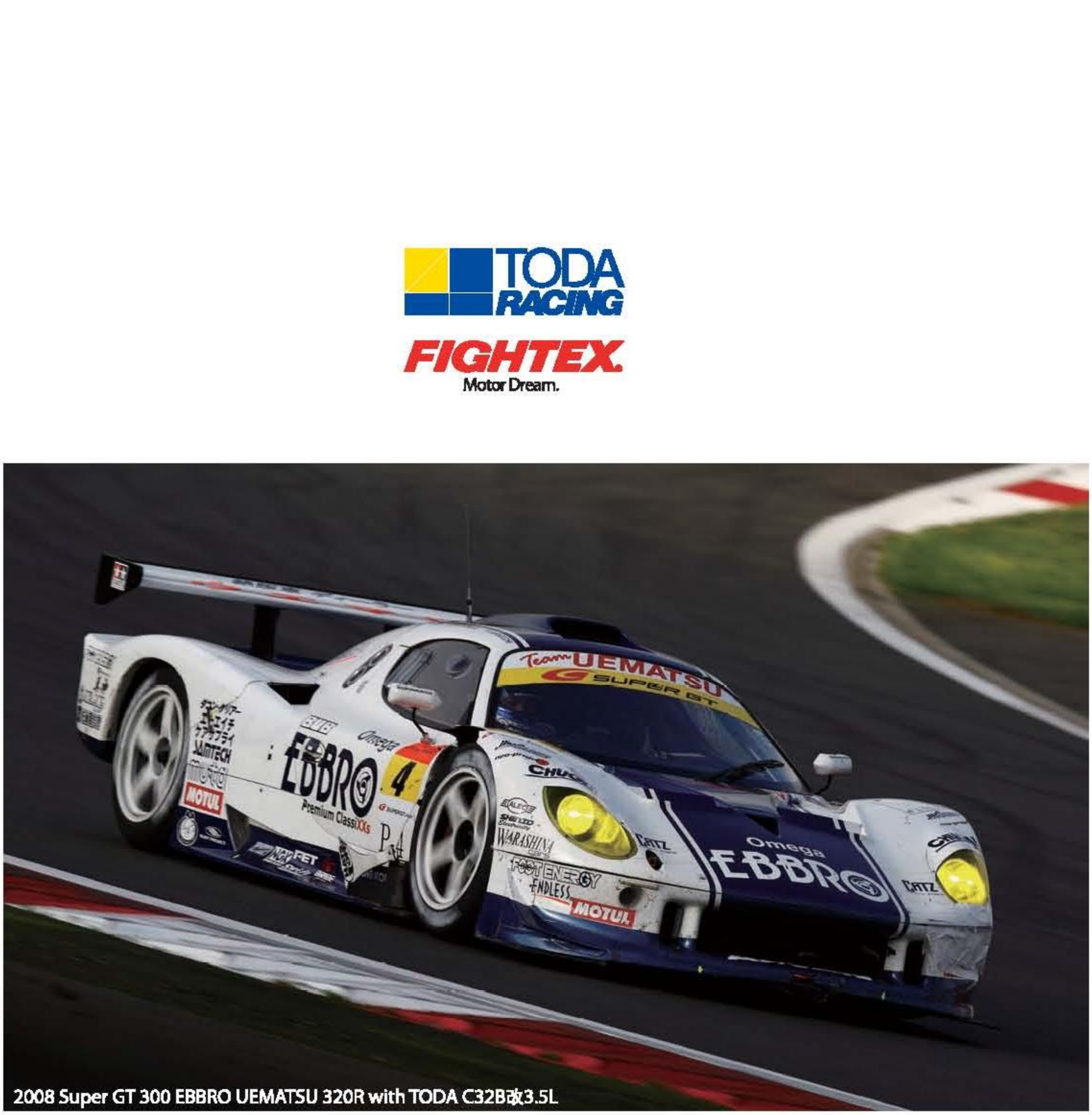
TODA RACING

FIGHTEX.
Motor Dream.



