

#TL100099



CARBON FIBER TSI TURBO INLET PIPE/
INSTALLATION INSTRUCTIONS

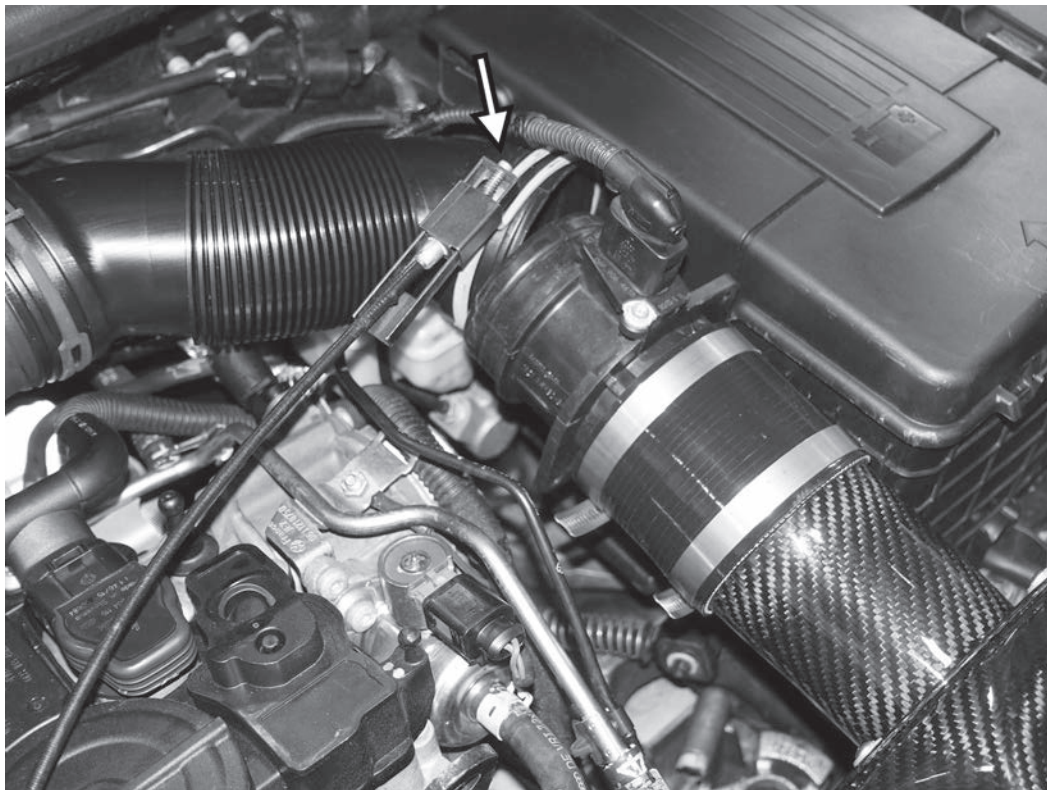
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Notes:

These instructions were written for a North American specification VW Mk6 GTI, but other models, like the VW GLI and Audi A3 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.

