

#TL100138

INSTALLATION MANUAL

# MS100201,2,5,6

APR MQB Steering Wheel

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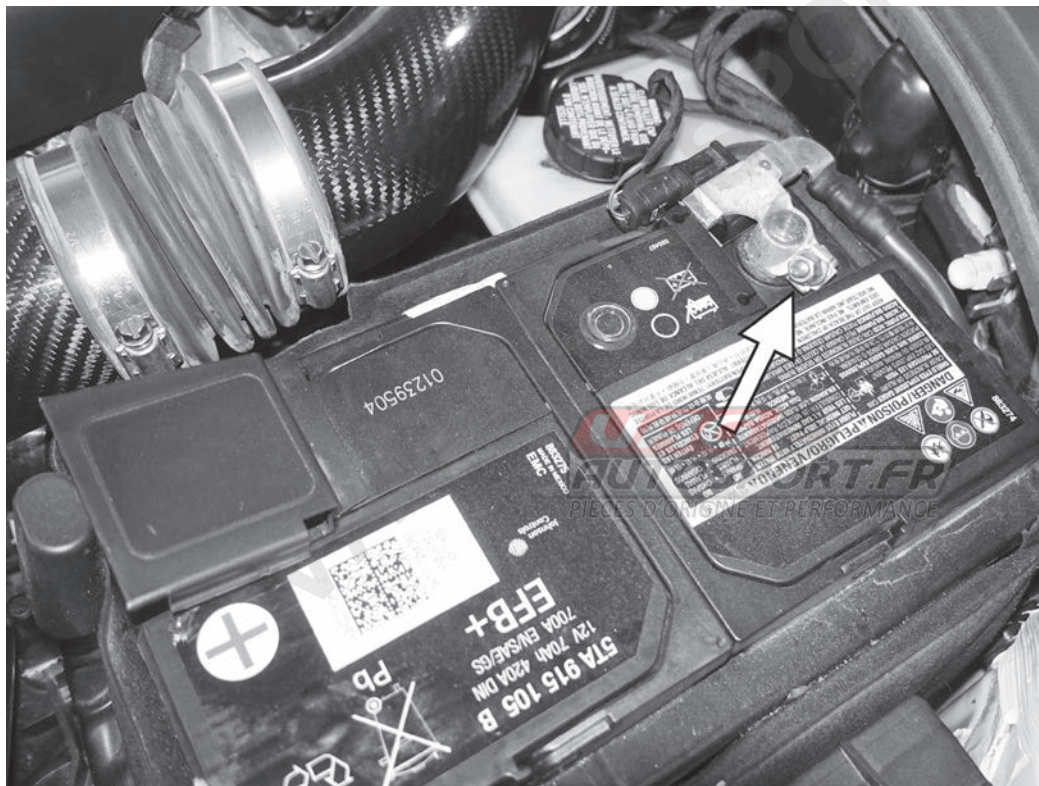
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Notes:

These instructions were written for a North American specification Volkswagen GLI, but other models like the GTI and Golf R, 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) Disconnect the negative battery terminal by loosening the 10mm nut and lifting the battery cable off and away from the battery.

2) Turn the steering wheel 90° to the right, so the left wheel spoke faces up.



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3) On the back side of the steering wheel, on the left wheel spoke facing up, locate the metal slot.

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4) Stick a small flat head screwdriver into the slot on the back of the steering wheel. Lift up on the back of the screwdriver to push down on the metal tab that releases that side of the airbag from the steering wheel. Note in the inset picture the catch that you are releasing. At the same time that you press down the catch, lightly pull that side of the airbag back and away from the steering wheel.



