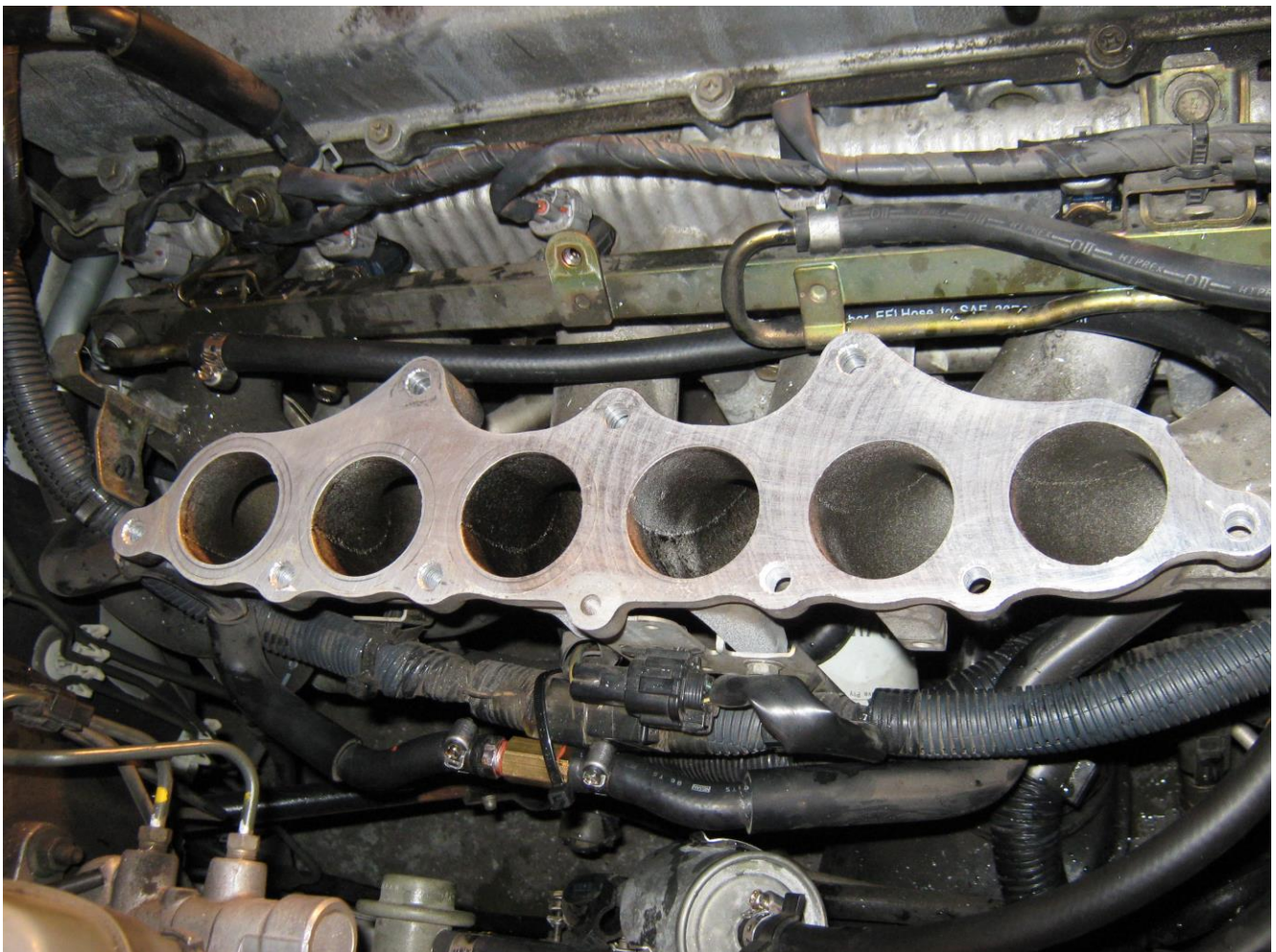


PLAZMAMAN

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R34 TOP HALF INTAKE PLENUM INSTALLATION GUIDE

1. Carefully remove all electrical and mechanical water/air components of the OEM throttle body and top half of the plenum. This will expose the base runners with the 6 Intake holes.



2. So now that the 6 intake holes are exposed, *insure you cover all 6 intake holes with tape before moving on to protect from debris entering the engine.* You will see several threaded holes; these all need to be drilled out to *8.5-9mm* using a drill.
3. Move all the OEM water brackets out of the way and bend fuel inlets away from plenum. Longer EFI fuel hoses must be fitted to vehicle.
4. It's important to protect the finish of your new Plazmaman plenum with the use of masking tape to *avoid scratches.*



5. Screw in the supplied M8 Studs into the base of Plazmaman R34 Plenum. Then test fit the plenum on top of the bottom half of the manifold to make sure it is aligned, ready to bolt on.
6. OEM bolts can be reused; some must be shortened. Make sure all the bolts are ready to go and the right amount are present before proceeding to bolt on.
7. Use the OEM Gasket between the bottom and top half of the manifold if in good condition, otherwise you will need to use a new replacement.
8. Place a little bit of *high temp silicone sealant* between the gasket and the manifold then proceed to bolt the plenum down. It's important you tighten the bolts from the center outwards to ensure a perfect seal, tighten to OEM torque specifications.
9. Fit the vacuum fittings to the manifold with thread sealant. Idle and general vacuum ports are underneath, and the brake booster is at the back on the dome of the plenum. Re-connect all vacuum lines as needed.
10. Reconnect fuel lines. You will have to purchase new fuel line and reconnect feed/return lines like below picture.

