

#TL100184

INSTALLATION MANUAL

# CI100065

APR Mk8 Golf R Silicone Inlet Tube

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Notes:

These instructions were written for a North American specification VW Mk8 Golf R, but other models are similar.

When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommended 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.

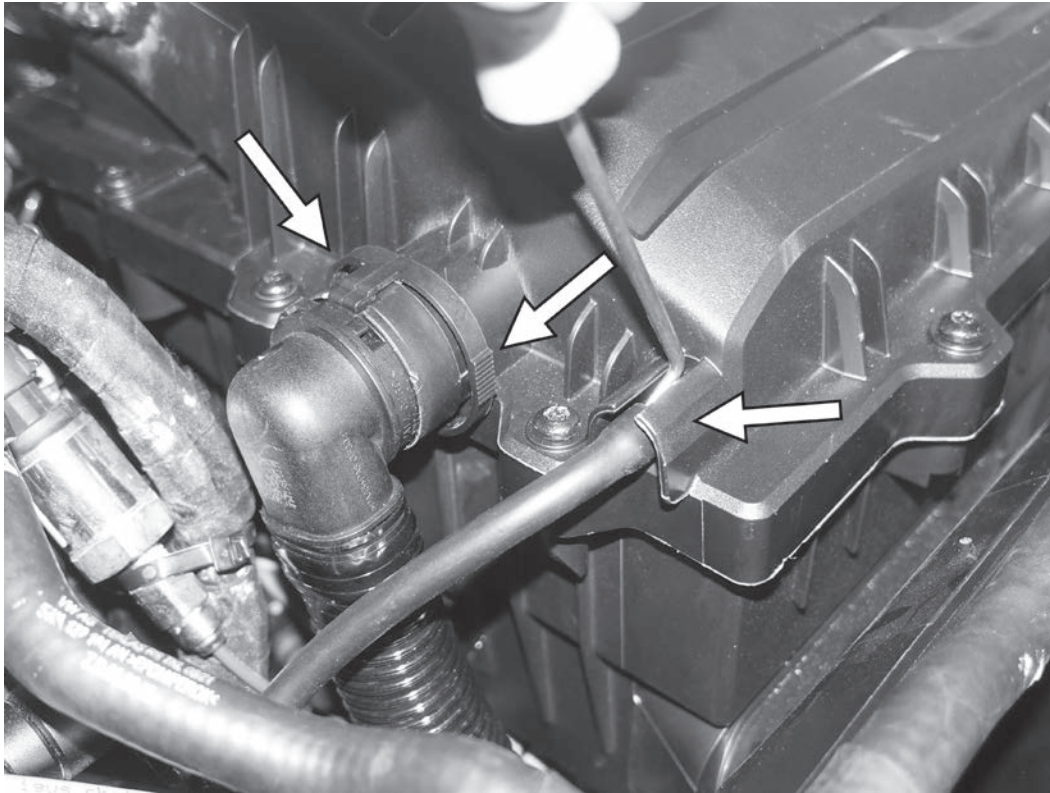


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4800 US HWY 280 West Opelika Alabama 36801

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1) Use a pick to help push the vacuum line off the side of the factory airbox. If equipped, remove the secondary air connection by pressing in on both sides of the connector at the airbox, and then pulling the connection off the airbox.

2) Squeeze the spring clamp holding the stock inlet tube to the factory airbox and slide the clamp back off the connection to the airbox. Separate the inlet tube from the airbox.



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3) Placing both hands under either side of the airbox. Firmly lift straight up on the airbox assembly, pulling it off the rubber mounting grommets underneath.

