

#TL100154

INSTALLATION MANUAL

MS100220-228

APR EA888.4 2.0T Charge Pipes/Hoses



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Notes:

These instructions were written for a North American specification VW Mk8 GTI and Mk8 Golf R, but other models are similar.

When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommended 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.



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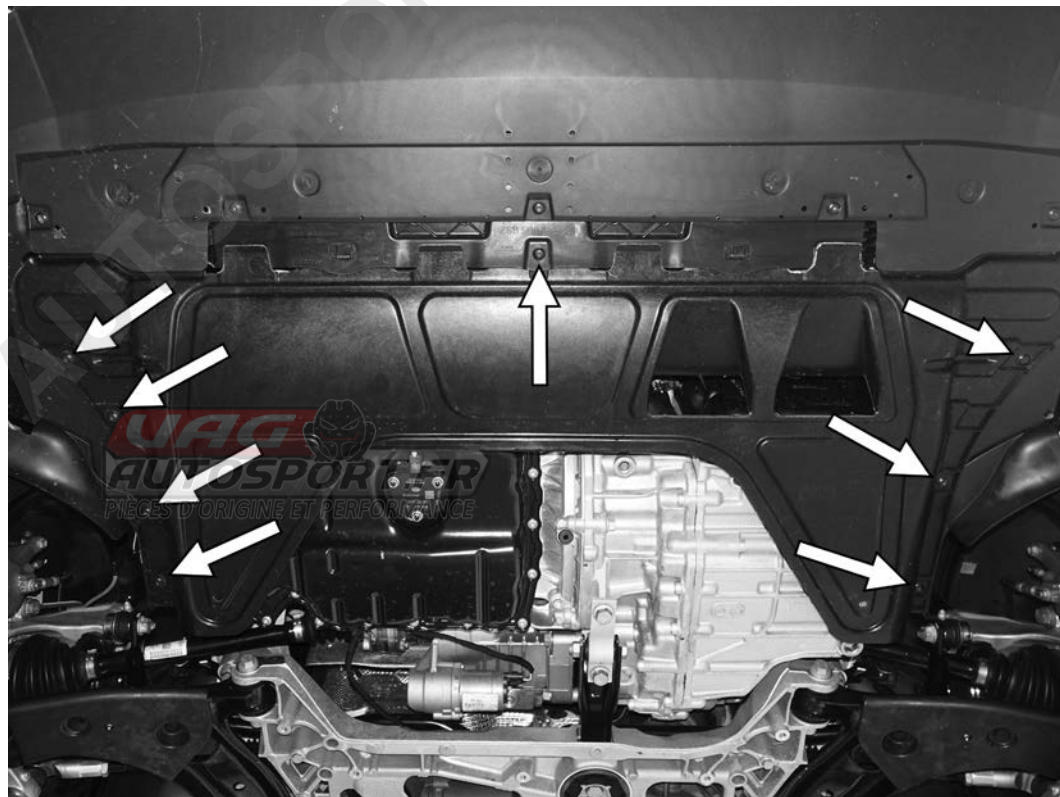
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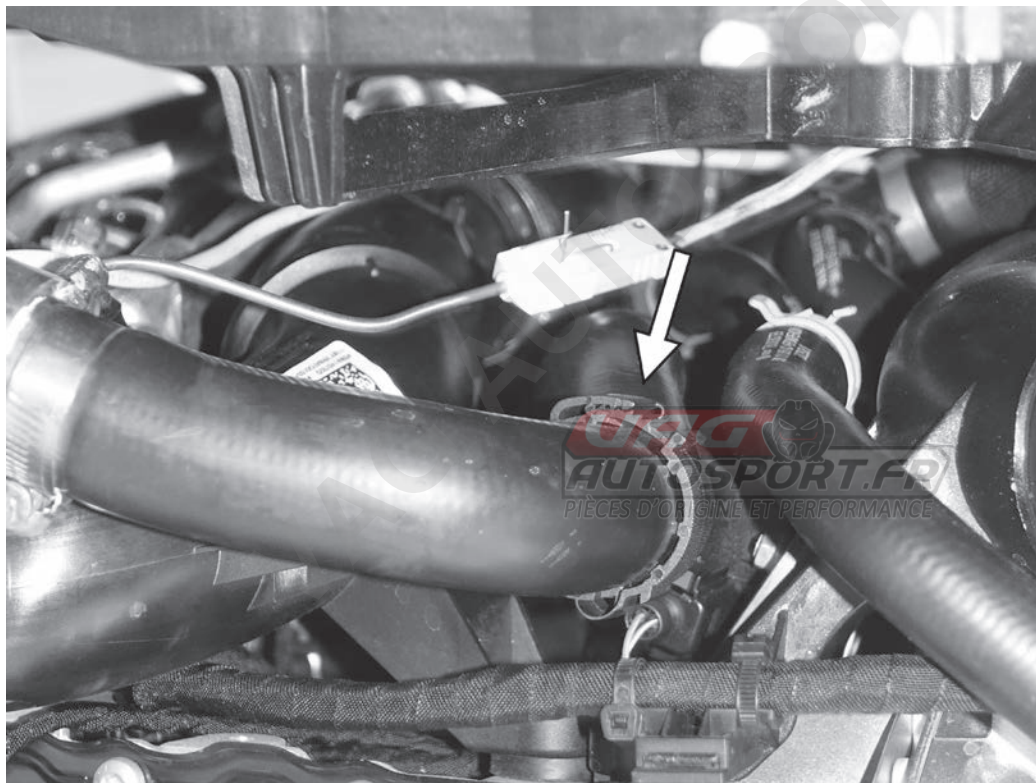
1) Securely place the vehicle on a lift or jack stands.

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2) Remove the eight T25 screws holding the center belly pan to the bottom of the car, and then remove the belly pan. Note the way the belly pan is attached to the other panels around it, including the bottom of the front bumper cover.



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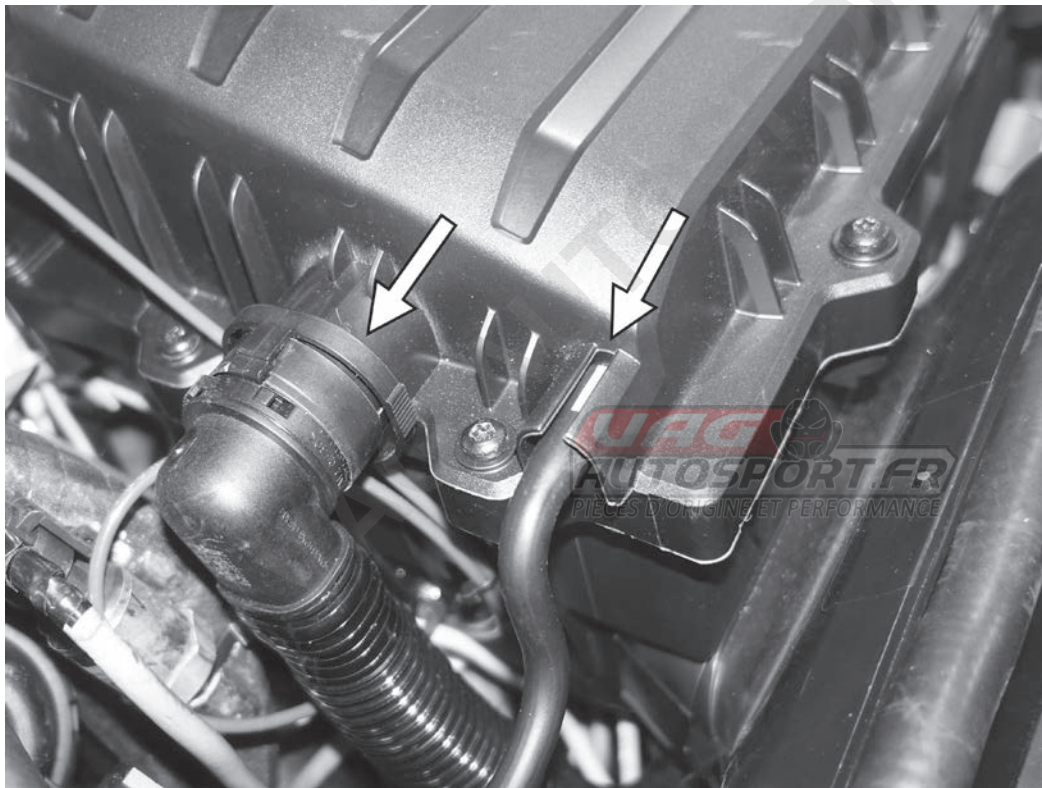


3) From underneath the car, disconnect the hose from the clip that connects the coolant hose to the front of the engine. Separate the clip from the hose, and then remove the clip from its mounting tab.

4) Remove the four T25 screws holding the airbox inlet to the top of the radiator core support. Remove the top cover, separate the coolant hose, remove the inlet scoop to the airbox, and then remove the lower portion of the inlet.



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5) Disconnect the vacuum line from the right side of the factory airbox. If equipped, remove the secondary air hose from the side of the airbox by squeezing on both sides of the connector.

6) Loosen the 7mm screw on the hose clamp connecting the back of the accordion air inlet pipe.



