

AVO
turboworld™

2012 All-Subaru Parts Catalog

Impreza
Legacy
Outback
Forester
Exiga
BRZ



AVO Turboworld Parts Catalog

AVO Turboworld's Subaru Performance Programs draws on experience gained from 20 years of turbocharged Subaru performance tuning, and 35 years of experience in designing, manufacturing, installing and modifying turbochargers. AVO Turboworld is an industry leader in the field of turbocharger system design and manufacture and is unique in that it is a totally family run and operated business.

Likewise, its engineering philosophy is also unique, in that AVO Turboworld's main design aim is to always maximise efficiency over excessive boost pressure. No ifs, ands, or buts. Period. Our design philosophy has four important parts: optimising the intake system, optimising the exhaust system, specifying the best possible performing intercooler, and finally, most importantly joining the whole package together with state of the art engine management that is never mismatched for the application.

Many hundreds of hours are spent designing, testing and developing our range of Subaru performance parts, with a large amount of work going into ensuring that all turbosystem parts seamlessly integrate with the stock engine, transmission and electronics package. Design and development is an on-going task and is taken very seriously at AVO Turboworld, as we constantly improve and refine our range of parts and accessories.

AVO Turboworld simply has no rivals when it comes to design integrity, quality of workmanship and materials used. When correctly chosen and fitted properly, not only will your engines power increase over stock, but it will also be user friendly to drive and will remain so for many years of trouble free operation, with proper servicing and maintenance.

One of AVO Turboworld's main design aims is to achieve excellent power gains by maximising efficiency rather than having to depend on brute force by running your turbocharger and engine to the edge of its safety margin. AVO Turboworlds range of performance packages always take into consideration such things as available fuel octane, ambient temperature and long term reliability while having you smiling from ear to ear.

For more information about AVO and our latest products and prices, please check us out on the web at:

www.avoturboworld.com
www.facebook.com/avoturboworld

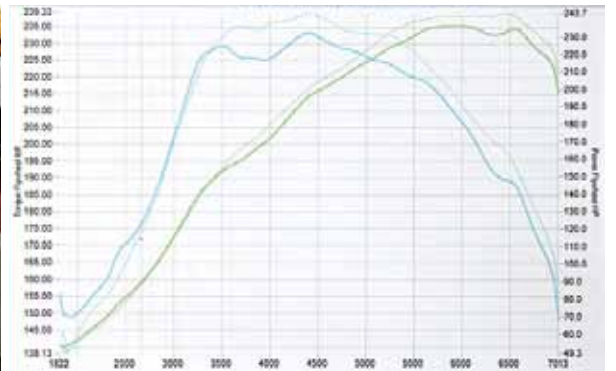
We offer a variety of intake systems that are built specifically for your needs. OEM Subaru intakes are good for only 320-330hp at the engine, and will be restrictive towards any power above those levels. For more flow, step up to the AVO Power Air systems with a filter that features the same dry-film design as our panel filters. They are easy to maintain, last a long time, and with the air flow necessary for any larger-than-stock turbo setups. Air box kits are also available to help isolate the air intake from the heat of the engine bay.



Our high-flow replacement for your OEM air filter is made from a cleanable sturdy cotton fiber. A quick and easy boost for power and torque that has equal rates of engine protection thanks to a special dry film system. Cleaning the filter is a simple process, and does not require any special oils. Simply soak it carefully in soapy water, rinse it out carefully, and let it dry.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Legacy | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Forester | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |
| BRZ • FRS | | | | | | | | | | | | | | | • |



Power Air Intakes



For maximum air flow demands, the AVO's Power Air system is an easy to fit bolt-on item that helps the engine breath deeper. It has been specifically designed to accept the stock MAF sensor for optimal performance. The filter element is composed of cotton with a special dry-film system, and is washable and fully re-usable. It can be washed by soaking it in hot water with a bit of dish soap, then air drying it.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Legacy | | | | | | | | | | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |



AVO cold-air boxes help isolate your AVO power air system from the heat of the engine bay. They have been designed to work with the stock cold-air snorkal if it trimmed slightly. These air boxes do not work with a FMIC if the piping routes down through the fender.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
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| Impreza | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Legacy | | | | | | | | | | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
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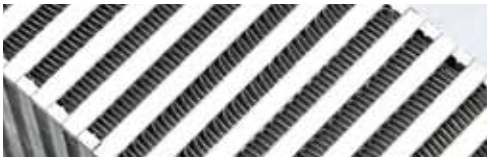
Front Mounted Intercoolers



When a TMIC is not enough, step up to AVO's line of Front Mounted Intercoolers. With huge cast endtanks, deep bar and plate cores and efficiency engineered in, they are the answer to your big power needs. Track tested at 600hp on the famous AVO Time Attack STI!

Where other companies are content with welding up a bit of stainless steel piping, throwing in some cheap silicone couplers and calling it good, we took the time to design moulded high-strength rubber hoses.

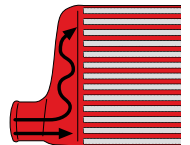
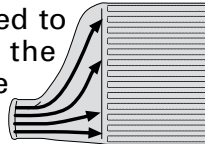
Why rubber? Rubber hoses keep the heat out better than any other material, especially in comparison to stainless steel, which gets hot quickly and stays hot. Rubber won't rattle on metal edges, and deals better with movement from the engine. It simply lasts longer and fits better than any alternative. So even though it is more expensive to make, we find the benefits far outweigh the cost increase.



| | |
|--------------------------|--------------------|
| Core Height: 222mm | Flow length: 595mm |
| Width: 90mm | Max power: 500+hp |
| Inlet temp: 150°C | Outlet temp: 56°C |
| Ambient flow: 50 lbs/min | Weight: 5.5kg |



We pay special attention to our endtank designs, which are optimized to use the entire core. Many other intercoolers are designed with the assumption that all you need is a big core, and forget that the endtanks are just as important in getting the hot air to flow through the entire core, not just a narrow band nearest the inlet/outlet. This increase in efficiency creates massive performance improvements.



