

SIKKY[®]

MANUFACTURING

Sikky LSx Motor Mount Kit into S13/S14 240SX

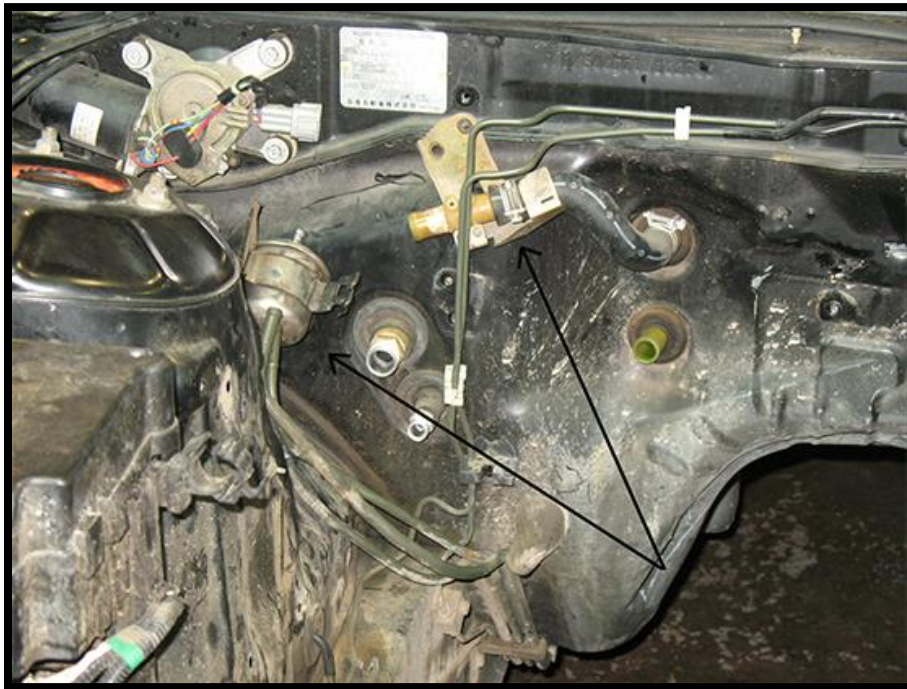
Please read full instructions before beginning install

S13/S14 Engine

- Remove engine and transmission.
- Remove wire harness with interior plugs and save.
- Remove factory sway bar and endlinks- Sikky sway bar will be required for install.

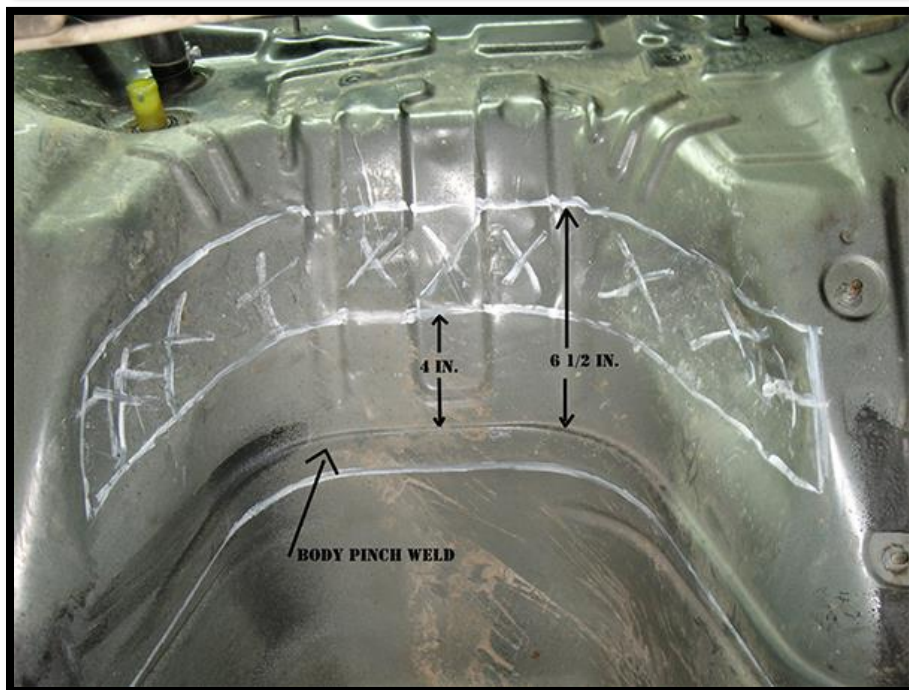
Cleaning and Prepping Engine Bay

- Remove power steering pressure hose and PS cooler; Leave the low pressure fitting extension coming from the rack (on the S13 you may to have cut the extension fitting down some).
- Disconnect fuel lines, and then bend aside behind passenger side strut tower.
- Remove heater hose, do not crush heater core necks, unbolt heater control valve and push aside next to fuel lines.



