

#TL100135

INSTALLATION MANUAL

# MS100193, 194, 196

APR MQB 2.0T Charge Pipes

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Notes:

These instructions were written for a North American specification VW GTI, but other models, 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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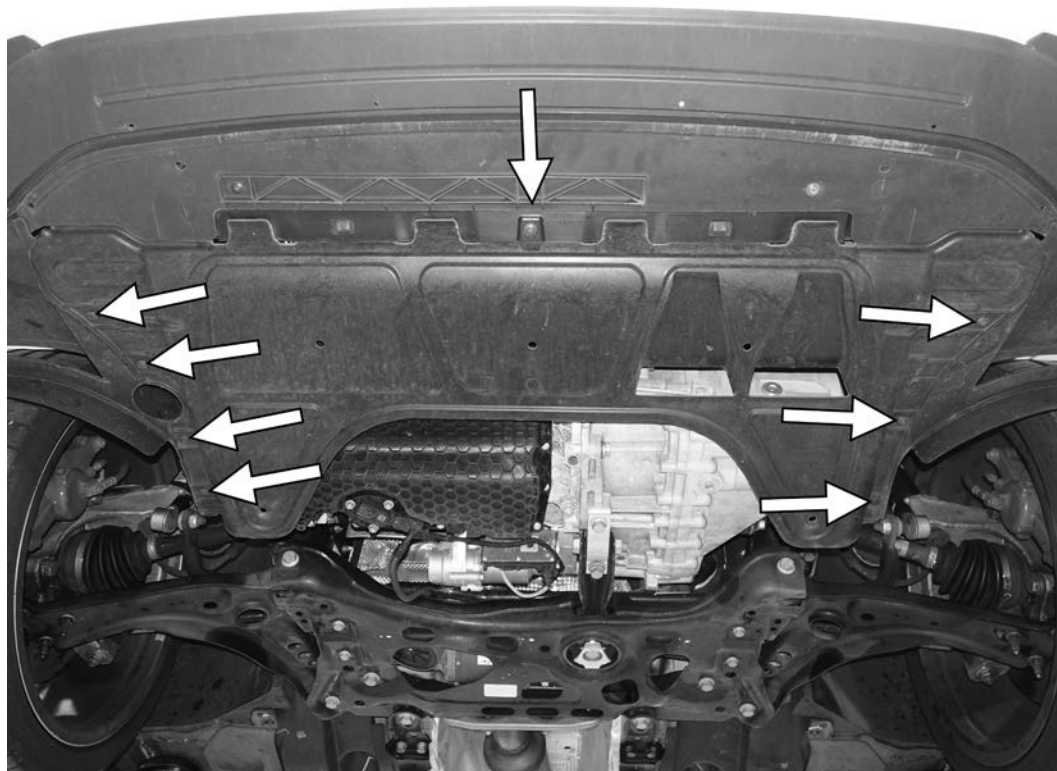
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1) Securely place the vehicle on a lift or jack stands.

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2) Remove the eight T25 screws holding the center belly pan to the bottom of the car, and then remove the belly pan. Note the way the belly pan is attached to the other panels around it, including the bottom of the front bumper cover.



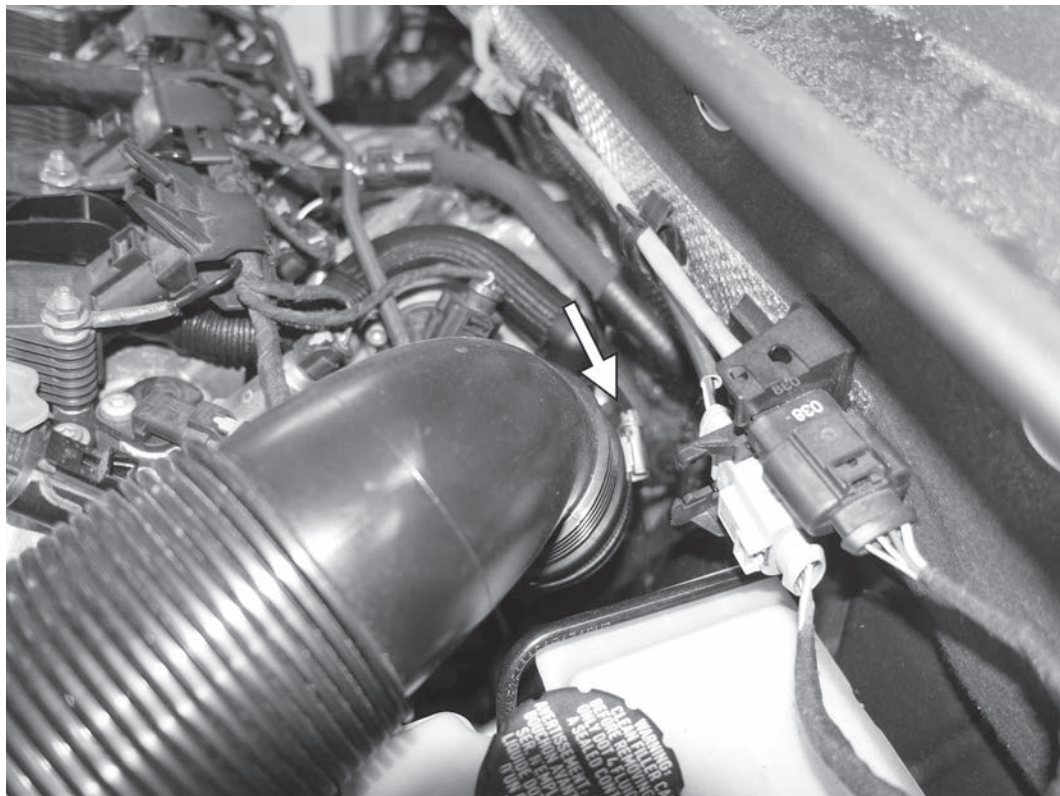
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3) From underneath the car, disconnect the hose from the clip that connects the coolant hose to the front of the engine. Separate the clip from the hose, and then remove the clip from its mounting tab.

4) If installing MS100193 or MS100196, continue following this manual from this page. If installing just MS100194, jump to Step 31. Remove the T25 screw that holds the left side of the intake to the back of the radiator core support. Slide the intake out of the tab on the right hand side. Separate the intake from the back of the core support.





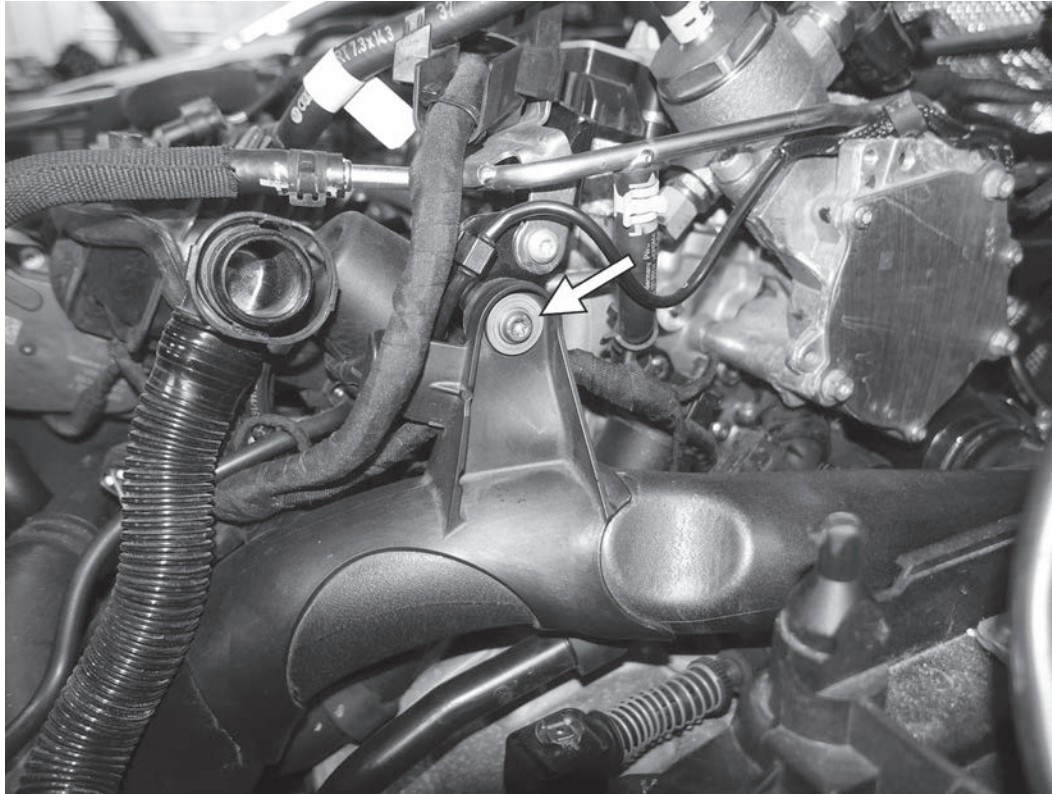
5) Loosen the 7mm clamp holding the rear intake pipe to the turbocharger inlet. Separate the pipe from the turbocharger inlet.

