

#TL100124

INSTALLATION MANUAL

CI100038-A/G

APR 2.5T MQB Intake



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Notes:

These instructions were written for a North American specification RS3/TT-RS.

When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommend that you get some kind of compartmented tray to organize the fasteners, such as a fishing tackle box or several large ice cube trays. Fasteners that are not reused for reinstallation are noted in the instructions. All directions used in this manual (right, left, front, etc.) are based on if you were sitting in the drivers seat of the car.

These instructions assume that you have basic mechanical skills and several varieties of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



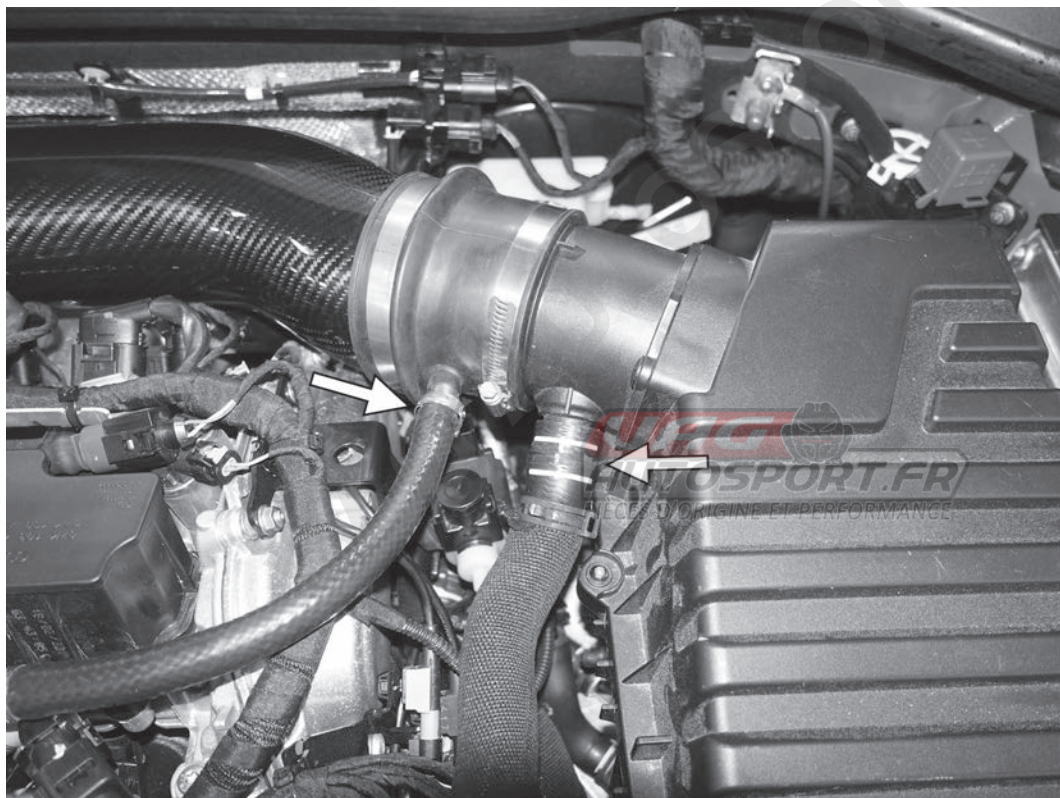
1) Raise the hood of the car, and remove the engine cover by lifting up on each of the four corners.

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2) Remove the two T25 screws holding the top of the factory inlet scoop to the radiator core support. Lift up on the inlet scoop to separate it from the factory airbox and remove it from the car.

