

2017-2018
STAGE III
AWD



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AWD - 2.0T - EA113 - STAGE III - INSTALL

APR

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NOTES:

Before attempting to install an APR Stage III Upgrade yourself, ask yourself if you think you are up to the task. While fairly straightforward, this is an extensive kit and will take a novice mechanic more than a weekend to install. Also be aware that the ECU needs to be sent to APR to be programmed, so you will need to plan appropriate time for shipping.

These instructions were written for a MkVI VW Golf R, but other models (Audi S3 and Audi TT-S) are similar.

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

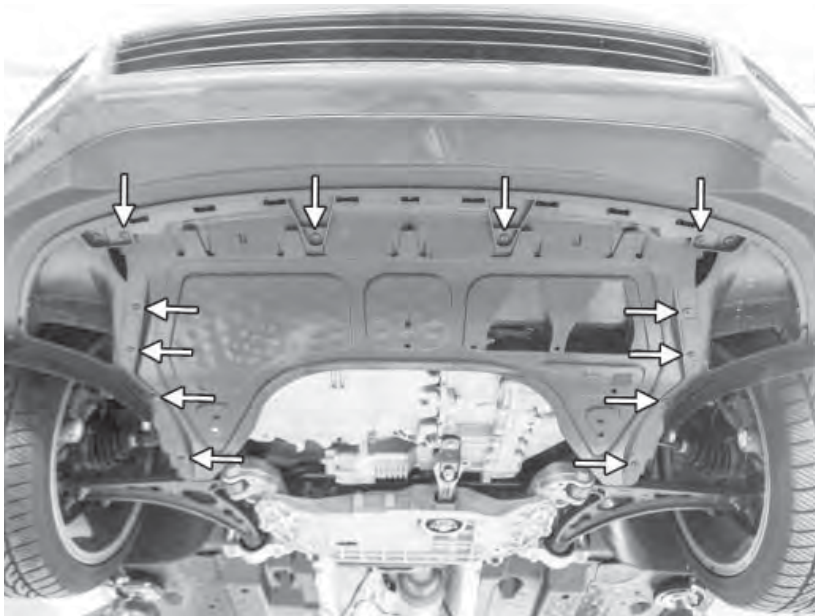
While your friend's dad may have an "awesome set of tools", there are several specialty items that may not be in your average mechanics toolbox. In addition to basic mechanics tools (metric and standard socket sets, screwdrivers, hand tools, etc.), the following items listed below are needed:

Combination Wrenches: 17mm Flare, 24mm, 18mm, 1"

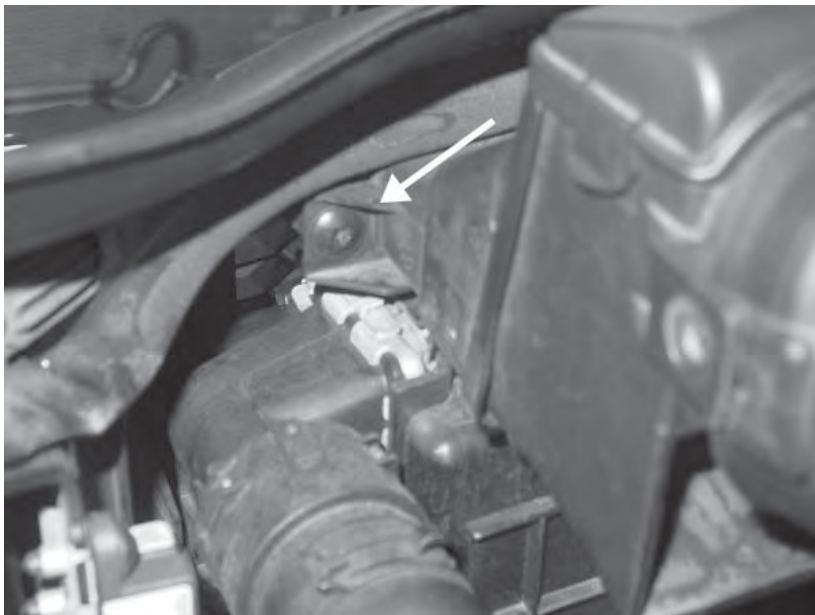
Sockets: T25 Torx, T30 Torx, 8mm Triple Square, 10mm Triple Square, 12mm Triple Square, 4mm, 24mm, 5mm Allen, 6mm Allen, Spark Plug Socket

When disassembling the car, be sure to keep and mark all fasteners so they can be reused if needed. 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 are referred to by the type of tool used to remove them.

If installing an APR intercooler at the same time as doing the Stage III install, it is advisable to perform steps 4-50 of the intercooler install after step 3 of the Stage III install. This will increase access to several components, and will make the installation easier.

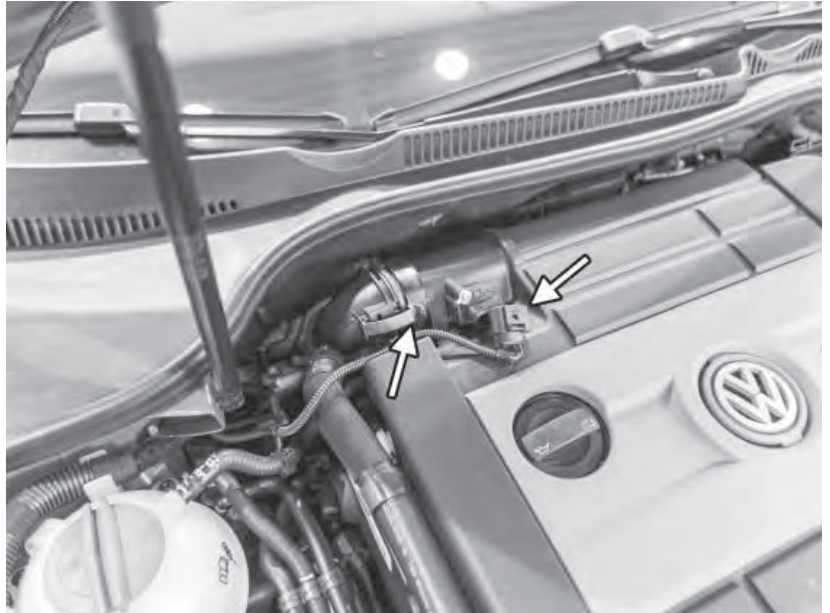


1) Support the car on jack stands or a lift. Remove the belly pan on the car with a T25 Torx.

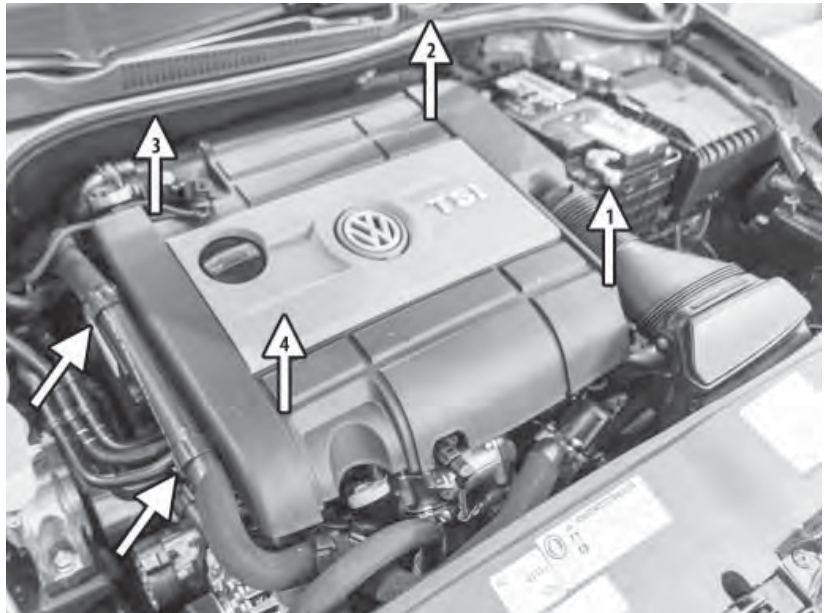


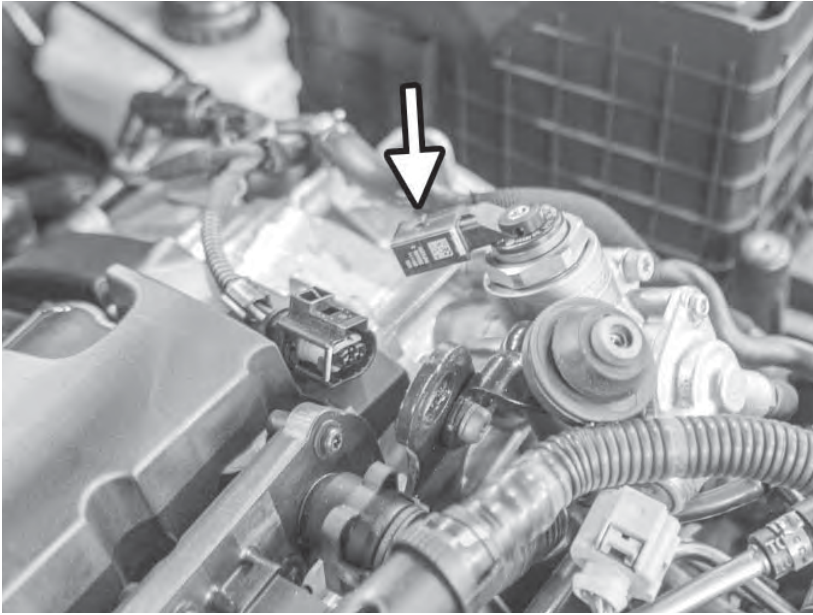
2) Remove the two T25 screws that connect the intake ducting to the radiator support. Then remove the hose clamp next to the round accordion tube, and remove the intake from the car.

3) Disconnect MAF sensor and remove plastic compressor inlet hose.



4) Remove the two clips for the diverter valve hose from the right side of the airbox/engine cover. Remove the factory airbox assembly from the engine by lifting on the cover in the following order: Left Front, Left Rear, Right Rear, Right Front. The airbox will come out easily if done in this sequence. There are four rubber grommets that connect the airbox to the engine. Make sure they are still attached to the airbox.



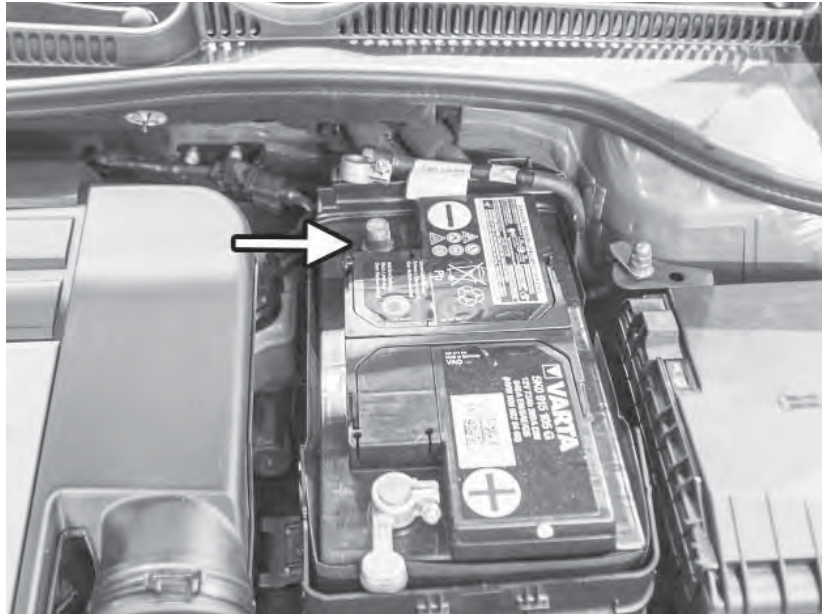


5) Disconnect the fuel pressure regulator electrical connector, start the engine and let it idle for approximately ten seconds before turning it off.

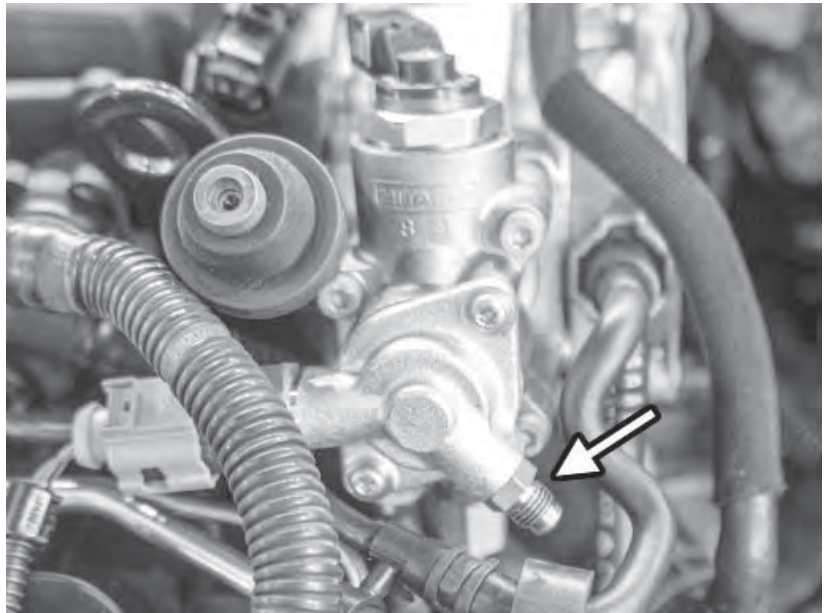


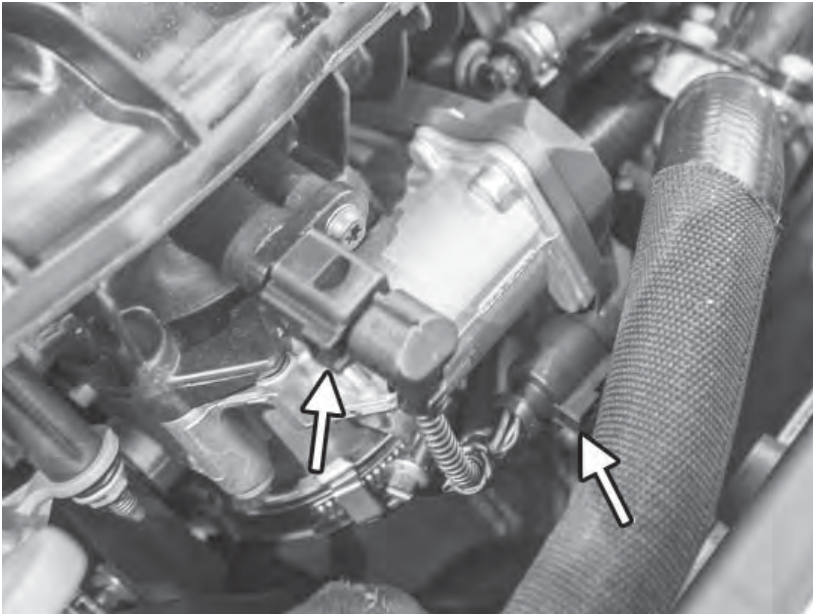
6) It is best at this time to go ahead and program the ECU in the car. If you are an APR dealer, log on to the DirectPort Programming webpage and program the ECU. If the ECU needs to be removed to be sent to APR for programming, do so at this time.

7) Disconnect the 10mm negative battery terminal.

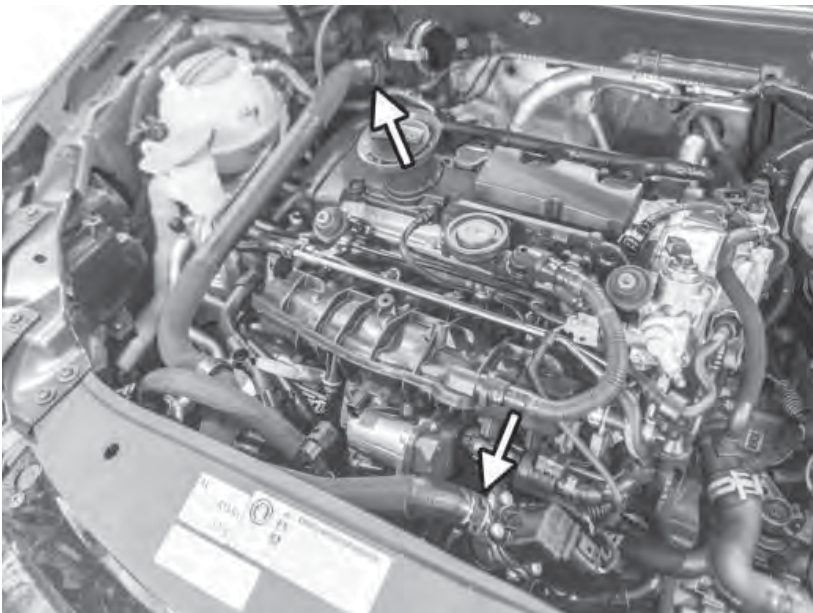


8) Remove the plastic cap from the pressure release valve on the side of the fuel pump. Place a rag under the fuel pump and depress the Schrader valve to release any additional fuel pressure. Once the pressure is gone, remove the pressure release valve from the fuel pump with a 13mm wrench.



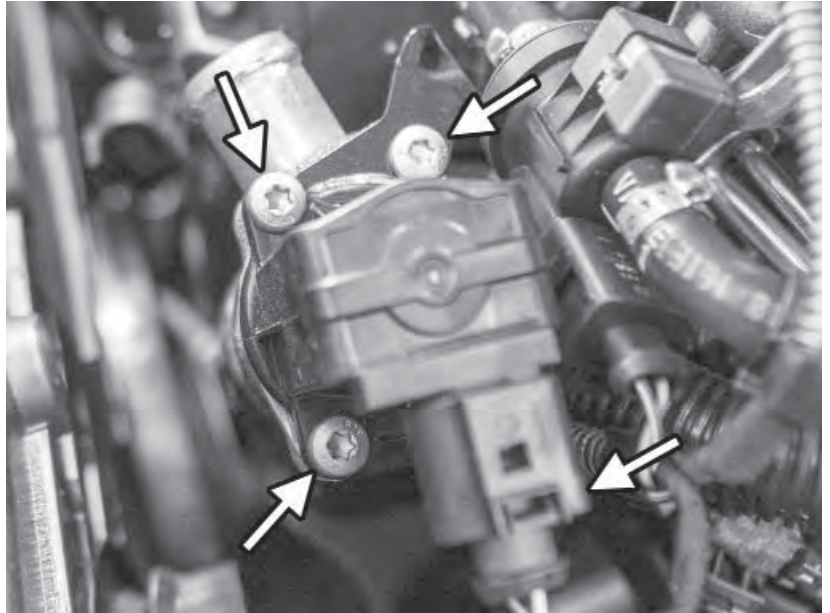


9) Disconnect the electrical connectors to the throttle body and the intake air temperature sensor.

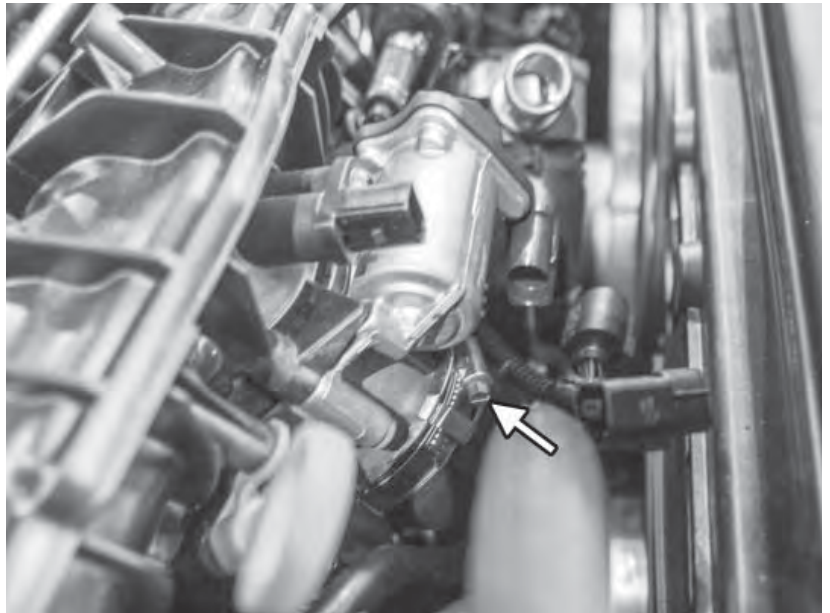


10) Remove the two spring clips from the diverter valve hose. Remove the hose from the car by removing from the inlet hose and from the diverter valve.

11) Remove the three T30 screws and disconnect the electrical connector to the diverter valve. Remove the diverter valve from the car. Also disconnect the electrical connector to the MAP sensor, located a few inches under the diverter valve housing on the inlet pipe.

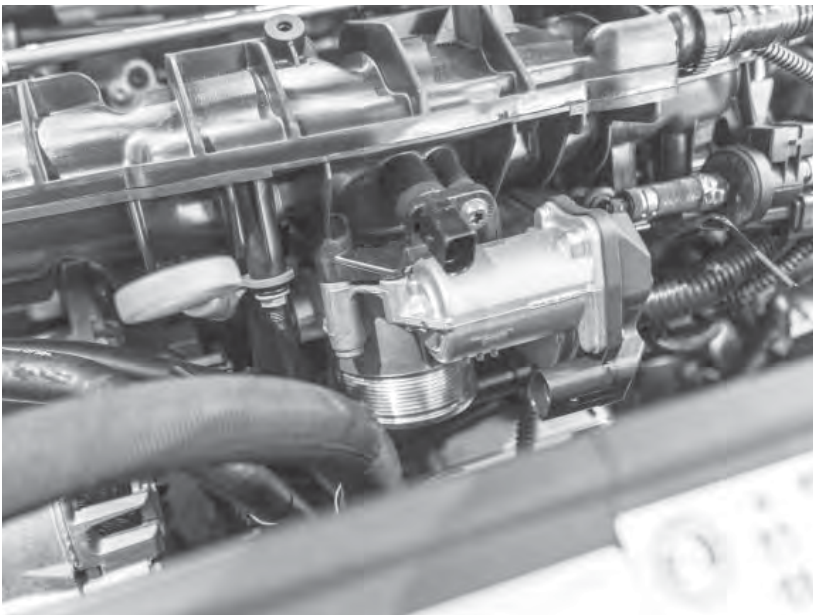


12) Loosen the hose clamp from top of the inlet pipe hose to the throttle body. Also remove the 10mm nut from the top of the inlet pipe.



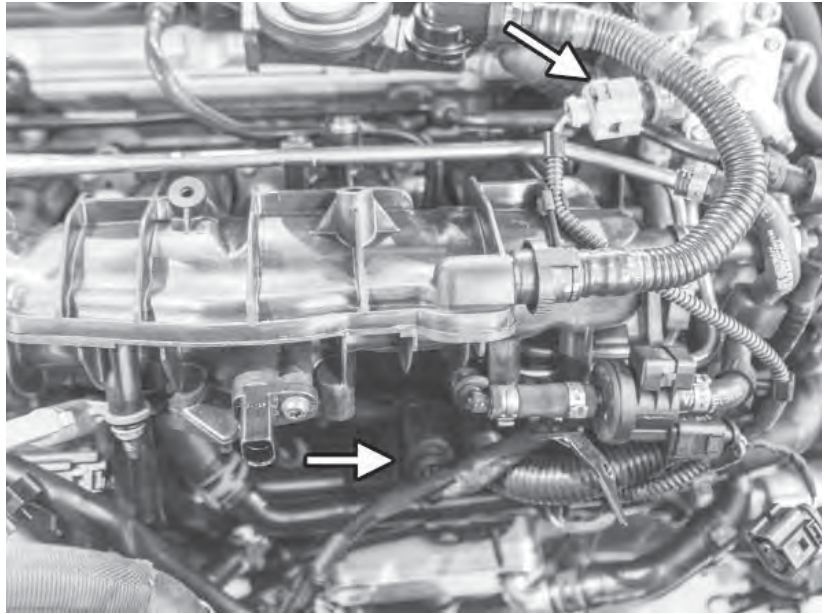


13) Remove the T30 bolt from the bottom of the intake charge pipe and disconnect the lower intercooler hose. Pull the front charge pipe out from underneath the car.

