

#TL100131

INSTALLATION MANUAL

CI100042

APR RS5 Carbon Intake

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Notes:

These instructions were written for a North American specification B9 RS5 Sportback, but other models, like the RS5 Coupe 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.

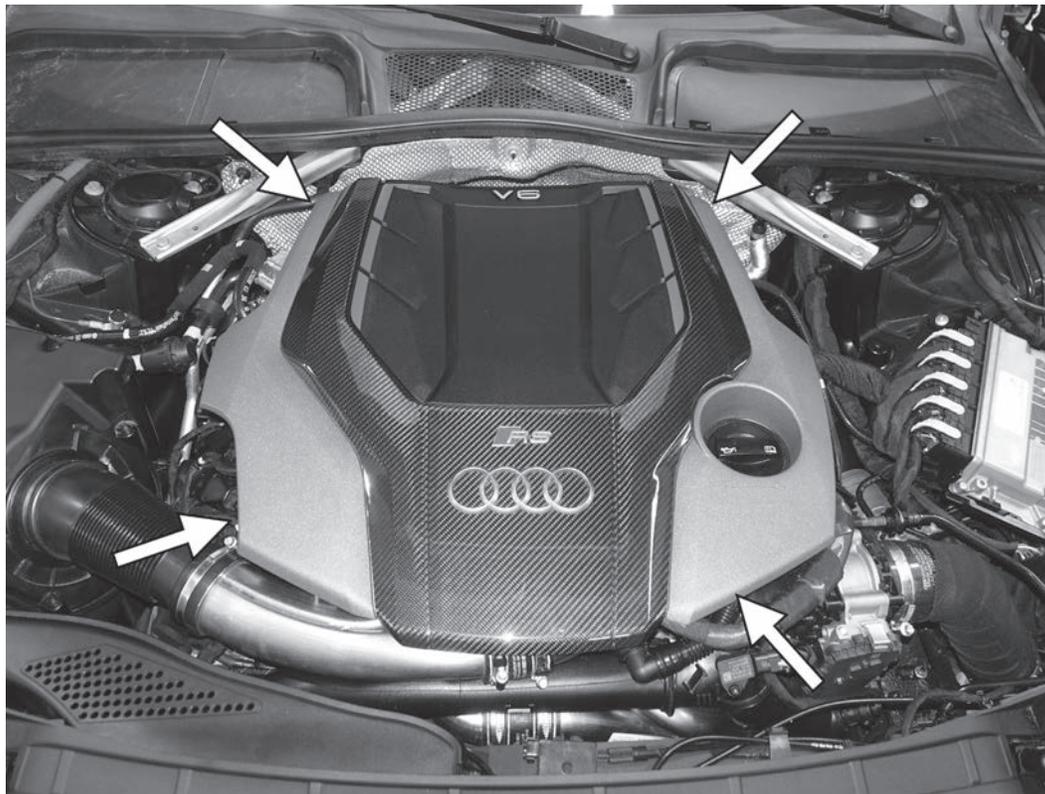
These instructions assume that you have basic mechanical skills and several varieties of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



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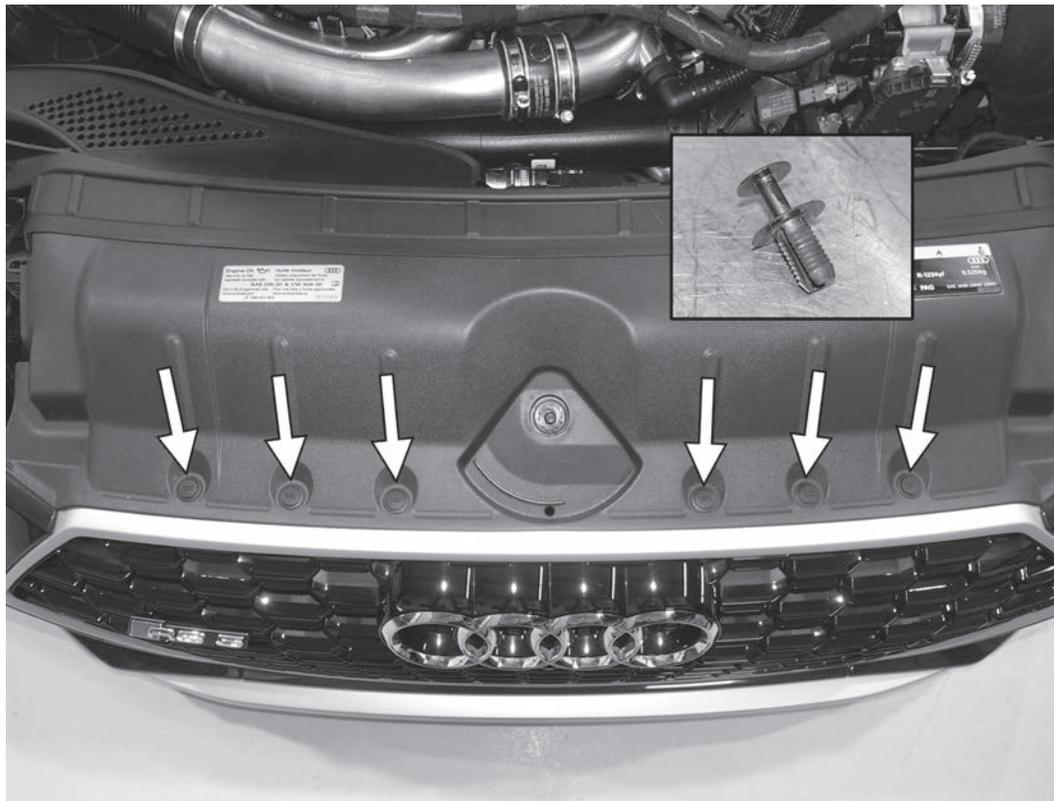
1) Raise the hood. Lifting on the corners, remove the engine cover from the top of the engine.

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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!