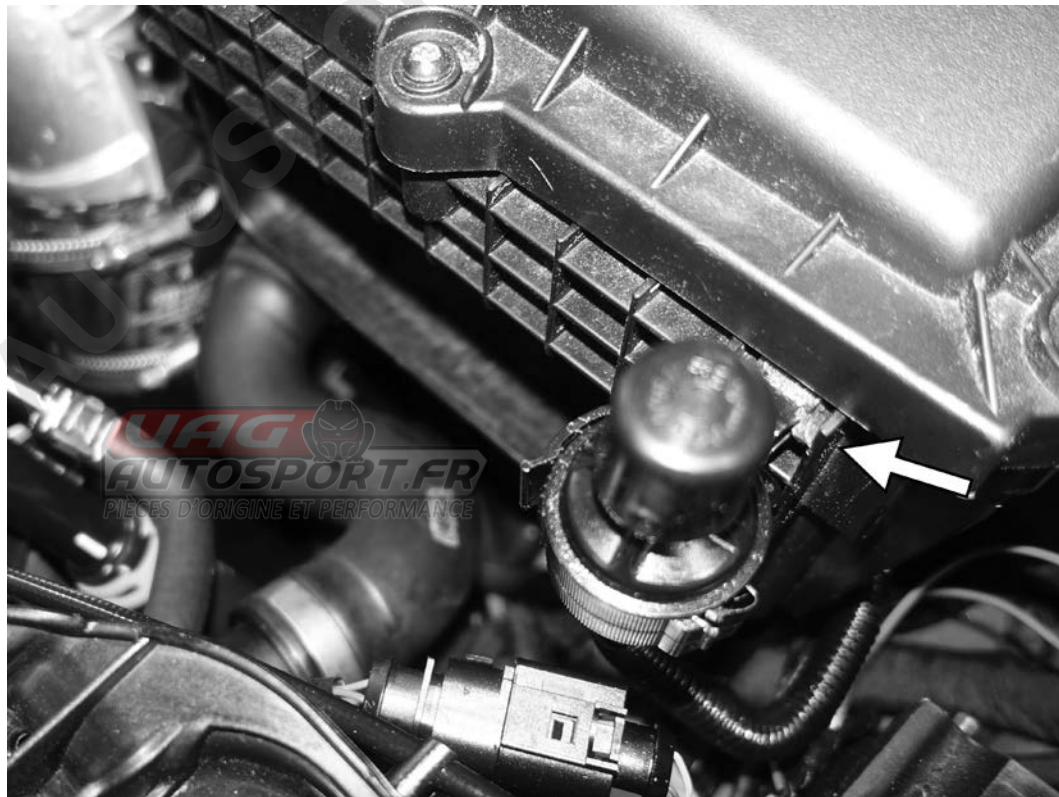


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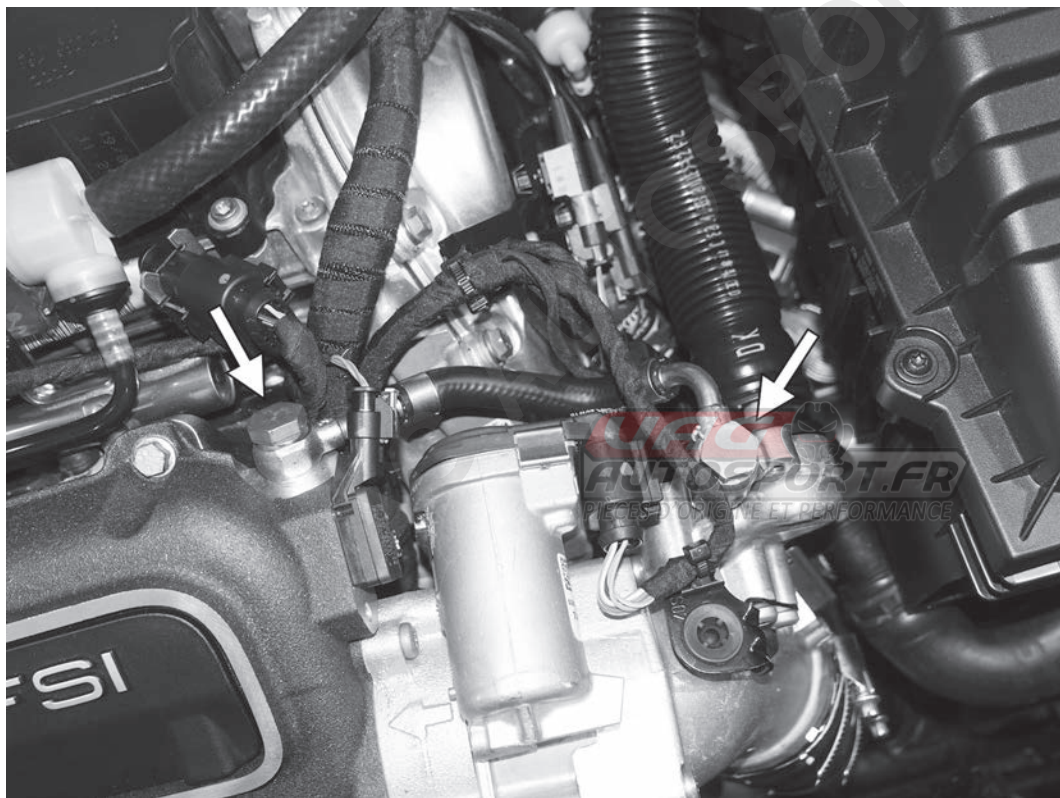


3) Disconnect the spring clamp from the larger of the two hoses on the back of the airbox and disconnect the hose. Remove the ear clamp from hose side of the smaller N80 valve hose, and disconnect the hose from the back of the airbox. On some cars without a spring clamp, remove the two 5mm allen screws holding the larger hose in place.

4) If equipped, remove the clip to the transmission vent connecting it to the front of the airbox.



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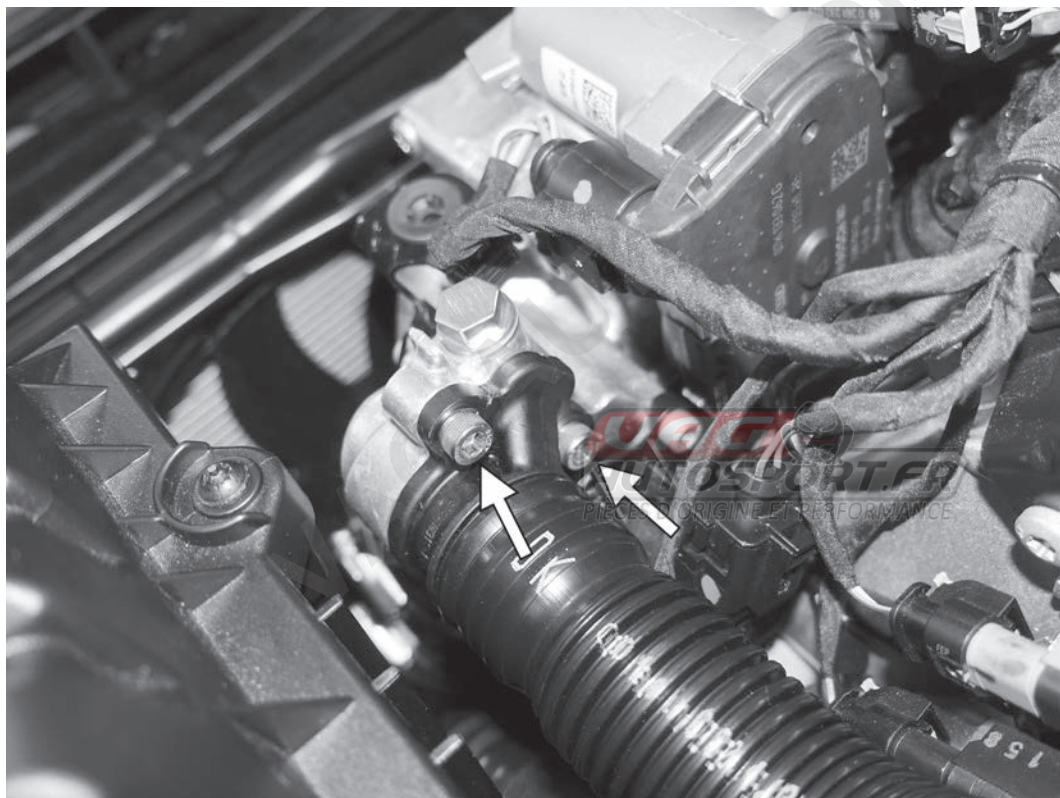


5) If equipped, remove the two 17mm banjo bolts connecting the tube between the intake manifold and the throttle body inlet tube. Remove the hose assembly with the sealing washers.

6) Install the two supplied plugs with crush washers where the factory banjo bolts were installed. Tighten the plugs to 32Nm (24lb-ft).



