# L20,L24 ENGINE 2.7-3.0ℓ SPL KIT

## L20 Modified 2,726cc SPL Kit

82.0φpiston + I-section connecting rod + 85mm full counter = 2,693cc
82.5φpiston + I-section connecting rod + 85mm full counter = 2,726cc

Note: Machining required for valve clearance on the exhaust side of the cylinder block.

Price: ¥888,000
(Piston, Connecting rod, Crank, Head GK)

・Forged Racing Piston

| | |
|---|---|
| Piston diameter | 82φ/82.5φ |
| Pin height | 29mm |
| Ring thickness | 1.2-1.2-2.5mm |
| Recess depth | 3.7/3.7mm |
| Individual weight | 236g |

・Chromoly I Section Narrow Connecting Rod

| | |
|---|---|
| Manufacturing method | Forged+ machined |
| Center distance | 137.5mm |
| Bolt | ARP |
| Weight | Approximately 470g |

・85mm full counter crankshaft
・Bead-type head gasket (optional thickness)

## L24 Modified 3.0 Liter SPL Kit

86.0φpiston + I-section connecting rod + 85mm full counter = 2,961cc
86.5φpiston + I-section connecting rod + 85mm full counter = 2,996cc
87.0φpiston + I-section connecting rod + 85mm full counter = 3,030cc

Note: Refer to the following explanation for selecting the valve size.

Price: ¥888,000
(Piston, Connecting rod, Crank, Head GK)

・Forged Racing Piston

| | |
|---|---|
| Piston diameter | 86φ/86.5φ/87φ |
| Pin height | 29mm |
| Ring thickness | 1.2-1.2-2.5mm |
| Recess depth | 5.0/5.0mm |
| Individual weight | 278g |

・Chromoly I Section Narrow Connecting Rod

| | |
|---|---|
| Manufacturing method | Forged+ machined |
| Center distance | 137.5mm |
| Bolt | ARP |
| Weight | Approximately 470g |

・85mm full counter crankshaft
・Bead-type head gasket (optional thickness)

## L20 Modified 2.7 Liter SPL-A Kit

82.0φpiston + I-section connecting rod + 83mm full counter = 2,629cc
82.5φpiston + I-section connecting rod + 83mm full counter = 2,661cc

Note: Machining required for valve clearance on the exhaust side of the cylinder block.

price: ¥847,000
(Piston, connecting rod, crank, head GK)

・Forged Racing Piston

| | |
|---|---|
| Piston diameter | 82φ/82.5φ |
| Pin height | 29mm |
| Ring thickness | 1.2-1.2-2.5mm |
| Recess depth | 3.7/3.7mm |
| Individual weight | 236g |

・Chromoly I Section Narrow Connecting Rod

| | |
|---|---|
| Manufacturing method | Forged+ machined |
| Center distance | 137.5mm |
| Bolt | ARP |
| Weight | Approximately 490g |

・83mm full counter crankshaft
・Bead-type head gasket (optional thickness)

## L24 Modified 2.9 Liter SPL-A Kit

86.0mm diameter piston + I-section connecting rod + 83mm full counter = 2,891cc
86.5mm diameter piston + I-section connecting rod + 83mm full counter = 2,925cc
87.0mm diameter piston + I-section connecting rod + 83mm full counter = 2,959cc

Note: Refer to the following explanation for selecting the valve size.

price: ¥847,000
(Piston, connecting rod, crank, head GK)

・Forged Racing Piston

| | |
|---|---|
| Piston diameter | 86φ/86.5φ/87φ |
| Pin height | 29mm |
| Ring thickness | 1.2-1.2-2.5mm |
| Recess depth | 5.0/5.0mm |
| Individual weight | 278g |

・Chromoly I Section Narrow Connecting Rod

| | |
|---|---|
| Manufacturing method | Forged+ machined |
| Center distance | 137.5mm |
| Bolt | ARP |
| Weight | Approximately 490g |

・83mm full counter crankshaft
・Bead-type head gasket (optional thickness)

## L20 Modified 2.7 Liter SPL- B Kit

82.0φpiston + I-section connecting rod + 83mm full counter = 2,629cc
82.5φpiston + I-section connecting rod + 83mm full counter = 2,661cc

Note: Machining required for valve clearance on the exhaust side of the cylinder block.