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6) Lift the APR intake off the rubber mounting post underneath the airbox, and remove the intake assembly from the car.





7) Remove the T30 screw on the side of the stock turbo outlet pipe.

8) Loosen the 7mm hose clamp where the stock turbo outlet pipe connects to the turbo outlet hose.





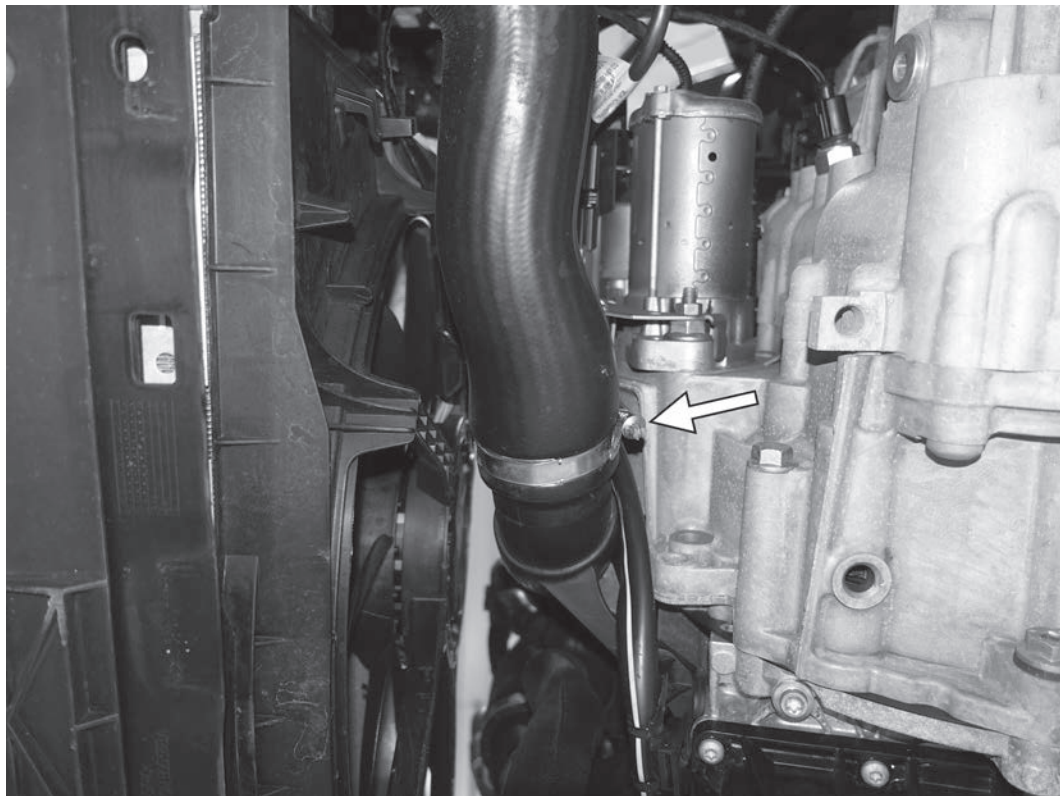
9) Use a small screwdriver to separate the clip that holds the wiring harness to the bottom of the stock turbo outlet pipe.

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10) Remove the T30 screw holding the bottom of the stock turbo outlet pipe to the front of the engine.



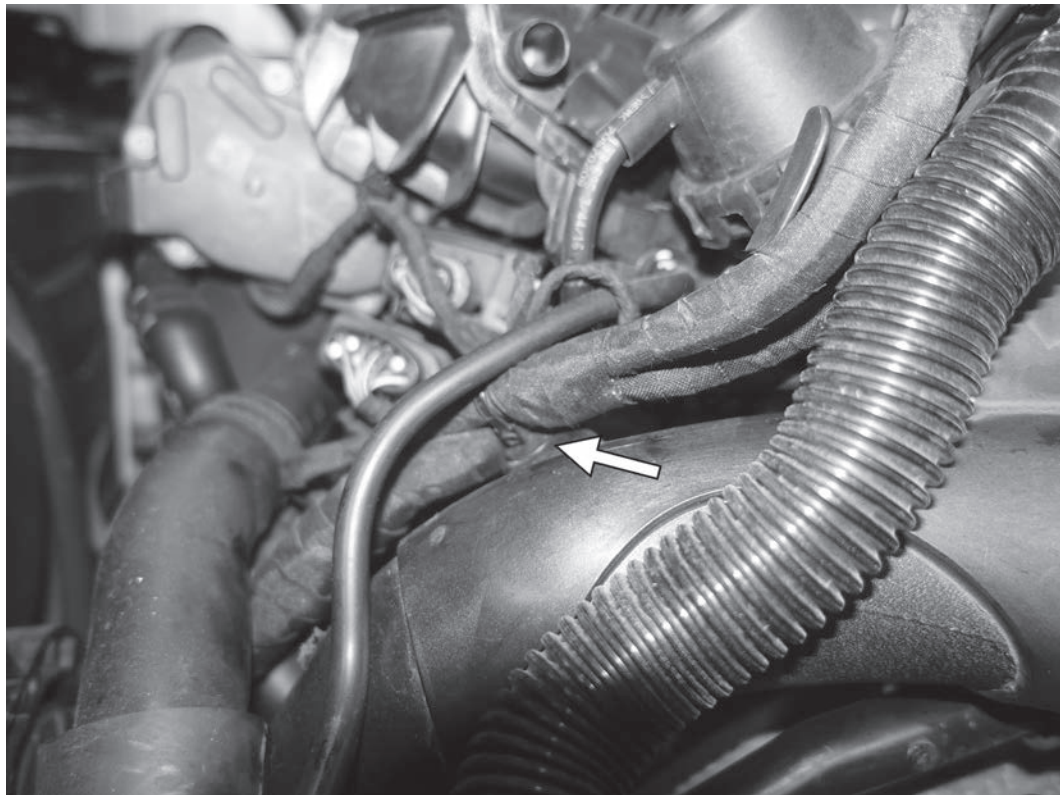
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11) Loosen the 7mm clamp on the lower turbo outlet hose, and then separate the hose from the stock outlet pipe.

12) On cars equipped with secondary air injection, remove the clip holding the secondary air hose to the back of the stock outlet pipe (shown with pipe removed).





13) Pry off the clip holding the wiring harness to the top of the stock turbo outlet pipe.



