

#TL100136

INSTALLATION MANUAL

CI100045

APR C8 S6/S7 Intake

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Notes:

These instructions were written for a North American specification C8 S7, but other models like the S6, 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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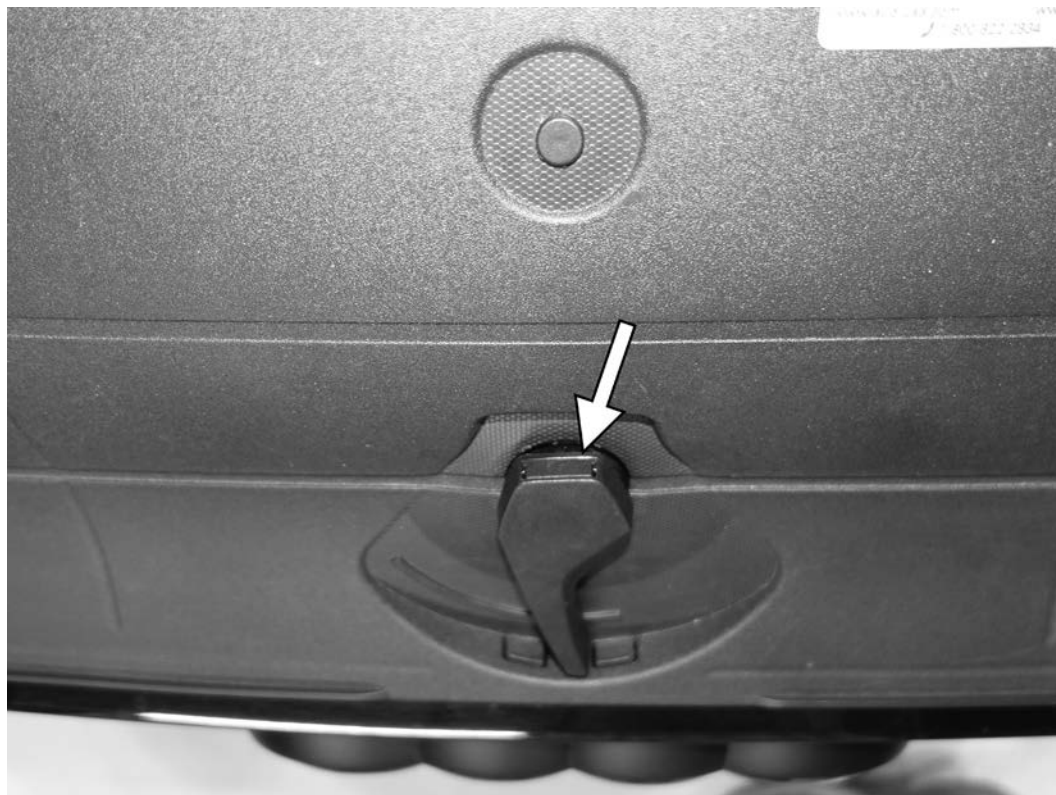


1) Raise the hood and remove the engine cover by lifting on each of the four corners of the cover.

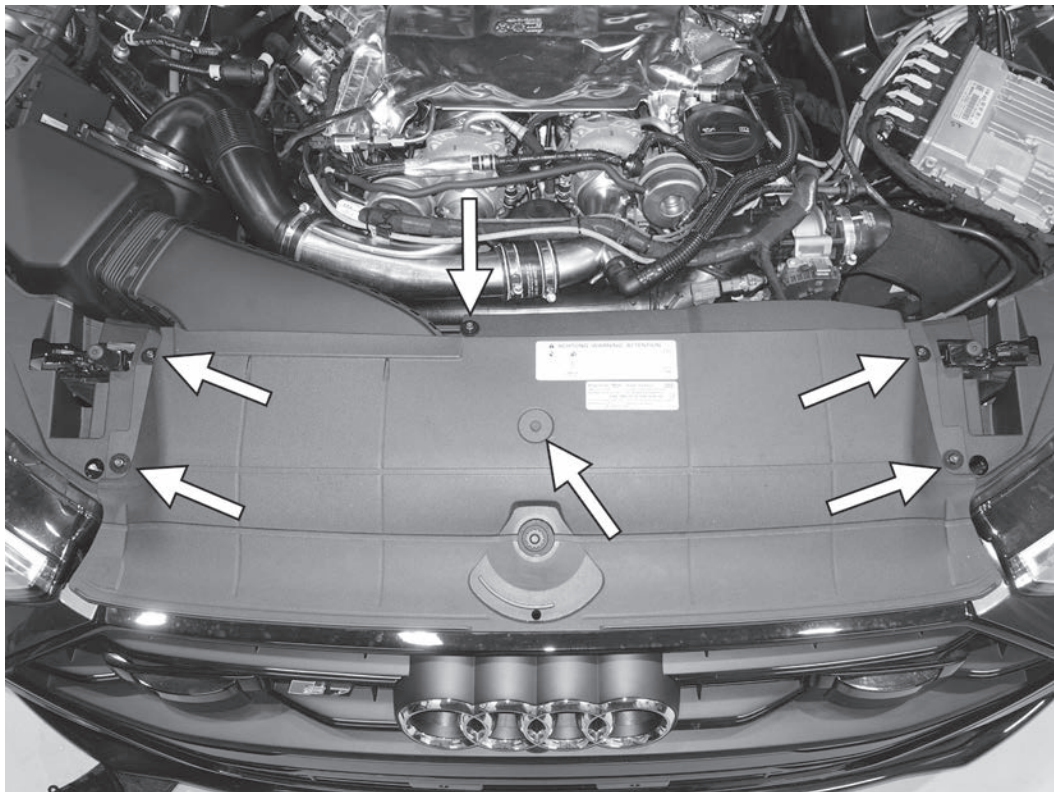
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2) Remove the engine hood latch by pressing in on the button on the back side of the latch, and then lifting the latch up and away from the car.

