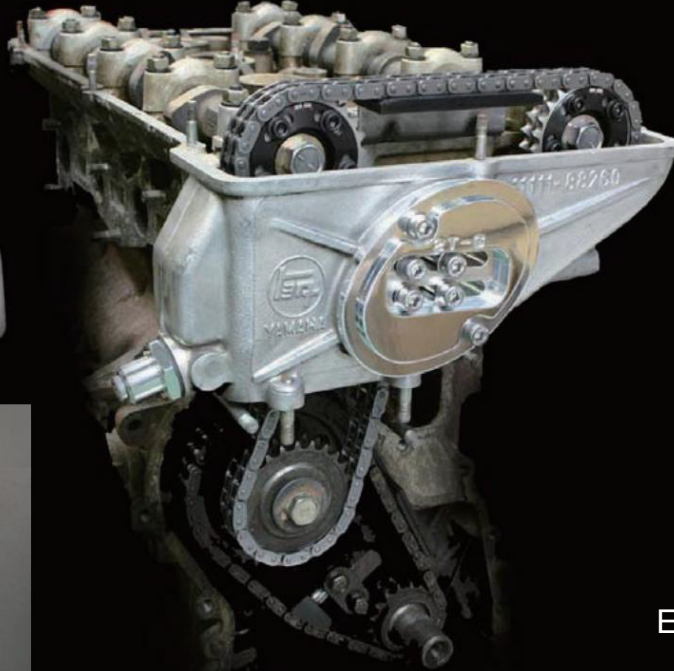


2TG ENGINE TUNING PARTS

2T-G改

2TG Idle tensioner

純正のテンショナー機構を廃止し、ニードルローラーベアリング式アイドラスプロケットギヤに設計変更を施す事で従来のチェーンスリッパにかかる過大な摩擦抵抗を解消しました。また外部に設けた調整機能によって簡単にテンション管理ができてベストコンディションを維持します。



Early model ¥45,000

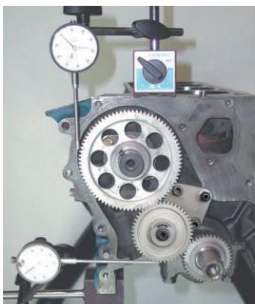
Late model ¥45,000

*Plate color :

Earl's Blue, Earl's Red, Buffed finish

2TG Engine Parts

2TG Gear train kit (for primary side)



By eliminating the primary timing chain and changing to a three-gear drive, friction loss is reduced and valve timing stability is improved. This eliminates the loss of horsepower caused by the tensioner and valve timing irregularities that were previously sacrificed, enabling high output rotation.

1set ¥65,000

Manufacturing method	Machined
Materials	Chromoly Steel
Heat treatment	Tempered + Gas Soft Nitriding Heat Treatment
Hardness	Internal HB 241-277
Bearings	Needle Roller

2TG Idler Gear (Secondary Side) Type-2



The use of high cams and reinforced valve springs places a heavy load on the chain, which attacks the chain guide with a large frictional force. This causes friction loss and valve timing delays due to wear on the chain guide, resulting in horsepower loss. This idler gear eliminates the secondary drive chain guide, which is the largest source of loss in the 2T-G, and changes it to an idler gear drive that uses needle roller bearings with low rotational resistance, ensuring stable valve timing and reducing friction loss, helping to achieve high power and high revolutions.

1set ¥22,000

Manufacturing method	Machined
Materials	Chromoly Steel
Heat treatment	Tempered + Gas Soft Nitriding Heat Treatment
Hardness	Internal HB 241-277
Bearings	Needle Roller

2TG Forged piston



This is a racing piston that is lightweight and strong, and is compatible with high power and high revolutions. It uses a camshaft with high action and cam lift, and a valve recess that is compatible with big valves. This high-performance piston can be used in a wide range of conditions, from street to racing.

Forged piston for 1750cc

φ88.5φ89 **¥105,000**
(Updated 2026.01.01)

Forged piston for 2000cc

φ88.5φ89φ89.5*Titanium **¥105,000**
(Updated 2026.01.01)

*This piston is for hemispherical combustion chambers only. It cannot be used with laser heads (multi-spherical combustion chambers). coated SPL piston ring specifications are an additional ¥8,000.

2TG Super Connecting Rod

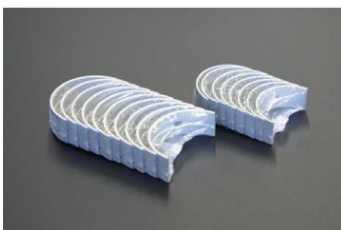


The lightweight I-shaped cross section is machined from chrome molybdenum steel. The strength of the connecting rod, which was a weak point of the 2TG, has been significantly improved. The connecting rod bolts use highly reliable racing bolts made by ARP, an American company, to prevent bolt trouble at high revolutions. In addition, the overall weight has been designed to be lightweight at approximately 480g, reducing the burden on the crank metal caused by centrifugal force and enabling high response.

Details

Pin diameter	φ22 (full flow processed)
Weight	480g (variation within ±1g when set)
Manufacturing method	Forged material + machined
Material	Chrome molybdenum steel (SCM440)
Heat treatment	Hardened and tempered
Surface treatment	Double shot peening
Hardness	HRC32-36
Bolt	ARP (Strength standard 220,000psi)
Manufacturer	Tanaka Kogyo Co. Ltd.
Price	1 set ¥132,000

2TG Reinforced Metal



F112 Reinforced Metal (Standard Size)

This is a reinforced metal made of F112 material, which was newly developed following the discontinuation of TRD metal production. It has superior load-bearing capacity compared to the conventional F77 material, reduces metal damage often seen in 2TG, and provides stable durability at high power and high revolutions.

•Main metal set **¥17,500**
•Connecting rod set **¥14,000**

WPC Molybdenum reinforced metal (standard size)

This product is based on a reinforced metal and has solid lubricant molybdenum disulfide powder sprayed onto the metal surface to reduce friction and increase the seizure load. Recommended for use under harsh conditions.

•Main metal set **¥25,300**
•Connecting rod set **¥20,240**

2TG Thrust metal/Jackshaft metal



2TG Thrust crank metal

•Standard size set **¥1,390**
•0.25 undersize set **¥1,680**
•0.50 undersize set **¥1,680**



2T, 3T, 2TG Jackshaft Metal

•Standard size set **¥4,170**
•0.25 undersize set **¥5,010**
•0.50 undersize set **¥5,010**

*2T,3T (STD/US)

*2TG (STD)