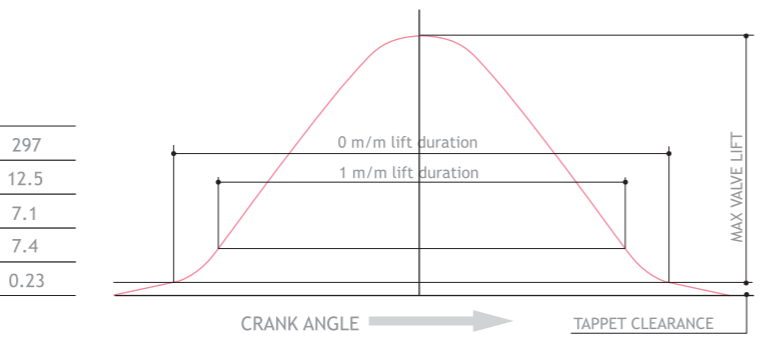


4AG INNER SHIM KIT



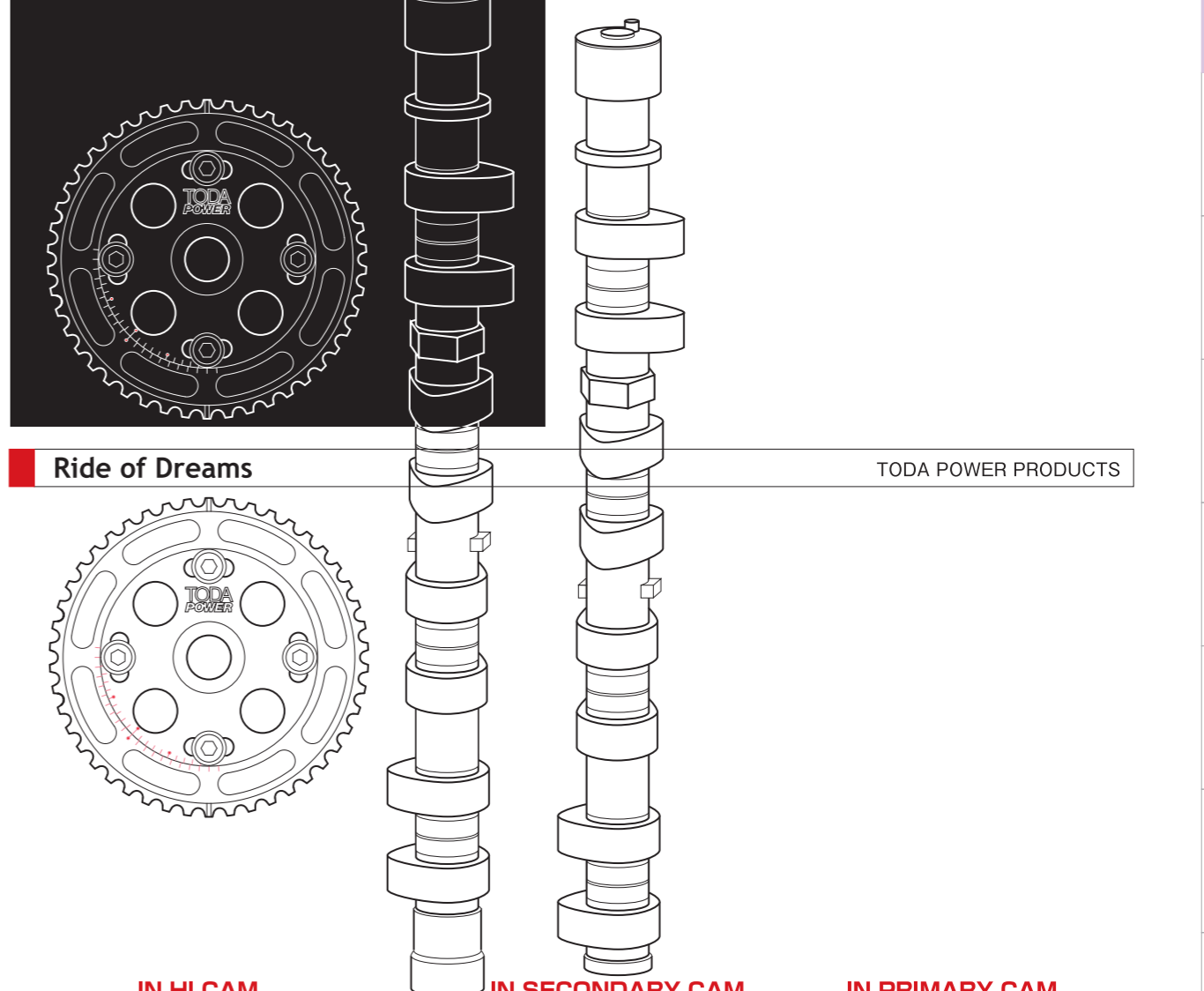
K20A CAMSHAFTS

DC2 CAMSHAFT SET

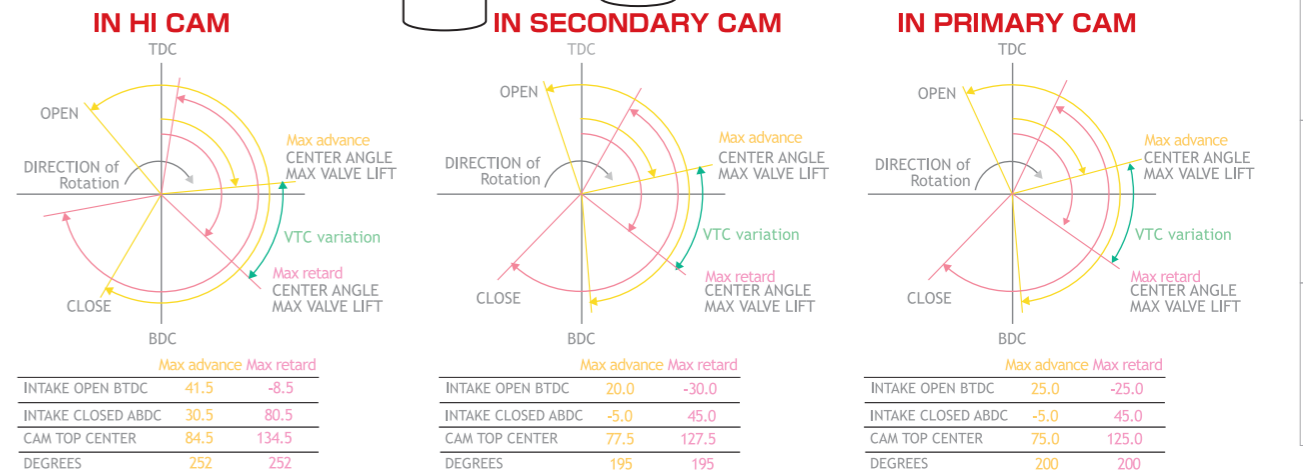


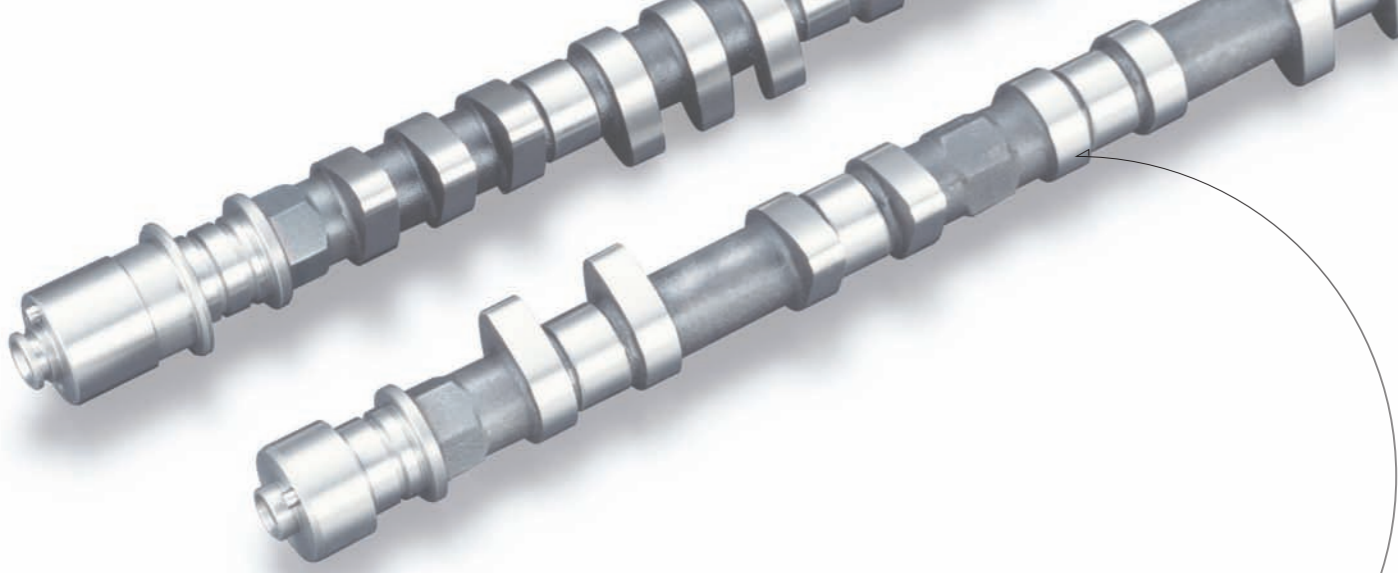
ENGINE TYPE : K20A	
PARTS NUMBER : 14111-K20-02A	
DURATION ANGLE IN	297
HIGH CAM VALVE LIFT	12.5
SECONDARY CAM VALVE LIFT	7.1
PRIMARY CAM VALVE LIFT	7.4
TAPPET CLEARANCE (NORMAL TEMPERATURE)	0.23

HIGH POWER PROFILE CAMSHAFT FREE ADJUSTING CAM PULLEY



Ride of Dreams TODA POWER PRODUCTS





Compared to conventional camshafts, TODA racing camshafts require smaller cam angles to produce the same power.

