

18R-G ENGINE TUNING PARTS

18R-G 改

18RG 2200cc Forged High Comp Piston (φ92 φ92.5)



Price ¥ 84,000

■ Piston specifications

- type High comp
- Manufacturing method Forging
- Piston diameter φ92 φ92.5
- Displacement φ92 = 2,126cc
- φ92.5 = 2,149cc
- Pin height 39.75mm
- Pin diameter x length φ22 x 52 mm
- Piston ring thickness φ92 1.5-1.5-2.8mm
- φ92.5 1.5-1.5-3.0mm
- Piston unit weight φ92-437g
- φ92.5-443g
- Valve recess Compatible with big valves
- Connecting rod used 18RG STD
- Crank used 18RG STD

Engine processing details

1. Dummy head polling Piston clearance 7/100
2. Clearance between piston pin and connecting rod small end bush 12/1000
3. Side polishing of the small end of the connecting rod • The thickness in the front back direction is polished from the genuine value of 29 mm by 1 mm each and processed to 27 mm.

18RG metal head gasket



It is this bead type head gasket that keeps the surface pressure by providing a bead by press working around the combustion chamber and the circumference of the water hole oil hole where high sealing performance is required. Its layout is properly distributed according to the width and height of the beads, and it is an indispensable part of the tuning engine.

G / K bore diameter	Thickness	price
φ92 φ92.5	1.0mm	¥ 22,000
φ90 φ92 φ92.5	1.2mm	¥ 23,000
φ92 φ92.5	1.5mm	¥ 24,000
φ92 φ92.5	2.0mm	¥ 27,000
φ92 φ92.5	2.5mm	¥ 30,000
φ92	3.0mm	¥ 32,000

18RG Flywheel & Flywheel Bolt



The most effective way to make the 18RG engine highly responsive is to reduce the weight of the flywheel. The durable SCM material is used and the thin wall design is applied while maintaining high strength.

Chromoly lightweight flywheel

- STD type ¥ 40,000
(4.7kg)
- R type * Lightweight hole ¥ 44,000
(4.0kg)

ARP reinforced flywheel bolt

ARP reinforced bolts have a tightening strength of 13.5 kg / m compared to the tightening torque of genuine bolts of 6.6 kg / m at high speeds. Prevents bolts from loosening.

¥ 7,500

18RG head baht

■ Valve spring for racing Type-R3



A valve spring for racing designed to support high lift cams and engine specifications aimed at high revs. In addition to strengthening the set and full load, high power and high rotation such as a design in which the inner and outer springs are in contact with each other to cancel resonances and unequal pitches that combine springs with different natural frequencies to prevent surging at high rotations. It is designed to aim at the same time.

1 unit ¥ 26,000

■ Lightweight long lifter



The valve lifter occupies a large weight in reducing the weight of the valve train. By using chromoly steel with sufficient strength, the wall thickness is reduced and the weight is significantly reduced in addition, by designing the outer peripheral surface to be long, the lifter's swing can be suppressed and the cam profile can be accurately followed, allowing the cam shaft to fully demonstrate its original performance.

1 unit ¥ 40,000

■ Lightweight 45 / 40.5g valve



It is a valve that has cleared strict inspection standards such as forging + precision machining + heat treatment + quality control from a metal material with sufficient strength. It is a racing valve designed from the three concepts of "efficiency, strength, and light weight", such as a thinly carved umbrella shape for light weight, as well as a narrow steel electrode inside the port.

