

#TL100186

INSTALLATION MANUAL

# CI100064

APR Mk8 GTI Silicone Inlet Tube

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Notes:

These instructions were written for a North American specification VW Mk8 GTI, 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.

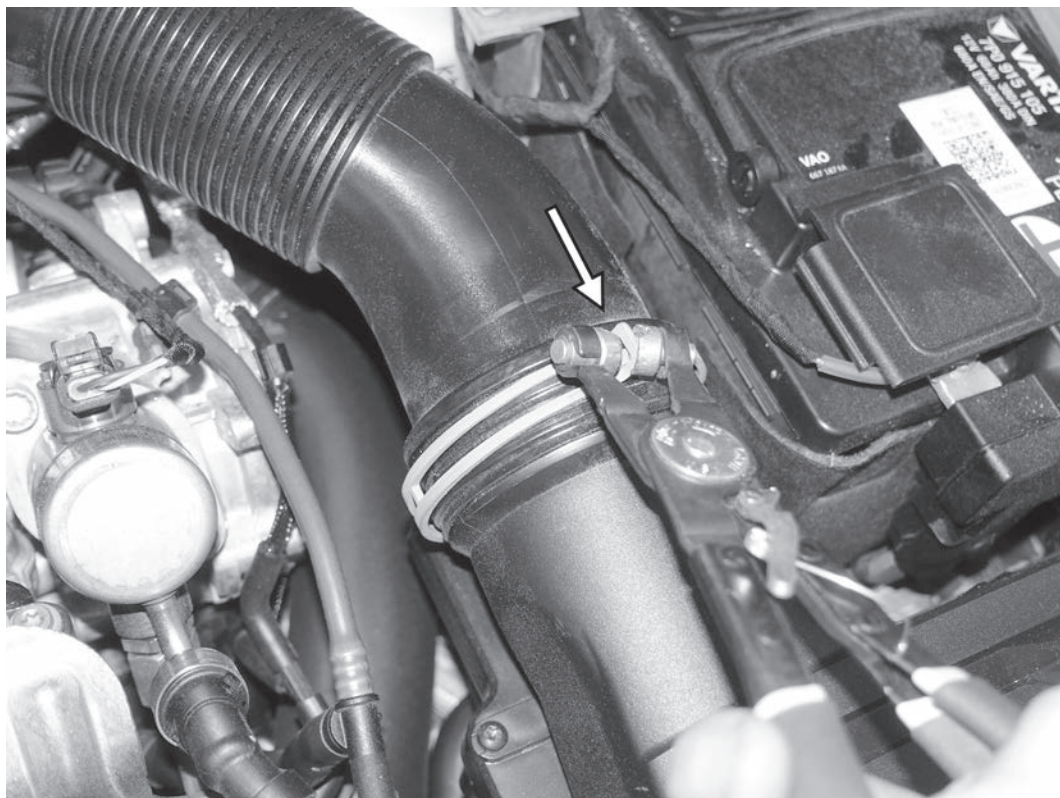


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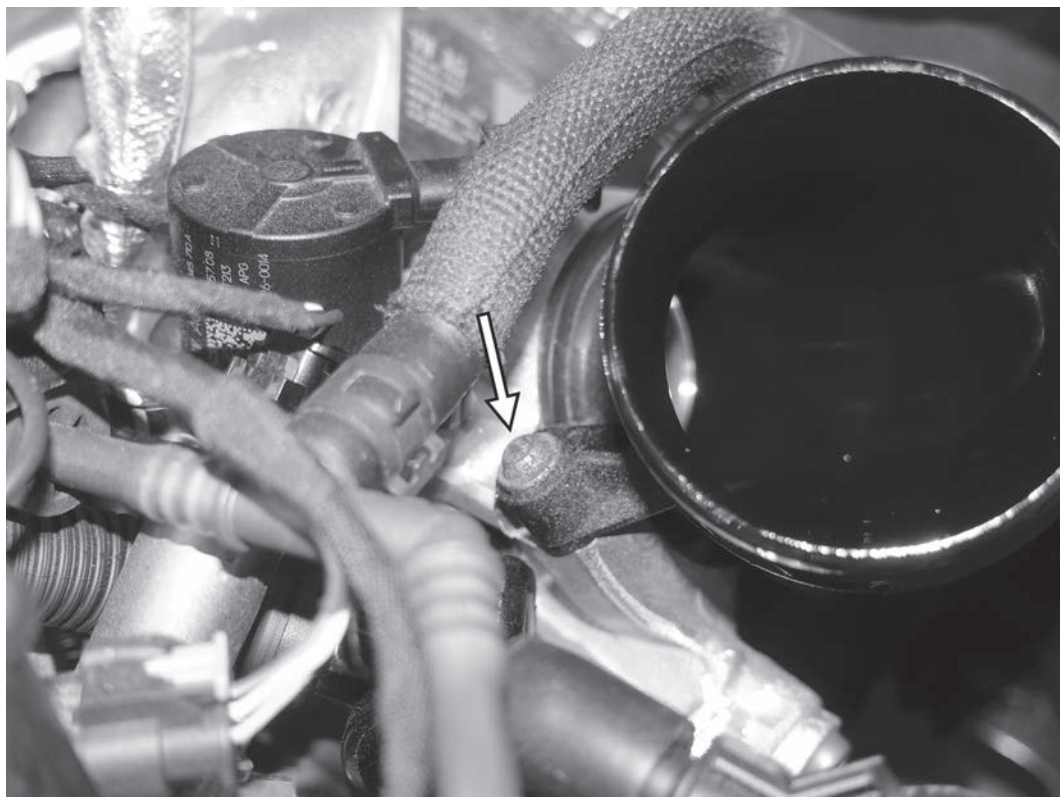
1) Using a pair of spring clamp pliers or regular channel lock pliers, compress the spring clamp on the factory inlet hose at the back of the airbox. Separate the hose from the back of the airbox.