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

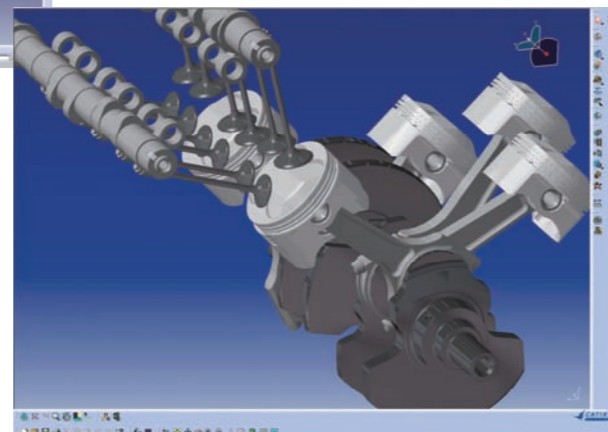
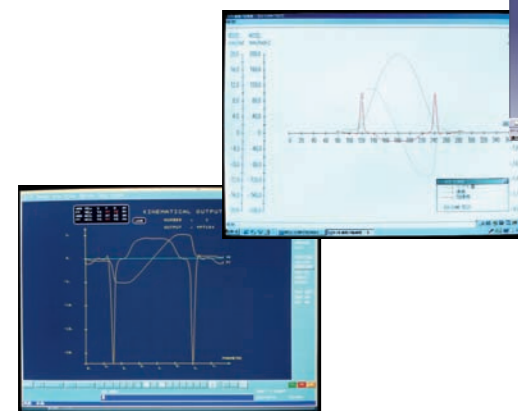
HIGH POWER PROFILE CAMSHAFT

- **Opening Valve Rate Improved** — By improving the opening valve rate via the smooth acceleration and the smoothing of the transition from closed to open the period of time that the valve is open for is greatly improved. So by using the principals of quick but smooth actions more air can be drawn through the engine.
- **Non-symmetrical** — The cam profile of both the opening and closing phases of the valve lift are not symmetrical, as the closing phase is extended slightly reducing the impact of the valve when it returns to the seat. Making the valve return quietly to the seat, reduces friction, improves reliability and at the same time reduces valve train noise.
- **Material quality** — We do not only pursue improvements in power output (via, mechanical design) but we also pursue material quality, in particular the relationship between the contact face of the cam, rocker arms and cam followers, so helping to reduce friction further. We also conduct research into the thermal process on the surface of the cam. All this data forms the basis for the production of many prototypes where bench tests are carried out alongside actual racing. With everything done in house there is no room for compromise and so you can only benefit from our constant search for improved performance.

CNC (computer numerical control) camshaft finishing machine.



Develops with the use of CAD/CAM (computer-aided design/computer-aided manufacture)



FREE ADJUSTING CAM PULLEY

Duralumin A-7075 + Hard anodize equals Light Weight High Rigidity High Accuracy

- High-strength and light weight anodized Duralumin A-7075 is extensively used in both the pulley and the inner plate. Creating a cam pulley that is highly accurate, super light and highly rigid.
- Accurate valve timing for all situations.
- Can be used with the original camshaft.
- The adjustments can be carried to 1 deg of the crank angle. (0.5 deg of the cam angle)

HIGH ACCURACY

Differing from the standard sintered one piece pulleys. The Toda adjustable cam pulley is made up of two sections (pulley and inner plate) allowing independent movement between the two. This freedom combined with the vernier type graduations (1 deg of crank angle, 0.5 of cam angle) enables the timing to be adjusted accurately giving maximum results.

SUPER LIGHTNESS

Duralumin A-7075 is used extensively for both its lightness and its high rigidity in both the plate and the cam pulley. With both improved design and material changes an average weight saving of 30% is found. Along with weight reductions comes a reduction in inertia so increasing the engines responsiveness.

HIGH RIGIDITY

By using Duralumin A-7075 and good design, Toda pulleys have high rigidity. High rigidity leads to improved timing accuracy for either standard or high performance camshafts. Anodized to prevent wear especially from contact with the belt.



HIGH PERFORMANCE VALVE SPRING

Toda Up Rated Valve Springs help the cam and your engine to operate to the max.

- The progressive pitch coil springs are used to prevent valve spring surging and improve the natural frequency.
- High strength Si-Cr steel & ultra high strength Si-Cr steels are used.
- Designed for high lifts.
- Depending on engine type egg shaped wire is utilized.

EGG-SHAPED See P044



LASH ADJUSTER LOCK

The lock lash adjuster is designed to convert the hydraulic tappet into a solid tappet releasing more performance from the camshafts.

The objective of the standard valve lash adjuster is quiet running and minimum maintenance. The standard lash adjuster can leak, this can lead to problems in maintaining the required clearance, leading to a drop in performance.

Note:
To enable the full potential of the cam to be realized oil pressure tappets should be replaced by solid tappets.
※ Use with TODA High Power Cam.

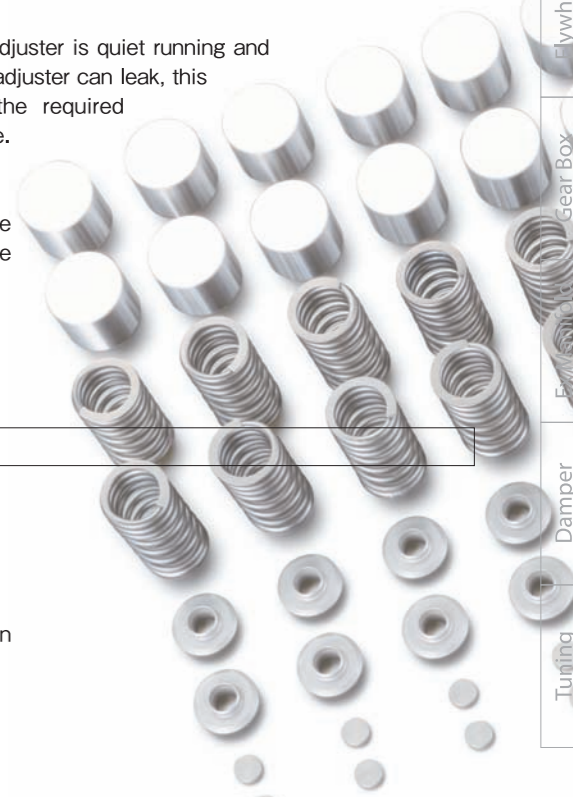


INNER SHIM KIT

Inner-shim KIT removing weight from the moving parts of the valve train reduces inertia and friction allowing the engine to rev higher.

Replacing the original outer shim designed tappet with an inner shim design not only helps in reducing friction but improves security.

※ Strongly recommended for competition engine.



4AG-4Valve

4AG(4Valve)
High Power Profile Camshaft
IN·EX common ¥34,000 / ¥46,000(Lift 10mm~)



4AG 4Valve Camshaft (For standard lifter)

Part No	Angle	Lift	Price
14111-4AG-001	256	7.9	¥34,000
14111-4AG-011	264	7.9	¥34,000
14111-4AG-021	272	7.9	¥34,000
14111-4AG-031	288	7.9	¥34,000
14111-4AG-032	288	8.5	¥34,000
14111-4AG-041	304	7.9	¥34,000
14111-4AG-042	304	8.5	¥34,000

IN·EX common ■14111-4AG-□□□×2

※Other cam profiles are available, please contact us.

4AG 4Valve Camshaft (For Inner shim KIT)

Part No	Angle	Lift	Price
14111-4AG-I01	256	9.0	¥34,000
14111-4AG-I11	264	9.0	¥34,000
14111-4AG-I12	264	10.3	¥46,000
14111-4AG-I21	272	9.0	¥34,000
14111-4AG-I22	272	10.3	¥46,000
14111-4AG-I31	280	10.3	¥46,000
14111-4AG-I41	288	9.0	¥34,000
14111-4AG-I42	288	10.0	¥46,000
14111-4AG-I43	288	10.5	¥46,000
14111-4AG-I51	304	9.0	¥34,000
14111-4AG-I52	304	10.5	¥46,000
14111-4AG-I61	310	10.5	¥46,000
14111-4AG-I71	320	10.8	¥46,000

※Other cam profiles are available, please contact us.

4AG(4valve)Intake only
High Power Profile Camshaft
Intake only ¥28,000 / ¥40,000(Lift 10mm~)



Intake

Without drive gears

4AG 4V Intake Camshaft (For standard lifter)

Part No	Angle	Lift	Price
14111-4A0-001	256	7.9	¥28,000
14111-4A0-011	264	7.9	¥28,000
14111-4A0-021	272	7.9	¥28,000
14111-4A0-031	288	7.9	¥28,000
14111-4A0-032	288	8.5	¥28,000
14111-4A0-041	304	7.9	¥28,000
14111-4A0-042	304	8.5	¥28,000

Intake only ■14111-4A0-□□□×1

※Without distributor drive gears
※Other cam profiles are available, please contact us.

4AG 4V Intake Camshaft (For Inner shim KIT)

Part No	Angle	Lift	Price
14111-4A0-I01	256	9.0	¥28,000
14111-4A0-I11	264	9.0	¥28,000
14111-4A0-I12	264	10.3	¥40,000
14111-4A0-I21	272	9.0	¥28,000
14111-4A0-I22	272	10.3	¥40,000
14111-4A0-I31	280	10.3	¥40,000
14111-4A0-I41	288	9.0	¥28,000
14111-4A0-I42	288	10.0	¥40,000
14111-4A0-I43	288	10.5	¥40,000
14111-4A0-I51	304	9.0	¥28,000
14111-4A0-I52	304	10.5	¥40,000
14111-4A0-I61	310	10.5	¥40,000
14111-4A0-I71	320	10.8	¥40,000

※Without distributor drive gears
※Other cam profiles are available, please contact us.

4AG(4Valve)
Free Adjusting Cam Pulley
IN·EX common ¥13,000 ×2

In all sections duralumin A-7075 is used.



IN·EX common ■14211-4AG-001×2

● With a vernier degree scale.

