

Turbo Inlet Pipe

1.8T / 2.0T (MOB)

Notes:

These instructions were written for a North American specification MkVII GTI and Golf R. Other models, like the Audi A3 and S3 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 fastners, 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.

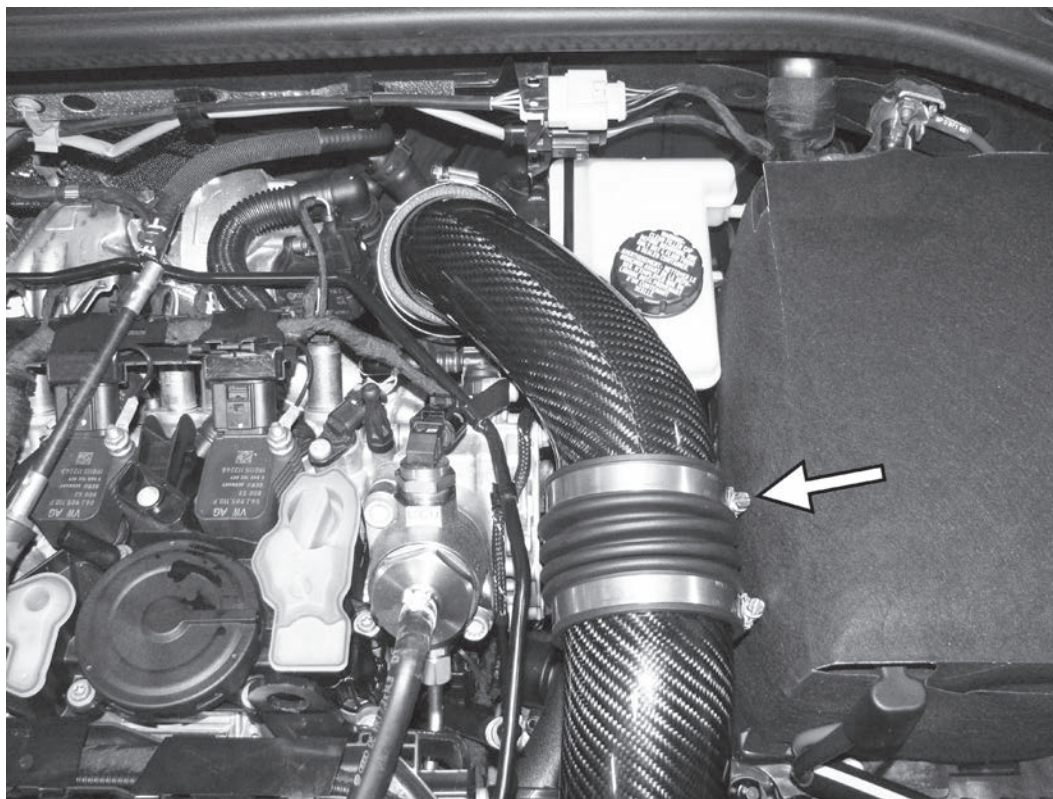
These instructions assume that you have basic mechanical skills and several varieties of the tools of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



