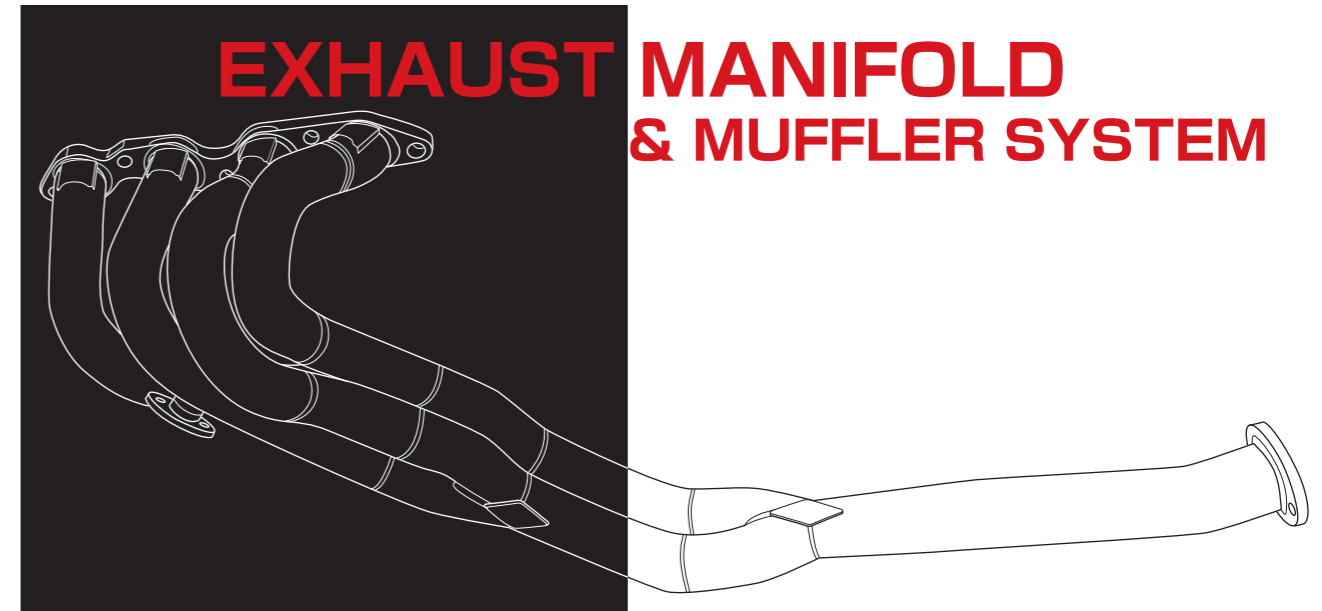




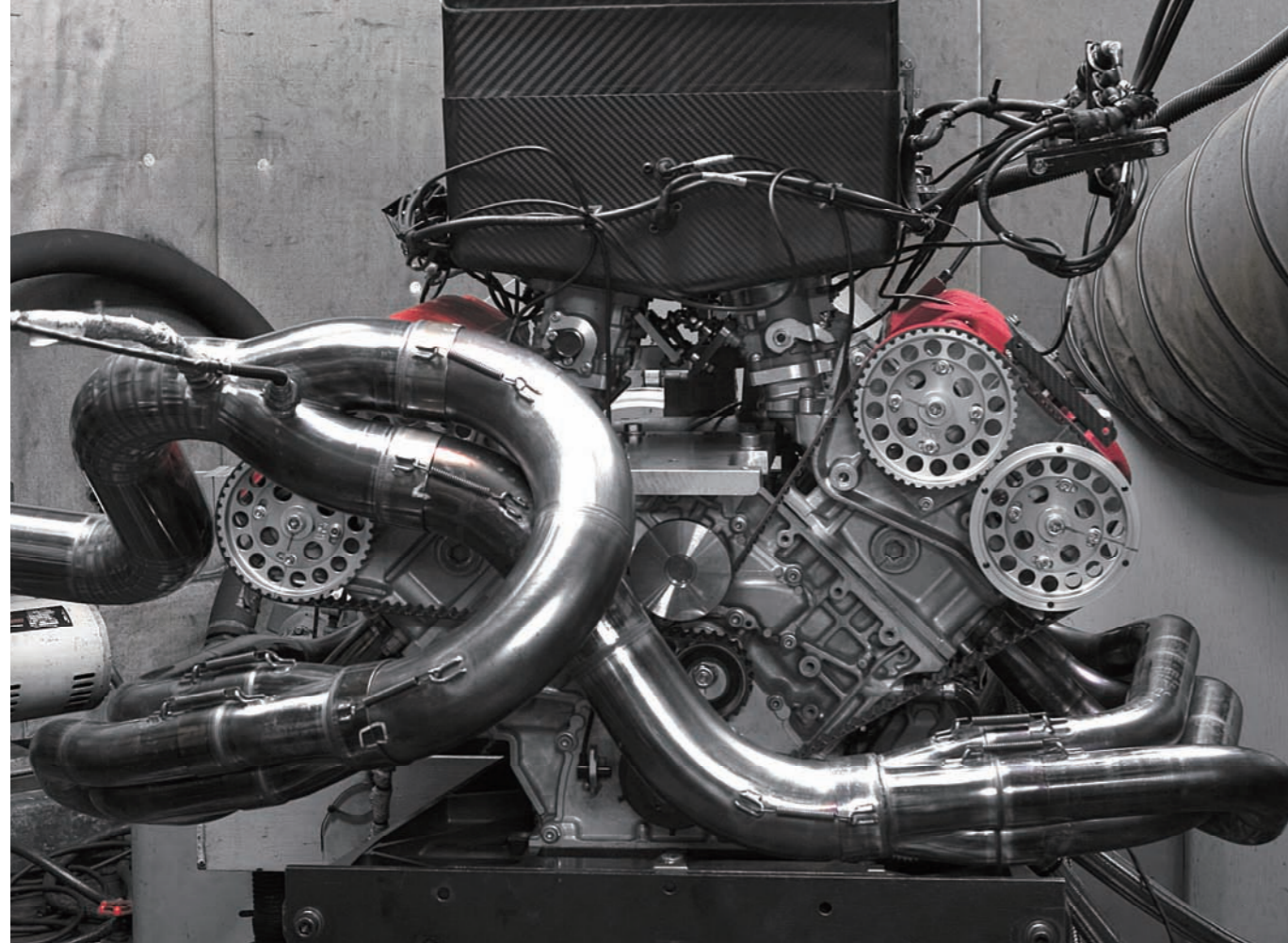
2008 Super GT 300 EBBRO UEMATSU 320R with TODA C32B改3.5L