4AG(4Valve)
Up Rated Valve Springs
¥12,000



■14750-4AG-000

● Remodeled natural frequency and improved valve spring material.
These progressive pitch coil springs have been redesigned to produce high valve lifts safely.

4AG(4Valve)
Inner-Shim KIT
¥88,000



■14730-4AG-000

● Inner-Shim KIT removing weight from the moving parts of the valve train reduces inertia and friction allowing the engine to rev higher.

※Shims sold separately @600 (1.5~3.0mm)
※The kit contains standard size shims, but on occasion other size shims will be required to create the required gap, these are sold separately.

4AG-5Valve

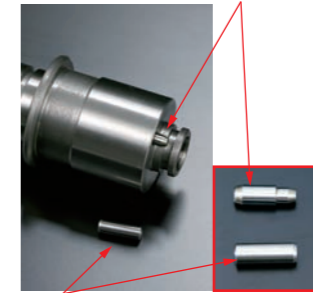
4AG(5Valve)
High Power Profile Camshaft
IN ¥46,000 / EX ¥42,000

for AE101 / AE111

IN ■14111-101-□□□×1
EX ■14121-101-□□□×1



4AG 20V 2-steps dowel pin



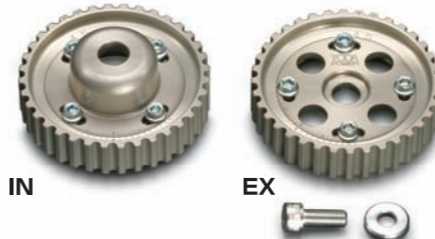
4AG 20V standard dowel pin

In the case that the STD cam pulley is to be used (Intake with VVT function) the following information is required:
TODA's 4AG20V IN camshaft is based on the AE101 engine, so no extra modifications are required. The AE111 engine (Black head cover) can also use this IN camshaft but may require the following modifications. This is due to the cam dowel pin location on the STD camshaft. The position of the STD cam center angle when used with the STD pulley of the AE111 engine is 120deg. TODA's camshaft center angle become 125deg when used with the STD pulley, this may require the camshaft to be advanced by 5deg. Thoughts wanting to re-time the cam to the manufactures STD central cam timing position, we recommend that you use the two stepped dowel pin (TODA Parts Numbers : 14100-111-000 / ¥2,000).

This new position of the camshaft advances the timing by the required 5deg (from 125deg up to 120deg as AE111 standard central angle).

4AG(5Valve AE101)
Free Adjusting Cam Pulley
IN ¥16,000 / EX ¥13,000 for AE101

In all sections duralumin A-7075 is used.

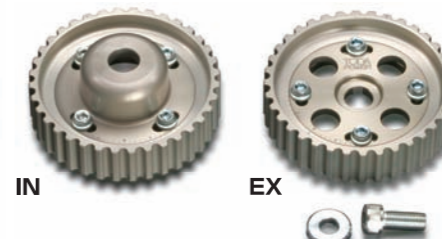


IN ■14210-101-001×1 EX ■14211-4AG-001×1

● Designed only for AE101. ● With a vernier degree scale.
※VVT system cannot be used.

4AG(5Valve AE111)
Free Adjusting Cam Pulley
IN ¥16,000 / EX ¥14,000 for AE111

In all sections duralumin A-7075 is used.



IN ■14210-111-001×1 EX ■14211-111-001×1

● Designed only for AE111. ● With a vernier degree scale.
※VVT system cannot be used.

4AG(5Valve AE101)
Up Rated Valve Springs
¥20,000 for AE101



■14750-101-000

● Designed only for AE101.
● Remodeled natural frequency and improved valve spring material. These progressive pitch coil springs have been redesigned to produce high valve lifts safely.
● Can be used with lift of up to 11.0mm.

4AG(5Valve AE111)
Up Rated Valve Springs
¥22,000 for AE111



■14750-111-000

● Designed only for AE111.
● Remodeled natural frequency and improved valve spring material. These progressive pitch coil springs have been redesigned to give valve lifts of up to the max safely.
● Can be used with lift of up to 11.0mm.

4AG 5V (20 valve) Intake camshaft (VVT type)

Part No	Angle	Lift	Price
14111-101-011	264	8.5	¥46,000
14111-101-012	264	9.0	¥46,000
14111-101-021	272	8.5	¥46,000
14111-101-023	272	9.2	¥46,000
14111-101-031	288	8.5	¥46,000
14111-101-033	288	9.2	¥46,000
14111-101-041	304	8.5	¥46,000
14111-101-043	304	9.2	¥46,000

※When installing the cam, check that there is enough piston to valve clearance for the full operating range of the VVT system.
※Cam dowel pin phase angle same as STD AE101.
Cam center angle be based on AE101.
(125 deg as cam center angle in default)

4AG 5V (20 valve) Exhaust camshaft

Part No	Angle	Lift	Price
14121-101-011	264	8.5	¥42,000
14121-101-012	264	9.0	¥42,000
14121-101-021	272	8.5	¥42,000
14121-101-023	272	9.2	¥42,000
14121-101-031	288	8.5	¥42,000
14121-101-033	288	9.2	¥42,000
14121-101-041	304	8.5	¥42,000
14121-101-043	304	9.2	¥42,000

※Other cam profiles are available, please contact us.

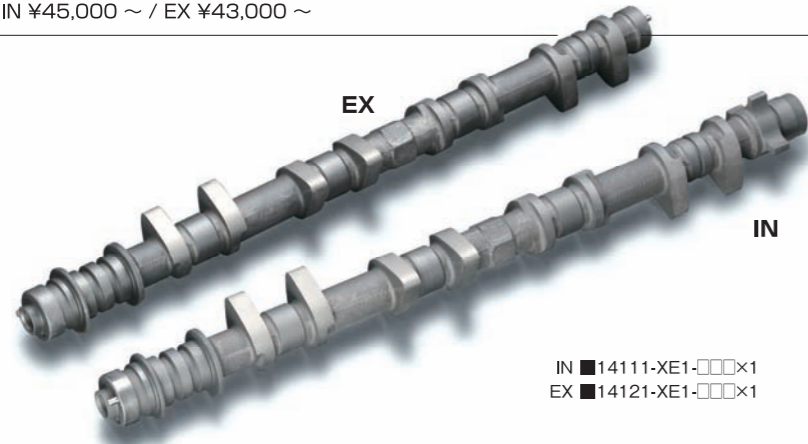


4AG(AE86)



3SG SXE10

3SG(SXE10)
High Power Profile Camshaft
IN ¥45,000 ~ / EX ¥43,000 ~



IN ■14111-XE1-□□□×1
EX ■14121-XE1-□□□×1

3SG(SXE10) Camshaft

Part No	Angle	Lift	Price	Note
★14111-XE1-001	268 IN	12.0	¥45,000	Standard springs can be used.
★14121-XE1-001	264 EX	11.0	¥43,000	For best effect use TODA Up Rated Valve Springs.
14111-XE1-020	290 IN	13.3	¥52,000	TODA Up Rated Valve Springs & TODA Cam Pulleys Required. VVT system cannot be used.
14111-XE1-021	295 IN	13.3	¥52,000	
14111-XE1-022	300 IN	13.3	¥52,000	
14121-XE1-010	280 EX	13.0	¥50,000	
14121-XE1-011	285 EX	13.0	¥50,000	※ Made to order.
14121-XE1-021	295 EX	13.0	¥50,000	

★ Standard ECU can be used.

7MG

7MG
High Power Profile Camshaft
IN ¥75,000 / EX ¥78,000



IN ■14111-7MG-□□□×1
EX ■14121-7MG-□□□×1

7MG Camshaft

Part No	Angle	Lift	Price
14111-7MG-001	256IN	7.9	¥75,000
14111-7MG-011	264IN	7.9	¥75,000
14111-7MG-021	272IN	7.9	¥75,000
14111-7MG-031	288IN	8.5	¥75,000
14111-7MG-041	304IN	8.5	¥75,000
14121-7MG-001	256EX	7.9	¥78,000
14121-7MG-011	264EX	7.9	¥78,000
14121-7MG-021	272EX	7.9	¥78,000
14121-7MG-031	288EX	8.5	¥78,000
14121-7MG-041	304EX	8.5	¥78,000

※Installing the Inner-Shim kit, higher lift camshafts can be used. Other higher lift cam profiles are available for the 7MG, please contact us.

3SG(SXE10)
Free Adjusting Cam Pulley
IN ¥17,000 / EX ¥17,000

In all sections duralumin A-7075 is used.



IN ■14210-XE1-001×1 EX ■14211-XE1-001×1

● With a vernier degree scale.
※VVT system cannot be used.

3SG(SXE10)
Up Rated Valve Springs
¥36,000



■14750-XE1-000

● Remodeled natural frequency and improved valve spring material. These progressive pitch coil springs have been redesigned to give high valve lifts safely.
● Can be used up to 13.5 mm of lift.



7MG
Inner-Shim KIT
¥132,000



■14730-7MG-000

● Inner-Shim KIT removing weight from the moving parts of the valve train reduces inertia and friction allowing the engine to rev higher.
※Shims sold separately @600 (1.5~3.0mm)
※The kit contains standard shims, but on occasion other size shims will be required to create the required gap, these are sold separately.

3SG

3SG
High Power Profile Camshaft
IN-EX common ¥34,000 / ¥46,000 (Lift 10mm~)



IN-EX common ■14111-3SG-□□□×2

3SG(SW20) Camshaft (Standard lifter)

(Standard base circle diameter φ32.5mm)

Part No	Angle	Lift	Price
14111-3SG-001	256	8.5	¥34,000
14111-3SG-002	256	9.0	¥34,000
14111-3SG-011	264	8.5	¥34,000
14111-3SG-012	264	9.0	¥34,000
14111-3SG-013	264	10.3	¥46,000
14111-3SG-021	272	8.5	¥34,000
14111-3SG-022	272	9.0	¥34,000
14111-3SG-023	272	10.3	¥46,000
14111-3SG-031	280	10.3	¥46,000
14111-3SG-041	288	8.5	¥34,000
14111-3SG-042	288	9.0	¥34,000
14111-3SG-043	288	10.0	¥46,000
14111-3SG-044	288	10.5	¥46,000
14111-3SG-051	304	8.5	¥34,000
14111-3SG-052	304	9.0	¥34,000
14111-3SG-053	304	10.5	¥46,000
14111-3SG-061	310	10.5	¥46,000
14111-3SG-071	320	10.8	¥46,000

※A common cam is used for both the IN & EX.
※Cannot be installed in a VVT engine.

