

#TL100115

INSTALLATION MANUAL

MS100170

APR Exhaust Valve Remote

APR

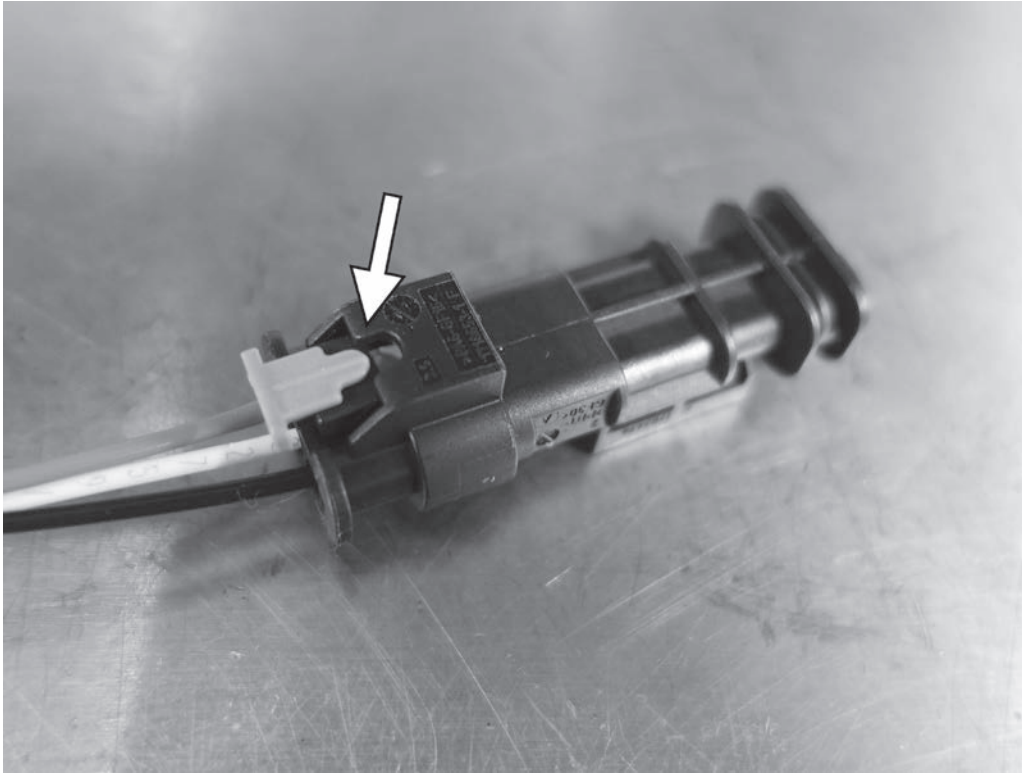


Notes:

These instructions were written for a North American-specification S3. Other vehicles, like the Golf R, are similar.

When disassembling the car, be sure to keep all fasteners so they can be reused. It is recommended that you get a 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 driver's 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.



