

#TL100183

INSTALLATION MANUAL

# CI100063

APR 1.5T Intake

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Notes:

These instructions were written for a North American specification Taos 1.5T, but other models like the Mk7 Jetta 1.5T, 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.

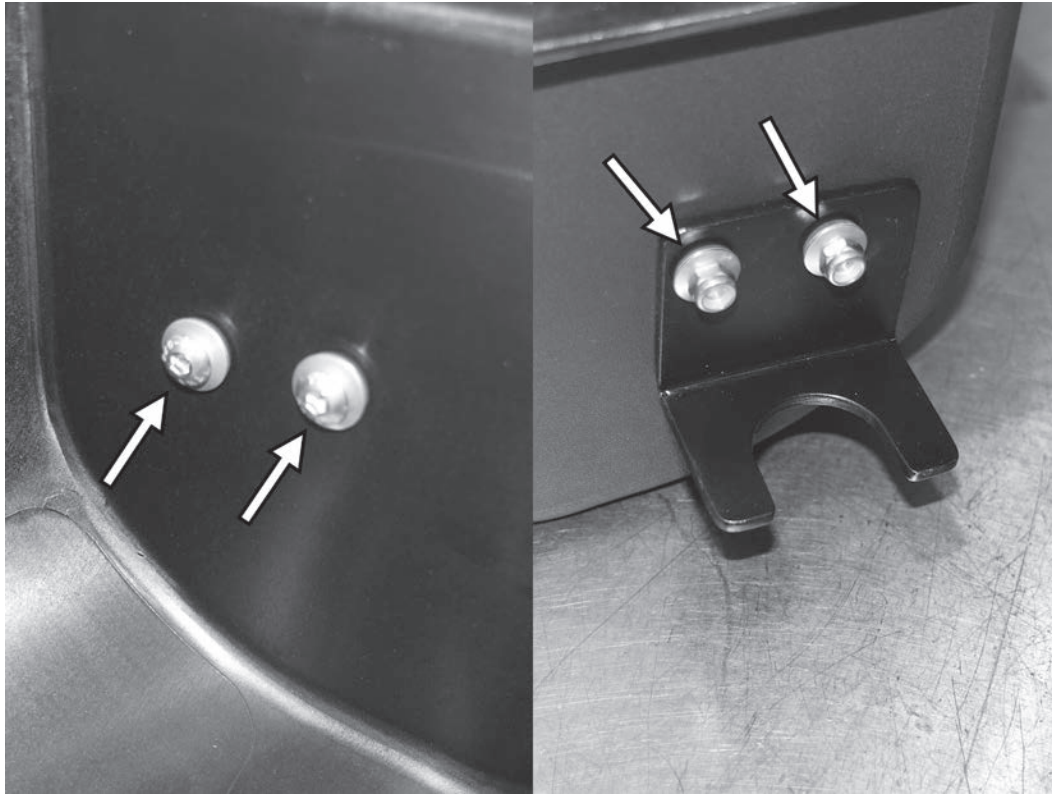


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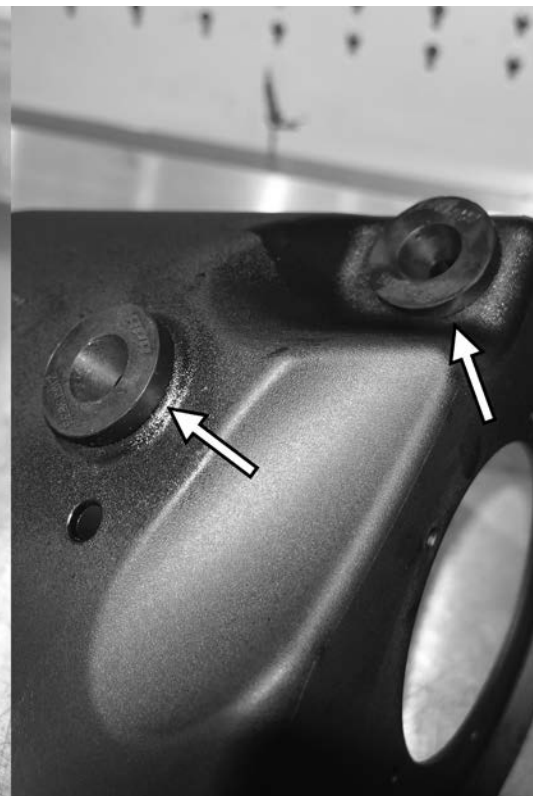
