#TL100207

INSTALLATION MANUAL

MS100264

APR EA888.4 PCV Top Plate

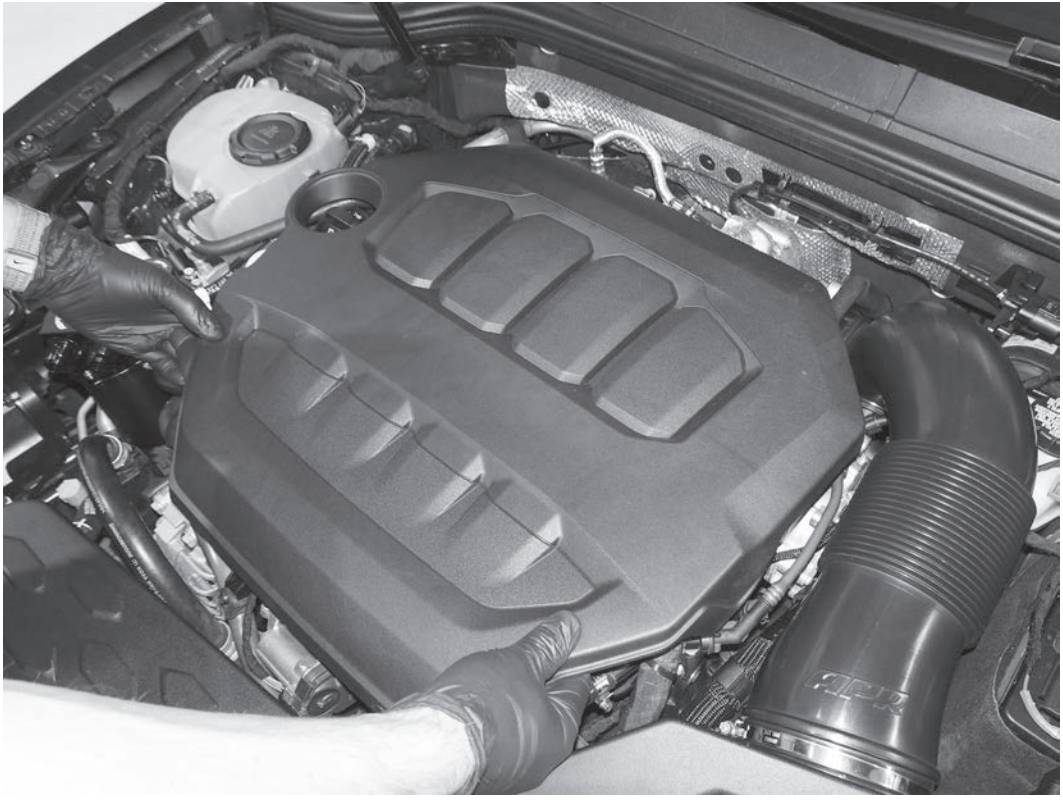
APR

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 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.

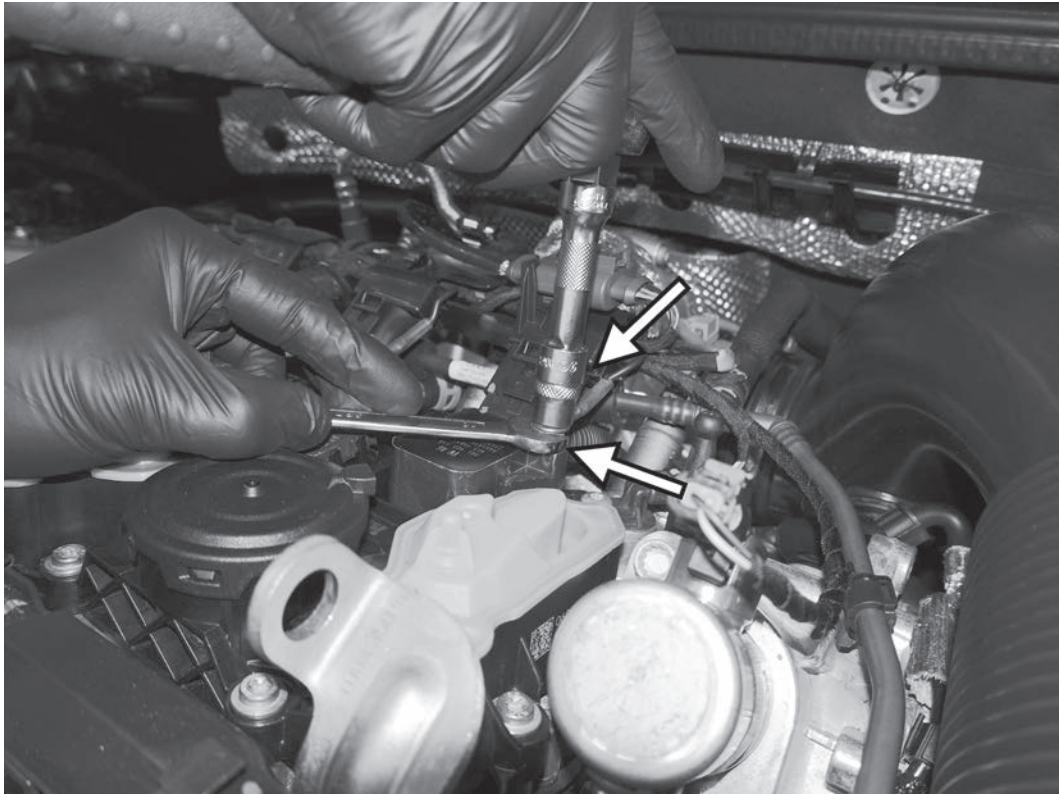
These instructions assume that you have basic mechanical skills and several varieties of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



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

2) Disconnect the electrical connectors for all four ignition coils, starting from either the left or the right side. You will not be able to fully disconnect them yet, but you can unclick them. Also disconnect the electrical connector to the pressure sensor (if equipped) on the top of the PCV top plate.

