

What's New F20C

HONDA S2000 F20C 2350 Complete Engine



< Image Photo >
This is a sample image. Complete engine does not come with individual throttle body kit and engine accessories or dry sump kit.

■ F20C 2350 COMPLETE ENGINE

New base engine	2,300,000 JPY
Part No. 11110-F20-000	
Customer's base engine	1,750,000 JPY
Part No. 11111-F20-000	

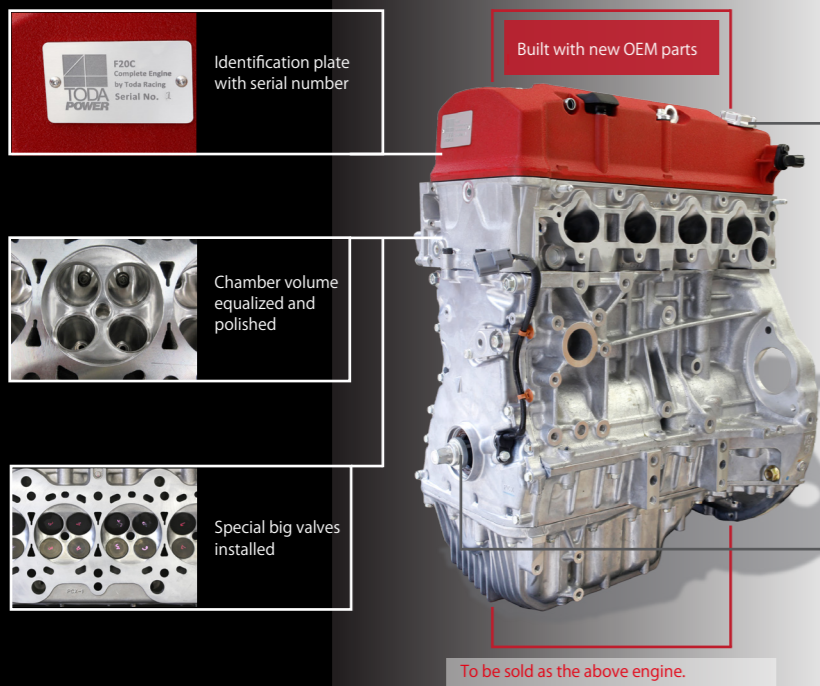
■ SPECIFICATION

Specification	F20C/2350 (TODA RACING Spec)		Stock Engine
	NEW	Used engine provided	
Engine Type	HONDA F20C	HONDA F20C	HONDA F20C
Bore × Stroke (Displacement)	87.0 × 99.0mm (2354cc)	87.5 × 99.0mm (2381cc)	87.0 × 84.0mm (1997cc)
Compression Ratio	12.3 : 1 (can be changed)	12.3 : 1 (can be changed)	11.7 : 1
Max Torque (Engine Dyno)	4kg/m gained	4kg/m gained	*Dyno tested with stock air cleaner and single throttle.
Max Power (Engine Dyno)	40 ps (29.4kW) gained	40 ps (29.4kW) gained	
Max RPM	8000rpm	8000rpm	
Engine Running In	Included	Included	
Packing	Cardboard box	Cardboard box	

*This is a F20C complete engine. If a customer provided engine, F20C or F22C can be used.
*ECU setting is required by a customer.
*The new engines use a later model F20C head cover. Breather pipe connections differ with earlier models, PCV valve ASSY for later model is required to fit correctly.

■ Product Feature

We are pleased to announce the release of S2000 F20C Complete Engine. S2000 is a very popular vehicle across the world with many enthusiastic fans and can be seen in many of track use. Toda Racing complete engine brings the additional power through increased engine capacity and optimized engine modification to have the higher performance. The special big valves are used in the engine, and the valve seat is finished for racing application. The engine has an identification plate with a serial number and special machined oil filler cap is mounted. This is a special engine for your S2000. The complete engine can be ordered with specified compression ratio and you can make a change to the modification for such as camshafts and individual throttle body kit.



To be sold as the above engine.

