

#TL100147

INSTALLATION MANUAL

MS100143, 144

APR MQB High Pressure Fuel Pump (HPFP)

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Notes:

These instructions were written for a North American specification VW Mk7 GLI, but other models, like the A3, S3, 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.

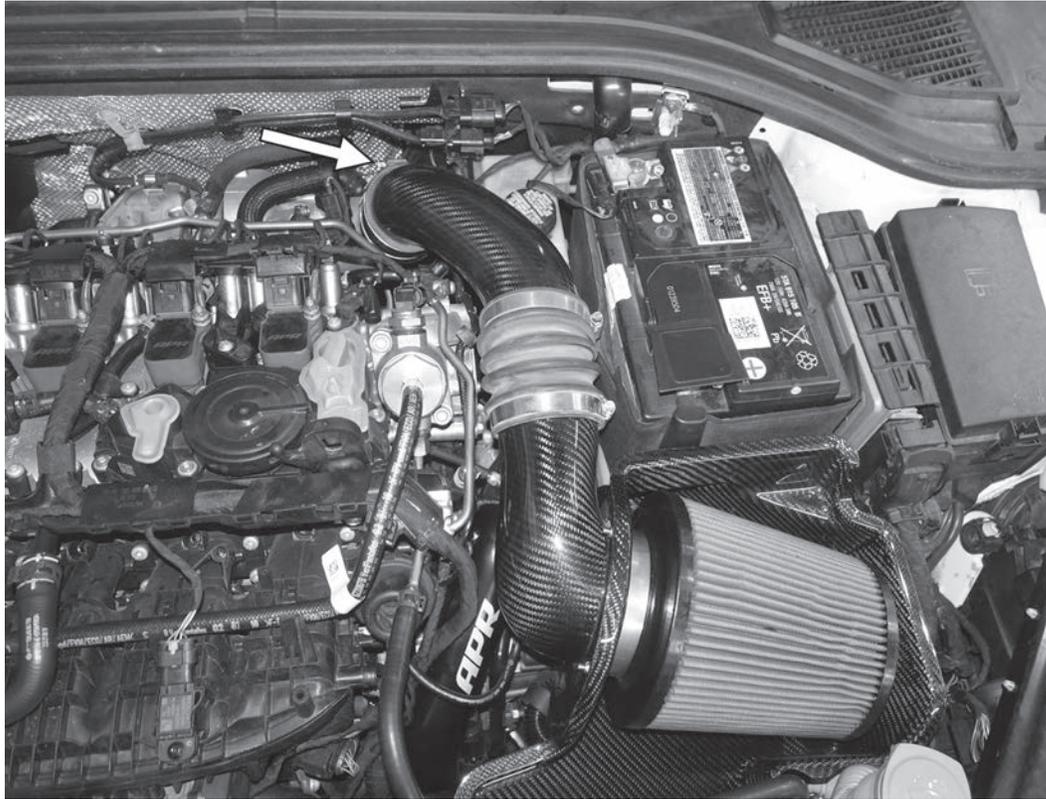
These instructions assume that you have basic mechanical skills and several varieties of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



