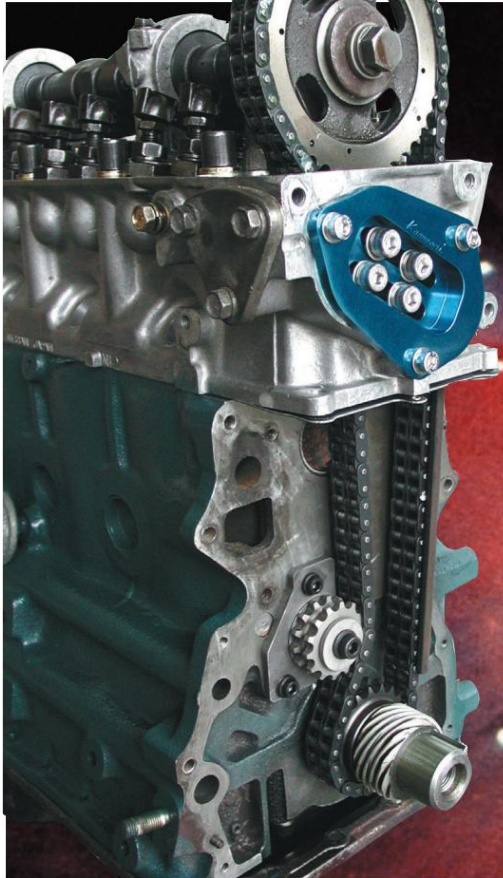


# L-type ENGINE TUNING PARTS



## L-type twin idler gear

**「L型進化論」**  
 L型エンジンの致命的な弱点は、チェーンテンショナーである。エンジンの高出力高回転化に伴いチェーンやチェーンテンショナー、チェーンガイドに及ぶ負担は、すでに限界を超えている。カムシャフトに進化する。バルブスプリングはハード化する。そしてバルブの重要性は、高性能を追求するがゆえに妥協を許さない。回転に比例して増大するフリクションロス。チェーンをどんなに張ってもすぐに摩耗してしまうガイドやチェーンテンショナー。L型進化の課程には根本的な改造が必要不可欠である。  
 「KAMEARIツインアイドラギア」はニードルローラーベアリング式上下ツインスプロケットによる新機構により、大幅なフリクションロスの軽減とバルブタイミングの安定性を向上させ、L型の進化に向けて大きく飛躍します。

curved chain guides, new mechanism that completely eliminates the effects of friction, tensioners and curved chain guides. 3mm head surface grinding makes cam holder rollers unnecessary. (The rocker guide can be made thinner, reducing weight and improving timing.) Friction loss and dramatically improves valve timing stability.



Machined Chromoly Sprockets  
 Duralumin slide plate  
 Chromoly slide plate



•L6 ¥85,000 ¥85,000  
 •L4  
 (Z16, Z20 Works shared)  
 Plate color: 3 types  
 Bolt: Red Bolt's Blue Buffed Finish Earls

許容回転  
 13,000rpm

## L-type ARP 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 body ¥19,000
- M8 bolt body ¥19,000

**L4 ARP Reinforced Connecting Rod Bolt SET**

- M9 bolt body ¥14,000
- M8 bolt body ¥14,000

## KAMEARI L-type reinforced main stud bolt kit



One of the effective ways to suppress the crank vibration that occurs during 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, making it possible to handle high tightening torque. In addition, since stress is distributed over the entire thread, deformation of the housing is minimized, and damage to the metal is reduced.

•L6 unit ¥29,000  
 •L4 unit: ¥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 outer diameter: ARP x 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 Nm (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 unit ¥14,000

## 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 easy.

•L6 unit: ¥13,000  
 •L4 unit: ¥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 50y)

•L4, L6 small diameter type ¥4,000 (washer outer diameter 46y) \*Can be used for triple pulleys for coolers, etc.

¥156,000 (including ring, pin and circlip)

detail

Totally machined, low compression, y89, ¥22x52mm, 32.0mm, weight \*Piston concave volume \*Crank used

- Manufacturing method \*Type low compression, y89,
- Piston diameter ¥22x52mm, 32.0mm,
- Pin diameter x length \*Pin height \*Piston ring thickness \*Piston weight \*Piston concave volume \*Crank used
- Crank used rod, L31=L20 connecting rod eccentric, L28, L028

Note: Genuine connecting rods require full flow processing