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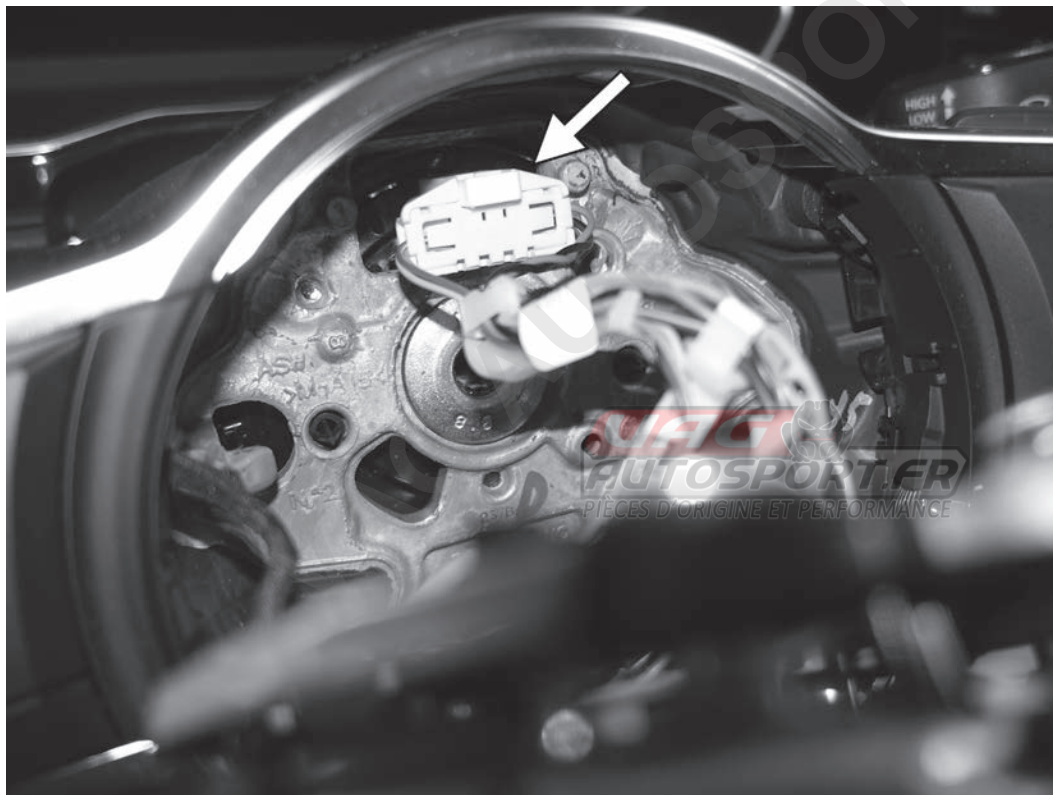
5) With one side of the airbag slightly popped off, turn the steering 180° the other way to access the other slot behind the right wheel spoke.

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6) Repeat the process from the left wheel spoke. Press down on the tab in the slot on the back of the right wheel spoke while slightly pulling the airbag back and away from the steering wheel.



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7) Pull the airbag away from the steering wheel. Disconnect the wiring harness to the airbag by pulling the white tab back away from the steering wheel, and then press down on the white tab to release the electrical connector.

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8) Disconnect the smaller wiring harnesses that connect to the back of the multifunction buttons, on both sides of the steering wheel. Remove the airbag from the steering wheel and set aside.



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9) Using a 12mm triple square and a breaker bar, loosen and remove the bolt holding the steering wheel in place. Do not remove the steering wheel.

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10) Turn the steering wheel until the spokes are level and the front wheels are straight forward. Note the slot in the steering wheel casting. Make a mark on the splined shaft of the steering column directly below the mark on the steering wheel. Once marked, the OEM steering wheel can be pulled off the car.



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11) There are eight posts holding the plastic steering wheel trim to the steering wheel. The posts, shown in the inset picture, will all need to be separated in order to remove the trim. A fair amount of force is necessary, but be careful not to break them.

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12) On a clean surface, use a plastic trim tool to begin to separate the trim from the back side of the steering wheel.



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13) Continue working around the top of the trim, separating it from the back of the steering wheel. Use another trim tool to prevent the trim from snapping back onto the steering wheel.

14) Work the trim tools around to the side of the trim piece on the spokes of the wheel.