Ride of Dreams

TODA POWER PRODUCTS





Exhaust Manifold & Muffler System

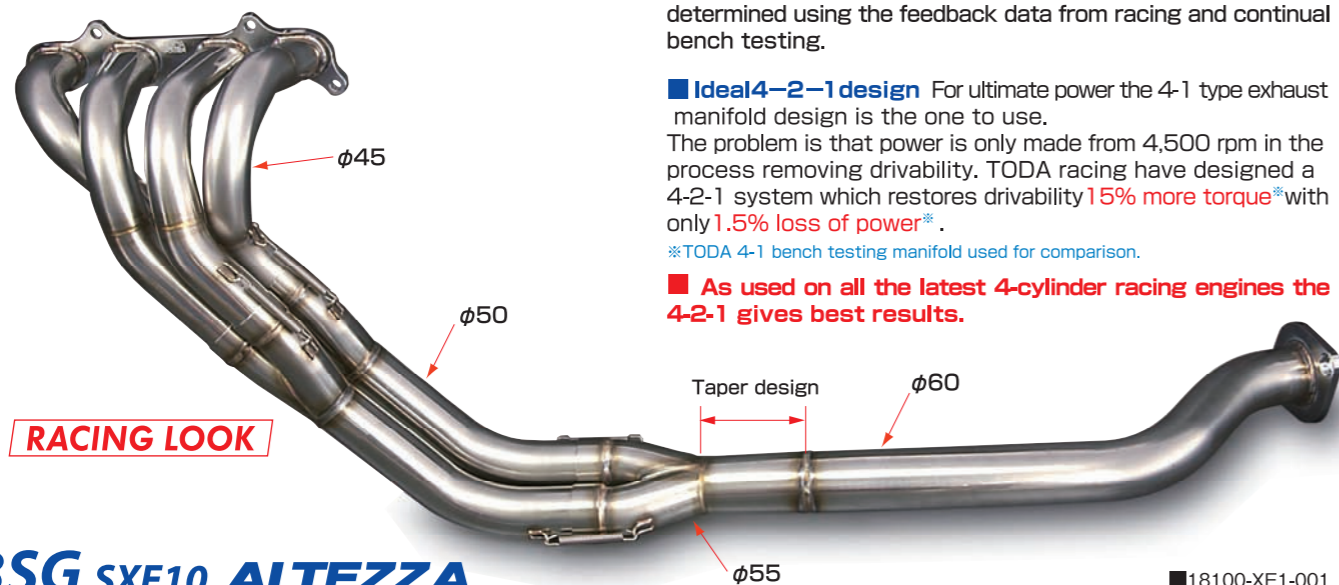
The specification decided by engine bench testing & actual racing.

■ **Engine bench testing & actual racing** Exhaust manifolds manufactured by TODA Racing are used in competition. Ideal lengths, diameters, and shapes are determined using the feedback data from racing and continual bench testing.

■ **Ideal 4-2-1 design** For ultimate power the 4-1 type exhaust manifold design is the one to use. The problem is that power is only made from 4,500 rpm in the process removing drivability. TODA racing have designed a 4-2-1 system which restores drivability 15% more torque* with only 1.5% loss of power*.

※TODA 4-1 bench testing manifold used for comparison.

■ **As used on all the latest 4-cylinder racing engines the 4-2-1 gives best results.**



3SG SXE10 ALTEZZA

3SG(SXE10)
Exhaust Manifold(4-2-1 SUS)
¥108,000

■ **A bench test (Equal length 4-2-1+ Taper) Design**
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.

■ **Racing high flow junctions design**
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ **Racing look spring joint design**
No exhaust gas leakage as all joints are welded.

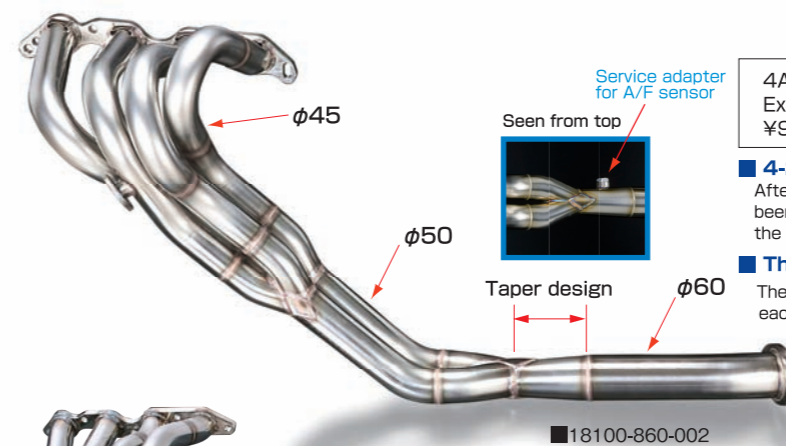
■ **Made of light weight stainless steel for both durability and looks.**

■ **Flange manufactured by high precision machining center.**

■ **Standard catalyst can be used.** (Automatic transmission can not be used)

TOYOTA 4AG AE86

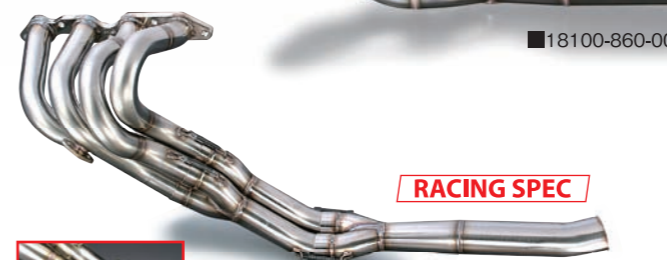
COROLLA LEVIN SPRINTER TRUENO



4AG(AE86)
Exhaust manifold (4-2-1 SUS) Ver. 2
¥98,000

■ **4-2-1 Ver.2 strengthened**
After many requests from our racing customers, the racing look springs have been removed to give a simple look, but retaining the same specification from the first model.

■ **The reinforcement plate is added**
The reinforcement plates are added to each racing junction and a head plate to each pipe exit. Improved durability.



