09-08-2006, 01:52 PM #1

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Registered User
Thread Starter



Join Date: Jul 2005
Location: Southaven Mississippi
Posts: 2,053

Eliminate vacuum hoses and clean-up the intake manifold

Main tools needed.

10MM Wrench
12MM Wrench
13MM Wrench
17MM Wrench
Misc Socket's same size
Extension 3 inch, 6 inch and 1 footer
Phillips screw driver.
Flat head screw driver
Adjustable Wrench might come in handy
Electric Drill
Alen Wrenches
Needle Nose Pliers
Regulor Pliers
Wire Cuters
Sharp Knife

Parts needed.

Fule rail. Pallnet has a Very nice one for a good price.(comes with fittings needed)
Some fule line 5 feet should do ya(cause there old. and you might as well replace while your at it)
Vaccume line, For this get 1/3 inch (3.2mm) Fuel Line, Works great for having to go over valve cover.
Intake plugs(you can find these in AutoZone, There silver and come in a ver pack, they should be around the air intake systems and oil breather's)
You might as well pick up a new injector seal kit from O'Rilley's, it's only about 1$ per injector)
Sand Papper(clean the grounds)
Vaccume Plugs
Oil Breather Filter
Some Hose Clamps, Small size

Before:



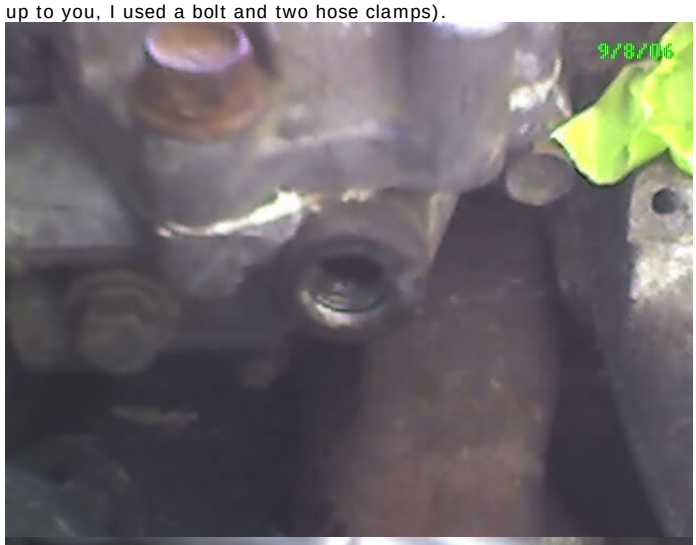
First to do:

Get Dirty! Start removing everything off the intake. Leave the EGR and T/B
If you plan on upgrading your T/B then go ahead and remove it. but if not. leave her be. You will no longer need most of the stuff your taking off. Loosin belt tensioner and take off. This will req the 1 footer(for a comfort removle)

One bolt on the Passenger side on bottom is small, 10MM wrench. Top is a 12, and other bottom one on driver side is 12 also. Save This! Your removing this to take fuel rail off and coolant line. Remove the bigg air line from the Valve cover, toss it. Carefully remove the Fuel Rail. The tips on the injector's can not take much of a beating! So Becareful. Remove the injector's and set them aside. On the Fuel Rail Remove the

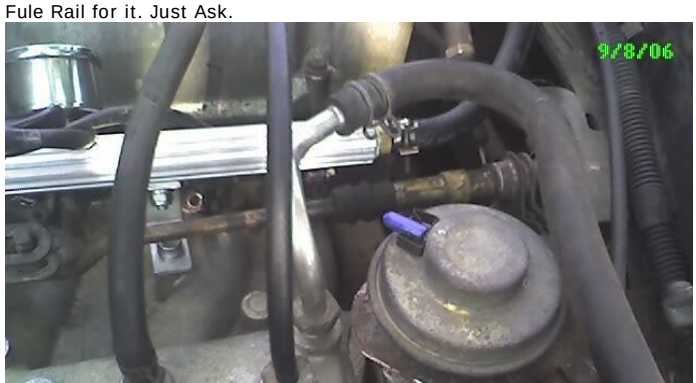
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Useing the Needle Nose Pliers, break the white Plastic on those two mounts, that will set them free. Set these aside with injector's. Remove the air regulator and water block underneath. Feel free to toss these, or put in part's box. Your done with stock Fuel rail as well. Remove all the small stuff. Take out the coolant line as well. This will require a Plug at the water inlet. And on the passenger side will require a line cap(this is up to you, I used a bolt and two hose clamps).





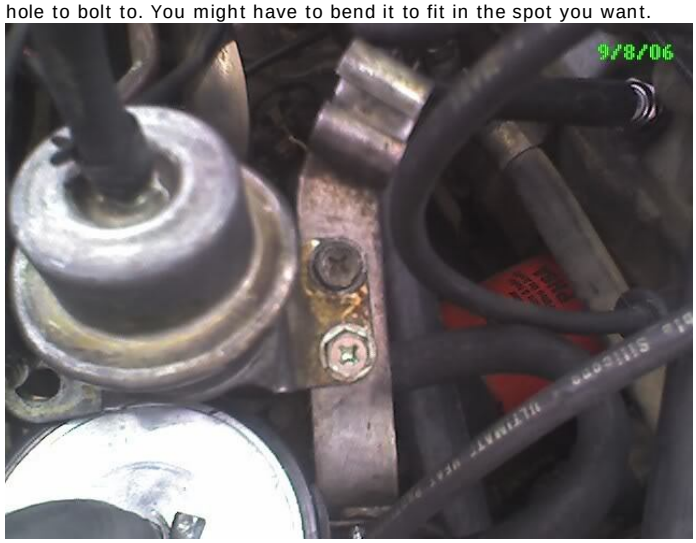
For the vaccume spots on the intake feel free to pull all But Two, you will need a place for Fuel Pressure Regulator, and VC Purge from Charcol Canister. Plug the rest. Take Cold Start Injecotor out. I will leave the block off plate up to you. If you can not find one. just leave cold start there for now. but do not hook it up to elec lines or fuel. If you wish to keep using your Cold Start Injector, Pallnet can drill and tap a hole in Fule Rail for it. Just Ask.





