

#TL100152

INSTALLATION MANUAL

CI100048

APR C8 A6/A7 3.0T Intake

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Notes:

These instructions were written for a North American specification C8 A6, but other models like the A7, 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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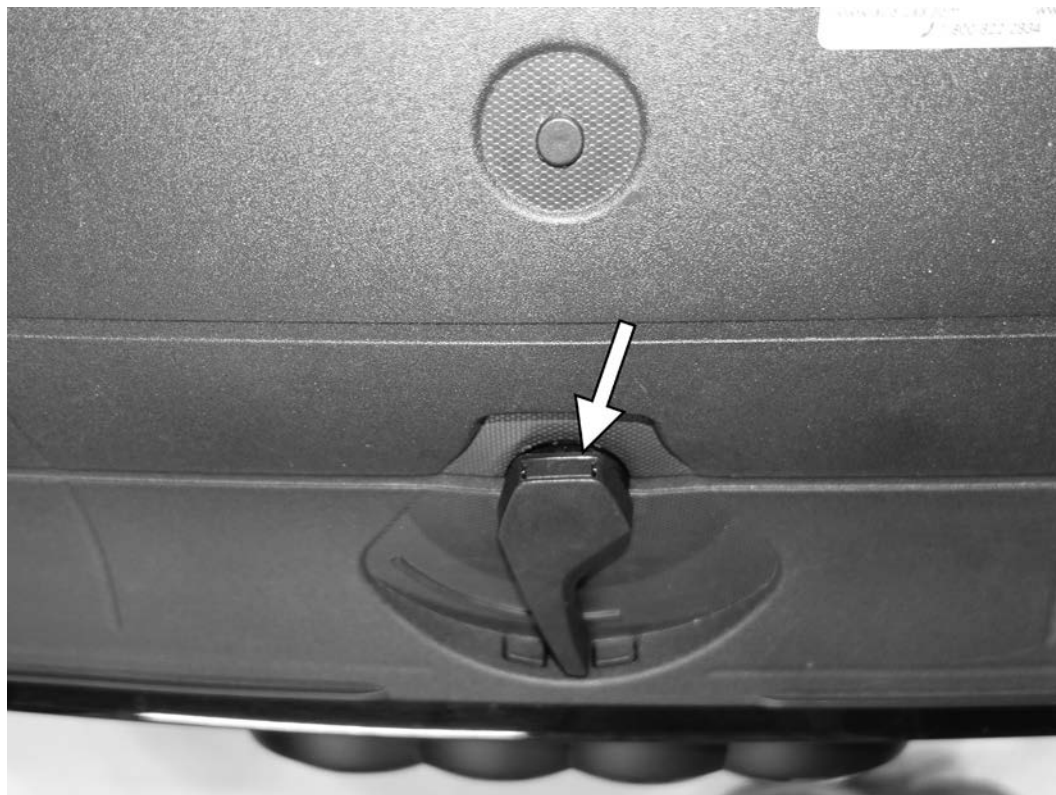


1) Raise the hood and remove the engine cover by lifting on each of the four corners of the cover.

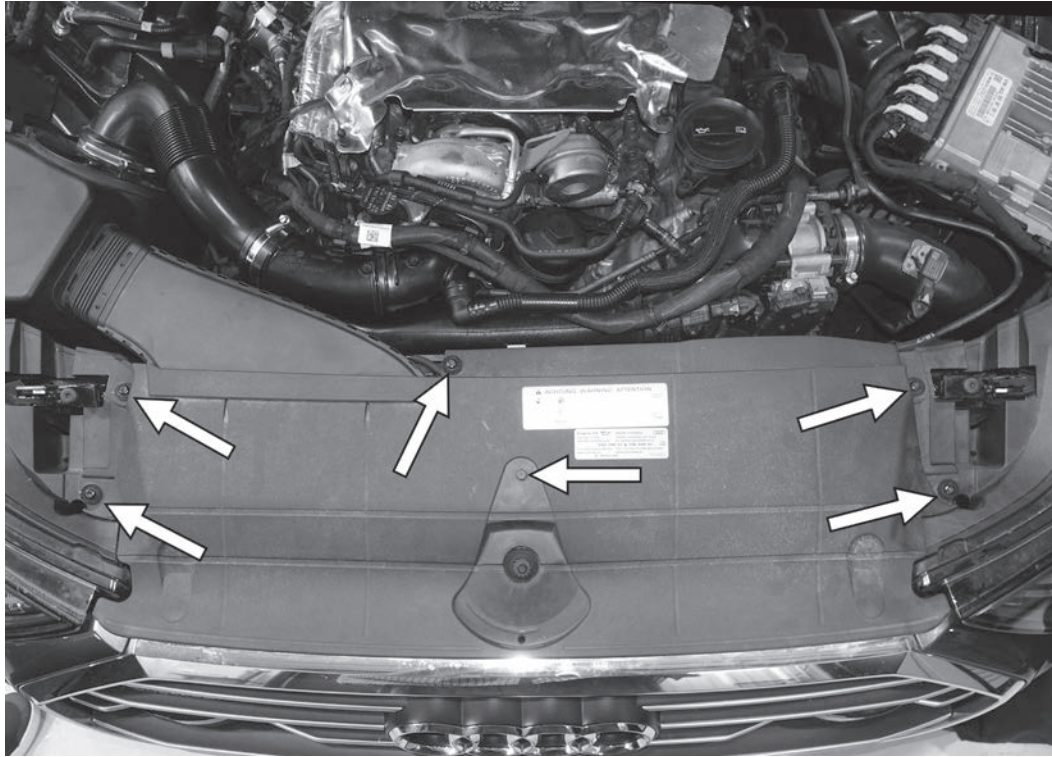
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2) Remove the engine hood latch by pressing in on the button on the back side of the latch, and then lifting the latch up and away from the car.

Be sure not to close the hood at any time without first reinstalling the latch!



