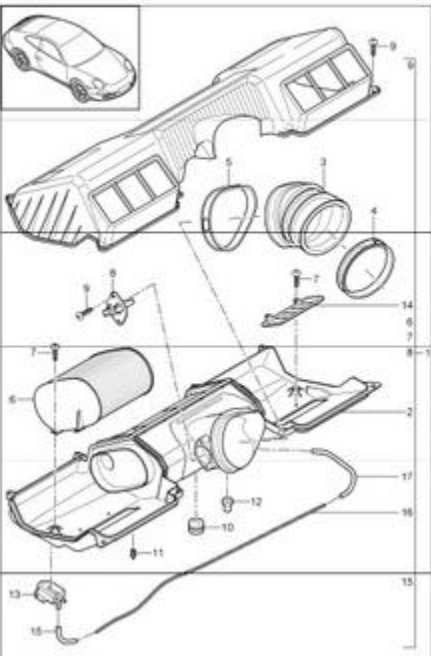


Crossed the 15K mileage point on my 2009 Carrera this weekend and decides to change the oil as well as the pollen filter and engine air filters. I took a few photos to document the air filter change for those who may be interested. Compared to the 997.1, changing the air filters in a 997.2 is a snap. You only need to remove the top cover of the air cleaner housing which is fully accessible. The diagram of the air cleaner assembly from the PET catalog is below:

Model	Year	MG	SG	Illustration	Restrictions	UPD	8:00	09.09.2008	PORSCHE	PET	PORSCHE
997-2	2009	1	06	106-00		231	USA / CANADA				



Pos	Part Number	Description	Remark	Qty	Model
1	997 110 020 31	air cleaner		1	
(1)	997 110 021 31	air cleaner		1	1172
(1)	997 110 022 31	air cleaner		1	
(1)	997 110 023 31	air cleaner complete		1	1172
2	997 110 210 31	air cleaner		1	
2	997 110 212 31	air cleaner lower part		1	
3	997 110 270 39	air box		1	
4	999 512 939 01	hose clamp 90 - 110		1	
5	997 110 285 30	hose clamp		1	
6	997 110 130 30	air cleaner cartridge		2	
8	986 406 125 01	mass air flow meter		1	
9	999 919 160 07	oval-head screw 5 X 20		1	
		mass air flow meter			
10	999 702 246 40	grommet 12 X 17		2	
11	997 110 137 01	clip		1	
12	999 705 267 40	bush 12,0 X 25,6 X 17		1	
13	986 406 120 01	change-over valve		1	
14	997 110 240 30	frame		2	
(14)	997 110 241 30	frame		1	1172
15	999 239 042 40	hose 3,5 X 2,0 X 75		1	
--	000 042 205 01	pipe 4 X 1		*	
16	...	500 mm		1	
17	999 239 041 40	hose 3,5 X 2,0 X 125		1	

The filter cover is held in place with eight Torx screws around the perimeter. Using a T25 driver and a pair of bent nose pliers or tweezers, remove the eight screws. These are not captive screws, so be careful not to drop one. The cover as removed and the eight screws are shown below.



The exposed air filters are below. Note that the MAF connector does not need to be removed.



Each filter is held at the end with a Torx screw which can be removed with a T20 driver







Once the screws have been removed, grab the filter at the end and gently wiggle it off of the mount.



The old filters were not particularly dirty, so I saved them as a backup set. Left is new, right is after 15K miles.



Installation is the reverse of removal. The rubber grommet at the open end of the filter is a tight fit with the bottom housing, so some wiggling is needed to get the filter seated and the retaining screw installed. I checked with <http://www.renntech.org/>, and there is no particular torque requirement for the screws, just reasonably tight into the plastic, with care not to strip the mounting points in the bottom housing. Overall process just under thirty minutes with lots of time for photos included.