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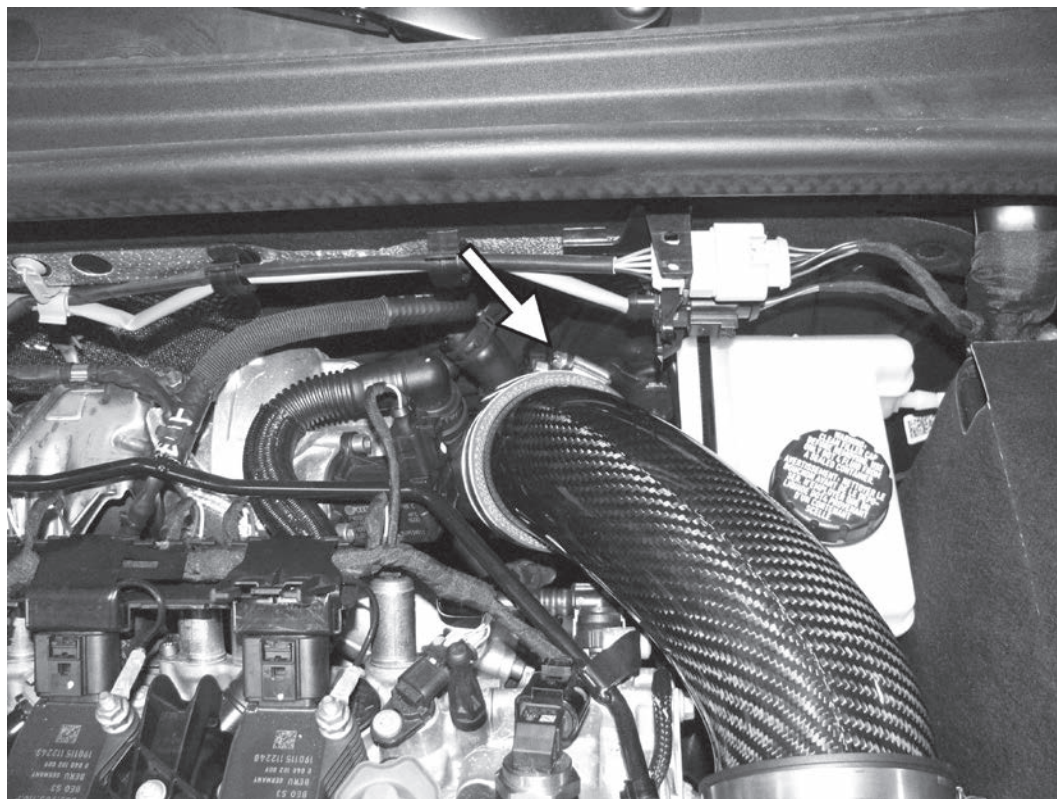
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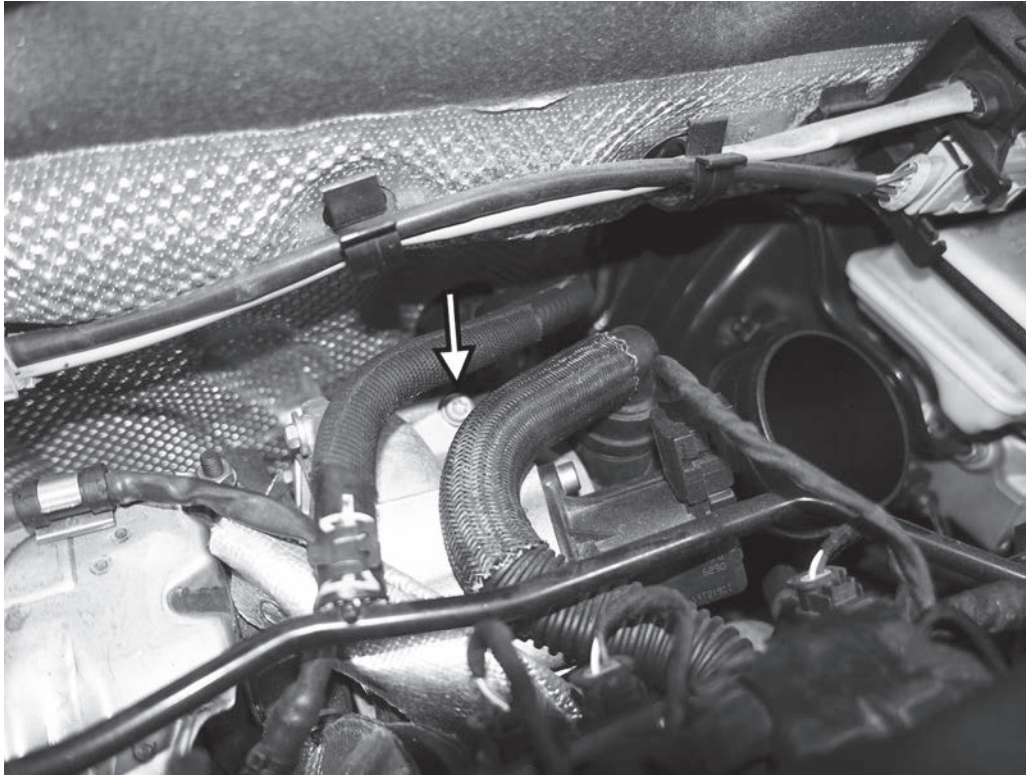
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1) Loosen the hose clamp at the beginning of the rear air inlet pipe at the accordion coupler.

