#TL100196

INSTALLATION MANUAL

CI100066

APR B9 Q5 Intake

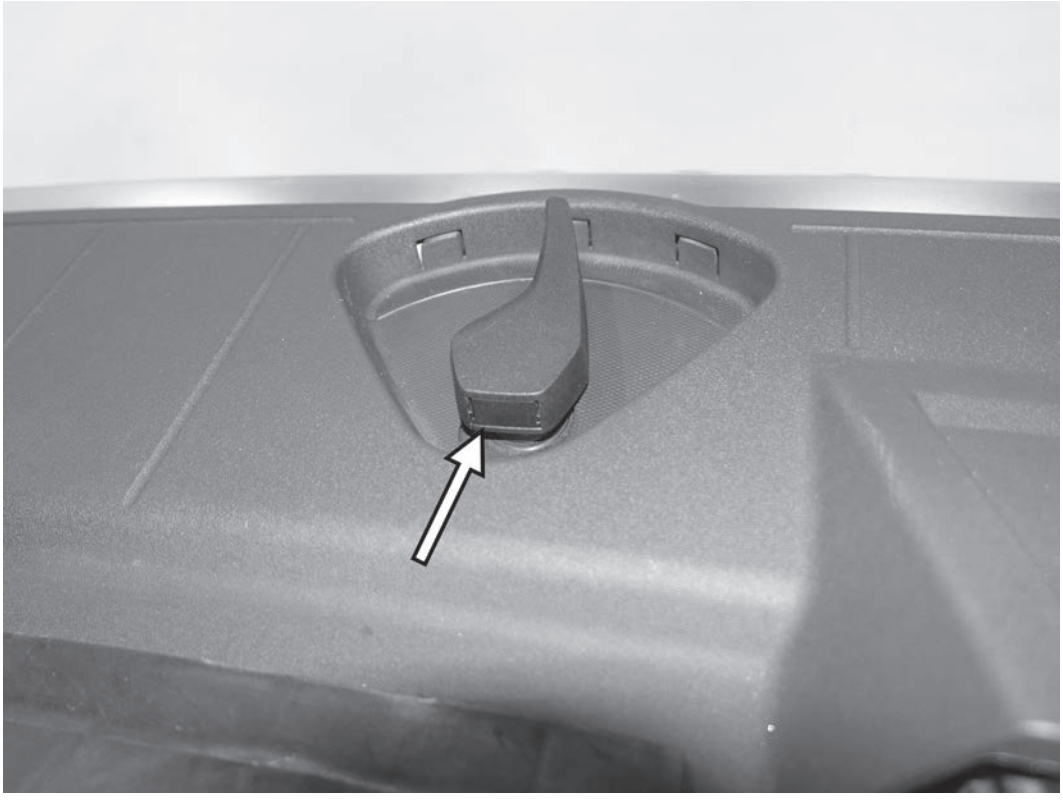
APR

Notes:

These instructions were written for a North American specification Audi Q5 Plug In Hybrid, but other models like the Q5 2.0T are similar.

When disassembling the car, be sure to keep all fasteners so they can be reused. 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 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.

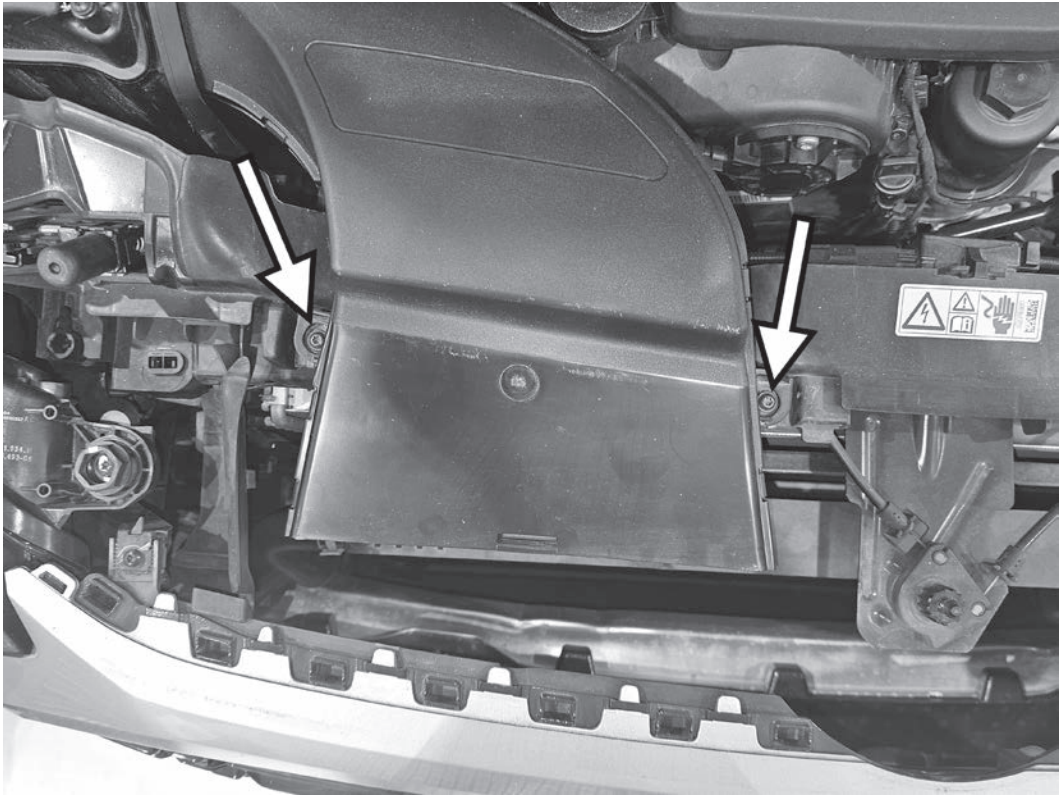
These instructions assume that you have basic mechanical skills and several varieties of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



1) Raise the hood of the car. Press the button located on the back of the hood release lever, and then lift the hood release lever up to remove it from the car. Do NOT close the hood of the car until this is reinstalled, or you will not be able to open the hood.