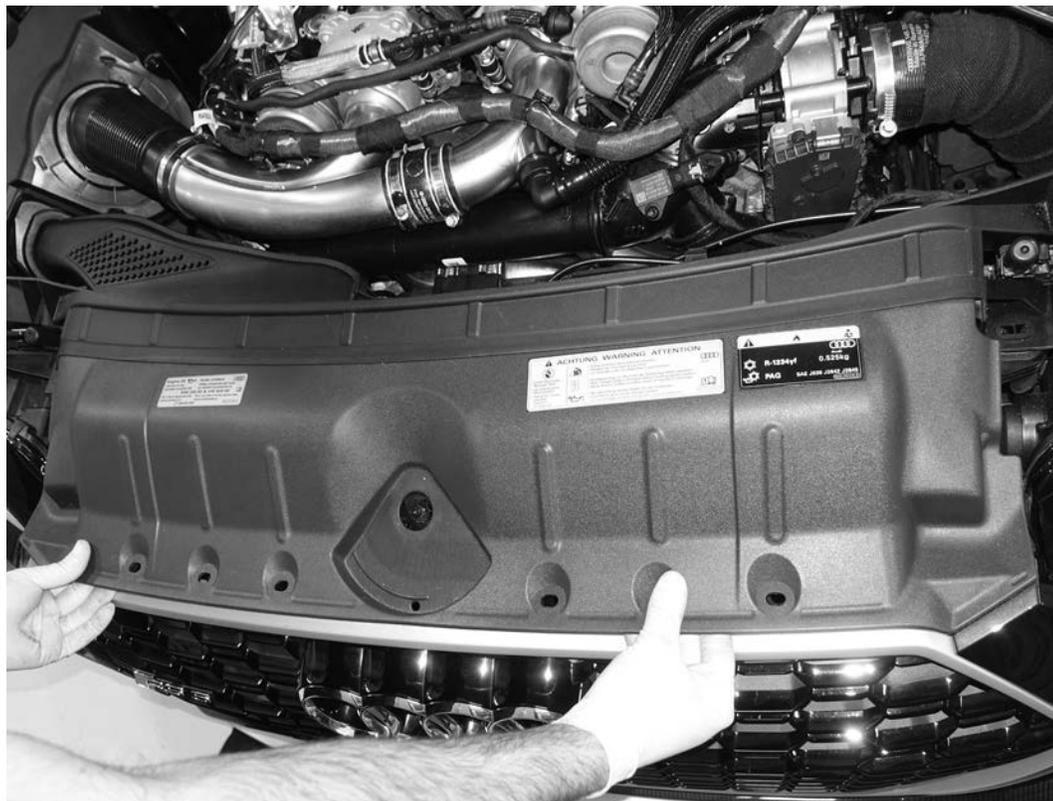




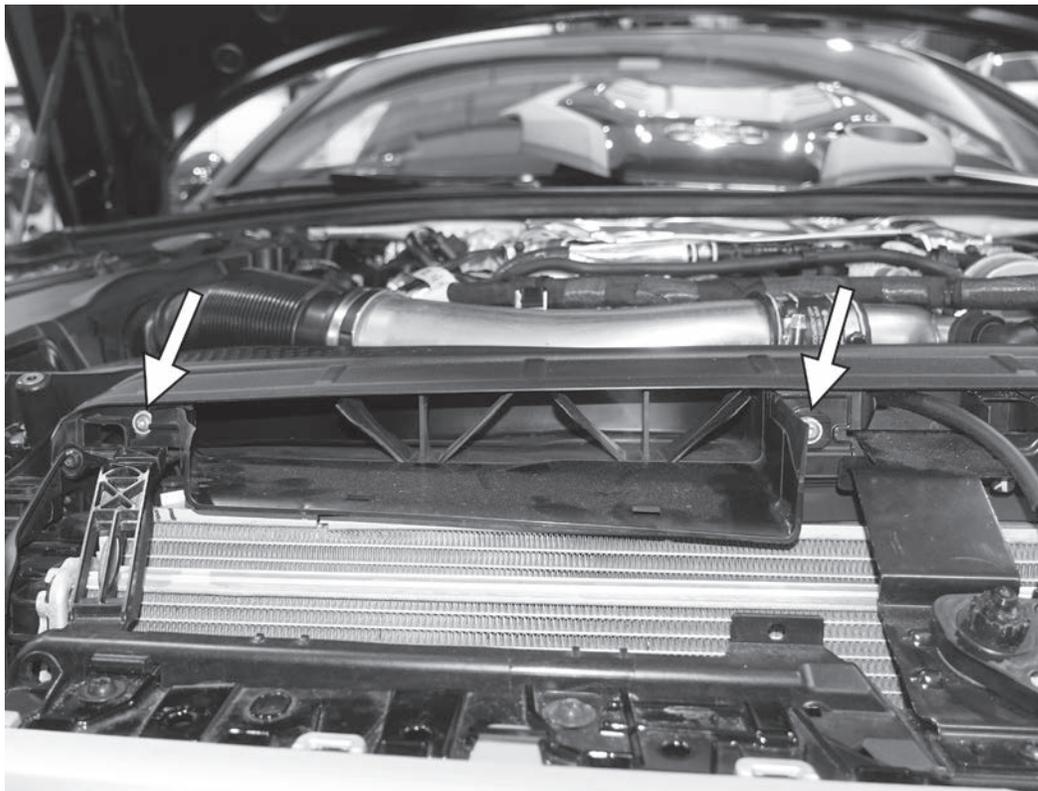
3) Remove the six push pin style connectors holding the cover between the front bumper and the radiator support. Carefully pry the raised center part of the pin up, and then remove the entire pin assembly up and out of the cover.

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4) Carefully lift up on the front side of the cover, and then pull the cover forward and away from the core support to remove the cover from the car.



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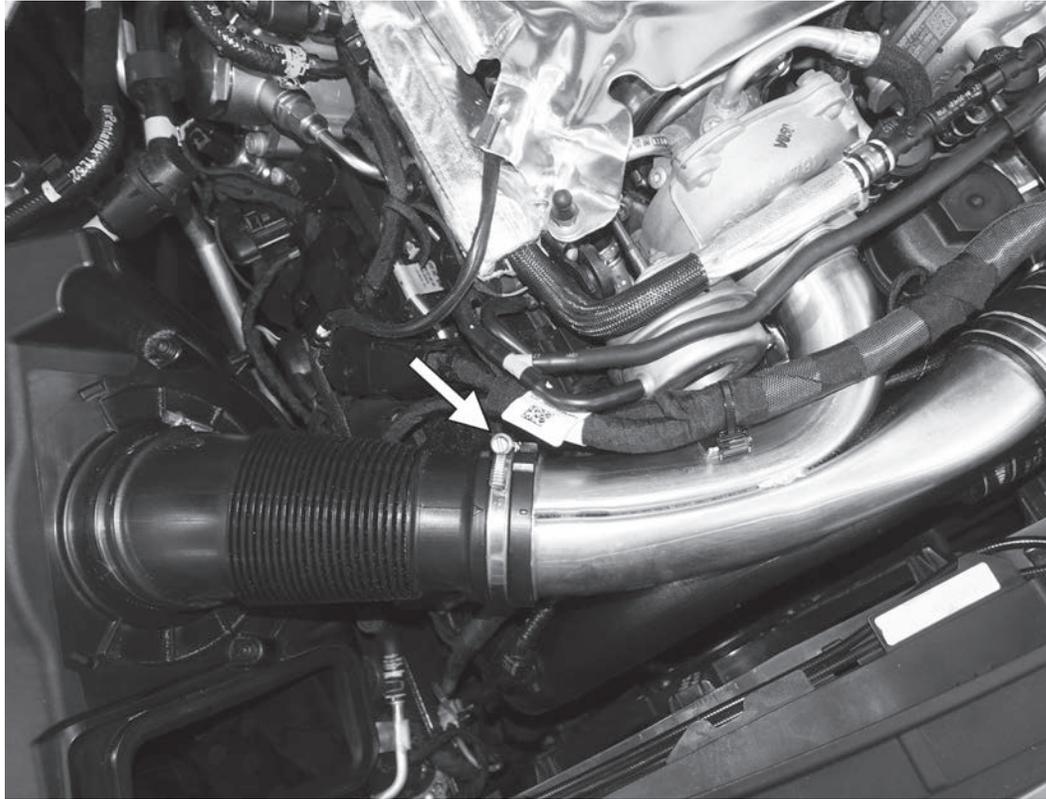
5) On the front side of the radiator cores support, completely remove the two T25 screws that hold the air inlet guide to the core support.

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6) Separate the air inlet guide from the back of the radiator core support, and then pull the guide out and away from the airbox.



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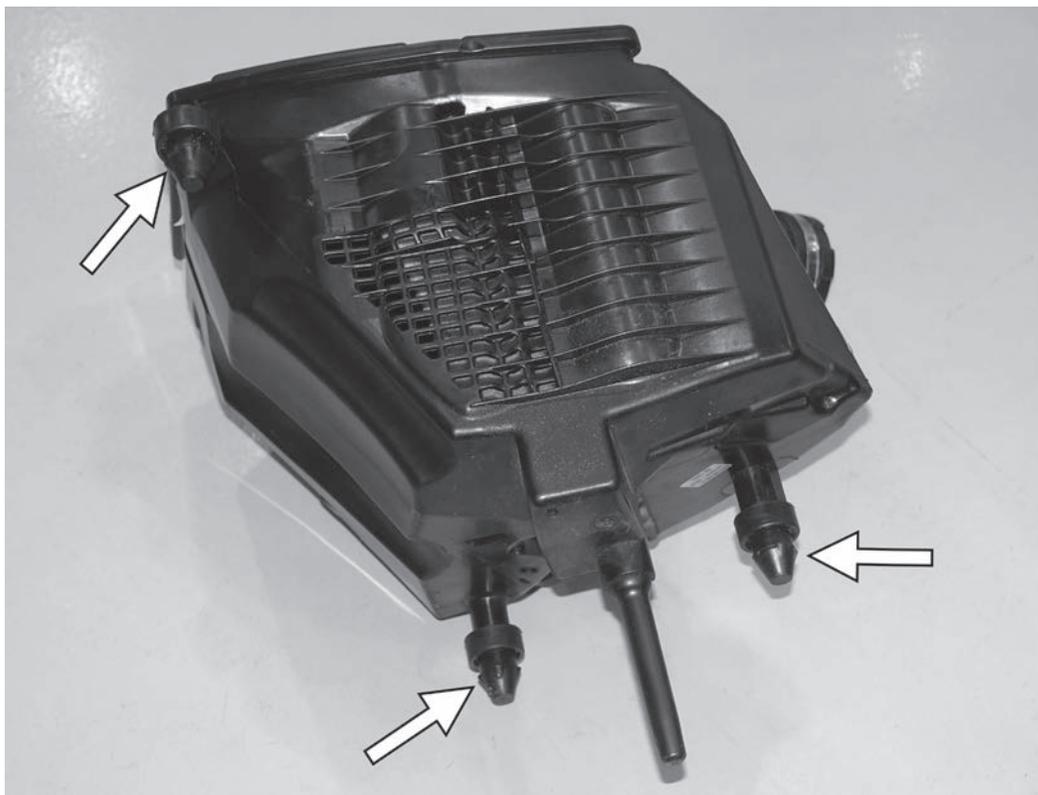


7) Loosen the hose clamp holding the accordion tube from the airbox to the metal turbo inlet pipe, and separate the tube from the pipe.

8) After compressing the accordion tube to keep it away from the turbo inlet pipe, lift the entire airbox assembly straight up to remove the airbox from the car.