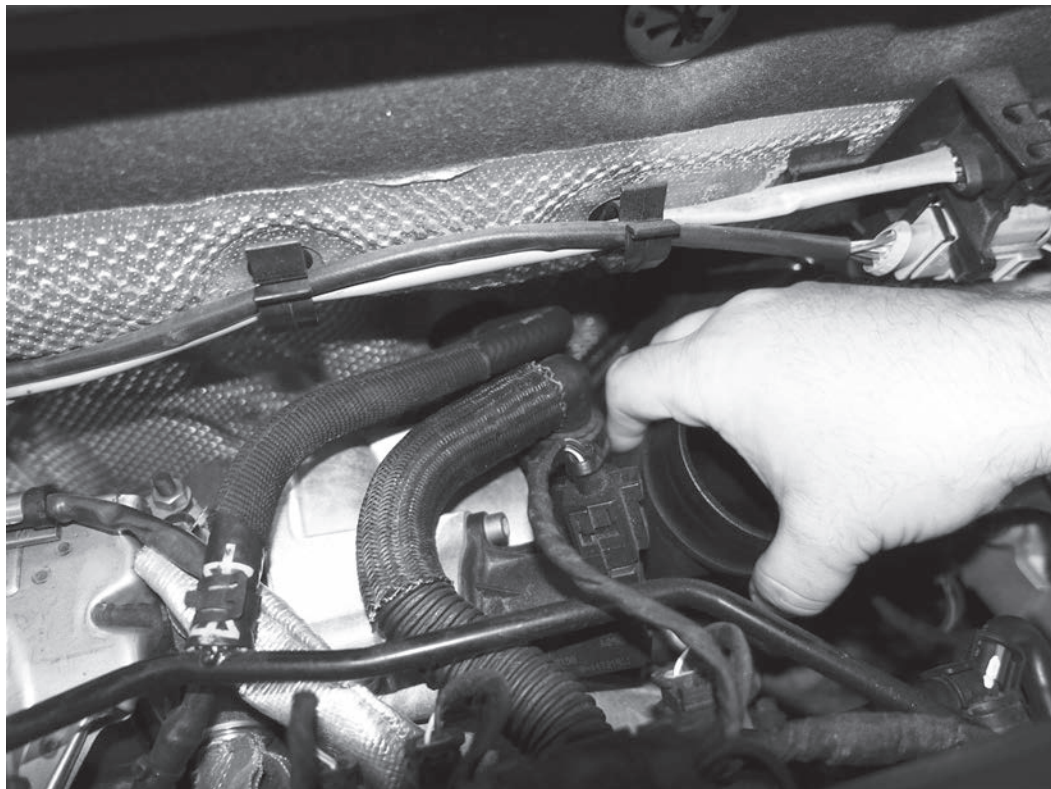
2) Loosen the lower hose clamp of the coupler between the rear air inlet pipe and the compressor inlet pipe. Lift the air inlet pipe with the coupler out of the car, separating it from the accordion coupler.