RACING SPEC



Special Racing Spec
Disassemble type exhaust is made to order. ■ ¥150,000

■ **A bench test (Equal length 4-2-1+ Taper) Design**
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.

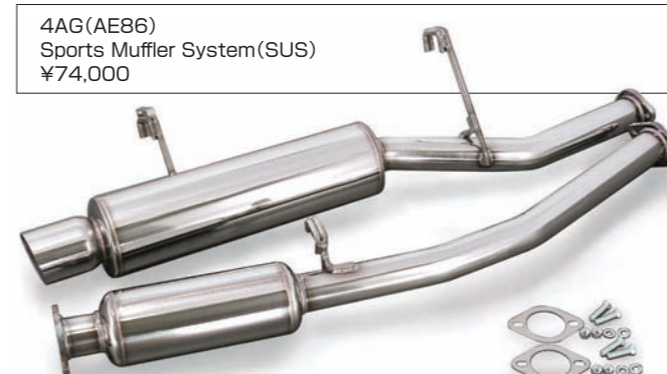
■ **Racing high flow junctions design**
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ **With the service adapter for A/F sensor**

■ **Made of light weight stainless steel for both durability and looks**

■ **Flange manufactured by high precision machining center**
(Flange Exhaust port diameter φ38mm)

■ **Standard catalyst can be used.**



4AG(AE86)
Sports Muffler System(SUS)
¥74,000

Original 2000 version of the 4-2-1 design.
For ultimate power the 4-1 type exhaust manifold design is the one to use basically. The problem is that power is only made from 4,500 rpm in the process removing drivability. TODA racing have designed a 4-2-1 system which restores drivability 15% more torque* with only 1.5% loss of power*.

※TODA 4-1 bench testing manifold used for comparison.

■ **Exhaust track runs below diff assembly.** ■ 18000-860-000

■ **φ60mm standard catalyst can be used.**

■ **The internal design based around a constant φ60mm pipe.**

4AG(AE86)
Sports Muffler Inner Silencer(SUS)
¥8,000

AE86 SPORTS MUFFLER INNER ILENCER
● External diameter φ85mm



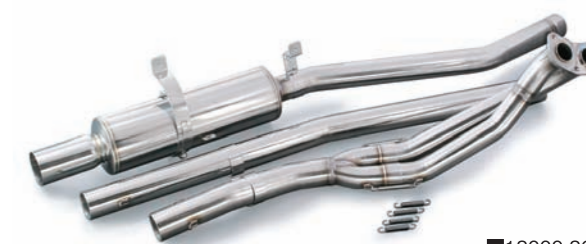
4AG(AE86)
Catalyst Adapter
¥20,000

A replacement for the catalyst, φ60 mm bore suitable for competitions.



4AG(AE86) for N1
EX Down Pipe & Muffler SET(SUS)
¥180,000 (Made to order)

*As used in the 1999-2000 TI circuit
AE86 Championship winning car.*



■ **Made of light weight stainless steel for both durability and looks.**

■ **Center muffler is eliminated, improved power output.**

■ **To cope with exhaust noise regulations, a larger volume rear muffler is used.**

■ **Standard cast iron exhaust manifold & standard gasket used.**



After receiving countless requests about which muffer is best, this muffer has been developed. Should be used in conjunction with Toda Racing performance items in producing the best power. A study of design and without compromise TODA High Power Muffer is a genuine TODA Racing performance item.

- **Dolphin tail style titanium end pipe**
Dolphin tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.
- **Stainless steel & straight diameter system**
The internal design is based around a constant $\phi 60$ pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.
- **3 piece design**
Handling easier due to compact 3 piece design.
(Stainless) Center pipe $\phi 60$ mm + (Titanium) Tail pipe $\phi 90$ mm/
Dolphin tail.

K20A DC5



K20A(DC5)
High Power Muffer System (Dolphin tail)
¥110,000 Weight :12kg



K20A EP3



K20A(EP3)
High Power Muffer System (Dolphin tail)
¥110,000 Weight :11.7kg



- **Straight tail style titanium end pipe**
Straight tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.
- **Stainless steel & straight diameter system**
The internal design is based around a constant $\phi 60$ pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.
- **3 piece design**
Handling easier due to compact 3 piece design.
(Stainless) Center pipe $\phi 60$ mm + (Titanium) Tail pipe $\phi 100$ mm/
Straight tail.

K20A DC5



K20A(DC5)
High Power Muffer System (Straight tail)
¥98,000 weight :12kg



K20A EP3



K20A(EP3)
High Power Muffer System (Straight tail)
¥98,000 Weight :11.7kg



Tuning Damper Ex Manifold Gear Box Flywheel Injecti

Tuning Damper Ex Manifold Gear Box Flywheel Injection Gasket Timing Belt Piston Camshaft One Make

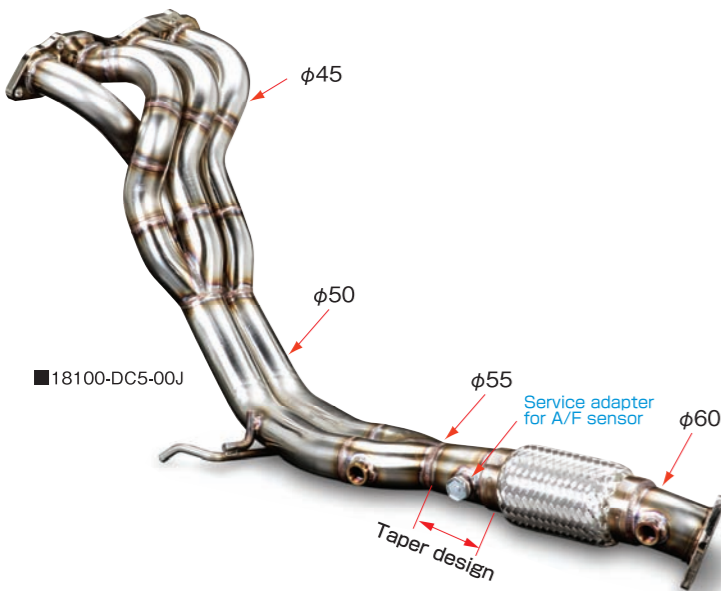
K20A DC5/EP3



K20A(DC5/EP3)
Exhaust manifold(4-2-1 SUS)
¥108,000

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the K20A engine but also the results of an extensive bench testing program.