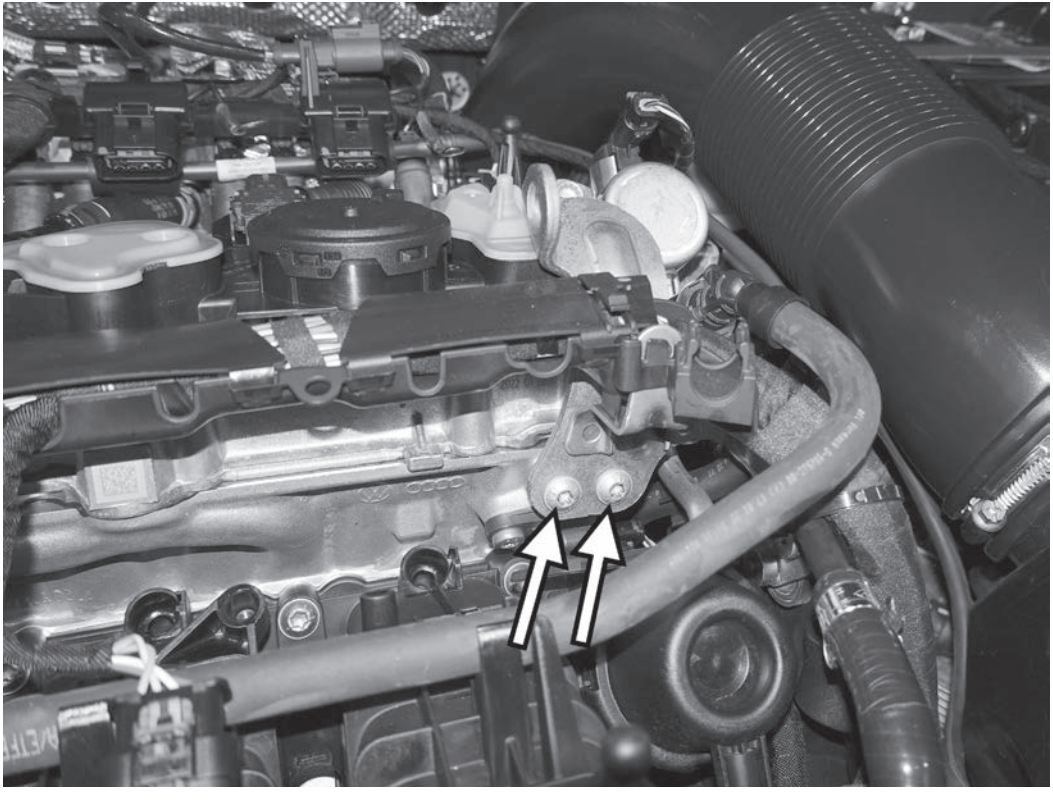




3) Remove the ground straps on the #3 and #4 igntion coils. Use a thin 10mm wrench to counterhold the nut on the bottom of the ignition coil hold down stud, while using a 10mm socket to loosen the nut securing the ground strap. Once the nut is removed, remove the ground strap.

4) Using the 10mm socket, loosen the hold down studs on the #3 and #4 ignition coils. You can then fully disconnect the wiring harness and pull up on both ignition coils to remove them from the car.

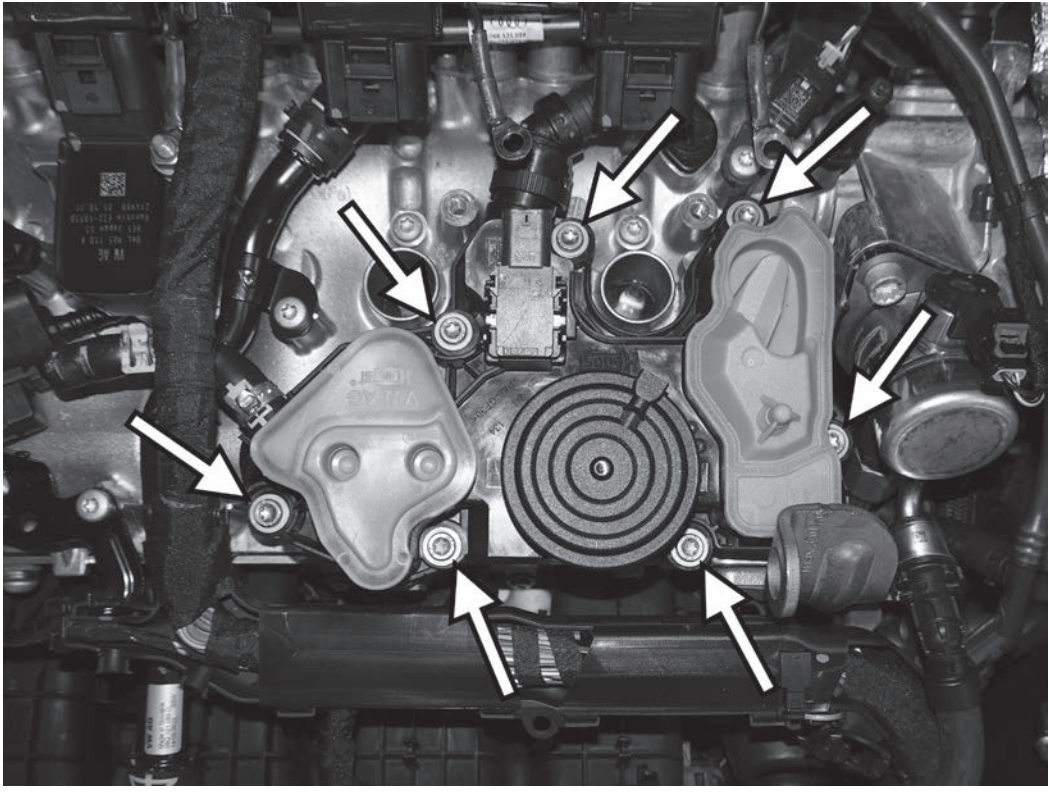




5) On the front side of the engine, loosen the two T30 screws on the engine hoisting bracket. Back the screws out about 15mm, they do not need be removed.

6) Carefully lift the N80 valve off the mounting post bracket on the top of the cylinder cover. Unclip the wiring harness from the hose on the left side of the N80 valve. Use a set of pliers to disconnect the spring clamp from the left side of the N80 valve, and then separate the hose from the N80 valve.

