

TODA pistons are actively used in GT racing.

All production is done in house so a high standard of quality is assured.

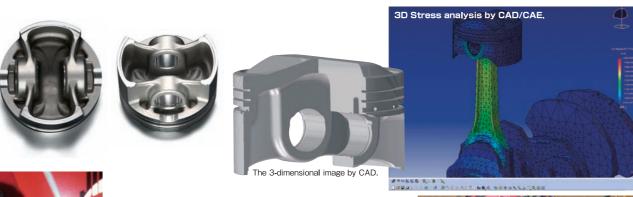
- TODA manufactured pistons are formed using a 3000tonne press.
- The latest CNC machines are employed, to produce high quality and reasonably priced state of the art pistons.
- A new concept in 3 dimensional piston profiles.

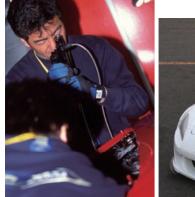
The basic form of a piston profile is that of a barrel. This desired shape which is designed to 1/1000mm is reached after being subjected to both high physical and thermal loads through both racing and bench testing. This continual process helps us to refine our understanding of optimum piston performance.

With everything done in house there is no room for compromise and so you can only benefit from our constant search for improved performance in our 3D profile pistons.

- Defric coatings are applied to the piston skirt to reduce friction and to aid initial running in.
- High Quality: All pistons are balanced to within ±0.25g.
- Improved oil removal system.
- High strength piston pins.















■ TODA's Piston Slider is an important tool in any engine tuners tool box.

¥9,000 (Available for all Toda piston sizes)

This product makes the installation of the piston and piston rings into the cylinder block a formality. Engine tuners can have confidence that the installation was successful as the piston ring slider greatly reduces the chances of ring damage.

When conventional piston ring compressors are used even our highly durability purposes making the insertion of the piston and rings into the experienced technicians need to uses the up most care and attention. This block that much harder. the piston rings enabling the ring to iam against the top of the block. This is difficult enough with STD blocks which generally have a chamfered TODA piston sliders remove these problems. This is especially helpful for

With racing blocks this chamfer is reduced for both performance and

is because of the strength of the piston rings. With conventional ring In the worst cases the piston ring turns or is damaged (underside of the

compressors they often get out of shape mainly because of the force of rings) when the tool moves. These problems can go unnoticed until the engine is started or for some time after that,

the first time engine tuners.

Other sizes not listed can be made to order.



Bore size	Part No
ϕ 81.00mm	99000-08100
ϕ 81.25mm	99000-08125
ϕ 81.50mm	99000-08150
$\phi 82.00$ mm	99000-08200
ϕ 83.00mm	99000-08300
ϕ 84.00mm	99000-08400
ϕ 85.00mm	99000-08500
ϕ 86.00mm	99000-08600
ϕ 86.50mm	99000-08650

Bore size	Part No
ϕ 87.00mm	99000-08700
ϕ 87.50mm	99000-08750
ϕ 88.00mm	99000-08800
ϕ 90.50mm	99000-09050
ϕ 92.00mm	99000-09200
ϕ 92.50mm	99000-09250
ϕ 93.00mm	99000-09300
ϕ 93.50mm	99000-09350
ϕ 99.50mm	99000-09950



■ Piston Top Dead Center Gauge for serious engine tuners

Optional Inner Shaft for Top Gauge (30mm longer than stock) ¥5,000 Piston Top Gauge ¥28,000 99000-10000-1 * Please adjust length for your needs

The piston TDC gauge is used to determine TDC precisely. To install simply replace the spark plug with the gauge.



Knowing the exact position of the piston is the base from which cam timing is measured.

- ☆ Can be used with either 🖒 or 🗓 type pistons due to the 20mm stroke of the gauge.
- ☆ Only available for 14mm spark plug engine.

(Can only be used on a vertically and centrally located plug engine.)

Dial gauges that use conventional magnetic stands can be difficult to attach to the engine, as well as having other problems such as working in confined areas and needing a deep reach. The use of extension rods connected to the

dial gauge can be prone to bending or sliding if not correctly positioned leading to unclear readings.

Toda Racing's Piston Top Dead Center Gauge gives you the accurate readings through its long reach and secure fitment.



SR20DET

■ SR20DET Increased Capacity 2200KIT

SR20DET 2200 KIT ¥590,000

KIT contents

SR20DET

¥50,000×4

TODA's high strength connecting

rods (chrome molly), have proved

themselves in Japanese GT

SR20DET crankshaft or

just as a replacement for

the STD connecting rods.

■13210-SR0-001×4

championship. Designed to be

used together with TODA's 2.2L

GTspec

SR20DET Forged Piston KIT(For TODA 2200KIT) ¥108,000

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and

GTIspec

This basic TODA 2.2 liter kit consists of a high quality and well balanced crankshaft along



 ϕ 87.00 × 92mm 2188cc 13000-SR2-0T0 ϕ 87.50 × 92mm 2213cc 13000-SR2-0T1

• Rod length :136.3mm
• Piston pin diameter :\$22mm

SR20DET GT Crankshaft(For TODA 2200KIT) ¥500,000 (Stroke 92.00mm)

GT spec

■13310-SR2-000

φ87.00mm 2188cc 13050-SR2-0T0 φ87.50mm 2213cc 13050-SR2-0T1

High accuracy dynamic balanced.

Proved itself in the Japanese GT championship

Used together with TODA's chrome molly I sectioned

connecting rods for the best performance. Counter weights are used to reduce vibration and flexing, to help improve the durability of both the engine and bearings.

 Improved flywheel security by the use of larger sized bolts. (RNN 14 bolt set required) With larger bolts employed all

flywheels will have to be modified.

 A single long crank key is used to increase durability. (Crank key and inputshaft pilot bush included)

NISSAN CAPACITY UP KIT

1 TODA Forged Piston KIT(\$\phi 87.00\text{mm}/\phi 87.50\text{mm})

I Section Strengthened Connecting-Rods

② Special Billet Crankshaft (Stroke 92.00mm · Precision dynamic balance)

Engine type	Bore×Stroke D	Displacement	Crown Volume *1 Project	ection Height ^{※2} Part No.	Price (Set)	Reference C/R ^{※3}
SR20DET 2200KIT	$\phi87.00\times92$ mm	2188cc	-19.5cc/-19.5cc ±	±0mm 13000-SR2-0T0	¥590,000	Standard head gasket usedξ≒8.4 :1
	$\phi87.50\times92$ mm	2213cc	-19.5cc/-19.5cc ±	±0mm 13000-SR2-0T1	¥590,000	Standard head gasket usedξ≒8.5 :1

**I 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.

SR Power Liner, has proved itself in the Japanese GT championship,

SR Power Liner KIT(For bore diameters ϕ 86.00~ ϕ 87.50mm) ¥120,000 (Including processing and special honing)

The standard bore of the SR20 engine is designed with mass production and costs in mind. The cylinder bore is designed in two sections the top section is aluminum and the lower section is a steel liner. Fine for standard power outputs, but to achieve large power figures this is not suitable. This is due to the top aluminum section of the bore which distorts under high power outputs leading to blown head gaskets as well as damaged

TODA Power Liner kit is a one piece liner that gives improved sealing under higher power

- The kit has been designed to take into account heat expansion found between the liners.
- The material used to make the liner, was chosen for its hardness and low wear rate over similar materials.

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.

Ill machining and assembly of the SR20 Power Liner Kit is done in house (Japan).



KIT contents Note: Available on block being sent to Jap

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.

 $\ensuremath{\textcircled{4}}$ Cylinder boring & honing with dummy head. (Available for bores from 86.0mm to 87.5mm)

SR Power Liner KIT installation & honing	11102-SR0-002	¥105,000
SR Power Liner KIT installation & Special honing	11102-SR0-003	¥120,000

SR20DET

SR20DET Forged Piston KIT ¥98,000

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and



φ 86.00mm 1998cc 13010-SR2-0T0 φ87.00mm 2045cc 13020-SR2-0T0

* Best results are found when used in conjunction with the TODA Power Liner KIT.

CA18DET

CA18DET Forged Piston KIT ¥88,000

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and



φ84.00mm 1853cc 13010-CA1-8T0

RB26DETT

RB26DETT Forged Piston KIT



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

φ87.00mm 2629cc 13010-RB2-6T0 φ87.50mm 2659cc 13020-RB2-6T0

NISSAN HIGH POWER PROFILE PISTON KIT

Engine type	Bore	Displacement	Crown Volume *1	Projection Hei	ght ^{※2} Part No.	Price(Set)	Reference C/R ^{※3}
CA18DET	ϕ 84.00mm	1853cc	-0.8cc/ -0.8cc	± 0 mm	13010-CA1-8T0	¥88,000	Standard head gasket is usedξ≒8.7∶1
SR20DET	ϕ 86.00mm	1998cc	-13.0cc/-13.0cc	± 0 mm	13010-SR2-0T0	¥98,000	Standard head gasket is usedξ≒8.4∶1
SK2UDE I	ϕ 87.00mm	2045cc	-13.0cc/-13.0cc	± 0 mm	13020-SR2-0T0	¥98,000	Standard head gasket is usedξ≒8.6∶1
RB26DETT	ϕ 87.00mm	2629cc	16.4cc/13.4cc	-0.5mm	13010-RB2-6T0	¥138,000	Standard head gasket is usedξ≒8.4∶1
KDZ0DETT	ϕ 87.50mm	2659сс	16.4cc/13.4cc	-0.5mm	13020-RB2-6T0	¥138,000	Standard head gasket is usedξ≒8.5∶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.

