



# Installation Instruction

Performance Turbo Inlet kit

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PORSCHE

Porsche 911 Carrera (991.2)

Carrera / Carrera S / Carrera GTS / Carrera 4 / Carrera 4S / Carrera 4 GTS

PART NUMBER : D088-KIT249

## Description

This instruction shows how to replace the OE Turbo Inlets with do88 performance Turbo inlets.

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

This installation instruction is performed on a Porsche 911 Carrera 4S (2017) and the procedure for removal of panels and covers will differ a bit if the install is carried out on any other model this product fit.



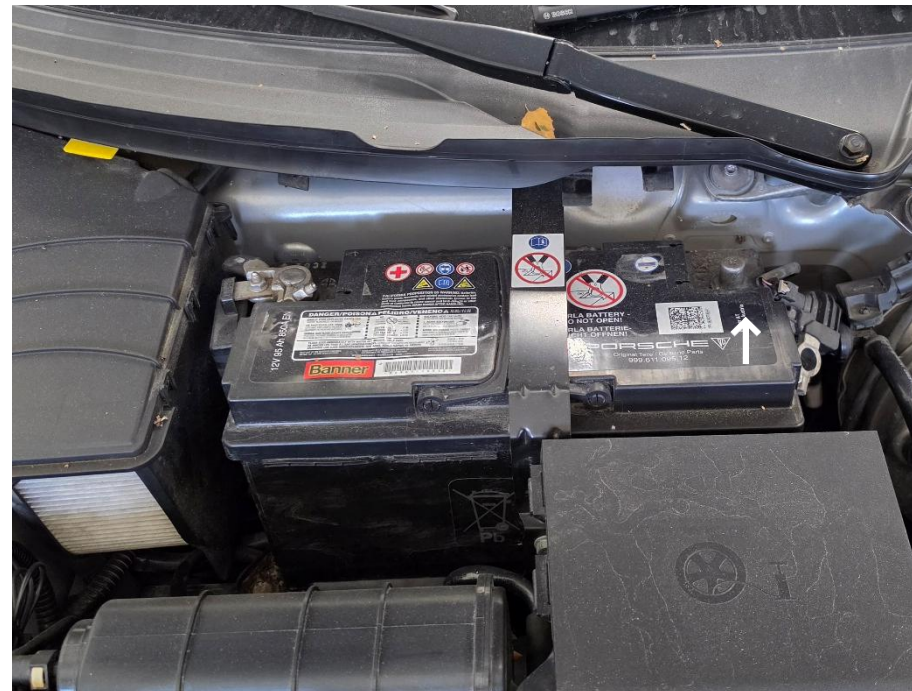
## Parts List

1. Turbo inlet pipe (3"Aluminum) (Right)
2. Turbo inlet pipe (3"Aluminum) (Right)
3. Turbo inlet silicone hose (Right)
4. Turbo inlet silicone hose (Left)
5. Airfilter to inlet pipe silicone hose (Right)
6. Airfilter to inlet pipe silicone hose (Left)
7. Diverter valve silicone hose (Right)
8. Diverter valve silicone hose (Left)
9. CNC Breather valve
10. Turbo inlet CNC hose adapter (2pcs)
11. O-ring (2pc)
12. Hose clamp 25-40mm (4pcs)
13. Hose clamp 60-80mm (2pcs)
14. Hose clamp 70-90mm (6pcs)



## Step 1

Raise the vehicle and remove both rear wheels. Open the engine lid and raise the rear wing.



## Step 2

Disconnect the battery negative terminal.



