

#TL100159

INSTALLATION MANUAL

# CI100056

APR EA825 4.0T SUV Intake

**APR**





---

Notes:

These instructions were written for a North American specification Audi RSQ8, but other models like the SQ7, SQ8, and Urus 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.



WWW.GOAPR.COM

4800 US HWY 280 West Opelika Alabama 36801

**TL100159**

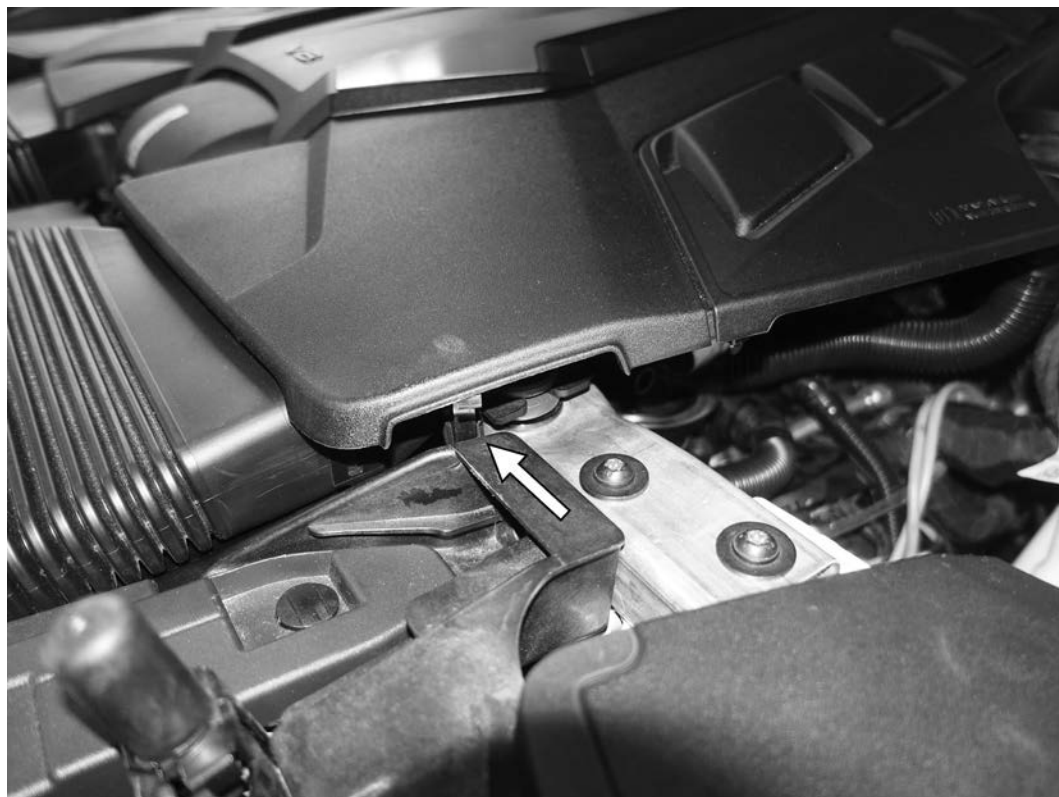
---



1) Raise the hood, then remove the oil fill cap.

