

#TL100086



3.0T ULTRACHARGER SYSTEM/  
INSTALLATION INSTRUCTIONS

**APR**



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Notes:

These instructions were written for a North American specification Audi S4, but other models, like the A6, A7, S5, and Q5 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.

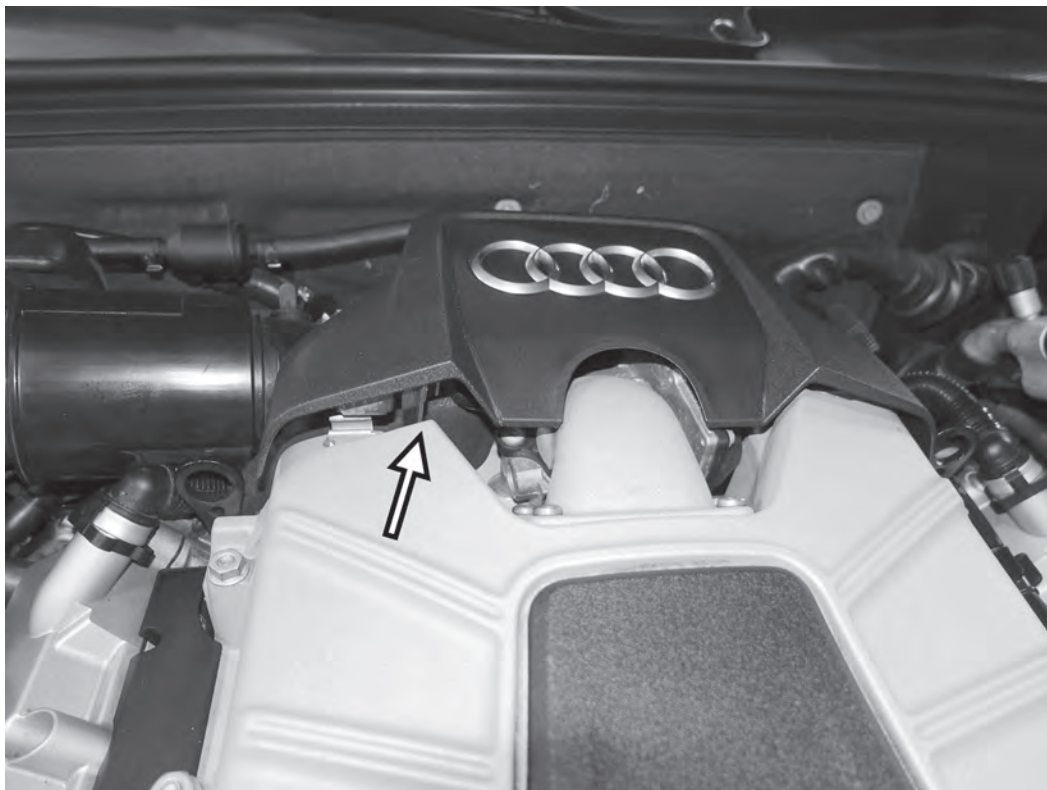


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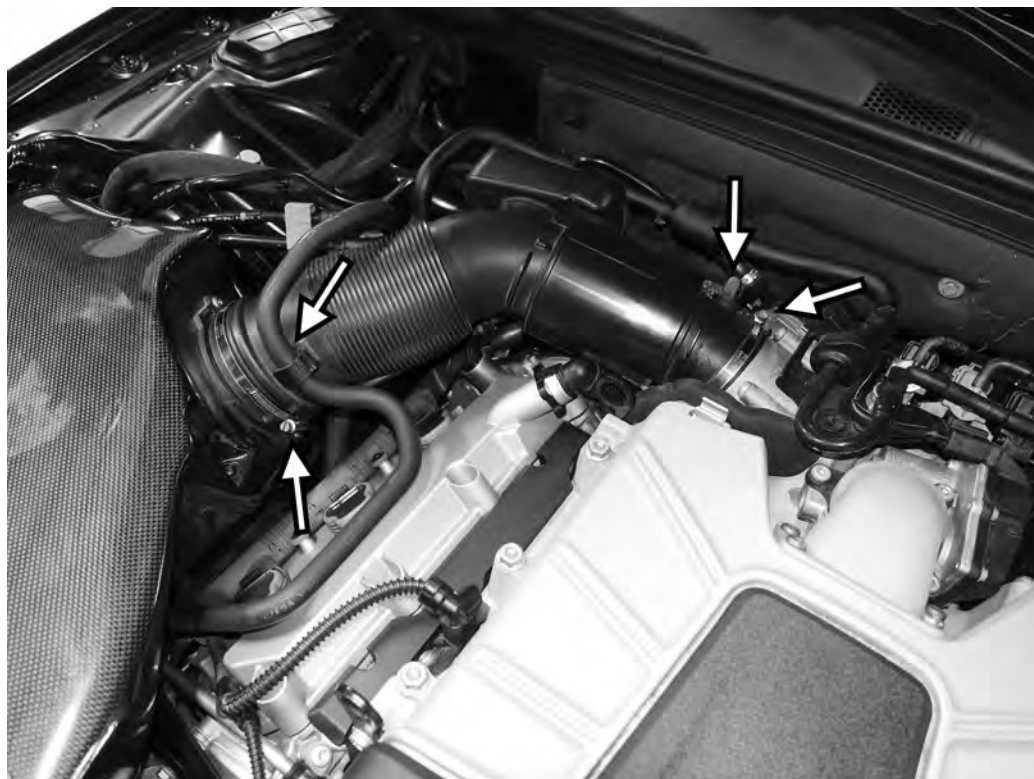
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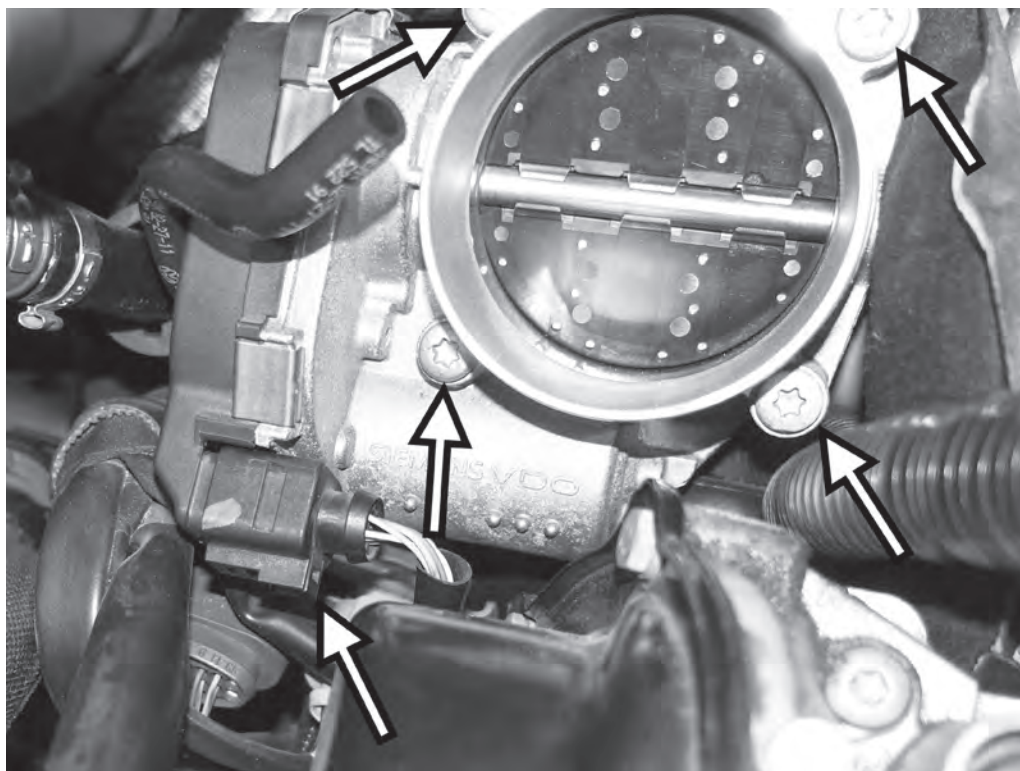
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1) Remove the rear engine cover by carefully lifting up.