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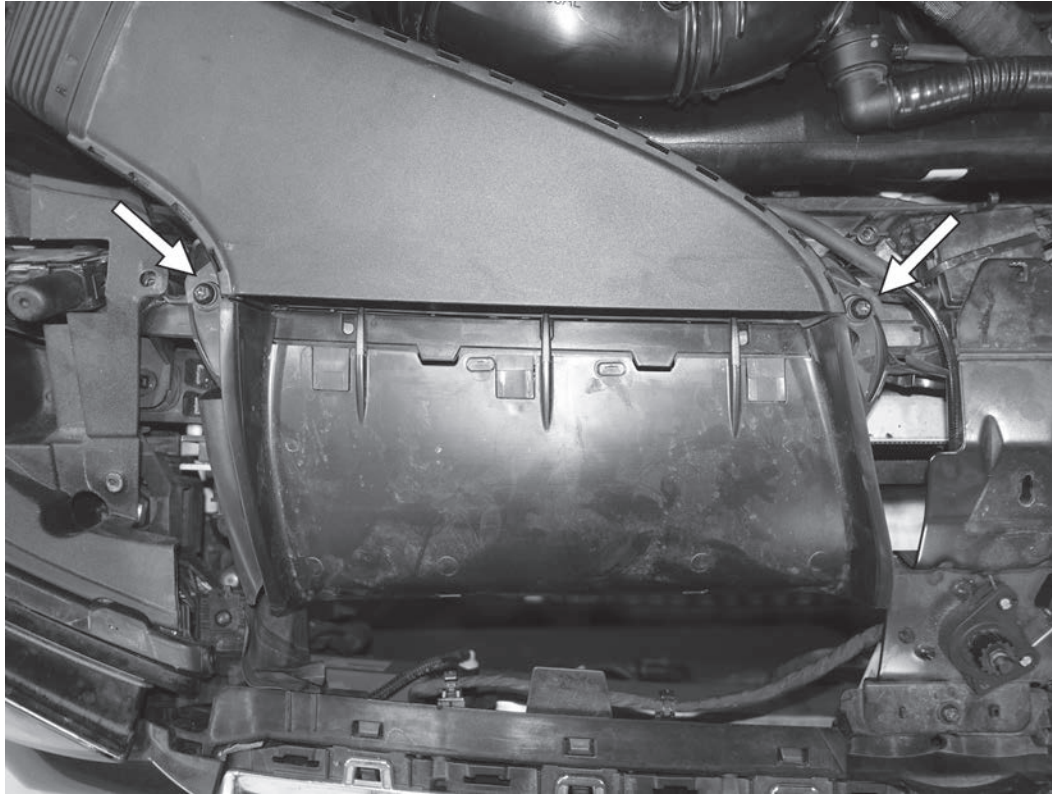


3) Remove the five T30 screws holding the cover between the front grille and the radiator support. Also remove the one push pin style connector in the middle of the cover. To remove this pin connector, carefully pry the raised center part of the pin up, and then remove the entire pin assembly up and out of the cover.

4) Lift up on the side of the cover and carefully lift the cover straight up. The cover is attached along the front side by the grille. Remove the cover from the car.



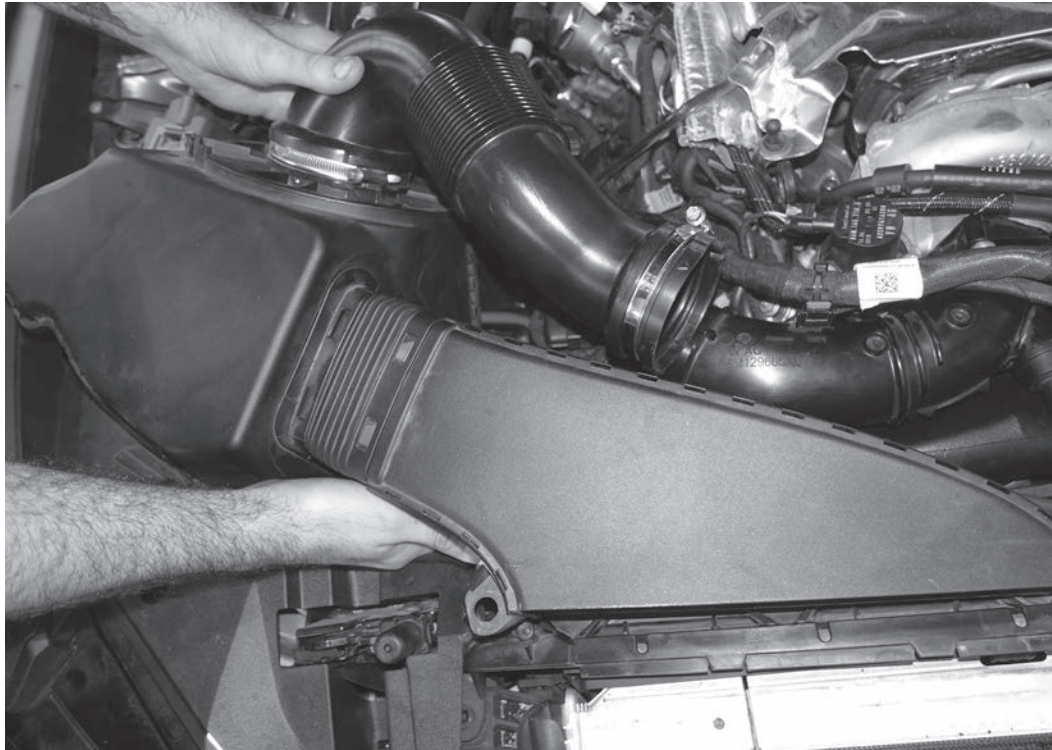
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5) Remove the two T30 screws holding the front intake scoop. Lift the scoop to remove it from the car.

6) Loosen the 7mm hose clamp connecting the plastic air inlet hose to the stock plastic inlet tube. Separate the hose from the inlet tube.

