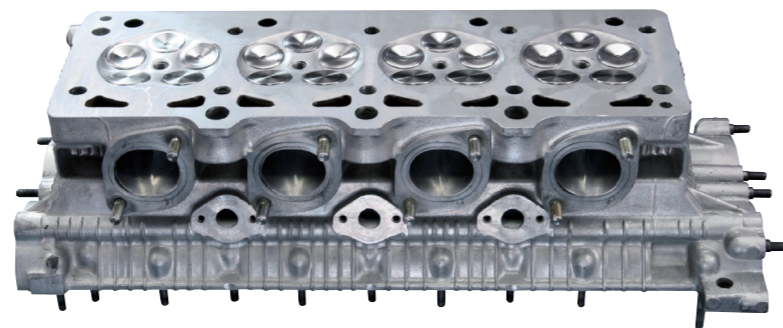
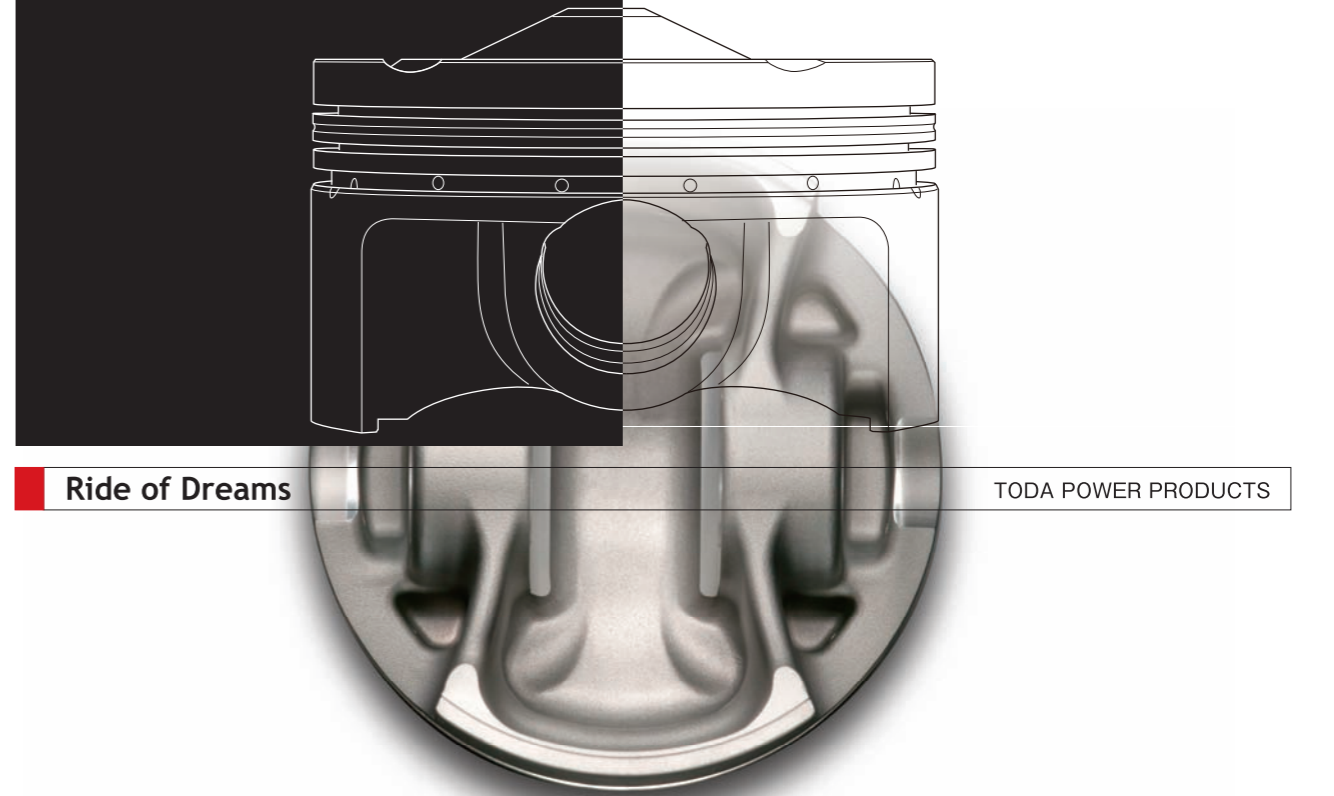