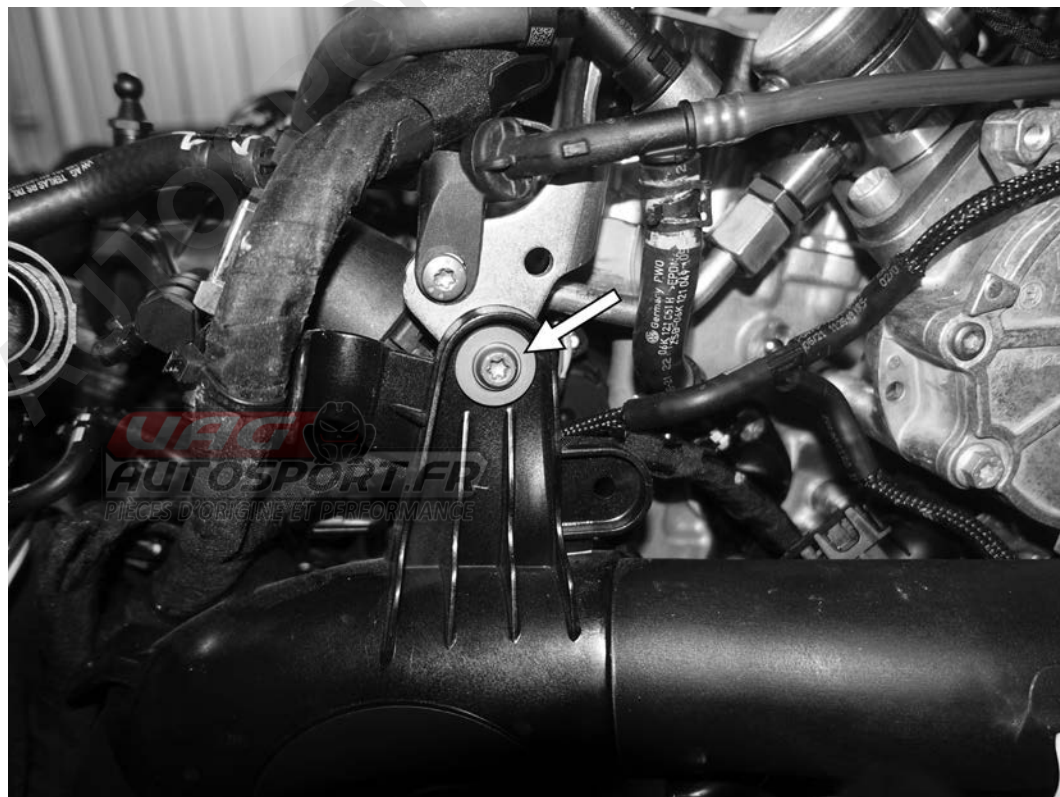
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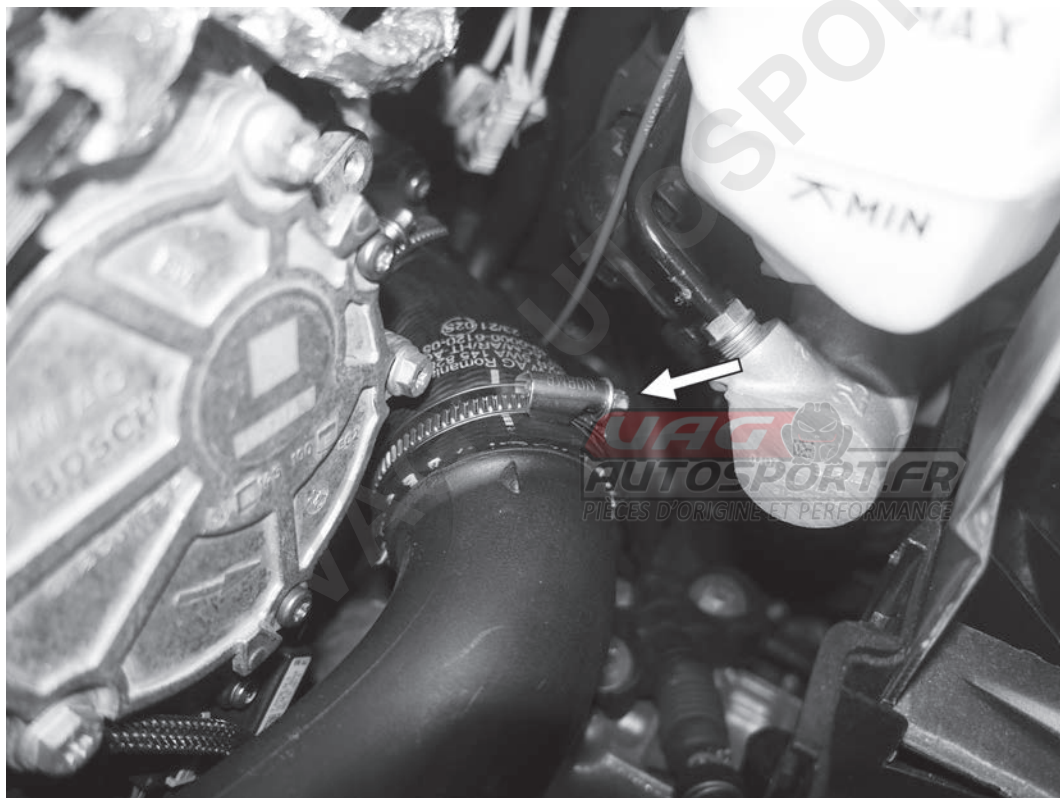
7) Lift up on the factory airbox to separate it from its mounting posts on the car. On the Golf R, disconnect the tube from the diverter valve to the back of the turbo inlet tube.

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8) Remove the T30 screw on the side of the stock turbo outlet pipe.



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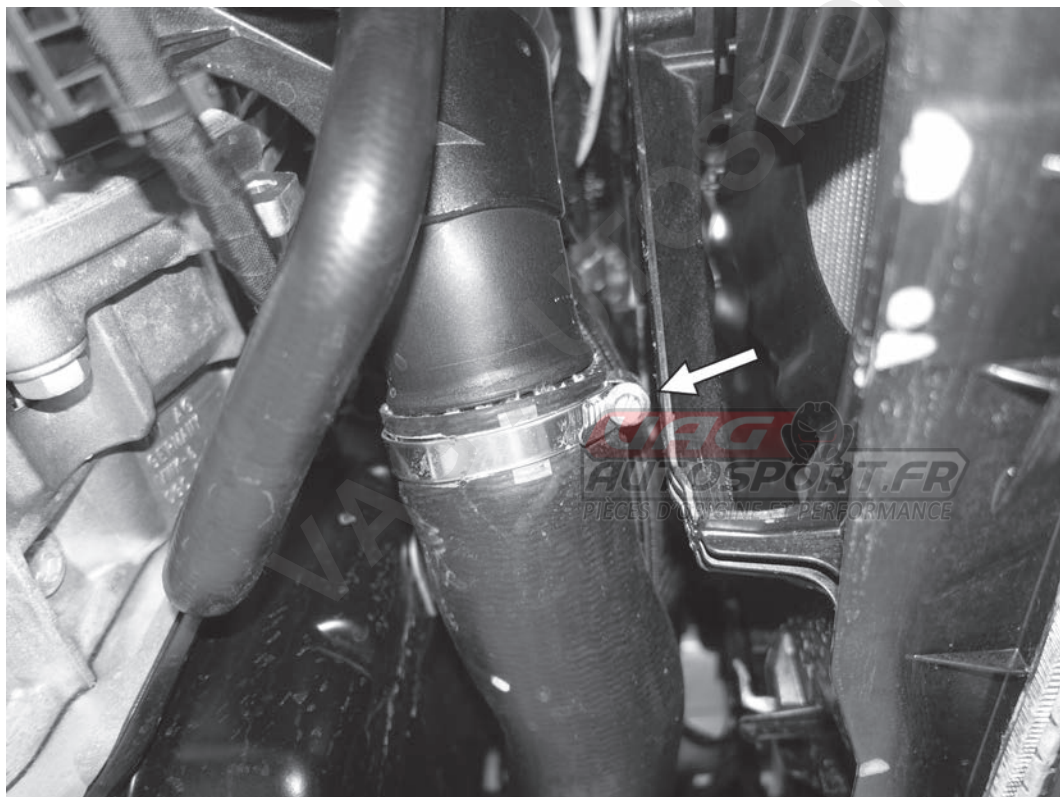
9) Loosen the 7mm hose clamp where the stock turbo outlet pipe connects to the turbo outlet hose.

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10) Remove the T30 screw holding the bottom of the stock turbo outlet pipe to the front of the engine.