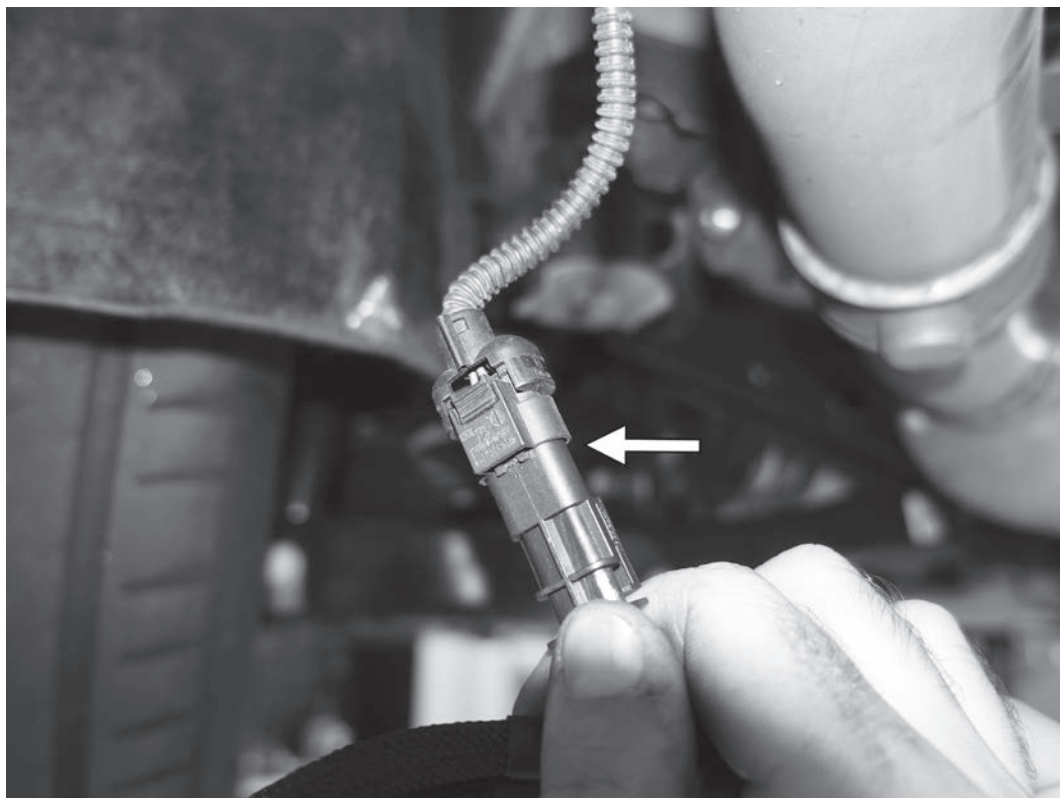
1) On the APR exhaust valve harness, first separate the female dummy plug from the end of the harness. On all the exhaust valve connectors, slide the tab back away from the male connector, and then push down on the tab to release the male connector from the female dummy plug.

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2) Underneath the back of the car, locate the exhaust valve flap motor on the left side of the car. Disconnect the electrical connector from the exhaust valve flap motor. This connector is similar to the ones on the APR harness.