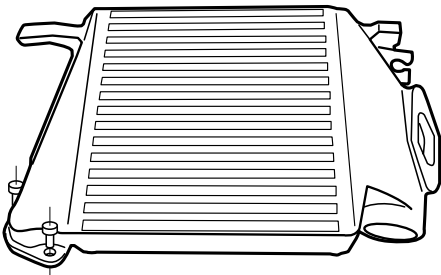
| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
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| Impreza | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Legacy | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exiga | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |



Top Mounted Intercoolers

Efficient intercooling is another important part of AVO Turboworld's power philosophy, by making the maximum amount of power at the lowest possible turbo boost pressure. Reducing the temperature of the intake charge going into your engine improves engine power by increasing air density, but also lower charge air temperatures reduces the chance of detonation. AVO Turboworld's range of intercoolers increase power by greatly increasing the quantity of air the intercooler can flow over stock, as well improving the rate at which heat is removed from the intake charge. To ensure quality and performance, we pressure test all AVO intercooler cores. AVO Turboworld's top mount intercoolers are designed to the standard mounting points and stock turbo piping without any cutting or modification necessary. All intercoolers are created around bar and plate aluminum cores and our end tanks are made from cast aluminum designs that concentrate on actual flow efficiency instead of cheaper one-size-fits-all endtank setups.

AVO Turboworld's top mount intercooler is easy bolt-on horsepower. The high efficiency bar and plate core design flows up to 40% more air than stock while drastically improving cooling. Throttle response and turbo spool is very good as we concentrated on efficiency across the entire intercooler, designing the endtanks to evenly distribute the air and make the most use of the cooling capabilities available.



Dimensions: 260 x 260 x 90mm Max power: 400hp PSI drop: 0.8 psi @ 400hp

Combine with it our reinforced silicone throttle-body hose which is a distinct upgrade to the OEM throttle-body to top-mount intercooler hose. It is a little longer than stock for TMIC fitments that need a little extra length.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza WRX | | | | | | | | | | | | | | | |
| Legacy | | | | | | | | | | | | | | | |
| Forester | | | | | | | | | | | | | | | |
| Exiga | | | | | | | | | | | | | | | |



Adjustable Boost Actuators



An AVO 15psi adjustable actuator endows the factory turbo with a more solid boost response while ensuring boost is maintained at a preset level, resulting in increased torque and hp. Where the factory actuator will drop boost as the revs rise, the AVO actuator delivers constant boost all the way to redline and beyond. An extremely safe, reliable and effective means of raising boost levels.

S2D02G08A001T



VF42
VF37
VF36

S2D96908A001T



VF24
VF22
VF35
VF34

S1B03H08A001T



VF47
VF38
VF44

S1B03G08A001T



TD04HLA

S2X92908A001A



TD05L
TD04L

S1104MT8A001J



VF46
VF40

S2F08NT8A001T



VF48

S2108MT8A001T

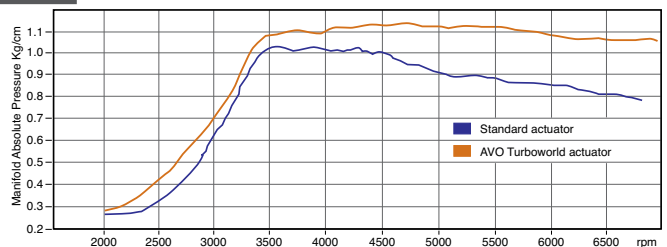


TD04

S5039GT8A001T



TF03FHL





AVO's latest turbocharger for the Subaru Impreza WRX and WRX STI was engineered for a high cost/performance level to satisfy the demands of the market.

Designed from the ground up to provide better reliability, performance, and response than the factory turbocharger units, it comes with all the stainless steel water and oil fittings for a bolt-on solution.

Also included with every AVO Turbocharger is our 15psi adjustable solid boost actuator, which provides for much better boost response and to maintain boost levels at higher RPM's.

With 42lbs/min of flow, it is a significant upgrade over an OEM turbocharger, with quick spool and good boost response. An ideal upgrade for someone looking for more aggressive power and torque on their daily driver.

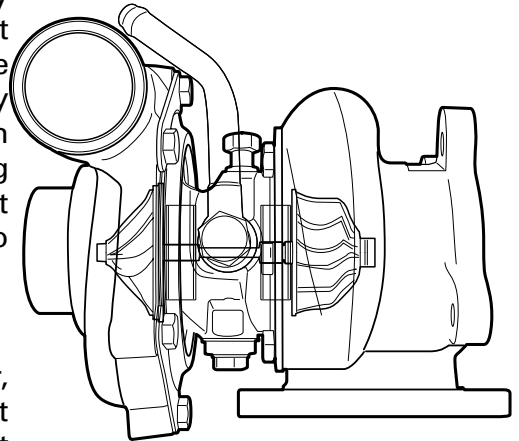
| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Legacy | | | | | | | | | | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | | | | | |
| Exiga | | | | | | | | | | | | | | | |



AVO Turbocharger Technology

Thanks to single-cartridge, dual ball-bearing technology, Garrett® turbochargers generate far less frictional drag and are 10 times more durable than traditional journal-bearing turbochargers. New, efficient turbine stages deliver more power to your engine and allow ball bearing turbochargers to spool up faster than ever and have proven to be far more durable than journal bearing turbochargers. The ball bearing cartridge design is a single sleeve system that contains a set of angular contact ball bearings on either end, whereas the traditional bearing system contains a set of journal bearings and a thrust bearing.

Ball-bearing cartridges offer much better damping and control over shaft motion, allowing enhanced reliability for both everyday and extreme driving conditions. Too much shaft motion can lead to an early failure of the turbocharger, and is a leading cause of early failure with journal bearing turbochargers. In addition, the opposed angular contact bearing cartridge eliminates the need for the thrust bearing - commonly a weak link in the turbo bearing system.



Water Cooling

Following a hot shutdown of a turbocharger, heat soak begins. This means that the heat radiating off the hot engine head, exhaust manifold, and turbine housing finds its way to the center housing of the turbo, raising its temperature. Extreme temperatures in the center housing can result in oil coking, another cause of turbocharger failure. For those reasons, AVO only uses water-cooled turbo center housings. These use coolant from the engine to act as a heat sink after engine shutdown, preventing the oil from coking. The water lines utilize a thermal siphon effect to reduce the peak heat soak-back temperatures after you turn the car off.

