



INSTALLATION GUIDE FOR 997.2 DFI PLENUM PART #97482-3.6 and #97482-3.8

Please review the entire installation guide before attempting to install the IPD DFI Plenum

Required Tools: E-Torx 10, E-Torx 30, T-Torx 25, E-Torx 12, 3mm Allen, Assorted Screw drivers and Picks, Pliers and Wire Cutters.

1. Loosen clamp connected to Throttle Body (TB) and Remove Air Box together with TB hose.
2. Disconnect the TB electrical plug and remove TB
3. Disconnect breather lines from factory manifold on passenger side. These are "squeeze and pull" style connectors.
4. Disconnect vacuum line on driver side. This is also a "squeeze and pull" style connection.
5. Remove cap on power steering pump for improved access and work space
6. Remove half moon manifold clamp bolts that connect plenum to the manifold and remove upper clamps.
7. With a screwdriver or pick disengage the factory plenum from rubber boots.

Once the Plenum is free, pull the Plenum out 3-4 inches. Now you will be able to see and access the vacuum line that attaches to the actuator /canister and be able to disengage the electric solenoid.

8. Cut vacuum line (which is epoxy glued at factory) located in the rear of factory plenum towards front of car. Sever the vacuum line at the actuator nipple.
9. Depress tab at bottom of electric solenoid and pull up to disengage from factory plenum.
10. Now completely remove factory plenum from engine bay.
11. Remove factory canister / actuator from OE Plenum and be VERY careful when disconnecting actuator rod from ball joint as they are prone to breaking. Use pliers to separate rod from ball joint being careful not to pull too hard.
12. Remove remaining vacuum hose attached to factory canister by using small screwdriver or pick.
13. Connect factory canister / actuator to IPD Plenum with supplied 3mm bolts.

14. Tightly secure canister / actuator to IPD Plenum
15. Lubricate ball joint on butterfly linkage with grease for improved movement and connect plastic actuator rod on to ball joint.
16. Confirm actuator / canister functions properly by depressing canister rod. Make sure the butterfly slams open when the rod is released.
17. Remove factory AC bracket bolt and replace with supplied IPD AC bracket bolt. This is the bolt located directly below plenum and closest to front of car.
18. Liberally lubricate the factory rubber boots that connect the Plenum to the manifold. This will help to slide and maneuver the Plenum into the correct position so it is properly seated. We recommend WD-40 or rubber lubricant.
19. Once the Plenum is correctly positioned, place the upper half moon clamp on the drivers side and get the bolt "started" with a few turns, not completely securing bolt until passenger side is started. Note: If the bolts do NOT easily meet the threads on the lower clamp then the Plenum is NOT in the proper position.
20. Place passenger side upper half moon clamp and secure clamps together with clamp bolt. Completely secure both clamp bolts together to ensure a desirable fit. Notice the green loctite on factory clamp bolts threads to gauge proper bolt torque.
21. Re-connect rear vacuum line and "attempt" to snap electric solenoid back in place. If it does not reconnect you can either leave the solenoid loose or zip tie in position.
22. Finally reattach breather lines, TB, air filter and power steering cap.

The Porsche DME/ECU will go through an adaptation process that can be expedited by a series of hard acceleration runs. Of course this should only be performed on a closed course track. The DME/ECU should be fully adapted after 50 miles even if not driven hard.

Thank you for purchasing the new DFI Plenum from IPD. We hope you enjoy the new added performance from the IPD Plenum. Thank you very much for all your support.



Innovative Pro Design / 17141 Palmdale St. / Huntington Beach CA / 92647 / 714.842.5000