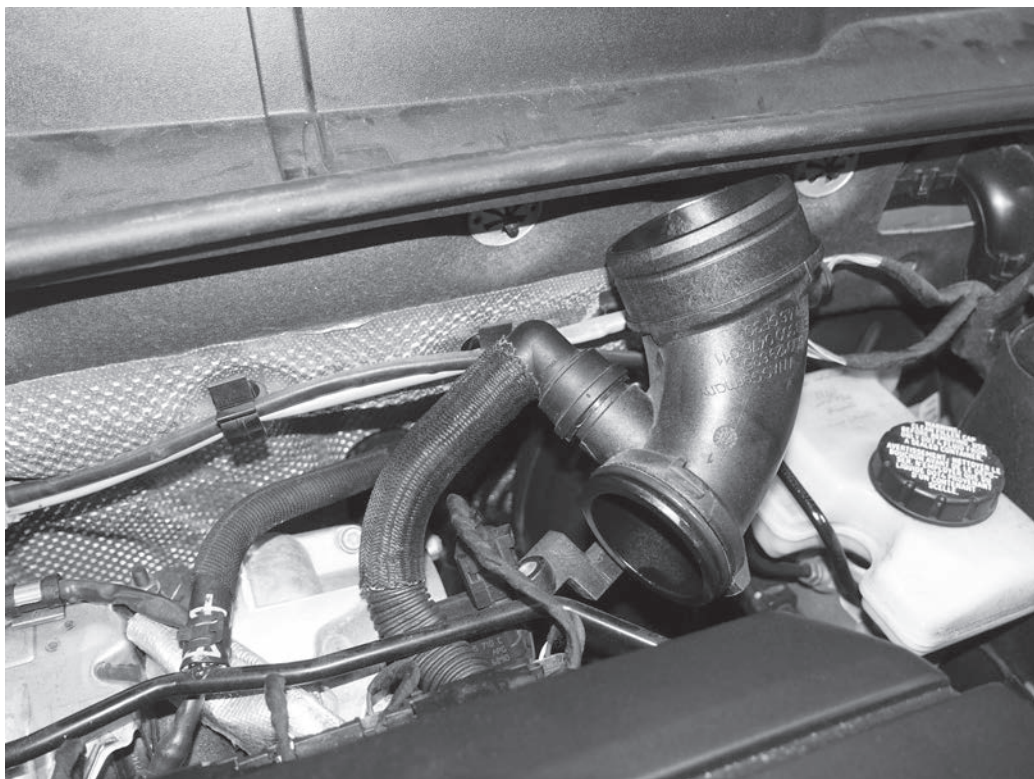




3) Fully loosen the captive T30 screw on the back of the turbo by the compressor inlet pipe. The screw will stay attached to the turbo.

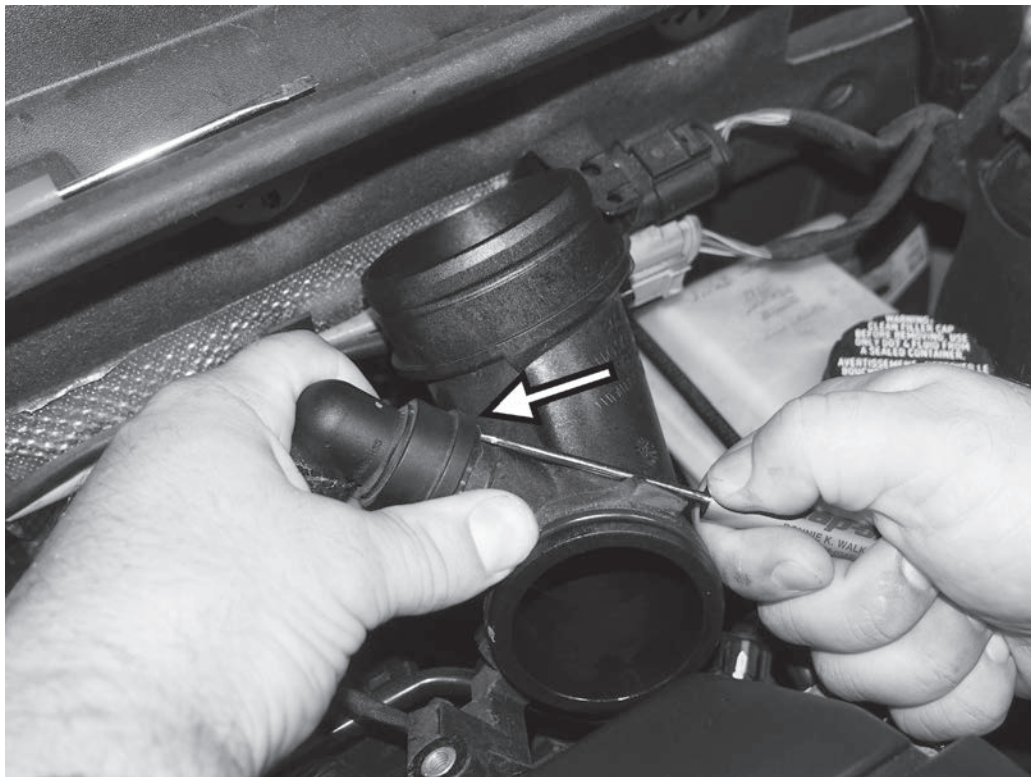
4) Rotate the top of the stock compressor inlet towards the engine firewall, or clockwise if you look at the inlet of the turbocharger. Once rotated $\sim 20^\circ$, the stock compressor inlet can be pulled away from the turbocharger.