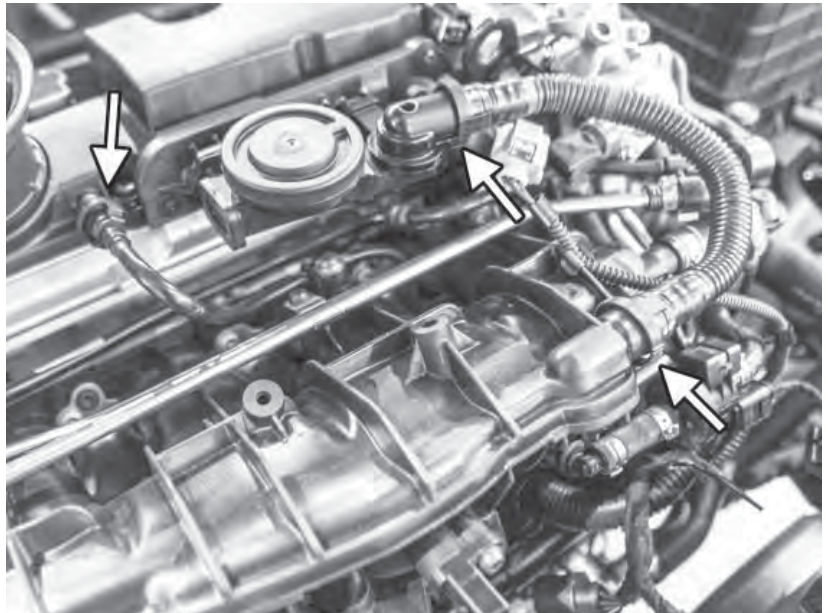


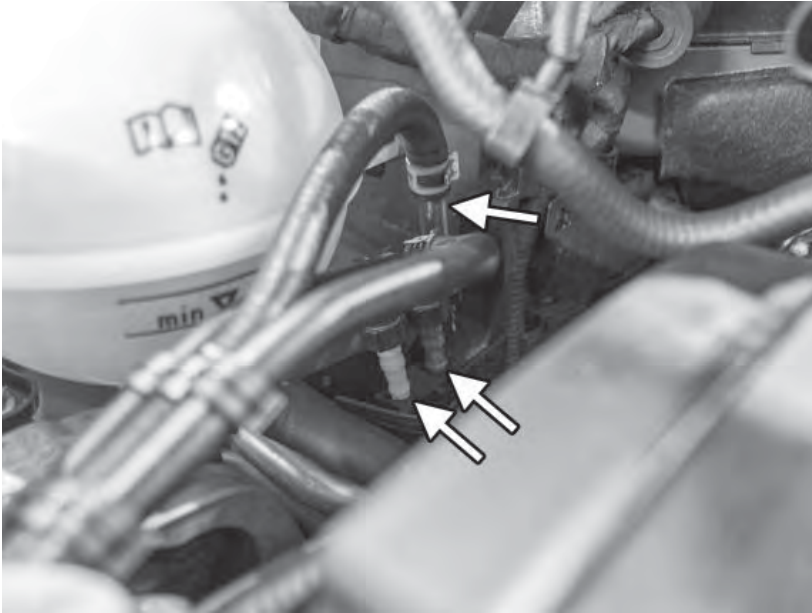
14) Remove the four T30 bolts connecting the throttle body to the intake manifold. Remove the throttle body from the car.

15) Disconnect the electrical connectors from both the fuel injector wiring harness and the fuel pressure sensor on the HPFP.



16) Disconnect the large breather tube from both the intake manifold and from the valve cover and remove from the car. Also disconnect the smaller breather line to the valve cover.





17) Locate the three rubber lines that run across the top of the intake manifold, and where the connections for them are under the coolant bottle.

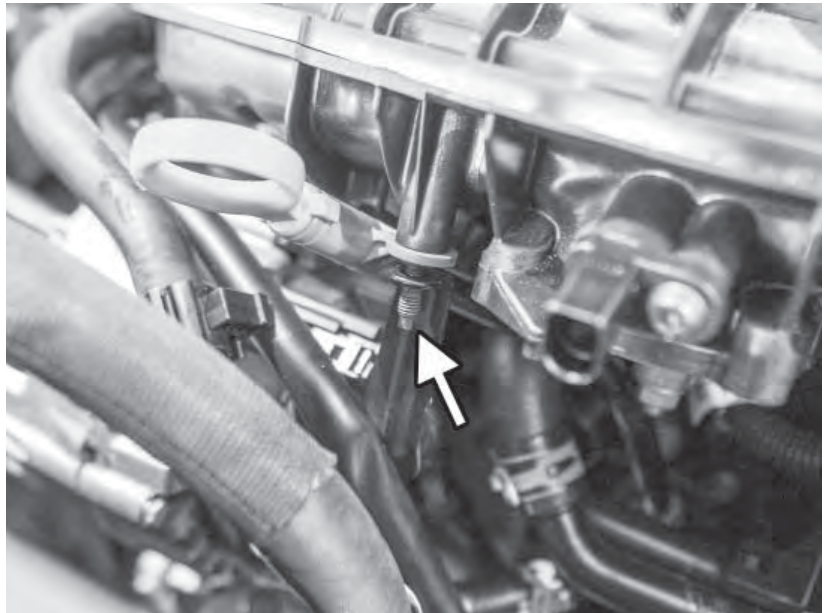


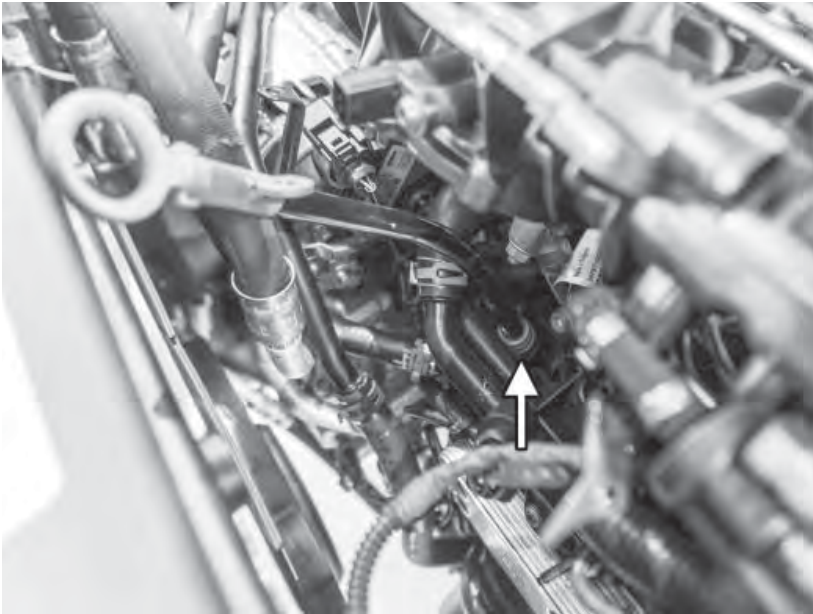
18) The two plastic fittings are disconnected by pushing in on the side of the fitting and lifting the connector off from its mounting location. The metal fitting is removed by lifting the plastic up into the metal housing, and then lifting the line off. The metal fitting is a fuel line, so be sure to use a rag to keep from splashing fuel everywhere.

19) Remove the 10mm bolt from the passenger side of the intake manifold coolant pipe.

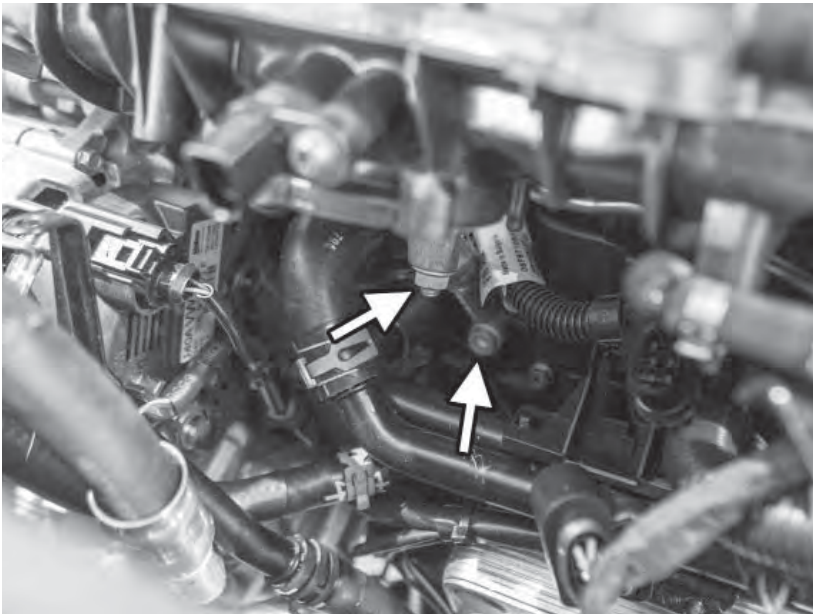


20) Disconnect the 10mm nut from the engine oil dipstick bracket. Then remove the stud the nut was on using a 4mm socket.



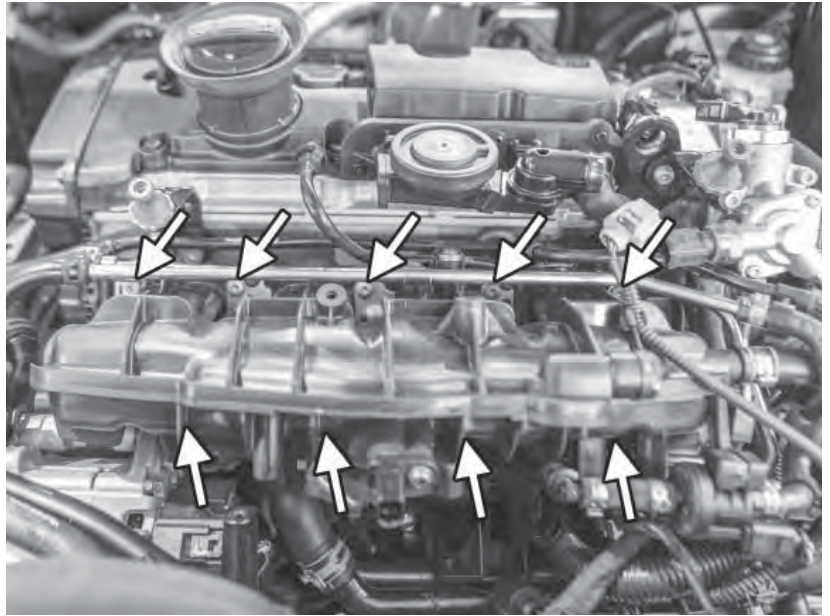


21) Remove the dipstick tube by pulling the assembly out and away from the block. Note the routing of the dipstick for later reinstallation.

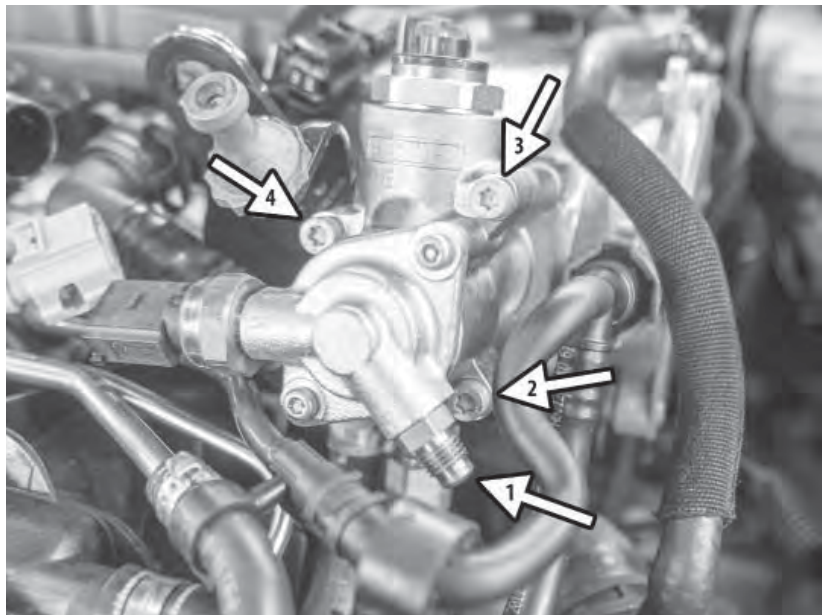


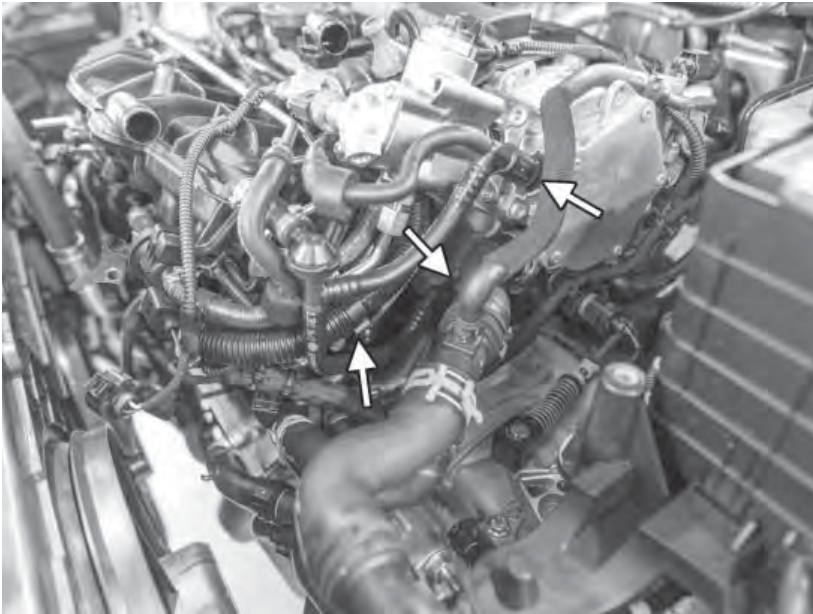
22) Remove the intake manifold support bracket by removing the 13mm nut from the top of the bracket and the 10mm triple square bolt from the bottom of the bracket.

23) Remove the seven T30 bolts and two 10mm nuts from the intake manifold. Note that there are also two shorter T30 bolts between the upper side of runners one and two and three and four that do not need to be removed.

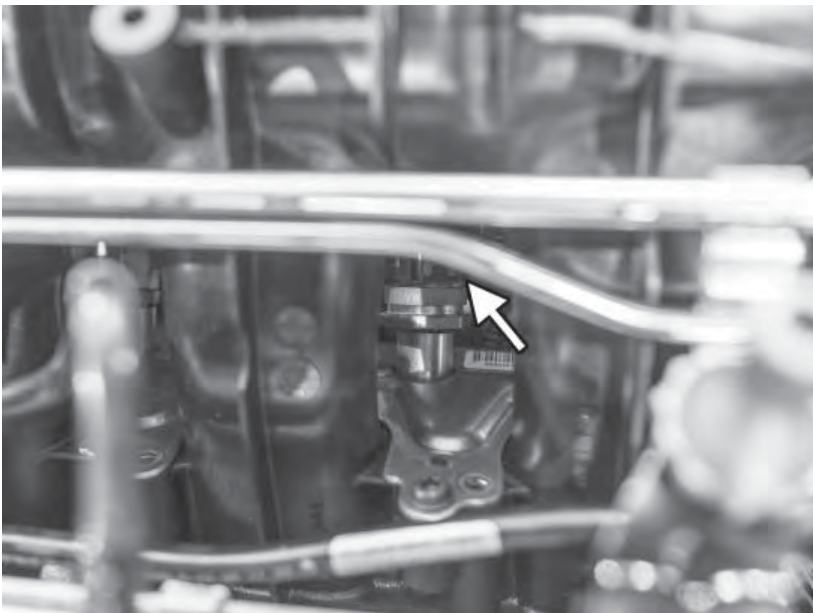


24) Then remove the three T30 bolts from the fuel pump, but leave the two lower fuel lines connected.



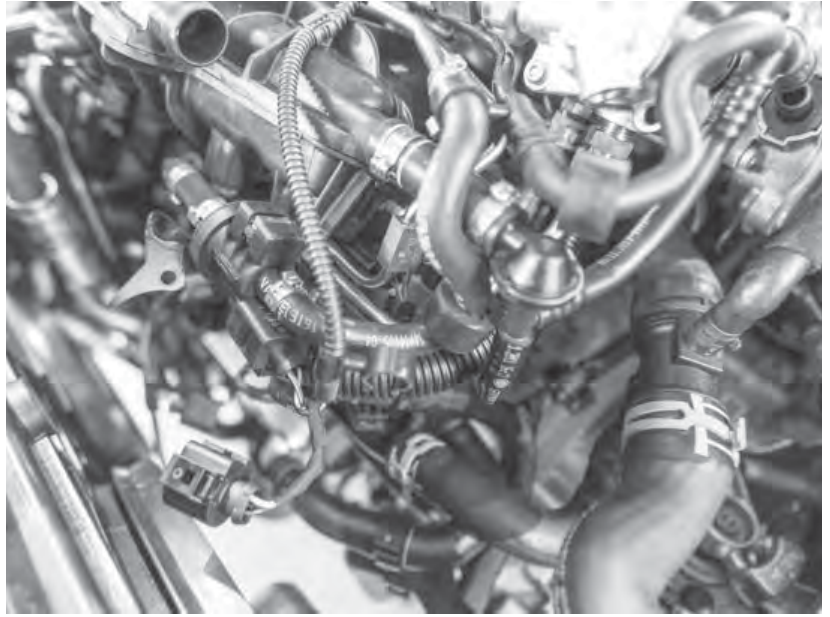


25) On the right side of the intake manifold, disconnect the wiring harness clip from the fuel line. Also disconnect the electrical connectors to the variable intake runner control and the EVAP Purge Valve (N80). Finally, remove both of the upper and lower plastic lines from the vacuum pump.

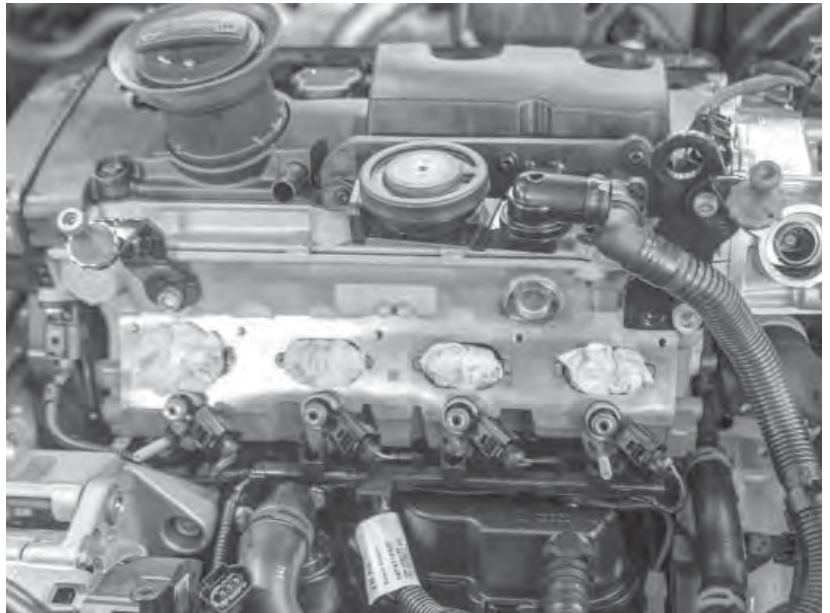


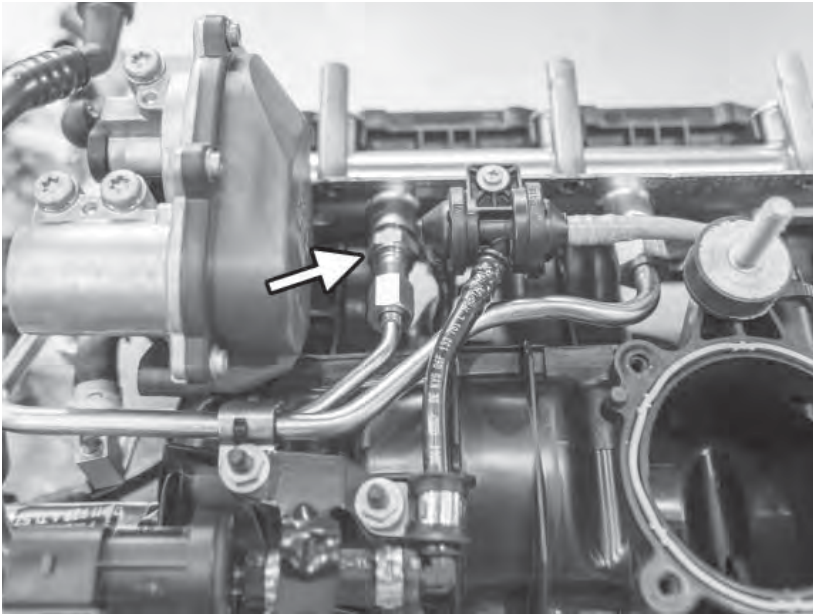
26) Gently pull the intake manifold slightly away from the block. Be careful that there is an electrical connector that must be disconnected that is underneath runner number two.

27) Carefully remove the intake manifold assembly, making sure there are no other lines or wires that are connected. The fuel pump and fuel lines will come off with the manifold. Make sure that the o-rings from the stock fuel injectors are not in the intake manifold.



28) Put clean paper or towels in the intake ports in the cylinder head to prevent any debris from getting into the engine.



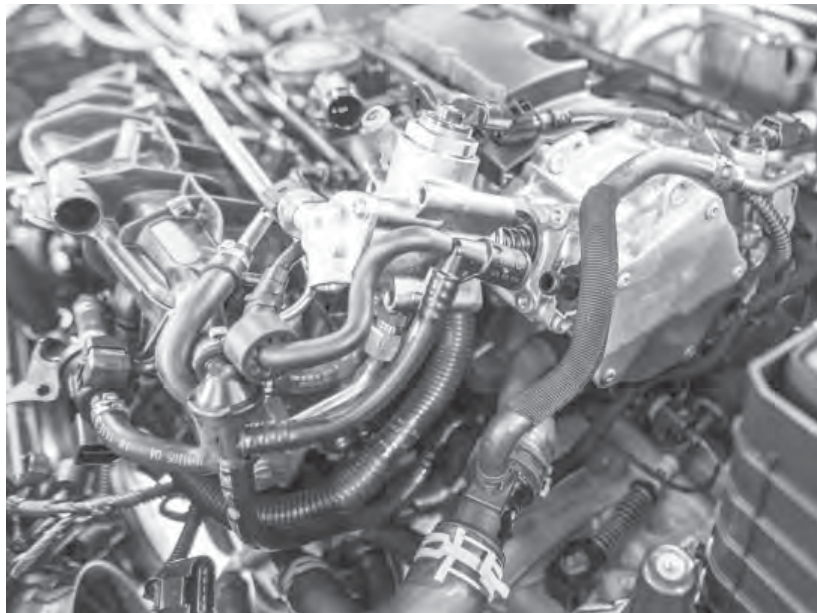


29) On the bottom of the intake manifold, swap the fuel pressure regulator valve with the supplied APR valve using 14 and 17mm wrenches.

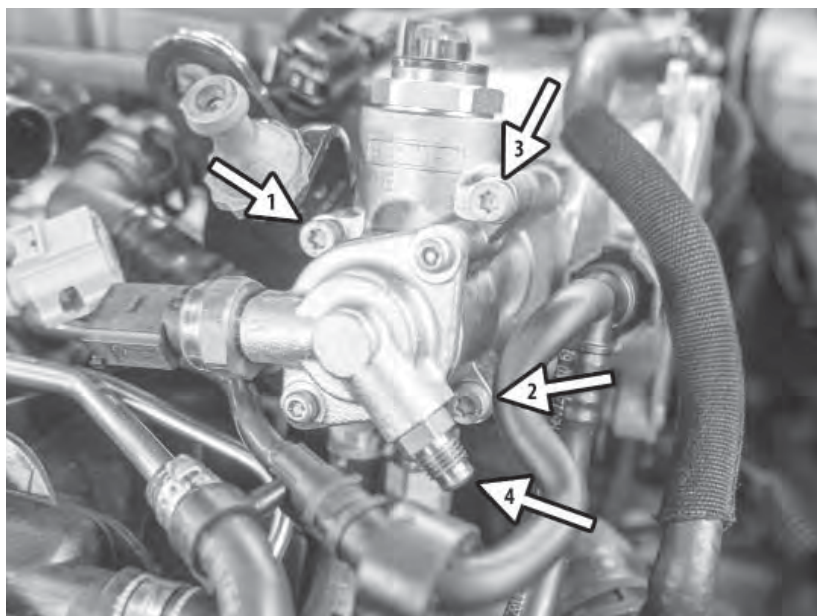


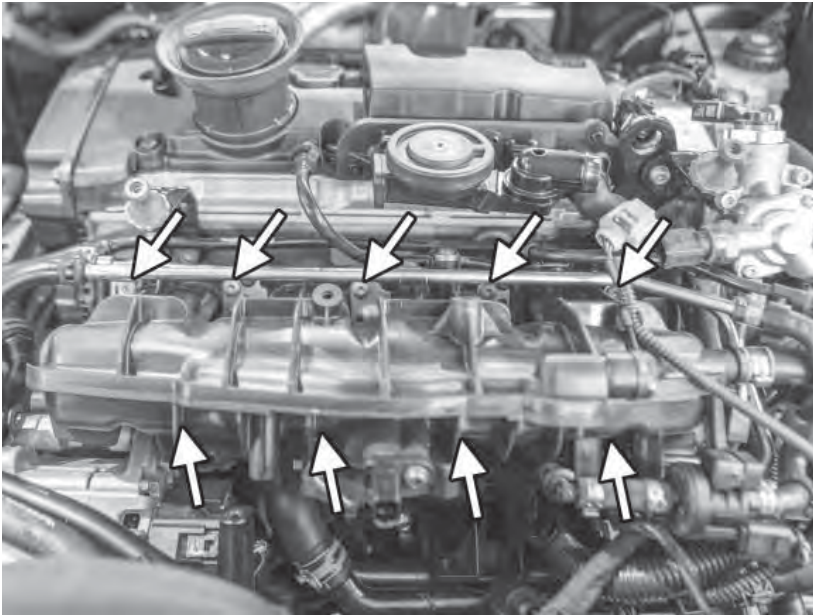
30) Remove the paper or cloth from the intake ports on the block, being careful not to pull the flow separators out of the block.

