

What's New

HONDA K20A (FD2) Complete Engine

K20A/FD2

■ K20A (FD2) 2150 Complete Engine

New base engine
Part No. 11110-K20-000 2,800,000 JPY

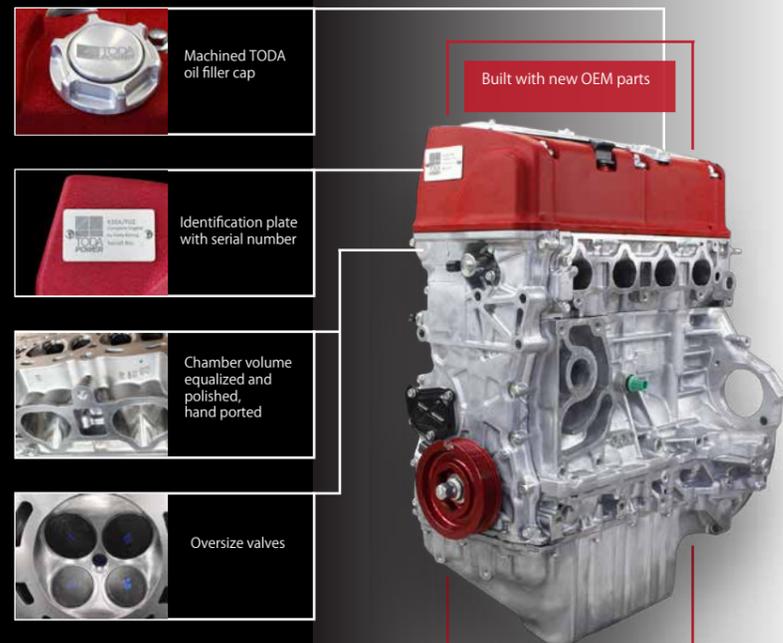
Customer's base engine
Part No. 11111-K20-000 2,000,000 JPY



■ SPECIFICATION

Specification	K20A (FD2) 2150 stroked engine		Stock Engine
	New	Used engine provided	
Engine Type	HONDA K20A (FD2)	HONDA K20A (FD2)	HONDA K20A (FD2)
Bore × Stroke (Displacement)	86.0 × 90.7mm (2107cc)	86.5 × 90.7mm (2132cc)	86.0 × 86.0mm (1998cc)
Compression Ratio	12.5 : 1	12.6 : 1	11.7 : 1
Max Torque (Engine Dyno)	4kg/m gained	4kg/m gained	Dyno tested with stock air cleaner and single throttle.
Max Power (Engine Dyno)	40 ps (29.4kW) gained	40 ps (29.4kW) gained	
Max RPM	8500rpm	8500rpm	
Engine Running In	Included	Included	
Packing	Cardboard box	Cardboard box	

*This K20A engine is for FD2, and the cylinder head is not compatible with other vehicles such as DC5.
*ECU setting is required by a customer.



Machined TODA oil filler cap

Built with new OEM parts

Identification plate with serial number

Chamber volume equalized and polished, hand ported

Oversize valves

To be sold as the above engine.

■ Product Feature

We are pleased to announce the release of a new K20A complete engine from Toda Racing. This engine is based on the K20A found in the Civic Type R (FD2), a model that has gained worldwide popularity. More than 15 years have passed since its release, and many of these vehicles now require an engine overhaul due to high mileage.

To meet this demand, Toda Racing introduces a next-level race engine that combines both engine refresh and increased performance. Engine displacement is increased through a stroker setup, and a full lineup of Toda Racing tuning components, including high-compression pistons and high-lift camshafts, is employed. In addition, big valves and race-spec valve seat cutting are applied to further improve intake efficiency.

The variable valve timing control (VTC) system, which contributes to torque improvement across the entire rev range, is retained by limiting its operating range. This allows the engine to maximize the benefits of the FD2-specific Sports VTEC + VTC system.

As an exclusive feature of the complete engine, a serial-number identification plate and a dedicated oil filler cap are installed, making this engine a truly special unit for its owner. Custom specifications such as compression ratio changes and different camshaft profiles are also available upon request, allowing for a more personalized, tailor-made engine build.