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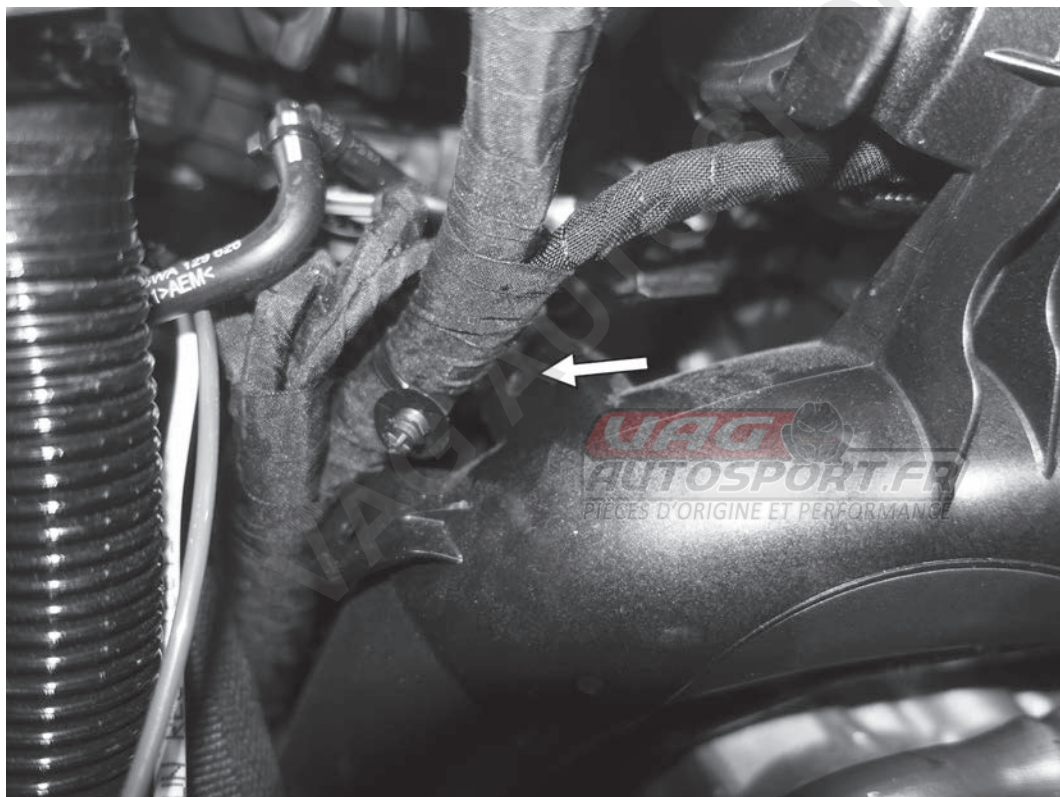
11) Loosen the 7mm clamp on the lower turbo outlet hose, and then separate the hose from the stock outlet pipe.

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12) On cars equipped with secondary air injection, remove the clip holding the secondary air hose to the back of the stock outlet pipe (shown with pipe removed).

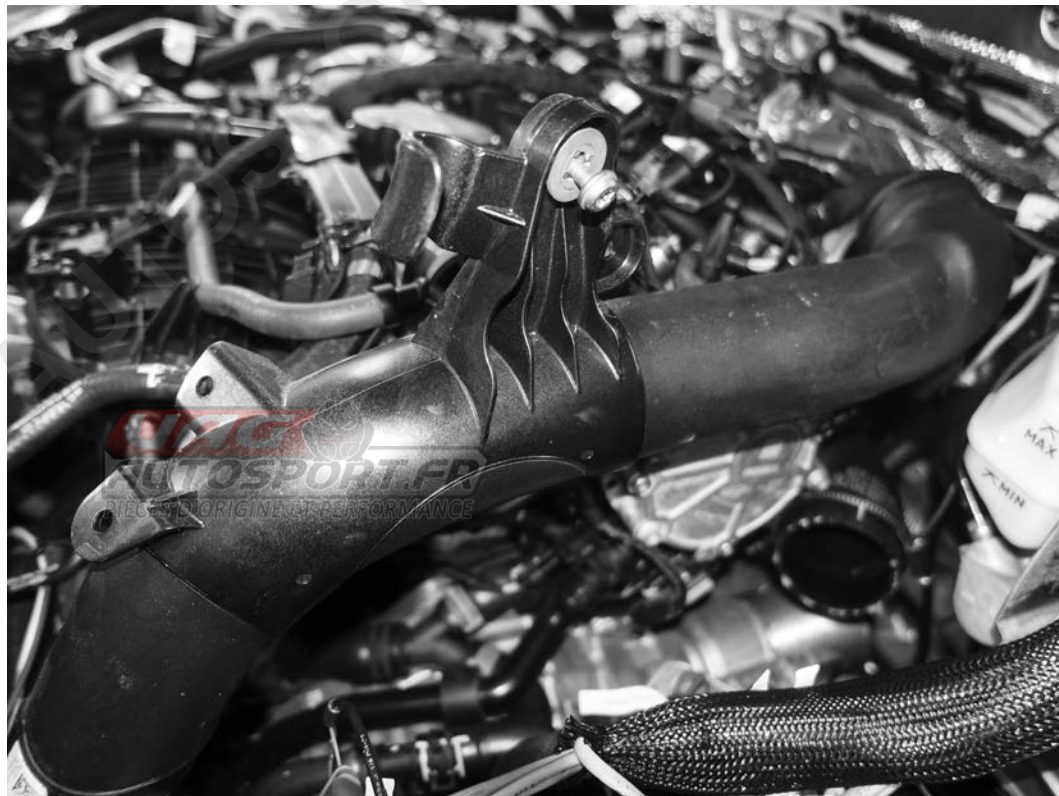


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13) Pry off the clip holding the wiring harness to the top of the stock turbo outlet pipe.

14) Carefully lift the stock turbo outlet pipe up and out from the car, keeping it from snagging on any of the other pipes, plumbing, and wiring harnesses around it.

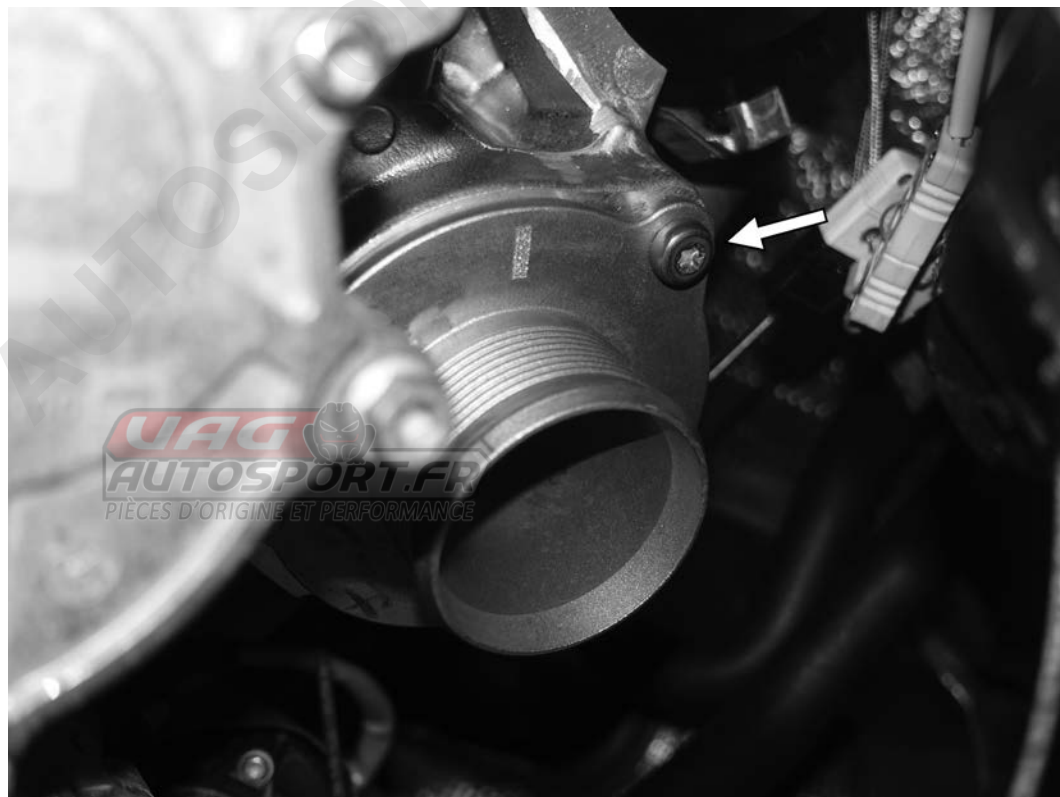


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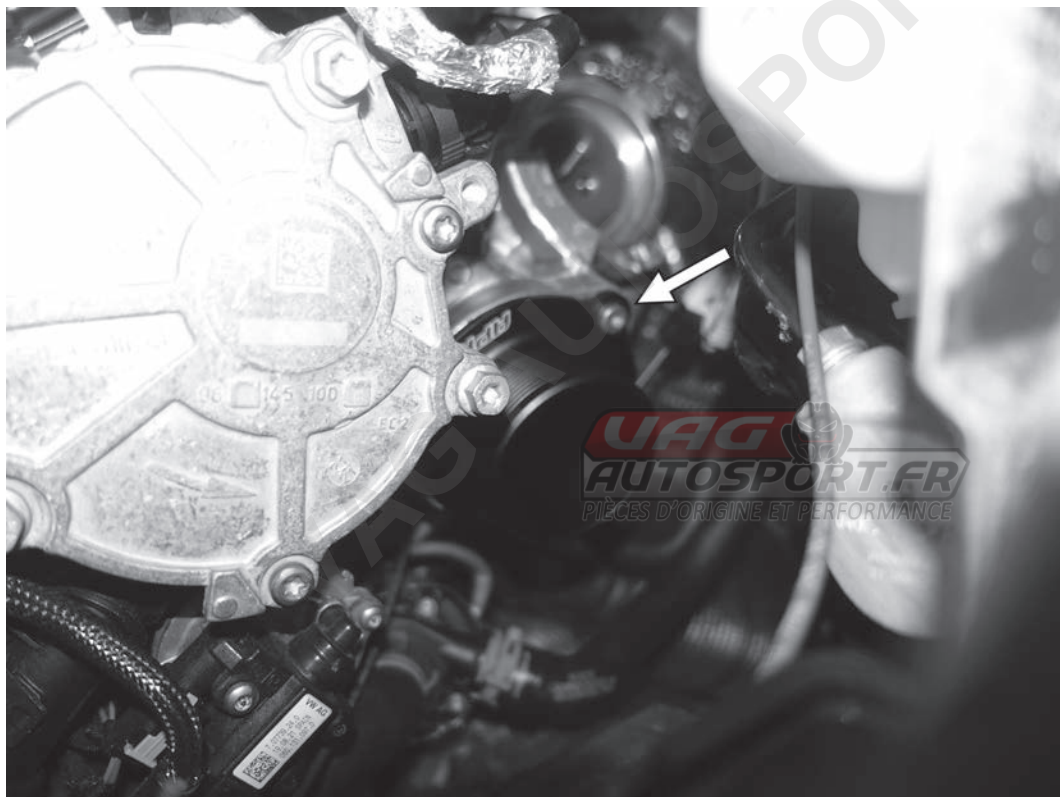


15) On the turbocharger outlet, loosen the 7mm hose clamp on the outlet hose, and remove the hose from the turbocharger.