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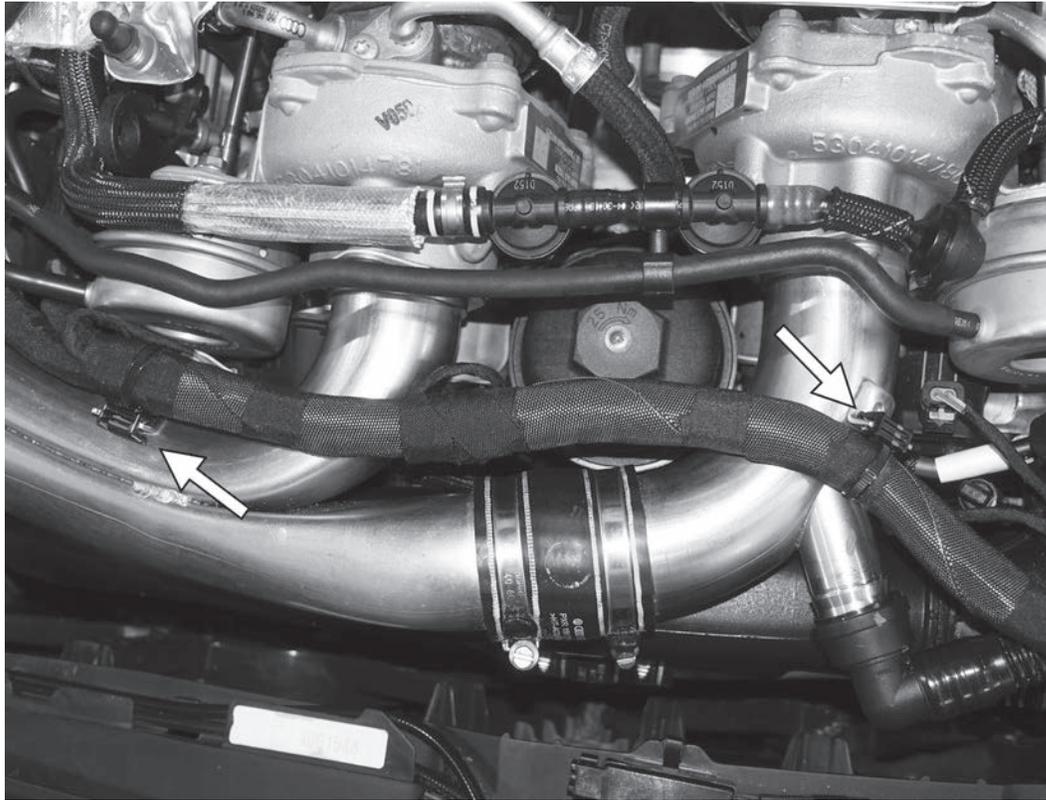


9) Remove the three rubber grommets that held the airbox assembly to its mounting points in the car. Be aware that these grommets may have stayed attached in the car.

10) Remove the PCV connection from the front of the metal turbo intake pipe. While pressing in on the connection towards the engine, run a pick around the inside of the attachment to loosen the fitting, then pull the connection off the metal inlet pipe. Be careful not to damage the inside of the connection with the pick.



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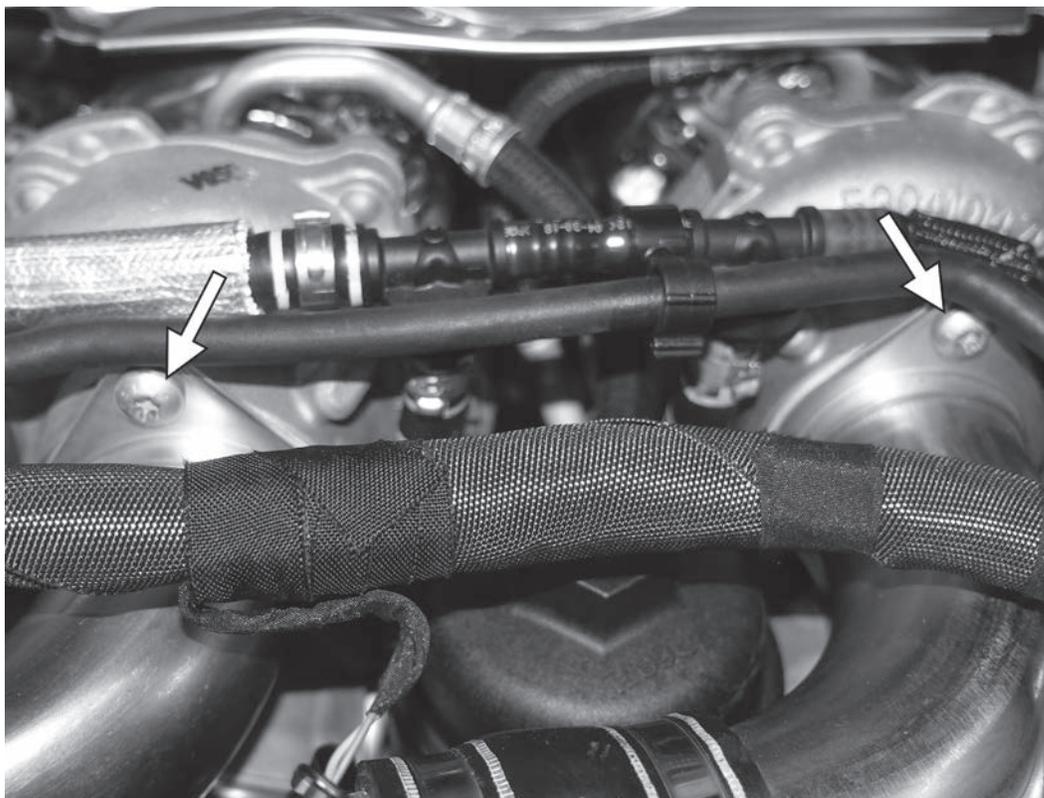


11) Pry the two clips from the wiring harness off of the top of the metal turbo inlet pipe. If desired, these clips can be removed from the harness.

12) Disconnect the electrical connector from the right turbo outlet temperature sensor. Lift the red tab up and away from the sensor before pressing the tab in to unplug the sensor.