Experience Toda Racing's complete engine, built with dedication and expertise.

■ TODA Products

2150 Stroker Kit 86.00mm or Φ 86.5mm
(Pistons, crankshaft, con-rods)
High Stopper Metal Head Gasket (.06mm)
Heavy Duty Timing Chain
Heavy Duty Chain Tensioner
Heavy Duty Oil Pump Chain
Light Weight Front Pulley KIT with A/C
*Can be changed with A/C less model
High Power Profile Camshaft IN/EX (A3)
Up Rated Valve Springs
Intake VTC Control Cam Sprocket (V40)
VTC Killer Free Adjusting Cam Sprocket
Anti G Force Oil Pan
0.5mm Oversize Valves
Machined TODA Oil Filler Cap
*Only available for Complete Engine
Identification Plate with Serial Number
*Only available for Complete Engine



■ High Power Profile Camshaft IN/EX A3

Enable more power at top end without sacrificing torque at lower rpm.



■ Up Rated Valve Springs

To prevent valve spring surging and improve the natural frequency.



■ Intake VTC Control Cam Sprocket (V40)

Enable to use VTC function.



■ 2150 Stroker KIT

More torque with a longer stroke.



■ High Stopper Metal Head Gasket

Improved gas sealing performance.



■ Heavy Duty Timing Chain

Improved durability, reduced friction, and improved camshaft timing accuracy



■ Heavy Duty Chain Tensioner

To maintain correct tension and to overcome the oil pressure auto tensioner's weak-point.



■ Heavy Duty Oil Pump Chain

Improved durability and reduced friction.



■ Light Weight Front Pulley KIT

Reducing the overall weight and inertia.



■ High Power Profile Camshaft IN/EX A3

Enable more power at top end without sacrificing torque at lower rpm.



■ Up Rated Valve Springs

To prevent valve spring surging and improve the natural frequency.



■ Intake VTC Control Cam Sprocket (V40)

Enable to use VTC function.



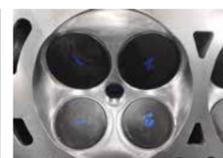
■ VTC Killer Free Adjusting Cam Sprocket

Enable to adjust valve timing.



■ Anti G Force Oil Pan

Help prevent oil from moving around under extreme conditions.



■ Oversize Valves

■ Engine Modification Service / Engine Assembly

Engine O/H Standard Service (Cleaning/Chamfering/Assembling)
*When used engine is provided, breakdown, parts check, and measurement are included.
Cylinder Block Resurfacing (when used engine is provided)
Cylinder Block Boring + Special Honing (With Dummy Head)
Cylinder Head IN/EX Hand Porting
Valve Guide Machining Inner/Outer (when used engine is provided)
Valve Guide Replacement (OEM), Guide Reaming (when used engine is provided)
Valve Seat Cutting + Valve Length Equalization
*Can be ordered with special requirement such as R finish or multi face cut.
Valve Lapping + Vacuum Check
Combustion Chamber Squish Modification
Cylinder Head Resurfacing (when used engine is provided)
Combustion Chamber Volume Equalization + Chamber Polish
Oil Pump O/H Relief Pressure Adjustment
Engine Dyno Testing (Engine Check / Running-in / Power Check)
Shot blasting for Cylinder Block, Head, and Front Cover (when used engine is provided)

■ Assembling Process



Seat Cutting + Valve Length Equalization



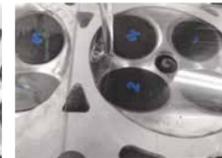
Valve Lapping



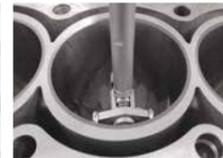
Hand Porting



Combustion Chamber Polishing



Chamber Volume Measurement



Finished Cylinder Bore Measurement



Valve Spring Installation



Bearing Clearance Adjustment



Piston Installation



Crankshaft Installation



Strainer Mounting



Volume Measurement



Camshaft Installation



Chain Installation



Valve Timing Adjustment



Engine Dyno Testing



Special Cardboard Shipping Box



<https://www.toda-racing.co.jp>