16) On the GTI, remove the three T30 screws holding the turbo muffler to the turbo outlet, and remove the turbo muffler from the car.



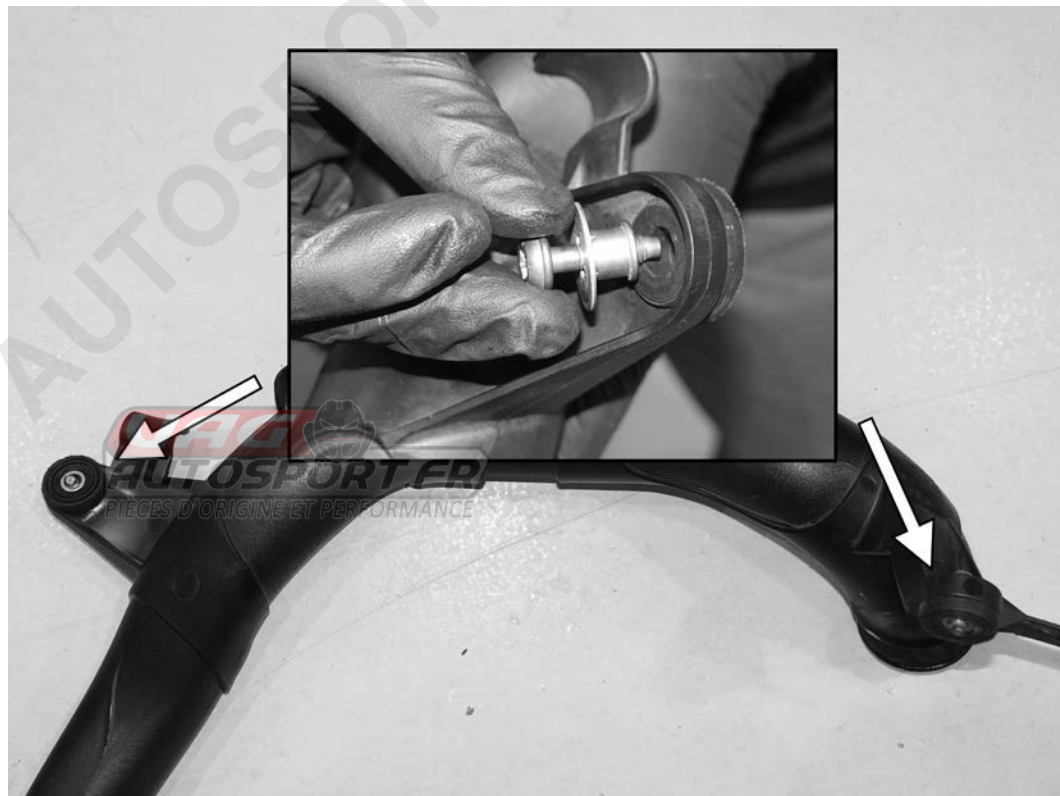
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17) On the GTI, install the APR turbo muffler delete with the three original T30 screws, and then tighten the three T30 screws to 9Nm (80in-lbs).

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18) Remove the two screws and rubber grommets from the stock turbo outlet pipe. Pull the screw assembly away from the rubber grommet, and then pry the rubber grommets out from the mounting holes. Install the two rubber grommets and two screws onto the APR turbo outlet pipe, in the same orientation as the stock pipe.



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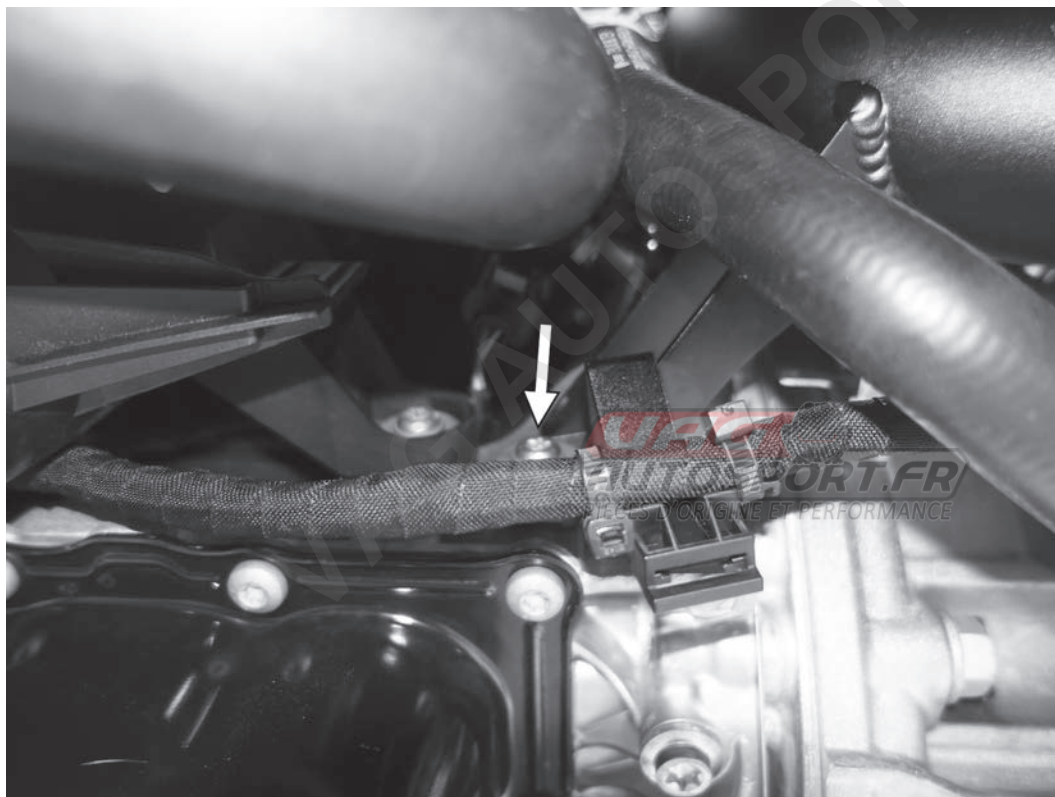
19) Install the two rubber grommets and screws onto the APR turbo outlet pipe as shown.

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20) Loosely install the APR silicone turbo outlet hose to the upper side of the APR outlet pipe, along with two 2.75" (-0275) hose clamps. Place the assembly into the car, routing it the same as the factory turbo outlet pipe. Connect the silicone hose to the outlet of the turbocharger (or the APR muffler delete, if equipped). Orient the hose clamps so they can easily be tightened, but leave them loose for now.



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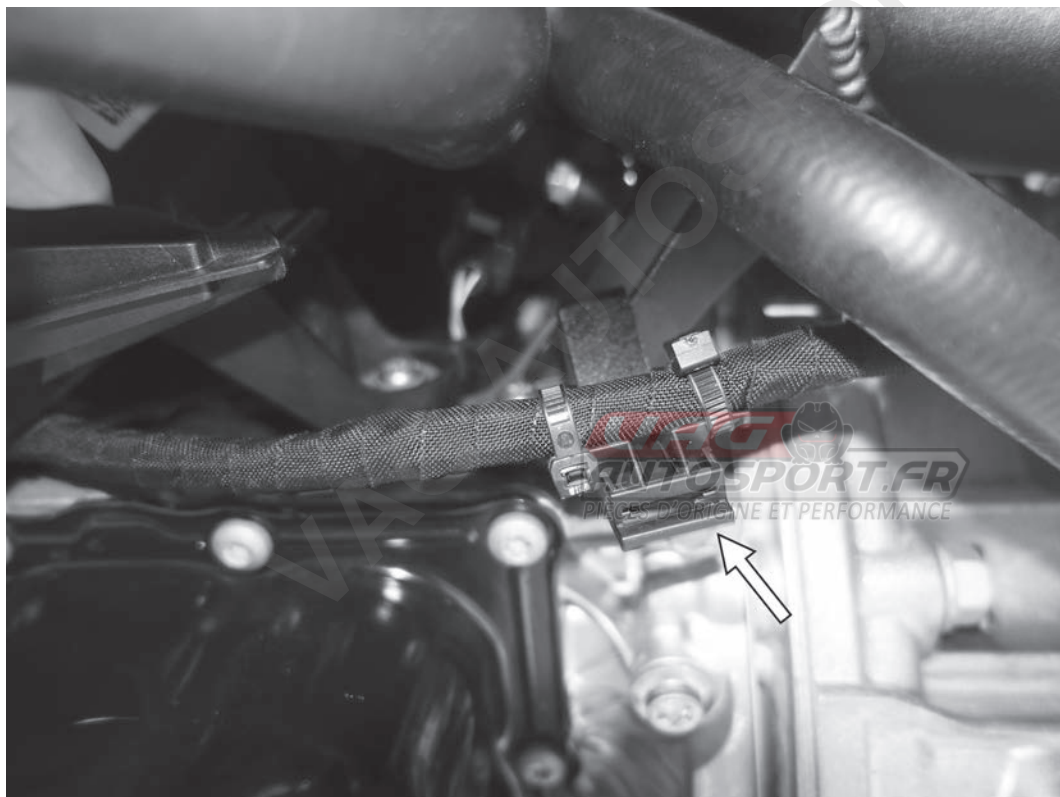


21) Install the factory T30 screw with the rubber grommet to the original stock pipe mounting point on the front of the engine. Torque the screw to 62 in-lbs (7Nm),

22) Install the factory T30 screw with the rubber grommet to the original stock pipe mounting point on the top of the engine. Torque the screw to 62 in-lbs (7Nm). After making sure the connections on both side of the silicone APR turbo outlet hose are secure, torque both hose clamps to 75 in-lbs (8.5Nm). Do NOT over-tighten the hose clamps.