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

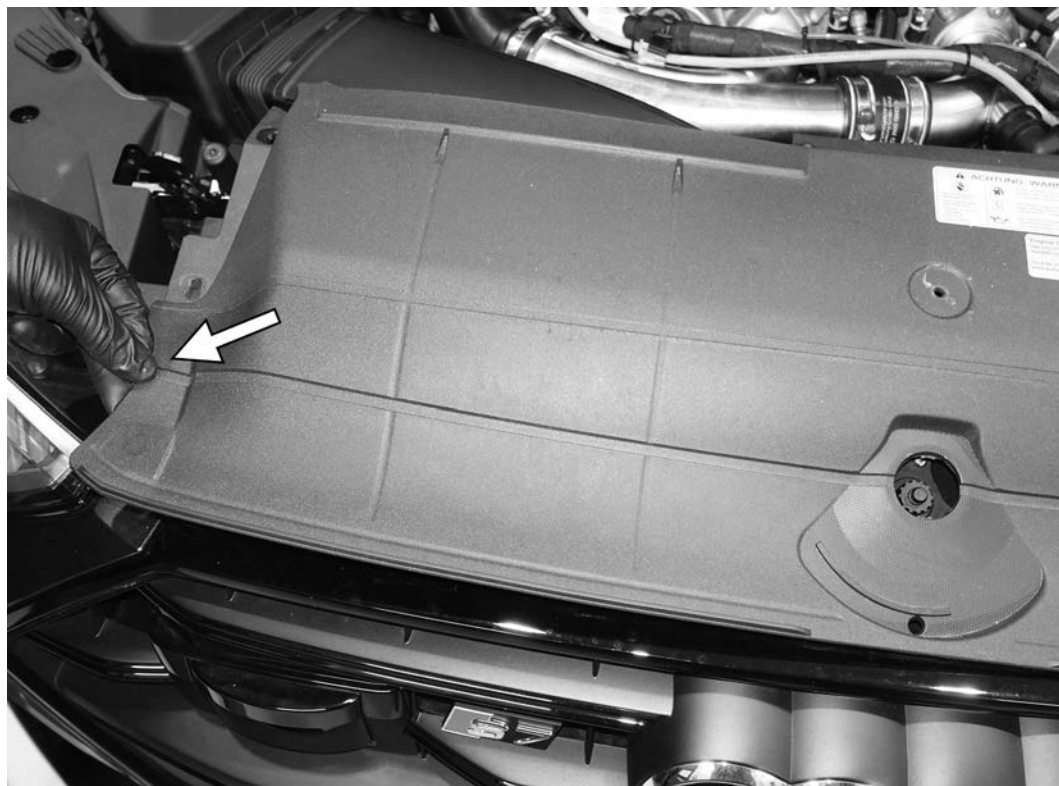


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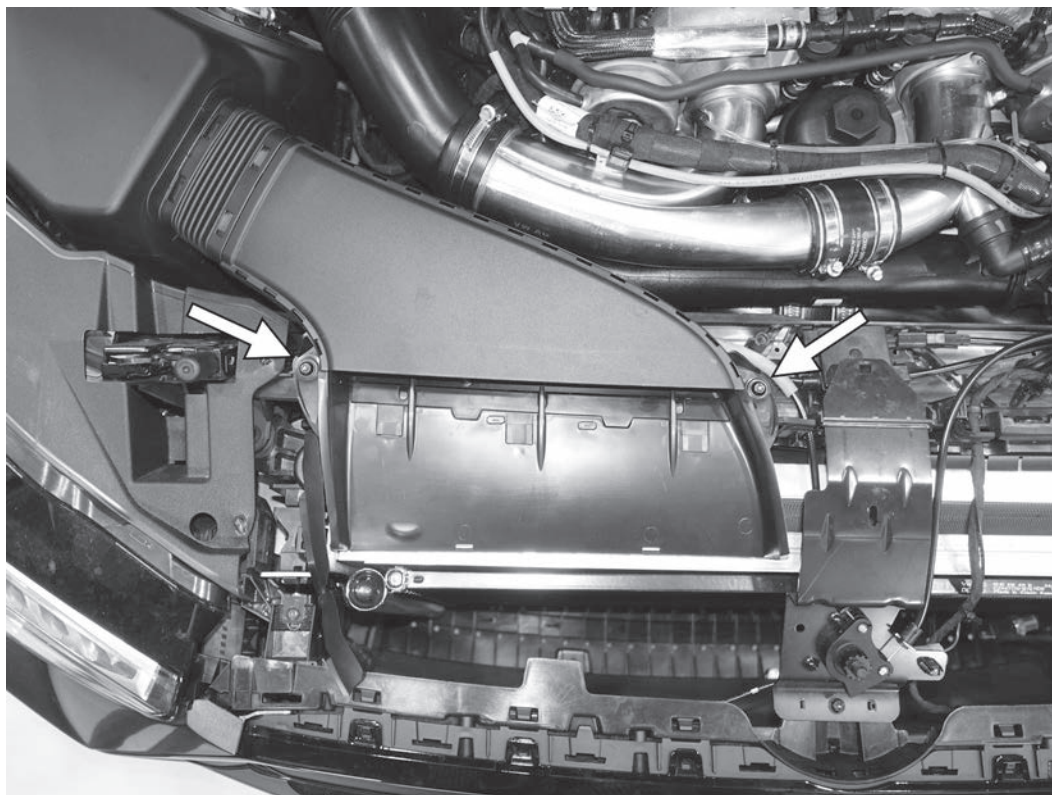


3) Remove the five T30 screws holding the cover between the front grille and the radiator support. Also remove the one push pin style connector in the middle of the cover. To remove this pin connector, carefully pry the raised center part of the pin up, and then remove the entire pin assembly up and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

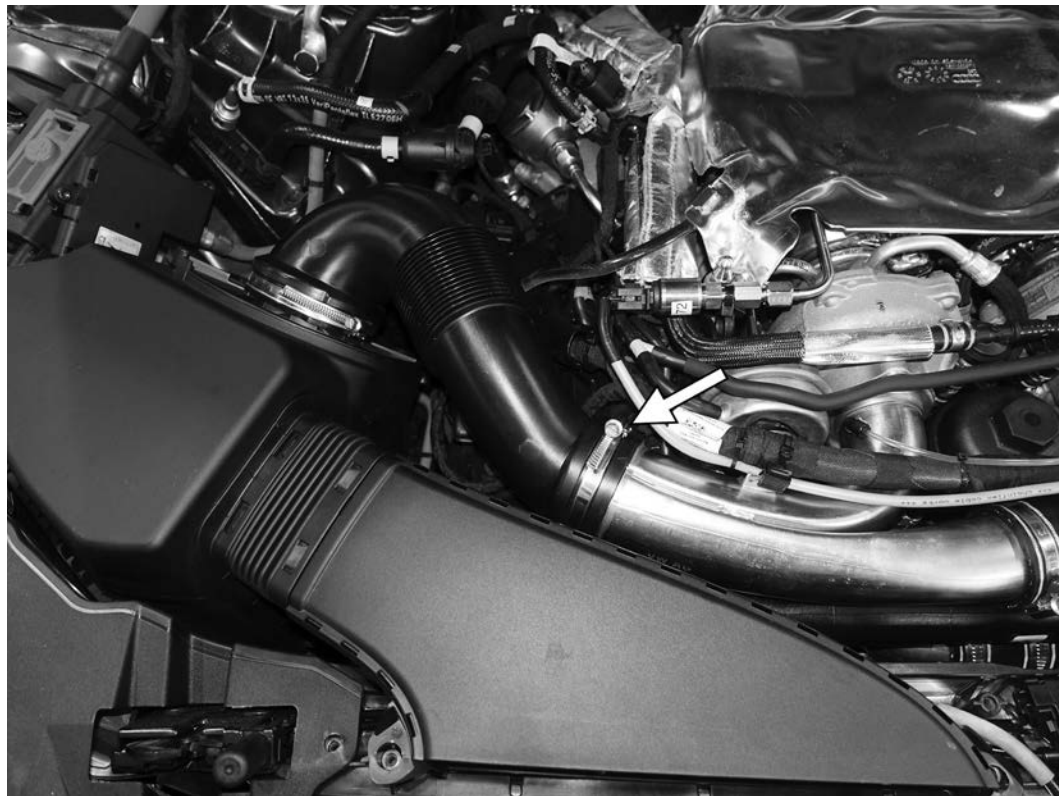


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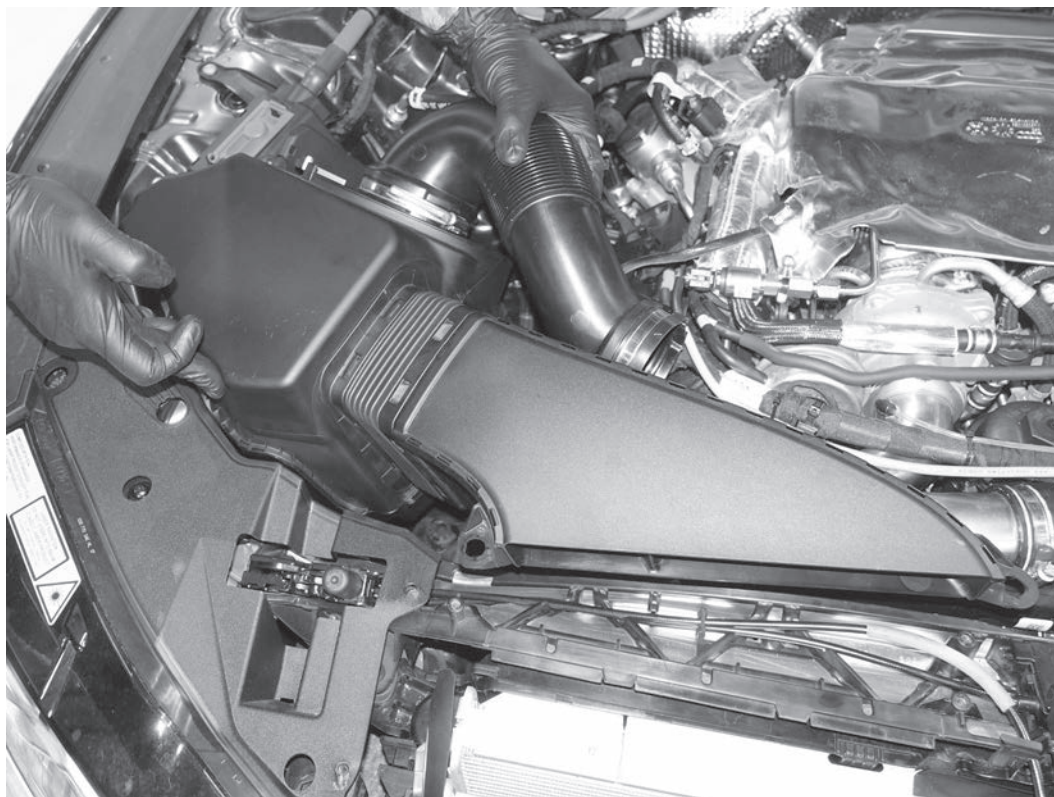


5) Remove the two T30 screws holding the front intake scoop. Lift the scoop to remove it from the car.