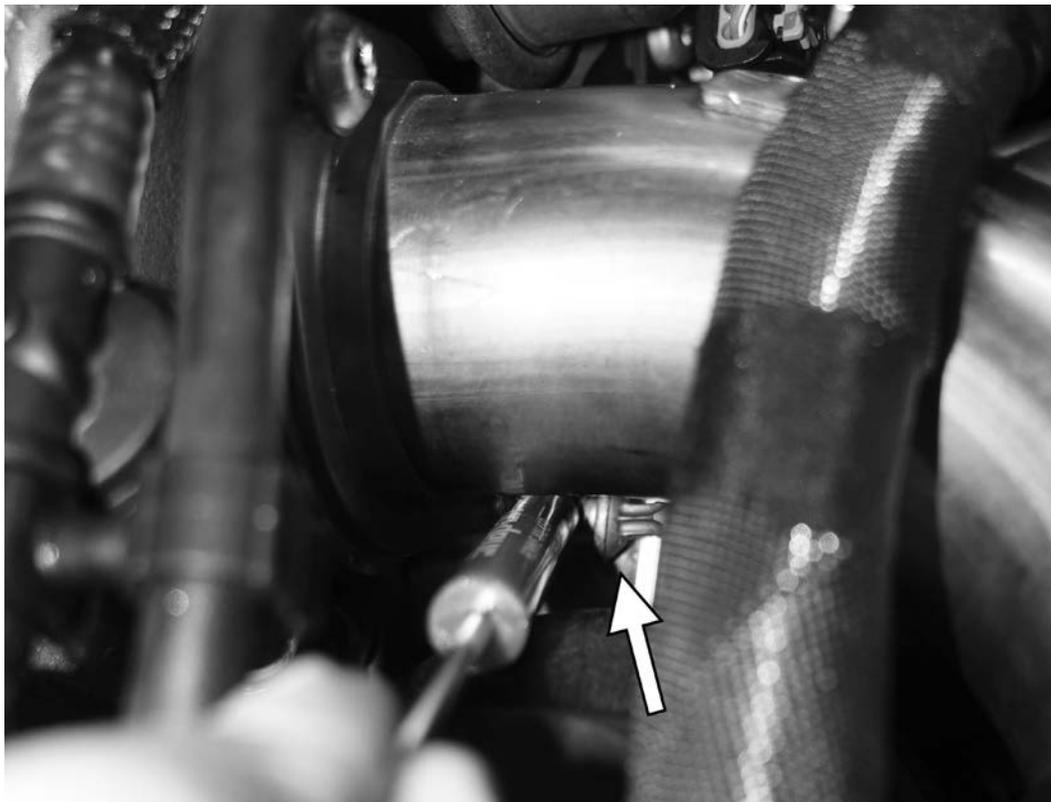


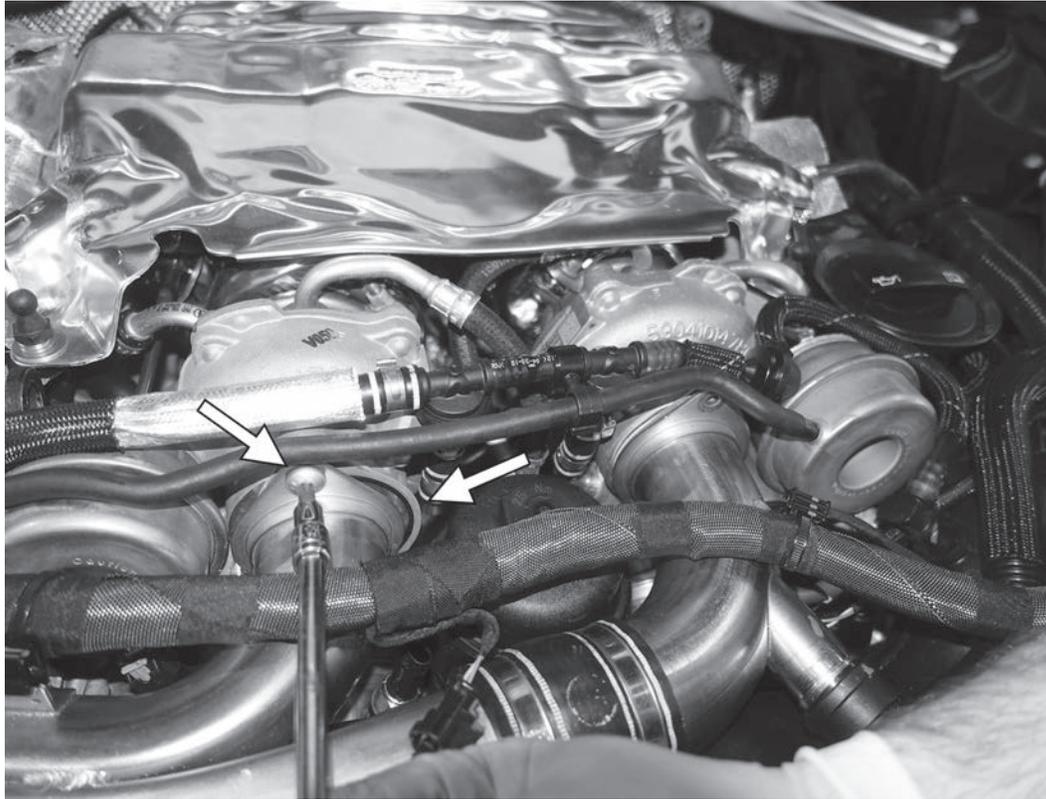
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13) Loosen, but do NOT remove the four T30 screws (two shown) holding the metal turbo inlet pipe to the turbochargers.

14) On the lower two T30 screws that hold the inlet pipe to the turbo, use a magnet to hold the screw as you remove the screws. This will prevent the screws from falling down in the engine, as they will be reused.



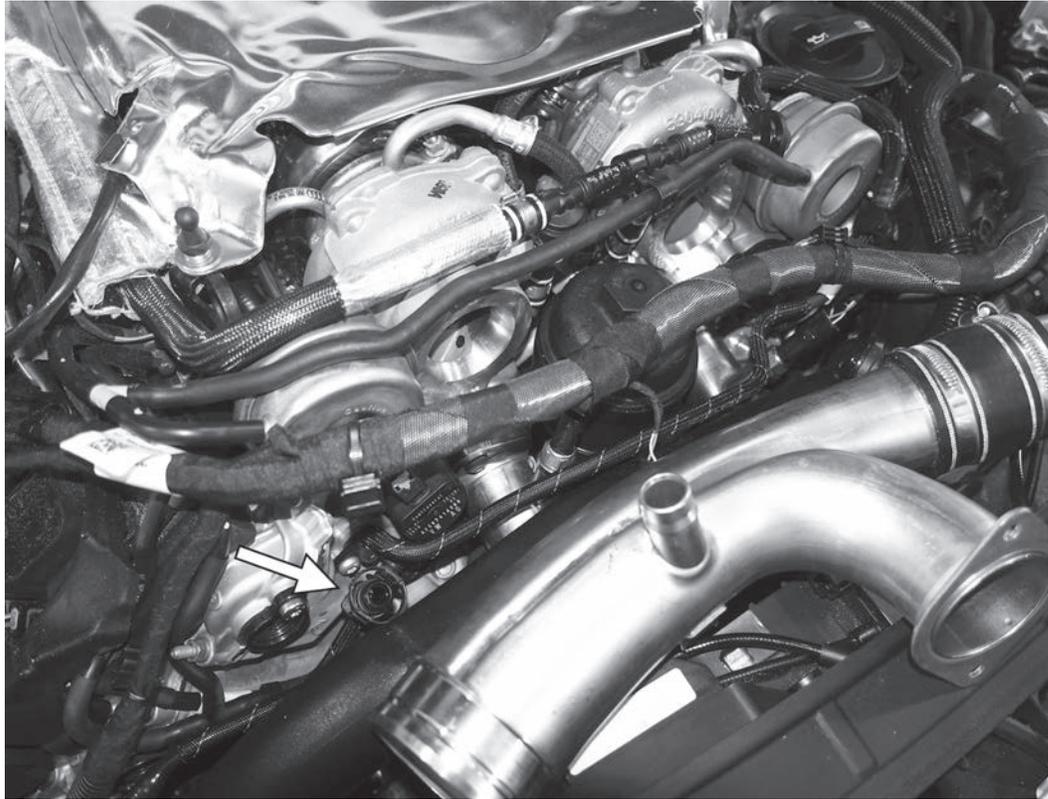


15) Remove the two upper T30 screws that hold the inlet pipe to the turbo. Be sure to grab the two gaskets that are between the inlet pipe and the turbos, not allowing them to fall down in the engine.

16) Slightly lift the metal turbo inlet pipe in order to disconnect the PCV connection from the bottom of the pipe. Simply squeeze on both sides of the connection to release the fitting from the pipe.

See the next step for better picture of the PCV connection.



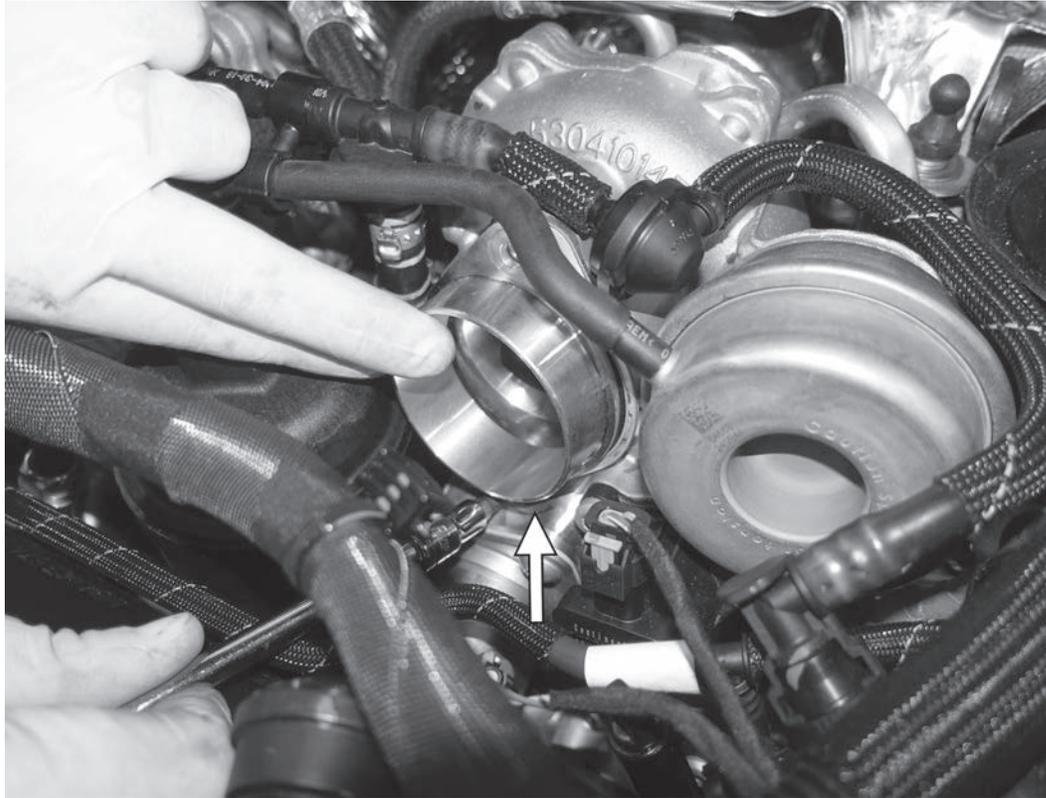


17) Remove the turbo inlet pipe from the car.

18) Taking one of the APR metal turbo inlet adapters, install one of the new or original screws with a new supplied gasket, capturing the gasket with the screw.