31) Before reinstalling the intake manifold and fuel pump assembly, inspect the fuel pump cam follower and cam lobe for wear. Reinstall the intake manifold and fuel pump assembly. Make sure to align the fuel pump in its correct position on the cam housing. Also verify that all lines and wires are clear from the manifold before sliding the manifold all the way onto the block.

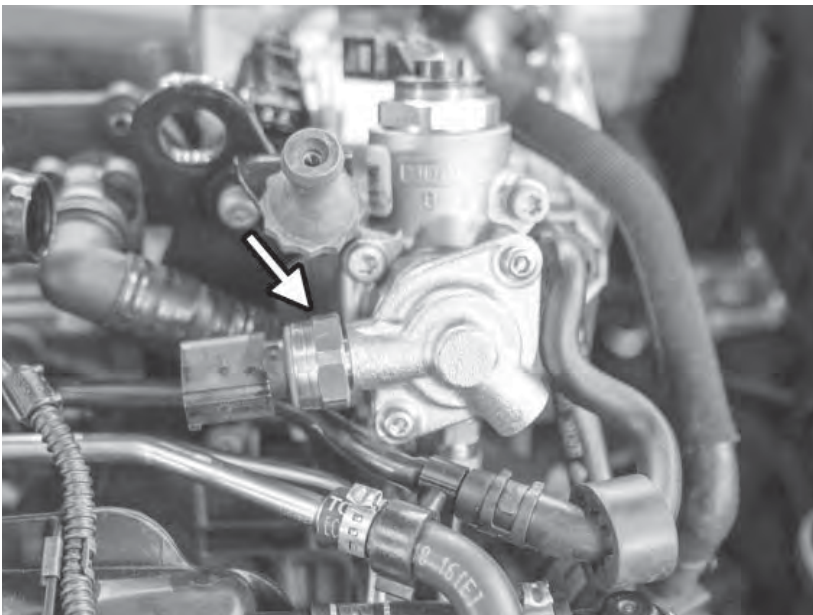


32) Reinstall the three T30 bolts that connect the fuel pump to the cam housing. Tighten these bolts to 89in-lbs in the following sequence: bottom right, top left, top right. Then reinstall the fuel pressure bleed fitting. Reconnect the electrical connector on the top of the fuel pump.



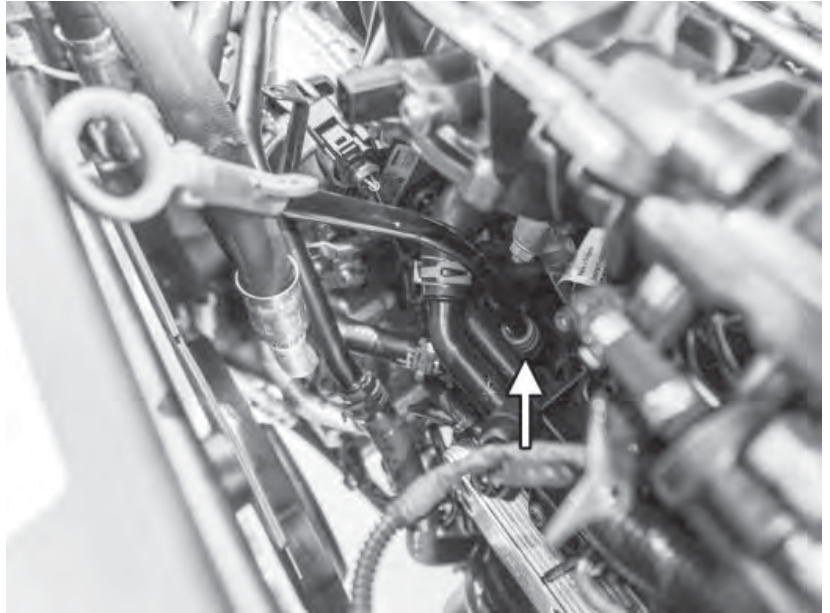


33) Reinstall the seven T30 bolts and two 10mm nuts that connect the intake manifold to the cylinder head. Tighten the nuts and bolts to 89in-lbs, working from the center fasteners to the outside ones in a crossing pattern.

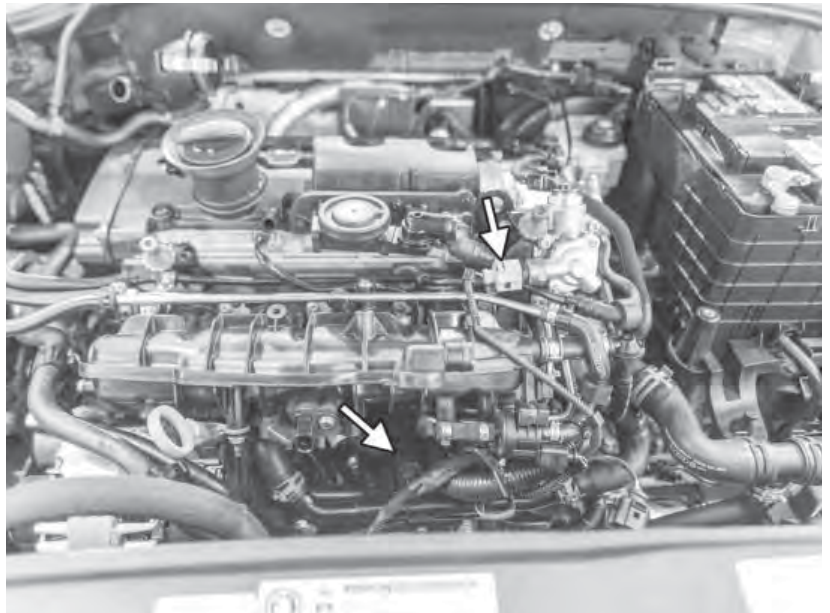


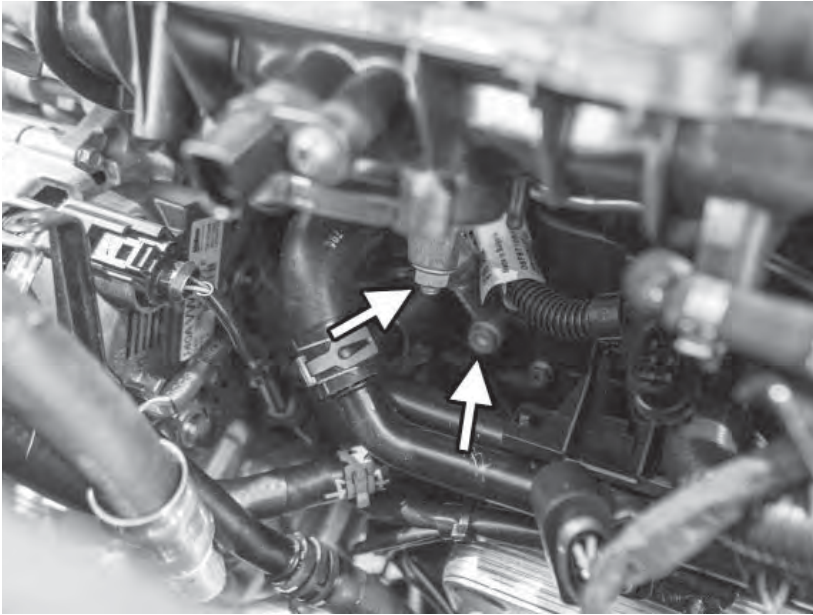
34) If you are installing the APR HPFP during this install, remove the fuel pressure sensor from the stock fuel pump, and install it on the APR pump with a 24mm closed end wrench. Reinstall the pressure release valve that was previously removed from the stock fuel pump with a 13mm closed end wrench.

35) Reinstall the dipstick tube into the engine block, and orient the bracket the way it was before.

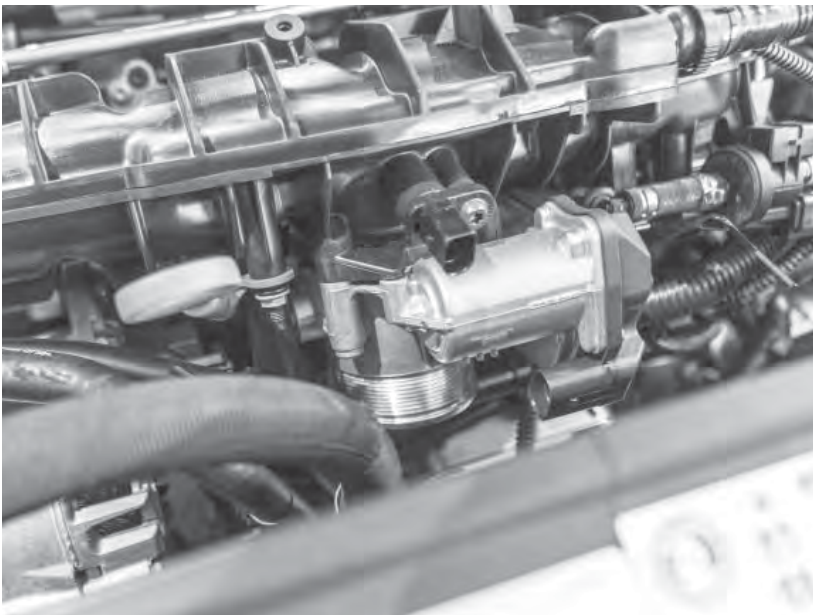


36) Connect the following electrical connectors on the intake manifold: plug under the intake manifold by the alternator, connector to the variable intake runner control, the wiring harness clip on the fuel line, EVAP purge valve, fuel pressure sensor, fuel pressure regulator, and fuel injector wiring harness.



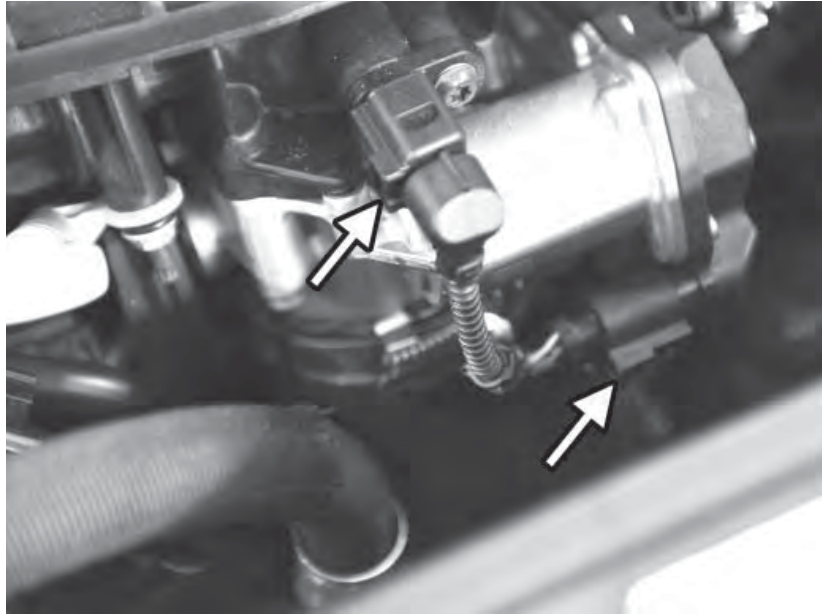


37) Reinstall the intake manifold support bracket with the 13mm nut and the 10mm triple square bolt.

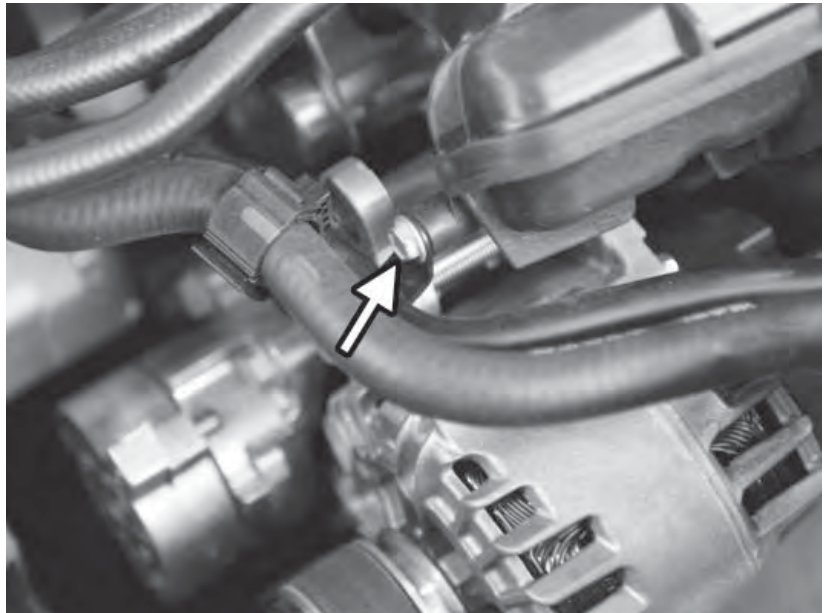


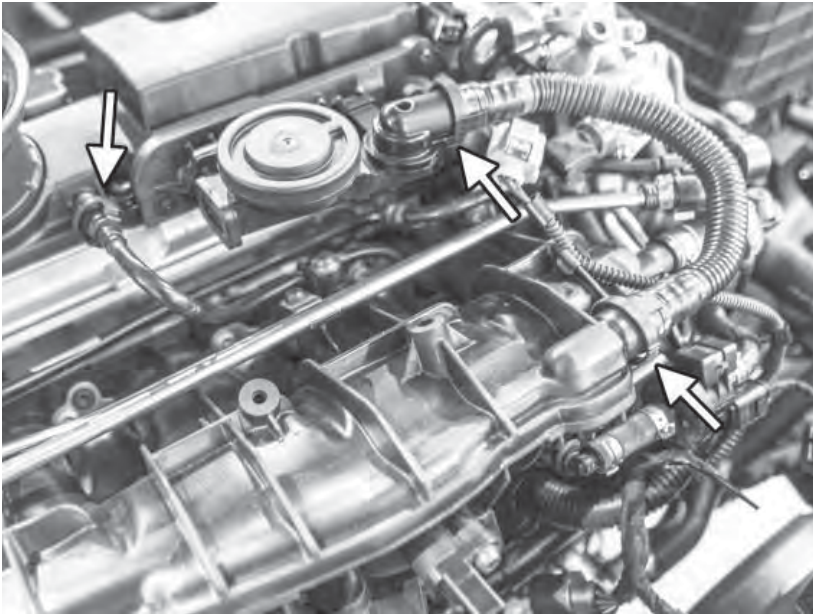
38) Set the throttle body back in place on the intake manifold and torque the T30 bolts to 89in-lbs in a crossing pattern.

39) Reinstall the rubber boot to the throttle body, but do not tighten the clamp. Reconnect the Throttle Body and Intake Air Temperature Sensor electrical connectors.

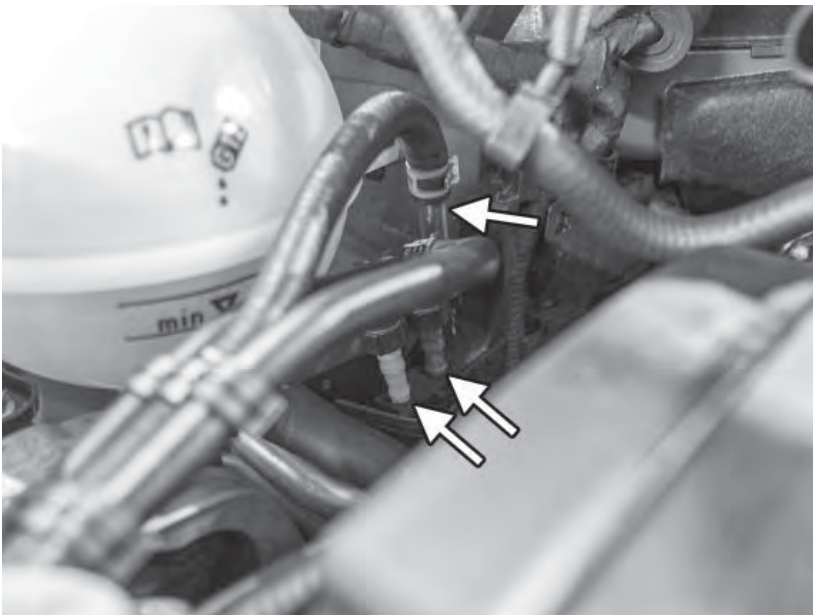


40) With the coolant line bracket and the dipstick tube properly aligned, reinstall the stud with a 4mm socket. Reinstall the 10mm nut holding the dipstick tube to the stud. Also reinstall the 10mm bolt that holds the coolant line to the side of the intake manifold.





41) Reconnect the two breather tubes to the valve cover. Push to lock in place. Also reconnect the breather tube from the valve cover to the intake manifold.

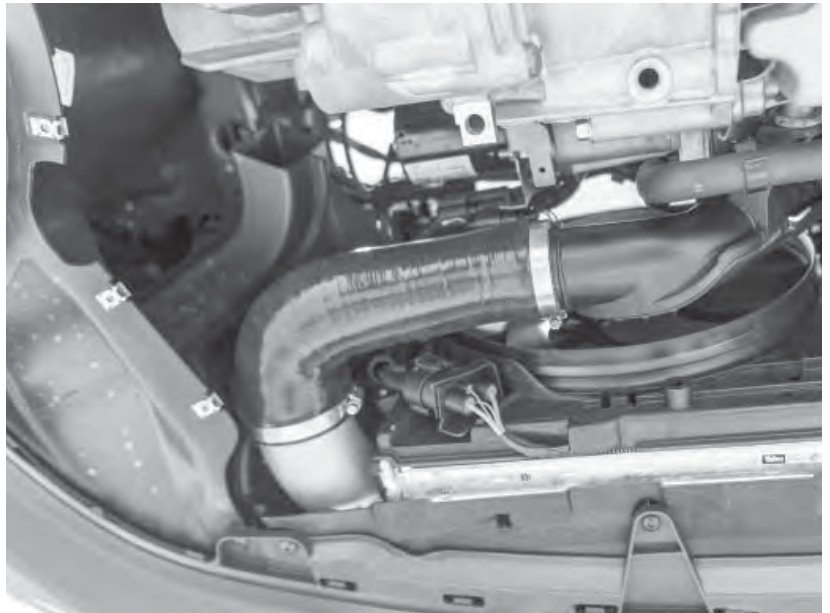


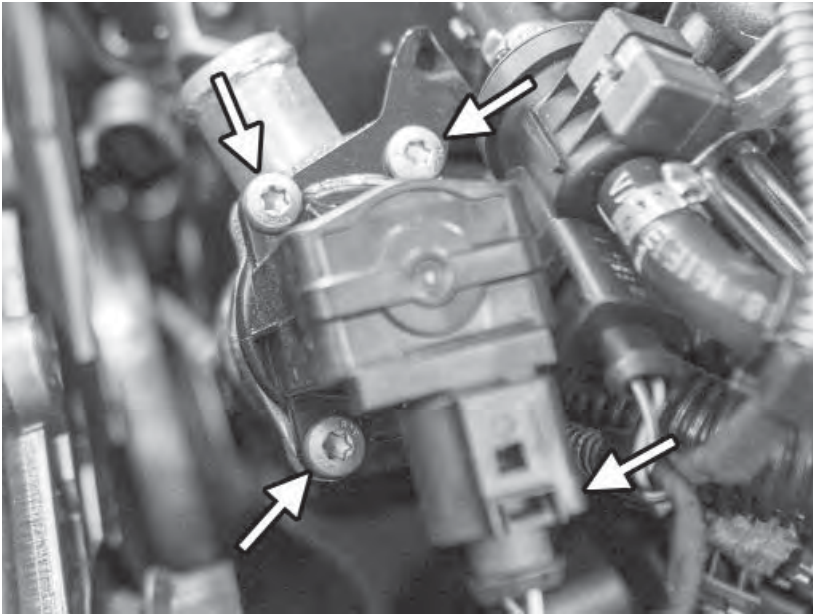
42) Reconnect the three rubber lines on the right side of the intake manifold. Make sure the lines are oriented correctly and connect them back in their appropriate positions.

43) From underneath the car, reinstall the front plastic intake charge pipe. Connect all hoses and make sure the orientation is correct. Install the T30 bolt on the bottom bracket of the charge pipe. From above, reinstall the 10mm nut.

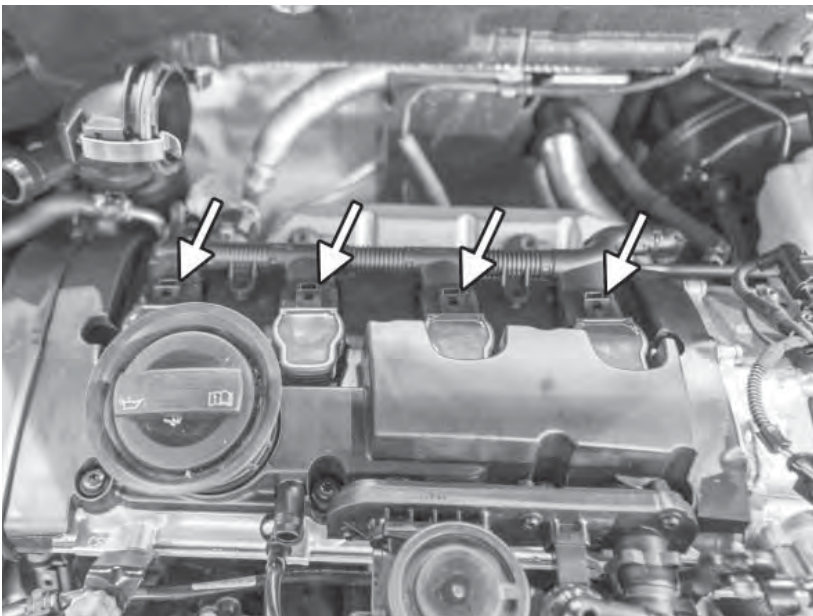


44) Reconnect the lower intercooler hose to the intake charge pipe and tighten the hose clamp. Also tighten both hose clamps to the rubber boot off of the throttle body.



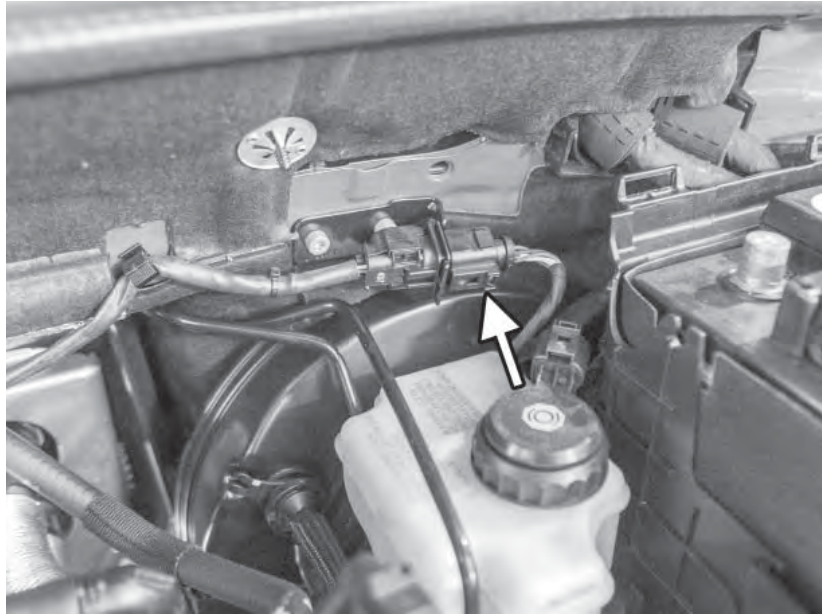


45) Reconnect the electrical connector to the MAP sensor, and reinstall the diverter valve to the factory bracket, as shown.

