After receiving countless requests about which muffler is best,this muffler has been developed .
Should be used in conjunction with Toda Racing performance items in producing the best power. A study of design and without compromise TODA High Power Muffler is a genuine TODA Racing performance item.

■Dolphin tail style titanium end pipe

Dolphin tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.

■Stainless steel & straight diameter system

The internal design is based around a constant φ60 pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.

■3 piece design

Handling easier due to compact 3 piece design.
(Stainless) Center pipe φ60 mm + (Titanium) Tail pipe φ90 mm/ Dolphin tail.

K20A DC5

K20A(DC5)
High Power Muffler System (Dolphin tail)
¥110,000 Weight :12kg

■18000-DC5-000

K20A EP3

K20A(EP3)
High Power Muffler System (Dolphin tail)
¥110,000 Weight :11.7kg

■18000-EP3-000

■Straight tail style titanium end pipe

Straight tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.

■Stainless steel & straight diameter system

The internal design is based around a constant ϕ60 pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.

■3 piece design

Handling easier due to compact 3 piece design.
(Stainless) Center pipe ϕ60 mm + (Titanium) Tail pipe ϕ100 mm/
Straight tail

K20A DC5

INTEGRA TYPE R

K20A(DC5)
High Power Muffler System (Straight tail)
¥98,000 weight :12kg

K20A EP3

CIVIC TYPE R

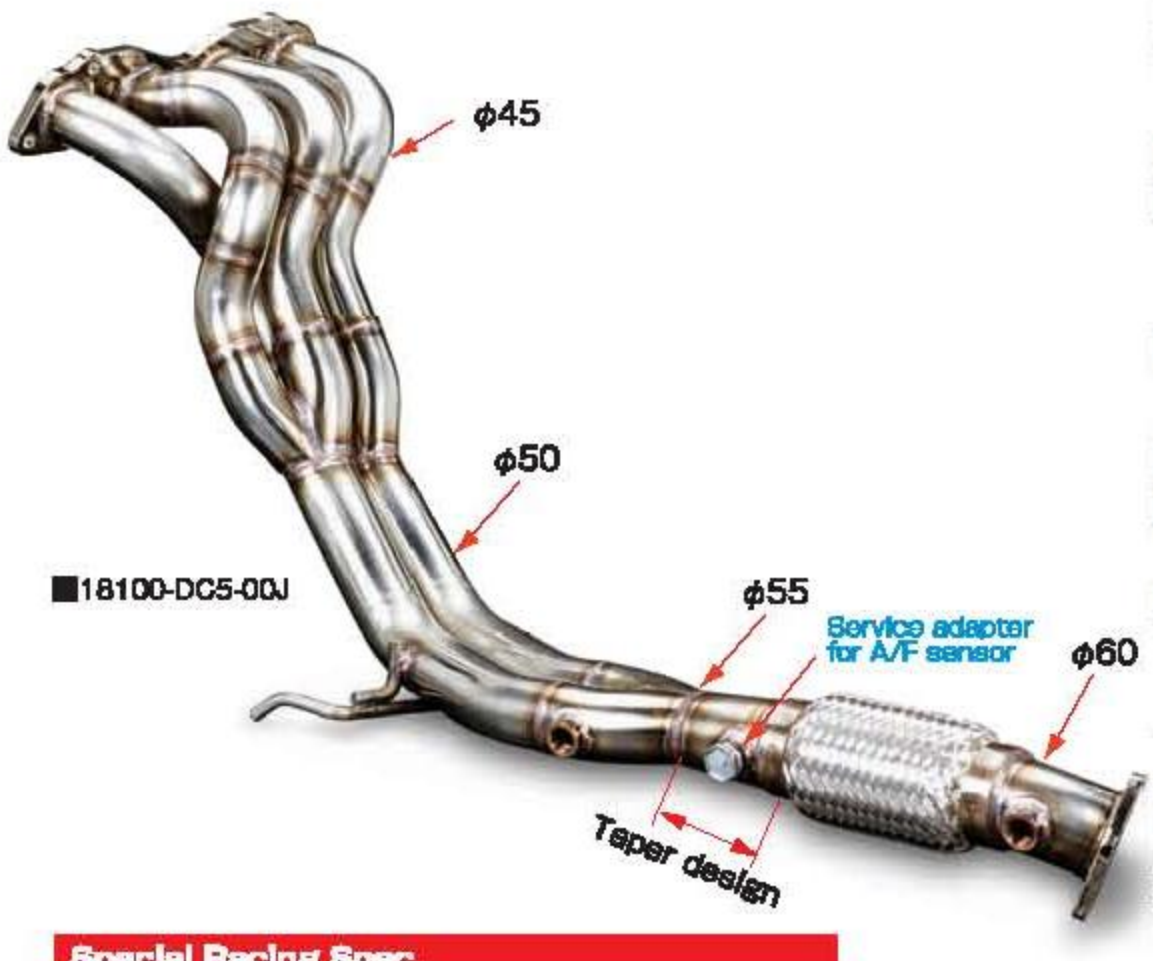
K20A(EP3)
High Power Muffler System (Straight tail)
¥98,000 Weight :11.7kg