2) Loosen the hose clamps on both ends of the stock inlet tube. Separate the hose from the 90° fitting near the throttle body. Separate any hoses that attach to the inlet tube and remove the inlet tube from the car.





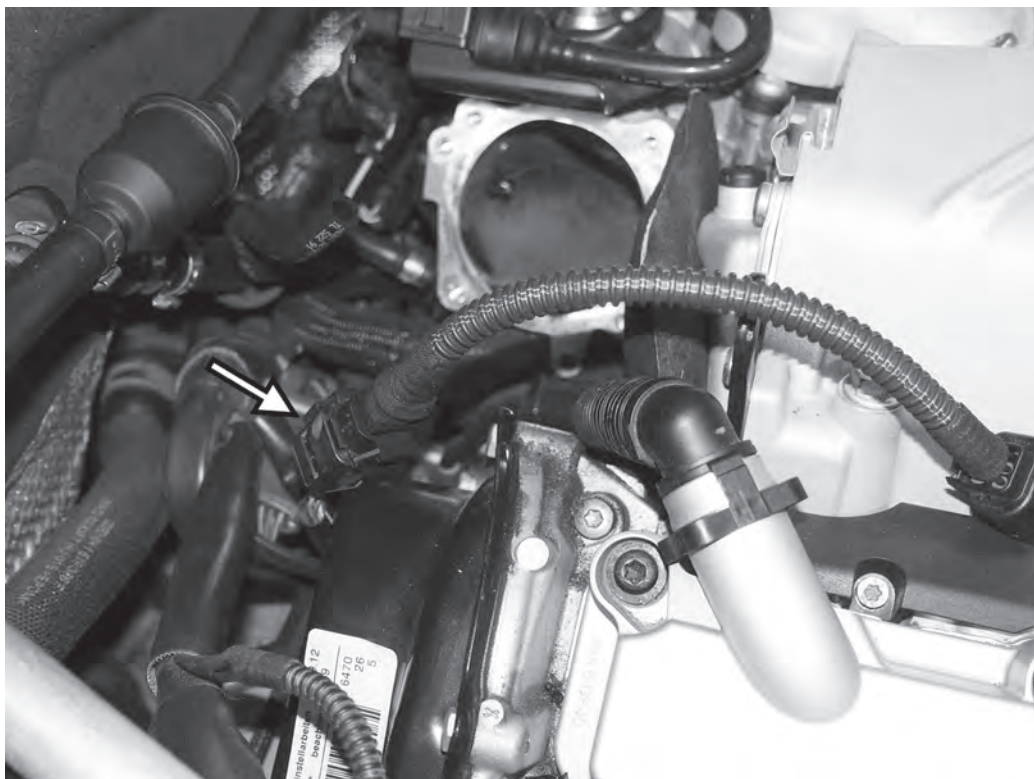
3) Disconnect the electrical connector to the throttle body. Remove the four T30 bolts holding the throttle body in place. These will not be reused. Remove the throttle body from the car.

4) Remove the spacer that is installed behind the throttle body before the inlet of the supercharger. This spacer may vary in size and shape from car to car.