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



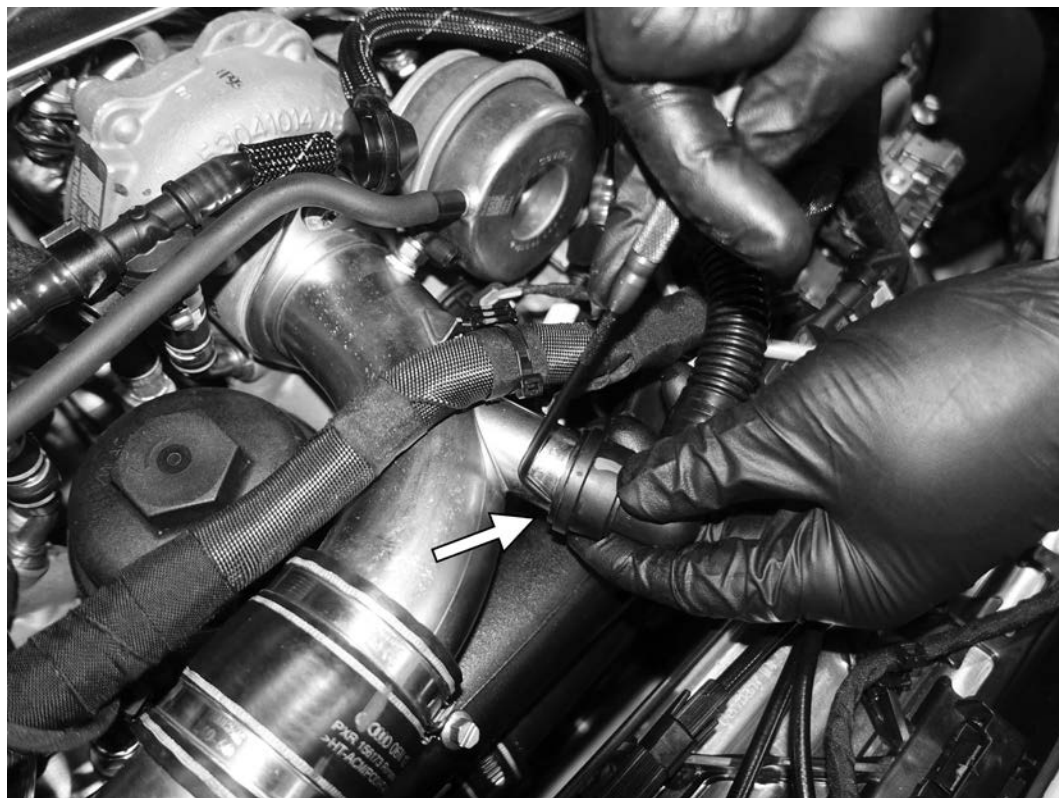
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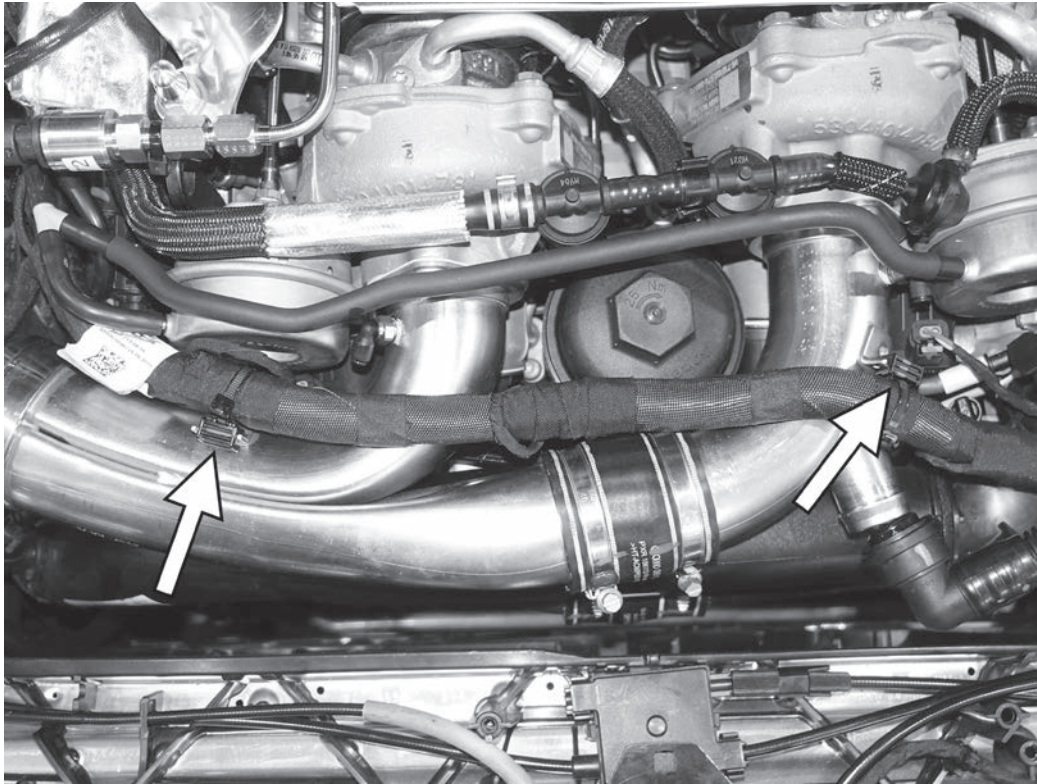


7) Lift the entire airbox assembly straight up and out of the car, with the front inlet scoop and plastic air inlet hose attached.

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8) 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.



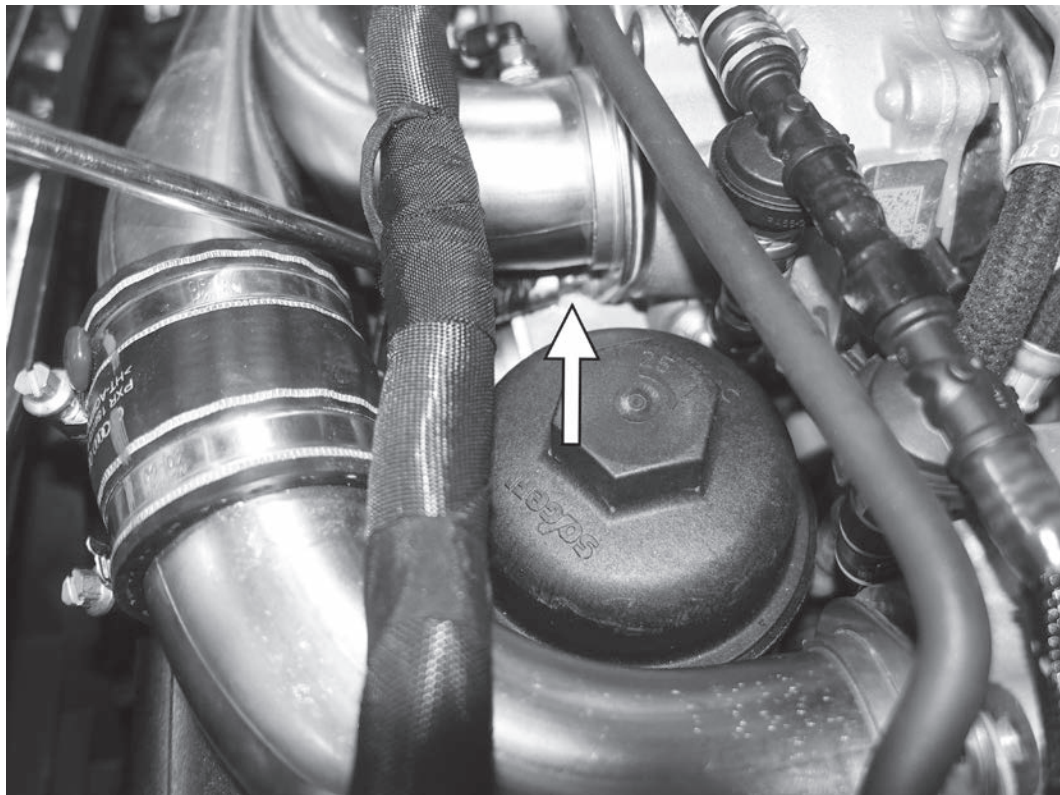


9) Unclip the two attachment points for the factory wiring harness that runs along the top of the stock metal inlet tube.

10) Remove the T30 screws from the top of each turbo inlet flange.



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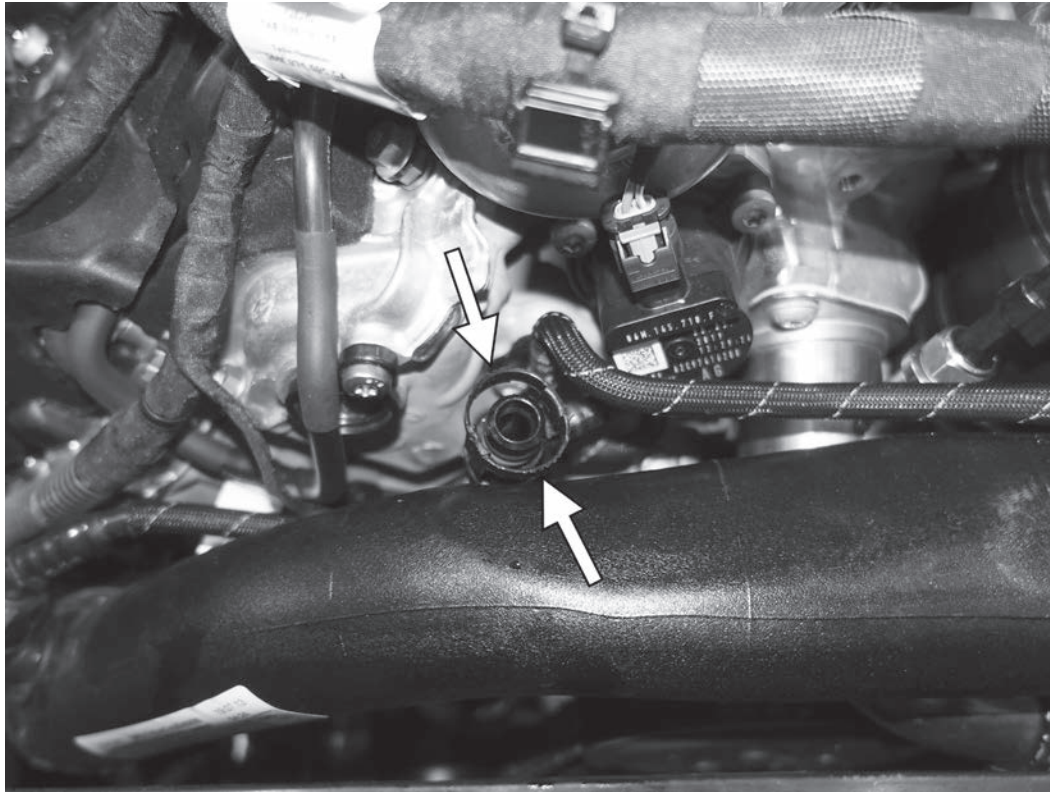


11) On the lower two T30 screws that hold the inlet pipe to the turbo, use a magnet to hold the screw as you remove the screws. This will prevent the screws from falling down in the engine, as they will be reused.

