

#TL100118

INSTALLATION MANUAL

MS100147/148

APR MQB Mechanical Boost Gauge

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PIÈCES D'ORIGINE ET PERFORMANCE

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Notes:

These instructions were written for a North American-specification GTI. Other vehicles, like the Golf R, are similar.

When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommended that you get a 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 driver's 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.



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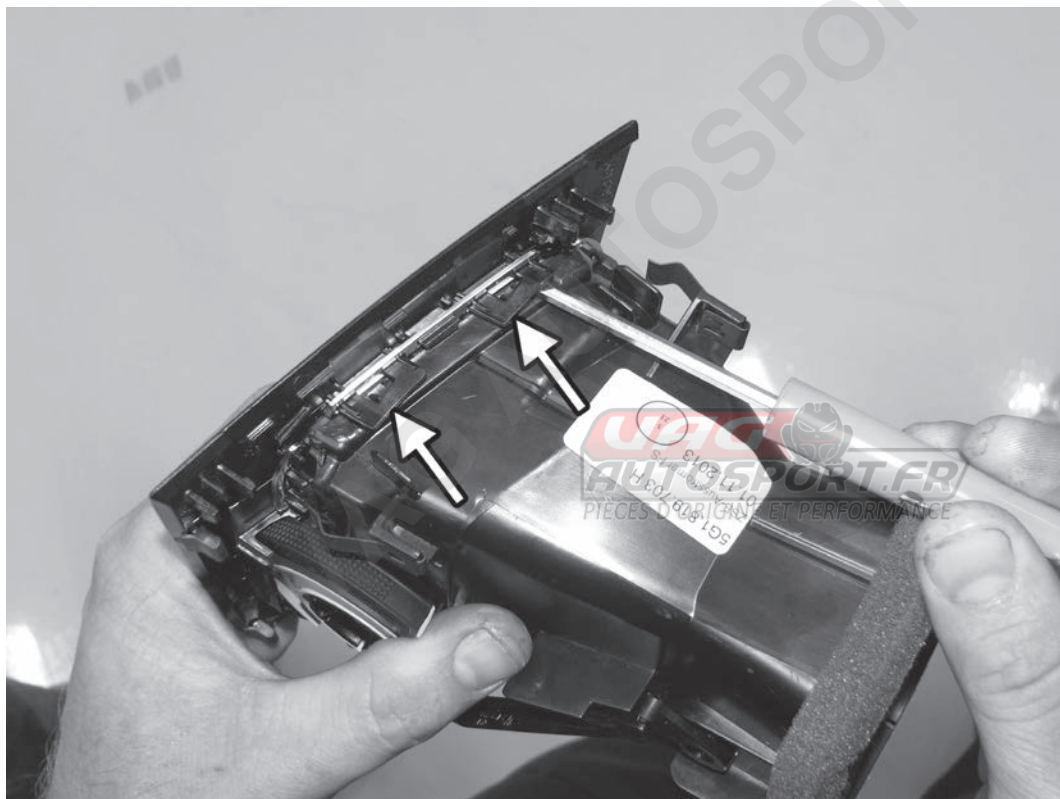
1) Using a plastic wedge or interior trim tool, remove the access panel inside the driver's door jam.

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2) From the access panel, carefully push the left vent forward. The vent with the trim panel surrounding it, is just snapped into the dash. Remove the vent with trim panel from the car.