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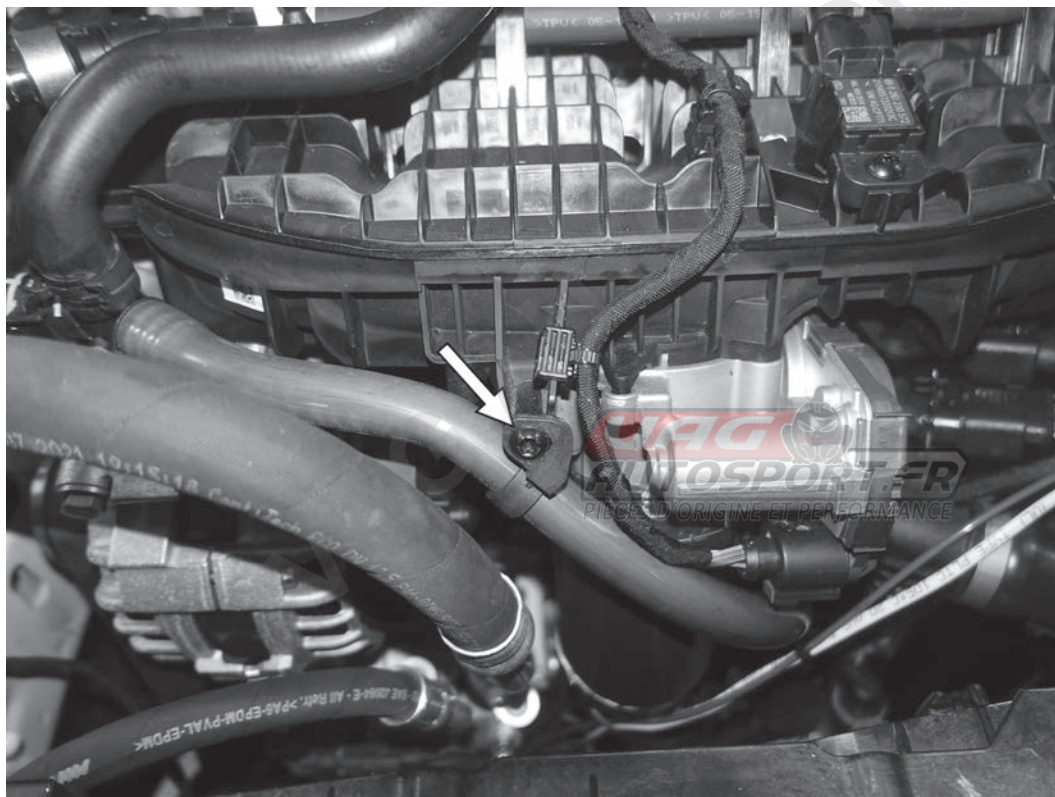
23) Install the wiring harness clip onto the mounting point on the APR pipe by simply pushing the clip onto the tab.

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24) Connect the lower turbo outlet hose to the lower side of the APR outlet pipe. Secure the hose with the original clamp and torque to 75 in-lbs (8.5Nm).



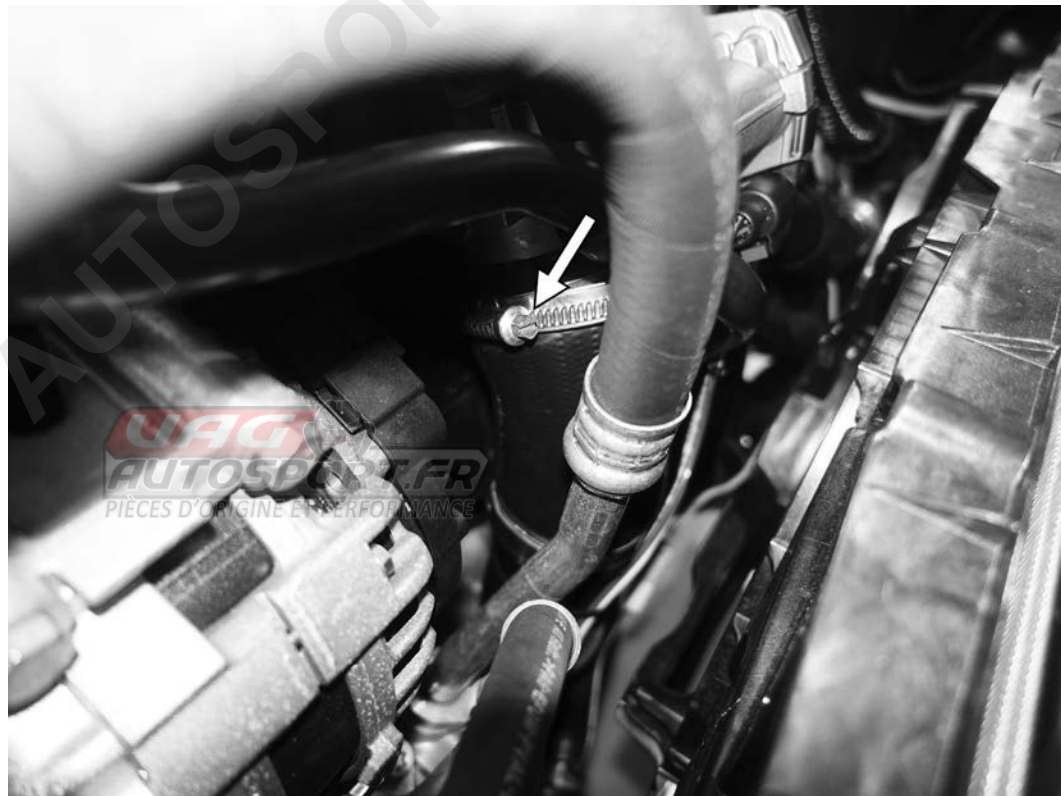
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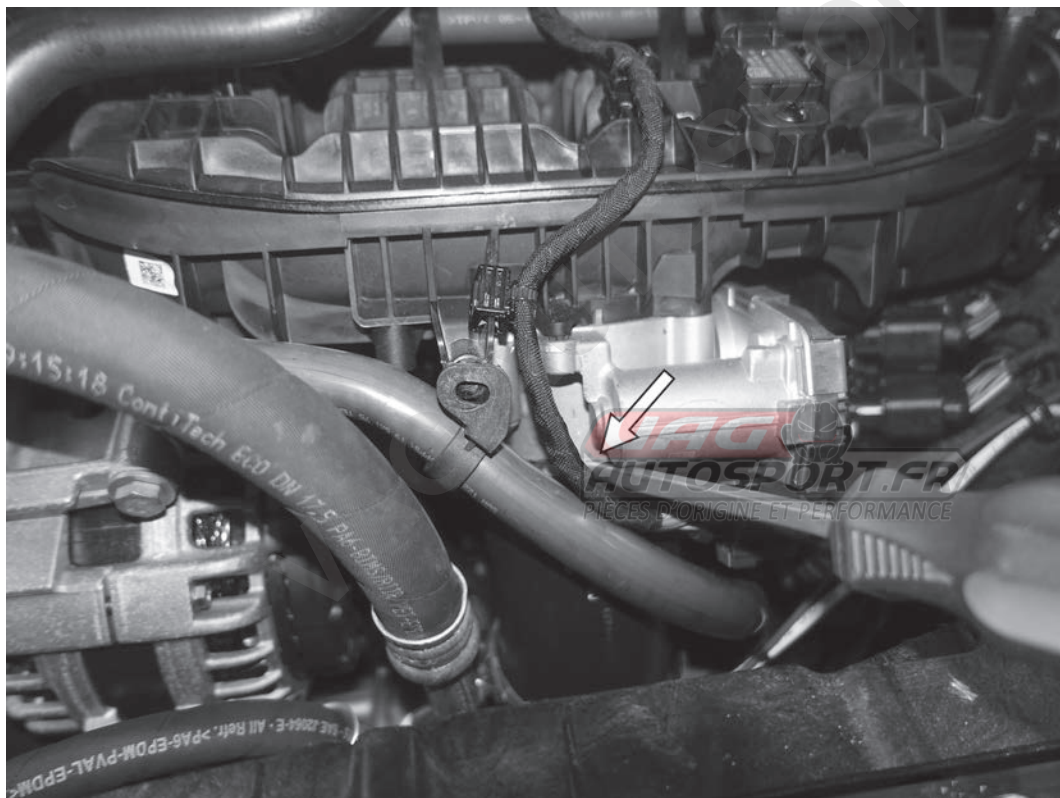
25) Remove the T30 screw holding the hose to the front of the intake manifold, by the throttle body.