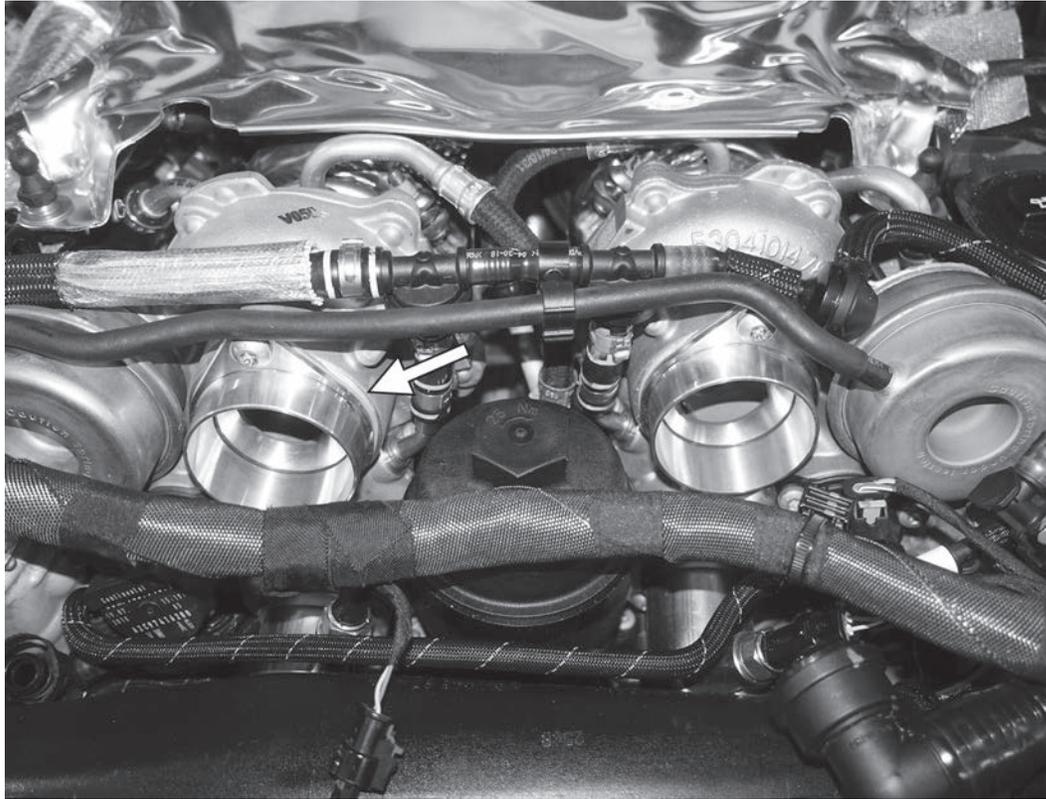
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19) Place the billet adapter with the captured screw and gasket on the front of the left turbo. Install the screw into the lower hole on the turbo inlet and start threading the screw.

20) Install the upper T30 screw, making sure the gasket is in place. Tighten both the upper and lower T30 screws and then torque them to 9Nm (80 in.lbs).



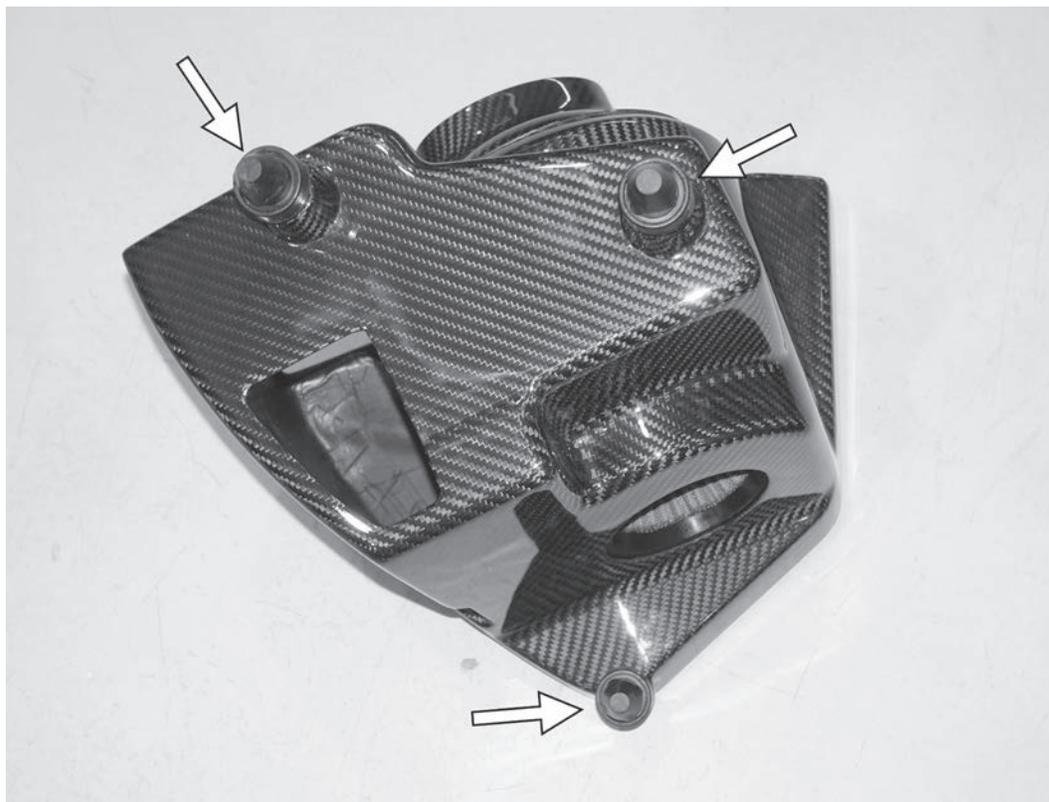


21) Repeat the three previous steps to install the other APR metal inlet adapter onto the right turbocharger.

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22) Loosely install the two APR couplers and four hose clamps onto the APR metal inlet adapters. Make sure to orient the tightening screws for the clamps in the manner shown, but do not tighten the clamps.





23) Install the three rubber grommets removed from the bottom of the factory airbox, and install on the bottom of the APR airbox.

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24) Place the APR airbox in the car, attaching the three rubber grommets to the factory mounting points.



