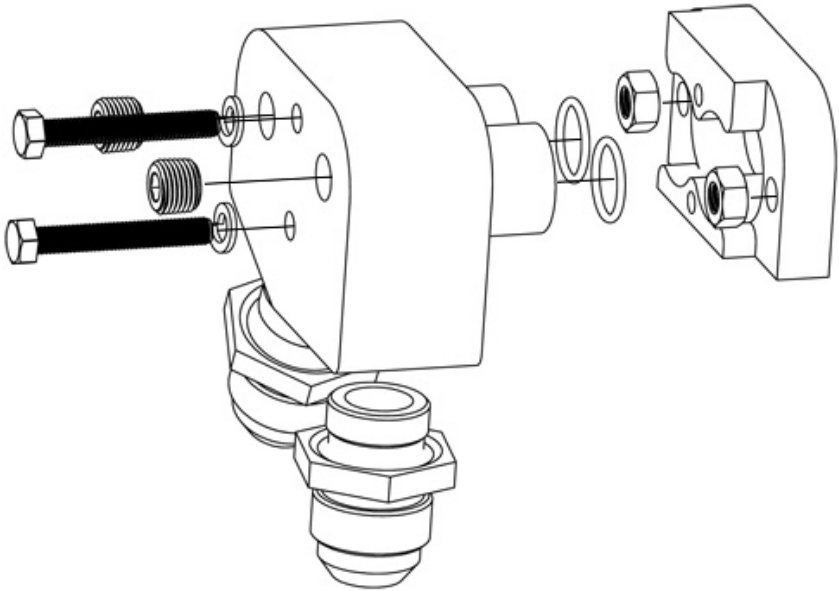




## **Oil Cooler Adapter for GTO / Commodore / Monaro**

**Part No. EGM-107**

Made in USA



**Important: Read these instructions  
in their entirety prior to installation.**

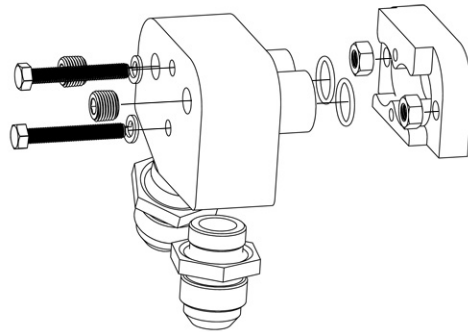
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## Applications

- 2004-2006 Pontiac GTO
- 1997-2006 Holden Commodore (VT, VX, VY, VZ)
- 2001-2005 Holden Monaro (V2 / VZ)
- 2001-2005 Vauxhall Monaro (V2 / VZ)
- Other vehicles equipped with the GM front-pan oil pan part number 12599397, 12599398, 12581209, or 12581210.

## Parts List

- Oil cooler adapter (1)
- Spacer (1)
- Power steering line relocation bracket (1)
- Viton o-rings (2)
- AN fittings, -10 or -8, with Viton o-rings (2)
- 1/8" NPT sensor port plugs, (2)
- Spacer retaining nuts, 10mm hex (2)
- Oil cooler adapter retaining bolts, 8mm hex (2)
- Oil cooler adapter retaining bolts split washers (2)
- Power steering line retaining bolts, 13mm (2)
- Power steering line retaining bolts washers (2)
- Power steering line bracket retaining bolts, large Philips head (2)