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26) Loosen the 7mm hose clamp connecting the hose to the throttle body.



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27) Using a pick tool or screwdriver, separate the hose from the throttle body by running the tool around the outside diameter of the throttle body inlet.

28) Loosen both 7mm hose clamps on the intercooler outlet hose, and then separate the intercooler outlet hose from the factory charge pipe on the front of the engine, and from the intercooler outlet.



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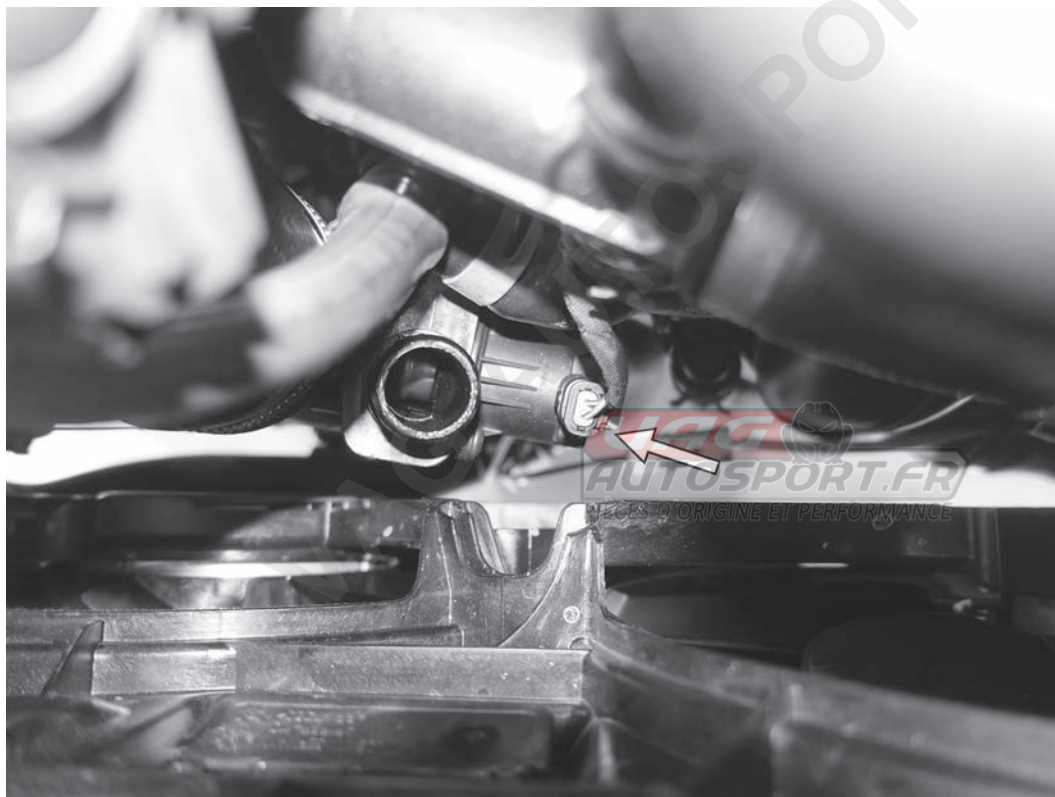


29) On the lower side of the factory charge pipe on the front of the engine, disconnect the electrical connector to the factory MAP sensor. Pull the small tab out and away from the sensor, and then squeeze on the connector to release it.

30) On the Golf R, using a set of flexible hose clamp pliers, remove the spring clamp from the hose that connects to the factory diverter valve. Then, pull off the hose from the diverter valve that runs to the air inlet pipe by the turbocharger.



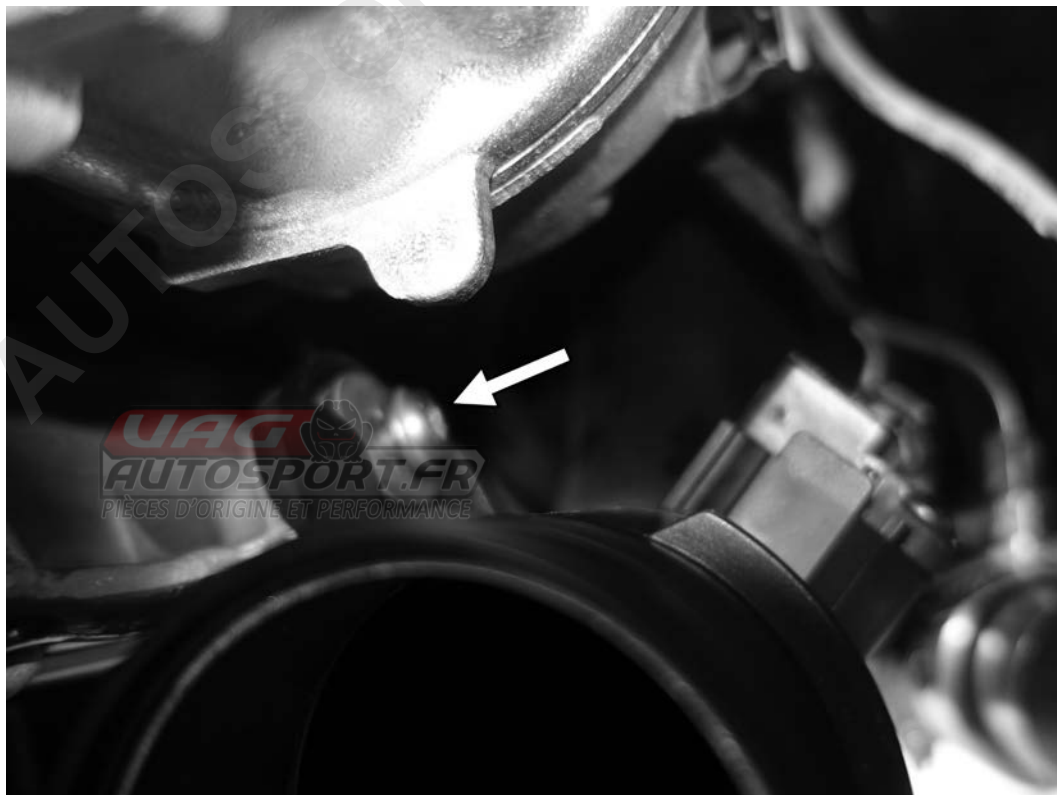
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31) On the Golf R, disconnect the electrical connector to the diverter valve.

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32) Just above the factory MAP sensor, loosen the T30 screw holding the factory charge pipe to the front of the engine.



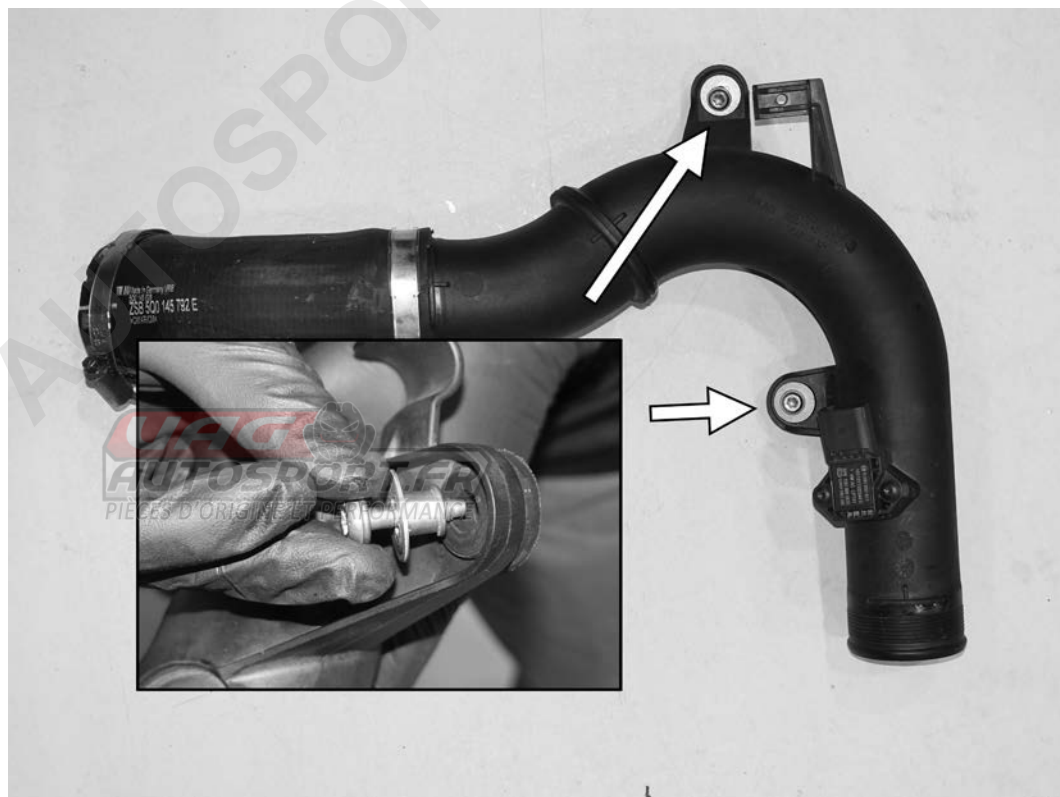
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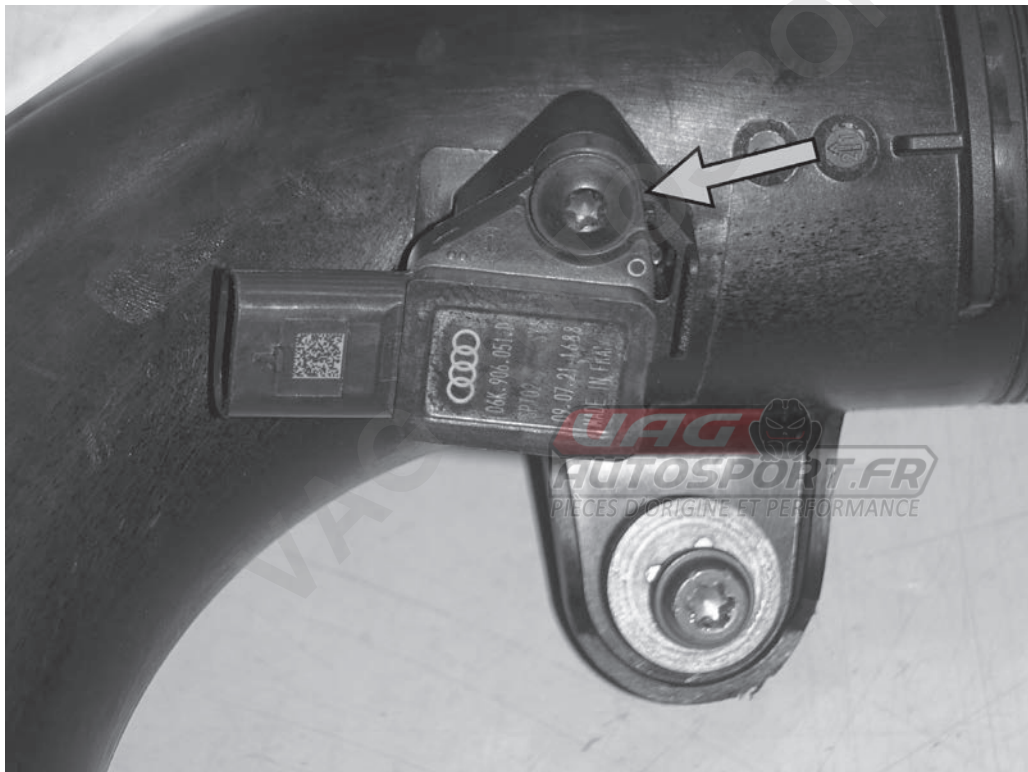
33) Loosen the T30 screw on the left side of the factory charge pipe. Pull the factory charge pipe down (with the upper hose to the throttle body attached) and remove it from the car.