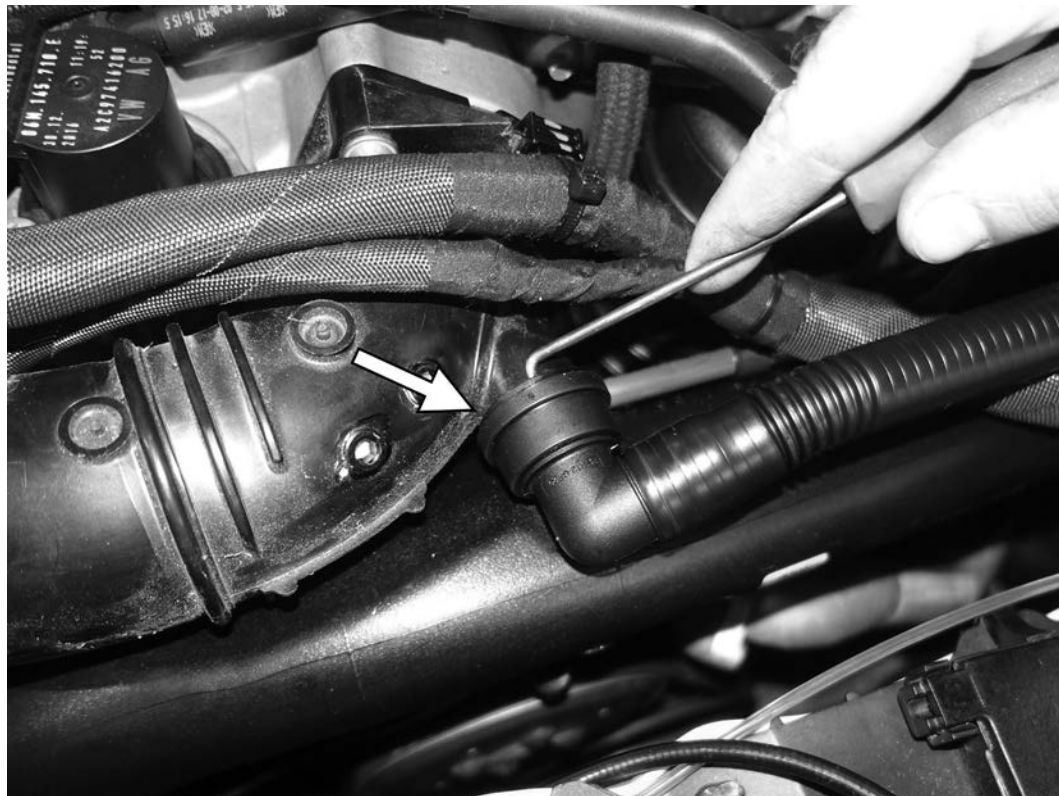




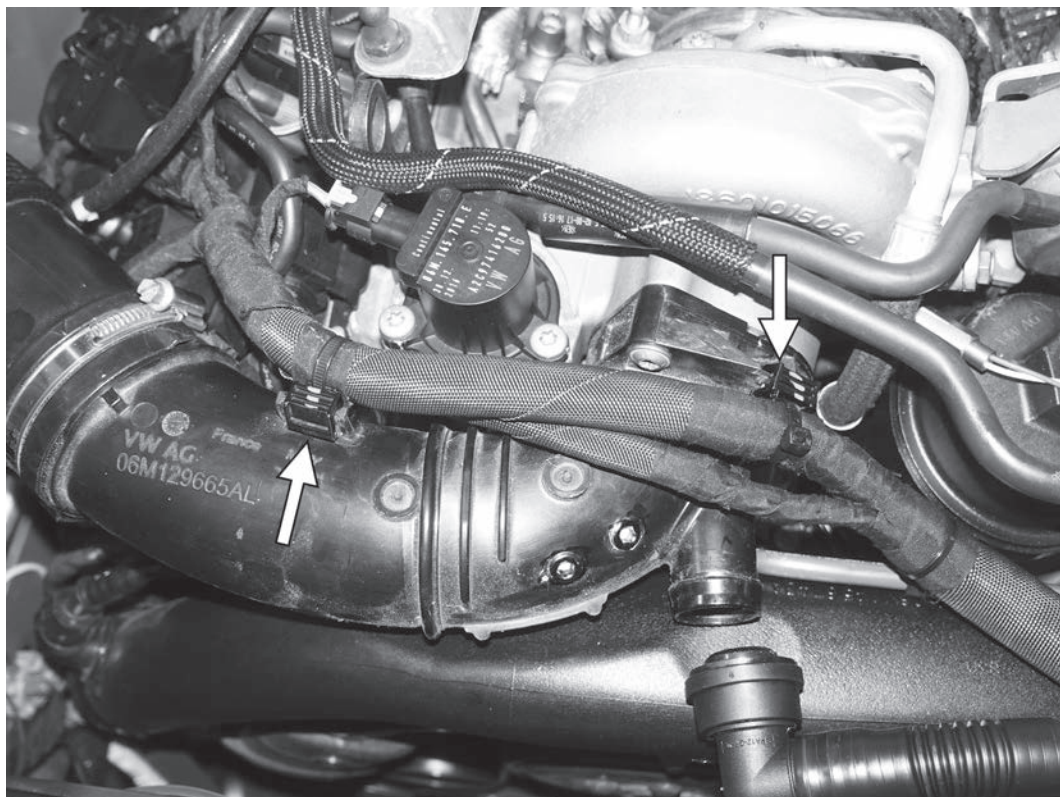
7) Lift the entire airbox assembly straight up and out of the car, with the front inlet scoop and plastic air inlet hose attached.

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8) Use a 90° pick to loosen the PCV connection on the turbo inlet pipe near the front of the turbocharger.



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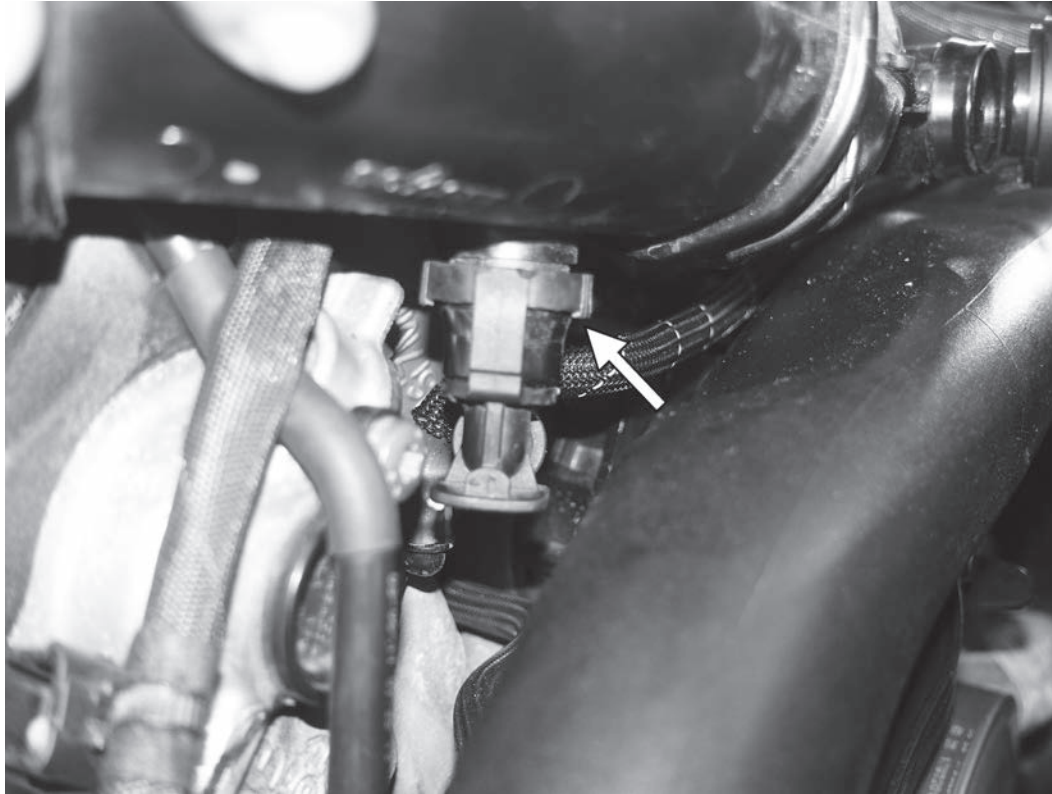


9) Unclip the two tabs holding the wiring harness to the top of the turbo inlet pipe.

