



Installation Instruction

Performance Intake system

PORSCHE

Porsche 911 (992) Turbo, Turbo S

PART NUMBER : LF-210



Description

This instruction shows how to replace the OEM intake system with do88 performance intake system.

At this type of installation we always recommend that you have mechanical experience and knowledge about safety during work on vehicles.

Parts List

- 2pc Carbon fiber Airboxes, Left and Right side
- 2pcs Airfilter outlet silicone hoses, Left and Right side
- 2pcs BOV silicone hoses, Left and Right side
- 2pcs Aluminium joiner for turbo inlet. $\varnothing 67$ or $\varnothing 80$ mm depending on ordered configuration.
- 4pcs Aluminium joiner for BOV hoses. $\varnothing 22$ mm.
- 4pcs Aluminium sleeve. $\varnothing 14$ - $\varnothing 25$ mm.
- 8pcs Stainless steel brackets.
- 4pcs P-clips. 2x 54mm (OE charge pipe) and 2x 65mm (do88 charge pipe)
- 12pcs Hose clamps.
- 22pcs Screws. 2pcs M5x8, 4pcs M6x16, 12pcs M5x12, 2pcs M6x16 ($\varnothing 10$ mm).
- 2pcs M6 Nyloc nuts.
- 2pcs M6 Washers.
- 2pcs Thread locking fluid.



Step 1

Raise the spoiler to its top position.



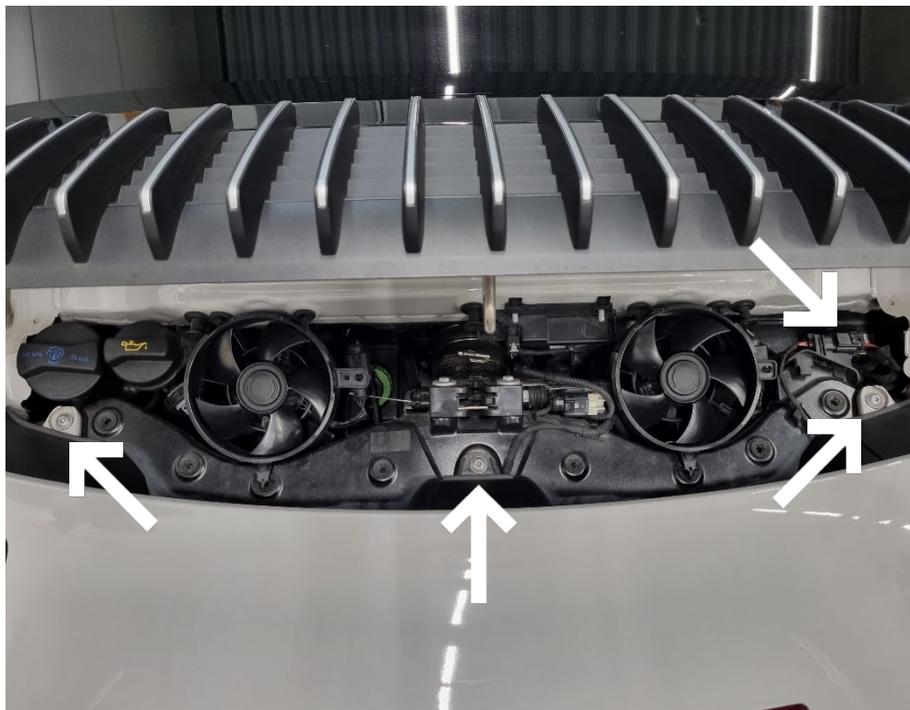
Step 2

Remove 2x Torx T30 on each side of the spoiler and then remove the spoiler from the car.