3SG(ST162) Camshaft (Standard lifter)

(Standard base circle diameter φ28.0mm)

Part No	Angle	Lift	Price
14111-3S0-001	256	7.9	¥34,000
14111-3S0-011	264	7.9	¥34,000
14111-3S0-021	272	7.9	¥34,000
14111-3S0-031	288	7.9	¥34,000
14111-3S0-032	288	8.5	¥34,000
14111-3S0-041	304	7.9	¥34,000
14111-3S0-042	304	8.5	¥34,000

※A common cam is used for both the IN & EX.

3SG(ST162) Camshaft (Inner-shim kit required)

(Standard base circle diameter φ28.0mm)

Part No	Angle	Lift	Price
14111-3S0-I01	256	8.5	¥34,000
14111-3S0-I02	256	9.0	¥34,000
14111-3S0-I11	264	8.5	¥34,000
14111-3S0-I12	264	9.0	¥34,000
14111-3S0-I13	264	10.3	¥46,000
14111-3S0-I21	272	8.5	¥34,000
14111-3S0-I22	272	9.0	¥34,000
14111-3S0-I23	272	10.3	¥46,000
14111-3S0-I31	280	10.3	¥46,000
14111-3S0-I41	288	9.0	¥34,000
14111-3S0-I42	288	10.0	¥46,000
14111-3S0-I43	288	10.5	¥46,000
14111-3S0-I51	304	9.0	¥34,000
14111-3S0-I52	304	10.5	¥46,000
14111-3S0-I61	310	10.5	¥46,000
14111-3S0-I71	320	10.8	¥46,000

※A common cam is used for both the IN & EX.

3SG
Free Adjusting Cam Pulley
IN-EX common ¥14,000 ×2

In all sections duralumin A-7075 is used.



IN-EX common ■14211-3SG-001×2

● With a vernier degree scale.
※Cannot be installed in a VVT engine.

3SG(ST162)
Inner-Shim KIT
¥88,000



■14730-3S0-000

● Inner-Shim KIT removing weight from the moving parts of the valve train reduces inertia and friction allowing the engine to rev higher.
※Shims sold separately @600 (1.5~3.0mm)
※The kit contains standard shims, but on occasion other size shims will be required to create the required gap, these are sold separately.

4G63

4G63
Free Adjusting Cam Pulley
IN-EX common ¥16,000 ×2

In all sections duralumin A-7075 is used.

● With a vernier degree scale.



IN-EX common ■14211-4G6-301×2



B16A/B16B/B18C

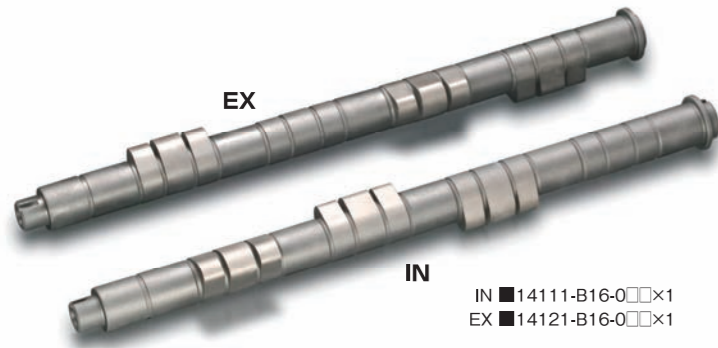
B16A/B16B/B18C
High Power Profile Camshaft
IN ¥46,000 / EX ¥46,000

All three-cam profiles have been redesigned to increase power through out.

B16A/B16B/B18C Camshaft

Part No	Angle (valve lift)		Price
★14111-B16-00A	220(6.0) / 290(11.6) / 240(9.0)	IN	¥46,000
★14121-B16-00A	220(5.5) / 280(11.2) / 240(8.5)	EX	¥46,000
★14111-B16-02A	220(6.0) / 295(12.0) / 240(9.0)	IN	¥46,000
★14121-B16-02A	220(5.5) / 285(12.0) / 240(8.5)	EX	¥46,000
14111-B16-00B	250(11.0) / 295(12.0) / 250(11.0)	IN	¥46,000
14121-B16-00B	250(11.0) / 285(12.0) / 250(11.0)	EX	¥46,000
14111-B16-00C	250(11.0) / 295(12.5) / 250(11.0)	IN	¥46,000
14121-B16-00C	250(11.0) / 295(12.5) / 250(11.0)	EX	¥46,000
14111-B16-02C	250(11.0) / 300(12.5) / 250(11.0)	IN	¥46,000
14121-B16-02C	250(11.0) / 300(12.5) / 250(11.0)	EX	¥46,000

※The cam angles for Primary, Mid, Secondary are indicated.
※TODA Up Rated Valve Springs required.
★ Can idle with standard ECU.



IN ■14111-B16-00□×1
EX ■14121-B16-00□×1

B16A/B16B/B18C
Heavy Duty Oil Pump
¥22,000

Made from high spec material and machined by CNC, to give you improved high-speed reliability. Standard Honda oil pumps are made from sintered alloy, this is fine for standard use but, for high performance applications, reliability is questionable. (Size φ80mm or φ84mm)



φ80mm ■15131-B16-001
φ84mm ■15131-B16-000

B16A/B16B/B18C
Free Adjusting Cam Pulley
IN·EX Common ¥13,000 ×2

In all sections duralumin A-7075 is used.



IN·EX common ■14211-B16-001×2

The adjustment can be carried out to 1 deg of the crank angle.
● With a vernier degree scale.

B16A/B16B/B18C
Up Rated Valve Springs
¥36,000

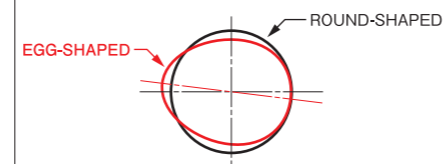
EGG-SHAPED



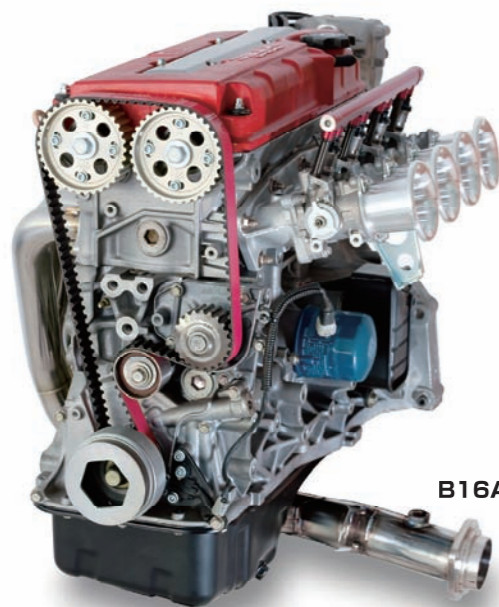
■14760-B16-000

- Remodeled natural frequency and improved valve spring material. These progressive pitch coil springs have been redesigned to give valve lifts of up to 12.5mm safely.
- Egg shaped springs are used to achieve the required high lifts safely.
- Can be used up to 12.5mm of lift.

EGG-SHAPED



Comparing a conventional high lift spring with EGG technology, you get 20% more valve lift with a 15% reduction in weight.



B16A(EG6)



B16B(EK9)

Over 5000rpm, VTEC KILLER CAM developed only for Racing.

B16A/B16B/B18C VTEC KILLER CAMSHAFT
High Power Profile Camshaft
IN ¥56,000 / EX ¥56,000

VTEC KILLER

Our B engine camshaft has been redesigned in response to the requests made by our B type race engine users. Valve lift 12.0→12.5(IN), 11.5→12.0(EX), Higher lifts makes for more powerful performances.

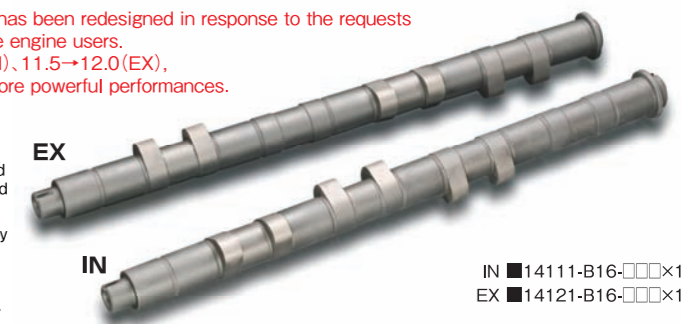
Design

- The primary and secondary lobes are designed to be the same size.
- The diameter of the main shaft has been made more uniform in size along with a hollowed out inside. This gives you a camshaft that has increased rigidity and weight savings for improved reliability and more accurate valve timing.
- Optimized surface treatment designed to prevent wear, sticking as well as helping in the early stages of running in.

Characteristics

- The mid rocker cam is removed & both pins are changed, reducing the valve train mass, for better response.
- Disabling the VTEC system removes fluctuations in oil pressure system, securing a reliable oil feed to all the main moving components.

※Lost motion valve should be removed.
※Should be used inconjunction with quad throttle (TODA) bodies for best effect.