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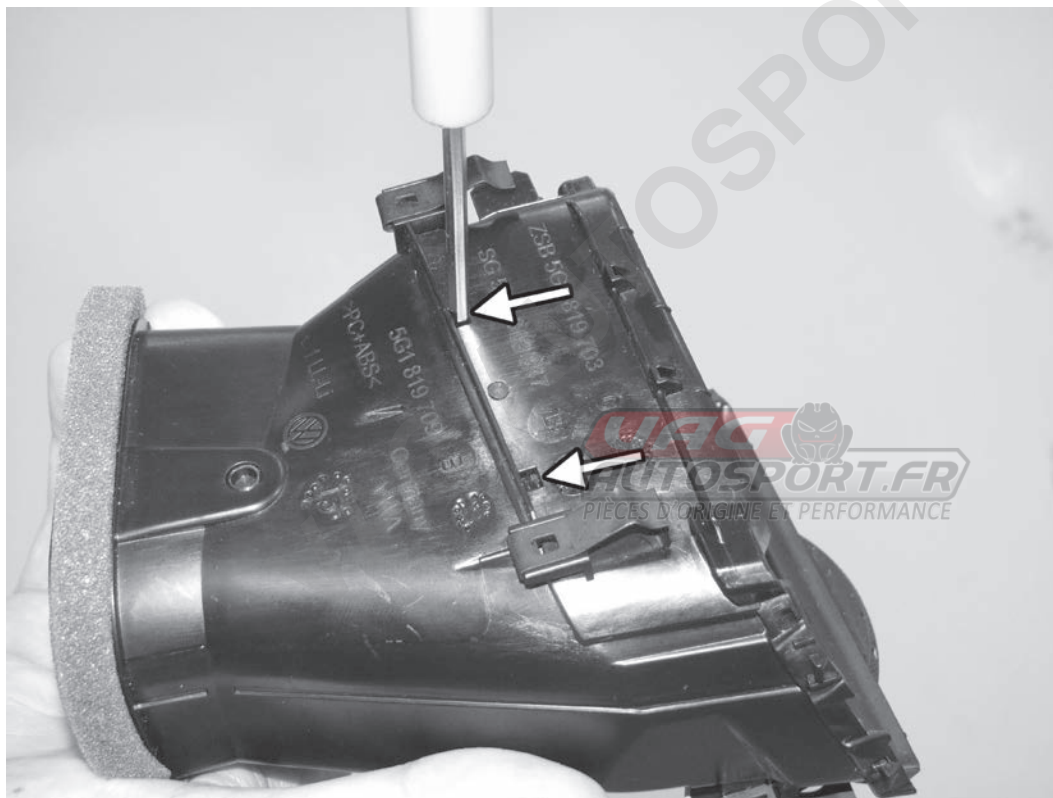
3) Using a small screwdriver, carefully unclip the eight clips holding the front trim plate to the vent housing. It is easiest to start with the two top clips, then do both sets of side clips, and then the bottom clips.

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4) Separate the front trim plate from the vent housing. Be careful with the trim plate to prevent scratching the front, visible surface. Finally, pull the vent slats out from the vent housing.

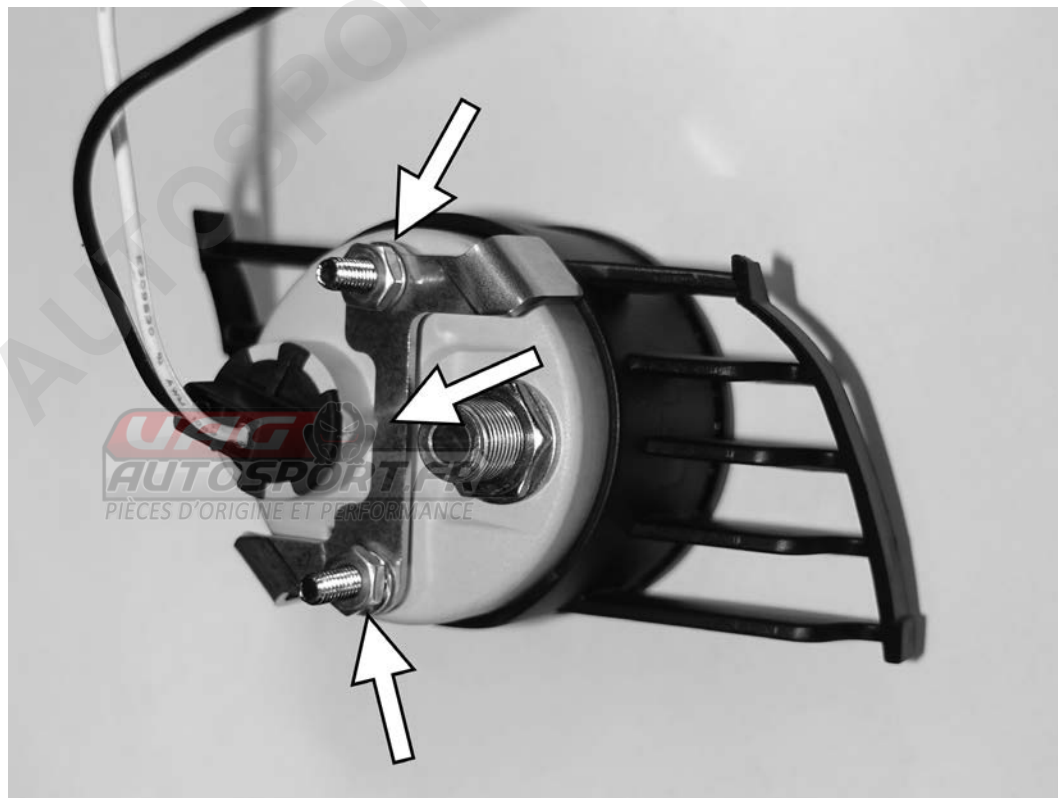


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5) With a small screwdriver, press in on the four tabs (two on the top, two on the bottom) that hold the inner vent slats in place. Remove the inner vent slats from the vent housing.