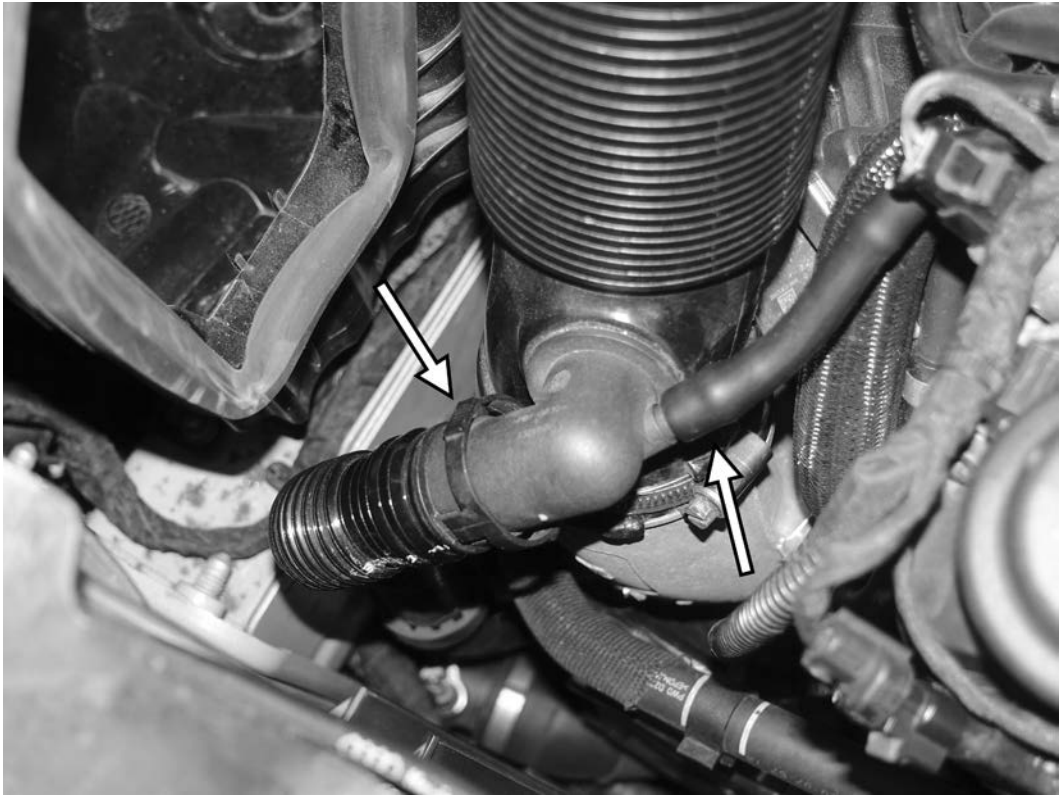
2) Carefully lift up on the leading edge of the cover that connects the front bumper cover to the radiator support. Note how the cover interacts with the radiator core support. After separating the front of the cover, pull the cover forward and remove it from the car.

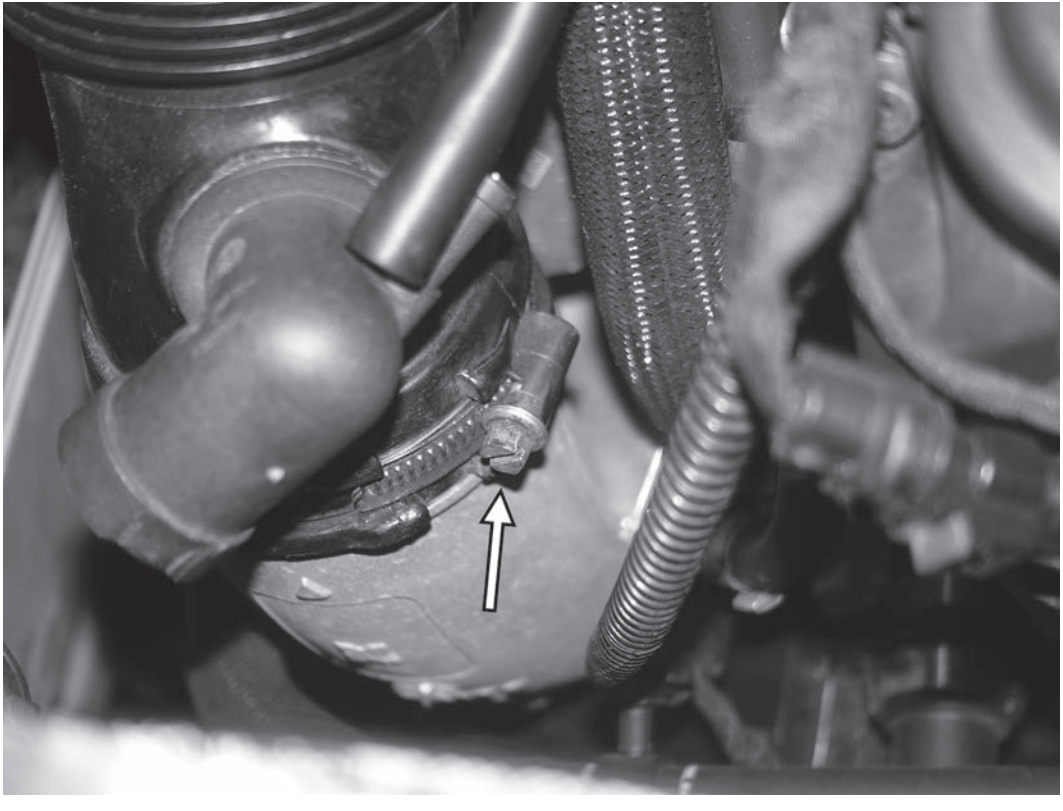




3) Remove the two T25 screws holding the air intake scoop to the top of the radiator core support. Pull the scoop away and out of the airbox, and remove the scoop from the car.