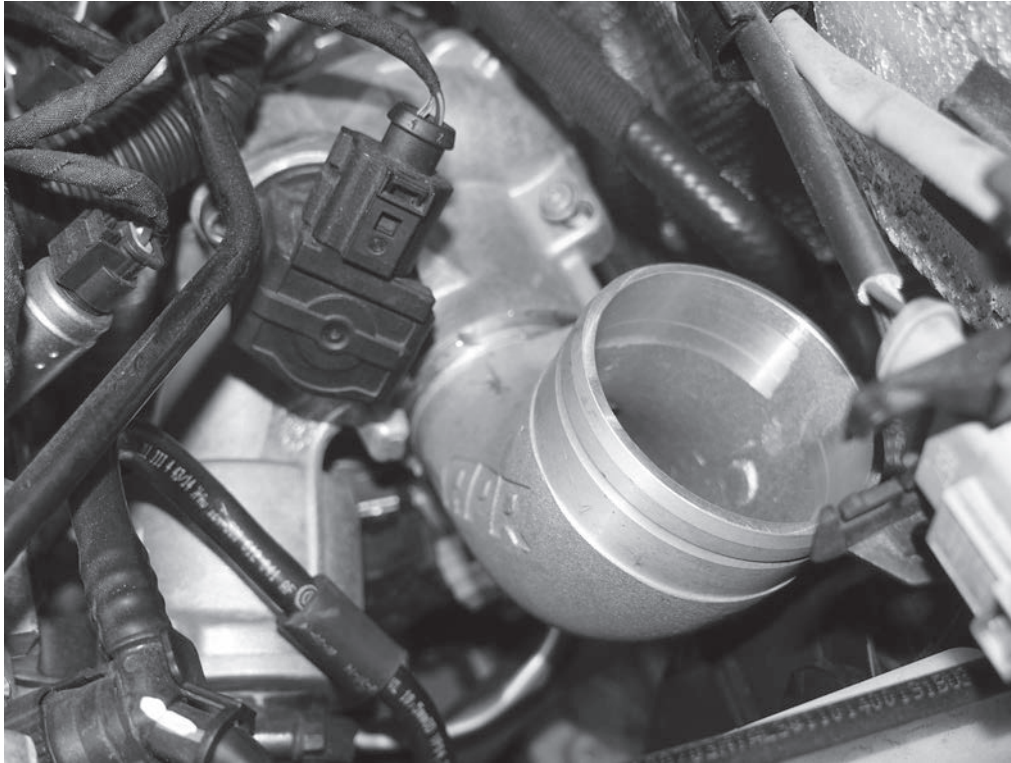




5) Lift the compressor inlet hose up with the PCV hose attached to make it easier to disconnect the PCV connector.