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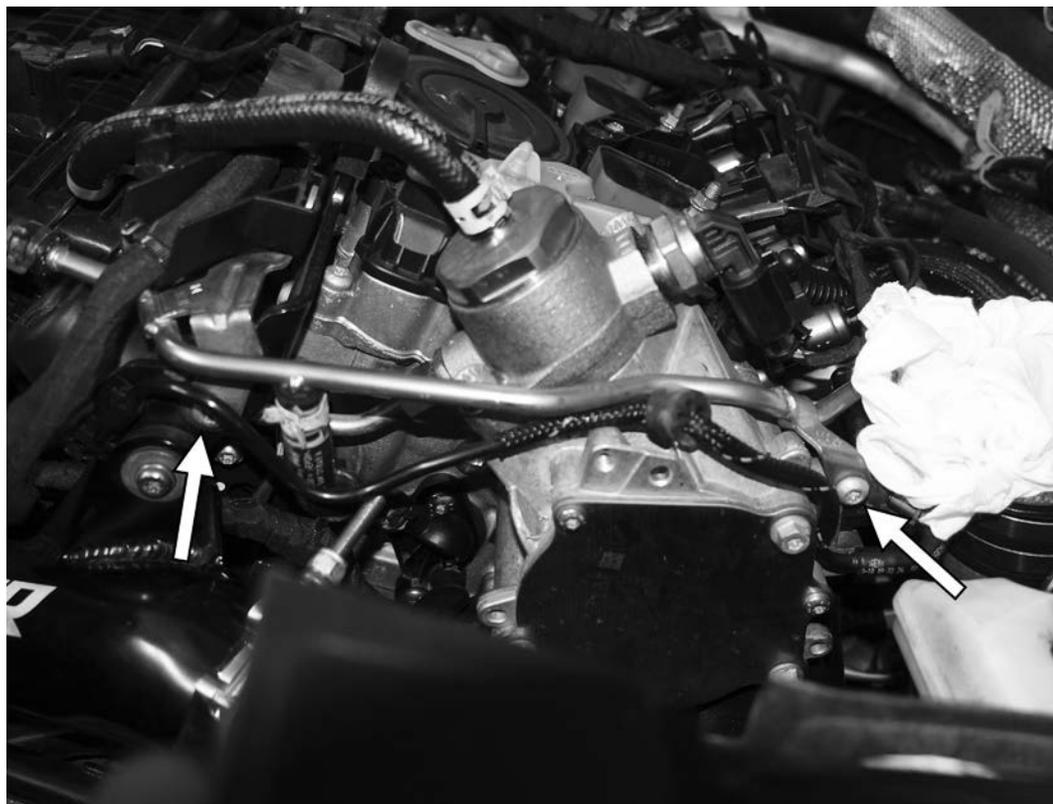
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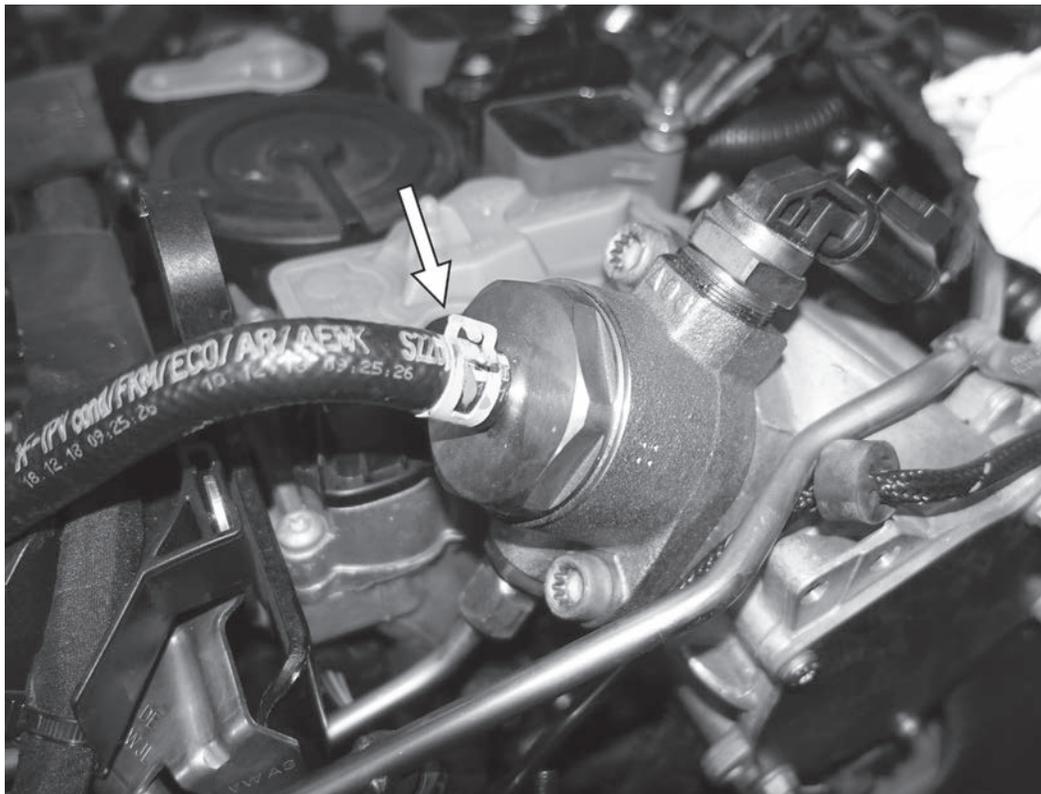
1) Raise the hood and remove the engine cover. Remove the intake from the turbo inlet as well as remove the airbox from the car. Use a rag to prevent anything from falling into the turbocharger.

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2) Remove the two T30 screws from the coolant pipe that runs along the left side of the engine.



