

#TL100140

MS100199

APR MQB PCV Top Plate



INSTALLATION MANUAL

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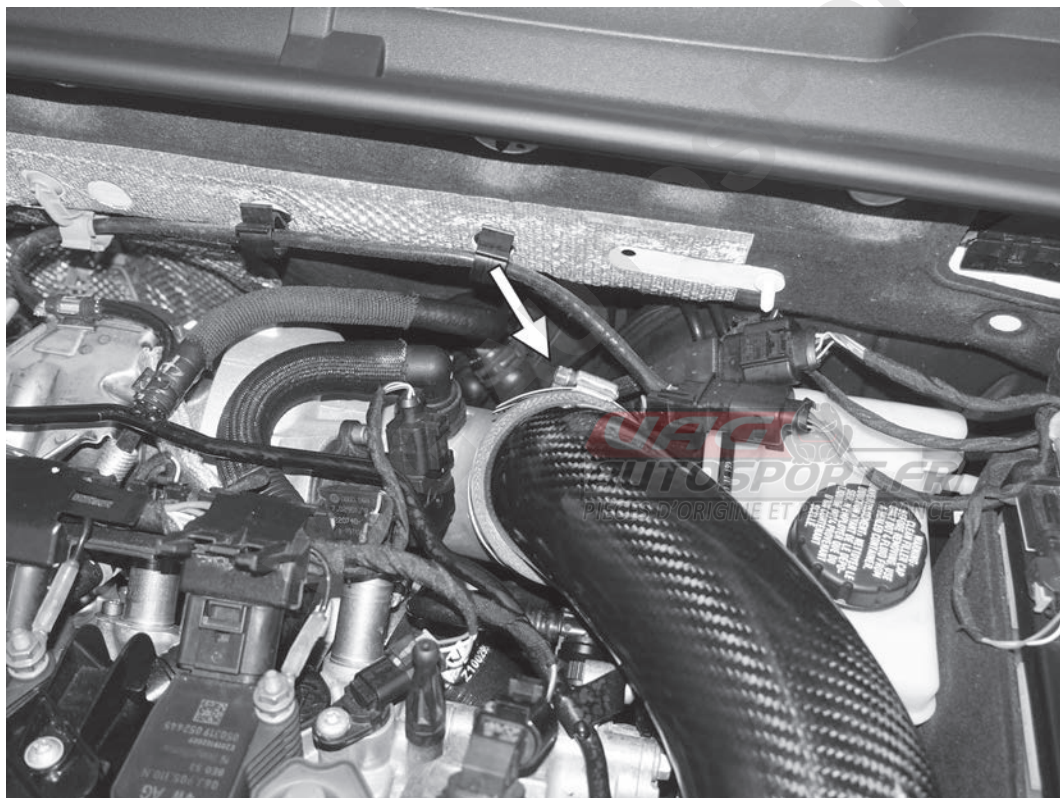


Notes:

These instructions were written for a North American specification Mk7 Golf R, but other models, like the Mk7 GTI, GLI, and Audi A3/S3 are similar.

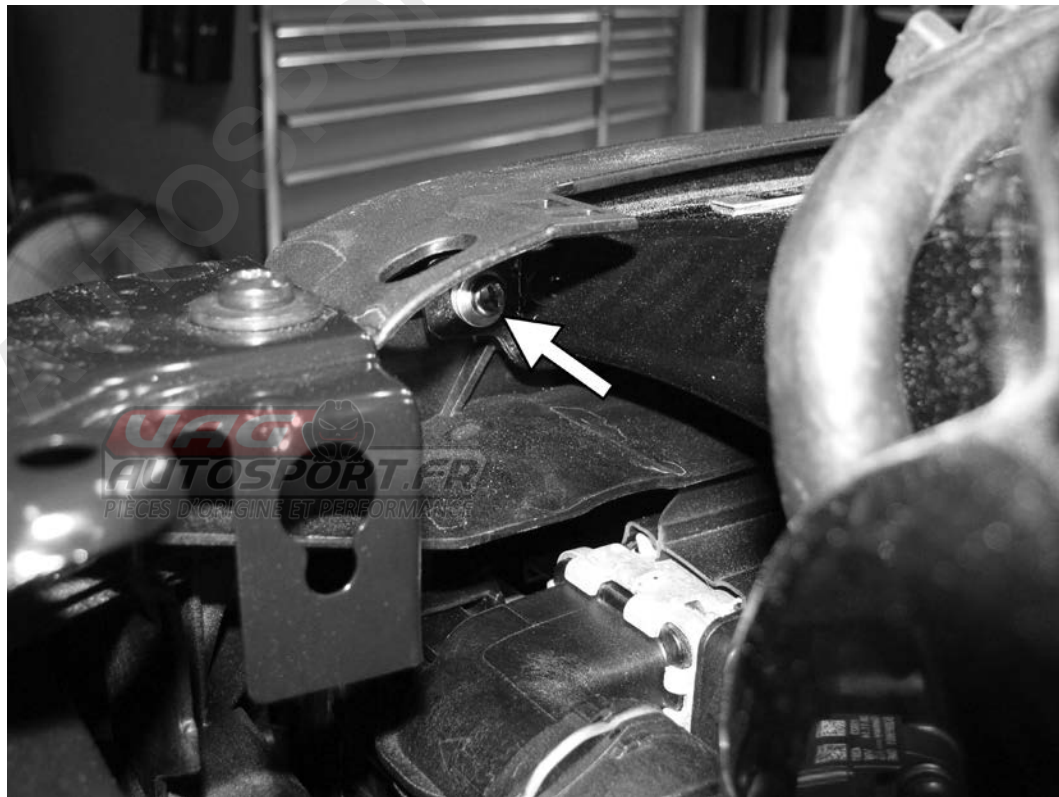
When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommend that you get some kind of compartmented tray to organize the fasteners, such as a fishing tackle box or several large ice cube trays. Fasteners that are not reused for reinstallation are noted in the instructions. 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 and remove the engine cover by pulling up on each of the four corners of the cover. Loosen the hose clamp connecting the rear air intake tube to the turbo inlet pipe.

2) Loosen the screw that connects the left side of the APR intake to the back of the radiator core support. Remove the vacuum line from the bottom of the APR intake. Lift the entire airbox assembly with rear air intake tube up and remove it from the car.



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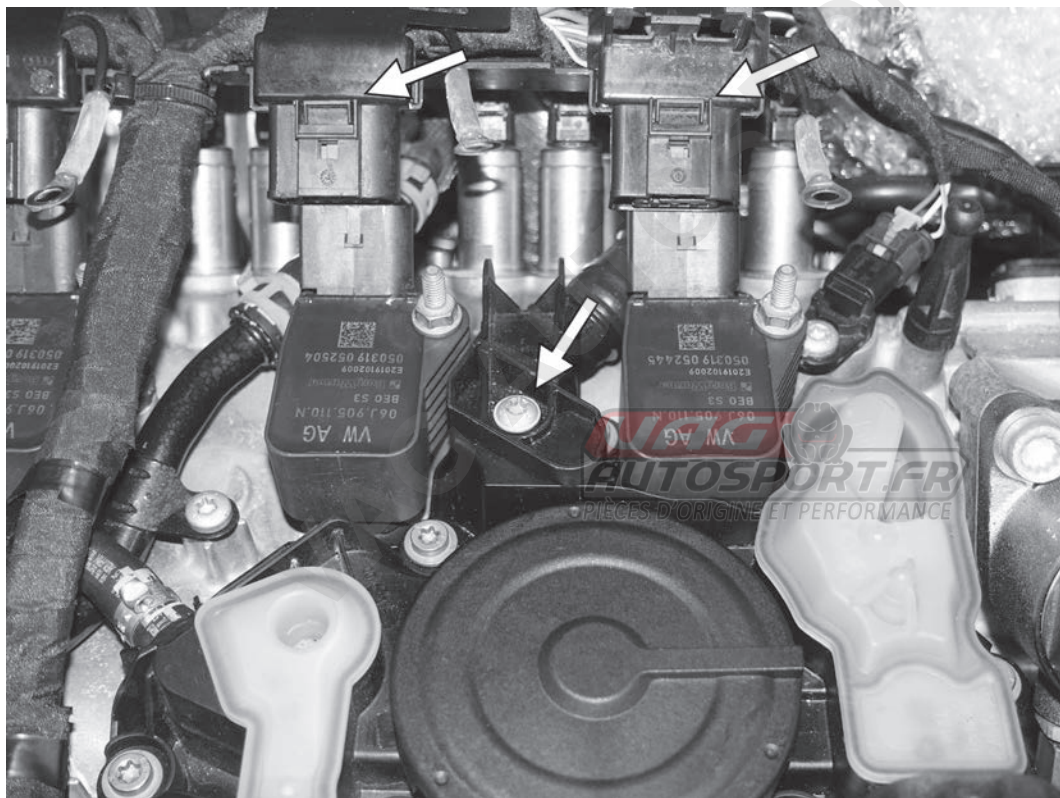


3) Remove the three T30 screws that hold the hard coolant pipe that runs along the back and left side of the cylinder head.