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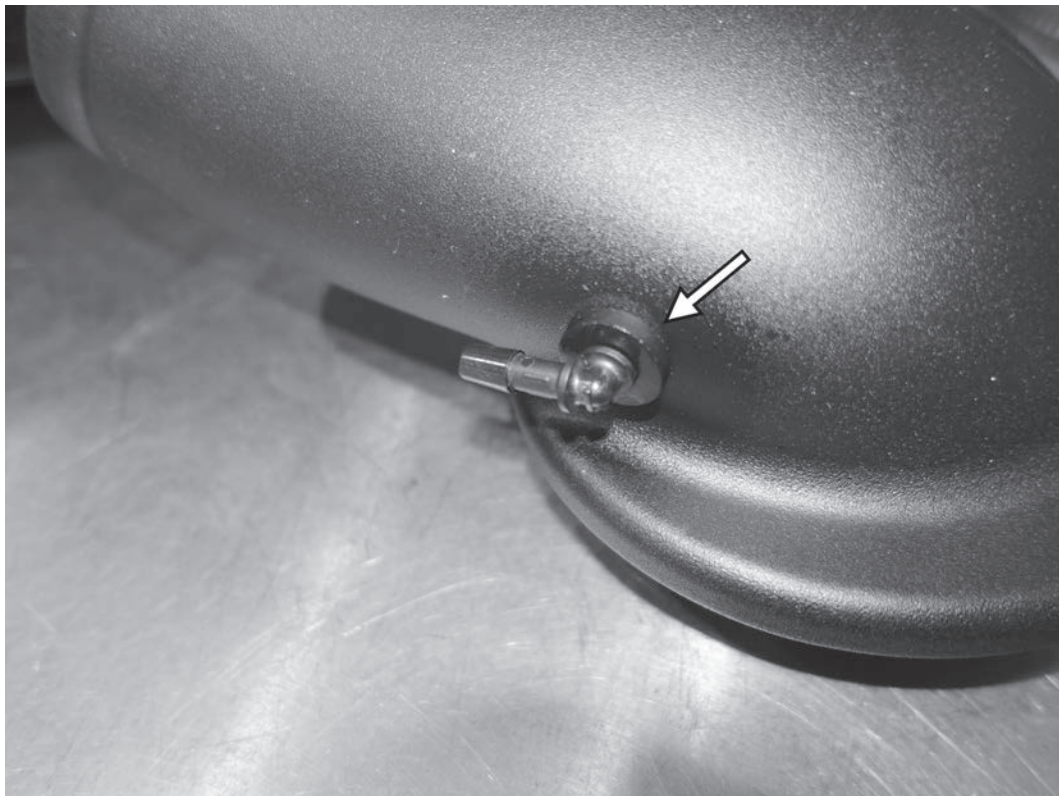


1) The APR airbox assembly must first be built. Begin by attaching the included bracket to the side of the APR airbox with the two holes. Install the two longer 3mm allen screws from the inside of the airbox with a rubber washer. Then install the bracket as shown and secure the bracket with two more rubber washers and the two 8mm nuts. Tighten the two screws while holding the nuts to 28 in-lbs (3.1 Nm).