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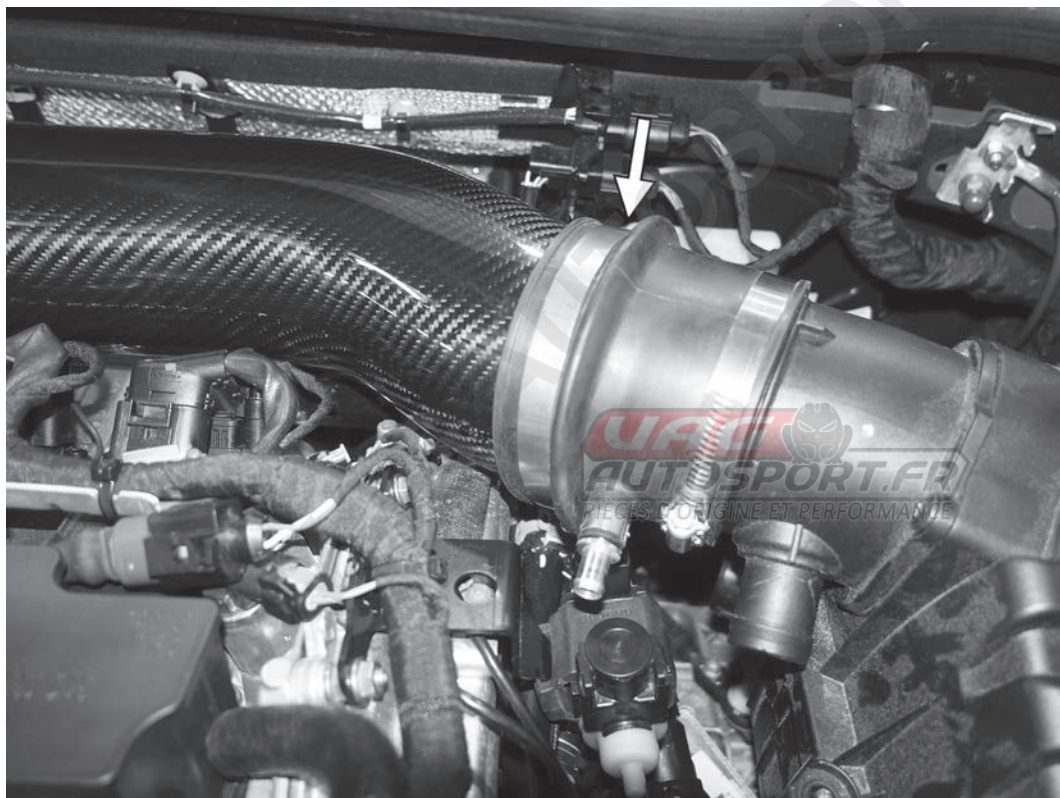


7) If equipped, remove the two fasteners holding the front of the accordion inlet pipe to the throttle body inlet tube. Remove the accordion pipe from the inlet tube.

8) After installing the supplied o-ring on the APR inlet adapter, lubricate the o-ring and fit the inlet adapter where the stock accordion inlet pipe was installed. Secure with the two 5mm allen screws, torquing them to 9Nm (80lb-in).



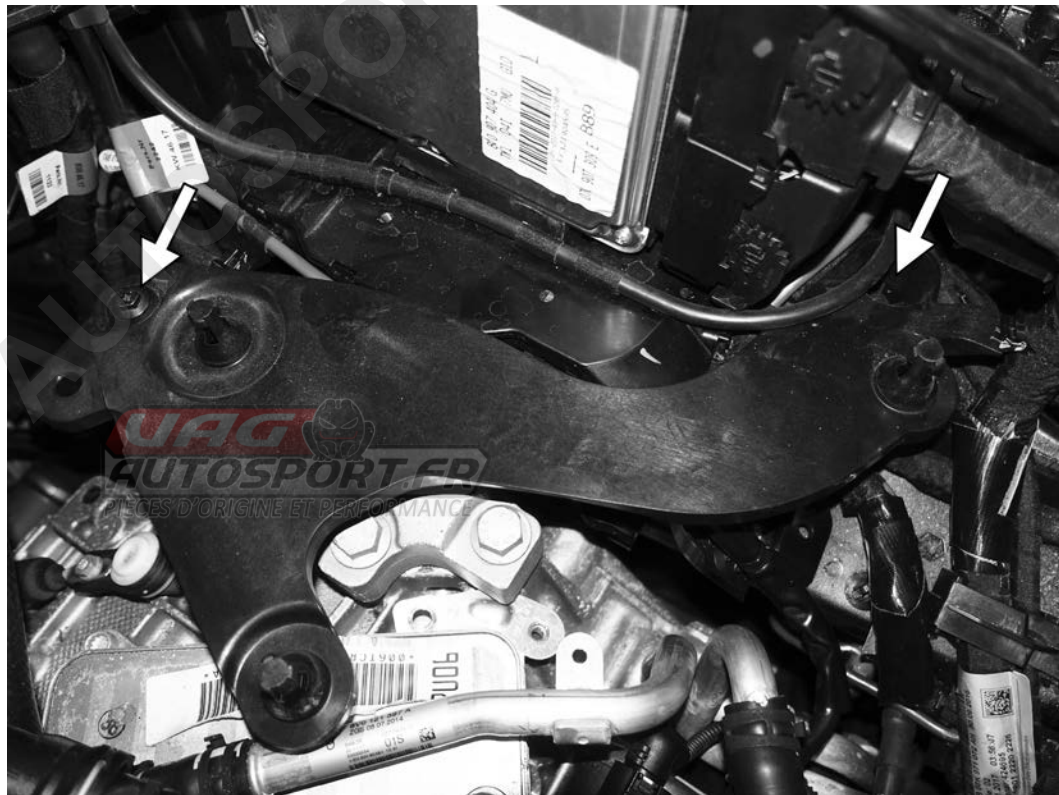
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9) Loosen the screw clamp holding the airbox elbow to the APR rear inlet pipe. Lift up on the airbox assembly to separate it from its rubber mounting posts and remove the airbox assembly from the car.

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10) Remove the two 10mm screws holding the airbox mounting plate to the transmission, deattach the wiring harness clip, and remove the mounting plate from the car.