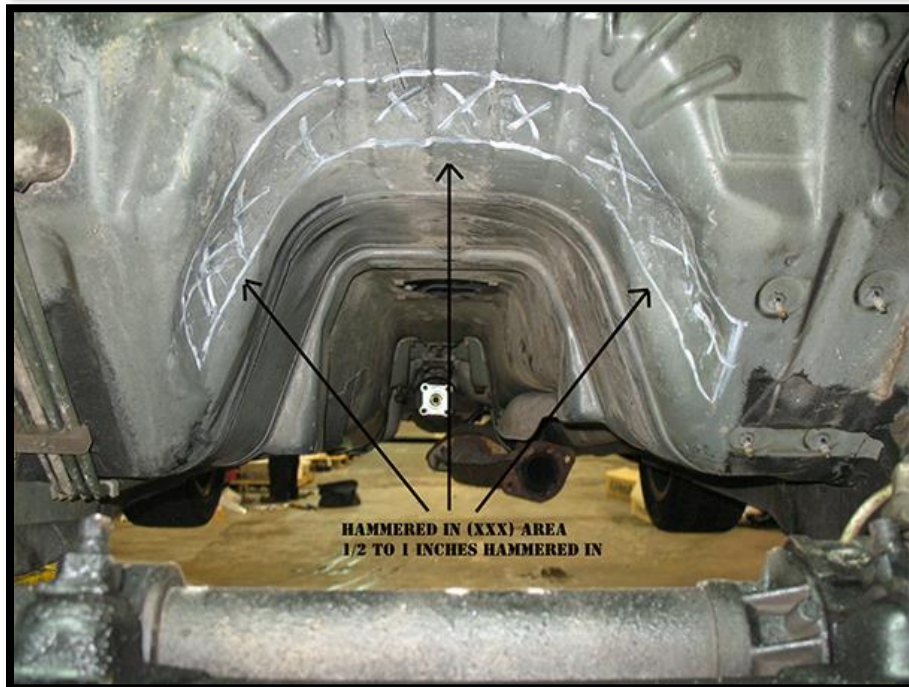
- If the 240sx has ABS, *it's going to be a tight fit*, unbolt the ABS unit and move aside.
- Remove vibration weight on firewall.
- Remove factory exhaust heat shield.

- From body pinch weld, Measure 4 inches and make a line all the way around transmission tunnel. Then from body pinch weld measure 6 ½ inches and make a mark all the way around the transmission tunnel.



- Hammer your marked space in $\frac{1}{2}$ " – 1" around your marks all the way around the transmission tunnel.

NOTE: On convertibles there may be additional floor support or reinforcement. This will make it more difficult to hammer out but it will still require the same amount of clearance.



- Clearly Mark the steering linkage with a paint marker. Mark it from the rack to the linkage and the linkage to the steering shaft. Also note linkage placement (top and bottom, bottom side is shorter). This will allow for proper steering alignment when putting the steering linkage back together.

LS1 MOTOR PREP

REMOVE AND SET ASIDE: – Carefully remove wire harness, remove plug wires.

REMOVE AND SET ASIDE: Mass air flow (1), computer (1) and O² sensors (4) – *be careful with all these items.*

-Remove transmission cross member bushings (SAVE cross member bolts; will need later)
There are two different kinds of cross members:



- Remove shifter boot and shifter plate (these can be reused).



NOTE: If you have a GTO transmission, remove the complete shifter assembly and shift block. You will need a Camaro shifter and shift block. The shifter block is the small cast piece inside the tail housing that is held in place with a dowel pin.

- Remove urethane bumper if it's on your transmission.



- Remove factory GM fuel lines from fuel rails.
- Remove the AC (compressor and bracket), EGR, Emission tubes and attaching solenoids, as well as factory dipstick tube.



- Remove factory exhaust manifold, motor mounts, and motor mount bushings.



- Remove and SET ASIDE the starter, starter plate, and transmission dust covers.



- Cut off the aluminum tabs on top of the transmission.