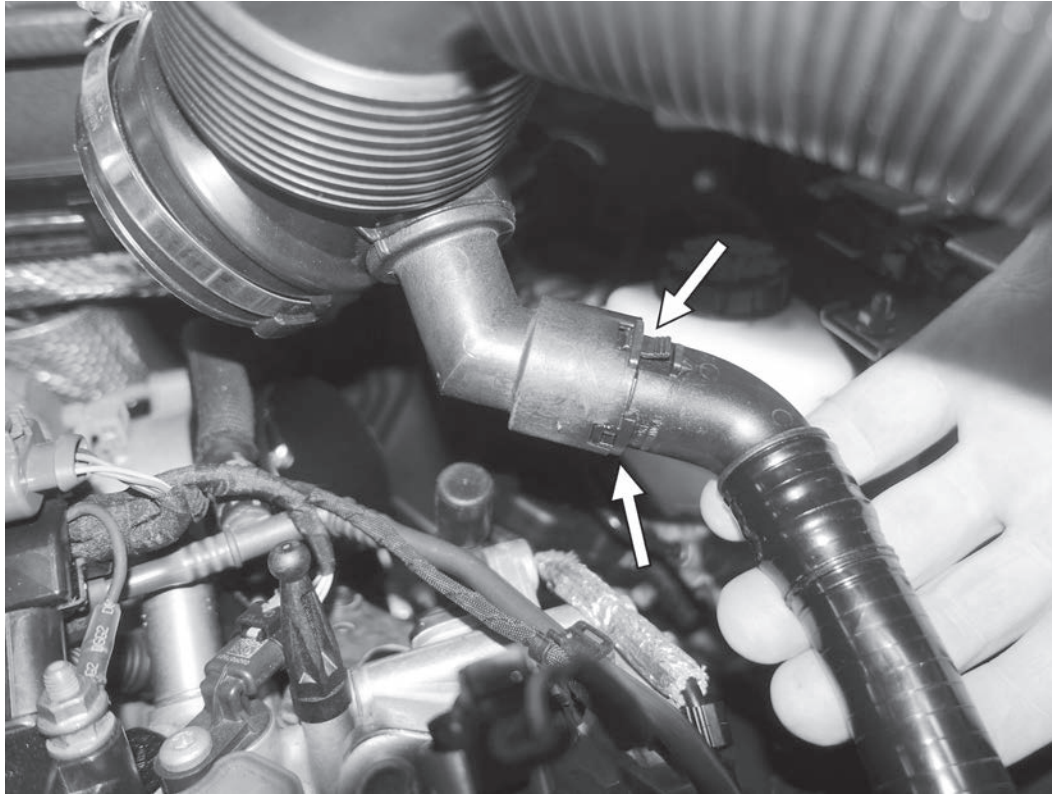
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4) Loosen the 7mm screw on the clamp that connects the airbox inlet pipe to the turbocharger. Once loose, pull the inlet pipe off the turbo inlet.



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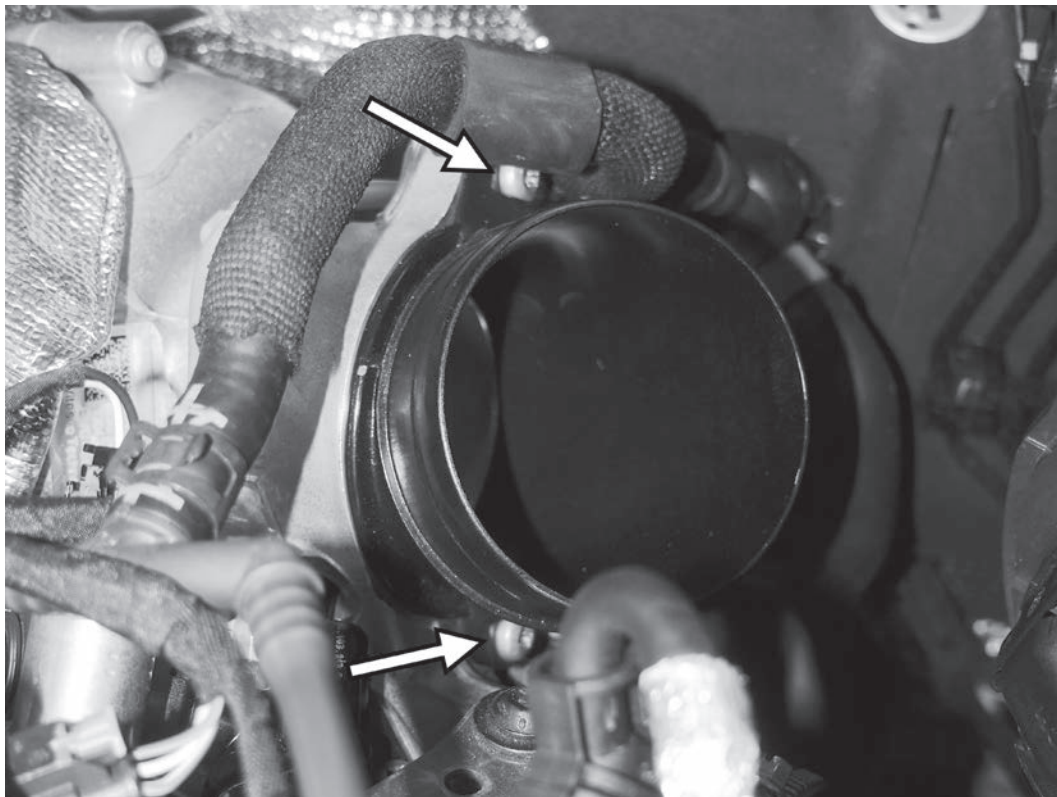


