



Lightning Motorsports – Golden COMPLETE VTEC Conversion Kit

We would like to say thank you for purchasing the absolute best and most complete VTEC conversion kit on the market. This is a general guide for doing the conversion and should be supplemented by an original OE factory shop manual for proper torque specifications and assembly.

Here is a diagram of the parts you should have for your kit:



These parts are:

- (1) 1/8" NPT Pipe Tap
- (1) 1/8" NPT Flush Pipe Plug (Note: A **flush** pipe plug must be used)
- (1) -6AN to -6AN Stainless Braided Hose
- (1) 3/4" boss to -6AN fitting
- (1) -6AN to BSPT fitting
- (2) VTEC Conversion dowels
- (1) Custom machined headgasket to accept proper dowel location and bore size
- (1) Oil sandwich plate block adapter
- (1) ARP 208-4303 head stud kit
- (1) tube Hondabond sealant

Once you have verified all components are present, you can start:

- 1) Lay the head camshaft side down and locate the hole to be tapped (see picture)



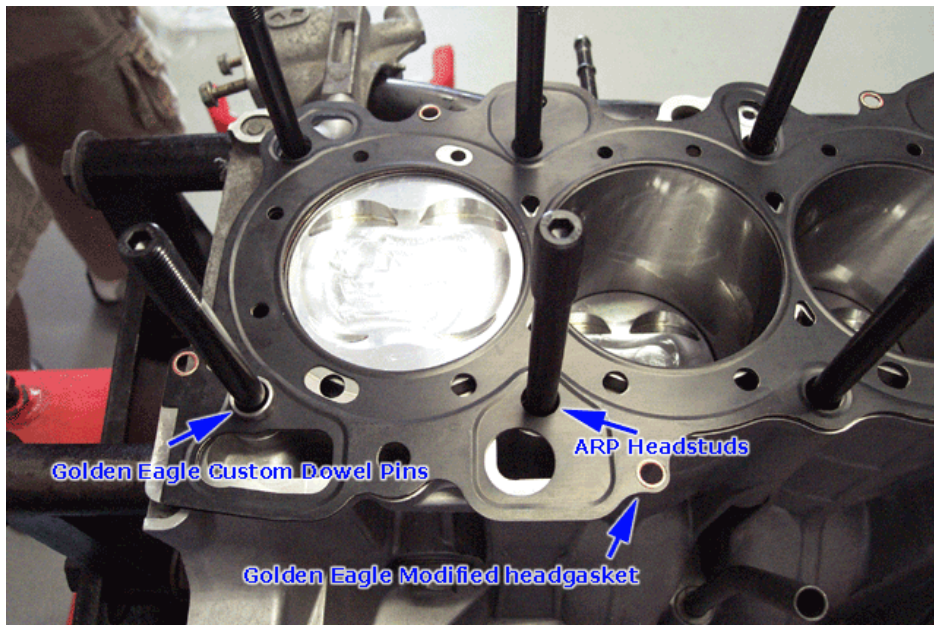
- 2) Tap the head in the location shown with the 1/8" NPT tap provided. Clean all debris from the hole and head. Install the 1/8" NPT Flush pipe plug using

Teflon tape to ensure a good seal. Make sure that the plug face sits **below** the surface of the block and does not interfere with the headgasket or block.

- 3) Install the VTEC conversion dowels on the **exhaust** side of the head with the **small side of the dowel in the block**.



- 4) Place the headgasket onto the block allowing the dowels to align it properly.



- 5) Install the cylinder head onto the block following the instructions laid out in the factory shop manual.

Once the head is torqued down and installed, we can now begin installation of the sandwich plate and hose assembly.

- 6) Remove oil filter and install oil sandwich plate adapter.

- 7) Locate and remove the oil port plug on the cylinder head. This can be found on the intake side of the head by the distributor. (See picture). The plug has a metric hex.



- 8) Install the -6AN to BSPT fitting into the oil feed port on the cylinder head. Use Teflon tape to ensure a no-leak seal. Please make sure to not overtighten this fitting.
- 9) Install the $\frac{3}{4}$ " boss to -6AN fitting into the oil sandwich plate adapter.
- 10) Install the braided hose between the fitting on the sandwich plate and the one on the back of the cylinder head and tighten both ends.

At this point you have completed the installation and the end result should look like this.

