

NHP Exhaust 987 Remote Control Module Installation Instructions for exhaust valve actuators .

Thank you for purchasing your new Porsche 987 NHP Exhaust , below you will find installation instructions to help you complete the installation. Note we always recommend professional installation.

Tools and equipment needed to complete the work.

Floor Jack (if commercial lift is not available)
2 x Jack Stands if using a Floor Jack.
Ratchet set and sockets 3/8" drive and 1/2" Drive.
Torx screwdriver
Metric Key set.

Important safety instructions.

Only work underneath the car if the car is safely supported with appropriate Jack Stands. Only work on exhaust parts when the engine is cold and exhaust completely cooled down.

Shown below is pictures from an installation on a 2007 Boxster, these instructions apply to the 987 Cayman as well, the difference is that on the Cayman to access the engine bay you must remove the carpet trim to access the engine cover.

If you own a 987.2 all illustrations may differ but process will be the same.

Step 1- Put the roof in service position (Refer to your owner's manual for complete details)



Step 2- Remove the rear storage box by unlocking the two lock pins that retain the storage box in place, pull out the storage box . Once removed , remove the 2 lock pins for the carpet trim and pull out the carpet trim.



Step 3- Remove the engine cover by removing the 6 torx screws.





Step 4- The first thing we need to do is to find a good location for the solenoid valve, you can pretty much use your imagination but I have found a nice spot right next to the throttle body there's a engine hook, see the picture below. You can secure it with the included bolt.



Step 5- now we will need to route the electrical wiring harness from the solenoid all the way to the interior cabin of the car, I slipped the wiring under the carpet trim and brought it forward , the wiring will be routed behind the roll cage trim and under the door sill trim inside the car to finally bring it close to the fuse box.



Remove roll cage trim, there's a small Philips screw on the side of it, you need to look carefully to spot it, once removed pull the trim up and it will come out.



Remove trunk trim with allen key, look carefully there's 2 little caps that need to be removed on the sides, this will enable you to insert the allen key, simply unscrew a few turns do not remove the screws, once the screws are loose pull the trim up , remove electric connector.



Remove the 3 screws on the fuse box trim , pull out the fuse box trim.



Step 6- With all the trims removed, route the wiring and put back all the trims with exception of the fuse box trim. To avoid cutting any wiring, use an empty slot , the best way is to solder the open end of the red wire so that its stiffer and can be inserted inside the slot of the fuse box, connect the black wire to a ground , I used the existing ground bolt connection. Remember that one black wire is the antenna, make sure it points up, see pictures on how it's done, again this method avoids any cutting of wires etc...The control box should be tossed behind the wiring harnesses.



Step 7- Install all the trims back.





Test the remote by pushing the Blue button and then the red button you should hear a clicking noise on the solenoid valve , that means it works

Step 7- Now its time to route the vacuum lines, underneath the driver's side intake manifold there's a couple of vacuum lines , you will notice a black plastic vacuum line that connect to a rubber vacuum line, its tight underneath there but patience will get you through it, use a plastic T "Splitter" and on one side of the T-Splitter put a 1.5 inch long vacuum rubber tube and on the middle of the plastic T-Pipe attach a 2 feet long rubber vacuum line and connect the T-Splitter to the vacuum line on the car see picture below.



Step 8- Install the small white valve with the arrow on it , cut approx 1 inch rubber hose and install it on the valve as shown .



Step 9- Install the small white valve with the arrow on it , on the bottom nipple of the solenoid valve , insert the vacuum line in the bottom nipple.



Now plug the two foot hose to the white valve, if the 2 foot hose is too long cut it accordingly.

Step 10- Now take another plastic T-Pipe with a small rubber hose of approx 1 inch and connect it on the top nipple, at this point you will have the right side and left side connections to make on the T-Pipe

those are the lines that will go to the muffler actuators.



Step 11- You will need to route the vacuum lines from the mufflers all the way to the t-pipe, secure lines with Tie-Wraps.

I also made a hole on the wheel well plastic trim to secure the vacuum line so that it doesn't hit the muffler pipe











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