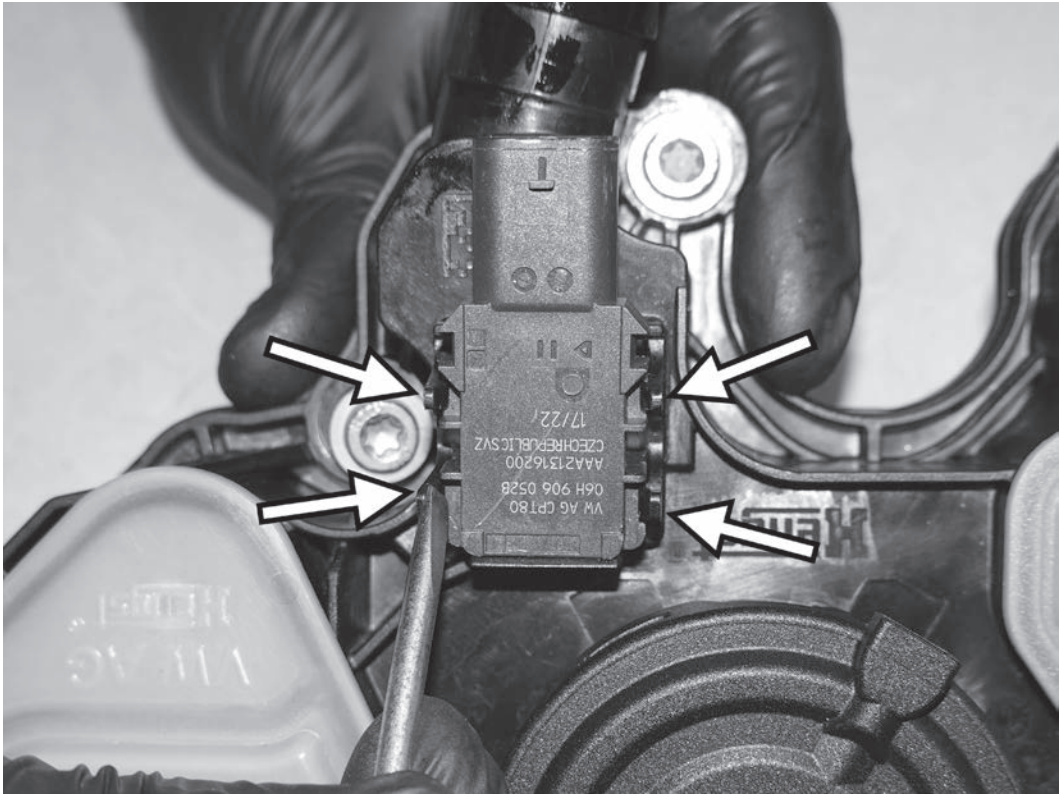




7) Loosen the seven T30 screws holding the factory PCV to the cylinder head cover. The screws are captive in the PCV, so they will not fully come out.

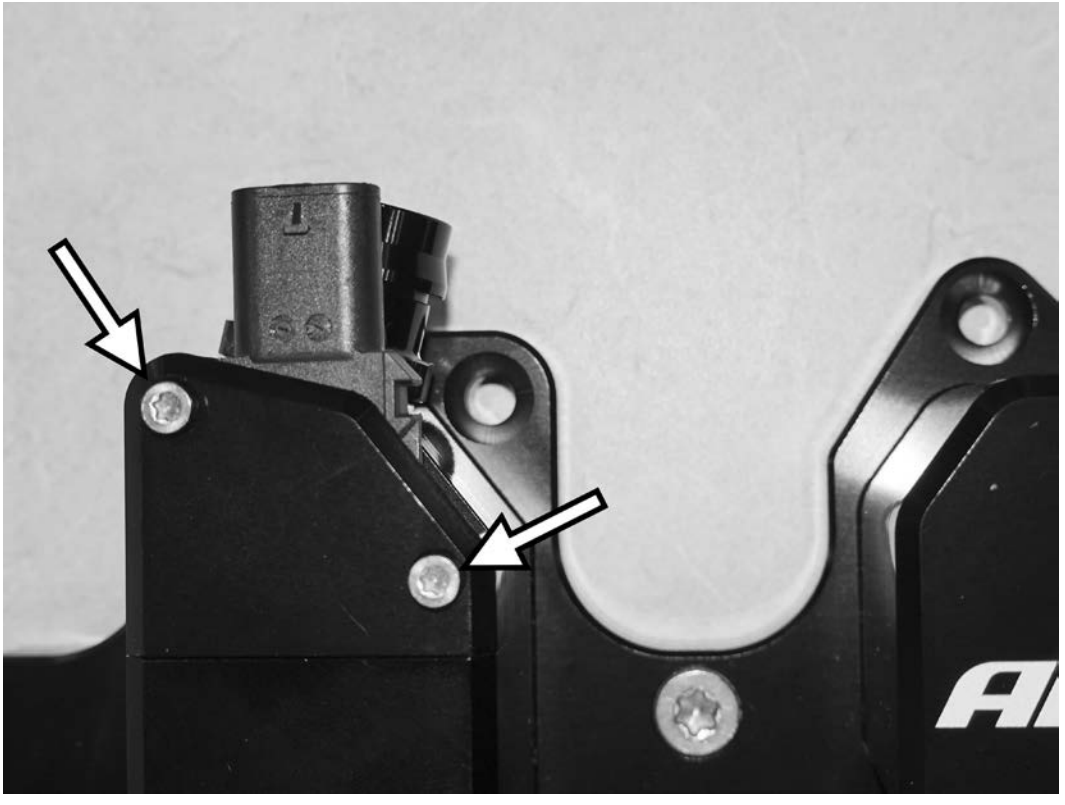
8) Lift the factory PCV up slightly from the cylinder head cover. With the PCV raised, disconnect the Norma-style fitting from the back of the PCV. The PCV can now be removed from the car.