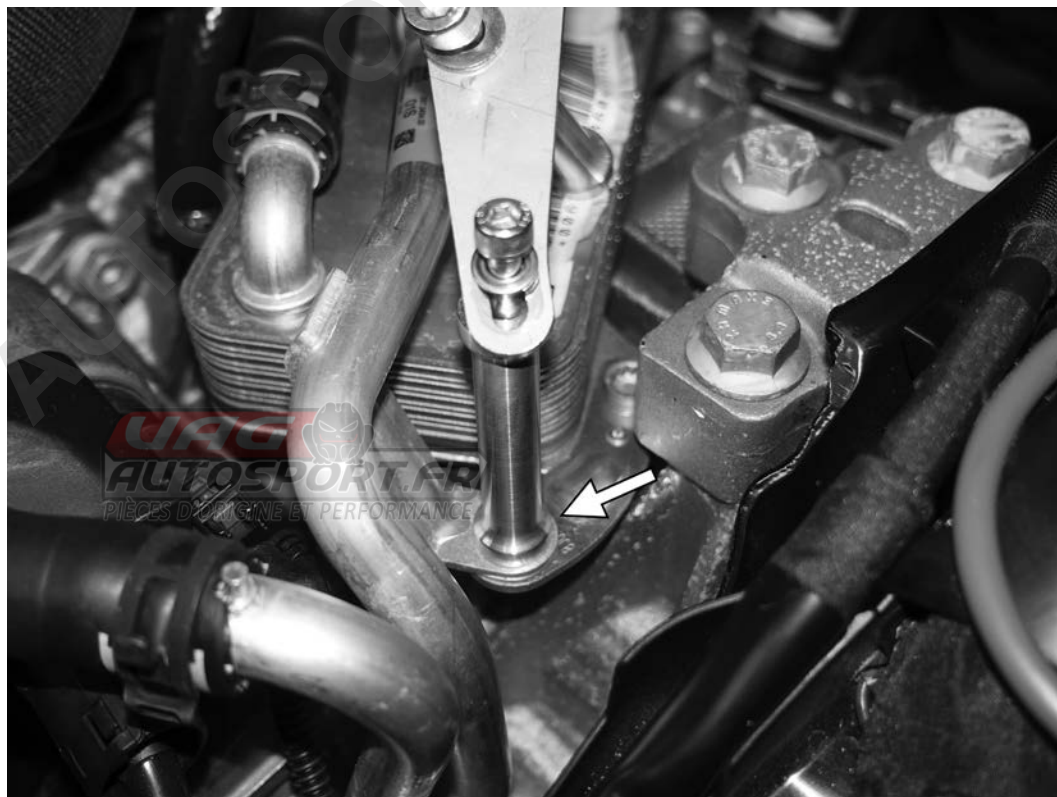
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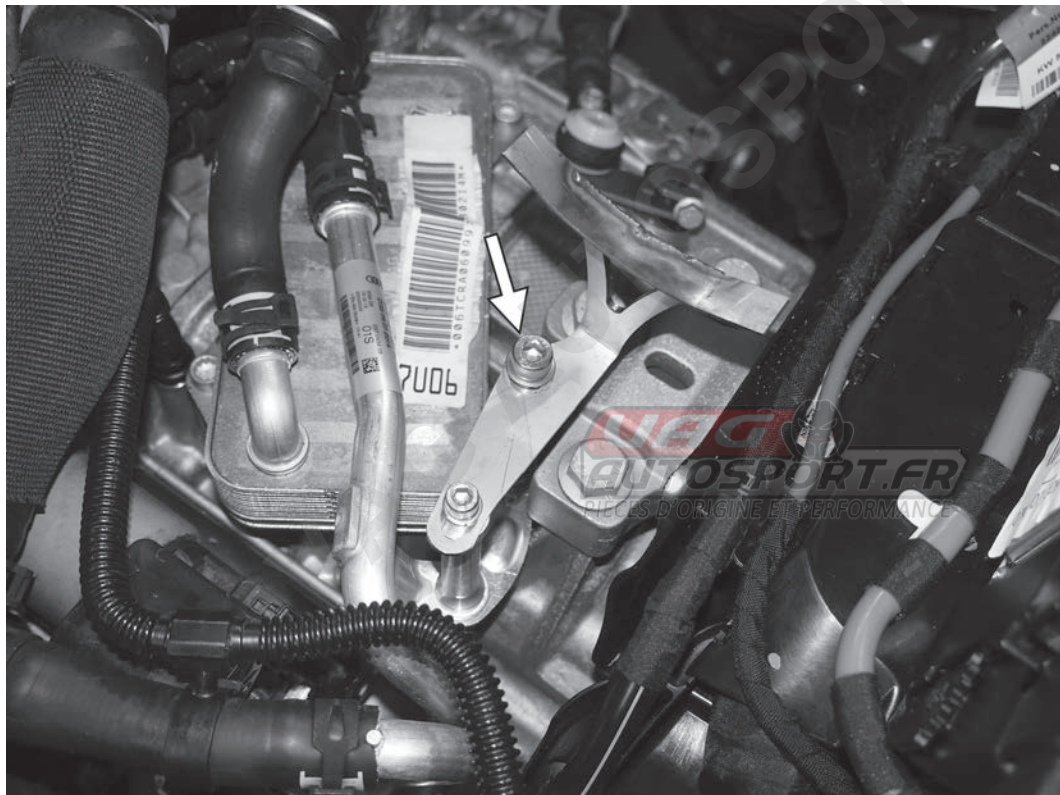
11) Make the following assembly with the APR bracket, screws, and spacers. Note that the smaller diameter screw is on the end of the bracket.

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12) Locate and remove the 10mm hex screw from the coolant line mounting bracket near the front of the DSG oil cooler. Loosely install the smaller diameter screw from the previously made APR assembly into this screw hole.



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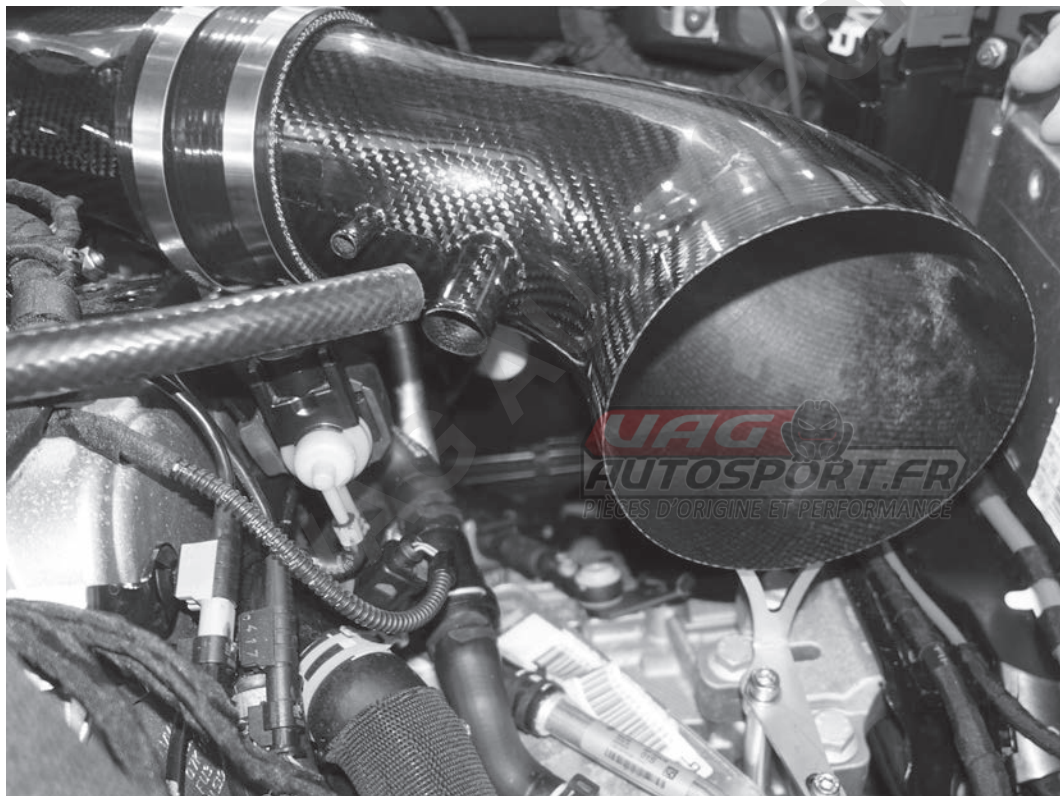
13) Remove the 10mm triple square screw from the back of the same mounting bracket, and loosely install the bigger diameter screw from the previously made APR assembly.