2008 Super GT 300 EBBRO UEMATSU 320R with TODA C32B改3.5L

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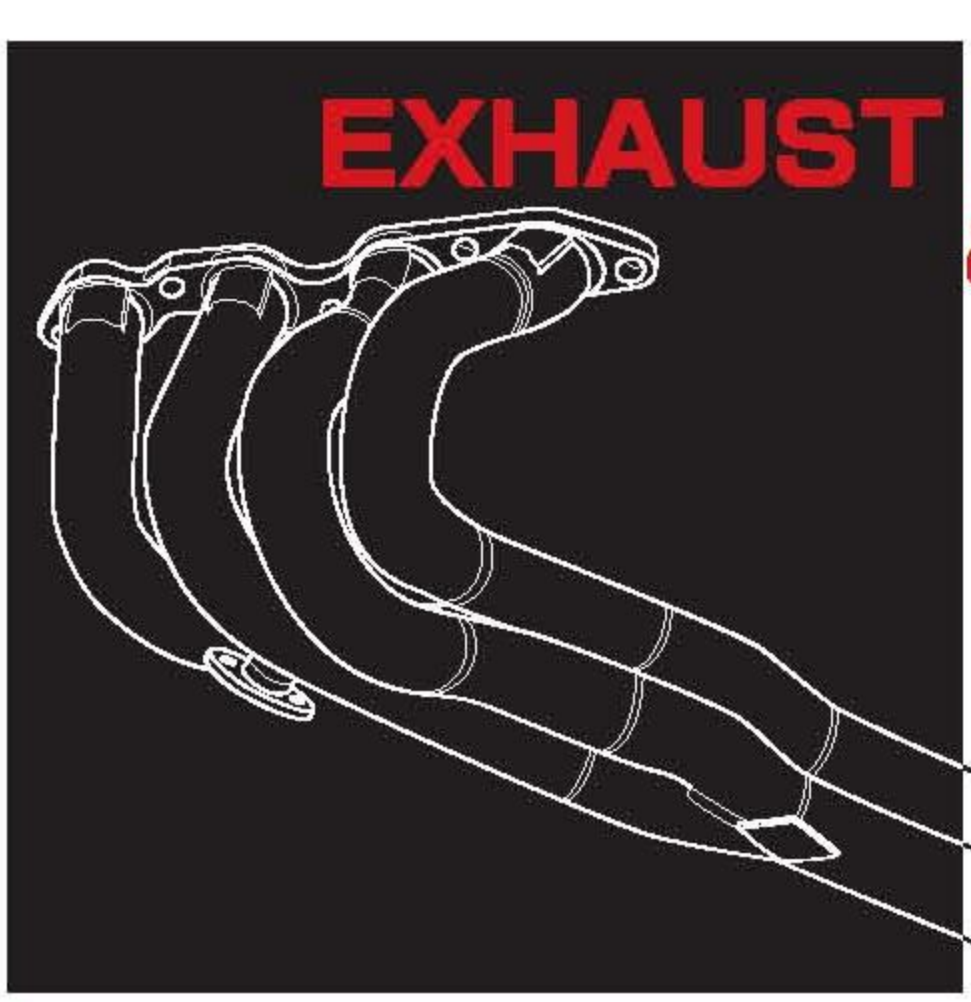