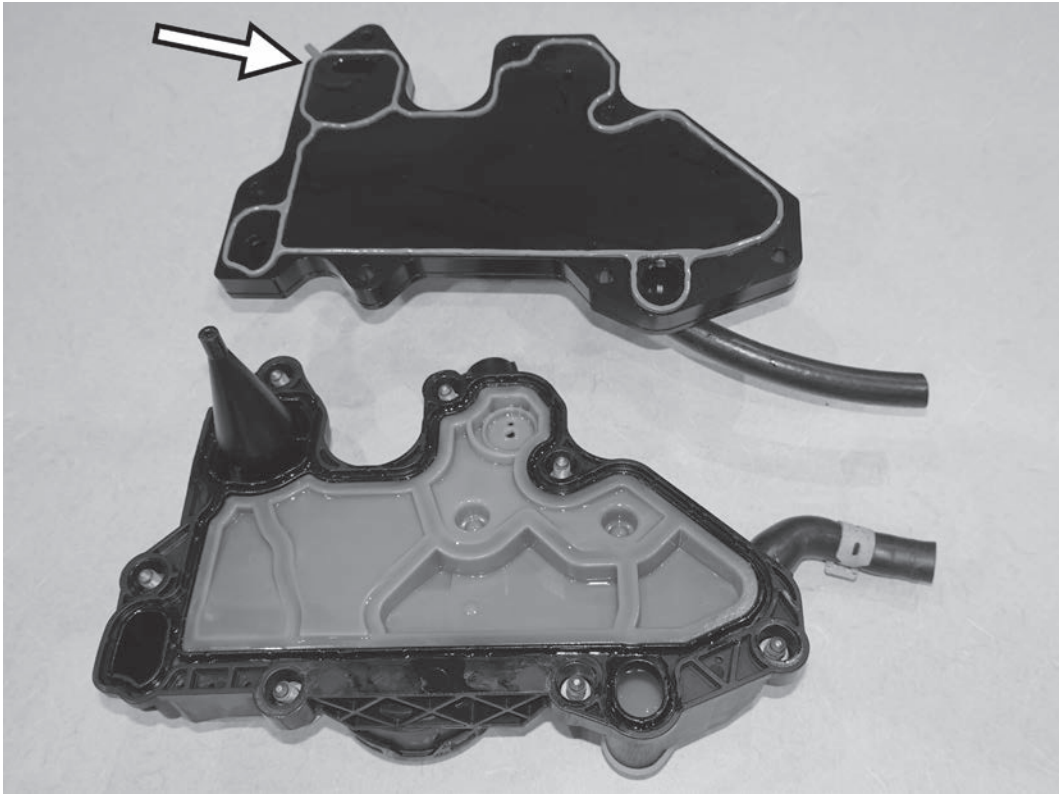




9) If equipped, carefully remove the pressure sensor from the top of the factory PCV. There are four vertical tabs sticking up from the PCV that hold the sensor in place. Use a small screwdriver to carefully bend the two vertical tabs away from the front of the sensor. Then press down on the back side of the sensor (on the electrical connector) to help rock the sensor back and away from the front tabs. The rear vertical tabs can then be pryed away from the sensor, allowing the sensor to be removed.

10) Place the pressure sensor (or if not equipped, the supplied plug) into the hole on the back of the APR PCV plate. Install the bridge over the top of the sensor and secure it with the two T10 screws. Tighten the screws to _____.

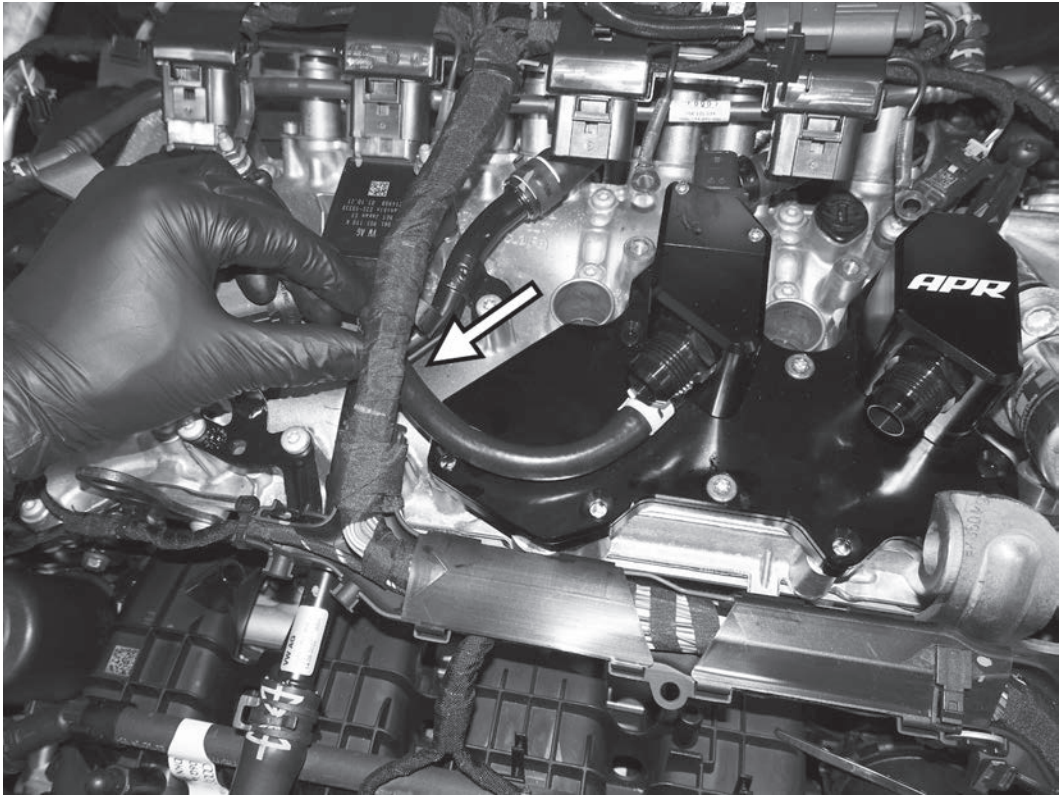




11) Remove the factory seal from the bottom of the factory PCV, and transfer it to the bottom of the APR PCV

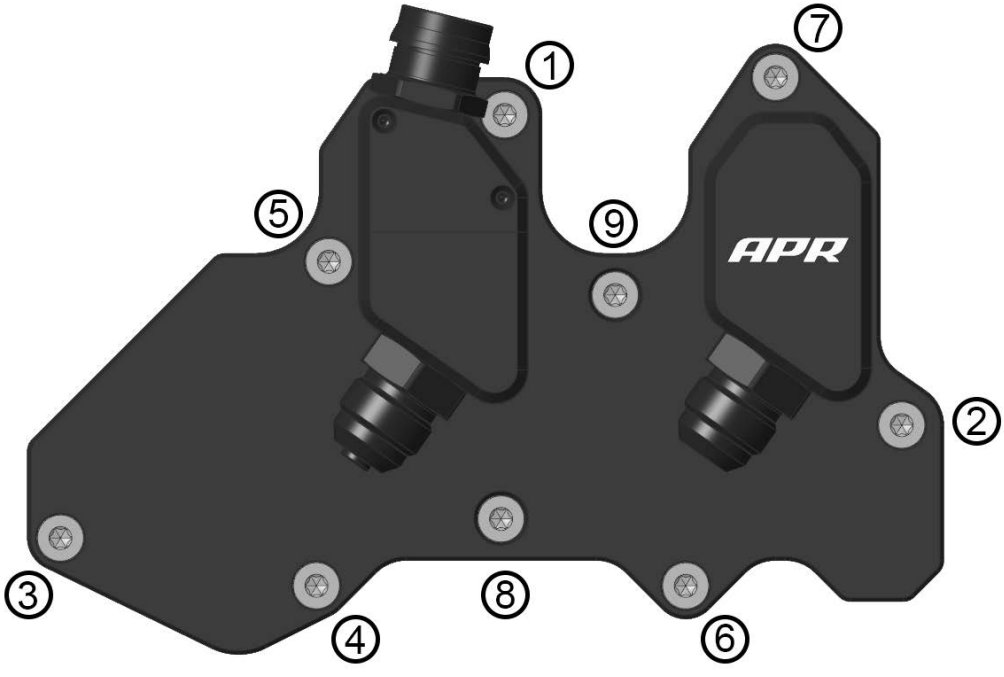
12) Place the APR PCV back onto the top of the cylinder head cover, being sure to reconnect the Norma-style fitting to the back of the APR PCV.