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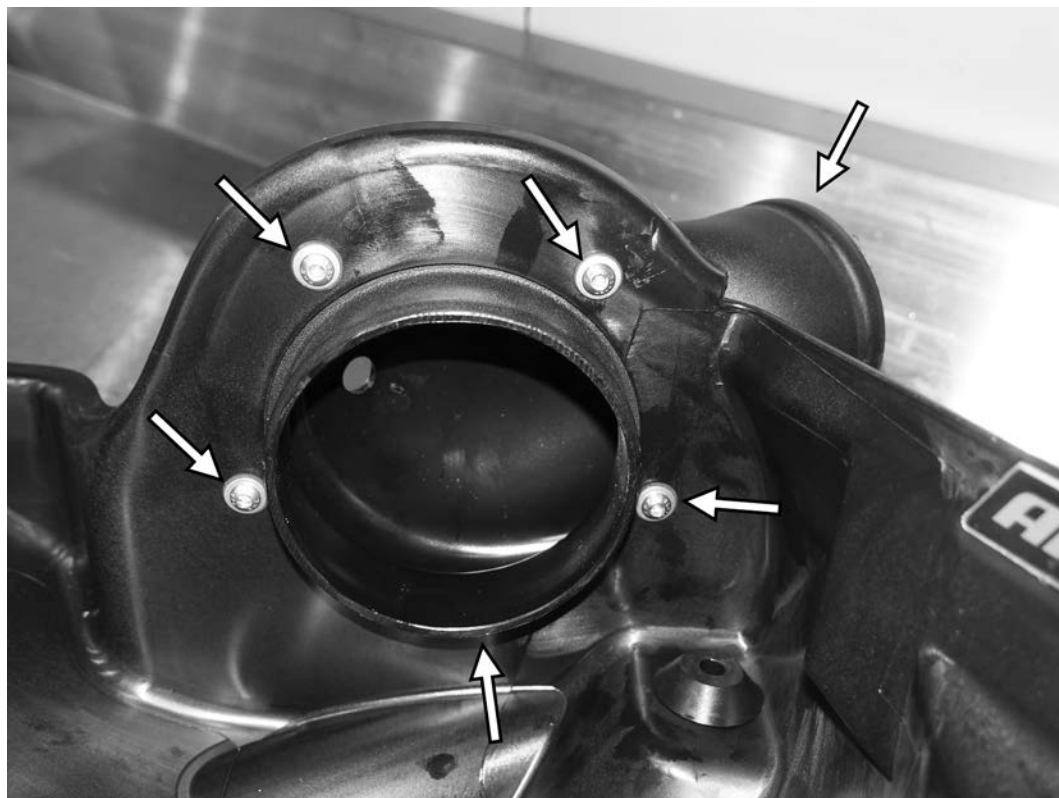
2) Using some lubricant that will not leave a residue (like foaming glass cleaner or soapy water), install the three rubber grommets as shown. Install one onto the previously installed bracket and two into the bottom of the APR airbox.