Wastegate & Turbo Housings

The AVO turbine housing is designed for maximum flow with an internally wastegated housing, as we run the largest wastegate swing valve possible to reduce chances of boost creep in high horse power engines. The quality of the AVO turbine housing is far above the rest with thousands of hours invested into R&D to insure our turbo housing performance. We only use the highest quality, high-temperature casting, which are machined on a 5-axis CNC machine to insure we maintain the precise tolerances necessary for maximum performance and reliability.

Compressor Covers

AVO Compressor covers have been specially designed for maximum flow and response. In our quest for maximum performance and reliability, we only use the highest quality castings and finish off our covers with 5-axis CNC machining to maintain the precision necessary for a high performance.

Dual Ball-Bearing Turbochargers

05+ Legacy, 08 WRX



AVO's big ball-bearing turbocharger for the Subaru Impreza WRX and WRX STI are true bolt-in applications. These turbos have been designed from the ground up to provide better reliability, performance, and response than the factory turbocharger units. Our turbochargers come with all the necessary water and oil fittings for a bolt-on experience. Also included with every AVO

Turbocharger is our 15psi adjustable solid boost actuator, which provides for much better boost response and to maintain boost levels at higher RPM's.

Our turbochargers have been designed to perform in the harshest conditions possible, and have been tested in them as well. AVO products are not designed to be as reliable as OEM - they are designed to be much better than OEM. New high temperature Stainless Steel exhaust housings ensure our turbos will go the distance, able to operate 200 degrees centigrade higher than standard exhaust housing designs.

Designing our own exhaust housings also allow for the creation of larger internal wastegate designs, bypassing the issues other turbochargers have with boost creep and performance.



02-07 WRX & STI

350 series - Our high-response, high-flow solution when you are looking for a quick power upgrade. Based around a Garrett GT2871R CHRA, but with better-than-stock turbocharger spool time and power! What to look at if you own a 2.0-liter motor and want to combine much better power with drivability.

| Flow Rate | Compressor Housing | Exhaust Housing | Turbine Wheel Inducer |
|-----------|--------------------|-----------------|-----------------------|
| 39lb/min | 0.60 S AR | AVO 3-4 | 53.85mm |

380 series - With a medium-sized GT2871R CHRA center matched to the AVO 3-4 exhaust housing, this turbocharger combines quick response with good mid-range response. It is an excellent choice for most users with this combination of near-stock response mated to much better performance throughout the powerband.

| Flow Rate | Compressor Housing | Exhaust Housing | Turbine Wheel Inducer |
|-----------|--------------------|-----------------|-----------------------|
| 44lb/min | 0.60 S AR | AVO 3-4 | 53.85mm |

420 series - With a medium-sized GT2871R CHRA center matched to the AVO 4-5 exhaust housing, this turbocharger combines quick response with good mid-range response. The larger exhaust housing allows for higher boost levels than the 380 without worry of boost creep. Ideal for circuit racing.

| Flow Rate | Compressor Housing | Exhaust Housing | Turbine Wheel Inducer |
|-----------|--------------------|-----------------|-----------------------|
| 44lb/min | 0.60 S AR | AVO 4-5 | 53.85mm |

450 series - Based upon a GT3076RL CHRA center and matched to high-flow AVO 4-5 exhaust housing, this is a ideal match for some serious power. It has excellent response for it's size while providing superior top end performance with big torque numbers.

| Flow Rate | Compressor Housing | Exhaust Housing | Turbine Wheel Inducer |
|-----------|--------------------|-----------------|-----------------------|
| 50lb/min | 0.60 S AR | AVO 4-5 | 56.50mm |

500 series - This GT30R-based CHRA is matched up with the AVO 4-5 exhaust housing to create a strong drag/circuit performer. Extensive supporting mods are necessary for optimum performance from this high-flow, high-performance turbo.

| Flow Rate | Compressor Housing | Exhaust Housing | Turbine Wheel Inducer |
|-----------|--------------------|-----------------|-----------------------|
| 50lb/min | 0.60 L AR | AVO 4-5 | 59.9mm |

550 series - Elvis. The King. The AVO 550 will put a serious hurting on the competition at the strip or circuit. With a big GT30R CHRA center matched to the big AVO 4-5 exhaust housing, this turbocharger is the choice for serious power numbers.

| Flow Rate | Compressor Housing | Exhaust Housing | Turbine Wheel Inducer |
|-----------|--------------------|-----------------|-----------------------|
| 55lb/min | 0.60 L AR | AVO 4-5 | 59.9mm |



Impreza RS Turbocharger Kit



AVO's bolt-on turbo kit for the 1999-2004 Subaru 2.5-liter naturally aspirated flat four. Time-tested and proven on many customers cars, this kit is the benchmark for aftermarket bolt-on turbocharger kits for the 2.5 RS. This kit is designed to work with a stock exhaust system, or will work with any aftermarket headers and cat-back exhaust that matches up to a stock system. Extensive dyno and road tuning was done to ensure driveability in all conditions and extremes, from winter cold to desert heat. On the dyno the kit produced 212hp at the wheels at the recommended max of 6 PSI of boost. This puts it in the 265hp range at the engine. Almost 100 horsepower over stock, or basically double the stock power!

Included in the kit:

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | | | | | | | | | |

- Water and oil-cooled turbocharger
- High-flow bar-and plate top mount intercooler w/integrated 5th Fuel Injector
- Wire-in tuning computer
- Stainless steel up-pipe
- Stainless steel downpipe with a high flow catalytic converter
- Stainless braided oil lines
- Power air filter
- Intake pipe
- High quality hoses & Fittings
- Full fitting instructions

Optional Parts

- BOV for the RS Turbo Kit



Breather Systems and Radiator Shrouds



Solve your blow-by problems by equipping your vehicle with a good looking polished aluminium oil breather/separator tank. AVO's oil breather system prevents oil from re-entering the intake system which greatly reduces the possibility of detonation.



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| Legacy | | | | | | | | | | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Exiga | | | | | | | | | | | • | • | • | • | • |

Radiator shrouds improve the efficiency of your radiator, sealing the gap at the top. This forces air through the radiator instead of allowing it to just flow out over the top. Available for many models in polished stainless steel.