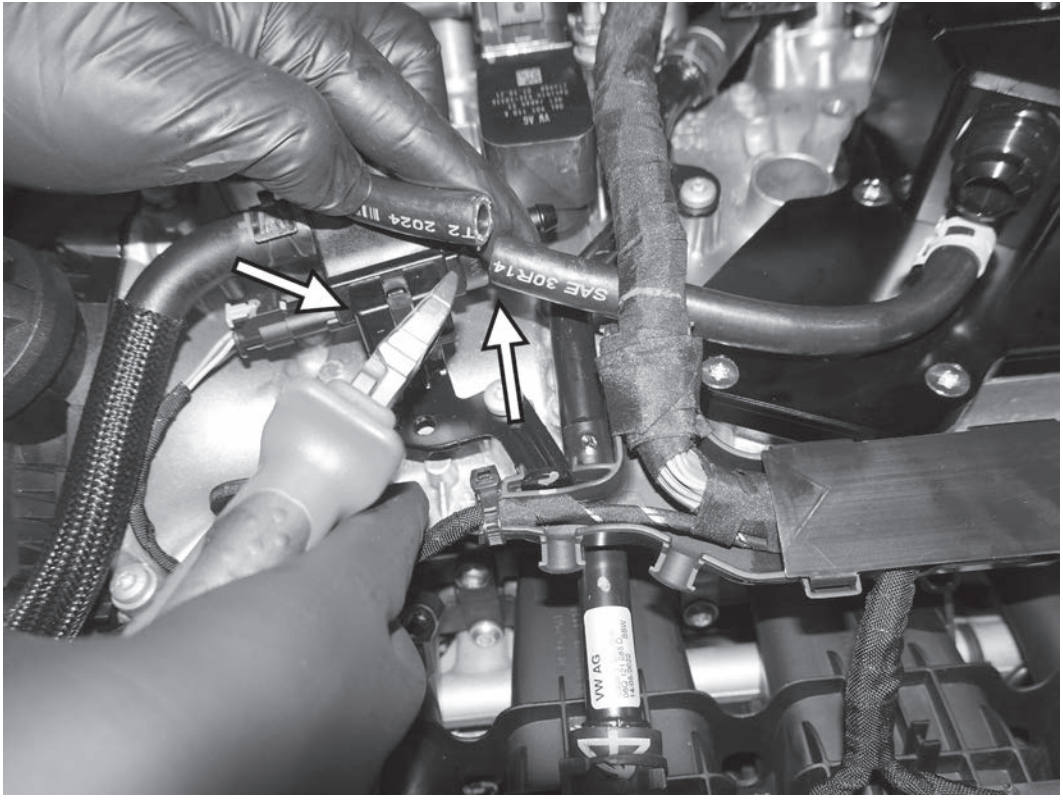




13) Route the rubber hose from the APR PCV underneath the wiring harness, and then loosely place the seven T30 screws into the holes on the PCV. Start the threads of all the screws by hand, as the PCV may need to be shifted for all seven screws to align.

14) Tighten all nine T30 screws in the sequence shown (including the two on the APR PCV that do not go into the cylinder head cover) to 2Nm (18 in-lbs), or just over handtight. Then, tighten all seven screws again in the same sequence to 8Nm (71 in-lbs).

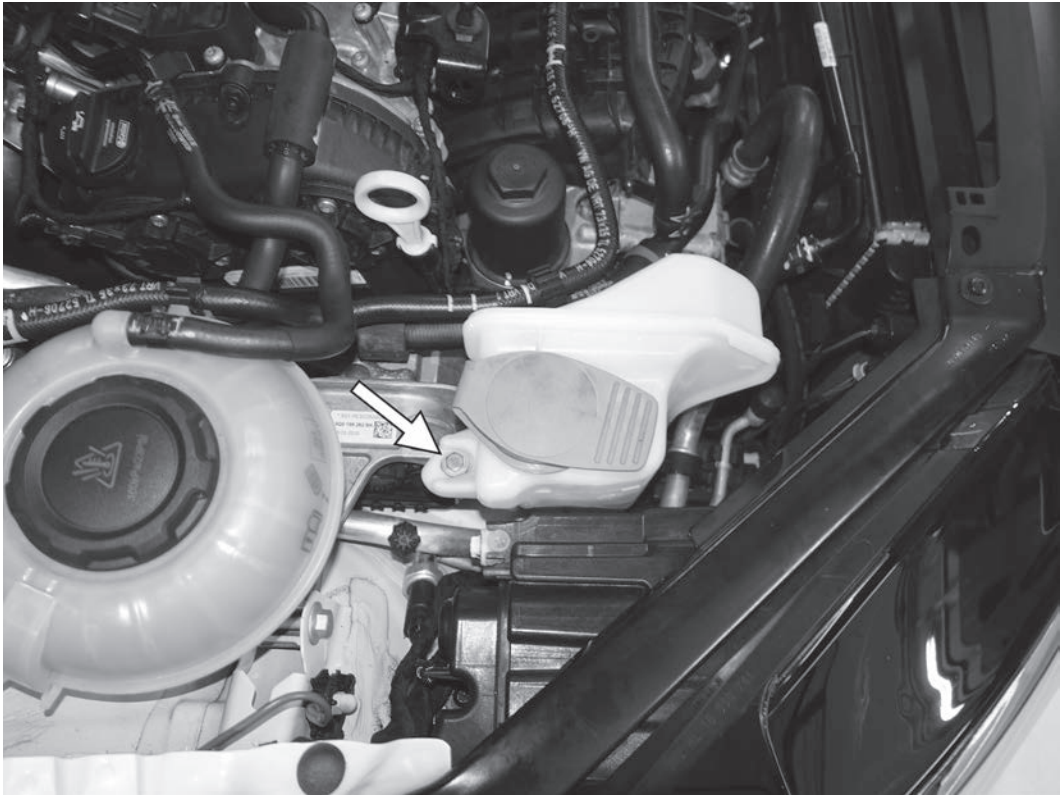




15) Reinstall the N80 valve onto the its factory mounting bracket. Determine the length needed of the hose attached to the APR PCV to the N80 valve and then cut the hose to the correct length.