4) Disconnect the vacuum line from the front of the factory intake accordian tube. If equipped, disconnect the fitting to the secondary air hose by pressing in on the tabs on both sides of the hose connection.

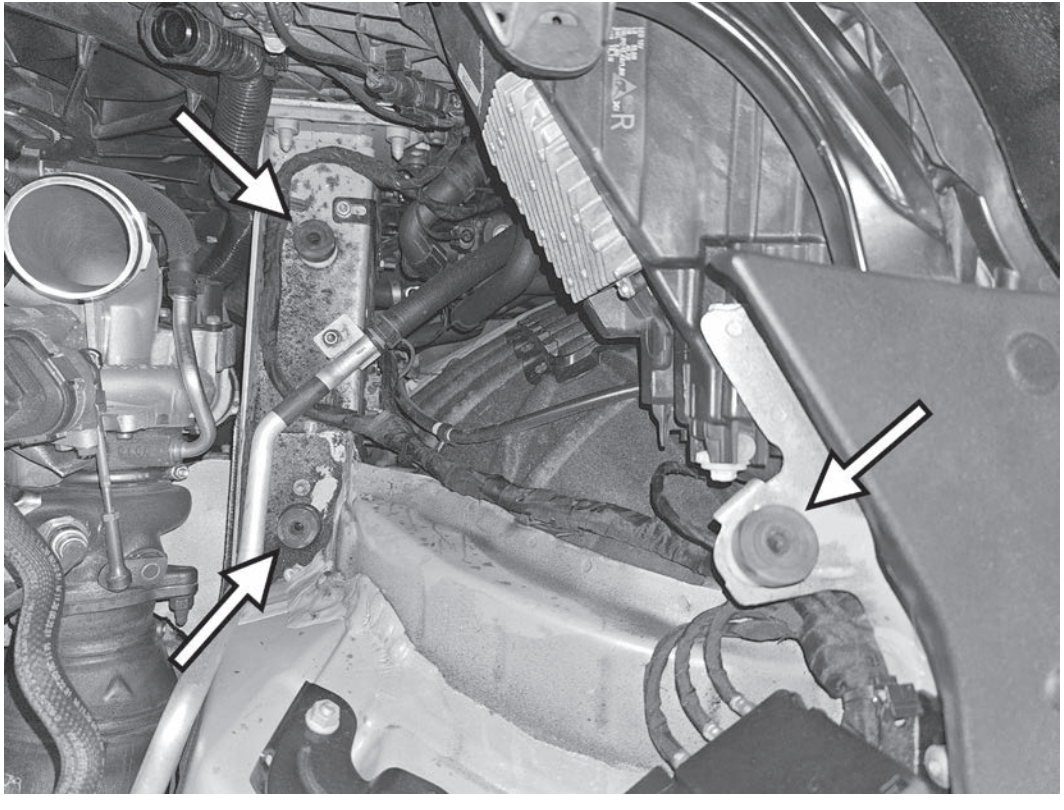




5) Fully loosen the 7mm hose clamp connecting the accordian tube to the turbo inlet.

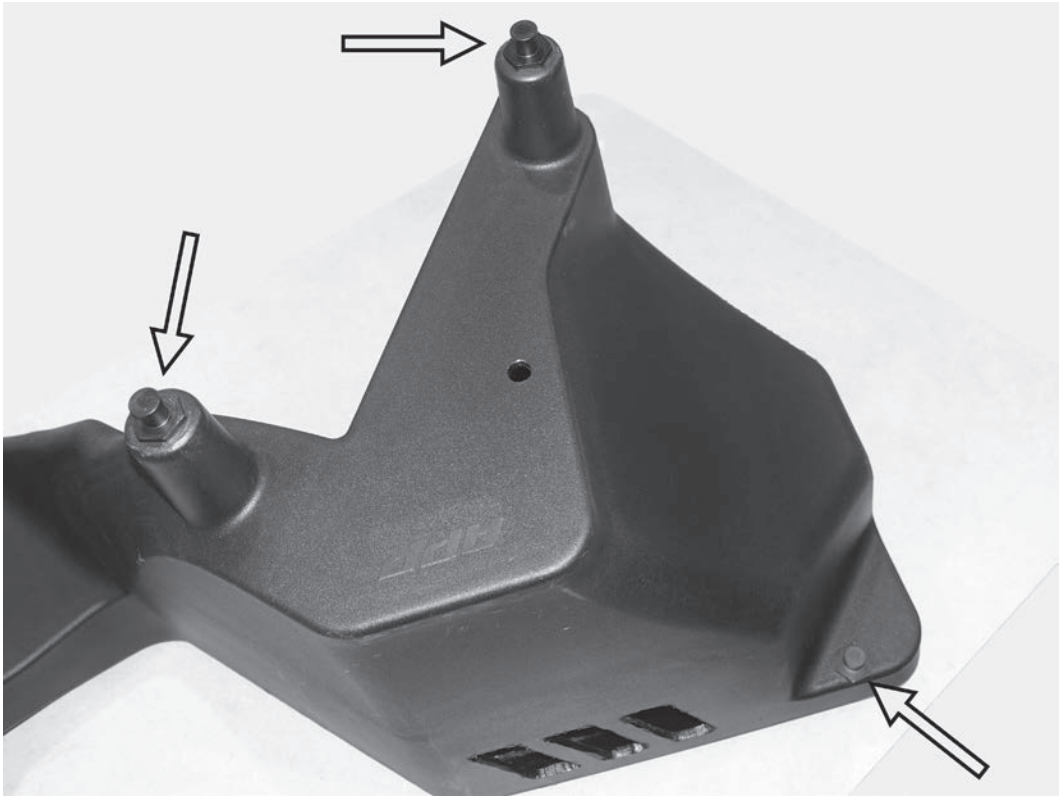
6) Pull the accordian tube off the turbo inlet while lifting up on the entire airbox assembly to remove the airbox from the car.