Injector's, There fuel hoses will need to be shortined. Wait for fule rail to get Proper Lenght. If you wish to put new fuel lines on like i did, then this is what you need to do. What ya need, Sharp Knife, Needle Nose Pliers, Wire Cuter's. Cut the line All the way down to the injecotor. There is a small silver clamp type thing. Carefully Cut this with wire cutters. Take your time. I have done nearly 18 injecotor's like this. Take your time. Try to keep things like metal shavings and rubber pices from going inside the injector inlet. Replace Fule Line and clamp down.

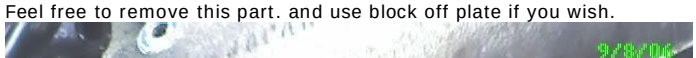
Back to those two brackets you took off earlyer, One will hold down fule line. and other will mount Fule Pressure Regulator Next to Fule Filter. Use the bigg one to mount Fule Pressure Regulator. Drill Two holes into it near the heart Shaped part(the part the was connected to fule rail) These holes will be used to mount down Pressure Regulator, so messure them to it's Two mount holes. The part of the bracket that was mounted to the Belt Tensioner will be use to mount to body. I used an exitsing hole to bolt to. You might have to bend it to fit in the spot you want.



The smaller bracket will bolt where the bigg one did behind the Belt Tensioner. Grab a few spacer's. You might have to drill the hole on the bracket to make it fit the larger stud. Place two-three spacer's on stud. then bracket, then belt tensioner. Remount tensioner. Remember the Power Stiring Bar! If equiped. You might have to open the looped part to fit fule line though. But doing so will help against fule line resting on hot stuff.

Size up the proper lenght for the injector Hoses. I found this easyer to mount one injector down to intake, and hold Rail where it needs to be. Avrg length is 3 inches. But messure first. Remember, Injector Connector's must Not! be pointing strait up or down, This will result in Injector Clips not fiting. I faced first three slight angle up, towards firewall. and last three slight angle up towards Radiator. This resulted in a clean looking way. while the clips still fit. Mount the Fuel rail.

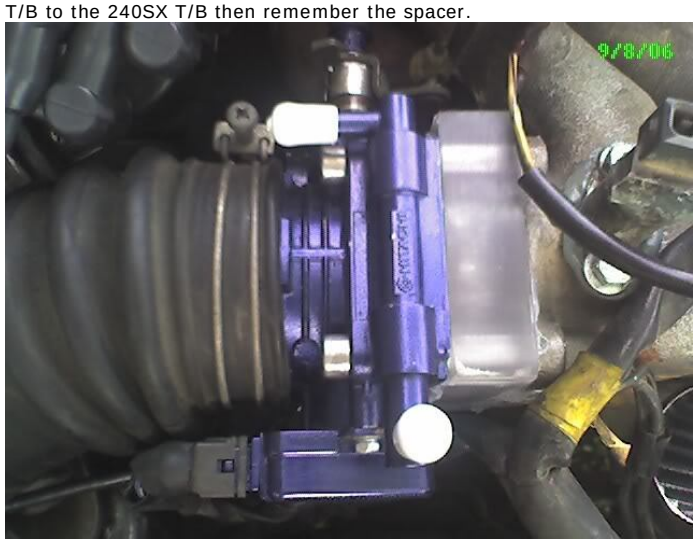
Run Vaccume Lines. Put on Oil Breather Filter. Cap off the small stuff. There is somthing that shoots down under intake, you will find this open at thsi moment, I just put a vaccume cap in the small vaccume port. and a small filter on the bigg opening. Seems to run just fine like this. Feel free to remove this part. and use block off plate if you wish.



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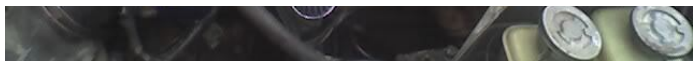
Clean the Grounds, and mount them as you wish. If you upgrade your T/B to the 240SX T/B then remember the spacer.



PallNet has one, as well as Arizona Performince. there about the same price. One is Aluminum, other is Plexy Glass. I got Plexy Glass, happy with it also. T/B Alen Head bolts need a #6 Alen tool to remove. These are gona be a lil tough. be carefull and you won't bust any knuckles. There are two version's of the 240SX T/B one with Cruise Control bracket. One With Out. Eather one will work. If you have the one With Curise Control small mods will be needed. Nothing major. Stand back. and enjoy your cleaned up Intake. If more info in needed. PM Me.

After:





Last edited by Fubar133t; 09-25-2006 at 06:23 AM.