**GT300  
FERRARI  
360 MODENA  
ENGINE**



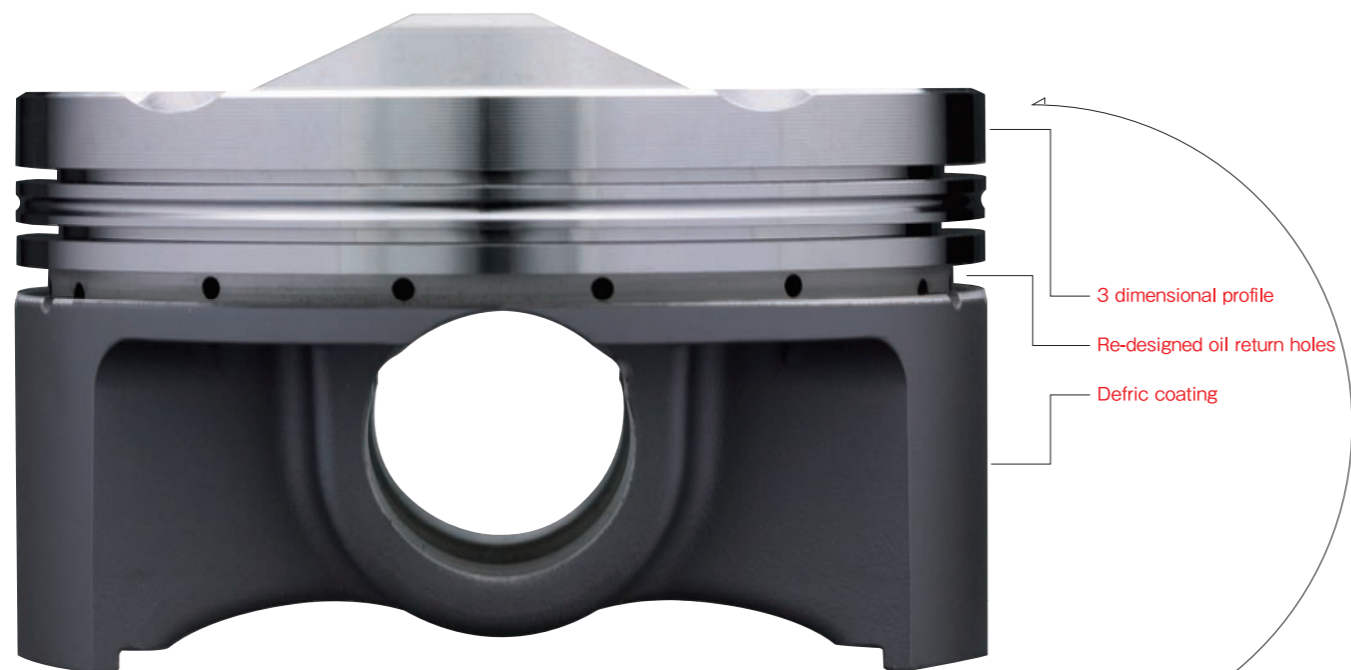
## HIGH POWER PROFILE PISTON I-SECTION CONNECTING-RODS & CRANKSHAFT



**Ride of Dreams**

TODA POWER PRODUCTS





## TODA pistons are actively used in GT racing.

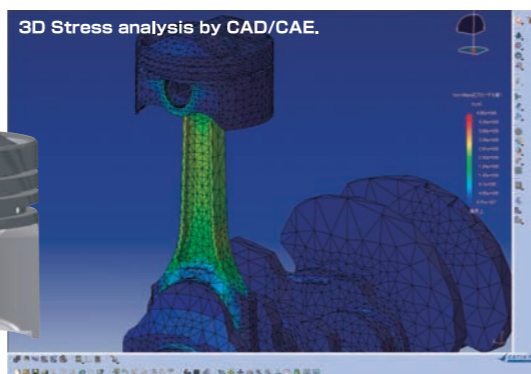
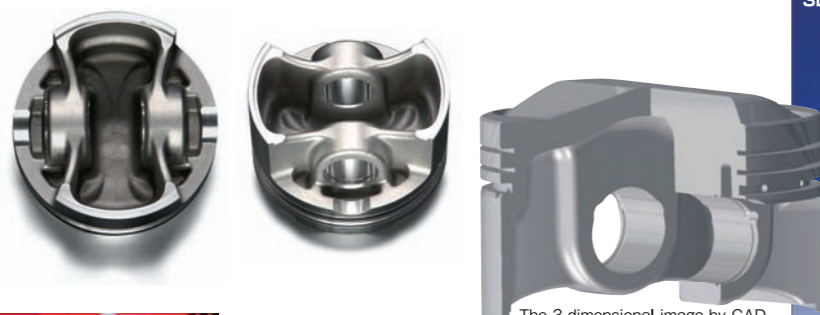
All production is done in house so a high standard of quality is assured.