Ex Man

for TURBO

35G SXE10 ALTEZZA

35G SW20 MR2

3SG(SW20)

High Compression Forged Piston KIT ¥98,000

The latest CNC machines are employed, all production is done in house. TODA pistons are formed using a 3000 tonne press



φ86.00mm 1998cc 13010-3SG-200 φ87.00mm 2045cc 13020-3SG-200

for TURBO

3SG(SXE10)

loads as well as improved durability

¥98,000

Low Compression Forged Piston KIT

φ86.00mm 1998cc 13010-3SG-2T0 *TODA's option type connecting rods requ φ87.00mm 2045cc 13020-3SG-2T0

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and



Proven reliability & adopted Central Oil Feed system

as use in the Japanese GT championship

Fully floating with Bush & balanced

I section designed & Chrome molly. Length = 138mm(same as std)

Piston Pin diameter \$22mm

3SG(SXE10) I Section Connecting-Rods ¥48.000×4

■13210-3SG-2T0-I ×4

Low Compression Forged Piston KIT ¥98 000 Defric coating (Lubricous film) is applied to the piston skirt, for a reduction in friction and



 $\phi 87.00 \text{mm}$

3SG(SXE10) φ87.00mm 2045cc 13020-3SG-T00 **TOYOTA HIGH POWER PROFILE PISTON KIT** Crown Volume *1 Projection Height*2 Part No. Engine type Displacement -1.3mm 13010-3SG-200 ¥98,000 $\phi 86.00 \, \text{mm}$ 1998cc 1.5cc/-6.1cc TODA Head gasket t=0.5mm ξ≒12.6 :1 3SG(SXE10) TODA Head gasket t=0.5mm ξ≒12.8 :1 ϕ 87.00mm 2045cc1.5cc/-6.2cc -1.3mm 13020-3SG-200 ¥98,000 ϕ 86.00mm 1998cc-21.5cc/-29.1cc **−**1.3mm 13010-3SG-2T0 ¥98,000 Standard head gasket $\xi = 8.5:1 \times TODA$ 3SG(SXE10)

2045cc -21.5cc/-29.2cc

2045cc -7.5cc/-10.5cc

Standard head gasket t=1.5mm $\xi \stackrel{.}{=} 8.3:1$ (ver.I, II) *I 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 requi

-1.3mm 13020-3SG-2T0 ¥98,000

-0.5mm 13020-3SG-T00 ¥98.000

35G SXE10 ALTEZZA

These kits come in two versions. One contains a special increased stroke crankshaft and a set of TODA Increased Capacity 2200KIT forged pistons with Defric coating. The other kit also includes TODA option type strength connecting rods.

3SG(SXE10) High Compression 2200KIT ¥288,000 (Less Connecting rods) ¥370.000 (With Strengthened Connecting-Rods

3SG(SXE10) Low Compression 2200KIT ¥288,000 (Less Connecting rods) ¥370,000 (With Strengthened Connecting-Rods)



φ86.00 × 93mm 2161cc 13000-3SG-200/13001 φ 87.00 × 93mm 2211cc 13000-3SG-201/13001-3SG-201 (With TODA connecting-rods)

 ϕ 86.00 × 93mm 2161cc 13000-3SG-2T0/1300 φ87.00 × 93mm 2211cc 13000-3SG-2T1/13001-3SG-2T1 (With TODA connecting-rods)

KIT contents

① TODA Forged Piston KIT(\$\phi 86.00\text{mm} / \phi 87.00\text{mm}) ② Special Crankshaft (Long stroke-High accuracy dynamic balanced) 3 Strengthened Connecting-Rods
(Fully floating with Bush & balance

TODA's option type

TOYOTA CA	PACITY	UP KIT						
Engine type	Bore×Stroke	Displacement	Crown Volume *1	Projection	Height ^{%2} Part No.	Price(Set)	Reference C/R ^{*3}	Note
	φ86.00×93mm	2161cc ·	-3.1cc/-9.5cc	—1.1mm	13000-3SG-200	¥288,000	TODA headGK t=0.5mmξ≒12.6 :	1
3SG(SXE10) 2200KIT	φ86.00×93mm	2161cc	-3.1cc/-9.5cc	—1.1mm	13001-3SG-200	¥370,000	TODA headGK t=0.5mmξ≒12.6 :	1 With TODA's connecting rods
350(SAE10) 2200KII	φ87.00×93mm	2211cc ·	-3.1cc/-9.6cc	—1.1mm	13000-3SG-201	¥288,000	TODA headGK t=0.5mmξ≒12.8:	1
	φ87.00×93mm	2211cc	-3.1cc/-9.6cc	—1.1mm	13001-3SG-201	¥370,000	TODA headGK t=0.5mmξ≒12.8:	1 With TODA's connecting rod
	φ86.00×93mm	2161cc -	-25.7cc/ - 33.3cc	—1.3mm	13000-3SG-2T0	¥288,000	Standard headGKξ≒8.6∶1	
3SG(SXE10) 2200KIT	φ86.00×93mm	2161cc -	-25.7cc/ - 33.3cc	—1.3mm	13001-3SG-2T0	¥370,000	Standard headGKξ≒8.6 :1	With TODA's connecting rod
(forTURBO)	φ87.00×93mm	2211cc -	-25.7cc/ - 33.4cc	—1.3mm	13000-3SG-2T1	¥288,000	Standard headGKξ≒8.8 :1	
	φ87.00×93mm	2211cc -	-25.7cc/—33.4cc	—1.3mm	13001-3SG-2T1	¥370,000	Standard headGKξ≒8.8 :1	With TODA's connecting roo
	144.5		2 ((2)				9 WADE 1 11 1 1 1 1	1.6 3 1 1 6 3 11

**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.

1ZZ zzw30 MR-S

1ZZ Forged Piston KIT ¥98.000

• From a customers request to improve performance of the under powered 1ZZ engine.

● OEM over size pistons are not available for overhauling. The block must be exchanged.

• We strongly recommend the use of a liner due to the strength limits of the standard cylinder block.



*Power Liner required.

IT

φ81.00mm 1886cc 13050-1ZZ-000

1ZZ Power Liner KIT

¥140,000 (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



■11102-1ZZ-003

KIT contents All machining and assembly of the 1ZZ 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.

1ZZ Power Liner KIT installation & Special honing 11102-1ZZ-003 ¥140,000

OYOTA	HIGH POWER	PROFILE	PISTON KIT	Γ

Displacement Crown Volume *1 Projection Height 2 Part No. Engine type Price (Set)

> *I 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

TODA POWER PRODUCTS ■ High Power Profile Piston

Reference C/R^{※3}

Standard head gasket ξ≒8.7:1 **TODA c

Standard head gasket t=1.2mm ξ≒8.7 ∶1 (ver.Ⅲ, Ⅳ)

for TURBO

4AG LEVIN-TRUENO

High Comp Forged Piston KIT

Piston Pin φ18mm Piston Pin φ20mm

Bore

481 25mm

481 00mm

 ϕ 81.25mm

482.00mm

 $\phi 81.25 \text{mm}$

 $\phi 82.00 \text{mm}$

φ81.00mm

φ81.25mm 1597cc

 ϕ 82.00mm 1627cc

φ81.00mm

 $\phi 82.00 \text{mm}$

TOYOTA HIGH POWER PROFILE PISTON KIT

φ81.00mm 1587cc

Displacement

1597cc

1627cc

1587cc

1597cc

1627cc

1587cc

1597cc

1627cc

1587cc

★1 Crown volume is measured "from the piston should be a shou

φ81.00mm 1587cc 13010-4AG-000 13010-4AG-001

φ81.25mm 1597cc 13020-4AG-000 13020-4AG-001

φ82.00mm 1627cc 13040-4AG-000 13040-4AG-001

4AG(4VALVE)

¥88,000

Engine type

4AG 4V

4AG 4V

4AG 5V

(forAE101)

4AG 5V

(forAE111)

2JZ-GE

HONDA

C30A/C32B/TODA C35B NSX

C30A/C32B/T0DA C35B Forged Piston KIT ¥240,000



A new concept in 3 dimensional piston profile from the Racing.

•Defric coatings are applied to the piston skirt to reduce friction and to aid intial runing in. Improved oil removal system.

High Quality: all pistons are balanced to within ±0.25g.

High strength piston pins.

	φ 90.5 × 78mm	3010cc	13010-C30-000
C30A	ϕ 92.0 × 78mm	3111cc	13020-C30-000
	φ 92.0 × 84mm	3350cc	13050-C30-000
C32B	ϕ 93.0 × 78mm	3179сс	13010-NSX-000
C32B	ϕ 93.5 × 78mm	3213cc	13020-NSX-000
TODA C35B			13050-NSX-000
TODA C33B	ϕ 93.5 × 84mm	3460cc	13050-NSX-00

HONDA HIGH POWER PROFILE PISTON KIT												
Bore × Stroke	Displacement	Crown Volume **1	Projection Heig	ght ^{※2} Part No.	Price(Set)	Reference C/R ^{※3}						
ϕ 90.5×78mm	3010cc	22.8cc/22.8cc	± 0 mm	13010-C30-000	¥240,000	C30A/std headGK t=1.1mm ξ =11.7:1	* 5					
ϕ 92.0×78mm	3111cc	22.8cc/19.5cc	-0.5mm	13020-C30-000	¥240,000	C32B/std headGK t=0.6mm&=12.0:1	*4 *5					
ϕ 92.0×84mm	3350cc	18.0cc/16.6cc	− 0.2mm	13050-C30-000	¥240,000	C32B/std headGK t=0.6mm&=12.1:1	*4 *6 *7					
ϕ 93.0×78mm	3179cc	23.1cc/19.7cc	-0.5mm	13010-NSX-000	¥240,000	C32B/std headGK t=0.6mm&=12.1:1	* 5					
$\phi93.5 \times 78$ mm	3213cc	23.1cc/19.7cc	− 0.5mm	13020-NSX-000	¥240,000	C32B/std headGK t=0.6mm&=12.2:1	* 5					
$\phi93.0{ imes}84{ m mm}$	3424cc	21.2cc/17.8cc	-0.5mm	13050-NSX-000	¥240,000	C32B/std headGK t=0.6mm ξ =12.5:1	%6 %7					
ϕ 93.5×84mm	3460cc	21.2cc/17.8cc	− 0.5mm	13050-NSX-001	¥240,000	C32B/std headGK t=0.6mmξ=12.6:1	%6 %7					
	Bore × Stroke $\phi 90.5 \times 78 \mathrm{mm}$ $\phi 92.0 \times 78 \mathrm{mm}$ $\phi 92.0 \times 84 \mathrm{mm}$ $\phi 93.0 \times 78 \mathrm{mm}$ $\phi 93.5 \times 78 \mathrm{mm}$ $\phi 93.0 \times 84 \mathrm{mm}$ $\phi 93.0 \times 84 \mathrm{mm}$	Bore × Stroke Displacement ϕ 90.5×78mm 3010cc ϕ 92.0×78mm 3111cc ϕ 92.0×84mm 3350cc ϕ 93.0×78mm 3179cc ϕ 93.5×78mm 3213cc ϕ 93.0×84mm 3424cc	Bore × Stroke Displacement Crown Volume ** ϕ 90.5×78mm 3010cc 22.8cc/22.8cc ϕ 92.0×78mm 3111cc 22.8cc/19.5cc ϕ 92.0×84mm 3350cc 18.0cc/16.6cc ϕ 93.0×78mm 3179cc 23.1cc/19.7cc ϕ 93.5×78mm 3213cc 23.1cc/19.7cc ϕ 93.0×84mm 3424cc 21.2cc/17.8cc	$ \begin{array}{llllllllllllllllllllllllllllllllllll$	$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	$\begin{array}{llllllllllllllllllllllllllllllllllll$	$ \begin{array}{llllllllllllllllllllllllllllllllllll$					

*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 TODA cam pulleys (142_0-NSX-000) are required. (See P046 in TODA catalogue). **5 Fully floating conversion with bush required to stock con-rods. **6 TODA connecting-rods (13210-NSX-000×6) are required. & standard connecting-rods cannot be used. **7 TODA Crankshaft (13310-NSX-000) is required.