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34) Remove the two screws and rubber grommets from the factory charge pipe. Pull the screw assembly away from the rubber grommet, and then pry the rubber grommets out from the mounting holes



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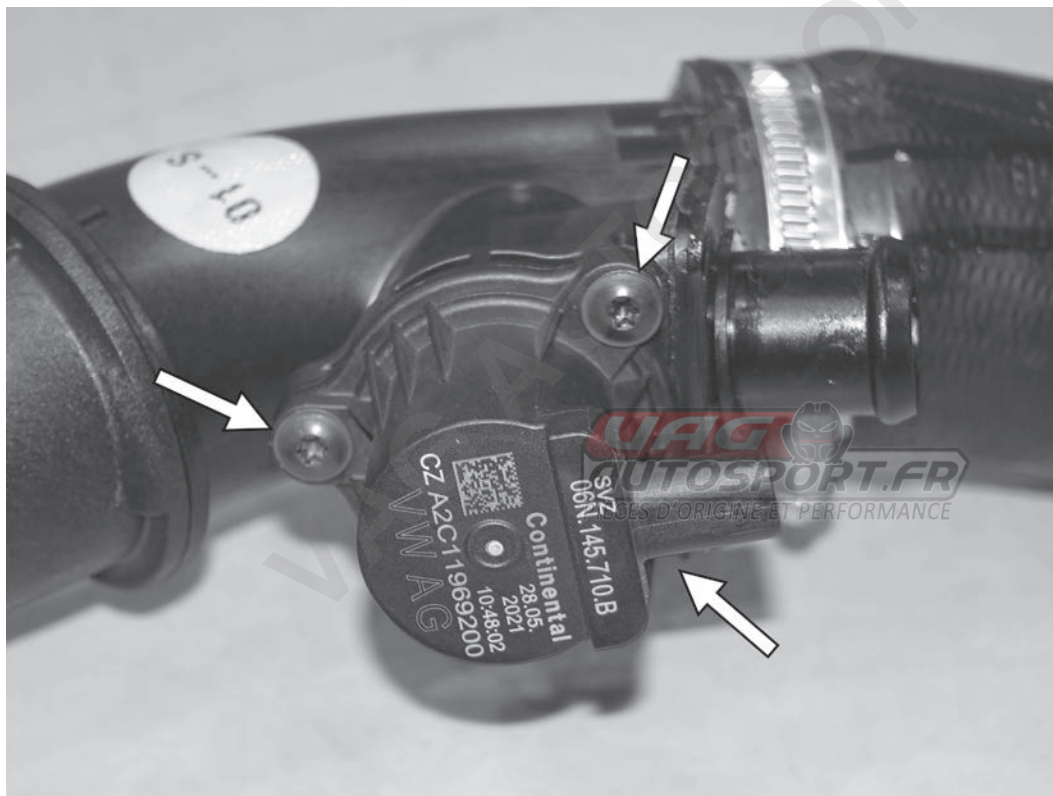


35) Loosen and remove the T20 screw holding the factory MAP sensor to the factory charge pipe. After noting the direction of the MAP sensor electrical connector and how it is oriented in the pipe, remove the MAP sensor from the pipe.

36) Install the two rubber grommets and screws onto the APR intercooler outlet pipe as shown. Install the MAP sensor from the factory pipe onto the APR throttle body pipe with the supplied 4mm allen screw. Torque the screw to 62 in-lbs (7Nm). Loosely install the upper throttle body hose and the two supplied hose clamps, clocking the hose using the stock charge pipe and hose as a reference.



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37) On the Golf R, remove the three T20 screws holding the diverter valve to the stock front charge pipe.

38) On the Golf R, install the stock diverter valve onto the APR front charge pipe in the same orientation that it came off the stock charge pipe. Secure it with the three supplied 4mm allen screws, torquing them to 62 in-lbs (7Nm).



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39) Place the APR front charge pipe assembly into the car from underneath.

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40) Install the APR intercooler outlet hose to the APR pipe and secure with the two supplied clamps. Make sure the APR throttle body hose is positioned correctly on the throttle body. Then, tighten all four hose clamps (two on the intercooler outlet hose and two on the throttle body hose). Torque the clamps to 75 in-lbs (8.5Nm).



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41) Secure the APR intercooler pipe by installing the T30 screw on the left side of the pipe. Torque the screw to 62 in-lbs (7Nm).

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42) Install the T30 screw into the front of the engine, just above the MAP sensor. Torque the screw to 62 in-lbs (7Nm).



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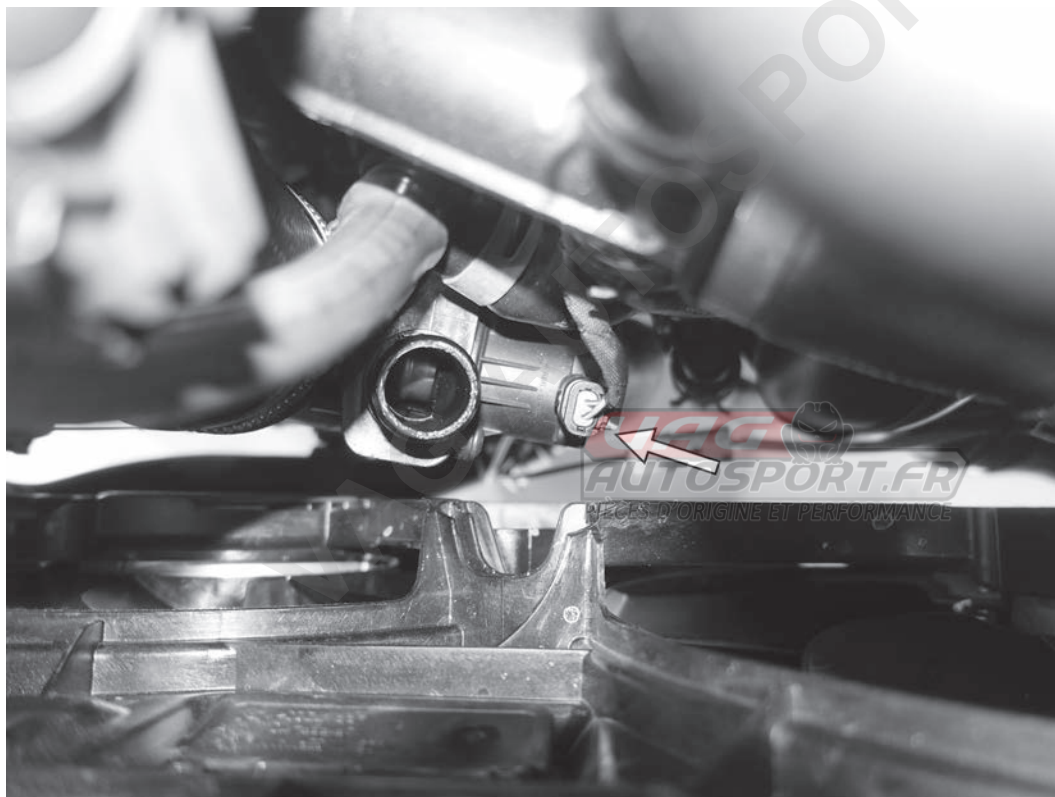


43) Reconnect the electrical connector from the wiring harness to the MAP sensor.