6) Slide the APR gauge into the APR gauge pod. Clock the gauge correctly in the gauge pod (as seen in the car). Install the mounting bracket to the back of the gauge, with the notch in middle of the bracket facing the bulb holder. Secure the bracket with the two supplied 9mm washers and nuts.



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7) Raise the hood of the car and lift the cover to the battery. Disconnect first the negative connection and then the positive connection to the battery by loosening the 10mm screws on the battery terminals.

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8) Remove the 13mm bolt from the battery hold down bracket. Remove the bracket from the car by first sliding it towards the front of the car. Slide the battery forward on the battery tray, and then remove the battery and the battery cover from the car.

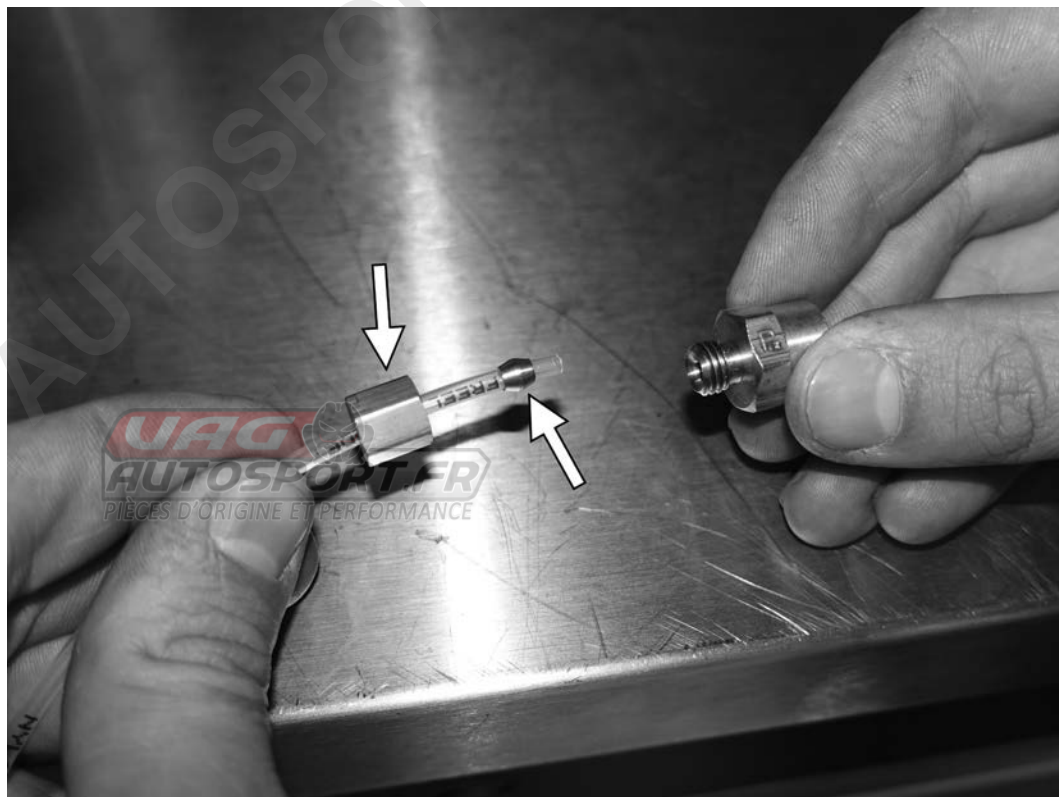


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9) Remove the two T20 screws from the panel covering the bottom of the dash. Remove the panel by sliding it towards the back of the car.

10) Take apart the brass fitting that came with the APR kit, being careful not to lose the ferrule inside. Install the top of the fitting over the end of the nylon hose. Install the ferrule on the nylon hose. Finally, insert the nylon hose in the main body of the fitting, and reinstall the top of the fitting to the main body. Tighten the top to the main body, crushing the ferrule to seal the hose in place.