4) Remove the ground connection on the four ignition coil packs. Use a 10mm wrench to counterhold the bottom screw, and then loosen and remove the 10mm nut holding the ground connection on.

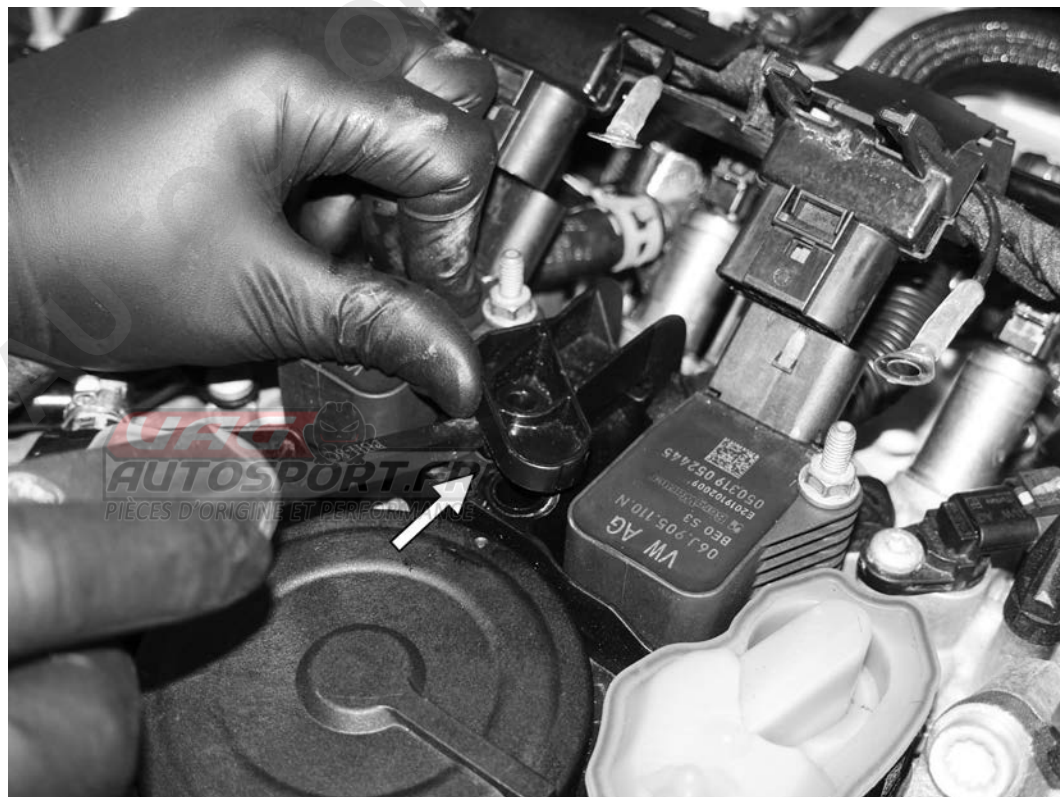


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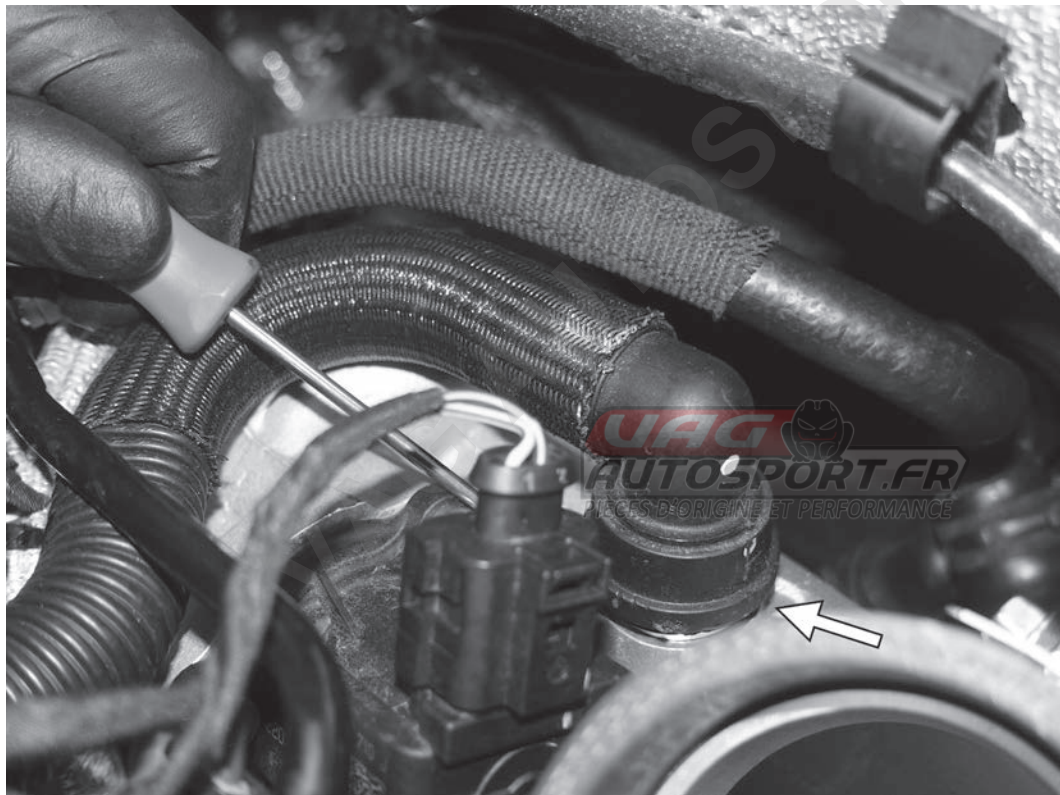


5) Disconnect the electrical connectors to all four ignition coil packs. Remove the T30 screw from the back of the factory PCV plate.

6) Carefully pry up on the hose connection to the back of the factory PCV, and then push back on the connection to separate the hose from the factory PCV plate.