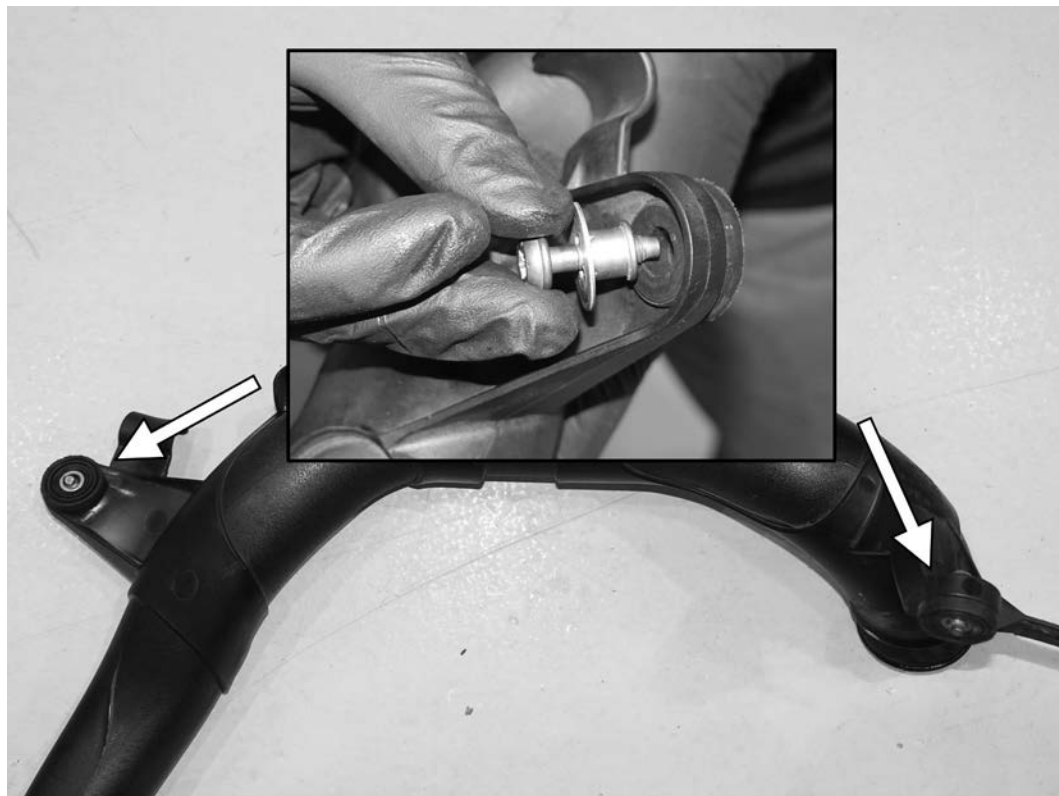
14) Carefully lift the stock turbo outlet pipe up and out from the car, keeping it from snagging on any of the other pipes, plumbing, and wiring harnesses around it.





15) On the turbocharger outlet, loosen the 7mm hose clamp on the outlet hose, and remove the hose from the turbocharger.

16) Remove the two screws and rubber grommets from the stock turbo outlet pipe. Pull the screw assembly away from the rubber grommet, and then pry the rubber grommets out from the mounting holes



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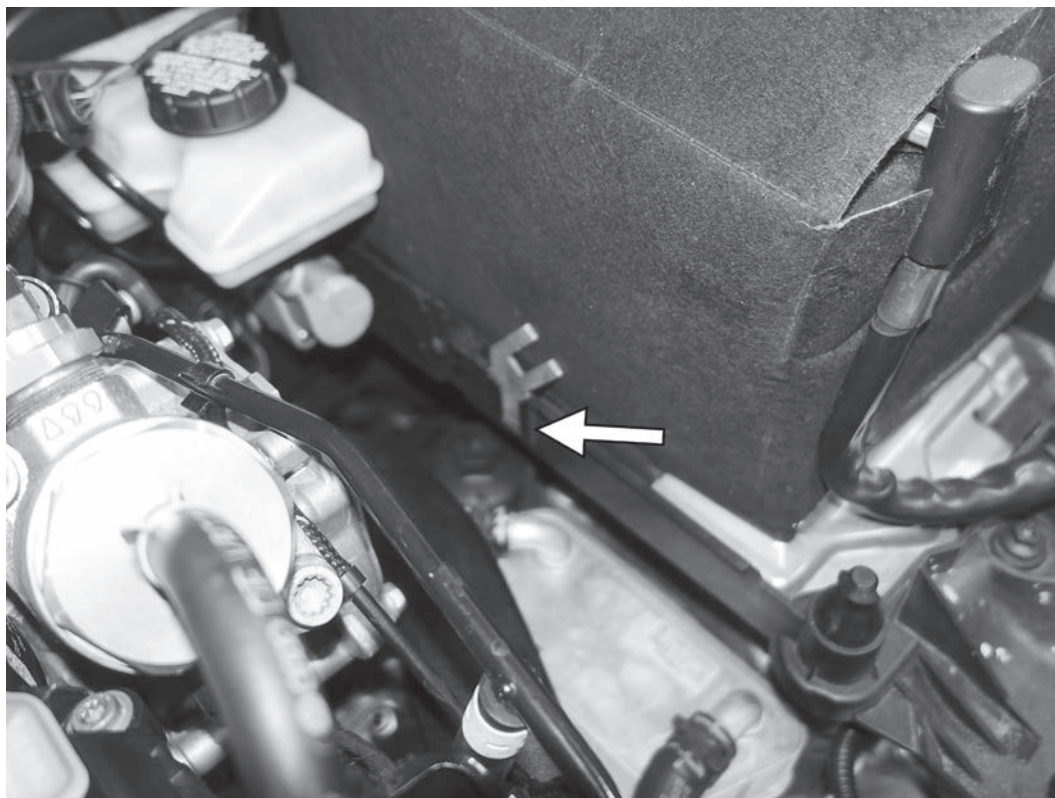
17) Install the two rubber grommets and screws onto the APR turbo outlet pipe as shown.

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18) On some DSG cars with a DQ250 transmission, remove the transmission breather filter mounted to the side of the battery tray. Simply lift up on the box to remove the the breather from the tray.