**APR**

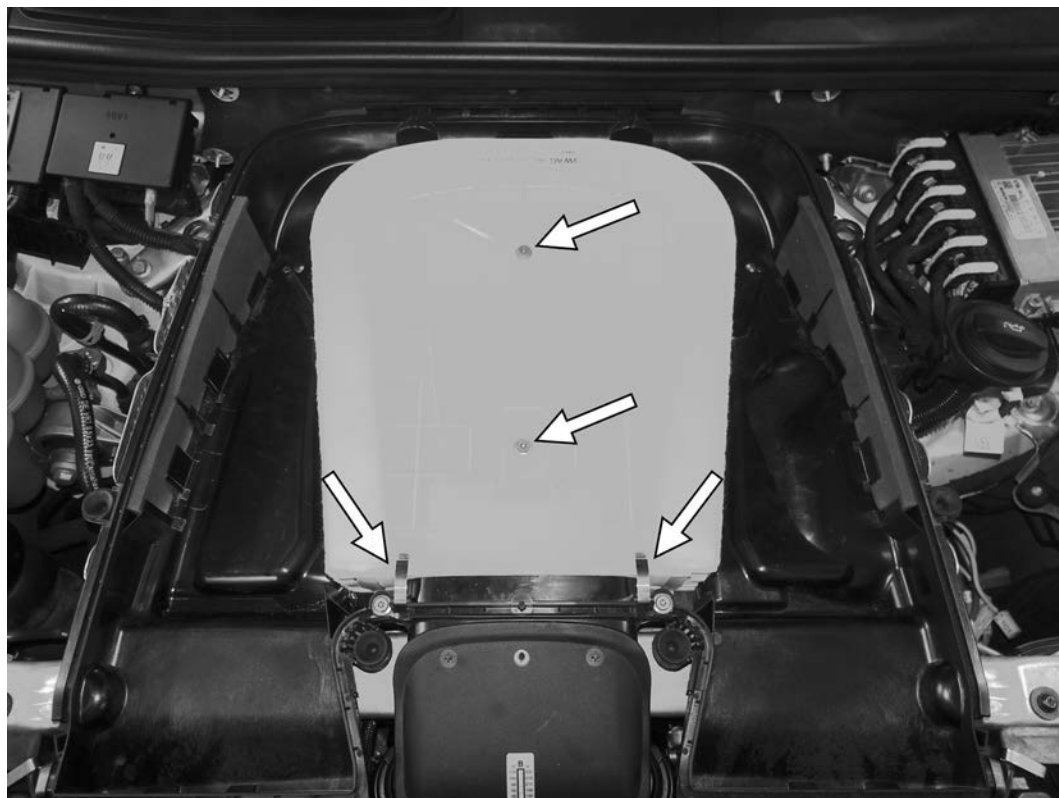
2) Pull out on the tabs on both front sides of the airbox cover. Then lift the front of the cover and remove the cover from the airbox. Note how the cover attached at the back of the airbox. Reinstall the oil fill cap.