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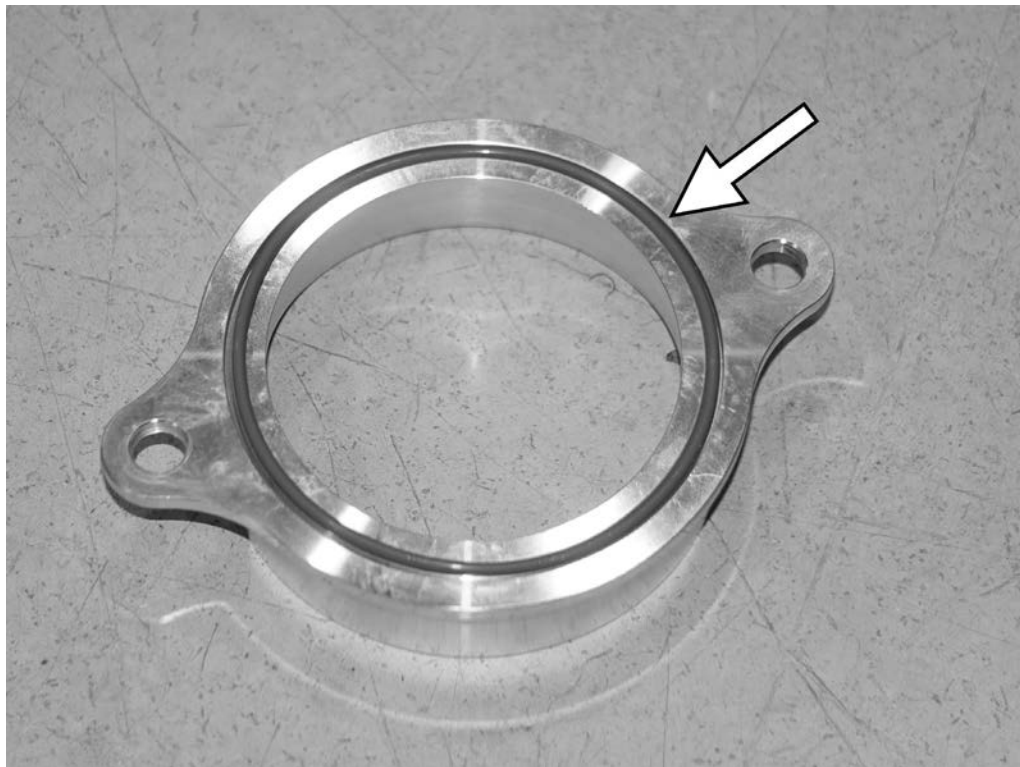
10) Remove the two T30 screws holding the turbo inlet pipe to the front of the turbocharger.

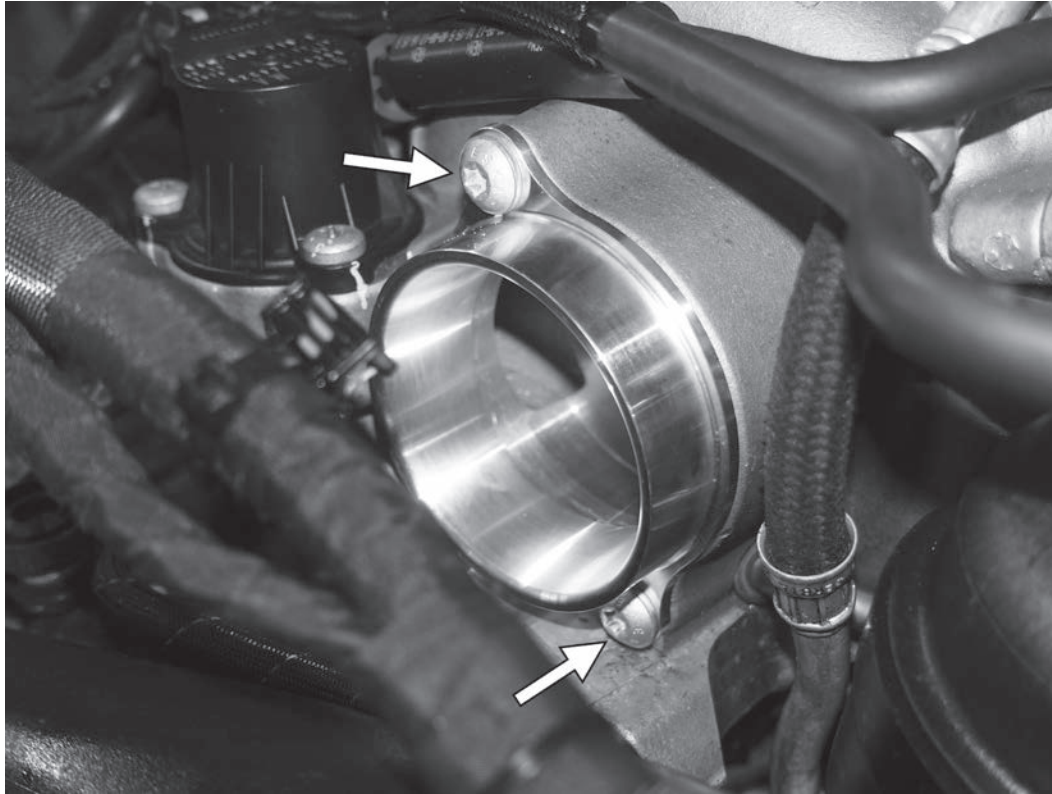




11) Slightly lift up on the turbo inlet pipe, and then disconnect the hose connection from the bottom of it by squeezing on both sides of the connector.

12) Install the supplied O-ring into the billet APR turbo inlet ring. Use some silicone lubricant or grease to help hold the O-ring in place.



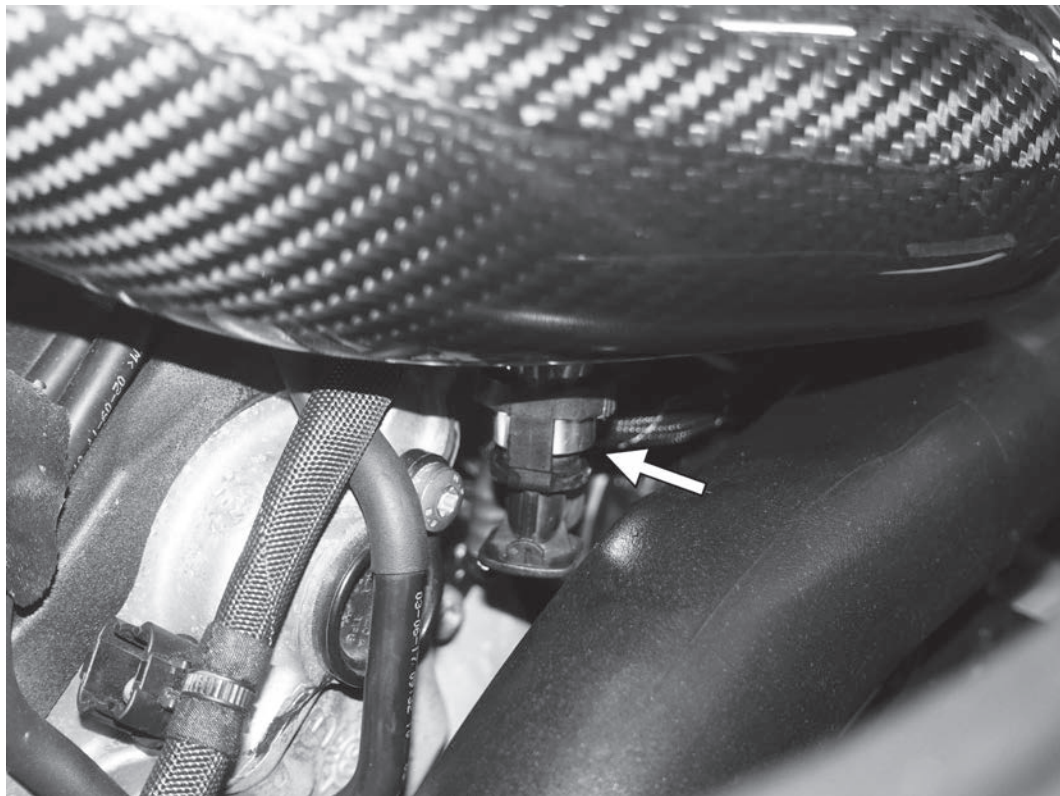


13) Install the billet APR turbo inlet ring onto the turbocharger with the two, new supplied T30 screws. Torque the screws to 9Nm (80in-lbs).

