

## What's new !!

## HONDA Accord Euro-R CL7 Exhaust System



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

The best performance can be made with TODA engine tuning items.

The internal design is based around a constant φ60 pipe, with no restrictions within the silencer.

Accord Euro-R CL7/K20A

18000-CL7-001

List price 130,000yen

■ Dual Titanium Blue tails are provided/90mm straight (both outside have TODA Mark)

■ A joint diameter φ60mm pipe → φ50mm×2 → Dual tails φ90mm

※K24A/CL9-120 Type-S can be installed also.

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

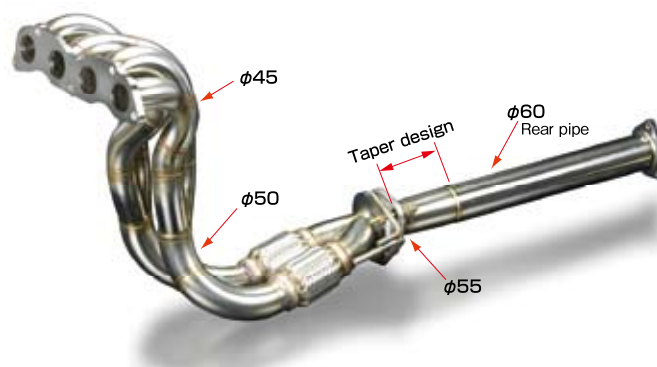
■ The standard catalyst can be installed.  
Remove the rear pipe and replace with the catalyst.

## K20A CL7

ACCORD EURO R

K20A(CL7)  
Exhaust manifold(4-2-1 SUS)  
List price 120,000 yen

■ 18100-CL7-00J



## K24A CL9/CM2 TypeS(Accord/Accord wagon)

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

■ 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  
φ45mm → φ50mm → φ55mm → Taper → φ60mm

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

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