TODA C35B

C32B/TODA C35B I Section Strengthened Connecting-Rods ¥60,000 ×6 ■13210-NSX-000 ×6

roven reliability, as use in the Japanese GT championship.

Piston Pin diameter ϕ 22mm (C32B standard ϕ 23mm)

NSX

Fully floating with Bush & balanced I section designed & Chrome molly.

Length =152mm(same as std)

CTIspec • Rod length :152.0mm Piston pin diameter :φ22mn

¥800,000 (Stroke 84.00mm)

This high quality and well balanced increased stroke crankshaft can be fitted to either the



Crank Pick-Up Sensor KIT ¥78,000

GT Crankshaft (for TODA 3.5KIT)

6 Lobs specification(Or 12 Lobs)





GTIspec TODA C35B

Toda Racing GT spec engine, a heavily modified C32B engine with forged pistons and an increased stroke crankshaft form the backbone to this engine.







TOYOTA HIGH POWER PROFILE PISTON KIT											
Engine type		Bore	Disp l acement	Crown Volume **1	Projection Heig	ht ^{※2} Part No.	Price(Set)	Reference C/R ^{**3}			
917 CE		ϕ 86.00mm	2997сс	-3.4cc/-3.4cc	±0mm	13010-2JZ-000	¥138,000	Standard head GK t=0.3mmξ≒11.0 :1			
2JZ-GE		ϕ 87.00mm	3067cc	-3.4cc/-3.4cc	± 0 mm	13040-2JZ-000	¥138,000	Standard head GK t=0.3mmξ≒11.2:1			
2JZ-GTE		ϕ 86.00mm	2997cc ·	-12.9cc/-12.9cc	± 0 mm	13010-2JZ-0T0	¥138,000	Standard head GK t=1.2mmξ≒8.6:1			
(forTURBO)		ϕ 87.00mm	3067cc	— 12.9cc/ — 12.9cc	± 0 mm	13040-2JZ-0T0	¥138,000	Standard head GK t=1.2mmξ≒8.7:1			
	*	1 Crown volume	is measured "f	from the niston should	er"/ "from the	deck of the block", %2 P	iston shoulder hei	oht 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.

4AG(5VALVE)

¥88,000

3.96cc/3.7cc

3 96cc/3 7cc

3.96cc/3.7cc

3.96cc/3.7cc

3.96cc/3.7cc

3.96cc/3.7cc

5.6cc/4.6cc

5.6cc/4.6cc

5.6cc/4.5cc

8.4 cc/7.4 cc

8.4cc/7.4cc

8.4cc/7.3cc

*3 The compression ratios given above are only to be taken as a guide, measurements are required.

High Comp Forged Piston KIT

φ81.00mm 1587cc 13010-101-000

φ81.25mm 1597cc 13020-101-000

φ82.00mm 1627cc 13040-101-000

Crown Volume *1 Projection Height*2 Part No.

-0.05mm

-0.2mm

-0.05mm 13010-4AG-000

-0.05mm 13020-4AG-000

-0.05mm 13040-4AG-000

-0.05mm 13010-4AG-001

-0.05mm 13040-4AG-001

-0.2mm 13010-101-000

-0.2mm 13020-101-000

-0.2mm 13040-101-000

-0.2mm 13020-111-000

-0.2mm 13040-111-000

13020-4AG-001

13010-111-000

"from the deck of the block". *2 Piston shoulder height

2JZ-GTE

for AE101

4AG(5VALVE)

¥88,000

Price(Set)

¥88,000

¥88 000

¥88,000

¥88 000

¥88,000

¥88 000

¥88,000

¥88.000

¥88,000

¥88 000

¥88,000

¥88.000

High Comp Forged Piston KIT

φ81.00mm 1587cc 13010-111-000

φ81.25mm 1597cc 13020-111-000

φ82.00mm 1627cc 13040-111-000

Reference C/R^{※3}

Standard head GKξ≒11.0 :1

Standard head GK £=11.1:1

Standard head GKξ≒11.3:1

Standard head GKξ≒11.0:1

Standard head GKξ≒11.1:1

Standard head GK£≒11.3:1

Standard head GKξ≒11.4:1

Standard head GKέ≒11.5:1

Standard head GKξ≒11.6:1

Standard head GKξ≒11.6:1

Standard head GK£≒11.7:1

Standard head GKξ≒11.8:1

for AE111

HONDA

F20C s2000

F20C Increased Capacity 2200KIT NA TODA's 2.2 liter capacity kit includes a well balanced special crankshaft along with a set of TODA forged pistons and a choice of either standard or TODA I section connecting rods.

F20C 2200KIT NA

G Type ¥340,000 / I Type ¥430,000



φ87.00×90.7mm 2157cc 13001-F20-001-G φ87.50 × 90.7mm 2182cc 13001-F20-002-G

- ① TODA Forged Piston KIT(\$\phi\$87.00/\$87.50mm)
- (2) Special crankshaft (Long stroke-High accuracy dynamic balanced)
- 3 Standard designed connecting-rods (Balanced)

■ F20C Increased Capacity 2200KIT for Turbo

Strengthened chrome molly I section connecting-rods are included for turbo engine

F20C 2200KIT for Turbo I Type ¥450.000

KIT contents



 ϕ 87.00 × 90.7mm 2157cc ϕ 87.50 × 90.7mm 2182cc 13001-F20-0T2-I

1) TODA Forged Piston KIT (\$\phi 87.00 / \$\phi 87.50 mm)

KIT contents

- ② Special crankshaft (Long stroke·High accuracy dynamic balanced)
- ③ I section Chrome molly connecting-rods (Fully floating with Bush & balanced)

Strengthened chrome molly I section connecting-rods are included. Туре

 ϕ 87.00 × 90.7mm φ87.50×90.7mm 2182cc 13001-F20-002-I KIT contents

- 1) TODA Forged Piston KIT(\$\phi\$87.00/\$\phi\$87.50mm)
- (2) Special crankshaft (Long stroke-High accuracy dynamic balanced)
- $\ensuremath{\mathfrak{J}}$ I section Chrome molly connecting-rods (Fully floating with Bush & balanced)

F20C I Section Strengthened Connecting-Rods for 2200 ¥46,000 ×4

Fully floating with Bush

Fully balanced

• I section designed & chrome molly

■13210-F20-001-I ×4



HON	HONDA CAPACITY UP KIT										
Engine ty	ре	Bore×Stroke	Displacement	Crown Volume *1	Projection Heig	ht ^{※2} Part No	Price (Set)	Reference C/R ^{**3}			
G type	F20C 2200KIT (2157)	$\phi 87.00 \times 90.7$ mm	2157cc	4.35cc/10.3cc	+1.0mm	13001-F20-001-G	¥340,000	Standard head GK t=0.6mmξ≒12.11:1			
- type	F20C 2200KIT (2182)	$\phi 87.50 \times 90.7$ mm	2182cc	4.35cc/10.4cc	+1.0mm	13001-F20-002-G	¥340,000	Standard head GK t=0.6mmξ≒12.25:1			
I type	F20C 2200KIT (2157)	$\phi 87.00 \times 90.7$ mm	2157cc	$4.35\mathrm{cc}/10.3\mathrm{cc}$	+1.0mm	13001-F20-001-I	¥430,000	Standard head GK t=0.6mmξ≒12.11:1			
1 type	F20C 2200KIT (2182)	$\phi 87.50 \times 90.7$ mm	2182cc	$4.35\mathrm{cc}/10.4\mathrm{cc}$	+1.0mm	13001-F20-002-I	¥430,000	Standard head GK t=0.6mmξ≒12.25:1			
I type	F20C 2200KIT (2157)	φ87.00×90.7mm	2157cc	-16.66cc/-10.7cc	+1.0mm	13001-F20-0T1-I	¥450,000	Standard head GK t=0.6mmξ≒ 8.75∶1			
Turbo	F20C 2200KIT (2182)	$\phi 87.50 \times 90.7$ mm	2182cc	-16.66cc/-10.6cc	+1.0mm	13001-F20-0T2-I	¥450,000	Standard head GK t=0.6mmξ≒ 8.90 :1			
Itype	F20C 2400KIT (2378)	ϕ 87.00×100mm	2378cc	-0.56cc/5.38cc	+1.0mm	13001-F20-400-I	¥830,000	Standard head GK t=0.6mmξ≒12.11:1			
High COMP	F20C 2400KIT (2405)	ϕ 87.50×100mm	2405cc	-0.56cc/5.4cc	+1.0mm	13001-F20-401-I	¥830,000	Standard head GK t=0.6mmξ≒12.25:1			
Itype	F20C 2400KIT-IH(2378	3) ϕ 87.00×100mm	2378cc	3.3cc/9.2cc	+1.0mm	13001-F20-400-IH	¥830,000	Standard head GK t=0.6mmξ≒13.0:1			
Ultra High COM	F20C 2400KIT -IH (2405	5) ϕ 87.50×100mm	2405cc	3.3cc/9.3cc	+1.0mm	13001-F20-401-IH	¥830,000	Standard head GK t=0.6mmξ≒13.2:1			

*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.

F20C Increased Capacity 2400KIT NA The ultimate T0DA 2.4 liter capacity kit has a billet 100mm stroke crankshaft as well as T0DA forged pistons and T0DA I section connecting rods.

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

F20C/F22C 2400KIT NA

I Type ¥830,000 / Ultra High COMP I Type ¥830,000

Strengthened chrome molly I section connecting-rods are included.