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14) Loosely place the supplied silicone coupler with two hose clamps over the APR turbo inlet ring as shown.





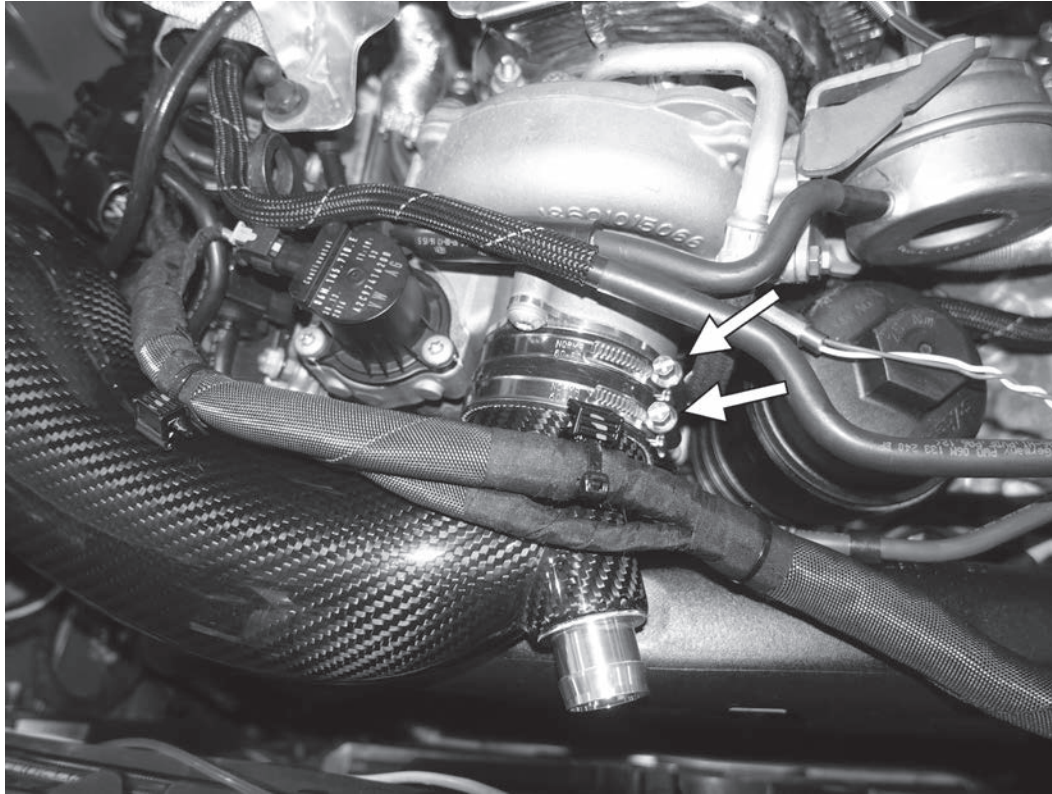
15) Loosely place the APR turbo inlet pipe into the silicone coupler on the front of the turbo. Lift up on the inlet pipe and connect the hose connection to the bottom of the turbo inlet.

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16) On the other end of the APR turbo inlet pipe, loosely install the rubber coupler with one of the hose clamps.



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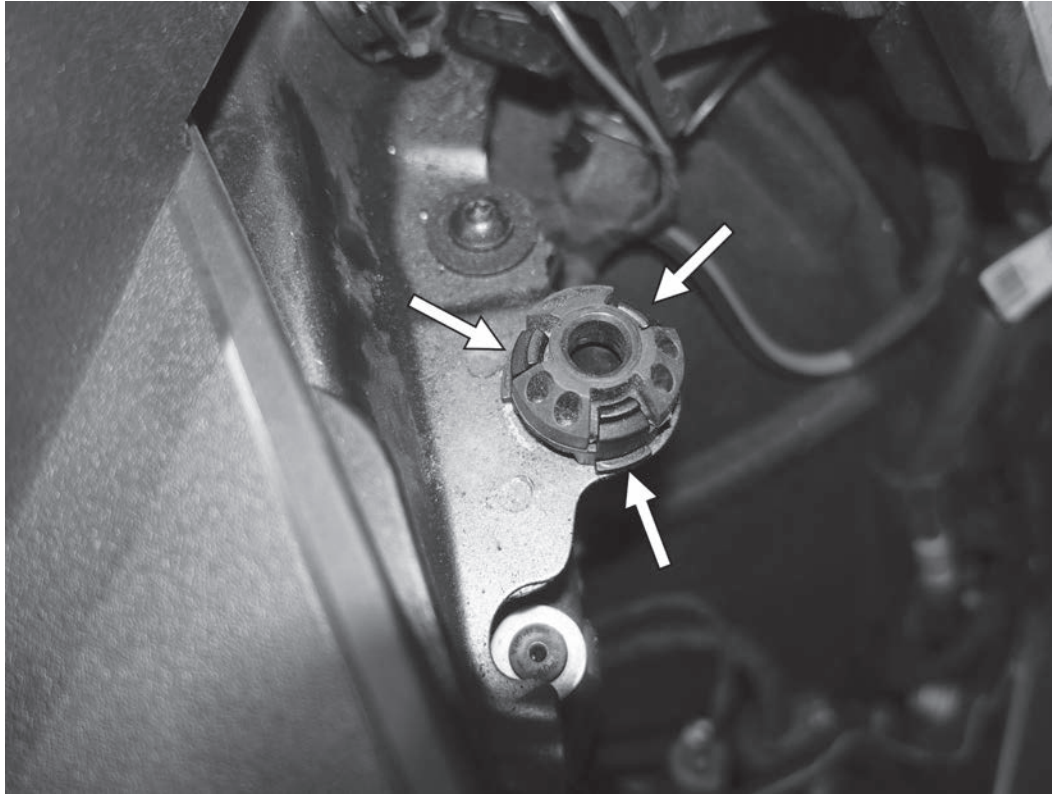


17) Tighten the two 7mm hose clamps on the turbo inlet pipe to 10in-lb (1.2Nm).

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18) Reconnect the PCV connection to the front of the inlet pipe by simply pushing the factory connector onto the one on the APR inlet pipe.



