トダレーシング
TODA POWER

What's new !!

K20A 2150 Capacity Up Kit with High Power Connecting Rods

Toda Racing is pleased to introduce the Toda High Power Connecting-Rods to the already popular Toda 2150cc Capacity up kit. The central oil feed designed connecting-rods are both stronger and lighter (20% lighter than STD 2150 kit rods).

Increasing the capacity through increased stroke improves low speed torque as well as overall performance of the K20A engine.

Piston sizes of 86.00, 86.50 and 87.00mm are available.

TODA K20A 2150 capacity up KIT

φ86.00×90.7mm	2107cc	13001-K20-000-I (without R-bearings)	13001-K20-0R0-I (with R-bearings)
φ86.50×90.7mm	2132cc	13001-K20-001-I (without R-bearings)	13001-K20-0R1-I (with R-bearings)
φ87.00×90.7mm	2157cc	13001-K20-002-I (without R-bearings)	13001-K20-0R2-I (with R-bearings)

Introducing a Central Oil Feed Design

TODA HIGH POWER CONNECTING-ROD

WITHOUT COMPROMISE

Photo/GT300

The KIT Contents

① TODA Forged Piston KIT(φ86.00mm/φ86.50mm/φ87.00mm)
② SPL Crankshaft (Long stroke・high accuracy dynamic balanced)
③ High Power Connecting-rod(Central oil feed type & Fully floating with bush & balanced)
④ Connecting-rod bearings (Bearing clearance has been adjusted) Optional

Central Oil Feed Design

The connecting rod is a fundamental part of the engine, requiring both lightness and strength for high power engine tuning. These structural requirements receive close attention from TODA Racing, which of course includes the use of the latest FEA (Finite Element Analysis) structural analysis software. Very high precision is also required during manufacturing whether it is for the long central hole or removing just the right amount of metal leaving a strong but light weight connecting rod. Detailed design can also help to improve both pin lubrication as well as direct cooling of the under side of the piston crown. Reductions in piston temperature lead to improved piston strength, reduction in knocking so improving ignition timing for more power. These factors are very important in producing reliable power in a turbo engine. All TODA I section connecting rods use ARP bolts.

HONDA K20A HIGH POWER PROFILE CAPACITY UP KIT

Engine type	Bore × Stroke	Displacement	Crown Volume ※1	Projection Height※2	Part No	Price(Set)	Reference C/R※3
K20A 2150KIT	φ86.00×90.7mm(without R bearings)	2107cc	7.6cc/ 7.6cc	±0mm	13001-K20-000-I	¥450,000	Standard head GK t=0.6mm ξ≒ 12.1：1
K20A 2150KIT	φ86.00×90.7mm(with R bearings)	2107cc	7.6cc/ 7.6cc	±0mm	13001-K20-0R0-I	¥470,000	Standard head GK t=0.6mm ξ≒ 12.1：1
K20A 2150KIT	φ86.50×90.7mm(without R bearings)	2132cc	7.6cc/ 7.6cc	±0mm	13001-K20-001-I	¥450,000	Standard head GK t=0.6mm ξ≒ 12.2：1
K20A 2150KIT	φ86.50×90.7mm(with R bearings)	2132cc	7.6cc/ 7.6cc	±0mm	13001-K20-0R1-I	¥470,000	Standard head GK t=0.6mm ξ≒ 12.2：1
K20A 2150KIT	φ87.00×90.7mm(without R bearings)	2157cc	7.6cc/ 7.6cc	±0mm	13001-K20-002-I	¥450,000	TODA head GK t=0.6mm ξ≒ 12.3：1※4
K20A 2150KIT	φ87.00×90.7mm(with R bearings)	2157cc	7.6cc/ 7.6cc	±0mm	13001-K20-0R2-I	¥470,000	TODA head GK t=0.6mm ξ≒ 12.3：1※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 Standard head gasket can not be used.

TODA RACING Motor Power Creator.
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