

Intake Manifold Parts

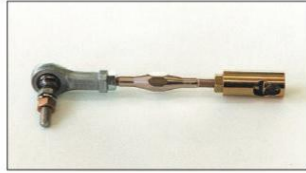
インマニパーツ



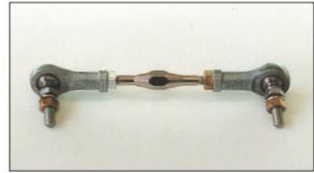
*STO tumbuckle (gold) ¥2,600
The gold parts are made of brass, making them resistant to cracking and easy to remove.



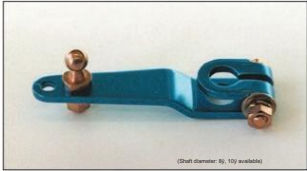
*Long tumbuckle (gold) 3,500 yen
A component part of the 2TG linkage kit. The gold part is made of brass, which is resistant to cracking and easy to attach and detach.



*Tumbuckle (single-pronged) 3,700 yen
In the case of Solex, we recommend a single-sided ball bearing type because the ball on the cork side cannot be removed. One side has a reverse thread, so the length can be adjusted while it is attached to the engine.



*Tumbuckle (both ball joints) ¥4,400 By using a ball joint on the head, this fixes the problem of ball joints coming loose when driving in sports.



Aluminum push lever
Standard item included in the intake manifold kit
*Aluminum products
By10y each 2,500 yen



* Reinforced push lever (with ball joint) By10y each
The combination of steel levers and chromium-reinforced bolts eliminates problems caused by loosening or misalignment.



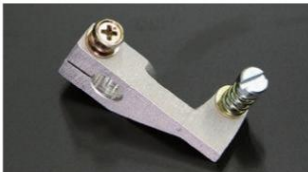
* Reinforced push lever (without ball joint) By10y each
The combination of steel levers and chromium-reinforced bolts eliminates problems caused by loosening or misalignment.



Ball joints
This is a part that is attached to the tip of the
¥700 Push lever



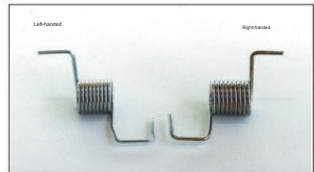
*Adjustment lever (left facing)
Adjust the throttle opening by pushing the lever.
There may be some adjustments.



*Adjustment lever (right) (axis)
Diameter: 10y Push-in
Fine adjustment of the throttle opening using the bar is required.
1,850 yen



Return lever
By10y each 2,200 yen
A lever that adjusts the strength of the return spring.



Return spring 700 yen
The throttle return spring is available in right- or left-handed windings depending on the engine model.



*Dogri lever (shaft)
Diameter: 8y, 10y (available) Wire
A lever that operates the throttle in a simple manner. Available for Nissan and Toyota.
4,000 yen each



*L-shaped wire holder 2,000 yen
A bracket for receiving wires, available in different types depending on the engine model.



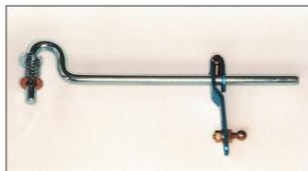
*Teflon bushing (shaft diameter: y10) Used for the sliding part of the stainless steel bar. Two pieces are required for one intake manifold.
900 yen



*E-ring (shaft diameter: 8y, 10y (available)) Used to lock the stainless steel bar.
By 80 yen 10y 120 yen



*H-shaped joint 4,000 yen
Steel joint parts.
(For L4 and L6)



*L6 joint (with aluminum push lever) 8,000 yen
This is a joint part that drives the linkage with the rod and is a component part of the L6 rod type intake manifold.



*L6 joint (with reinforced push lever) ¥9,200
Comes with a reinforced push lever that prevents the lever from slipping even with sharp accelerator work.



*Wire type L6 joint 9,500 yen
Used for vehicles that drive the L6 joint with a wire



*Choker
*L6 1001 4,000 yen *L6 1002 4,000 yen
*A type: L4, F20, Z20, 4K, 4AG ¥3,800



*Intake manifold stud bolt for carburetor mounting: 380 yen/each
*Nuts and washers included



*Master back hose connector ¥460
*Joint size: 10y-114 (for mounting to intake manifold)



*Pillow end (for pillow linkage)
*For 8y stainless steel bar ¥2,900 *For 10y stainless steel bar ¥2,900



*45y insulator packing yThickness 1.0mm 300 yen per pack
*45y insulator, black, thickness 6.0mm 2,900 yen/each



*44-45y insulator packing yThickness 1.0mm ¥300/1 piece *44-45y insulator black yThickness 6.0mm 2,900 yen/each



*45y insulator packing yThickness 1.0mm 300 yen per pack
*45y insulator yThickness 6.0mm 3,400 yen/each



*45y extra thick insulator set ¥3,500/1pc
*3mm insulator x 1, 1.0mm insulator packing x 2