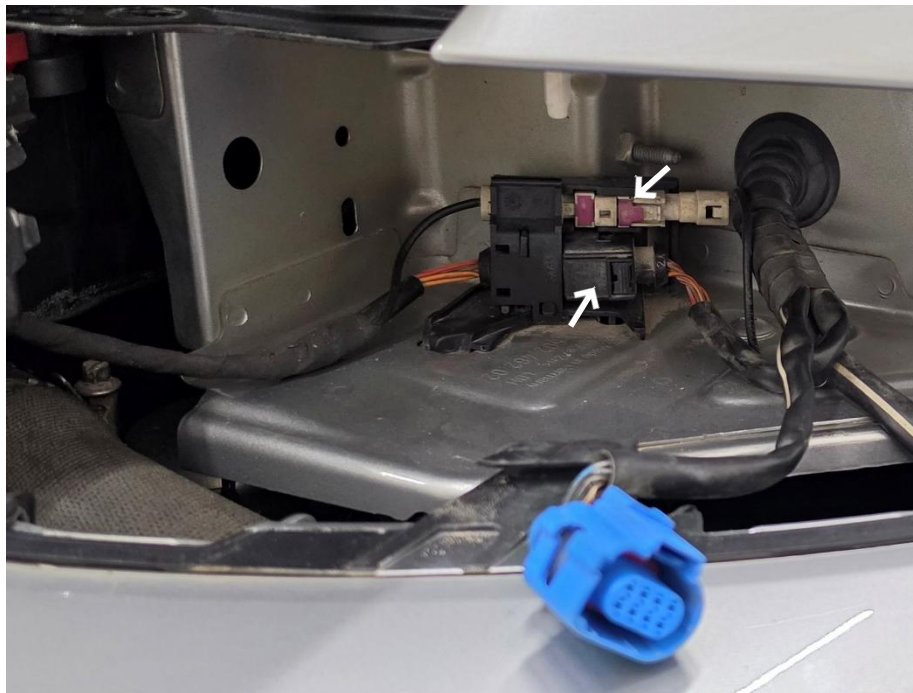
### Step 3

Remove the three engine covers, starting with the larger center cover. To remove the left cover, first remove the oil and coolant caps.



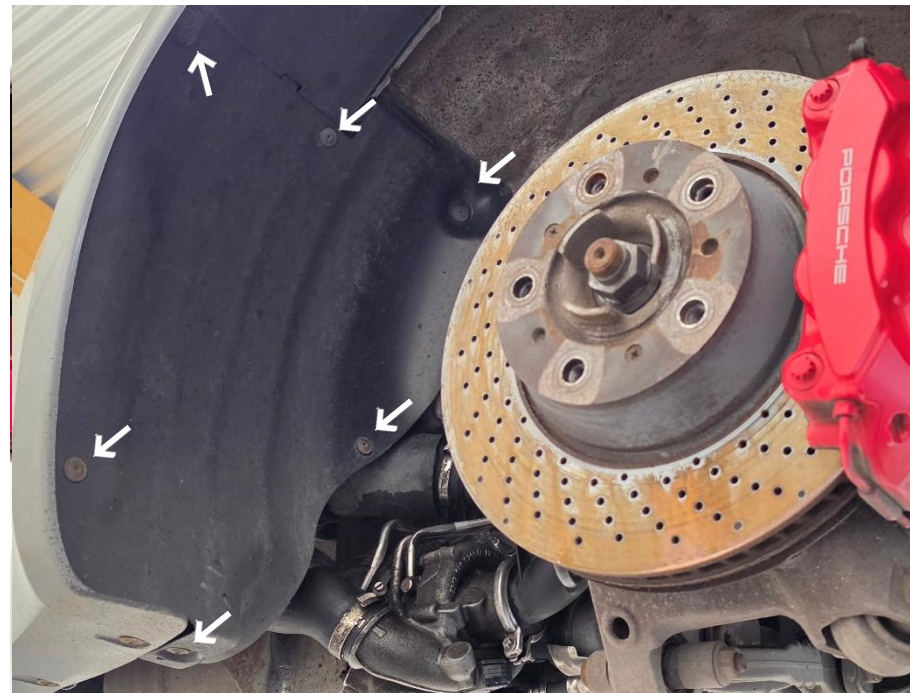
### Step 4

Remove both tail lights by removing the two T25 Torx screws, then pull the light straight rearward and disconnect the electrical connector.