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2) Use a 7mm wrench or flathead screwdriver to loosen the screw clamp holding the back of the factory inlet hose to the turbocharger inlet. Once loose, remove the factory inlet hose from the car. Be careful not to drop anything inside of the turbo once the inlet is exposed.



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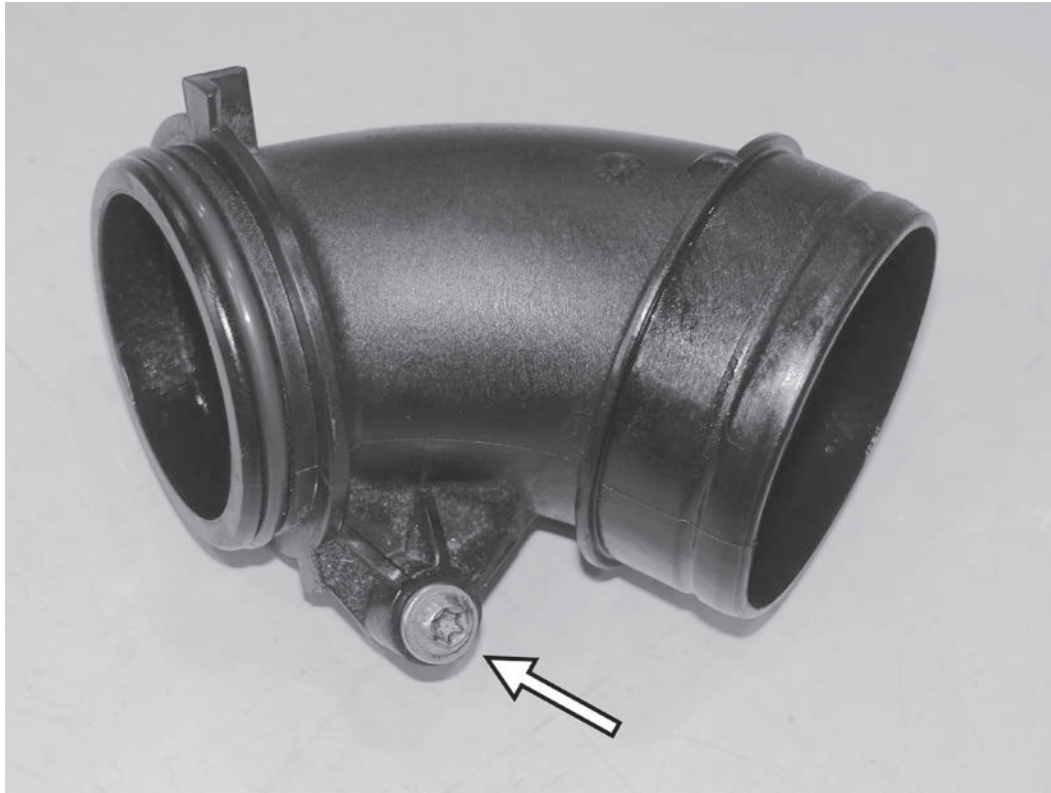
3) Loosen the T30 screw holding the factory turbo inlet to the turbo-charger. Some oil in and around the turbo inlet is normal.