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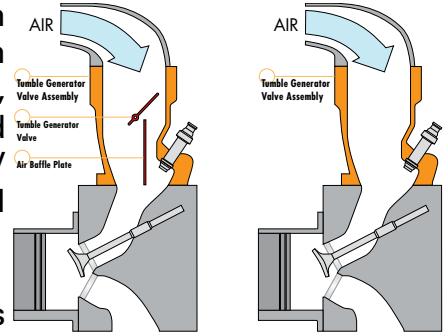
TGV Deletes and Intake Manifolds



You find a TGV assembly on most modern Subaru models. TGV stands for Tumble Generator Valve, referring to a flapper valve in the TGV assembly that is designed to create a "tumble" effect to the air entering your engine.

That valve is only there for cold start emission standards, which is why TGV valves were not used by Subaru in other countries, such as Japan. For even when the valve is fully open it

blocks a good percentage of overall air flow. On a totally stock car it has little impact, but when you upgrade to bigger turbochargers, intercoolers, or exhaust systems, they all need greater airflow. The design of the standard TGV assembly can also make it difficult to install some larger turbochargers to your Subaru.



The AVO TGV Delete is a direct replacements for the entire standard TGV assembly. Not only does it remove the Tumble Generator Valve, it's also been designed to give more space for larger turbochargers, as you can see in the photo to the left.

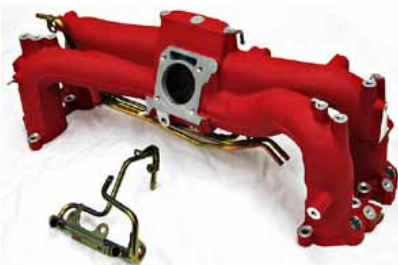


It can cause a TGV error code to come up, but that is easily removed with all ECU tuning solutions. There is two different types of TGV Deletes for side-feed or top-feed injected Subaru models. So make sure you order the right

part! We consider this an essential part when building your big- power engine!



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
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JDM STI RA Spec C intake manifold and fuel lines. This non-DBW high-length runner intake manifold removes the TGV valves, offering unrestricted air flow to the cylinders. Spec C fuel rails necessary for fitment.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
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| Legacy | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
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*a high-modification part that can be fit to any EJ series engine

Stainless Steel Mufflers

AVO Mufflers are constructed from the highest quality TIG-welded stainless steel. We take a lot of care to make our mufflers by hand, using stainless steel flanges as well to ensure longevity. Our mufflers are not packed with cheap fiberglass filling like many other makers, instead we use stainless steel mesh, which we have found to last best. Sound is also very important to us, we don't feel that louder is better. A muffler must produce a mellow, deep note that encourages you to drive and to meet all local noise level standards.



Our Stainless steel twin-muffler sets are designed for specific fitment to each type of vehicle.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | • | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |

Improve the performance of your 2008+ STI with our 3" stainless steel high-performance mid-pipe and muffler(s). Free up more power thanks to the high-flow design, without increasing overall noise levels past reasonable limits. Features two 4" tapered tips and a single muffler on the hatch, and twin mufflers with dual tips on the 2011 Sedan.



Downpipes and Mid-pipes

AVO 3" stainless steel downpipe system with our specially designed cast iron outlet and a high-performance 5-inch metal catalyzer. The outlet incorporates a splitter to deflect wastegate gases for improved turbo spool up. Together with our high flow race catalytic converter we now offer the worlds most potent Subaru downpipe combination.



Our cast outlets are available separately for a variety of turbo types.

Our latest downpipe design is for the 2010 Legacy GT. A 3" design with stainless steel flanges and a 5" metal catalytic converter.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
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| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |



AVO's center pipes offer the highest quality 3" stainless steel replacements for your OEM system. All of our systems incorporate 1 or 2 resonators to remove drone, keeping your drive a pleasant experience to remember. Remove the bottlenecks and get the most performance from your engine possible!



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| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | | • | • | • | • | • |
| Exiga | | | | | | | | | | | • | • | • | • | • |

Exhaust Manifolds and Uppipes



Our specially designed TIG welded CNC mandrel bent exhaust extractors. It has been designed for correct exhaust pulse tuning at high RPM for improved mid to top-end performance. We recommend that the extractors be wrapped with Thermotec or similar extractor heat wrap to retain heat and improve turbo response time. Retains the boxer rumble while enhancing performance. Comes with all necessary gaskets, studs, and nuts.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Legacy | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exiga | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Stainless Steel high-flow exhaust manifold upgrade for twincroll turbo equipped Subaru's. This equal-length split-pulse design is 38mm out of the cylinder head, merging into two 43mm primaries into the turbo support pipe of the twincroll turbocharger. This can also be used with standard turbo 2.5-litre WRX and STI models to bolt-up a twincroll turbocharger. Comes with all necessary gaskets, studs, and nuts.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Legacy | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exiga | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |



The AVO Up-pipe incorporates a flex-joint with AVO's original slip joint design, ensuring a tight fit and relieving stress on other components. This high quality product also comes with mounting studs. Comes with built-in bung for sensors.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Legacy | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exiga | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Adapter Flange for 3 inch downpipes that are being bolted up to a OEM 2.5 inch midpipe. This adapter flange necks down to a standard mid-pipe and inserts a inner lip to help bolt it up properly.



This adapter flange is for standard downpipes being bolted to 3" catback systems, adding a "donut" style fitting so that you can properly use the standard donut flange.



The standard header tank is known to crack due to age and exposure to high underhood temperatures. This is especially common on cars with big turbo builds or used for racing. Our header tank replacement is made from high



grade stainless steel and is built to take the worst that can be thrown at it.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |



An OEM radiator overflow tank is not exactly made from the sturdiest of materials, and can start developing cracks due to age and exposure to high underhood temperatures. This stainless steel replacement outperforms the OEM tank in every way, from durability to capacity.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

Our oil pans are manufactured from the finest steel and aluminum available. Each pan is jig welded and block fit to minimize warpage and insure proper fit and sealing. Before leaving our factory, each and every pan is leak tested for the ultimate in quality control. Superior engineering, choice materials, excellent manufacturing and painstaking quality control.

Deep sump oil pans keep oil away from the crankshaft which results in more power. By preventing the crankshaft from "sloshing" in oil, frictional losses known as "windage" are greatly reduced.