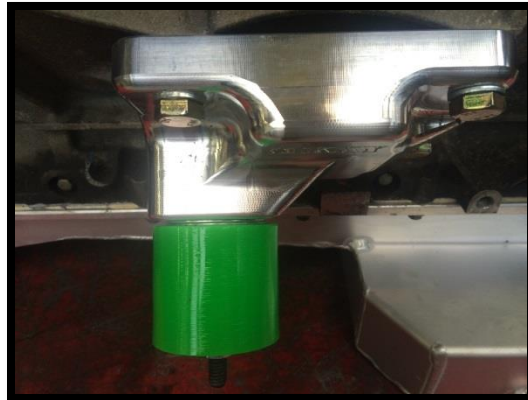
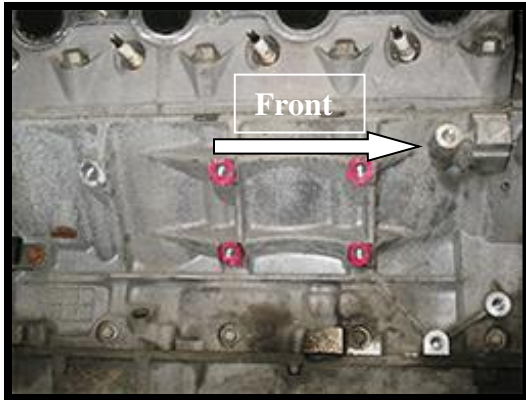


- Now pick up the motor with an engine hoist or cherry picker and install your Sikky motor mounts using the highlighted holes.

Passenger side motor mount (*Must use supplied bolts and hardened washers*)

*Under side of the mount will have a **P** for Passenger*

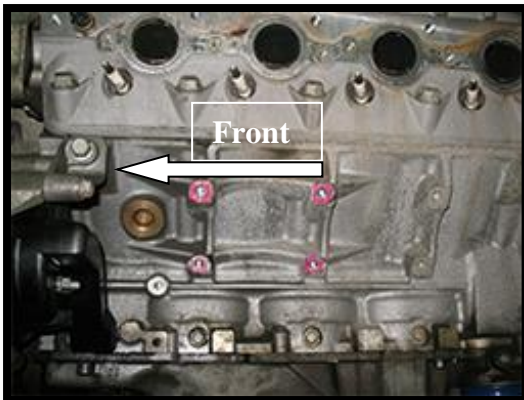
Torque to 65 ft/lbs



Driver side motor mount (*Must use supplied bolts and hardened washers*)

*Under side of the mount will have a **D** for Driver*

Torque to 65 ft/lbs



NOTE: If you are installing solid aluminum mounts, leave the passenger mount off until the engine is in the bay and the driver mount is in the hole. Next slide the passenger side solid bushing stud into the subframe hole and then align the bolt holes on the Sikky mount to block and install the supplied bolts.

****Next you will install the oil pan****

Oil Pan Installation Guide

Make sure that you install Sikky clutch master cylinder kit at this time. We also recommend replacing the clutch slave cylinder with a new OEM unit. Once the engine and transmission are installed you won't be able to hook up these lines without removing the transmission.