- Racing purpose only(the catalyst can not be installed)
- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- With the service adapter for A/F sensor
- Made of light weight stainless steel for both durability and looks.
- Flange manufactured by high precision machining center.



■ 18100-DC5-00J

K20A(DC5/EP3)
Replacement Flex Pipe for Repair
¥25,000

Requires cutting and welding.



■ 18100-DC5-00J-1

Special Racing Spec

Disassemble type exhaust is made to order. ■ ¥150,000

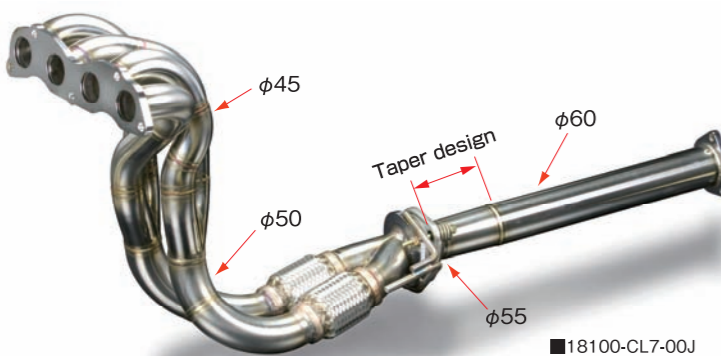
K20A CL7



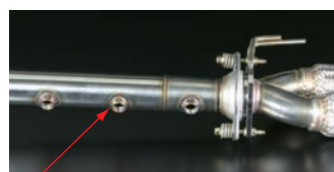
K20A(CL7)
Exhaust manifold(4-2-1 SUS)
¥120,000

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the K20A engine but also the results of an extensive bench testing program.

- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- With the service adapter for A/F sensor
- Made of light weight stainless steel for both durability and looks.
- Flange manufactured by high precision machining center
- The standard catalyst can be installed.
Remove the rear pipe and replace with the catalyst.



■ 18100-CL7-00J



Two way style



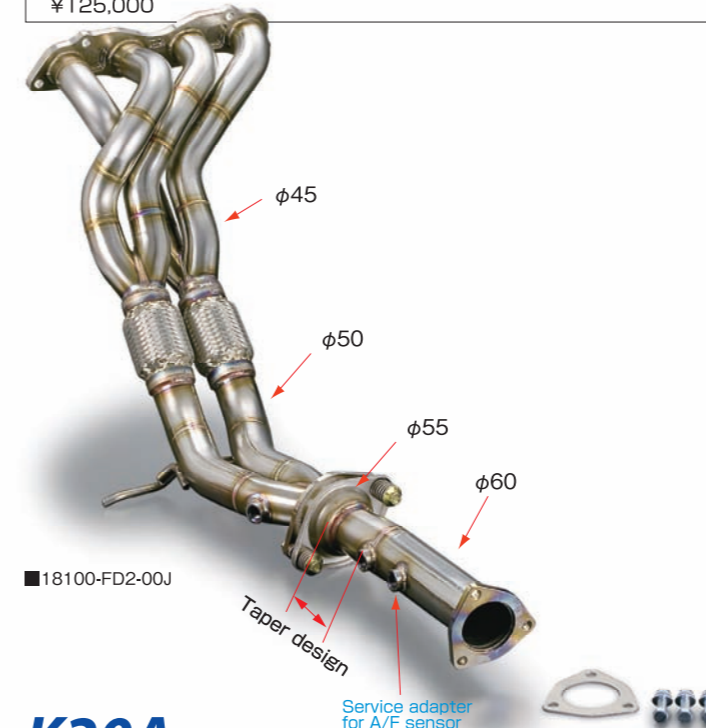
K20A FD2



K20A(FD2)
Exhaust manifold(4-2-1 SUS)
¥125,000

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the K20A engine but also the results of an extensive bench testing program.

- The standard catalyst can be installed, when TODA optional short Front pipe is installed. (instead the rear pipe of TODA header can not be used)
- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- With the service adapter for A/F sensor
- Made of light weight stainless steel for both durability and looks.
- Flange manufactured by high precision machining center.



■ 18100-FD2-00J



K20A FD2

K20A(FD2)
High Power Muffler system (Straight tail)
¥95,000

Weight :13.3kg

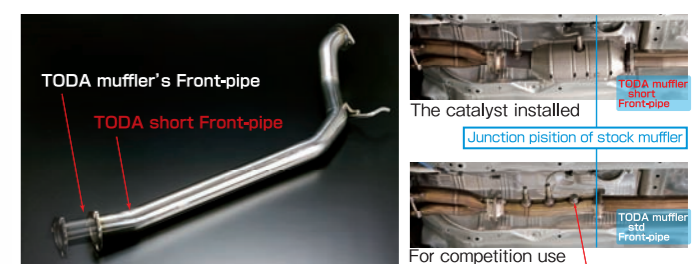
K20A(FD2)
Short Front Pipe for Installation of catalyst
¥20,000



■ 18000-FD2-00L

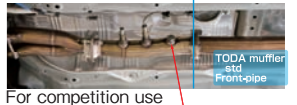
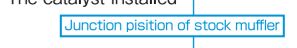
A study of design and without compromise TODA High Power Muffler is a genuine TODA Racing performance item.

- Straight tail style titanium end pipe
Straight tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.
- Stainless steel & straight diameter system
The internal design is based around a constant φ60 pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.
- 3 piece design
Handling easier due to compact 3 piece design.
(Stainless) Center pipe φ60 mm + (Titanium) Tail pipe φ100 mm/ Straight tail.
- Decibel level test results (Japan Vehicle Inspection Association)
A copy of this document (right) is attached to this product.



■ 18000-FD2-00L-1

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the K20A engine but also the results of an extensive bench testing program. Since, the middle junction flange of carbon ring gasket is extended 60mm rear. When stock catalyst is used, make sure to combine use the TODA optional short front pipe with TODA muffler.



Service adapter for A/F sensor

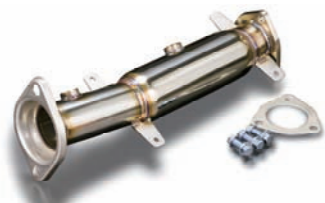
騒音試験成績表

The FD2/TODA muffler was measured to produce 94dB by JVIA.

※A standard FD2/Civic-R with a TODA muffler was used for the test. This result can not guarantee the passing or failing of any other car.