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11) From under the hood on the firewall, locate where the main engine wiring harness goes through the firewall, just to the left of the factory brake booster. Either cut the end off the nipple under the wiring harness, or cut a small slit in the rubber grommet just below the wiring harness.

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12) Under the lower dash panel, locate where the main engine wiring harness comes through the firewall, and locate the small slit you made.



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13) Install the end of the nylon hose without the fitting into the left vent opening, routing the hose down through the opening on the lower left side inside the vent hole.

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14) Route the nylon hose down and towards the slit previously made on the firewall. Push the nylon hose through the slit in the rubber grommet by the engine wiring harness, and pull an excess nylon hose into the engine compartment. Take care not to kink the nylon hose in the installation process.



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15) Remove the factory headlight switch. To do this, with the switch in the off position, simply push in on the switch, rotate the knob to the AUTO position. The switch can now be easily pulled away from the dash. Disconnect the red ten pin connector from the back of the switch. Do not turn on the ignition to the car with the switch disconnected.

16) Connect the female connector of the APR harness to the factory harness coming from the dash. Connect the male connector of the APR harness to the back of the headlight switch.



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17) Pull the female connector of the APR harness with the factory harness attached back to the side of the dash panel while sliding the light switch back into the dash. Push the light switch back into the dash, turning the knob counterclockwise to the off position to lock the switch in the dash.

18) Route the black and white wires from the APR harness up through the same hose the nylon hose runs through in the vent opening.



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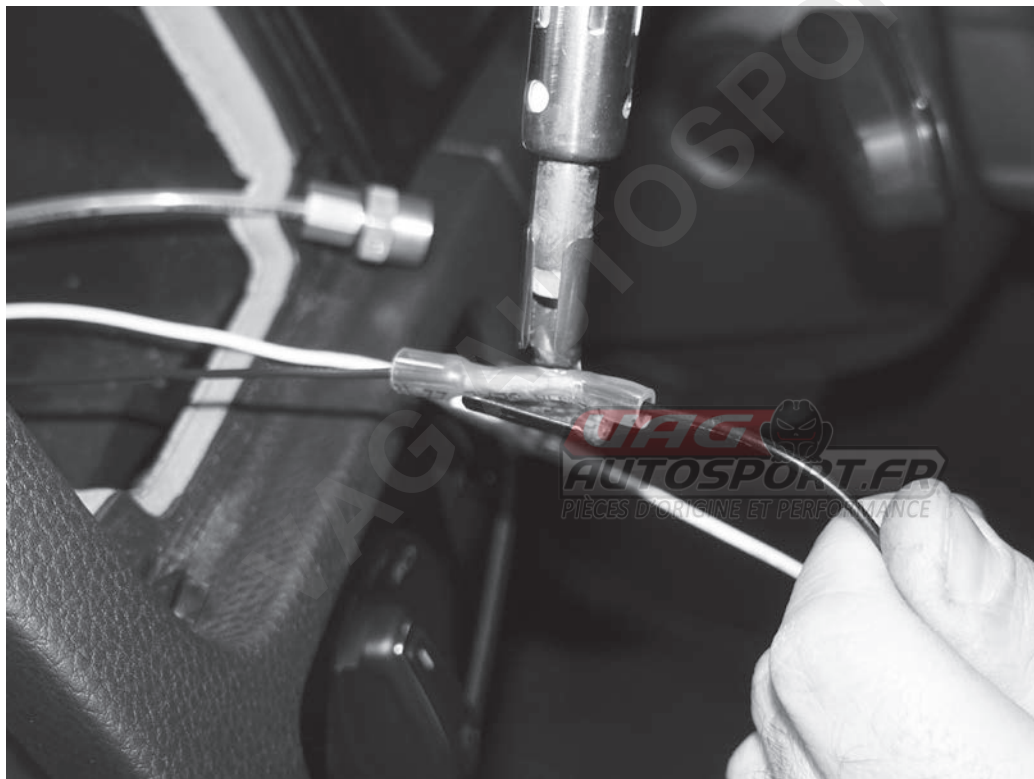
19) Crimp one side of the supplied butt connectors to both the white and black wires from the APR harness.

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20) Remove the bulb holder and wires from the back of the APR gauge by simply pulling the black connector off the back of the gauge. Crimp the black wire from the bulb housing to the black wire of the APR harness, and then crimp the white wire of the bulb housing to the white wire of the APR harness.