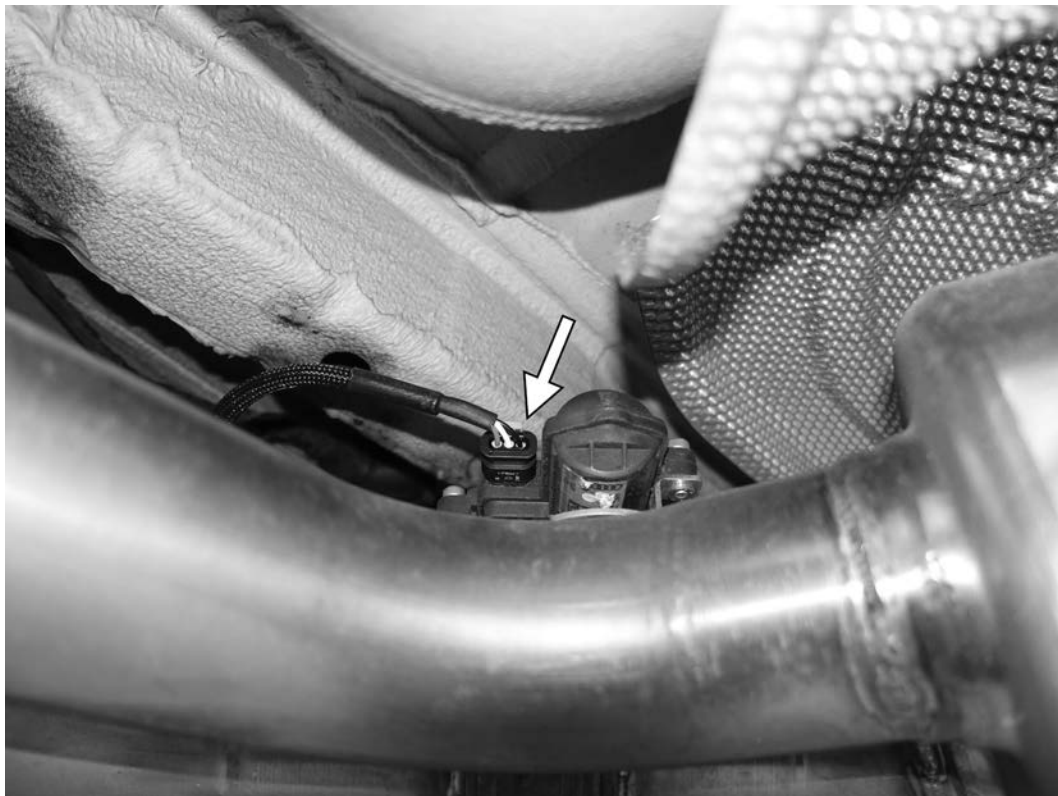
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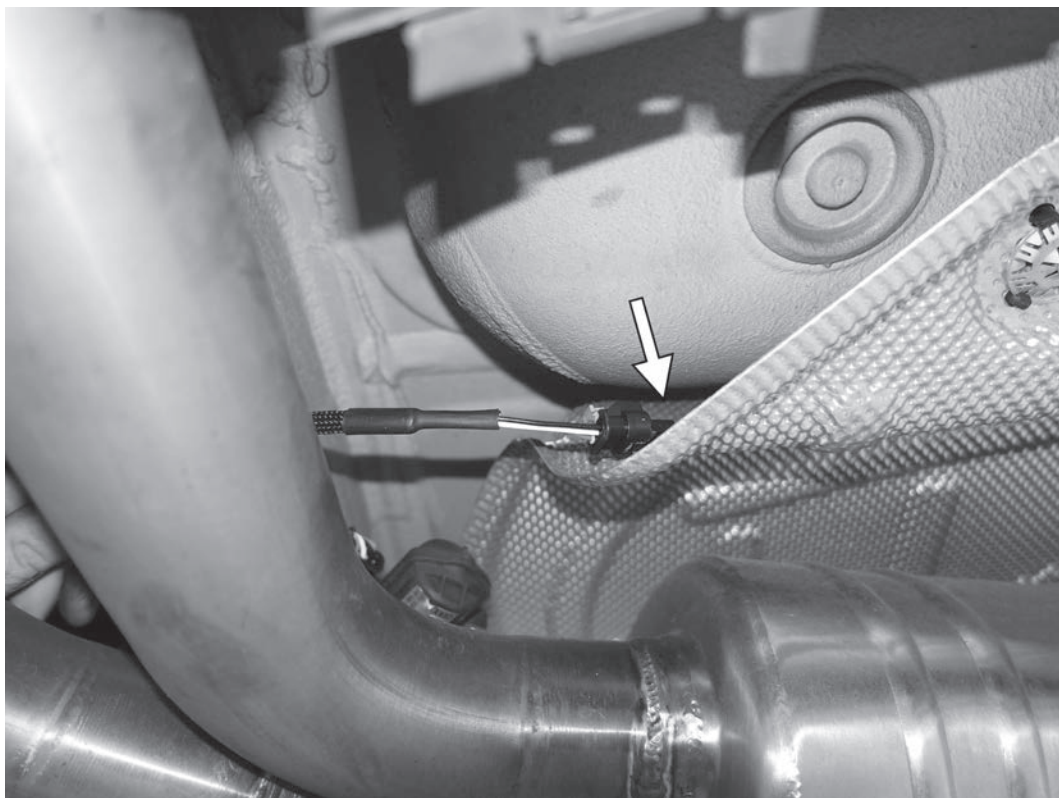


3) Connect the one female connector from the APR exhaust valve to the factory harness that was just disconnected.

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4) Locate the male connector that is closest to the previously installed female connector on the APR harness. Connect the male connector to the exhaust valve motor that the factory harness was disconnected from.