7) Remove the rubber grommets that connected the mounting posts from the bottom of the factory airbox to the chassis of the car. These grommets may still be attached to the bottom of the factory airbox.

8) Thread the three billet airbox mounting adapters into the bottom of the APR airbox. Tighten with a 19mm socket to 2.5Nm (22 in-lbs).

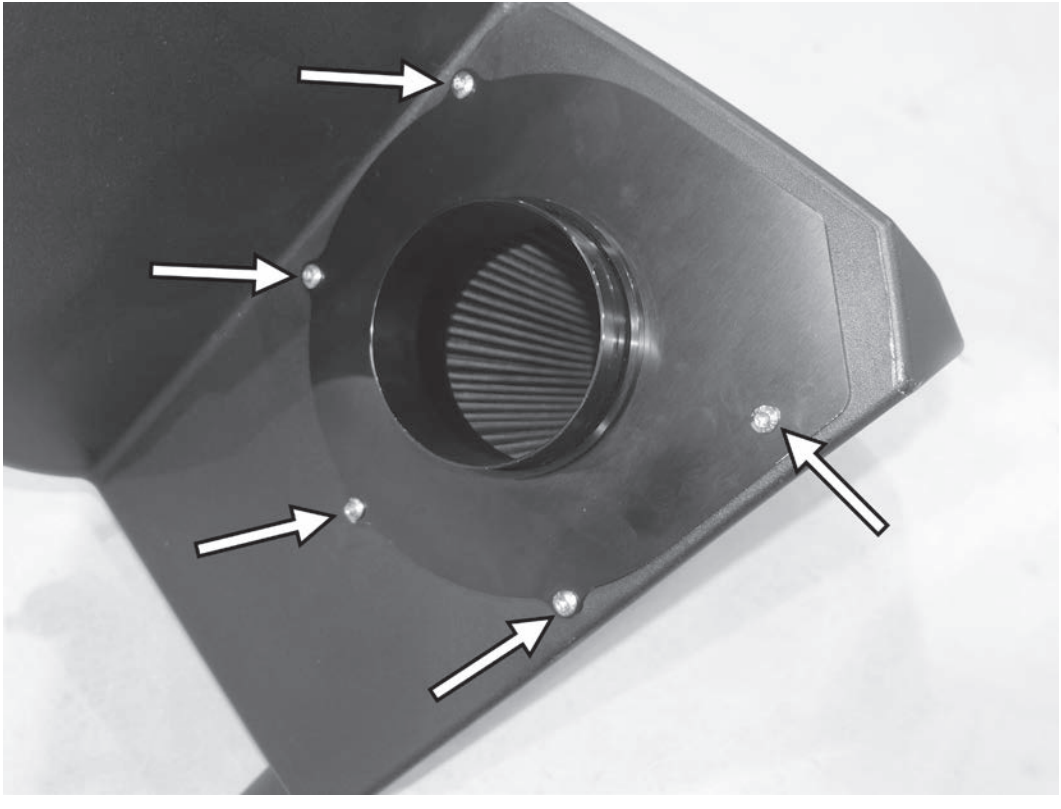




9) Unscrew the threaded locking ring from the APR air filter adapter. Install the APR air filter adapter into the air filter. The orientation does not matter, but the filter will stop on the flange of the adapter. Tighten the clamp to 3.5Nm (31 in-lbs).

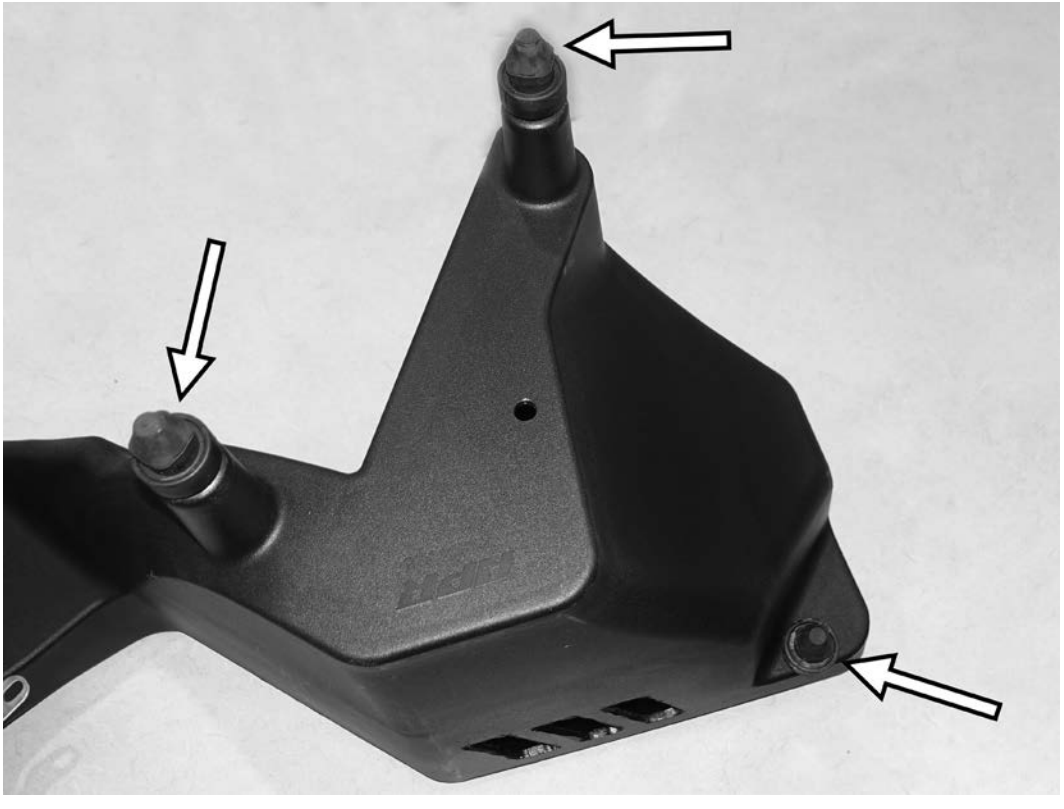
10) Install the air filter adapter plate onto the air filter adapter as shown. Install and hand tighten the threaded locking ring to secure the plate to the filter adapter.