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21) Use a heat gun or some other heat source to seal both ends of both butt connectors to the now connected wires.

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22) Install the back side of the factory air duct (removed in step 4) in the car, being sure to route the bulb housing with wires and the nylon hose with fitting on the left side of the flapper door inside the vent housing.



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23) Connect the brass fitting from the nylon hose to the back of the preassembled boost gauge/pod, and tighten with a wrench.

24) Plug the bulb holder back into the back of the boost gauge by simply pushing it in until it snaps in place.



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25) Slide the boost gauge with APR pod back into the back half of the factory air duct. Install the front face of the factory air duct, reclipping all eight of the factory clips in place.

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26) Slide the air duct back into the dash, pulling any excess wire into the area to the left of the dash. Once the duct is aligned and back in place, push back to snap the duct in its original location.



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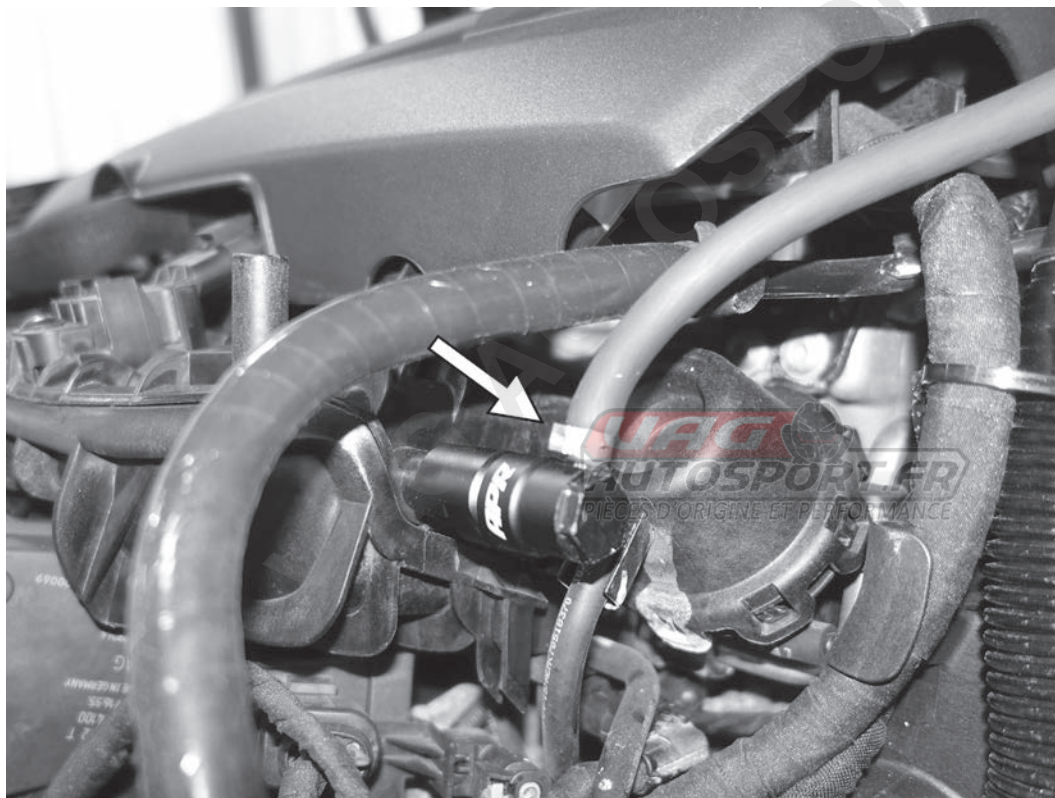


27) Neatly combine any excess wiring and secure with a cable tie in the area behind to the left of the dash. Replace the access panel onto the side of the dash.

28) Reinstall the lower dash panel. The front of the panel slips into the two white mounting posts on the firewall. Secure with the two T20 screws.



