

NHP Exhaust 996/997 Exhaust Muffler Control Module Installation.

Thank you for purchasing your new Porsche NHP Exhaust System, 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.

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 2006 Carrera, it is the same procedure for any Carrera 996/997.

There are two options for installing the exhaust valve control module, we provide you with this guide so that it will be easier and faster for you to install the exhaust control module, it is possible to install this kit with a physical ON/OFF switch but we prefer the FOB Remote installation as this doesn't require you to remove any trims and pass wires from the cabin to the engine bay.

Step 1- Please see the RED Arrows showing you the approx. location of the parts that will need to be installed. We mount the actual control module on the right side behind the taillight, and the solenoid valve will be mounted on the engine (on the right side intake)

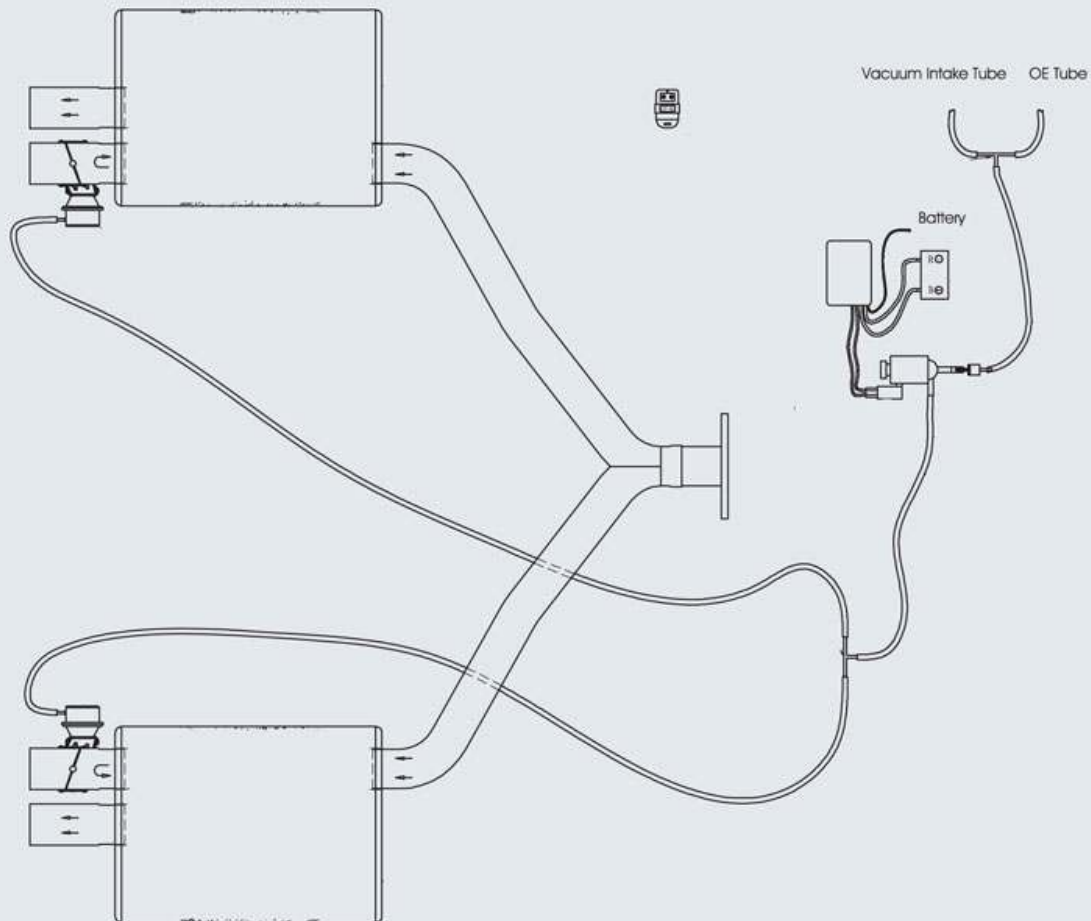


Step 2- Ok let's start the installation. **FOR 996** Start by removing the Air Cleaner Box assembly, loosen up the intake boot clamp on the throttle body, remove the center bolt (right in front of the hood latch), disconnect Mass Air Flow connector , unclip mass Air Flow wiring from the air Box, slowly pull out the air box assembly.

For 997 Start by removing the Air Cleaner Box assembly, loosen up the intake boot clamp on the throttle body, pull out the plastic pin that retains air box (right in front of the hood latch), disconnect Mass Air Flow connector, unclip mass Air Flow wiring from the air Box, disconnect solenoid connector on air box and remove vacuum line and slowly pull out the air box assembly.

IMPORTANT GET FAMILIAR WITH THE VACUUM LINE DIAGRAM AND FOLLOW THE INSTRUCTIONS BELOW.

Operation of "Vacuum Valve Controller Kit"



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Step 3- You will need to locate a factory vacuum line so that we can split that vacuum line with the included T-Pipe adaptor so that we can supply some vacuum to the solenoid we will be installing. If you look carefully underneath the Intake you will see some small hard plastic tubes those are the vacuum lines, what you want to do is grab the vacuum line that is the easiest for you to access. You will now need to cut that vacuum line in two, in most cases the vacuum line will have a rubber end that connects it to another vacuum line basically it's a continuation of the same vacuum line if you see that rubber connections simply detach it from there, if you don't see that rubber connection you can carefully cut that vacuum line, now you need to connect the T-PIPE adapter that is included in your remote control kit, you will need to place that T-Pipe in between the vacuum line that you just split up, basically all we want to do is get a source of vacuum for the solenoid valve that we will install.