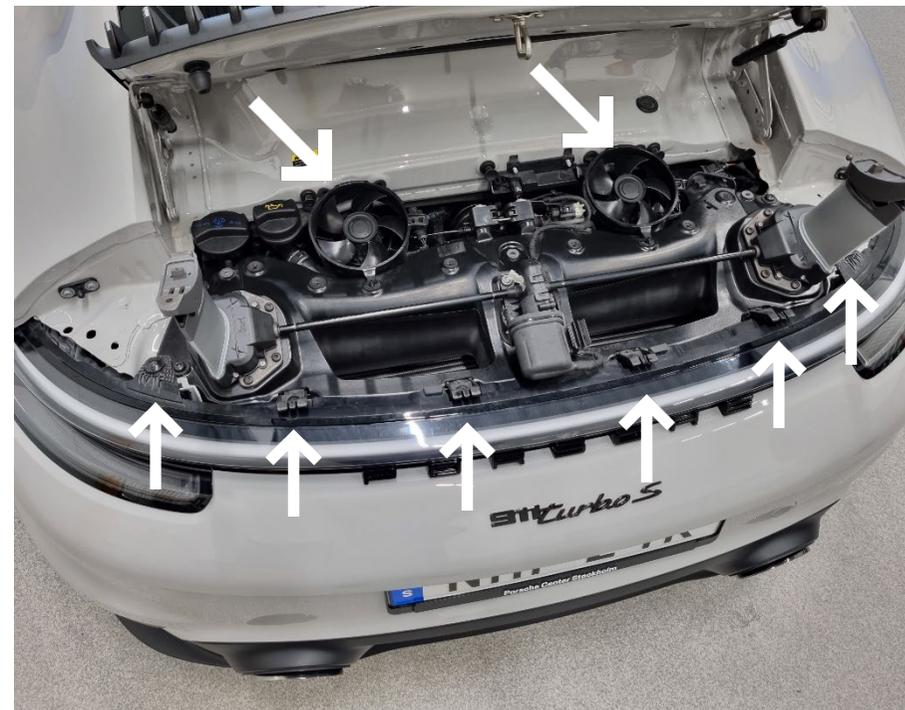
Step 3

Remove the plastic cover above the fans. You will need to remove the oil cap before you can remove this cover. (Reinstall the oil cap).



Step 4

Remove 3x Torx T30 screws and disconnect the brake light cable connector. Then gently pull this panel backwards and lift it straight up. Be careful not to damage the paint around the spoiler mechanism.



Step 5

Remove 6x Torx T30 and then gently pull the taillight backwards and then disconnect 2x cable connectors. Also remove both fans, pull them out of their rubber grommets and disconnect the cable connector.



Step 6

Remove the outer rear light. 2x Torx T30. Disconnect the cable connector. Do this on both sides.



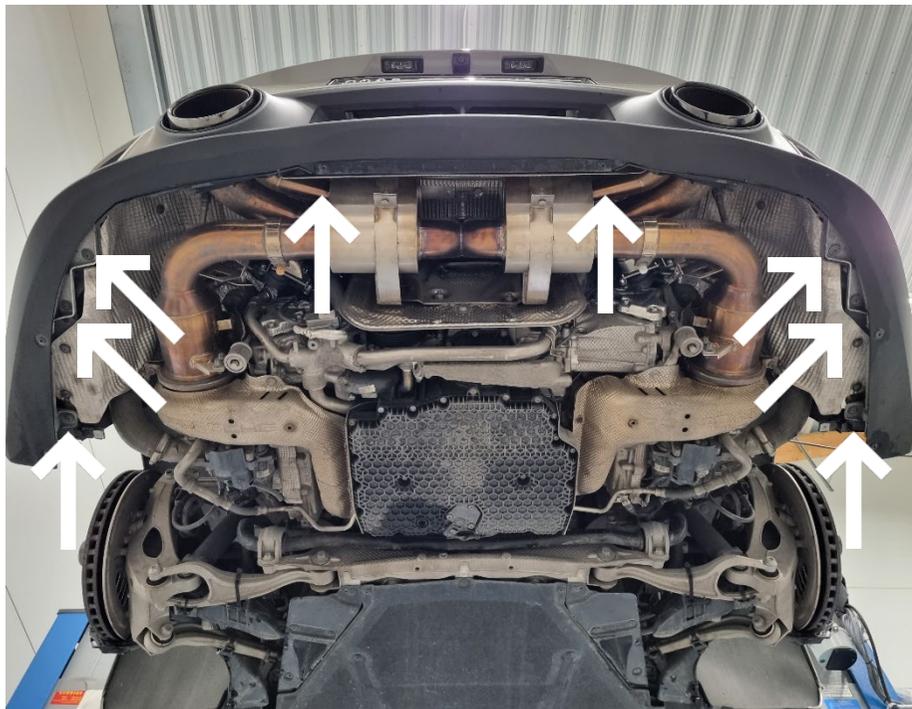
Step 7

Jack up the car safely and remove both rear wheels.



Step 8

Remove the rear inner wheel arch plastic on both sides. 5x Torx T25 and 1x Hex 10.