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4) Grab the turbo inlet and rotate it ~15-20° clockwise in relation to the turbo until the turbo inlet pipe can be removed from the turbo. This will release the tabs that hold the turbo inlet onto the turbo.



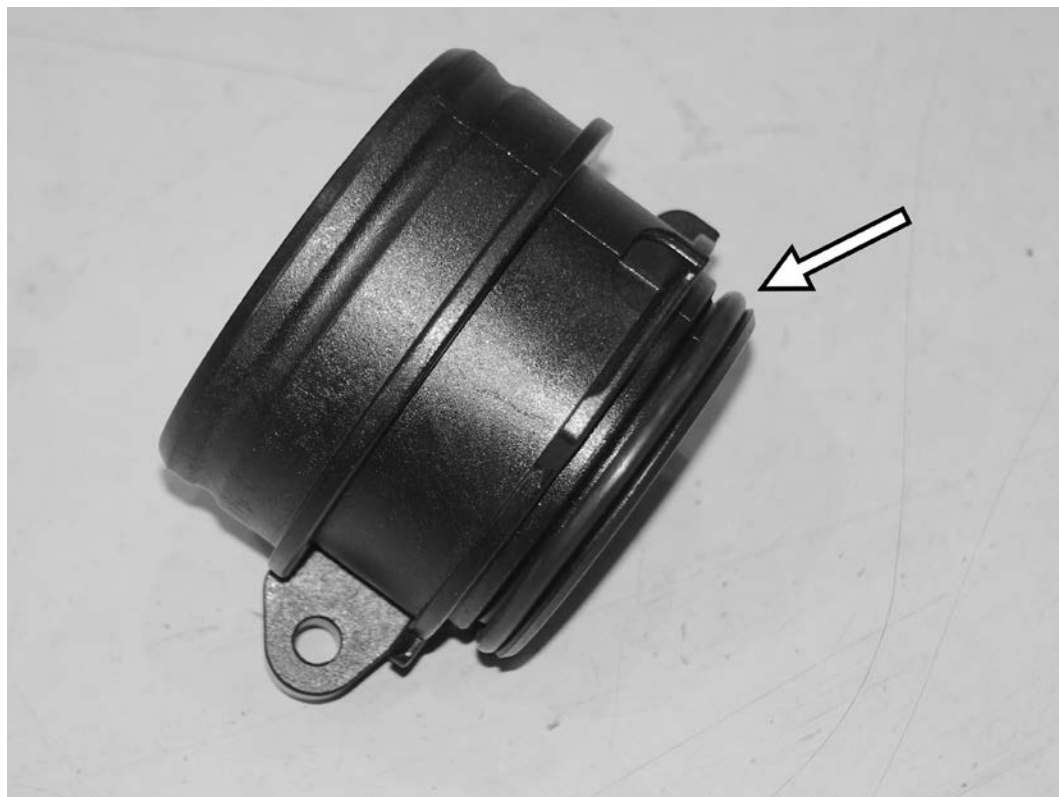




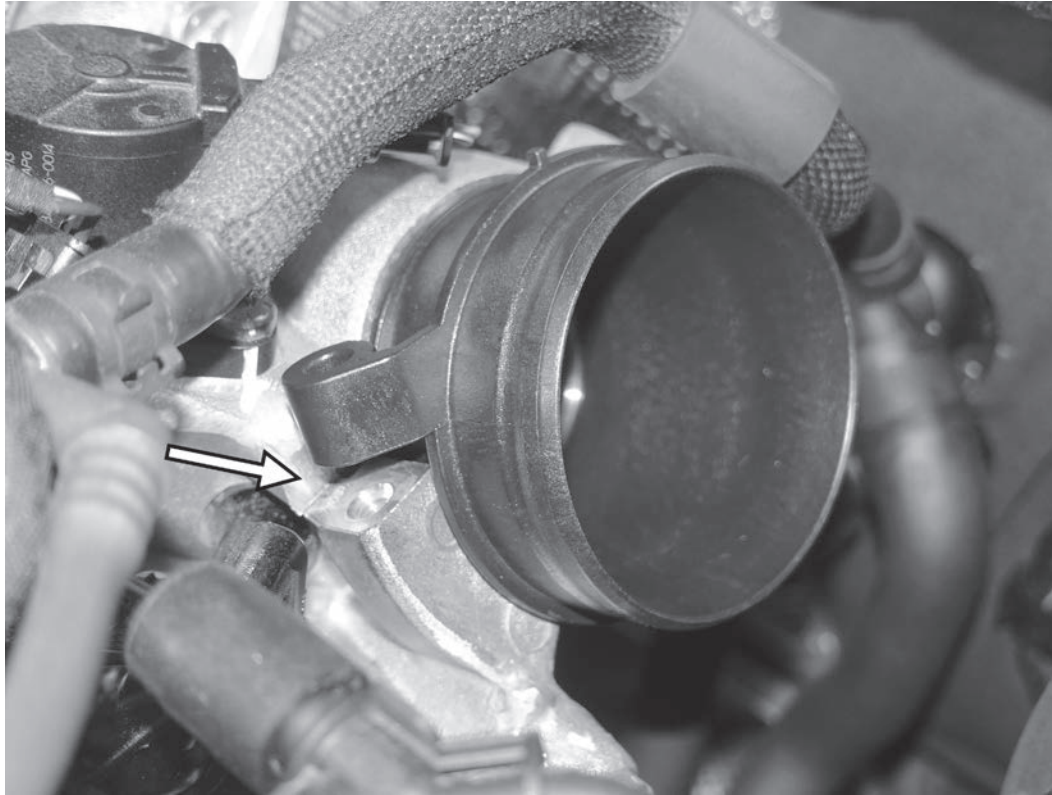
5) Remove the T30 screw from the factory turbo inlet by pulling it out of the turbo inlet. There is a small o-ring that retained the screw onto the turbo inlet, it can be removed from the screw now.



6) Install the supplied o-ring into the last groove on the APR turbo inlet pipe. Some engine oil or silicone lubricant should be used on the o-ring.