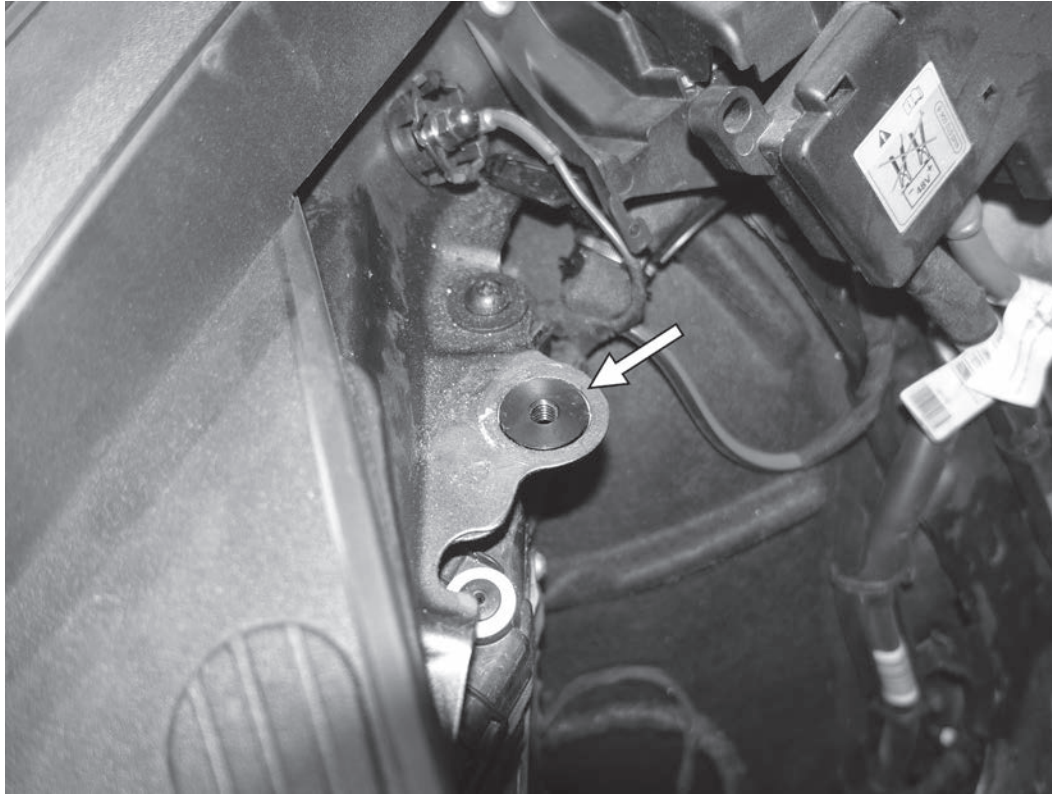


19) Behind the right side headlight, locate the rubber grommet that held the factory airbox. Remove the grommet by pressing in on all three tabs. It may be easier to press these tabs in from the bottom side of the grommet.

20) Take the supplied APR airbox mount, and remove the protective tape from the adhesive.



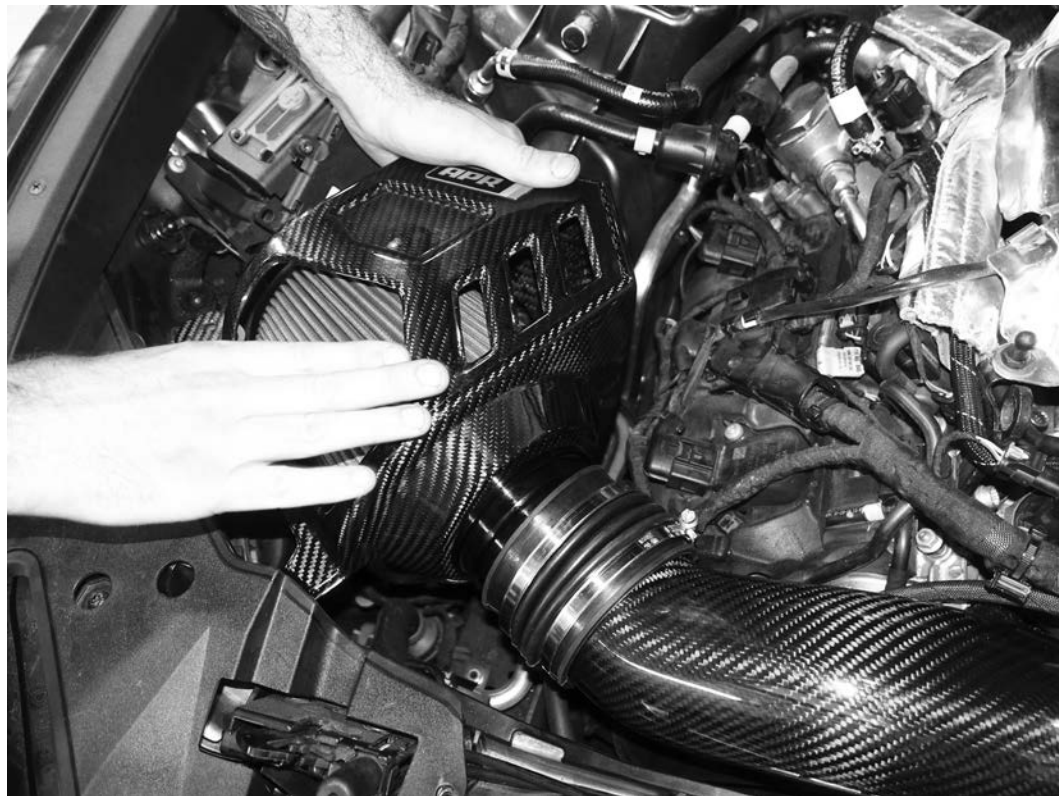
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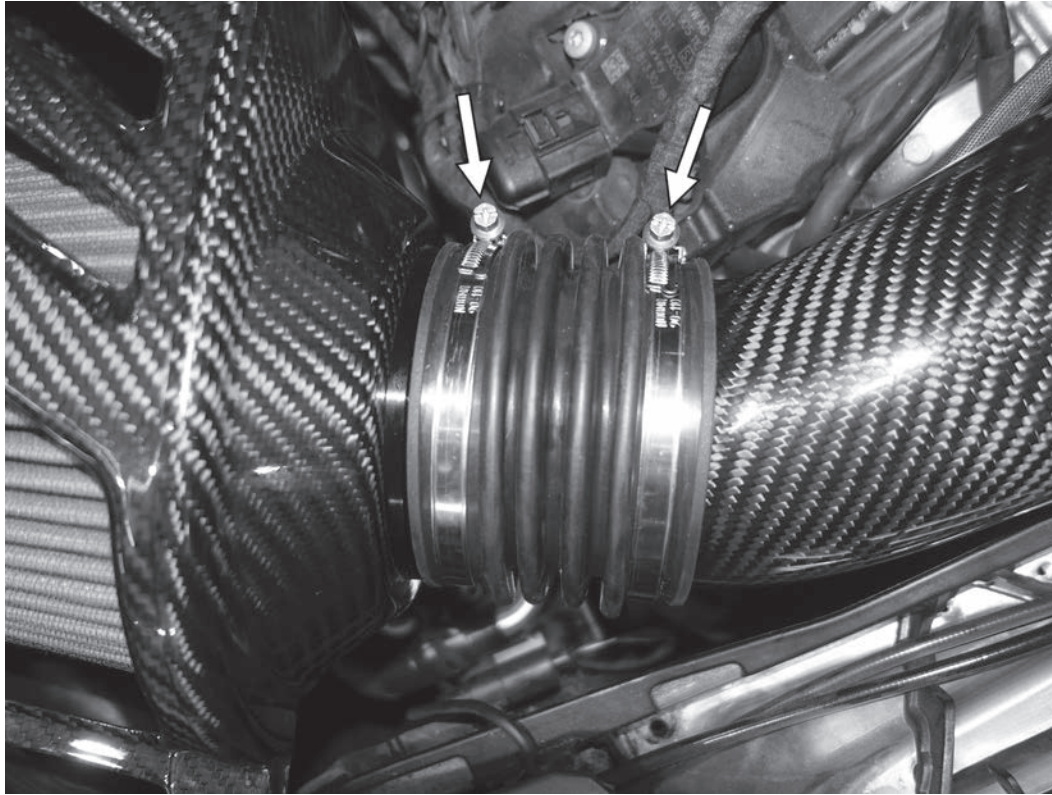