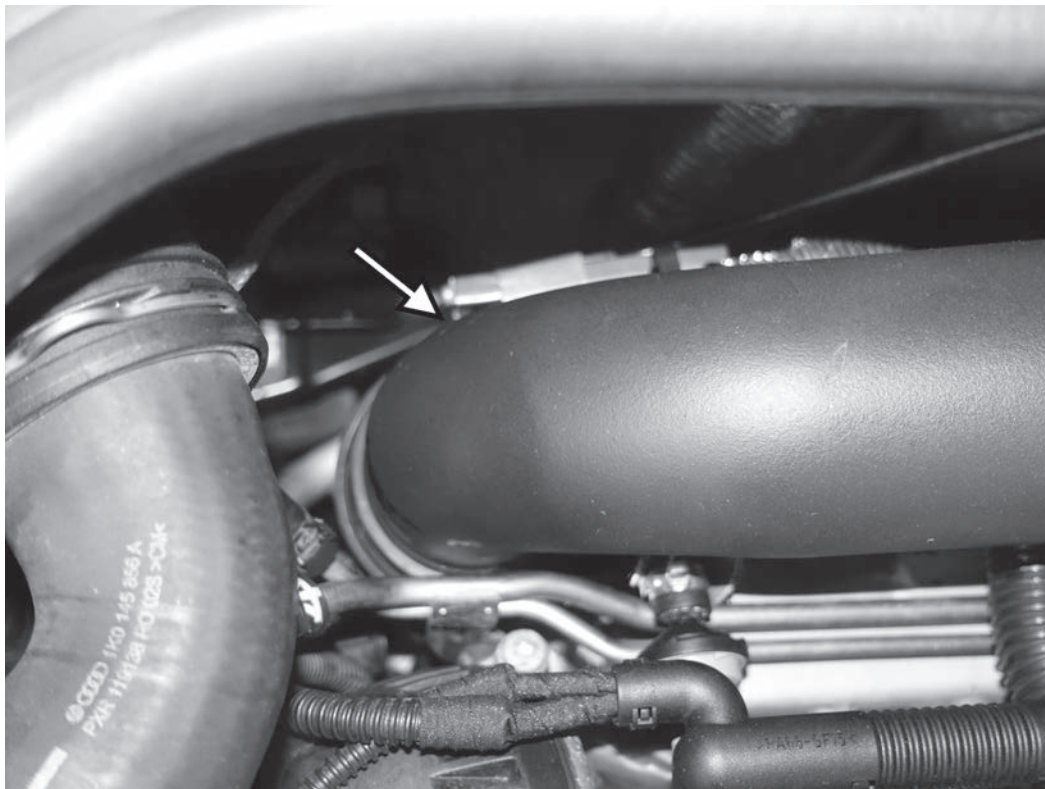


1) Remove the engine cover from the top of the engine by lifting up on the four corners. Using a tool for spring clamps, remove the spring clamp connecting the front side of the accordion inlet pipe to the back of the MAF housing. Separate the accordion hose from the MAF housing.

2) Completely remove the T30 screw holding the bottom mounting tab of the rear intake pipe to the metal tab on the heatshield.