12) 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. Remove the metal inlet pipe from the car, being sure to remove the gaskets from the turbos.

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

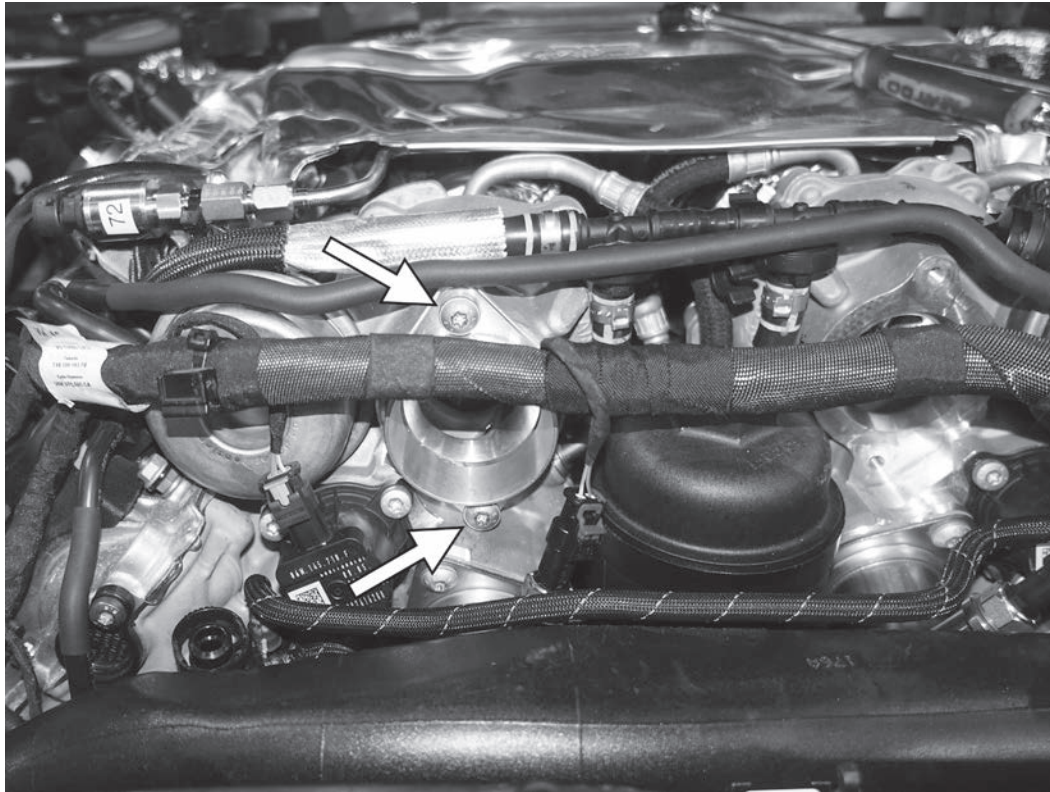




13) The PCV connection can be easily removed by squeezing in on the two wider sides of the connection.

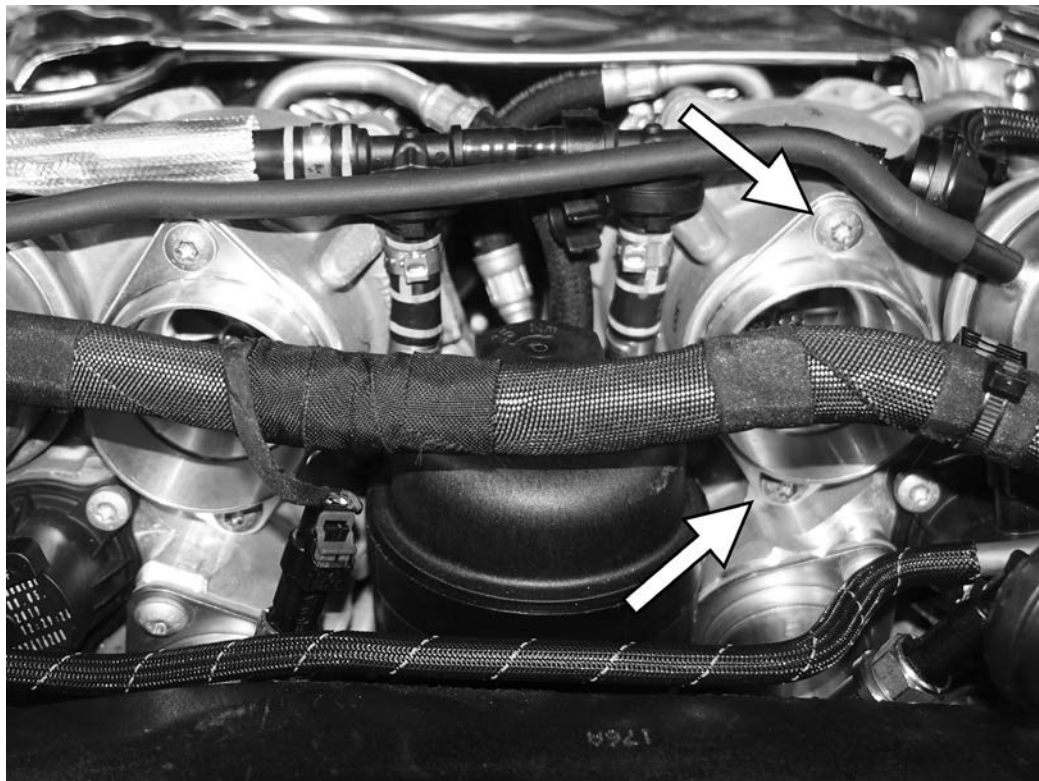
14) Taking one of the APR metal turbo inlet adapters, install one of the new or original screws with a new supplied gasket, capturing the gasket with the screw.

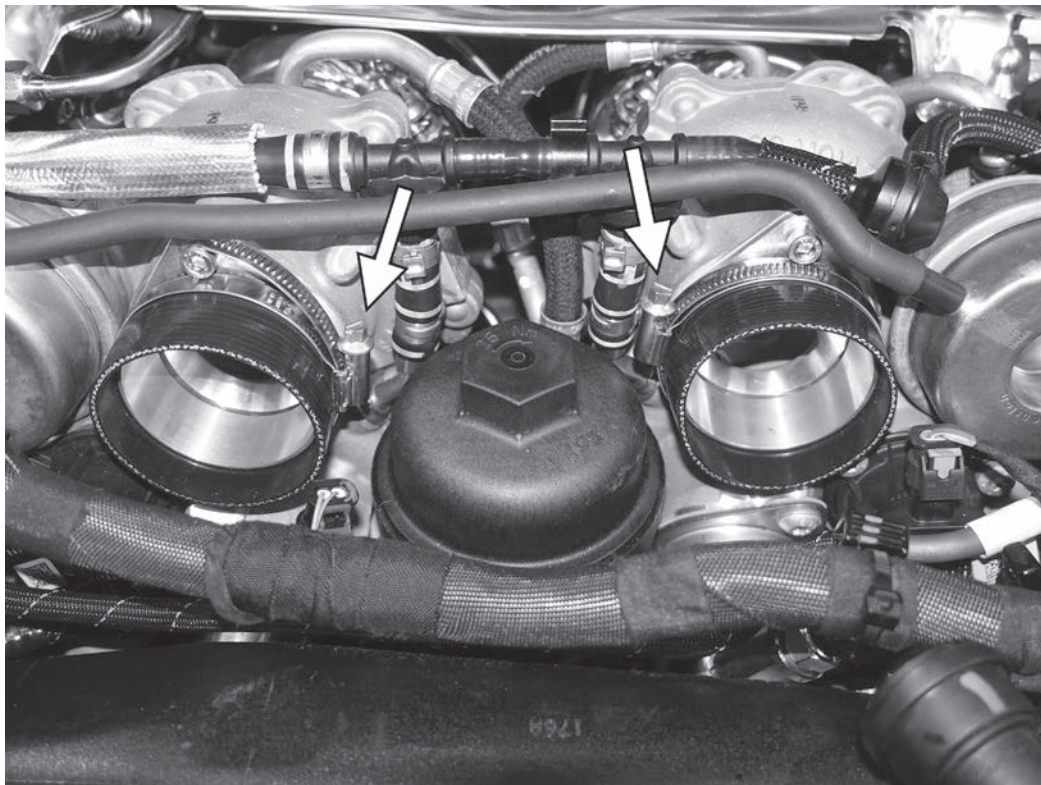




15) Install the billet adapter with the captured screw and gasket on the front of the right turbo. Install the screw into the lower hole on the turbo inlet and start threading the screw. Install the upper T30 screw through the adapter and gasket and thread into the upper hole on the front of the turbo. Torque both the upper and lower T30 screws to 9Nm (80 in-lbs).

16) Repeat the two previous steps to install the APR metal turbo inlet adapter on the left turbo.