44) Install the previously removed factory clip to the coolant line. The clip will be installed upside down (flipped over) compared to how it was on the factory pipe. Secure the clip to the tab on the APR pipe.



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45) On the Golf R, reconnect the electrical connector to the diverter valve.

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46) Reinstall the hose that runs from the diverter valve to the stock turbo inlet. Reinstall the stock spring clamp using a pair of flexible hose clamp pliers.



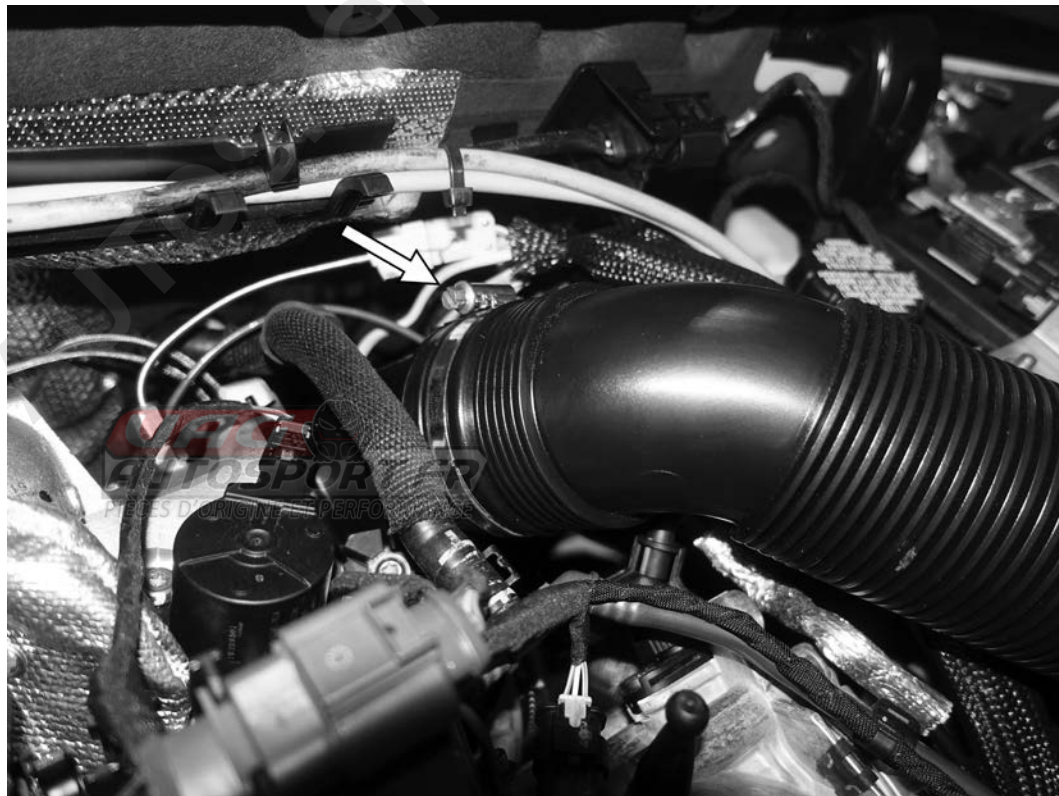
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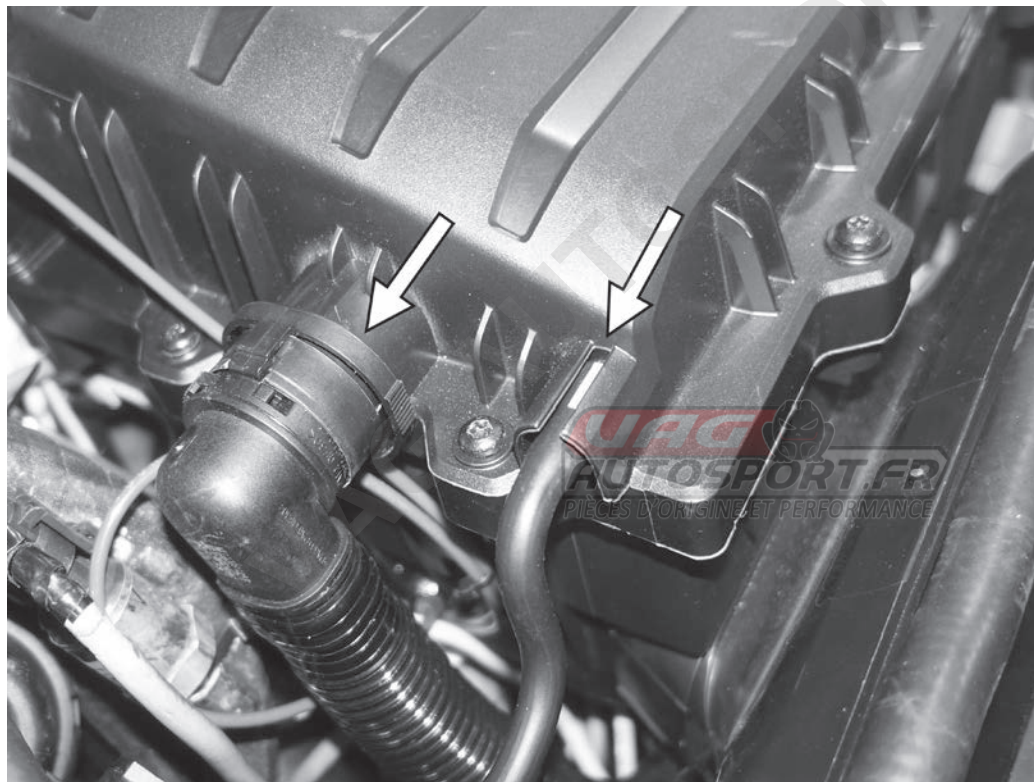
47) Reinstall the factory airbox. On the Golf R, be sure to connect the hose from the diverter valve to the factory accordion pipe.

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48) Reconnect the air intake to the inlet of the turbocharger, tightening the clamp to 49 in-lbs (5.5Nm).



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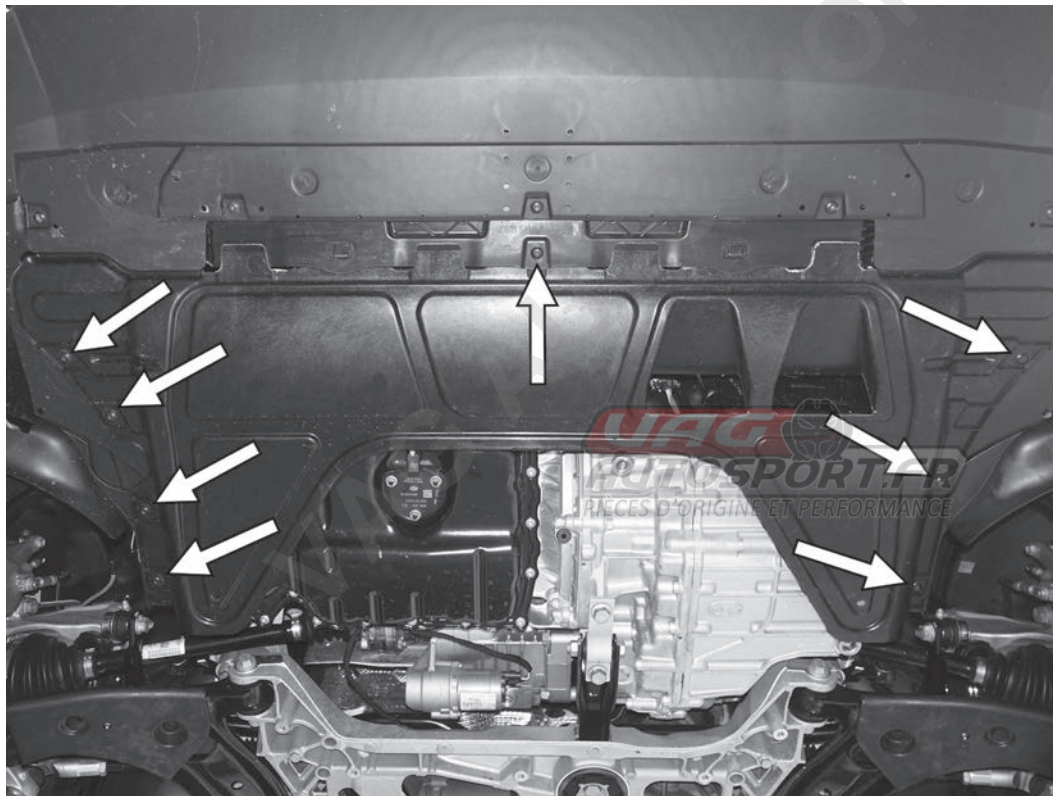


49) Reconnect the vacuum line to the side of the airbox. If equipped, install the secondary air hose to the side of the airbox.

50) Reassemble the lower portion of the airbox inlet, the air inlet scoop, and the top cover of the air inlet. Tighten the four T25 screws holding the airbox inlet to the top of the radiator core support.



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51) Reinstall the factory belly pan on the car, making sure the tabs of the belly pan connect to the bottom of the bumper cover as they originally did. Secure the belly pan with the eight T25 screws.

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