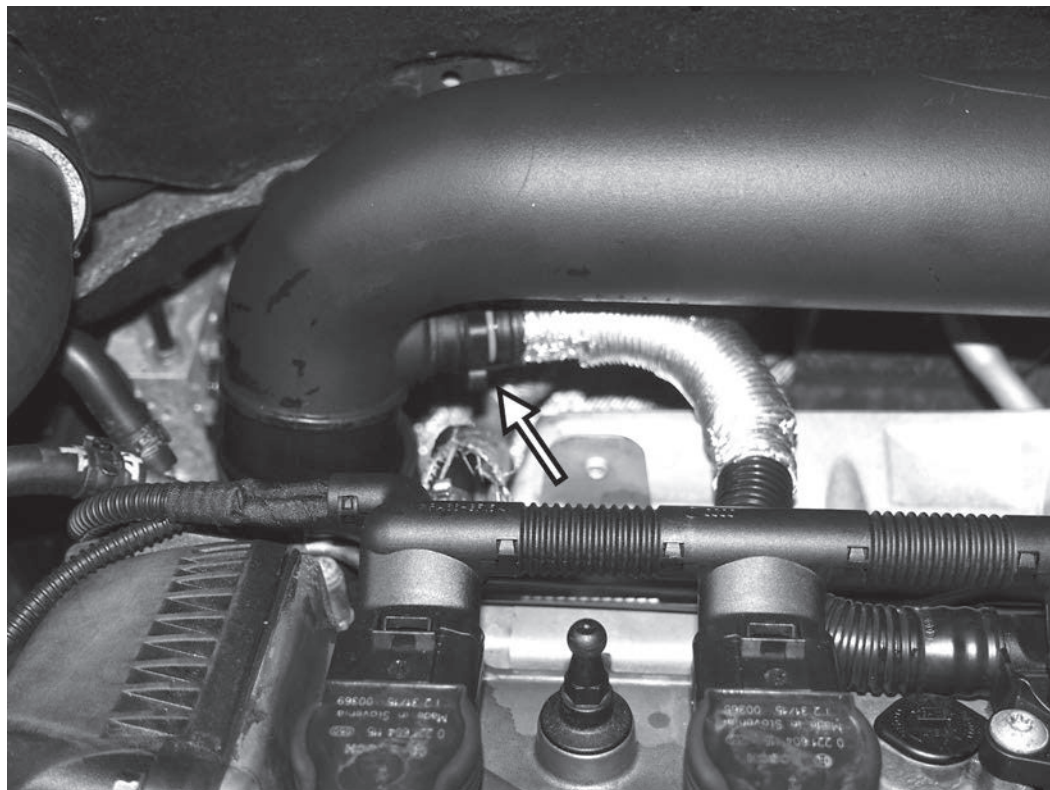
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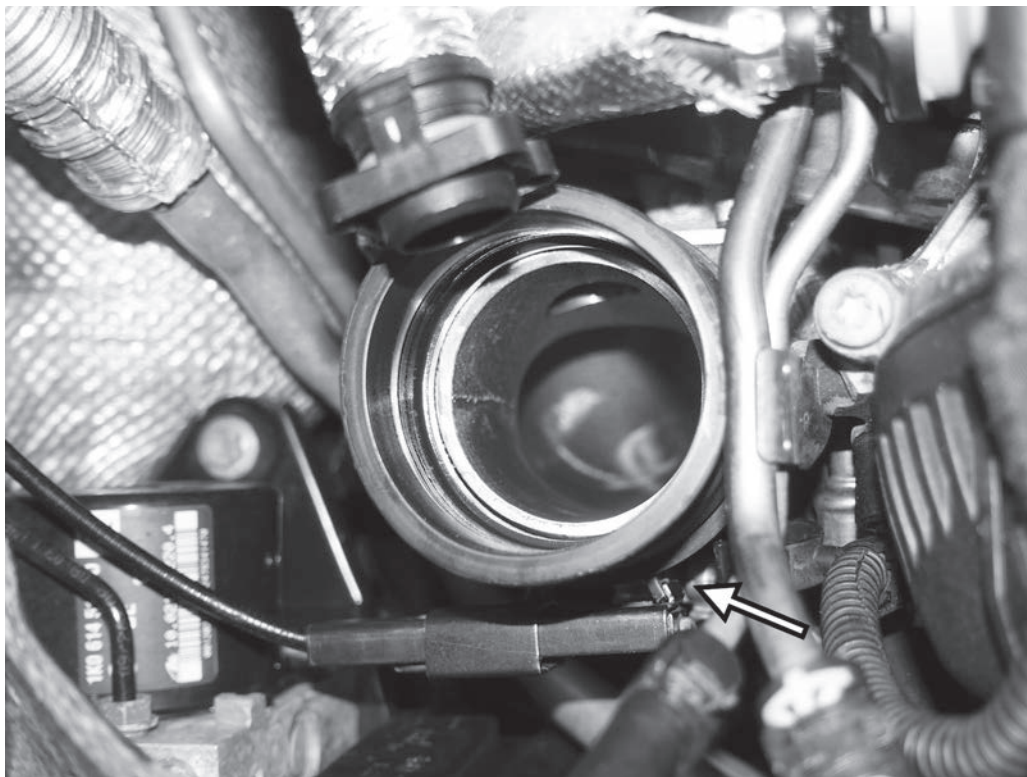
3) Remove the upper spring clamp that holds the rear intake pipe to the top of the coupler at the turbo inlet.

4) Lift the rear intake pipe to access the PCV hose connection. Disconnect the PCV hose from the rear intake pipe and remove the pipe from the car.

Note: All four sides of the connector must be removed at once. Use four small screwdrivers, wedging one on each side of the connector until sides all are free.

