

EuroCupGt

Performance, Tuning & Styling

Unit 4, Block 2
Shenstone Trad Est
Mucklow Hill
Halesowen
B63 3XB

996 / 997 Carrera High Flow Carbon Fiber Plenum & 82mm Throttle kit

Carrera 2/4, C2S & C4S.
MY 2000 to 2009 Only, 3.6 & 3.8 Engines.

- 1, Remove Standard Air box & intake pipe from car.
 - 2, Unclip the Breather pipe from the side of the factory Plenum.
 - 3, Remove the Plug from the front of the factory throttle body.
 - 4, Remove the 4 bolts which secure the factory throttle body using a Torques socket.
 - 5, Undo the 4 Hose clips securing the factory Plenum pipe the 2 inlet manifolds.
 - 6, Ease back the 2 Rubber hoses securing the factory Plenum pipe to release the plenum.
 - 7, Fit the new EuroCupGT Carbon plenum into place ensuring the breather pick-up pipe is re fitted facing the Left hand side of the car. Adjust & position the 4 factory hose clips into position allowing the new plenum to still move.
- Note.** For ease of installation It may be advisable to use a none silicone based releasing agent or washing up liquid on the rubber joining hoses to allow for added flexibility when installing.
- 8, Fit the 82mm throttle body & Gasket to the Carbon plenum using the 4 stainless steel screws also provided.

9, Position the plenum & throttle body to clear the bulkhead and surrounding engine parts & tighten the Hose clips securing the Plenum.

Note. It is also advisable at this stage to Check for clearance in all areas of the engine bay before tightening the hose clips.

10, Re connect the Plug to the front of the 82mm throttle body & ensure the cable is free and secure from any moving parts.

11. At this stage you will have made one of two choices Regarding the Air Filter / intake system you are using. The following fitting options are for the Factory Air Box (**Option 1**) and the EuroCupGT Carbon Y Pipe kit (**Option 2**)

Option 1

(Factory Air Box with 90mm EuroCupGT High Flow Silicone intake pipe)

1, Re fit your Factory Air Box into the engine bay.

2, Carefully install the new EuroCupGT Silicone intake hose, rotating it to ensuring a good fit to both the throttle body and air box connector.

Note. Because of different models (996 & 997) The Silicone hose supplied is oversize so it may need some trimming to length prior to insulation..

3, Once adjusted fit & tighten the two new Hose clips supplied at either end.

4, Fit the Rubber blanking cover into the open 40mm (1 ½") hole on top of the Airbox tightening the clip so as to blank off the hole.

5, Now make sure all the hose clamps are tightened

6, Re connect the wire & plug to the Air mass sensor (MAF) ensuring the wire is clear & free from the engine lid or any moving parts.

7, Run the engine at idle and visually check the engine bay to ensure for all clearances.

8, Because you have added a larger less restricted air system to the car it will now be necessary for your engine management system (ECU) to recalibrate its self. Start you engine and allow it to idle & warm up, this may cause lumpiness at first until the engine is warm. Once the Engine is warm (5-7 mins), you will need to road test the car to temperature to allow for the engine ECU recalculation to happen.

Note.

If your car has a faulty air mass sensor (MAF) the induction kit will make this more noticeable due to increased air flow. This can be detected if there is a slight hesitation in the power band between 4-5,000 rpm whilst accelerating under normal load.

This is easily replaced should this be the case.

The sensor can be ordered separately by going to; www.porscheshop.co.uk

Service & maintenance.

If you experience any fitting difficulties please call; +44 (0)121 585 6088, and we will be glad to assist.

Your filter is pre oiled and should be cleaned & re-oiled approx every 10-12,000 miles or 12 months, whichever is the sooner.
(oiling kits are available separately to order)

Option 2**(For Fitting with EuroCupGT High Flow Carbon Y Pipe intake kit)**

1, Remove Standard Air box from car.

Note; on C2S & C4S (3.8) models, disconnect the small vacuum pipe & blank this off with the small screw provided.

2, Fit the dual cone filters to Y pipe, ensuring the clips provided are secured.

3, Insert the two rubber expanding nuts into the rear chassis rail into the holes previously taken up by the oem air box rubber grommets.

4, Remove the two inner rear engine mounting bolts & place the heat shield over the bolt holes & replace the bolts loosely.

5, check the Lambda sensor wiring underneath the heat shield at each end & adjust as required for clearance.

6, Fit the 2x securing bolts to the lower heat shield & tighten the expanding nuts. Now tighten the engine mounting bolts to 25Nm.

7, Fit the Silicone hose & 2x hose clips provided to the 82mm throttle body.

8, Fit the rubber cotton reel bobbin to the right hand side of the engine bays lower lid locking plate panel.

9, Offer up the carbon Y pipe to the throttle body and place over the cotton real bobbin, securing with the 6mm nut & washer provided.

Note. Because of the larger 82mm Throttle you may need to trim 5-10mm from the carbon intake pipe to allow for added clearance.

10, Check for clearance in all areas of the heat shield & engine bay before tightening the hose clip to the silicone joining hose.

11, Unscrew one end of the 'C' shaped loop on the heat shield & lock the Oil filler neck, check to ensure the neck is secure & clear from the intake pipe bellow.

12, carefully remove Air mass sensor from the Standard air box & re fit into Carbon Y pipe, ensuring the rubber 'O' ring is seated correctly.

Note. Do not touch the wire filament with your hands as contamination can cause starting & running problems.

13, Re connect the wire & plug to the Air mass sensor (MAF) ensuring the wire is clear & free from the engine lid or any moving parts.

14, Run the engine at idle and visually check the engine bay to ensure for all clearances.

15, Because you have added a larger less restricted air system to the car it will now be necessary for your engine management system (ECU) to recalibrate its self. Start you engine and allow it to idle & warm up, this may cause lumpiness at first until the engine is warm. Once the Engine is warm (5-7 mins), you will need to road test the car to temperature to allow for the engine ECU recalculation to happen.

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