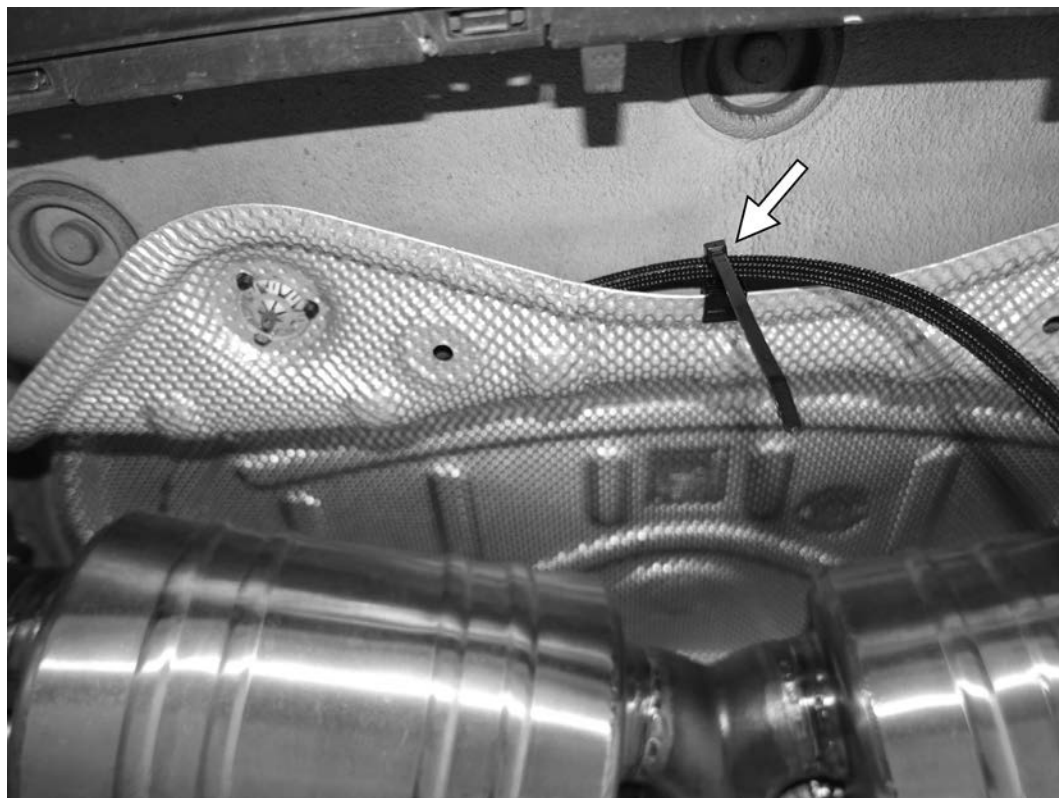


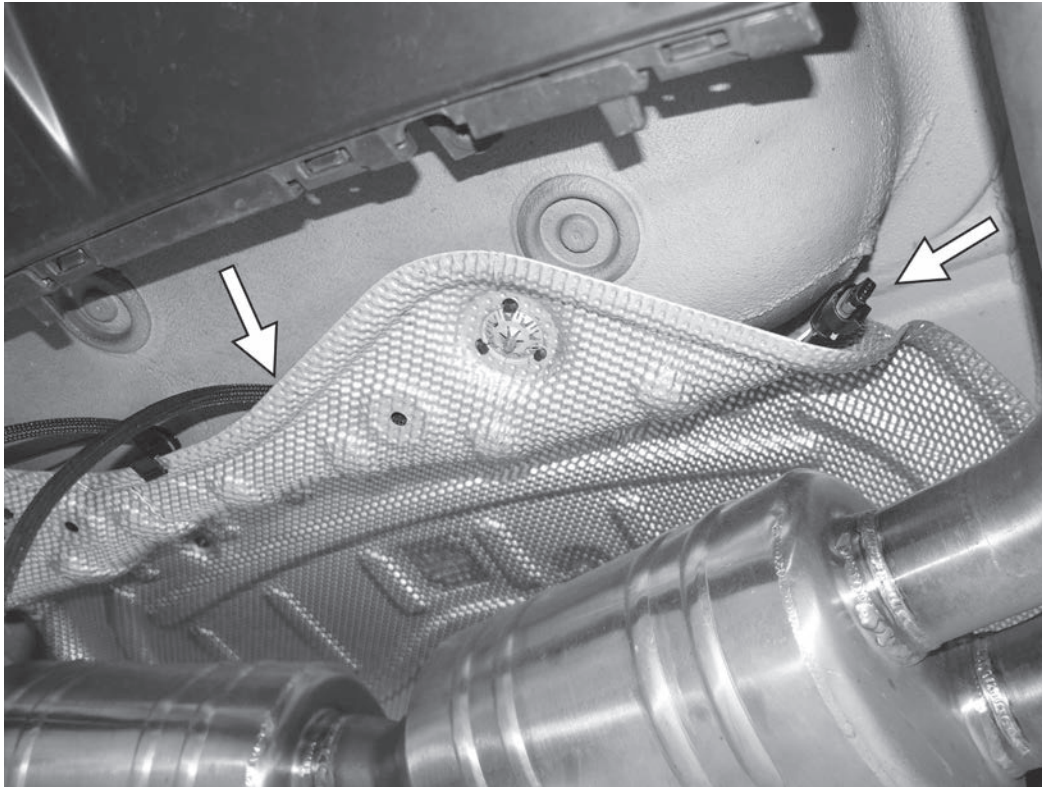


5) Begin to route the remaining male connector to the other side of the car, going above the factory heat shielding.

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6) Routing the harness to the other side of the car, bring the harness out from