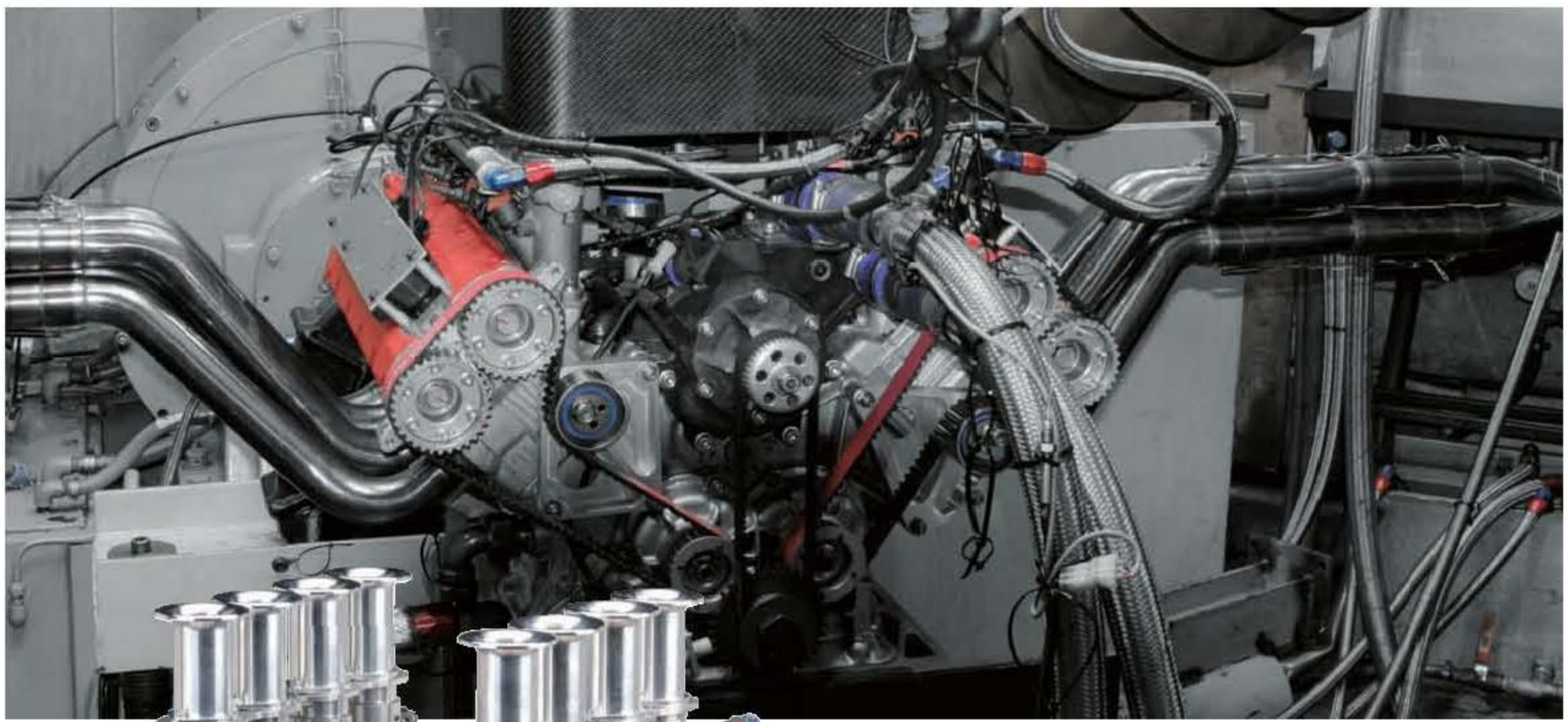
