



Golden Eagle Mfg. VTEC Conversion Kit / Turbo Oil Feed

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@goldeneagle.com

! WARNING ! Be sure to follow direction for proper installation. Improper installation can result in engine damage, fire or personal injury.

Details : The sandwich adapter plate is the large black item in this kit. The nipple is the small silver item with the hex head on it. The sandwich adapter plate has two (2) ports :

1. a 1/8 NPT (pipe) thread
2. a -8AN O-ring (Boss) port

Multiple types of fittings can be purchased for these ports through Golden Eagle Mfg. or other performance racing shops. Make sure the oil sandwich plate has an o-ring on the block side. Then Install the adapter nipple as in the following picture. You should be able to read our logo from the side that the nipple is installed.



1. First, take off your old oil filter and throw away.
2. Make sure the block is clean where the sandwich adapter o-ring will sit. (same as with an oil cooler)
3. Once everything is clean, use some clean motor oil and rub it onto the sandwich adapter plate o-ring, then take sandwich adapter plate, with the o-ring facing the block, and screw it onto the block or oil cooler nipple.



4. Hold the sandwich plate clocked to your desired setting and tighten. Make sure the washer portion of the VTEC Conversion Kit / Turbo Oil Feed is sitting flush in the counter bore of the sandwich adapter. Using a 1" socket or open end wrench, tighten the sandwich plate. **DO NOT OVERTIGHTEN. THIS CAN CAUSE IRREVERSABLE DAMAGE TO THE BLOCK OR VTEC CONVERSION KIT / TURBO OIL FEED UNIT!!!** All you need to do is hand tighten the nipple by hand then tighten ¼ turn or until the nipple will not turn under nominal force. *Some Loctite may be used to keep the nipple from loosening during oil filter changes.*
5. Check to be sure everything is in order and install your fittings accordingly. Replace your oil filter as usual. Start the car after all is complete and check for any leaks.

Once you are satisfied that there are no leaks, you are ready for clean, filtered oil to supply to your VTEC head, Turbo, Pressure sending unit or other items. If you should ever have any questions, please feel free to call our customer service line at (909) 592 – 4312 or e-mail at tech@goldeneagle.com

Again, we thank you for your purchase and we are always here for your input.

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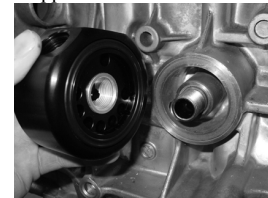
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Golden Eagle Mfg.

Full VTEC Conversion System

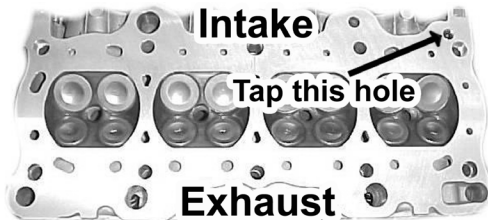
This portion of the install applies to the routing of the oil from the non-VTEC block (B18A/B or B20) to a VTEC head (B16 or B18C).

Items supplied with kit: (these items are supplied in our full kit. If you do not have the full kit, these items will still be required to complete the conversion)

- 1 - 1/8" NPT pipe tap
- 1 - 1/8" **flush** pipe plug (a "flush" pipe plug **MUST** be used. A regular pipe plug will cause oil leaks and damage to block or head.)
- 1 - steel braided teflon hose
- 1 - 3/4" boss to -6AN fitting
- 1 - -6AN to BSPT head fitting
- 2 - VTEC Conversion Dowels
- 1 - pre-machined head gasket to accept proper dowel location and bore size

Once the sandwich plate has been installed, please follow the directions below.

1. Lay the head cam side down and locate the oil hole on the head deck surface (see picture) Tap the head in this location using the supplied 1/8 NPT pipe tap. Once the hole is tapped, clean out the head thoroughly. Install the 1/8 NPT flush pipe plug using Teflon tape to ensure a good leak-proof seal. Make sure the plug sits **BELOW** the deck surface so that it does not interfere with the head gasket or block.



2. Install the VTEC Conversion dowels into the exhaust side of the block with the **small side of the dowel in the block**
3. Place the head gasket onto the block using the conversion dowels to align it properly
4. Install the head. Refer to the shop manual for install instruction of the head.

Once the head is installed and torqued down, you can now go ahead and install the VTEC oil feed line from the block to the head.

1. Locate the oil feed port plug on the head. This can be found on the intake side of the head near the distributor. (see pic) Remove the plug using a metric allen key.



2. Once you have removed the plug, you can now install the -6AN to BSPT into the oil feed port on the head. Use Teflon tape to ensure a leak proof seal. Do not overtighten.
3. Once both fittings are in the head and the sandwich plate, you can now install the oil feed hose from the sandwich plate to the new fitting in the head. It should look like the following picture



Golden Eagle Mfg.

Full VTEC Conversion System

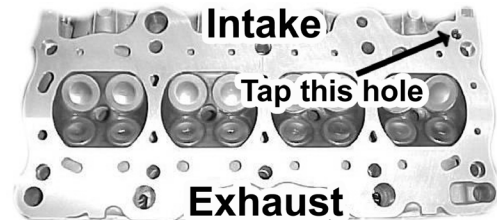
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