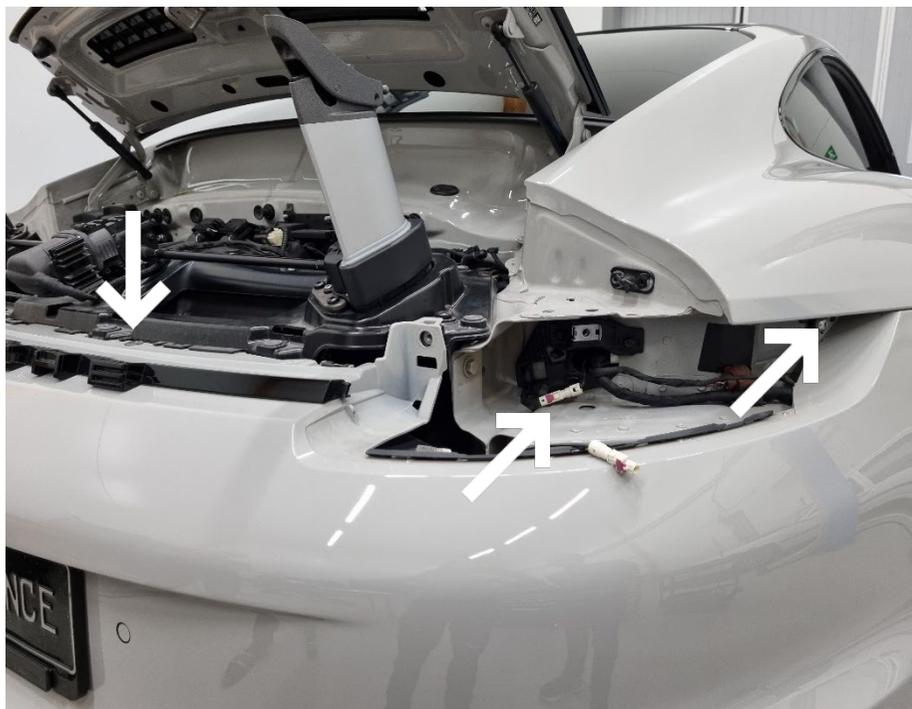
Step 9

Remove 8x Torx T30 screws located in the bottom of the rear bumper cover.



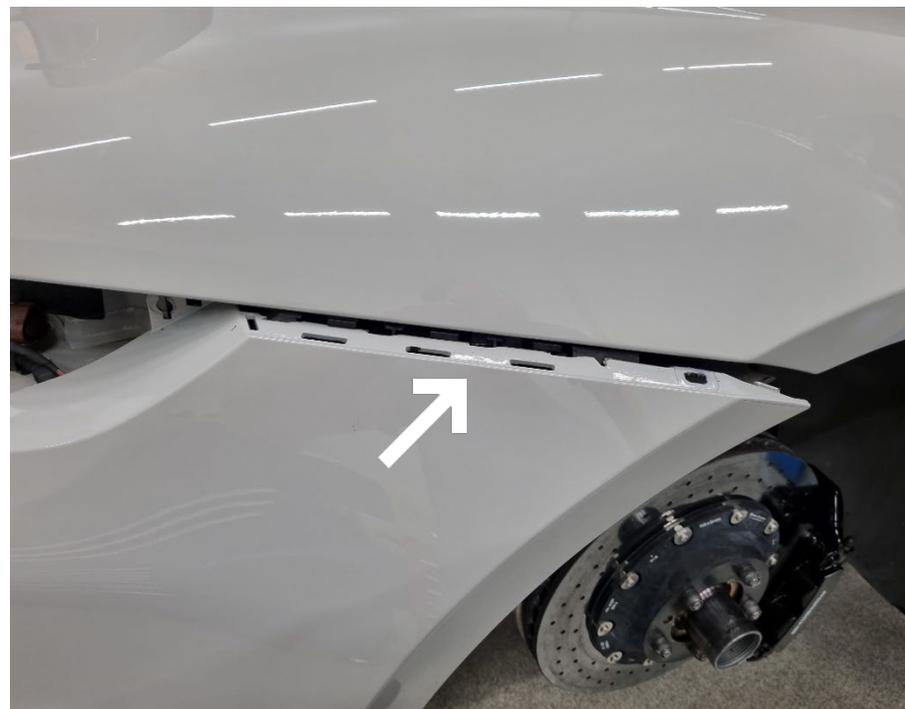
Step 10

Remove 3x Torx T30 inside the wheel housing. Do this on both sides.