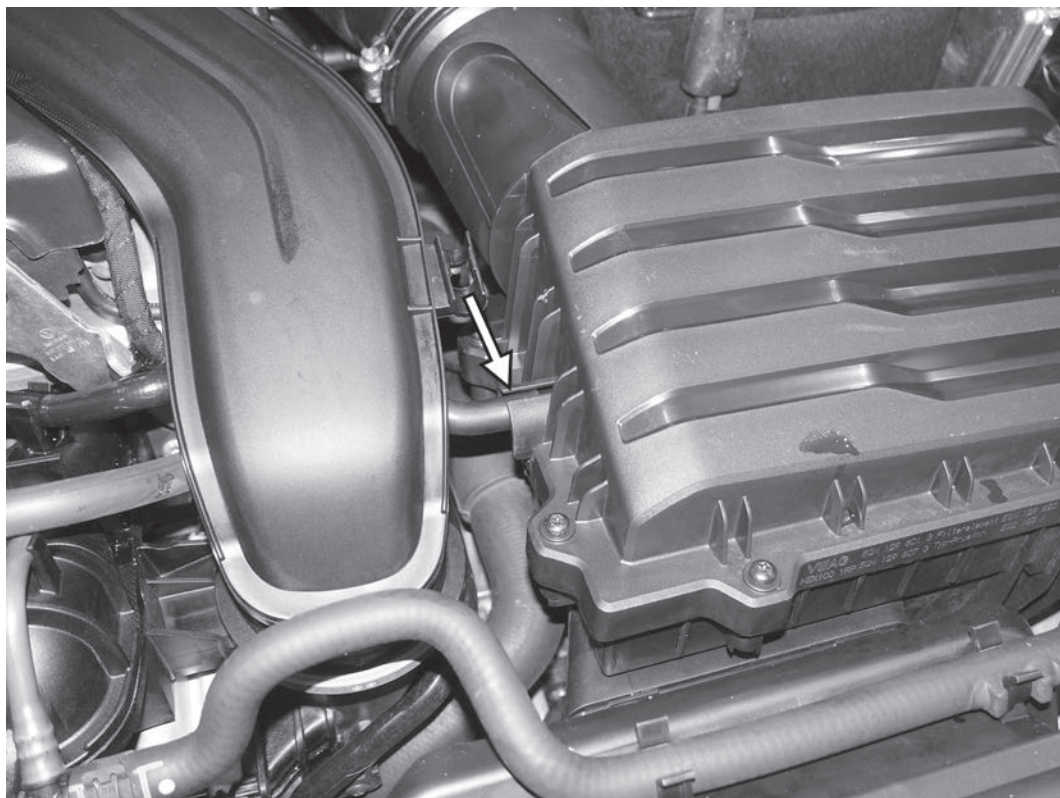
3) Using a lubricant, install the supplied rubber grommet into the side of the airbox outlet pipe. Install the 90° barbed fitting into the grommet as shown.

4) Install the airbox outlet pipe to the side of the APR airbox. Make sure the outlet pipe is oriented correctly before securing it with the five shorter 3mm allen screws and rubber washers. Tighten the five screws to 28 in-lbs (3.1 Nm).



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5) On the right side of the factory airbox, disconnect the vacuum line, leaving the rubber part of the line attached to the line, not the airbox.

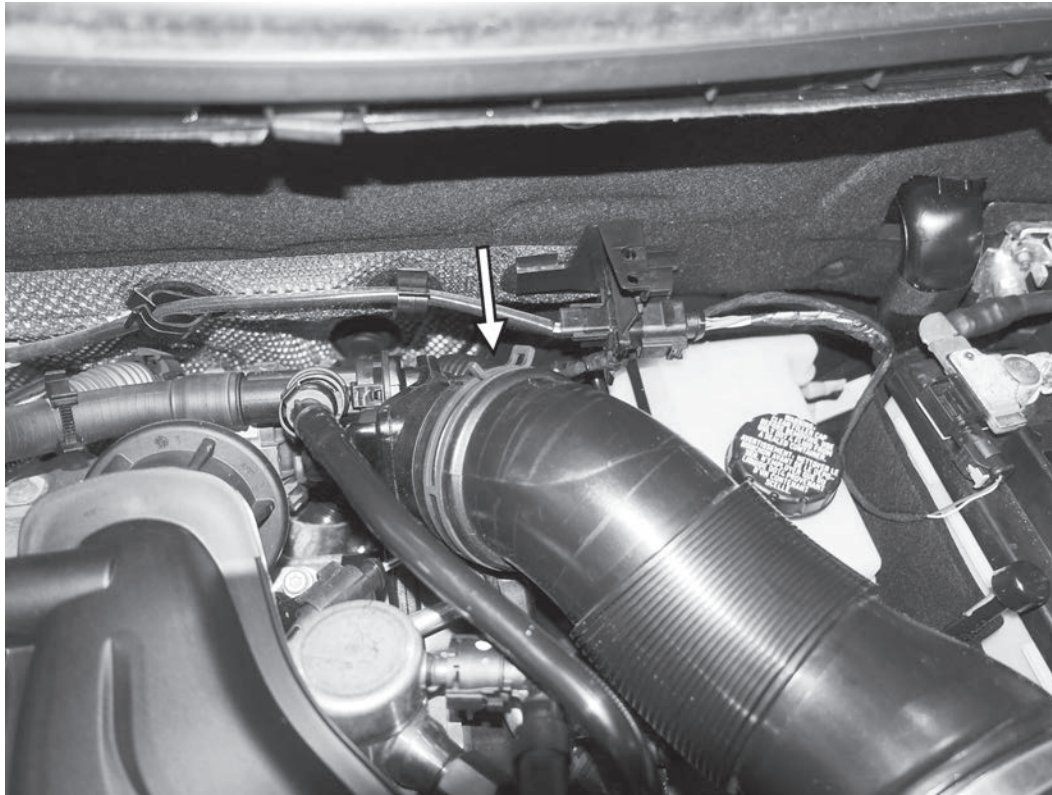
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6) Loosen the clamp on the accordion hose on the back of the factory airbox, sliding it back and off the connection to the airbox. Separate and remove the accordion tube from the airbox.