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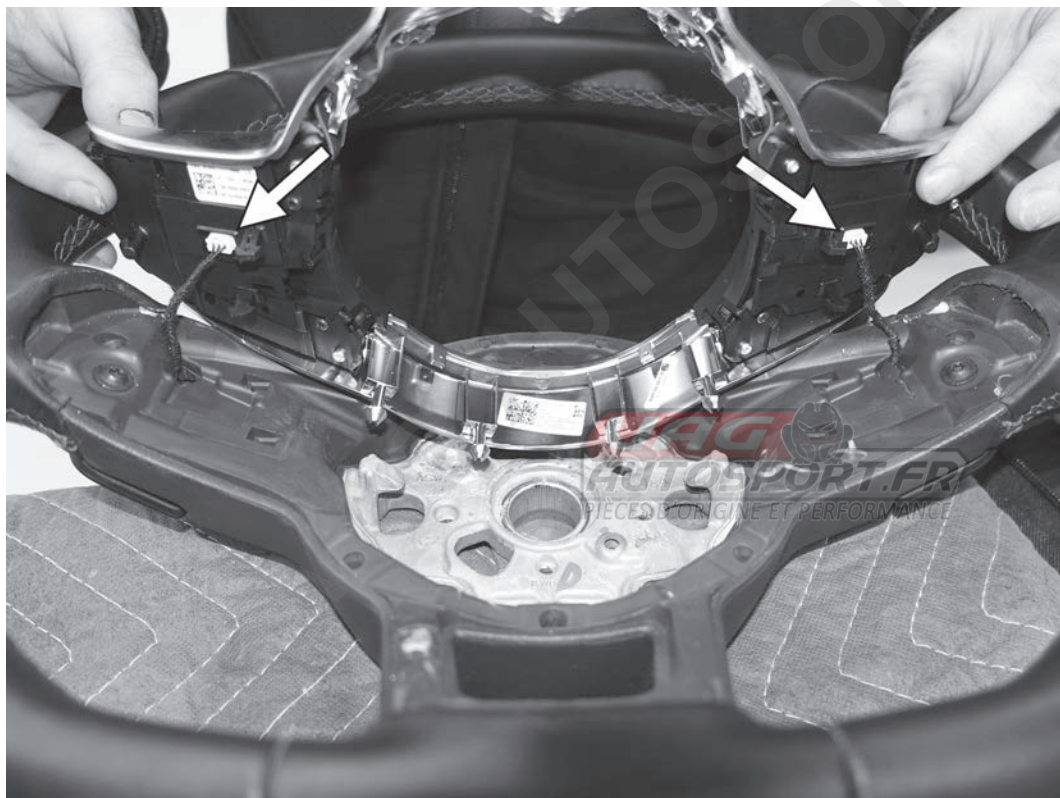


15) Work your way to the bottom of the steering wheel, separating the trim piece from the steering wheel.

16) Continue to separate the trim from the steering wheel, working your way to the left spoke of the wheel. Finally, separate the last post from the bottom spoke of the wheel to fully disconnect the trim.

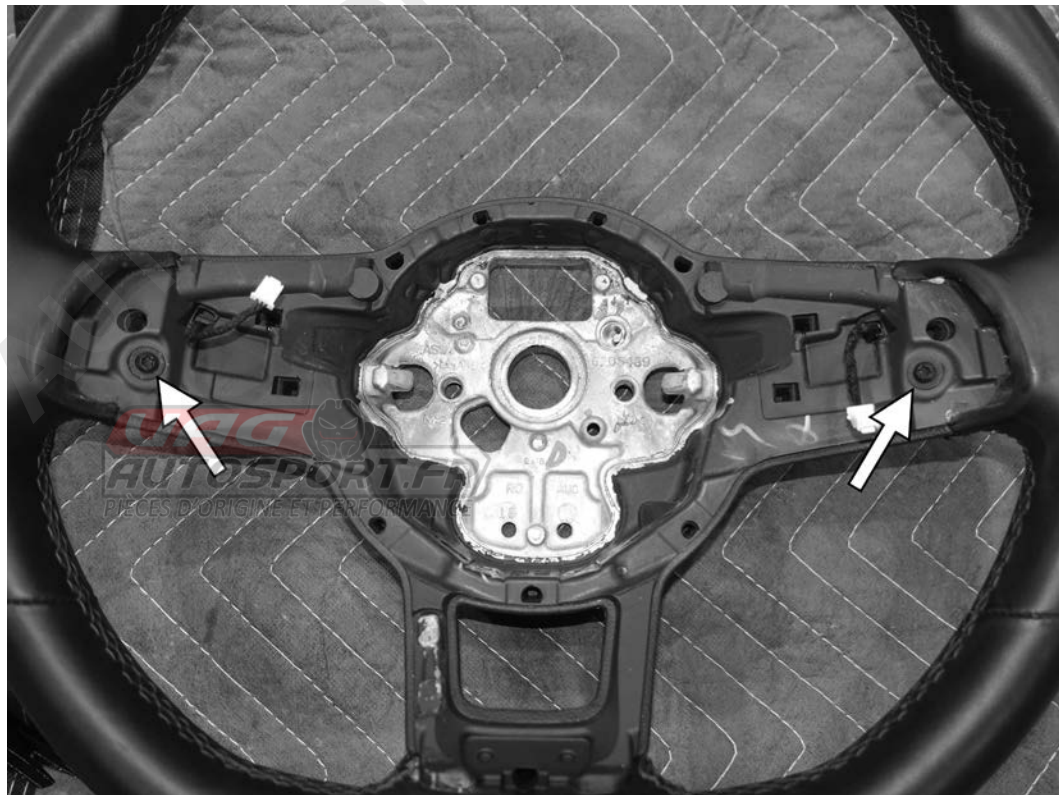


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17) On DSG cars, once the trim is fully separated from the steering wheel, disconnect the two electrical connectors that go from the DSG paddles to the back of the multifunction buttons.

