

2TG ENGINE TUNING PARTS

2TG 292 degree high lift camshaft



292° super profile that exceeds the total performance of 304° and 320°!

While having peak power that is comparable to 304 and 320 degrees, Kameari's unique super profile has been adopted, which has significantly improved the mid-low speed range that was previously sacrificed! This is the ultimate camshaft developed with the concept of total performance in mind, while pursuing extremely high-precision machining and maintaining stable quality, as well as taking into consideration all issues such as idling stability, tappet noise, and low fuel consumption.

¥60,000

(Cam lift 11.7mm)

2TG Reinforced tappet shim



To prevent variation in valve clearance, heat-treated chromium alloy with excellent wear resistance is used. Thickness settings range from 1.3mm to 7.0mm in 0.05mm increments and come in 115 different types.

1 piece ¥1,000

*1.3mm to 7.0mm (0.05mm increments, tolerance +0.03-0)
*When ordering, please specify sizes in 0.05mm increments.

2TG Big Valve



This valve is made from a strong metal material and is made by passing strict inspection standards, including forging, precision machining, heat treatment, and quality control. This racing valve is designed based on the three concepts of "efficiency, strength, and light weight," with a thin-machined umbrella shape for light weight and a narrow stem diameter inside the port.

IN 45g lightweight big valve
Weight: 84 g
Total length: 106.2mm
¥4,000

EX 40.5g lightweight big valve
Weight: 78 g
Total length: 105.1mm
¥4,000

2TG Race valve guide



The tip shape has been changed to reduce the air resistance of the intake and exhaust, while the overall length is 51mm. In addition, the use of ABB/PBB material with excellent thermal conductivity and sliding properties reduces valve vibration and friction, helping the valve move at high speeds for the 2TG.

¥18,000

*Valve guides are sold individually.

2TG reinforced timing chain



This reinforced chain has a relatively thin 5-10μ manganese phosphate-based insoluble film formed on the metal surface, which is evenly and evenly permeated into the material surface. This achieves four times the wear resistance! It keeps the chain in the best condition for a long time by suppressing valve timing delays caused by chain elongation. It is also resistant to seizure and galling that often occur in the sliding parts of the chain, and helps maintain smooth movement and reduce friction loss.

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

*The cam sprocket in the image is not included in the price.

2TG Cam sprocket gear



Kameari Cam Sprocket Gears are made of high-strength metal materials and undergo strict control of precision machining and heat treatment. The slide type has 1-2 degree adjustment scales, making valve timing easy and accurate. The knock pins are press-fitted into the gears, so there is no need to replace them and no risk of dropping them into the engine.

Sliding cam sprocket gear
¥18,000

2TG Chromoly Lightweight Long Lifter



The valve lifters play a major role in reducing the weight of the valve train. By using chromium-molybdenum steel with sufficient strength, the thickness is reduced, resulting in a significant weight reduction! In addition, by designing the outer circumference to be long, the lifters' swing is reduced, allowing them to accurately follow the cam profile, and the camshaft's original performance can be fully demonstrated.

¥40,000

Manufacturing method: Machined
Outer diameter: φ37.945-37.955 (slightly thick)
Effective length: 2.5mm-3.0mm long (total length 29mm)
Weight: 56.4g (genuine 64g)
Clearance: 2/100 (design target value)

2TG Lightweight retainer



Lightweight titanium retainer

(Weight: Titanium 10g / Genuine 21.6g)

¥28,000

Lightweight chromium retainer

(Weight: Chromoly 18.8g / OEM 21.6g)

¥18,000

2TG Racing valve spring Type-R3

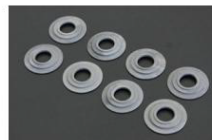


This is a racing valve spring designed to support engine specifications with high lift cams and high revolutions. In addition to strengthening the set and full load, the springs are designed to achieve both high power and high revolutions at the same time, such as by closely fitting the inner and outer springs to cancel out resonance and combining springs with different natural frequencies to achieve unequal pitch.

1set ¥26,000

*IN (pink) and EX (yellow) are each designed specifically for the product

2TG Spring washer



Valve spring stepped washer. Fits perfectly

on the double spring, stabilizing the spring center. Chromoly + Tuffride heat treatment improves wear resistance.

1 sheet ¥1,000

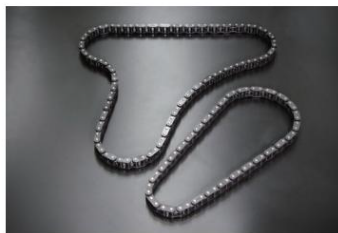


Valve spring flat washer (0.5mm/0.8mm/1mm thick)

When installing a camshaft with a high angle or lift, the valve projection is increased to prevent interference between the valves. This lengthens the valve spring attachment length and weakens the load. This spring washer is used to compensate for the weakened set load.

1 sheet ¥400

2TG Racing single timing chain



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.

•Single timing chain for racing, primary side ¥9,000
•Single timing chain for racing, secondary side ¥18,000

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

2TG Large-capacity oil pump inner kit



This is a bolt-on large-capacity inner kit that can easily increase the discharge volume by 30% just by replacing the contents of the genuine oil pump. In addition, the use of a high-strength trochoid allows for a stable oil supply even under harsh operating conditions, protecting your precious engine from oil troubles.

¥32,000