5) Disconnect the diverter valve pipe from the inlet pipe by squeezing on both sides of the connector on the diverter valve pipe and pulling it away from the inlet pipe.

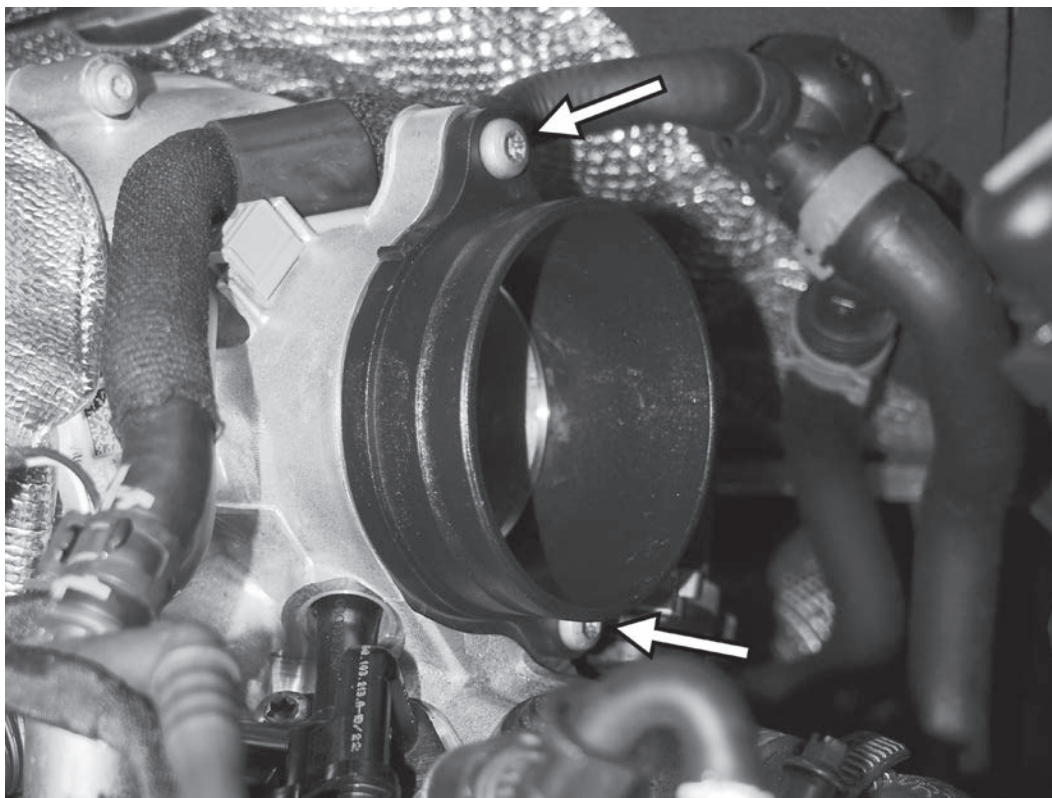
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6) On the turbo inlet pipe, remove the two T30 screws holding the inlet in place. Remove the turbo inlet pipe from the turbocharger.