K20A DC5/EP3

INTEGRA TYPE R CIVIC TYPE R

K20A(DC5/EP3)
Exhaust manifold(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 K20A engine but also the results of an extensive bench testing program.



■18100-DC5-00J

- **Racing purpose only(the catalyst can not be installed)**
- **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.
- **With the service adapter for A/F sensor**
- **Made of light weight stainless steel for both durability and looks.**
- **Flange manufactured by high precision machining center.**

Close-up internal port of header

Special Racing Spec
Disassemble type exhaust is made to order. ■ ¥150,000

K20A(DC5/EP3)
Replacement Flex Pipe for Repair
¥25,000

Requires cutting and welding.

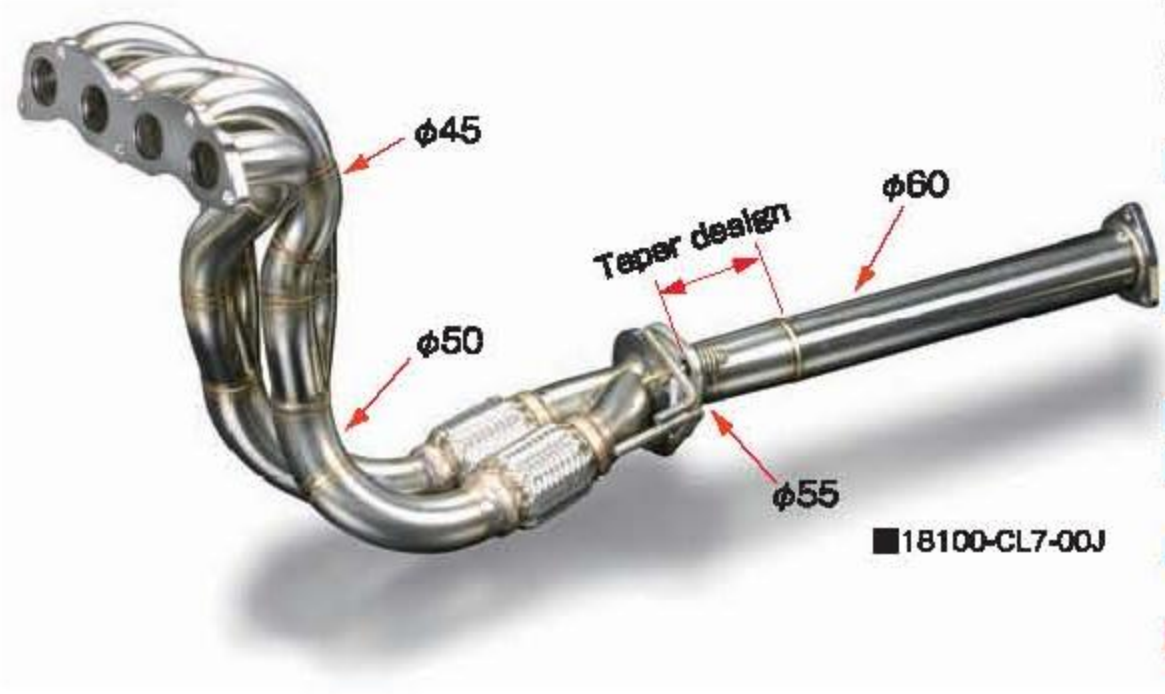
■18100-DC5-00J-1

K20A CL7

ACCORD EURO R

K20A(CL7)
Exhaust manifold(4-2-1 SUS)
¥120,000

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 K20A engine but also the results of an extensive bench testing program.



■18100-CL7-00J

- **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.
- **With the service adapter for A/F sensor**
- **Made of light weight stainless steel for both durability and looks.**
- **Flange manufactured by high precision machining center**
- **The standard catalyst can be installed. Remove the rear pipe and replace with the catalyst.**

