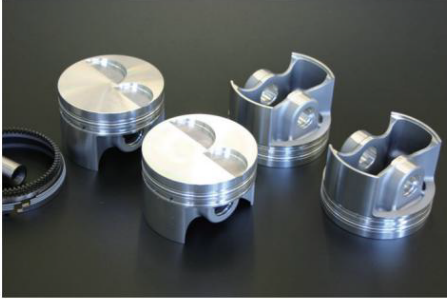


Machine Translated by Google

A-type ENGINE TUNING PARTS

A-type forged high compression piston

(Die forged products)



	A12 modified 1300 (STD)	A12 modified 1300 (0.05os)	A14 modified 1500	A15 modified 1600
Manufacturing method	forged	forged	forged	forged
Type	high comp	high comp	high comp	high comp
Piston diameter	φ77(STD)	φ77(0.05os)	φ78 φ79	φ78 φ79
Pin diameter x length	φ17.45×46mm	φ17.45×46mm	φ19×46mm	φ19×46mm
Pin height	32.7mm	32.7mm	32.7mm	29.8mm
Piston ring thickness	1.2×1.2×2.5mm	1.2×1.2×2.5mm	1.2×1.2×2.5mm	1.2×1.2×2.5mm
Round thickness	6.5×3.5×2.9mm	6.5×3.5×2.9mm	6.5×3.5×2.9mm	6.5×3.5×2.9mm
Recess depth	IN4.2/EX4.5mm	IN4.2/EX4.5mm	IN4.0/EX4.0mm	IN3.8/EX3.8mm
Recess volume	2.5cc	2.5cc	2.2cc	2.0cc
Weight	244g	244g	250g/78φ	240g/78φ
Price	¥10,500 <small>(Updated 2026.01.01)</small>	¥10,500 <small>(Updated 2026.01.01)</small>	¥10,500 <small>(Updated 2026.01.01)</small>	¥10,500 <small>(Updated 2026.01.01)</small>
*Notes Piston diameter (design value)	φ76.93	φ76.98	φ78 φ77.93 φ79=78.93	φ78 φ77.93 φ79=78.93

A 12 modified 77φ lightweight racing piston (forged + machined)



This piston is made from forged material, which has a proven track record of durability, and is machined to be as lightweight as possible. In addition to a 7mm wide top land design, the valve recesses are carved to 4.5mm for both the IN and EX to accommodate high lift camshafts. Furthermore, the design incorporates the durability and high performance required for racing, such as changes to the ovality and skirt shape.

Manufacturing method	Forged + Machined
Type	High compression
Piston diameter	φ77 (STD/OS)
Pin diameter x length	φ17.45×46mm
Pin height	32.7mm
Piston ring thickness	1.2×1.2×2.5mm
Round thickness	7.0×3.5×2.9mm
Recess depth	IN4.5/EX4.5mm
Recess volume	2.6cc
Weight	234g
price	¥10,500 <small>(Updated 2026.01.01)</small>

Piston diameter Design value
 *77φ (STD) 76.93φ
 *77φ (OS) 76.98φ

Type A F112 Reinforced Metal (STD)



A-type F112 reinforced metal	
*F112 Main Metal SET Body	¥16,500
*F112 Connecting rod metal SET	¥13,500
Type A F112 + WPC processed product	
*F112 WPC Main Metal SET	¥24,560
*F112 WPC Connecting Rod Metal SET	¥19,740

We use F112 material, which is significantly stronger than F770 material used in conventional genuine products, Nismo, and aftermarket metals. F112 metal has a proven track record in motorsports and continues to protect the engine from metal troubles under harsh operating conditions such as high revolutions, high loads, and high temperatures. In addition, by further applying WPC treatment to this strengthened metal, friction loss is reduced, frictional heat generation is suppressed, and the seizure load is significantly improved. Recommended for those who use it under harsher conditions.

A-type metal head gasket



A-type bead type head gasket

This bead type head gasket secures the surface pressure by providing beads by pressing around the combustion chamber and around the water and oil holes, which require high sealing performance. The layout is appropriately distributed by the width and height of the beads, and it is an indispensable part for tuning engines.

G/K Bore diameter	Thickness	Price
79φ 79.5φ	0.8mm	¥18,000
79φ 79.5φ	1.0mm	¥18,000
79φ 79.5φ	1.2mm	¥19,000
79φ 79.5φ	1.5mm	¥20,000
79φ 79.5φ	2.0mm	¥23,000

G/K Bore diameter	Thickness	Price
79φ	0.8mm	¥24,000
79φ	1.0mm	¥25,000
79φ	1.2mm	¥25,000
79φ	1.5mm	¥26,000

YA-type stopper type head gasket

The A-type stopper type head gasket is the strongest head gasket in Japan, designed to push the limits of the engine.

The head gasket, which is used heavily due to the close bore pitch peculiar to the A-type, has already reached its limit. The gradual progression of gasket leakage without the driver noticing will definitely reduce the performance of the high-output engine. This head gasket was developed as a countermeasure, wrapping the inner plate around the bore in a grommet shape and overlapping the stopper part with the outer bead plate, creating the strongest structure that improves sealing performance with a two-stage structure of stopper and bead. It can withstand continuous use at high output and high revolutions, and brings out 100% of the engine's original performance.

A-type reinforced connecting rod bolt



Made by ARP (USA) - A genuine reinforced bolt that allows you to control torque and elongation! *Includes a molybdenum base for assembly

¥19,000

A-type ARP main stud bolt



This is a stud type main bolt designed by ARP, an American company. Its sufficient tensile strength suppresses crank vibration at high revolutions, enabling A-type engines to rotate at high speeds. In addition, the use of stud bolts minimizes housing deformation caused by increased tightening force of the main bolt, stabilizing metal clearance.

A12-A15
 ¥27,000

A-type sliding cam sprocket gear



This is a sliding cam sprocket gear that allows highly accurate valve timing adjustment with outstanding efficiency, which was not possible with genuine products or multi-hole sprocket gears. The material is made of high-strength material and has been soft-nitrided to greatly improve the wear resistance of the tooth surface, resulting in high performance.

Manufacturing method	Machined (high-precision finish)
method	Chromium-molybdenum steel
Material Bolt	M6 Chromoly flange bolt
Heat treatment + surface treatment	Heat treated + soft nitriding (sprocket) Heat treated + black dye (plate)
Slide width	24" (+12" -12")
adjustment memory	1 memory 2 degree interval
price	¥18,000

A-type timing chain



This reinforced chain has a relatively thin 5-10μ insoluble manganese phosphate film formed on the metal surface, which is then allowed to penetrate the material surface evenly and without unevenness. This makes it four times more resistant to wear! It keeps the chain in the best condition for a long period of time by preventing valve timing delays caused by chain stretching. It is also resistant to the burning and galling that often occurs in the chain's sliding parts, and allows it to maintain smooth movement and reduce friction loss.

*Sprocket gears are sold separately. ¥10,000



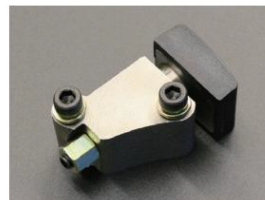
A-type single timing chain for racing

This is a single timing chain for racing with improved tensile strength due to cold forged reinforced bushings, reinforced rollers made of alloy steel, hard chrome reinforced pins, etc. It is 40% lighter in weight than conventional double chains, and reduces chain flutter and friction loss, stabilizing valve timing.

*The sprockets and tensioners can be used as they are.

¥11,000

A-type adjustable chain tensioner



The backstroke can be adjusted according to the chain flex, improving the stability of the valve timing at high revolutions.

¥17,500