- 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.

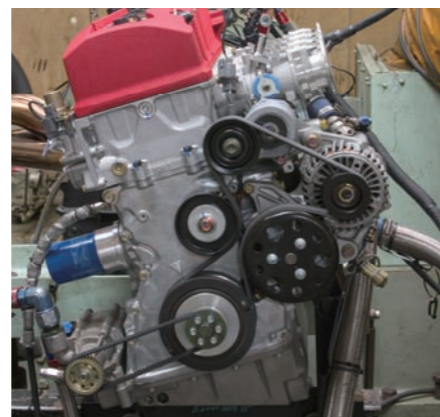
- Defric coatings are applied to the piston skirt to reduce friction and to aid initial running in.
- High Quality: All pistons are balanced to within  $\pm 0.25g$ .
- Improved oil removal system.
- High strength piston pins.



The 3-dimensional image by CAD.



The data is feedback from actually racing field.



The bench testing in TODA



## TODA HIGH POWER PROFILE PISTON

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

Piston Slider  
¥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 experienced technicians need to use the up most care and attention. This is because of the strength of the piston rings. With conventional ring compressors they often get out of shape mainly because of the force of the piston rings enabling the ring to jam against the top of the block. This is difficult enough with STD blocks which generally have a chamfered edges.

With racing blocks this chamfer is reduced for both performance and

durability purposes making the insertion of the piston and rings into the block that much harder.

In the worst cases the piston ring turns or is damaged (underside of the rings) when the tool moves. These problems can go unnoticed until the engine is started or for some time after that.

TODA piston sliders remove these problems. This is especially helpful for the first time engine tuners.

Other sizes not listed can be made to order.



Bore size	Part No	Bore size	Part No
φ81.00mm	99000-08100	φ87.00mm	99000-08700
φ81.25mm	99000-08125	φ87.50mm	99000-08750
φ81.50mm	99000-08150	φ88.00mm	99000-08800
φ82.00mm	99000-08200	φ90.50mm	99000-09050
φ83.00mm	99000-08300	φ92.00mm	99000-09200
φ84.00mm	99000-08400	φ92.50mm	99000-09250
φ85.00mm	99000-08500	φ93.00mm	99000-09300
φ86.00mm	99000-08600	φ93.50mm	99000-09350
φ86.50mm	99000-08650	φ99.50mm	99000-09950



### ■ Piston Top Dead Center Gauge for serious engine tuners

Piston Top Gauge ¥28,000 Optional Inner Shaft for Top Gauge (30mm longer than stock) ¥5,000  
■ 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  $\cup$  or  $\cap$  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.)



Only available for 14mm spark plug engines.

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 **GTspec**

This basic TODA 2.2 liter kit consists of a high quality and well balanced crankshaft along with a set of Toda forged pistons.



※ TODA I section connecting rods are sold separately.  
※ Standard connecting rod cannot be used.

φ87.00 × 92mm	2188cc	13000-SR2-0T0
φ87.50 × 92mm	2213cc	13000-SR2-0T1

- KIT contents**
- TODA Forged Piston KIT (φ87.00mm/φ87.50mm)
  - Special Billet Crankshaft (Stroke 92.00mm · Precision dynamic balance)

SR20DET I Section Strengthened Connecting-Rods  
¥50,000×4 **GTspec**

- Rod length: 136.3mm
- Piston pin diameter: φ22mm

Note: Center to center = Rod length

TODA's high strength connecting rods (chrome molly), have proved themselves in Japanese GT championship. Designed to be used together with TODA's 2.2L SR20DET crankshaft or just as a replacement for the STD connecting rods.

■ 13210-SR0-001×4



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

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



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

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

- 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)
- 13310-SR2-000  
※ Standard connecting-rods can not be used.