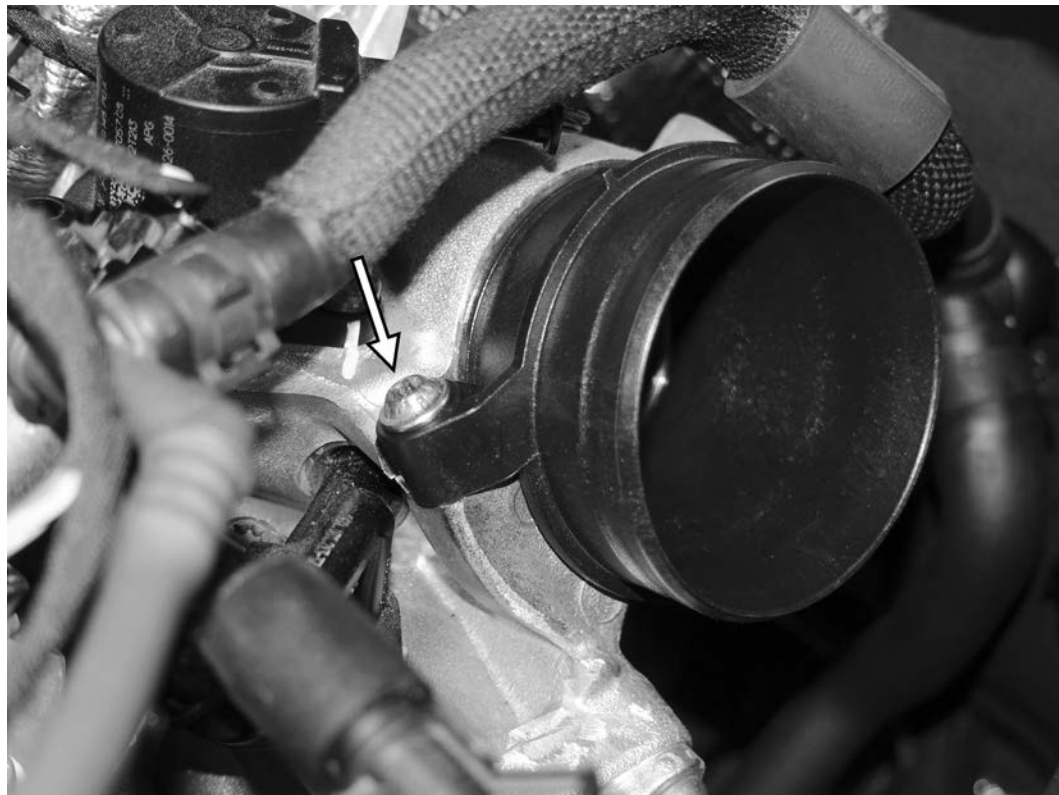
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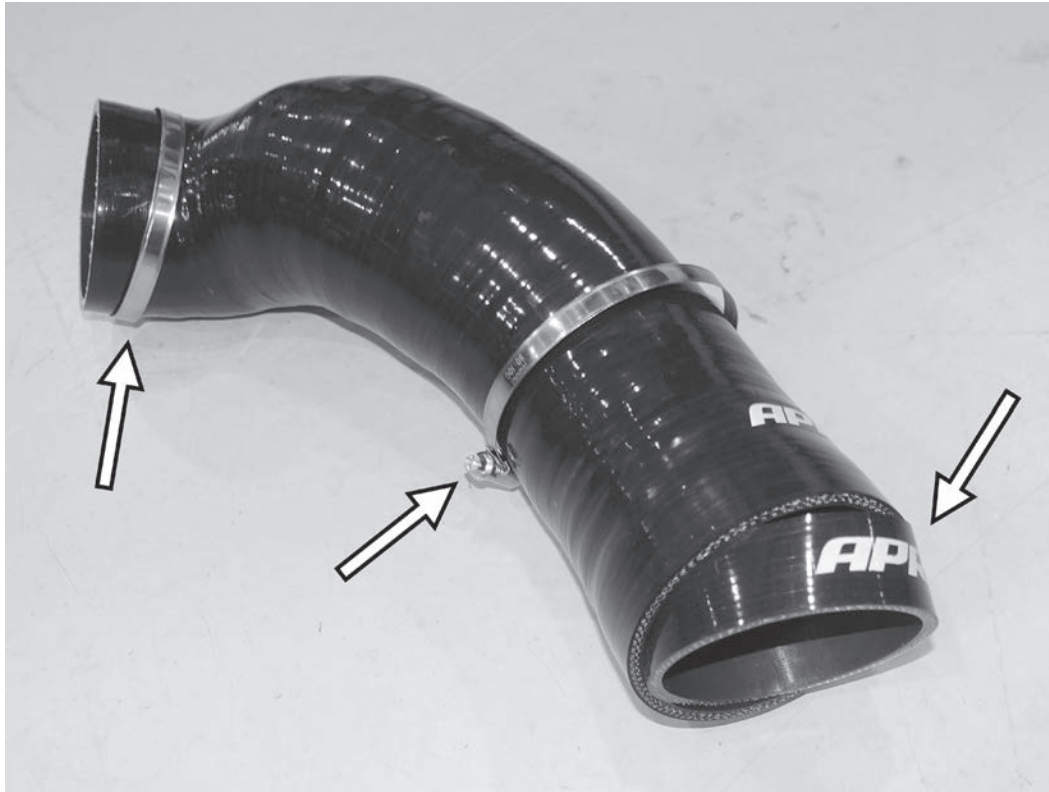


7) Install the APR turbo inlet pipe into the turbo about 15-20° clockwise from where the screw should be installed. The tabs that secure the APR turbo inlet pipe will align with the slots in the turbo. Rotate the APR turbo inlet pipe counter-clockwise 15-20° to secure the APR turbo inlet onto the turbo.

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8) Once rotated into position, secure the APR turbo inlet pipe to the turbo with the original T30 screw that was removed from the factory turbo inlet. Tighten the screw to 9Nm (80 in-lbs).





