

Fuel pump, regulator, etc.



• **Nismo Fuel Pump**
 *Discharge volume 1.3L/min
 Maximum discharge pressure 0.45kg/cm²
 *High-pressure fuel regulator for carburetor-equipped vehicles only.
 Pressure adjustment is required using pressure regulator.
¥20,000
 (Updated 2025.12.24)



• **Mitsuba-type fuel pump**
 *Discharge volume 1.4L/min
 Maximum discharge pressure 0.3kg/cm²
 *Low fuel pressure type, specifically for carburetor-equipped vehicles. Fuel regulator can be used without an editor.
¥20,000
 (Updated 2025.12.24)



• **Replacement filter and gasket set**
 *For Nismo fuel pump **¥1,800**
 *For Mitsuba-type fuel pumps **¥1,800**



• **Replacement filter and gasket set**
 *For genuine Mitsuba fuel pumps: **¥1,300**
 Sales ended (2025.06.11)



• **40g fuel pressure gauge 0-0.1MP (0-1kg/cm²)**
 A carburetor-specific fuel pressure gauge that can be mounted in the engine compartment.
 *Supported with a function to prevent needle fluctuation at startup.
¥7,000
 (Updated 2025.3.16)



• **2.6L Bosch Fuel Pump** **¥28,600**
 * Discharge rate: 2.6 L/min (for L28-L32 street use)
 *One high-capacity fuel regulator and 8mm fuel pressure can be controlled with a single return pipe.



• **2.9 L Bosch Fuel Pump** **¥39,000**
 * Discharge rate: 2.9 L/min (for L30-L32 racing)
 *Requires two high-capacity fuel regulators and 8mm fuel pressure can be controlled with two return pipes.



• **3.1L Bosch Fuel Pump** **¥55,500**
 * Discharge rate: 3.1 L/min (for L30-L32 races)
 *Two high-capacity fuel regulators and 8mm fuel pressure can be controlled with two return pipes.



• **Bosch fuel pump bracket**
 (For pumps with 52g) **¥3,200**



• **High-capacity fuel regulator** **¥16,000**
 * An essential item for adjusting and stabilizing carburetor fuel pressure! High-capacity type compatible with mechanical pumps and injection pumps.



• **Fuel filter with magnet** **¥4,000**
 *This glass tube type filter can be disassembled and cleaned, and the magnet inside catches rust and iron filings.
 (For 8mm hoses. Two hose clamps included.)



• **L-shaped triple fuel pipe** **¥4,500**



• **8mm copper pipe (3m roll) (4m roll)**
¥5,100
¥6,800
 This is copper pipe for fuel piping. It's made of annealed material, so it's flexible. It's easy to bend and convenient. (Available for purchase by the meter for ¥1,700)



• **Stainless steel mesh fuel hose #6**
 1m Price: **¥4,320**
 • **Earl's Econoband #6** **¥2,070**



• **8mm Fuel Rubber Hose** 1m **¥1,000**
 (For carburetor vehicles)
 • **Stainless steel band** (Updated 2025.3.16) **¥380**



• **General-purpose fuel filter** (For carburetor vehicles only)
 *For 8mm hoses **¥1,690**
 *For 6mm hoses **¥1,320**



• **Collector Tank**
 Top 3, Bottom 1 Hose Connection Type (Cylindrical) **¥29,000**



• **Collector tank**
 with 4 hose connections on top and 2 on the bottom (cylindrical) **¥19,500**
 * Hose connection: 8g-1/8 straight **¥350**
 Hose connector: 8g-1/8 L-shaped **¥580**



• **Jet Block Driver**
 (Compatible with SOLEX and WEBER) Under adjustment
 • **Airjet driver** (for SOLEX) **¥2,500**
 (Updated 2025.12.16)



• **Blow-by filter compatible** **¥6,500**
 with: L-type, A-type, 2TG, 18RG, etc.
 *For 16g mouth



• **Carburetor Balancer/Airflow Type**
 SOLEX OER, WEBER for 40-48g **¥12,000**
 SOLEX OER, WEBER for 50-55g **¥14,000**
 Even when left in contact with the carburetor, the idling speed does not decrease. This new mechanism makes carburetor adjustment easy.



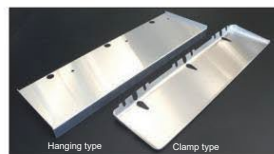
• **Oil level gauge** **¥5,200**
 *Compatible with SOLEX, WEBER, and OER carburetors.
 Easy one-touch operation, glass tube type!