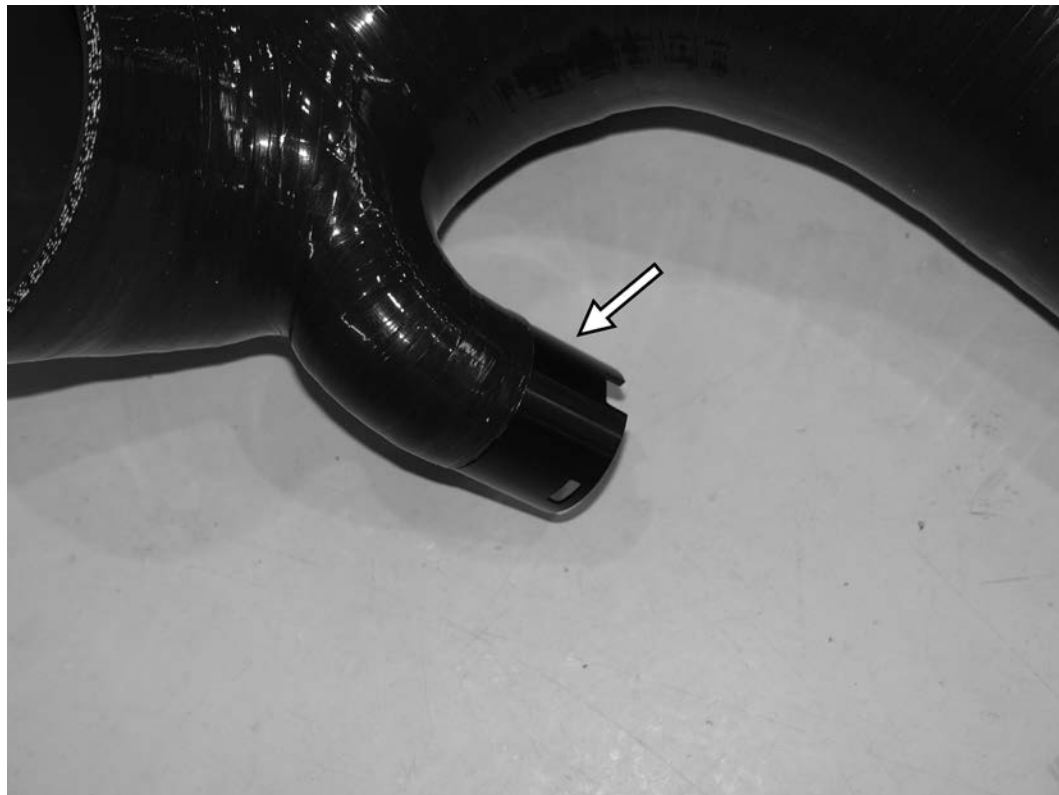
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7) Install the included o-ring onto the back of the supplied APR turbo inlet adapter, and then install the adapter into the turbocharger inlet. Secure with the two original T30 screws to 9Nm (80 in-lbs).

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8) Install the supplied DV hose adapter hose into the APR silicone inlet tube. Do not install a clamp on this yet, as it needs to be rotated to be oriented to the factory DV hose in the car.