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14) Loosely assemble the APR carbon fiber intake piece with the silicone hose and two hose clamps. Ensure the inside of the silicone hose is clean and free of any grease or lubricants.



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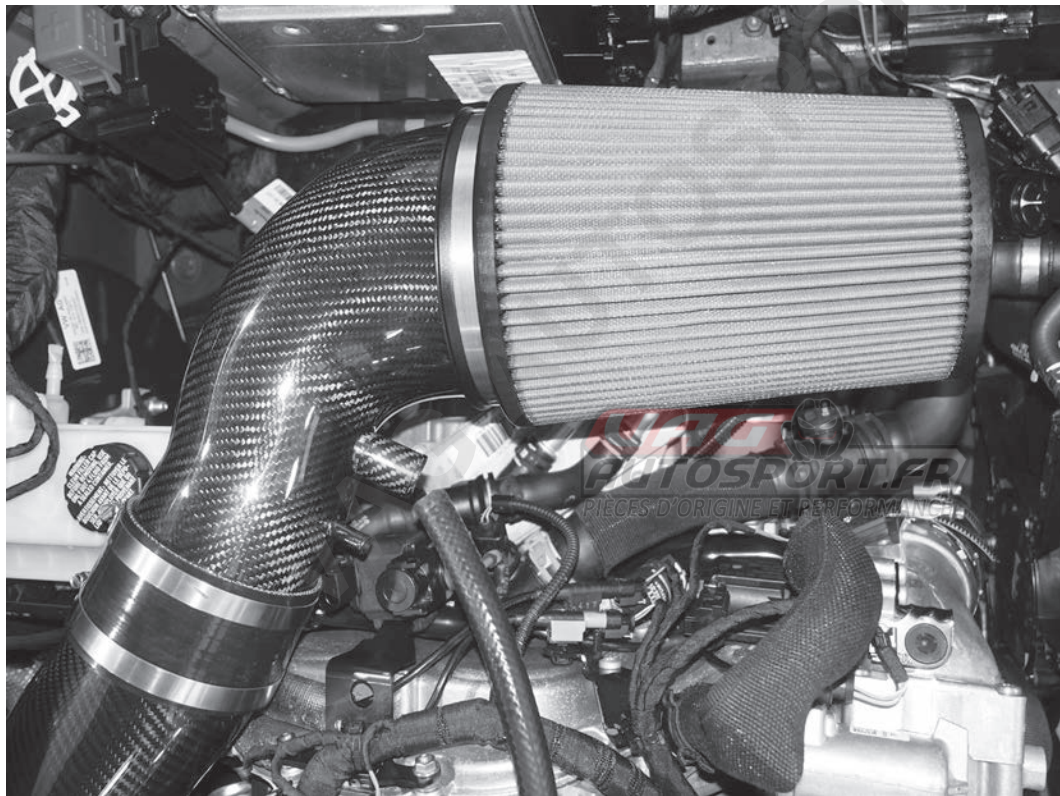
15) Loosely place the APR carbon fiber intake assembly in the car, loosely connecting the silicone hose to the APR inlet tube.

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16) Loosen the large hose clamp enough to place it around the outside of the APR intake and the outside of the previously mounted bracket.



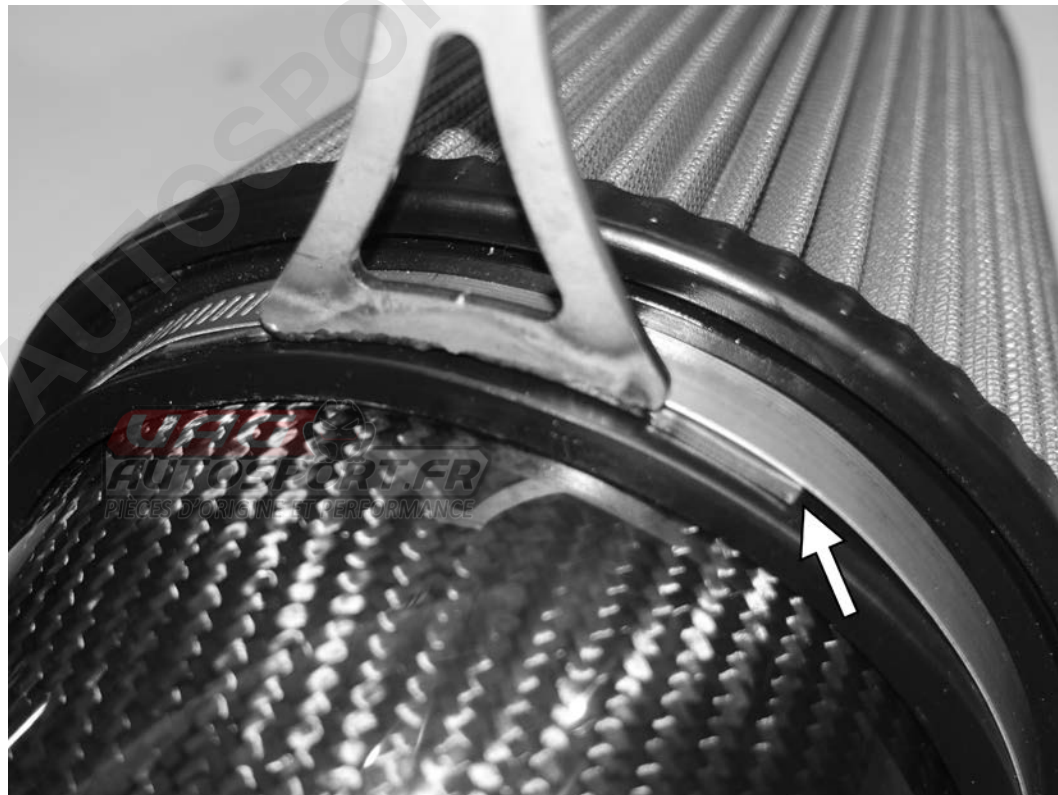
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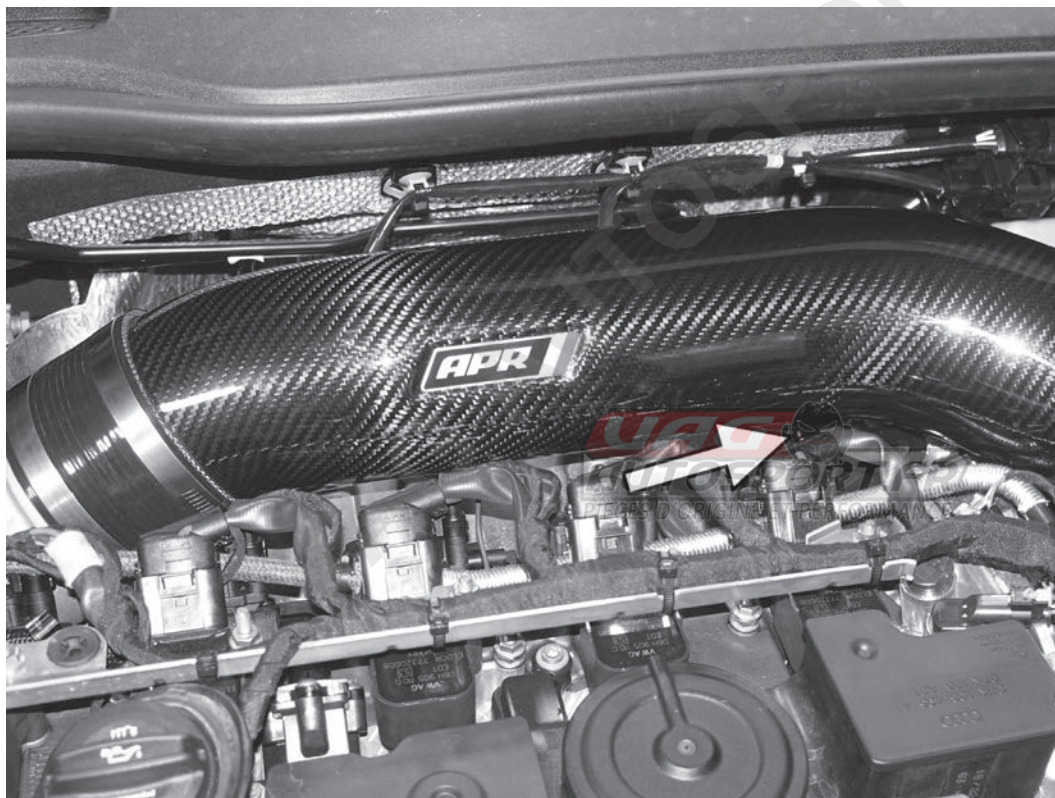
17) Loosely install the filter onto the end of the APR carbon fiber intake, making sure the APR bracket sits between the outside of the air filter and the large hose clamp.