Close-up internal port of header

Two way style

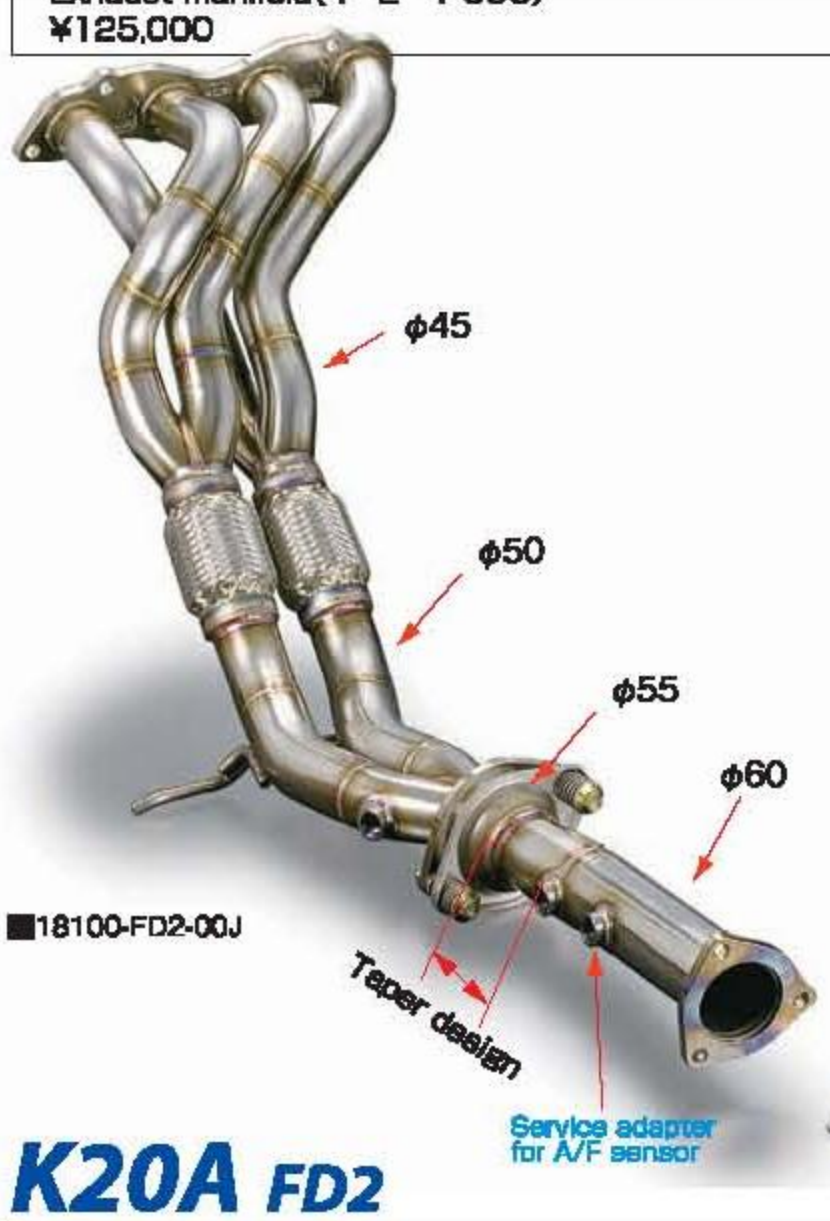
The catalyst installed

For competition use

K20A FD2

CIVIC TYPE R

K20A(FD2)
Exhaust manifold(4−2−1 SUS)
¥125,000



■18100-FD2-00J

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 K20A engine but also the results of an extensive bench testing program.

- The standard catalyst can be installed, when TODA optional short Front pipe is installed. (Instead the rear pipe of TODA header can not be used)
- 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.
- With the service adapter for A/F sensor
- Made of light weight stainless steel for both durability and looks.
- Flange manufactured by high precision machining center.

Close-up internal port of header

K20A FD2

K20A(FD2)