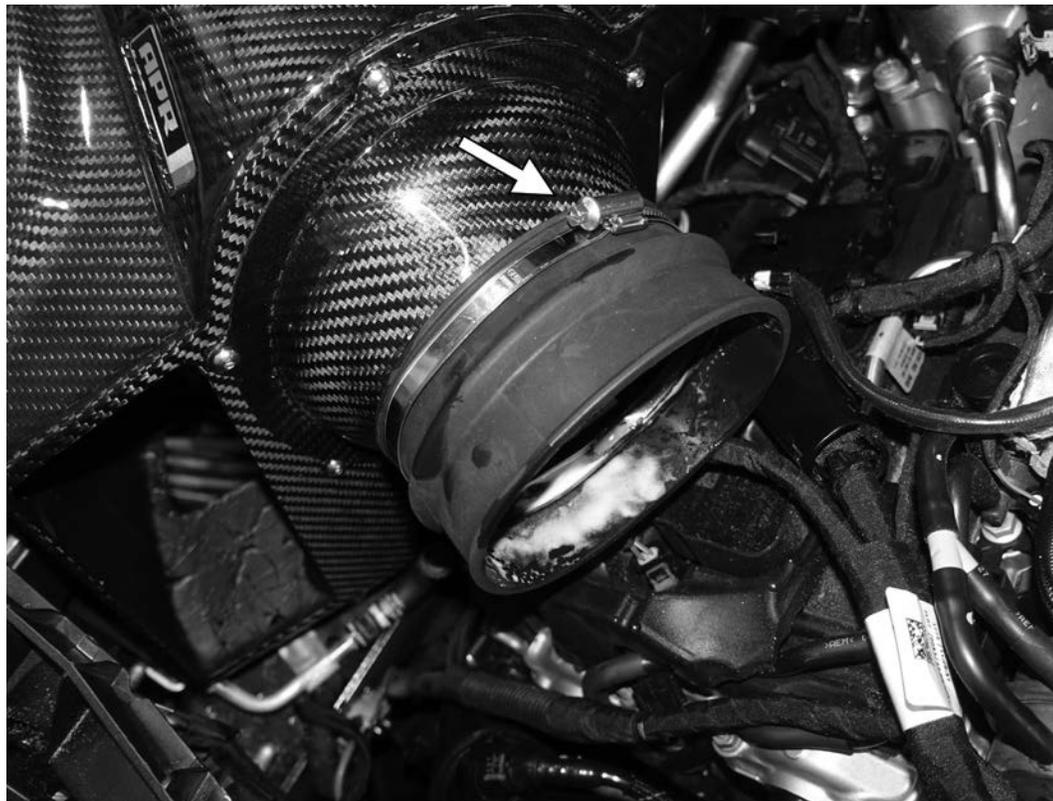
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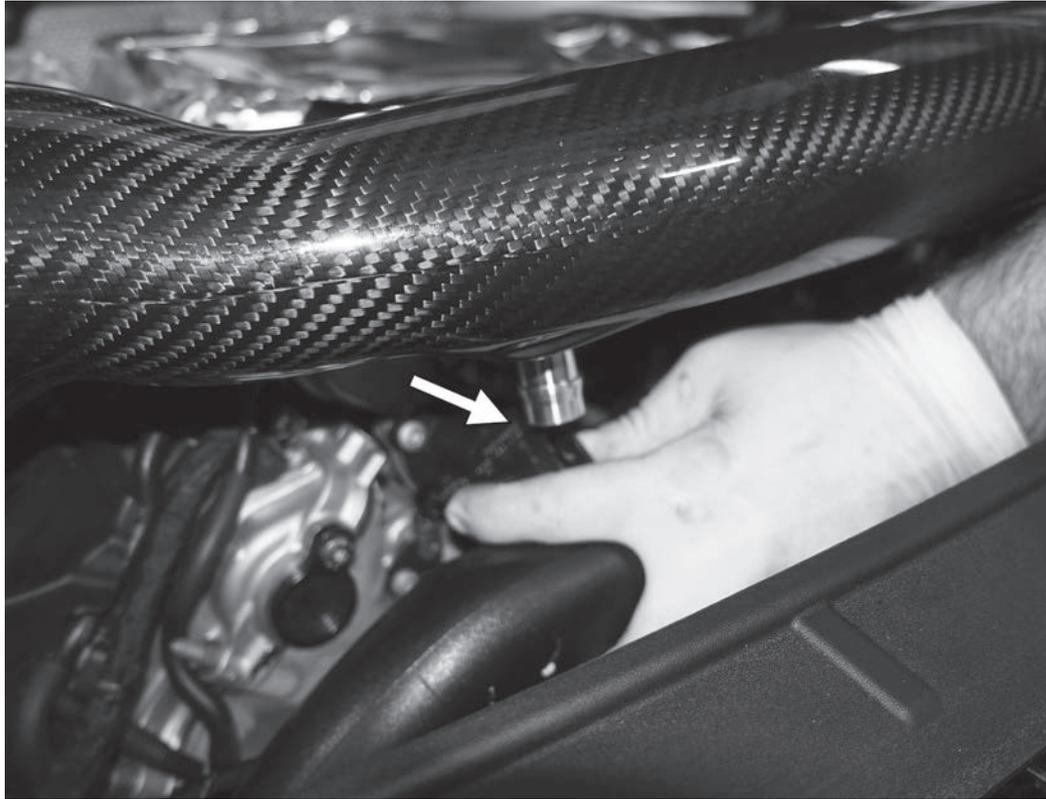
25) Generously lubricate the large APR coupler with one of the hose clamps. A foaming glass cleaner works well for this, and does not leave any residue.

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26) Loosely place the coupler and clamp over the outlet of the APR airbox.



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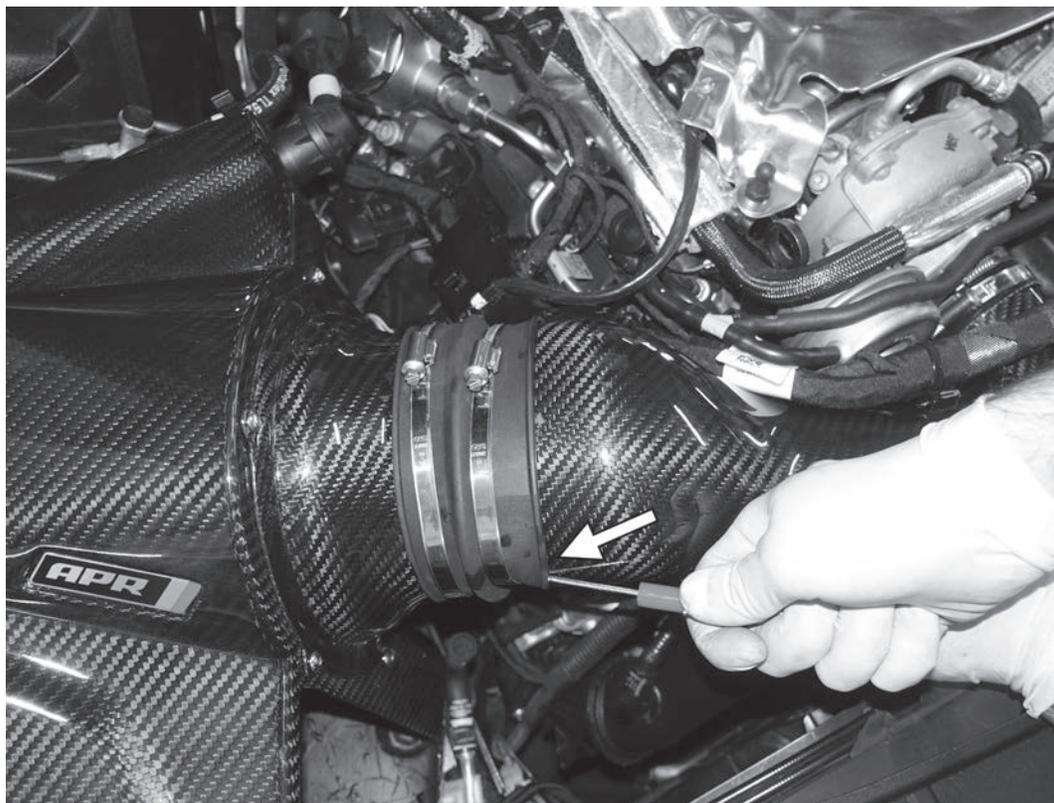
27) Place the inlet portion of the APR intake near the car, and connect the lower PCV to the port on the bottom of the APR inlet. Simply push the fitting onto the port until it clicks in place.

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28) Install the second hose clamp on the coupler on the outlet of the APR airbox, and begin to place the APR inlet close to the three attachment points.



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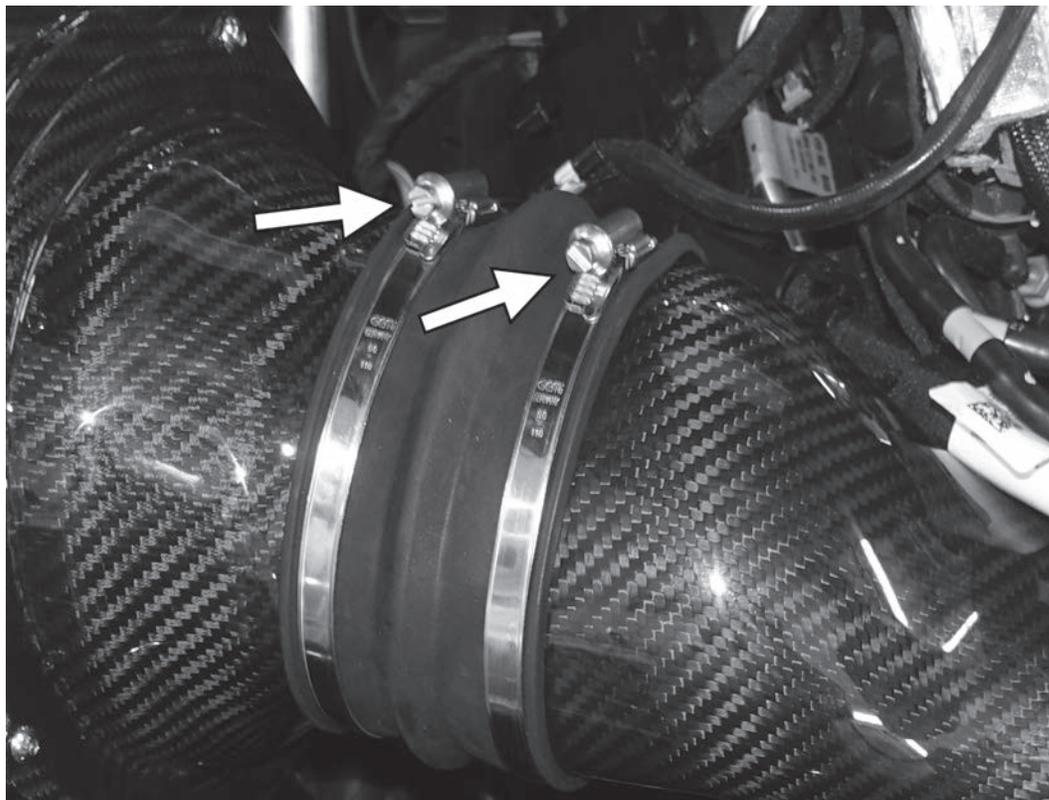
29) Connect the coupler to the inlet pipe. It may be necessary to slide the coupler off the airbox some to connect to the inlet. Use a tool and run around the coupler so that it does not slip inside the inlet tube.