TL100147

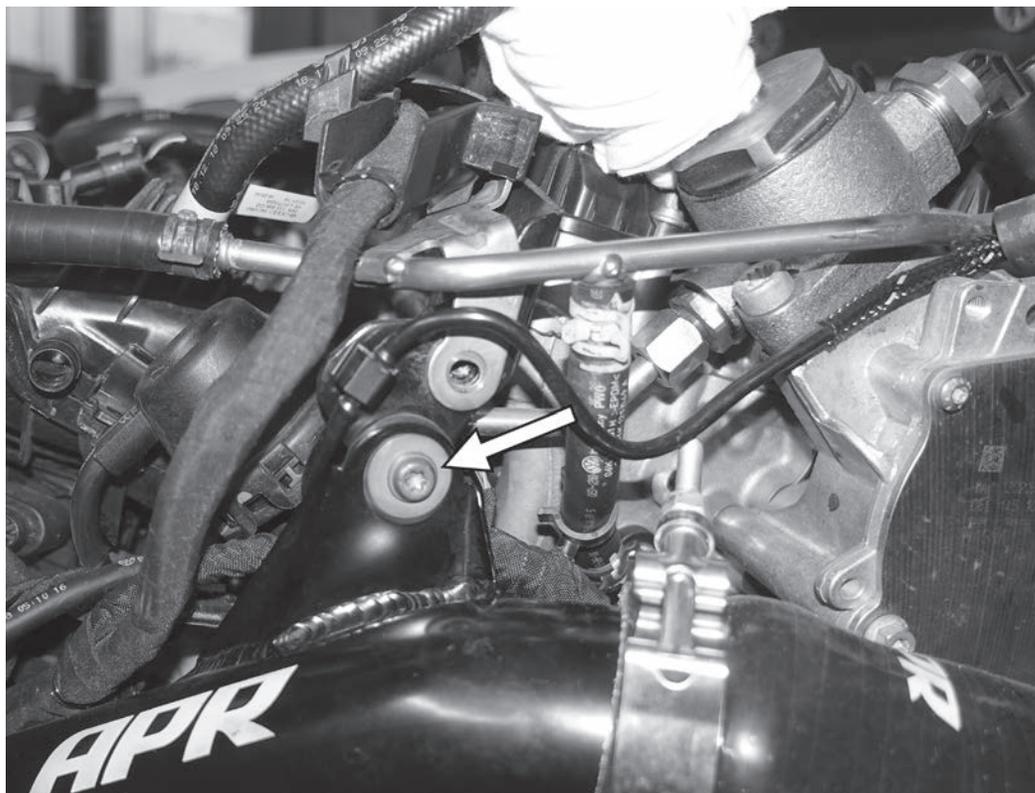


3) Remove the spring clamp from the end of the fuel feed line. Wrap the hose and connection with a rag before pulling the hose off of the pump, as gas will drain and can spray from the port in the HPFP.

4) Disconnect the electrical connector from the top of the HPFP.