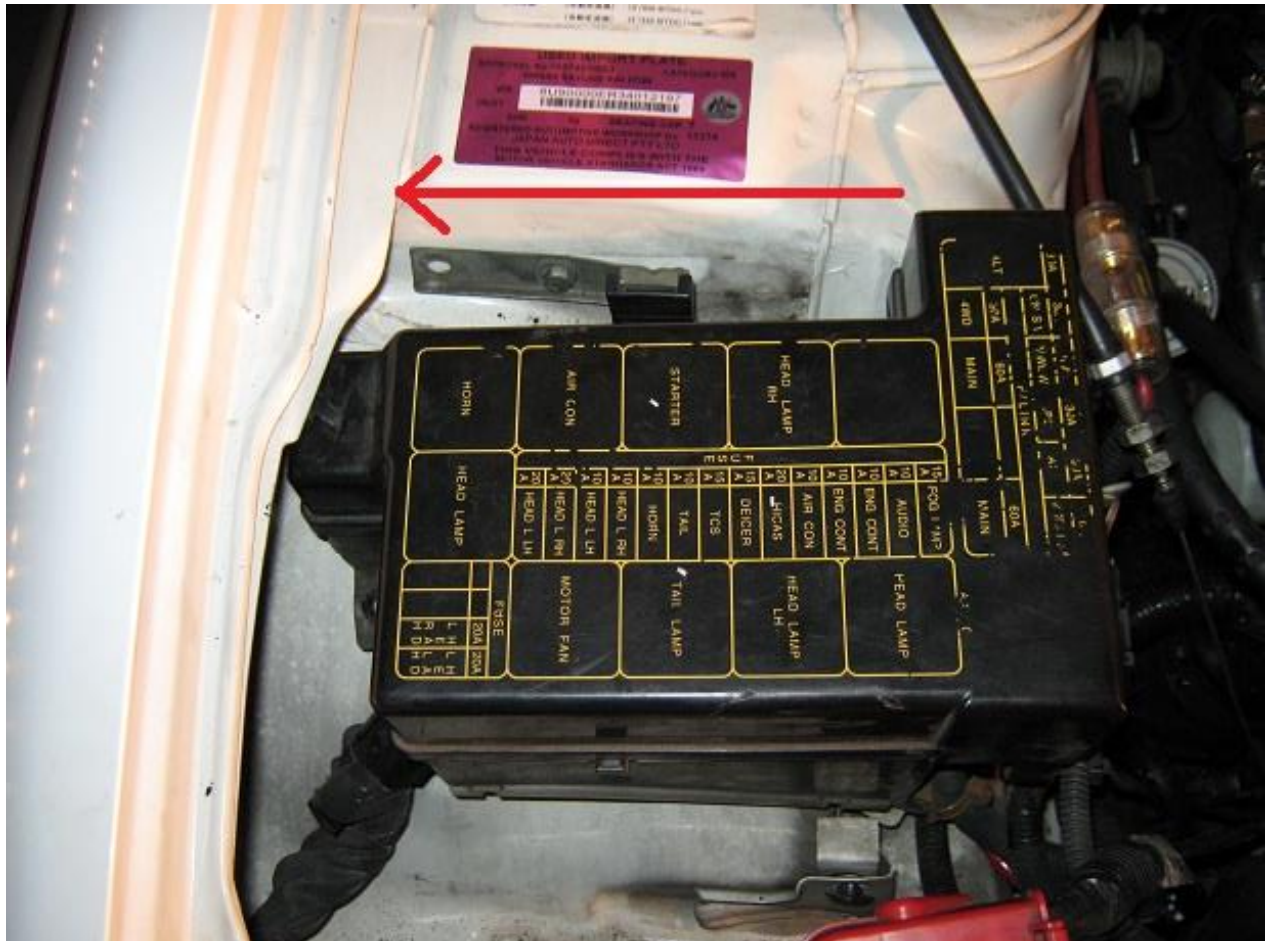


11. You will need to extend the TPS (Throttle Position Sensor) wiring to reach the new location of the forward-facing throttle body. *Do not use the traction control module.*

12. Bolt the OEM Idle speed motor to the remote unit block supplied. This block can be positioned, and cable tied to any part of the engine bay on the driver's side. Please keep in mind you might need access to the Idle adjustment screw.