High Power Muffler system (Straight tail)
¥95,000 Weight : 13.3kg

■18000-FD2-00L

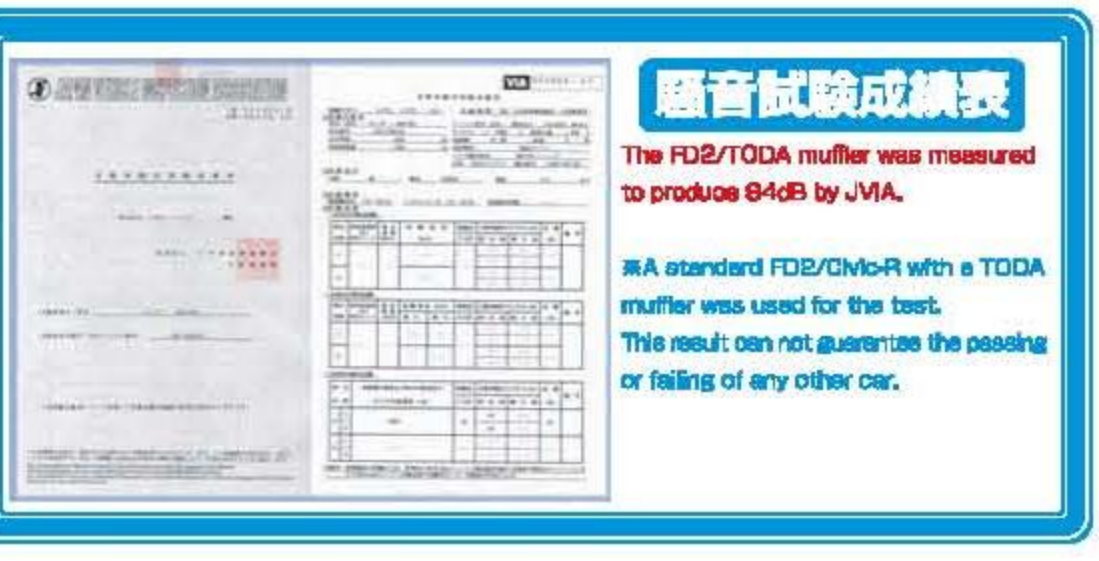
A study of design and without compromise TODA High Power Muffler is a genuine TODA Racing performance item.

- Straight tail style titanium end pipe
  Straight tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.
- Stainless steel & straight diameter system
  The internal design is based around a constant φ60 pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.
- 3 piece design
  Handling easier due to compact 3 piece design.
  (Stainless) Center pipe φ60 mm + (Titanium) Tail pipe φ100 mm/ Straight tail.
- Decibel level test results (Japan Vehicle Inspection Association)
  A copy of this document (right) is attached to this product.