TL100147

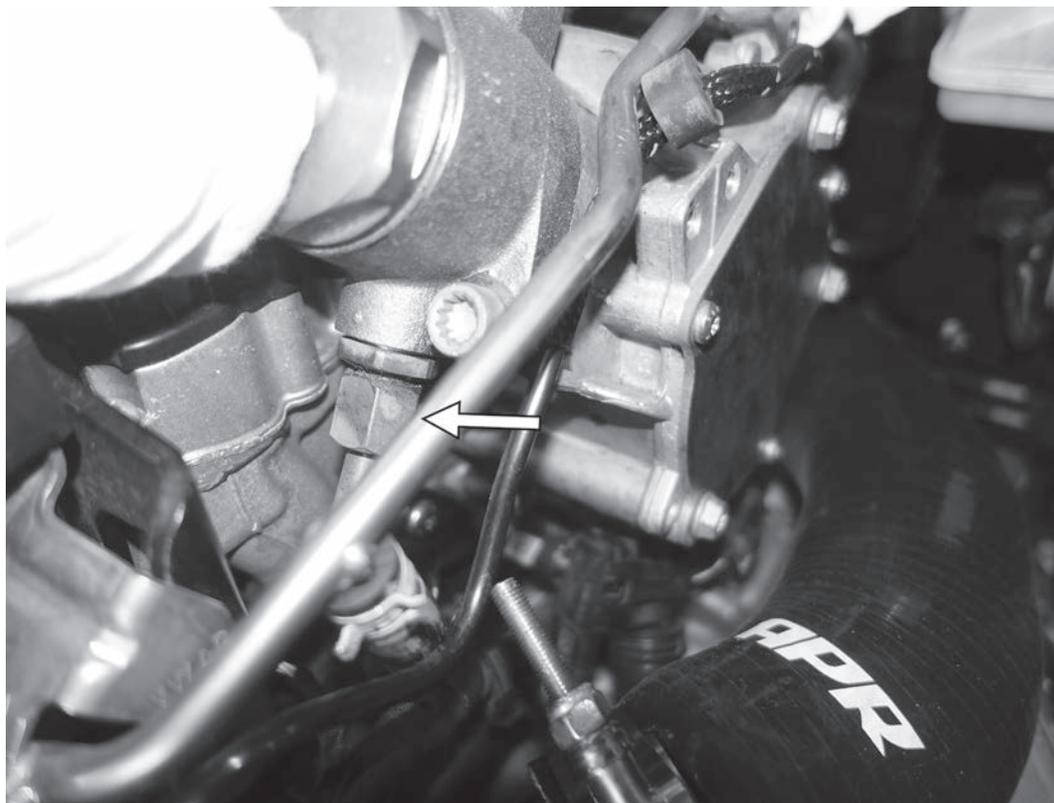


5) Remove the T30 screw from the side of the turbo outlet pipe.

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6) Move the turbo outlet pipe out of the way to access the T30 screw that holds the HPFP outlet pipe.



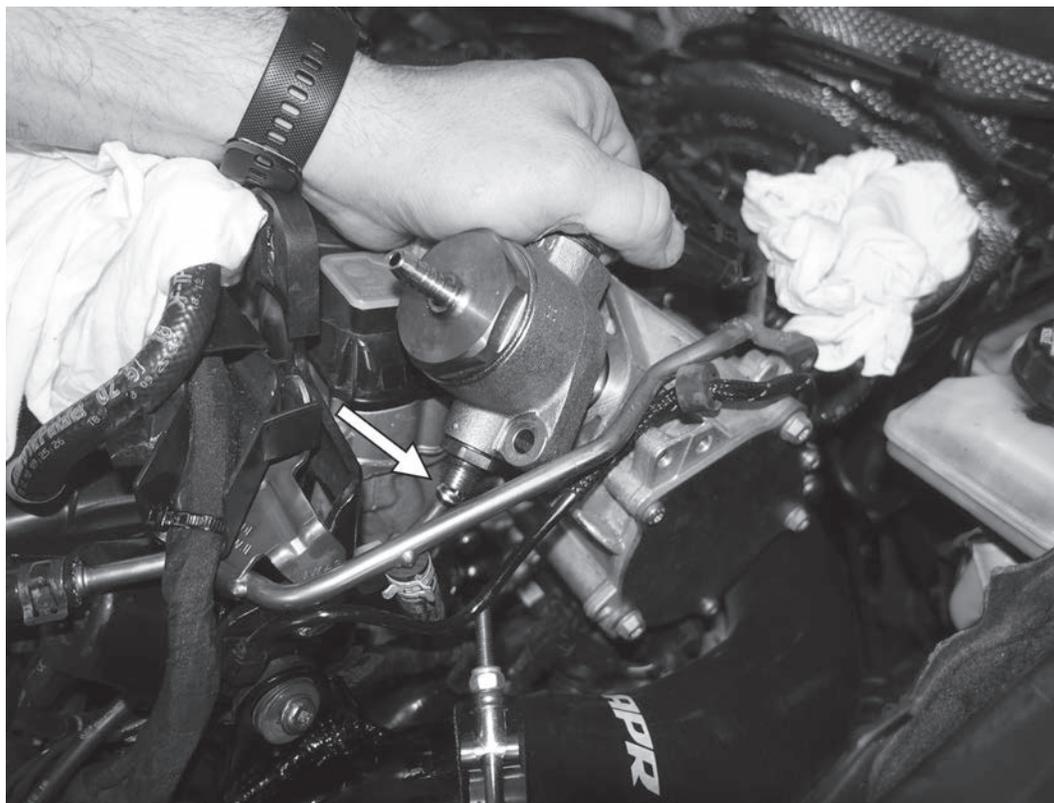


7) Loosen the 17mm nut from the HPFP outlet pipe. Some fuel will drain from here was well.