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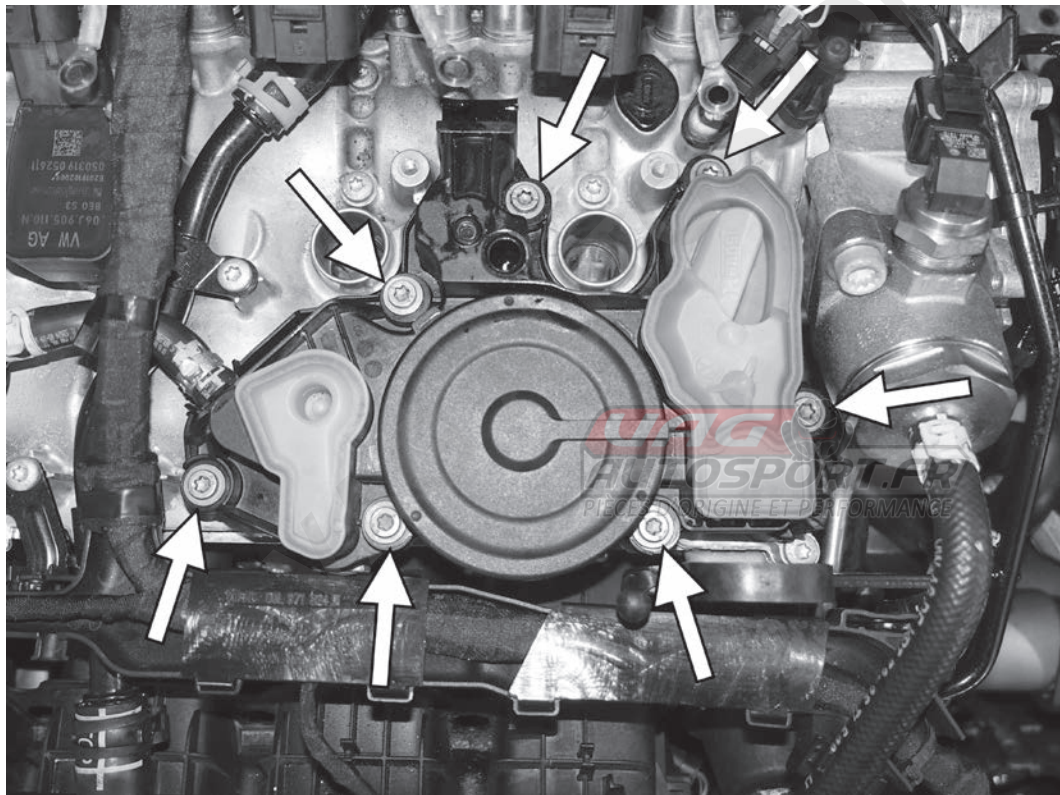


7) Using an angles pick tool, work the pic around the bottom side of the PCV connection on the turbo inlet pipe. Remove the connection from the pipe, and remove the hose from the car.

8) Remove the two 10mm screws holding the #3 and #4 cylinder ignition coil packs. Pull up on the two coil packs to remove them from the car.



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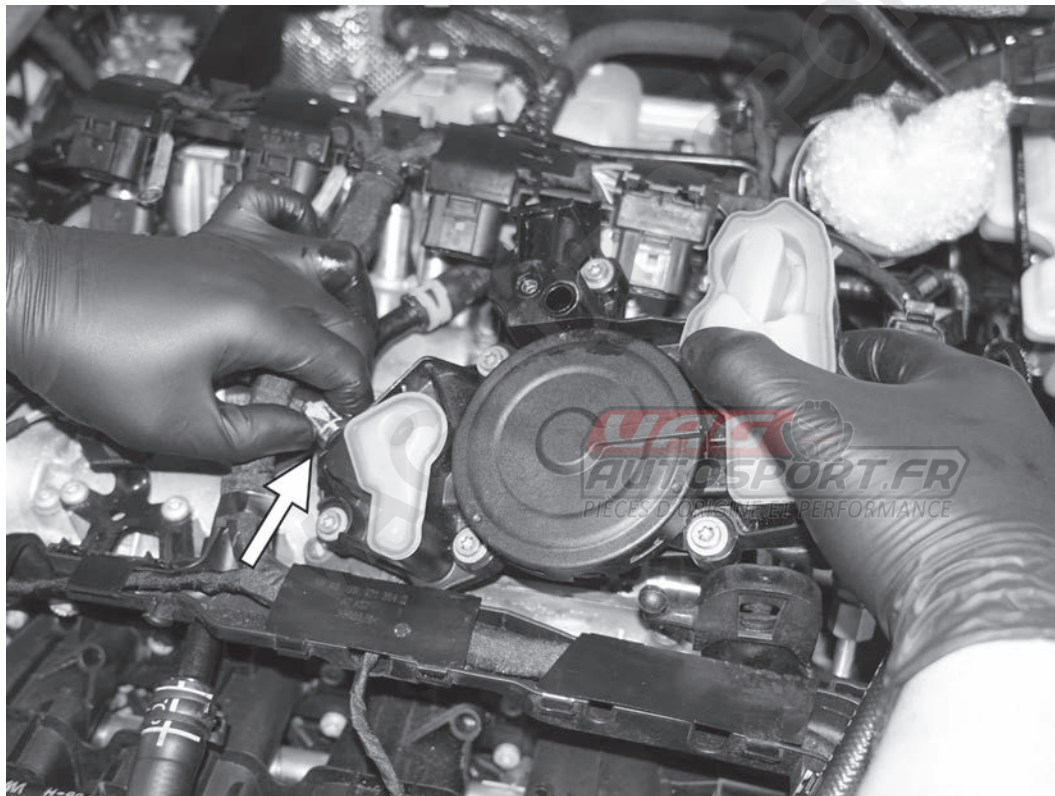


9) Remove the seven T30 screws holding the PCV top plate to the top of the cylinder head.

10) Cut the hose clamp on the right side of the PCV top plate. Be careful not to damage the rubber hose, as it will be reused later.