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30) Connect the APR inlet to both couplers on the turbochargers. Use a tool and run around the couplers to ensure the couplers are properly connected on the APR inlet piece.



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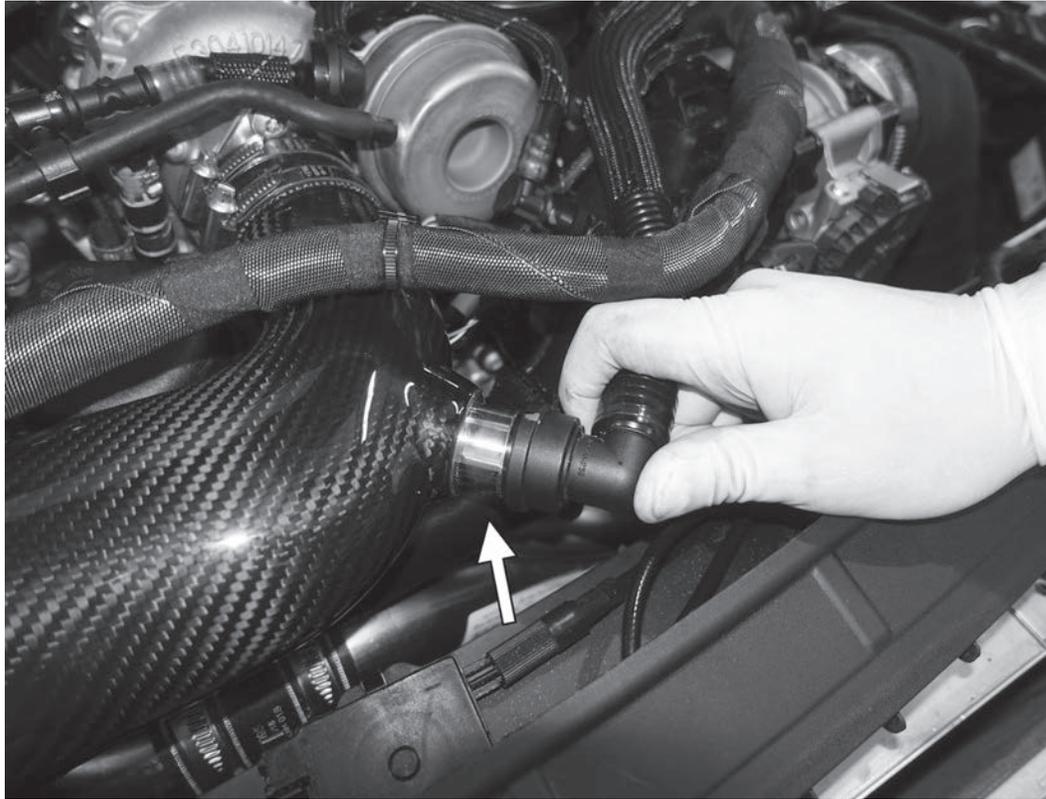


31) Arrange the coupler centered between the APR airbox and APR inlet, with the clamps as shown. Tighten both clamps to 5in-lb (0.6Nm). Do not overtorque the clamps, as you can crush the carbon fiber intake. This torque spec is very low, but the intake will be secure.

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32) Adjust all four hose clamps on the inlet couplers. Make sure the oil filter is still serviceable. Tighten all four clamps to 10in-lb (1.2Nm). 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.



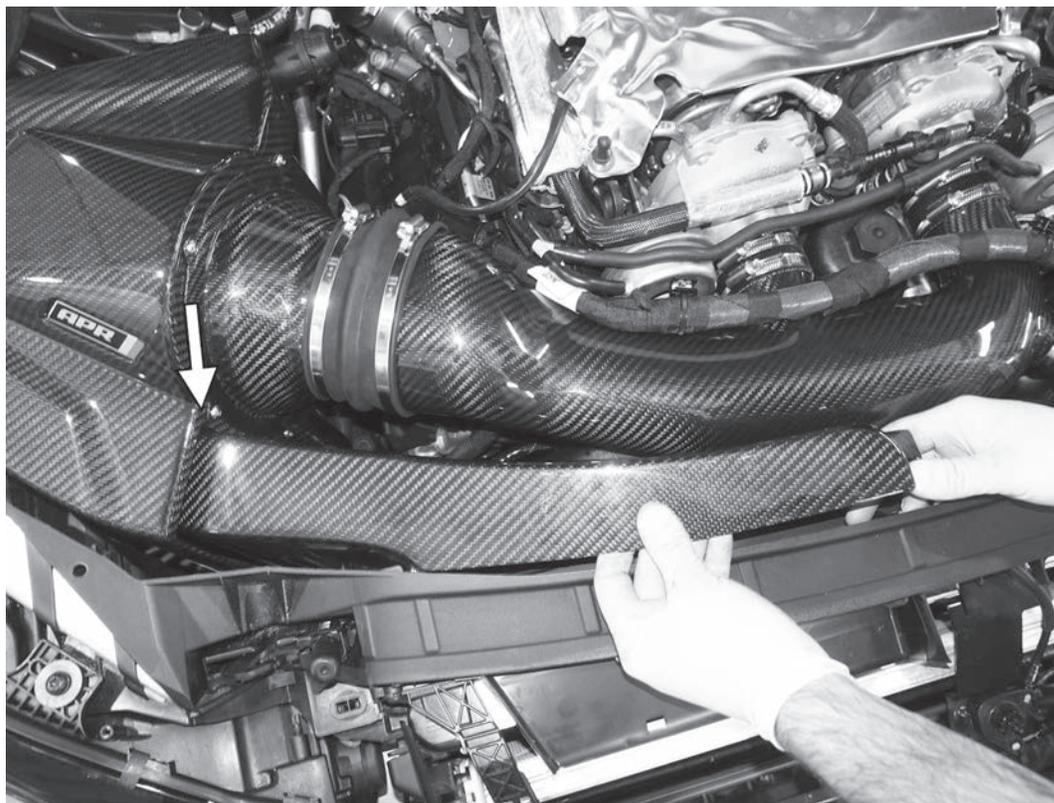


33) Reconnect the upper PCV line to the port on the APR inlet tube by simply pushing the fitting into place.

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34) Reconnect the electrical connector to the right turbo outlet temperature sensor, being sure to push the red tab down to lock the connector in place.