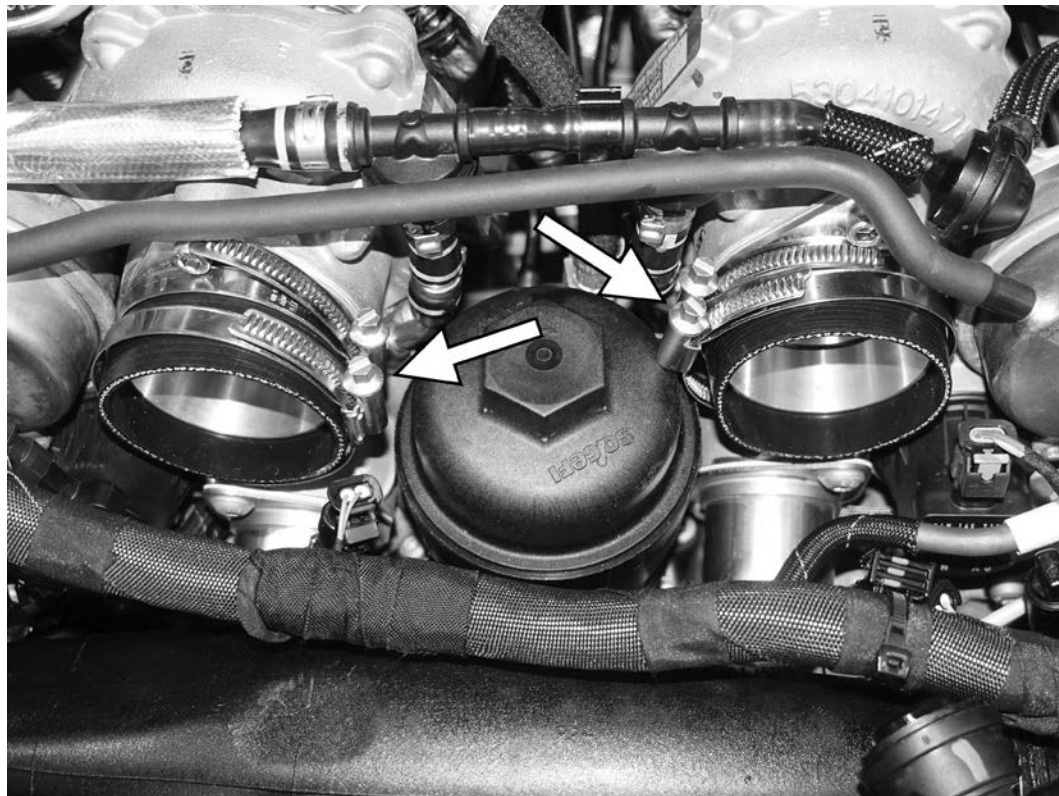




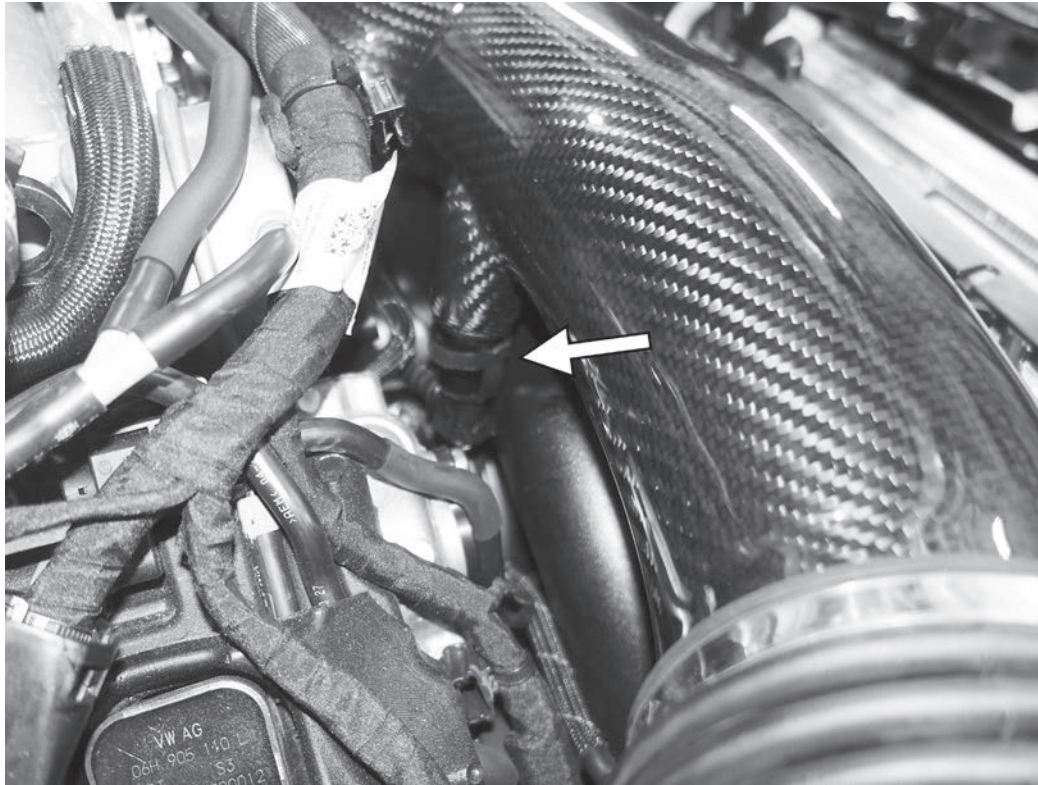
17) Install the two APR silicone couplers with two of the supplied hose clamps. Orient the clamps for easy access when tightening.

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18) Install the other two supplied hose clamps onto the APR couplers, orienting them for easy access when they are tightened.



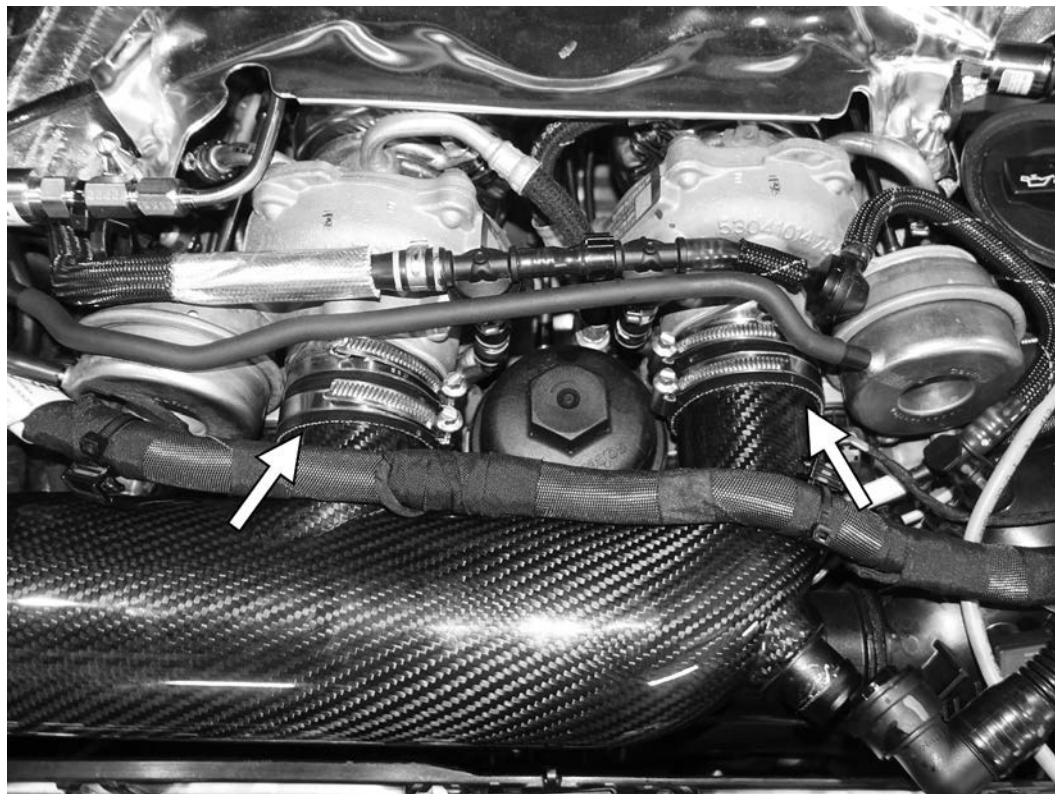
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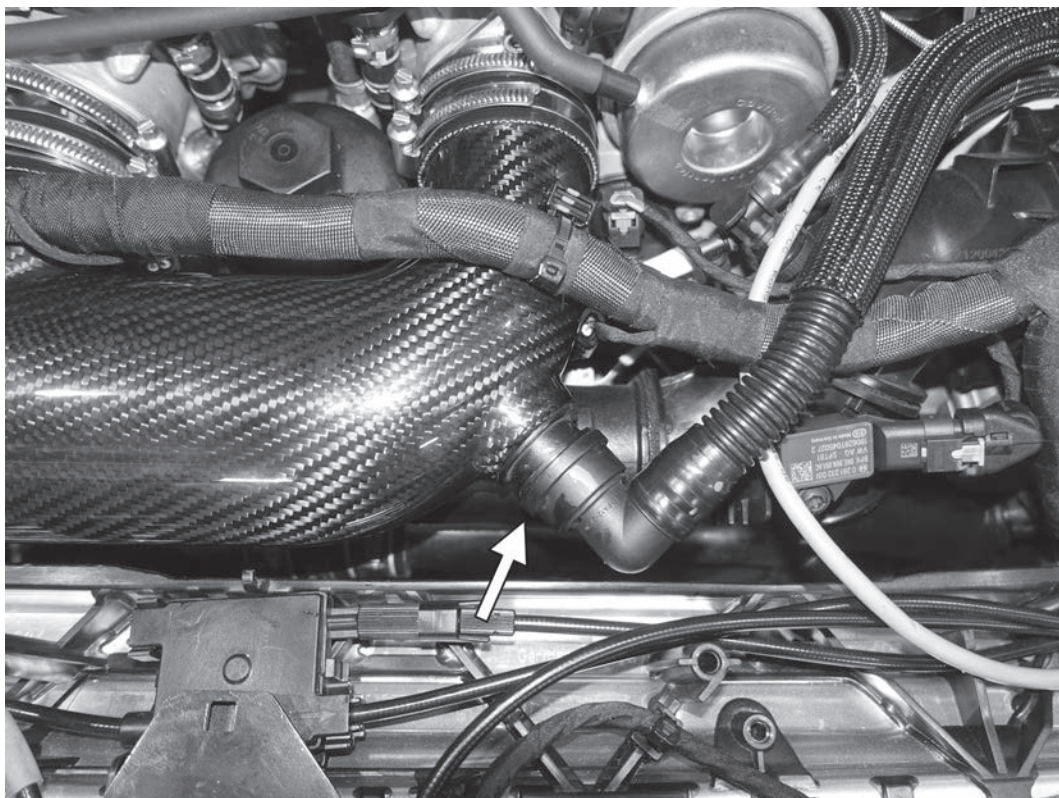


