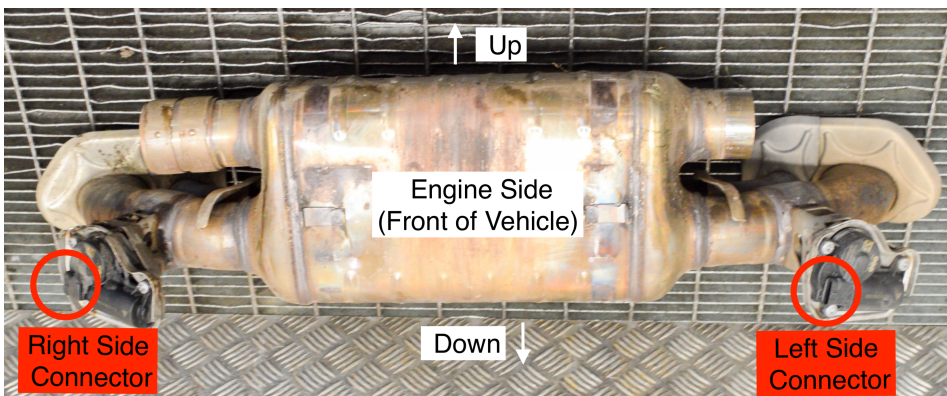


Porsche 992 Exhaust Flap Kit

Installation Guide

The 992 Exhaust Flap Kit consists of two parts - one for each exhaust flap which sits right at the back of the vehicle, very close to the exit of the exhaust. No specialist tools are required to fit the kit, nor do you need to raise the vehicle although it can help if you want to get a better view. The installation should take under 30 minutes.

Orientation



There are two valve actuators on each side of a large, box silencer. These actuators have a single connector each which will need to be unplugged.

Figure B - View of exhaust from front of vehicle

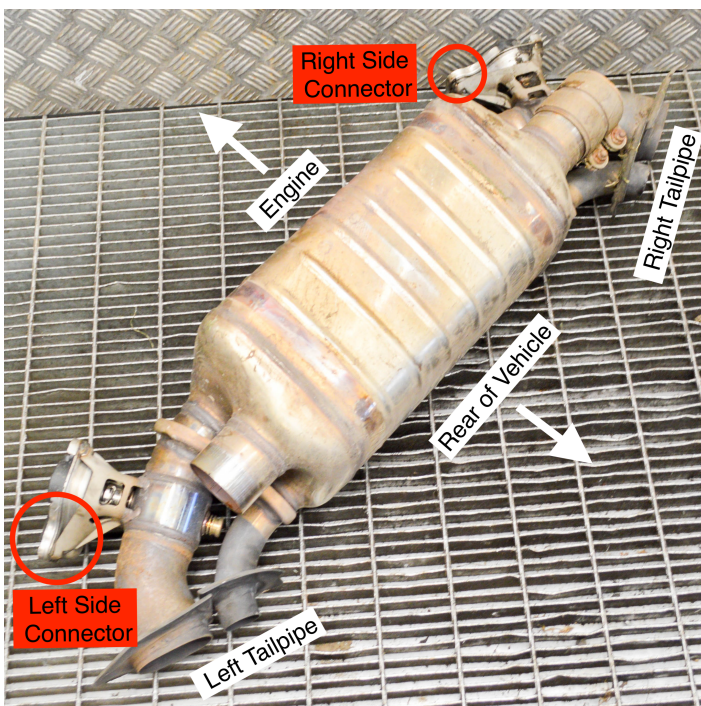


Figure A - View of exhaust from top of vehicle



Figure C - Closeup view of connector

Fitting the Kit

1. **IMPORTANT: Do not work on the vehicle when it is warm, or after driving. The exhaust area is extremely hot - wait for it to cool down or, ideally, work on a cold vehicle which has yet to be driven that day.**
2. Turn off the vehicle ignition.
3. Lift the rear of the vehicle slightly or place some protective ground sheets/covers on the ground under the rear of the vehicle, in the area of the rear exhaust exits.
4. Directly behind the exhaust exits on each side there are two pipes which lead into the exhaust system - one pipe is larger than the other and directly on this pipe sits the exhaust valve actuator. Unplug the connector by sliding the grey locking tab backwards then squeezing directly on the grey tab whilst pulling the connector out.
5. Take one of the supplied wiring connectors and plug the socket into the (now hanging) wiring connector on the vehicle. Don't forget to slide the grey 'lock' into place after plugging in.
6. Take the opposite end of the supplied wiring connector and plug into the exhaust valve actuator. Again, remember to slide the grey 'lock' into place.
7. Repeat the process on the other side, for the other exhaust exit.

Removing the Kit

1. **IMPORTANT: Do not work on the vehicle when it is warm, or after driving. The exhaust area is extremely hot - wait for it to cool down or, ideally, work on a cold vehicle which has yet to be driven that day.**
2. Turn off the vehicle ignition.
3. Lift the rear of the vehicle slightly or place some protective ground sheets/covers on the ground under the rear of the vehicle, in the area of the rear exhaust exits.
4. Removal is the reverse of fitment - locate the connector which plugs in to the exhaust valve actuator, slide the grey locking tab back and squeeze to remove.
5. Locate the other end of the supplied wiring connector, slide back the grey lock and squeeze to remove the wiring connector entirely.
6. Take the wire from the vehicles wiring harness and reconnect directly to the exhaust valve actuator, ensuring to push the grey lock back into place.
7. Repeat the process for the other side.

Issues

- **The vehicle reports an error on the dashboard**

Check that both supplied connectors are firmly in place and the locking tabs are closed. There should be no disconnected wires. If all connectors are plugged in correctly, remove the kit entirely, check for no fault codes and re-fit. If the fault codes persist, contact us.

- **The exhaust sound is not loud enough**

Check that the valves are open whilst the vehicle is idling. Normally valves appear closed regardless of the PSE setting. With the kit fitted and working, both should be obviously open - this can be checked by looking down the exhaust pipe; the valve/flap is only a few cm from the exit of the larger pipe. If the valve is open, the kit is working as intended; the noise level is as loud as it gets with your exhaust.

- **The exhaust sound is too loud**

The most significant difference is at cold startup when the vehicle runs a higher idle speed as part of the warmup cycle. After 60 seconds or so it should die down. Using the 'Normal' driving mode will use lower revs at idle and change up earlier however at some speeds the lower revs may cause an undesirable level of noise in the cabin, especially when all the windows/sunroof are closed. This can be somewhat ameliorated by either opening a window or selecting a higher gear.

- **Cannot find the connectors**

There are very few wires in this area of the vehicle - it should be fairly obvious. If you cannot locate the actuators and/or their wiring connectors it is possible you have a very different exhaust system on your vehicle. Feel free to send pictures to us and, if it is not possible to fit the kit we'll happily refund you - alternatively it might be worth seeking advice from a local garage with a ramp who can perhaps get a better view of the rear of the vehicle.

- **The Connectors don't fit/remove**

The connectors are not simply plug/unplug connectors - they have a locking mechanism which must be pulled out first before removal, and re-set after plugging in. Check that you can see a small grey tab (about the size of a nano SIM) and that it moves backwards and forwards about 3-4mm. If you can move it backwards (towards the wiring loom) then the plug should be unlocked. Forwards (towards the plug) locks the connector. Once removed, the connector should have 5 pins - both on the valve actuator and vehicle wiring loom end. If this isn't the case, contact us for a refund.