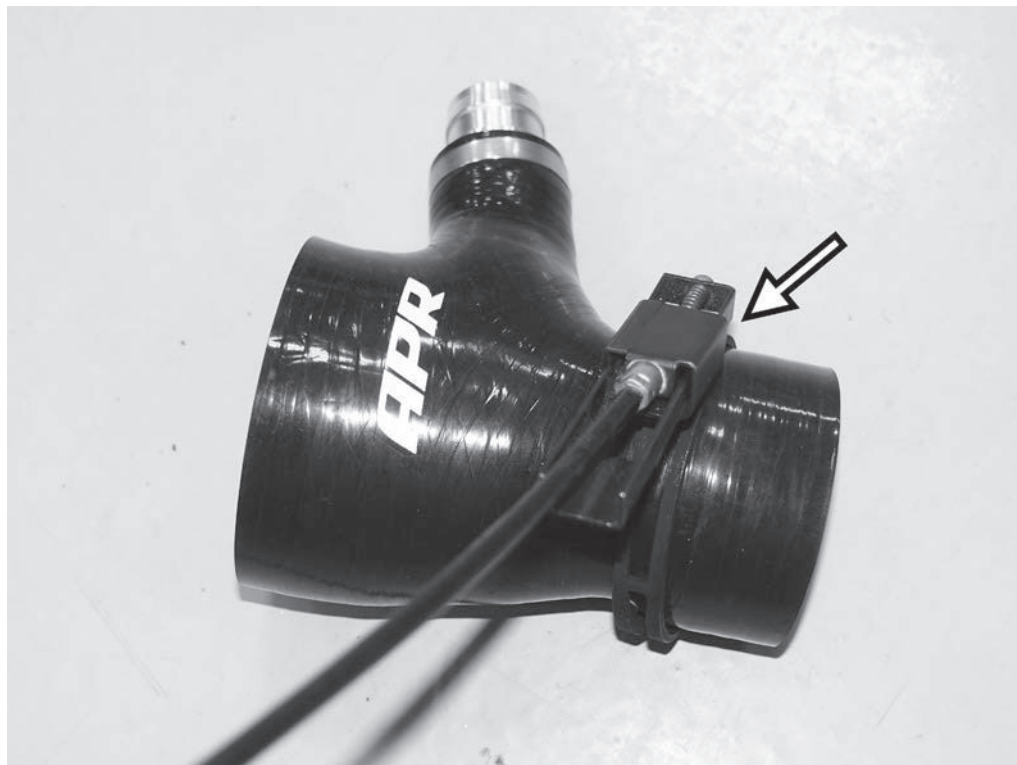


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5) Remove the lower spring clamp from the couple that held the rear intake pipe to the turbo inlet. Remove the coupler with the spring clamp. Be careful not to drop anything into the turbo inlet.

6) Place the spring clamp just removed onto the bottom of the APR inlet coupler as shown.