- Manufactured from .125" thick aluminum
- One-piece 3/8" thick billet aluminum of pan rail provides a rigid flange for leak-free sealing
- Bottom of oil pan is finned for heat dissipation
- Windage tray for increased horsepower saving and oil control
- 1/2" NPT fitting that can be used for crank ventilation or for head drainback
- 1/2" NPT fitting for oil temperature sender
- Oil pan gasket (Fel Pro® #30656) included
- Uses factory dipstick
- High-grade mounting hardware included
- Includes heavy duty, braced oil pump pickup with O-ring

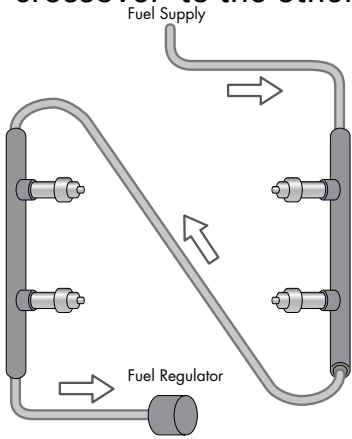
| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Legacy | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| Exiga | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

*A high modification part that fits all EJ series motors

Parallel Fuel Rail

The flat four 'boxer' configuration presented some unique problems for the Subaru engineers to solve. Having to keep costs down and only having to support up to 300 crank hp meant they could compromise a fair bit with the fuel supply system.

Below is a simplified diagram of the standard Subaru fuel supply system. Due to the flat four 'boxer' configuration a fuel supply is needed on separate sides of the engine. Subaru chose to supply fuel to one rail first then have the fuel supply 'crossover' to the other rail.

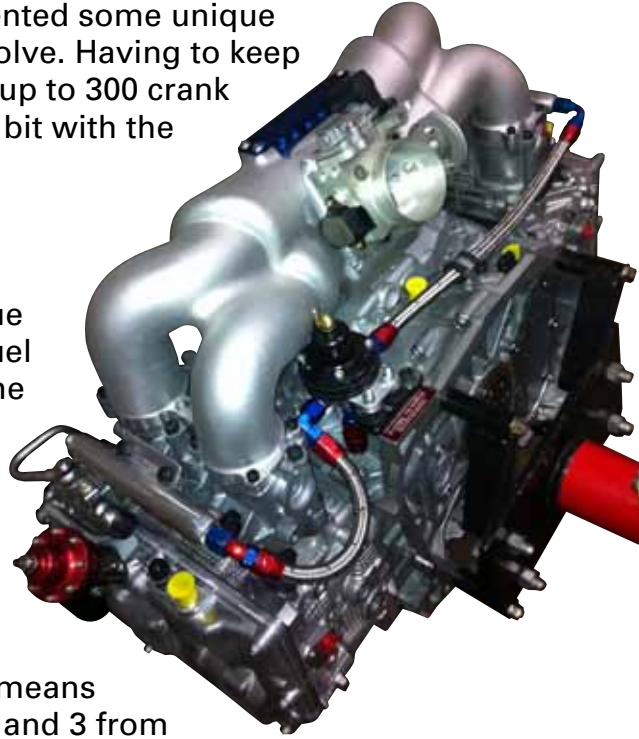
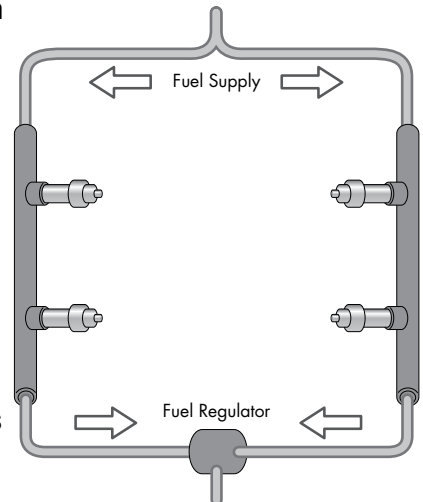


The pressure drop created by the fuel 'crossing over' means that cylinders 2 and 3 from our diagram don't receive the same fuel supply as cylinder's 1 and 4. This is more of an issue for cylinder 3 which sits right next to the turbo and the associated extra heat. Heat can of course contribute to detonation and the destruction of your engine, so cylinder 3 is the LAST cylinder you want to be receiving less fuel than the others.

AVO Parallel setup

The aim is to ensure that all fuel injectors have an equal supply and that there are zero or a minimum of pressure drops across the fuel system. The simplest, most effective way to do this is with a parallel fuel system.

By making the fuel delivery system parallel and with an adjustable reg, not only do you remove the chance of detonation due to an insufficient fuel supply at cylinders 2 and 3 but you stave off an injector upgrade as the adjustable reg allows more fuel pressure to be run which in turn lowers the injector duty cycle.



More power needs more fuel! Increasing boost or the addition of high flow intake and exhaust parts will push the stock fuel system past the limit of its capacity, and into dangerous operating conditions that could possibly result in serious mechanical engine damage. In order to safely boost the performance of your Subaru, AVO Turboworld has developed a range of upgraded fuel system parts.



This 265ltr/h hi-flow fuel pump ensures you have enough fuel supplied when your engine needs it most. A must-have item when tuning engines past 300whp. This is a high-quality pump that is as quiet as OEM, reliable, and easy to install. It's available both as a stand-alone pump, or pre-installed in a fuel pump filter assembly for ease of drop in.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | | | | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | | • | • | • | • | • |
| Exiga | | | | | | | | | | | • | • | • | • | • |

For the older cars, our hi-flow fuel pump supplies up to 255 litres an hour of fuel, ensuring you have enough fuel supplied when your engine needs it most. This is a must-have when you fit our larger turbos.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | | | | | | |
| Legacy | • | • | • | • | • | • | • | • | • | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | | | | | |
| Exiga | | | | | | | | | | | | | | | |



Electronic Boost Controllers



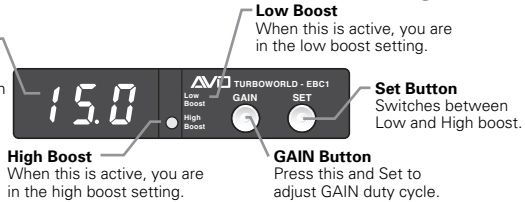
The AVO Electronic Boost Controller (EBC) gives full control over the boost levels of your turbocharger! OEM boost control is adequate for stock vehicles, but leaves much to be desired in terms of control and efficiency. The AVO EBC improves the boost



speed response of the turbocharger and helps prevent boost spikes and creep, along with full electronic control over boost levels. There's even a low and high boost mode for quick switching to desired boost.