 ϕ 87.50 × 100mm 2405cc 13001-F20-401-I

Ultra High COMP ϕ 87.00 × 100mm 2378cc 13001-F20-400-IH **Ultra High COMP** ϕ 87.50 × 100mm 2405cc 13001-F20-401-IH

KIT contents

- ① TODA Forged Piston KIT(\$\phi 87.00 / \$\phi 87.50mm)
- ② Special billet crankshaft (Long stroke High accuracy dynamic balanced) ③ I section Chrome molly connecting-rods (Fully floating with Bush & balanced)

F20C/F22C I Section Strengthened Connecting-Rods for 2400 KIT ¥50,000 ×4

Note: Center to center = Rod leng

 Fully floating with Bush Fully balanced

I section designed & chrome moll

■13210-F20-400 ×4



F20C/F22C Special Billet Crankshaft(2400KIT) ¥500,000 (Stroke100mm)

Made from billet

High accuracy dynamic balan

■13310-F20-400



F20C/F22C Anti G Force Oil Pan ¥45,000

Designed to help prevent oil from moving around under extreme conditions. Preventing drops in oil pressure and air from mixing with the oil.

The main baffle plate is removable. Making it easy to flush out foreign bodies from every hole and corner when overhauling.

Extra service hole provided.

For thoughts requiring an additional oil temp sensor, etc. (1/8PT)

TODA logo to show that this is not std oil pan

■11200-F20-001





F20C/F22C Dry Sump KIT ¥1.000.000

TODA's F20C Dry Sump Kit incorporating all the latest technology. Total integration of engine, sump and both feed and scavenge pumps. Some of features included are internal oil feed and scavenge lines for weight and reliability as well as windage controlling baffles. It has been designed specifically for the F20C engine and is recommended for thoughts

■11200-F20-000



#12 line fittings used. Requireds oil tank, oil cooler & hoses complete this ultimate dry sump kit.

High Power Profile Piston ■ TODA POWER PRODUCTS 065 TODA POWER PRODUCTS ■ High Power Profile Piston

Туре

F20C s2000

■ F20C Increased Capacity 2350KIT NA

F20C/F22C 2350KIT NA I Type ¥500,000

Strengthened chrome molly I section connecting-rods are included.

φ87.00×99.0mm 2354cc 13001-F20-3R0-I ϕ 87.50 × 99.0mm 2381cc 13001-F20-3R1-I **Ultra High COMP** ϕ 87.00 × 99.0mm 2354cc 13001-F20-3R0-IH **Ultra High COMP** ϕ 87.50 × 99.0mm **2381cc** 13001-F20-3R1-IH

KIT contents

- D TODA Forged Piston KIT(\$\phi\$87.00/\$87.50mm)
- 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)

● Rod length :153,0mm I Section Strengthened Connecting-Rods (For 84mm stan ¥46,000 ×4 Note : Center to center = Rod length

Fully floting with Bush

- Fully balanced
- I section designed & chrome molly Weight 553g (std 650g)
- ■13210-F20-ST0-I ×4



F20C High Comp Forged Piston KIT

¥108.000

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



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

Based on standard piston pin diame

F20C Ultra High Comp Forged Piston KIT ¥108,000

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



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

HON	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	e) 1997cc	7.9cc/13.9cc	+1.0mm	13010-F20-000	¥108,000	Standard head GK t=0.6mmξ≒12.1:1					
TIIBIT COIIII	F20C	φ87.50×84mm (standard stroke	e) 2009cc	7.9cc/14.0cc	+1.0mm	13020-F20-000	¥108,000	Standard head GK t=0.6mmξ≒12.3 :1					
Ultra High COMF	F20C	φ87.00×84mm (standard stroke	e) 1997cc	10.8cc/16.7cc	+1.0mm	13010-F20-0H0	¥108,000	Standard head GK t=0.6mmξ≒12.9 :1					
	F20C	487 50×84mm (standard stroke	2009cc	10 8cc/16 8cc	+1 0mm	13020_F20_0H0	¥108 000	Standard head GK t=0.6mm£=13.0:1					

HON	D	Α	CAPACITY	UP KIT							
	En	gine ty	ре	Bore×Stroke	Displacement	Crown Volume *1	Projection Heig	nt ^{※2}	Part No	Price (Set)	Reference C/R ^{**3}
High COMP		F20C	2350KIT-I (2354)	φ87.00×99.0mm	2354сс	-0.56cc/5.38cc	+1.0mm	13001-	-F20-3R0-I	¥500,000	Standard head GK t=0.6mm $\xi \stackrel{.}{=} 12.0 :1$
I type	-	F20C	2350KIT-I(2381)	$\phi 87.50 \times 99.0$ mm	2381cc	-0.56cc/5.45cc	+1.0mm	13001-	-F20-3R1-I	¥500,000	Standard head GK t=0.6mm $\xi \stackrel{.}{=} 12.1 :1$
Ultra High COMP		F20C	2350KIT-IH (2354)	$\phi 87.00 \times 99.0$ mm	2354cc	3.3cc/9.2cc	+1.0mm	13001-	-F20-3R0-IH	¥500,000	Standard head GK t=0.6mm ξ =12.9:1
I type		F20C	2350KIT-IH (2381)	$\phi 87.50 \times 99.0$ mm	2381cc	3.3cc/9.3cc	+1.0mm	13001-	-F20-3R1-IH	¥500,000	Standard head GK t=0.6mm $\xi = 13.0:1$
			36.1	Crown volume is n	oncured "from	the pictor choulder"	/ "from the doe	k of the	block" 3%2 Piet	on chouldor	hoight is mossured from the deek of the block

3 The compression ratios given above are only to be taken as a guide, measurements are required.

HONDA

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 ϕ 85.00 × 89.0mm 2020cc 3010-B20-000 B18C crankshaft used ϕ 85.00 × 87.2mm 1979cc

■ 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.



KIT contents

- ① TODA Forged Piston KIT (\$\phi 81.00 / \$\phi 81.50mm)
- 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

					- -		
_	e type				Projection Height ^{**2} Part No	Price(Set)	Reference C/R ^{※3}
B20B	B20B Crankshaft + Connecting-rods B18C Crankshaft + Connecting-rods	$\phi 85.00 \times 89.0$ mm	2020cc	3.4cc/1.1cc	-0.4mm	¥98,000	B20B std head GK t=0.6mm ξ≒12.0:1
D20D	B18C Crankshaft + Connecting-rods	$\phi 85.00 \times 87.2$ mm	1979cc	3.4cc/1.1cc	-0.4mm	1 30,000	B20B std head GK t=0.6mm ξ≒11.8:1
B16A	1800KIT	$\phi81.00{\times}87.2\mathrm{mm}$	1797cc	3.3cc/2.3cc	-0.2mm 13000-B16-000	¥290,000	TODA head GK t=0.8mm ξ≒10.8:1
DIOA	1000K11	$\phi 81.50 \times 87.2 \text{mm}$	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



			*Connecti	ing rod requires converting to fully
B16A/B16B		B18C		
φ81.00mm 15	95cc	φ81.00mm	1797cc	13010-B16-000
φ81.25mm 16	05cc	φ81.25mm	1808cc	13020-B16-000
φ81.50mm 16	15cc	φ81.50mm	1820cc	13030-B16-000
φ82.00mm 16	35cc	φ 82.00mm	1842cc	13040-B16-000
φ83.00mm 16	75cc	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 TODA's special honing process neats the block and along with the use a dummy head recreates the normal operating conditions. This rocess helps to improve piston t bore sealing giving you more power.



When a \$83 piston is used. Liner thickness is reduced to 2.3 mm

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~φ83.00

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

	HON	DA	HIGH F	OWER	R PROF	ILE F	PISTON	KIT								
	Engine type	B16A				B16B				B18C						
	Bore size	Displaceme		%2 rojection Height	#3 Reference C/R	Displacemen		^{※2} ojection Height	#3 Reference C/R	Displacemen		<mark>₩2</mark> Projection Height	#3 Reference C/R	Part No.	Price(s	et)
	ϕ 81.00mm	1595cc	8.9cc/8.9cc	± 0 mm	$\xi = 11.6:1$	1595cc	8.9cc/6.6cc	— 0.45mm	<i>ξ</i> ≒11.0 :1	1797cc	8.9cc/6.6cc	− 0.45mm	$\xi = 12.3:1$	13010-B16-0	00 ¥8	8,000
	ϕ 81.25mm	1605cc	8.9cc/8.9cc	±0mm	$\xi = 11.7:1$	1605cc	8.9cc/6.6cc	− 0.45mm	<i>ξ</i> ≒11.1 :1	1808cc	8.9cc/6.6cc	− 0.45mm	$\xi = 12.4:1$	13020-B16-0	00 ¥8	8,000
	$\phi81.50\mathrm{mm}$	1615cc	8.9cc/8.9cc	± 0 mm	$\xi = 11.7:1$	1615cc	$8.9\mathrm{cc}/6.6\mathrm{cc}$	− 0.45mm	<i>ξ</i> ≒11.1 :1	1820cc	8.9cc/6.6cc	− 0.45mm	$\xi = 12.4 : 1$	13030-B16-0	00 ¥8	8,000
	$\phi 82.00 \mathrm{mm}$	1635cc	$8.9\mathrm{cc}/8.9\mathrm{cc}$	± 0 mm	$\xi = 11.9:1$	1635cc	$8.9\mathrm{cc}/6.5\mathrm{cc}$	− 0.45mm	<i>ξ</i> ≒11.3 :1	1842cc	8.9cc/6.5cc	− 0.45mm	$\xi = 12.6:1$	13040-B16-0	00 ¥8	8,000
±4	$\phi 83.00 \mathrm{mm}$	1675cc	8.9cc/8.9cc	±0mm	$\xi = 12.2:1$	1675cc	8.9cc/6.5cc	- 0.45mm	<i>ξ</i> ≒11.5 :1	1887cc	8.9cc/6.5cc	− 0.45mm	<i>ξ</i> ≒12.8 :1	13045-B16-0	00 ¥98	8,000
				1 66.0			660 .3 3 3	0.3 11 1	12 MARTINE			3.0	3 3 6 3 33			

**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.



	φ 86.00mm	1998cc	13010-K20-001
	φ 86.50mm	2022cc	13020-K20-001
	φ 87.00mm	2045cc	13030-K20-001
N+(Ultra High COMP)	φ 86.00mm	1998cc	13010-K20-000

Rod length:139.0mm

K20A

I Section Strengthened Connecting-Rods (For 86) ndard stroke of 2000cc) ¥46,000 ×4

Fully floating with Bush

- Fully balanced
- I section designed & chrome molly

■13210-K20-000 ×4

K20A

Anti G Force Oil Pan

¥52.000 / DC5 EP3 /11200-K20-001 ¥58,000 / FD2 /11200-K20-D01

Designed to help prevent oil from moving around under extreme conditions. Preventing drops in oil pressure and air from mixing with the oil. The main baffle plate is removable.

