



8101HKR (Black), 8101-1HKR (Ceramic), 8101-3HKR (Darkside), & 8101-7HKR (Stainless)

1989-98 Nissan 240SX LS/T56 Swap Headers



Thank you for choosing Hooker Headers to complete your engine swap project. Hooker headers are designed with optimized components and geometry to ensure the highest level of fit and performance. Please read these instructions thoroughly before attempting installation of these components.

PRE-INSTALLATION CONSIDERATIONS

Check that the hardware package includes the following: (12) M8 x 1.25 header bolts. If missing any hardware, please contact Technical Service at 1-866-464-6553 or 270-781-9741.

These headers were designed to be compatible with and compliment the Hooker swap mount kit for this application (P/N 12654HKR). These instructions were written with the assumption that you are using and have already installed the engine, transmission, and Hooker swap components per the instructions included with the swap mount kit.

An automotive lift or a jack and jack stands will be required to safely raise and support the vehicle. **CAUTION! WORK ONLY ON A LEVEL SURFACE. USE JACKS /JACKSTANDS OF SUFFICIENT CAPACITY TO LIFT AND SUPPORT YOUR VEHICLE. NEVER WORK UNDER A VEHICLE SUPPORTED BY A FLOOR OR BUMPER JACK.**

VEHICLE / ENGINE PREP:

1. Disconnect the negative cable from the vehicle battery.
2. Remove the spark plugs.
3. Using an automotive lift or floor jack, lift the entire vehicle or front of the vehicle off the ground to obtain a minimum distance of 19" between the ground and the bottom of the engine cross member. **Support the vehicle by engaging the locks on the lift or by the use of jack stands.**

4. Place a small drain pan under the steering components and remove the two or three steel lines from the steering rack as indicated in **Figure 1**. Tuck **Line 1** out of the way and carefully bend **Lines 2** and **3** down and away from the steering rack.

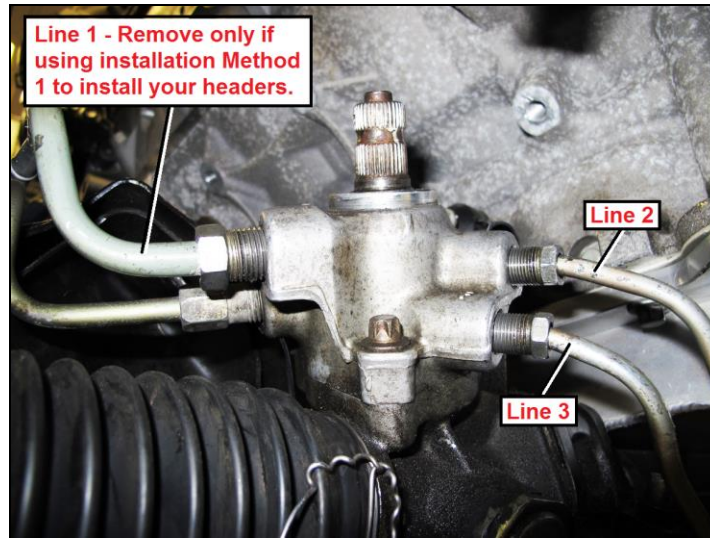


Figure 1

HEADER INSTALLATION:

There are two validated methods of installing these headers on this application and one or the other will make more sense to you to use based on the nature of your project and your level of mechanical aptitude. The two methods are as follows:

Method 1 – Engine Tilting Method:

This method is similar to that of other swap headers on the market for this application and requires jacking the motor up and over to the passenger side of the vehicle to create the needed room to install the driver side header. The use of two persons is recommended for this method.

1. Using a suitable marker, apply index marks to the steering shaft, coupler and input shaft of the steering rack to aid in reassembly. Once done, remove bolts from the steering coupler and drive the coupler off the steering rack shaft with the wooden handle of a hammer.
2. Remove the coupler from the steering shaft and set it aside. Wrap the end of the shaft with masking tape, to prevent later scratching your headers, then tie or tape the steering shaft to the driver side frame rail as high and tight as possible.
3. Place a floor jack under the transmission bell housing with an off-center bias towards the driver side and raise the engine as high and tilted to the passenger side as possible.
4. Remove the bolts from the driver side engine bracket/mount and remove it from the vehicle.
5. Install the driver side header up through the bottom of the vehicle and move it to its maximum position towards the front of the vehicle. Using one person above and below the vehicle for this step will help to avoid scratching the header and/or cylinder head gasket surface.
6. Release the steering shaft from the frame rail, then lower the shaft down and around the rear-most header primary tube and position it in the large cavity between the inner (#1 and #2 primary tubes) and outer primary tubes (#3 and #4 primary tubes).
7. Have a helper loosely attach the header to the cylinder head (no gasket needed) with two bolts to hold it in a temporary position.
8. Re-install the engine bracket/mount assembly on the driver side of the engine and lower the engine down to rest on the cross member.
9. Check the side-to-side level alignment of the engine and adjust as needed; rotate the engine with a jack positioned at an off-center bias position on either side of the bellhousing.
10. Install the lock washers and nuts onto the bottom engine mount studs and tighten all engine and transmission mount hardware completely.
11. Remove the tape from the end of the steering shaft, line up the index marks on the steering components and re-install the steering coupler; **install the coupler bolts and torque to factory specs**. Figures 2 & 3 are provided for referencing the designed routing of the steering shaft through the header tube geometry.