K20A(FD2)
Short Front Pipe for Installation of catalyst
¥20,000

■18000-FD2-00L-1

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 K20A engine but also the results of an extensive bench testing program.
Since, the middle junction flange of carbon ring gasket is extended 60mm rear.
When stock catalyst is used, make sure to combine use the TODA optional short front pipe with TODA muffler.



K20A FD2

K20A(FD2)
Catalyst Adapter
¥25,000

A replacement for the catalyst.
φ60 mm bore suitable for competitions.
Can be re-used with the stock protector for rough roads.

■18160-FD2-000

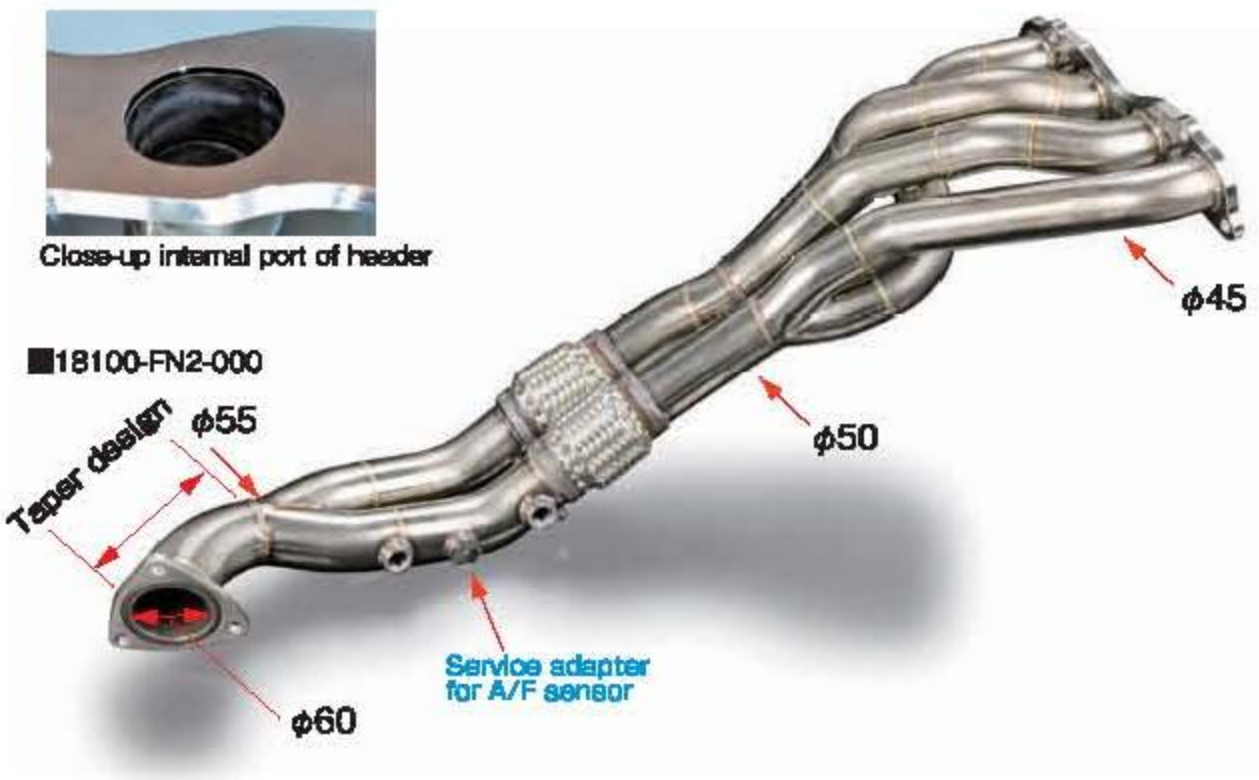
Installed image with stock protector

K20Z FN2

CIVIC TYPE R

K20Z(FN2)
Exhaust Manifold(4−2−1 SUS)
¥120,000

Close-up internal port of header



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 K20A engine but also the results of an extensive bench testing program.