EXHAUST MANIFOLD & MUFFLER SYSTEM

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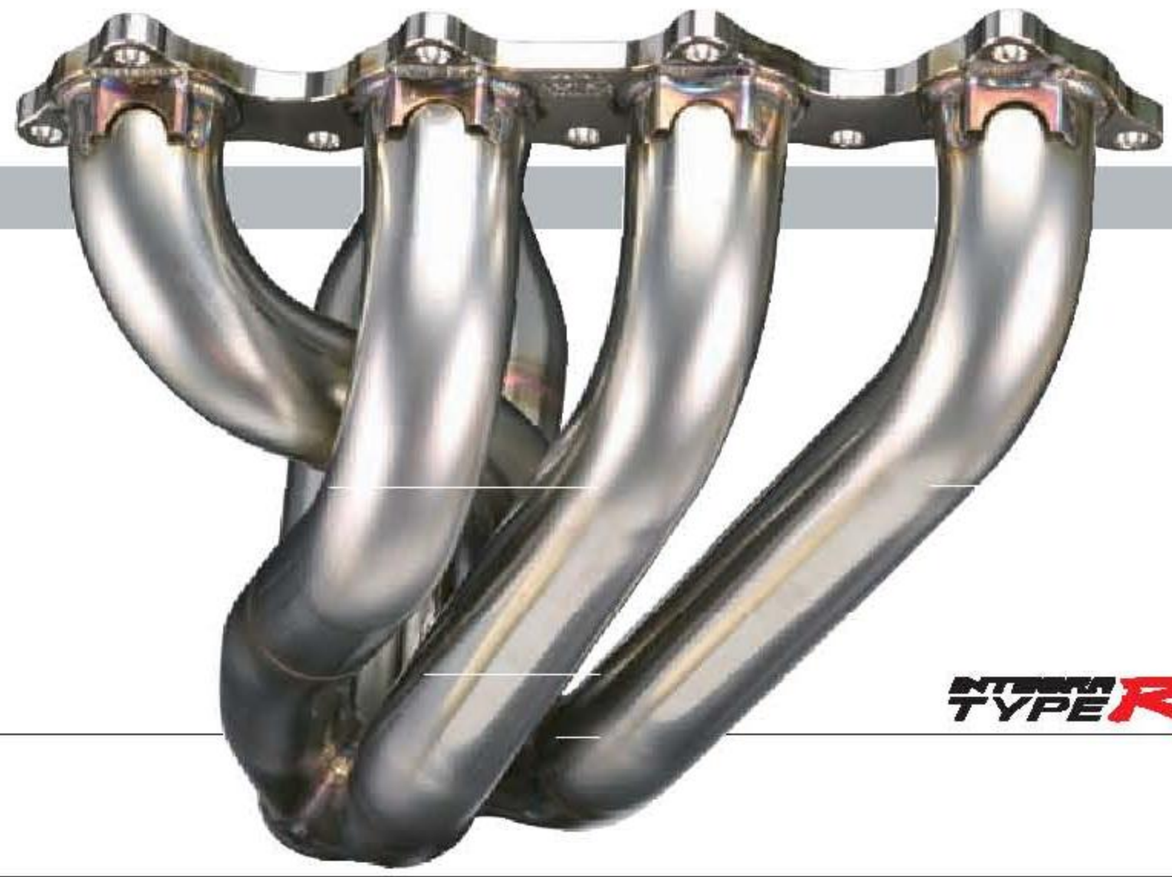


B18C DC2/DB8

B18C-R(DC2/DB8) 98spec
Exhaust Manifold Ver.2 (4-2-1 SUS)
¥108,000

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of VTEC B18C-R engine but also the results of an extensive bench testing program.

■ Our 4-2-1 type now available as Ver.2 strengthened
The part of a racing look is removed by the strong request from the competition customers. It became simple structure.

■ The reinforcement plate is added
The reinforcement plates are added to each racing junction and a head plate to each pipe exit.

■ A bench test〈Equal length 4－2－1＋ Taper〉Design
ϕ45mm → ϕ50mm → ϕ55mm → Taper → ϕ60mm
※Taper design is adopted from feedback from both racing and the bench testing.

■ Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ Made of light weight stainless steel for both durability and looks