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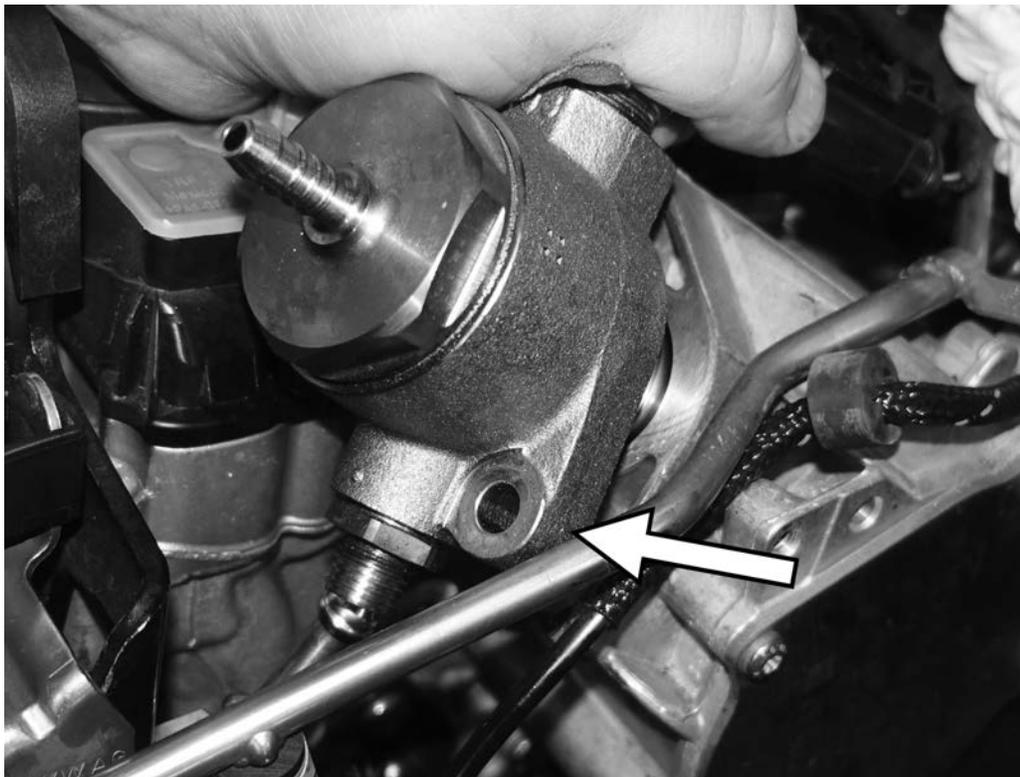
8) Remove the two 10mm triple square screws holding the HPFP to the cylinder head.