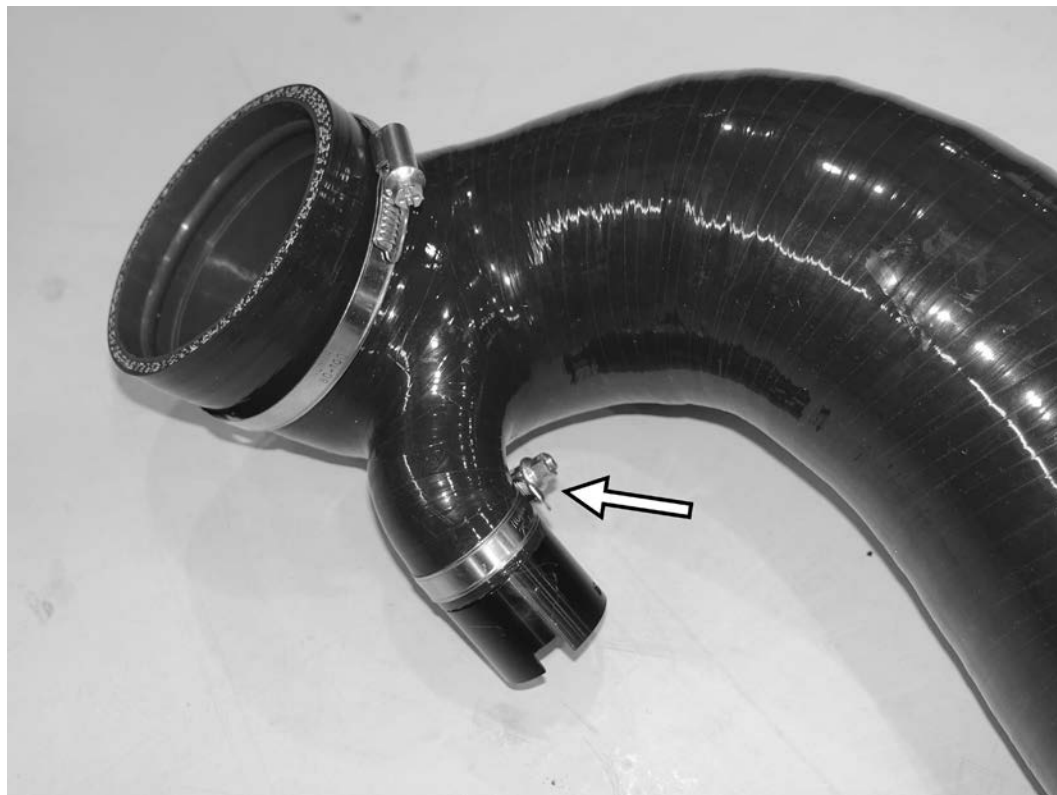
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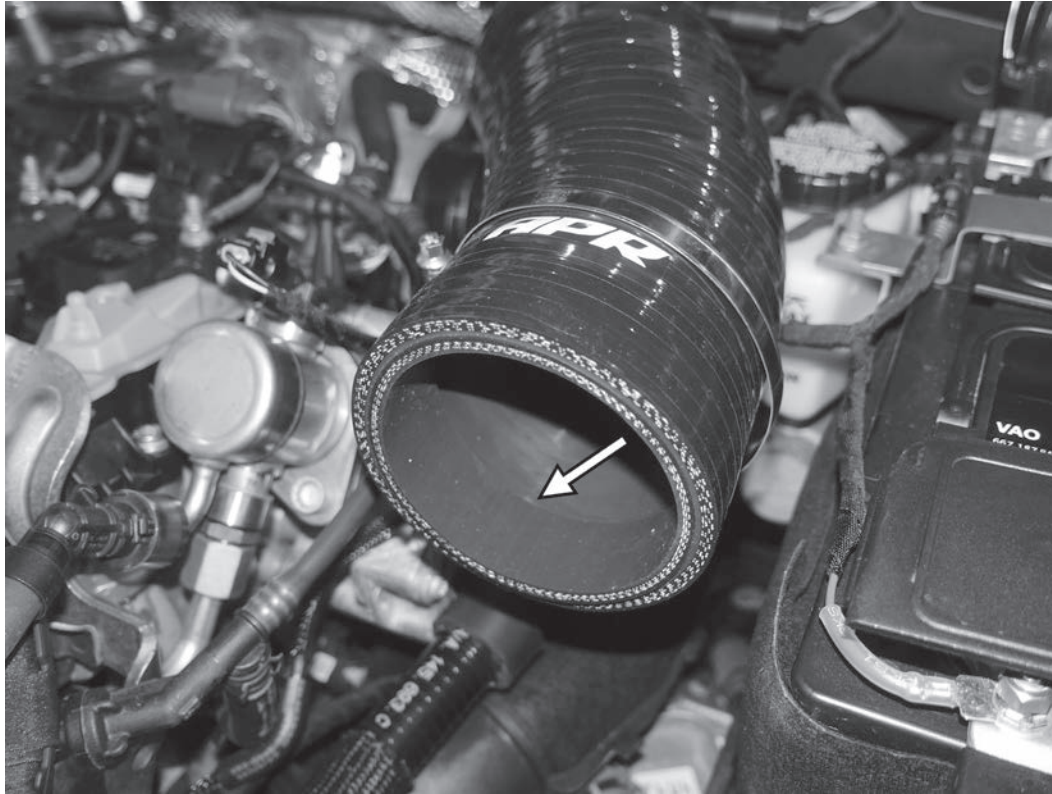
9) Place the APR silicone inlet tube in the car, attaching it to the previously installed turbo inlet adapter. Rotate the DV hose adapter in the APR silicone inlet tube until the factory DV hose can be connected. Once the DV adapter is rotated and the DV hose is connected, disconnect the DV hose from the APR inlet tube assembly without rotating the DV adapter. Then remove the APR inlet tube assembly from the car.