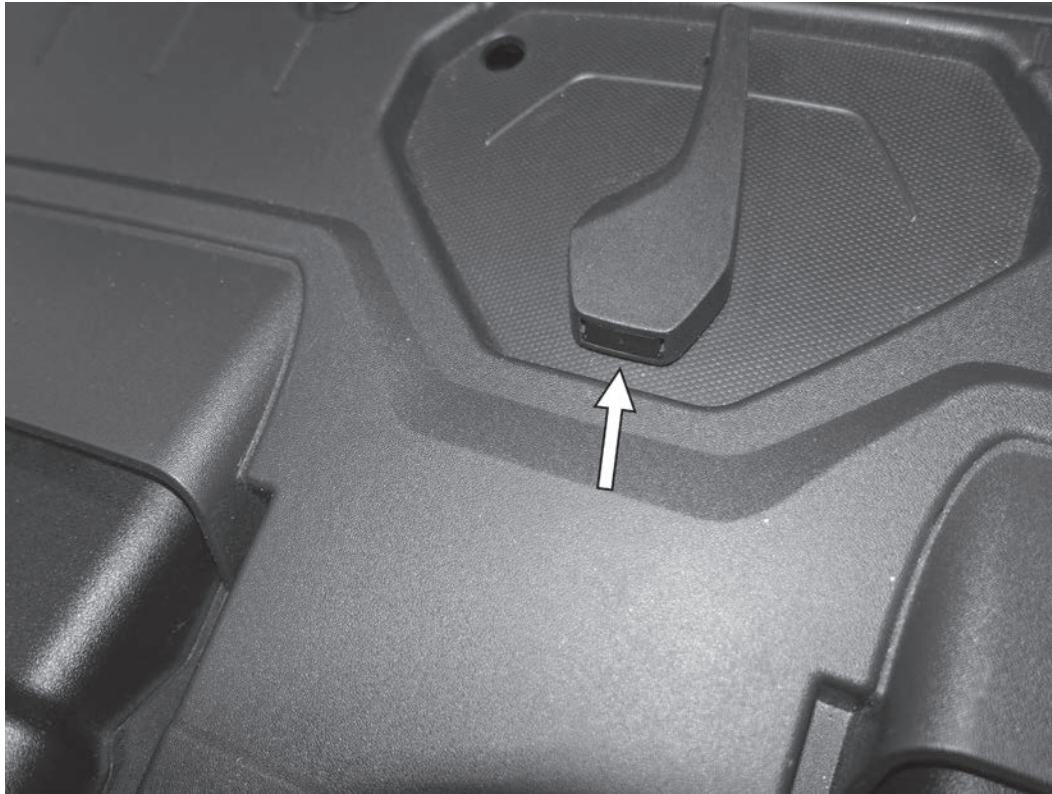




3) Push in the tab next to the oil fill cap, and then lift the oil fill tube and cap assembly up and away from the airbox base.

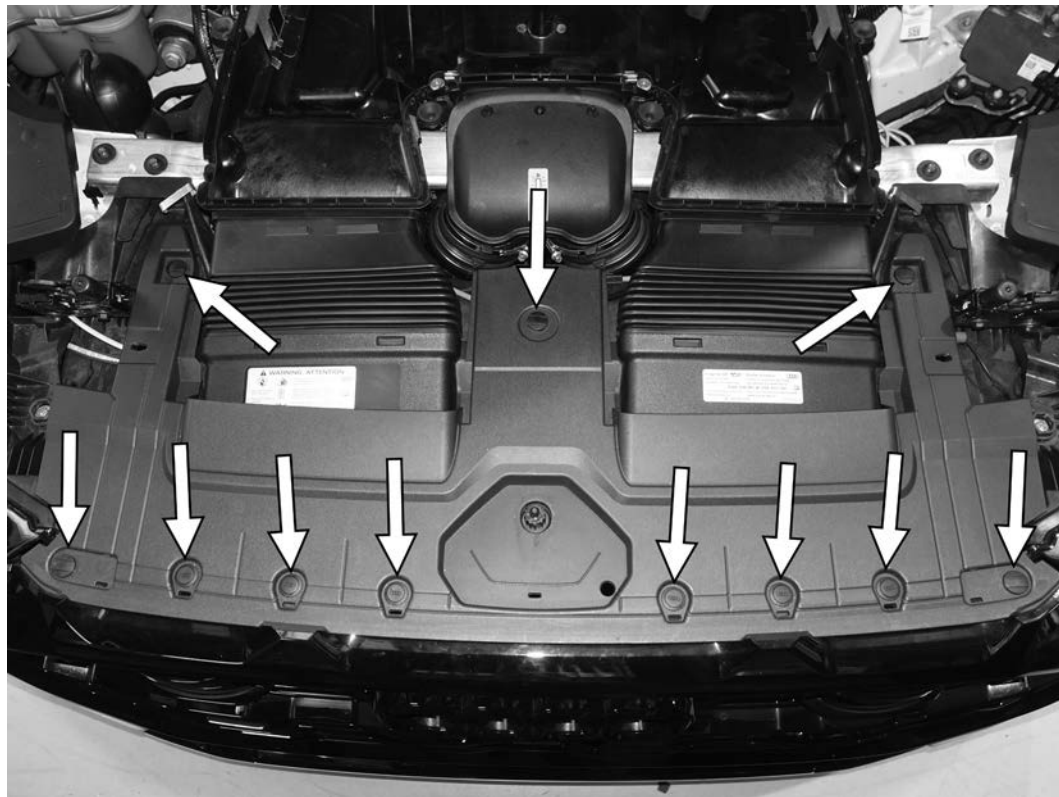
4) Remove the two T25 screws from the top of the air filter. Unclip the two metal tabs at the front of the air filter. Lift up on the back of the filter, and then slide the filter back to remove it from the car.