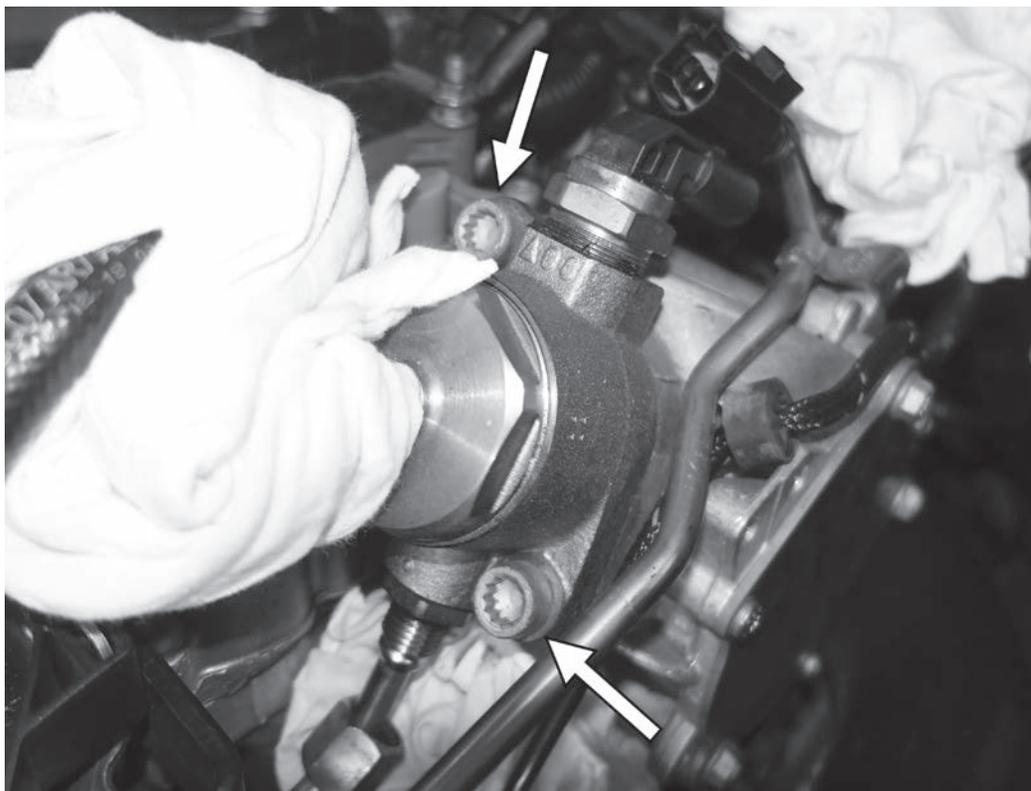




9) Pull the HPFP away from the engine just enough to pull the o-ring out of the housing in the cylinder head. Then, rotate the HPFP counter-clockwise to separate the pump from the outlet pipe. Remove the pump from the car. It is not necessary to remove the roller tappet from inside the cylinder head.

10) Lubricate the o-ring on the APR pump with engine oil, and then place the APR HPFP into the housing on the cylinder head with the pump slightly rotated counter-clockwise. Do not push the pump into the head. Ensure the fitting on the bottom of the APR HPFP aligns with the outlet pipe, then rotate the pump clockwise until the bolt holes line up.