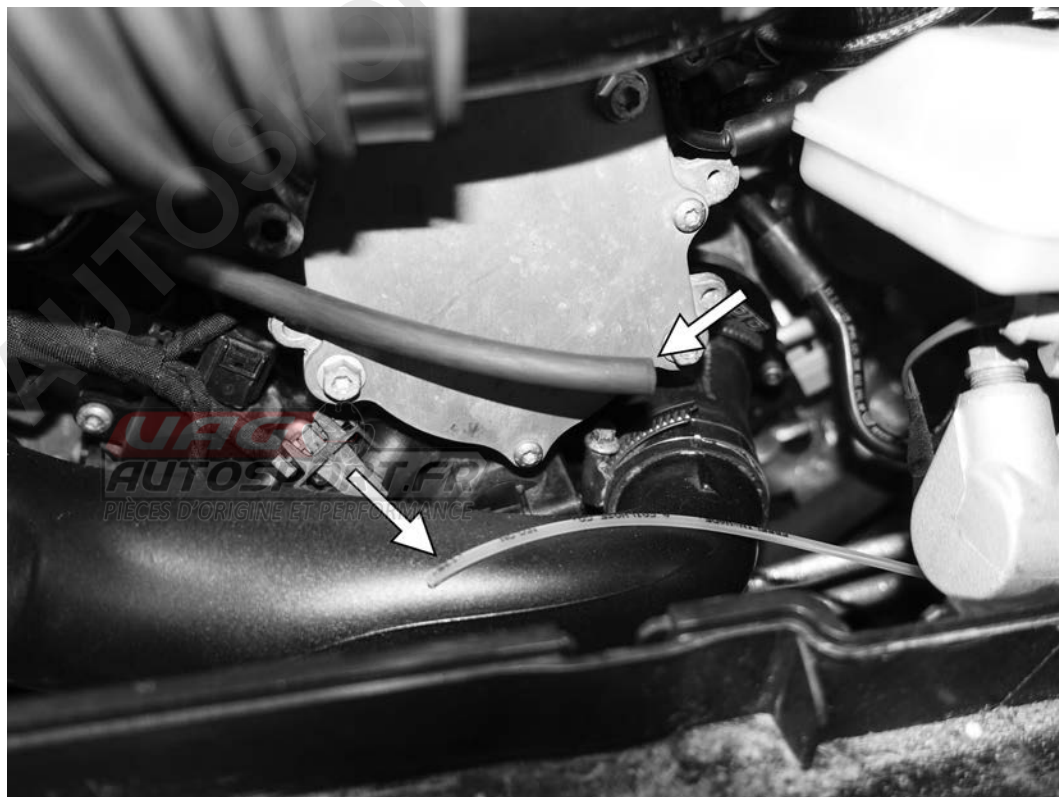
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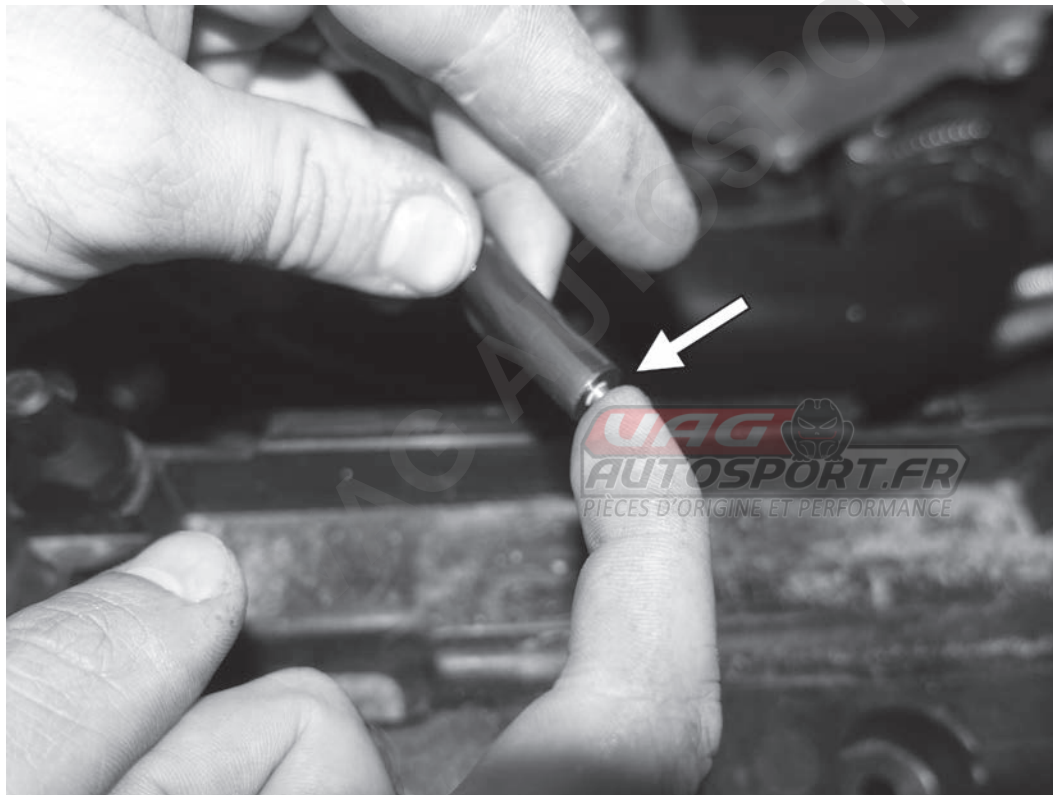
29) Install one end of the rubber hose to where you want to get a boost signal from, in this car an APR Boost Tap. Secure with one of the crimp clamps.