## NISSAN CAPACITY UP KIT

Engine type	Bore×Stroke	Displacement	Crown Volume <sup>※1</sup>	Projection Height <sup>※2</sup>	Part No.	Price (Set)	Reference C/R <sup>※3</sup>
SR20DET 2200KIT	φ87.00×92mm	2188cc	-19.5cc/-19.5cc	±0mm	13000-SR2-0T0	¥590,000	Standard head gasket used ξ=8.4 :1
	φ87.50×92mm	2213cc	-19.5cc/-19.5cc	±0mm	13000-SR2-0T1	¥590,000	Standard head gasket used ξ=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.

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

SR Power Liner KIT (For bore diameters φ86.00~φ87.50mm)  
¥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 piston rings.

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



■ 11102-SR0-00□

### Special Honing

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.

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

- KIT contents** Note: Available on block being sent to Japan
- Using a machining center for precision and accurate cylinder boring.
  - Insertion of the liner paying careful attention to keeping distortion to a minimum.
  - Minimum grinding of the cylinder block deck.
  - 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 loads as well as improved durability.



φ86.00mm	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 loads as well as improved durability.



φ84.00mm	1853cc	13010-CA1-8T0
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# RB26DETT

RB26DETT Forged Piston KIT  
¥138,000

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 <sup>※1</sup>	Projection Height <sup>※2</sup>	Part No.	Price (Set)	Reference C/R <sup>※3</sup>
CA18DET	φ84.00mm	1853cc	-0.8cc/-0.8cc	±0mm	13010-CA1-8T0	¥88,000	Standard head gasket is used ξ=8.7 :1
SR20DET	φ86.00mm	1998cc	-13.0cc/-13.0cc	±0mm	13010-SR2-0T0	¥98,000	Standard head gasket is used ξ=8.4 :1
	φ87.00mm	2045cc	-13.0cc/-13.0cc	±0mm	13020-SR2-0T0	¥98,000	Standard head gasket is used ξ=8.6 :1
RB26DETT	φ87.00mm	2629cc	16.4cc/13.4cc	-0.5mm	13010-RB2-6T0	¥138,000	Standard head gasket is used ξ=8.4 :1
	φ87.50mm	2659cc	16.4cc/13.4cc	-0.5mm	13020-RB2-6T0	¥138,000	Standard head gasket is used ξ=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.





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

F20C 2200KIT NA  
G Type ¥340,000 / I Type ¥430,000



φ 87.00 × 90.7mm	2157cc	13001-F20-001-G
φ 87.50 × 90.7mm	2182cc	13001-F20-002-G

- KIT contents**
- TODA Forged Piston KIT (φ87.00/φ87.50mm)
  - Special crankshaft (Long stroke-High accuracy dynamic balanced)
  - Standard designed connecting-rods (Balanced)

## F20C Increased Capacity 2200KIT for Turbo

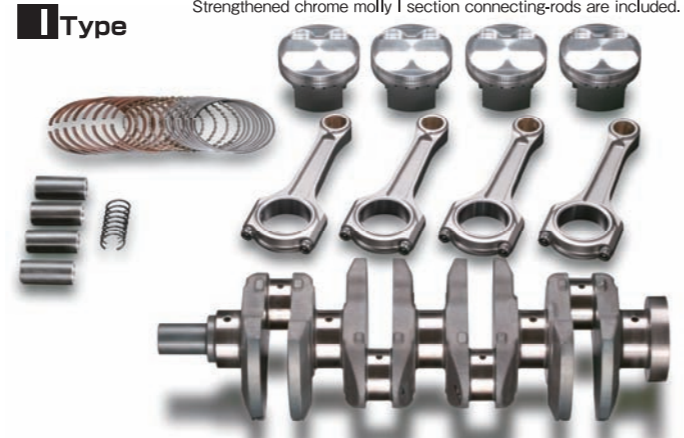
F20C 2200KIT for Turbo  
I Type ¥450,000

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



φ 87.00 × 90.7mm	2157cc	13001-F20-0T1-I
φ 87.50 × 90.7mm	2182cc	13001-F20-0T2-I

- KIT contents**
- TODA Forged Piston KIT (φ87.00/φ87.50mm)
  - Special crankshaft (Long stroke-High accuracy dynamic balanced)
  - I section Chrome molly connecting-rods (Fully floating with Bush & balanced)