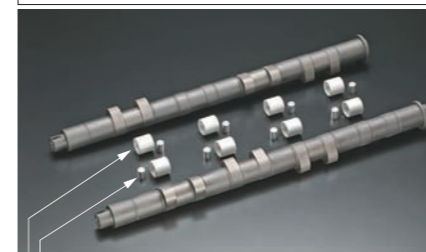
IN ■14111-B16-00□×1
EX ■14121-B16-00□×1

VTEC KILLER CAMSHAFT

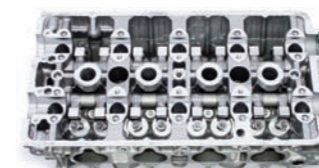
Part No	Angle (valve lift)		Price
14111-B16-006	285 (12.5)	IN	¥56,000
14111-B16-011	295 (12.5)	IN	¥56,000
14111-B16-016	305 (12.5)	IN	¥56,000
14121-B16-006	285 (12.0)	EX	¥56,000
14121-B16-011	295 (12.0)	EX	¥56,000
14121-B16-016	305 (12.0)	EX	¥56,000

※Standard valve springs cannot be used.
※TODA Up Rated Valve Springs required.
※Standard ECU cannot be used.

B16A/B16B/B18C Required accessories for VTEC KILLER cams
High Power Profile Camshaft Set(with plugs & spacers)
VTEC KILLER CAMSHAFT KIT
including cams, plugs & spacers
¥134,400



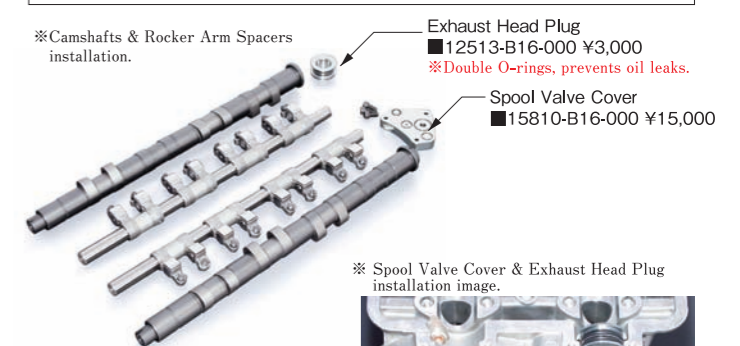
Rocker Arm Plugs
■14651-B16-000 ¥1,000 ×8
Rocker Arm Spacers
■14632-B16-000 ¥1,800 ×8



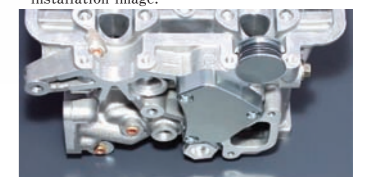
※Rocker arm spacer arrangement.

Exhaust Head Plug ¥3,000 → Exhaust cam rear blanking plug.
An aluminum plug with O-ring.
Spool Valve Cover ¥15,000

※Camshafts & Rocker Arm Spacers installation.
Exhaust Head Plug
■12513-B16-000 ¥3,000
※Double O-rings, prevents oil leaks.
Spool Valve Cover
■15810-B16-000 ¥15,000



※Spool Valve Cover & Exhaust Head Plug installation image.



C30A/C32B/TODA C35B

C30A/C32B/TODA C35B
High Power Profile Camshaft
F&R IN ¥100,000 ×2 / F&R EX ¥100,000 ×2

All three-cam profiles have been redesigned to increase power through out.



C30A/C32B/TODA C35B Camshaft

Part No	Angle (valve lift)		Price
14111-NSX-00A	233(9.3) / 285(12.0) / 238(9.7)	F/IN	¥100,000
14121-NSX-00A	238(8.4) / 280(12.0) / 243(8.7)	F/EX	¥100,000
14211-NSX-00A	233(9.3) / 285(12.0) / 238(9.7)	R/IN	¥100,000
14221-NSX-00A	238(8.4) / 280(12.0) / 243(8.7)	R/EX	¥100,000
14111-NSX-00B	250(11.0) / 295(12.0) / 250(11.0)	F/IN	¥100,000 ★
14121-NSX-00B	250(11.0) / 285(12.0) / 250(11.0)	F/EX	¥100,000 ★
14211-NSX-00B	250(11.0) / 295(12.0) / 250(11.0)	R/IN	¥100,000 ★
14221-NSX-00B	250(11.0) / 285(12.0) / 250(11.0)	R/EX	¥100,000 ★
14111-NSX-00C	250(11.0) / 295(12.5) / 250(11.0)	F/IN	¥100,000 ★
14121-NSX-00C	250(11.0) / 295(12.5) / 250(11.0)	F/EX	¥100,000 ★
14211-NSX-00C	250(11.0) / 295(12.5) / 250(11.0)	R/IN	¥100,000 ★
14221-NSX-00C	250(11.0) / 295(12.5) / 250(11.0)	R/EX	¥100,000 ★

F/IN ■ 14111-NSX-00□×1 R/IN ■ 14211-NSX-00□×1
F/EX ■ 14121-NSX-00□×1 R/EX ■ 14221-NSX-00□×1

※The cam angles for Primary, Mid, Secondary are indicated.
※TODA Up Rated Valve Spring required.
★ Made to order.

C30A/C32B/TODA C35B
Free Adjusting Cam Pulleys
¥128,000 (1 set)



The center plate, duralumin A-7075 is used.

The center plate, duralumin A-7075 is used.
The adjustment can be carried out to 4 deg of the crank angle. The product can be used with the original camshaft.
● With a degree scale.

FR/IN	14260-NSX-000	¥32,000×1
FR/EX	Common 14270-NSX-000	¥32,000×2
RR/IN		
RR/EX	14290-NSX-000	¥32,000×1

C30A/C32B/TODA C35B
Heavy Duty Oil Pump
¥50,000

Made from high spec material and machined by CNC, to give you improved high-speed reliability.

■ 15131-NSX-000

C30A/C32B/TODA C35B
Up Rated Valve Springs
¥80,000



■ 14750-NSX-001

The need for increased performance has lead TODA RACING to design a single progressive coil spring to replace the STD double valve springs. As well as allowing valve lifts of up to 12.5 mm, the material and the coil springs natural frequency have all been optimized.
● Egg shaped springs are used to achieve the required high lifts safely. ● Can be used up to 12.5mm of lift.

⚠ We recommend the use of Toda Up Rated Valve Springs to prevent coil binding and or broken springs.

TODA C35B Main Bearing
¥7,000 ×8



13321-NSX-000 (Black)	t=2.5	+0.012
		+0.008
13322-NSX-000 (Brown)	t=2.5	+0.008
		+0.004
13323-NSX-000 (Green)	t=2.5	+0.004
		0
13324-NSX-000 (Yellow)	t=2.5	-0.004
		-0.004
13325-NSX-000 (Pink)	t=2.5	-0.004
		-0.008
13326-NSX-000 (Pink & Pink)	t=2.5	-0.008
		-0.012

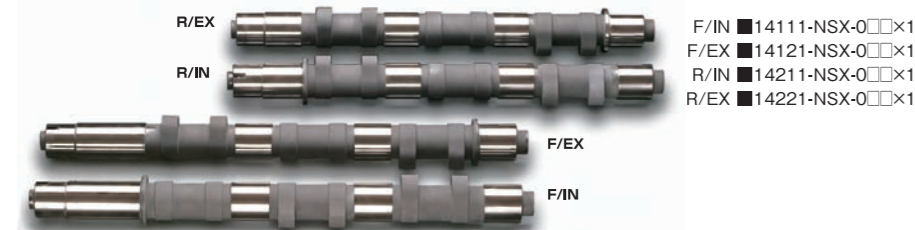
VTEC Killer Camshaft

C30A/C32B/TODA C35B
VTEC Killer High Power Profile Camshaft
F&R IN ¥110,000×2 / F&R EX ¥110,000×2



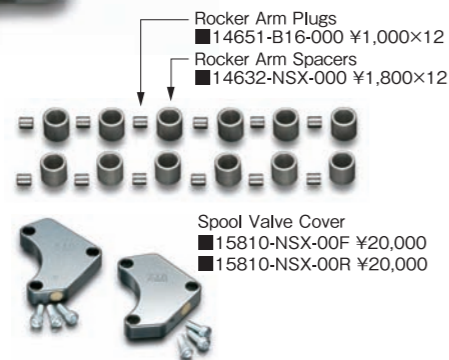
VTEC KILLER See P045

Disabling the VTEC system removes fluctuations in oil pressure system, securing a reliable oil feed to all the main moving components.



VTEC Killer camshaft

Part No	Angle (valve lift)		Price
14111-NSX-005	285(12.5)	F/IN	¥110,000 ★
14121-NSX-005	285(12.0)	F/EX	¥110,000 ★
14211-NSX-005	285(12.5)	R/IN	¥110,000 ★
14221-NSX-005	285(12.0)	R/EX	¥110,000 ★
14111-NSX-010	295(12.5)	F/IN	¥110,000 ★
14121-NSX-010	295(12.0)	F/EX	¥110,000 ★
14211-NSX-010	295(12.5)	R/IN	¥110,000 ★
14221-NSX-010	295(12.0)	R/EX	¥110,000 ★
14111-NSX-015	305(12.5)	F/IN	¥110,000 ★
14121-NSX-015	305(12.0)	F/EX	¥110,000 ★
14211-NSX-015	305(12.5)	R/IN	¥110,000 ★
14221-NSX-015	305(12.0)	R/EX	¥110,000 ★

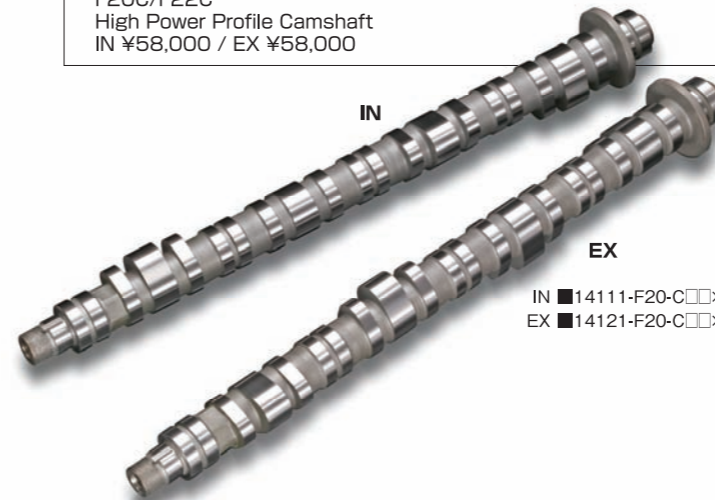


※Standard valve springs cannot be used. ※TODA Up Rated Valve Springs required. ※Standard ECU cannot be used. ★ Made to order.