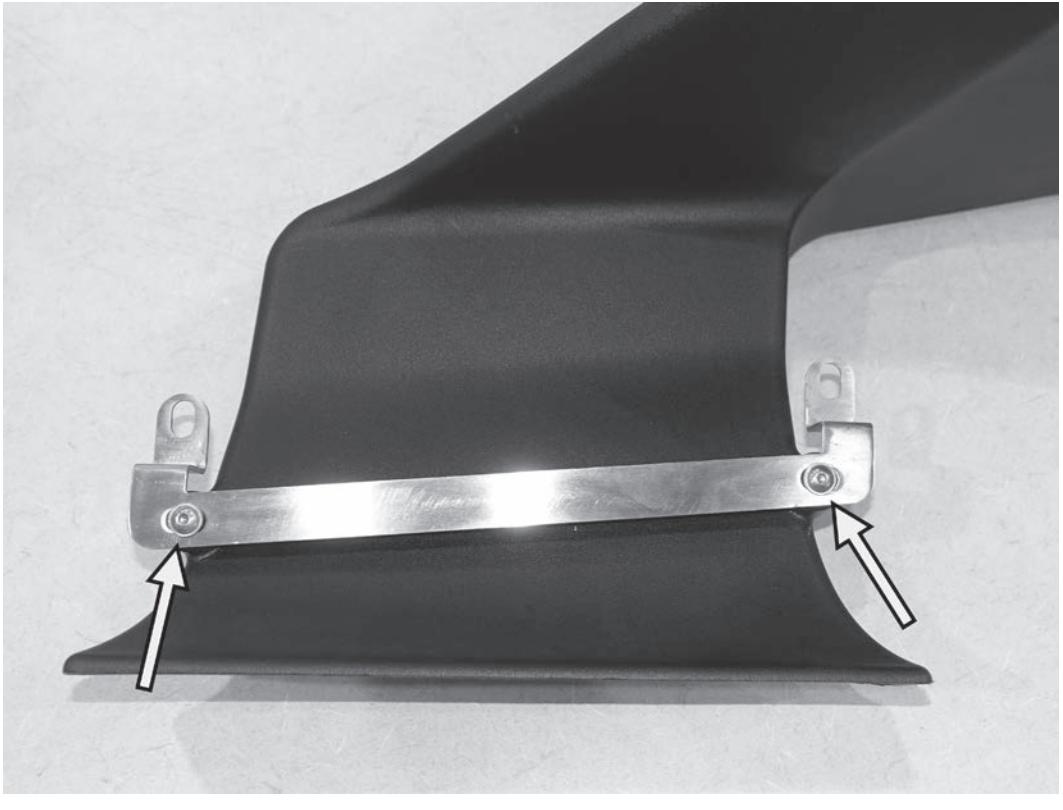




11) Install the filter with filter adapter and plate into the APR airbox. Secure the filter by installing the five T25 screws into the adapter plate to the threaded holes on the APR airbox. Tighten the screws to 2.5Nm (22 in-lbs).

12) Install the three rubber grommets that mounted the stock airbox onto the three mounting adapters previously installed on the APR airbox.