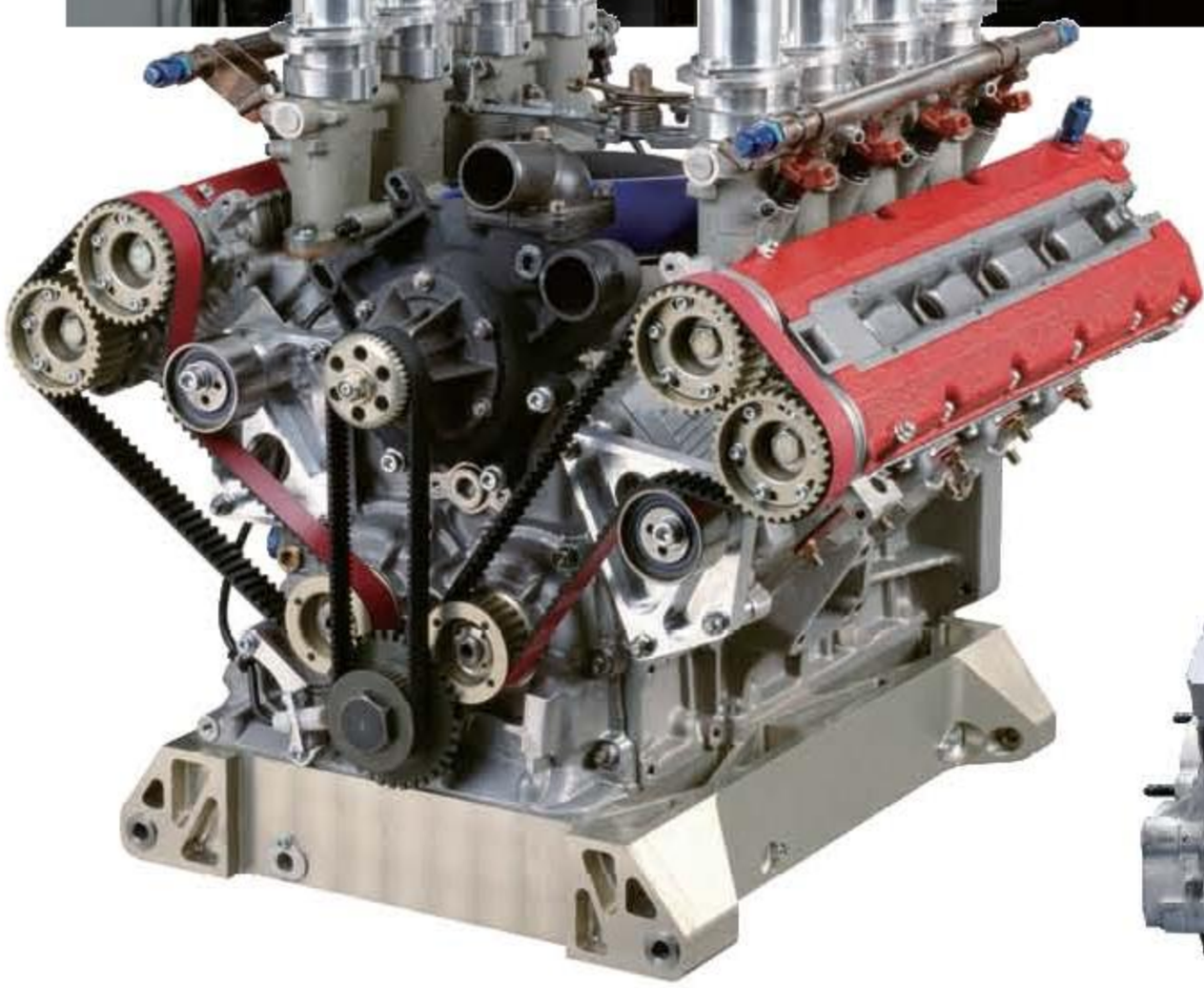
TODA RACING

