for exacting fit, long lasting metallurgy, and stunning visual appeal. The exhaust itself archives a full 3.7 kg weight reduction from stock SH5 2.0 Turbo system.



FUJITSUBO Authorize-R

Weight: 18.1 kg
 Power: 175 kw 238.0 ps (5400 rpm)
 Torque: 406.7 Nm (2300 rpm)
 Exhaust Sound Level: 95dB (4000 ~ 6000 rpm)

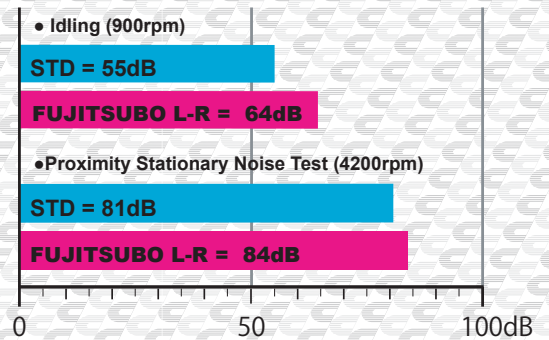


STD OE full exhaust system

Weight: 21.8 kg
 Power: 169.5 kw 230.5 ps (5340 rpm)
 Torque: 406.7 Nm (2280 rpm)
 Exhaust Sound Level: 89 dB (4000 ~ 6000 rpm)



Sound Data



FUJITSUBO

SF SF5 2.0 Turbo

EJ20T



Legalls - R

[Cat-Back : Polished Tip]

Part No. : FGK 790-64501
Price : \$920.00

- * 101.6mm Slashed Polished Tip
- * Single Outlet
- * Single Muffler

SF SF5 2.0 Turbo

EJ20T



Legalls Super - R

[Cat-Back : Polished Tip]

Part No. : FGK 390-64501
Price : \$920.00

- * 117mm Round Slashed Polished Tip
- * Single Outlet
- * Single Muffler

SF SF5 2.0 NA

EJ20



Legalls - R

[Cat-Back : Polished Tip]

Part No. : FGK 760-64502
Price : \$890.00

- * 90mm Slashed Polished Tip
- * Single Outlet
- * Single Muffler

SG SG5 2.0 Turbo EJ20T
SG9 2.5 STI EJ25



Legalls R Type Evolution

[Axel-Back : Polished Tip]

Part No. : FGK 790-64511
Price : \$690.00

- * 117mm Round Slashed Polished Tip
- * Single Outlet
- * Single Muffler

SG SG5 2.0 Turbo EJ20T
SG9 2.5 STI EJ25



Legalls Super - R

[Axel-Back : Polished Tip]

Part No. : FGK 390-64511
Price : \$730.00

- * 117mm Round Slashed Polished Tip
- * Single Outlet
- * Single Muffler

SG SG9 2.5 STI EJ25



Super EX Basic Version

[Exhaust Manifold / Header]

Part No. : FGK 610-64511
Price : \$1,450.00

- * Stainless Steel
- * 42.7 - 50.8 mm Pipe Diameter
- * 7.3kg (vs 14.4kg stock)

SH SH5 2.0 Turbo AT / MT EJ20T
SH5 2.0 NA AT EJ20
SHJ 2.0 NA AT FB20



Authorized - S

[Axel-Back : Polished Tip]

Part No. : FGK 350-64531
Price : \$1,300.00

- * 107 x 96mm Round Oval Slashed Polished Tip
- * Dual Outlet
- * Dual Muffler

SH SH5 2.0 Turbo AT / MT EJ20T



Authorized - R

[Cat-Back : Polished Tip]

Part No. : FGK 560-64531
Price : \$1,710.00

- * 117mm Round Slashed Polished Tip
- * Dual Outlet
- * Dual Muffler

SJ SJ5 2.0 NA FB20



Authorized - S

[Axel-Back : Polished Tip]

Part No. : FGK 350-64541
Price : \$680.00

- * 117mm Round Slashed Polished Tip
- * Single Outlet
- * Single Muffler

SJ SJG 2.0 Turbo FA20T



Authorized - S

[Axel-Back : Polished Tip]

Part No. : FGK 350-64542
Price : \$1,200.00

- * 117mm Round Slashed Polished Tip
- * Dual Outlet
- * Dual Muffler



CARROSSER

Carrosser Co. Ltd

CUSCO is a registered trademark of CARROSSER Co. Ltd.

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Fax : (+08) 27-352-1919

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Phone : (+1) 714-907-0033

Fax : (+1) 714-369-8142