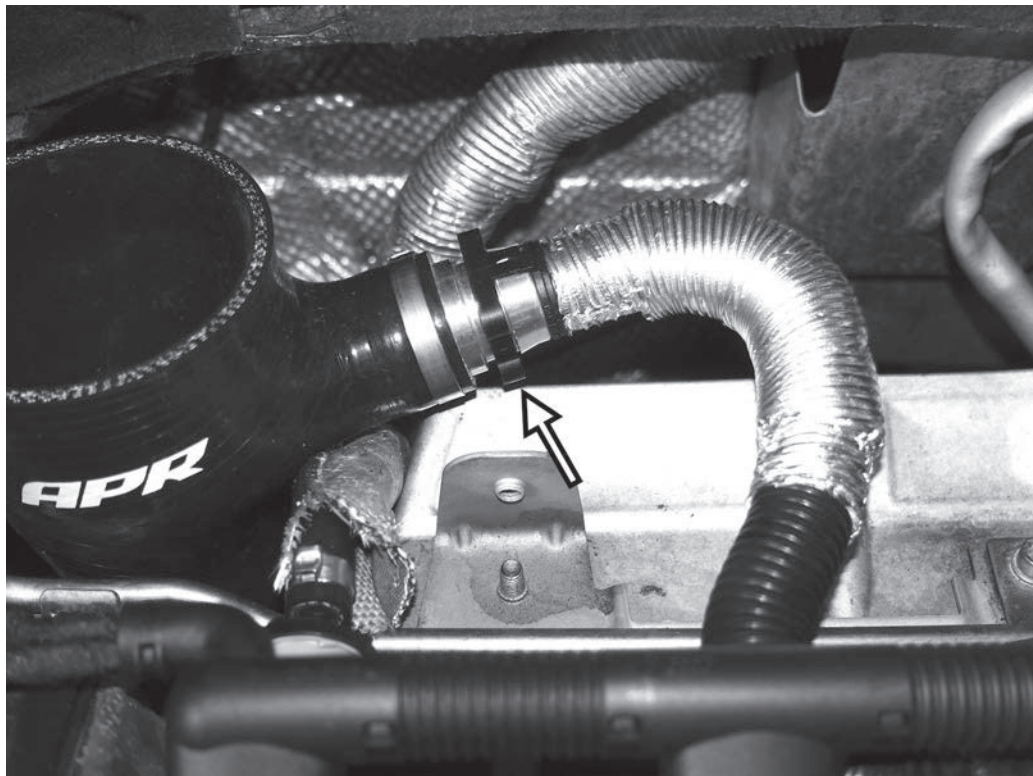
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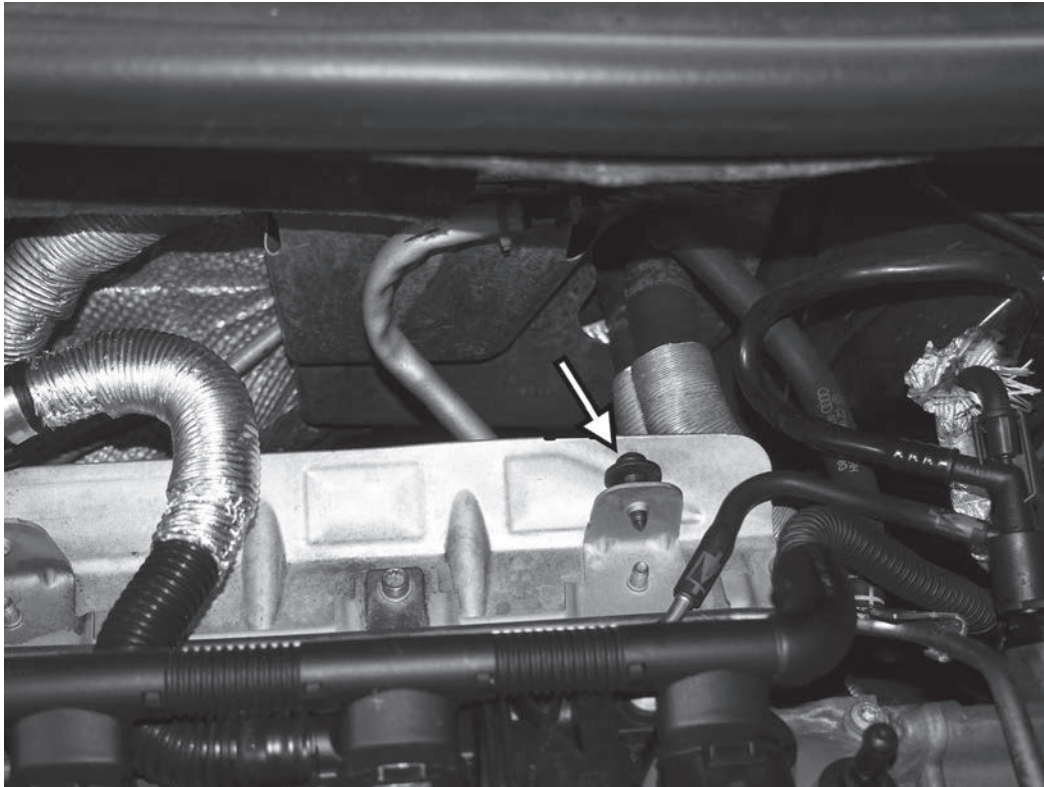
7) Place the APR inlet coupler all the way down onto the turbo inlet. Then rotate the coupler so the PCV hose will easily connect to the port on the side of the APR inlet coupler. Secure the coupler with the spring clamp.