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18) Ensure that the APR bracket goes between the rubber surround of the air filter and the large hose clamp. Very lightly secure the hose clamp to the bracket, this will be torqued later.



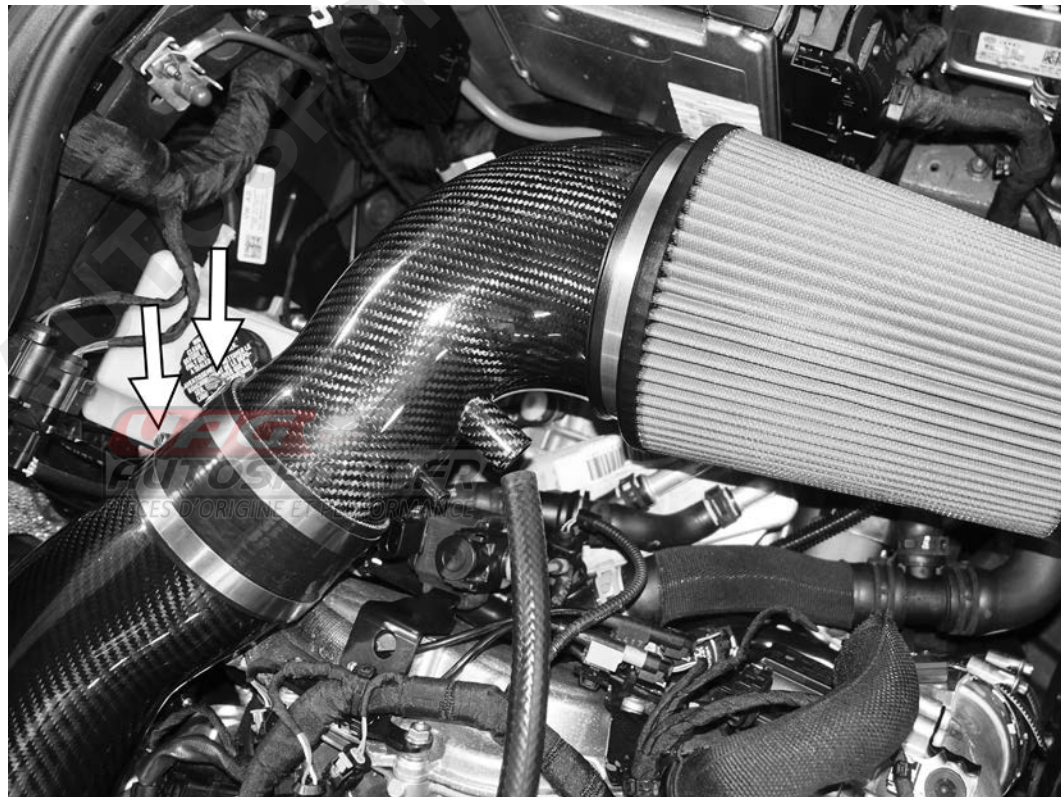
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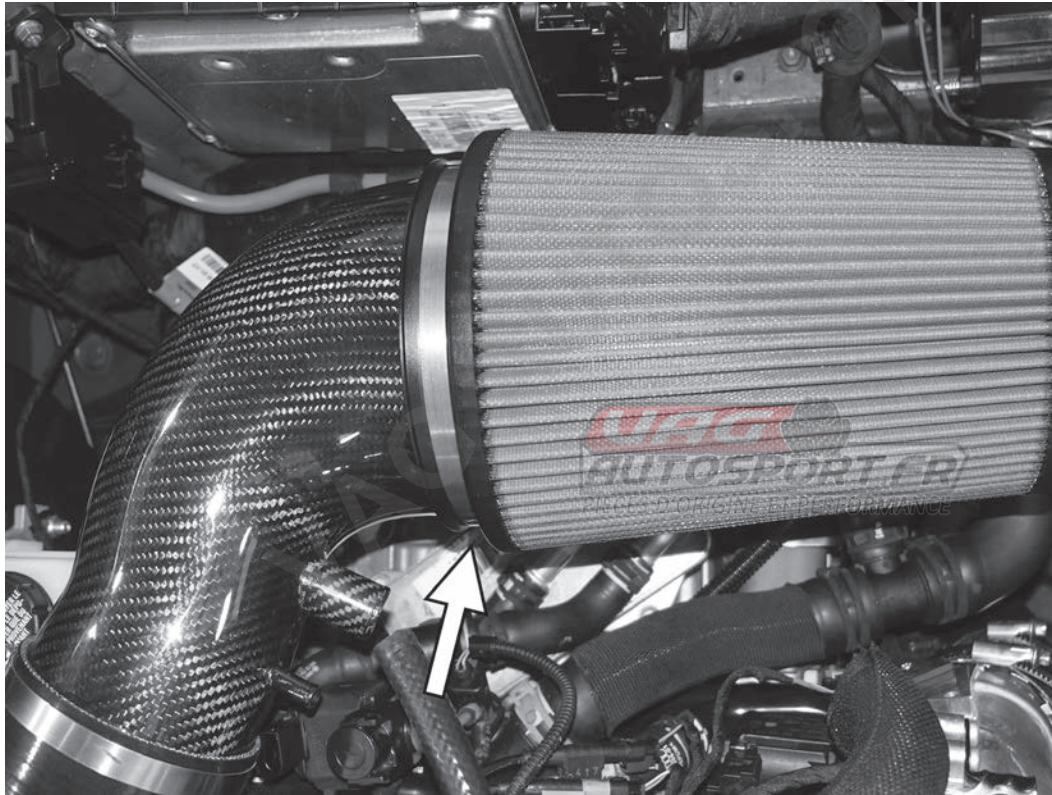
19) It may be necessary to adjust the APR inlet tube for desired fitment of the APR intake. Loosen the T30 screw on the intake and make adjustments if needed.