Figure 2

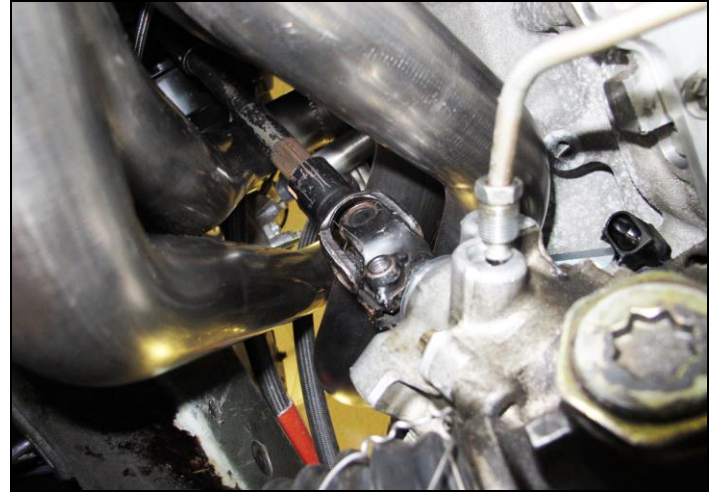


Figure 3

12. Install the passenger side header up through the bottom of the vehicle and attach it to the cylinder head with the included fasteners and a new or used stock GM exhaust manifold gasket.
13. Remove the two bolts temporarily holding the driver side header in place. Permanently attach the header to the cylinder head using the included fasteners and a new or used stock GM exhaust manifold gasket.
14. Re-attach and tighten steel lines at steering rack. Be sure to check fluid level and top off as necessary once you fire the engine for the first time.
15. Install the spark plugs, spark plug wires, starter motor, oil dipstick/tube, and O2 sensors and then reconnect the battery cables.

Method 2 – Steering Column Removal Method:

If suitable to your mechanical skill level and tool selection, this method requires the same average time of install as Method 1 above, but is less cumbersome to accomplish and provides a much lessened possibility of scratching the headers and/or vehicle components during installation.

1. Check the side-to-side level alignment of the engine and adjust as needed; rotate the engine with a jack positioned at an off-center bias position on either side of the bell housing.
2. Install the lock washers and nuts onto the bottom engine mount studs and tighten all engine and transmission mount hardware completely.
3. Using a suitable marker, apply index marks to the steering shaft, coupler and input shaft of the steering rack to aid in reassembly. Once done, remove bolts from the steering coupler and drive the coupler off the steering rack shaft with the wooden handle of a hammer.
4. Remove the coupler from the steering shaft and set it aside.
5. Remove any and all dash panels covering access to the steering column fasteners and that would impede its removal.
6. Disconnect all electrical connectors attached to the steering column.
7. Remove all fasteners attaching the steering column to the dash frame and firewall and remove the entire column from the vehicle.
8. Install left and right side headers up through the bottom of the vehicle and place them in a neutral position with the flanges/tubes resting lightly against the engine/chassis and the collectors resting against the ground surface.
9. Remove yourself from the bottom of the vehicle and move to the engine compartment.
10. Reach down either side of the engine and pull the headers up into position and attach them to the cylinder heads using the supplied fasteners and a new or used stock GM exhaust manifold gasket.
11. Re-install the steering components in the reverse order of removal, while paying attention to route the steering shaft between the primary tubes of the headers as shown in the reference photos at the top of this page.

12. Re-attach and tighten steel lines at steering rack; be sure to check fluid level and top-off as necessary once you fire the engine for the first time.
13. Install the spark plugs, spark plug wires, starter motor, oil dipstick/tube and O2 sensors and then reconnect the battery cable.

COMPATIBILITY INFORMATION:

More LS engine performance components, such as EFI fuel control systems, fuel filters, fuel pumps, plumbing hose/fittings and valve covers can be found at www.holley.com.

These headers are also fully compatible with all Sikky™ brand 240sx LS swap components, i.e. oil pan, sway bar, driveshaft and engine/trans mounts.

LIMITATION OF LIABILITY – DISCLAIMER:

The regulation of emissions production, noise levels, and safety standards is undertaken by the federal government, each of the fifty state legislatures, and by many local municipalities, towns, and counties.

HOKKER makes no warranties of merchantability, of fitness for particular purpose, or that its products are approved for general use, or that its products are approved for general use, or that its products comply with laws, regulations, or ordinances in the state where they may be sold to the ultimate purchaser, the consumer.

Unless expressly stated to the contrary in the catalog, instruction sheet; or price list, the entire risk as to the conformity of any company product in any such state and as to repair should the product prove to be defective or non-conforming, is on the retail purchaser, the buyer, the ultimate consumer, of such product and it is not upon the seller, distributor, or manufacturer.

In this connection, the retail purchaser, the buyer, the ultimate consumer assumes the burden of the entire cost of any and all necessary service, alterations, or repair.

THE FOREGOING STATEMENT LIMITS THE LIABILITY OF THE MANUFACTURER.

California vehicle code, sections 27156 and 38391, prohibits the advertising, offering for sale, or installation of any device, which modifies a vehicle's emission control system, unless exempted, unless otherwise noted. HOKKER Headers that have not received an Executive Order (E.O.) exemption from these code sections are not legal for sale or use in California on vehicles originally equipped with catalytic converters, except for racing vehicles, which may never be driven upon a highway. Check with your local authorities to determine if these headers are legal for use in your particular area.

Technical Service: 1-866-464-6553

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For online help, please refer to the Tech Service section of our website: www.holley.com

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