Rich with features, the AVO EBC also offers Offset and GAIN settings for dialing in the best response and safety for your vehicle.

Controller Display
Real-time display of current boost level. Displays Low and High Boost Settings, Gain, and Offset during setup.



Low Boost
When this is active, you are in the low boost setting.

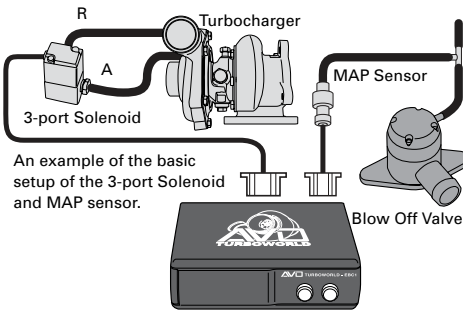
Set Button
Switches between Low and High boost.

High Boost
When this is active, you are in the high boost setting.

GAIN Button
Press this and Set to adjust GAIN duty cycle.

The 3-port Solenoid used in the AVO EBC system is much more efficient than the stock setup.

Instead of constantly having pressure on the wastegate actuator, the 3-port solenoid completely blocks off the pressure to the actuator until it's necessary. This improves boost response at lower rpm's, enabling the



An example of the basic setup of the 3-port Solenoid and MAP sensor.

turbocharger to reach maximum boost much faster. Not only does this help the lower rpm's, but allows for much more precise control at higher rpm's, making sure the boost stays at the proper level. This is very important not just from a performance standpoint, but keeps your engine from being damaged by excessive boost spikes!

This is a major advantage not just over the stock system, but over systems that are using a manual boost controller as well. Manual boost controllers can be useful in specific setups, but cannot adapt to any variables, such as weather changes, fuel quality changes and such. The AVO EBC has full control over the boost levels and quickly adapts to any changes thanks to the GAIN settings.

The 3-port solenoid can also be set to vent the air back into the intake, which is ideal for maintaining factory emissions certifications. And at the opposite end, if you have a turbocharger setup that uses an external wastegate, the 3-port solenoid can be set up to work it properly, unlike a normal 2-port solenoid!

Low Boost and High Boost in BAR can be adjusted to 0-2.0bar

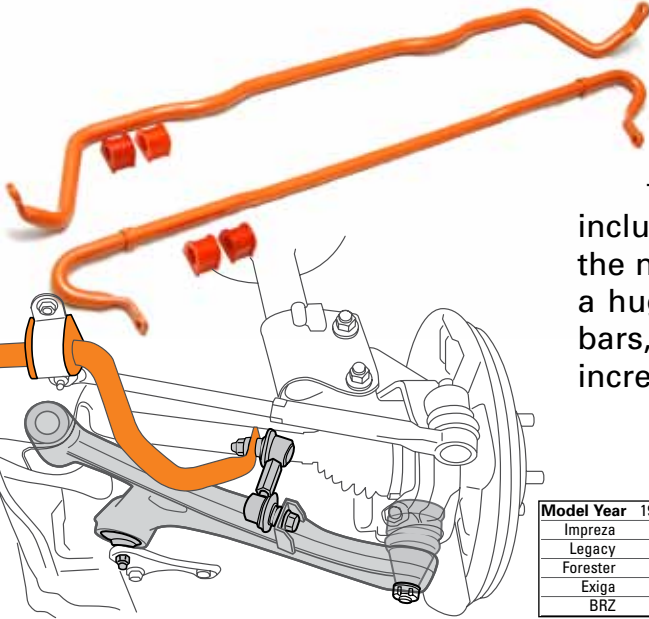


Low Boost and High Boost in PSI can be adjusted to 0-30psi



Stabilizer bars and Bushings

Subaru's come with what can be described as an "adequete" suspension straight from the factory, but it does leave much to be desired. Too much body roll can lower confidence while driving, and does not allow you to use all 4 tyres well during heavy cornering. AVO suspension components will help get the most from your car.



Our solid stabilizer bars are designed to bolt into the stock factory brackets, and were set up for a good balance of street and track driving. This stabilizer bar includes polyurethane bushings to make the most of this suspension upgrade. It's a huge improvement over the tiny OEM bars, removing body roll in corners and increasing driver confidence.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | | | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |
| BRZ | | | | | | | | | | | | | | | • |

Polyurethane stabilizer bar bushings for front and rear stabilizer bars. Designed to work with the stock bracket. All sorts of sizes available!

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Legacy | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Forester | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |
| BRZ | | | | | | | | | | | | | | | • |



Underbody Braces and Brackets



Tubular steel underbody suspension braces reduce body flex and suspension movement. Performance and confidence is improved in corners with our new and very rigid braces for the front lower arms. Light and tough, you will definitely feel the improvement as you drive!

Tubular steel underbody suspension braces for the rear suspension reduce body flex and suspension movement. Performance and confidence is improved in corners.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |



The AVO rear suspension mount reinforcement bracket corrects a significant weak point on the Legacy and Outback. The standard stabilizer mount point is very flexible, and has been known to break when stronger rear stabilizer bars are fitted. The AVO mount fixes this problem in an elegant manner, and is compatible with any rear stabilizer bar that uses the standard rear bracket, including AVO stabilizer bar upgrades.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |
| BRZ | | | | | | | | | | | | | | • | • |

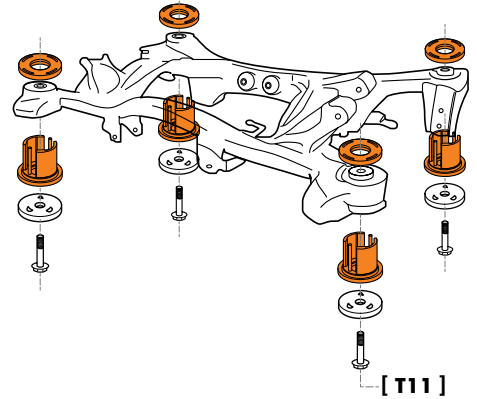


Drivetrain Bushings



The Rear Differential Member bushings removes the squishy feeling you get at the rear of the car, and cures the tendency of the rear end to "crab" as you go down the road.