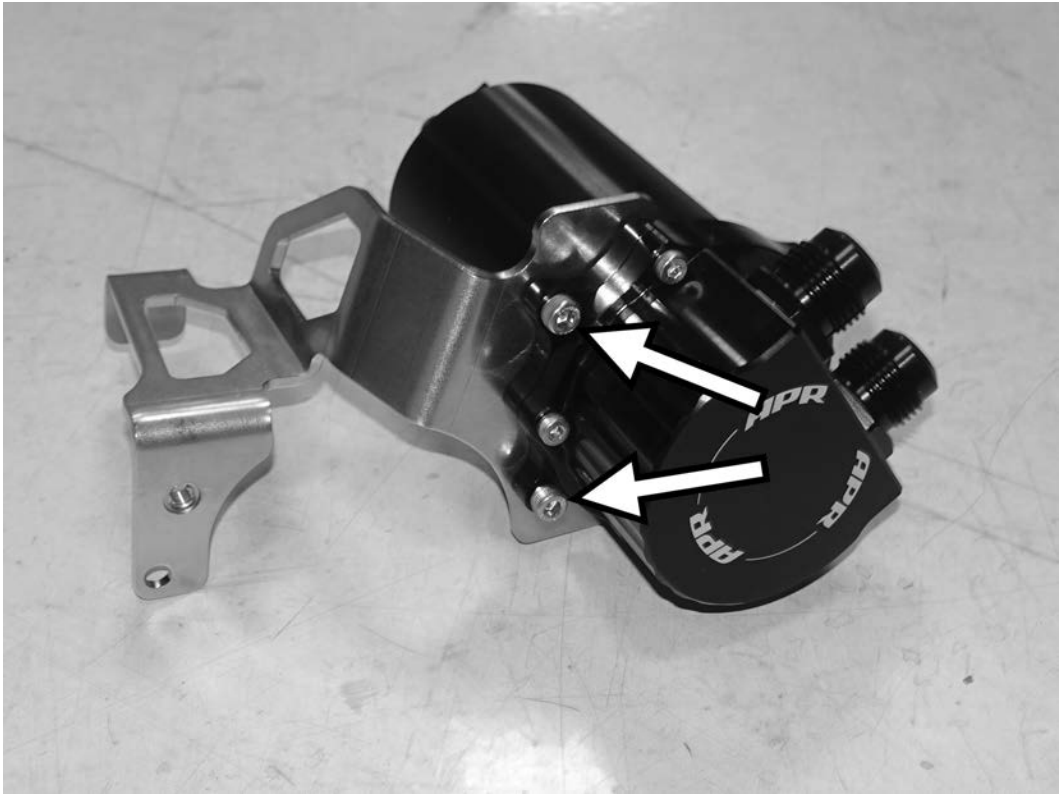
16) Remove the previously loosened spring clamp from the hose on the factory PCV and install it on the hose from the APR PCV. Install the hose from the APR PCV onto the N80 valve and secure it with the spring clamp.

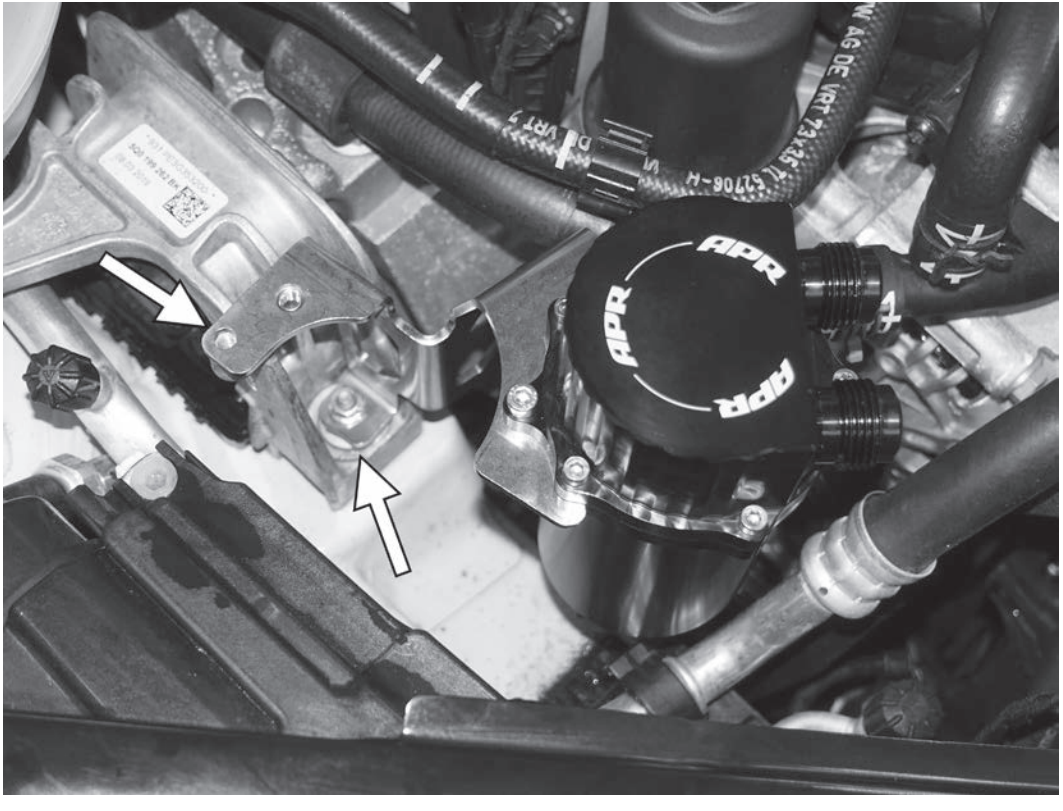




17) On the factory windshield washer reservoir, remove the 10mm screw holding the back of the reservoir. Grab the reservoir and lift the reservoir straight up and away from the car. You will spill whatever washer fluid is in the upper part of the reservoir, but the larger washer fluid tank remains in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

18) Install the included bracket onto the APR catch can with the two supplied 4mm allen screws. Note the orientation of the bracket as mounted to the catch can. Tighten the two screws to 8Nm (70 in-lbs).