Making it easy to flush out foreign bodies from every hole and corner when overhauling.

 Extra service hole provided. For thoughts requiring an additional oil temp sensor, etc. (1/8PT)

TODA logo to show that this is not std oil pan

■11200-K20-001



- Extra service hole provided. For thoughts requiring an additional oil temp sensor, etc. (1/8PT)
- TODA logo to show that this is not std oil pan
- 11200-K20-D01





DC5 EP3

■ K20A Increased Capacity 2150KIT

K20A 2150KIT

¥370,000(Less connecting-rod bearings) ¥390,000 (With connecting-rod bearings)

TODA's 2150cc capacity kit includes a well balanced special crankshaft(90.7mm) along with a set of TODA forged pistons and special connecting rods.



φ86.50×90.7mm 2132cc 13001-K20-001 13001-K20-0R1 φ87.00×90.7mm 2157cc 13001-K20-002 13001-K20-0R2

KIT contents

- ① TODA Forged Piston KIT(\$86.00/\$86.50/\$87.00mm)
- Special crankshaft (Long stroke·High accuracy dynamic balanced)
- ③ Standard designed connecting-rods(Fully floating with bush & balanced)

■ K20A Increased Capacity 2150KIT-I

K20A 2150KIT-I

¥450,000 (Less connecting-rod bearings) ¥470,000 (With connecting-rod bearings)

TODA's 2150cc capacity kit includes a well balanced special crankshaft(90.7mm) along with a set of TODA forged pistons and I section strengthened connecting rode



<i>\$</i> 86.00 × 90.7mm	2107cc	13001-K20-000-I	13001-K20-0R0-I
<i>ф</i> 86.50 × 90.7mm	2132cc	13001-K20-001-I	13001-K20-0R1-I
<i>ф</i> 87.00 × 90.7mm	2157cc	13001-K20-002-I	13001-K20-0R2-I

KIT contents

- (i) TODA Forged Piston KIT(\$86.00/\$86.50/\$87.00mm) 2) Special crankshaft (Long stroke-High accuracy dynamic balanced)
- ③ I section Chrome molly connecting-rods(Fully floating with Bush & balanced)

Less connecting-rod bearings / With connecting-rod bearings

HONDA HIGH POWER PROFILE PISTON KIT / CAPACITY UP KIT

I IOIVDA I IIIC							
Engine type	Bore × Stroke	Disp l acement	Crown Volume *1	Projection H	Height ^{※2} Part No	Price (Set)	Reference C/R ^{**3}
K20A (High COMP)	$\phi 86.00 \times 86.0$ mm (Standard Stroke)	1998cc	8.9cc/8.9cc	± 0 mm	13010-K20-001	¥108,000	Standard headGK t=0.6mmξ≒12.1∶1
K20A (High COMP)	$\phi 86.50 \times 86.0$ mm (Standard Stroke)	2022cc	8.9cc/8.9cc	± 0 mm	13020-K20-001	¥108,000	Standard headGK t=0.6mm ξ $\stackrel{=}{=}12.2:1$
K20A (High COMP)	ϕ 87.00×86.0mm (Standard Stroke)	2045cc	8.9cc/8.9cc	± 0 mm	13030-K20-001	¥108,000	TODA head GK t=0.6mm $\xi = 12.3 : 1$ %4
V20 A N⊥ (Ultra High COMP)	\$\phi 86.00 \times 86.0 \text{mm (Standard Stroke)}\$	1998cc	15.5cc/15.5cc	±0mm	13010-K20-000	¥108,000	Standard headGK t=0.6mm ξ =13.6:1
KZUA N+ (Oldanigi COMP)	φ80.00^80.0IIIII (Standard Stroke)	199000	15.500/15.500	Umm	13010-K20-000	+100,000	TODA head GK t=0.3mm $\xi \doteq 14.2 : 1$
K20A 2150KIT (2107)	$\phi 86.00 \times 90.7$ mm	2107cc	7.6cc/7.6cc	± 0 mm	13001-K20-000	¥370,000	Standard head GK t=0.6mm $\xi \doteq 12.1 : 1$
K20A 2150KIT (2107)	φ86.00×90.7mm (with R bearing)	2107cc	7.6cc/ 7.6 cc	± 0 mm	13001-K20-0R0	¥390,000	Standard head GK t=0.6mm ξ =12.1 : 1
K20A 2150KIT (2132)	$\phi 86.50 \times 90.7$ mm	2132cc	7.6cc/7.6cc	± 0 mm	13001-K20-001	¥370,000	Standard head GK t=0.6mm $\xi \stackrel{.}{=} 12.2 : 1$
K20A 2150KIT (2132)	φ86.50×90.7mm (with R bearing)	2132cc	7.6cc/7.6cc	± 0 mm	13001-K20-0R1	¥390,000	Standard head GK t=0.6mm ξ =12.2 : 1
K20A 2150KIT (2157)	φ87.00×90.7mm	2157cc	7.6cc/7.6cc	±0mm	13001-K20-002	¥370,000	TODA head GK t=0.6mm ξ =12.3:1 $**4$
K20A 2150KIT (2157)	φ87.00×90.7mm (with R bearing)	2157cc	7.6cc/7.6cc	± 0 mm	13001-K20-0R2	¥390,000	TODA head GK t=0.6mm $\xi \doteq 12.3:1$ **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.





K20A/DC5

I Section Strengthened Connecting-Rods for 2150 KIT ¥48,000 ×4

Fully floating with Bush

Fully balanced

 I section designed & chrome ■13210-K20-001-I ×4



■ K20A Increased Capacity 2150KIT

for TURBO or S/C K20A 2150KIT-L

¥400,000 (Less connecting-rod bearings)

¥420,000 (With connecting-rod bearings)

Low C/R Specification

TODA's 2150cc capacity kit includes a well balanced special crankshaft[90.7mm] along with a set of TODA forged pistons and special connecting rods.



φ86.50 × 90.7mm 2132cc 13001-K20-T01 13001-K20-TR1 Less connecting-rod bearings / With connecting-rod bearings

KIT contents

- ① TODA Forged Piston KIT(\$6.50mm)
- ② Special crankshaft (Long stroke-High accuracy dynamic balanced)
- 3 Standard designed connecting-rods(Fully floating with Bush & balanced)

■ K20A Increased Capacity 2150KIT-I

for TURBO or S/C

K20A 2150KIT-IL

¥480,000 (Less connecting-rod bearings) ¥500,000 (With connecting-rod bearings)

Low C/R Specification

TODA's 2150cc capacity kit includes a well balanced special crankshaft(90.7mm) along with a set of TOD forged pistons and I section strengthened connecting rod

タイプ



φ86.50 × 90.7mm 2132cc 13001-K20-T01-I 13001-K20-TR1-I Less connecting-rod bearings / With connecting-rod bearings

KIT contents

- ① TODA Forged Piston KIT(\$6.50mm)
- ② Special crankshaft (Long stroke-High accuracy dynamic balanced)
- ③ I section Chrome molly connecting-rods(Fully floating with Bush & balanced)

ADNO	CAPACITY	UP KIT	

Engine type	Bore × Stroke	Displacen	nent Crown Volume	^{※1} Projecti	ion Height ^{※2} Part No	Price(Se	et) Reference C/R ^{※3}	
K20A 2150KIT-I (2107)	φ86.00×90.7mm	2107cc	7.6cc/7.6cc	± 0 mm	13001-K20-000-I	¥450,000	Standard headGK t=0.6mm	$\xi = 12.1 : 1$
K20A 2150KIT-I (2107)	$\phi 86.00 \times 90.7$ mm (with R bearing)	2107cc	7.6cc/7.6cc	± 0 mm	13001-K20-0R0-I	¥470,000	Standard headGK t=0.6mm	$\xi = 12.1 : 1$
K20A 2150KIT-I (2132)	$\phi86.50\times90.7$ mm	2132cc	7.6cc/7.6cc	± 0 mm	13001-K20-001-I	¥450,000	Standard headGK t=0.6mm	$\xi = 12.2 : 1$
K20A 2150KIT-I (2132)	$\phi 86.50 \times 90.7$ mm (with R bearing)	2132cc	7.6cc/7.6cc	± 0 mm	13001-K20-0R1-I	¥470,000	Standard headGK t=0.6mm	$\xi = 12.2 : 1$
K20A 2150KIT-I (2157)	$\phi 87.00 \times 90.7$ mm	2157cc	7.6cc/7.6cc	± 0 mm	13001-K20-002-I	¥450,000	TODA head GK t=0.6mm	$\xi = 12.3 : 1 \times$
K20A 2150KIT-I (2157)	ϕ 87.00×90.7mm (with R bearing)	2157cc	7.6cc/7.6cc	± 0 mm	13001-K20-0R2-I	¥470,000	TODA head GK t=0.6mm	$\xi = 12.3 : 1 \times 4$
K20A 2150KIT-L (2132) φ86.50×90.7mm	2132cc	-10.8cc/-10.8cc	± 0 mm	13001-K20-T01	¥400,000	Standard headGK t=0.6mm	$\xi = 9.1:1$
K20A 2150KIT-L (2132) $\phi 86.50 \times 90.7$ mm (with R bearing)	2132cc	-10.8cc/-10.8cc	$\pm 0 \text{mm}$	13001-K20-TR1	¥420,000	Standard headGK t=0.6mm	$\xi = 9.1:1$
K20A 2150KIT-IL(2132)φ86.50×90.7mm	2132cc	-10.8cc/-10.8cc	± 0 mm	13001-K20-T01-I	¥480,000	Standard headGK t=0.6mm	$\xi = 9.1:1$
K20A 2150KIT-IL(2132)φ86.50×90.7mm (with R bearing)	2132cc	-10.8cc/-10.8cc	$\pm 0 \text{mm}$	13001-K20-TR1-I	¥500,000	Standard headGK t=0.6mm	$\xi = 9.1:1$

*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. *4 Standard head gasket can not be used

MAZDAI

B6/BP

B6(NA6CE)High Comp Forged Piston KIT ¥88,000



BP(NA8C/NB8C[~2000y June])High Comp Forged Piston KIT



φ81.00mm 1722cc 13010-B60-000

**Big valve can be used (IN ϕ 36mm·EX ϕ 32mm) ϕ 85.00mm 1928cc 13010-BP0-000

■ 4G63 Increased Capacity 2323KIT

MAZDA HIGH POWER PROFILE PISTON KIT

Engine type	Bore	Displacement	Crown Volume *1 F	Projection Heigh	nt ^{※2} Part No	Price(Set)	Reference C/R ^{※3}
B6(NA6CE)	ϕ 81.00mm	1722cc	-2.0cc/-1.0cc	+0.2mm	13010-B60-000	¥88,000	TODA head GK t=0.8mm $\xi = 11.0:1$
BP(NA8C/NB8C)	ϕ 85.00mm	1928cc	9.8cc/7.0cc	− 0.5mm	13010-BP0-000	¥88,000	TODA head GK t=0.8mm ξ≒11.0 :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.