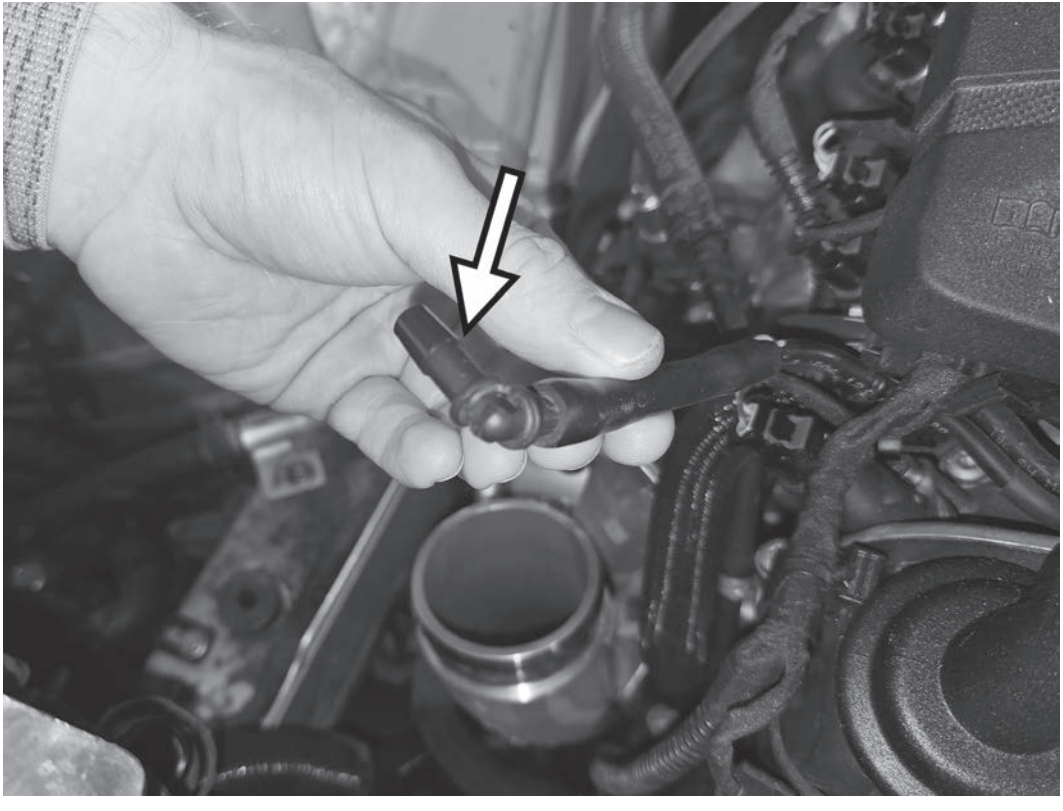




13) Loosely install the bracket on the bottom of the APR airbox as shown with a 4mm allen.

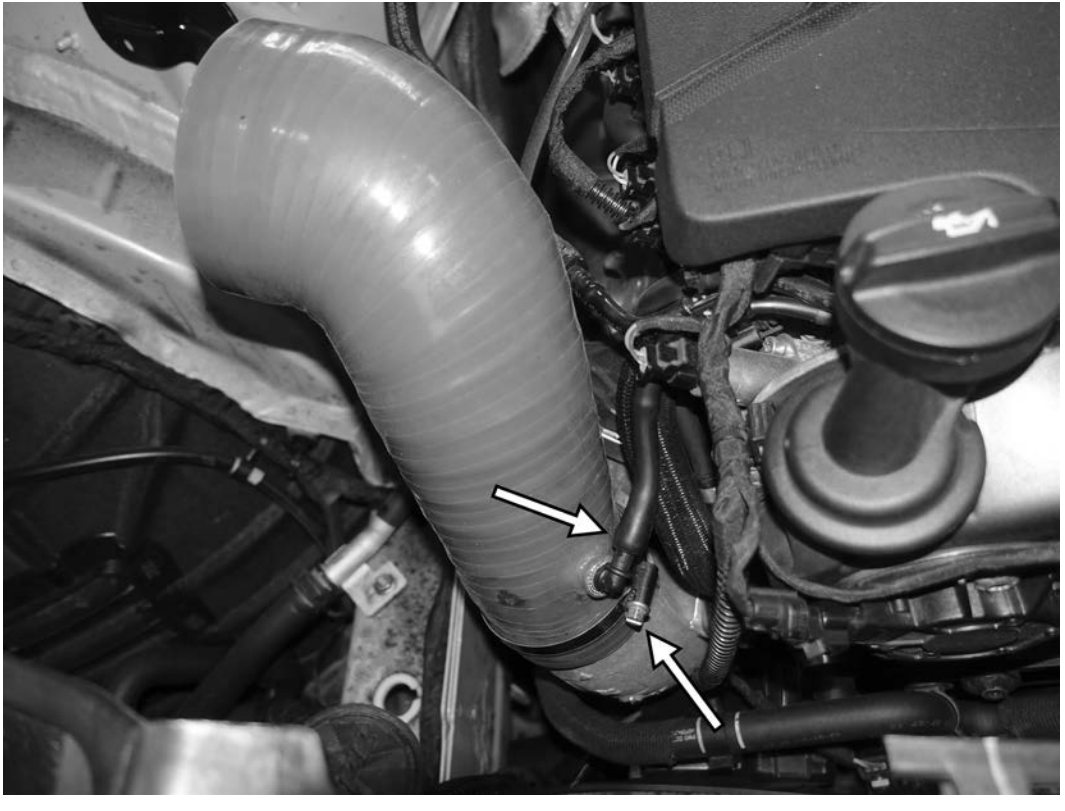
14) If equipped with secondary air injection, clip the supplied filter onto the end of the secondary air hose. Secure the hose to the back side of the radiator core support with the edge clip cable tie included with the filter.