19) Place the APR carbon inlet tube close to its resting spot on the engine. Reconnect the PCV connection to the bottom of the APR inlet tube by pushing it into place.

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20) Install the APR inlet tube into both couplers on the front of the turbochargers. Adjust all four hose clamps on the inlet couplers. Make sure the oil filter is still serviceable with the clamps in place. 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.





21) Reconnect the PCV connection onto the front of the APR inlet tube by simply pushing the fitting in place.

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



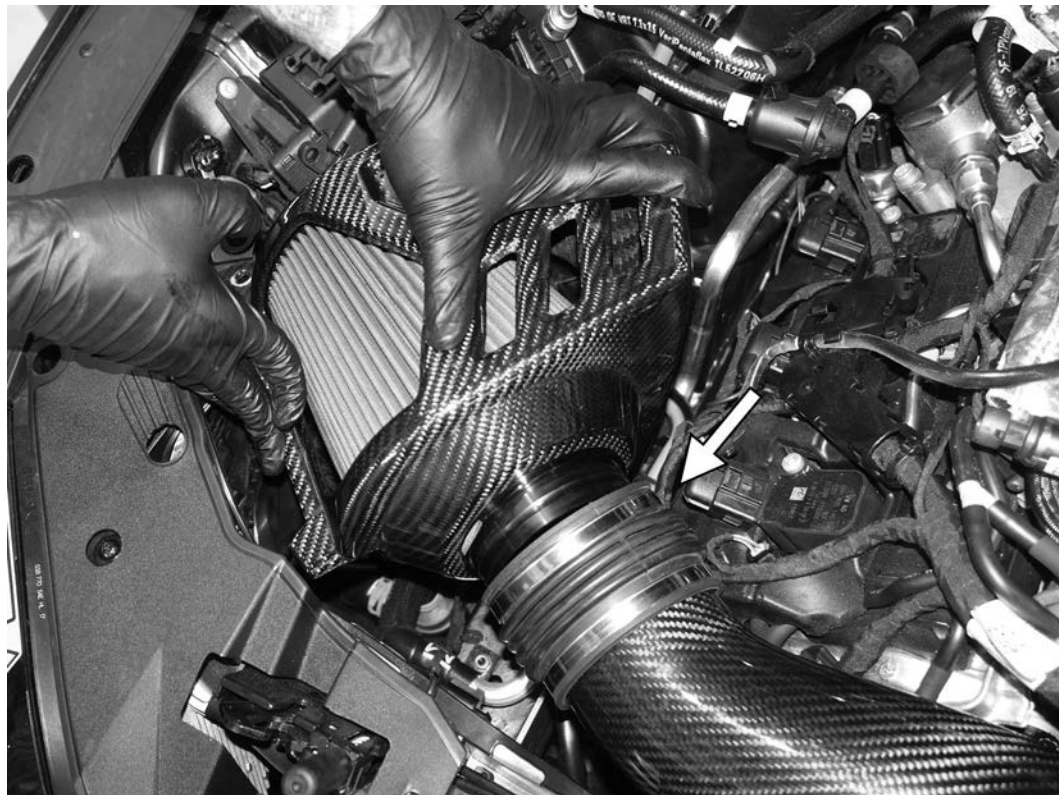
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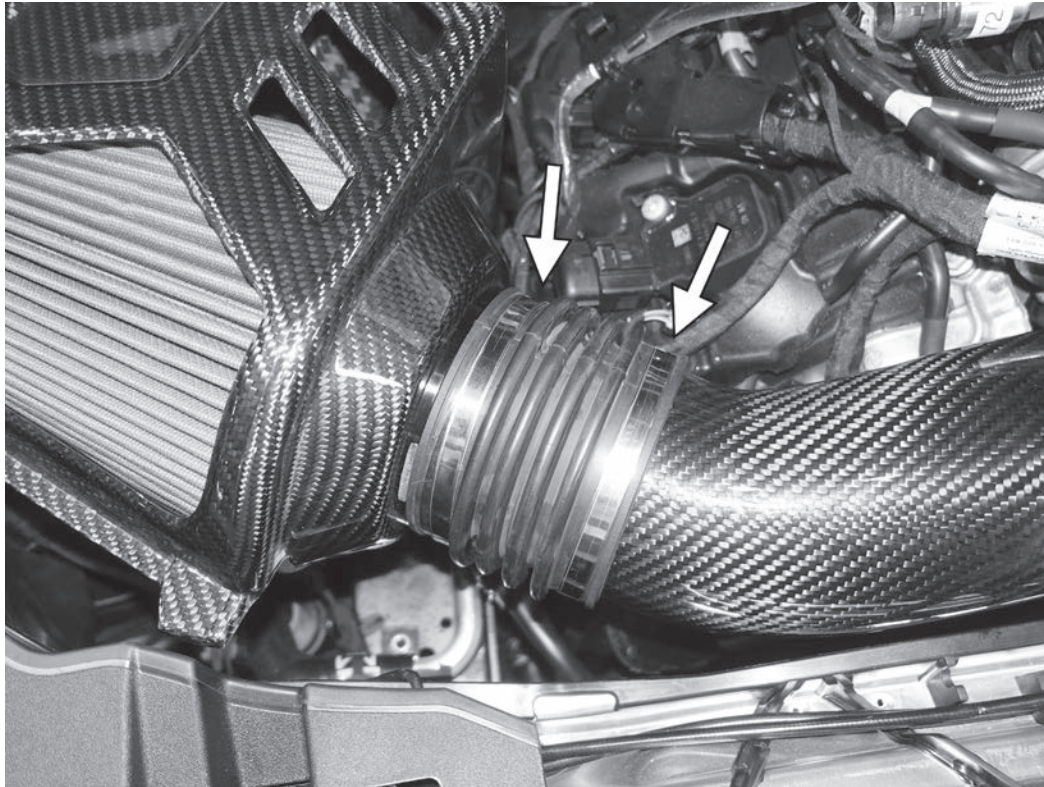


23) Locate the tab that has a round hole behind the right headlight. Install the APR airbox mount from underneath, allowing the adhesive to stick to the bottom of the tab.

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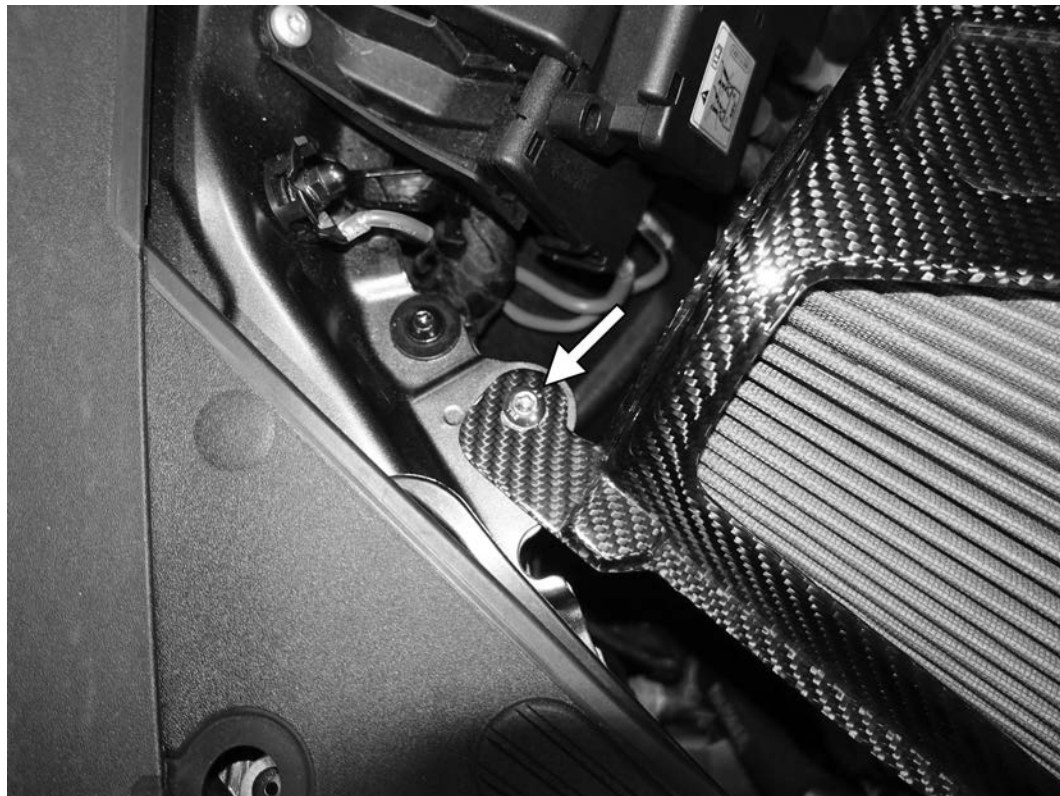
24) Lower the APR airbox assembly into the car. Make sure the lower legs of the airbox fit into the factory mounting points. Loosely attach the accordion coupler to between the inlet tube and the airbox.