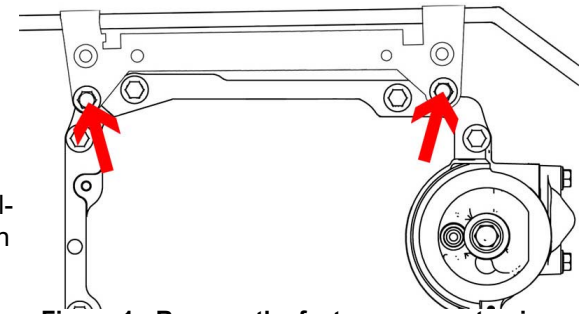


## Installation Instructions

### Preparing for Installation

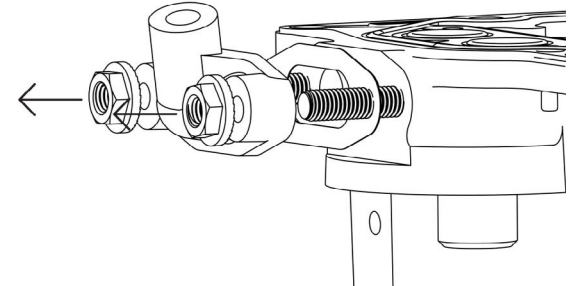
1. Raise the front of the vehicle and support with approved automotive ramps, a lift, or jack stands.  
**⚠ Warning:** Never work under a vehicle secured only by a jack.
2. Remove the factory skid plate by removing the four (4) 13mm bolts.
3. Remove the oil filter.  
**⚠ Caution:** Oil may be hot.
  - a. Be sure to place an oil drain pan under the filter. Roughly 1 quart of fluid will drain after removing the filter.
4. Locate the factory power steering line bracket bolts indicated by the arrows in Figure 1.
5. Remove the two (2) bolts securing the power steering line bracket

to the oil pan with a 13mm wrench. This will allow you to move the power steering line out of the way of the adapter during installation. The relocation bracket, installed later, will permanently relocate the line away from the adapter.



**Figure 1 - Remove the factory power steering line bracket bolts**

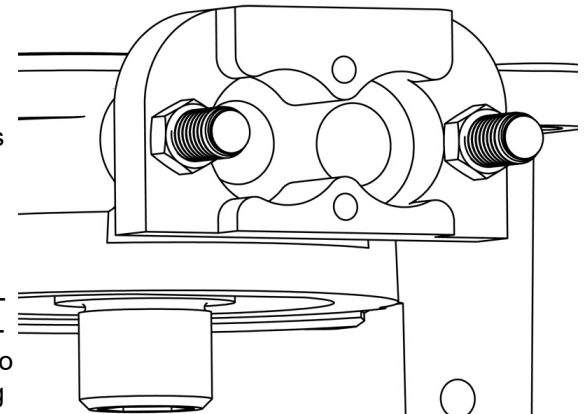
6. Remove the two (2) oil port cover retaining nuts and oil port cover with a 10mm wrench. Be sure to remove the factory gasket shown in Figure 2 as well.



**Figure 2 - Remove the oil port cover, retaining nuts and gasket**

### Installing the Spacer and Oil Cooler Adapter

1. The spacer is secured to the oil pan by the two (2) nuts included in the kit as shown in Figure 3.  
**⚠ Caution:** Do not allow the mounting studs to turn while tightening the retaining nuts. Use an E6-size star-bit socket to secure the mounting studs while tightening the retaining nuts.



**Figure 3 - Correct spacer orientation**

- a. Note the correct orientation of the spacer in Figure 3.
- b. **Perform this step if spacer will not seat as shown in Figure**

### 3. Otherwise, skip to Step 1c.

Due to varying oil pan tolerances, the adapter may interfere with the top of the oil filter pedestal, preventing the spacer from properly seating against the pan. If this is the case, use a flat hand file to remove a small amount of material – less than 1 mm – from the top of the pedestal until the spacer can be seated. Remove only a small amount of material at a time. The surface to be filed for clearance is highlighted in Figure 4.

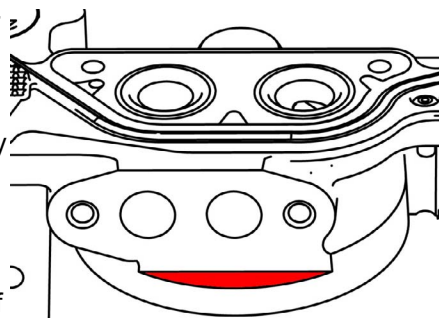
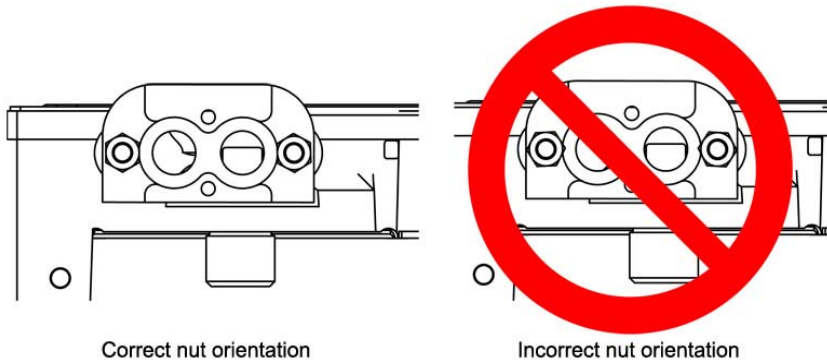