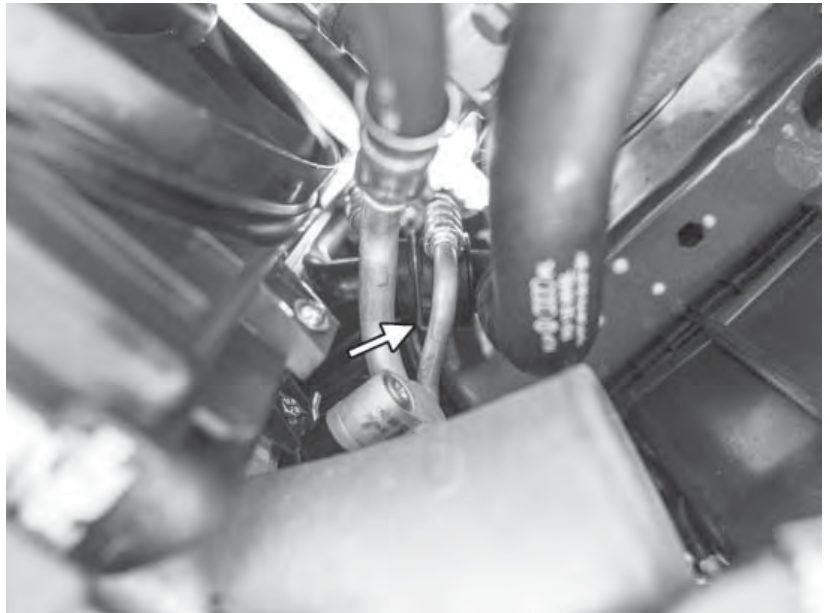


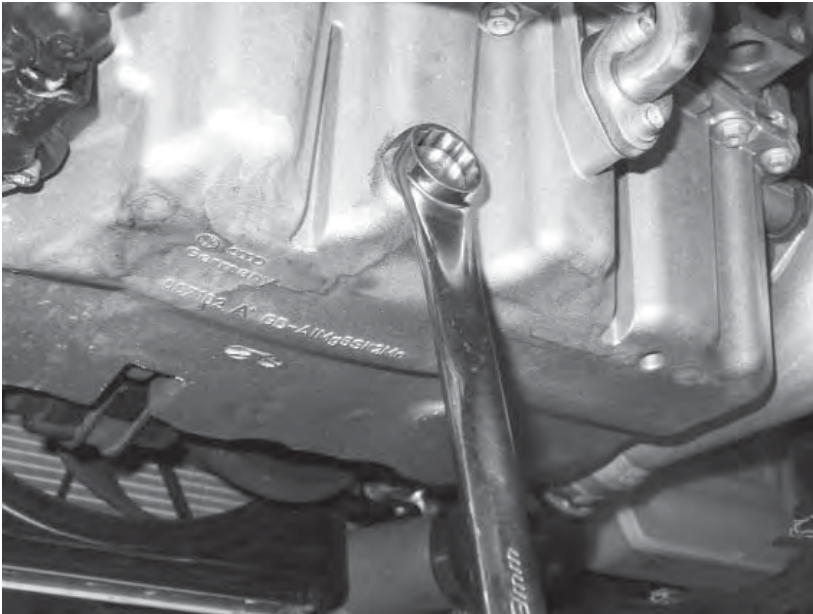
46) Disconnect the four connectors on the factory coil pack wiring harness.

47) Disconnect the primary oxygen sensor electrical connector and remove the wiring harness from its clips.



48) Drain the engine coolant by removing the quick disconnect coupling on the lower coolant line off of the right side of the radiator. Remove the coolant reservoir cap to aid in draining. Once the coolant is drained, reconnect the coolant line to the radiator and make sure it is secure.



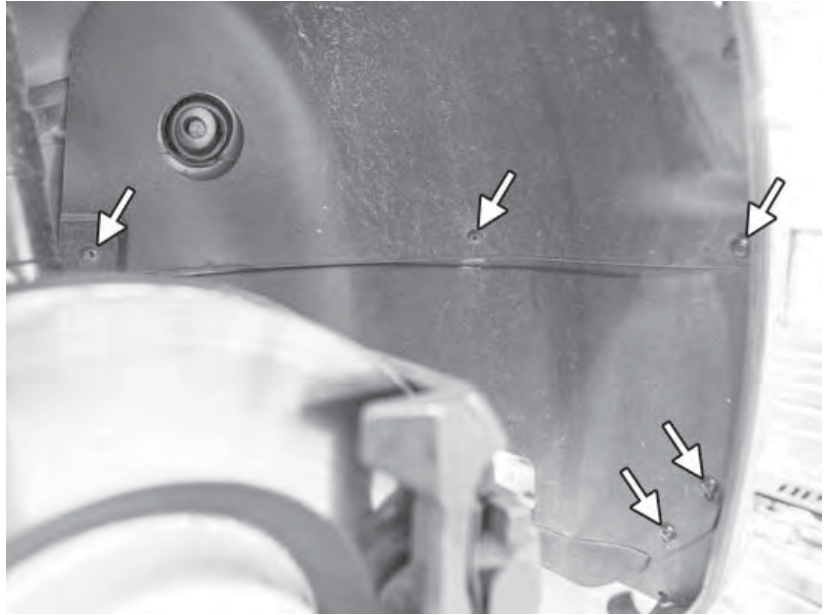


49) Drain the engine oil by removing the 18mm drain bolt from the bottom of the oil pan. It is advisable to change the oil filter on the car at this time as well.



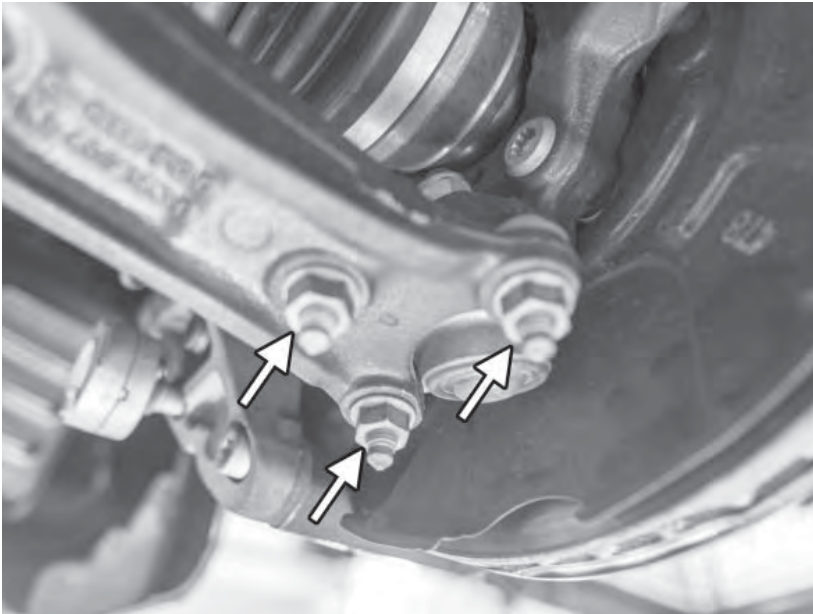
50) Remove the front passenger wheel and set aside.

51) Remove the lower portion of the right front wheel well.

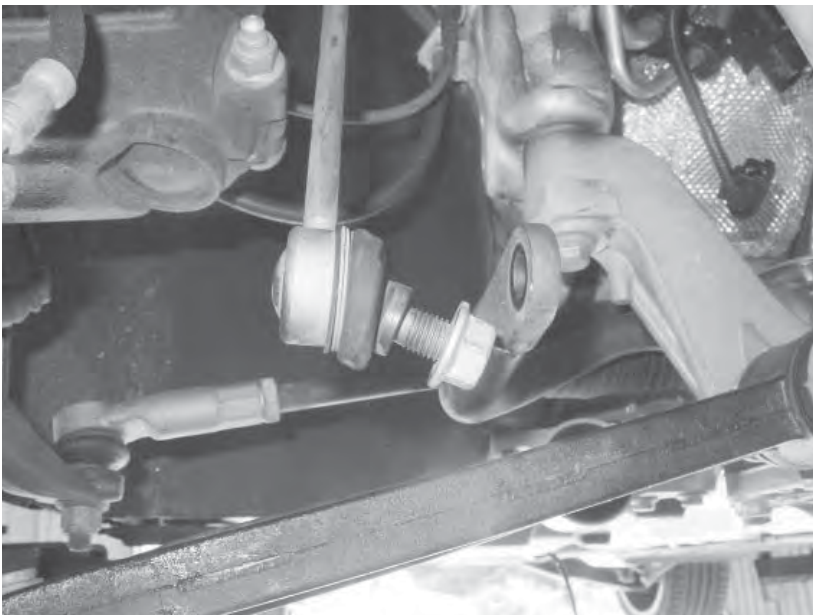


52) Remove the 24mm axle bolt from the passenger axle.



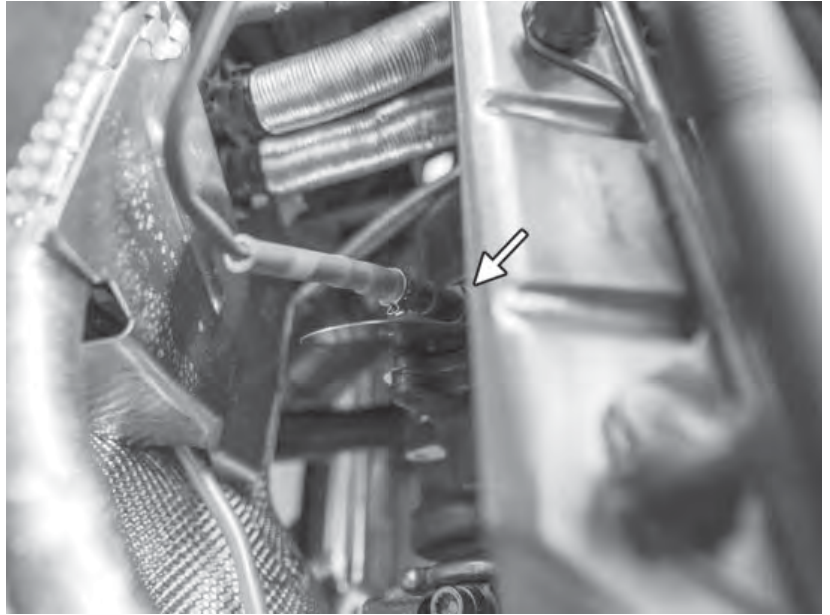


53) Remove the three lower 16mm nuts from the lower ball joint on the lower passenger control arm.

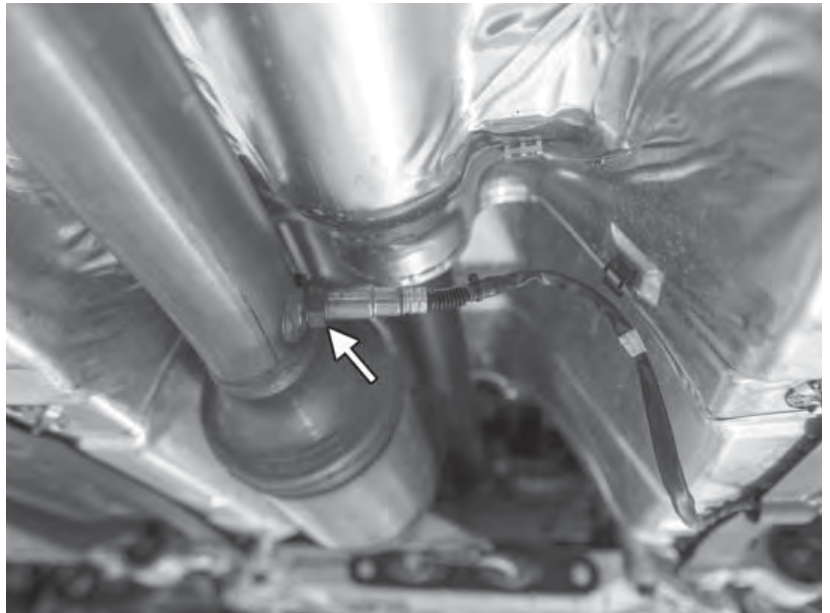


54) Disconnect the 18mm nut from the passenger side sway bar end link and separate the link.

55) Remove the primary oxygen sensor with an oxygen sensor socket. Take care to not get grease/oil/water on the sensor element.

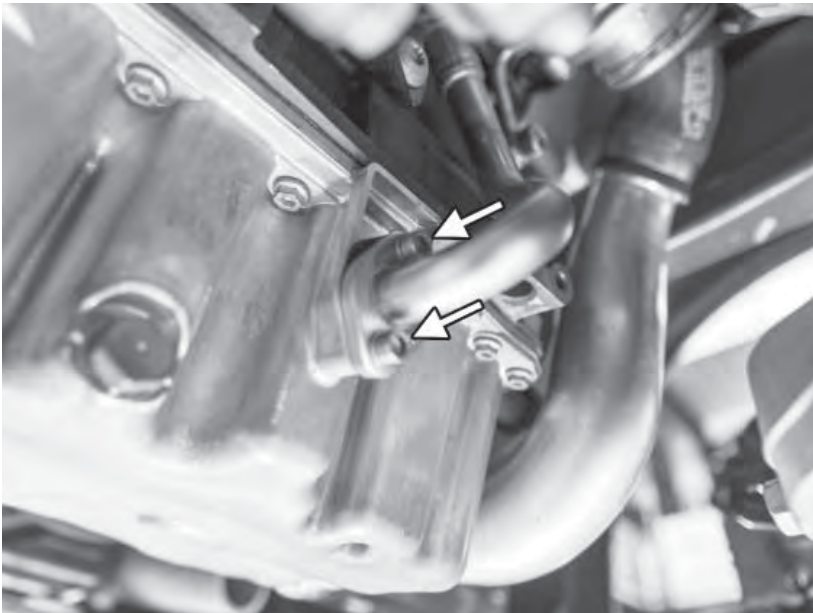


56) Remove the secondary oxygen sensor from the downpipe of the exhaust and carefully tie the sensor out of the way.



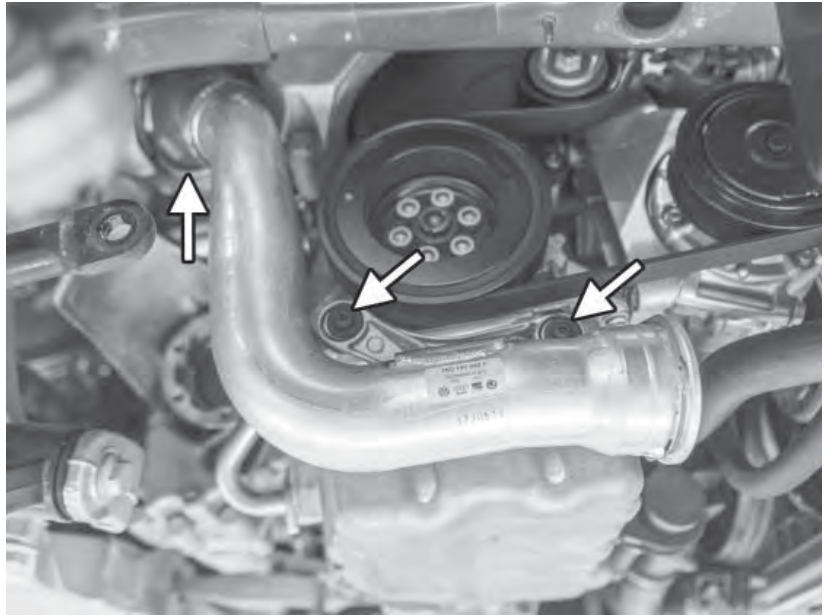


57) Using a 10mm triple square, remove the six inner axle bolts from the passenger side axle. Keep the axle bolts and bolt straps together. Remove the axle from the car.



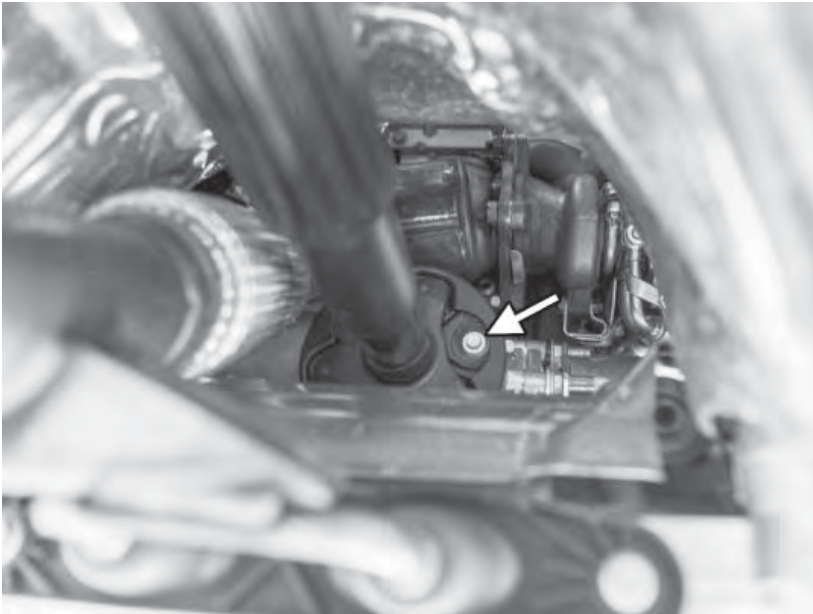
58) Remove the 8mm triple square bolts from the stock turbocharger oil drain line to the engine oil pan, and from the bottom of the turbocharger.

59) Remove the passenger side metal pressure pipe. Pull the clip from the lower intercooler hose coupler and disconnect the coupler. Also disconnect the coupler on the connection to the stock turbocharger. Remove the two T30 bolts from the pressure pipe and remove from the car.



60) Disconnect the transmission dogbone mount from the engine by taking off the two front 16mm bolts.



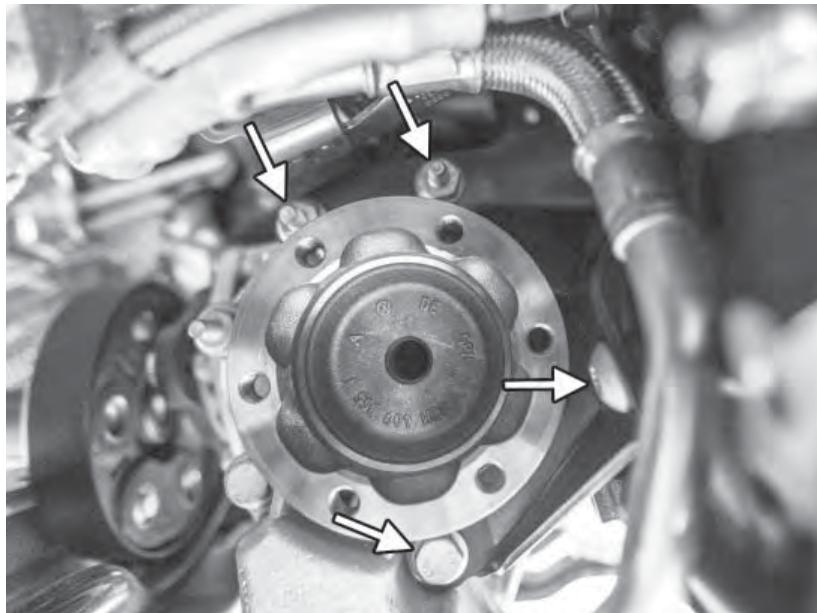


61) After making sure the vehicle is in neutral, remove the three 10mm 12pt bolts that connect the rear driveshaft to the transfer case. Rotate the driveshaft to access all the bolts.

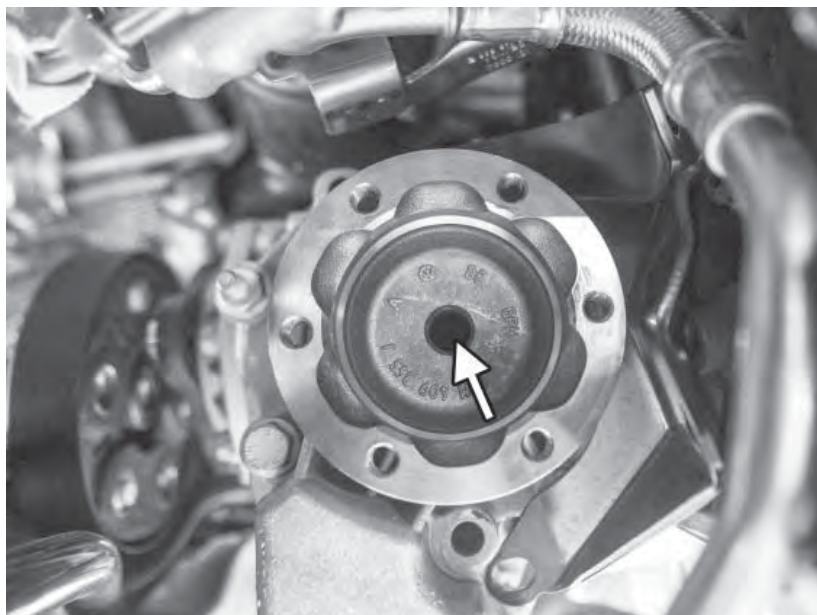


62) Remove the two 8mm allen bolts from the right front axle heat shield, and remove the heat shield from the car.

63) Remove the three 16mm bolts and two 10mm triple square bolts from the bracket that supports the transfer case, and remove the bracket from the car.

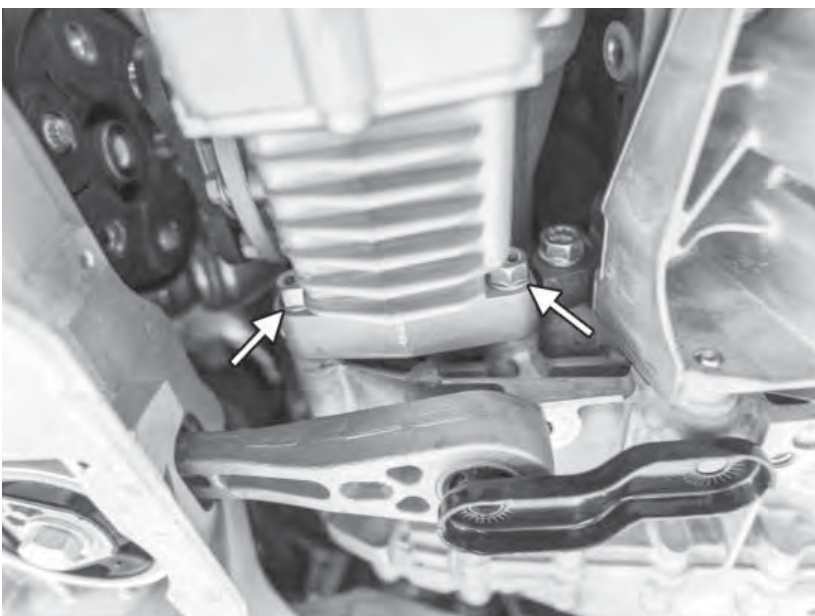


64) Using a very long 12" (~300mm) extension with a 6mm allen socket, remove the bolt from the center of the axle drive flange. Remove the bolt with a magnet.





65) Using a pry bar, rock the lower half of the engine forward in the engine bay and use the dogbone mount to keep it forward.

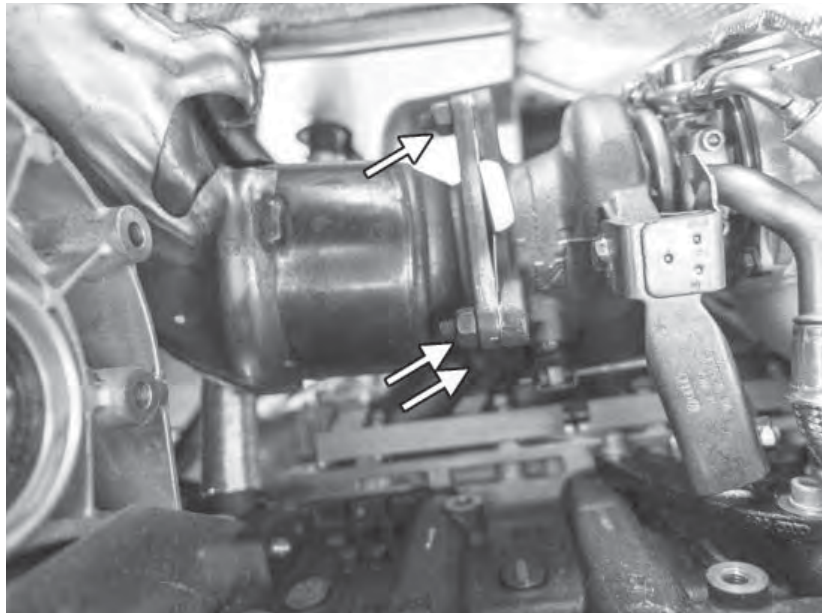


66) Remove the two lower 16mm bolts from the bottom of the transfer case. Also remove the two corresponding 16mm bolts from the top of the transfer case.

67) After sliding the transfer case away from the transmission, carefully lower it from between the engine and subframe.