5) Press in on the button on the back of the hood latch, and then lift up on the hood latch to remove it from the car. Make sure to NOT close the hood without reinstalling the hood latch again!

6) Remove the 11x push pin style connectors from the front cover. Note which pin is used in each spot. Remove the center of the pin first, and then remove the bottom of the pin.



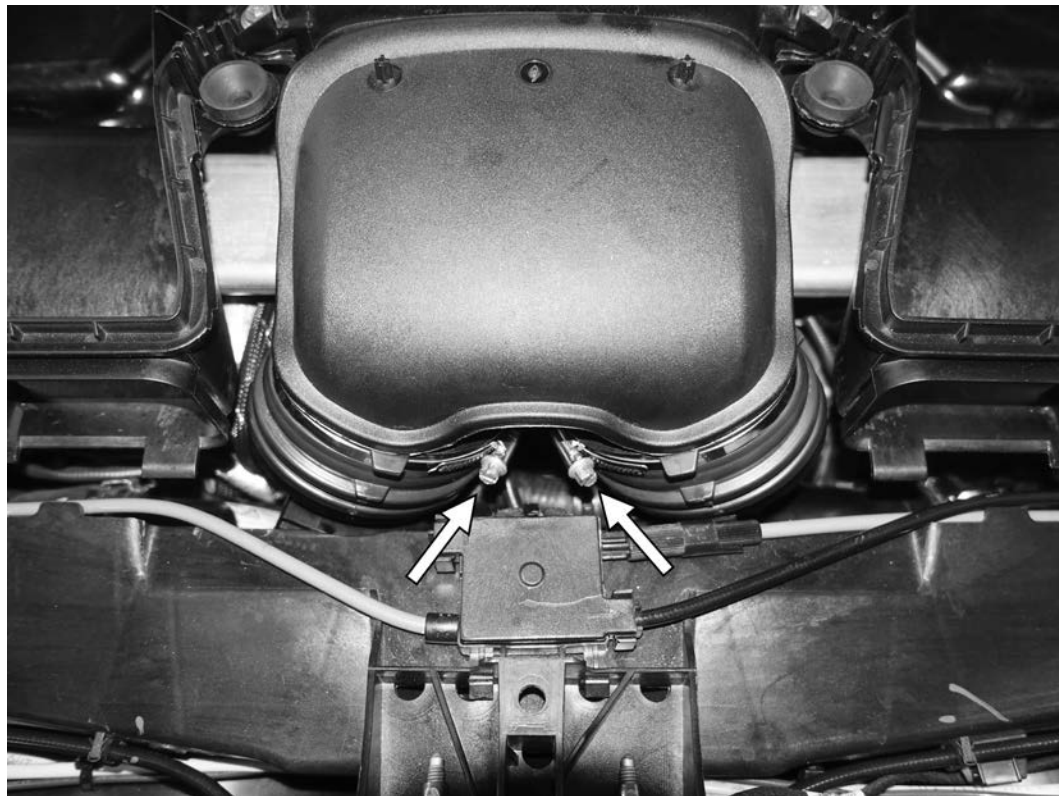
**TL100159**



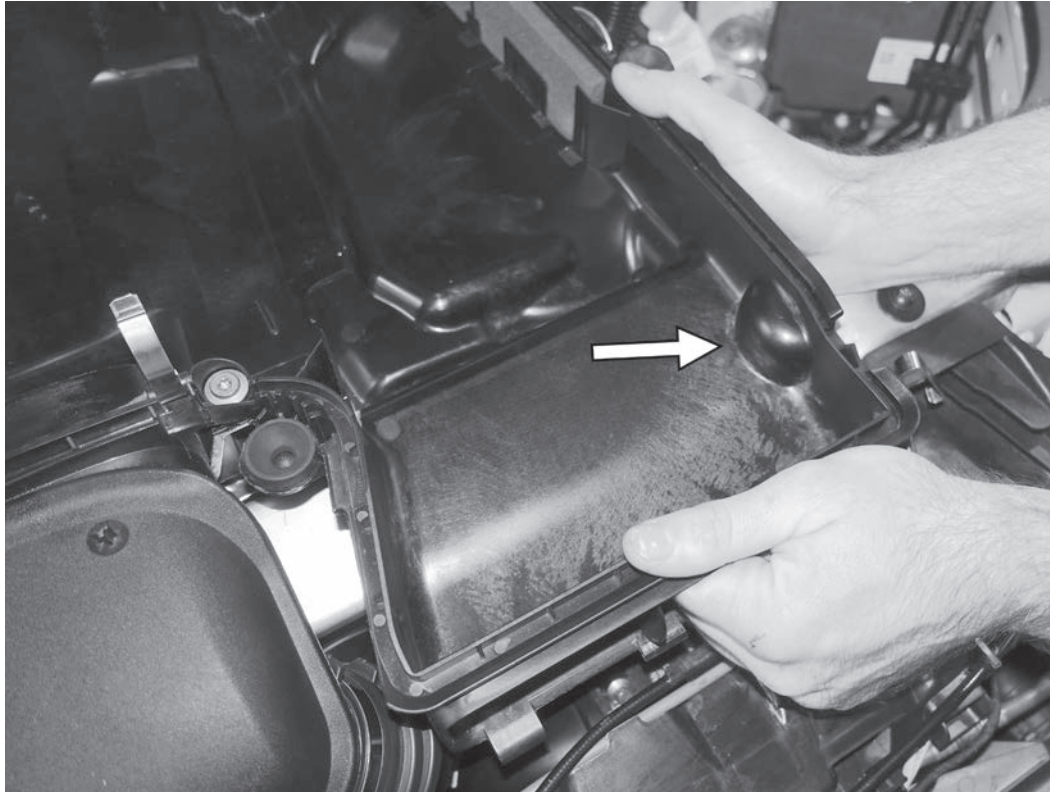
7) Lift up on the front of the front cover, then pull the cover forward. Separate the cover where the accordion ducts meet the bottom of the airbox.

**APR**

8) Loosen the two 7mm hose clamps that connect the airbox outlet to the two turbo inlet hoses.



