

2T-G改 2000cc 79mm full CounterCrank

Made of nickel-chromium molybdenum steel with excellent hardness and toughness, this crankshaft is designed to withstand continuous use under extreme conditions.

The precisely calculated counterweight distribution and lightweight design of the full-counter type improve balance rate and throttle response, achieving both high output and high-rev capability for the modified 2TG 2000cc engine, enhancing the engine's performance limits.

Price

¥240,000

Reference

KAMEARI Pistons × 78mm 3TG Crank Displacement

88.5φ × 78mm Crank = 1918cc
89.0φ × 78mm Crank = 1940cc
89.5φ × 78mm Crank = 1962cc

KAMEARI Pistons × 79mm KAMEARI Crank Displacement

88.5φ × 79mm Crank = 1943cc
89.0φ × 79mm Crank = 1965cc
89.5φ × 79mm Crank = 1988cc



Detail

Material	SNCM439
Hardness	HRC34-40
Manufacturing Method	Machined
Weight	16Kg (3TG genuine 15Kg)
Stroke	79mm (3TG genuine 78mm)
Weight Shape	Full counter
Oil Hole	Main 6φ pin 6φ
Heat Treatment	Quenched and Tempered + Nitrided
Surface Treatment	Shot Blasted
Journal Finish	Chrome Oxide polished
Rotational Balance	Within 4g/cm

Recommended Item

Piston	KAMEARI Forged Piston
Connecting Rod	2TG, 3TG genuine / Super Connecting Rod
Head Gasket	KAMEARI 90φ1.5mm
Bearing	KAMEARI F112 Reinforced Metal

*The piston protrudes 0.5mm from the cylinder block surface. Please use a 1.5mm thick head gasket.

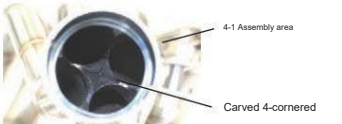
2TG DRAG Equal Length Octopus Legs



Beyond simply being fully equal-length, this exhaust manifold features pipe lengths and collector shapes calculated to efficiently extract the 2TG engine's characteristics. Inside the four square tubes of the 4-1 collector, a precision-machined square baffle is centrally positioned. This prevents exhaust interference, maximizing high-torque, high-output performance in the mid-to-high RPM range and fully unleashing the 2TG's potential.

detail

*Material	Stainless steel
*Pipe diameter	φ45
*Flange	Big Port Type
*Pipe length	650mm
*Internal assembly	Square Flange Used
*Assembly Sequence	1-3-4-2
*Assembly diameter	φ60
*Compatible Models	TA22, TE27
*Accessories	Bent pipe for joint
*Price	¥195,000



4-1 Assembly area

Carved 4-cornered

2TG Large Diameter Intake Manifold & Linkage Kit



This tuning intake manifold is designed for large bore sizes and is compatible with SOLEX, WEBER, and OER carburetors. Its smooth port shape improves intake efficiency. When used with a wire-type side linkage kit, it allows for two independent turnbuckles, making carburetor adjustments easier.

Large Diameter Intake Manifold

¥46,000

Side Linkage Kit (Pillow Ball Type)

¥32,000

*Available in wire and rod types

Large Diameter Intake Manifold + Pillow Side Linkage Set

¥78,000

*Note: The intake manifold gasket and fuel hose in the image are sold separately.

2TG Reinforced Clutch



Reinforced clutch cover (Crimping Force 550k)

Reinforced diaphragm spring and increased clamping force to handle high RPM and high torque. This reinforced clutch cover significantly improves transmission power.

(2025.11.03 updated) ¥29,000

Metal Clutch Disc

Excellent heat resistance and wear resistance, low inertia for quick shifts. Suitable for everything from street to circuit use.

¥29,000

Super Clutch Disc

Non-asbestos discs with carbon and copper bonding achieve easy half-clutch engagement and high sports performance.

¥19,800

*The clutch cover is a three-knock pin type. The early-model genuine flywheel has two knock pins and is therefore incompatible. A chromoly lightweight flywheel must be installed.

2TG Metal Head Gasket



Stopper Type Head Gasket The Stopper Type

The stopper type was developed to enhance sealing performance around the combustion chamber. By wrapping the inner plate bore area in a grommet-like configuration and overlapping this stopper section with the outer bead plate, a two-stage sealing structure combining stopper and bead enhances sealing performance.

φ90	1.0 mm	¥30,000
φ90	1.2 mm	¥31,000
φ90	1.5 mm	¥32,000

Bead Type Head Gasket

This bead-type head gasket ensures surface pressure by forming press-formed beads around combustion chambers and water/oil passages where high sealing performance is required. Its layout is appropriately distributed based on bead width and height, making it an indispensable part for tuned engines.

G/K Bore diameter	Thickness	price
φ87	1.2mm	¥23,000
φ90	1.2 mm	¥23,000
φ90	1.5 mm	¥24,000
φ90	2.0 mm	¥27,000
φ90	2.5 mm	¥30,000
φ90	3.0 mm	¥32,000

2TG Reinforced Mount



Using reinforced rubber with a hardness setting 1.5 times that of the standard, it effectively absorbs engine and transmission vibrations, allowing engine power to be transmitted to the drivetrain without loss.

2TG Reinforced Engine Mount

Left and Right SET **¥13,000**

(Updated 2025.08.01)

2TG Reinforced Mission Mount

¥4,500

2TG Flywheel & Flyhole Bolt



The most effective way to enhance the responsiveness of a 2TG engine is to reduce the weight of the flywheel. We've adopted durable SCM material to maintain high strength while implementing a thin-wall design. Choose from two types tailored to your application: the STD type for street use and the R type for racing use.

Chromoly Lightweight Flywheel STD type

•Weight 4.4kg ¥50,000

Chromoly Lightweight Flywheel R type

(Lightweight) Weight 3.7kg ¥54,000

ARP Reinforced Flywheel Bolts

The ARP high-strength bolts provide a tightening torque of 13.5 kg/m, compared to the stock bolts' 6.6 kg/m, preventing bolt loosening at high RPM.

¥8,000