Figure 4 - Surface to be filed is highlighted in red

- c. Note the retaining nuts must be oriented with a wrench flat facing toward the center of the spacer as shown in Figure 6 or the adapter will not fit inside the spacer.



Figure 5 - Use a flat hand file to remove less than 1 mm of material until the spacer no longer interferes



Correct nut orientation

Incorrect nut orientation

Figure 6 - Note correct spacer retaining nut orientation

2. Prepare the adapter for installation:

- a. Locate the -8 or -10 AN fittings and coat the O-rings with motor oil, then tighten them into the adapter IN/OUT ports. Do not over-tighten.

- b. Wrap your sensors in Teflon tape and install in the adapter. Do not over-tighten. If no sensors are used, use the provided 1/8" NPT sensor port plugs and tighten with an Allen key wrench. Sensor ports are shown in Figure 7.

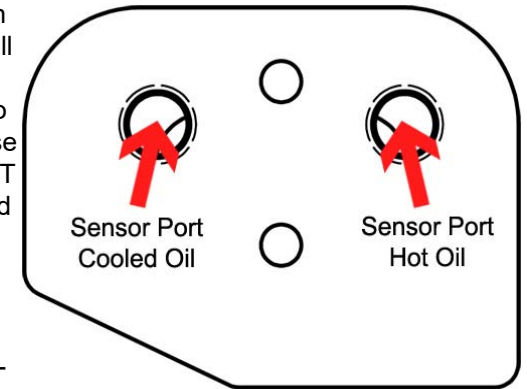


Figure 7 - Sensor ports

3. Coat the two O-rings provided with motor oil or assembly grease and insert them into the adapter's O-ring glands as shown in Figure 8.

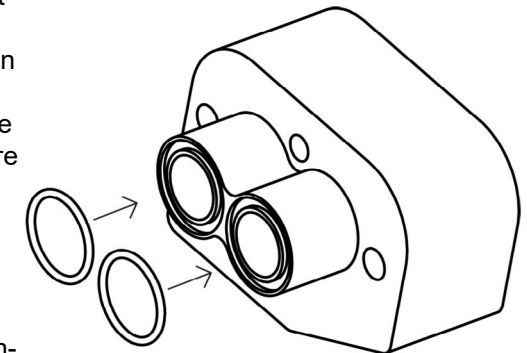


Figure 8 - Insert the O-rings into the adapter's O-ring glands

4. Slide the adapter onto the spacer as shown in Figure 9. It may be necessary to manipulate the power steering line.

5. Secure the adapter to the spacer with the hex head bolts and split-lock washers provided using an 8mm wrench.

**⚠ Caution:** Torque bolts to between 108 in-lbs (9 ft-lbs) and 120 in-lbs (10 ft-lbs). DO NOT OVERTIGHTEN.

**⚠ Caution:** Make sure the O-rings do not fall out of the adapter during installation, as this will result in an oil leak.

