

Golden Eagle Mfg. D16Z6/D16Y8 Cam Gear Install

Thank you for your purchase of Golden Eagle Mfg. products for your high performance needs. You now own one of the best products on the market, all 100% made in the *USA*! We are very confident you will be more than pleased with your purchase. If you ever experience any problems, have any concerns or just want to give some advice, we would love to hear from you.

(909) 592 – 4311 or e-mail sales@goldeneaglemfg.com

Cam Gear Bolts Are NOT Tight!!!!!

Be sure to tighten the bolts before engine start-up.

<u>! WARNING!</u> We strongly suggest having a trained technician perform the cam gear install. Do not attempt to perform this installation procedure if you are not very familiar with how the timing belt system works. Incorrect disassembly or re-assembly of the timing belt system could lead to extensive engine damage! Always have a shop manual on hand for reference when performing the cam gear install.

Items needed for this installation

- 12 point 5/16" socket for the cam gear bolts
- 10-12-14-17-19 mm socket set w/ ratchet and extension
- 10-12-14 mm open end wrenches
- Flat head screw driver

Application Guide for Models

- Assembled for 92-95 SOHC VTEC (D16Z6) Center mark middle of outer gear tooth.
- 96-00 SOHC VTEC (D16Y8,A) Center mark between teeth (Must loosen bolts and rotate center mark of inner gear to middle center mark of outer gear.)
- Remove the POSITIVE battery terminal. Carefully remove the valve cover and set in a clean place up-side down. Be sure to keep the work area clean and free from any loose bolts that may fall into the top of the head
- Once the plastic timing cover is removed, the upper timing belt cover can be removed.
- You will need to remove all of the spark plugs so that the engine can be rotated easily by hand.
- 4. Next, use a 19 mm (sometimes a 17mm) socket and ratchet to rotate the engine so that the number one cylinder is at Top Dead Center (TDC) in the intake stroke. Simply turn the crank counter clockwise until the white mark on the crank pulley lines up with the timing mark on the lower timing belt cover.
- 5. Mark the timing belt at TDC. Take the stock gear off using a 14 mm socket and an impact wrench. Loosen the belt tensioner (14 mm) and slip the belt off of the stock gear. Carefully remove the stock gear taking caution not to lose the key (s).
- So Install the new cam gear along with the keys and replace the cam shaft bolt using a 14 mm socket and a torque wrench to 27 ft-lbs. (38 N-m) Be sure to tighten the 12 point bolts that fix the cam gear timing, as they do not come tightened from Golden Eagle MFG. To tighten the belt, rotate the engine over twice counter clockwise then tighten the belt tensioner bolt 14 mm to 33 ft-lbs (45 N-m). Make sure that when the crank is at TDC, the cam gear lines up with the inscribed alignment marks (dotted lines on the gear outers). Tighten the cam gear bolts to 18ft-lbs to prevent the gears from slipping during vehicle operation (recheck the bolts periodically. Use Loctite® whenever possible)
 - Replace the valve cover and spark plug wires accordingly.
- Rotate the motor by hand using a wrench on the crank pulley bolt, rotating it counter clockwise at least two full rotations to be sure there are no interference with the valves and pistons.
- Once everything checks out, start the motor and check for leaks and make sure everything's in order. Remember, we always suggest having a shop manual on hand for reference on removal and replacement of any parts.

We thank you for your purchase and we're always here for any questions/assistance you may have or need.

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D16Z6 92-95 SOHC VTEC
CENTER OF TOOTH

SOLID CENTER LINES







Note:

This cam gear has dual timing marks for both D16Z6 and D16Y8. See diagram above for proper alignment to fit your model engine.

Once checking the diagram above to determine which mode fits your application loosen the four bolts holding the center piece of the gear. Then remove and set to your required application.

Then follow Golden Eagle MFG torque specs of 18lbs.

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