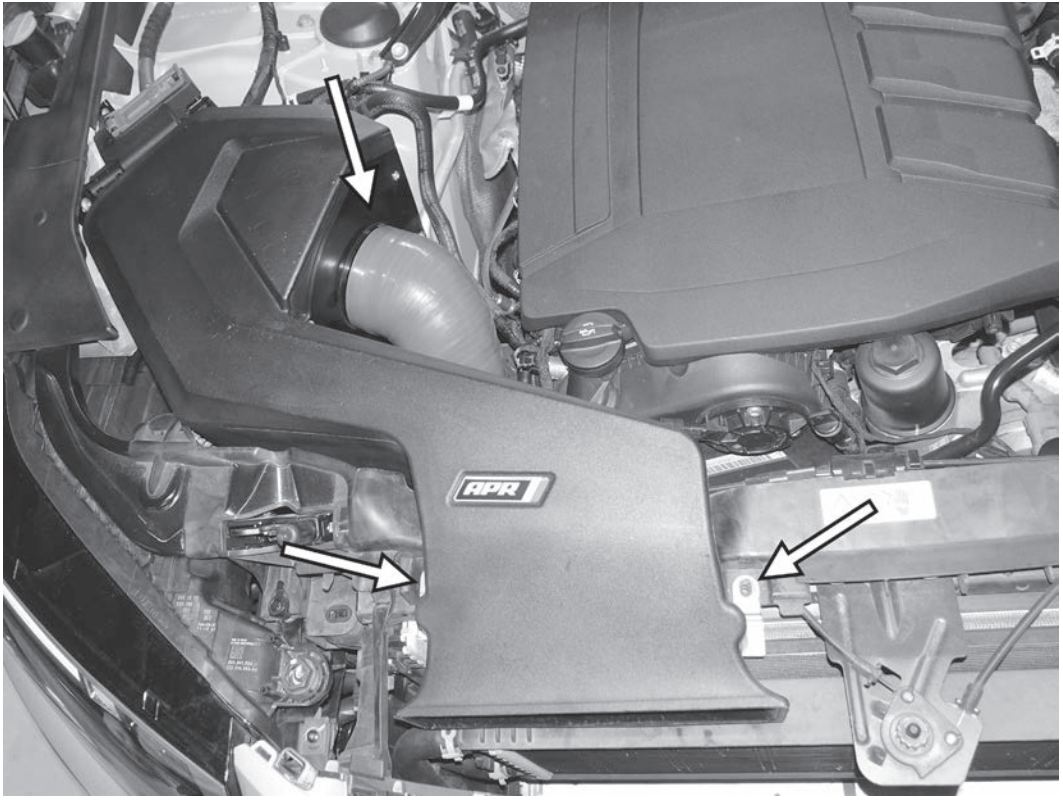




15) On the vacuum line that went into the stock turbo inlet pipe, install the supplied 90° barbed fitting into the line. Be sure to orient the outlet of the 90° fitting so that it will go into the new APR turbo inlet hose.

16) Place the smaller supplied hose clamp over the small end of the APR turbo inlet hose, and the place the small end onto the turbo inlet. Make sure the APR hose goes fully down onto the turbo inlet, the hose should stop when fully seated. Do not secure the clamp. Connect the vacuum line with the barbed fitting into the port on the side of the APR turbo inlet hose.

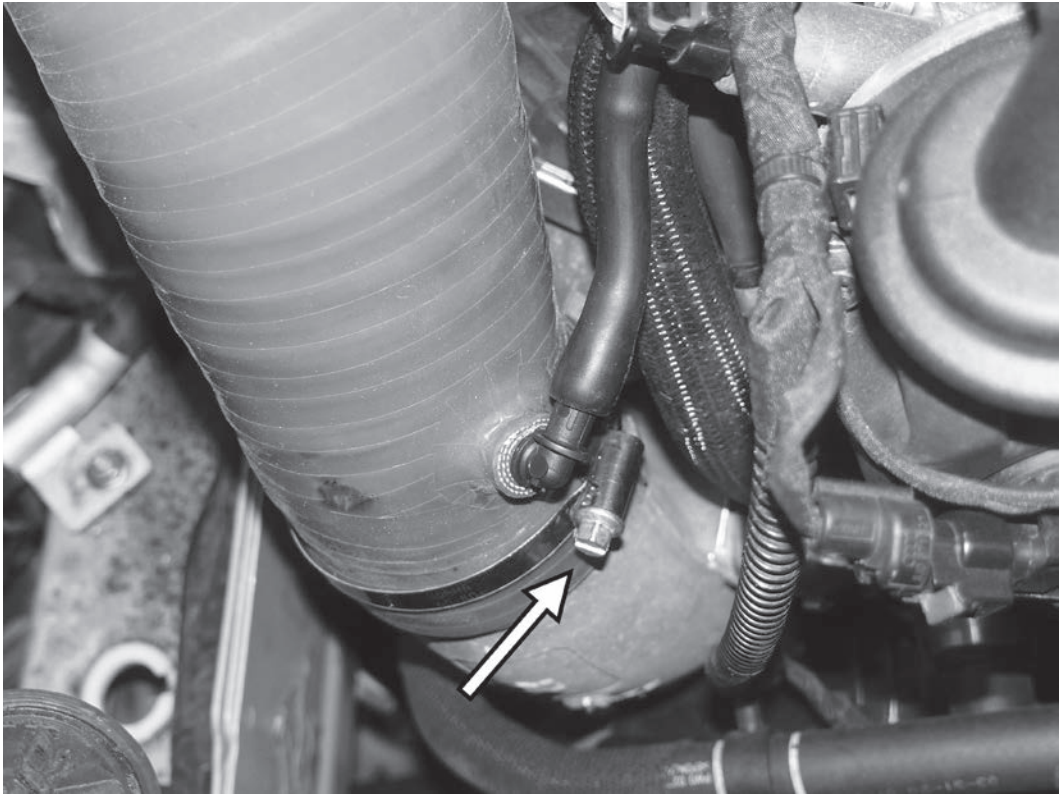




17) Install the APR airbox into the car, pressing it down until the three rubber grommets on the bottom are fully seated. Adjust the APR turbo inlet hose on the APR airbox so that it correctly seats on the outlet of the airbox. Adjust the mounting bracket on the inlet of the airbox until it aligns with the screw holes on the top of the radiator core support.