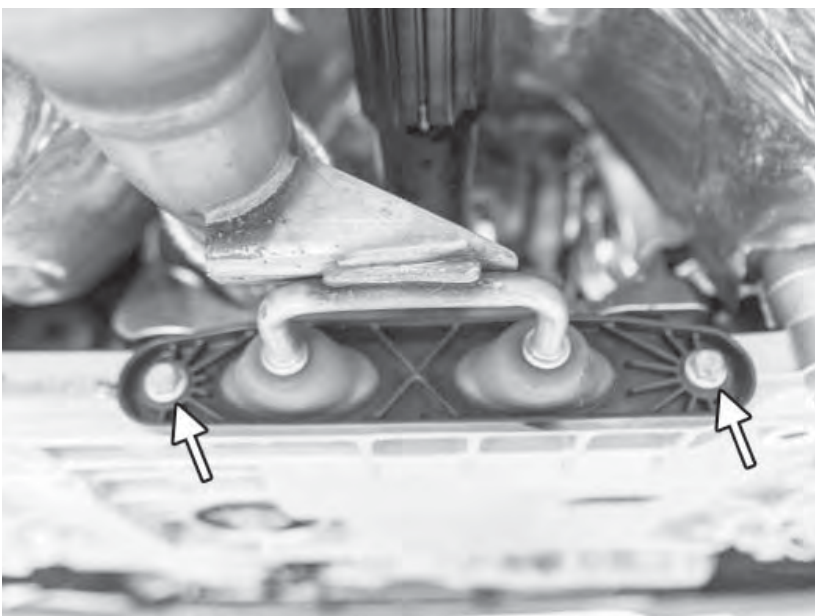


68) Remove the four 15mm nuts that hold the downpipe to the stock turbocharger.



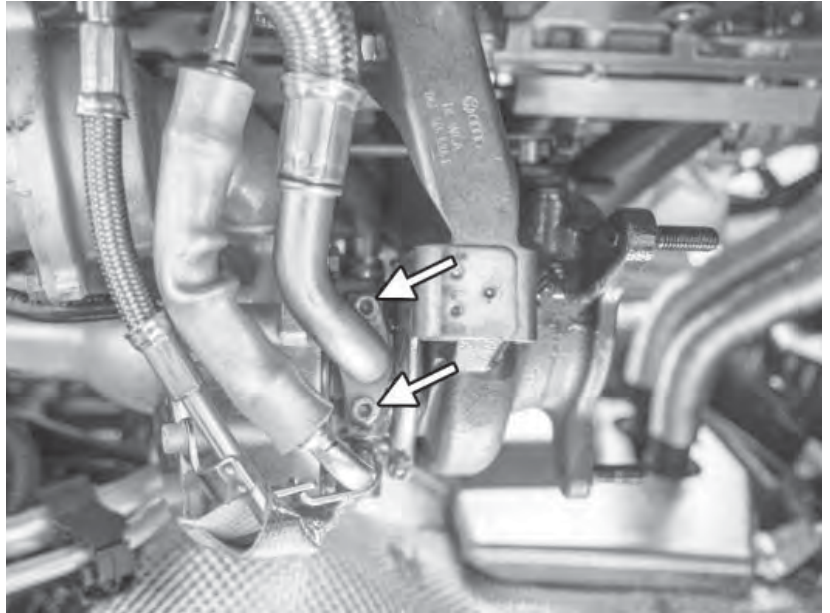


69) Loosen the bolts from the exhaust clamp sleeve on the downpipe, and slide the sleeve out of the way.

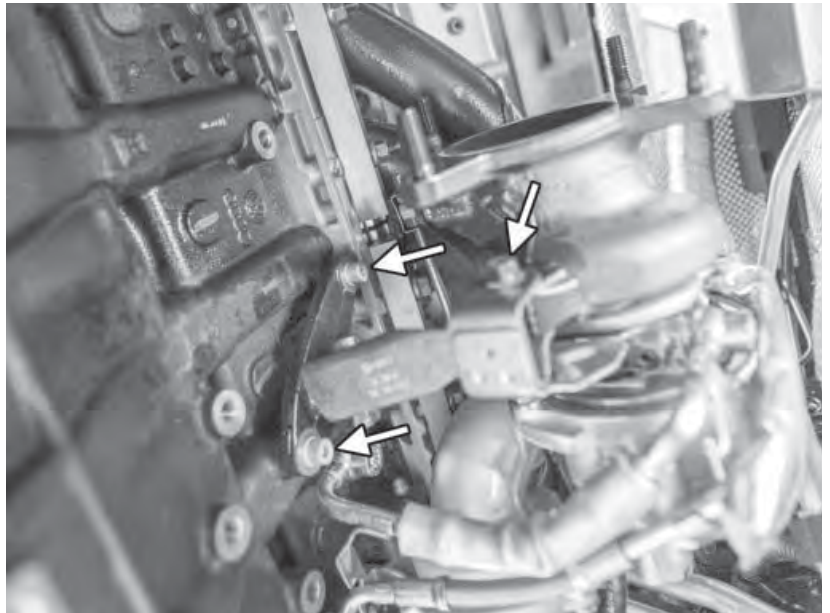


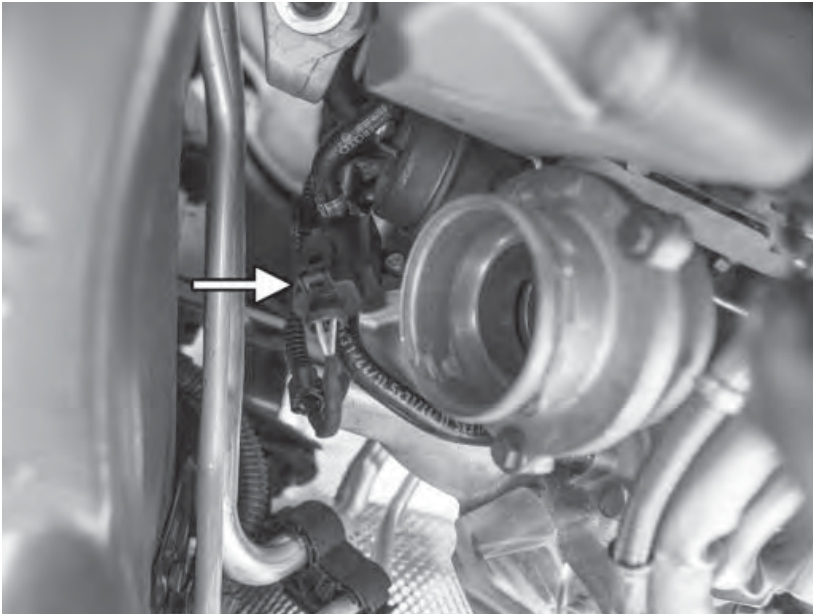
70) Remove the two 13mm bolts from the downpipe hanger and carefully remove the downpipe from the car. Some maneuvering may be required to get the downpipe out of the car.

71) Remove the two 6mm allen bolts from the turbo oil drain line and remove the line from the car.

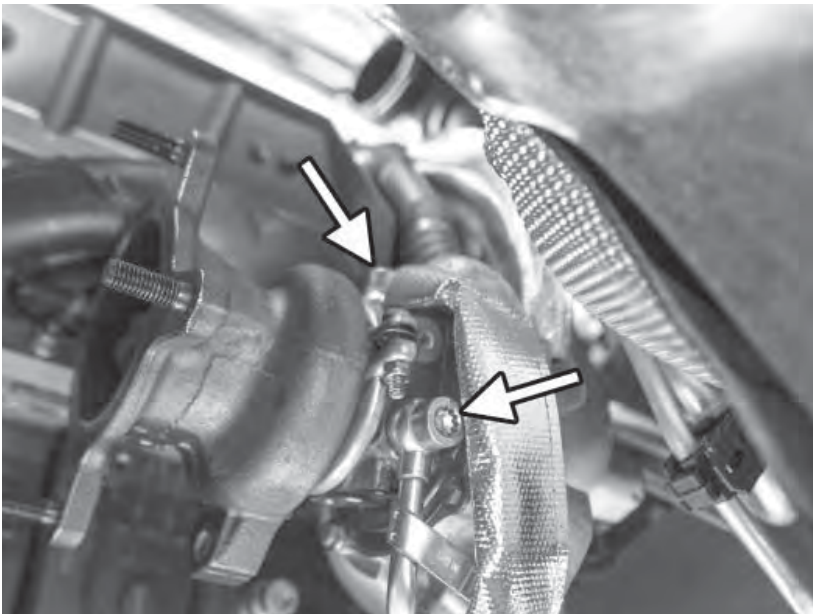


72) Remove the two 6mm allen bolts from the turbo support bracket. Also remove the 13mm bolt where the support bracket connects to the turbo and remove the bracket from the car.



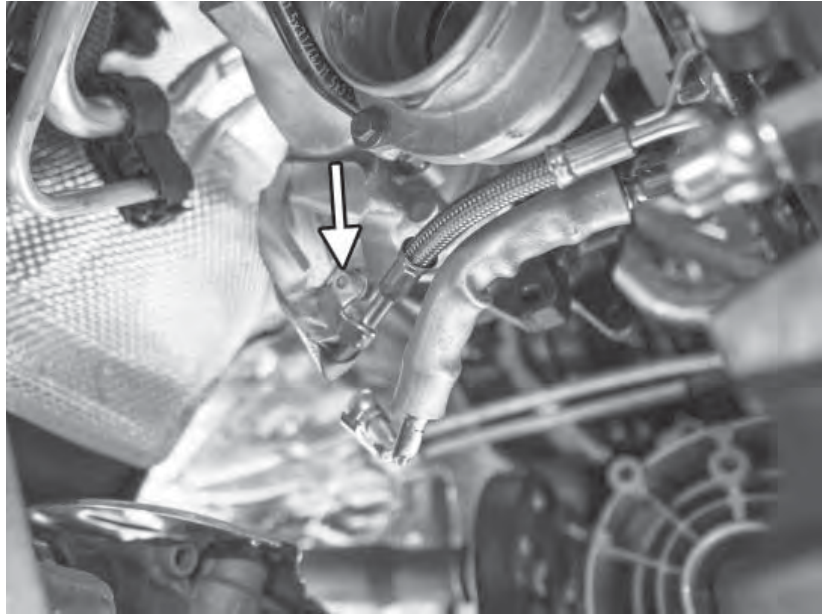


73) Disconnect the N75 valve and pull the harness up and away from the turbo.

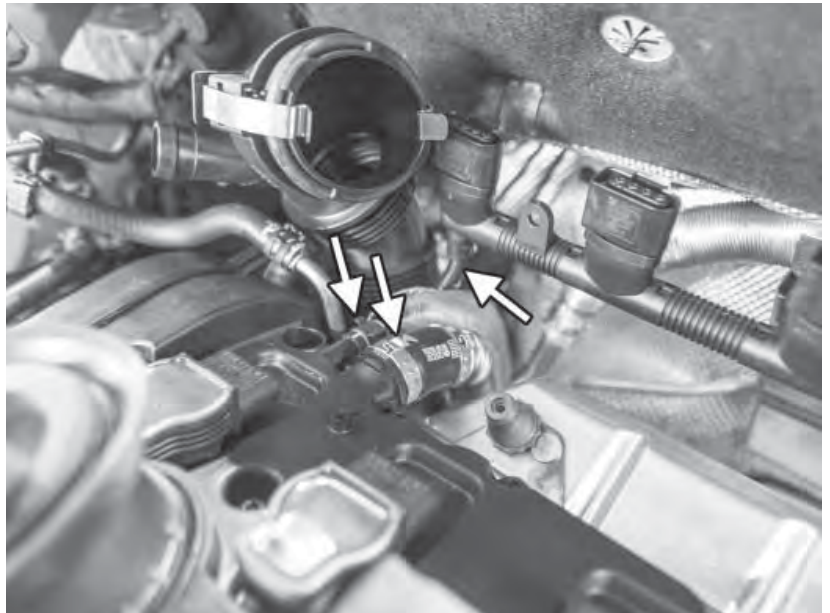


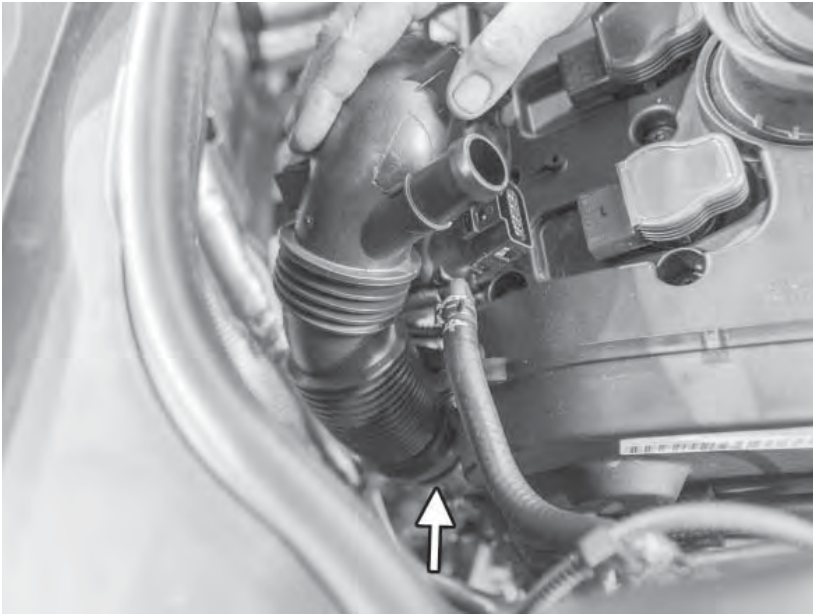
74) Remove the two 12mm banjo bolts on the turbo that connect to the oil feed line and the coolant return line.

75) Remove the 5mm allen screw holding the oil feed line to the turbocharger.

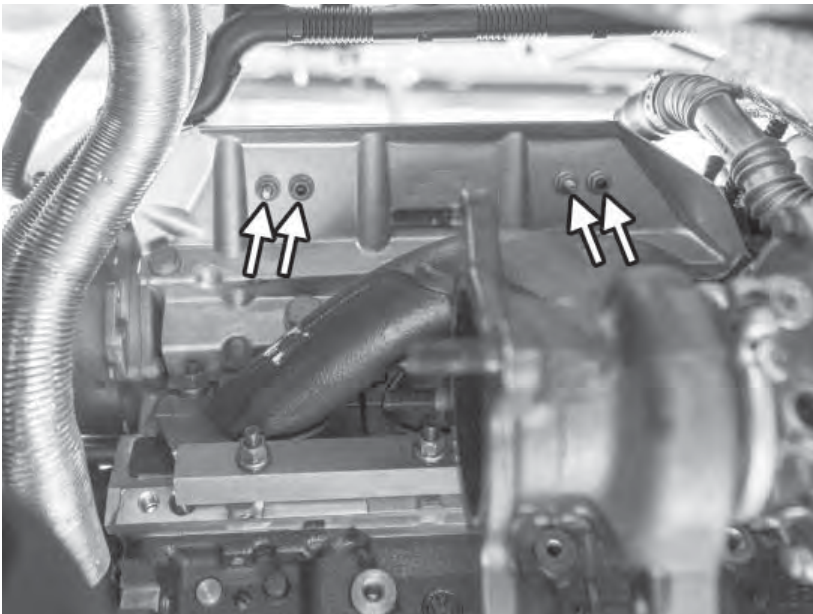


76) Remove the two rubber lines from the back side of the valve cover. Also, the wiring harness to the N75 valve, shown here at the end of the coil pack harness, can be pulled up and out of the way to ease in the installation of the new manifold/ turbocharger.



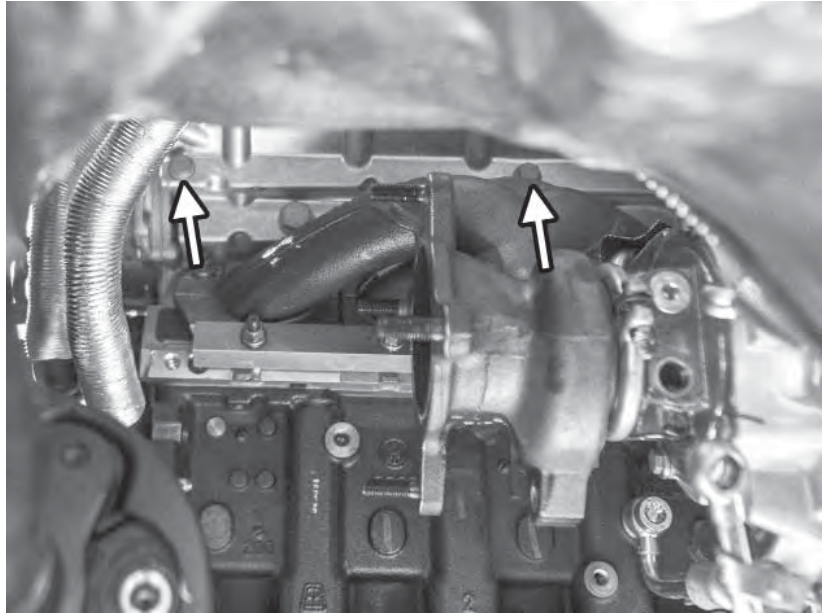


77) Remove the stock plastic accordion compressor inlet hose by loosening the spring hose clamp at the turbo inlet.

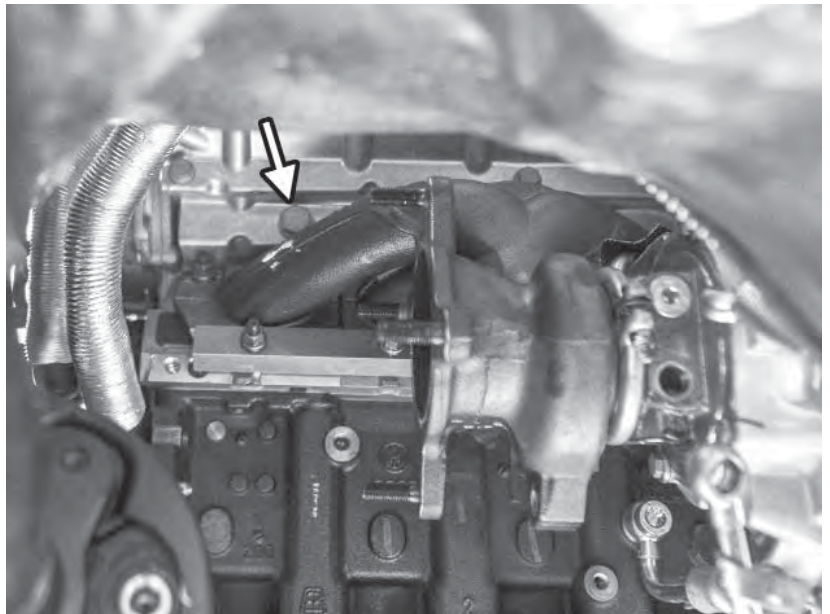


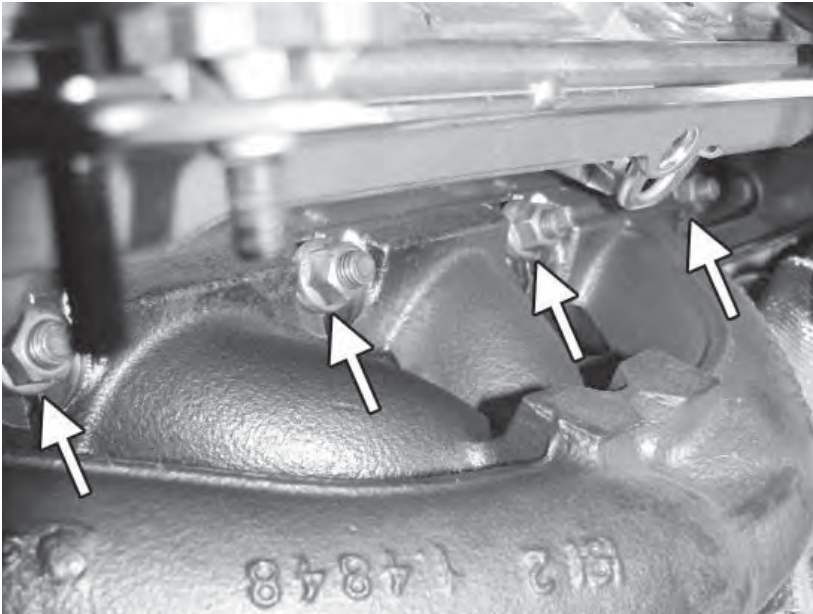
78) Remove the two 24mm plastic grommets that connect the stock airbox to the turbocharger heat shield. Also remove the four 10mm nuts on the back side of the heat shield, as seen from the underneath the engine.

79) Remove the two 13mm bolts that connect the turbocharger heat shield to the cylinder head, as seen from underneath the engine.

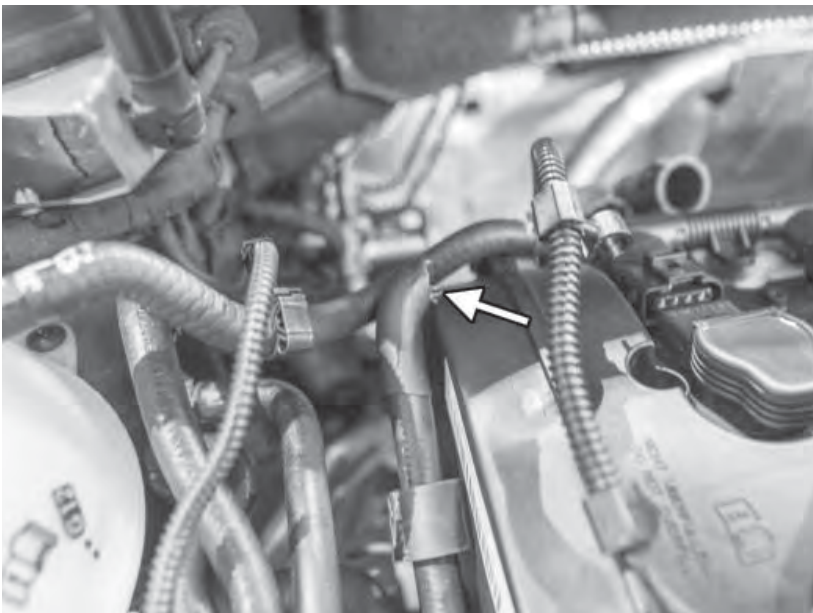


80) Remove the two 18mm bolts (one pictured) from the turbocharger heat shield and remove the heat shield from the car.



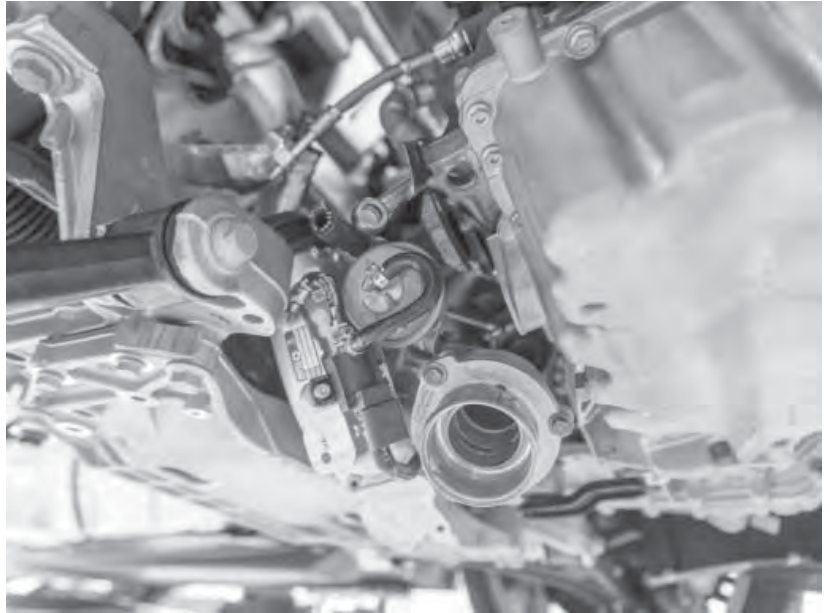


81) Remove the five upper 12mm nuts on the stock exhaust manifold. Once the manifold/turbo assembly is loose, remove the previously loosened 6mm allen bolt that connects the lower oil line bracket.