K20A FD2

K20A(FD2)
Catalyst Adapter
¥25,000



A replacement for the catalyst, $\phi 60$ mm bore suitable for competitions. Can be re-used with the stock protector for rough roads.



■ 18160-FD2-000



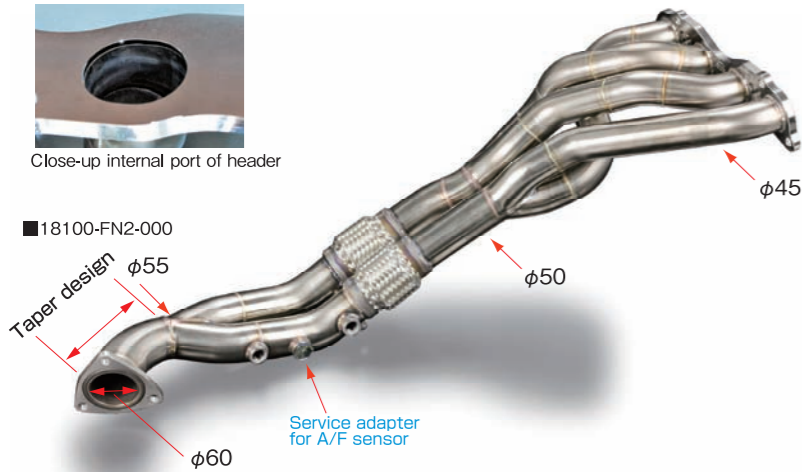
CIVIC
TYPE R

K20Z FN2

K20Z(FN2)
Exhaust Manifold(4-2-1 SUS)
¥120,000



Close-up internal port of header



■ 18100-FN2-000

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the K20A engine but also the results of an extensive bench testing program.

■ Racing purpose only(the catalyst can not be installed)

■ A bench test(Equal length 4-2-1+ Taper)Design
 $\phi 45\text{mm} \rightarrow \phi 50\text{mm} \rightarrow \phi 55\text{mm} \rightarrow \text{Taper} \rightarrow \phi 60\text{mm}$

※Taper design is adopted from feedback from both racing and the bench testing.

■ Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ With the service adapter for A/F sensor

■ Made of light weight stainless steel for both durability and looks.

■ Flange manufactured by high precision machining center.

K20Z FN2

K20Z(FN2)
High Power Muffler System (Straight Tail $\phi 50\text{mm}$ both sides)
¥108,000

Weight : 18.5kg



A study of design and without compromise TODA High Power Muffler is a genuine TODA Racing performance item.

■ Right & Left rear tail pipes with performance chambers
Equipped with resonator in each tail pipe to give more sporty sounds.

■ Stainless steel & straight diameter system

The internal design is based around a constant $\phi 60$ pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.

■ 5 piece design

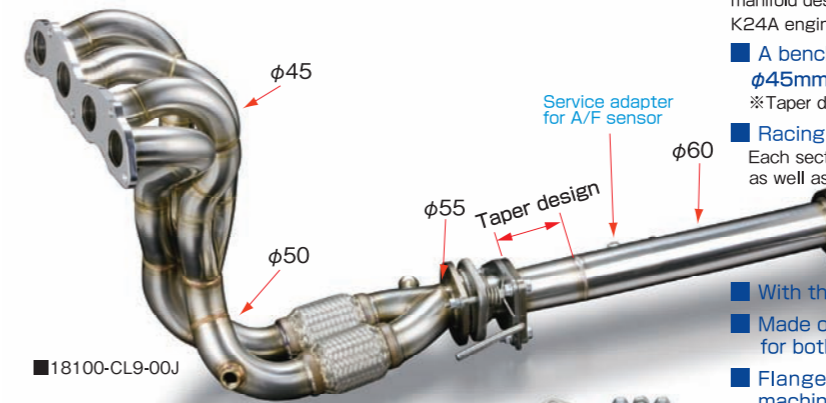
Handling easier due to compact 5 piece design.

Center pipe $\phi 60$ mm + Rear muffler + pipe $\phi 50$ mm / Both sides
+ small chambers /Both sides

■ 18000-FN2-000

K24A CL9/CM2 TypeS(Accord/Accord wagon)

K24A TypeS/200HP spec (CL9/CM2)
Exhaust Manifold(4-2-1 SUS)
¥130,000



■ 18100-CL9-00J

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the K24A engine but also the results of an extensive bench testing program.

■ A bench test(Equal length 4-2-1+ Taper)Design
 $\phi 45\text{mm} \rightarrow \phi 50\text{mm} \rightarrow \phi 55\text{mm} \rightarrow \text{Taper} \rightarrow \phi 60\text{mm}$
※Taper design is adopted from feedback from both racing and the bench testing.

■ Racing high flow junctions design

Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ With the service adapter for A/F sensor

■ Made of light weight stainless steel for both durability and looks.

■ Flange manufactured by high precision machining center

■ The standard catalyst can be installed.
Remove the rear pipe and replace with the catalyst.

Close-up internal port of header



Two way style



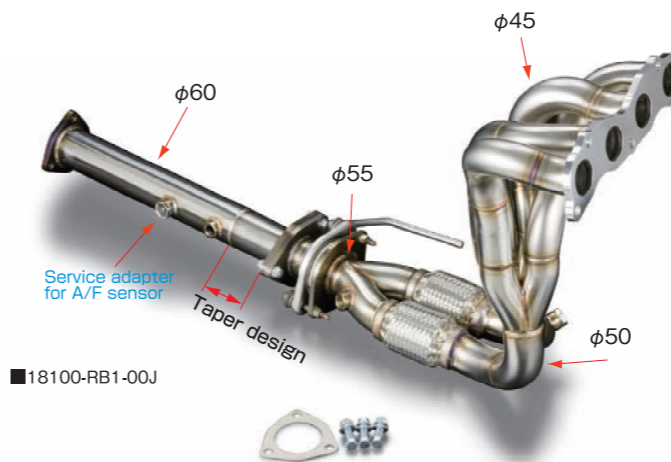
The catalyst installed



For competition use

K24A RB1 Absolute(Odyssey)

K24A Absolute /200HP Spec (RB1)
Exhaust Manifold(4-2-1 SUS)
¥130,000



■ 18100-RB1-00J

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the K24A engine but also the results of an extensive bench testing program.

■ A bench test(Equal length 4-2-1+ Taper)Design
 $\phi 45\text{mm} \rightarrow \phi 50\text{mm} \rightarrow \phi 55\text{mm} \rightarrow \text{Taper} \rightarrow \phi 60\text{mm}$
※Taper design is adopted from feedback from both racing and the bench testing.