IN 45g lightweight valve (standard size)

Weight 82.5g

Overall length 106.2mm

EX 40.5g Lightweight big valve

Weight 71.5g

Overall length 105.1mm

■ Lightweight titanium retainer



Lightweight titanium retainer

(Weight: Titanium 10g / Genuine product 21.6g)

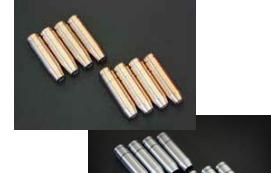
1 set ¥ 28,000

Lightweight chromoly retainer

(Weight: 18.8g made of chromoly / 21.6g genuine product)

1 set ¥ 18,000

■ Valve guide



Race valve guide

1 set ¥ 18,000

STD valve guide

1 set ¥ 12,000

■ Valve spring flat washer



When inserting a camshaft with a high angle or lift, increase the amount of valve protrusion to prevent interference between the valves. As a result, the valve spring installation becomes longer and the load becomes weaker. This spring washer is used to compensate for loose set loads.

0.5mm 1.0mm ¥ 350 each / 1 sheet

■ Reinforced tappet sim



A heat-treated chromoly material with excellent wear resistance is used to prevent variations in valve clearance. We have prepared 111 types of thickness settings from 1.5 mm to 7.0 mm with 0.05 mm jumps.

* 1.3mm-7.0mm

(0.05mm jump tolerance + 0.03-0)

■ Valve spring stepped washer



A stepped spring seat machined from chromoly. It fits nicely on the double spring and stabilizes the center of the spring.

¥ 8,000 / SET

■ 45 / 38.5 STD valve



¥ 3,000 / 1 bottle

■ Sliding cam sprocket gear



¥ 16,000 / 1 sheet

The slide type has 1 memory and 2 times adjustment memory, so you can easily and accurately set the batby. In addition, the knock pin is press-fitted to the gear side, so there is no need to replace the pin and there is no risk of the pin dropping into the engine.

18RG 2012cc Forged Street Piston (φ89.5)



Price ¥ 80,000

■ Piston specifications

- type Street type
- Manufacturing method Forging
- Piston diameter φ89.5 (L.0mm oversize)
- Displacement 2012cc
- Pin height 39.75mm
- Pin diameter x length φ22 x 52 mm
- Piston ring thickness 1.5-1.5-2.8mm
- Piston unit weight 188g
- Valve recess Compatible with STD valves
- Connecting rod used 18RG STD
- Crank used 18RG STD

18RG idler gear (secondary side)



Price ¥ 17,000

With the genuine chain guide, a strong load is generated on the chain due to the use of high cams and reinforced valve springs, and the chain guide is attached with a large frictional force. Therefore, friction loss and chain guide wear, Bar There will be adverse effects such as delays in timing, leading to horsepower loss. This idler gear replaces the chain guide with a need roller bearing type reinforced sprocket that is resistant to high load and high rotation, which maintains good valve timing and friction loss and improves high output and high rotation.

18RG Reinforced Timing Chain

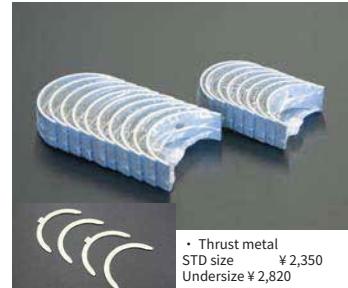


This reinforced chain forms a relatively thin manganese phosphate-based insoluble film of 5 to 10 µm on the metal surface and penetrates the material surface evenly and evenly. This achieves 4 times the wear resistance! The valve timing delay due to chain elongation can be suppressed for a long period of time to maintain the best condition. In addition, it is resistant to burning and galling that often occur on sliding parts of chains, and can keep supple movements, which helps reduce friction loss.

- Reinforced timing chain primary side ¥ 8,000
- Reinforced timing chain Secondary side ¥ 16,000

* The sprocket gear in the image is not included in the chain.

18RG F770-WPC Molybdenum Metal



F770 WPC Molybdenum Metal (STD size)

- Main metal set (Center brimless type) ¥ 15,300
- (Type with center brim) ¥ 18,860
- Connecting rod metal set ¥ 11,660

F770 WPC Molybdenum Metal (Undersize)

- Main metal set (Center brimless type) ¥ 17,320
- (Type with center brim) ¥ 20,200
- Connecting rod metal set ¥ 13,160
- Undersize type 0.25 0.50 0.75 1.00