

2TG ENGINE TUNING PARTS

2T-G改 2000cc 79mm full counter crank

Features Nickel chrome molybdenum steel with excellent hardness and toughness is used to support continuous use under harsh conditions. In addition, the calculated weight distribution and lightweight hollowed-out shape of the full counterweight improve the balance rate and improve response. Improves the high output and high rotation of the 2TG modified 2000cc and raises the engine's limit.

Price
¥240,000

Reference KAMEARI piston x 78mm 3TG Crank displacement 88.5x78mm Crank 1918cc 89.0x78mm Crank 1940cc 89.5x78mm Crank 1962cc

KAMEARI piston x 79mm KAMEARI crank displacement 88.5x79mm crank 1943cc 89.0x79mm crank 1965cc 89.5x79mm crank 1988cc



detail

Material	SNCM439
Hardness	HRC34 to 40
	Machined
Weight	16Kg (3TG genuine 15Kg)
Stroke	79mm (3TG genuine 78mm)
Manufacturing method	Full counter
Weight shape	Main 6y pin 6y
Oil hole	Tempered + nitriding
Heat treatment	Shot blasted
Surface treatment	Chrome
Journal diameter	40.0mm
Pin diameter	6.0mm
Pin length	40.0mm
Pin diameter	4.0mm
Pin length	4.0mm

Recommended Products

- Piston KAMEARI forged piston
- Connecting rod 2TG, 3TG genuine / Super connecting rod
- Head gasket KAMEARI 90y1.5mm
- Bearing KAMEARI F112 reinforced metal

*The piston protrudes 0.5mm from the cylinder block surface. Please use a 1.5mm thick head gasket.

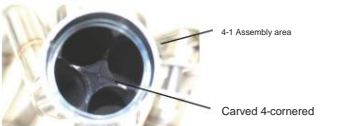
2TG DRAG equal length octopus legs



Naturally, the length is perfectly equal, but the pipe length and the shape of the assembly are also calculated to fully utilize the engine characteristics of the 2TG. Inside the four pipes of the 4-1 assembly, a square pipe cut with high precision by machining is installed in the center. This prevents exhaust interference and maximizes the high torque and power output at mid-to-high speeds, fully utilizing the potential of the 2TG.

detail

- Material Pipe diameter stainless steel
- Flange Pipe length Inside of assembly 4-1 Assembly area
- Assembly order use 1-3-4-2 y60
- Assembly diameter TA22, TE27
- Compatible vehicle Bent pipe for joints y195,000
- Accessories Price



2TG Metal Head Gasket



Stopper type head gasket The stopper type

was developed to improve the sealing performance around the combustion chamber. The inner plate is wrapped around the bore in a grommet shape, and the stopper part is overlapped with the outer bead plate, improving the sealing performance with a two-stage structure of the stopper and bead.

y90 1.0 mm	¥30,000	y90 1.2 mm	¥31,000
y90 1.5 mm	¥24,000	y90 2.0 mm	¥32,000

Bead type head gasket

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

G/K Bore diameter	Thickness	price
y87	1.2 mm	¥23,000
y90 1.2 mm	¥23,000	y90 1.5 mm ¥24,000
y90 2.0 mm	¥27,000	y90 2.5 mm ¥30,000
y90 3.0 mm	¥32,000	

2TG Large diameter intake manifold & linkage kit



This is a tuning intake manifold designed with a large diameter to accommodate SOLEX, WEBER, and OER carburetors. The smooth port shape improves intake efficiency, and when used in combination with a wire-type side linkage kit, the turnbuckles can be made independent, making carb adjustments easier.

Large diameter intake manifold

¥38,000

Side linkage kit (pillow ball type)

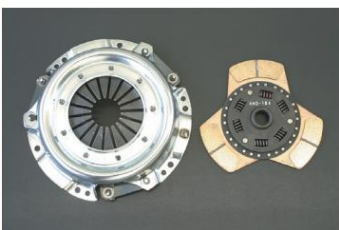
¥25,000

Large diameter intake manifold + pillow side linkage set

¥63,000

*Note: The intake manifold gasket and fuel hose in the image are sold separately.

2TG Reinforced clutch



TRD reinforced clutch cover

This reinforced clutch cover has a stronger diaphragm spring and increased disc pressure to handle high revolutions and torque, significantly improving transmission power.

¥32,000

Kameari Metal Clutch Disc

By making the fading section into three blades and eliminating the cushion plate, we have achieved weight reduction, reduced moment of inertia, quick shift changes, and reliable torque transmission! In order to cope with the harsh conditions of use and high output in motor sports, we have adopted reinforced bolts and reinforced damper springs in the plate section. Furthermore, by combining metal materials in the fading section, we have achieved a direct clutch feel and excellent durability.

¥29,000

2TG Reinforced Mount



The use of reinforced rubber with a hardness 1.5 times that of the genuine product allows it to adequately absorb engine/transmission vibrations and transmit engine power to the drive system without loss.

2TG Reinforced engine mount

Left and right SET ¥11,000

2TG Reinforced Mission Mount

¥4,500

2TG Flywheel & Flyhole Bolt



The most effective way to make the 2TG engine more responsive is to reduce the weight of the flywheel. The flywheel is made of highly durable SCM material, and is designed to be thin while maintaining high strength. Two types are available depending on the application, from the STD type for street use to the R type for racing use.

Chromoly lightweight flywheel STD type

•Weight 4.4kg ¥50,000

Chromoly lightweight flywheel R type

(Lightweight) Weight 3.7kg ¥54,000

ARP reinforced flywheel bolts

Compared to the genuine bolts' tightening torque of 6.6kg/m, the ARP reinforced bolts have a tightening strength of 13.5kg/m, preventing the bolts from loosening at high RPMs.

¥8,000