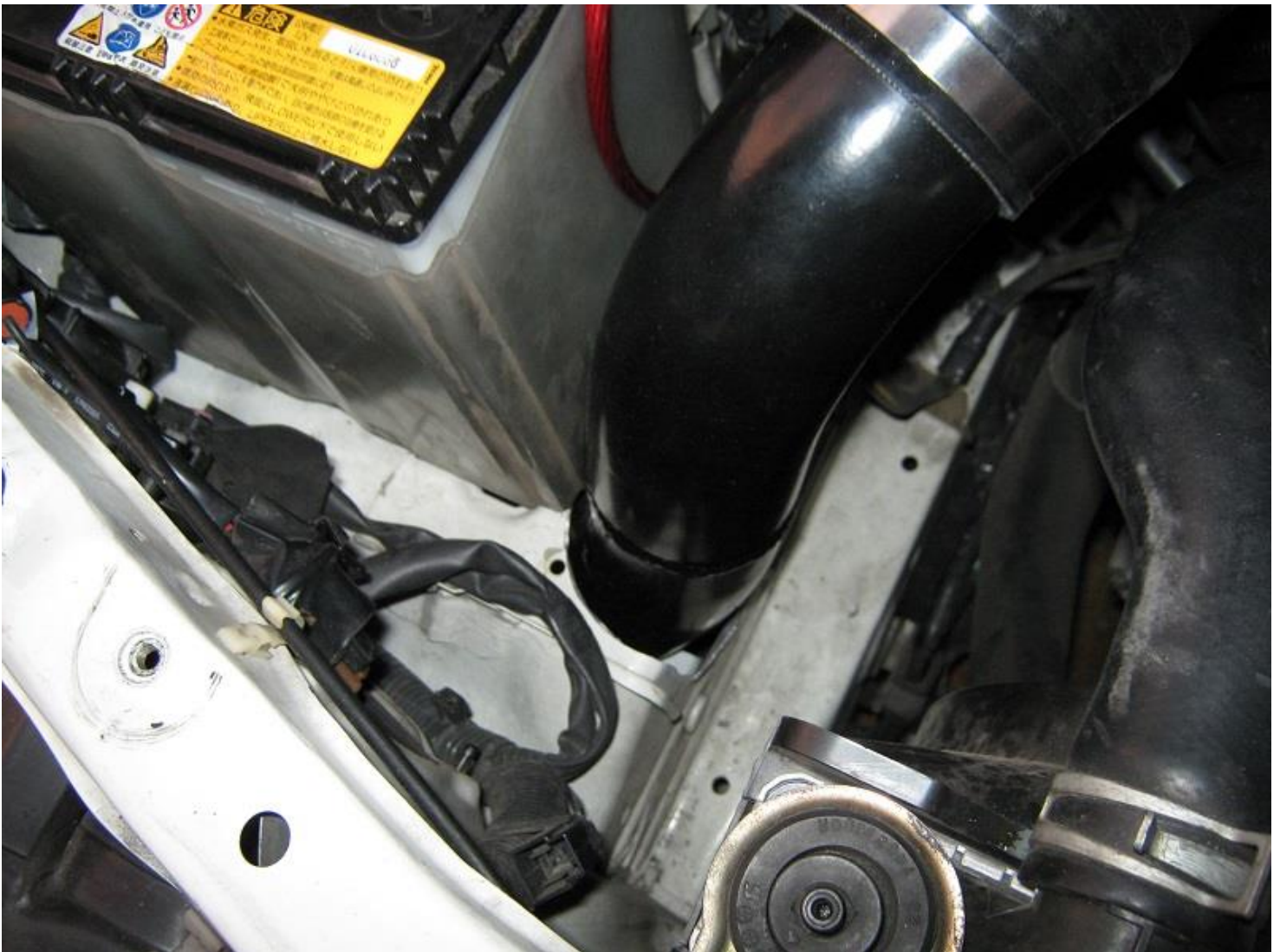
13. Unbolt the top fuse box bolts and now you will need to pull the fuse box down towards the driver's side guard panel so it will miss the throttle body. Once you have pulled the FUSE BOX towards the guard, Mark out with a texter the x2 new mount positions and drill new holes. Bolt back into place using nuts and bolts.

This is a tight fit but trimming of fuse box lid and bonnet frame can also be done if desired. Battery must be re-adjusted and fitted correctly for bonnet clearance - **MAKE SURE THE POSITIVE TERMINAL DOES NOT TOUCH THE BONNET**. Battery can be relocated to boot if desired. **THIS MUST BE CHECKED FOR FITMENT WITH THE BONNET SHUT BEFORE FINAL BOLTING IN OF THE FUSE BOX IS DONE.**



14. Bolt throttle body in place and connect the throttle cable and TPS wiring.

15. Join the intercooler piping to the throttle body. As a guide see the below picture as to the approximate route of the piping.



16. *Double check all work has been carried out correctly* then proceed to start the vehicle and inspect for any leaks.

17. Adjustment of the idle motor *might* be required. Either by means of the manual screw on motor or aftermarket computer control if utilized. A hose from the idle motor must be extended to run in front of the throttle body. A restrictor can be placed in this hose if a lesser or smoother idle transition is required.

17. *A dyno tune is a must for proper operation of the engine*, you will see the full advantages of the additional flow and hp after this is carried out.