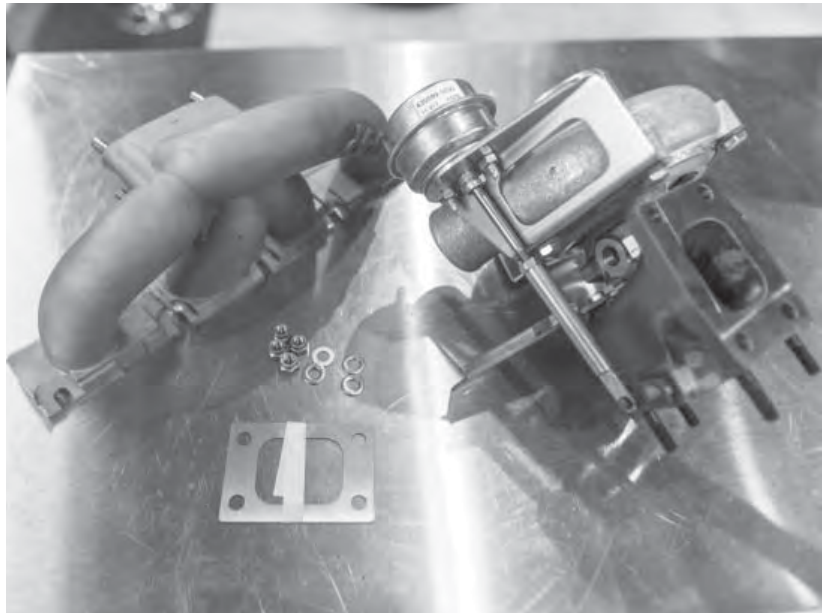


82) With the stock manifold/turbo assembly moved away from the block, cut the remaining coolant line leaving as much rubber as possible. The rubber portion of this line will be reused.

83) Lift the turbo/manifold assembly off of the mounting blocks on the engine, and carefully lower the assembly and remove from between the block and subframe. An assistant may be needed to help push the engine further forward.

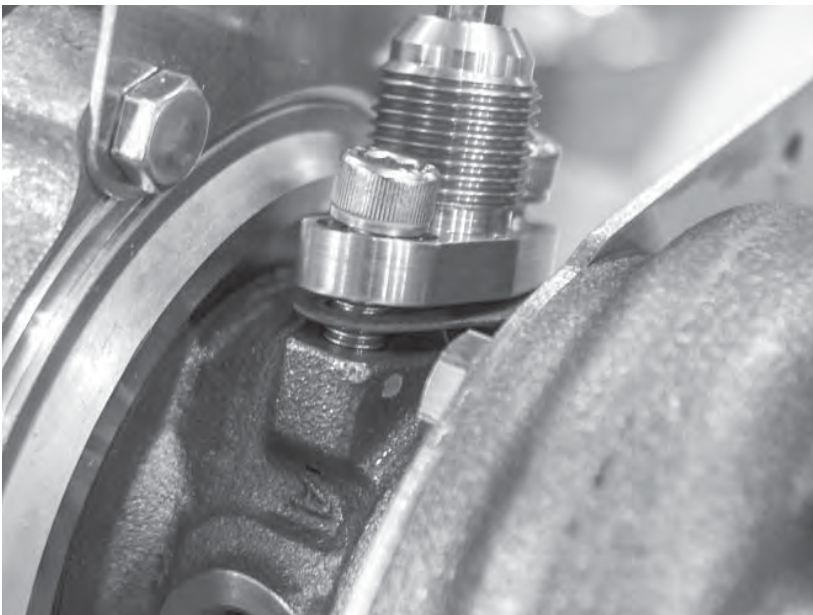


84) On a clean workbench, lay out the APR exhaust manifold, turbocharger, and turbo to manifold gasket set. Make sure all parts are clean and any debris is removed.



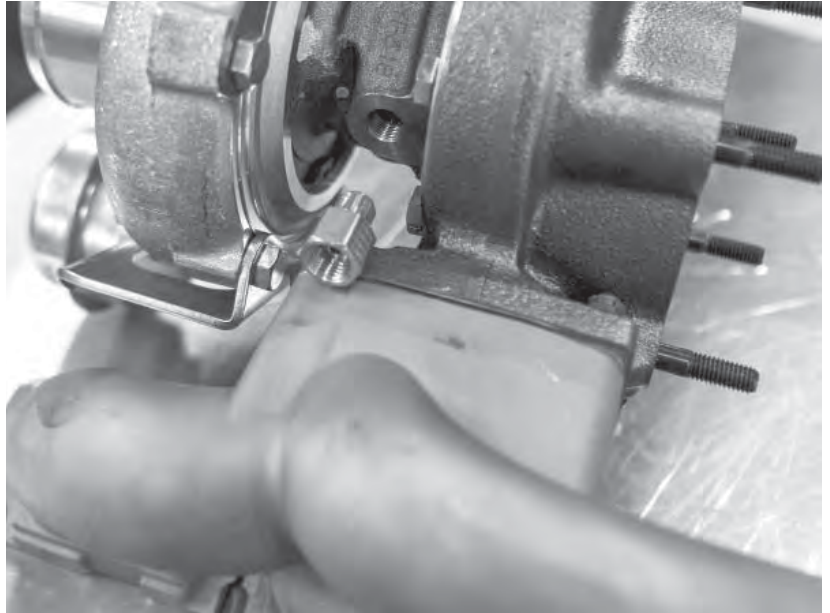


85) Install the gasket on the studs of the manifold and mount the turbocharger with the turbo support bracket facing the inlet ports of the exhaust manifold. Install the four flat washers and then start the locking nuts. Evenly tighten the four 13mm nuts, going in a crossing pattern.

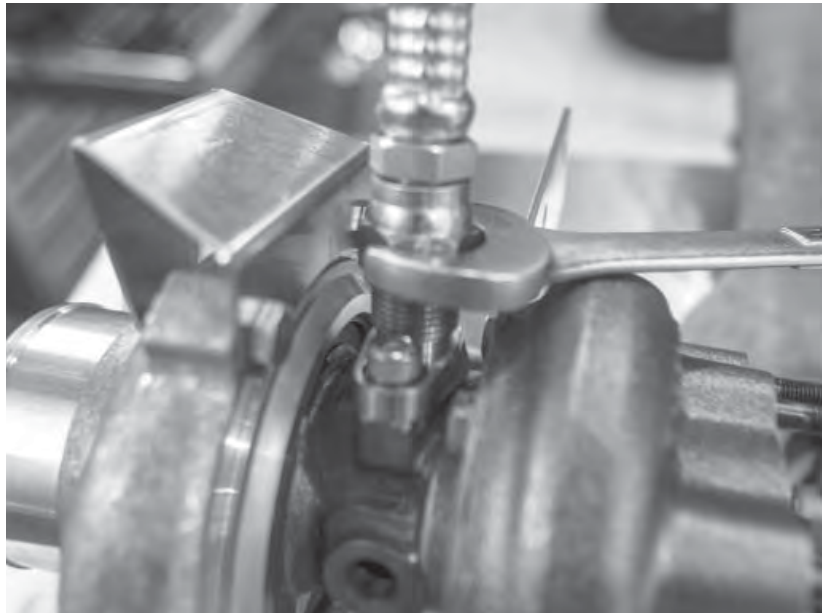


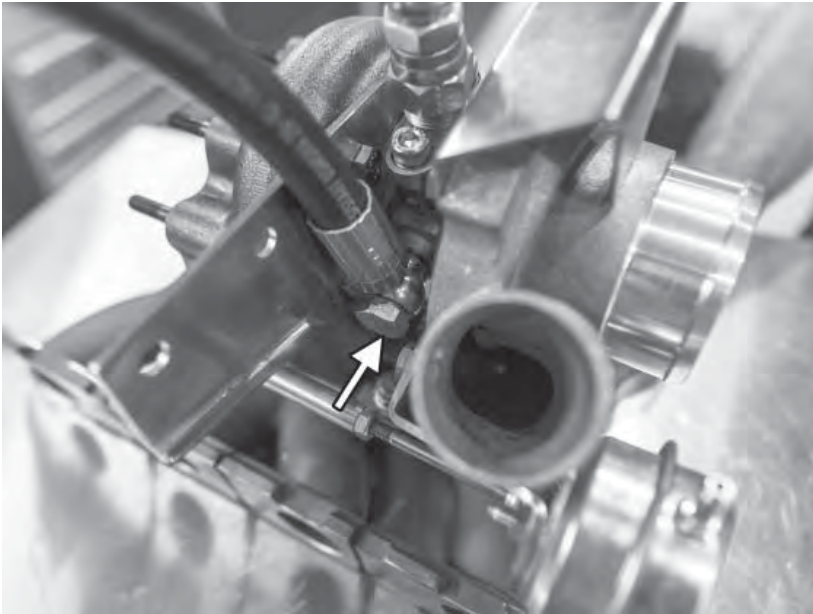
86) Install the fitting on the oil drain line by first installing the gasket, then connecting the fitting with the two 6mm allen bolts and lock washers.

87) Install the oil feed line adaptor into the top of the turbocharger using a 5/8" socket.

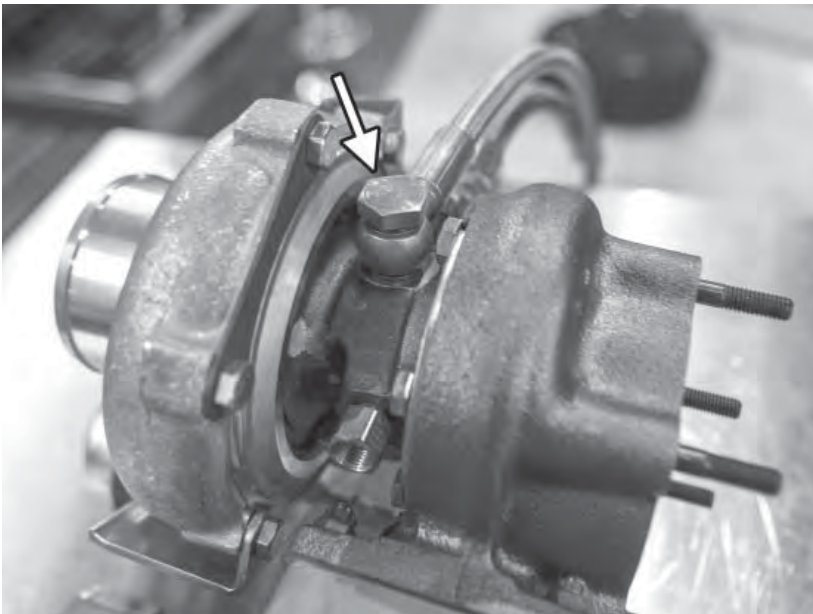


88) Install the oil drain line onto the turbocharger using a 1" wrench.



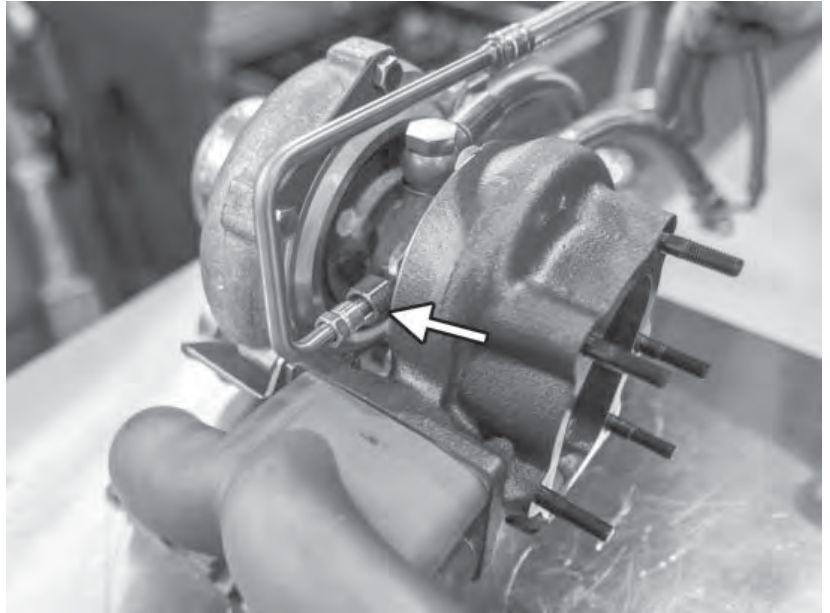


89) Install the rubber coolant feed line onto the inside of the turbocharger. Use a crush washer on both sides of the banjo fitting, and tighten the 19mm banjo bolt. Once connected, install the supplied velcro heat shield to the coolant feed line.



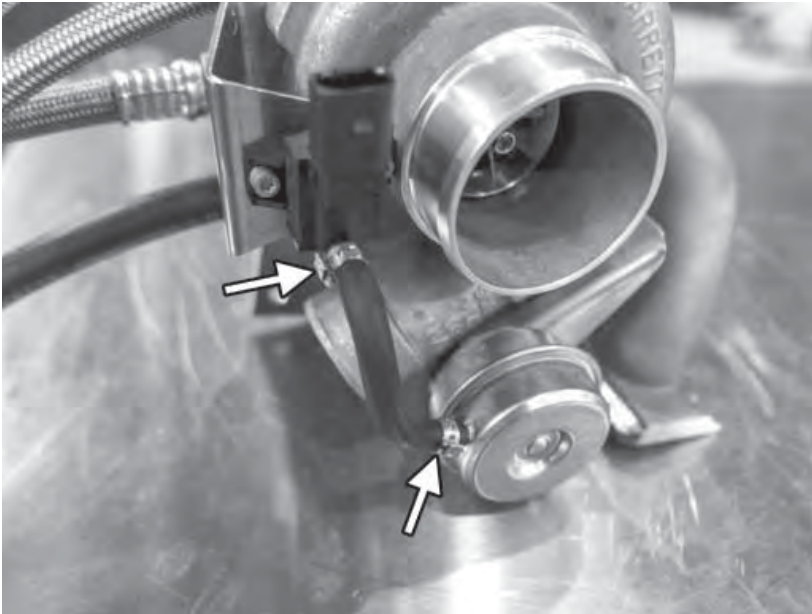
90) Install the other braided steel coolant line on the other side of the turbocharger. Again, install a crush washer on both sides of the banjo fitting, and tighten the 19mm banjo bolt.

91) Install the oil feed line into the fitting previously installed on the turbocharger. Tighten the connection with a 1/2" wrench while holding the fitting with a 5/8" wrench.

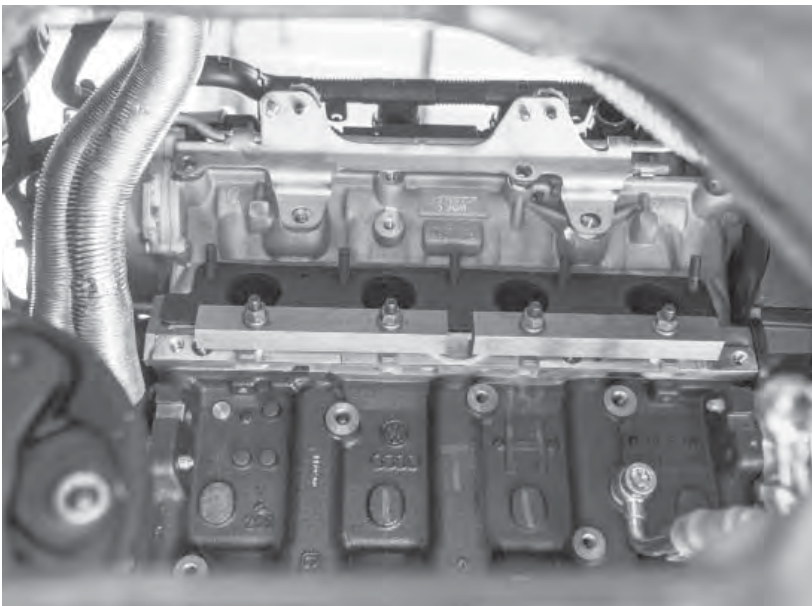


92) Remove the two T25 screws holding the N75 valve to the stock turbocharger. Remove the vacuum lines from the N75 valve without damaging them. Install the N75 valve with the original hardware to the bracket mounted on the APR turbo.



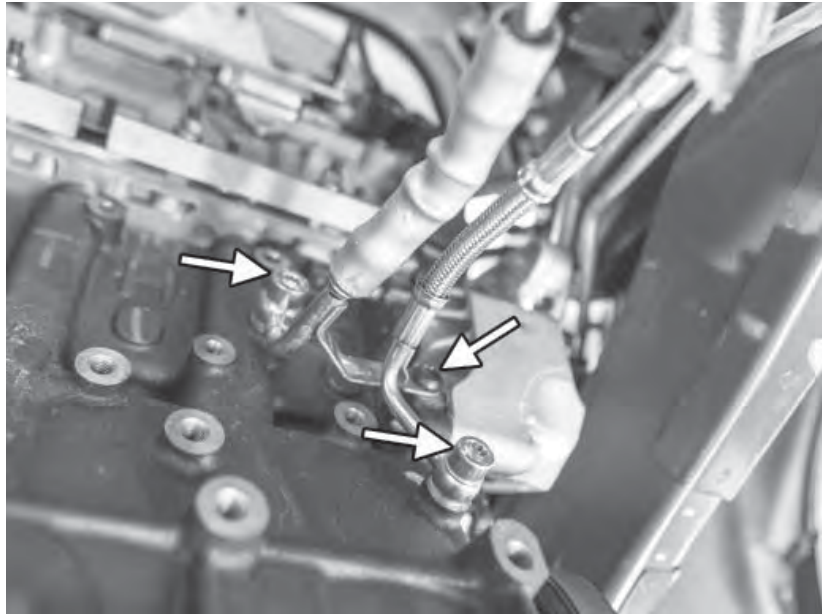


93) Install the original short, curved N75 vacuum lines between the wastegate actuator and the side of the N75, as shown. Crimp in place with the supplied ear clamps

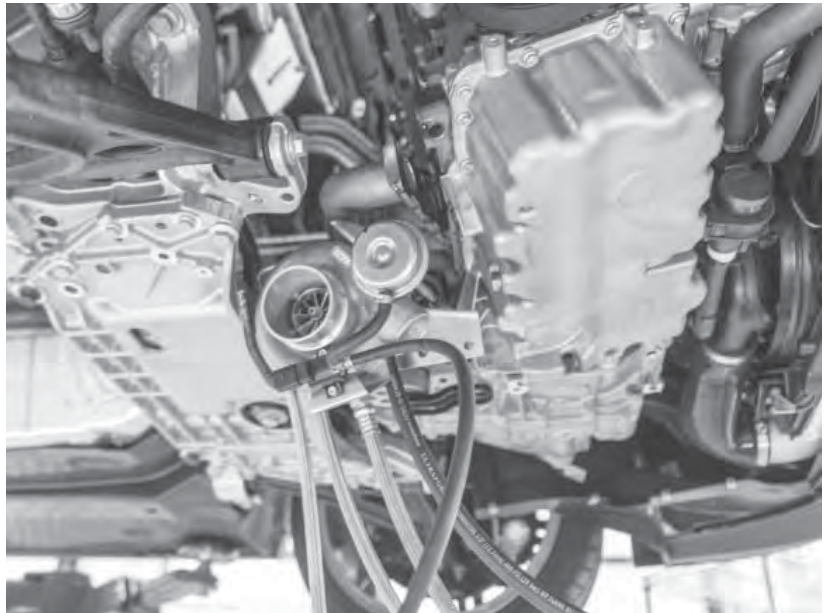


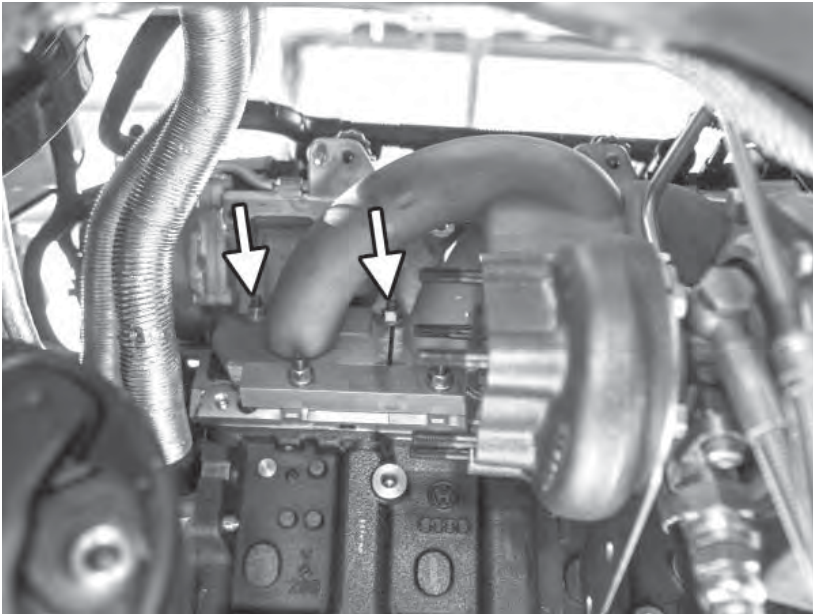
94) After noting the orientation of how it was installed, remove the old exhaust manifold gasket and install the new supplied one in its place.

95) Remove the two 12mm triple square banjo bolts from the stock oil feel line and coolant return line on the engine block. Also remove the 10mm triple square bolt on the bracket that holds these lines and remove the lines from the car.

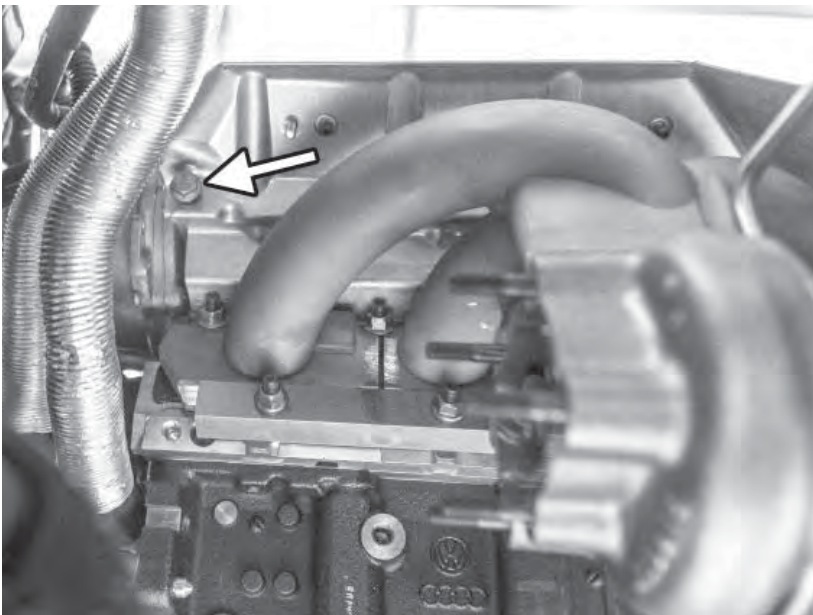


96) Install the APR turbo and manifold assembly from underneath the car between the engine and subframe. An assistant may be needed to help push the engine forward. Set the manifold on the lower stock exhaust manifold brackets.



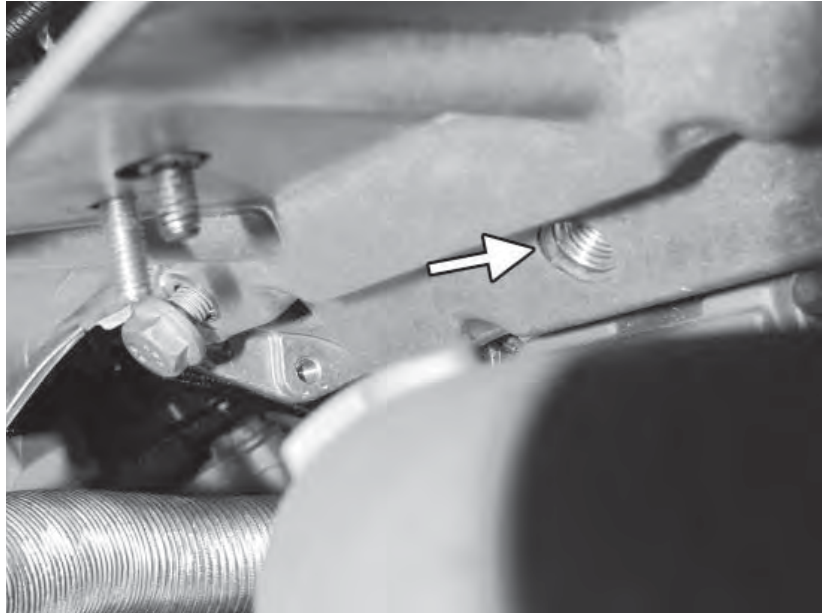


97) From above, thread the supplied flanged copper nuts onto the five upper exhaust manifold studs. Tighten the exhaust manifold nuts to 15 lb-ft, working from the center out.