behind the heatshielding. Clip one of the supplied cable ties to the heat shield, and then loosely put the cable tie around the APR harness. Do not tighten the harness yet.





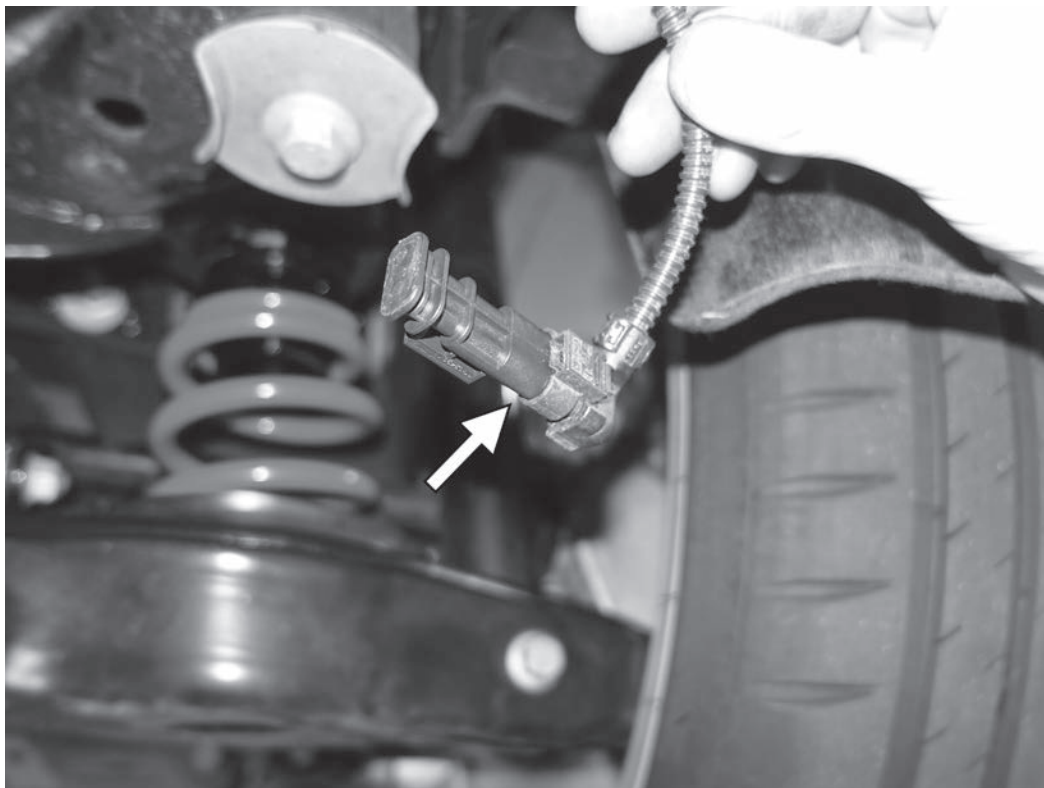
7) Continue to route the APR harness to the other side of the car, going back behind/above the factory heatshield.