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8) Connect the PCV hose to the APR inlet coupler, making sure all four sides of the coupler snap in place on the machined connection.



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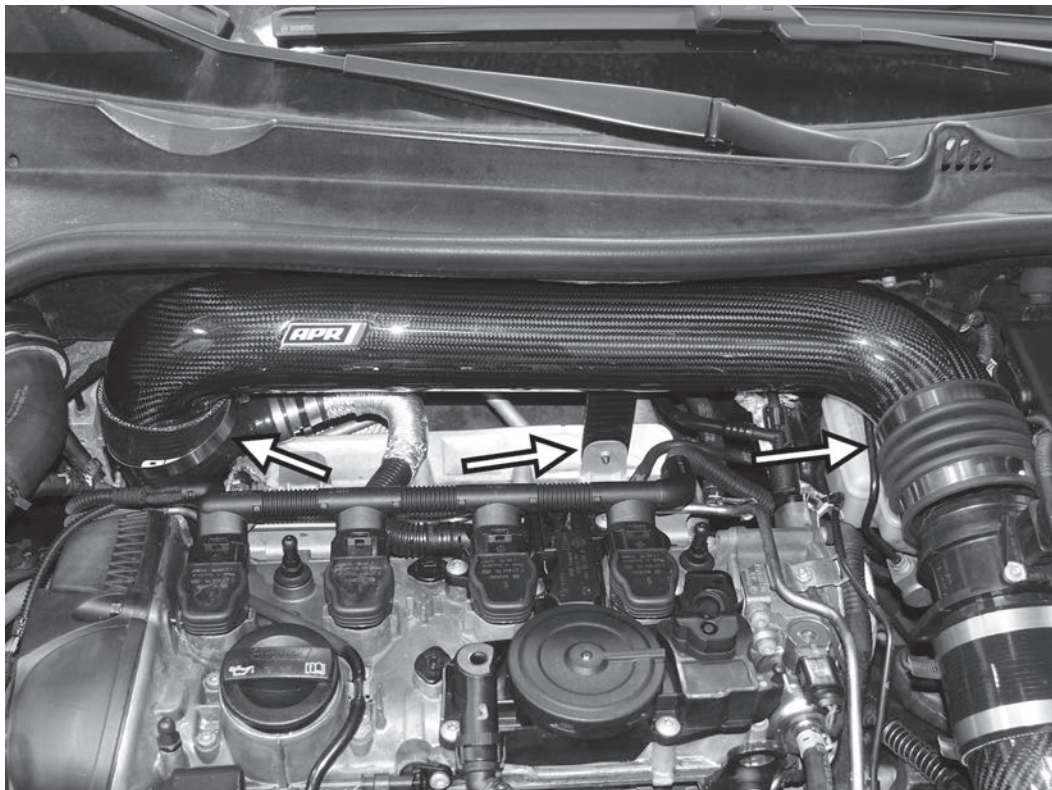
9) Loosely install the previously removed T30 screw into the metal tab on the top of the heatshield.

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10) Install the accordion coupler on the entrance side of the APR intake pipe, and secure with one of the hose clamps. Loosely place the other supplied hose clamp on the front side of the accordion coupler.