MITSUBISHI I

4G63 Lancer Evolution I~IX

Forged Piston KIT ¥98,000

for EVO I ~IX

2323KIT ¥345,000

KIT contents

for EVO I ~IX

 ϕ 86.50 × 100mm 2350cc 13000-4G6-3T2

2378cc 13000-4G6-3T3

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



φ 86.00mm 2045cc 13020-4G6-3T0 φ87.00mm 2092cc 13040-4G6-3T0

TODA's 2323 capacity kit includes a well balanced special crankshaft(100mm) along with a set of TODA forged pistons and special connecting rods.

① TODA Forged Piston KIT(\$\phi 86.00/\phi 86.50/\phi 87.00mm)

(2) Special crankshaft (Long stroke-High accuracy dynamic balanced)

3 Standard designed connecting-rods (Fully floating with Bush & balanced)

4 Connecting-rod bearings (Black metal is used. Bearing clearance has been adjusted)

φ 87.00 × 100mm

MITSUBISHI HIGH POWER PROFILE PISTON KIT / CAPACITY UP KIT

Engine type		Bore × Stroke	Displacement	t Crown Volume *1	Projection H	eight ^{※2} Part No	Price(Set)	Head gasket / Bore	Reference C/R ^{※3}	*5 *6
4G63	EVO I∼IX	φ86.00× 88mm	2045cc	-12.2cc/-13.9cc	-0.3mm	13020-4G6-3T0	¥98,000		t=1.2mmでEVOI~VIII t=1.5mmでEVOI~VIII	
4G63	EVO I∼IX	φ87.00× 88mm	2092сс	-12.2cc/-14.0cc	-0.3mm	13040-4G6-3T0	¥98,000		$t=1.2$ mmで EVO I \sim VIII $t=1.5$ mmで EVO I \sim VIII	
4G63 2323KIT	EVO I∼IX	φ86.00×100mm	2323сс	-21.0cc/-22.7cc	-0.3mm	13000-4G6-3T1	¥345,000		t=1.2mmでEVO I~VIII t=1.5mmでEVO I~VIII	
4G63 2323KIT	EVO I∼IX	ϕ 86.50×100mm	2350сс	-21.0cc/-22.8cc	-0.3mm	13000-4G6-3T2	¥345,000		t=1.2mmで EVO I~VIII t=1.5mmで EVO I~VIII	
4G63 2323KIT	EVO I∼IX	φ87.00×100mm	2378cc	-21.0cc/-22.8cc	-0.3mm	13000-4G6-3T3	¥345,000		t=1.2mmでEVO I~VIII t=1.5mmでEVO I~VIII	

**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 stroke. **5 EVO I-VIII designed using 56cc as combustion chamber volume.

%6 Based on EVO IX combustion chamber volume of 44cc, it will rise listed C/R value by 0.2 : i.e. 8.6→8.8.

MITSUBISHI



TODA HIGH POWER CONNECTING-ROD



Connecting rods are an inconspicuous but key part of the engine, lightness and strength become more important as engine oower goes higher. TODA Racing focused on the structure of the connecting rod, piston pin luburication and direct piston crown cooling onto the under side of the piston crown. This leads to a reduction in piston temperatures and an improved anti-knocking margin. This is effective for force induction engine. As with TODA I section connecting rods, ARP bolts are also employed in HIGH POWER CONNECTING-ROD.



■ 4G63 Increased Capacity 2323KIT-I

for EVO I ~IX 2323KIT I Type ¥450,000 TODA's 2323 capacity kit includes a well balanced special crankshaft(100mm) along with a set of TODA forged pistons and I section strengthened connecting rods.



KIT contents

- ① TODA Forged Piston KIT(\$\phi 86.00/\phi 86.50/\phi 87.00mm)
- ② Special billet crankshaft(Long stroke·High accuracy dynamic balanced) ③ I section Chrome molly connecting-rods (Fully floating with Bush & balanced)
- 4 Connecting-rod bearings (Black metal is used. Bearing clearance has been adjusted)



Fully floating with Bush

Fully balanced

● I section designed & chrome molly ■13210-4G6-300-I ×4



4G63 for 88mm std stroke Section Strengthened Connecting-Rods ¥48,000 ×4

Fully floating with Bush

 Fully balanced I section designed & chrome molly ■13210-4G6-ST0-I ×4



MITSUBISHI	CAPACIT	Y UP KIT					
Engine type	Bore × Stroke	Displacement Crown Volume	*1 Projection Height*2	Part No Price(Set)	Head gasket / Bore	Reference C/R ^{※3}	*4 *5
4G63 2323KIT-I EVO I~IX	φ86.00×100mm	2323cc —21.0cc/—22.7c	с —0.3mm 13000-4	4G6-3T1-I ¥450,000 T	ICIDA hood (EK 86 5mm	1.2mm EVO I~VIII 1.5mm EVO I~VIII	3
4G63 2323KIT-I EVO I~IX	$\phi86.50{\times}100\mathrm{mm}$	2350cc —21.0cc/—22.8c	c —0.3mm 13000-4	4G6-3T2-I ¥450,000 ☐	ΓΟDA head GK 87.5mm t=	1.2mm EVO I∼VⅢ 1.5mm EVO I∼VⅢ	$\xi = 8.8:1$ $\xi = 8.6:1$
4G63 2323KIT-I EVO I~IX	•	2378cc —21.0cc/—22.8c			TODA head GK 87.5mm t=	1.2mm EVO I∼VⅢ 1.5mm EVO I∼VⅢ	3

**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 EVO I-VIII designed using 56cc as combustion chamber volume

\$5 Based on EVO IX combustion chamber volume of 44cc, it will rise listed C/R value by 0.2 : i.e. $8.6 \rightarrow 8.8$.

070 TODA POWER PRODUCTS ■High Power Profile Piston High Power Profile Piston ■ TODA POWER PRODUCTS 071

for Ver.V,VI & GDB

EJ20T/EJ25T

Forged Piston 20KIT Spec8.7 ¥108,000

for Ver.I~VI & GDB

Defric coating (Lubricous film) is applied to the piston skirt, for a reduction



EJ20T Forged Piston 20KIT Spec8.0 ¥108,000

for Ver.V,VI & GDB

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



■ EJ20T Increased Capacity 2123KIT

EJ20T 2123KIT **Spec8.6** ¥345,000

for Ver.V,VI & GDB

φ 92.50mm 2016cc 13030-EJ2-GD0

TODA's 2123 capacity kit includes a well balanced special crankshaft(79mm) along with a set of TODA forged pistons and special connecting rods.

 ϕ 92.50 × 79mm 2123cc 13000-EJ2-1T1 KIT contents 1) TODA Forged Piston KIT(\$\phi\$92.50mm)

② Special crankshaft (Long stroke·High accuracy dynamic balanced) 3 Standard designed connecting-rods (Fully floating with Bush & balanced)

(4) Connecting-rod bearings (Black metal is used, Bearing clearance has been adjusted)

KIT contents ① TODA Forged Piston KIT(ϕ 92.50mm)

2123KIT Spec8.7

¥345,000

KIT contents

EJ20T

¥345,000

2123KIT Spec8.0

① TODA Forged Piston KIT(\$\phi\$92.50mm)

Special crankshaft (Long stroke·High accuracy dynamic balanced) ③ Standard designed connecting-rods (Fully floating with Bush & balanced)

4 Connecting-rod bearings (Black metal is used. Bearing clearance has been adjusted)

TODA's 2123 capacity kit includes a well balanced special crankshaft(79mm) along with a set of TODA

2 Special crankshaft (Long stroke-High accuracy dynamic balanced) 3 Standard designed connecting-rods (Fully floating with Bush & balanced)

(4) Connecting-rod bearings (Black metal is used, Bearing clearance has been adjusted

for Ver.V,VI & GDB

 ϕ 92.50 × 79mm 2123cc 13000-EJ2-1T2

 ϕ 92.50 × 79mm 2123cc 13000-EJ2-GD0

for Ver.V,VI & GDB

SUBARI I HIGH POWER PROFILE PISTON KIT / CAPACITY UP KIT

CCD/II					,					
Engine ty	/pe	Bore × Stroke Di	sp l acement	Crown Volume *1 F	rojection Heig	ght ^{※2} Part No	Price(Set)	Head gasket	Refer	rence C/R ^{※3}
0017177 C 9.7	sti Ver.I~IV	- 492 50×75mm	2016cc	-11 Occ/-12 3cc	-0.2mm	13030 F 12 0T0	¥108 000	Ver.I ~ IV Standard head G	к t=1.4mm	ξ≒8.5 ∶1
20KIT Spec8.0	Ver.V,VI & GDB	ϕ 92.50×75mm	2016cc	-8.5cc/-18.6cc	-1.5mm	13030-EJ2-GD0	¥108,000	Ver.V,VI,GDB Standard head G	K t=0.55mm	<i>ξ</i> ≒8.0 :1
2123KIT Spec8.6	Ver.V,VI & GDB	ϕ 92.50×79mm	2123cc	-14.2cc/-16.2cc	-0.3mm	13000-EJ2-1T1	¥345,000	Ver.V,VI,GDB Standard head G	K t=0.55mm	<i>ξ</i> ≒8.66 :1
2123KIT Spec8.7	Ver.V,VI & GDB	ϕ 92.50×79mm	2123cc	-8.2cc/-15.6cc	-1.1mm	13000-EJ2-1T2	¥345,000	Ver.V,VI,GDB Standard head G	K t=0.55mm	<i>ξ</i> ≒8.73 :1
2123KIT Spec8.0	Ver.V,VI & GDB	φ92.50×79mm	2123cc	-15.2cc/-22.6cc	-1.1mm	13000-EJ2-GD0	¥345,000	Ver.V,VI,GDB Standard head G	K t=0.55mm	ξ≒8.0 :1
		%1 Crown volum	e is measure	d "from the piston sh	oulder"/ "fi	rom the deck of the b	lock". *2 Pist	ton 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 stroke.