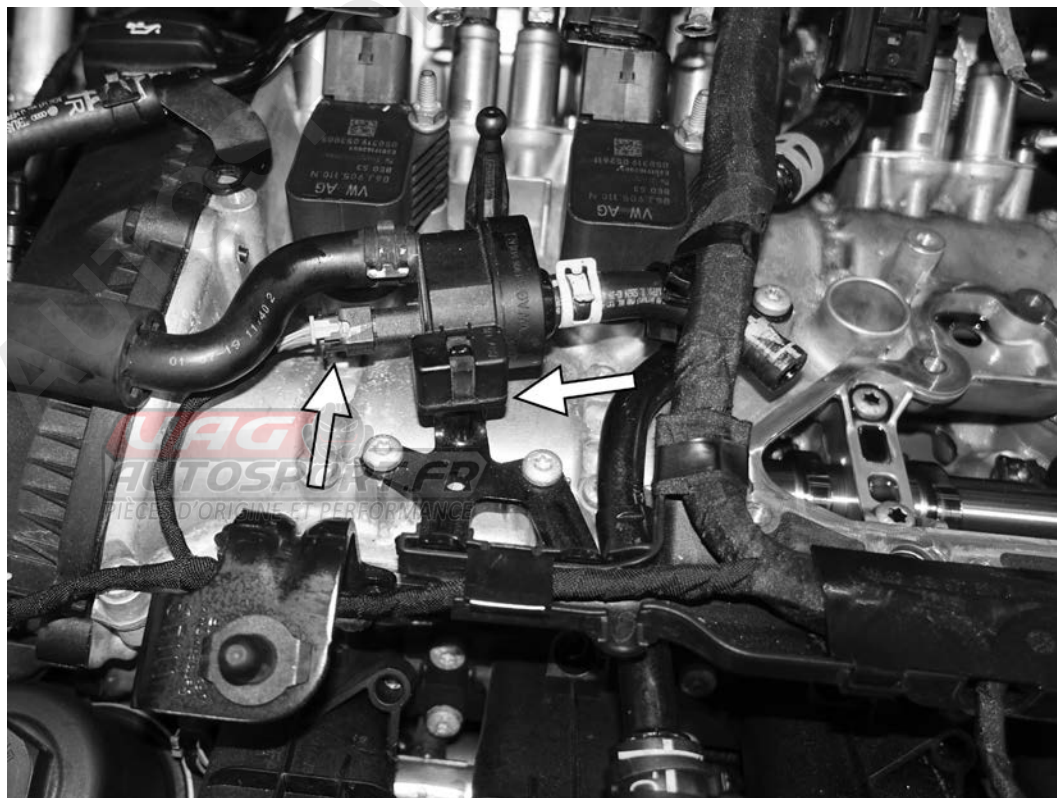


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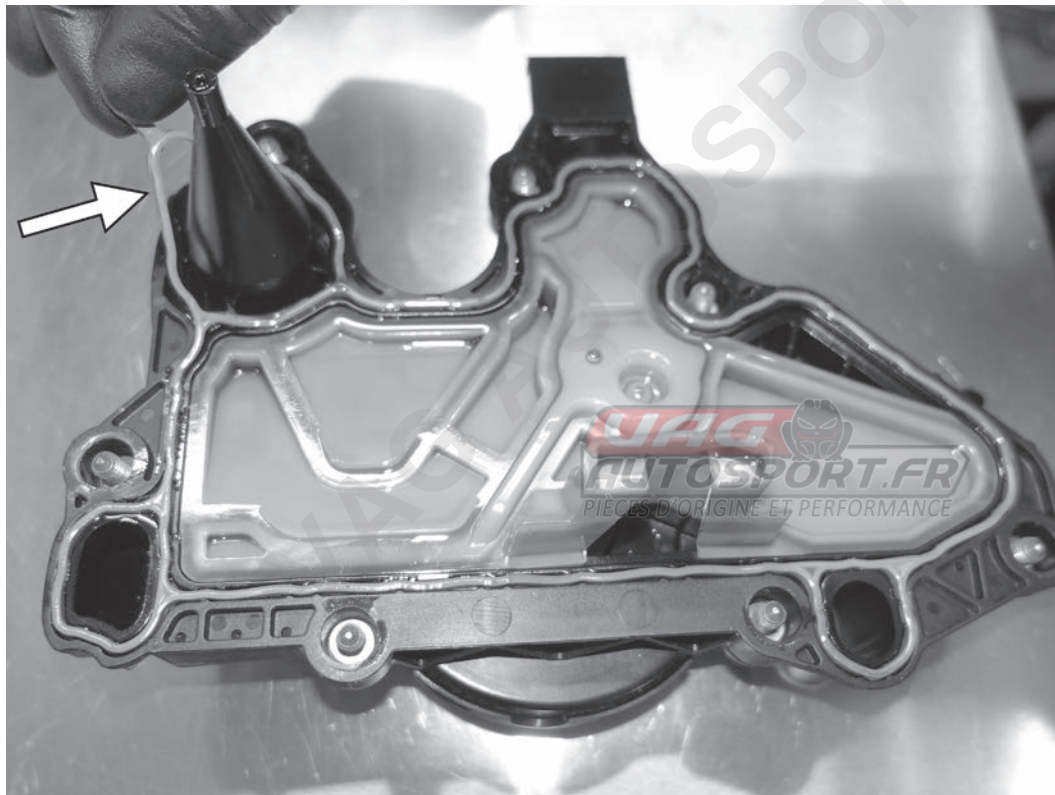


11) Lift and remove the PCV top plate from the cylinder head cover, disconnecting the rubber hose from the right side as shown.

12) Disconnect the electrical connector to the factory N80 valve, and then lift the valve off the mounting post that is attached to the cylinder head cover.



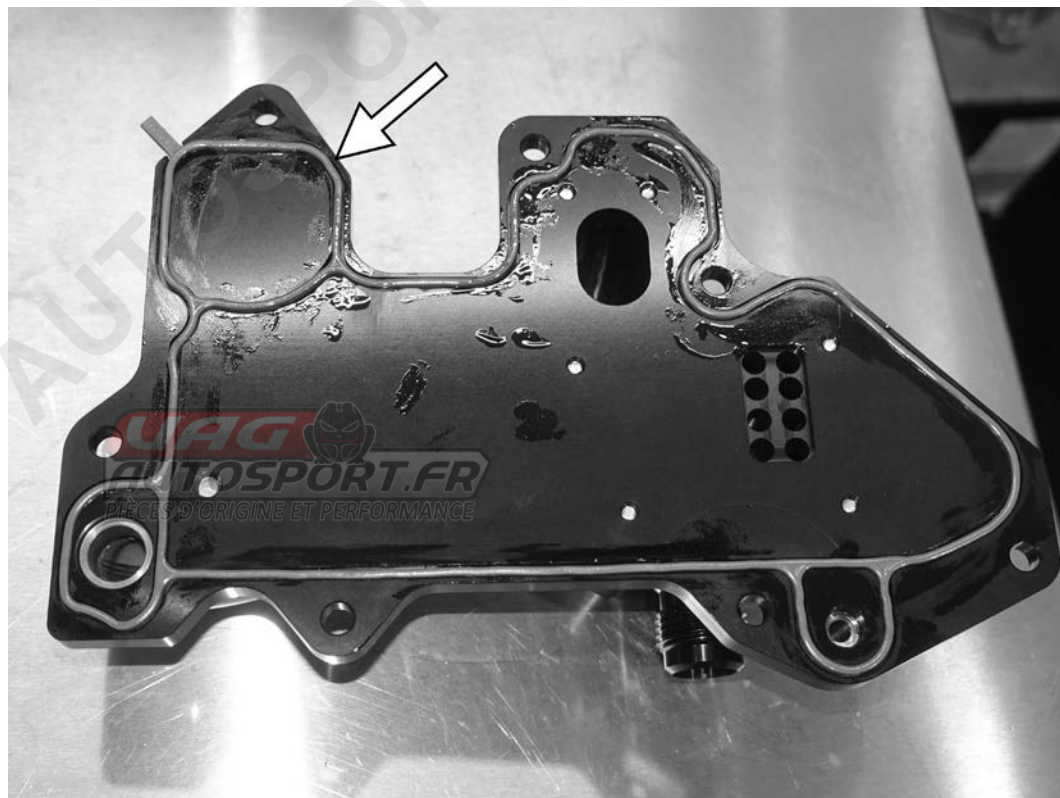
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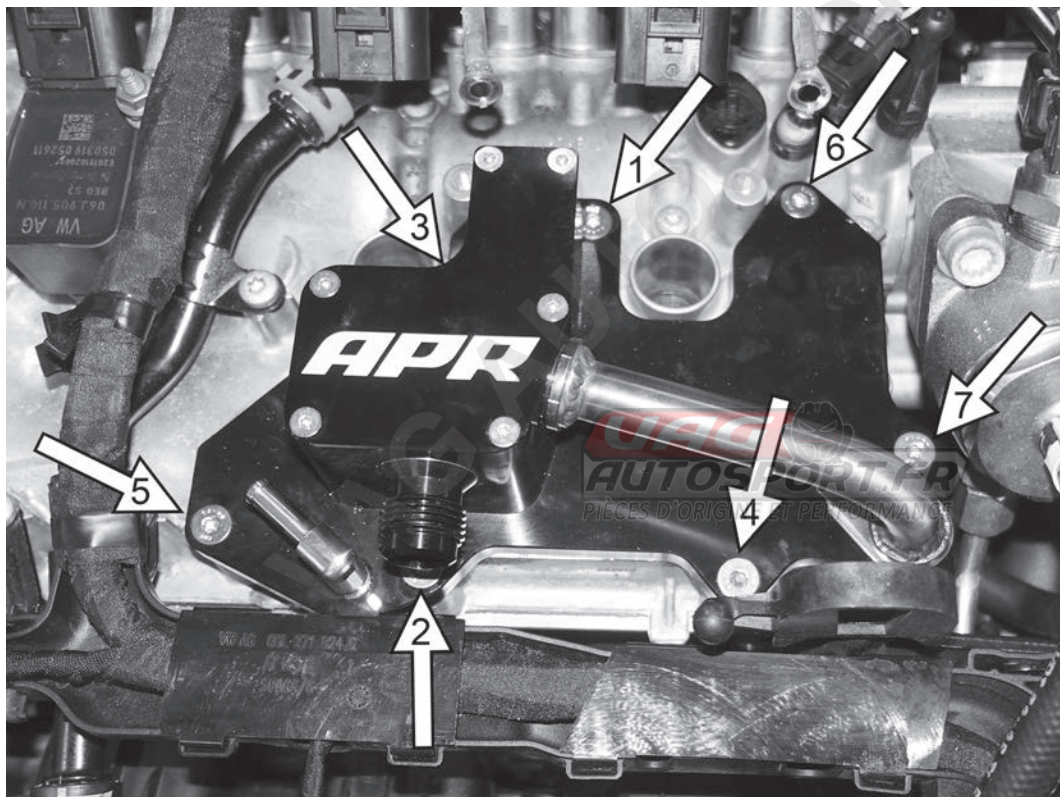
13) Carefully lift and remove the gasket from the bottom of the factory PCV top plate.