φ 87.00 × 90.7mm	2157cc	13001-F20-001-I
φ 87.50 × 90.7mm	2182cc	13001-F20-002-I

- KIT contents**
- TODA Forged Piston KIT (φ87.00/φ87.50mm)
  - Special crankshaft (Long stroke-High accuracy dynamic balanced)
  - 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



Engine type	Bore×Stroke	Displacement	Crown Volume*1	Projection Height*2	Part No	Price (Set)	Reference C/R*3	
G type	F20C 2200KIT (2157)	φ87.00×90.7mm	2157cc	4.35cc/10.3cc	+1.0mm	13001-F20-001-G	¥340,000	Standard head GK t=0.6mmξ=12.11 :1
	F20C 2200KIT (2182)	φ87.50×90.7mm	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)	φ87.00×90.7mm	2157cc	4.35cc/10.3cc	+1.0mm	13001-F20-001-I	¥430,000	Standard head GK t=0.6mmξ=12.11 :1
	F20C 2200KIT (2182)	φ87.50×90.7mm	2182cc	4.35cc/10.4cc	+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)	φ87.50×90.7mm	2182cc	-16.66cc/-10.6cc	+1.0mm	13001-F20-0T2-I	¥450,000	Standard head GK t=0.6mmξ= 8.90 :1
I type	F20C 2400KIT (2378)	φ87.00×100mm	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)	φ87.50×100mm	2405cc	-0.56cc/5.4cc	+1.0mm	13001-F20-401-I	¥830,000	Standard head GK t=0.6mmξ=12.25 :1
I type	F20C 2400KIT-IH (2378)	φ87.00×100mm	2378cc	3.3cc/9.2cc	+1.0mm	13001-F20-400-IH	¥830,000	Standard head GK t=0.6mmξ=13.0 :1
Ultra High COMP	F20C 2400KIT-IH (2405)	φ87.50×100mm	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 TODA 2.4 liter capacity kit has a billet 100mm stroke crankshaft as well as TODA forged pistons and TODA 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 durability.

F20C/F22C 2400KIT NA  
I Type ¥830,000 / Ultra High COMP I Type ¥830,000



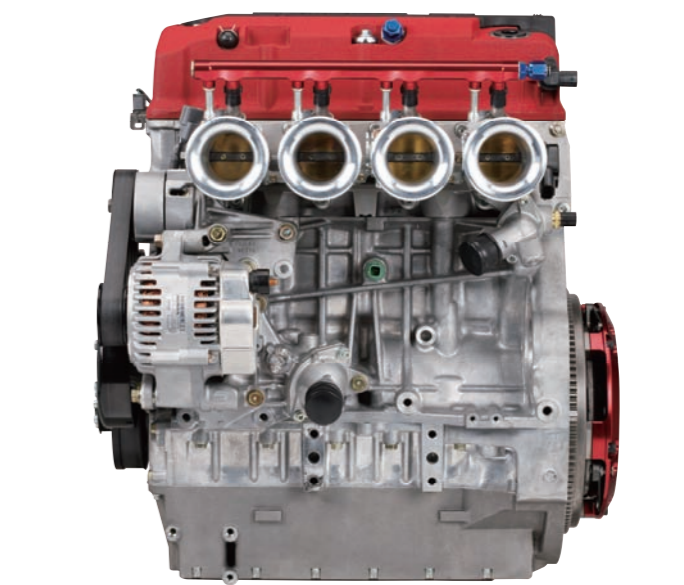
φ 87.00 × 100mm	2378cc	13001-F20-400-I
φ 87.50 × 100mm	2405cc	13001-F20-401-I

- KIT contents**
- TODA Forged Piston KIT (φ87.00/φ87.50mm)
  - Special billet crankshaft (Long stroke-High accuracy dynamic balanced)
  - I section Chrome molly connecting-rods (Fully floating with Bush & balanced)

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

- Fully floating with Bush
- Fully balanced
- I section designed & chrome molly

■ 13210-F20-400 ×4



F20C/F22C Special Billet Crankshaft (2400KIT)  
¥500,000 (Stroke 100mm)

- Made from billet
- High accuracy dynamic balanced.

■ 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 requiring the ultimate racing spec.