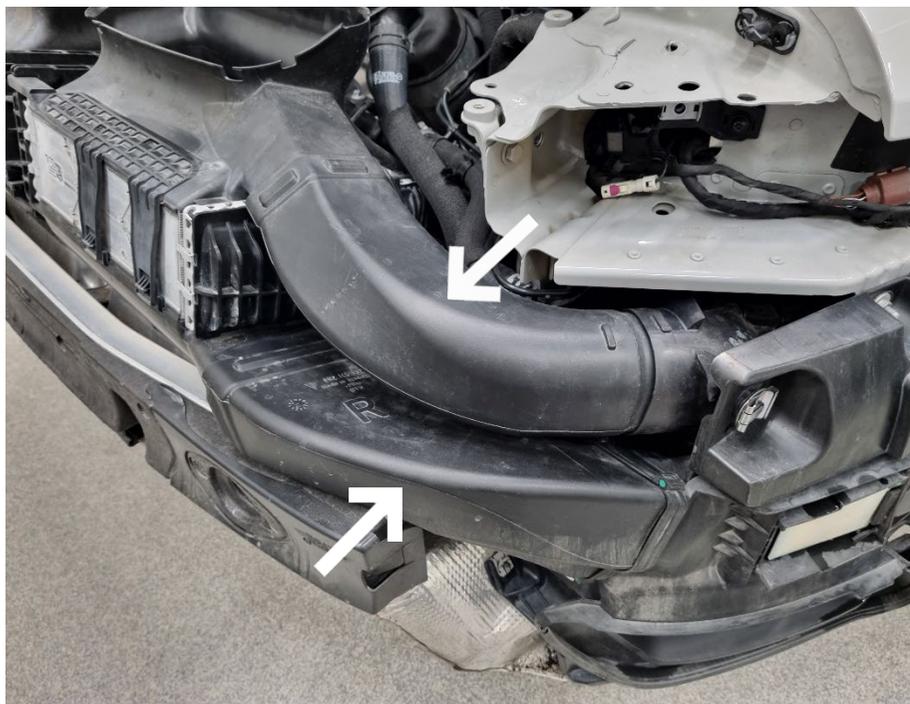
Step 11

On both sides remove 2x Torx T30 and disconnect 1x cable connector marked on photo.



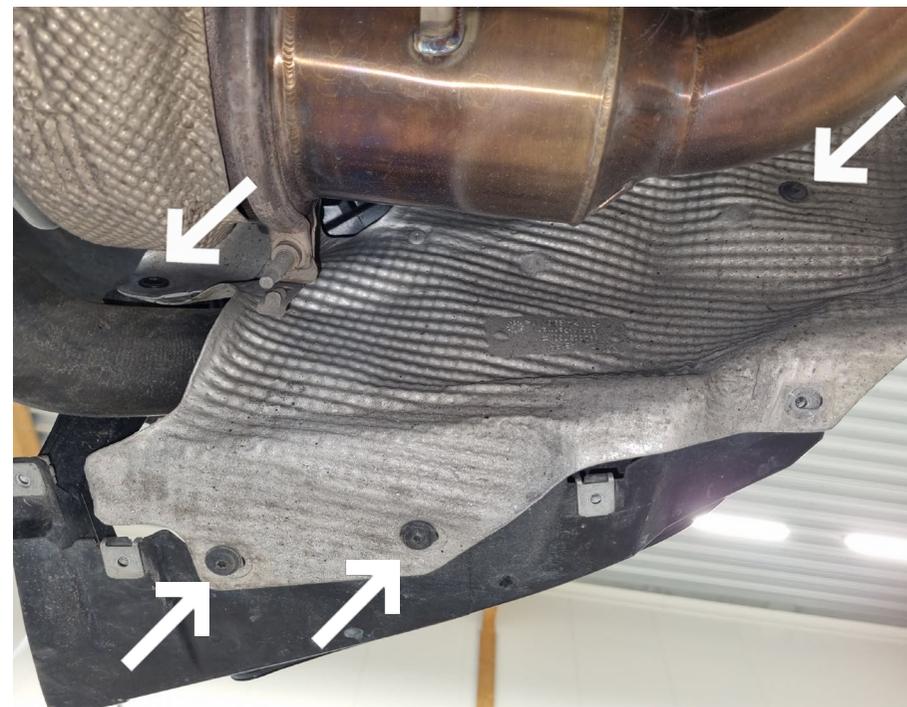
Step 12

With the help of a friend gently pull the rear bumper wheel arch corners outwards and then remove the rear bumper.



Step 13

On both sides remove the two air ducts.



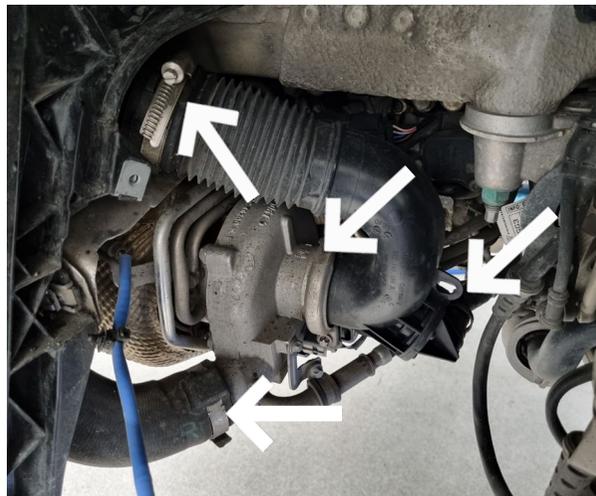
Step 14

Remove the heat shield screws. 4x Torx T25.