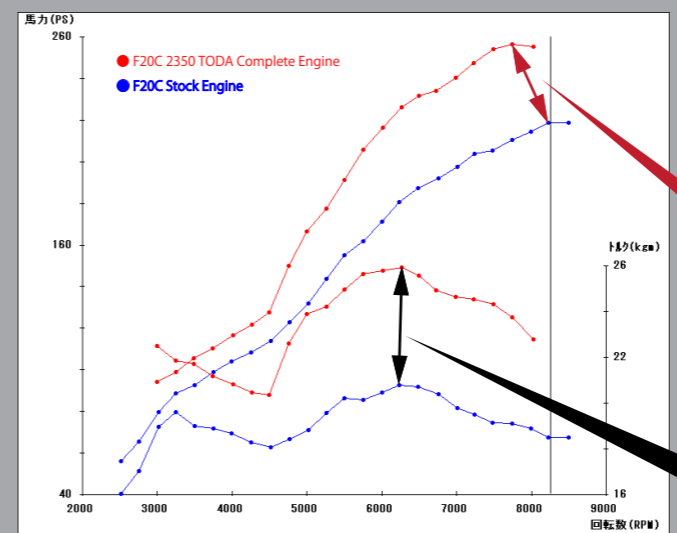
■ TODA Products

- Increased Capacity 2350 KIT 87.00mm or 87.50mm (Pistons, crankshaft, con-rods)
- Shim Stopper Metal Head Gasket (0.8mm/1.1mm)
- Heavy Duty Timing Chain
- Heavy Duty Chain Tensioner
- Heavy Duty Oil Pump Chain
- Light Weight Front Pulley KIT with A/C
*Can be changed with A/C less model
- Light Weight Tensioner & Idler Pulley KIT
- High Power Profile Camshaft IN/EX (VTEC/A2)
- Up Rated Valve Springs
- Free Adjusting Cam Gears IN/EX
- Anti G Force Oil Pan
- Special Big Valve IN/EX (0.5mm oversized)
- Machined TODA Oil Filler Cap
*Only available for Complete Engine
- Identification Plate with Serial Number
*Only available for Complete Engine

■ Engine Modification Service/Engine Assembly


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

Engine Dyno Test Result




NOTE: This is a dyno test result conducted at Toda Racing's engine dyno using stock air cleaner, single throttle, and AVO/MOTEC ECU


Product Feature ☺




■ Shim Stopper Metal Head Gasket
Advantage of distributing the pressure to the entire surface of the engine head and block.



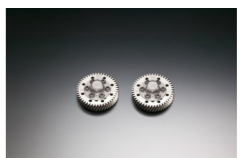
■ Heavy Duty Chain Tensioner Heavy Duty Timing Chain
To maintain correct tension and to overcome the oil pressure auto tensioner's weak-point.




■ High Power Profile Camshaft IN/EX (VTEC/A2)
Enable more power at top end without sacrificing torque at lower rpm.



■ Up Rated Valve Springs
To prevent valve spring surging and improve the natural frequency.




■ Free Adjusting Cam Gears
Engine characteristic can be changed by adjusting valve timing.

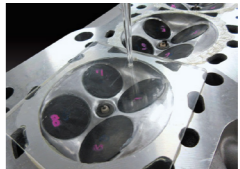


■ Anti G Force Oil Pan
Help prevent oil from moving around under extreme conditions.

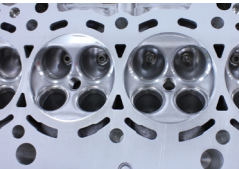
Assembling Process ☺




Combustion Chamber Polish




Combustion Chamber Volume Equalization




Competed Cylinder Head




Valve Springs Installation




Cylinder Block Lower Section Assembling



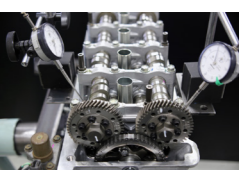
Assembled Cylinder Block (Short Block)



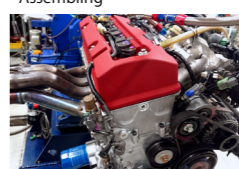
Cylinder Head / Block Assembling




Timing Chain Installation




Valve Timing Adjustment




Engine Dyno Testing



Assembled Complete Engine



Packed with Cardboard Shipping Box



50TH ANNIVERSARY