■ Racing high flow junctions design

Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.

■ With the service adapter for A/F sensor

■ Made of light weight stainless steel for both durability and looks.

■ Flange manufactured by high precision machining center

■ The standard catalyst can be installed.
Remove the rear pipe and replace with the catalyst.

Close-up internal port of header



Two way style



The catalyst installed

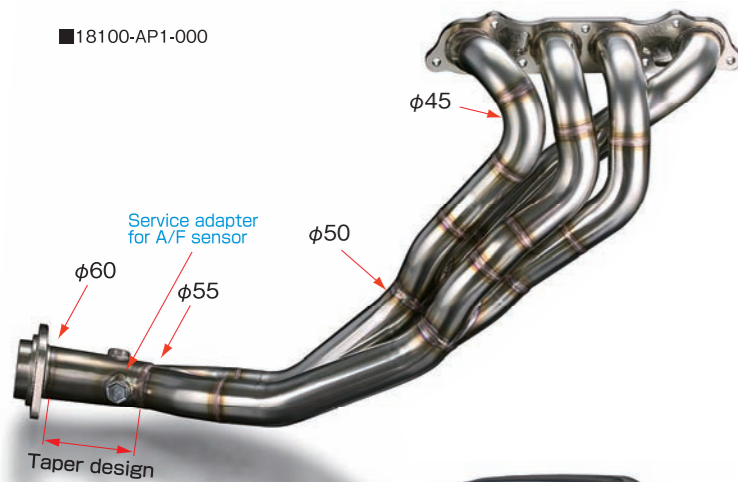


For competition use

F20C/F22C AP1/AP2 S2000

F20C/F22C(AP1/AP2)
TODA Standard Exhaust Manifold(4-2-1 SUS)
¥108,000

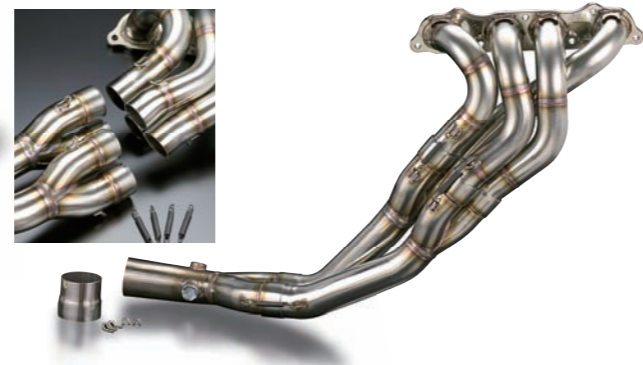
■18100-AP1-000



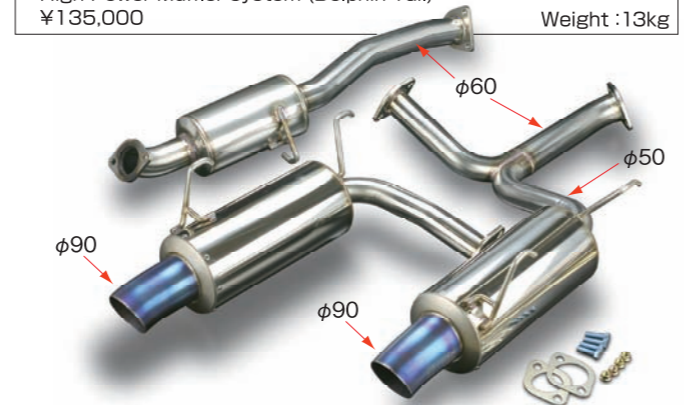
In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the F20/22C engine but also the results of an extensive bench testing program.

- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- With the service adapter for A/F sensor
- Made of light weight stainless steel for both durability and looks.
- Flange manufactured by high precision machining center
- The standard catalyst can be installed.

Special Racing Spec
Disassemble type exhaust is made to order. ■ ¥150,000



F20C/F22C(AP1/AP2)
High Power Muffler system (Dolphin Tail)
¥135,000



■18000-AP1-000

A study of design and without compromise TODA High Power Muffler is a genuine TODA Racing performance item.

- Dolphin tail style titanium end pipe
Dolphin tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.
- Stainless steel & straight diameter system
The internal design is based around a constant φ 60 pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.
(Stainless) Center pipe φ 60 mm + (Titanium) Tail pipe φ 90mm on both sides/ Dolphin tails.

F20C/F22C(AP1/AP2)
Catalyst Adapter
¥29,000

A replacement for the catalyst, φ 60 mm bore suitable for competitions.



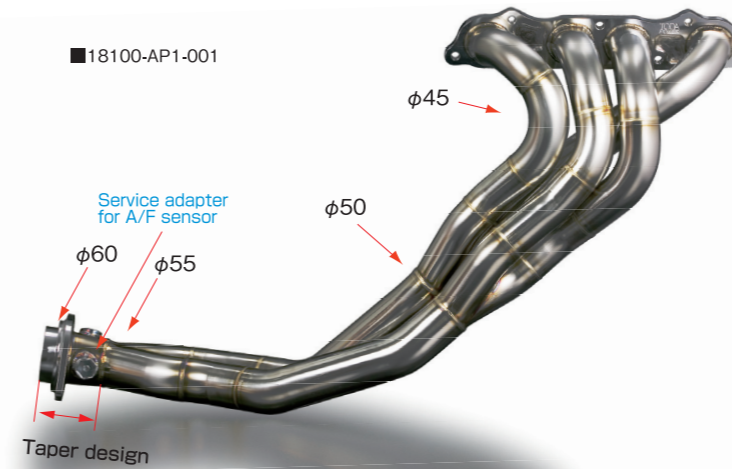
■18160-AP1-000

■18160-AP1-000

F20C/F22C AP1/AP2 S2000 Torque-kun

F20C/F22C(AP1/AP2)
TODA Torque-kun Exhaust Manifold(4-2-1 SUS)
¥108,000

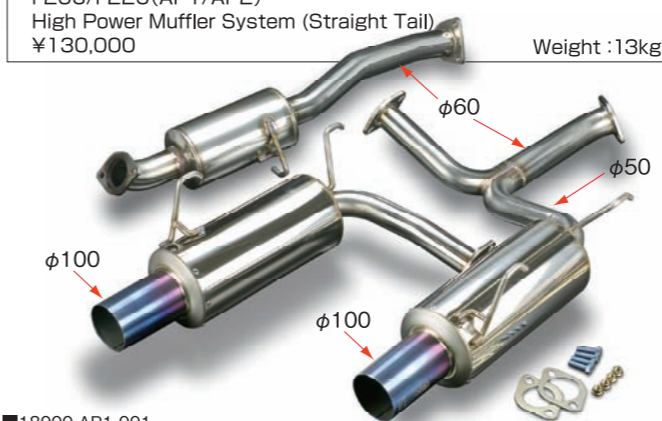
■18100-AP1-001



Designed competition purpose for TODA standard exhaust manifold was increased more torque in a practical range.

- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
※The 50mm diameter part of pipe in middle was extended length properly.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- With the service adapter for A/F sensor
- Made of light weight stainless steel for both durability and looks.
- Flange manufactured by high precision machining center
- The standard catalyst can be installed.

F20C/F22C(AP1/AP2)
High Power Muffler System (Straight Tail)
¥130,000

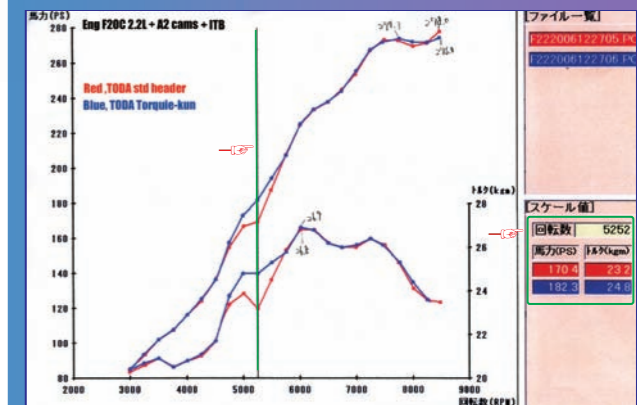


■18000-AP1-001

A study of design and without compromise TODA High Power Muffler is a genuine TODA Racing performance item.

- Straight tail style titanium end pipe
Straight tail style titanium end pipe has been designed to reduce over hanging weigh and to give improved looks. Blue heat treatment giving a hard worked racing image. With the end receiving special treatment to prevent cracking.
- Stainless steel & straight diameter system
The internal design is based around a constant φ 60 pipe, with no bends or restrictions the engine is able to breath more freely so releasing more power.
(Stainless) Center pipe φ 60 mm + (Titanium) Tail pipe φ 100 mm on both sides / Straight tail.

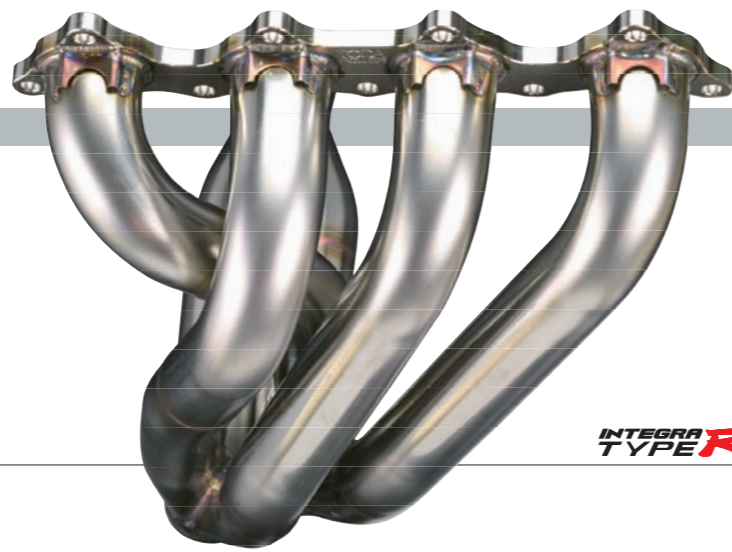
TODA Exhaust Manifold (TODA Standard VS Torque-kun)



Note: The high efficiency of the original TODA Racing Exhaust-Manifold for F20C has more than proved it's self as a competition product. With ontinual development we have now released an alternative version. Above is a graph of the standard TODA Manifold and Torque-kun after bench testing. The graph shows a 3H.P difference at max power in favour of the TODA standard manifold (RED), and a fuller torque and power curve from Torque-kun.

S2000 Testing TODA exhaust manifold





B18C DC2/DB8

B18C-R(DC2/DB8) 98spec
Exhaust Manifold Ver.2 (4-2-1 SUS)
¥108,000

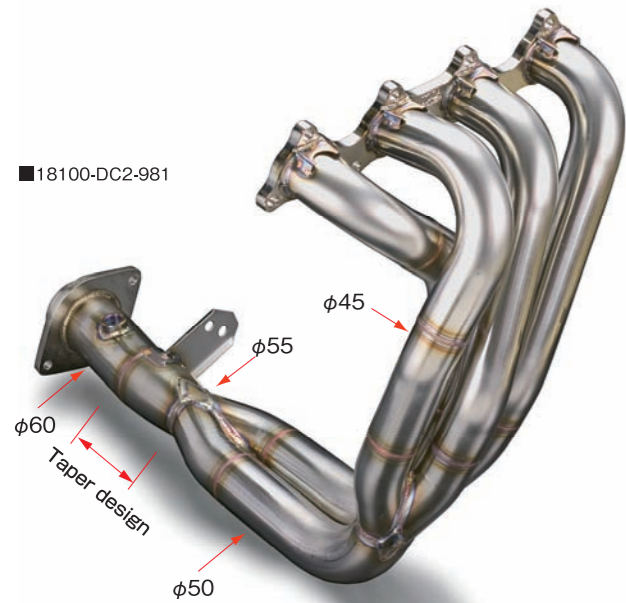
INTEGRA
TYPE R

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of VTEC B18C-R engine but also the results of an extensive bench testing program.