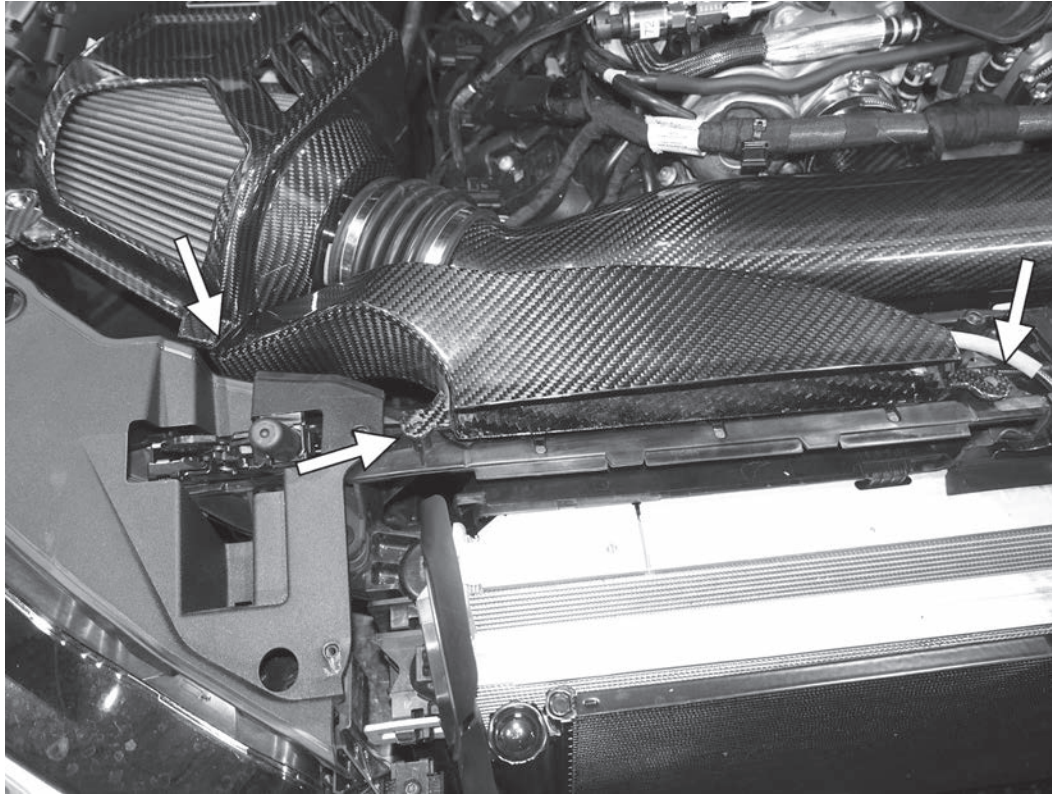


25) Making sure the coupler is centered, adjust the two clamps and then tighten both of them to 5in-lb (0.6Nm). Do not overtorque the clamps, as you can crush the carbon fiber intake. This torque spec is very low, but the intake will be secure.

26) 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).



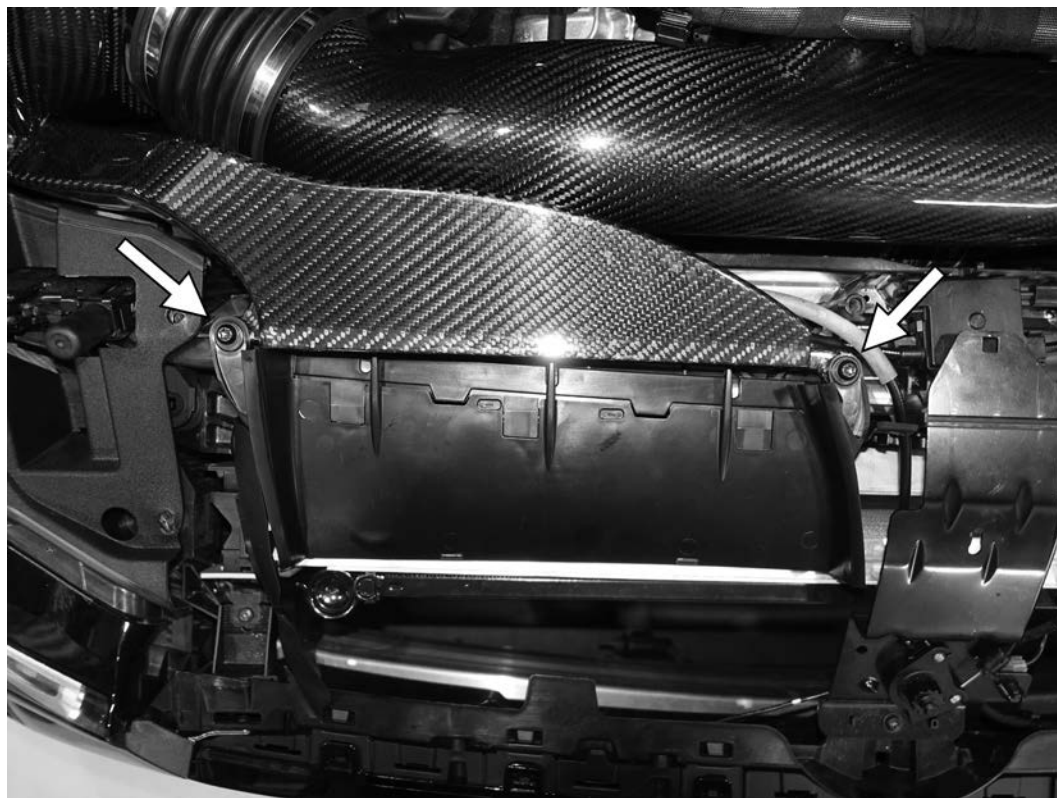
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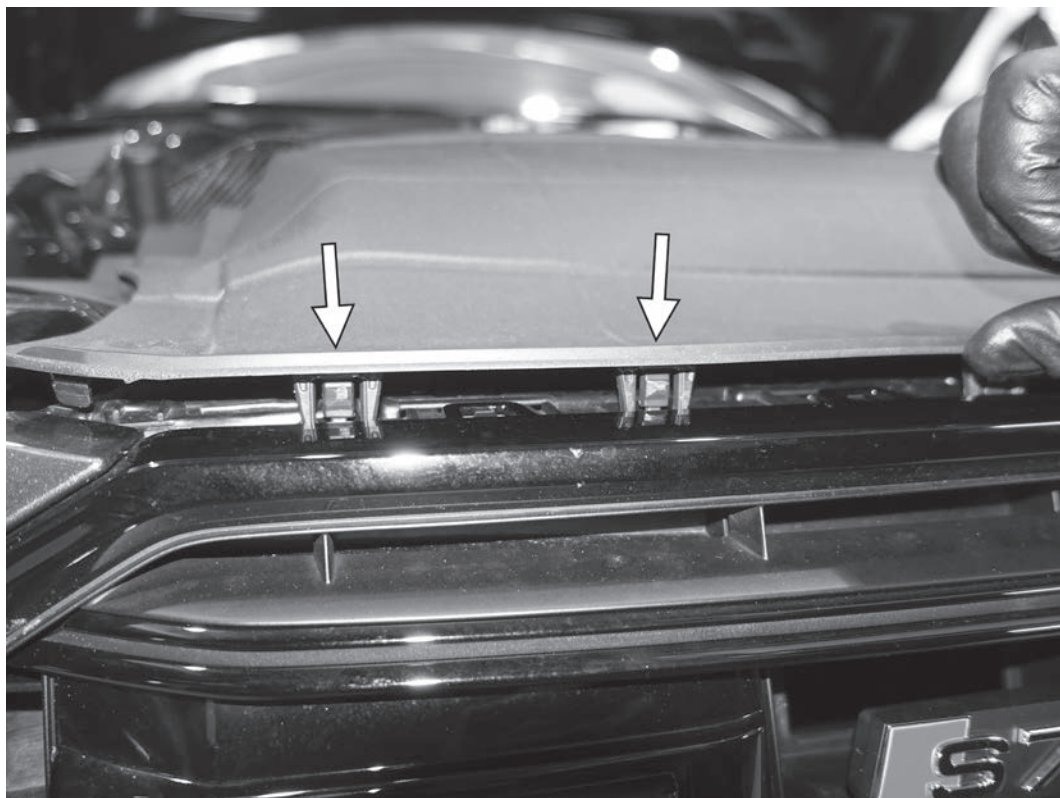


27) Place the APR intake scoop onto the APR airbox. The screw holes on the inlet side of the scoop should align with the screw holes for the factory air ducting.