■ 11200-F20-000



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









**B6/BP**

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

BP(NA8C/NB8C[~2000y June])High Comp Forged Piston KIT  
¥88,000



φ81.00mm 1722cc 13010-B60-000 ※Big valve can be used (INφ36mm-EXφ32mm) φ85.00mm 1928cc 13010-BP0-000

**MAZDA HIGH POWER PROFILE PISTON KIT**

Engine type	Bore	Displacement	Crown Volume ※1	Projection Height ※2	Part No	Price(Set)	Reference C/R ※3
B6(NA6CE)	φ81.00mm	1722cc	-2.0cc/-1.0cc	+0.2mm	13010-B60-000	¥88,000	TODA head GK t=0.8mm ξ=11.0 :1
BP(NA8C/NB8C)	φ85.00mm	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

**4G63 Lancer Evolution I~IX**

4G63 Forged Piston KIT  
¥98,000

for EVO I~IX

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



φ86.00mm 2045cc 13020-4G6-3T0  
φ87.00mm 2092cc 13040-4G6-3T0

**4G63 Increased Capacity 2323KIT**

4G63 2323KIT  
¥345,000

for EVO I~IX

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



φ86.00×100mm 2323cc 13000-4G6-3T1  
φ86.50×100mm 2350cc 13000-4G6-3T2  
φ87.00×100mm 2378cc 13000-4G6-3T3

**KIT contents**

- ① TODA Forged Piston KIT (φ86.00/φ86.50/φ87.00mm)
- 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)

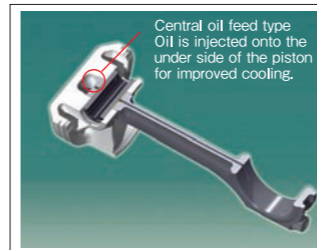
**MITSUBISHI HIGH POWER PROFILE PISTON KIT / CAPACITY UP KIT**

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 EVO I~IX	φ86.00×88mm	2045cc	-12.2cc/-13.9cc	-0.3mm	13020-4G6-3T0	¥98,000	TODAヘッドGK 86.5mm	t=1.2mm EVO I~VIII ξ=8.6:1 t=1.5mm EVO I~VIII ξ=8.4:1	
4G63 EVO I~IX	φ87.00×88mm	2092cc	-12.2cc/-14.0cc	-0.3mm	13040-4G6-3T0	¥98,000	TODAヘッドGK 87.5mm	t=1.2mm EVO I~VIII ξ=8.8:1 t=1.5mm EVO I~VIII ξ=8.6:1	
4G63 2323KIT EVO I~IX	φ86.00×100mm	2323cc	-21.0cc/-22.7cc	-0.3mm	13000-4G6-3T1	¥345,000	TODAヘッドGK 86.5mm	t=1.2mm EVO I~VIII ξ=8.7:1 t=1.5mm EVO I~VIII ξ=8.5:1	
4G63 2323KIT EVO I~IX	φ86.50×100mm	2350cc	-21.0cc/-22.8cc	-0.3mm	13000-4G6-3T2	¥345,000	TODAヘッドGK 87.5mm	t=1.2mm EVO I~VIII ξ=8.8:1 t=1.5mm EVO I~VIII ξ=8.6:1	
4G63 2323KIT EVO I~IX	φ87.00×100mm	2378cc	-21.0cc/-22.8cc	-0.3mm	13000-4G6-3T3	¥345,000	TODAヘッドGK 87.5mm	t=1.2mm EVO I~VIII ξ=8.9:1 t=1.5mm EVO I~VIII ξ=8.7:1	

※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 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.



**TODA HIGH POWER CONNECTING-ROD**



Connecting rods are an inconspicuous but key part of the engine, lightness and strength become more important as engine power goes higher. TODA Racing focused on the structure of the connecting rod, piston pin lubrication 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**

4G63 2323KIT I Type  
¥450,000

for EVO I~IX

Central Oil Feed

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.