Step 15

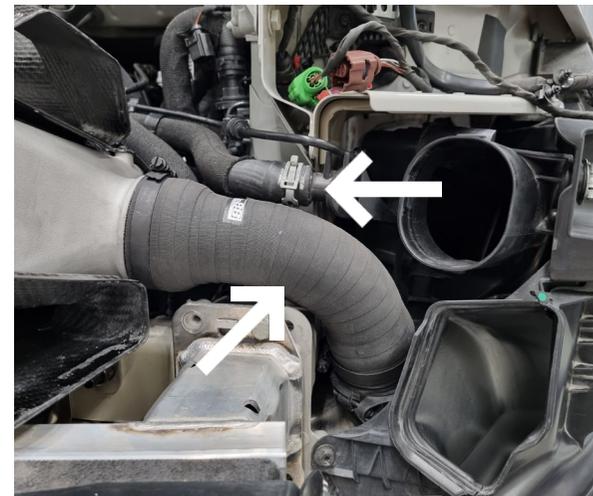
Disconnect 2x cable connectors and pry the cable harness free from the plastic cage.



Step 16

Remove the turbo inlet duct. 1x Hose clamp, 1x Torx E10 (V-band clamp) and breather hose (right side only).

Also loosen hose clamp for the turbo outlet hose and pull it off its connection.



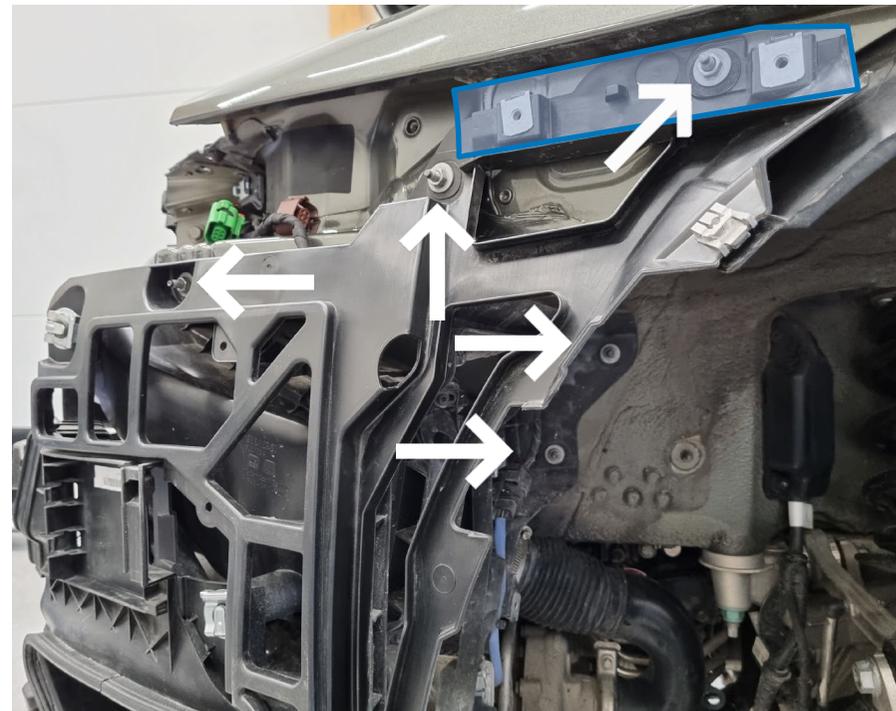
Step 17

Remove the intercooler inlet hose 2x hose clamps. Also pull the BOV hose free from its connection at the air filter box.



Step 18

Remove the frontal fresh air ducting connected in-between the air filter box and the rear fender air intake. 1x Torx T30 screw at the top and 1x plastic tab at the bottom. Loosen screw and press tab while pulling the air ducting downwards.



Step 19

Remove 2x Torx T30 and remove the bumper cover holder that sits in the area marked with blue.

Then remove 5x Hex 10mm nuts for the plastic cage.



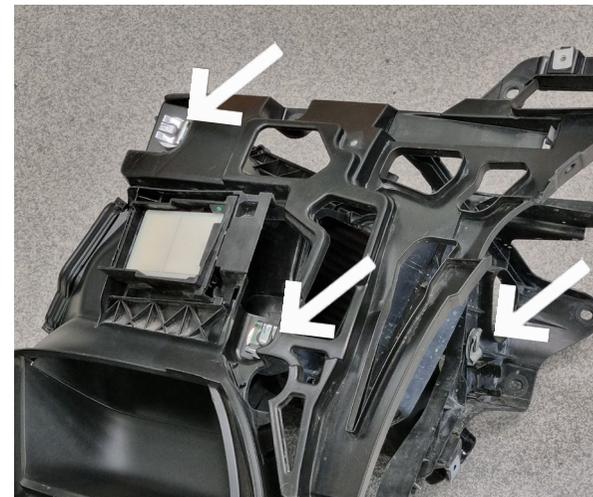
Step 20

Remove 1x Torx T30 / 10mm Hex Screw.