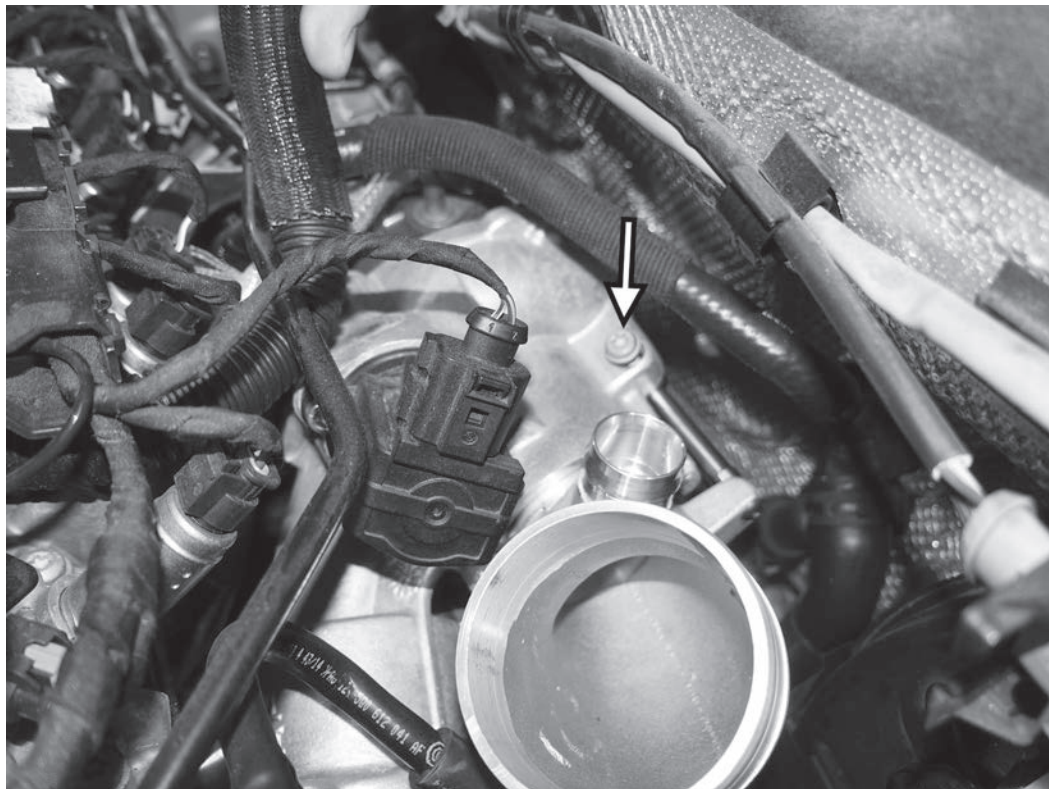
6) Using small screwdrivers, work around the base of the PCV connector to disconnect it from the compressor inlet hose.

