

HIGH PRESSURE RADIATOR CAP

FEATURE

Raises the boiling point for better cooling efficiency, and prevents over heating

Fortified main pressure valve spring and silicon packing are used to raise the pressure inside the radiator for a higher boiling point. The coolant will not boil easily, prevents air bubbles in the block and radiator core with improved heat transfer.

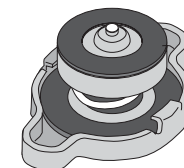
CUSCO's high-pressure radiator cap works at 1.3kg/cm² at zero atmospheric pressure. In theory, the atmospheric pressure of the road surface (approximately 1.0kg/cm²) is added and the pressure is 2.3kg/cm².

RADIATOR INTERNAL PRESSURE AND BOILING POINT

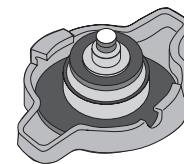
| PRESSURE | BOILING POINT |
|------------------------|---------------|
| 2.3 kg/cm ² | 126.5°C |
| 2.0 kg/cm ² | 122.6°C |
| 1.9 kg/cm ² | 120.3°C |
| 1.0 kg/cm ² | 100.0°C |

1.0kg/cm² (atmospheric pressure) + 1.3kg/cm² (pressure valve) = 2.3kg/cm²

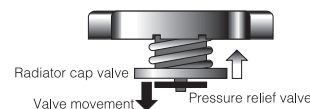
* The atmospheric pressure can vary under road conditions.



A type



B type



Operates from 2.3kg/cm²
Boiling point approximately 126.5°C

RADIATOR COOLING PLATE

FEATURE

Increases radiator air flow/pressure

Immediately decreases radiator coolant temperature. Better combustion efficiency Increases air going through the radiator for more output, thus holding down coolant temperature on track runs and continuous high speed drives, preventing over-heating.

MATERIAL

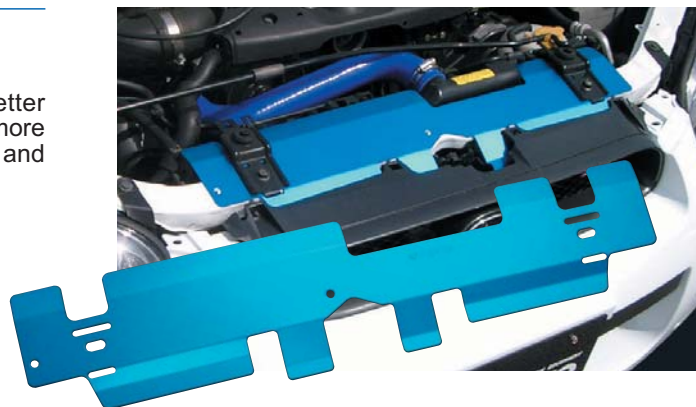
Lightweight aluminum

MOUNT

Bolt-on type

Easily mounted by using original nuts and bolts on the chassis.

* Some cars may require the use of the nuts and bolts included in the kit.



INTERCOOLER HEAT SHIELD

FEATURE

Shields the heat for the intercooler



The shield



Impreza Turbocharger heat shield



Lancer Exhaust manifold heat shield

TURBO PIPE

Increasing Turbo response and stable deliver air, Decreasing heat and high pressure problem to be avoided by Aluminum and Silicon hose.

*Aluminum turbo pipe with fin type

*Aluminum turbo pipe type

*Silicon hose type