Definitely a must do to your newer Impreza, Legacy, or Forester!



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | | | | | | | | | • | • | • | • |
| Forester | | | | | | | | | | | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |
| BRZ | | | | | | | | | | | | | | • | • |

T-mount polyurethane bushing upgrade. Reduces differential tramp and helps get power to the ground.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | | | | | | |
| Legacy | | | | | | | | | | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | | | | | |
| Exiga | | | | | | | | | | | | | | | |



Steering shaft mount bushings reduces play in the steering shaft, firming up feel and improving feedback from your steering.



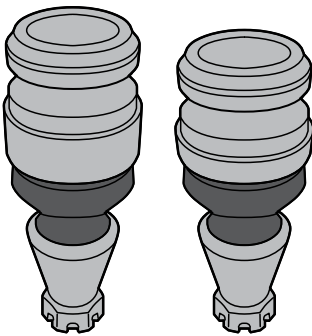
| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Legacy | | | | | | | | | | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | • | • | • | • | • |
| Exiga | | | | | | | | | | • | • | • | • | • | • |



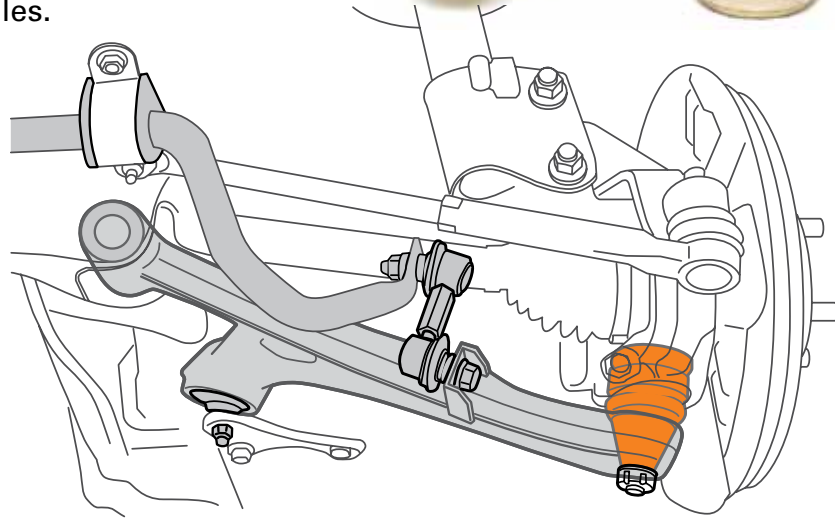
Front Lower Control Arm Bushings

Our 15mm Roll Center Adjuster was designed for and tested with our STI race car. 13mm longer than stock! We tested all the different brands of roll center adjusters, and they were either too short, or too long and broke often. Extensive track testing results showed us that this is the ideal length for the best times and reliability at the track.

Lowering the car, especially to extremes for the track, causes issues with handling due to the standard ball joints not being designed to work at the new suspension angles.



You can see here that AVO balljoint is 13mm longer.

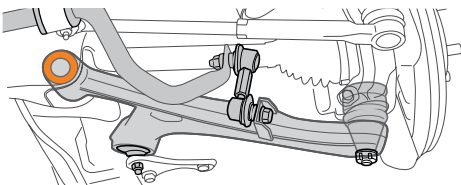


Whether on the track or the street, if you have lowered the front of your Subaru by a good amount, a roll center adjustment kit is necessary to preserve the proper suspension geometry.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | . | . | . | . | . | . | . | . | . | . | . | . |
| Legacy | | | | . | . | . | . | . | . | . | . | . | . | . | . |
| Forester | | | | . | . | . | . | . | . | . | . | . | . | . | . |
| Exiga | | | | | | | | | | . | . | . | . | . | . |
| BRZ | | | | | | | | | | | | | | | . |



This Polyurethane bushing is a replacement for the soft rubber bushing at the front inside corner of the front Lower Control Arm (LCA). This is an ideal complement to the CAB bushing system, and is very easy to do together with the CAB bushing as the control arm will be off. Comes in 57mm and 61mm width.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | . | . | . | . | . | . | . | . | . |
| Legacy | | | | | | . | . | . | . | . | . | . | . | . | . |
| Forester | | | | | | | | | | . | . | . | . | . | . |
| Exiga | | | | | | | | | | . | . | . | . | . | . |

Transmission, Differential & Braking



Fitting our adjustable short-throw gearshift lever reduces the distance required to shift gears from one ratio to the other. Changing gears is a more natural 'flick of the wrist', and gear shifts are more positive and direct. Removes the feeling of having to 'row' the car along by the gearstick.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | | • | • | • | • | • |
| Exiga | | | | | | | | | | | • | • | • | • | • |



Our polyurethane Gearbox Mount Bushings tighten up the feel of your entire drivetrain, reducing movement and the resulting power losses. For all 5 speed and 6 speed manual transmission models.



Camber adjustment bolts. Adjusts up to 1.75° Camber on the rear. Set of two bolts.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | | | | | | |
| Forester | • | • | • | • | • | • | • | • | • | • | | | | | |



Our anti-tramp bushing reduces differential tramp and helps get power to the ground.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | • | • | • | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | | • | • | • | • | • |
| Exiga | | | | | | | | | | | • | • | • | • | • |



AVO's Big Brake Kit will set you up to use 330mm (13 inch) rotors for additional braking leverage and fade resistance, increasing the useability of your brakes at the track. Included in the kit is:

2 x 330mm Vented Disc Rotors.

2 x Caliper mounts bolts.

This kit is designed specifically for the Subaru cast iron 4-pot calipers, and will only fit under 17inch or larger wheels.



AVO's rear caliper mount bracket for Brembo Brake Kits. Allows for an upgrade to 316mm rear rotors from the stock 294mm rotors.

DBA Rear Rotor Part Number: DBA-657

AVO Racing Spec coilovers created in conjunction with Spirit.