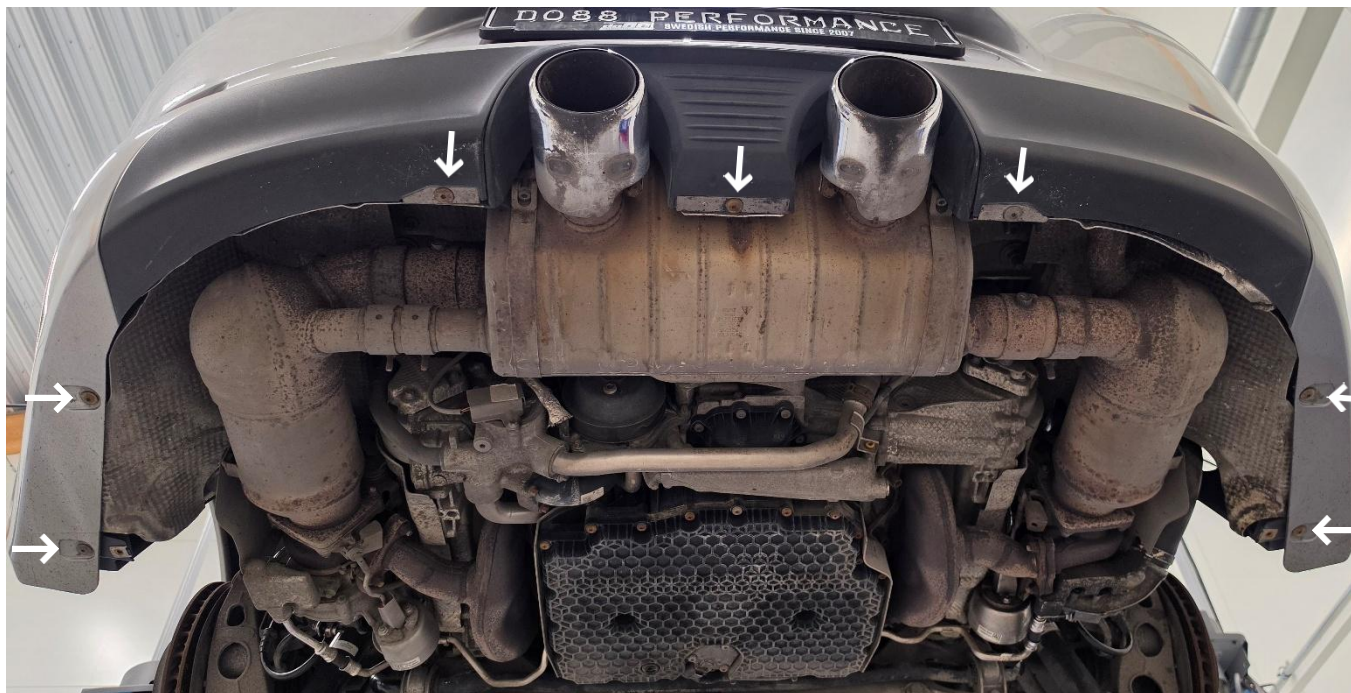
## Step 5

Disconnect the rear bumper electrical connectors. There are two on the right side and one on the left, located in the tail light openings.



## Step 6

Remove the inner wheel arch liners on both sides. Each liner is secured with five T25 Torx screws and one T30 Torx screw underneath.



## Step 7

Remove the seven T30 Torx screws along the bottom edge of the bumper.



## Step 8

Remove the two T30 Torx screws inside each wheel arch.



## Step 9

Remove one Torx T30 screw on each side.