●Must be used with TODA EJ25T/2500 I-Connecting-rods.



φ 99.50mm 2457cc 13030-EJ2-5T0

 Rod length :130.5mm
 Piston pin diameter :¢23 EJ25T for 2500 I Section Strengthened Connecting-Rods ¥50,000 ×4

■ EJ20T Increased Capacity 2123KIT-I

EJ20T for 2123 KIT

TODA's 2123 capacity kit includes a well balanced special crankshaft(79mm) along with a set of TODA

¥48,000 ×4

 Fully balanced I section designed & chrome mo Can be used for STi of 2000cc

■13210-EJ2-5T0-I ×4

Fully floating with Bush

I section designed & chrome

■13210-EJ2-1T0-I ×4

2123KIT-I Spec8.6

① TODA Forged Piston KIT(\$\phi\$92.50mm)

② Special crankshaft(Long stroke·High accuracy dynamic balanced)

 $\ensuremath{\,^{\circ}}$ I section Chrome molly connecting-rods (Fully floating with Bush & balanced)

(4) Connecting-rod bearings (Black metal is used. Bearing clearance has been adjusted)

Fully balanced

EJ20T

¥450,000

EIGHTEX



Section Strengthened Connecting-Rods

 ϕ 92.50 × 79mm 2123cc 13000-EJ2-1T2-I

1) TODA Forged Piston KIT(\$\phi\$92.50mm)

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 (Black metal is used. Bearing clearance has been adjusted)

EJ20T 2123KIT-I **Spec8.0** ¥450,000

ODA's 2123 capacity kit includes a well balanced special crankshaft(79mm) along with a set of TODA



① TODA Forged Piston KIT(\$\phi\$92.50mm)

Special crankshaft(Long stroke-High accuracy dynamic balanced)

③ I section Chrome molly connecting-rods (Fully floating with Bush & balanced)

④ Connecting-rod bearings (Black metal is used. Bearing clearance has been adjusted)

SUBARU HIGH POWER PROFILE PISTON KIT / CAPACITY UP KIT

for Ver.V,VI & GDB

Engine type	Bore × Stroke Displaceme	ent Crown Volume **1	Projection Heigh	t ^{※2} Part No	Price (Set)	Head gasket	Reference C/R ^{※3}
EJ25 piston KIT for EJ25T	φ99.50×79mm ^{**} 2457c	c -31.7cc/-34.0c	c -0.3mm 13	3030-EJ2-5T0	¥150,000	EJ25 bore \$\phi 101 mm standard head (GK t=0.55mm <i>ξ</i> ≒8.0 :1∗
2123KIT-I Spec8.6 Ver.V,VI & GDB	ϕ 92.50×79mm 2123c	c -14.2cc/-16.2c	c -0.3mm 13	3000-EJ2-1T1	-I ¥450,000	Ver.V,VI,GDB Standard head GI	K t=0.55mmξ≒8.66 ∶1
2123KIT-I Spec8.7 Ver.V,VI & GDB	ϕ 92.50×79mm 2123c	c -8.2cc/-15.6cc	−1.1mm 13	3000-EJ2-1T2	-I ¥450,000	Ver.V,VI,GDB Standard head GI	K t=0.55mm $ξ$ ≒8.73 ∶1
2123KIT-I Spec8.0 Ver.V,VI & GDB	φ92.50×79mm 2123c	c -15.2cc/-22.6c	c -1.1mm 13	3000-EJ2-GD0	-I ¥450,000	Ver.V,VI,GDB Standard head GI	K t=0.55mmξ≒8.0 ∶1
*1 Crown volume is measure	d "from the piston shoulder"	/ "from the deck of th	e block". *2 Pis	ston shoulder heig	ht 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 stroke. *5 EJ25 Designed using 49.3cc as combustion chamber volume

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Piston Rings

The specification of Piston Rings

TOYOTA	Д		*	T/Thick×B	/brea	adth (mm)	*Pisto	n ring type	= B :	: Barrel fa	ce T:T	aper			
Casina tura	0:	Dort No		Top ring	3			Second ri	ng			Oil ri	ng		Price
Engine type	Size	Part No.	T×B(mm)	Ring gap	Type	Face color	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Type	Face color	(per cylinder)
	$\phi 81.00$	13111-810-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.25	$0.25 \sim 0.40$	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
4AG 4VALVE	$\phi 81.25$	13111-812-501	1.2×3.1	0.20~0.30	В	Silver	1.2×3.05	$0.25 \sim 0.40$	T	Silver	2.5×2.85	0.2~0.7	Hasting	Silver	¥3,500
	$\phi 82.00$	13111-820-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.1	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
	$\phi 81.00$	13111-810-001	1.2×3.1	$0.20 \sim 0.30$	В	Silver	1.2×3.25	$0.25 \sim 0.40$	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
4AG 5VALVE	$\phi 81.25$	13111-812-501	1.2×3.1	0.20~0.30	В	Silver	1.2×3.05	$0.25 \sim 0.40$	T	Silver	2.5×2.85	0.2~0.7	Hasting	Silver	¥3,500
	$\phi 82.00$	13111-820-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.1	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
3SG(SXE10)	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	$0.25 \sim 0.40$	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
35G (SAE10)	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
3SG(SXE10)	$\phi 86.00$	13111-860-001	1.2×3.3	$0.20 \sim 0.30$	В	Silver	1.2×3.3	$0.25 \sim 0.40$	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
for TURBO	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
3SG(SXE10)	$\phi 86.00$	13111-860-001	1.2×3.3	$0.20 \sim 0.30$	В	Silver	1.2×3.3	$0.25 \sim 0.40$	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
2200KIT	$\phi 87.00$	13111-870-001	1.2×3.3	$0.20 \sim 0.30$	В	Silver	1.2×3.25	$0.25 \sim 0.40$	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
3SG(SXE10)	$\phi 86.00$	13111-860-001	1.2×3.3	$0.20 \sim 0.30$	В	Silver	1.2×3.3	$0.25 \sim 0.40$	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
2200KIT for TURBO	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
3SG(SW20)for TURBO	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
1ZZ	$\phi 81.00$	13111-810-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
017.00	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
2JZ-GE	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
OLZ CTE	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
2JZ-GTE for TURBO	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500

HONDA	ONDA		ж1	Γ/Thick×B	/brea	ndth (mm)	*Pisto	n ring type	= B :	Barrel fa	ce T:T	aper			
English to a	0:	David Na		Top ring	3			Second r	ing			Oil r	ing		Price
Engine type	Size	Part No.	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Type	Face color	T×B(mm)	Ring gap	Type	Face color	(per cylinde
	$\phi 81.00$	13111-810-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
	$\phi 81.25$	13111-812-501	1.2×3.1	0.20~0.30	В	Silver	1.2×3.05	$0.25 \sim 0.40$	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Hasting	Silver	¥3,500
B16A/B18C	$\phi 81.50$	13111-815-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.05	0.25~0.40	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Hasting	Silver	¥3,500
	ϕ 82.00	13111-820-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.1	$0.25 \sim 0.40$	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
	$\phi 83.00$	13111-830-000	1.5×3.3	0.20~0.30	В	Silver	1.5×3.6	0.25~0.45	T	Black	3.0×3.10	0.2~0.7	Niflex	Silver	¥5,500
D16 4 1000EFF	$\phi 81.00$	13111-810-005	1.5×3.1	0.20~0.30	Τ	Silver					2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
B16A1800KIT	$\phi 81.50$	13111-815-005	1.5×3.1	0.20~0.30	Т	Silver					2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
B20B/SPL	ϕ 85.00	13111-850-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
\$20B\ STE \\ \phi 86.00	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
K20A	$\phi 86.50$	13111-865-000	1.2×3.5	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
K20A2150KIT	$\phi 86.50$	13111-865-000	1.2×3.5	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
	ϕ 87.00	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
	$\phi 87.00$	13111-870-002	1.2×2.8	0.25~0.35	В	Black	1.2×3.20	0.60~0.75	Т	Silver	2.0×2.55	0.2~0.7	Hasting	Silver	¥5,500
(2000/2200/2350/2400) KIT	$\phi 87.50$	13111-875-001	1.2×2.95	0.20~0.30	В	Black	1.2×3.05	0.30~0.45	T	Silver	2.0×2.55	$0.2 \sim 0.7$	Hasting	Silver	¥5,500
C30A	$\phi 90.50$	13111-905-000	1.2×3.3	0.20~0.30	В	Silver	1.2×3.8	0.35~0.50	T	Black	2.8×2.8	0.2~0.7	Hasting	Black	¥5,500
(3000-3500cc) KIT	$\phi 92.00$	13111-920-000	1.2×3.3	0.20~0.35	В	Silver	1.2×3.8	0.35~0.50	T	Black	2.5×2.8	0.2~0.7	Niflex	Silver	¥5,500
KIT C32B/C35B	ϕ 93.00	13111-930-000	1.2×3.6	0.20~0.30	В	Black	1.2×3.75	0.35~0.50	T	Silver	2.5×3.2	0.2~0.7	Hasting	Black	¥6,000
C32D/ C33D	ϕ 93.50	13111-935-000	1.2×3.5	0.20~0.35	В	Black	1.2×3.55	0.40~0.55	T	Silver	2.5×3.15	0.2~0.7	Hasting	Silver	¥6,000

WINEDA						*Pisto	n ring type	= B :	Barrel fa	ce T:T	aper			
Engine type Size Part No.			Top ring	g			Second ri	ng			Oil ri	ng		Price
Size	Part No.	T×B(mm)	Ring gap	Type	Face color	T×B(mm)	Ring gap	Type	Face color	T×B(mm)	Ring gap	Type	Face color	(per cylinder)
$\phi 81.00$	13111-810-001	1.2×3.1	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
$\phi 85.00$	13111-850-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
	Size \$\phi 81.00	Size Part No. \$\phi 81.00 13111-810-001\$	Size Part No. π _{XB(mm)} φ81.00 13111-810-001 1.2×3.1	Size Part No. Top ring TxB(mm) Ring gap $\phi 81.00$ 13111-810-001 1.2×3.1 0.20 \sim 0.30	Size Part No. $ $	Size Part No.	Size Part No. Top ring Top ring Type Face color TxB(mm) \$\phi 81.00 13111-810-001 1.2×3.1 0.20~0.30 B Silver 1.2×3.25	Size Part No. Top ring Second ring $T \times B \text{ (mm)}$ Ring gap Type Face color TxB (mm) Ring gap $\phi 81.00$ 13111-810-001 1.2×3.1 0.20~0.30 B Silver 1.2×3.25 0.25~0.40	Size Part No.					

