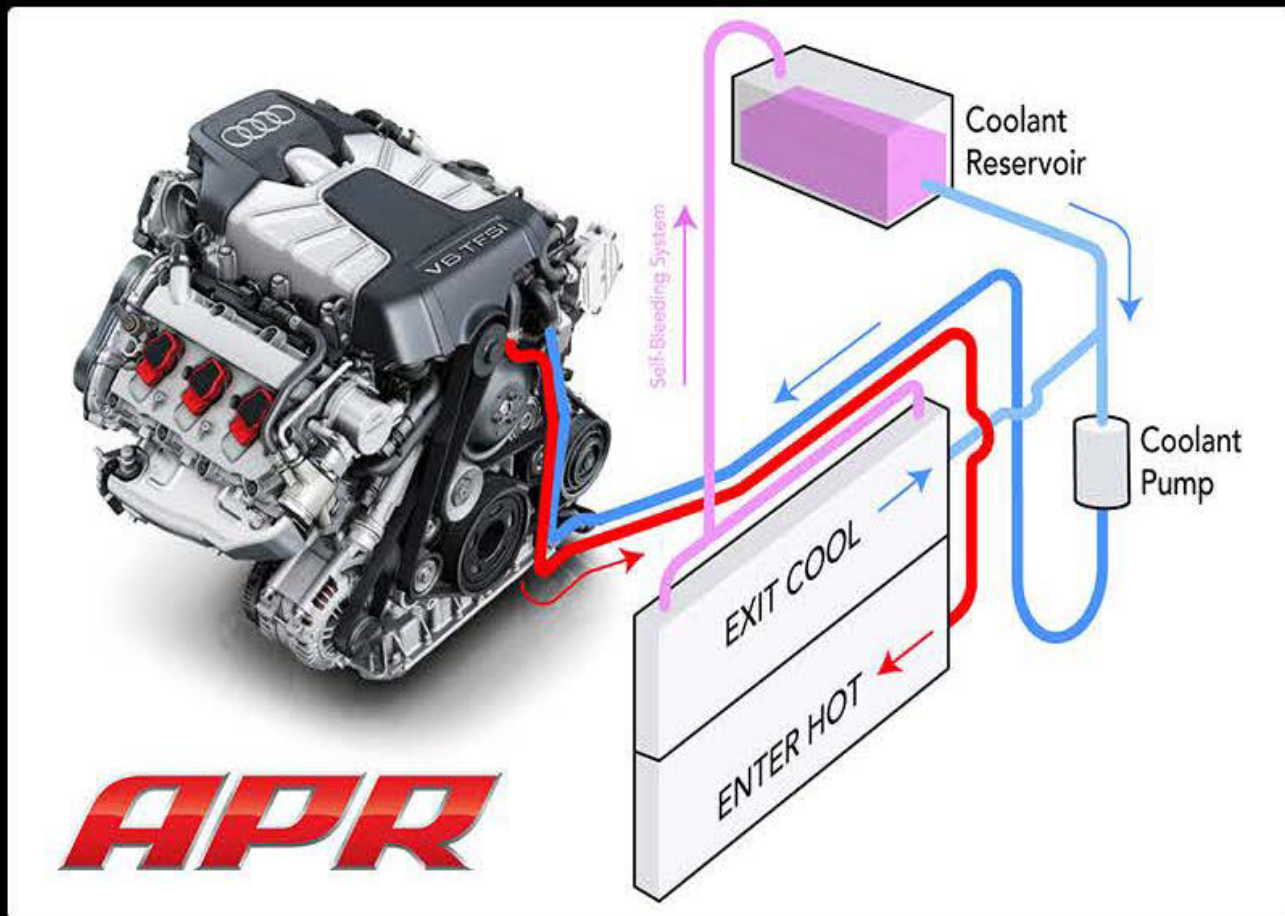


The 3.0 TFSI uses a liquid-to-air intercooling cooling circuit. A front mounted radiator is responsible for cooling hot coolant, while two heat exchangers within the supercharger are responsible for cooling the supercharged air before it enters the engine. The turbocharged 4.0 TFSI uses a similar system with a single heat exchanger after the turbochargers.



The Problem:

The front mounted radiator is tiny. Air trapped within the system devastates the cooler's effectiveness, while the sheer lack of surface area and coolant volume makes for a system incapable of keeping up with the cooling demands at higher performance levels.

The APR Solution:

The APR Coolant Performance System replaces the front mounted radiator with a much larger and more capable dual-pass unit. It has 140% more frontal surface area and holds 141% more coolant than the factory B8 unit. Tightly packed louvered fins rapidly dissipate heat over a much wider area than the factory unit.

Next, APR CPS incorporates a unique self-bleeding system into the cooler design. Keeping up with manual bleeding is messy, and all but impossible. However, the APR system continuously self-bleeds, increasing the coolers effectiveness automatically!

The result is simple: More horsepower over a much wider operating range!