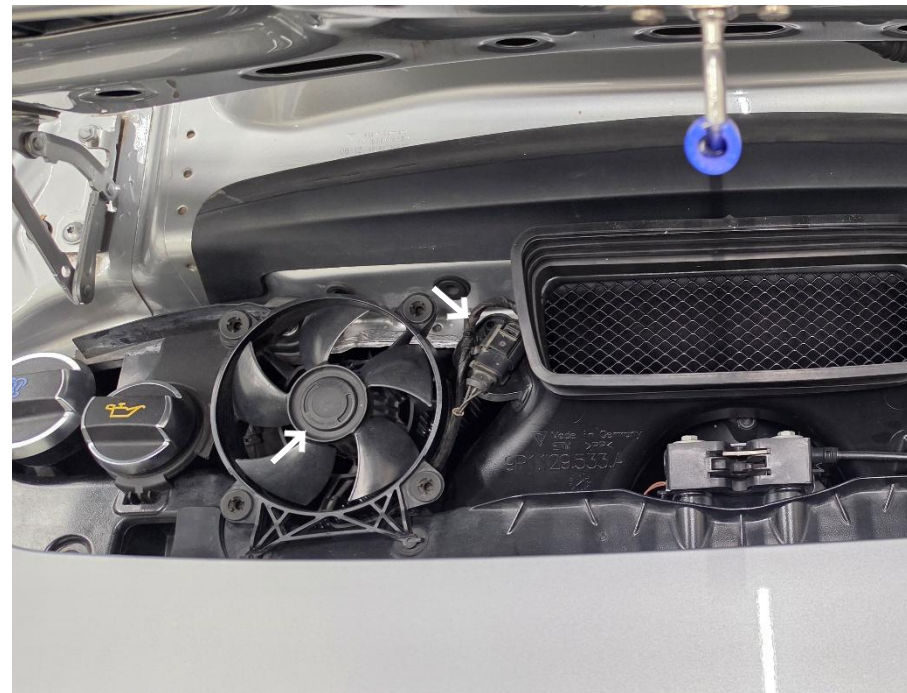
## Step 10

Remove the four T25 Torx screws from the top edge of the bumper.



## Step 11

Gently release the front edge of the bumper from the fender on both sides, as shown in the photo. Then remove the bumper from the car.



## Step 12

Disconnect the fan electrical connector, then remove the fan. Repeat on both sides.



## Step 13

Release the radiator cap bracket by removing the 10 mm hex screw and plastic clip. Also release the fan wiring clip from the air duct on both sides.



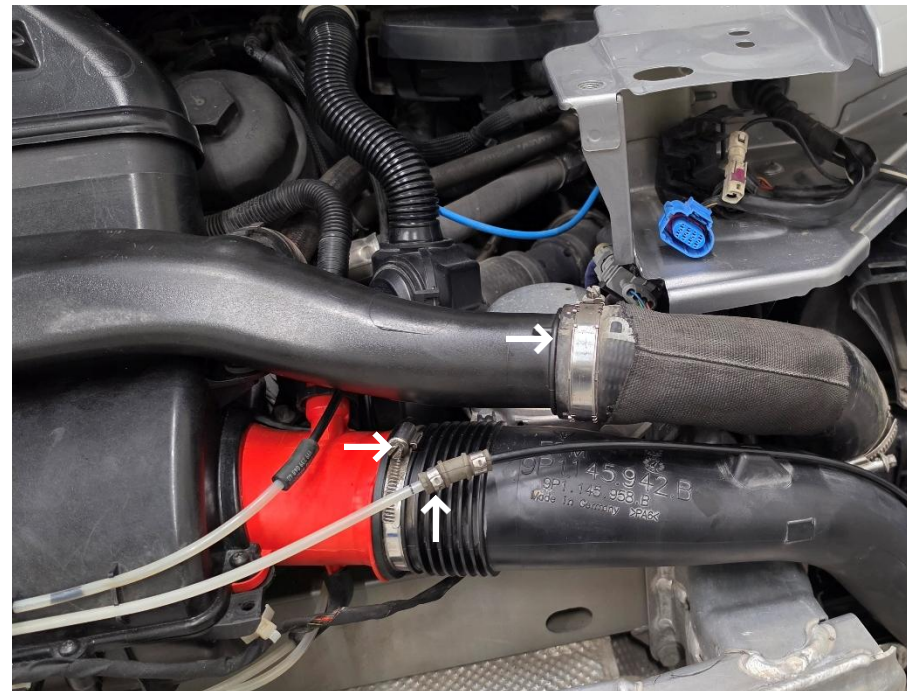
## Step 14

Remove the two T45 Torx screws securing the spoiler mechanism on both sides. Then remove the spoiler mechanism.



## Step 15

Remove both intercooler fresh-air ducts.



