



## INSTALLATION GUIDE FOR 987.2 DFI PLENUM PART # 87474-3.4 / 874747-2.9 / 87482

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

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

If your 987.2 is a manual transmission we suggest that you disconnect the left shifter cable (that runs over the intake) from the transmission linkage on the transmission. This will allow the factory intake to be more easily removed and much easier to install the IPD Plenum. If your car is a PDK (with a single shifter cable) you do NOT need to disconnect anything.

1. (Obviously remove engine cover first). Disconnect both breather lines from factory manifold on both driver and passenger side. These are "squeeze and pull" style connectors.
2. Disconnect vacuum line on driver side.
3. Loosen hose clamp that connects the throttle body and disconnect harmonic hose from the TB side.
4. Remove 10mm nut that secures OE Plenum inlet tube next to engine hoist mount.
5. Remove half moon manifold clamp bolts that secure intake to the manifold with rubber boots and remove upper clamps.
6. We suggest that you temporarily bend (with pliers) the middle forward cover tab upwards about 45 degrees to provide additional clearance around the canister and for easier room to maneuver IPD Plenum. This will be bent back after Plenum is completely installed.
7. With a screwdriver or large pick disengage the factory plastic intake from rubber boots.
8. Once the Plenum is free, lift the Plenum up 3-4 inches. Now you will be able to see and access the vacuum lines that attach to the actuators /canisters.
9. Cut vacuum line (which is epoxy glued at factory) located in the rear of factory intake Plenum towards front of car. Sever the vacuum lines connected to both actuator nipples as close to canister as possible.
10. Depress tabs at bottom of electric solenoids and pull up to disengage from factory plenum.
11. Now completely remove factory plenum from engine bay.
12. Disconnect electrical throttle body plug and remove throttle body.

13. Remove rubber bushing that secured factory intake plenum tube, located next to engine hoist.
14. The vacuum line that connects to the solenoid on passenger side must now be blocked off with small black plastic plug supplied with Plenum kit.
15. Remove and reverse lower half moon manifold clamps so threaded end is towards the rear of the car for easier access, installation and securing of clamp bolts.
16. Loosen hose clamp on MAF housing and remove factory rubber harmonic hose.
17. Disconnect TB from factory plenum.
18. Remove one of the 2 factory canisters / actuators from OE intake 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.
19. Remove small remaining vacuum hose still attached inside the factory canister by using small screwdriver or pick. This can prove to be challenging since the factory uses epoxy to secure the hose, so be careful as to not break plastic nipple.
20. Now connect TB to supplied IPD aluminum pipe. Please note proper clocking of TB to pipe. The Pipe is machined to allow for only one proper position of TB. If it is 90, 180, or 270 degrees out, it will not properly seal against O-ring.
21. Attach IPD silicone hose to TB. Note the smaller diameter end attached to TB. Tighten hose clamp with same OEM clamp from TB side.
22. Connect factory canister / actuator to IPD Plenum with supplied 3mm allen bolts.
23. Lubricate ball joint on butterfly linkage with grease for improved movement and connect plastic actuator rod on to ball joint making sure the female joint "snaps" onto male ball end.
24. Confirm actuator / canister functions properly by depressing canister rod. Make sure the butterfly slams open when the rod is released.
25. Place the hose clamp that attaches to MAF housing loosely around Silicone IPD hose without tightening. Make sure to orient the hose clamp so the bolt head faces up for easier tightening.
26. The vacuum lines and actuators need to be moved forward underneath the Plenum so they are more easily accessed once the IPD Plenum is in place.
27. Remove engine hoist and bracket
28. 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.
29. (Read complete paragraph before attempting) Place IPD plenum into position. Slide IPD Plenum into rubber manifold boots which should still be attached to intake manifolds. Use 90 degree large pick to help facilitate positioning of rubber boots around Plenum. Make sure to be

careful not to place any pressure against the bent tab with the canister. If needed, bend tab up more for additional clearance. Do NOT fully engage the Plenum inside rubber boots yet. Once the canister is clear of tab push unseated Plenum forward allowing more room for installing the assembled IPD Pipe/TB/Hose.

30. Now connect assembled IPD Pipe, TB and silicone hose along with hose clamp loosely attached over the hose and connect to MAF housing still leaving clamp loose.

31. Now slide IPD Plenum into position so it is properly seated and lined up with left and right intake manifolds. Use large pick to fully engage the rubber boots completely around IPD Plenum and intake manifolds.

32. Once the Plenum is correctly positioned, place the upper half moon clamps on top of rubber boots and engage with lower half moon clamps and connect with only a couple of turns of the factory clamp bolts. If you can NOT connect upper and lower half moon clamps together with the bolt, then the Plenum is either not properly seated or the rubbers boot(s) are not properly engaged. When the Plenum is properly aligned with rubber boots fully engage the factory bolts will thread without any issue.

33. Attached the IPD Pipe to IPD Plenum with 4 supplied bolts. Make sure the silicone IPD Hose is still attached to MAF housing but still NOT tightened. Snug all 4 bolts to Plenum then tighten all 4 bolts.

34. Now completely tighten half moon clamps to Plenum. Notice the green loctite on factory clamp bolts threads to gauge proper bolt torque and thread engagement depth.

35. Now position the hose clamp that secures the MAF housing (keeping in mind to properly align clamp) then fully tighten hose clamp.

36. Reconnect severed vacuum hose on drivers side (left side) to canister with a pair of needle nose pliers.

37. Now re-bend (with pliers) the middle forward cover tab downwards back into its original position.

38. Finally spray lube o-rings and reattach crank case breather line that extends and connects on passenger side and block off driver's side with supplied IPD aluminum block off plug.

39. Reconnect remaining vacuum line to nipple on driver's side of Plenum.

Now you will need to reset / recalibrate your TB. To do this follow these last 3 steps

1. Turn key to the "ON" position (one click before engine starts) for 60 seconds.
2. After 60 seconds with the key still in the "ON" position depress throttle Pedal all the way down to floor once and release.
3. Turn key off and pull key out of ignition.

The Porsche DME/ECU will go through an adaptation process which can be expedited with spirited driving or with a series of hard acceleration runs. Of course this should only be performed on a closed course circuit. The DME/ECU should be fully adapted after 50 miles of

"regular" driving.

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.



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