- Our 4-2-1 type now available as Ver.2 strengthened
The part of a racing look is removed by the strong request from the competition customers. It became simple structure.
- The reinforcement plate is added
The reinforcement plates are added to each racing junction and a head plate to each pipe exit.
- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- Made of light weight stainless steel for both durability and looks
- Flange manufactured by high precision machining center
- The standard catalyst can be installed

18100-DC2-981 ¥108,000 φ45 - φ50 - φ55 - taper - φ60mm Integra-R (DC2/DB8) 98spec

※ The only difference between this and the DC2 96 spec Exhaust manifold is the 2cm offset of the rear flange. (Basic specification is the same as 96's)



B16B EK9

B16B(EK9)
Exhaust Manifold Ver.2 (4-2-1 SUS)
¥108,000

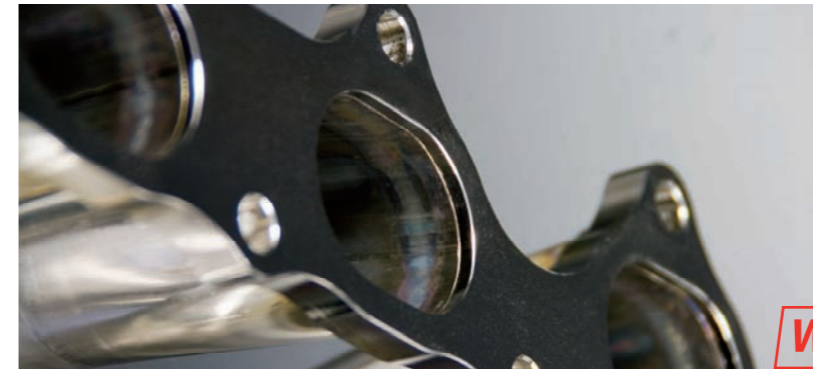
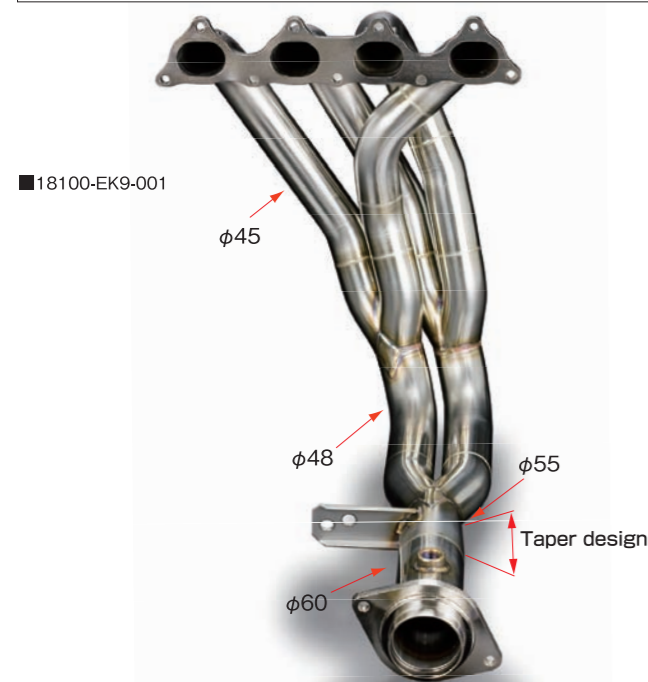
CIVIC
TYPE R

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of the B16B-R with 1600cc engine but also the results of an extensive bench testing program. When building a B16B (1600cc) to 1800cc specifications we recommend the TODA B18C-R 96 spec header.

- Our 4-2-1 type now available as Ver.2 strengthened
The part of a racing look is removed by the strong request from the competition customers. It became simple structure.
- The reinforcement plate is added
The reinforcement plates are added to each racing junction and a head plate to each pipe exit.
- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ48mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- Made of light weight stainless steel for both durability and looks
- Flange manufactured by high precision machining center
- The standard catalyst can be installed

18100-EK9-001 ¥108,000 φ45 - φ48 - φ55 - taper - φ60mm CIVIC-R (EK9)

※ TODA DC2 (B18C-R) 96spec Exhaust manifold and TODA EK9 (B16B-R) Exhaust manifold flange, rear flange and bolt positions are the same.



WITHOUT COMPROMISE

B18C DC2/DB8

B18C-R(DC2/DB8) 96spec
Exhaust Manifold Ver.2 (4-2-1 SUS)
¥108,000

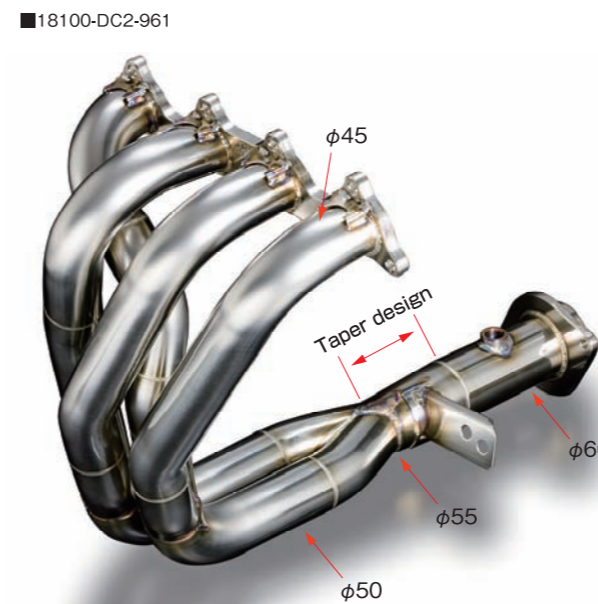
INTEGRA
TYPE R

In order to get the best performance, engine power, efficiency, this exclusive exhaust manifold design takes into consideration not only the special characteristics of VTEC B18C-R engine but also the results of an extensive bench testing program.

- Our 4-2-1 type now available as Ver.2 strengthened
The part of a racing look is removed by the strong request from the competition customers. It became simple structure.
- The reinforcement plate is added
The reinforcement plates are added to each racing junction and a head plate to each pipe exit.
- A bench test(Equal length 4-2-1+ Taper)Design
φ45mm → φ50mm → φ55mm → Taper → φ60mm
※Taper design is adopted from feedback from both racing and the bench testing.
- Racing high flow junctions design
Each section of the manifold has optimized pipe lengths, diameters, and angles as well as high flow junctions.
- Made of light weight stainless steel for both durability and looks
- Flange manufactured by high precision machining center
- The standard catalyst can be installed

18100-DC2-961 ¥108,000 φ45 - φ50 - φ55 - taper - φ60mm Integra-R (DC2/DB8) 96spec

※ The only difference between this and the DC2 98 spec Exhaust manifold is the 2cm offset of the rear flange. (Basic specification is the same as 98's)



TODA
RACING
FIGHTEX
Motor Dream.