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8) Disconnect the factory harness from the exhaust valve motor on the other side of the car and connect the male connector of the APR harness to the exhaust valve motor.



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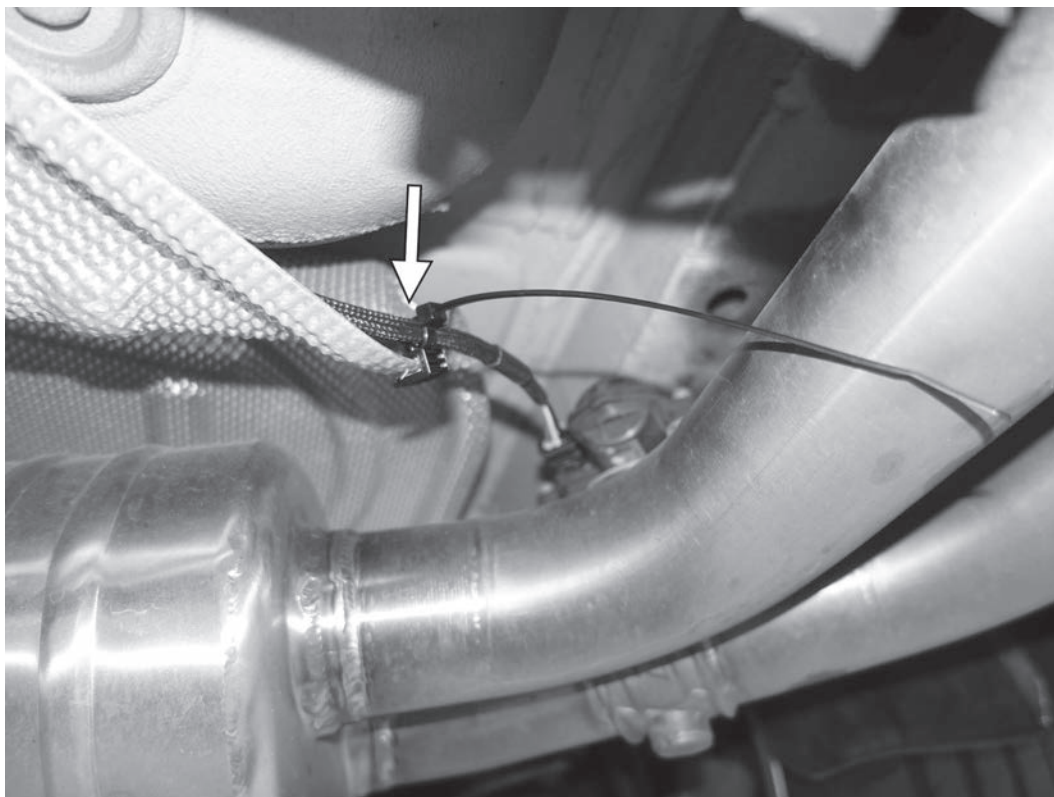
9) Install the dummy connector from the APR harness onto the factory harness that was connected to the exhaust flap motor.

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10) Route the factory harness back up in the car, connecting the end with the dummy plug to the beginning of the harness where it comes from the floor of the car. Secure with one of the supplied cable ties, the clip on the cable tie can be removed.