F20C/F22C

F20C/F22C
High Power Profile Camshaft
IN ¥58,000 / EX ¥58,000



IN ■ 14111-F20-C□□×1
EX ■ 14121-F20-C□□×1

F20C/F22C Camshaft

Part No	Angle (valve lift)		Price
★14111-F20-C2A	235(8.0) / 295(13.0) / 240(8.5)	IN	¥58,000
★14121-F20-C2A	230(8.0) / 290(12.0) / 235(8.5)	EX	¥58,000
14111-F20-C0B	250(11.0) / 300(13.0) / 250(11.0)	IN	¥58,000
14121-F20-C0B	250(11.0) / 290(12.5) / 250(11.0)	EX	¥58,000
14111-F20-C0C	250(11.0) / 305(13.0) / 250(11.0)	IN	¥58,000
14121-F20-C0C	250(11.0) / 295(12.5) / 250(11.0)	EX	¥58,000

※On installing confirming that there is enough, valve to piston clearance, valve to valve clearance, cam lobe to follower clearance during mid cam operation.
※The cam angles for Primary, Mid, Secondary are indicated.
※Standard valve spring cannot be used.
※TODA Up Rated Valve Spring required.
★ Can idle with STD ECU.

F20C/F22C
Free Adjusting Cam Gears
IN/EX Common ¥36,000 ×2



IN/EX Common ■ 14210-F20-000×2

Re-designing the F20C cam gears from two to three sections Toda Racing has been able to keep the original scissors mechanism (noise reduction) and incorporate adjustability into the cam gears.
The adjustment can be carried out to 1 deg of the crank angle.

● With a vernier degree scale.

F20C/F22C/K20A
Up Rated Valve Springs
¥36,000



■ 14750-F20-000

● The need for increased performance has lead TODA RACING to design a single progressive coil spring to replace the STD double valve springs. As well as allowing valve lifts of up to 13.0 mm, the material and the coil springs natural frequency have all been optimized.
● Can be used up to 13.0mm of lift.

⚠ We recommend the use of Toda Up Rated Valve Springs to prevent coil binding and or broken springs.

F20C/F22C
Valve Spring Easy Changer
¥35,000



※Also K20A can be used.

■ 99000-20000

Designed to help replace valve springs without having to removing the engine or cylinder head. Has been made available from the suggestion of a Toda mechanic. (A source of compressed air is required)
Designed for both K20A and F20C engines.

Over 5000rpm, VTEC KILLER CAM developed only for Racing.

F20C/F22C
VTEC Killer High Power Profile Camshaft
IN ¥68,000 / EX ¥68,000

VTEC KILLER See P045



Rocker Arm Spacers
■ 14632-K20-000 ¥1,800×8
Rocker Arm Plugs
■ 14651-K20-000 ¥1,000×8

Disabling the VTEC system removes fluctuations in oil pressure system, securing a reliable oil feed to all the main moving components.

F20C VTEC Killer camshaft

Part No	Angle (valve lift)		Price
14111-F20-005	295 (13.0)	IN	¥68,000
14111-F20-010	300 (13.0)	IN	¥68,000
14111-F20-015	305 (13.0)	IN	¥68,000
14121-F20-005	285 (12.5)	EX	¥68,000
14121-F20-010	290 (12.5)	EX	¥68,000
14121-F20-015	295 (12.5)	EX	¥68,000

Spool Valve Cover
■ 15810-F20-000 ¥20,000



※Always confirm that there is enough, valve to piston clearance, valve to valve clearance, cam lobe to follower clearance.
※Caution the exhaust finger follower(roller rocker-arm) may need modifying, due to contact with the cam lobe.
※Standard valve springs cannot be used. ※TODA Up Rated Valve Spring required. ※Standard ECU cannot be used.



K20A

K20A
High Power Profile Camshaft
IN ¥52,000 / EX ¥48,000 ★ IN ¥62,000 / EX ¥58,000

All three-cam profiles have been redesigned to increase power through out.

K20A Camshaft

Part No	Angle (valve lift)	Price
★14111-K20-02A	240(7.4) / 297(12.5) / 235(7.1)	IN ¥52,000
★14121-K20-02A	240(7.0) / 292(12.0) / 235(6.7)	EX ¥48,000
☆14111-K20-03A	245(9.2) / 295(13.0) / 240(8.7)	IN ¥52,000
☆14121-K20-03A	240(8.9) / 290(12.5) / 235(8.4)	EX ¥48,000
☆14111-K20-00C	250(10.5) / 300(13.0) / 250(10.5)	IN ¥52,000
☆14121-K20-02C	250(10.5) / 295(12.5) / 250(10.5)	EX ¥48,000
☆14111-K20-00D	250(10.5) / 305(13.0) / 250(10.5)	IN ¥62,000 ★
☆14121-K20-00D	250(10.5) / 300(12.5) / 250(10.5)	EX ¥58,000 ★
☆14111-K20-00E	250(10.5) / 310(13.0) / 250(10.5)	IN ¥62,000 ★
☆14121-K20-00E	250(10.5) / 305(12.5) / 250(10.5)	EX ¥58,000 ★
☆14111-K20-00F	250(10.5) / 315(13.0) / 250(10.5)	IN ¥62,000 ★
☆14121-K20-00F	250(10.5) / 310(12.5) / 250(10.5)	EX ¥58,000 ★

※The cam angles for Primary,Mid,Secondary are indicated.
 ※Standard valve spring cannot be used.
 ※TODA Up Rated Valve Spring required.
 ※On installing confirming that there is enough, valve to piston clearance, valve to valve clearance, cam lobe to follower clearance during mid cam & VTC operation.
 ★ Can idle with STD ECU.
 ☆ Programmable ECU with tunable VTC required.
 ☆ Customers discretion required on selecting an ECU.
 ★ Made to order.

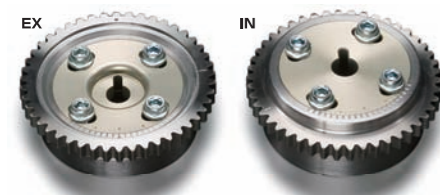


IN ■14111-K20-0□□×1
EX ■14121-K20-0□□×1

K20A
VTC Killer Free Adjusting Cam Sprocket (with Cam Dynamic Damper)
IN set ¥25,000 / EX set ¥25,000

VTC Killer Free Adjusting Cam Sprocket

The freedom of movement found in the VTC (Variable Valve Control) of the STD K20A can cause problems. Toda Racing has redesigned the sprockets removing the original VTC function, and replaced it with a tunable but locking timing system.
 ● With a vernier degree scale.

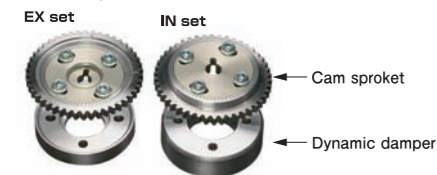


Cam Dynamic Damper

Toda VTC killer cam sprockets are designed to be light weight. Fine for sprint races but for longer periods between rebuilds the stress put on the chain drive is too great. For improved durability of the chain tensioner they are a must.

IN set	14210-K20-000	¥25,000
EX set	14211-K20-000	¥25,000

⚠ Strongly recommend the use of the cam dynamic damper for the VTC killer free adjusting cam sprocket for all applications.



The center plate duralumin A-7075 is used.

K20A/F20C/F22C
Up Rated Valve Springs
¥36,000



■14750-F20-000

● The need for increased performance has lead TODA RACING to design a single progressive coil spring to replace the STD double valve springs. As well as allowing valve lifts of up to 13.0 mm, the material and the coil springs natural frequency have all been optimized.
 ● Can be used up to 13.0mm of lift.

⚠ We recommend the use of Toda Up Rated Valve Springs to prevent coil binding and or broken springs.

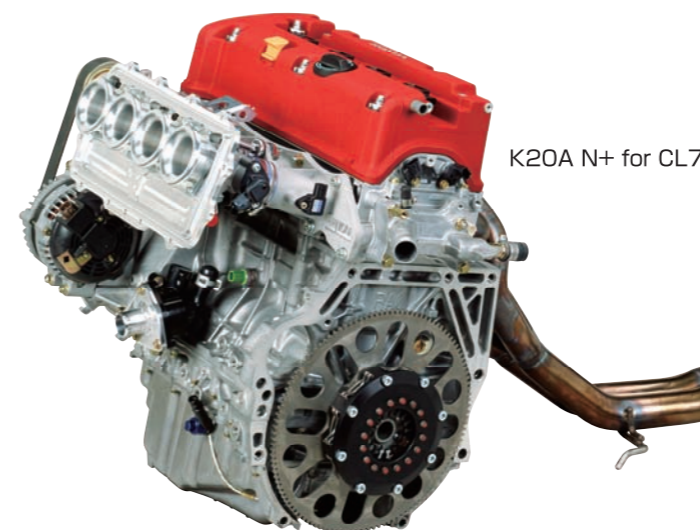
K20A
Valve Spring Easy Changer ¥35,000
For FD2 CIVIC Exhaust Side Handle ¥14,000



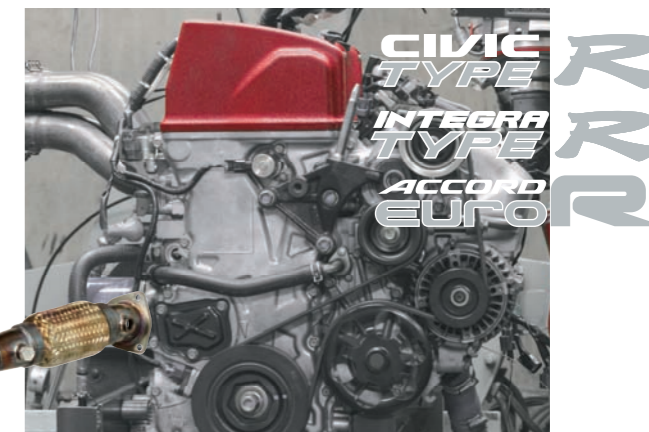
※Also F20C can be used.
■99000-20000

FD2 CIVIC EX Side Handle
■99000-20000-OP

Designed to help replace valve springs without having to removing the engine or cylinder head. Has been made available from the suggestion of a Toda mechanic. (A source of compressed air is required) Designed for both K20A and F20C engines. FD2 CIVIC exhaust springs replacement requires the FD2 exhaust-handle option.