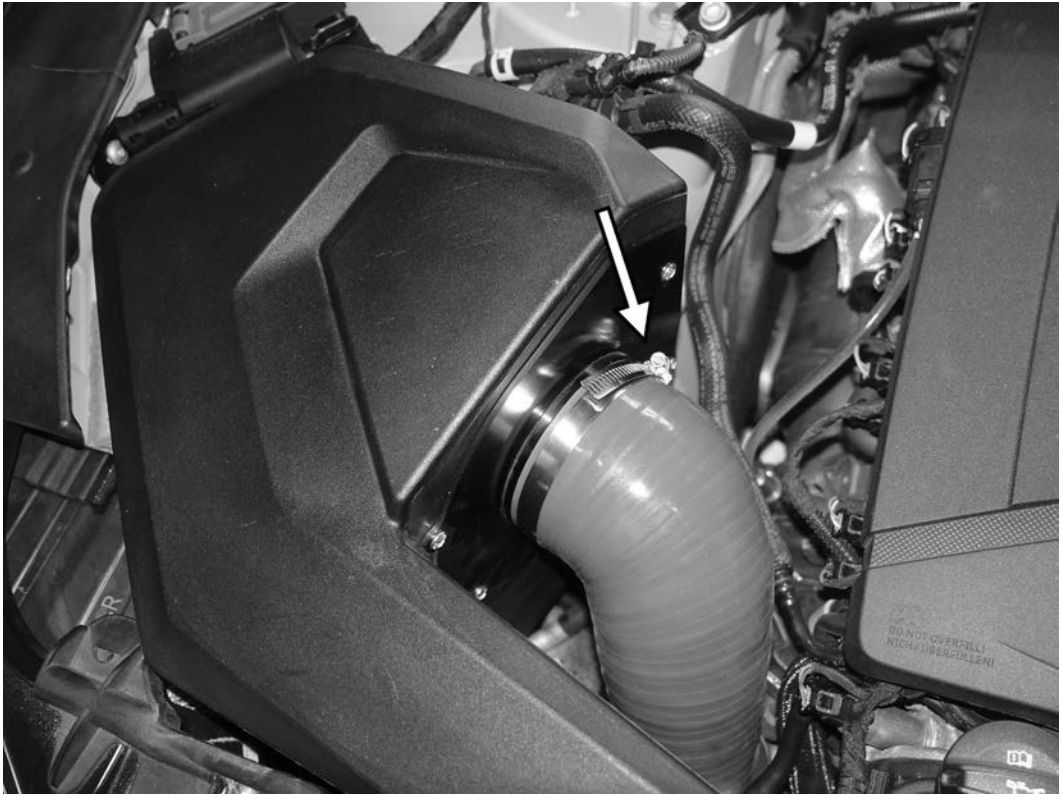
18) Remove the APR airbox from the car again being careful not to change the orientation of the APR turbo inlet hose or the mounting bracket on the radiator core support. Tighten the two 4mm allen screws on the mounting bracket to 2.5Nm (22 in-lbs). Make sure the three rubber grommets are still attached to the bottom of the APR airbox.

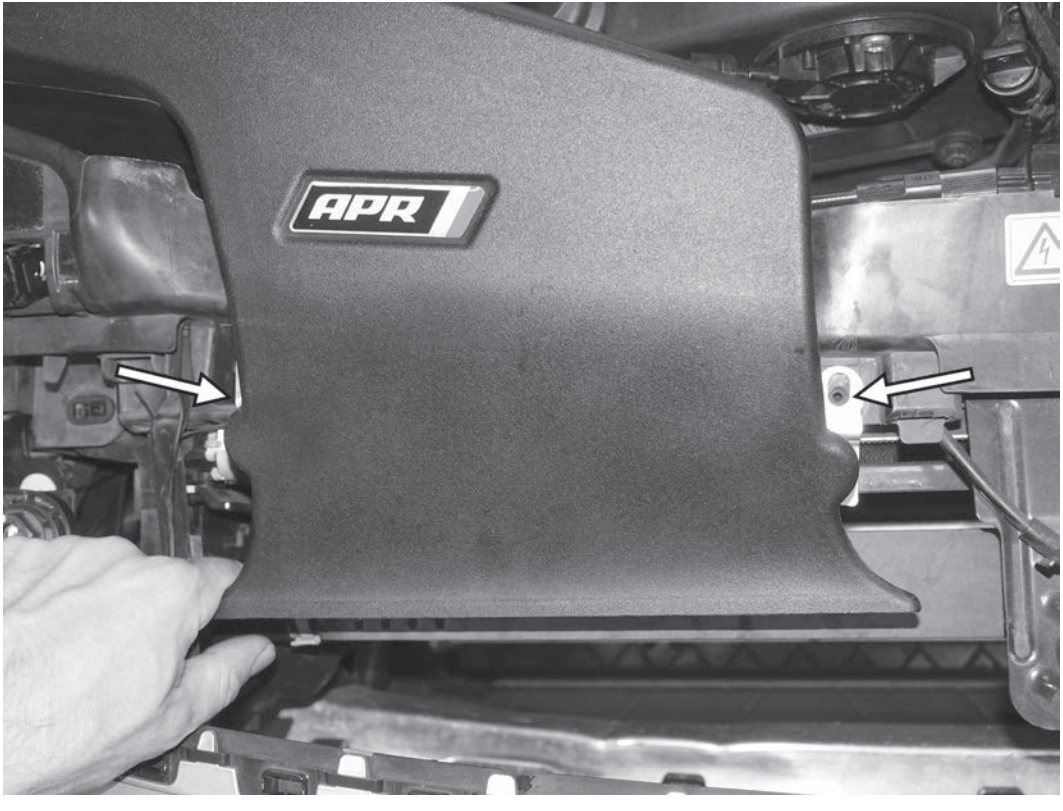




19) Without moving the APR turbo inlet hose from the position it was in with the airbox installed, tighten the 7mm hose clamp to 2.5Nm (22 in-lbs).

20) Make sure all three rubber airbox mounts are on the bottom of the APR airbox, as they may still be attached to the car. After placing the larger hose clamp on the APR turbo inlet hose, reinstall the APR airbox in the car. Reconnect the turbo inlet hose to the airbox and secure the 8mm hose clamp to 3.5Nm (31 in-lbs).





21) Reinstall the two original T25 screws connecting the front of the APR airbox to the top of the radiator core support. Tighten the screws to 3.5Nm (31 in-lbs).

22) Reinstall the cover that connects the front bumper cover to the radiator support. As noted when removing, the back side of the cover slides under the lip on the radiator core support first, and then the front side of the cover snaps in place.





23) Reinstall the hood latch onto its mounting post. The latch is keyed, so it can only be installed one way. Push the latch down until it clips into place. Reinstall the engine cover onto its four mounting posts.

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