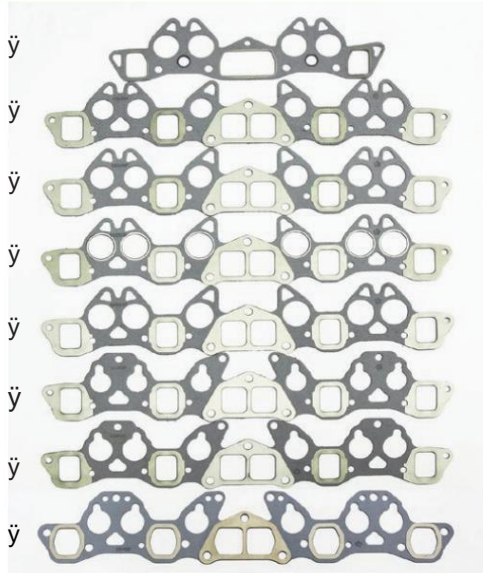


# L-type manifold G/K, reinforced rear seal, reinforced oil pan G/K

## L-type standard manifold gasket



1. L4 39 $\dot{y}$ manifold G/K	number: ST-L4-39)	$\dot{y}$ 2,000 (Product
2. L20 STD 33 $\dot{y}$ manifold G/K	number: ST-L20-33)	$\dot{y}$ 3,600 (Product
3. L24 $\dot{y}$ L28 STD 36 $\dot{y}$ manifold G/K	$\dot{y}$ 3,600 (Part number: ST-L28-36)	
4. L28 40 $\dot{y}$ ring manifold G/K (Part number: STR-L28-40)		$\dot{y}$ 4,600
5. L28 41 $\dot{y}$ large diameter manifold G/K	number: ST-L28-41)	$\dot{y}$ 3,600 (Product
6. L20 STD 31 $\dot{y}$ injection manifold G/K (Part number: ST-L20E-31)		$\dot{y}$ 3,600
7. L28 STD 36 $\dot{y}$ injection manifold G/K $\dot{y}$ 3,600 (EX square port) (Part number: ST-L28E-364)		
8. L28 STD 36 $\dot{y}$ injection manifold G/K $\dot{y}$ 3,600 (EX hexagonal port) (Part number: ST-L28E-366)		

The side with the metal plate around the exhaust port is the octopus leg side.

L型オーバールパーツ

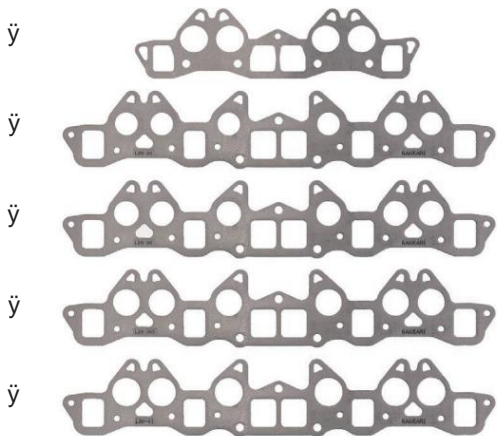
## L-shaped carbon manifold gasket (for tuning) t=1.8



- Resolves the problem of secondary air getting caught on the exhaust side steel plate, which is likely to occur when changing to a SOLEX or WEBER manifold.
- Resolves secondary air from the injection nozzle escape.
- Realizes high-precision port positioning through new one-piece molding.

[Characteristics of carbon material]

- High thermal conductivity: twice that of cast iron
- Excellent chemical stability: less reactive and resistant to acids and alkaline chemicals
- Self-lubricating: does not damage mating parts
- Low thermal expansion characteristics: low coefficient of thermal expansion (small increase or decrease with temperature changes)
- Heat resistance: 500 $\dot{y}$



1. L4 41 $\dot{y}$ large diameter carbon manifold GK	$\dot{y}$ 4,800
(Product number: CB-L4-41)	
2. L20 STD 33 $\dot{y}$ carbon manifold GK (Part number: CB-L20-33)	$\dot{y}$ 5,800
3. L24 to L28 STD 36 $\dot{y}$ carbon manifold GK (Part number: CB-L28-36)	$\dot{y}$ 5,800
4. L30 38.5 $\dot{y}$ large diameter carbon manifold GK (Part number: CB-L30-385)	$\dot{y}$ 5,800
5. L30 41 $\dot{y}$ large diameter carbon manifold GK (Part number: CB-L30-41)	$\dot{y}$ 5,800

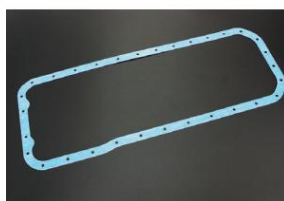
## L-type reinforced rear crank oil seal



When racing or driving equivalent to racing, the standard rear oil seal is already at its limit in terms of sealing ability. This reinforced oil seal has a depth of 13mm, compared to 8.5mm for the Nissan genuine product and 10mm for the Kameari standard product, and can be strongly pressed into the outer periphery. In addition, the spring strength and rubber thickness that tightens the inner crankshaft have been changed, providing thorough measures against oil leakage both inside and outside.

Suitable for all L-type vehicles Price:  $\dot{y}$ 2,700

## L-shaped reinforced oil pan gasket



With conventional genuine cork gaskets, if the bolts are tightened with a torque higher than the genuine value, the cork gasket will break and oil leakage will occur. Even if the bolts are tightened with the genuine value, the engine vibration at high revolutions will cause the bolts to loosen, resulting in oil leakage. This reinforced oil pan gasket is a high-strength material using ceramic fiber that is highly resistant to heat and oil. It can withstand a tightening torque approximately 1.5 times that of the genuine product, and can prevent bolt loosening and oil leakage for a long period of time.

- L20 $\dot{y}$ L28  $\dot{y}$ 4,000
- L14 $\dot{y}$ L18  $\dot{y}$ 4,000