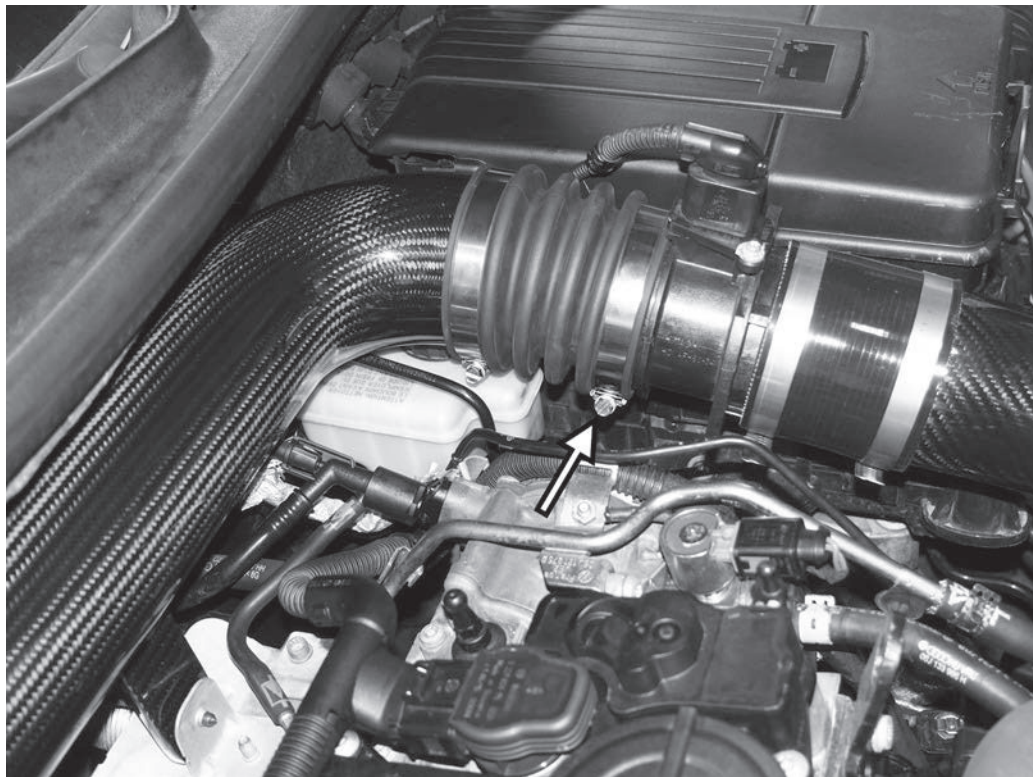
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11) Place the supplied hose clamp on the top of the APR inlet coupler. Set the APR intake pipe in place, sliding the support bracket between the washer of the T30 screw and the metal tab on the heat shield. Slide the intake pipe into the inlet coupler, and put the accordian coupler onto the back of the MAF housing.

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12) Secure the front side of the accordion coupler to the back of the MAF housing with the hose clamp already installed on the accordion coupler, as shown.