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14) Install the removed gasket onto the bottom of the APR PCV top plate.



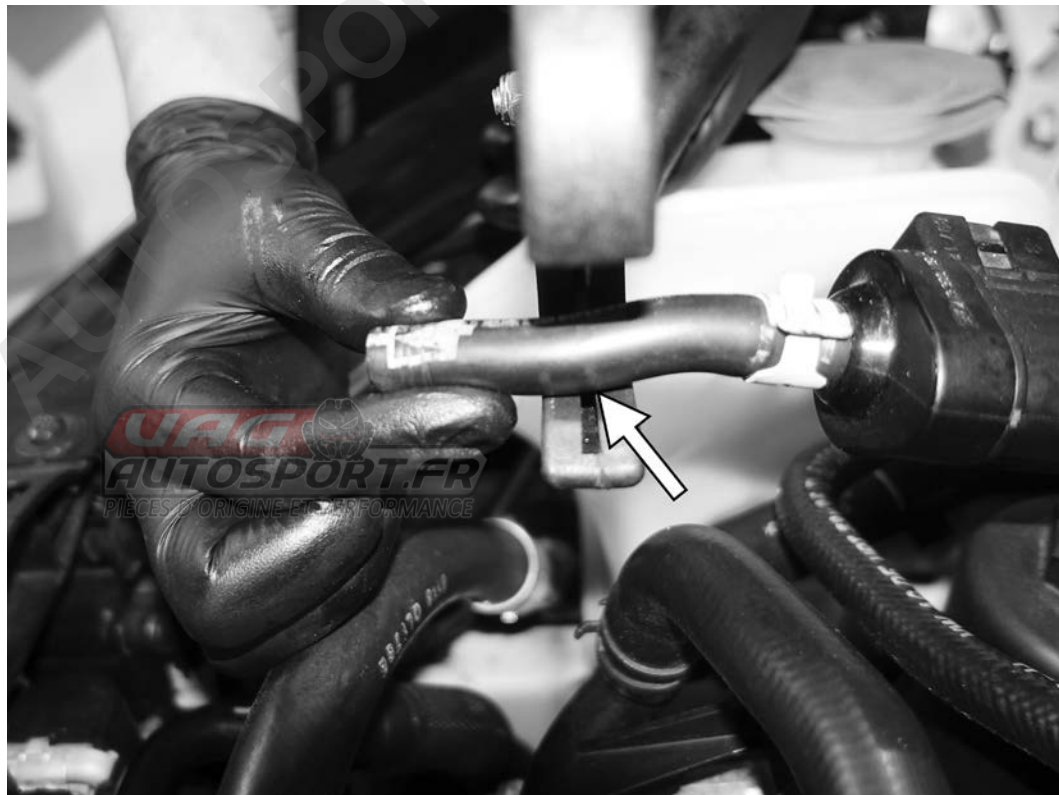
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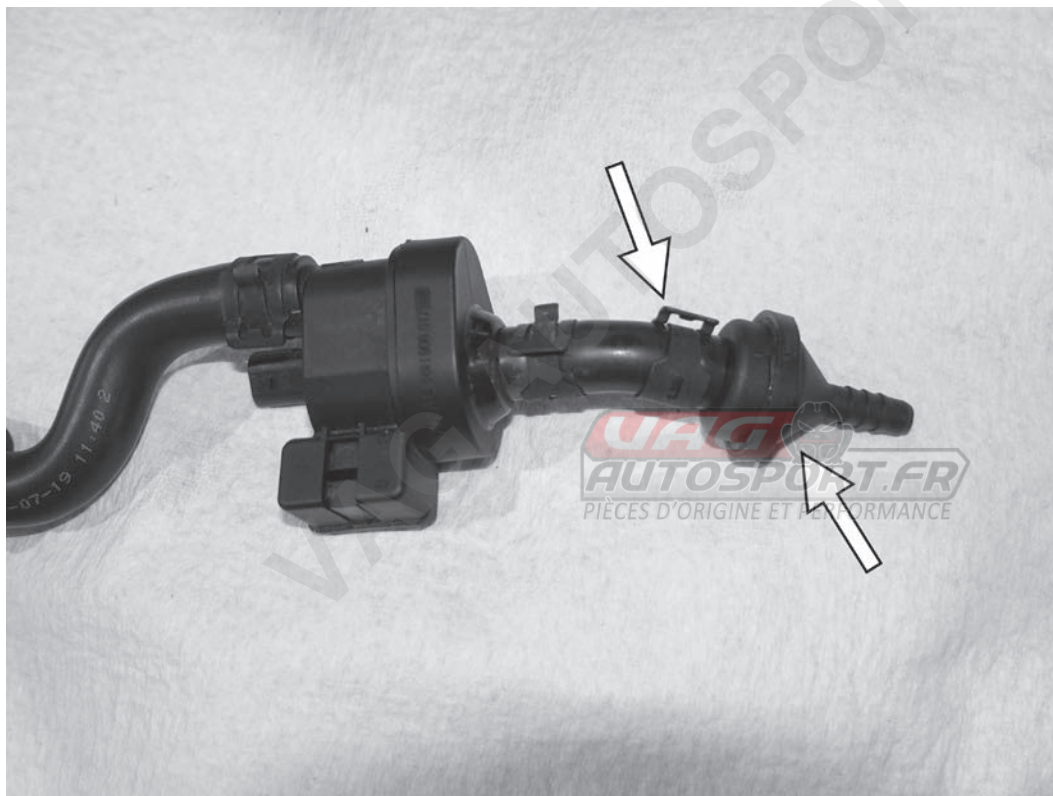
15) Install the APR top plate onto the top of the cylinder head cover. Install the seven 4MM allen screws. A ball end allen wrench will be needed for the one screw underneath the catch can hose fitting. Once all the screws are installed, torque them in the pattern shown to 9Nm (80in-lbs).

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16) Cut the rubber line out of the N80 valve at the beginning of the bend from the N80 valve. Keep the cut portion of hose, as it will be reused again.



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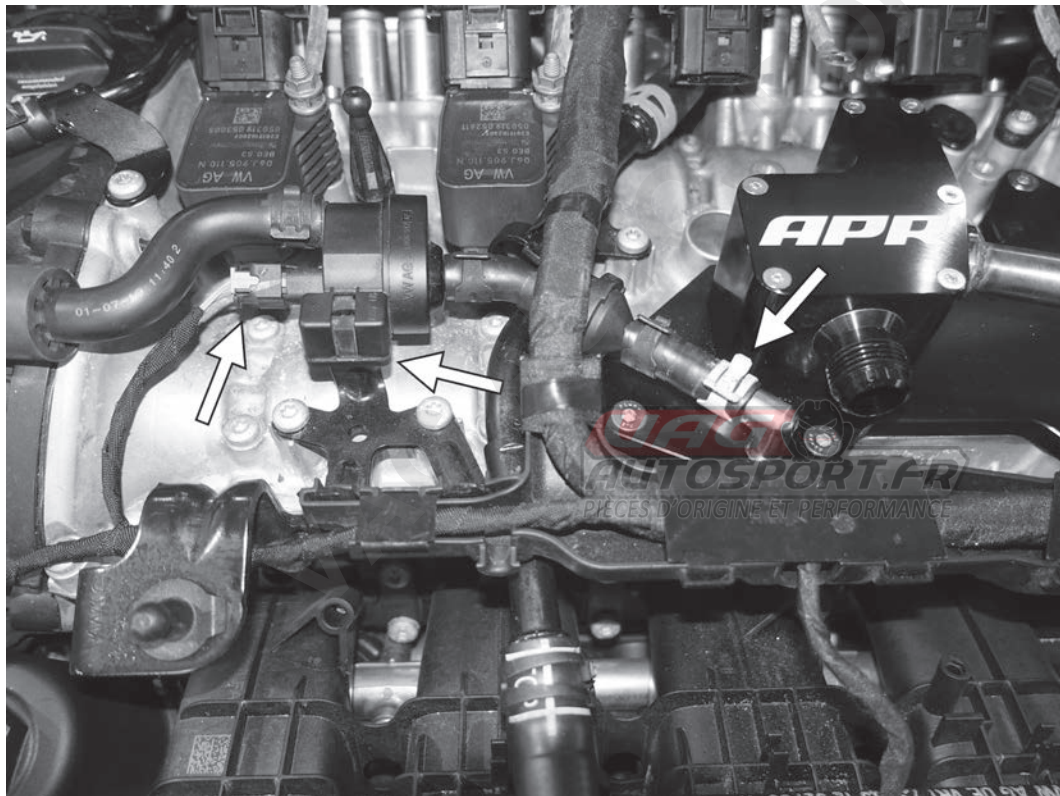


