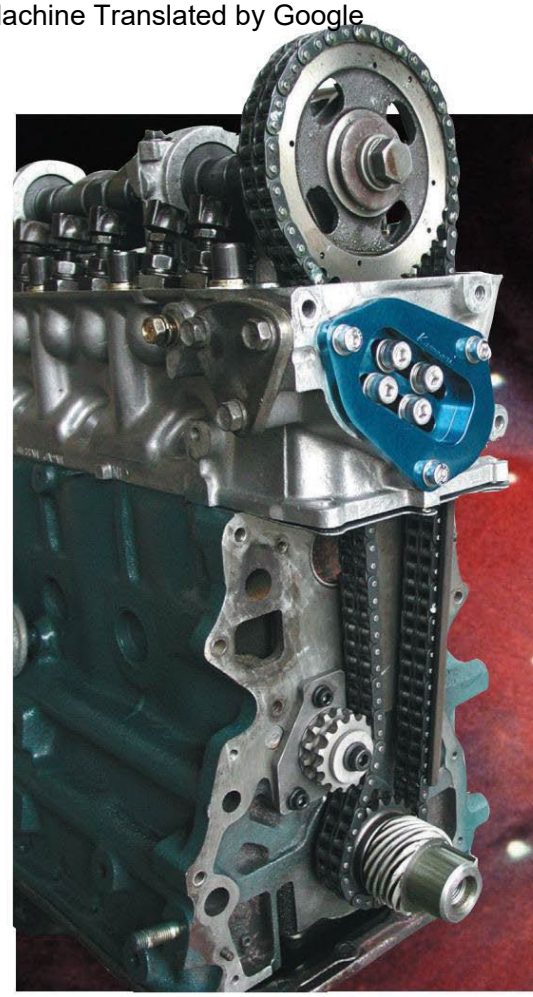
Machine Translated by Google

L- type ENGINE TUNING PARTS



L-Type Twin Idler Gear

“L-Type Evolution Theory”

The fatal weakness of L-type engines lies in the chain tensioner. As engines become higher-output and higher-revving, the strain on the chain, chain tensioner, and chain guide has already exceeded its limits.

Camshafts evolve. Bushing springs harden. And the importance of valve timing demands no compromise in the pursuit of high performance. Friction loss increases proportionally with rotation. Guides and chain tensioners wear out quickly no matter how tightly the chain is tensioned. Fundamental redesign is essential in the evolution of the L-type.

The “KAMEARI Twin Idler Gear” employs a new mechanism featuring upper and lower twin sprockets with needle roller bearings. This significantly reduces friction loss and improves valve timing stability, marking a leap forward in the evolution of the L-type.

Features

- New mechanism that completely eliminates the need for chain tensioners and curved chain guides!
- Compatible with 3mm head surface grinding, eliminating the need for cam holder spacers. (Thinner rocker guides achieve weight reduction and improved tracking)
- Significantly reduces friction loss and dramatically improves valve timing stability.



Machined Chromoly Sprocket

Duralumin Slide Plate

Chromoly Slide Plate



Plate color: 3 types

Earl's Red Earl's Blue Buffed Finish

- L6 ¥65,000
- L4 ¥65,000

(Z18, Z20 blocks shared)

Permissible Rotation

許容回転

13,000rpm

L-TypeARP Reinforced Connecting Rod Bolt Set



Reinforced connecting rod bolts made by ARP, a US bolt manufacturer. A genuine type that allows you to control torque and elongation! *Includes molybdenum paste for assembly

L6 ARP Reinforced Connecting Rod Bolt SET

- •M9 Bolt ¥19,000
- •M8 Bolt ¥19,000

L4 ARP Reinforced Connecting Rod Bolt SET

- •M9 Bolt ¥14,000
- •M8 Bolt ¥14,000

KAMEARI L-Type Reinforced Main Stud Bolt Kit



*This product addresses the problem with conventional stud bolts where the bolt tip comes into contact with the oil pan.

(Note)
Line boring may be required if tightening exceeds 8.3kgf•m (81.4N•m)
*Bolt installation torque: Hand tightening (no oil)
*Nuts and molybdenum grease are included as ARP products.

One of the effective ways to suppress the crank vibration that occurs at high revolutions and high loads is to use stud bolts. This allows the cylinder block threads to be used all the way to the back, and allows for high tightening torque. In addition, since the stress is distributed over the entire thread, deformation of the housing is minimized, and damage to the metal is reduced.

- •L6 ¥29,000
- •L4 ¥22,000

Notes

•Reinforced stud bolt	Kameari Chromoly SCM435
•Reinforced nut	ARP No. 100-9908 (M10 x P1.25)
•Reinforced washer	Kameari Outer diameter 22 x Inner diameter 11 x Thickness 3.0 (Reference Outerdiameter: ARP = 20)
•Wrench size	M12 12-sided
•Molybdenum grease	ARP No. 100-9908
•Nut tightening torque	8.3 to 10 kgf ・m (ARP grease used) 81.4 to 98 N ・m (ARP grease used)

L-type High Pressure Large Capacity Oil Pump



A must-have item for reducing engine wear and maintaining high oil pressure through a stable supply of oil! Adding a washer can increase pressure even further.

(Set pressure 60MPa)

- •L4, L6 ¥18,000 (Updated 2026.10.28)

L-Type Adjustable Chain Tensioner



The stroke can be adjusted according to the chain slack, improving the stability of the belt tie at high speeds. What's more, it also comes with a spring-out prevention feature, making cam replacement safe and secure.

- •L6 ¥13,000
- •L4 ¥15,000

(If twin idler gear is installed, a tensioner is not required.)

L-Type Reinforced Crank Pulley Bolt



The twisting and bending vibrations of the crankshaft that occur at high revolutions will eventually loosen the original bolts no matter how tightly they are tightened. This can cause damage to the crank pulley and oil seals, leading to major engine trouble. Kameari reinforced crank pulley bolts prevent the bolts from loosening and protect the engine from trouble.

- •L4, L6 Standard type ¥4,000 (washer outer diameter 50φ)
- •L4, L6 Small diameter type ¥4,000 (washer outer diameter 46φ)

*Can be used for triple pulleys for coolers, etc.

L30- L31 89φ Forged Turbo Piston (for genuine rod)



Note: Genuine connecting rods require full flow processing

¥180,000 (updated 2026.01.01)

(including ring, pin and circlip)

Details

•Manufacturing method	Totally machined
•Type	Low compression
•Piston diameter	φ89,
•Pin diameter x length	φ22×52mm
•Pin height	32.0mm
•Piston ring thickness	1.2×1.2×2.8mm
•Piston weight	320g
•Piston concave volume	11.5cc
•Connecting rod used	L30=L14 connecting rod
•Crank used	L31=L20 connecting rod eccentric L28, LD28, Kameari crank