## Step 16

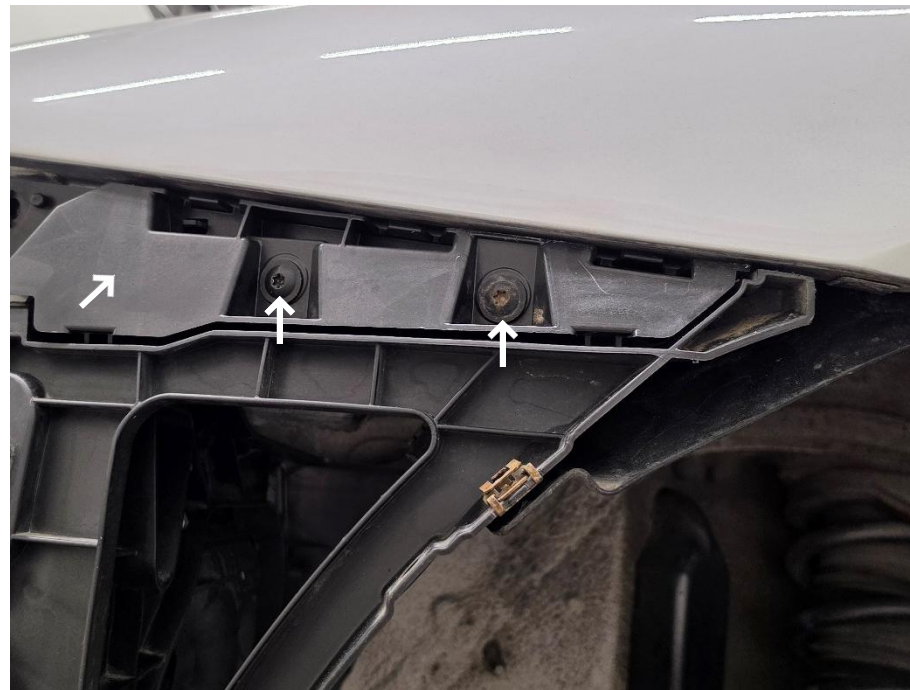
Loosen the hose clamps on the Y-pipe connection, turbo inlet tube at the air filter, and vacuum hose, then pull the hoses off their connections. Repeat on both sides.



## Step 17

Remove the turbo inlet elbows on both sides by loosening the hose clamp and removing the E10 Torx V-band clamp. On the right side, also disconnect the breather hose from the turbo inlet elbow.

Then loosen the hose clamp for the turbo outlet hose and pull the hose off its connection. Repeat on both sides.



## Step 18

Remove the rear bumper brackets shown in the photo by removing the two T30 Torx screws. Repeat on both sides.



## Step 19

Loosen the exhaust heat shield from the intercooler frame by removing the two T25 Torx screws from underneath and the one T30 Torx screw from behind. Repeat on both sides.



## Step 20

Remove the four 10 mm hex nuts and the one 10 mm hex screw from the intercooler frame. Repeat on both sides.