Price: ¥789,000
(Piston, connecting rod, crank, head GK)

・Forged Racing Piston

| | |
|---|---|
| Piston diameter | 82φ/82.5φ |
| Pin height | 29mm |
| Ring thickness | 1.2-1.2-2.5mm |
| Recess depth | 3.7/3.7mm |
| Individual weight | 236g |

・Chromoly I Section Narrow Connecting Rod

| | |
|---|---|
| Manufacturing method | Forged |
| Center distance | 137.5mm |
| Bolt | ARP |
| Weight | Approximately 620g |

・83mm full counter crankshaft
・Bead-type head gasket (optional thickness)

## L24 Modified 2.9 Liter SPL-B Kit

86.0mm diameter piston + I-section connecting rod + 83mm full counter = 2,891cc
86.5mm diameter piston + I-section connecting rod + 83mm full counter = 2,925cc
87.0mm diameter piston + I-section connecting rod + 83mm full counter = 2,959cc

Note: Refer to the following explanation for selecting the valve size.

Price: ¥789,000
(Piston, connecting rod, crank, head GK)

・Forged Racing Piston

| | |
|---|---|
| Piston diameter | 86φ/86.5φ/87φ |
| Pin height | 29mm |
| Ring thickness | 1.2-1.2-2.5mm |
| Recess depth | 5.0/5.0mm |
| Individual weight | 278g |

・Chromoly I Section Narrow Connecting Rod

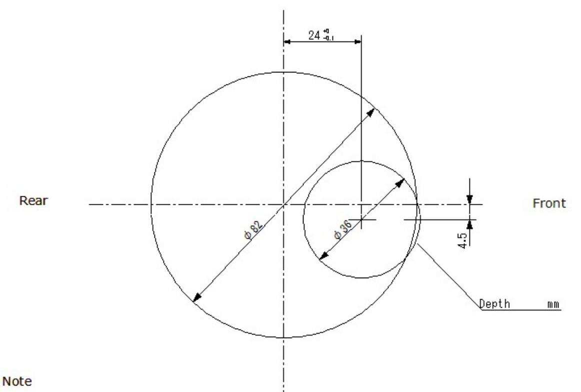
| | |
|---|---|
| Manufacturing method | Forged |
| Center distance | 137.5mm |
| Bolt | ARP |
| Weight | Approximately 620g |

・83mm full counter crankshaft
・Bead-type head gasket (optional thickness)

L24
L20エンジンチューニングパーツ

### ■ Reference: Cylinder Block Exhaust Side Valve Clearance Machining Drawing

Note:The valve clearance machined to L20 standard only accommodates valve lifts up to 10mm.
For high-lift applications, not only is the recess depth insufficient, but the valve position will also shift due to valve tilt. Therefore, please machine the recess to the position shown in the diagram below.
The required depth varies depending on cam lift and cylinder head conditions.
Please note that the limit is 0.5mm before the top ring.




Note

The diagram shows the recess orientation for cylinders 1, 4, and 5.
For cylinders 2, 3, and 6, the recess is on the rear side.
The diagram shows the machining process for an L20 cylinder with a 33mm diameter exhaust valve.

### ■ Reference: L24 Modified Valve Sizes

Note: L-type valves are available in a wide range of sizes.
However, depending on the selected valve diameter, interference with the cylinder block may occur.
Please consider valve sizes based on the reference values below.
While it is possible to install larger valves by machining clearance into the cylinder block, note that using a camshaft with high lift may prevent sufficient valve clearance.
The recommended valve sizes below represent the maximum valve diameter that can be installed without machining clearance into the cylinder block.
There are no restrictions on cam lift.

■ Gap between L-type valve and cylinder wall

| Cylinder diameter | | L24 | | Reference |
|---|---|---|---|---|
| 86φ | | IN | EX | ※L24 STD 42/33 |
| | Maximum valve diameter | 45 | 35 | Recommended<br>IN: 45-118 Big Valve<br>EX: 35-117.5 N42STD |
| | Gap between cylinder | 1.40 | 1.42 | |
| | Evaluation | ○ | ○ | |
| 86.5φ | | IN | EX | ※L24 STD 42/33 |
| | Maximum valve diameter | 46 | 36.5 | Recommended<br>IN: 46-118 big valve<br>EX: 36.5-118 big valve |
| | Gap between cylinder | 1.15 | 0.92 | *Exhaust stroke must be measured |
| | Evaluation | ○ | ○ | |
| 87φ | | IN | EX | ※L24 STD 42/33 |
| | Maximum valve diameter | 46 | 36.5 | Recommended<br>IN: 46-118 Big Valve<br>EX: 36.5-118 Big Valve |
| | Gap between cylinder | 1.40 | 1.17 | |
| | Evaluation | ○ | ○ | |

(The above dimensions are calculated values. There may be some errors due to individual differences.)