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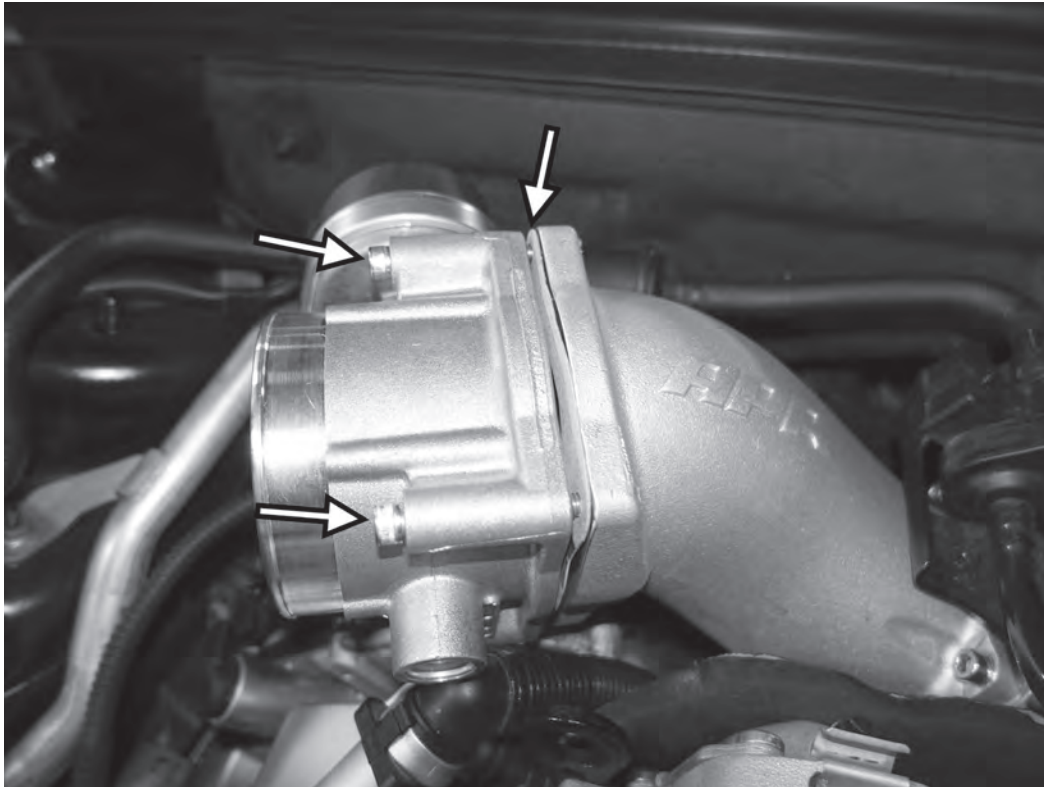
5) Connect the APR harness to the factory throttle body connector on the engine wiring harness.

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6) Install the cast APR inlet pipe on the opening of the supercharger with the supplied gasket and the two upper bolts. Install the two lower bolts and then torque all four bolts to 88 in-lbs (10Nm).