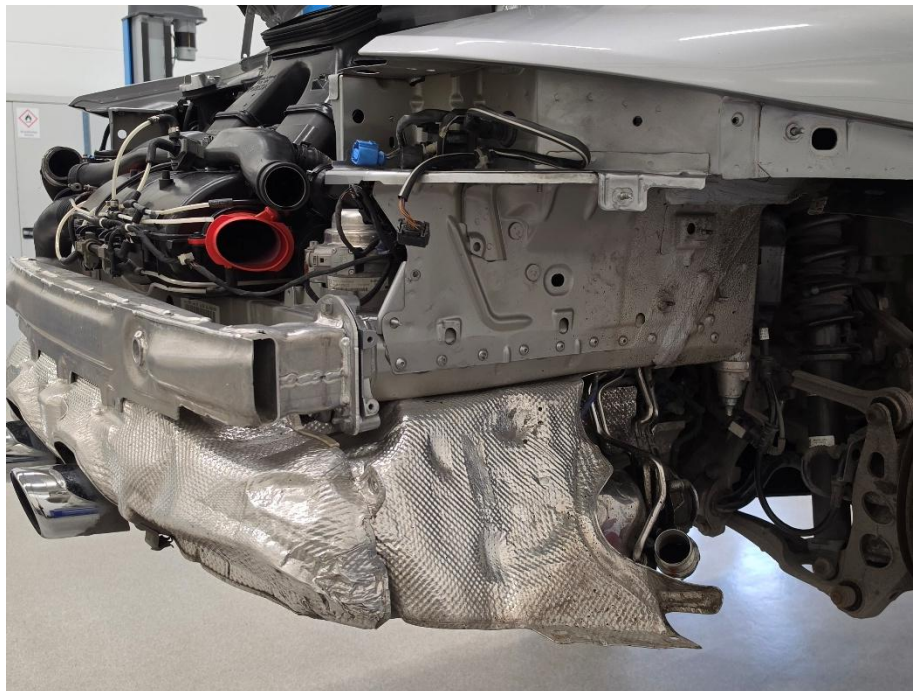
## Step 21

Remove the blind spot radar by removing the three Torx T25 screws and disconnecting the cable connector. Repeat on both sides.



## Step 22

Remove the two final Hex 10mm nuts on both sides.



## Step 23

Now remove the entire intercooler frame assembly on both sides.



## Step 24

Remove the clip shown in the photo on both sides.



## Step 25

Disconnect the diverter valve hose from the intercooler tank, then remove the turbo inlet pipe.

Repeat on both sides



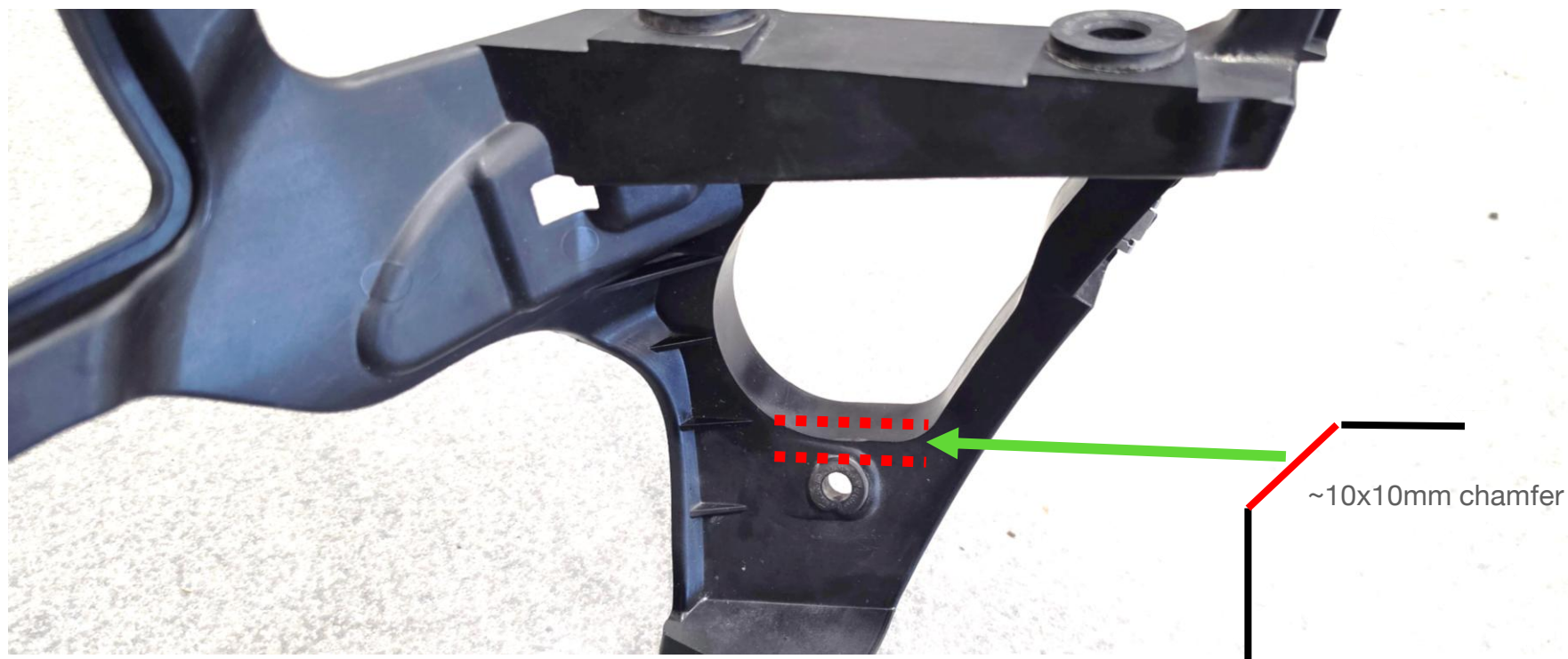
## Step 26

To make clearance for the larger turbo inlet pipe you will need to grind the plastic in the marked areas on photo.