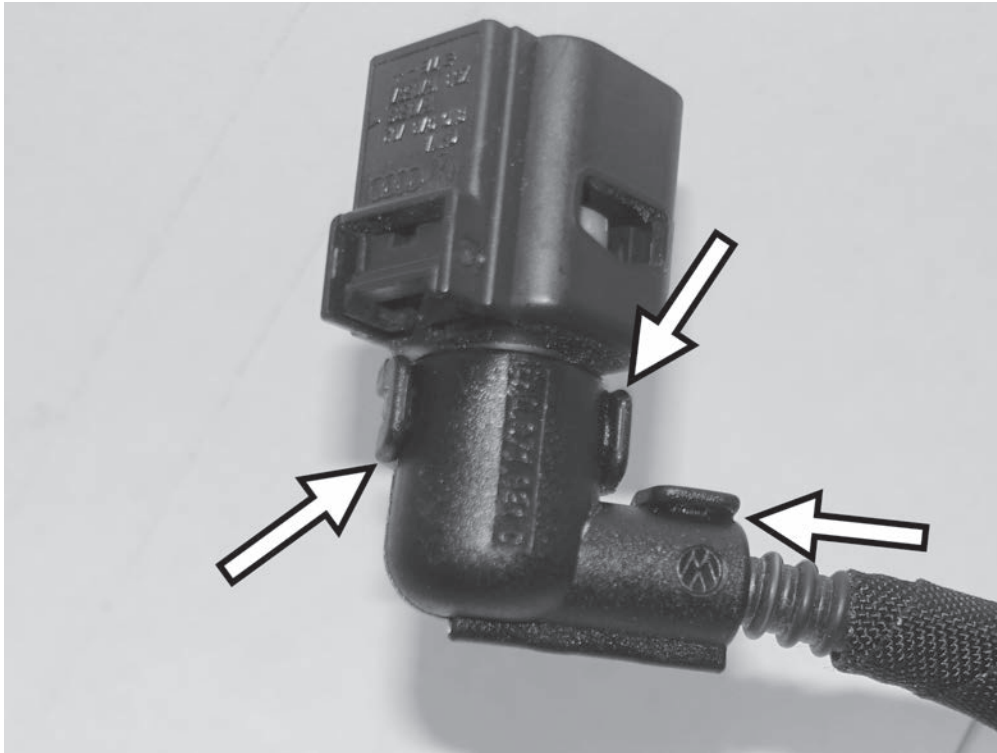
9) Depending on the airbox the inlet tube is being installed on, the supplied silicone inlet adapter may be needed. If so, install the silicone inlet adapter inside the inlet of the APR silicone inlet tube. The silicone inlet tube has a stop that will prevent the inlet adapter from going in too far.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

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10) Disconnect the electrical connector to the brake fluid level sensor.



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11) Using a small screwdriver, release the three tabs that lock the 90° cover onto the back of the electrical connector. Remove the 90° cover from the wiring harness.