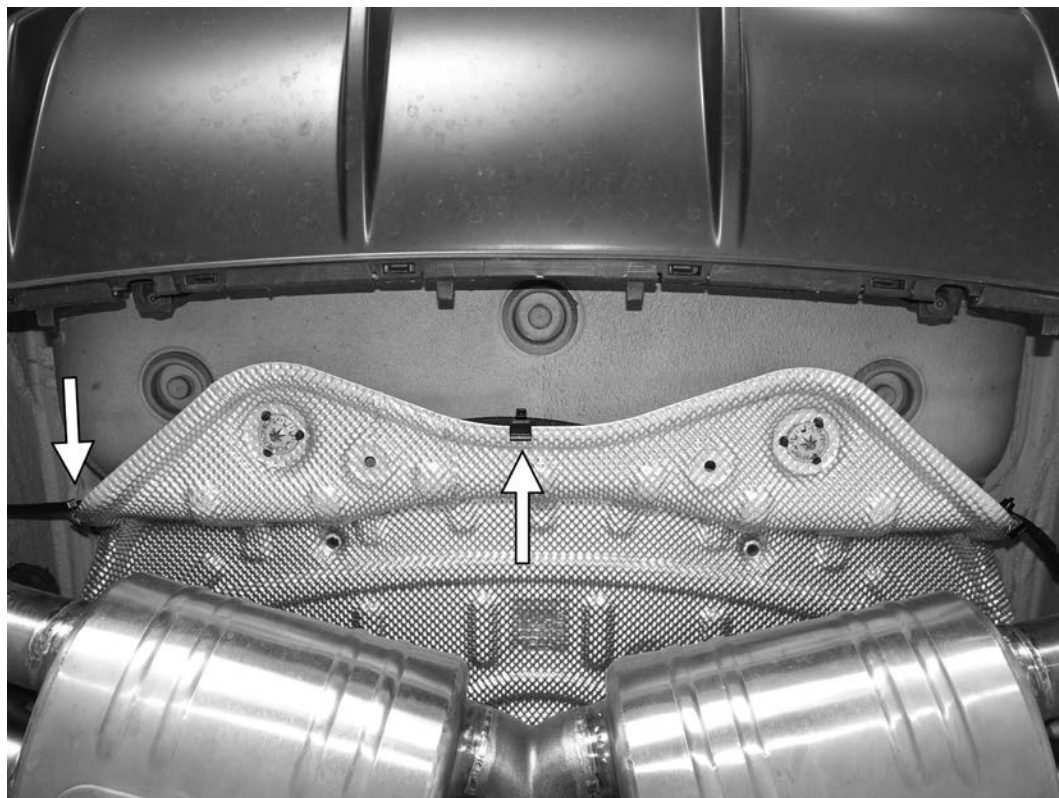
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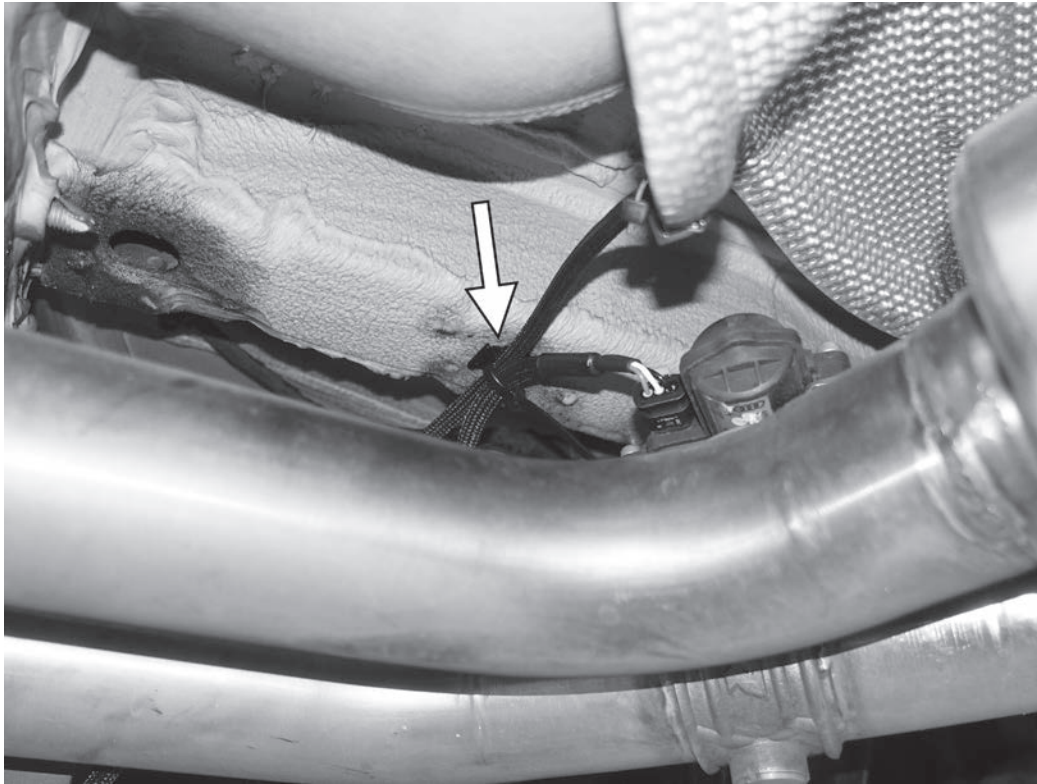
11) Pull any excess length of the APR harness back to the first side of the car where the control box is located. Using one of the cable ties, connect the APR harness on the far side where the harness comes out from the heatshield to the heatshield. Leaving some slack, loosely secure the cable tie and clip the cable tie to the heatshield.