■ Flange manufactured by high precision machining center

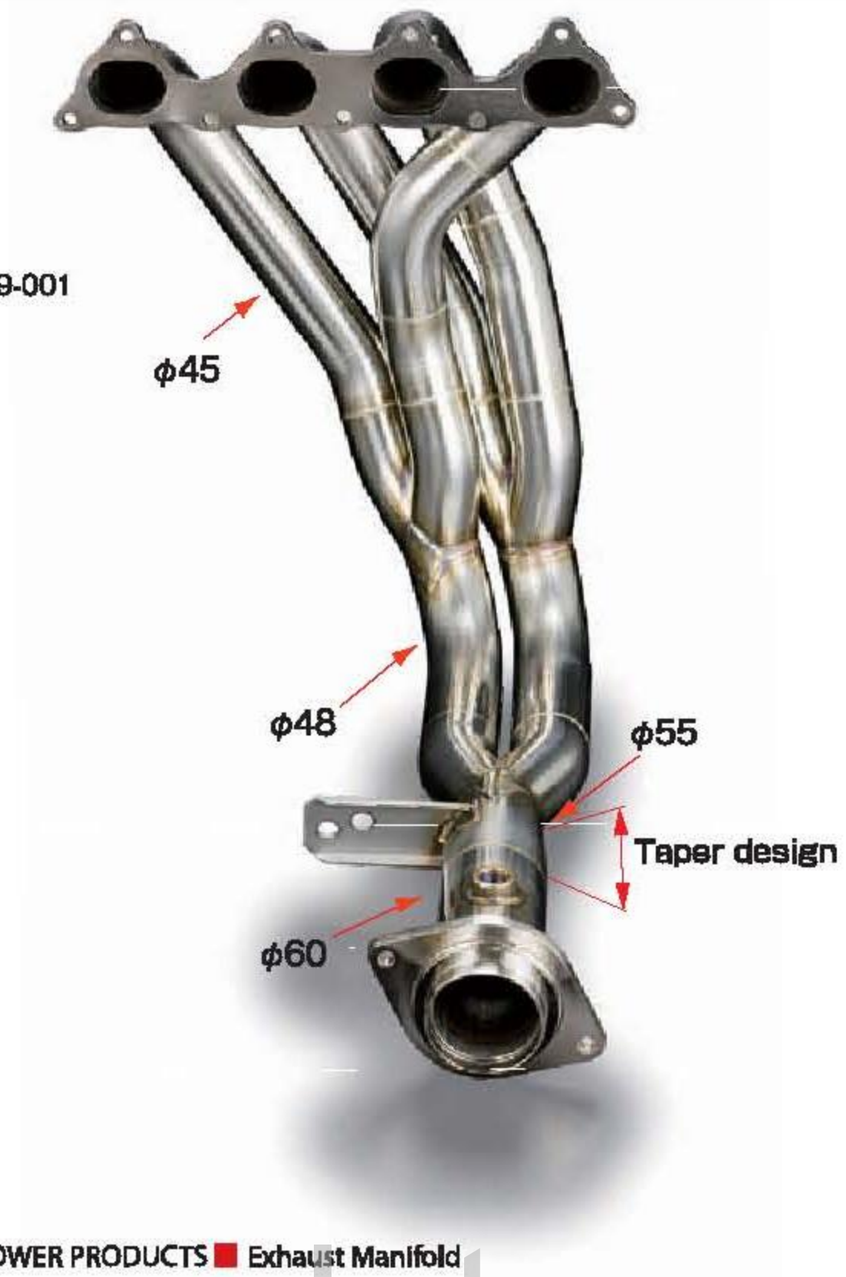
■ The standard catalyst can be installed

18100-DC2-981 ¥108,000 ϕ45－ϕ50－ϕ55－taper－ϕ60mm Integra-R (DC2/DB8) 98spec

※ The only difference between this and the DC2 96 spec Exhaust manifold is the 2cm offset of the rear flange.
(Basic specification is the same as 96's)

B16B EK9

B16B(EK9)
Exhaust Manifold Ver.2 (4-2-1 SUS)
¥108,000



In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the B16B-R with 1600cc engine but also the results of an extensive bench testing program. When building a B16B (1600cc) to 1800cc specifications we recommend the TODA B18C-R 96 spec header.

■ Our 4-2-1 type now available as Ver.2 strengthened
The part of a racing look is removed by the strong request from the competition customers. It became simple structure.

■ The reinforcement plate is added
The reinforcement plates are added to each racing junction and a head plate to each pipe exit.

■ A bench test〈Equal length 4－2－1＋ Taper〉Design
ϕ45mm → ϕ48mm → ϕ55mm → Taper → ϕ60mm
※Taper design is adopted from feedback from both racing and the bench testing.

■ Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ Made of light weight stainless steel for both durability and looks

■ Flange manufactured by high precision machining center

■ The standard catalyst can be installed

18100-EK9-001 ¥108,000 ϕ45－ϕ48－ϕ55－taper－ϕ60mm CIVIC-R (EK9)

※ TODA DC2 (B18C-R) 96spec Exhaust manifold and TODA EK9 (B16B-R) Exhaust manifold flange, rear flange and bolt positions are the same.

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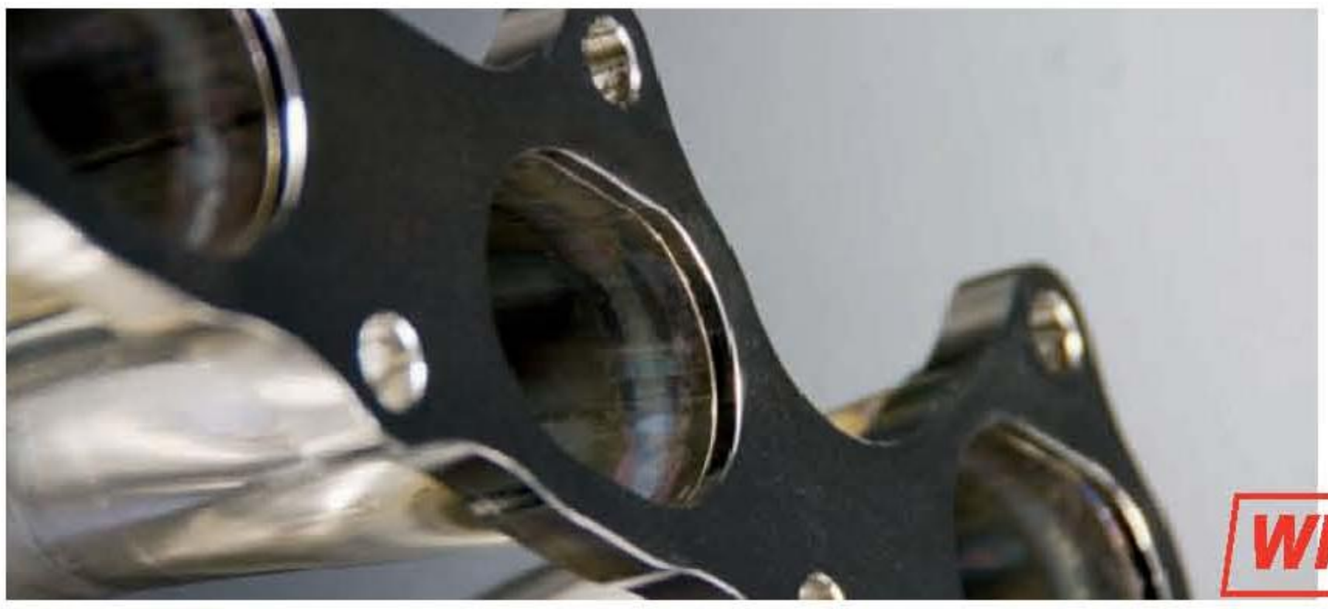
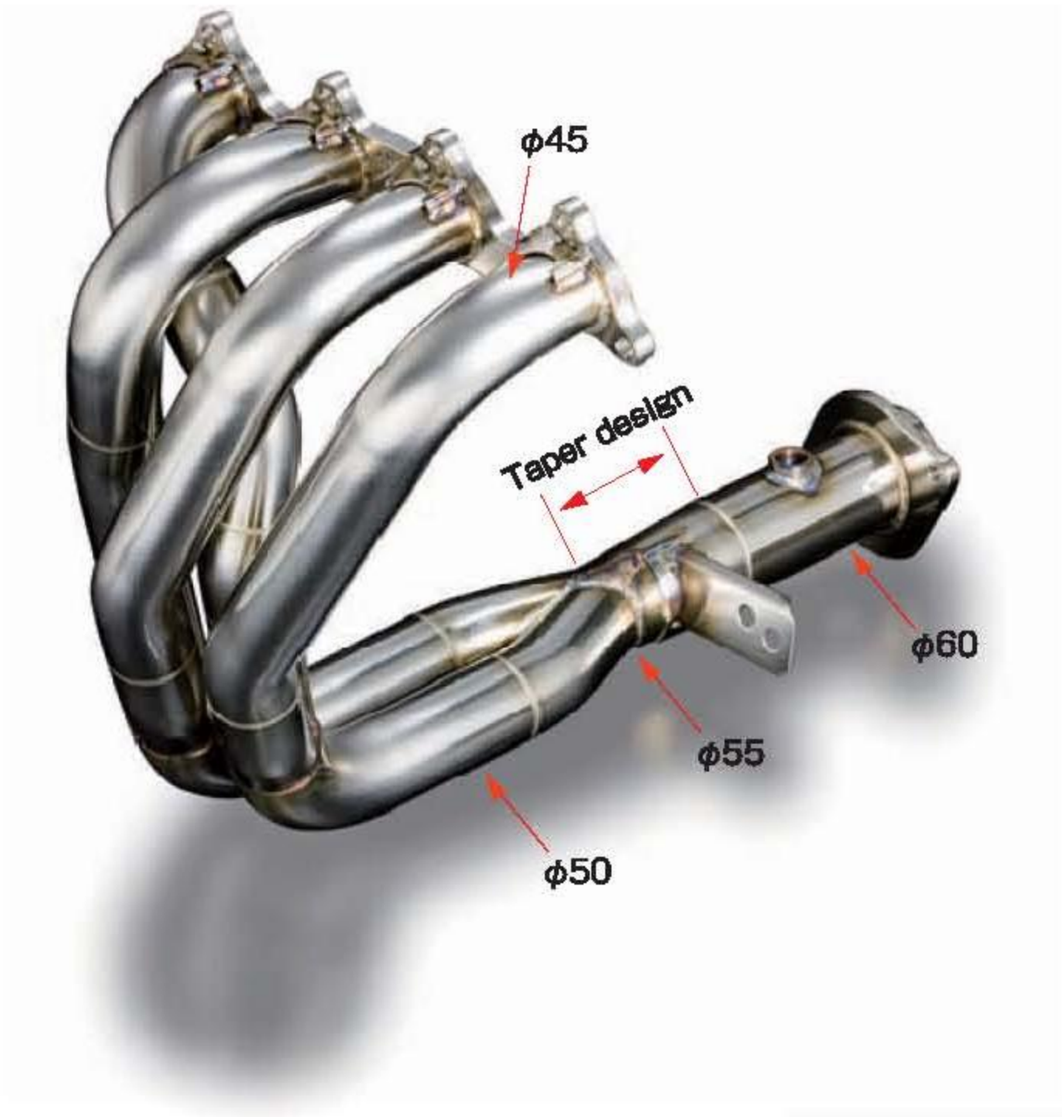


B18C DC2/DB8

INTEGRA TYPE R

B18C-R(DC2/DB8) 96spec
Exhaust Manifold Ver.2 (4-2-1 SUS)
¥108,000

■18100-DC2-961



In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of VTEC B18C-R engine but also the results of an extensive bench testing program.

■ Our 4-2-1 type now available as Ver.2 strengthened
The part of a racing look is removed by the strong request from the competition customers. It became simple structure.

■ The reinforcement plate is added
The reinforcement plates are added to each racing junction and a head plate to each pipe exit.

■ A bench test〈Equal length 4-2-1+ Taper〉Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.

■ Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ Made of light weight stainless steel for both durability and looks

■ Flange manufactured by high precision machining center

■ The standard catalyst can be installed

18100-DC2-961 ¥108,000 φ45 - φ50 - φ55 - taper - φ60mm Integra-R (DC2/DB8) 96spec

※ The only difference between this and the DC2 98 spec Exhaust manifold is the 2cm offset of the rear flange.
(Basic specification is the same as 98's)

INTEGRA TYPE R

TODA RACING
FIGHTEX
Motor Dream.

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