FIGHTEX
Motor Dream.





GT300 FERRARI 360 MODENA ENGINE

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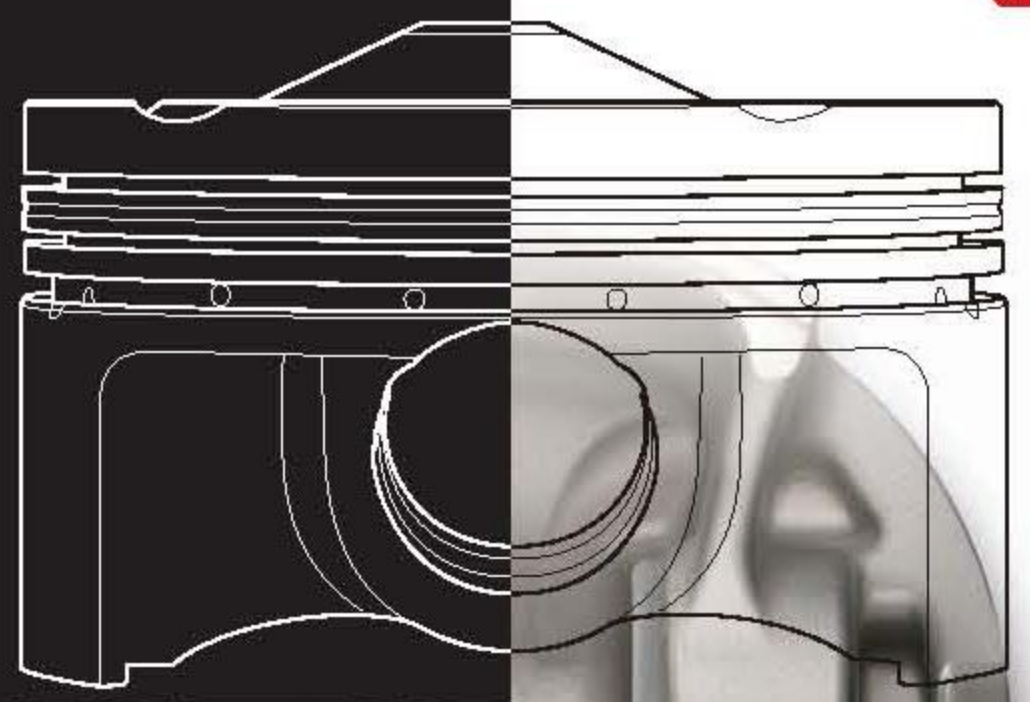
HIGH POWER PROFILE PISTON
I-SECTION CONNECTING-RODS & CRANKSHAFT



Ride of Dreams

TODA POWER PRODUCTS

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F20C S2000

F20C Increased Capacity 2350KIT NA

F20C/F22C 2350KIT NA
I Type ¥500,000

Strengthened chrome molly I section connecting-rods are included.

I Type

	φ87.00×99.0mm	2354cc	13001-F20-3R0-I
	φ87.50×99.0mm	2381cc	13001-F20-3R1-I
Ultra High COMP	φ87.00×99.0mm	2354cc	13001-F20-3R0-IH
Ultra High COMP	φ87.50×99.0mm	2381cc	13001-F20-3R1-IH

KIT contents

① TODA Forged Piston KIT(φ87.00/φ87.50mm)
② Special crankshaft (Long stroke-High accuracy dynamic balanced)
③ I section Chrome molly connecting-rods (Fully floating with Bush & balanced)
④ Connecting-rod bearings (Bearing clearance has been adjusted)

F20C High Comp Forged Piston KIT
(For 84mm standard stroke of 2000cc)
¥108,000
Based on standard piston pin diameter

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and loads as well as improved durability.

φ87.00mm	1997cc	13010-F20-000
φ87.50mm	2009cc	13020-F20-000

F20C
I Section Strengthened Connecting-Rods (For 84mm standard stroke of 2000cc)
¥46,000 ×4
● Rod length :153.0mm
● Piston pin diameter :φ23mm
Note : Center to center = Rod length
Based on standard piston pin diameter

- Fully floting with Bush
- Fully balanced
- I section designed & chrome molly
- Weight 553g (std 650g)

■13210-F20-ST0-I ×4

F20C Ultra High Comp Forged Piston KIT
(For 84mm standard stroke of 2000cc)
¥108,000
Based on standard piston pin diameter

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and loads as well as improved durability.

φ87.00mm	1997cc	13010-F20-0H0
φ87.50mm	2009cc	13020-F20-0H0

HONDA HIGH POWER PROFILE PISTON KIT

	Engine type	Bore×Stroke	Displacement	Crown Volume ※1	Projection Height ※2	Part No	Price(Set)	Reference C/R ※3
High COMP	F20C	φ87.00×84mm (standard stroke)	1997cc	7.9cc/13.9cc	+1.0mm	13010-F20-000	¥108,000	Standard head GK t=0.6mmξ≒12.1 :1
	F20C	φ87.50×84mm (standard stroke)	2009cc	7.9cc/14.0cc	+1.0mm	13020-F20-000	¥108,000	Standard head GK t=0.6mmξ≒12.3 :1
Ultra High COMP	F20C	φ87.00×84mm (standard stroke)	1997cc	10.8cc/16.7cc	+1.0mm	13010-F20-0H0	¥108,000	Standard head GK t=0.6mmξ≒12.9 :1
	F20C	φ87.50×84mm (standard stroke)	2009cc	10.8cc/16.8cc	+1.0mm	13020-F20-0H0	¥108,000	Standard head GK t=0.6mmξ≒13.0 :1