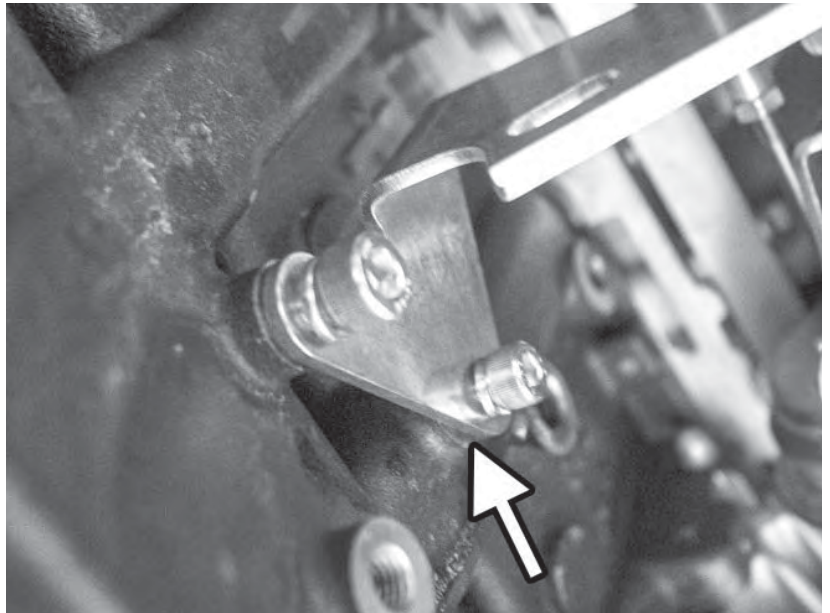


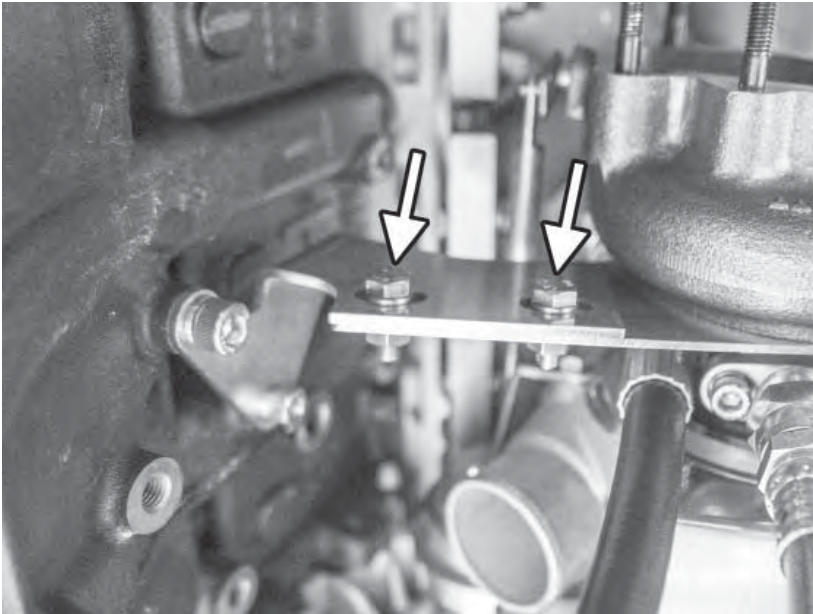
98) Reinstall the heat shield on the car. It may be necessary to slightly bend the heat shield to get it in its correct position. Loosely attach with the two original 13mm bolts. Also loosely install the 10mm nuts that hold the coolant line to the heat shield.

99) Install the supplied 12mm allen bolts where the stock 18mm bolts were. One of the 12mm bolts on the right side of the engine is optional to install. Tighten all fasteners on the heat shield.

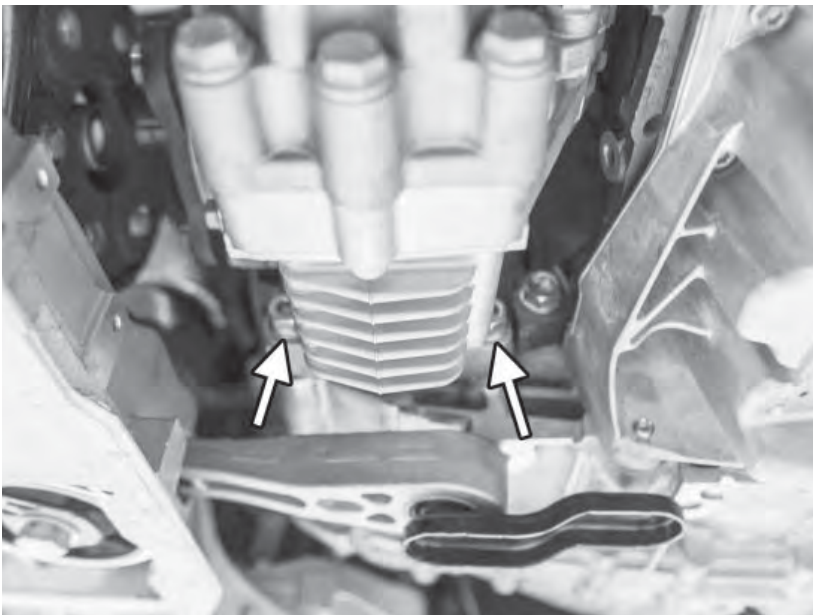


100) Loosely install the lower portion of the turbo support bracket to the engine block. Note that there is an additional washer on the back side of the upper 6mm allen bolt, between the bracket and the block.



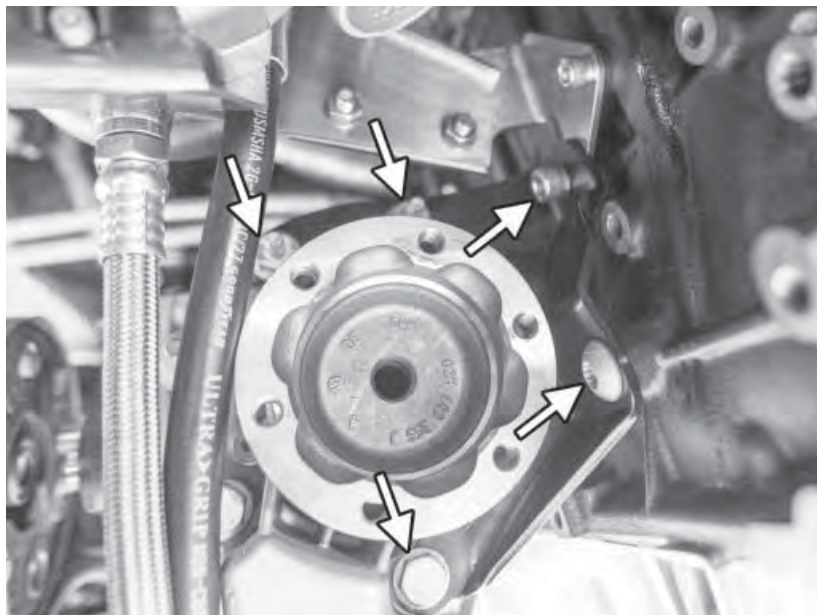


101) Loosely install the two 13mm bolts, lock washers, and 13mm nuts onto the turbo side of the support bracket. Tighten all fasteners to the turbo support bracket, starting with the allen bolts on the engine block. Do NOT loosen or remove the bolts connecting the bracket to the turbocharger. After installation, remove the lowest bolt connecting the bracket to the block. This bolt will be reinstalled when the transfer case is installed.

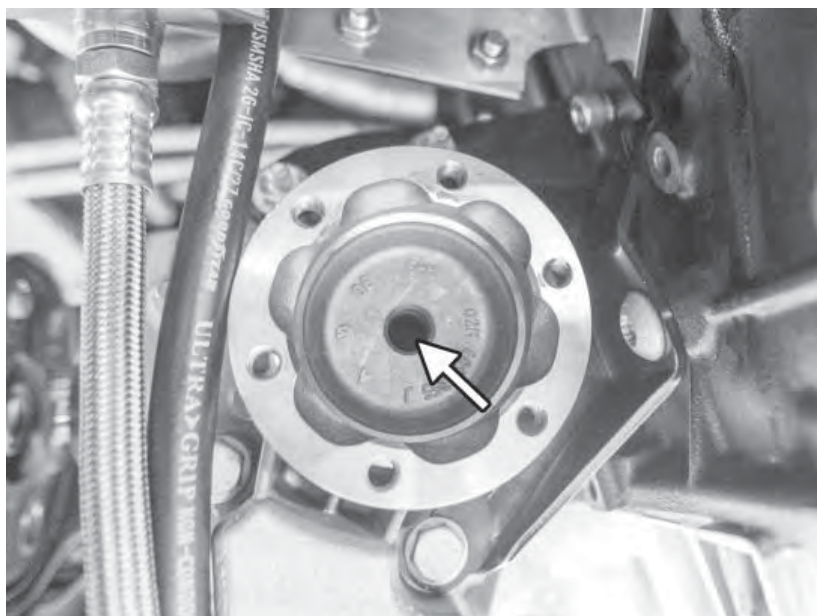


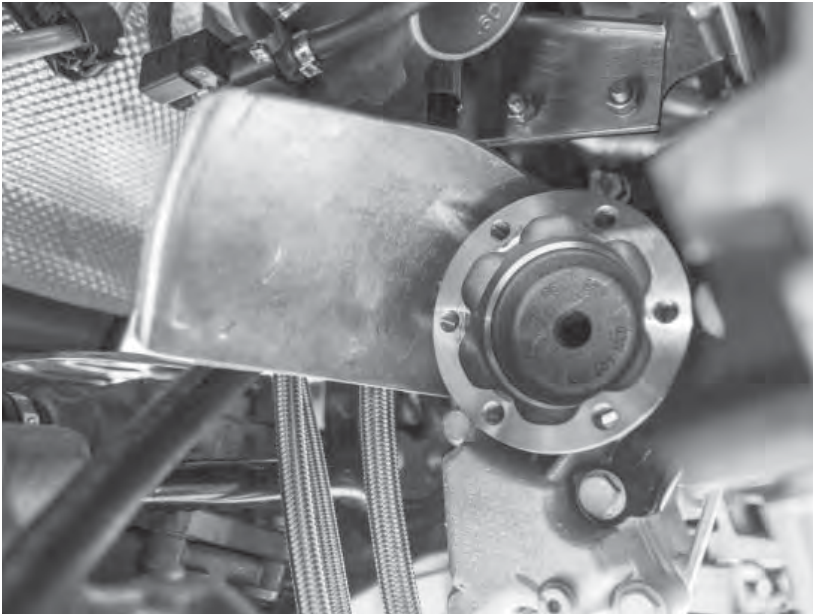
102) Reinstall the transfer case to the transmission. Be aware that the transfer case is splined to the transmission, so you might need to rotate the output flanges to get the spline lines up. Install the two lower 16mm bolts connecting the transfer case to the transmission. Also install the two corresponding 16mm bolts on the top of the transfer case.

103) Install the transfer case support bracket. Reinstall the three 16mm bolts in their original location, along with the lower 10mm triple square bolt to the block. For the upper bolt to the block, reinstall the supplied 6mm allen bolt to the turbo support bracket.

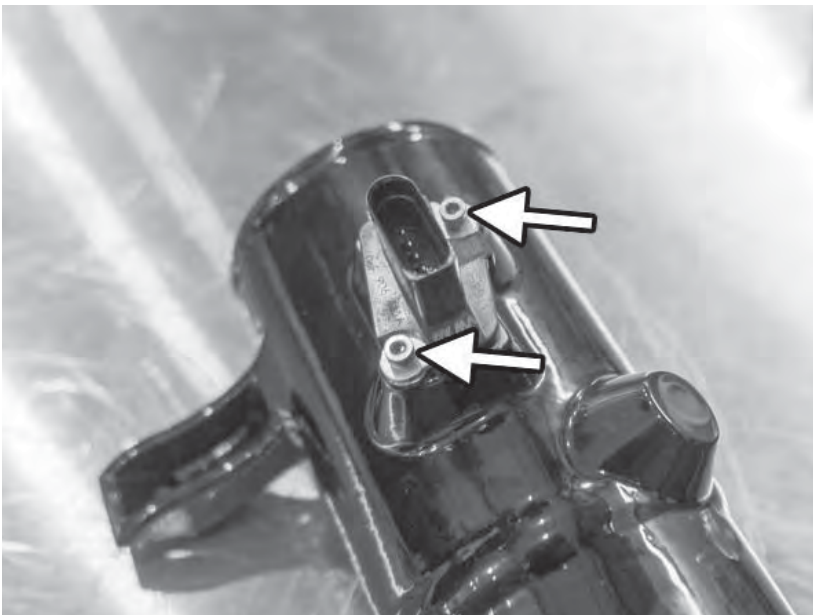


104) Reinstall the long 6mm bolt in the drive flange using a very long extension.



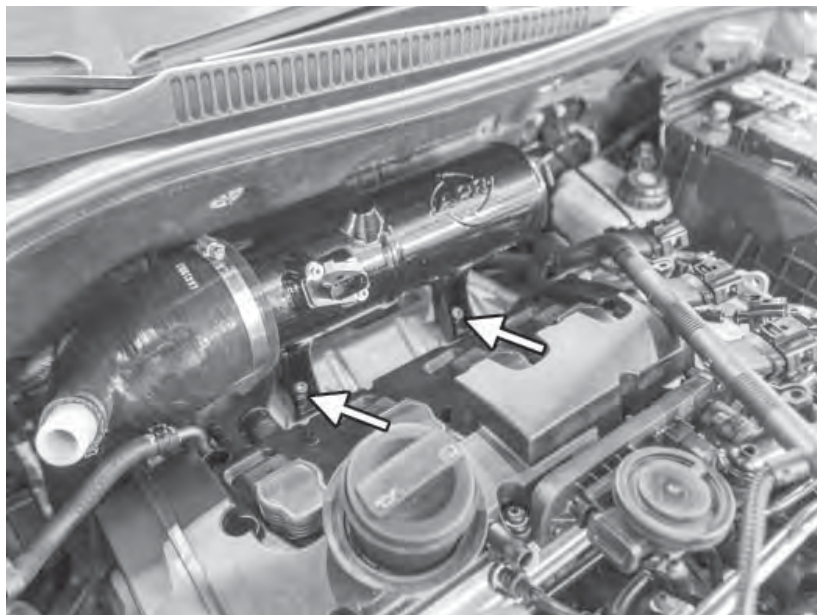


105) Install the axle heat shield to the transfer case using the two original 8mm allen nuts.

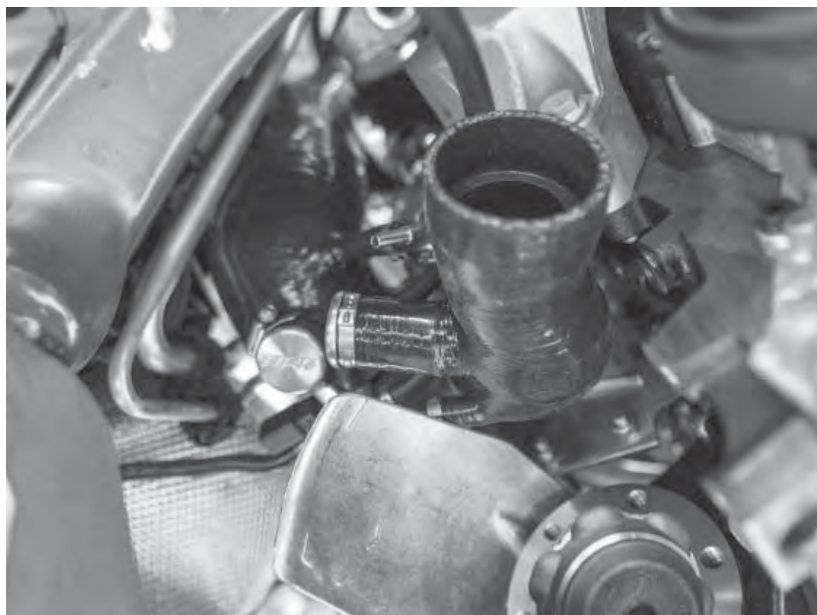


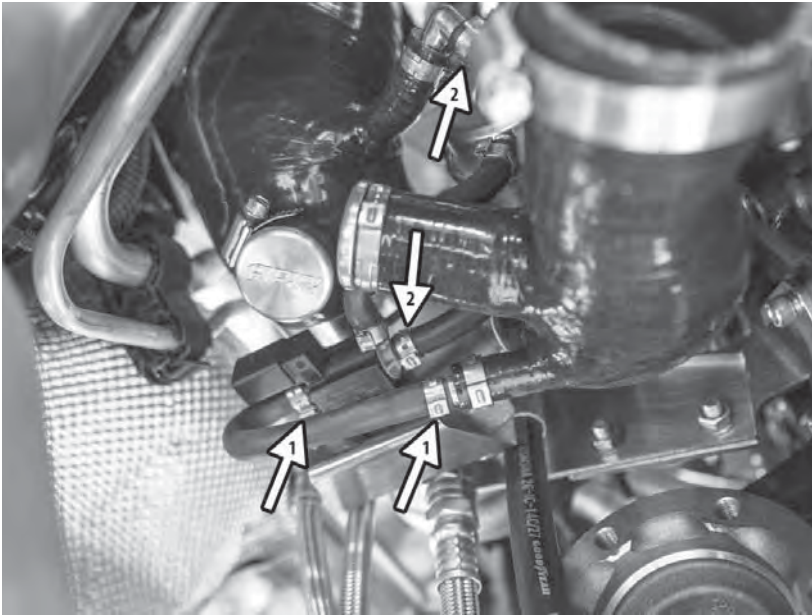
106) From the stock airbox assembly, remove the two T20 screws from the stock MAF sensor. Noting the direction of airflow in the stock airbox, remove the sensor and install it in the APR MAF tube using the supplied 3mm allen bolts.

107) Loosely install the compressor inlet hose on the APR MAF Tube and lower into place on the car from above. From below, pull the compressor inlet hose down and place over the compressor inlet of the turbocharger. Install the two 5mm allen bolts and lockwashers to mount the tube in place. Once mounted, tighten the hose clamp from the compressor inlet hose to the turbocharger. The APR MAF tube can now be removed - installing it was necessary to correctly orient the compressor inlet hose on the turbo.

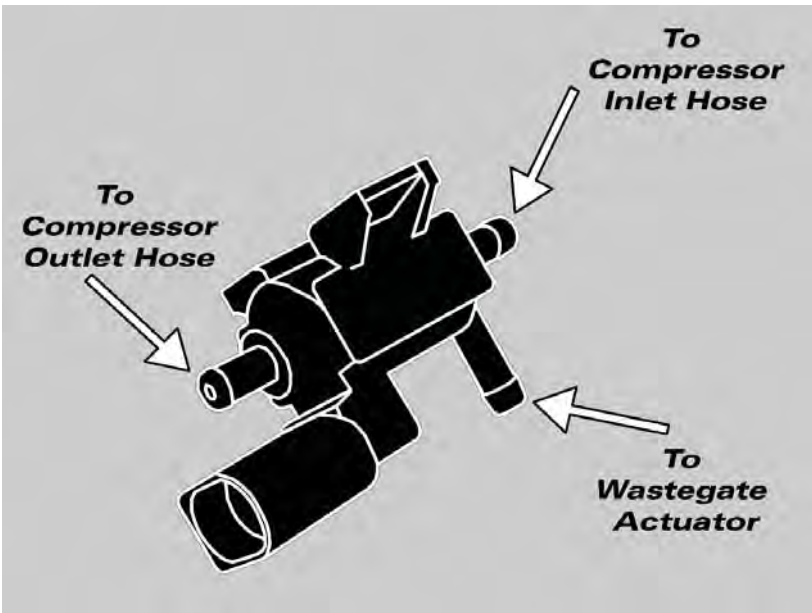


108) After installing the supplied bung in the APR compressor outlet hose and securing with the supplied hose clamp, install the hose to the outlet of the turbo compressor as shown.



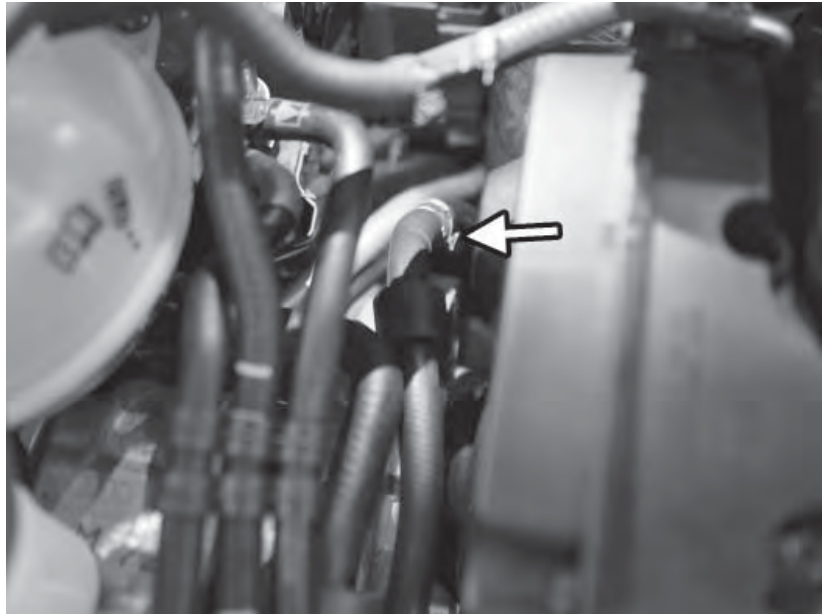


109) Using the supplied vacuum line and ear crimp clamps, connect a vacuum hose between the N75 valve and the compressor outlet hose (1). Also connect a vacuum line between the N75 valve and the compressor inlet hose (2). It may be necessary to remove the N75 valve from the mounting bracket to properly crimp all connections in place. Make sure that all lines are neatly routed without kinks in them.

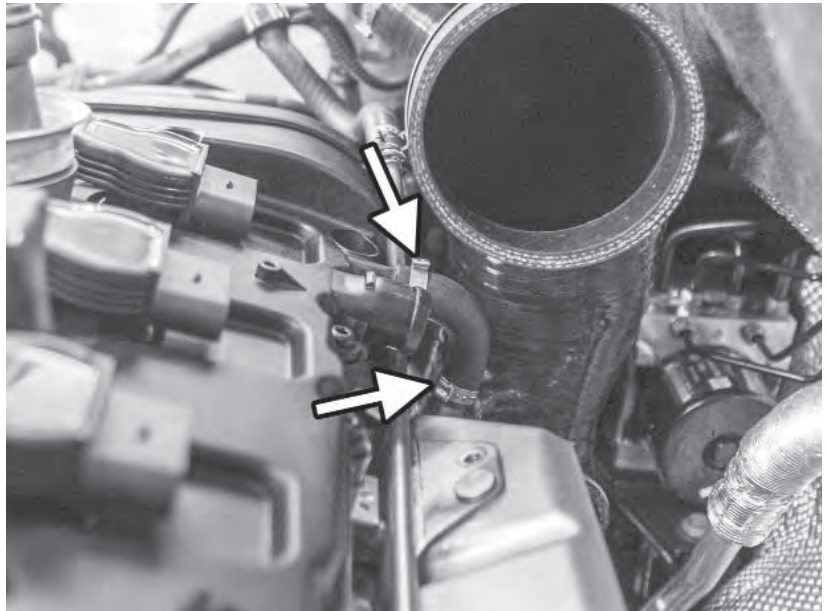


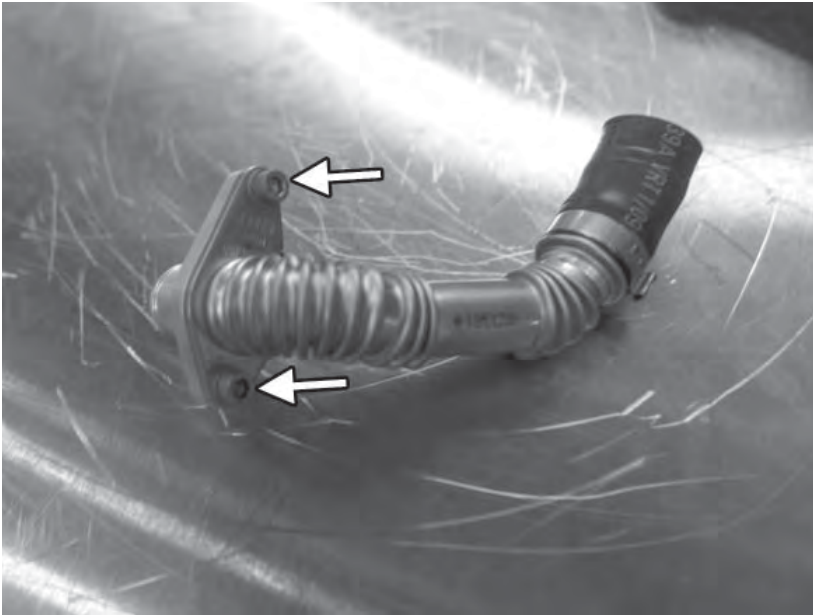
110) Confirm that your N75 valve plumbing is correct, as shown in the diagram. Once confirmed, you may reconnect the electrical connector to the N75 valve.

111) Route to coolant feed line from underneath the turbocharger to the right side of the engine. With the supplied stepped barbed fitting and clamps, connect the coolant feed line to the existing stock coolant hose which was previously cut in Step 82.