Now secure the solenoid valve on the intake, either with Tie-raps or remove an existing bolt on the intake and secure the solenoid valve.

Once the solenoid is secure you will need to run a vacuum line for the T-Pipe to the vertical nipple of the solenoid, remember to install the anti-return valve (the small white valve) between the vacuum line and the solenoid . PLEASE SEE THE DIAGRAM ABOVE.

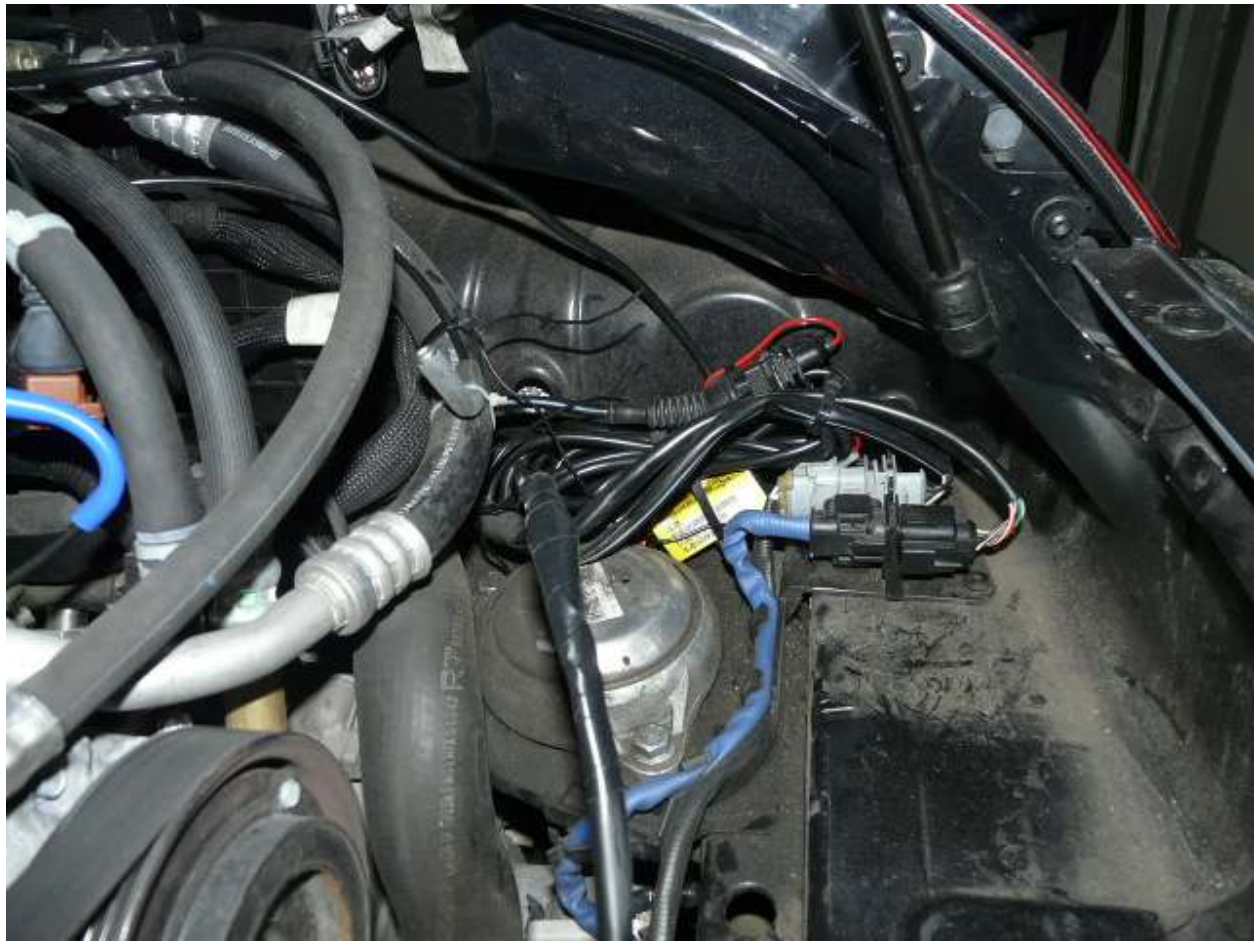
Now you have the horizontal vacuum nipple on the solenoid valve , that is the line that will need to go to the muffler valves , you will need to split that line in two with another T-Pipe adaptor see the diagram above, route the vacuum lines to each muffler by securing the vacuum lines with the included tie wraps , secure the vacuum lines at a couple of places so that they don't just stay there loose, you can secure them at your preferred locations as long as they are secure.

THIS IS HOW IT SHOULD LOOK LIKE.





Step 4- Now you will need to install the control module, you have plenty length of electrical wiring on the control module, the first thing is to connect the electrical wiring from the control module to the solenoid valve, once connected secure the module with a couple tie wraps behind the right taillight, at this point you have plenty of electrical wiring left (the wire connected to the solenoid) neatly tie the excessive wiring together, now you have the Red wire(12V+), the Black Wire (12V-) and the antenna (Black wire), ground the black wire to the body using an existing bolt in that area, for the 12V+ the red wire, you can feed from any wire that gives you 12V when the motor is running, on the 997 you can feed on the electrical connector that goes to the solenoid on the air box assembly (not the MAF sensor) you can splice into the 12V wire to get your power, or you can easily splice into the taillight harness, in other words you need 12V+ . Lastly the black Antenna that is the Antenna for the FOB remote, secure that wire away from all the other wiring and let it be. Please see pictures below.











TEST YOUR SETUP EVERYTHING SHOULD WORK FINE.

Questions? Please send an [e-mail](#)

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