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20) After adjusting the intake for fitment, tighten the two hose clamps holding the APR carbon fiber intake to the APR inlet tube to 10 in-lb (1.2Nm). Do not overtorque the clamps, as you can crush the carbon fiber intake. This torque spec is very low, but the intake will be secure. If loosened, also tighten the T30 screw on the APR inlet tube to 80 in-lb (9Nm).



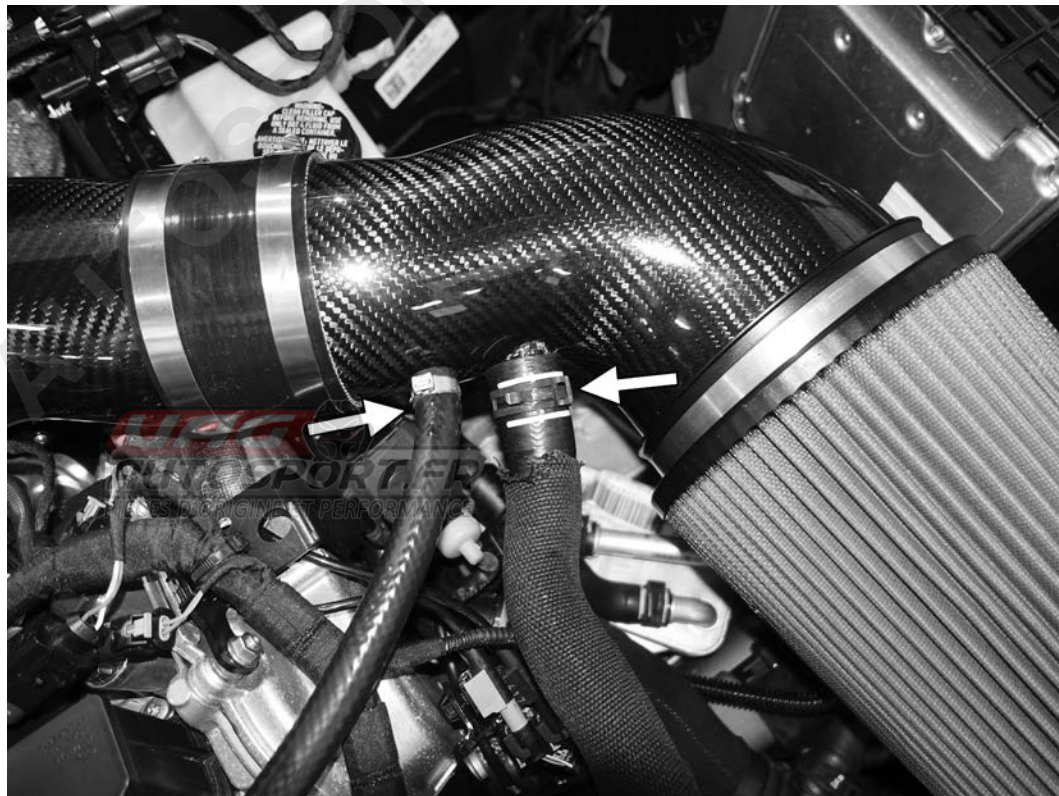
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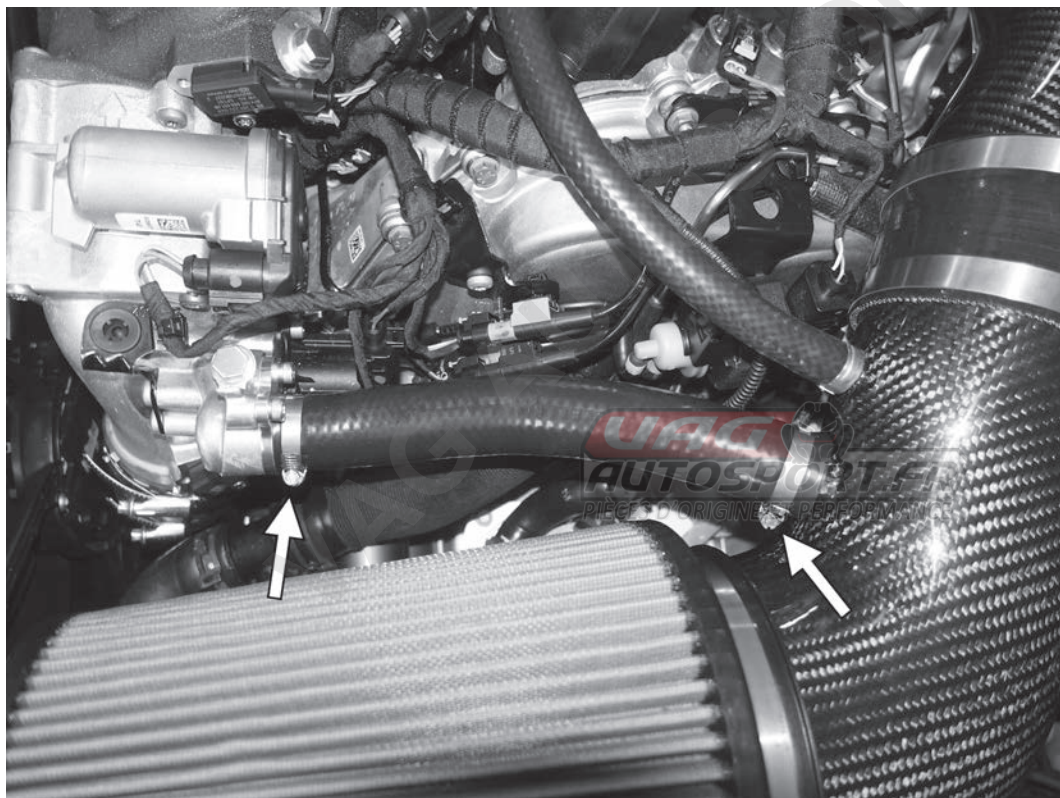
21) Secure the air filter to the APR intake and the bracket by tightening it to 10 in-lb (1.2Nm).