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12) Install a cable tie to the heat shield where the harness begins to go above the heatshield. Tighten the cable ties at all three mounting points where it attaches to the heatshield.



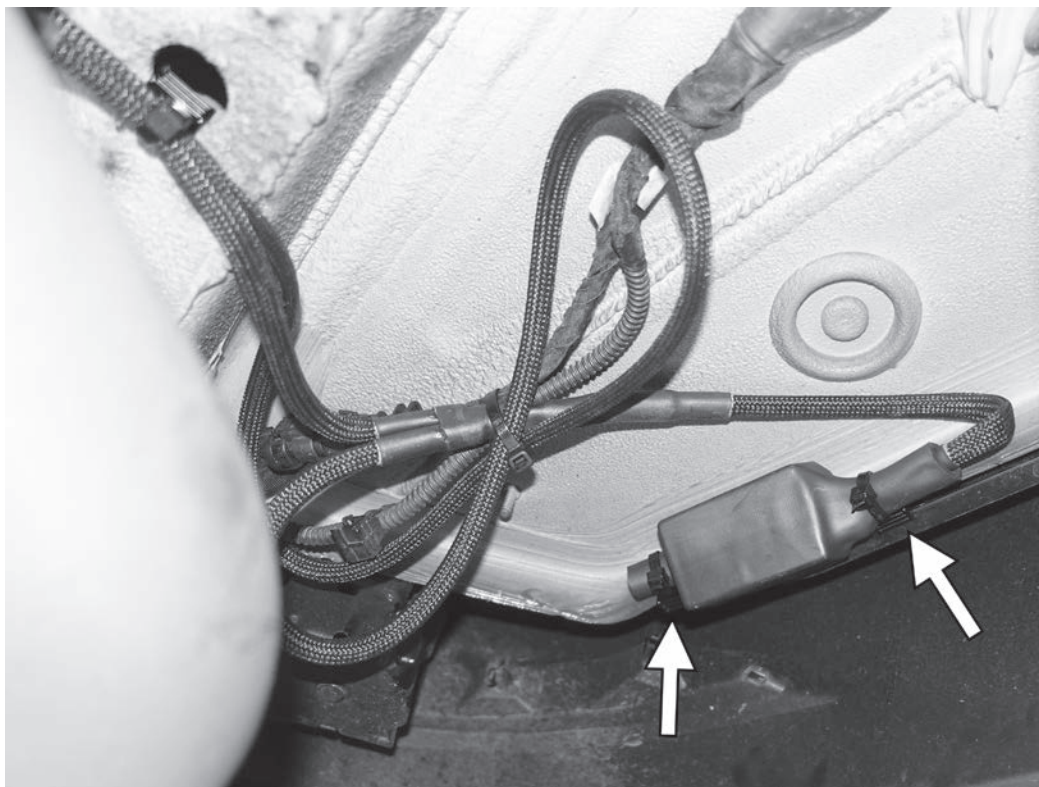
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13) Install one of the clips on the cable ties to the underside of the frame rail, and secure both leads of the harness that go to the exhaust valve motors.

14) Gather any excess wire from the APR harness and the factory harness, and neatly fold it on itself. Secure the excess wire together with a cable tie





15) Secure the control box of the APR harness to the side of the fender, securing it with two cable ties. The harness should now be out of the way and tied up behind the bumper.

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16) To use the APR exhaust valve switch, simply use the remote control. The “ON” button opens both exhaust valves all the time. The “OFF” button puts the car back to the same exhaust valve control profile that is programmed on your engine ECU.



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