17) Insert the supplied check valve and spring clamp onto the rubber hose on the end of the N80 valve. Be sure to put the tapered side of the check valve away the N80 valve.

18) Install the remaining piece of the rubber hose from the N80 onto the other side of the check valve, and secure with one of the spring clamps. Install a third spring clamp onto the far end of the hose.



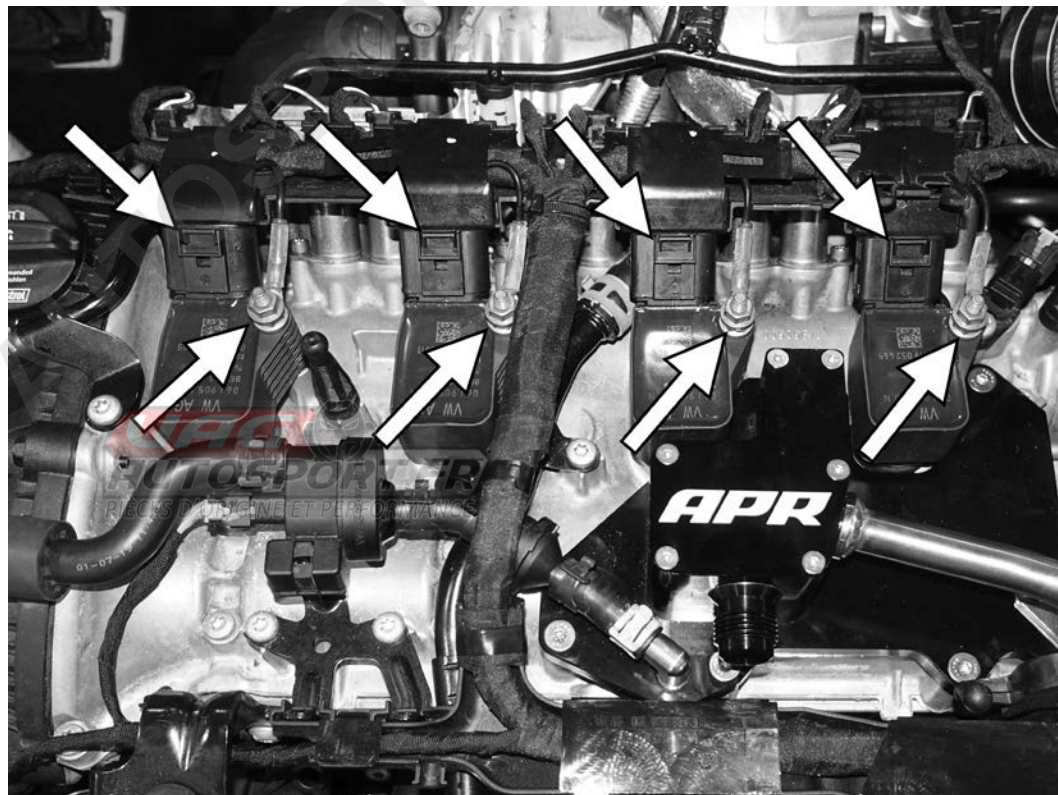
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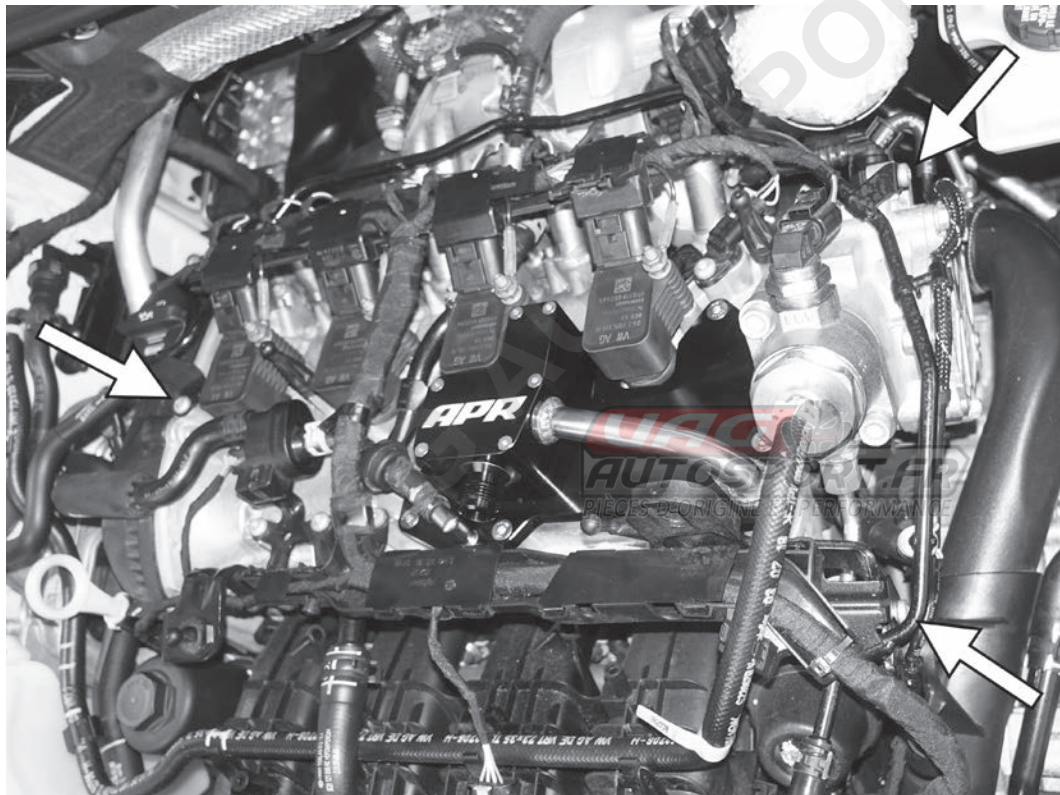
19) Connect the N80 hose to the port on the APR top plate. Secure with the spring clamp. Reattach the N80 valve to its original mounting bracket, and reconnect the electrical connector to the N80 valve.

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20) Reinstall the #3 and #4 ignition coils. Secure with the two 10mm screws and torque to 9Nm (80 in-lbs). Install all four ground straps to the ignition coils and loosely secure with the four 10mm nuts. Counter holding the 10mm screws holding the coil packs in, tighten the 10mm nuts to 9Nm (80 in-lbs). Finally, reconnect all four electrical connectors to the ignition coils.