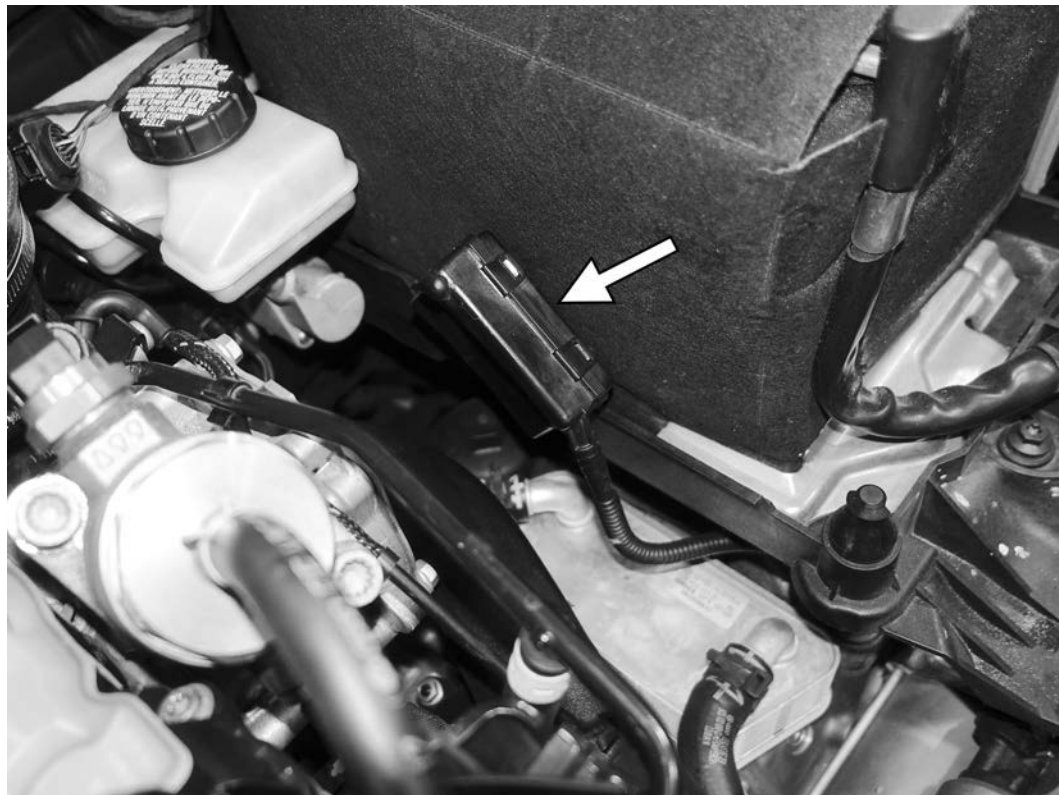
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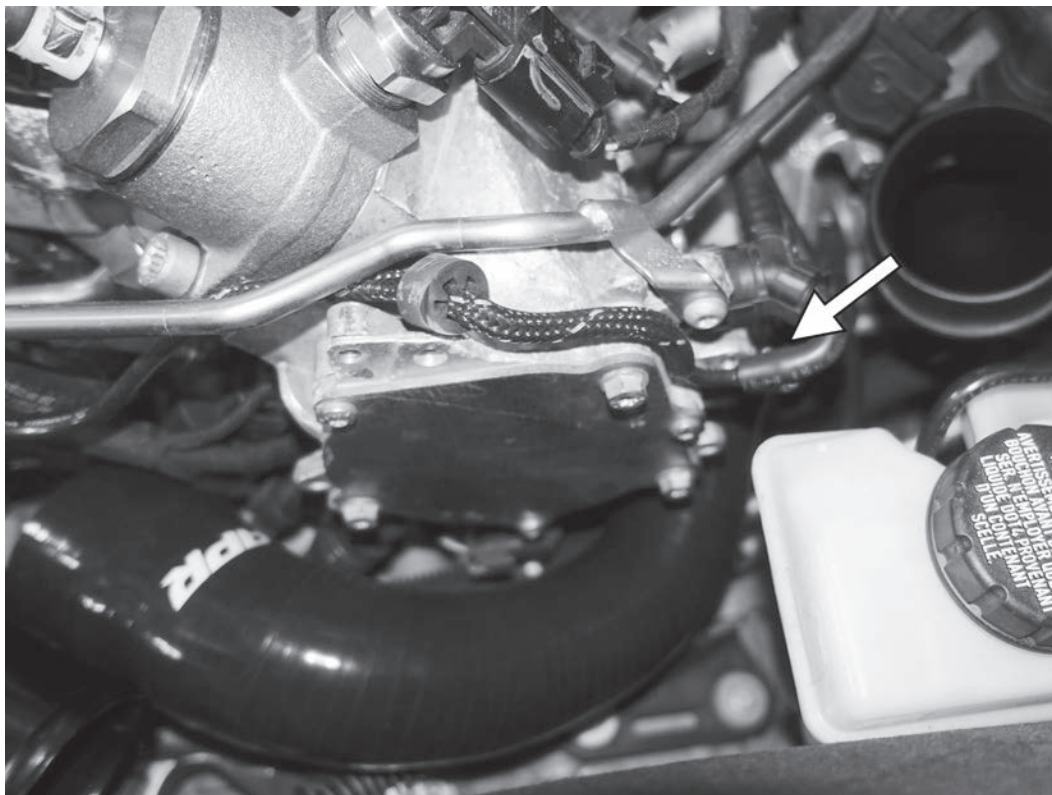


19) Install the supplied APR bracket into the mounting slot on the battery tray where the breather was attached as shown.

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20) Mount the breather filter onto the APR bracket as shown. Relocating the breather will give more clearance for the APR charge pipe.





21) With the one 2.25" (-0225) clamp, install the smaller side of the APR silicone hose to the turbocharger outlet. Orient the hose clamp so it can easily be tightened, but leave the clamp loose for now.

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22) Install the APR turbo outlet pipe from underneath the car.



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23) Install the upper side of the APR outlet pipe to the APR silicone hose with the 2.75" (-0275) hose clamp. Orient the hose clamp so it can easily be tightened, but leave the clamp loose for now.

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24) Install the factory T30 screw with the rubber grommet to the original stock pipe mounting point on the front of the engine. If necessary, use the supplied washer between the engine block and the rubber grommet to space the APR pipe away from the engine. Torque the screw to 62 in-lbs (7Nm),



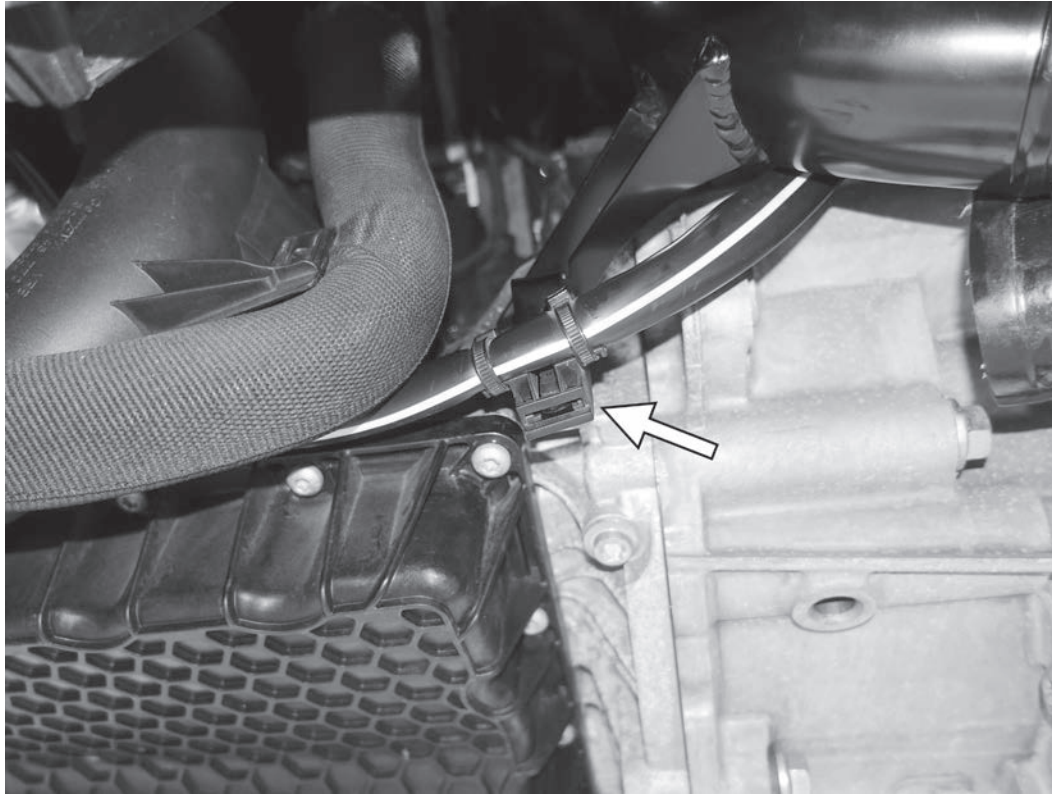


25) Install the factory T30 screw with the rubber grommet to the original stock pipe mounting point on the top of the engine. Torque the screw to 62 in-lbs (7Nm),

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26) After making sure the connections on both side of the APR silicone hose are secure, torque both hose clamps to 50 in-lbs (5.7Nm). Do NOT overtighten the hose clamps.