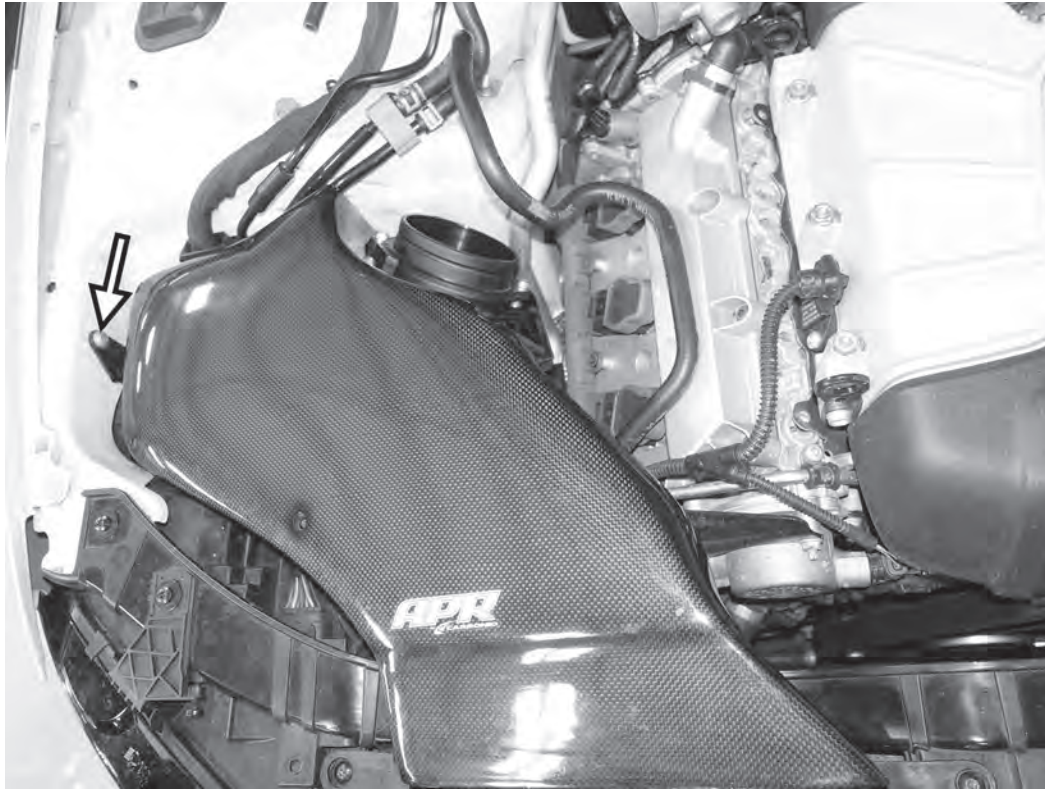


7) Install the APR throttle body with the supplied gasket to the cast APR inlet pipe as shown. Secure with the four bolts, threading them in by hand, and then torque to 88 in-lb (10Nm).

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8) Connect the APR throttle body harness to the APR throttle body. Be sure to lock the sliding lock tab to prevent the connector from coming loose.





9) Lift the right side of the airbox from the clip on the inside of the fender.

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10) Lift up on the airbox to remove it from the car.