K20A N+ for CL7



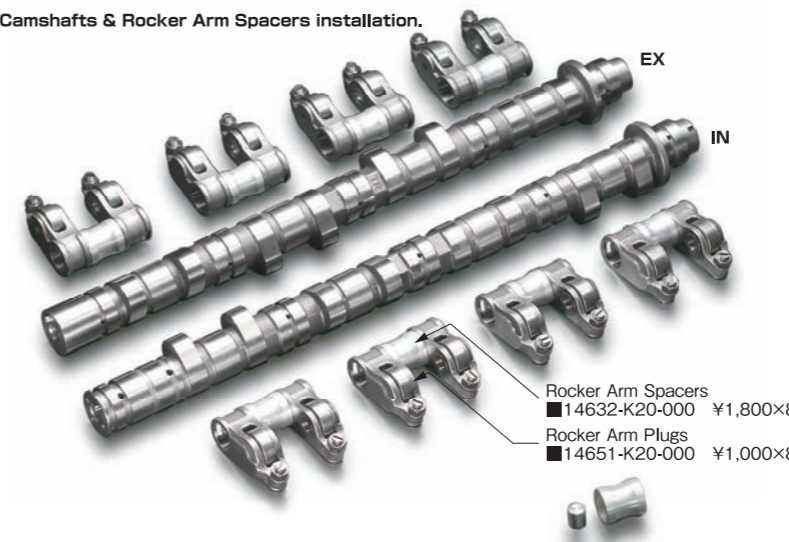
Over 5000rpm, VTEC KILLER CAM developed only for Racing.

K20A
VTEC Killer High Power Profile Camshaft
IN ¥62,000 / EX ¥58,000 ★ IN ¥72,000 / EX ¥68,000

VTEC KILLER See P045

Disabling the VTEC system removes fluctuations in oil pressure system, securing a reliable oil feed to all the main moving components.

Camshafts & Rocker Arm Spacers installation.



Rocker Arm Spacers
■14632-K20-000 ¥1,800×8
Rocker Arm Plugs
■14651-K20-000 ¥1,000×8

K20A VTEC Killer Camshaft

Part No	Angle (valve lift)	Price
14111-K20-006	295(13.0) IN	¥62,000
14111-K20-011	300(13.0) IN	¥62,000
14111-K20-016	305(13.0) IN	¥62,000
14111-K20-020	310(13.0) IN	¥72,000 ★
14111-K20-025	315(13.0) IN	¥72,000 ★
14121-K20-006	285(12.5) EX	¥58,000
14121-K20-011	290(12.5) EX	¥58,000
14121-K20-016	295(12.5) EX	¥58,000
14121-K20-020	300(12.5) EX	¥68,000 ★
14121-K20-025	305(12.5) EX	¥68,000 ★
14121-K20-030	310(12.5) EX	¥68,000 ★

※Standard valve spring cannot be used.
 ※TODA Up Rated Valve Spring required.
 ※TODA Cam Sprockets required.
 ※On installing confirming that there is enough, valve to piston clearance, valve to valve clearance, cam lobe to follower clearance on VTC operation.
 ※Programmable ECU with tunable VTC required.
 ☆ Customers discretion required on selecting an ECU.
 ※Caution the exhaust finger follower (roller rocker-arm) may need modifying, due to contact with the cam lobe.
 ★ Made to order.

K20A
Spool Valve Cover
¥15,000

■15810-K20-000



K20A
VTC Valve Plug
¥5,000

VTC solenoid valve can remove. ■15830-K20-000



K20A
Heavy Duty Chain Tensioner
¥15,000

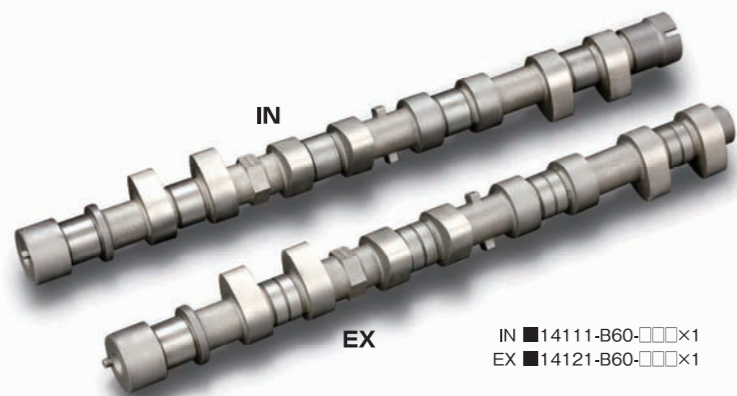
■14510-K20-000

A replacement for the STD oil pressure fed chain auto tensioner its weak point being the compensator. Designed to prevent damage to the valve train when an engine brakes in a STD engine. But not designed for high lift cams and or hard run engines' chains can become slack and noise.



B6 NA6CE

B6(NA6CE)
High Power Profile Camshaft
IN ¥36,000 / EX ¥36,000



IN ■ 14111-B60-□□□×1
EX ■ 14121-B60-□□□×1

B6(NA6CE) Camshaft (Solid Adjuster Type)

Part No	Angle	Lift	Price
★14111-B60-L01	256 IN	8.5	¥36,000
★14111-B60-L02	256 IN	9.0	¥36,000
★14111-B60-L11	264 IN	8.5	¥36,000
★14111-B60-L12	264 IN	9.0	¥36,000
○14111-B60-L13	264 IN	10.3	¥36,000
○14111-B60-L21	272 IN	8.5	¥36,000
○14111-B60-L22	272 IN	9.0	¥36,000
○14111-B60-L23	272 IN	10.3	¥36,000
○14111-B60-L31	280 IN	10.3	¥36,000
○14111-B60-L41	288 IN	8.5	¥36,000
○14111-B60-L42	288 IN	9.0	¥36,000
○14111-B60-L43	288 IN	10.0	¥36,000
○14111-B60-L44	288 IN	10.5	¥36,000
○14111-B60-L51	304 IN	8.5	¥36,000
○14111-B60-L52	304 IN	9.0	¥36,000
○14111-B60-L53	304 IN	10.5	¥36,000
★14121-B60-L01	256 EX	8.5	¥36,000
★14121-B60-L02	256 EX	9.0	¥36,000
○14121-B60-L11	264 EX	8.5	¥36,000
○14121-B60-L12	264 EX	9.0	¥36,000
○14121-B60-L13	264 EX	10.3	¥36,000
○14121-B60-L21	272 EX	8.5	¥36,000
○14121-B60-L22	272 EX	9.0	¥36,000
○14121-B60-L23	272 EX	10.3	¥36,000
○14121-B60-L31	280 EX	10.3	¥36,000
○14121-B60-L41	288 EX	8.5	¥36,000
○14121-B60-L42	288 EX	9.0	¥36,000
○14121-B60-L43	288 EX	10.0	¥36,000
○14121-B60-L44	288 EX	10.5	¥36,000
○14121-B60-L51	304 EX	8.5	¥36,000
○14121-B60-L52	304 EX	9.0	¥36,000
○14121-B60-L53	304 EX	10.5	¥36,000

B6(NA6CE)
Locked Lash Adjuster
¥12,800



Designed only for B6 ■14744-B60-000
※Should only be used with TODA's High Power Profile camshafts (Solid Adjuster Type)

※Shims sold separately ¥@800- (9.6~11.6mm)
※The kit contains standard size shims, but on occasion other size shims will be required to create the required gap, these are sold separately.

B6(NA6CE)
Free Adjusting Cam Pulley
IN-EX common ¥13,000 ×2

In all sections duralumin A-7075 is used.



IN-EX common ■14211-B60-001×2
●With a vernier degree scale.

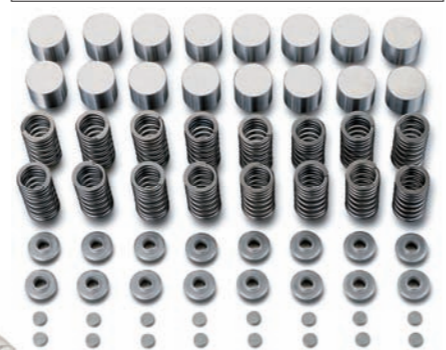
B6/BP
Heavy Duty Oil Pump
¥35,000

Made from high spec material and machined by CNC, to give you improved high-speed reliability.



■15131-BP0-000/T=9.45mm (Larger diameter) φ42.5mm NA6CE-127441~ NB6C-1.....~
■15131-BP0-001/T=9.95mm (Larger side diameter) φ42.5mm NB6C-2.....~
※Not available for 36mm diameter Model.

B6(NA6CE)
Inner-Shim KIT
¥85,000

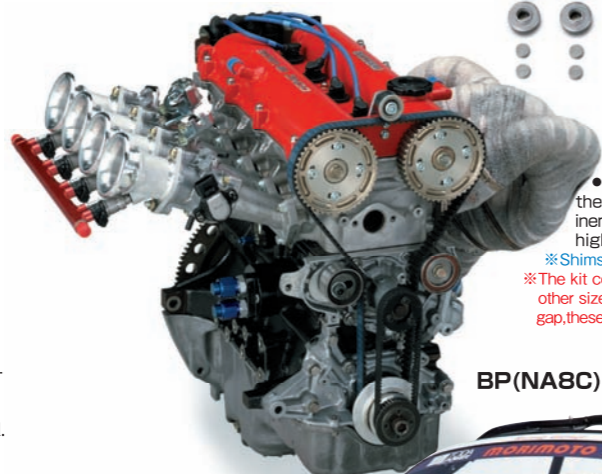


■14730-B60-000

●Inner-Shim KIT removing weight from the moving parts of the valve train reduces inertia and friction allowing the engine to rev higher.