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10) Using either the supplied screw clamp or the ear clamp, secure the DV hose adapter to the APR silicone inlet tube. Make sure not to change the orientation of the DV hose adapter before tightening the clamp. If using the screw clamp, position the hose clamp as shown to prevent it from interfering with other items in the car.



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11) Loosely reinstall the APR silicone inlet tube onto the turbo inlet adapter. Depending on the airbox the inlet tube is being installed on, the supplied silicone inlet adapter may be needed. If so, install the silicone inlet adapter inside the inlet of the APR silicone inlet tube. The silicone inlet tube has a stop that will prevent the inlet adapter from going in too far. Loosely install the hose clamp over the inlet tube.

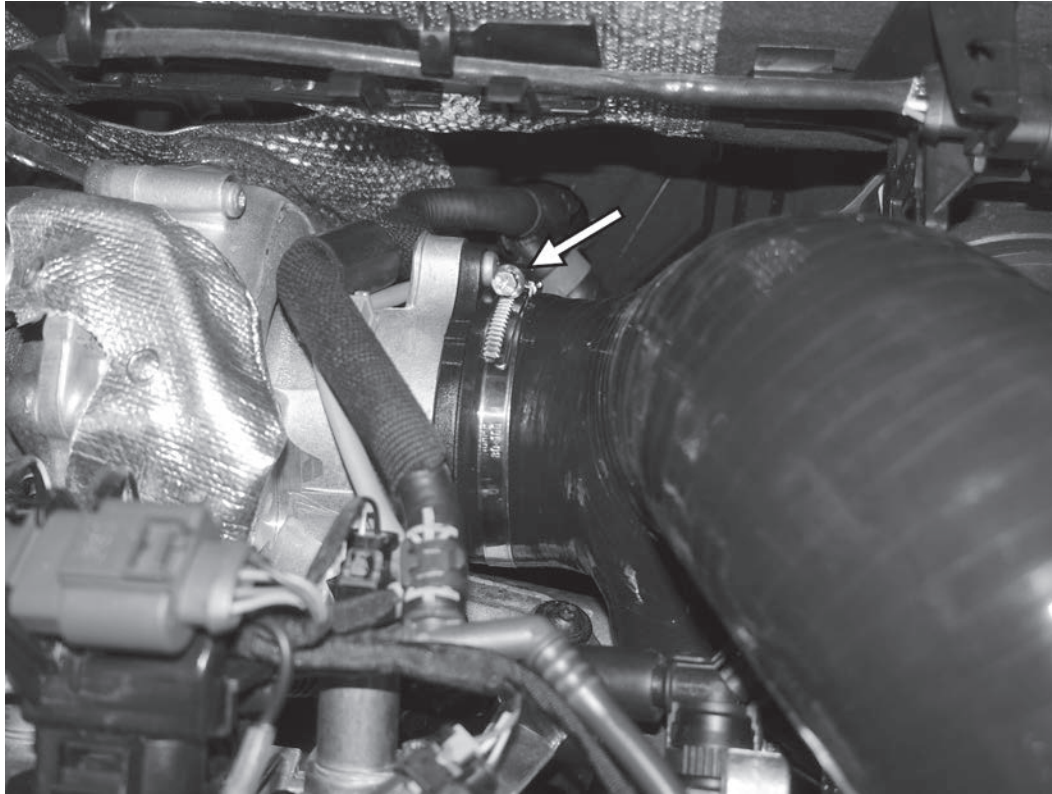
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12) Reinstall the airbox, placing the airbox outlet into the APR silicone inlet tube. Push the airbox down onto the three factory mounting points. After ensuring the APR silicone inlet tube is not installed under tension and is fully seated on the airbox and the turbo inlet adapter, tighten the clamp at the airbox to 10Nm (88 in-lbs).







13) Tighten the hose clamp holding the APR silicone inlet tube to the turbo inlet adapter to 10Nm (88 in-lbs).

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