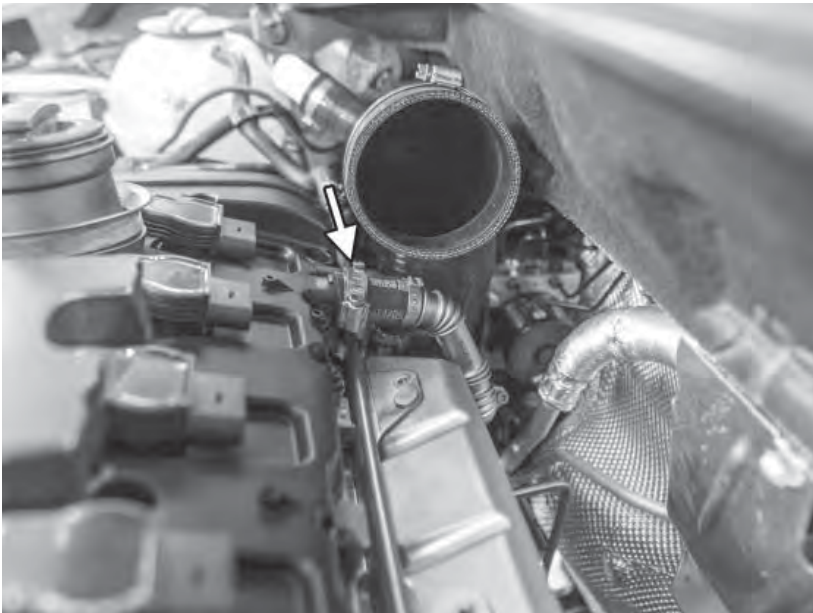


112) Install the supplied molded hose between the 90° barbed fitting on the compressor inlet hose and the valve cover as shown, and secure with hose clamps. The hose will need to be cut to length, mainly just using the 90° bend in the hose.





113) Remove the metal breather tube from the stock inlet hose. Reusing the gasket, attach the tube to the APR breather flange and connect using the original hardware.

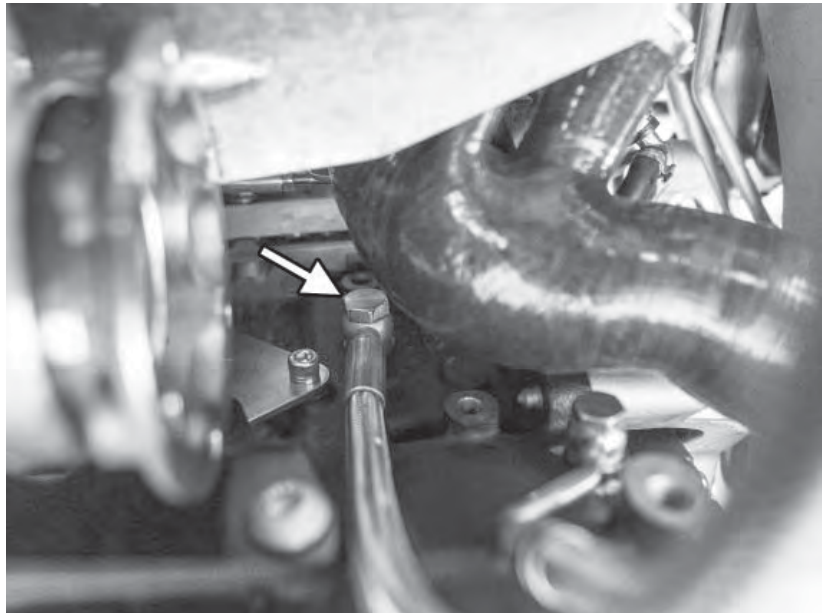


114) Install the breather tube in the APR compressor inlet hose, and connect to the large port on the back of the valve cover. Secure with the supplied clamps.

115) Route the oil feed line from the top of the turbocharger behind the axle heat shield and loop it around to the correct mounting point on the engine block. Making sure there are crush washers on either side of the fitting of the supplied 16mm banjo bolt, tighten the bolt.



116) Route the coolant return line from the outside of the turbocharger behind the axle heat shield, and loop it around to the correct mounting point on the engine block. Making sure there are crush washers on either side of the fitting of the supplied 16mm banjo bolt, tighten the bolt.





117) Install the oil drain line fitting onto the oil pan with the supplied gasket, 5mm allen bolts, and lockwashers. Install the oil drain line and tighten with a 1" wrench.

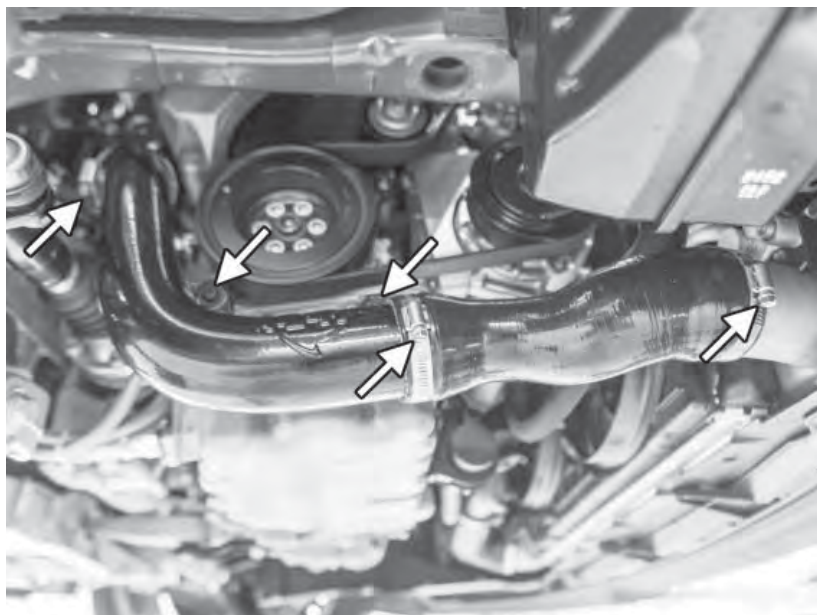


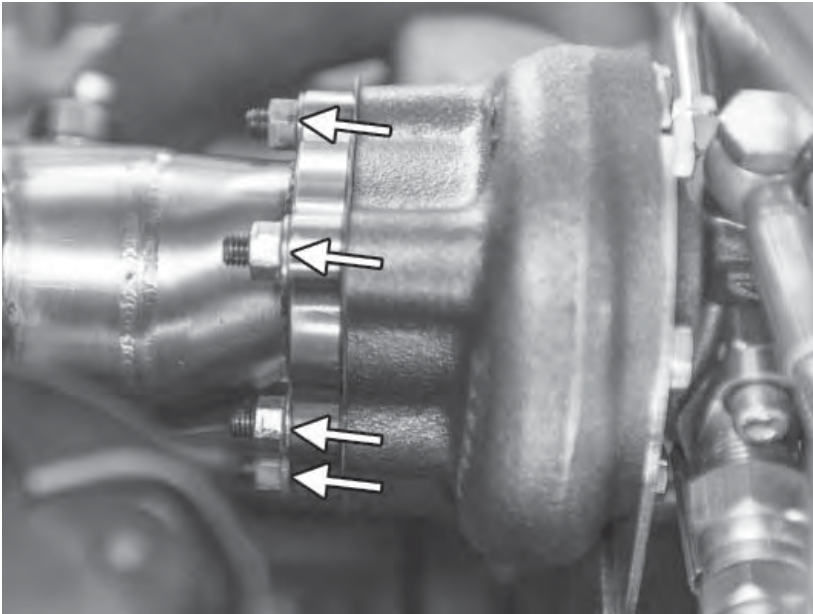
118) Connect all three braided lines (oil feed, oil drain, and coolant return) together with cable ties so they are not hanging loosely.

119) From the stock metal compressor outlet pipe, remove the rubber grommets and metal bushings and install them on the APR outlet pipe.



120) Loosely install the APR outlet pipe into the compressor outlet hose and to the passenger side intercooler hose. Secure the APR outlet pipe to the oil pan using the two stock T30 bolts. After confirming the hoses are not kinked, tighten the hose clamps on both ends of the APR outlet pipe and at the intercooler.



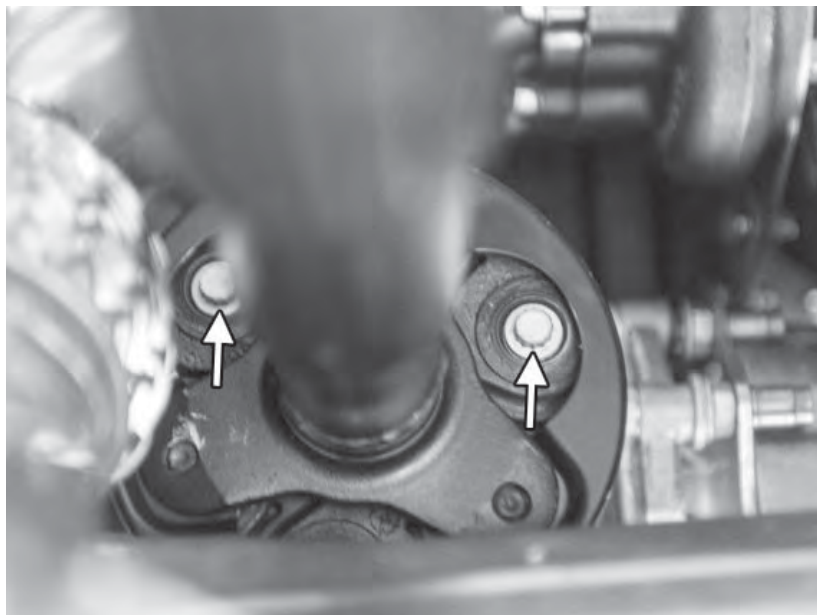


121) Install the five hole gasket and downpipe on the turbocharger. Install and tighten the five 13mm nuts and tighten in place.



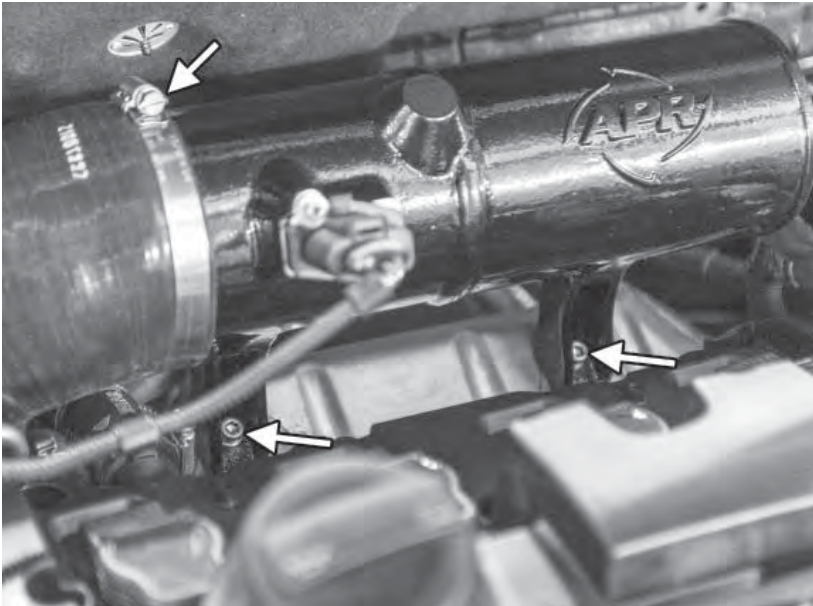
122) Connect the downpipe to the stock exhaust hanger with the supplied bracket. The 15mm bolt connects the bracket to the downpipe, and the two stock 13mm bolts connect the exhaust bracket to the subframe.

123) Move the dogbone mount to allow the engine to begin to rock back. As it does, make sure the rear driveshaft is in its correct alignment as the engine comes back. Install the three 10mm 12point bolts holding the rear driveshaft to the transfer case, and torque to 60lb-ft. Reinstall and tighten the two original 16mm bolts on the dogbone mount.



124) Reinstall the two oxygen sensors into the downpipe and tighten them with an oxygen sensor socket. Route the wiring for the primary oxygen sensor up and reconnect the electrical connector on the firewall.



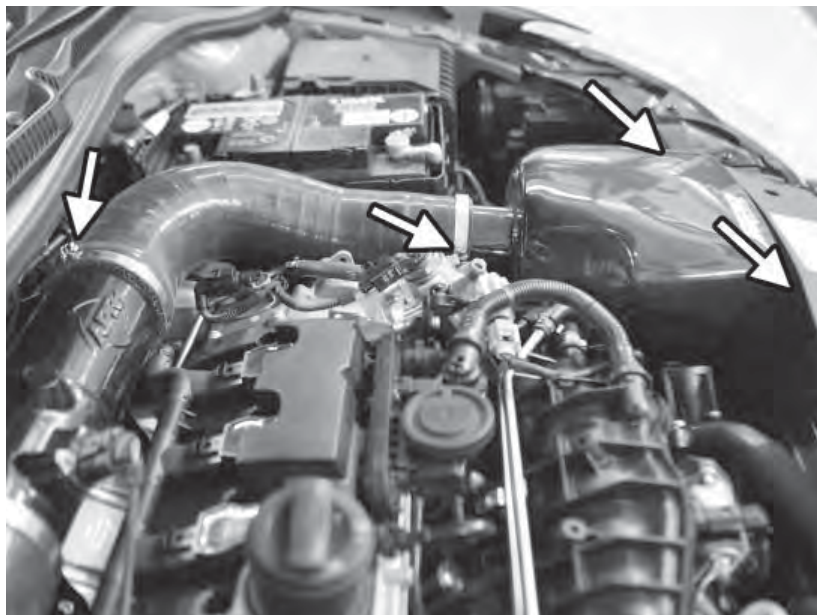


125) Reinstall the APR MAF tube and secure with the supplied 5mm allen bolts and lockwashers. Connect and tighten the hose and hose clamp to the compressor inlet hose. Finally, reconnect the MAF sensor connector.

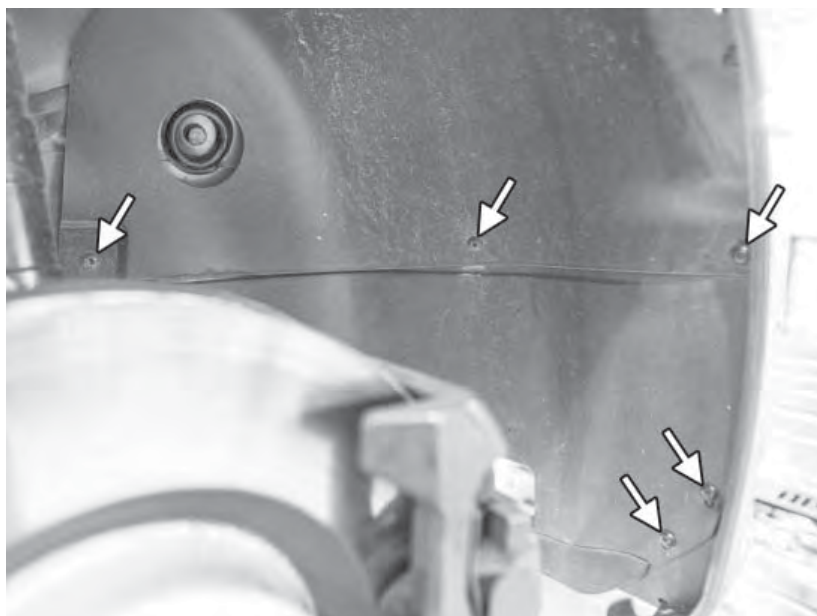


126) Remove the stock coilpacks and sparkplugs. Check the gap on the APR plugs and verify/regap to .028". Install the new spark plugs and torque to 18lb-ft. Reconnect the coilpack wiring harness

127) Install the rest of the intake for the car. Connect the Carbonio airbox to the radiator core support with the two original T25 screws. Connect the APR inlet hose and loosely install the hose clamps. Rock the intake back and forth to make sure it does not hit anything, and then tighten the hose clamps on the inlet hose.



128) Reinstall the lower wheel liner on the right side of the car. Leave the belly pan off for the initial testdrive, so you can check for leaks.





129) Reinstall the front right wheel and torque the lug bolts to 89lb-ft.



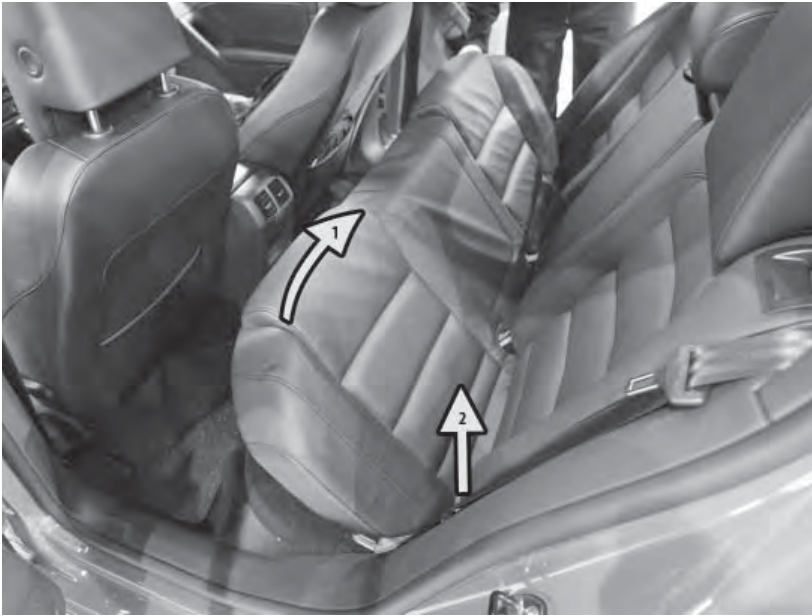
130) Fill the engine with the correct oil and check the level.

131) Fill the engine with the correct coolant. If a pressure or vacuum bleeder is available, use it at this time.

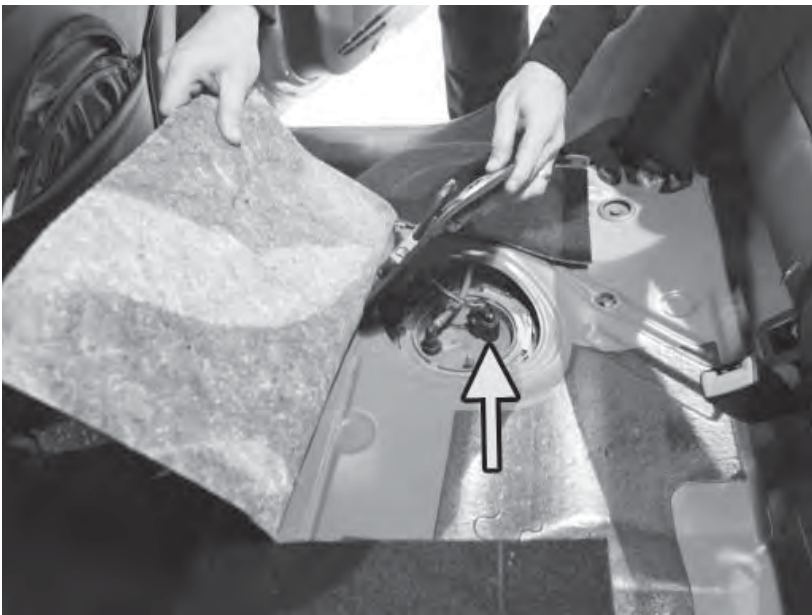


132) Install the inlet hose that runs between the compressor inlet hose and the diverter valve on the front of the engine. Reconnect with the factory spring clamps.



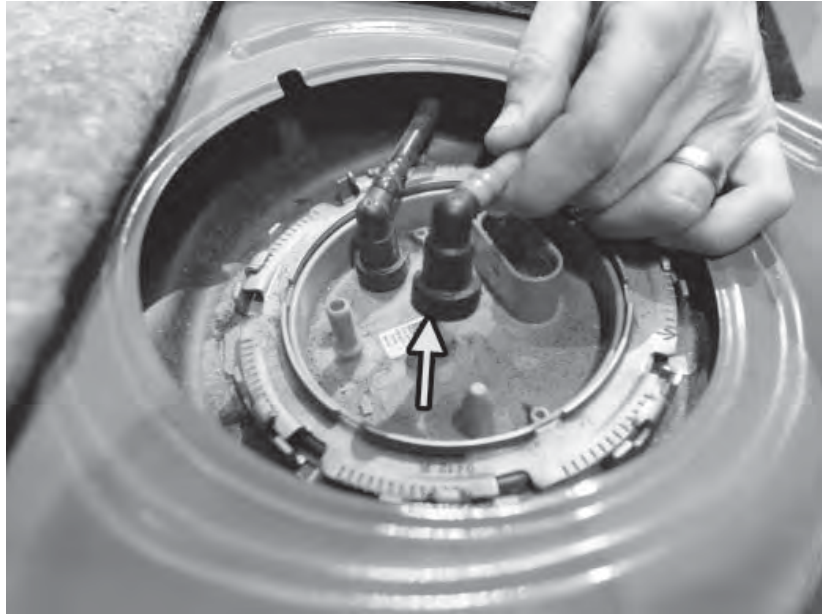


133) Remove the rear seat from the vehicle by lifting firmly up on the front of the seat. Once the front of the seat is raised up and tilted back, Push the seat towards the back of the car, and then you can lift the seat up and out of the car.



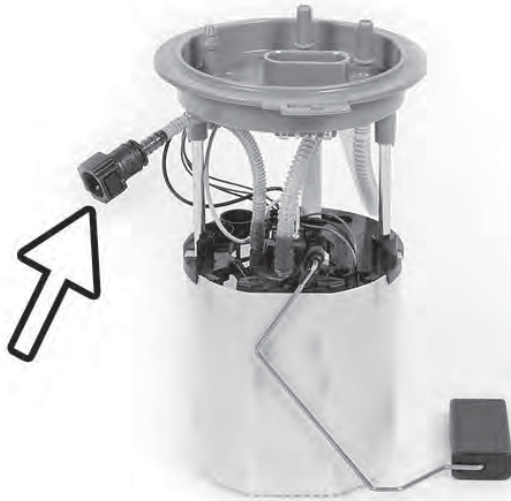
134) Lift the carpet up from the right side of the rear seat tray. Carefully lift the fuel pump cover disconnect the electrical connector to the fuel pump.

135) Disconnect the bundy fittings from the fuel lines to the fuel pump assembly by pressing in on the button on the front of the fitting.



136) Using a large screwdriver and hammer, carefully tap the fuel pump retaining ring counter-clockwise to release the ring. Slightly lift the original fuel pump out of the tank.





137) Disconnect the bundy fitting from the line that runs from the right side of the fuel tank and connect to the new pump. Being careful not to roll the fuel tank seal, reinstall the locking ring, fuel pump cover, and rear seat in the car.



138) Reconnect the negative battery terminal. Let the car sit for at least three minutes with the igniton on and the engine off. This is also a good time to connect to the car with a diagnostic tool to clear any error codes on the car.

139) Start the engine and let it run for around ten seconds. Turn the engine off, and check the engine oil again. Restart the engine and let the car slowly warm up to temperature. Make sure to add coolant if the level gets low. Smoke from the engine bay is normal as the oil and grease from your hands burns off the new components. Keep an eye out for any leaks from under the car.



140) Turn the engine off, and then check for any leaks from the car before performing a test drive.



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NOW WAIT BEFORE DRIVING AND READ THIS!!

CONGRATULATIONS!

You just successfully installed your Stage III kit on your already great 2.0T. This kit completely transforms the car in more ways than you can imagine. Don't take your car out and drive it hard without first getting used to the new power. It would suck to have just spent all the time, money, and frustration you did on your car to go out and wreck it!! Here is what we advise for your first drive...

Get a friend who knows something about cars to go for the first drive with you. Grab your wallet (with some cash in it), your cell phone, and some basic tools in case you have a problem with that hose clamp or bolt that you forgot to tighten. Get all the extra boxes and junk you have in the back of your car out so they don't go flying around. Get in your car and **PUT ON YOUR SEAT BELT!**

Make sure your engine is fully up to temperature before going for a drive. Try not to pull out in traffic so you can have some time to react if something happens to your car. Use light throttle inputs and be easy on the car. As you start to drive you will hear some of the new noises it makes. It will take you some time to distinguish between what sounds normal and what is a problem. Don't worry too much for now about all of the air rushing noises that you hear, but make sure that you don't hear anything rattling or hitting things that they should not be hitting.

Gradually build up to driving your car with its newfound power. Soon, you will hear a new hissing sound, which is the sound of your tires spinning in second and third gear. Be careful about how much power you use in lower gears. Do not add too much power when in a turn, only when the car is pointed straight. You will get more comfortable with this power as time goes by...

Before you realize it, your brakes will not be working like they used to. They faded away when you made that stop after the third gear run. Go home now and don't try to get a ticket from racing that M3 you saw heading the other way. Welcome to the next level. Welcome to Stage III.

2017-**AWARD**
STAGE
WINNER



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