

**Crank balancing**

We aim to achieve as close to zero balance as possible using the latest balancing machines.  
 Before balancing, we check the crankshaft for any bends, and if any are found, correction processing will be required.  
 (Bend correction costs ¥11,000)  
 Prices vary for V-type and 3-cylinder engines. Please contact us for details.  
 In addition, V-type and 3-cylinder engines are balanced by attaching dummy weights to the pin side, so the pistons and piston pins used  
 Please check the weight of all parts including the connecting rod, circlip, piston ring, connecting rod, and connecting rod metal, or send us the actual items.  
 you must.

**Crank integral balancing**

One-piece balancing is performed by installing the components as they will be when actually installed in the engine.  
 \*Component part  
 Clutch covers, flywheels, crank pulleys, sprocket gears, etc.  
 Please mark the alignment of the crankshaft and clutch before returning the product. When assembling the product, make sure the mark faces upwards.  
 This allows for greater accuracy.

Precision Rotational Balancing	unit	4 cylinder price	6 cylinder price	remarks
Flywheel Single Balance	1	9,000	9,000	We aim to get as close to zero as possible using the latest balancing machine.
Clutch cover single balance	1	9,000	9,000	We aim to get as close to zero as possible using the latest balancing machine.
Crank pulley single balance	1	8,000	8,000	We aim to get as close to zero as possible using the latest balancing machine.
Crank unit balancing	1	14,000	17,000	We aim to get as close to zero as possible using the latest balancing machine. Bent crank needs to be repaired
Crank unit balancing (lightweight item)	1	26,000	29,000	We aim to get as close to zero as possible using the latest balancing machine. Bent crank needs to be repaired
Crank unit balancing	1	39,000	41,000	After balancing each part individually, assemble everything and balance as a whole.
Crank integral balancing (lightweight item)	1	51,000	53,000	After balancing each part individually, assemble everything and balance as a whole.
Propeller shaft dynamic balance (less than 1.2m)	1	36,000	36,000	For removing vibrations, after processing, etc.
Propeller shaft dynamic balance (1.2m or more)	1	40,000	40,000	For removing vibrations, after processing, etc.

71B -71C T/MF bell housing processing  
 71B -71C T/M 1-2 speed shift rod processing  
 \*Modification to load 71C onto S30 or GC10. **¥18,000/SET**



Sub gear clearance machining



Rod diameter φ1.6 is cut to φ1.4

**2TG jack shaft metal replacement**

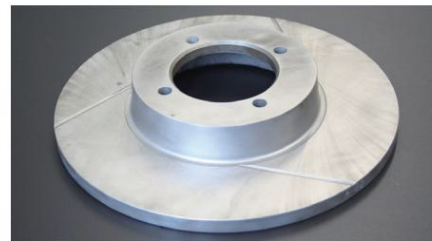


¥20,000 \*Metal fee not included

A metal that plays an important role in maintaining proper oil pressure and is installed in the gear train.  
 This also affects back crashes.  
 If you notice any wear, it needs to be replaced.



**Brake rotor polishing and slit processing**



\*Rotor polishing **¥7,000**  
 Maintains high precision parallelism with the hub mounting surface and provides highly precise surface roughness for the rotor surface  
 Finishing prevents pedal and steering wheel shaking.  
 \*Slit processing **¥1,500/1 bottle**  
 The R-groove is resistant to rotor cracks and the condition of the brake pad surface is improved.  
 This maintains a stable braking force at all times.

Various processing	unit	price	remarks
Flywheel lightweight	1 sheet	9,000	Light machining using a lathe.
processing Flywheel hole	1 sheet	27,500	High-precision lightweight machining using NC milling. Lightweight outer holes for improved response! For items without data, please request a separate quote.
lightweighting Propeller shaft shortening/neck	1	32,000	Processing to match the existing transmission to the current vehicle. If the pipes are different diameters, an adapter will be charged separately (balancing required).
replacement processing Propeller shaft dimension	1	45,000	Changed the split type to a direct type. Adapters for different diameter pipes are charged separately (balancing required, drawn pipes used).
change (new pipe installation) Cartridge type	1	9,000	Shorten the stroke to prevent spring play! The amount of shortening must be specified.
shock short processing	1 sheet	7,000	For correcting rotor wobble and ripples.
Brake rotor polishing	1 sheet	5,500	For correcting waviness on sliding surfaces.
Brake drum polishing Brake rotor slit processing	1	1,500	The surface of the brake pads can always be kept in the best condition.
R30/GC210/S130 R shock absorber flange removal	1	9,000	Required when installing the height adjustable suspension.
2T-G jackshaft metal replacement	1	20,000	Metal plays an important role in maintaining proper oil pressure. Stepped wear requires replacement (metal cost separate)
71B-71C T/MF bell housing processing	1	10,000	Required when installing a 71C transmission on a L-type engine (S30 and S130 have dedicated members).
71B-71C T/M 1-2 speed shift rod processing	1	8,000	Required when installing a 71C transmission on a L-type engine (S30 and S130 have dedicated members).

Replacement and adjustment costs	unit	price	remarks
LSD reinforcement + backlash adjustment	1	35,000	Same as above Initial torque can be specified Parts cost not included
SOLEX carb throttle shaft & butterfly replacement	1	14,000	Parts cost not included
SOLEX carb butterfly replacement	1	8,000	Parts cost not included

Engine Machining