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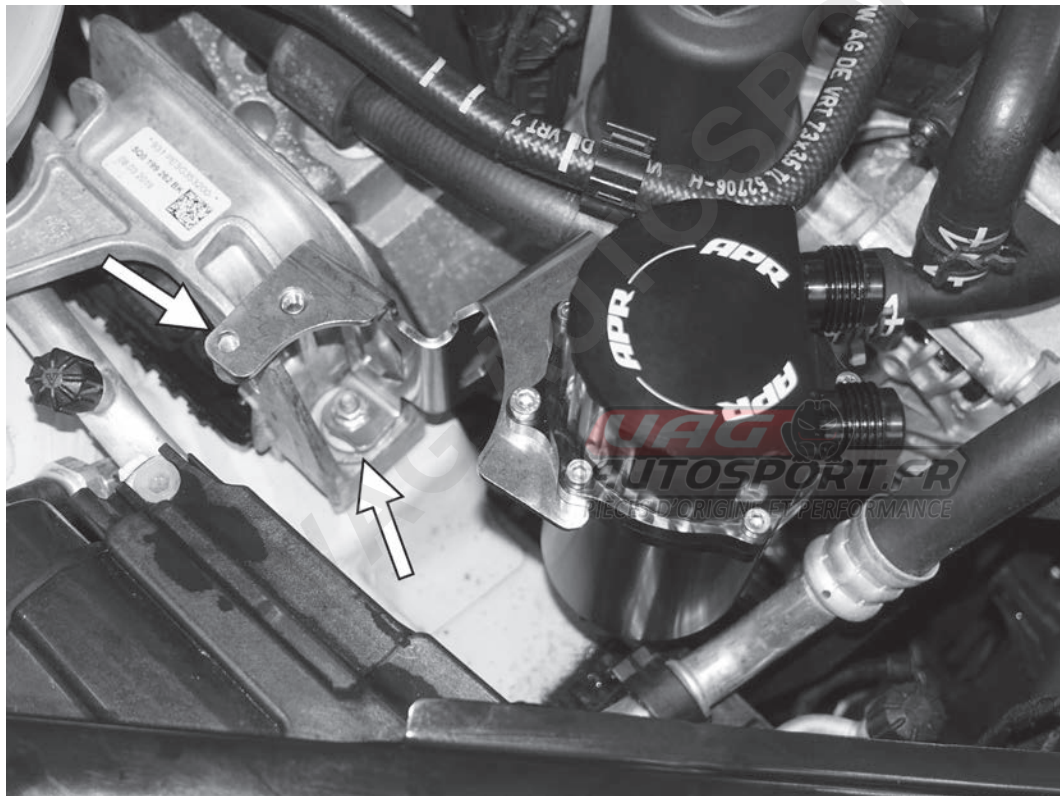
21) Reinstall the factory coolant line that runs along the back and side of the engine with the three original T30 screws. Secure the screws to 9Nm (80 in-lbs).

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22) On the factory windshield washer reservoir, remove the 10mm screw holding the back of the reservoir. Grab the reservoir and lift the reservoir straight up and away from the car. You will spill whatever washer fluid is in the upper part of the reservoir, but the larger washer fluid tank remains in the car.



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23) Install the APR catch can assembly in the car, attaching it to the factory engine mount. The lower hole in the bracket goes onto the threaded post on the engine mount, and is secured with the supplied 10mm flanged nut. One of the upper holes on the APR bracket will align with the mounting hole location for the factory windshield washer reservoir.

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24) Locate the hole to the lower windshield washer reservoir. Route the hose from the APR windshield washer fill tube down the right side of the APR catch can. Push the end of the tube into the lower factory washer reservoir.



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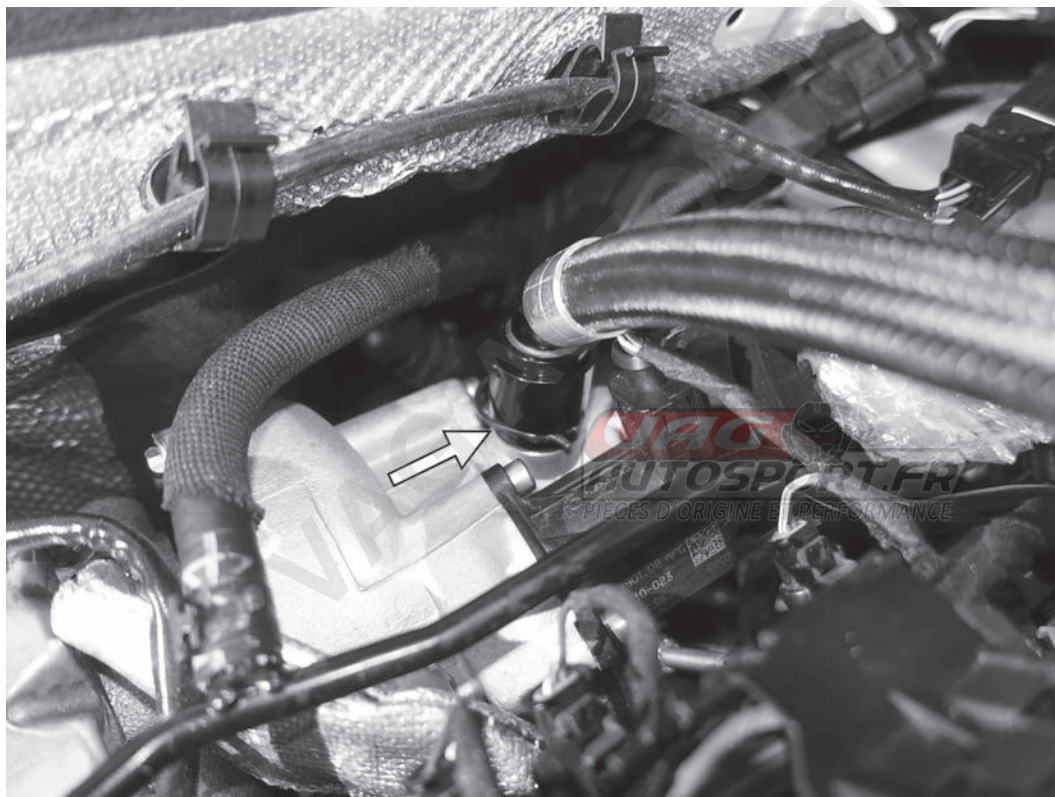
25) Mount the APR washer filling cap to the previously installed APR bracket with the two supplied 5mm allen screws. The washer fluid can be topped off if desired.

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26) Loosely install the supplied clip into the slots on the one APR catch can hose fitting with the push on fitting. Do not push the clip all the way into the fitting.