**TL100159**



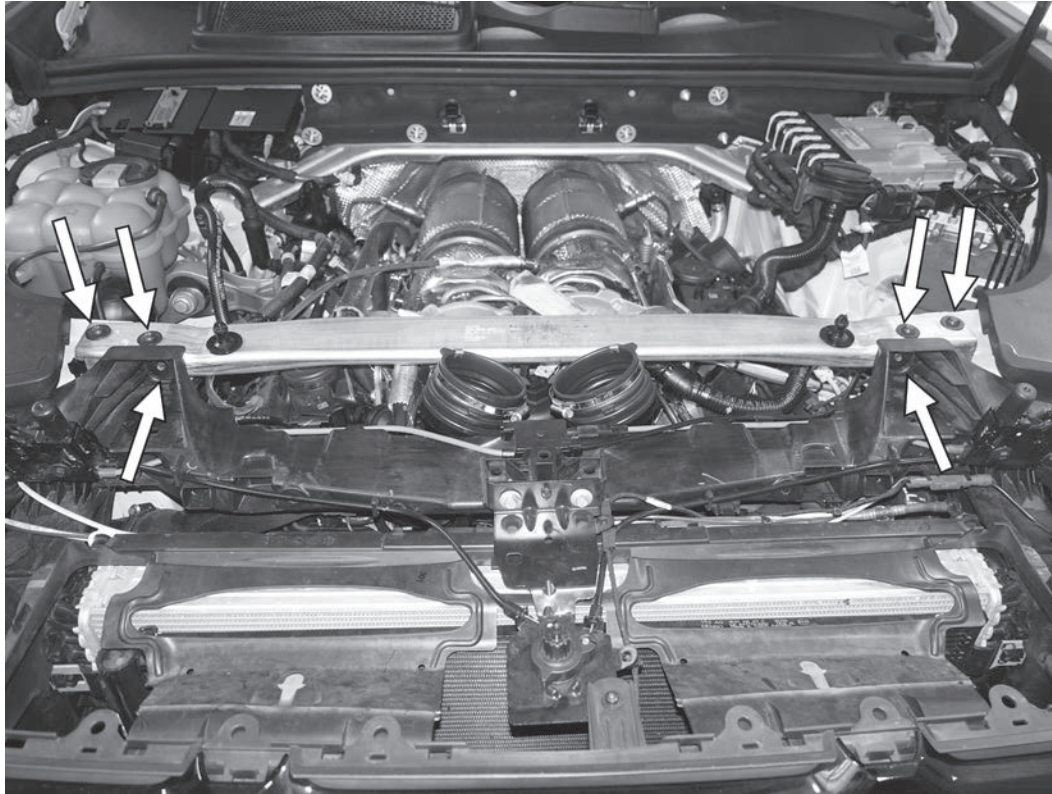
9) Lift up on both front corners of the airbox base to separate them from their mounting points. Do not yank on the cover, as you can break the back mounting points of the airbox base.

**APR**

10) With both front mounting points of the airbox base removed, pull forward on the airbox base to separate it from the two mounts on the firewall.



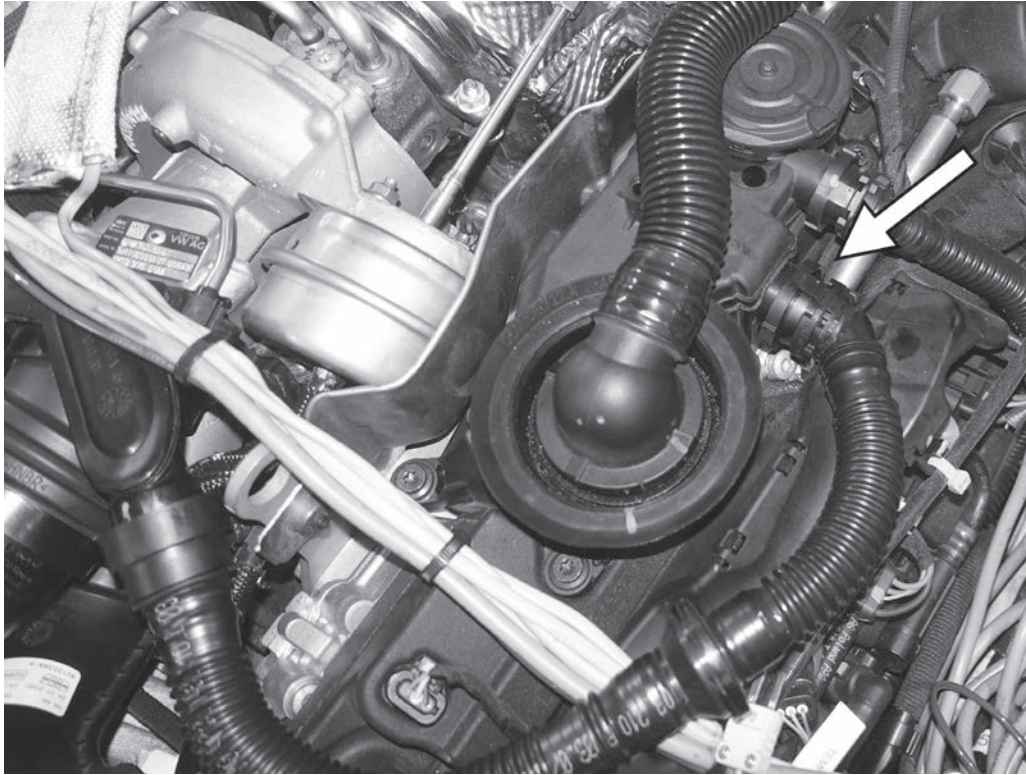
**TL100159**



11) Remove the six T30 screws holding the front crossbrace in the engine compartment.