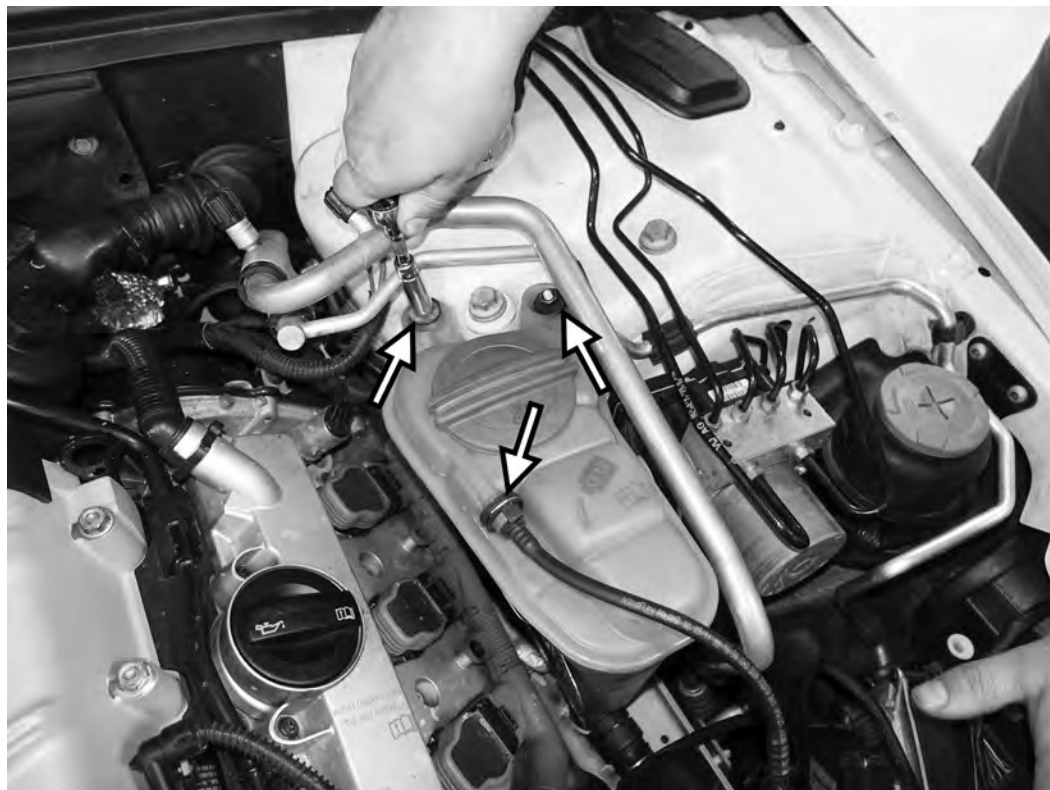


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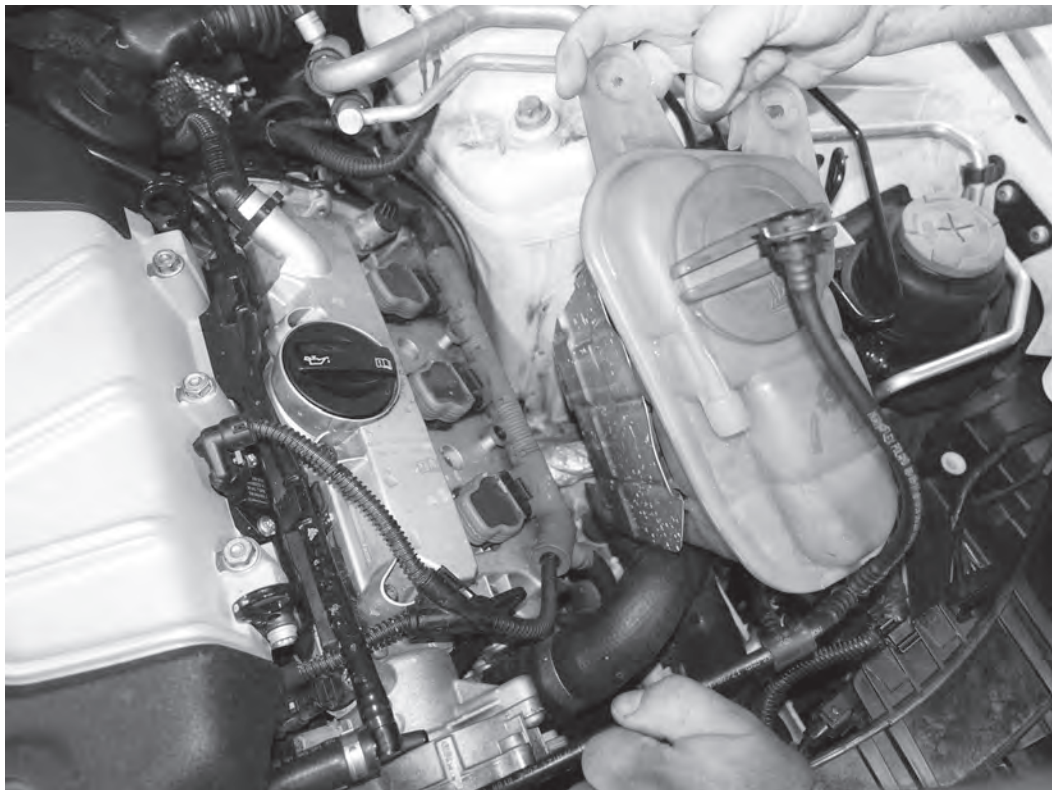




12) Remove the clip on the coolant line and separate the line from the top of the coolant bottle. Remove the two 10mm nuts holding the coolant bottle to the shock tower of the car.



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13) Lift the coolant bottle and bring forward to access the coilpacks on the left cylinder head. After removing the two T30 harness bolts and disconnecting the coilpacks, remove each coilpack one at a time. Change the spark plugs on each cylinder after properly gapping the spark plugs to  $.022" \pm .002"$ .