18) On DSG cars, remove the two T25 screws from the steering wheel that hold the DSG paddles in place.

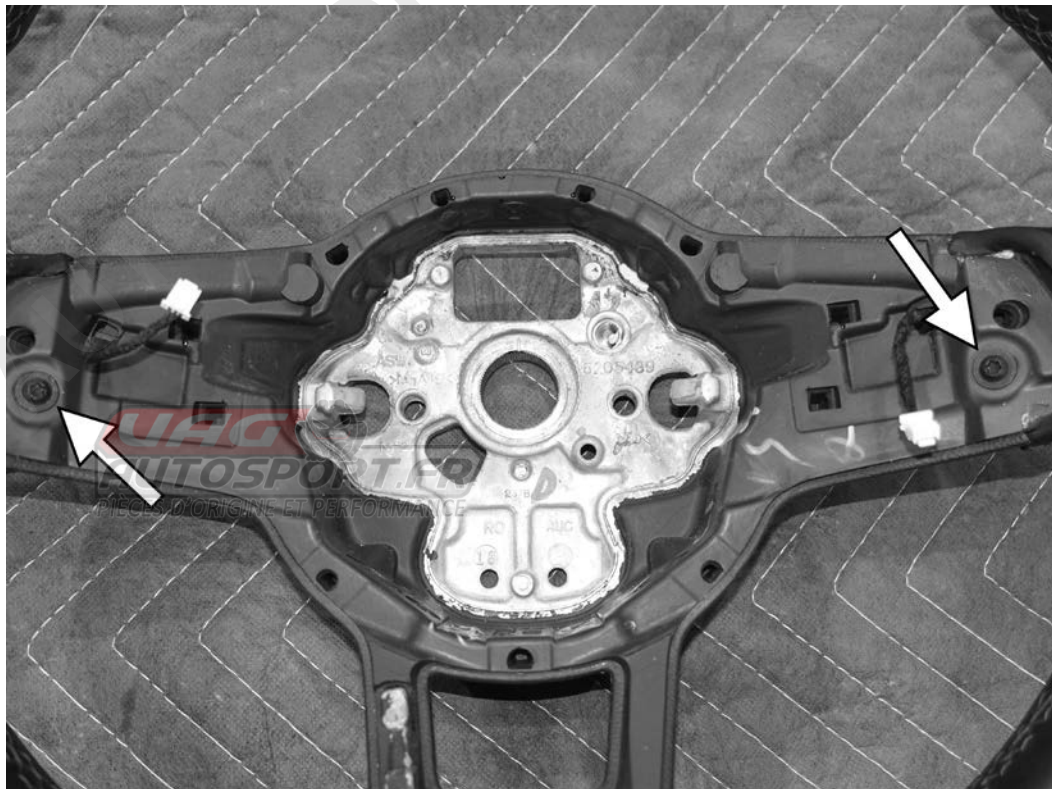


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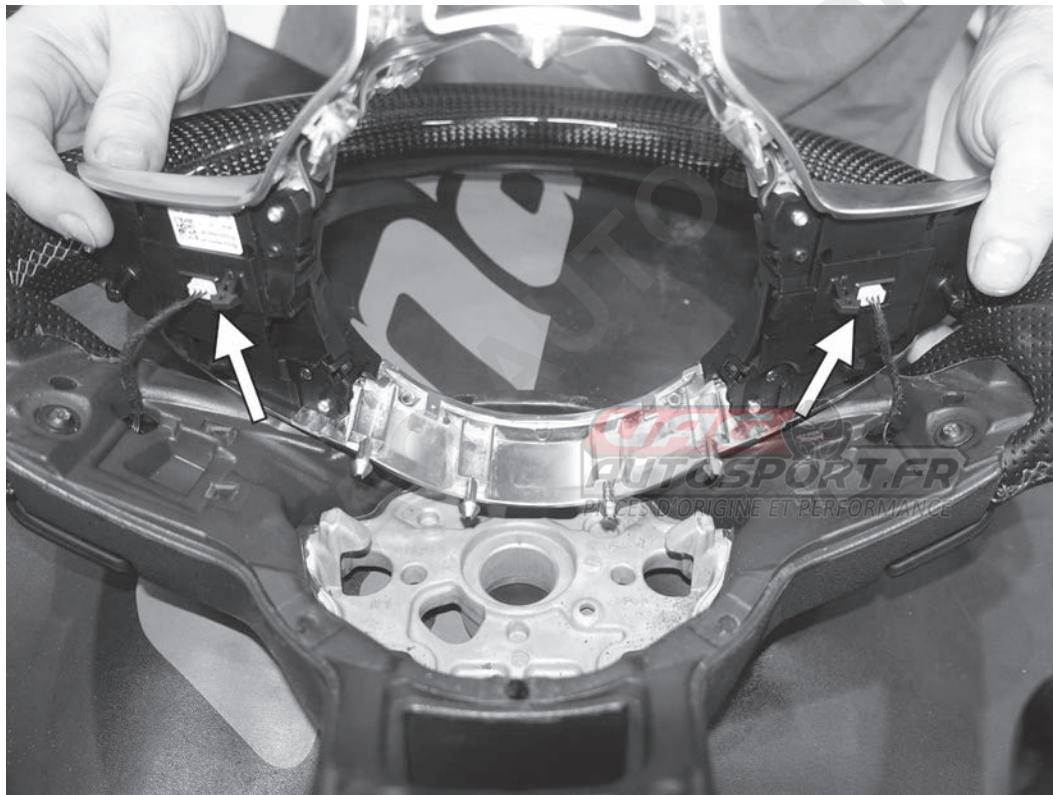


19) Remove the DSG paddles from the back of the steering wheel, and carefully pull the harness and connector through the steering wheel.

20) On the APR wheel, install the DSG paddle wiring harness through hole on the back of the wheel, and then secure the paddles with the original T25 screws. Torque the screws to 1.2 Nm (11 in-lbs).