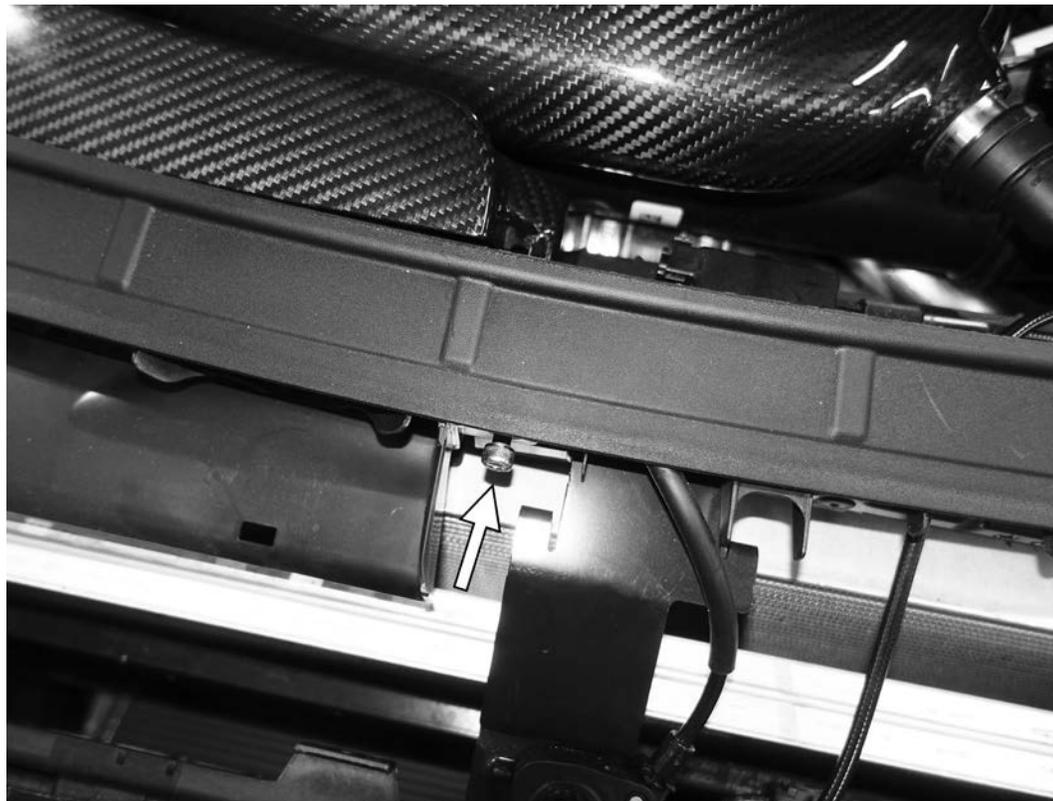




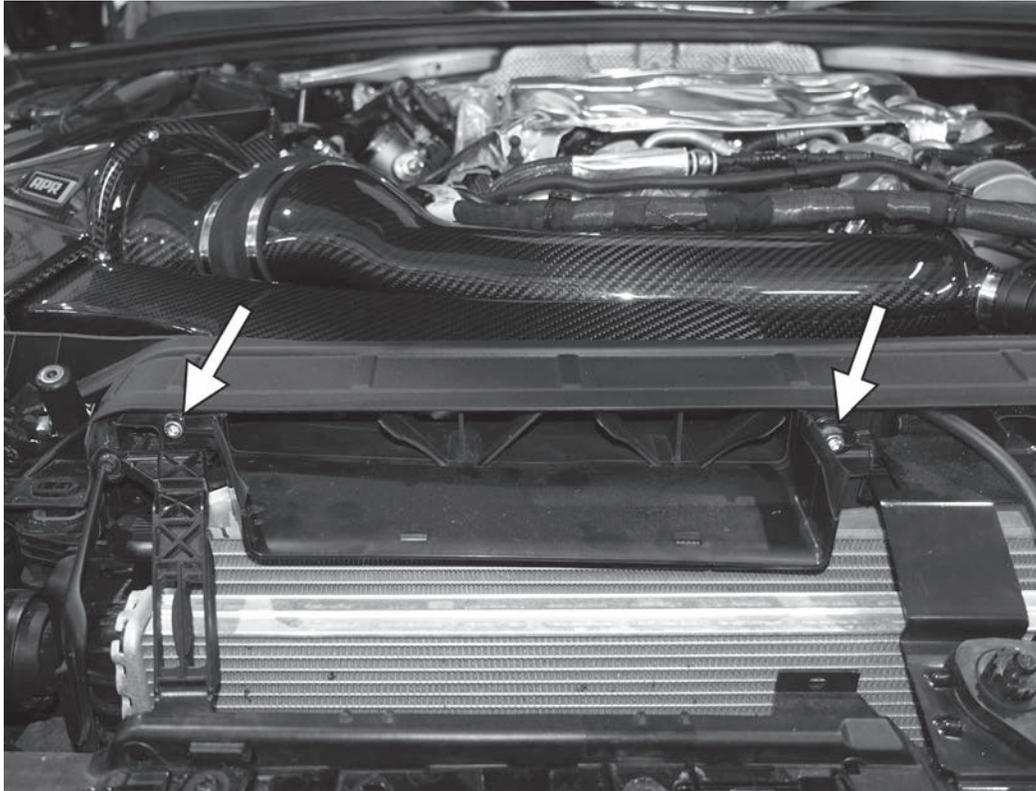
35) Carefully place the air guide portion of the APR intake into the hole on the side of the APR airbox.

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36) Place one of the supplied 5mm allen screws through the left hole that the factory air guide was mounted to, and into the threaded hole on the APR air guide.



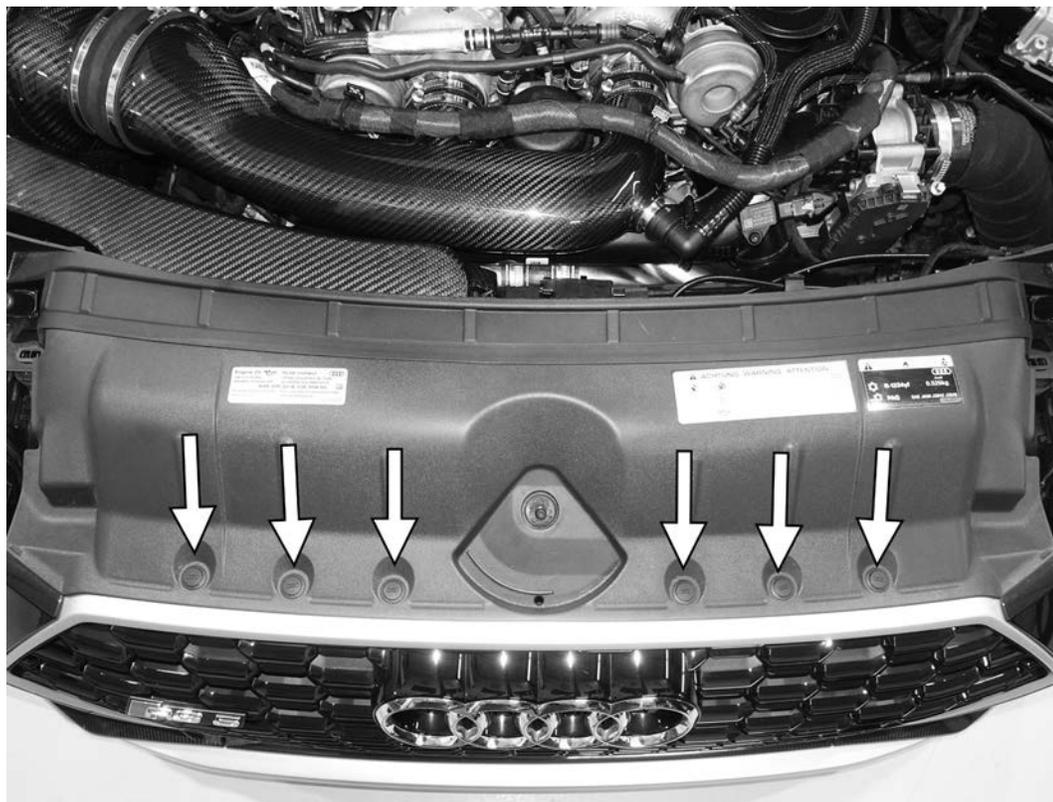
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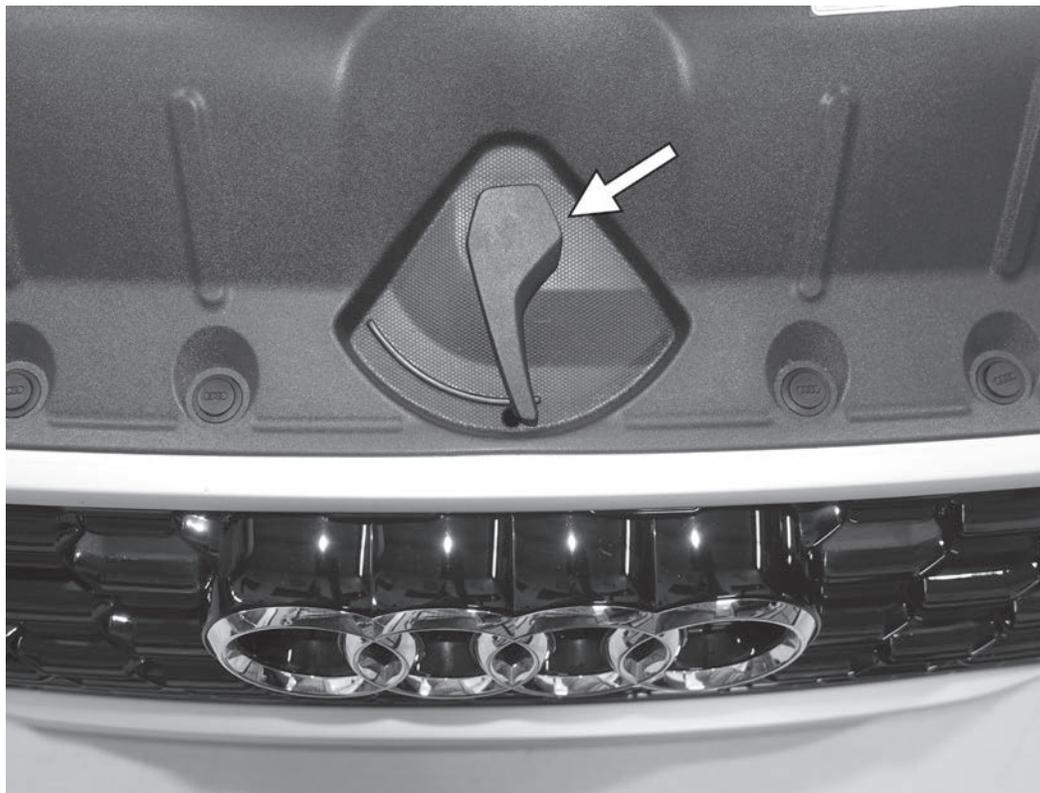
37) Connect the other 5mm allen screw to the right hole and secure into the APR air guide. Tighten both screws to 2.5Nm (22 in.lbs).

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38) Replace the cover that goes between the front bumper and radiator core support. Slide the back of the cover into the slot on the front of the radiator core support, and then lower the front side of the cover to the front bumper. Install the six push pin fasteners and push down on the center tab to lock the cover in place.



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39) Reinstall the factory hood latch by placing the latch over the keyed post, and pushing down on the latch to lock it in place.

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



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

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