27) Install the wiring harness clip onto the mounting point on the APR pipe by simply pushing the clip onto the tab.

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28) Connect the lower turbo outlet hose to the lower side of the APR outlet pipe. Secure the hose with the original clamp and torque to 49 in-lbs (5.5Nm).



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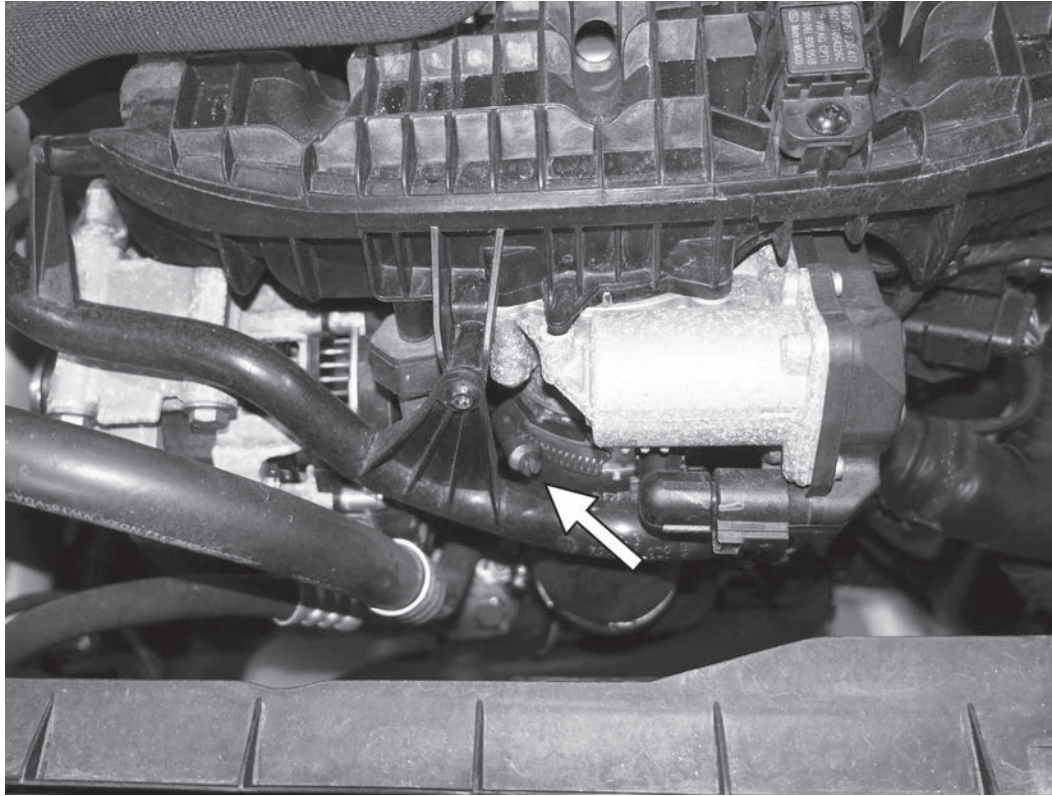
29) After peeling off the adhesive back, install the supplied abrasion tape to the side of the transmission where the starter is, to prevent the APR pipe from rubbing on the transmission.

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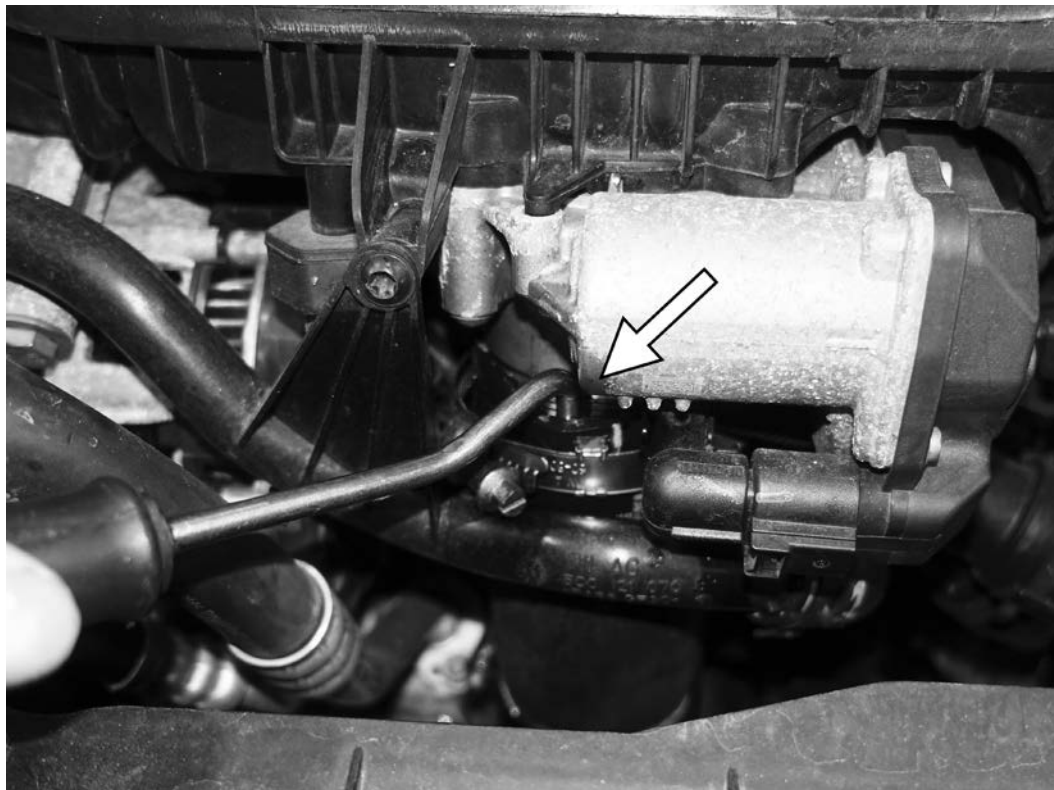
30) Reinstall the intake assembly into the car. Attach the right side of the intake to the mounting tab on the back of the core support. Secure the left side of the intake with the T25 screw previously removed. Connect the back of the intake assembly to the turbocharger inlet, and secure with the original 7mm hose clamp. Torque the clamp to 62 in-lbs (7Nm).