HONDA CAPACITY UP KIT

	Engine type	Bore×Stroke	Displacement	Crown Volume ※1	Projection Height ※2	Part No	Price(Set)	Reference C/R ※3
High COMP I type	F20C 2350KIT-I(2354)	φ87.00×99.0mm	2354cc	-0.56cc/5.38cc	+1.0mm	13001-F20-3R0-I	¥500,000	Standard head GK t=0.6mm ξ≒12.0 :1
	F20C 2350KIT-I(2381)	φ87.50×99.0mm	2381cc	-0.56cc/5.45cc	+1.0mm	13001-F20-3R1-I	¥500,000	Standard head GK t=0.6mm ξ≒12.1 :1
Ultra High COMP I type	F20C 2350KIT-IH(2354)	φ87.00×99.0mm	2354cc	3.3cc/9.2cc	+1.0mm	13001-F20-3R0-IH	¥500,000	Standard head GK t=0.6mm ξ≒12.9 :1
	F20C 2350KIT-IH(2381)	φ87.50×99.0mm	2381cc	3.3cc/9.3cc	+1.0mm	13001-F20-3R1-IH	¥500,000	Standard head GK t=0.6mm ξ≒13.0 :1

※1 Crown volume is measured "from the piston shoulder" / "from the deck of the block". ※2 Piston shoulder height is measured from the deck of the block.
※3 The compression ratios given above are only to be taken as a guide, measurements are required.

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B16A/B16B/B18C CIVIC·CRX·Integra

B20B Exclusive Piston KIT

B20B cylinder block + B16A or B18C cylinder head required
Exclusive(special) Piston KIT
¥98,000

This piston can be used with either B20B crankshaft + connecting-rods or B18C crankshaft + connecting-rods.
Customers are reminded that this conversion requires modifications to the VTEC oil feed.
This block conversion requires knowledge of machining techniques.

B20B crankshaft used | φ85.00×89.0mm | 2020cc
B18C crankshaft used | φ85.00×87.2mm | 1979cc
13010-B20-000

B16A Increased Capacity 1800KIT

B16A 1800KIT
¥290,000

TODA's 1.8 liter capacity kit includes a well balanced special crankshaft along with a set of TODA forged pistons and special connecting rods which have a higher spec of connecting rod bearing, a weak point of the B16A.
Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and loads as well as improved durability.

φ81.00×87.2mm | 1797cc | 13000-B16-000
φ81.50×87.2mm | 1820cc | 13000-B16-001

KIT contents

① TODA Forged Piston KIT (φ81.00/φ81.50mm)
② Special crankshaft (Long stroke-High accuracy dynamic balanced)
③ Standard designed connecting-rods(Fully floating with Bush & balanced)
④ Connecting-rod bearings (Bearing clearance has been adjusted)

HONDA Exclusive PISTON KIT / CAPACITY UP KIT

Engine type		Bore × Stroke	Displacement	Crown Volume ※1	Projection Height ※2	Part No	Price(Set)	Reference C/R ※3
B20B	B20B Crankshaft + Connecting-rods	φ85.00×89.0mm	2020cc	3.4cc/1.1cc	−0.4mm	13010-B20-000	¥98,000	B20B std head GK t=0.6mm ξ≒12.0:1
	B18C Crankshaft + Connecting-rods	φ85.00×87.2mm	1979cc	3.4cc/1.1cc	−0.4mm			B20B std head GK t=0.6mm ξ≒11.8:1
B16A 1800KIT		φ81.00×87.2mm	1797cc	3.3cc/2.3cc	−0.2mm	13000-B16-000	¥290,000	TODA head GK t=0.8mm ξ≒10.8 :1
		φ81.50×87.2mm	1820cc	3.3cc/2.3cc	−0.2mm	13000-B16-001	¥290,000	TODA head GK t=0.8mm ξ≒10.9 :1

※1 Crown volume is measured "from the piston shoulder"/ "from the deck of the block". ※2 Piston shoulder height is measured from the deck of the block.
※3 The compression ratios given above are only to be taken as a guide, measurements are required.