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22) Attach the two hoses to the APR carbon fiber intake, and secure with the original spring clamp and the new, supplied ear clamp.

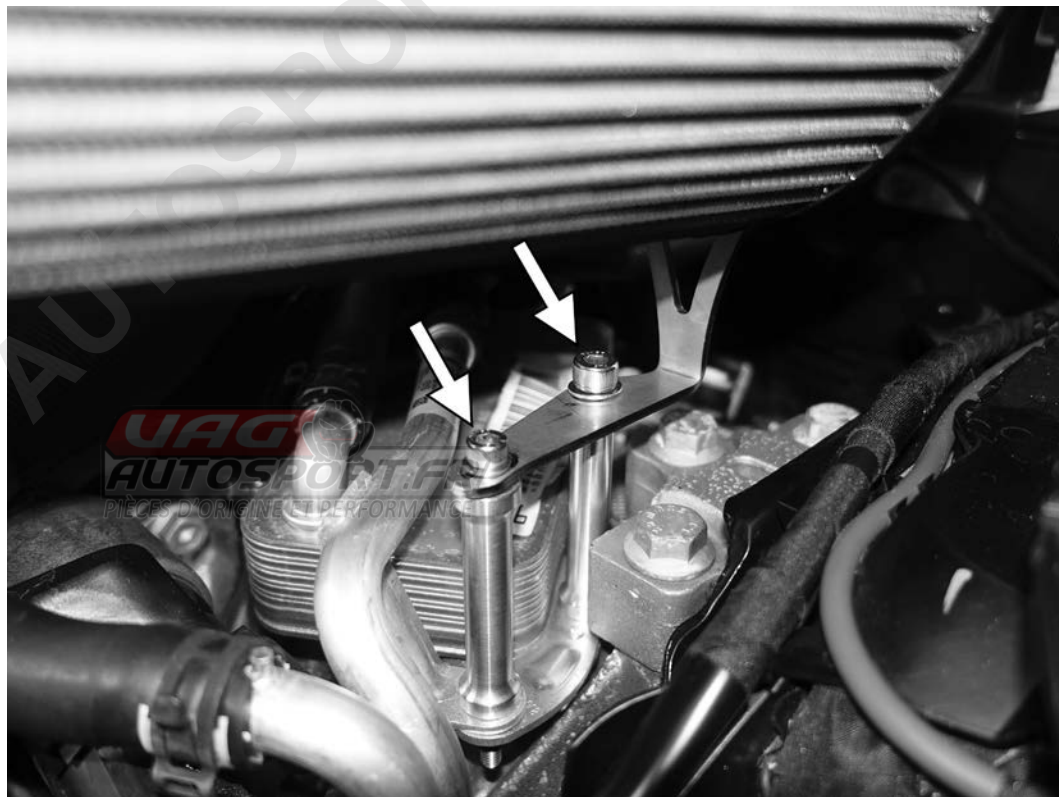


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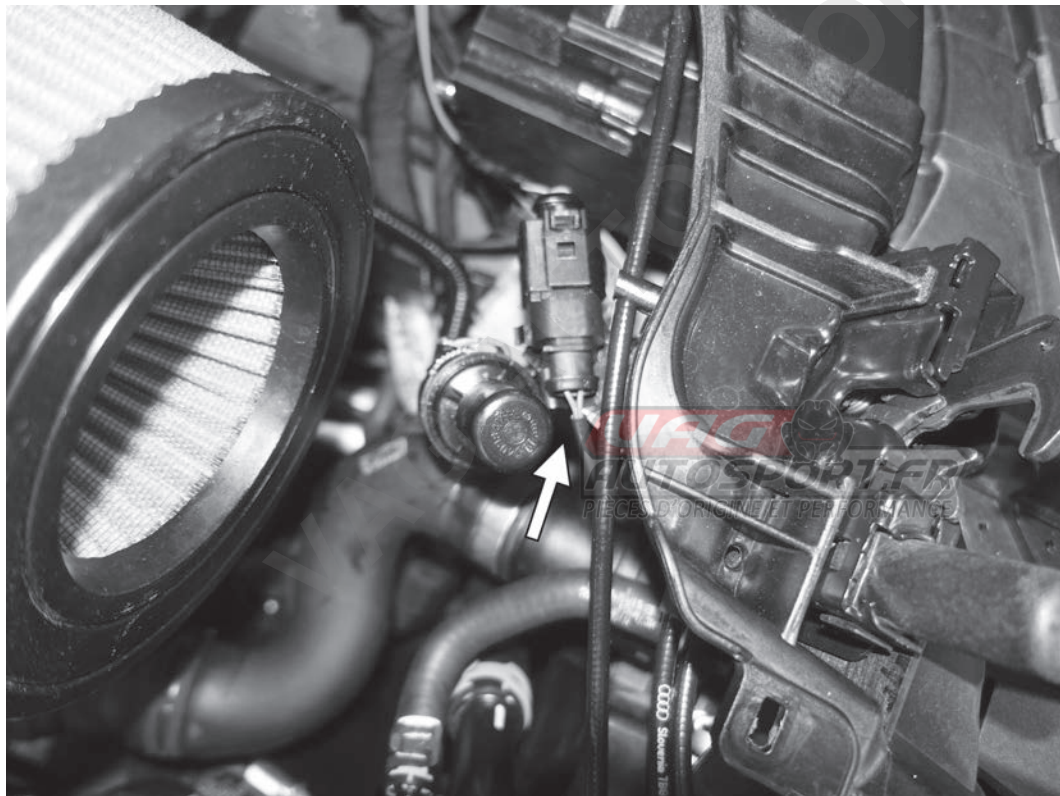


23) If installing on a car that had an accordion inlet pipe, install the supplied hose, trimming the length if necessary, and secure with the supplied hose clamps.

24) Adjust the bracket underneath the air filter for maximum clearance, and then tighten the 5mm and 6mm allen screws to 17Nm (150 lb-in).



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25) If equipped, attach the factory transmission vent to the back side of the headlight by pushing the mounting clip onto any straight piece of plastic.

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