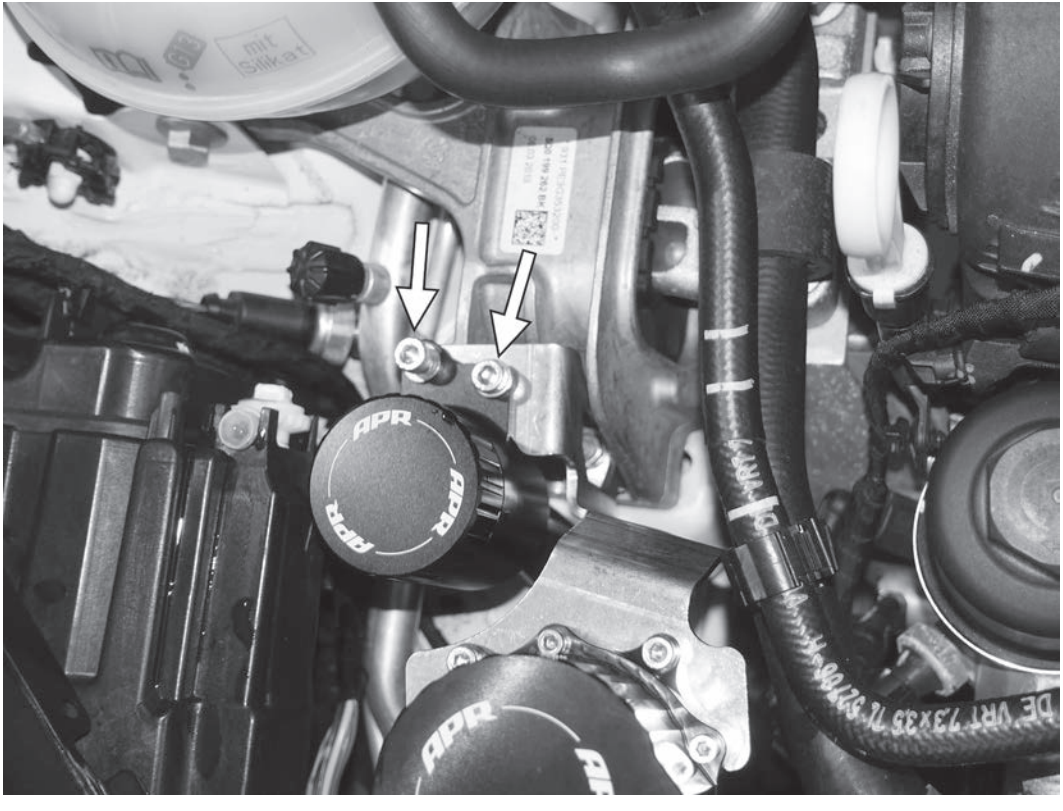




19) Install the APR catch can assembly in the car, attaching it to the factory engine mount. The lower hole in the bracket goes onto the threaded post on the engine mount, and is secured with the supplied 10mm flanged nut. One of the upper holes on the APR bracket will align with the mounting hole location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

20) 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.

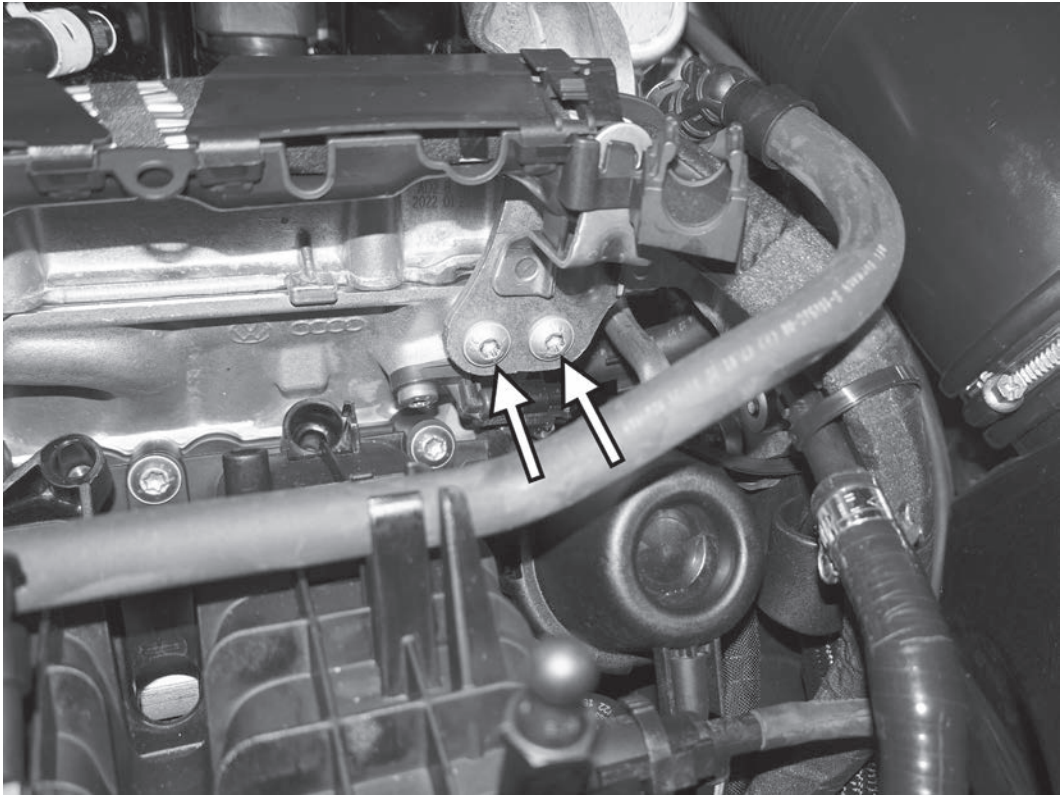




21) Mount the APR washer filling cap to the previously installed APR bracket with the two supplied 5mm allen screws. The washer fluid can be topped off if desiired.