21) Install the APR airbox mount into the hole the grommet was in from underneath, allowing the adhesive to stick to the bottom of the tab.

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22) Lower the APR airbox assembly into the car. Make sure the lower legs of the airbox fit into the factory mounting points. Loosely attach the accordion coupler to between the inlet tube and the airbox.



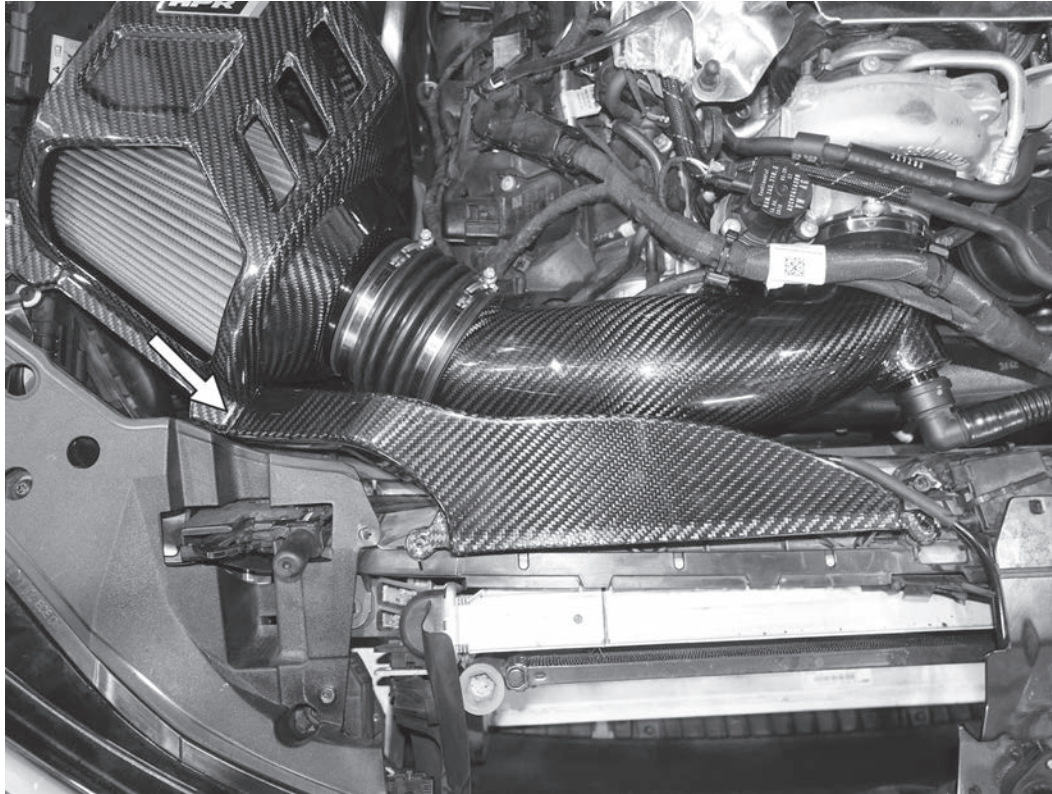


23) Making sure the coupler is centered, adjust the two clamps and then tighten both of them to 5in-lb (0.6Nm). Do not overtorque the clamps, as you can crush the carbon fiber intake. This torque spec is very low, but the intake will be secure.

24) Install the supplied 4mm allen screw that holds the tab on the APR airbox to the previously install APR airbox mount. Torque the screw to 3.5Nm (31 in-lbs).



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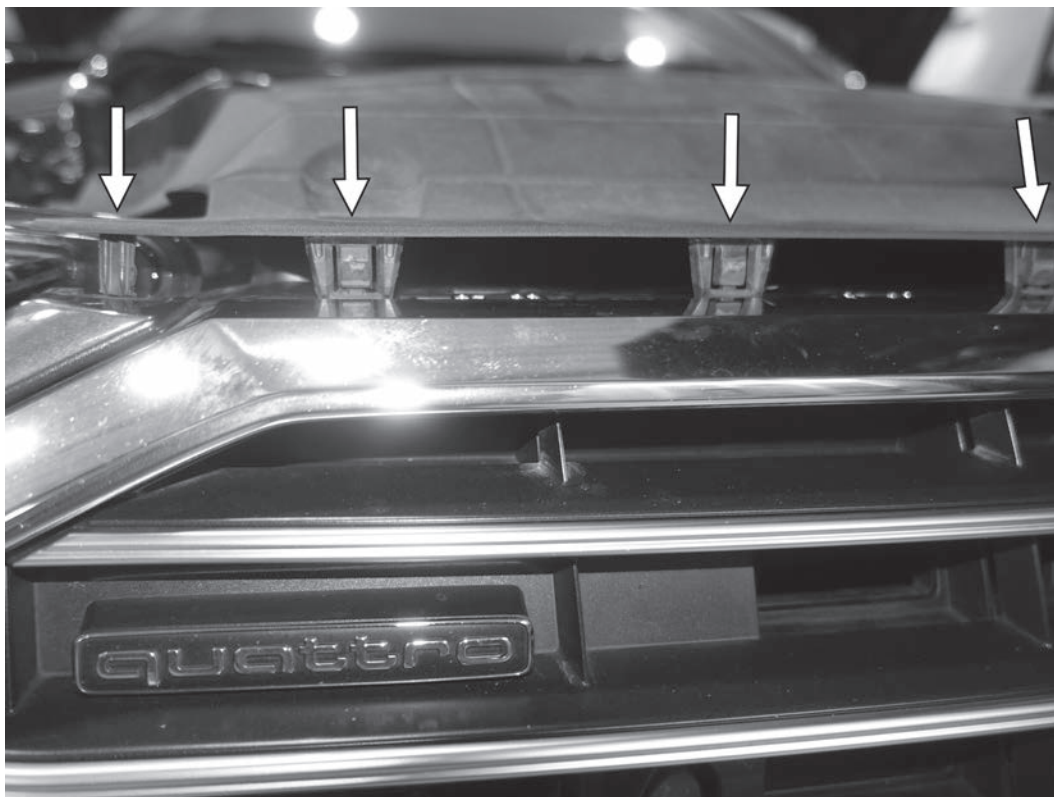


25) Place the APR intake scoop onto the APR airbox. The screw holes on the inlet side of the scoop should align with the screw holes for the factory air ducting.