Our GDB STI widebody is world famous for it's participation in time attack competitions in Japan. We worked a long time in conjunction with Spirit to get the best coilover suspension setup for circuit racing. Continuous testing and refinement of the design has produced fantastic performance and reliability under the harshest track conditions.



For fine-tuning the suspension to your preference, it incorporates 20 levels of bump and rebound adjustment. Custom spring rates are available upon request.

| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |
| Legacy | | | | | | • | • | • | • | • | • | • | • | • | • |
| Forester | | | | | | | | | | | | | | | |
| Exiga | | | | | | | | | | • | • | • | • | • | • |
| BRZ | | | | | | | | | | | | | | • | • |



Body Parts

AVO sports grill for the Legacy. Direct bolt-on and a perfect fit. Constructed of thick fiberglass with a black gel-coat ready for painting, and with a steel mesh at the back.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Legacy | | | | | | • | • | • | | | | | | | |

The AVO gauge pod is designed to sit on the driver side-pillar, and will hold any 52mm or 60mm gauge meter. The pod has been color matched to the dashboard color.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | • | • | • | • | • | • | • | • | • | | | | | | |
| Legacy | | | | | | | | | | • | • | • | | | |
| Forester | • | • | • | • | • | • | • | • | • | | | | | | |
| Exiga | | | | | | | | | | | • | • | • | • | • |

AVO's rear underspoiler for the 08+ STI 5-door Hatch is constructed from heavy duty, impact resistant layered fiberglass. The Carbon Fiber version is even stronger! It comes with all the brackets and hardware necessary to bolt it up to the rear.



| Model Year | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| Impreza | | | | | | | | | | • | • | • | • | • | • |

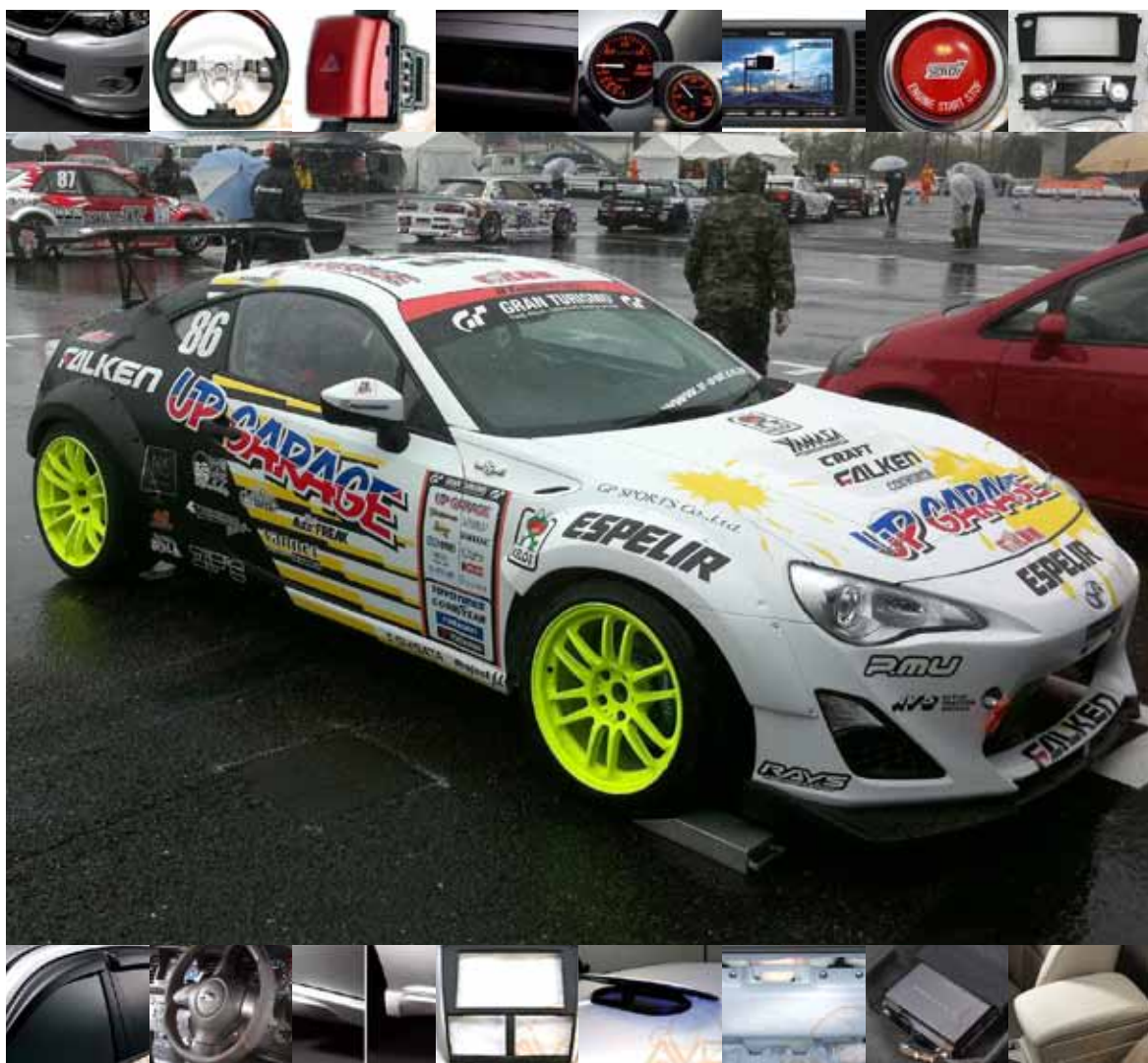


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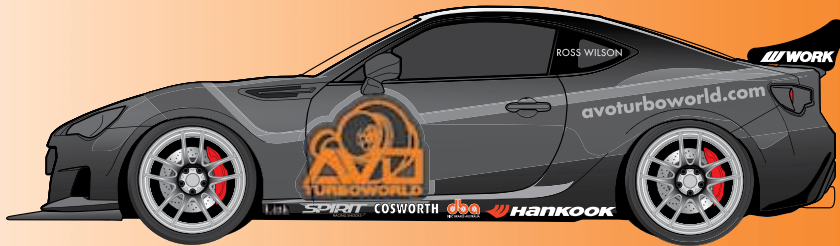
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