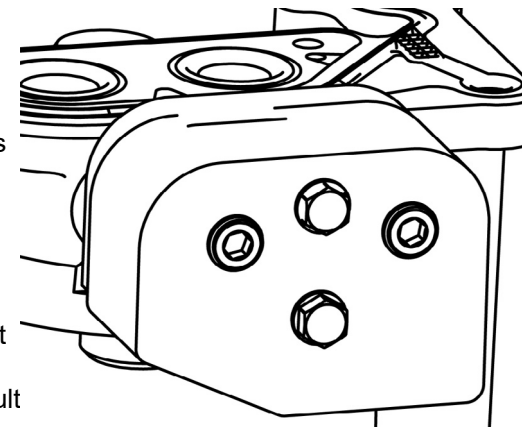
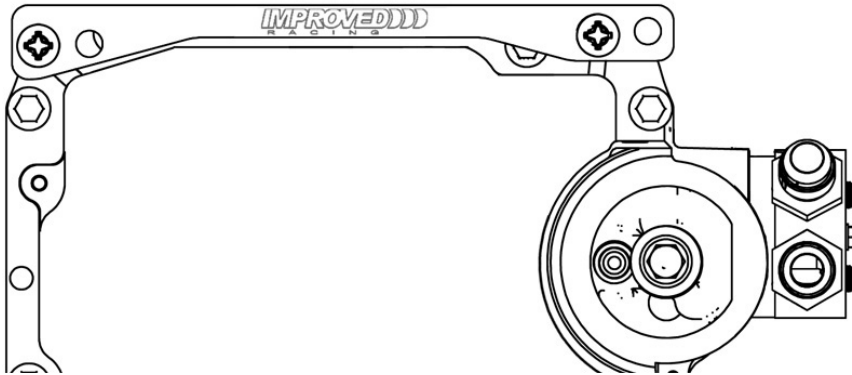


Figure 9 - Adapter secured to spacer

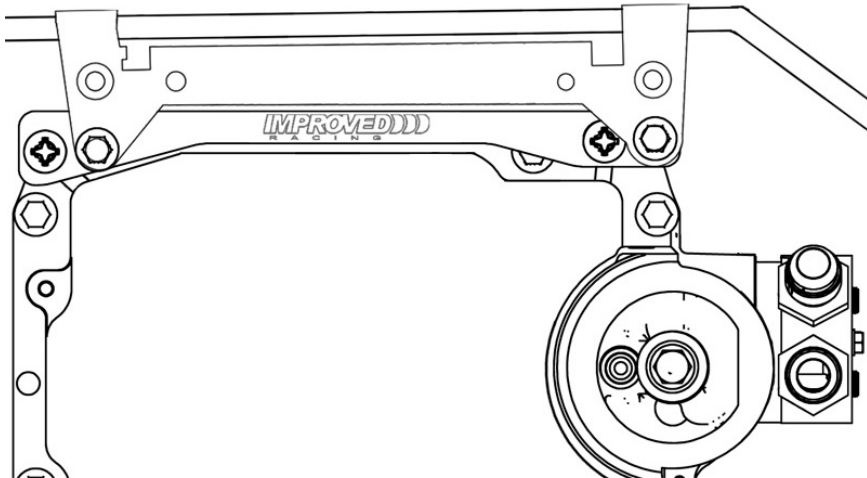
## Installing the Power Steering Line Relocation Bracket

1. Locate the power steering relocation bracket and mounting hardware.
2. Secure the relocation bracket to the oil pan using the two supplied screws as shown in Figure 10. Note newer kits no longer use Phillips head screws.



**Figure 10 - Power steering line relocation bracket installed**

3. Secure the factory power steering line bracket to the relocation bracket using the two supplied 13mm hex head bolts and washers as shown in Figure 11.



**Figure 11 - Factory power steering line bracket bolts to relocation bracket as shown**

4. Note the clearance now gained between the power steering line and oil cooler adapter in Figure 12.



**Figure 12 - Clearance gained between power steering line and oil cooler adapter**

#### Connecting the Oil Cooler Lines

1. Assemble the oil cooler lines and connect them to the adapter. The recommended fittings are a 45-degree fitting for the inlet and a 90-degree fitting for the outlet. Depending on the type of fittings used, it may be necessary to clock the fittings as shown in Figure 13.



**Figure 13 - Line fitting orientation**

2. Fill the cooler with oil, then connect the oil cooler lines. Tighten all fittings.
3. The oil cooler lines will run through the gap between the skid plate and front cradle. It is recommended to cover the lines with protective sleeving in this area.
4. Fill the oil filter with oil then reinstall it. Top off the engine's oil level.
5. Remove the fuel pump fuse and crank the engine over for several seconds to build oil pressure.
6. Replace the fuel pump fuse then start the engine and check for leaks.
7. Shut off the engine and top off the engine's oil level once again.
8. Congratulations! Installation is now complete.



**Figure 14 - Oil lines will run through the gap between the skid plate and front cradle**