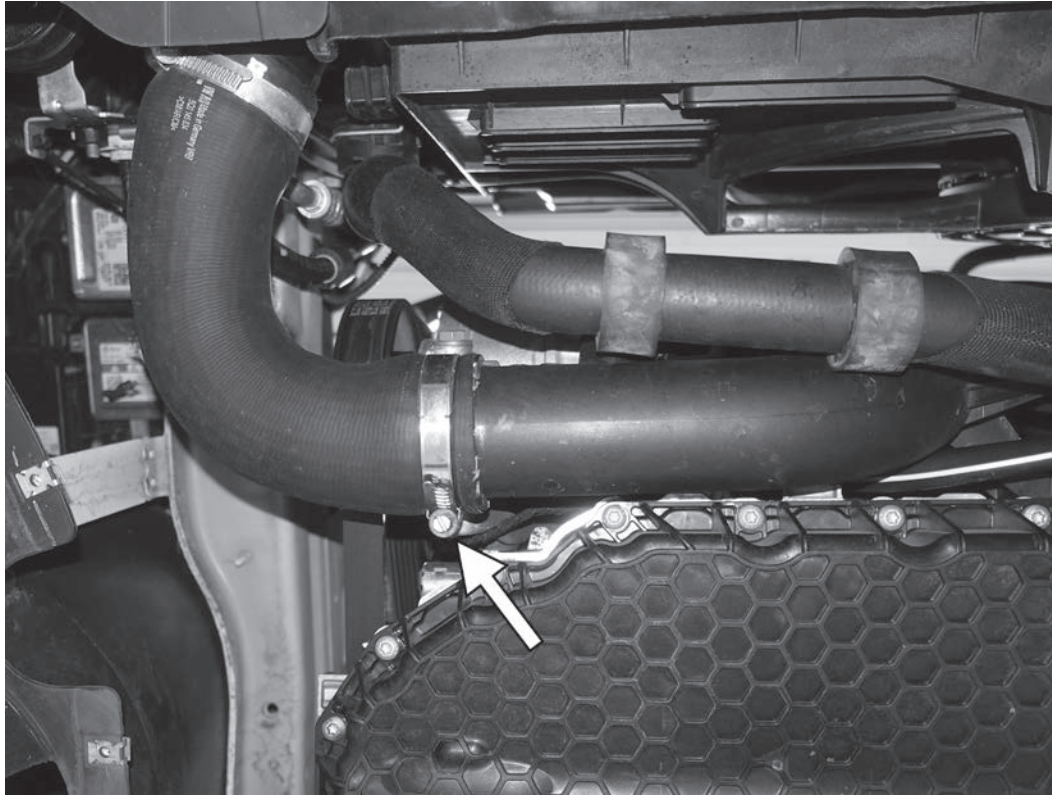




31) On the front of the engine, loosen the top 7mm hose clamp that connects the hose to the bottom of the throttle body.

32) Using a pick tool, separate the hose from the throttle body by running the tool around the outside diameter of the throttle body inlet.



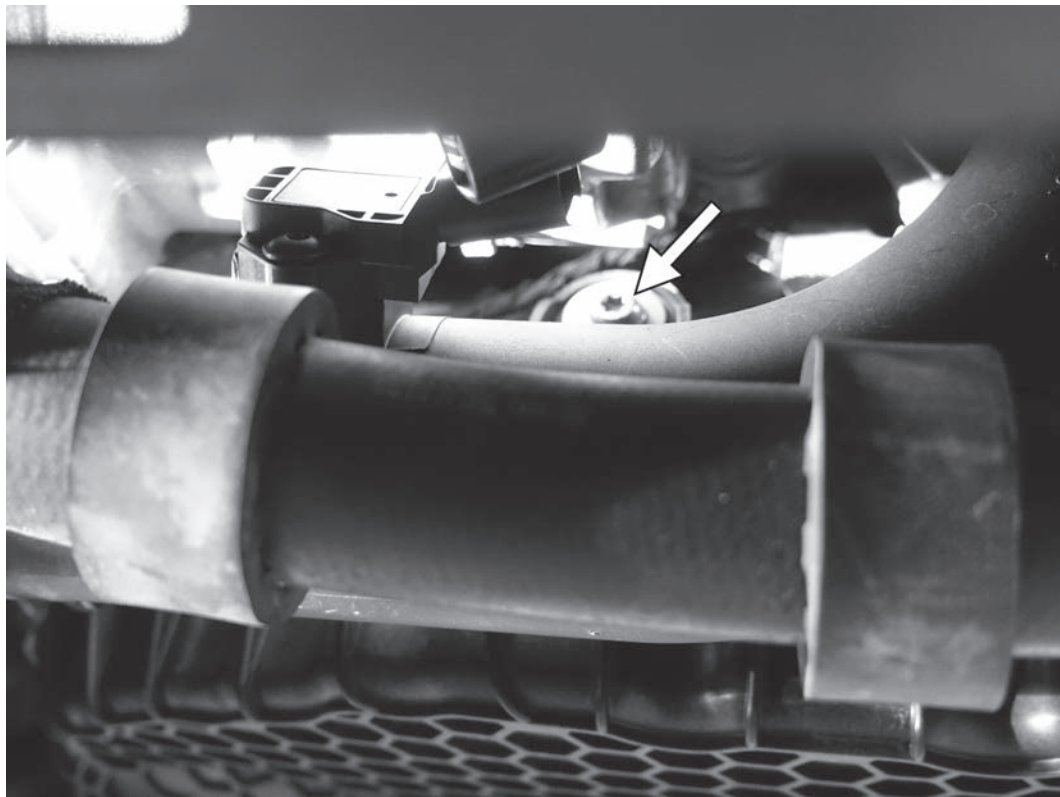


33) Loosen the 7mm hose clamp on the intercooler outlet hose, and then separate the intercooler outlet hose from the factory charge pipe on the front of the engine.

34) On the factory charge pipe on the front of the engine, disconnect the electrical connector to the factory MAP sensor.



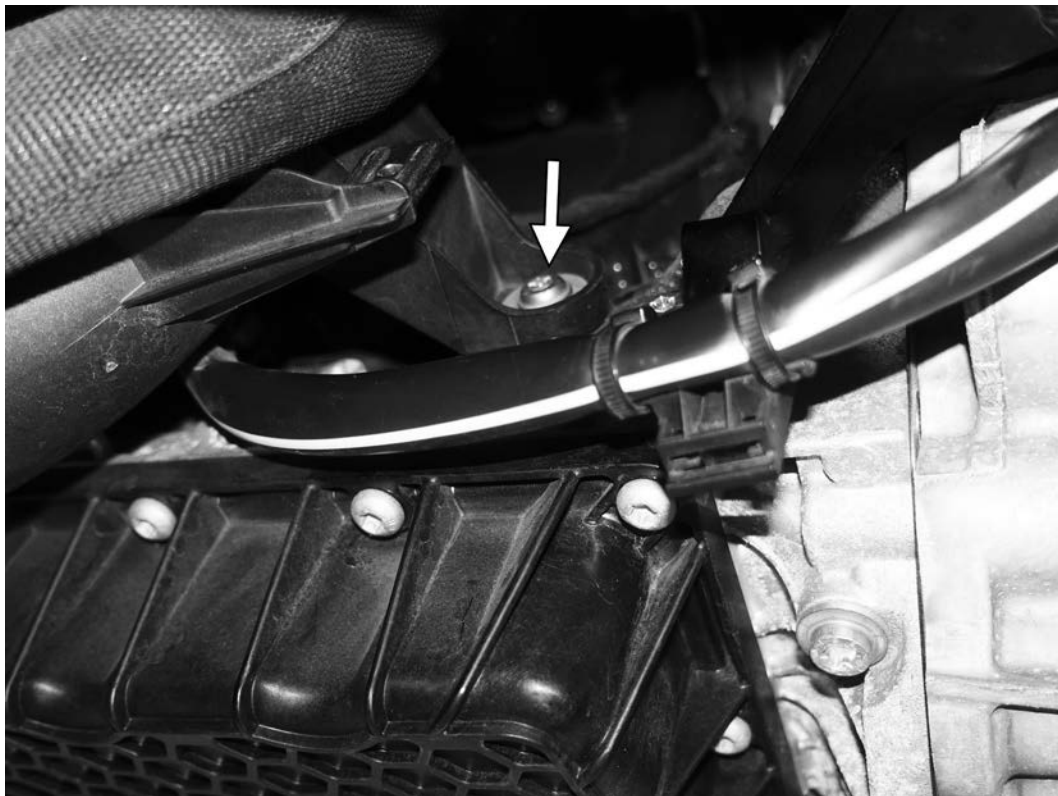
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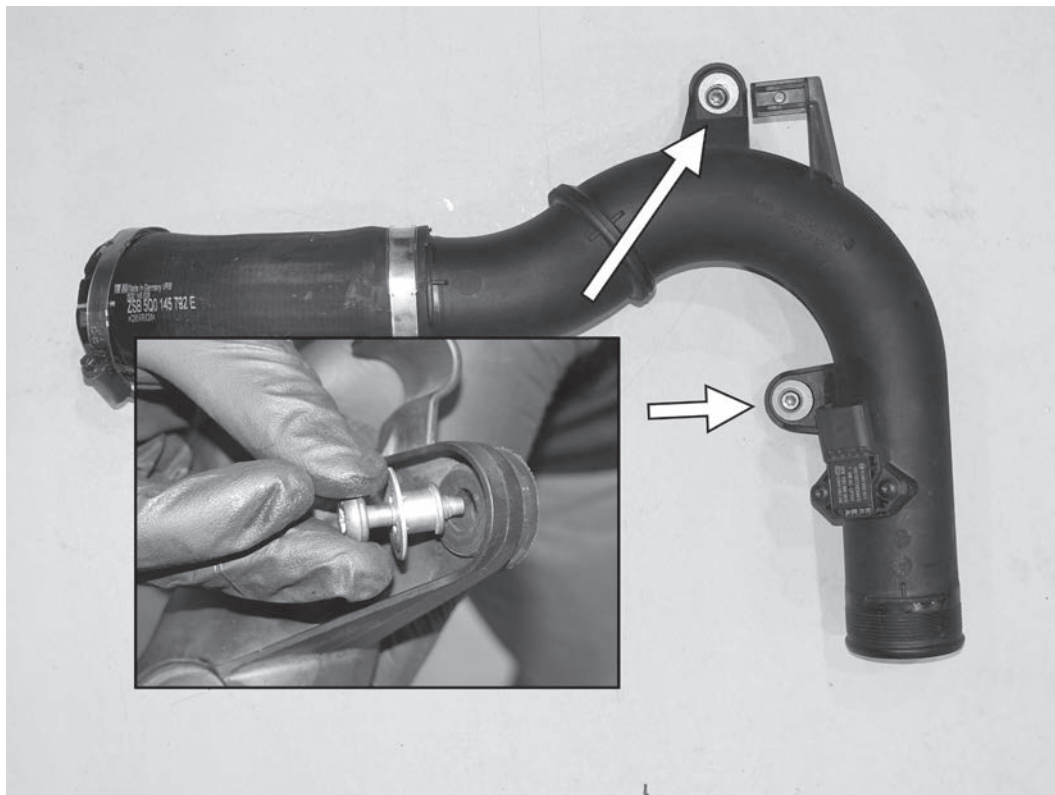
35) Just above the factory MAP sensor, loosen the T30 screw holding the factory charge pipe to the front of the engine.