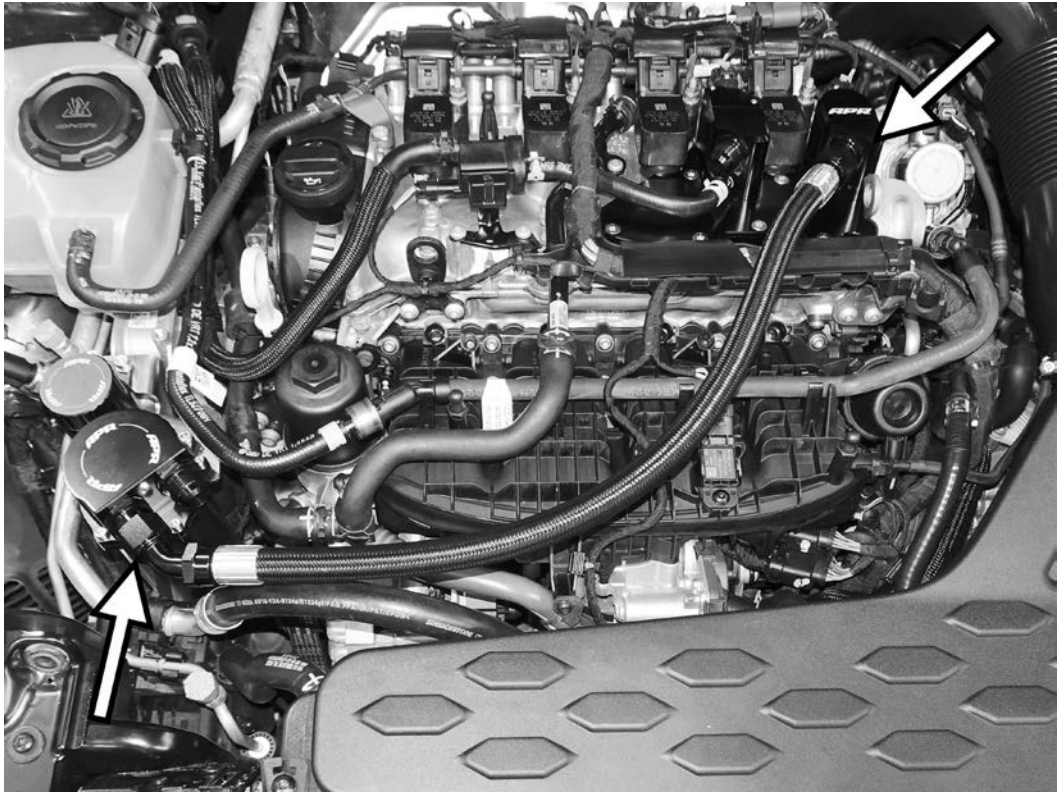
22) Reinstall the #3 and #4 ignition coil packs. Reinstall the two 10mm studs holding the coil pack down and tighten them to 9Nm (80 in-lbs). Reinstall the ground strap to the coil and secure with the 10mm nut. While counterholding the 10mm stud , tighten the 10mm nut to 9Nm (80 in-lbs). Reconnect the electrical connectors to all four ignition coils, and then connect the electrical connector to the pressure sensor on top of the PCV (if equipped).

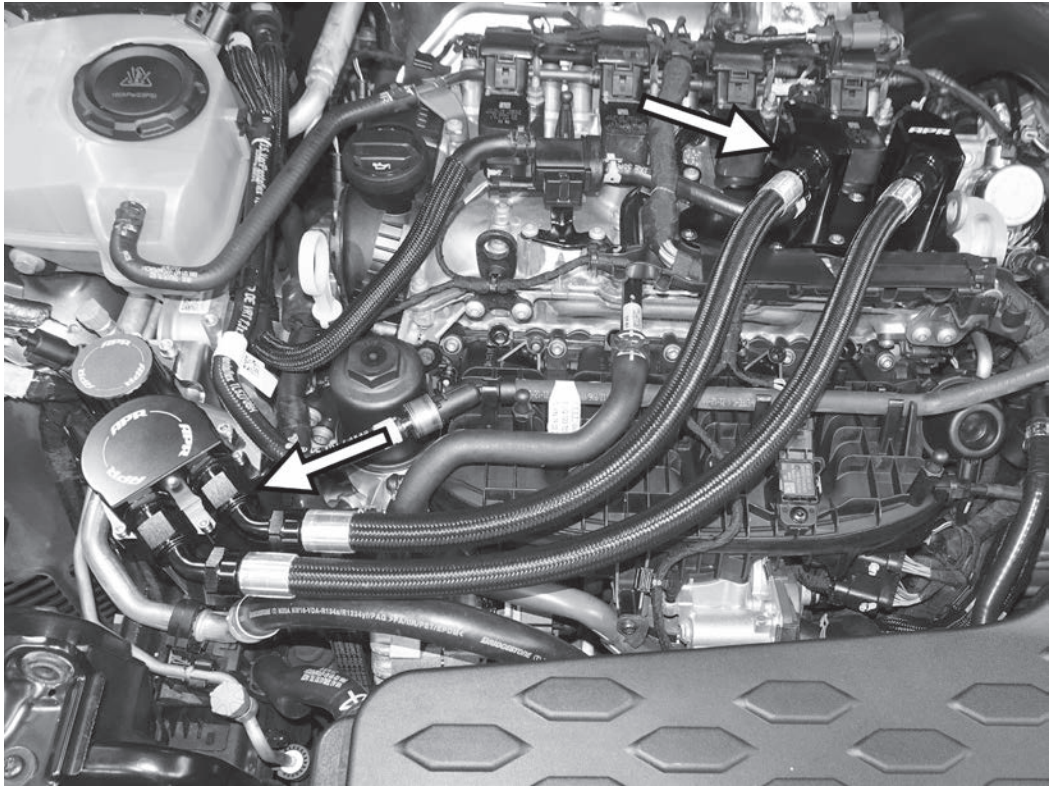




23) Fully thread in the two T30 screws on the engine hoisting bracket, and then tighten them to 12Nm (106 in-lbs).

24) Install the longer of the two catch can hoses between the left most fitting on the APR PCV and the right fitting on the APR catch can. Tighten the two connection points with a -10, non-marring aluminum AN wrench. If not available, a 1” combination wrench will work.





25) Install the shorter of the two catch can hoses between the right most fitting on the APR PCV and the left fitting on the APR catch can. Tighten the two connection points with a -10, non-marring aluminum AN wrench. If not available, a 1” combination wrench will work.

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