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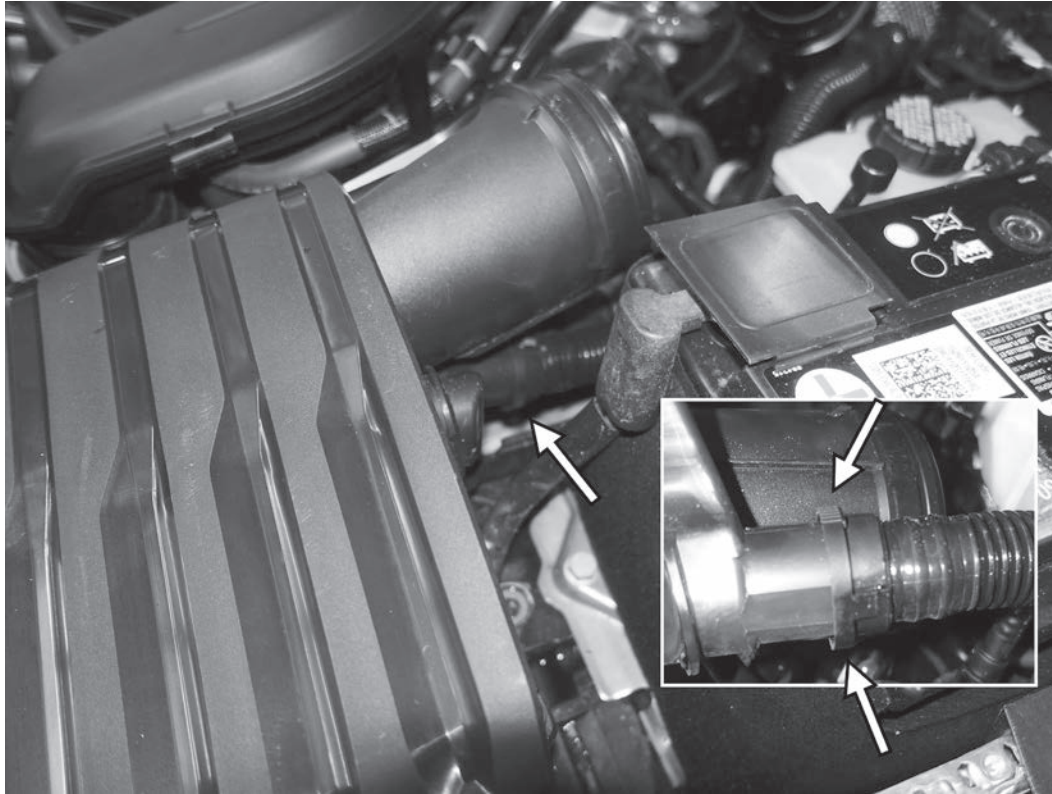
7) Squeeze the clamp on the other end of the accordion hose at the turbo, sliding it forward and off the connection to the turbo. Separate and remove the accordion tube from the car.

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8) Firmly grab underneath the left side of the airbox and under the airbox outlet, and pull directly up on the airbox to separate it from the three posts it is sitting on. Lift the airbox about one inch (25mm).