- Racing purpose only(the catalyst can not be installed)
- 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.
- With the service adapter for A/F sensor
- Made of light weight stainless steel for both durability and looks.
- Flange manufactured by high precision machining center.

K20Z FN2

K20Z(FN2)
High Power Muffler System (Straight Tail φ50mm both sides)
¥108,000 Weight : 18.5kg

■18000-FN2-000

A study of design and without compromise TODA High Power Muffler is a genuine TODA Racing performance item.

■Right & Left rear tail pipes with performance chambers

Equipped with resonator in each tail pipe to give more sporty sounds.

■Stainless steel & straight diameter system

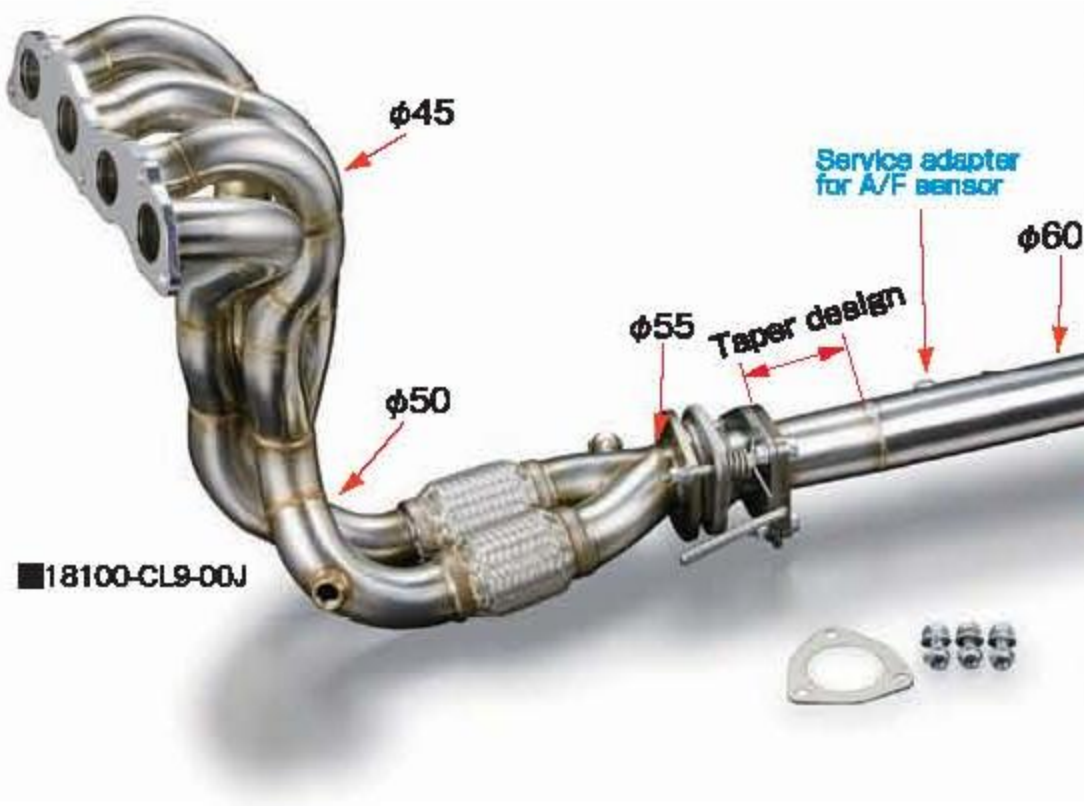
The internal design is based around a constant φ60 pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.