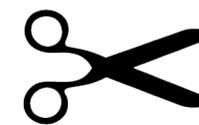
Step 21

Now remove the entire plastic cage. On the right side you need to disconnect the vacuum line. Do this in the joint in between the plastic pipe and the rubber hose.



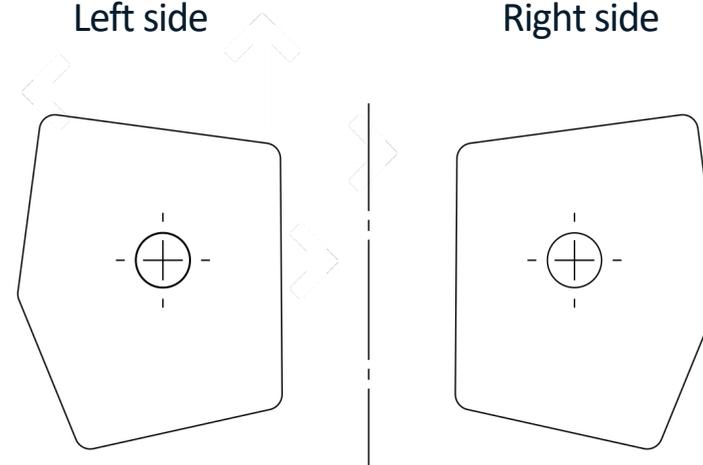
Step 22

Remove the air filter box from the plastic cage.
3x metal clips.



Left side

Right side



Step 23

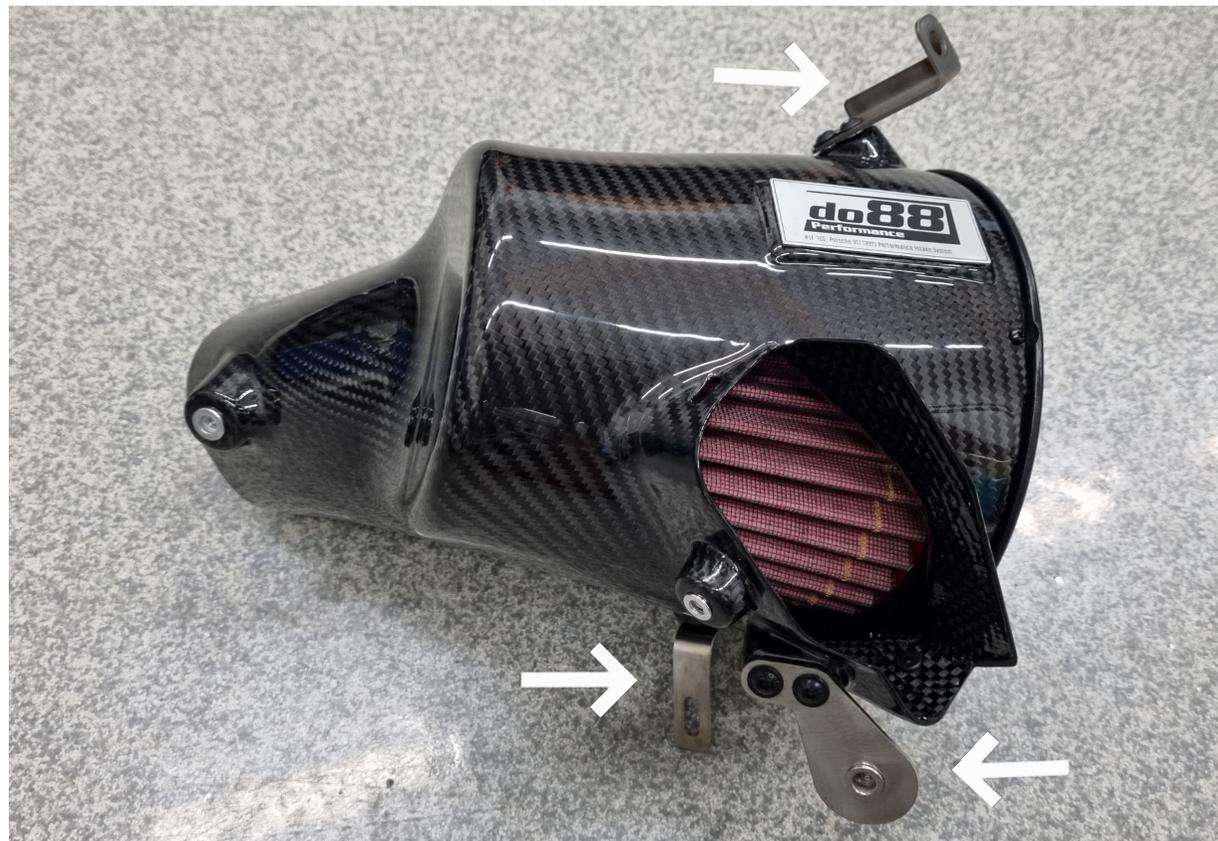
Drill a $\varnothing 7$ mm hole in the plastic air filter box cage location shown on the photo above (photo shows right side). Use a scissor to cut out the templates to the right.