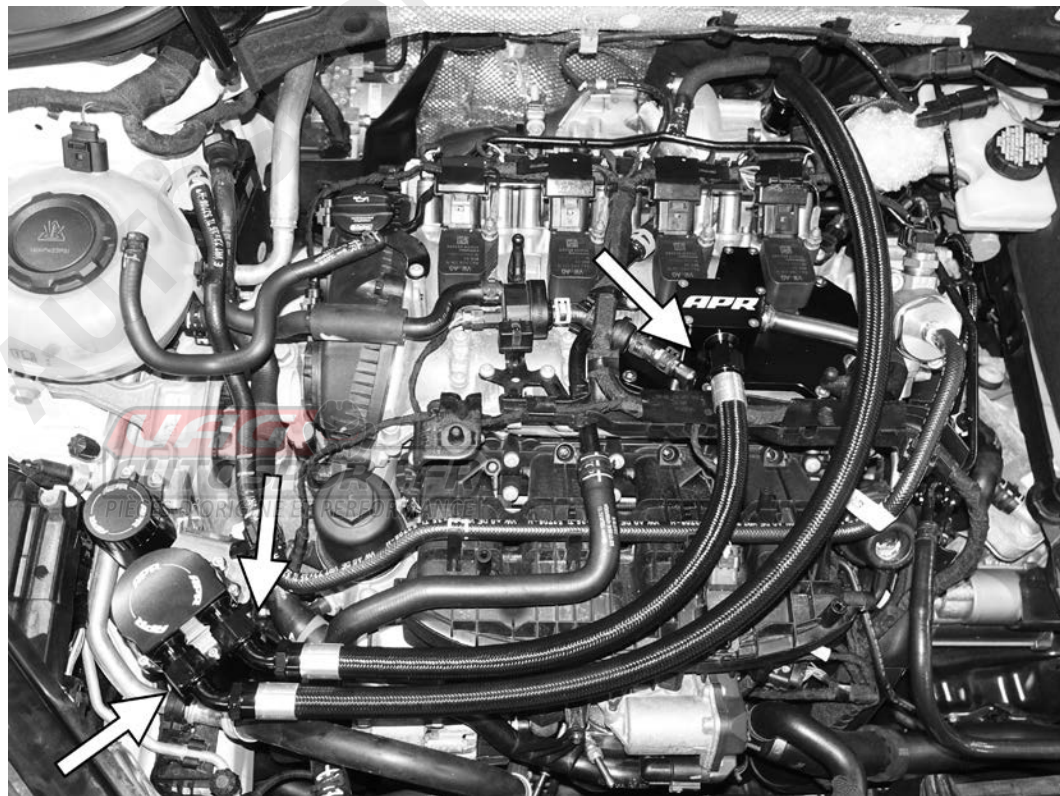
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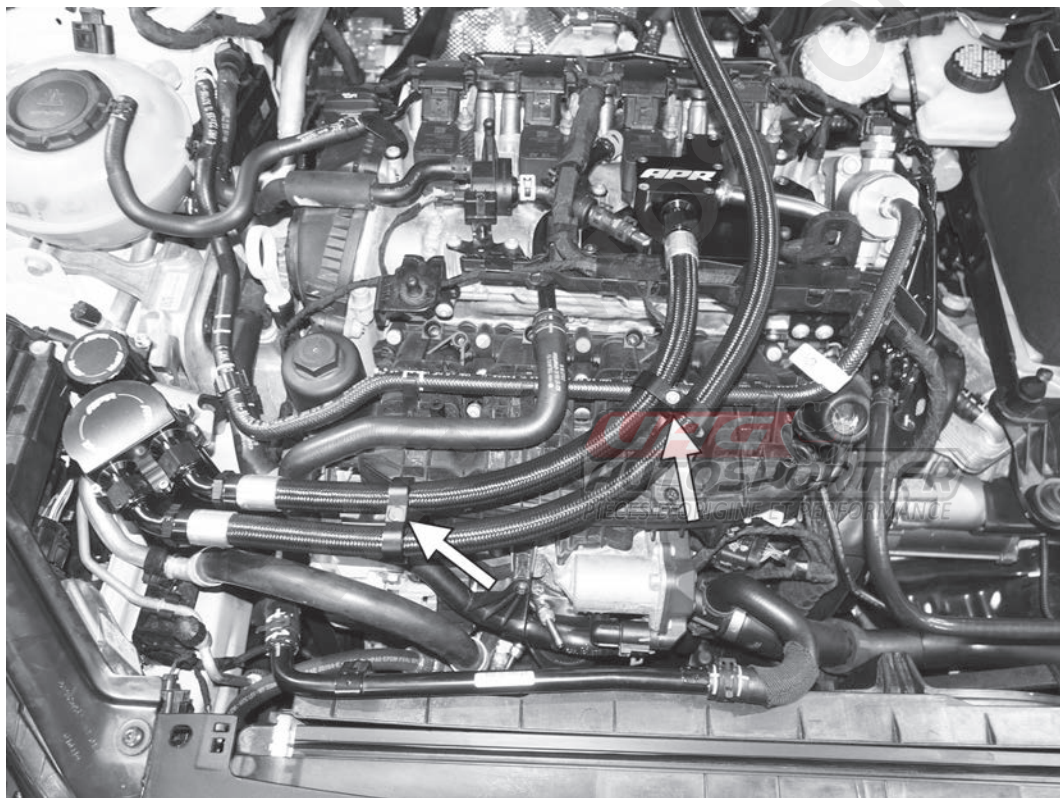


27) Take the APR catch can hose with the quick disconnect fitting, and push it down on the port on top of the turbo inlet pipe. Slide the clip in to lock the fitting on the turbo inlet pipe port.

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28) Connect the other end of the hose from the turbo inlet pipe to the port on the front of the APR catch can. Install the second APR catch can hose with the 45° fitting on the back port of the APR catch can, and the straight fitting to the port on the front of the APR top plate. Tighten all three connection points with a -10, non-marring aluminum AN wrench. If not available, a 1" combination wrench will work.





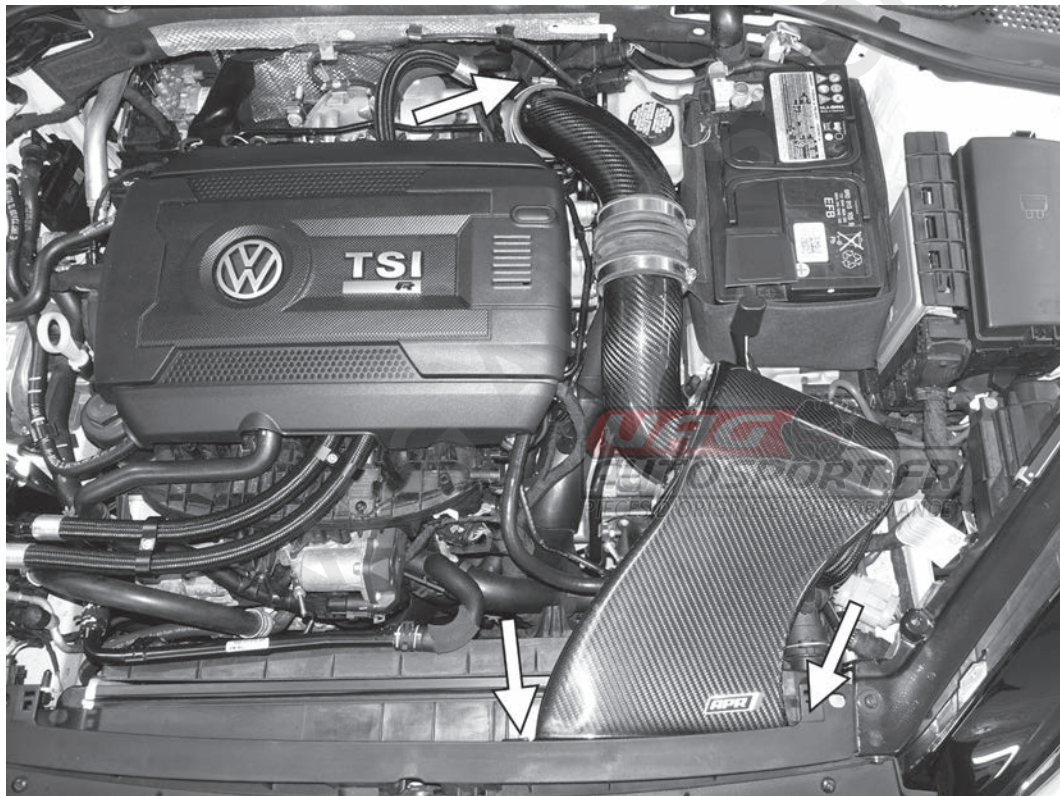
29) Attach the two supplied hose management clips to the catch can hoses. Ensure the lines are routed correctly, are not under tension, and do not rub on other hoses or lines before tightening the clamps in place with a 4.5MM hex wrench.

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30) Reinstall the engine cover. On some models, it may be necessary to trim the back of the engine cover for the catch can hose to the turbo inlet pipe.



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31) Reinstall the air intake assembly onto the car. Attach the vacuum line to the port on the bottom of the intake. Install the right front tab of the intake into the mounting slot on the back of the radiator core support. Push the rubber grommet on the bottom of the intake down on the mounting post. Install the screw on the left side of the intake to the back of the core support. Finally, connect the back pipe to the turbo inlet pipe and secure with the hose clamp.

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