

L20 ENGINE TUNING PARTS

L20改

L20 Modified 2.7ℓ Forged Racing Piston, Pin Height 29

一切の制約を受けず
理想だけを追い求める鋳削り出しピストン。
刃物やマシンコスト、加工時間などむしろ計算に入らず
ひたすら刃物を走らせ僅かな贅肉も許さない。
完成重量二・三六グラムがピストンへの拘りの証。

φ82 / φ82.5

Price: ¥155,000 (updated 2026.01.01)
(Part Number: RP-L2029-)

Details

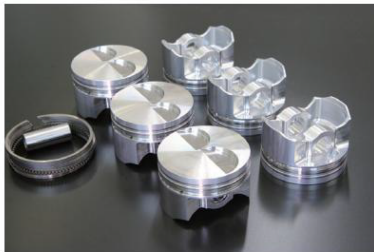
•Manufacturing Method	Forged + Machined
•Type	High Compression
•Piston Diameter	φ82 φ82.5
•Pin Diameter x Length	φ21×46mm
•Pin Height	29.0mm
•Piston Ring Thickness	1.2×1.2×2.5mm
•Piston Weight	236g
•Valve Recess Depth	IN 3.7mm EX3.7mm
•Valve Recess Volume	2.0cc
•Recommended Connecting Rod	Kameari Section Connecting Rod137.5mm Kameari Chromoly Lightweight Rod 137.5mm
•Recommended Crank	Kameari L31 Full Counter LD28 Crankshaft

82.0φ+1 section rod+L31 full counter = 2,629cc
82.5φ+1 section rod+L31 full counter = 2,661cc

*Piston rings, piston pins, and circlips included

L20/Piston

L20 Modified Lightweight Street Piston (2533cc) Pin Height 35.5



φ82/φ82.5 ¥155,000 (updated 2026.01.01)
(Part number: SP-L20355-)

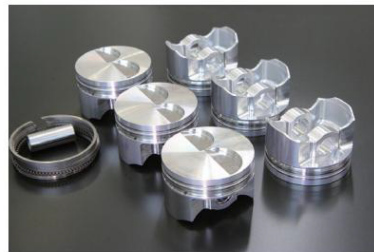
Details

•Manufacturing Method	Forged + Machined
•Type	High Compression
•Piston Diameter	φ82 φ82.5
•Pin Diameter x Length	φ21×50mm
•Pin Height	35.5mm
•Piston Ring Thickness	1.2×1.2×2.5mm
•Piston Weight	299g
•Valve Recess Depth	IN 3.7mm EX3.7mm
•Valve Recess Volume	2.0cc
•Connecting Rod Used	Genuine L20 / Kameari 133mm
•Crank Used	L28

82.0φ+L20rod+L28 crank=2,502cc
82.5φ+L20rod+L28 crank=2,533cc

Note: Genuine connecting rods require full flow processing.
*Piston rings, piston pins, and circlips included

L20 Modified Lightweight Street Piston (2661cc) Pin Height 33.5



φ82/φ82.5 ¥155,000 (updated 2026.01.01)
(Part Number: SP-L20335-)

Details

•Manufacturing Method	Forged + Machined
•Type	High Compression
•Piston Diameter	φ82 φ82.5
•Pin Diameter x Length	φ21×50mm
•Pin Height	33.5mm
•Piston Ring Thickness	1.2×1.2×2.5mm
•Piston Weight	293g
•Valve Recess Depth	IN 3.7mm EX3.7mm
•Valve Recess Volume	2.0cc
•Connecting Rod Used	Genuine L20 / Kameari 133mm
•Crank Used	LD28 / L31 Kameari Crank

82.0φ+L20 rod+LD28 crank=2,629cc
82.5φ+L20 rod+LD28 crank=2,661cc

Note: Genuine connecting rods require full flow processing.
*Piston rings, piston pins, and circlips included

L20 Modified Lightweight Street Piston (2234cc) Pin Height 40.1



¥155,000 (updated 2026.01.01)
(Part number: SP-L20401-)

Details

•Manufacturing Method	Forged + Machined
•Type	High Compression
•Piston Diameter	φ82 φ82.5
•Pin Diameter x Length	φ21×50mm
•Pin Height	40.1mm
•Piston Ring Thickness	1.2×1.2×2.5mm
•Piston Weight	312g
•Valve Recess Depth	IN 3.7mm EX3.7mm
•Valve Recess Volume	2.0cc
•Connecting Rod Used	L20
•Crank Used	L20

82.0φ+L20rod+L20 crank=2,207cc
82.5φ+L20rod+L20 crank=2,234cc

Note: Genuine connecting rods require full flow processing.
*Piston rings, piston pins, and circlips included

L20 Modified 83φLightweight Street Piston Pin Height 38.1



¥155,000 (updated 2026.01.01)
(Part Number: SP-L20381-83)

Details

•Manufacturing Method	Forged + Machined
•Type	High Compression
•Piston Diameter	φ83
•Pin Diameter x Length	φ21×50mm
•Pin Height	38.1mm
•Piston Ring Thickness	1.2×1.2×2.5mm
•Piston Weight	302g
•Valve Recess Depth	IN 3.7mm EX3.7mm
•Valve Recess Volume	2.0cc
•Connecting Rod Used	L20 / L28
•Crank Used	L20 / L28 / LD28

82.0φ+L20rod+LD28 crank=2,629cc
82.5φ+L20rod+LD28 crank=2,661cc

Note: Genuine connecting rods require full flow processing.
*Piston rings, piston pins, and circlips included

L20 Modified 79φ Lightweight Street Piston (2049cc) Pin Height 40.1



¥155,000 (updated 2026.01.01)
(Part Number: SP-L20401-79)

Details

•Manufacturing Method	Forged + Machined
•Type	High Compression
•Piston Diameter	φ79
•Pin Diameter x Length	φ21×50mm
•Pin Height	40.1mm
•Piston Ring Thickness	1.2×1.2×2.5mm
•Piston Weight	285g
•Valve Recess Depth	IN 3.0mm EX3.0mm
•Valve Recess Volume	1.6cc
•Connecting Rod Used	L20
•Crank Used	L20

Note: Genuine connecting rods require full flow processing.
*Piston rings, piston pins, and circlips included

Note: When using a high cam, there is a risk that the valve may contact the top of the cylinder block.
L20 Gap between valve cap and cylinder wall (Necessity of valve clearance machining on block side)

When using the L24 valve ※L20STD size is IN38 EX33

Cylinder Diameter		L6		Overall Rating
		IN	EX	
83φ	Valve diameter	42	33	No need for valve clearance machining on the cylinder High camshaft installation possible
	Clearance with cylinder	1.3	0.8	
	Evaluation	○	○	
82.5φ	Valve diameter	42	33	The gap on the exhaust side is below the limit value, so installing a high-lift cam requires machining the block for exhaust clearance and valve clearance. If the normal cam lift is within 1mm of the surface grind, no machining is required.
	Clearance with cylinder	1.05	0.55	
	Evaluation	○	×	
82φ	Valve diameter	42	33	The gap on the exhaust side is below the limit value, so installing a high-lift cam requires machining the block for exhaust clearance and valve clearance. If the normal cam lift is within 1mm of the surface grind, no machining is required.
	Clearance with cylinder	0.8	0.3	
	Evaluation	○	×	

The above dimensions are calculated values when installing the KAMEARI 73-75° A-cam (8.6mm cam lift).
Please note that individual variations may cause slight discrepancies.
For standard cam lifts like the 68B or 70B cam (within 1mm of surface grinding), no valve clearance machining is required on the block side, regardless of piston diameter.