Remove ~6mm along marked edge.

Remove similar shape as marked.

Repeat on both sides



## Step 27

You also need to grind on the inside of the intercooler frame.

Remove material so the edge will be like a chamfer ~10x10mm along marked edge.

You will need to grind all the way down to the rubber bushing.

Repeat on both sides



## Step 28

Remove the OE diverter valve and rubber bushing from the OE turbo inlet tube. First install the rubber bushing into the aluminum pipe, then insert the diverter valve and secure it with the OE spring clamp.

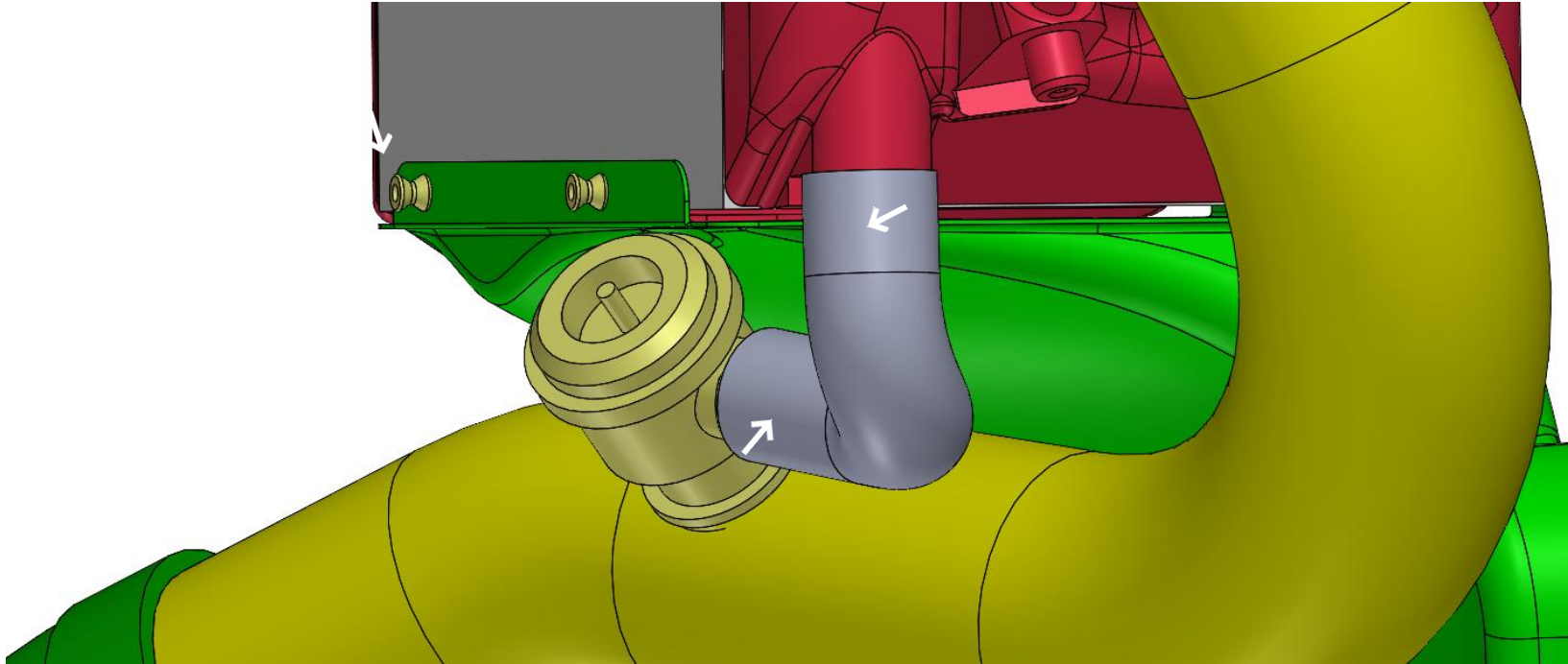
Repeat on both sides



## Step 29

Install the inlet pipe to the intercooler frame, then connect the diverter valve using the supplied silicone hose and hose clamps. Make sure the OE vacuum line is connected to the diverter valve.