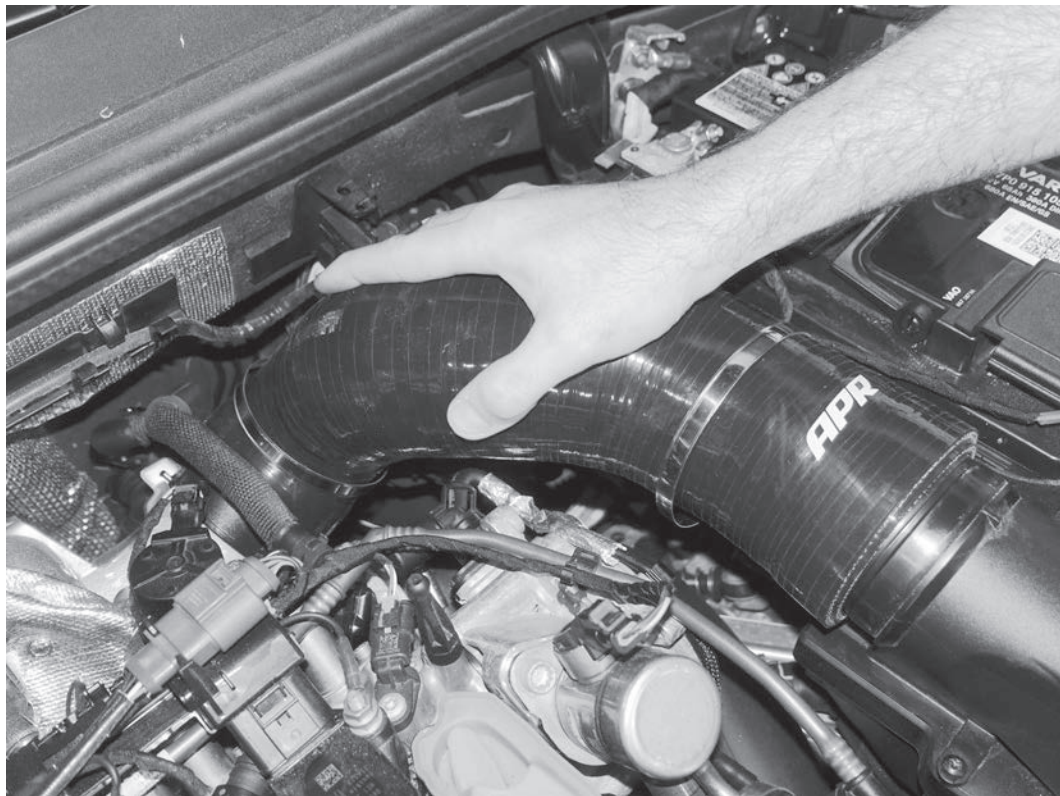


12) Reconnect the electrical connector to the brake fluid level sensor.



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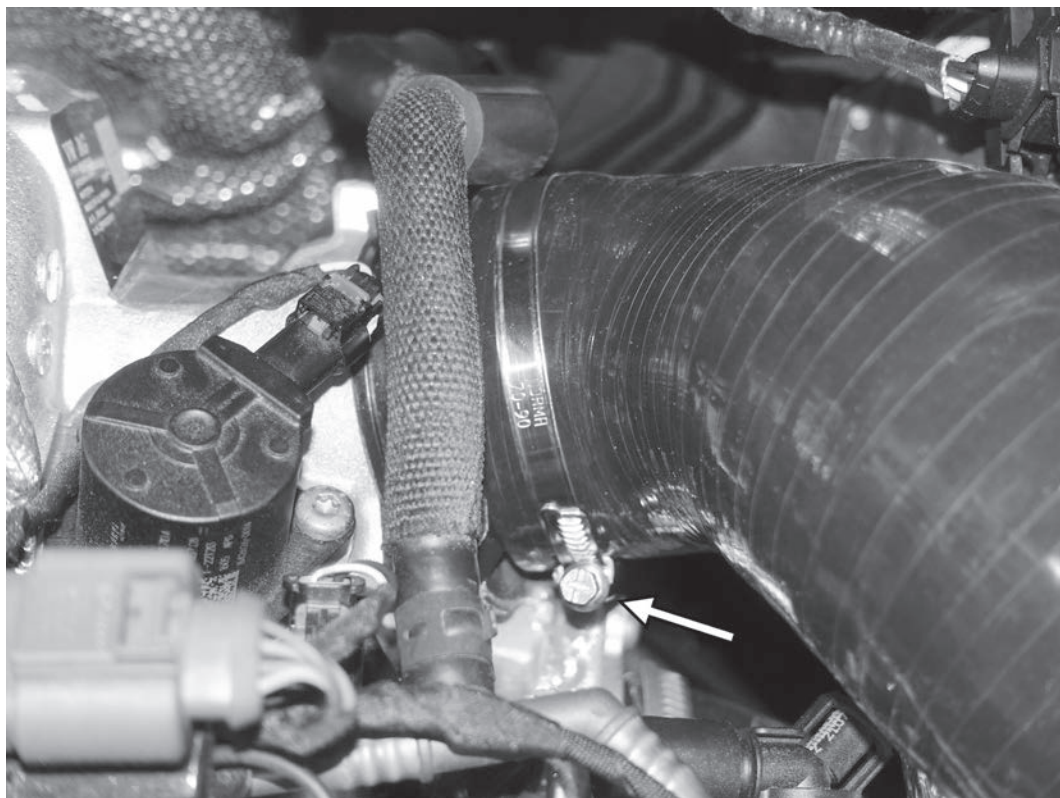
13) Install the APR silicone inlet tube onto the APR turbo inlet on the turbocharger. Ensure the silicone inlet fully fits on the turbo inlet all the way around (feel around on the bottom side of the hose to make sure it is fully seated).

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14) Connect the front of the APR silicone inlet tube to the back of the airbox. After making sure the clamp is aligned correctly, tighten the screw clamp to 10Nm (88 in-lbs).



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15) On the back side of the APR silicone inlet tube, after making sure the clamp is aligned correctly, tighten the screw clamp to 10Nm (88 in-lbs).

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