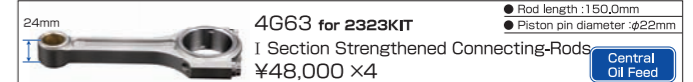


φ86.00×100mm 2323cc 13000-4G6-3T1-I  
φ86.50×100mm 2350cc 13000-4G6-3T2-I  
φ87.00×100mm 2378cc 13000-4G6-3T3-I

**KIT contents**

- ① TODA Forged Piston KIT (φ86.00/φ86.50/φ87.00mm)
- 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)

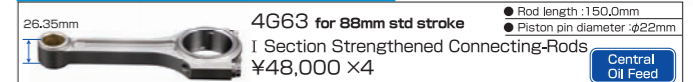
**TODA HIGH POWER CONNECTING-ROD**



- Fully floating with Bush
- Fully balanced
- I section designed & chrome molly



**TODA HIGH POWER CONNECTING-ROD**



- Fully floating with Bush
- Fully balanced
- I section designed & chrome molly



# EJ20T/EJ25T

EJ20T 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 in friction and loads as well as improved durability.

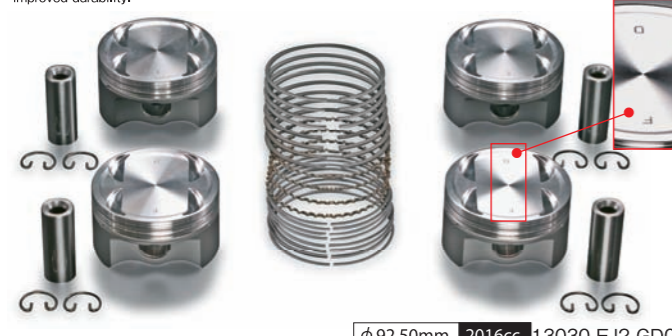


φ92.50mm 2016cc 13030-EJ2-0T0



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.



φ92.50mm 2016cc 13030-EJ2-GD0

EJ20T 2123KIT **Spec8.7** ¥345,000 **for Ver.V,VI & GDB**



φ92.50 × 79mm 2123cc 13000-EJ2-1T2

強化ブラックメタル

- KIT contents**
- ① TODA Forged Piston KIT (φ92.50mm)
  - 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)

## EJ20T Increased Capacity 2123KIT

EJ20T 2123KIT **Spec8.6** ¥345,000 **for Ver.V,VI & GDB**

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



φ92.50 × 79mm 2123cc 13000-EJ2-1T1

- KIT contents**
- ① TODA Forged Piston KIT (φ92.50mm)
  - 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)

EJ20T 2123KIT **Spec8.0** ¥345,000 **for Ver.V,VI & GDB**

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



φ92.50 × 79mm 2123cc 13000-EJ2-GD0

- KIT contents**
- ① TODA Forged Piston KIT (φ92.50mm)
  - 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)

## SUBARU HIGH POWER PROFILE PISTON KIT / CAPACITY UP KIT

Engine type	Bore × Stroke	Displacement	Crown Volume <sup>※1</sup>	Projection Height <sup>※2</sup>	Part No	Price(Set)	Head gasket	Reference C/R <sup>※3</sup>
20KIT <b>Spec8.7</b> sti Ver.I~IV Ver.V,VI & GDB	φ92.50×75mm <sup>※4</sup>	2016cc	-11.0cc/-12.3cc	-0.2mm	13030-EJ2-0T0	¥108,000	Ver.I~IV Standard head GK t=1.4mm	ξ=8.5 :1
20KIT <b>Spec8.0</b> Ver.V,VI & GDB	φ92.50×75mm <sup>※4</sup>	2016cc	-8.5cc/-18.6cc	-1.5mm	13030-EJ2-GD0	¥108,000	Ver.V,VI,GDB Standard head GK t=0.55mm	ξ=8.0 :1
2123KIT <b>Spec8.6</b> Ver.V,VI & GDB	φ92.50×79mm	2123cc	-14.2cc/-16.2cc	-0.3mm	13000-EJ2-1T1	¥345,000	Ver.V,VI,GDB Standard head GK t=0.55mm	ξ=8.66 :1
2123KIT <b>Spec8.7</b> Ver.V,VI & GDB	φ92.50×79mm	2123cc	-8.2cc/-15.6cc	-1.1mm	13000-EJ2-1T2	¥345,000	Ver.V,VI,GDB Standard head GK t=0.55mm	ξ=8.73 :1
2123KIT <b>Spec8.0</b> 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 GK t=0.55mm	ξ=8.0 :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. ※4 Standard stroke.