14) Reinstall the coolant bottle to the shock tower with the two 10mm nuts. Reconnect the coolant line to the coolant bottle. Reinstall the airbox in the car, making sure it sits correctly in the mounting point on the side of the fender.



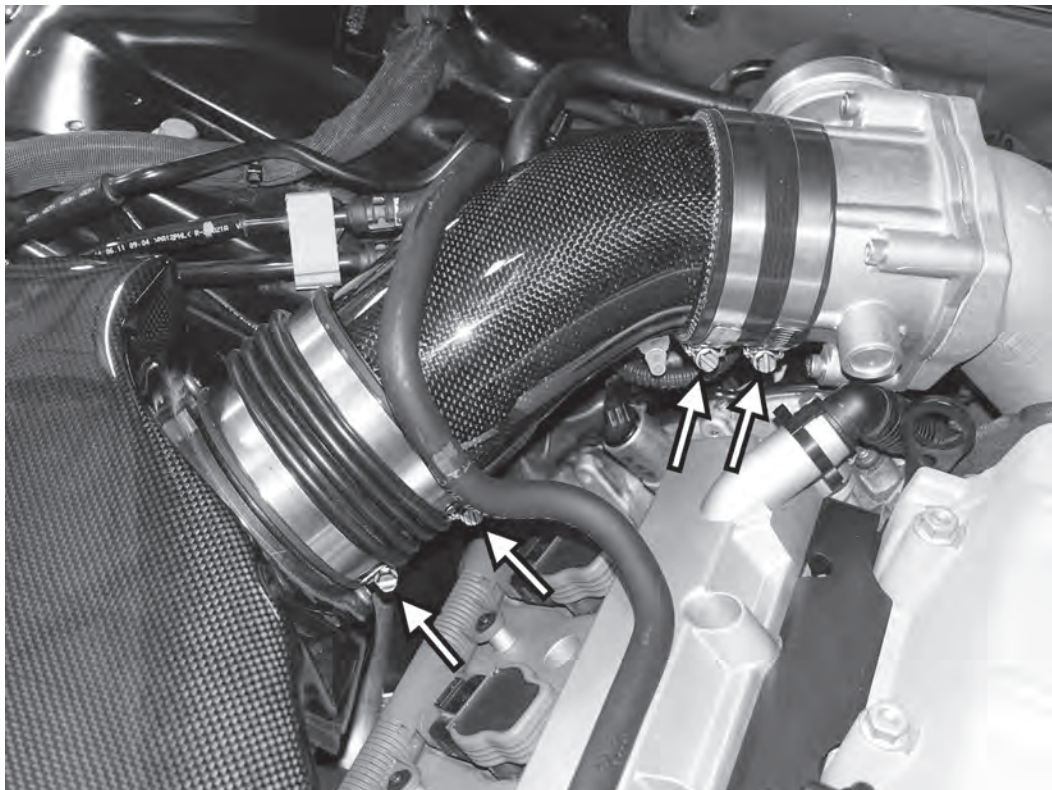


15) Install the silicone coupler on the end of the APR carbon fiber inlet tube with the supplied clamp. Install the accordion style coupler on the other end of the carbon fiber inlet tube and loosely secure with the supplied clamp.

16) Loosely install the two extra hose clamps on the carbon fiber inlet tube assembly. Place the accordian coupler onto the outlet of the airbox, leaving the throttle body side of the inlet hose facing up.







17) Rotate the throttle body end of the carbon fiber inlet hose assembly onto the throttle body. Adjust the hose clamps as needed, and tighten all four hose clamps.



18) Extend the factory vacuum line that was connected to the barb on the factory inlet hose by adding the supplied barb and hose. Connect this hose to the barbed fitting on the bottom of the APR carbon fiber inlet hose. Reinstall the rear engine cover.



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