Repeat on both sides.



## Step 29 continue

Note that the supplied diverter valve silicone hoses are side-specific. The CAD image above shows the right-side hose. Make sure the longer straight section of the hose is fitted to the diverter valve.

Repeat on both sides



## Step 30

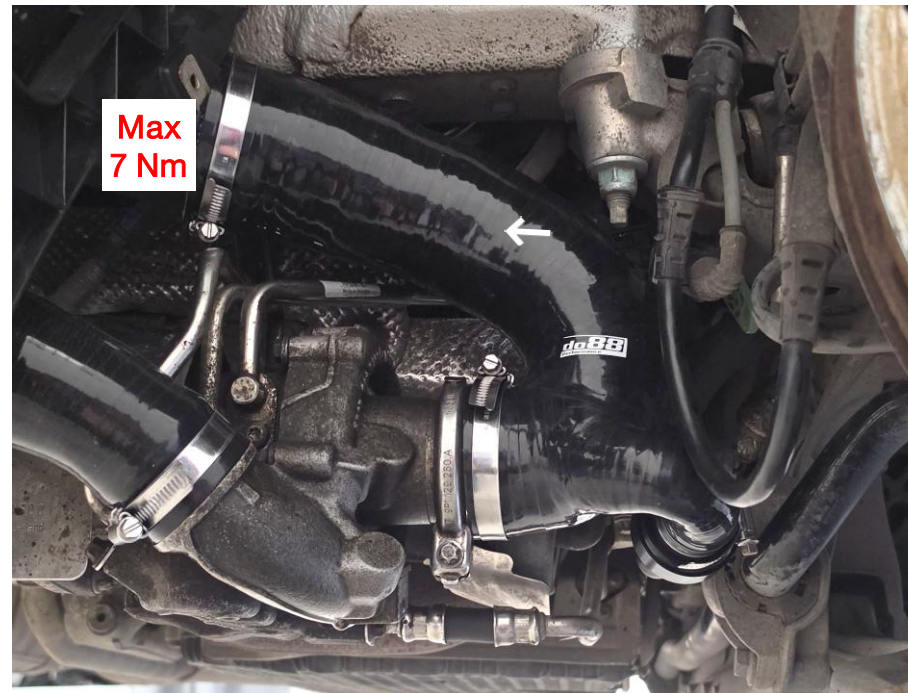
Install the supplied O-rings on the CNC turbo inlet hose adapters. As shown in the photo, the left adapter is for the OE turbo ( $\varnothing 43.3$  mm) and the right adapter is for the hybrid turbo ( $\varnothing 48$  mm).

For the hybrid turbo hose adapter, applying a small amount of grease to the O-ring can help keep it seated in the groove during installation.



## Step 31

Install the CNC turbo inlet hose adapters on both sides and secure them with the OE V-band clamps.



## Step 32

Install the supplied turbo inlet silicone hoses on both sides using the supplied hose clamps.

**Note:** Do not overtighten the hose clamp at the 3" aluminum pipe end, as this may deform the pipe. Maximum tightening torque: 7 Nm.



## Step 33

Install the supplied CNC breather valve on the right side and secure it with the supplied hose clamp.

It may be necessary to slightly rotate the OE plastic quick connector inside its plastic tube to align it with the do88 breather valve.



## Step 34

Install the supplied silicone hose between air filter and inlet pipe using the supplied hose clamps. It help to start pushing on the hose at the aluminum pipe first.

**Note:** Do not overtighten the hose clamp at the 3" aluminum pipe end, as this may deform the pipe. Maximum tightening torque: 7 Nm.

Repeat on both sides.



## Step 35

Reinstall all remaining parts in reverse order.



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