This hole will be used for installing the caron filer air filter box.



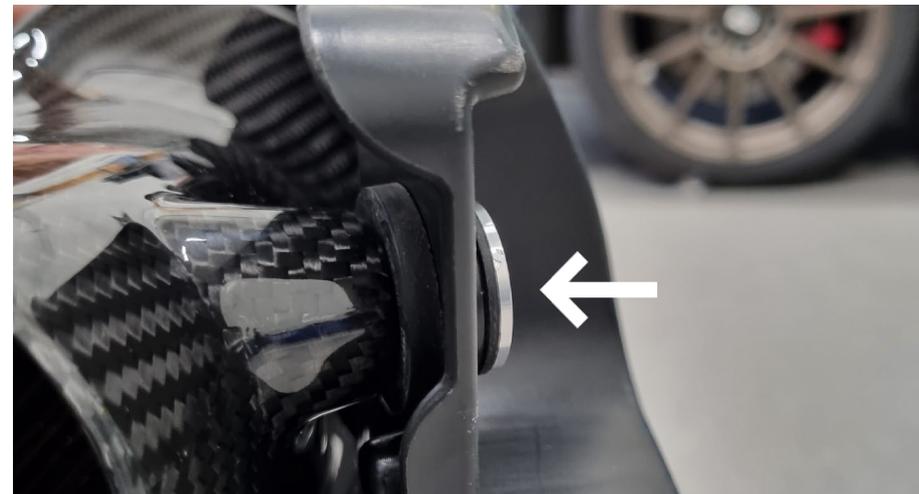
Step 24

Remove the charge pipe from the OE air filter box.
2x Torx T25.



Step 25

Install three of the included brackets as shown on the photo (right side air filter box is shown on photo). Use the included screws 5pcs M5x12. Use some thread locking fluid on the screws. Don't tighten the screws yet, the brackets position may need a little adjustment later.

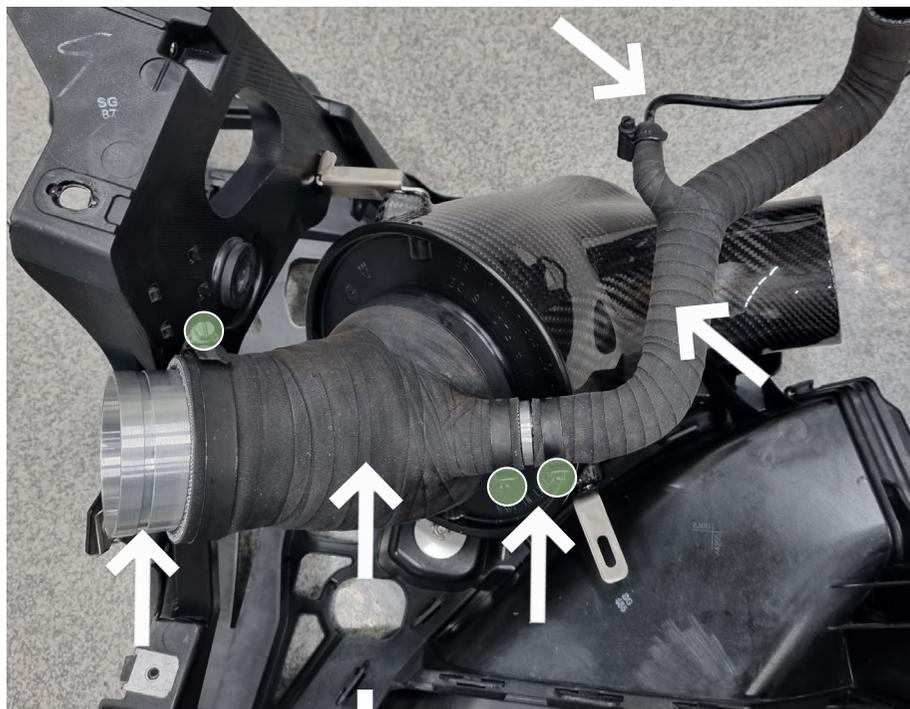


Step 26

Install the do88 air filter box in the plastic cage. It is fastened in 3 locations, the hole you drilled in step 23 and in two of the OE fastening locations (rubber bushings). Use these parts from the included hardware:

- M6x16 Allen screw / M6 Nyloc Nut / M6 washer (at the drilled 7mm hole)
- M6x16 Allen screw Ø10mm / Aluminum sleeve at the two OE rubber bushings

Finally tighten the 4xM5 screws marked with Yellow on the photos.



