

What's new !!

TODA Hyper One Camshaft for competition



F20C Hyper-1 spec camshaft



K20A Hyper-1 spec camshaft

	Primary	Mid	Secondary		
	Duration angle / (Valve lift) / Central angle	Duration angle / (Valve lift) / Central angle	Duration angle / (Valve lift) / Central angle		
F20C Camshaft Spec H1 IN	267(11.5) 95°	297(13.0) 100°	267(11.5) 95°	14111-F20-C1H	58,000yen
F20C Camshaft Spec H1 EX	267(11.5) 95°	292(12.0) 102.5°	267(11.5) 95°	14121-F20-C1H	58,000yen
	Primary	Mid	Secondary		
	Duration angle / (Valve lift) / Central angle	Duration angle / (Valve lift) / Central angle	Duration angle / (Valve lift) / Central angle		
K20A Camshaft Spec H1 IN	267(11.5) 95°	297(13.0) 100°	267(11.5) 95°	14111-K20-11H	62,000yen
K20A Camshaft Spec H1 EX	267(11.5) 95°	292(12.0) 102.5°	267(11.5) 95°	14121-K20-11H	58,000yen

※VTC function can not be used. Please use TODA VTC Killer free adjusting cam sprocket.

Why release & feature

Although we have race specification camshafts, a very small number of customers require very specific engine characteristics. One type of specialized camshaft was developed for Time Attack where the engine performance “below 4000rpm is not required”.

With the customers' requirements the Hyper-One camshaft Pre and Sec cam lobes were redesigned to be more closer to a Mid cam lobe in design to maximize the midrange performance starting from 4000rpm.

By more closely coordinating with the Mid cam lobe, not seen before gains in the torque band and power curve of the mid-range to upper limits were found, via the use of Racing VTEC.

*Please purchase IN/EX as a set.

*Individual throttle body's recommended.

Designers comment

By narrowing down to Time Attack development. Where idler and lower revolution requirements are not essential but from 4000rpm to 6000rpm where drive out of a hairpin or chicane is important the Hyper-One camshaft Pre and Sec cam lobes were developed with a combination of duration angle and central angle to make the best performance possible in this situation.

Of course maximum horsepower is influential for producing top speed, but by also improving the torque for corner exit these camshafts will contribute greatly to improved lap times of a N/A car.

NOTE : One prerequisite for using Hyper-One camshafts is that they have to be used in conjunction with individual throttle bodies.

Operation of ECU recommends by throttle speed control. This is due to the very unstable nature of the airflow while idling, that the single throttle body will find it difficult to control.

It is recommended the switching on of the VTEC should be at 5850rpm, and switched off at 5600rpm for the best performance results from the Hyper-One camshafts.