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36) Loosen the T30 screw on the left side of the factory charge pipe. Pull the factory charge pipe down (with the upper hose to the throttle body attached) and remove it from the car.



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37) Remove the two screws and rubber grommets from the factory charge pipe. Pull the screw assembly away from the rubber grommet, and then pry the rubber grommets out from the mounting holes

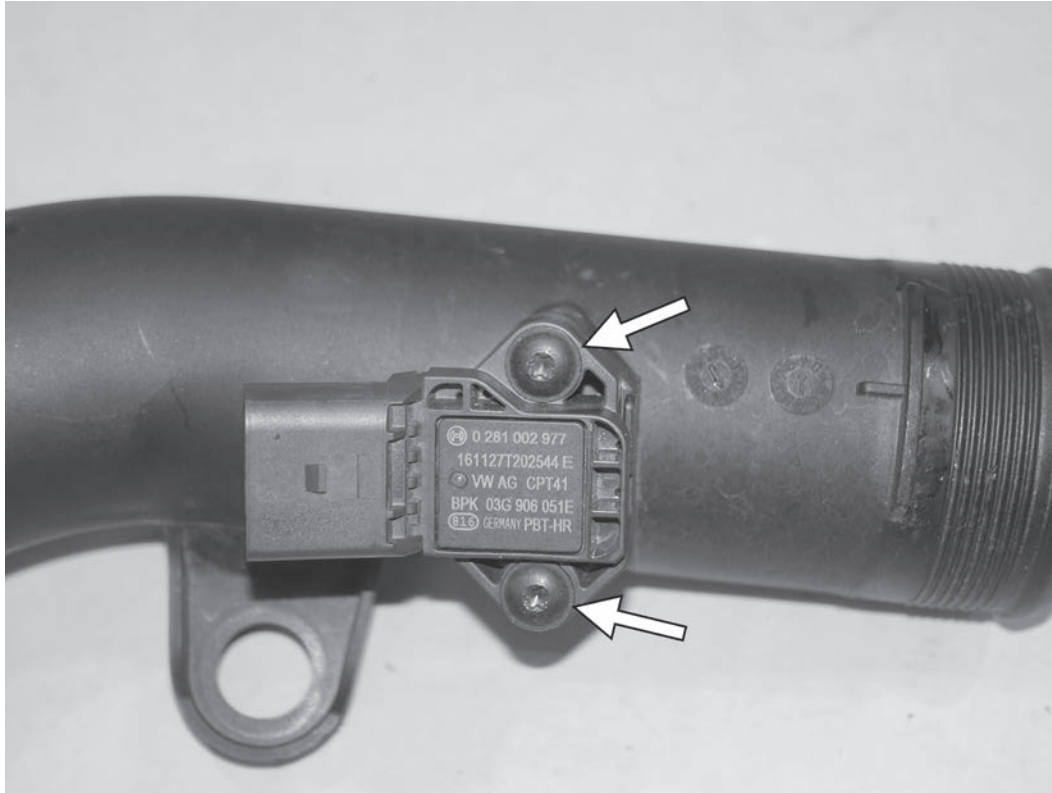
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38) Install the two rubber grommets and screws onto the APR intercooler outlet pipe as shown.



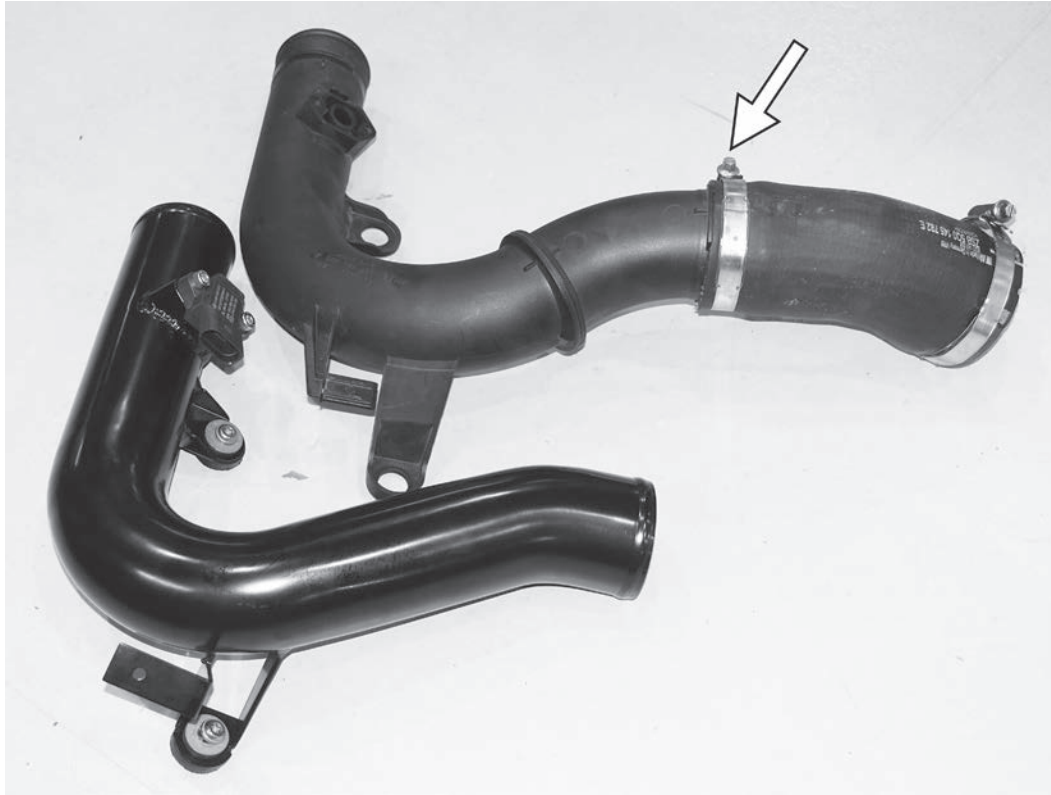
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39) Loosen and remove the two T20 screws holding the factory MAP sensor to the factory charge pipe. After noting the direction of the MAP sensor electrical connector and how it is oriented in the pipe, remove the MAP sensor from the pipe.

