

# CUSCO TOURING A STRUTS

\*\*\*\* IMPORTANT NOTES \*\*\*\*

**DO NOT OVERTIGHTEN (OVER TORQUE) the TOP NUT!!!! DO NOT USE A BIG IMPACT GUN!!!!** REMEMBER, the main shaft is HOLLOW with the ADJUSTER so the MAX torque for the 17mm or 19mm top nut is 36 ft/lbs (about HALF of what you might expect). If you use an IMPACT GUN to tighten down, you are likely to break the shaft. This will not be under warranty!

But also, do not use ANY tool (i.e. vice grips) to try to hold the shaft (like between coils of the spring) Even the slightest damage to the chrome shaft will cause the seals to leak.

And be sure that your “stack” of upper spring perch, conical washer (on front struts) and the strut top is correct and that only threads are showing when you screw down that top nut. Side loads on the shaft can also cause problems. Be sure springs are fully compressed before assembling, check how parts fit over the machined shoulder, and then be sure to release spring compressors EVENLY (not just one compressor and then the other). Wall mount spring compressors work best.

Also, if these struts are being used with a PRIMITIVE Lift Kit that includes REAR SHOCK extensions, the screw on shock extensions used for a stock strut, must be REPLACED with spacers and a bump stop, stop washer. Because of the ADJUSTER, you cannot screw the shock extension onto a Touring A struts (hence the spacer and thick washer that we provide if we know you have a Primitive spring-based lift). Contact PRIMITIVE if ANY questions remain.

## ADJUSTING THE STRUTS.

Turning the adjuster clockwise will stiffen the strut. Do not force the adjuster past the point it wants to stop. There are approx 40 adjustment positions. For most Subaru applications, we recommend a starting point of:

Front Struts: 25 clicks back from full hard

Rear Shocks: 18 clicks back from full hard