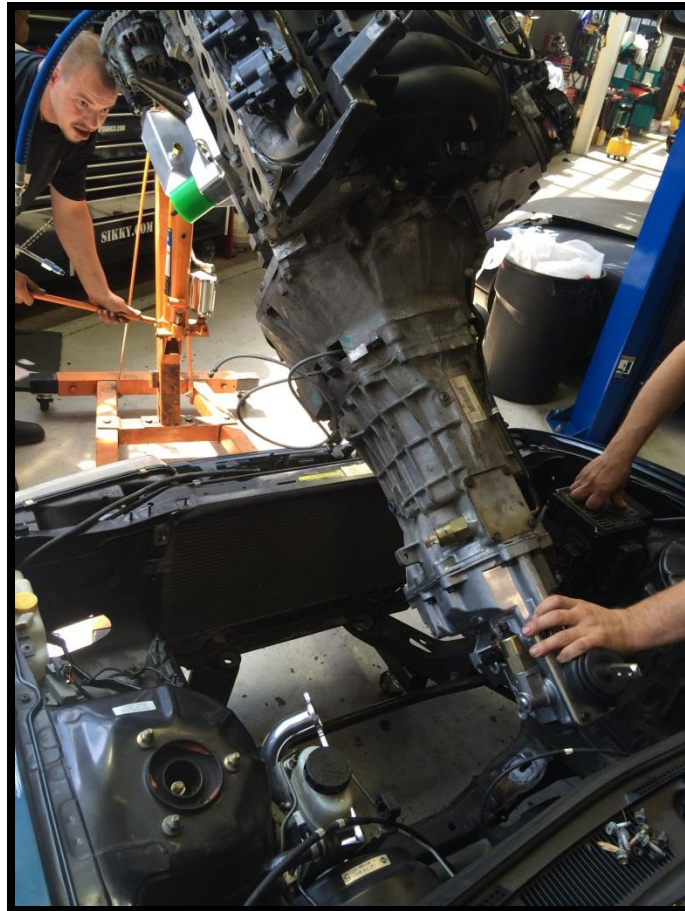
Master Cylinder Kit Installation Guide

LSx Engine Install into the 240SX

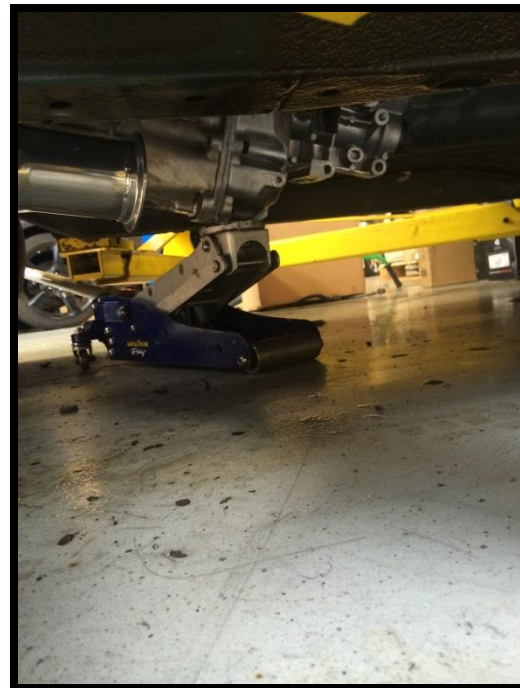
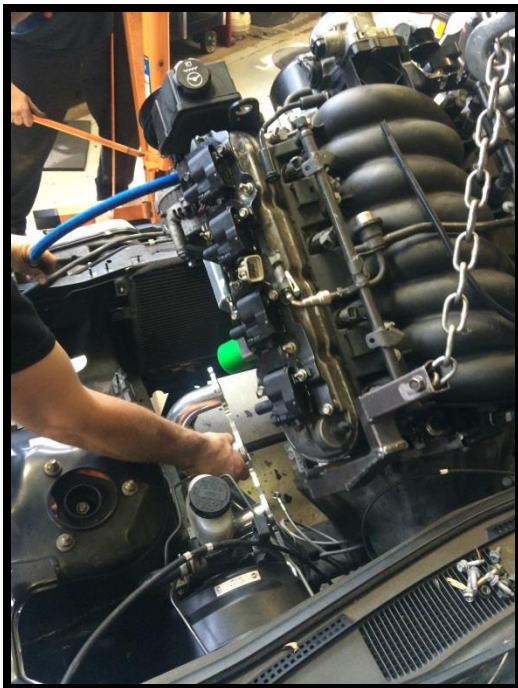
- At this time it is recommended to install the driver side header into the engine bay. Set the header down on the crossmember/power steering rack and slide the steering shaft through the opening in the headers tubes. As you lower the engine, be sure to adjust the header and keep it from binding with the motor. Once in place, position the header flange to the cylinder head and bolt up. Reconnect the steering shaft, aligning the marks that you previously made.