EJ25T for 2500 (Designed using 49.3cc as Combustion chamber volume) Forged Piston 25KIT ¥150,000

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



φ99.50mm 2457cc 13030-EJ2-5T0

## TODA HIGH POWER CONNECTING-ROD

EJ25T for 2500 I Section Strengthened Connecting-Rods ¥50,000 ×4

- Fully floating with Bush
- Fully balanced
- I section designed & chrome molly
- Can be used for STi of 2000cc

■ 13210-EJ2-5T0-I ×4

## EJ20T Increased Capacity 2123KIT-I

### TODA HIGH POWER CONNECTING-ROD

EJ20T for 2123KIT I Section Strengthened Connecting-Rods ¥48,000 ×4

- Fully floating with Bush
- Fully balanced
- I section designed & chrome molly

■ 13210-EJ2-1T0-I ×4

EJ20T 2123KIT-I **Spec8.6** ¥450,000 **for Ver.V,VI & GDB**

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



φ92.50 × 79mm 2123cc 13000-EJ2-1T1-I

- KIT contents**
- ① TODA Forged Piston KIT (φ92.50mm)
  - 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 **Spec8.7** ¥450,000 **for Ver.V,VI & GDB**

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



φ92.50 × 79mm 2123cc 13000-EJ2-1T2-I

- KIT contents**
- ① TODA Forged Piston KIT (φ92.50mm)
  - 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 **for Ver.V,VI & GDB**

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



φ92.50 × 79mm 2123cc 13000-EJ2-GD0-I

- KIT contents**
- ① TODA Forged Piston KIT (φ92.50mm)
  - 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)

## SUBARU HIGH POWER PROFILE PISTON KIT / CAPACITY UP KIT

Engine type	Bore × Stroke	Displacement	Crown Volume <sup>※1</sup>	Projection Height <sup>※2</sup>	Part No	Price(Set)	Head gasket	Reference C/R <sup>※3</sup>
EJ25 piston KIT for EJ25T	φ99.50×79mm <sup>※4</sup>	2457cc	-31.7cc/-34.0cc	-0.3mm	13030-EJ2-5T0	¥150,000	EJ25 bore/φ101mm standard head GK t=0.55mm	ξ=8.0 :1 <sup>※5</sup>
2123KIT-I <b>Spec8.6</b> Ver.V,VI & GDB	φ92.50×79mm	2123cc	-14.2cc/-16.2cc	-0.3mm	13000-EJ2-1T1-I	¥450,000	Ver.V,VI,GDB Standard head GK t=0.55mm	ξ=8.66 :1
2123KIT-I <b>Spec8.7</b> Ver.V,VI & GDB	φ92.50×79mm	2123cc	-8.2cc/-15.6cc	-1.1mm	13000-EJ2-1T2-I	¥450,000	Ver.V,VI,GDB Standard head GK t=0.55mm	ξ=8.73 :1
2123KIT-I <b>Spec8.0</b> Ver.V,VI & GDB	φ92.50×79mm	2123cc	-15.2cc/-22.6cc	-1.1mm	13000-EJ2-GD0-I	¥450,000	Ver.V,VI,GDB Standard head GK t=0.55mm	ξ=8.0 :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. ※4 Standard stroke. ※5 EJ25 Designed using 49.3cc as combustion chamber volume.



Piston Pins•Piston Pin Clips

Piston Pins



Engine type	Part No.	Name	Qty	Price(each)
4AG 4VALVE	13112-185-700	Piston Pin 18×57	4	¥2,000
	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

Pin clip shape	Part No.	Line diameter/A	Pin diameter	Name	Price(each)
	13115-180-000	φ1.2mm	φ18mm	Piston pin clip φ18mm	¥150
	13115-200-000	φ1.2mm	φ20mm	Piston pin clip φ20mm	¥150
	13115-210-000	φ1.2mm	φ21mm	Piston pin clip φ21mm	¥150
	13115-220-000	φ1.2mm	φ22mm	Piston pin clip φ22mm	¥150
	13115-220-002	φ1.4mm	φ22mm	Piston pin clip φ22mm	¥150
	13115-230-002	φ1.6mm	φ23mm	Piston pin clip φ23mm	¥150
	Line diameter				
	13115-230-001	φ1.4mm	φ23mm	Piston pin clip SEφ23mm	¥150
	Thickness/t				
	13115-220-001	φ1.0mm	φ22mm	Piston pin clip SOφ22mm	¥150



F3 2004 Driver:Hideki Mutoh