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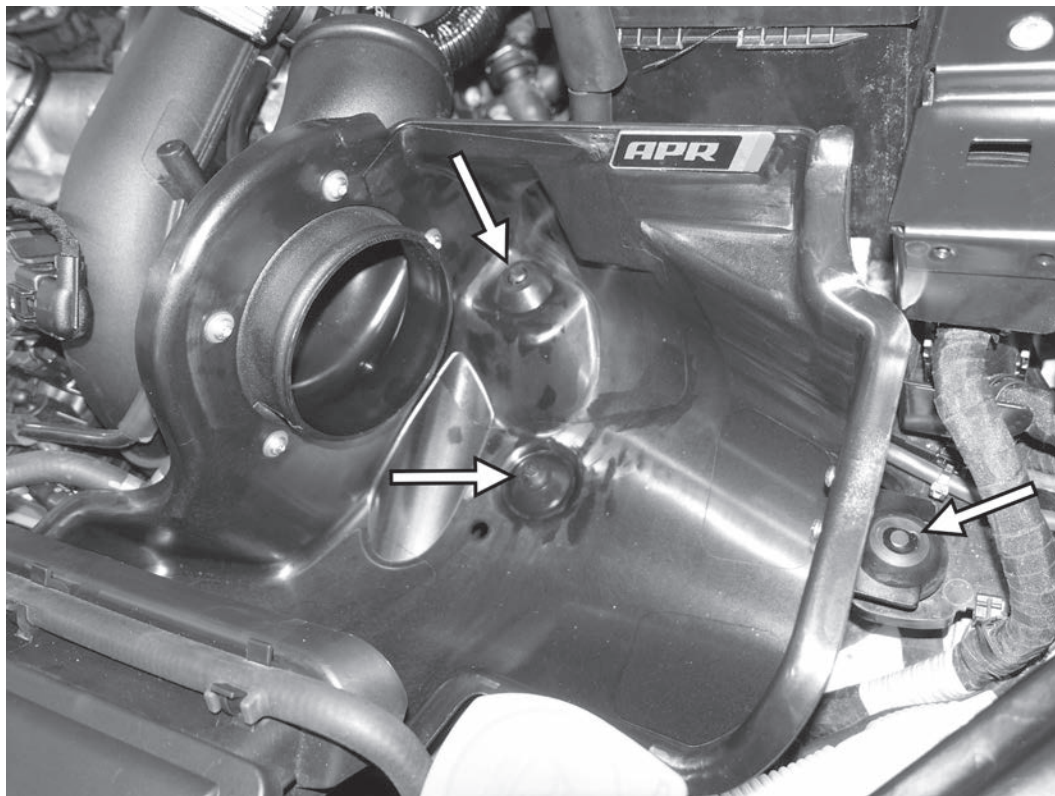


9) With the airbox slightly lifted, reach underneath the airbox outlet and disconnect the secondary air hose to the airbox. This is released by squeezing on both sides of the hose connection. Once released, lift and rotate the airbox out from the car.



10) If equipped, install the secondary air filter (sold separately) onto the end of the secondary air hose that was attached to the back of the factory airbox. The filter simply snaps onto the connection of the hose. Secure the filter and hose to somewhere in the engine bay, like underneath the battery tray or on the side of the battery tray.





11) After making sure the front edge of the APR airbox is underneath the factory inlet guide, install the APR airbox onto the three posts the factory airbox sat on.

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12) Install the filter onto the flange on the APR airbox outlet, and secure with the hose clamp, tightening it to 4Nm (35 in-lbs). Also connect the vacuum line to the barb fitting on the side of the APR airbox.







13) Install the accordion tube, connecting it to the APR airbox outlet and to the inlet of the turbo. Squeeze each of the spring clamps and slide them into their original positions to secure the accordion tube to the engine. If your accordion tube uses screw clamps, tighten them to 4Nm (35 in-lbs).

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