B16A/B16B/B18C High Comp Forged Piston KIT

¥88,000

※Connecting rod requires converting to fully floating.

B16A/B16B		B18C		
φ81.00mm	1595cc	φ81.00mm	1797cc	13010-B16-000
φ81.25mm	1605cc	φ81.25mm	1808cc	13020-B16-000
φ81.50mm	1615cc	φ81.50mm	1820cc	13030-B16-000
φ82.00mm	1635cc	φ82.00mm	1842cc	13040-B16-000
φ83.00mm	1675cc	φ83.00mm	1887cc	13045-B16-000 ※4

B16A/B16B/B18C Power Liner KIT

¥120,000 (Installation & Special honing)

Special Horning

The cylinder block operates under both mechanical and heat stresses. TODA's special honing process heats the block and along with the use a dummy head recreates the forces found in the block under normal operating conditions. This process helps to improve piston to bore sealing giving you more power.

■11102-B16-003

Note:
When a φ83 piston is used, Liner thickness is reduced to 2.3 mm in the thinnest section and 5.5 mm in the flange section.

KIT contents

All machining and assembly of the B engine Power Liner Kit is done in house (Japan)

① Using a machining center for precision and accurate cylinder boring.
② Insertion of the liner paying careful attention to keeping distortion to a minimum.
③ Minimum grinding of the cylinder block deck.
④ Cylinder boring & honing with dummy head.(φ81.00~φ83.00mm)

Power Liner KIT installation & Special honing	11102-B16-003	¥120,000

HONDA HIGH POWER PROFILE PISTON KIT

Engine type	B16A				B16B				B18C					
Bore size	Displacement	※1 Crown Volume	※2 Projection Height	※3 Reference C/R	Displacement	※1 Crown Volume	※2 Projection Height	※3 Reference C/R	Displacement	※1 Crown Volume	※2 Projection Height	※3 Reference C/R	Part No.	Price(set)
φ81.00mm	1595cc	8.9cc/8.9cc	±0mm	ξ≒11.6 :1	1595cc	8.9cc/6.6cc	−0.45mm	ξ≒11.0 :1	1797cc	8.9cc/6.6cc	−0.45mm	ξ≒12.3 :1	13010-B16-000	¥88,000
φ81.25mm	1605cc	8.9cc/8.9cc	±0mm	ξ≒11.7 :1	1605cc	8.9cc/6.6cc	−0.45mm	ξ≒11.1 :1	1808cc	8.9cc/6.6cc	−0.45mm	ξ≒12.4 :1	13020-B16-000	¥88,000
φ81.50mm	1615cc	8.9cc/8.9cc	±0mm	ξ≒11.7 :1	1615cc	8.9cc/6.6cc	−0.45mm	ξ≒11.1 :1	1820cc	8.9cc/6.6cc	−0.45mm	ξ≒12.4 :1	13030-B16-000	¥88,000
φ82.00mm	1635cc	8.9cc/8.9cc	±0mm	ξ≒11.9 :1	1635cc	8.9cc/6.5cc	−0.45mm	ξ≒11.3 :1	1842cc	8.9cc/6.5cc	−0.45mm	ξ≒12.6 :1	13040-B16-000	¥88,000
※4 φ83.00mm	1675cc	8.9cc/8.9cc	±0mm	ξ≒12.2 :1	1675cc	8.9cc/6.5cc	−0.45mm	ξ≒11.5 :1	1887cc	8.9cc/6.5cc	−0.45mm	ξ≒12.8 :1	13045-B16-000	¥98,000 ※4

※1 Crown volume is measured "from the piston shoulder"/ "from the deck of the block". ※2 Piston shoulder height is measured from the deck of the block.
※3 The compression ratios given above are only to be taken as a guide, measurements are required. ※4 Must be used with TODA Power Liner KIT & TODA 83.5mm bore head gasket.

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