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21) Connect the wires from the DSG paddles to the back of the steering wheel trim piece. Apply a lubricant that will evaporate (water or alcohol based) into all the holes the steering wheel trim will mount into.

22) Place the factory wheel trim close to the APR steering wheel, lining up all the trim mounting posts to the steering wheel holes. Attach the pins on the bottom spoke of the steering wheel first.



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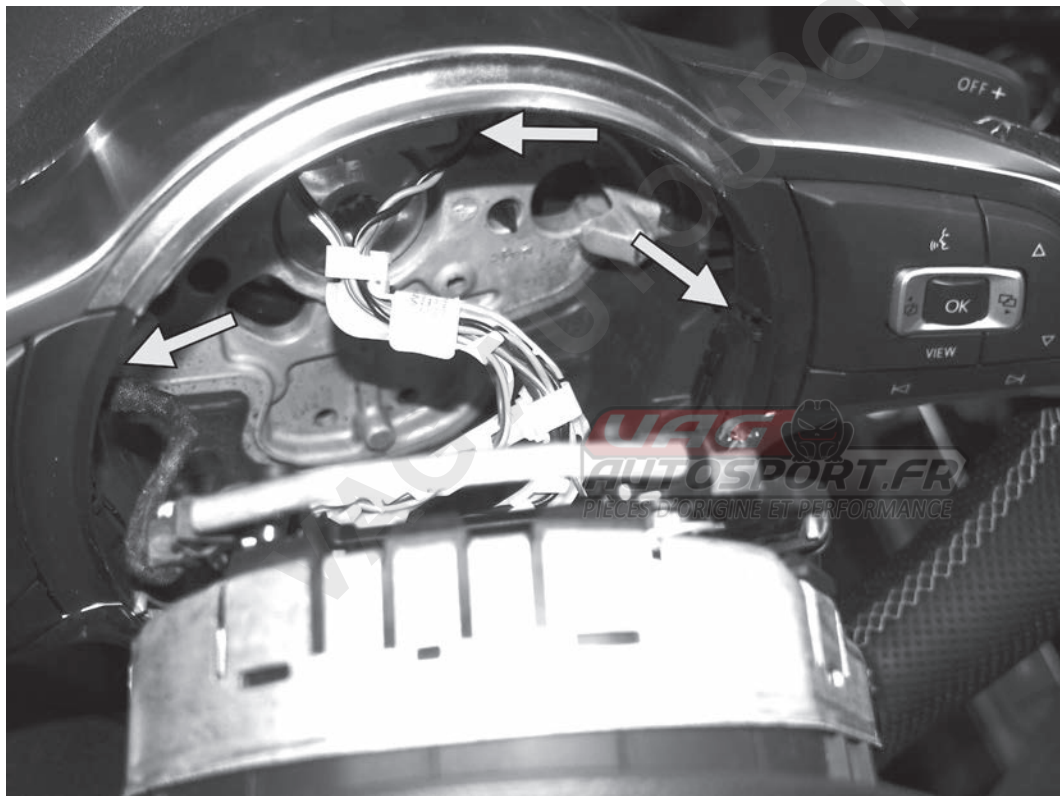
23) Work around the wheel from the bottom up, ensuring all the mounting posts are going into the correct mounting holes in the steering wheel.

