

JB4 991.2 Carrera Install

Overall, not hard just requires proper prep and a slow pace. There are only 2 sensors, one on the Y-pipe and one on the intake manifold. Y-pipe is easy to access...intake manifold is more involved. Still, possible to do without removing any body panels. Only tool needed was an 11mm socket to disconnect the negative battery terminal.

- 1.) With a cool car, unlock car, roll down windows, and pop the frunk and engine cover open. Do not turn on the car (or let it run for too long). You do not want to work while the engine is hot/warm.
- 2.) In the frunk, pop off the top cover exposing the battery. Take 11mm socket and disconnect the negative battery terminal. This will cut power to all systems (including the DME and all the sensors). Optional step, though I've always done this when install piggyback tunes in the past. Lowers the risk of shorting something during install...



- 3.) In the rear of the car, remove the duct leading to the intake plenum. Pinch outside wall to flex the stiff plastic clip. This will allow you to slip the rubber off the retaining wall, freeing the duct.



- 4.) Pull on the top edge of the plastic cover to free from top corner retaining plugs. Once free, repeat with bottom corner plugs. Once loose, shift up and lift out, exposing the fans and their connector pieces.



- 5.) Pick a fan, and grab the connector. Push the tab on the rear of the connection, and pull firmly to release the connection. There is a retaining piece to keep the fans affixed to the frame. To release, pull firm and pinch the pin from underneath. Same goes for the clip wire. Remove fan and tuck the clip away from the opening. Repeat for the other fan. Make sure you note which fan is right and left.





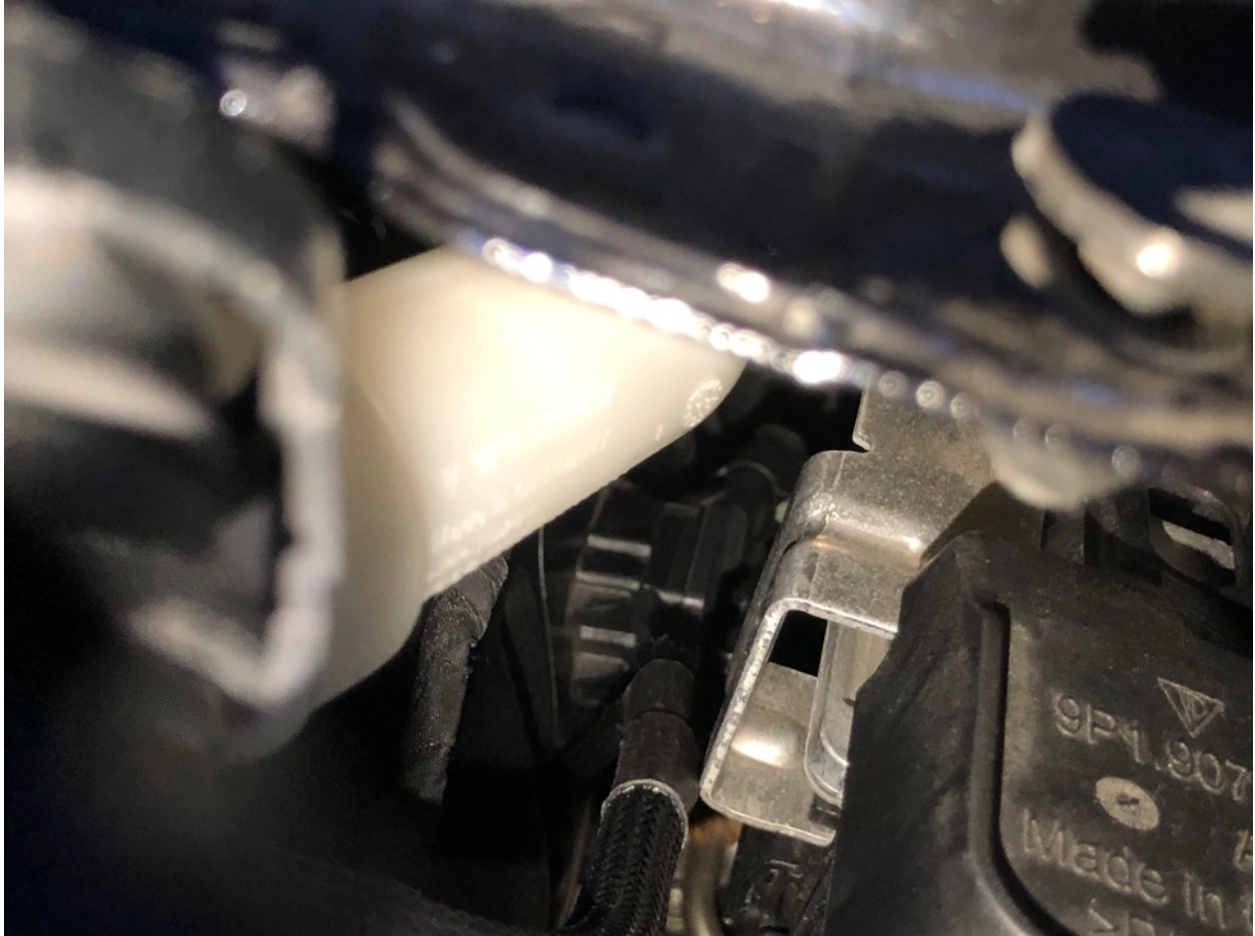
- 6.) To remove the plenum, first unhook the release cable from its seat on the plenum. Then, firm lift on the plenum, releasing the pressure holds from the interior plumbing. Lift out completely from bay.



- 7.) Note position of the Y-pipe sensor. Practice releasing and installing the connector with 1 hand. Get a feel for how the plug releases and the behavior of the plug when properly inserted.



- 8.) Optional: Grab some lube (lotion or Vaseline) and make sure your hands are somewhat moist and slippery.
- 9.) Reaching the intake connector requires giving your car a minor colonoscopy. Note the position of the sensor and plug. Route the wiring harness with the brown and black wires near the connector area. Go in with a flat hand work your way down there. I have large hands, so I needed to do some squeezing (hence the lube). Get your hand behind the connector. Once down there grab the back and release the plug. Grab the JB4 female end and insert the DME end into it. Will take some finessing, but it is possible. Once that's in, grab the male JB4 end and plug into the sensor plug. Make sure it's securely attached (should not be loose). Once satisfied, slowly get your hand/arm out. Be careful not to tear any skin. Again, will require some finessing but it's possible. Practicing with the Y-pipe connector and building some muscle memory goes a long way.



- 10.) Repeat connection steps for the Y-pipe (not as hard). Yellow cable wiring harness.
- 11.) Disconnect the sound tube on the left side, route the green wire through till it stops moving



- 12.) Inside car, fold seats back and pop the top carpet cover off on driver side. Just grab and pull firmly. Green wire should be there. Pull through completely and connect the OBD wire to the plug. Then plug into the OBD port, near the accelerator pedal. Once connected, push wiring underneath floor matt and into the side seems to hide. Reattach the carpet cover.





- 13.) Reconnect the tube if you want to. I didn't. Tuck the JB4 unit into the right-hand side of the engine compartment. There's a little space where it tucks nicely. Zip tie if you want to.



- 14.) Repeat steps 6-1 in reverse to reassemble the plenum, fans, cover, and battery. Once connected, start car and make sure no CEL. Connect to the app if you have the Bluetooth option.
- 15.) Go for a quick spin to make sure everything is well. There shouldn't be any CELs or warnings...

Will take a few miles to adapt, but you'll notice a decent bump during the first couple of pulls. Once the car has some miles on it with the unit, it picks up in power and it's very noticeable the change.