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30) Cut the excess nylon hose from the firewall and the excess rubber hose from the engine so the hoses overlap each other about 2-3" (50-75mm).



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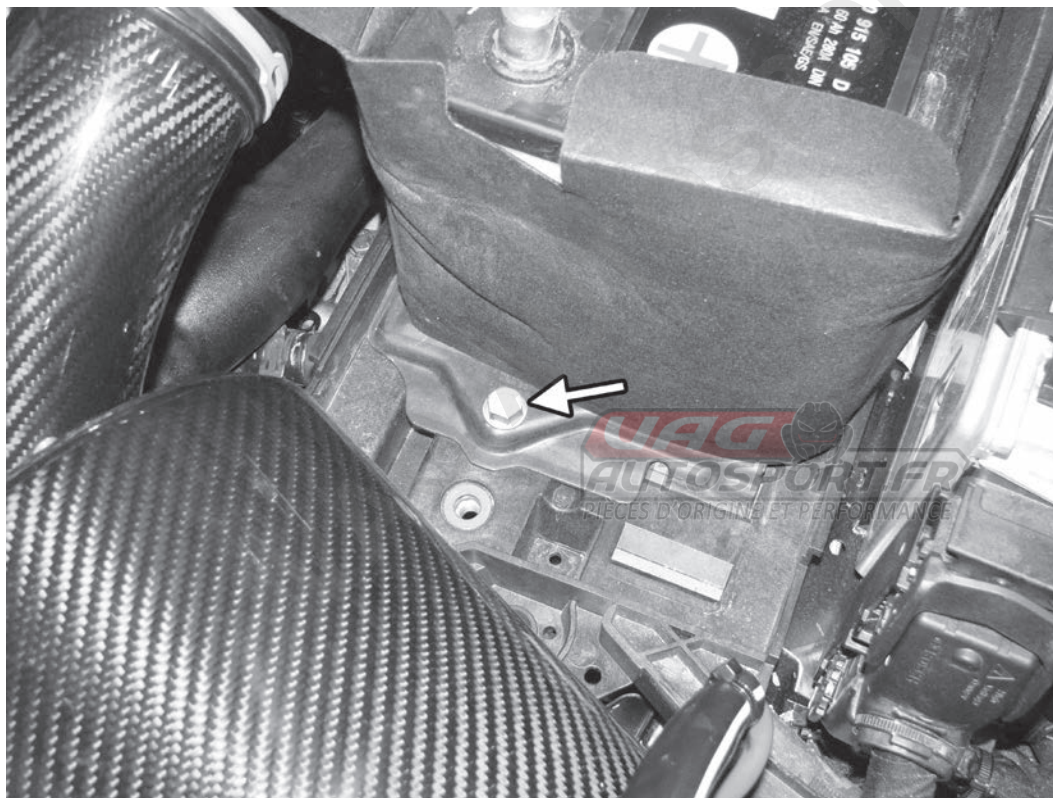


31) Put some spray lubricant into the end of the rubber hose and the install the brass pill into the rubber hose. Use a small screwdriver or pick to push the pill ~2-3" (50-75mm) into the rubber hose.

32) Loosely install one of the crimp clamps to the end of the rubber line. Push the nylon hose into the rubber hose until it hits the brass pill. Secure the crimp clamp to hold the nylon hose in place.



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33) Slide the battery back on the battery tray. Slide the battery bracket back onto the battery, and reinstall the 13mm bolt to the battery hold down bracket.

34) Reinstall the positive battery terminal and secure with a 10mm wrench. Reinstall the negative battery terminal and secure with a 10mm wrench.



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