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24) Place the APR steering wheel in the car. Ensure the slot on the steering wheel casting aligns with the mark previously made on the splined shaft. Install the new, supplied 12mm triple square bolt to secure the wheel in place. Tighten the bolt to 30Nm (22 ft-lbs). Once the bolt is torqued, tighten the bolt an additional 90°.



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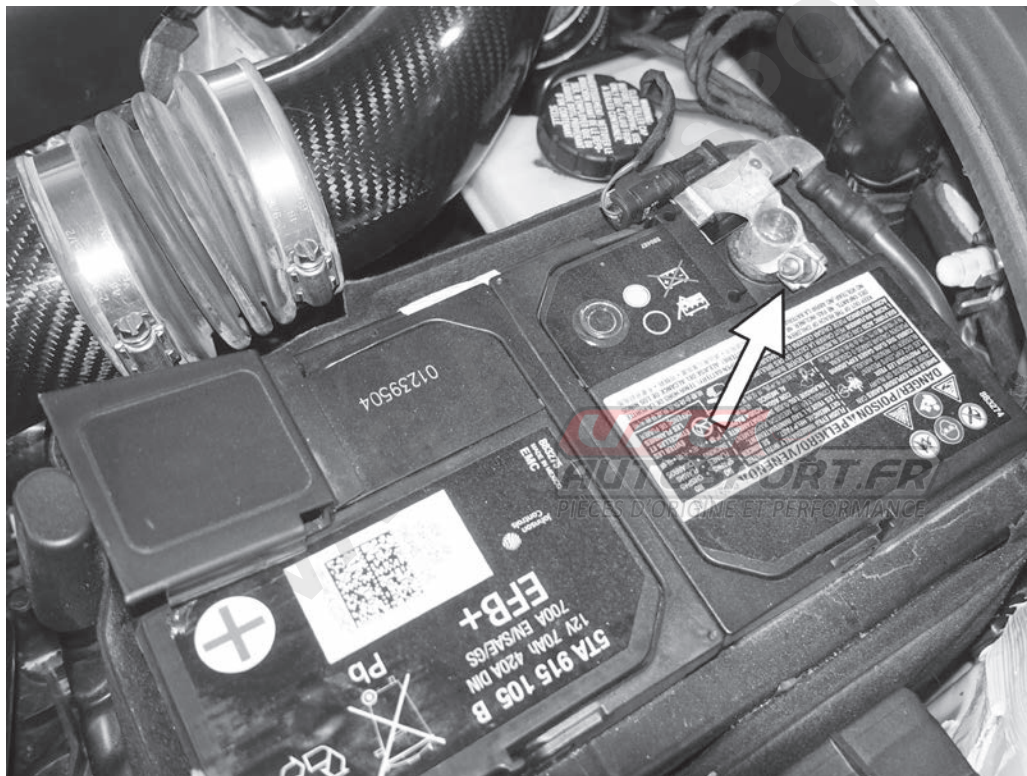
25) Place the airbag assembly close to the steering wheel. Reconnect the two smaller wiring harnesses to the sides of both the right and left wheel spokes, connecting the multifunction switches to the airbag assembly. Finally, reattach the connector for the main airbag wiring harness to the connector on the steering column. Be sure to push in the white tab on the connector to lock the connector in place.

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26) Push the airbag assembly forward onto the steering wheel, making sure the wire harnesses are not pinched. The airbag will snap back onto the latches on both sides, securing the airbag to the steering wheel.



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27) Reconnect the negative battery terminal to the car, and tighten the 10mm nut to 9Nm (80 in-lbs).

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