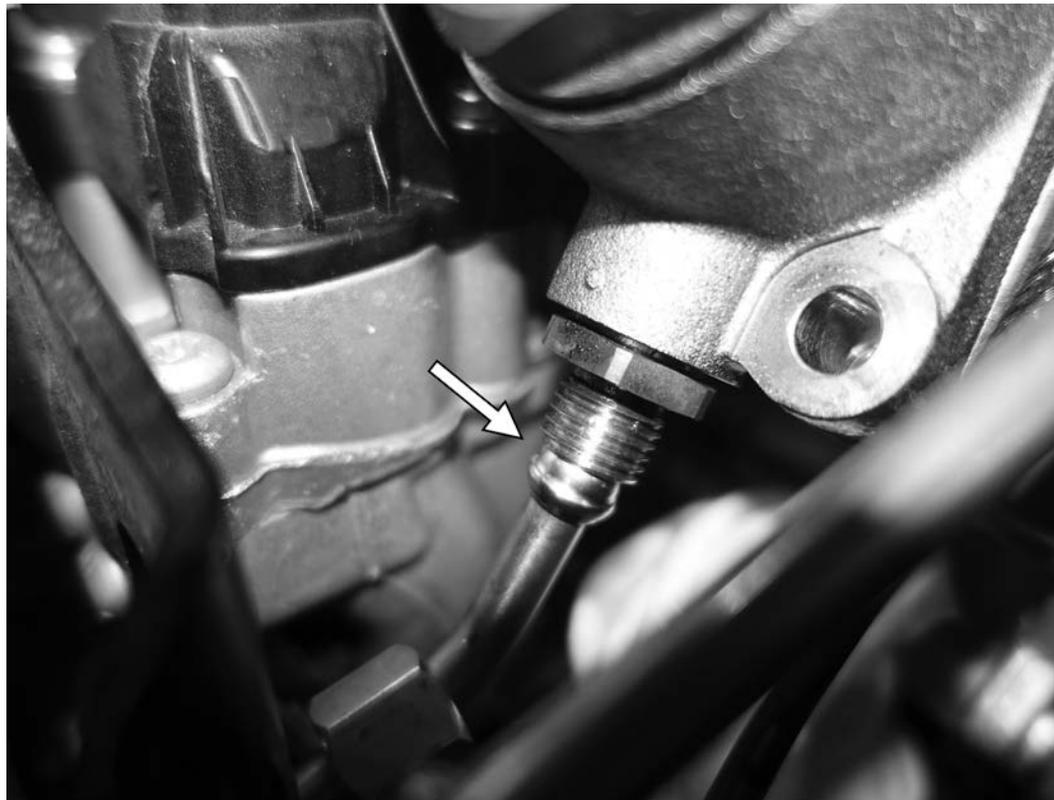




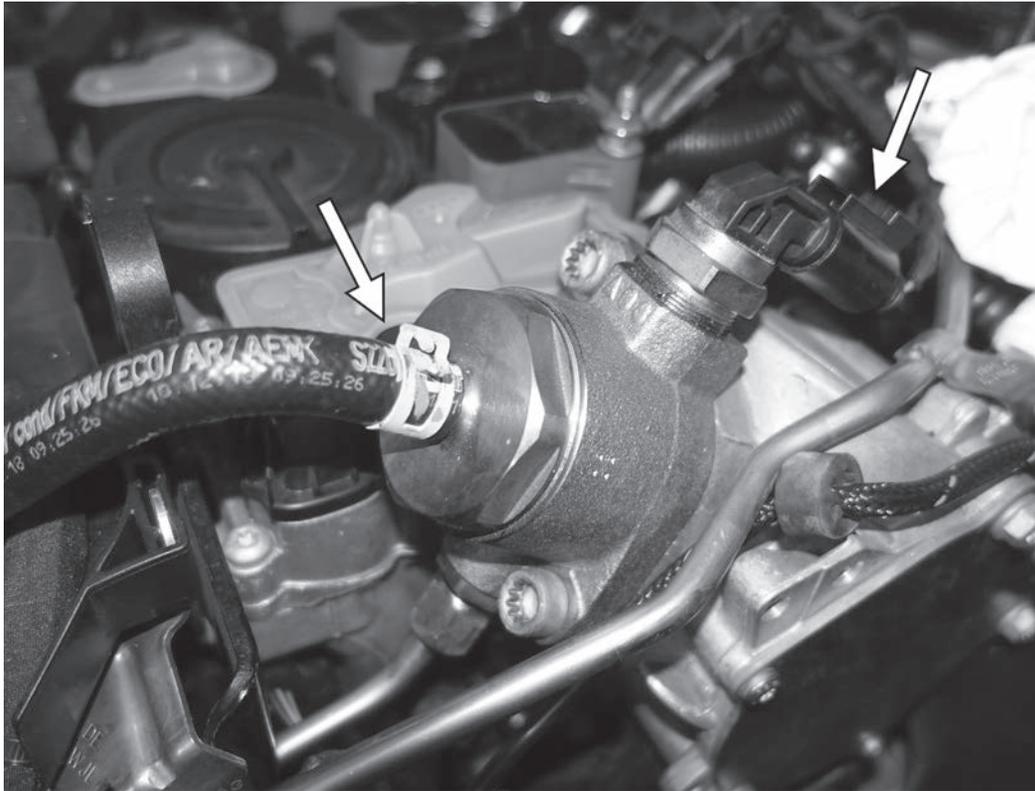
11) Ensure the outlet pipe sits correctly into the connection on the bottom of the APR HPFP. Install the two 10mm triple square screws and tighten to 20Nm (177in-lbs).

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12) Install the 17mm nut holding the bottom of the outlet pipe to the APR HPFP. Tighten the fitting to 27Nm (20ft-lbs).