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26) Reinstall the factory air ducting on top of the APR intake scoop, and secure both the factory air duct and the APR intake scoop with the factory T30 screws. Tighten both screws to 3.5Nm (31 in-lbs).

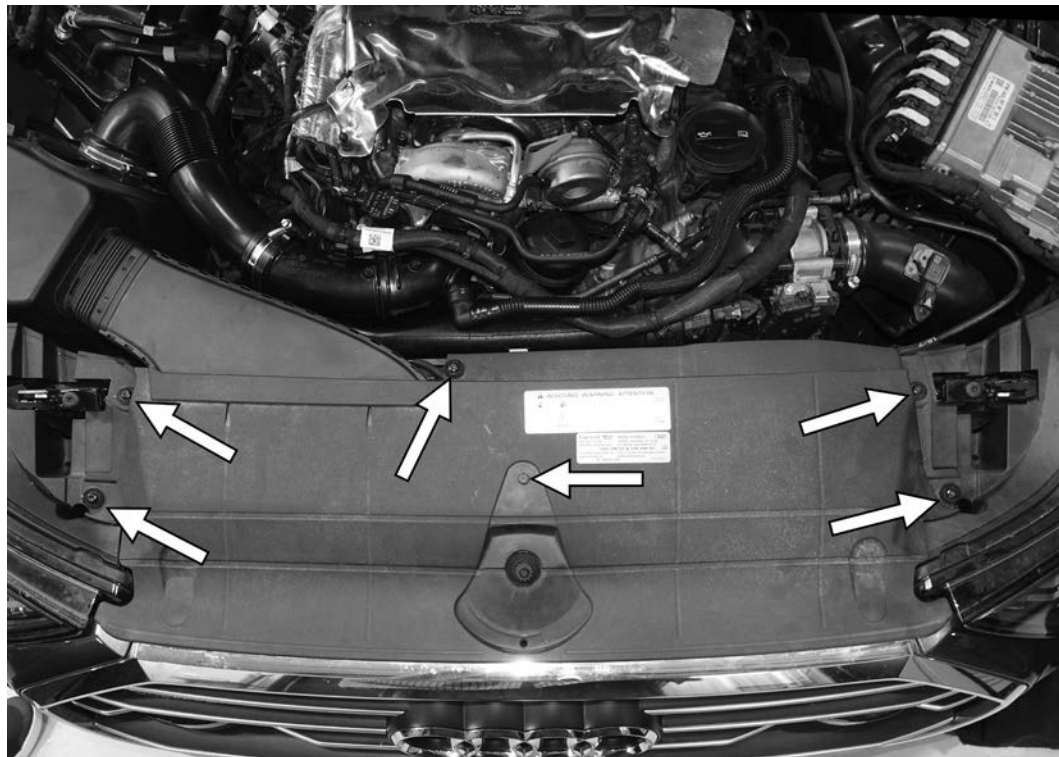




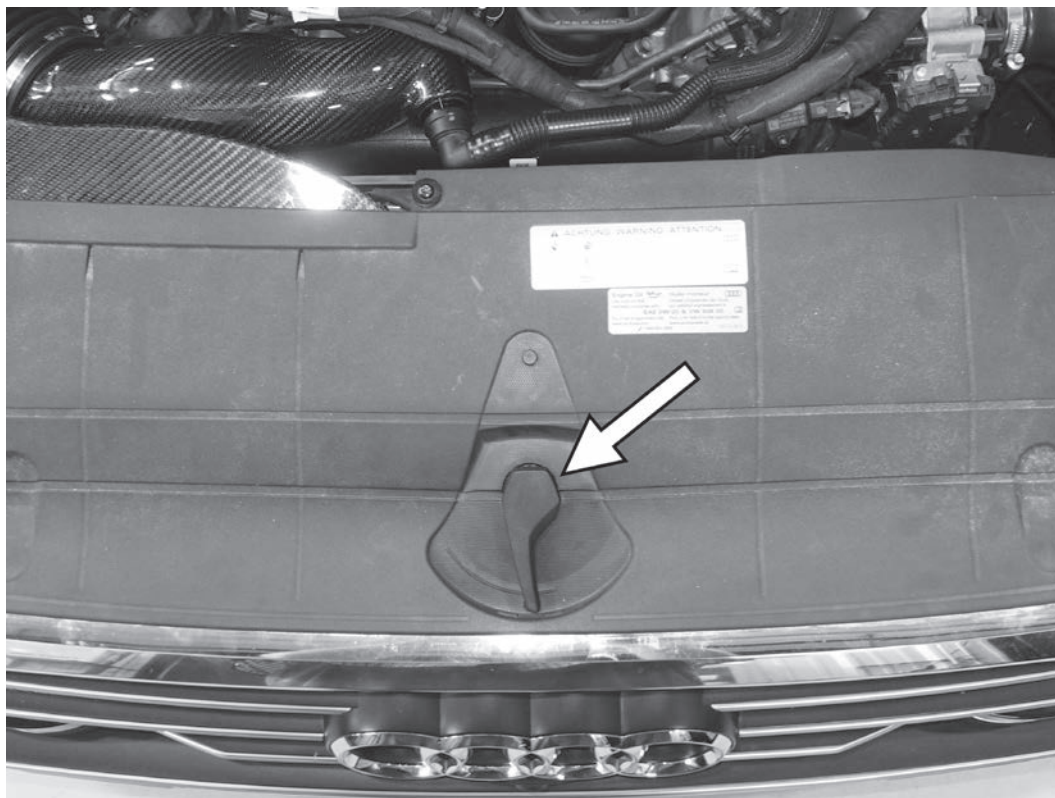
27) Reinstall the upper cover that goes between the front grille and the top of the radiator support. Ensure the tabs on front of the cover are aligned with the slots on the top of the grille before pushing the front of the cover down and in place. Not aligning these tabs can bend and distort them.

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28) Reinstall the five T30 screws into the upper cover, along with the push-pin style connector in the middle of the cover. Torque the five screws to 3.5Nm (31 in-lbs).



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29) Reinstall the hood latch to the mounting post in the center of the upper cover. The post and latch are keyed, so it will only go on in one direction. Simply push down on the latch until it clicks to lock it in place.

30) Remove the two 13mm posts that hold the engine cover in place, and replace these posts with the two supplied ones from APR. Torque the posts to 6Nm (53 in-lbs).



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31) Reinstall the engine cover by pressing the cover down onto the four mounting posts on the engine.

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