■5 piece design

Handling easier due to compact 5 piece design.
Center pipe φ60 mm + Rear muffler + pipe φ50 mm / Both sides
+ small chambers /Both sides

K24A CL9/CM2 TypeS(Accord/Accord wagon)

K24A *TypeS*/200HP spec (CL9/CM2)
Exhaust Manifold(4−2−1 SUS)
¥130,000



■18100-CL9-00J

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 K24A engine but also the results of an extensive bench testing program.

■ 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.

Close-up internal port of header

■ With the service adapter for A/F sensor
■ Made of light weight stainless steel for both durability and looks.
■ Flange manufactured by high precision machining center
■ The standard catalyst can be installed.
Remove the rear pipe and replace with the catalyst.

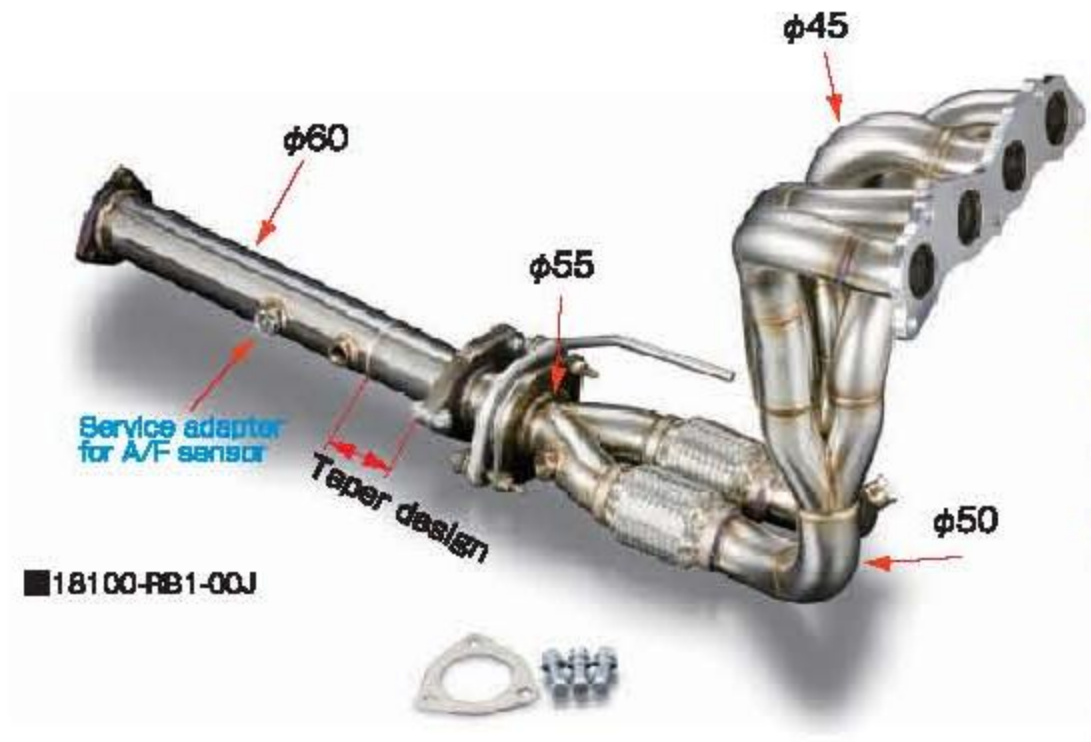
Two way style

The catalyst installed

For competition use

K24A RB1 Absolute(Odyssey)

K24A *Absolute* /200HP Spec (RB1)
Exhaust Manifold(4−2−1 SUS)
¥130,000



■18100-RB1-00J

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 K24A engine but also the results of an extensive bench testing program.

■ 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.

Close-up internal port of header

■ With the service adapter for A/F sensor
■ Made of light weight stainless steel for both durability and looks.
■ Flange manufactured by high precision machining center
■ The standard catalyst can be installed.
Remove the rear pipe and replace with the catalyst.

Two way style

The catalyst installed

For competition use