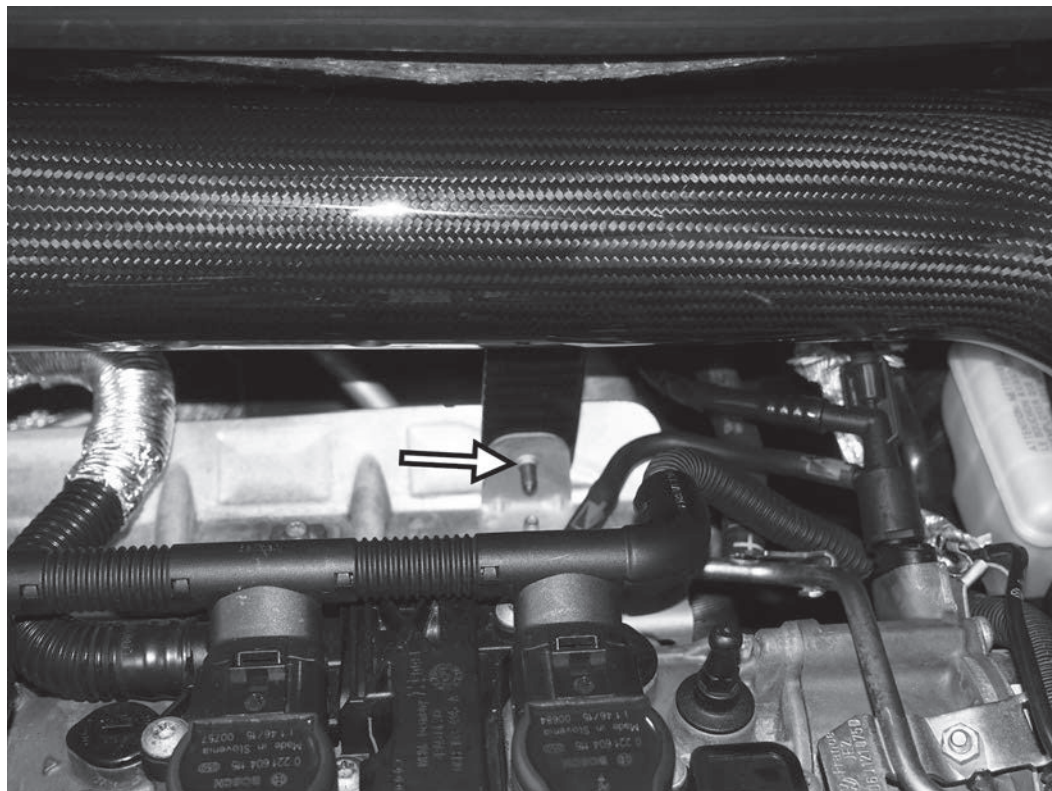
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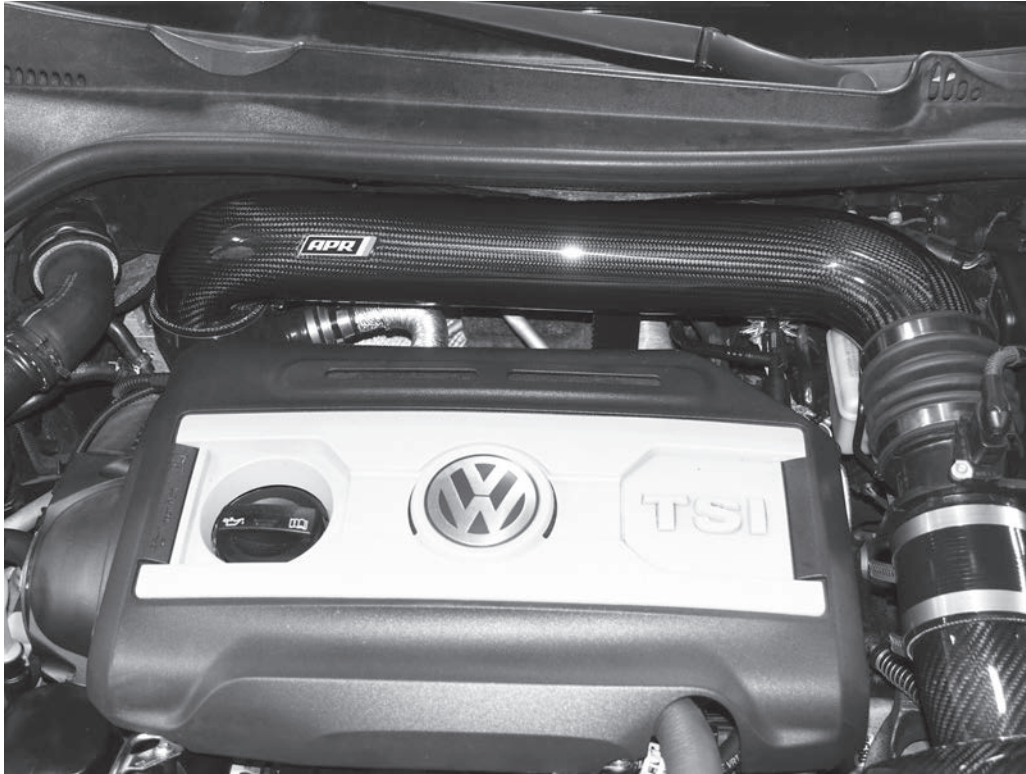
13) Secure the APR intake pipe to the inlet coupler with the previously installed hose clamp.

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14) Tighten the T30 screw holding the intake pipe support bracket to the metal tab on the heat shield to 10Nm (88 in-lbs).



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15) Reinstall the engine cover by pushing the four corners down onto the mounting posts on top of the engine.

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