40) Lubricate the o-ring on the MAP sensor, and install it into the APR intercooler outlet pipe in the same orientation as it was on the stock pipe. Secure the MAP sensor with the two supplied 5mm allen screws, and torque the screws to 62 in-lbs (7Nm).





41) Place the APR intercooler pipe next to the factory charge pipe. Note the orientation and clocking of the factory hose on the factory pipe. Loosen the 7mm hose clamp and remove the hose from the factory pipe. Install the hose on the APR intercooler pipe in the same orientation as it was on the factory charge pipe. Secure with the 7mm hose clamp, and torque the clamp to 49 in-lbs (5.5Nm).

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42) Place the APR intercooler pipe assembly into the car from underneath. Install the intercooler outlet hose to the APR pipe and secure with the 7mm hose clamp. Torque the clamp to 49 in-lbs (5.5Nm).

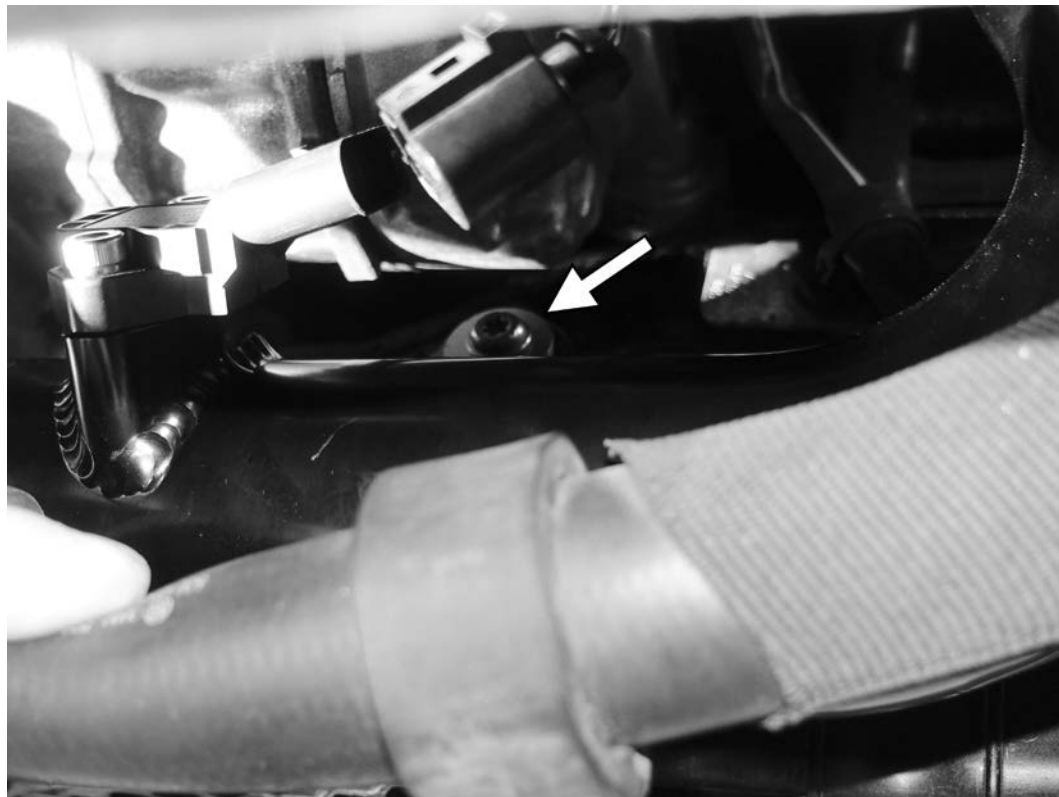




43) Secure the APR intercooler pipe by installing the T30 screw on the left side of the pipe. Torque the screw to 62 in-lbs (7Nm).

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44) Install the T30 screw into the front of the engine, just above the MAP sensor. Torque the screw to 62 in-lbs (7Nm).



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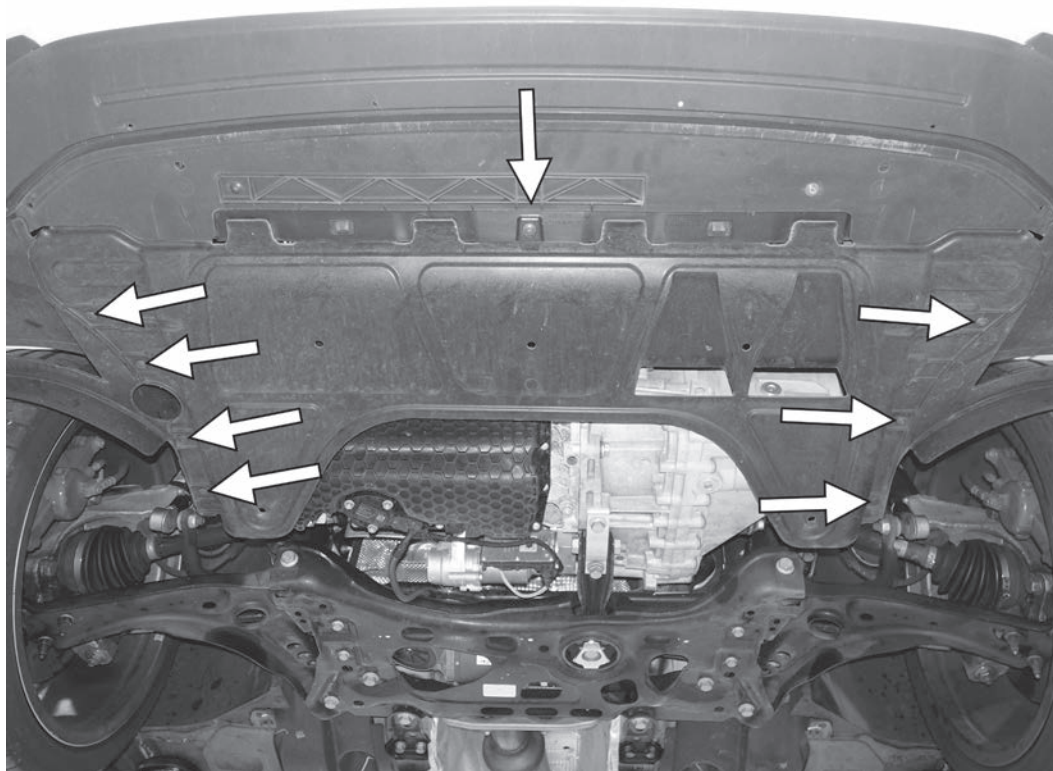


45) Reconnect the electrical connector from the wiring harness to the MAP sensor.



46) Install the previously removed factory clip to the coolant line. The clip will be installed upside down (flipped over) compared to how it was on the factory pipe. Secure the clip to the tab on the APR pipe.





47) Reinstall the factory belly pan on the car, making sure the tabs of the belly pan connect to the bottom of the bumper cover as they originally did. Secure the belly pan with the eight T25 screws.



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