• **Air cleaner** (Updated 2025.3.16)
 (For SOLEX, WEBER, OER) 45mm thick **¥4,800**
 80mm thick **¥5,200**
 • **Replacement filter** 45mm **¥2,400** / 80mm **¥3,000**
 • **Replacement air cleaner packing** **¥350**



• **Aluminum heat plate (hanging type)**
 L4SOLEX OER compatible (with mounting hardware) **¥7,200**
 L4 for WEBER (with mounting hardware) **¥6,500**
 *Type A, Type K for SOLEX and OER (with mounting hardware) **¥7,200**
 *Type K-type for WEBER (with mounting hardware) **¥6,500**
 *Type A and Type K are dedicated products for each respective model. (Updated 2025.3.16)



• **L6 Aluminum Heat Plate (Clamp Type)**
 SOLEX, WEBER, OER 40g-45g **¥7,800**
 • **L6 Aluminum Heat Plate (Hanging Type)**
 SOLEX, OER 40-50mm diameter (with mounting hardware) **¥9,000**
 WEBER 40-50mm diameter (with mounting hardware) **¥7,000**
 (Updated on 2025.3.16)



• **Fuel hose joint**
 1. 12-8-12g T-joint **¥2,700**
 2. 14-8-14g T-joint **¥2,700**
 3. 16-8-16g T-joint **¥2,700**
 *Convenient when installing a new return line on the fuel tank.



• **Fuel hose joint** (Updated 2025.3.16)
 1. 8g-1/8 L-joint **¥1,000**
 2. 8g-1/8 Straight Joint **¥600**
 3. 8g T-joint **¥2,200**



• **Genuine Nissan wire fuel hose clamp**
 Product number: WB11400 **¥220**
 Suitable for: 8mm inner diameter fuel rubber hoses
 (For carburetor vehicles)



• **Fuel pressure gauge & regulator set** **¥18,000**
 Dual outlet, no return type.
 • **HOLLY regulator only** **¥14,000**
 Note: This is a dead end. It cannot turn back.



• **HOLLY Fuel Pump** **¥35,000**
 *Large capacity type with a discharge rate of 4220cc/min



• **6mm inner diameter fuel rubber hose** (For carburetor vehicles) **¥1,000/1m**



• **8mm inner diameter fuel rubber hose** (For carburetor vehicles) **¥1,000/1m**



• **8mm inner diameter high-pressure fuel rubber hose** (For fuel-injected vehicles) **¥1,500/1m**



• **9mm inner diameter fuel rubber hose** (For carburetor vehicles) **¥1,400/1m**



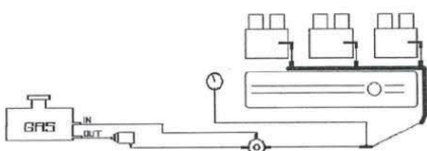
• **11.5mm inner diameter fuel rubber hose** (For carburetor vehicles) **¥2,400/1m**
¥1,200/0.5m

L6 fuel piping example



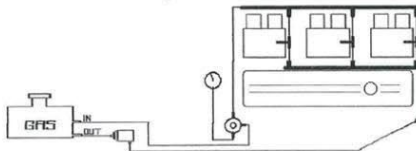
This is an example of fuel piping when combining a high-capacity fuel regulator and a high-pressure fuel pump. The return pipe to the fuel tank must be 8mm in diameter. If the stock return pipe is too thin, problems such as the fuel regulator not being able to adjust properly or the fuel pressure dropping at high RPMs may occur. In such cases, it is necessary to replace it with an 8mm copper pipe.

Type 1 Standard Type



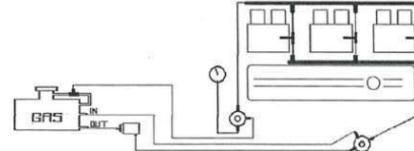
- Because only the amount of fuel consumed is sent to the carburetor, the fuel level remains stable. Percolation requires caution.

Type 2 Circulating type



- Because cold fuel is always entering the carburetor, it is effective in preventing percolation. You will need two triple fuel pipes.

Type 3 Twin Type



- The dual-return system accommodates increased fuel output and provides excellent fuel level stability. The twin regulator improves fuel pressure stability.