Step 27

Install two of the included silicone hoses and aluminum joiners (photo above shows the right side).

- Join the included hoses with a $\varnothing 22\text{mm}$ hose joiner (lube with some WD-40).
- Remove the small vacuum line from the car and fasten in the BOV hose on the right side.
- Install the large aluminum joiner into the hose (the 4 grooves should be inside this hose end).

Important!

Turn the air filter outlet silicone hose until it is centered in the "radius" shaped part (marked Yellow) of the plastic cage according to the photo.

Now tighten all five hose clamps note the rotation of the clamps marked Green on the photo to the left.

Step 29-33 is only needed if you have bought this kit together with the larger do88 upgrade turbo inlet hoses.



Step 28

Fasten the charge pipe in the bottom bracket with the included P-clip, M6x16 Allen screw and M6 Nut. Do not tighten this firmly yet, you want to keep it loose so it can be adjusted during installation in the car.

Note the rotation of the bottom bracket and P-clip.



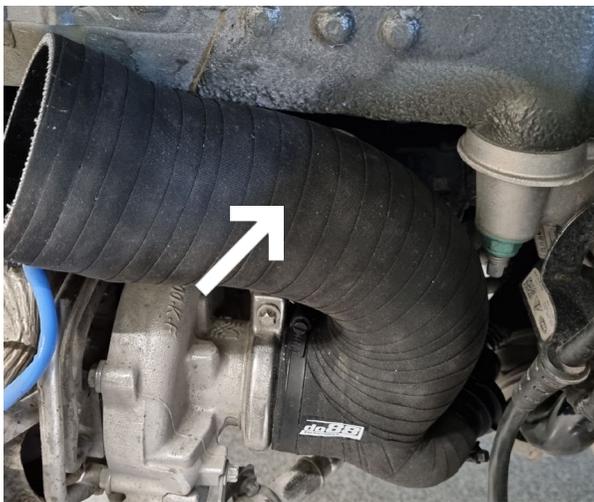
Step 29

Install the included O-rings on the V-band hose adapters.



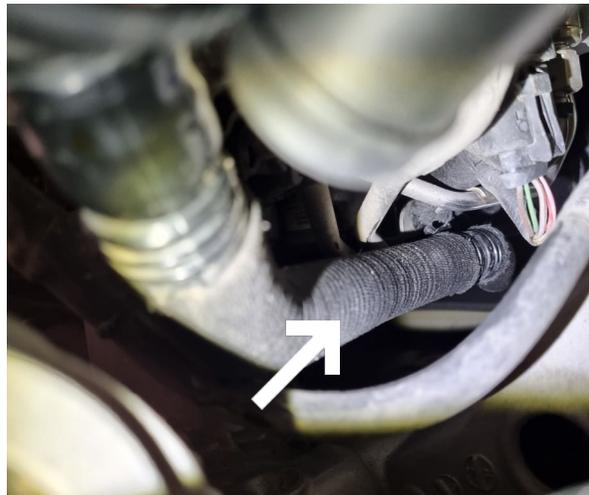
Step 30

Gently install them in turbochargers and fasten them with the original V-band clamps.



Step 31

Install the inlet hose. Tighten the included 60-80mm / 9mm wide hose clamp loosely so the hose still can rotate on its connection.



Step 32

On the right side you need to disconnect the lower clips for the breather valve hose.



Step 33

On the right side mount the breather hose to the breather valve.



Step 34

Reinstall the air filter cage in the car, fasten it with the 5x Hex 10mm nuts removed in step 19. Push on the turbo outlet hose without tightening the clamp yet.

Then reinstall these:

- BOV-hose with the included 22mm Aluminum joiner
- Intercooler inlet hose (Use some WD-40 so you wont put to much force onto the charge pipe hanging in the air filter box).
- On the right side reconnect the vacuum hose.

- Fasten the hoses with the included hose clamps.



Step 35

Reinstall the frontal fresh air ducting removed in step 18. Fasten it with the OE Torx T30 screw and with the included stainless steel bracket, M5x12 Allen screw and 16mm rubber band according to the photos.





Step 35 continue

The photo above shows a more clear view how to install the frontal fresh air ducting.



Step 36

Align the P-clip on the charge pipe and then tighten the Allen screw and nut in a position when they support weight of the charge pipe. Tighten the M5x12 screw holding the charge pipe bracket in the air filter box.

Install all other parts in reverse order. Double check all screws and hose clamps has been tightened.

If you are installing this Intake system with the original plastic turbo inlet ducts you need to gently heat the plastic with a heating gun and lubricate the inside with WD-40 before pushing them on the aluminum joiner on the air filter outlet hose.



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