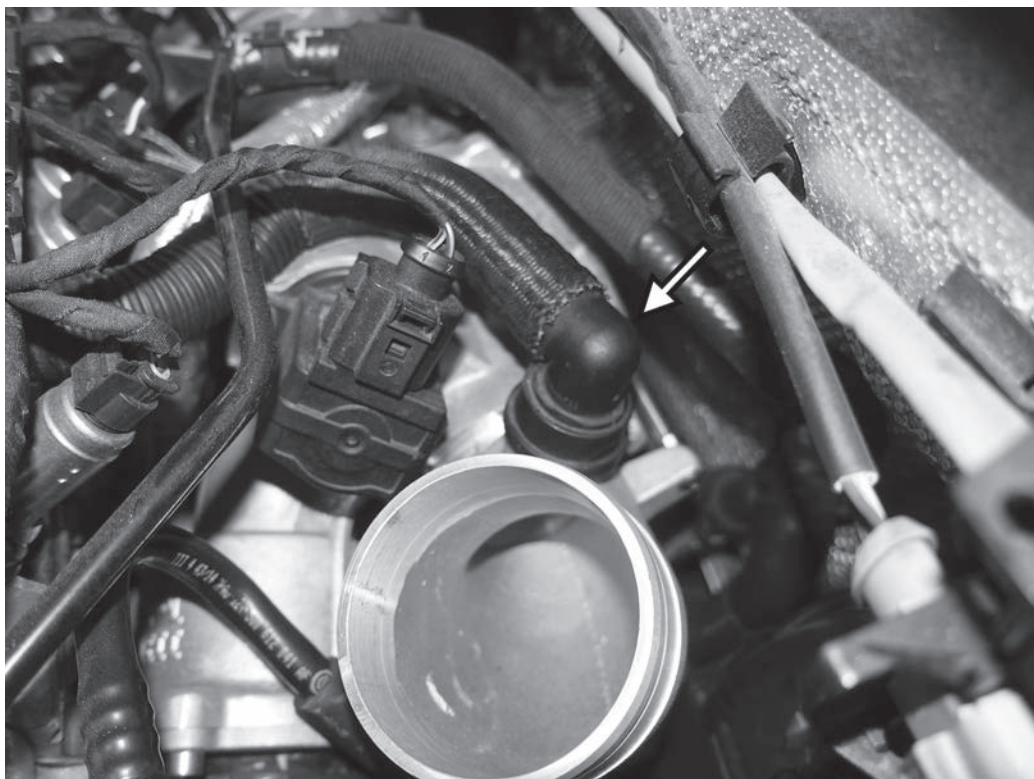




7) Lubricate the o-ring on the APR compressor inlet pipe and install it in the opposite way of removing the stock inlet pipe. With the top of the inlet pipe near the firewall, slide the inlet hose into the turbocharger.

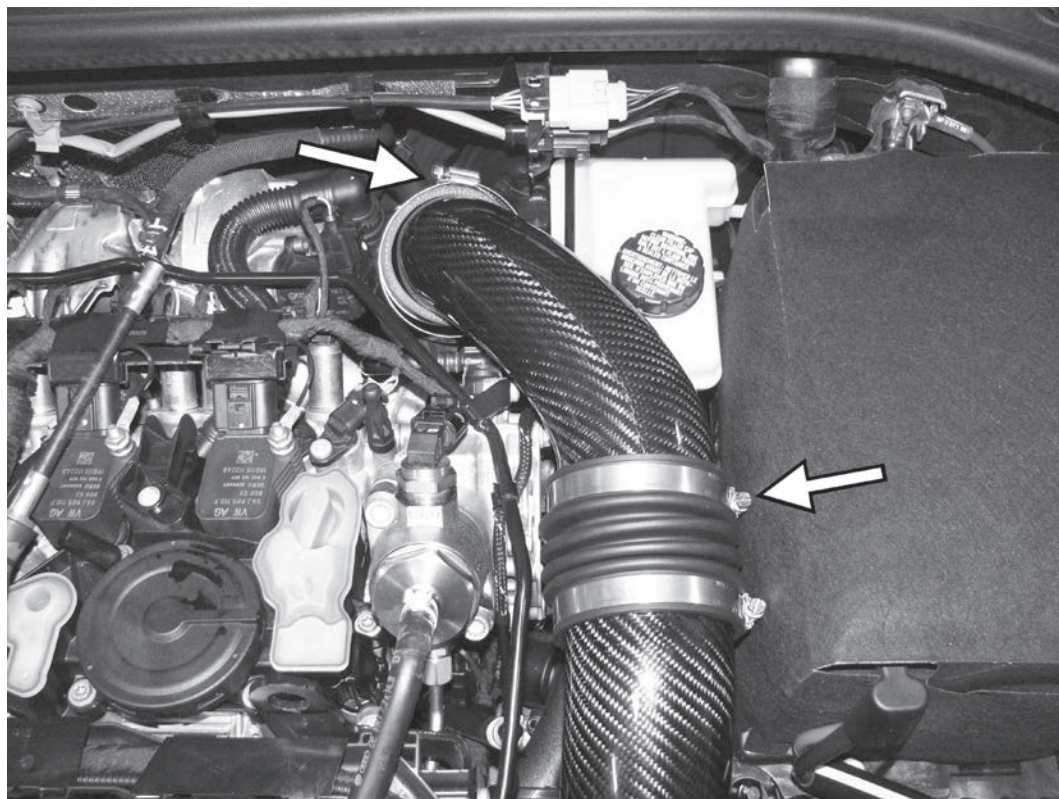
8) Rotate the compressor inlet pipe counterclockwise on the turbo, until the bracket that holds the screw is aligned. Tighten the captive T30 screw to 9Nm (80 in-lbs) to secure the inlet pipe to the turbocharger.





9) Reconnect the PCV hose to the APR compressor inlet pipe by simply pushing it onto the connection on the inlet pipe.

10) Reinstall the rear air inlet pipe, securing the hose clamp on the coupler at the compressor inlet pipe, as well as the connection to the accordion coupler.



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