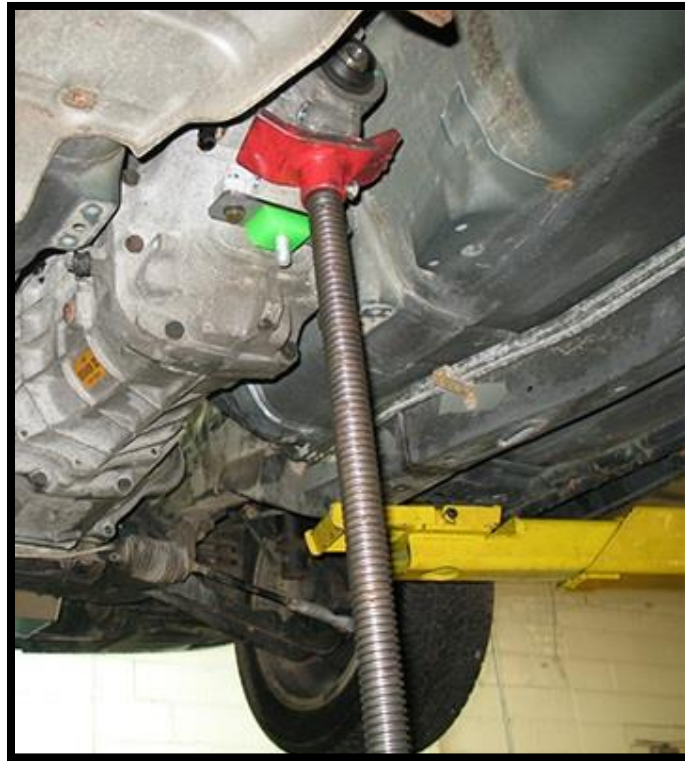
- Now you'll want to start to drop in motor. Keep in mind to be careful of factory parts set to the side of engine bay.



- As the engine is lowered, slowly jack up your transmission until the motor mounts sit into factory bolt holes. **DO NOT BOLT IN YET!**



- Make sure the transmission fits the tunnel properly and there is clearance all the way around. If the transmission hits then you'll need to remove it and add more clearance.
- Next raise your car up to install the transmission mount bushing with supplied 1 inch bolts and hardened washers.
- Use a transmission jack, or any means necessary, to raise up the transmission.



- Bolt on Sikky transmission crossmember using the factory crossmember bolts; Use supplied nut to attach transmission mount bushing to crossmember. **DO NOT** use impact wrench on this bushing nut. Hand tighten till snug.



- **NOTE:** The crossmember holes will line up if the transmission tunnel was properly clearanced. If they don't line up this means your transmission is contacting the tunnel at some point and causing a mis-alignment.

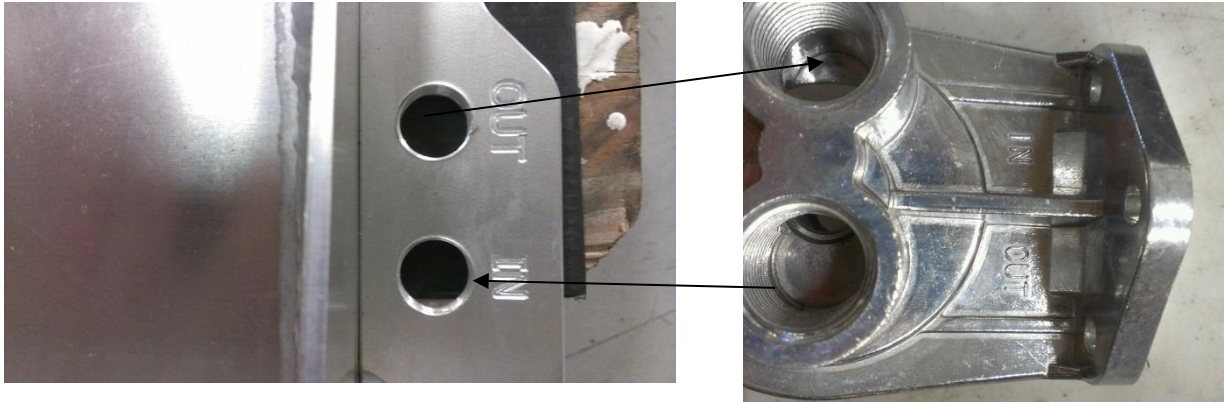
- Now, before tightening down engine mounts make sure your motor is centered and level in the engine bay.



- With the starter off, you can slide the passenger side header in from the bottom. Make sure spark plugs are not in because you may break them during the header install.

- Leave the passenger header loose until you install wiring harness plug to crank sensor, as well as the starter and your battery cables.

- When installing the oil filter relocation kit be careful not to route the lines too close to your headers. The heat can damage the coating on the inside causing them to leak. And also be sure to install the lines correctly. OUT on the oil pan goes to IN on the filter block, OUT on filter block goes to IN on the oil pan. This creates a full cycle and if reversed you will not have oil pressure.



Your engine install is now complete!

Next install the Sikky sway bar

NOTE: No other sway bar will fit with this application. Refer to the installation guides here.

[S13 Front Sway Bar Installation Guide](#)

[S14 Front Sway Bar Installation Guide](#)