TL100147

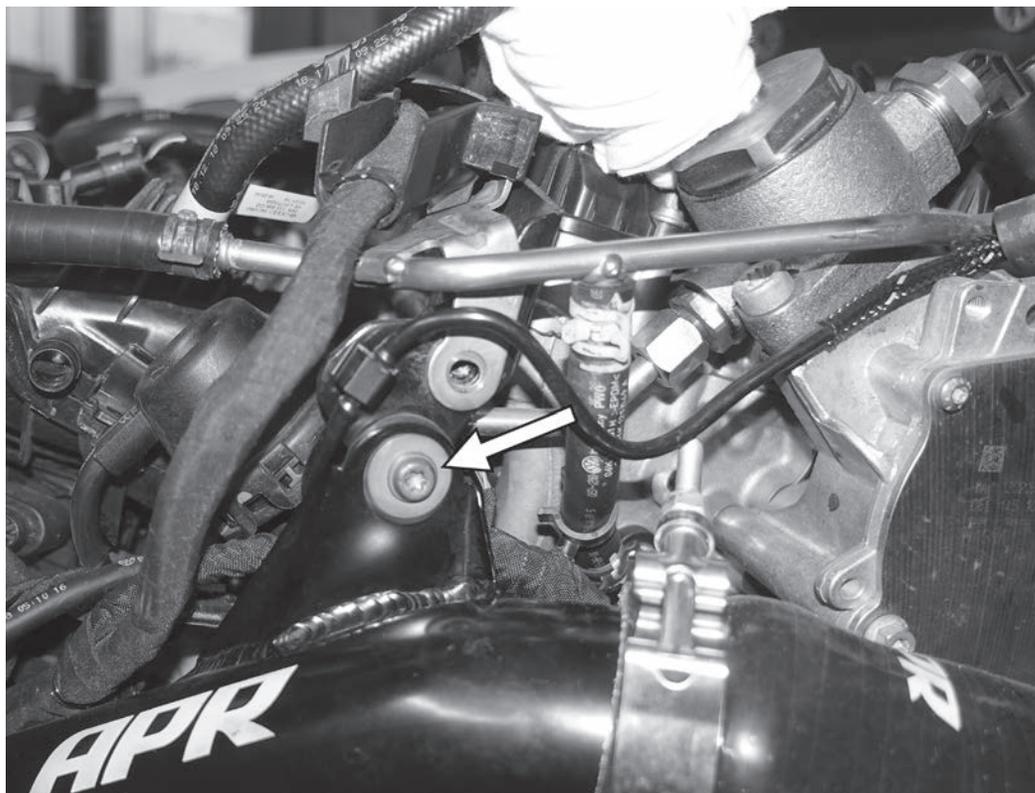


13) Reconnect the electrical connector to the solenoid on the top of the APR HPFP. Reinstall the fuel feed line to the front of the APR HPFP, and secure with the original spring clamp.

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14) Reinstall the T30 screw holding the HPFP outlet pipe to the intake manifold, and tighten the screw to 9Nm (80in-lbs).





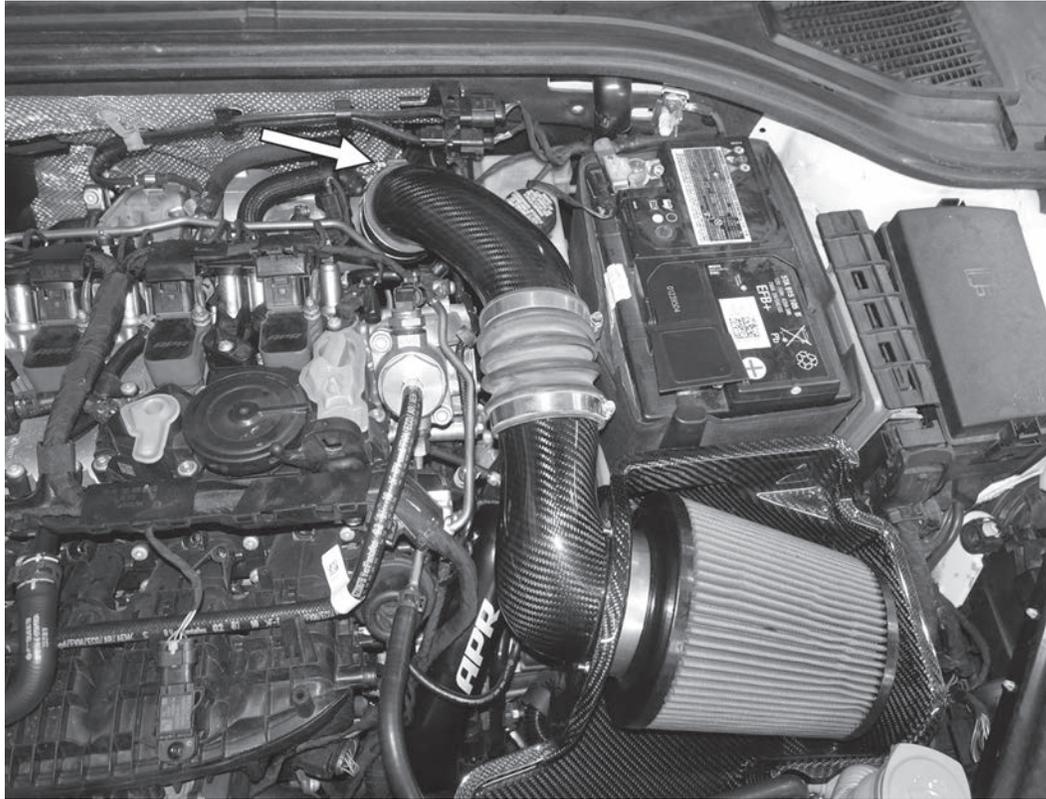
15) Reinstall the T30 screw holding the charge pipe to the intake manifold. Tighten this screw to 7Nm (62in-lbs).

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16) Reinstall the two T30 screws holding the coolant pipe to the side of the engine. Torque both screws to 9Nm (80in-lbs).



TL100147



17) Place the intake back in the car, reconnecting the vacuum line to the bottom of it. Be sure all three mounting grommets are in place. Tighten the clamp holding the back of the intake to the turbocharger inlet. Finally, reinstall the engine cover.

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