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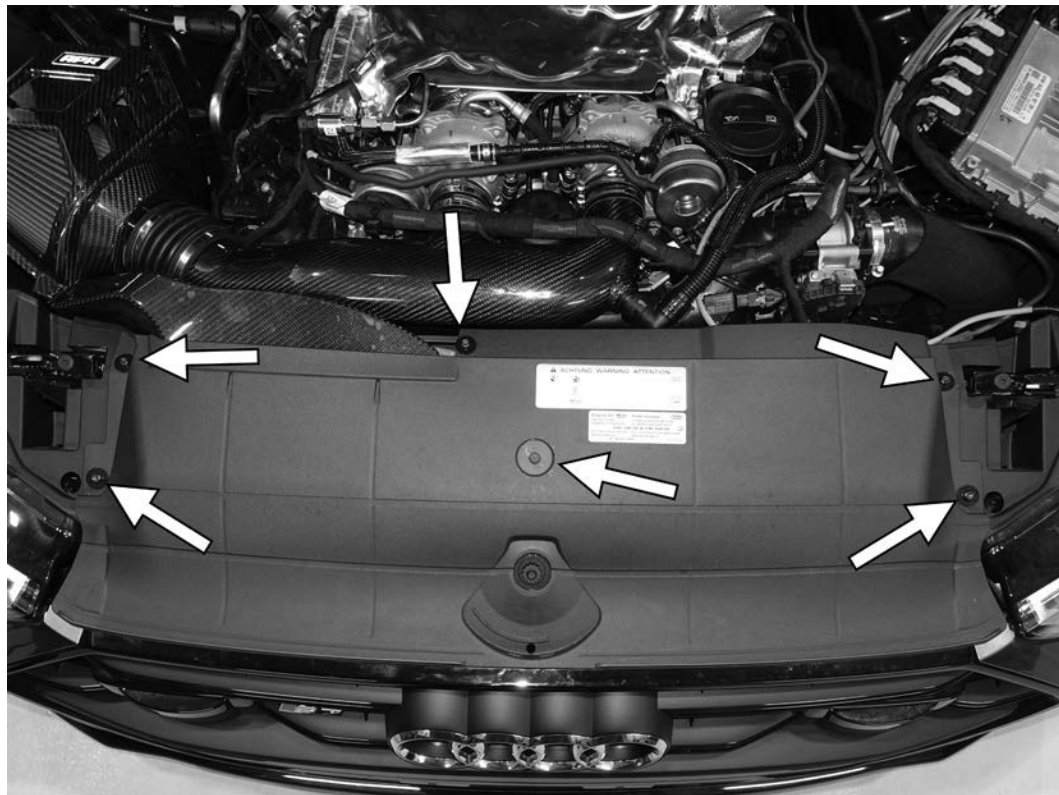
28) Reinstall the factory air ducting on top of the APR intake scoop, and secure both the factory air duct and the APR intake scoop with the factory T30 screws. Tighten both screws to 3.5Nm (31 in-lbs).



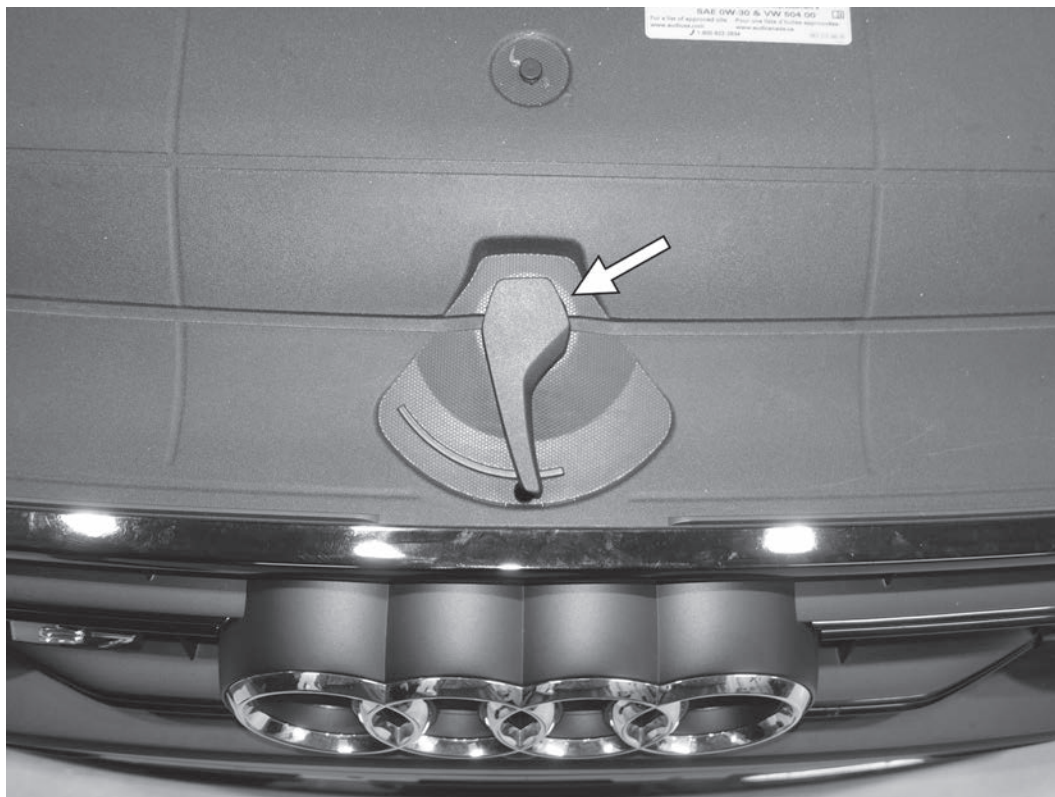


29) Reinstall the upper cover that goes between the front grille and the top of the radiator support. Ensure the tabs on front of the cover are aligned with the slots on the top of the grille before pushing the front of the cover down and in place. Not aligning these tabs can bend and distort them.

30) 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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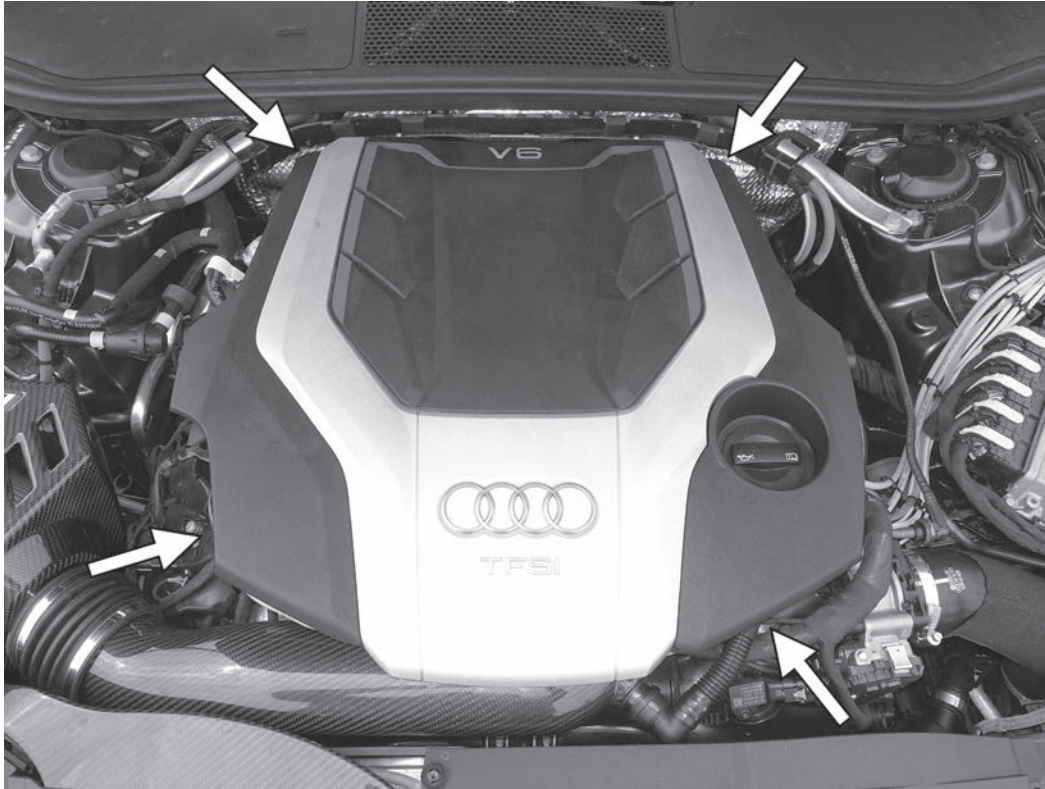


31) Reinstall the hood latch to the mounting post in the center of the upper cover. The post and latch are keyed, so it will only go on in one direction. Simply push down on the latch until it clicks to lock it in place.

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32) 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).





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

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