※Shims sold separately ¥@600- (1.5~3.0mm)
※The kit contains standard size shims, but on occasion other size shims will be required to create the required gap, these are sold separately.

BP(NA8C)

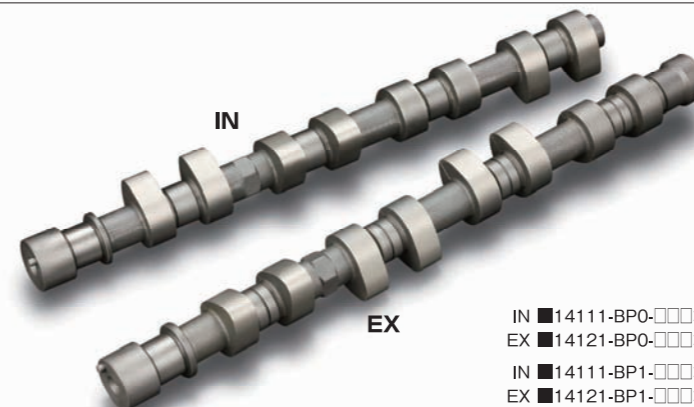


Standard HLA (Hydraulic Lash Adjuster system) can not be used.
Locked Lash Adjuster KIT or Inner-Shim KIT required.
★ Can idling with standard ECU.
○ Cylinder head modifications required.



BP NA8C/NB8C

BP(NA8C/NB8C (1~2000y June))
High Power Profile Camshaft
IN ¥46,000 / EX ¥46,000



IN ■ 14111-BP0-□□□×1
EX ■ 14121-BP0-□□□×1
IN ■ 14111-BP1-□□□×1
EX ■ 14121-BP1-□□□×1

BP(NA8C/NB8C) Camshaft (Solid Adjuster Type)

φ36mm (Standard base circle diameter φ36mm)

Part No	Angle	Lift	Price
★☆14111-BP0-001	256 IN	9.0	¥46,000
★☆14111-BP0-011	264 IN	9.0	¥46,000
☆14111-BP0-021	272 IN	9.0	¥46,000
○14111-BP0-031	288 IN	9.0	¥46,000
○14111-BP0-041	304 IN	9.0	¥46,000
★☆14121-BP0-001	256 EX	9.0	¥46,000
★☆14121-BP0-011	264 EX	9.0	¥46,000
○14121-BP0-021	272 EX	9.0	¥46,000
○14121-BP0-031	288 EX	9.0	¥46,000
○14121-BP0-041	304 EX	9.0	¥46,000

Standard NA8C HLA (Hydraulic Lash Adjuster system) can not be used.

※ Locked Lash Adjuster KIT or Inner-Shim KIT required.

★ Standard NA8C ECU can be used.
☆ Standard NB8C ECU can be used.
※ In some cases the cylinder head may need modifying due to the high lift cam making contact with the

φ33mm (Modified base circle diameter φ33mm) ※ Redesigned base circle for higher lifts.

Part No	Angle	Lift	Price
○14111-BP1-011	264 IN	10.0	¥46,000
○14111-BP1-021	272 IN	10.0	¥46,000
○14111-BP1-031	288 IN	10.0	¥46,000
○14111-BP1-041	304 IN	10.0	¥46,000
○14121-BP1-011	264 EX	10.0	¥46,000
○14121-BP1-021	272 EX	10.0	¥46,000
○14121-BP1-031	288 EX	10.0	¥46,000
○14121-BP1-041	304 EX	10.0	¥46,000

Standard NA8C HLA (Hydraulic Lash Adjuster system) can not be used.

※ Inner Shim Conversion KIT required. (14730-BP0-001)
※ Base circle reduced in size to achieve higher lifts, but still using the same diameter cam follower.

B6/BP
Heavy Duty Oil Pump
¥35,000

Made from high spec material and machined by CNC, to give you improved high-speed reliability.



■15131-BP0-000/T=9.45mm (Larger diameter) φ42.5mm NA8C.....~ NB8C-1.....~
■15131-BP0-001/T=9.95mm (Larger side diameter) φ42.5mm NB8C-200000~
※Not available for 36mm diameter Model.

BP(NA8C/NB8C)
Inner-Shim Conversion KIT
¥68,000

Shims sold separately ¥@1,000- (1.5~3.0mm)

- The lifter is the only part to be replaced.
- Stock valve spring can be used.
- Common part for both NA8 & NB8 engines.

Since NA8C BP NA8C uses HLA's as standard. For tuning purposes these heavy hydraulic lash adjusters that have a tendency to leak becoming a big bottle neck in extracting performance from high lift cams. Replacing them with TODA's Inner-Shim Conversion KIT not only reduces the weight by 17.5g per lifter but removes oil pressure fluctuations, enabling the engine to reach higher engine speeds safely.

Since NB8C BP NB8C uses an outer shim type lifter. Due to the smaller tappet face (shim diameter) the contact area with the cam is reduced making it dangerous to use high lift cams. Replacing them with TODA's Inner-Shim Conversion KIT not only gives you the contact area required but also reduces the weight by 9g per lifter again freeing up the engine giving you more power.

BP(NA8C)
Free Adjusting Cam Pulley
IN-EX common ¥13,000 ×2

In all sections duralumin A-7075 is used.



IN-EX common ■14211-B60-001×2
●With a vernier degree scale.

BP(NB8C(1~2000y June))
Free Adjusting Cam Pulley
IN ¥15,000 / EX ¥13,000

In all sections duralumin A-7075 is used.



IN ■14210-NB0-001×1 EX ■14211-B60-001×1
●With a vernier degree scale.

BP(NA8C)
Locked Lash Adjuster
¥12,800



Designed only for BP ■14744-BP0-000
※Should only be used with TODA's High Power Profile Camshafts (Solid Adjuster Type)

※Shims sold separately ¥@800- (9.6~11.6mm)
※The kit contains standard size shims, but on occasion other size shims will be required to create the required gap, these are sold separately.



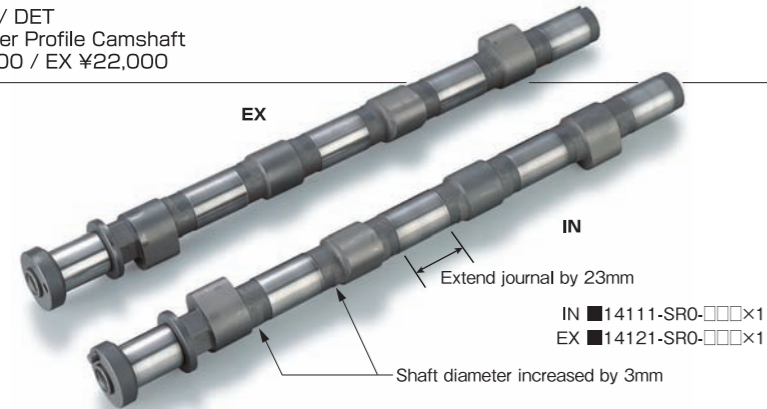
Part No	Type	Cam lift	Price
14730-BP0-000	φ36 Standard base circle diameter TODA	9mm	¥68,000
14730-BP0-001	φ33 Modified base circle diameter TODA	10mm	¥68,000
※ For installing high lift camshaft.			
Shims sold separately		1.5~3.0mm	¥1,000

Standard HLA lifter (NA) and normal outer shim lifter (NB) should be replaced with TODA's Inner-Shim Conversion KIT. Reductions in mass and friction are found. The standard spring retainer, valve spring and spring seat can be used.

※The kit contains standard size shims, but on occasion other size shims will be required to create the required gap, these are sold separately.

SR20DE/DET

SR20DE / DET
High Power Profile Camshaft
IN ¥22,000 / EX ¥22,000



IN ■14111-SR0-□□□×1
EX ■14121-SR0-□□□×1

SR20DE / DET
Free Adjusting Cam Sprocket
IN-EX Common ¥14,000×2

The center plate duralumin A-7075 is used.



IN-EX Common ■14211-SR2-000×2
● With a degree scale.

Normal 4 valve per cylinder engines use 1 cam lobe per valve. But the SR engine uses a single rocker to operate 2 valves. This though increases stress on the lobe. Stress is further increased when up rated valve springs and higher lift cams are used. Because of this, TODA Racing has developed a cam with a larger overall diameter. This drastically reduces the stress, leading to improved valve timing and reliability.

SR20DE/DET Camshaft for Lash adjuster used (Convertible S14)

Part No	Angle	Valve Lift	Price
14111-SR0-002	248IN	11.0	¥22,000
14111-SR0-001	256IN	10.5	¥22,000
14111-SR0-011	264IN	10.5	¥22,000
14111-SR0-021	272IN	10.5	¥22,000
14121-SR0-002	248EX	11.0	¥22,000
14121-SR0-001	256EX	10.5	¥22,000
14121-SR0-011	264EX	10.5	¥22,000
14121-SR0-021	272EX	10.5	¥22,000

SR20DE Camshaft for N-2 Racing

Part No	Angle	Valve Lift	Price
14111-SR0-R01	296IN	13.0	¥75,000
14111-SR0-R11	304IN	13.0	¥75,000
14121-SR0-R01	288EX	12.8	¥75,000
14121-SR0-R11	296EX	12.8	¥75,000
14121-SR0-R21	304EX	12.8	¥75,000

※NISMO/N2 head required.

※Standard lash adjuster used.
※Can be used with NVCS.

RB26DETT

RB26DETT
Free adjusting cam pulleys
IN-EX Common ¥14,000×2

In all sections duralumin A-7075 is used.



IN-EX Common ■14211-RB2-601×2

● With a vernier degree scale.

SR20DE / DET (except for RNN14)
Up Rated Valve Springs
¥24,000



■14750-SR2-000



DAISHIN SILVIA
GT300 ENGINE



TODA RACING

F3 2005 Driver: Yasuhiro Takasaki