MITSUE	BISH		*	Γ/Thick×B	/brea	dth (mm)	*Pisto	n ring type	= B :	Barrel fa	ce T:T	aper			
Ender Land	0.	D. J. N.		Top rina	g			Second ri	ng			Oil ri	ng		Price
Engine type	Size	Part No.	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Туре	Face color	(per cylinder)
	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
4G63 EVO	$\phi 87.00$	13111-870-001	1.2×3.3	$0.20 \sim 0.30$	В	Silver	1.2×3.25	$0.25{\sim}0.40$	Τ	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
	$\phi 86.50$	13111-865-000	1.2×3.5	$0.20 \sim 0.30$	В	Silver	1.2×3.25	$0.25 \sim 0.40$	T	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500

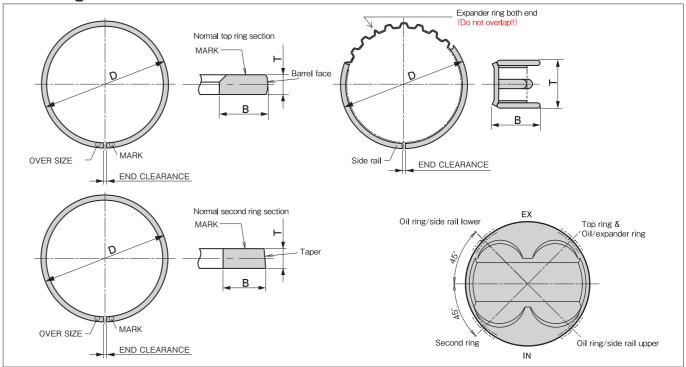
Note: The piston rings are designed to be able to work within the above specified gap tolerances. The initial gap will be determined by the diameter of the bore, check and adjust to suit. On installing the piston ring be careful to not over extend the ring gap or twist beyond necessary as this can damage the piston ring reducing the sealing effect of the ring.

Piston ring(top/second/oil)



Piston Rings

Piston Ring illustration



The specification of piston rings

		o. p.c													
NISSAN	V			*T/Thick	×B/b	readth (mn	n) **Pis	ston ring ty	pe = 1	B : Barrel	face T:	Taper			
	0:	5		Top rin	g			Second ri	ng			Oil ri	ng		Price
Engine type	Size	Part No.	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Type	Face color	(per cylinder)
CA18DET	$\phi 84.00$	13111-840-000	1.2×3.5	0.20~0.30	В	Silver	1.2×3.7	0.25~0.40	Т	Black	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
SR20 N2	$\phi 86.00$	13111-860-005	1.2×3.3	0.20~0.30	Т	Silver					2.0×2.95	0.2~0.7	Niflex	Silver	¥5,000
CDOODET	$\phi 86.00$	13111-860-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.3	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
SR20DET	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	$0.2 \sim 0.7$	Niflex	Silver	¥3,500
SR20DET	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
2200KIT	$\phi 87.50$	13111-875-000	1.2×3.5	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
d	$\phi 87.00$	13111-870-001	1.2×3.3	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	Т	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
RB26DETT	$\phi 87.50$	13111-875-000	1.2×3.5	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500

SUBAR	U			*T/Thick	KB/b	readth (mm	n) % Pi	ston ring ty	pe = 1	B : Barrel	face T:	Taper			
- · ·	0:	5		Top rina	g			Second ri	ng			Oil ri	ng		Price
Engine type Size	Part No.	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Туре	Face color	T×B(mm)	Ring gap	Туре	Face color	(per cylinder)	
EJ20T	ϕ 92.50	13111-925-000	1.2×3.4	0.20~0.35	В	Silver	1.2×3.8	0.35~0.50	T	Black	2.5×2.8	0.2~0.7	Niflex	シルバー	¥5,500
EJ20T 2123KIT	$\phi 92.50$	13111-925-000	1.2×3.4	0.20~0.35	В	Silver	1.2×3.8	0.35~0.50	T	Black	2.5×2.8	$0.2 \sim 0.7$	Niflex	シルバー	¥5,500
EJ25T	ϕ 99.50	13111-995-000	1.2×3.6	0.20~0.25	В	Silver	1.2×4.1	0.37~0.52	Т	Black	2.0×2.85	0.2~0.5	Hasting	シルバー	¥5,500

Others				%T/Thick>	KB/bi	readth (mm	ı) %Pis	ston ring ty	pe = .	B : Barrel	tace T	Taper			
F · ·	0.	5		Top rina	g			Second ri	ng			Oil ri	ing		Price
Engine type	Size	Part No.	T×B(mm)	Ring gap	Type	Face color	T×B(mm)	Ring gap	Type	Face color	T×B(mm)	Ring gap	Type	Face color	(per cylinder
	$\phi 86.00$	13101-860-000	1.2×3.5	0.20~0.30	В	Silver									¥5,000
Titanium top	$\phi 87.00$	13101-870-000	1.2×3.5	0.20~0.30	В	Gold									¥5,000
	$\phi 88.00$	13111-880-000	1.2×3.5	0.20~0.30	В	Silver	1.2×3.25	0.25~0.40	T	Silver	2.5×2.85	0.2~0.7	Niflex	Silver	¥3,500
	$\phi 88.00$	13111-880-005	1.2×3.3	0.20~0.30	Т	Silver					2.5×2.85	0.2~0.7	Niflex	Silver	¥5,000

Note: The piston rings are designed to be able to work within the above specified gap tolerances. The initial gap will be determined by the diameter of the bore, check and adjust to suit. On installing the piston ring be careful to not over extend the ring gap or twist beyond necessary as this can damage the piston ring reducing the sealing effect of the ring.

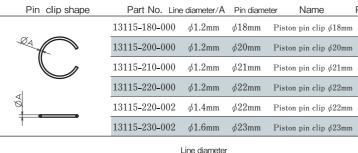
Piston Pins•Piston Pin Clips

Piston Pins



Engine type	Part No.	Name	Qty	Price (each
AAC AVALVE	13112-185-700	Piston Pin 18×57	4	¥2,000
4AG 4VALVE	13112-205-700	Piston Pin 20×57	4	¥2,000
4AG 5VALVE	13112-205-700	Piston Pin 20×57	4	¥2,000
B16A/B18C	13112-215-700	Piston Pin 21×57	4	¥2,000
C30A/C32B/C35B	13112-225-700	Piston Pin 22×57	6	¥2,000
F20C	13112-235-200	Piston Pin 23×52	4	¥2,100
F20C 2200KIT	13112-235-200	Piston Pin 23×52	4	¥2,100
F20C 2200KIT(for TURBO)	13112-236-000	Piston Pin 23×60	4	¥2,300
F20C 2400/2350KIT	13112-235-200	Piston Pin 23×52	4	¥2,100
K20A	13112-225-200	Piston Pin 22×52	4	¥2,000
K20A N+	13112-225-200	Piston Pin 22×52	4	¥2,000
K20A 2150KIT	13112-225-200	Piston Pin 22×52	4	¥2,000
B16A 1800KIT	13112-215-700	Piston Pin 21×57	4	¥2,000
B20B	13112-215-700	Piston Pin 21×57	4	¥2,000
B6 (NA6CE)	13112-205-700	Piston Pin 20×57	4	¥2,000
CA18DET	13112-205-700	Piston Pin 20×57	4	¥2,000
BP (NA8C/NB8C)	13112-205-700	Piston Pin 20×57	4	¥2,000
4G63 EVO	13112-226-000	Piston Pin 22×60	4	¥2,000
4G63 2323KIT	13112-226-000	Piston Pin 22×60	4	¥2,000
1ZZ	13112-205-700	Piston Pin 20×57	4	¥2,000
3SG (SW20) (for TURBO)	13112-226-000	Piston Pin 22×60	4	¥2,000
3SG(SXE10)	13112-225-700	Piston Pin 22×57	4	¥2,000
3SG (SXE10) (for TURBO)	13112-226-000	Piston Pin 22×60	4	¥2,000
3SG(SXE10)2200KIT	13112-225-700	Piston Pin 22×57	4	¥2,000
3SG(SXE10)2200KIT(for TURBO)	13112-226-000	Piston Pin 22×60	4	¥2,000
2JZ-GE	13112-226-000	Piston Pin 22×60	6	¥2,000
2JZ-GTE (for TURBO)	13112-226-000	Piston Pin 22×60	6	¥2,000
SR20N2	13112-205-700	Piston Pin 20×57	4	¥2,000
SR20DET	13112-226-000	Piston Pin 22×60	4	¥2,000
SR20DET 2200KIT	13112-226-000	Piston Pin 22×60	4	¥2,000
RB26DETT	13112-216-000	Piston Pin 21×60	6	¥2,000
EJ20T/EJ25T	13112-236-000	Piston Pin 23×60	4	¥2,300
EJ20T 2123KIT	13112-226-000	Piston Pin 22×60	4	¥2,000

Piston Pin Clips





	Line diamete	r		
13115-230-001	$\phi 1.4 \mathrm{mm}$	$\phi 23$ mm	Piston pin clip $\mathrm{SE}\phi23\mathrm{mm}$	¥150

¥150

¥150

¥150

¥150



Thickness/t				
13115-220-001	ϕ 1.0mm	$\phi 22 \mathrm{mm}$	Piston pin clip SO∮22mm	¥150