12) Slide the mounting clip for the yellow airbox connector off the right side of the front cross brace. Do NOT unplug the electrical connector. Remove the front cross brace from the car.

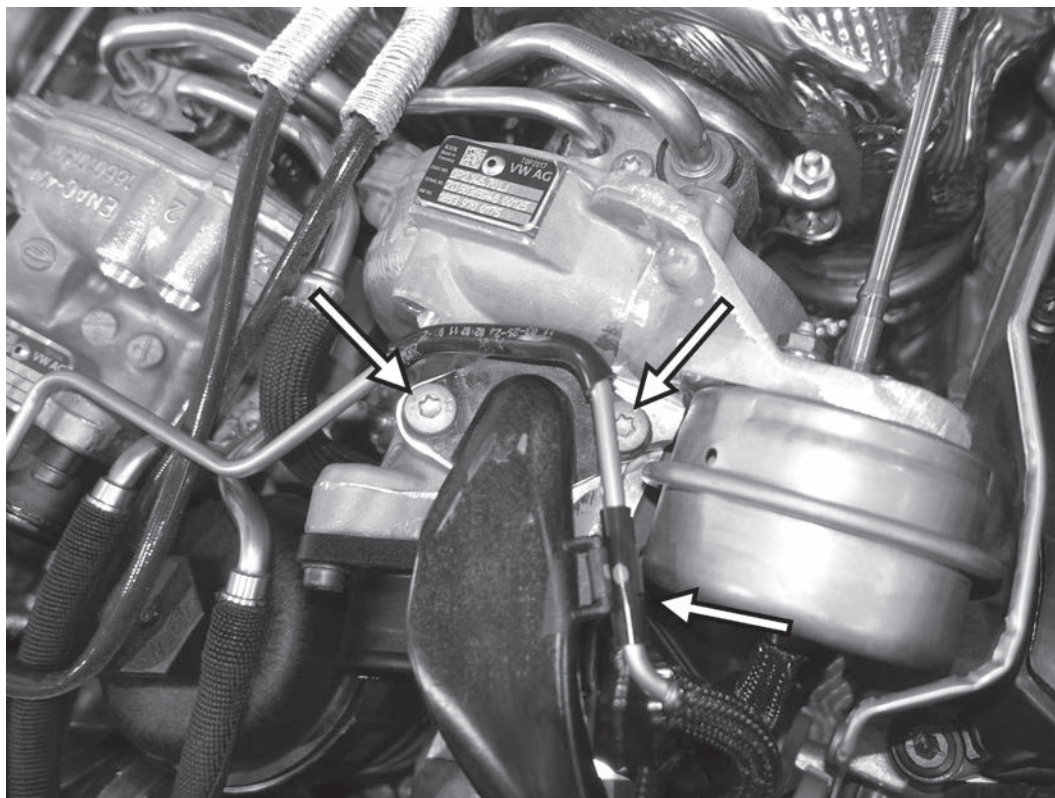




13) Unplug the front PCV connector from the left side of the engine, just behind the oil fill tube. Press in on both sides of the connector and pull away from the engine.

14) There are two styles of PCV connections used depending on the build date of the car. The first style, with a push on connection, is described in this step. If the car you are working on uses a bolt on style, skip to the next step. Use a 90° pick to disconnect the connector on the other end of the PCV hose. There are four internal tabs inside the connector, at least two of them need to be depressed before the connector will release.

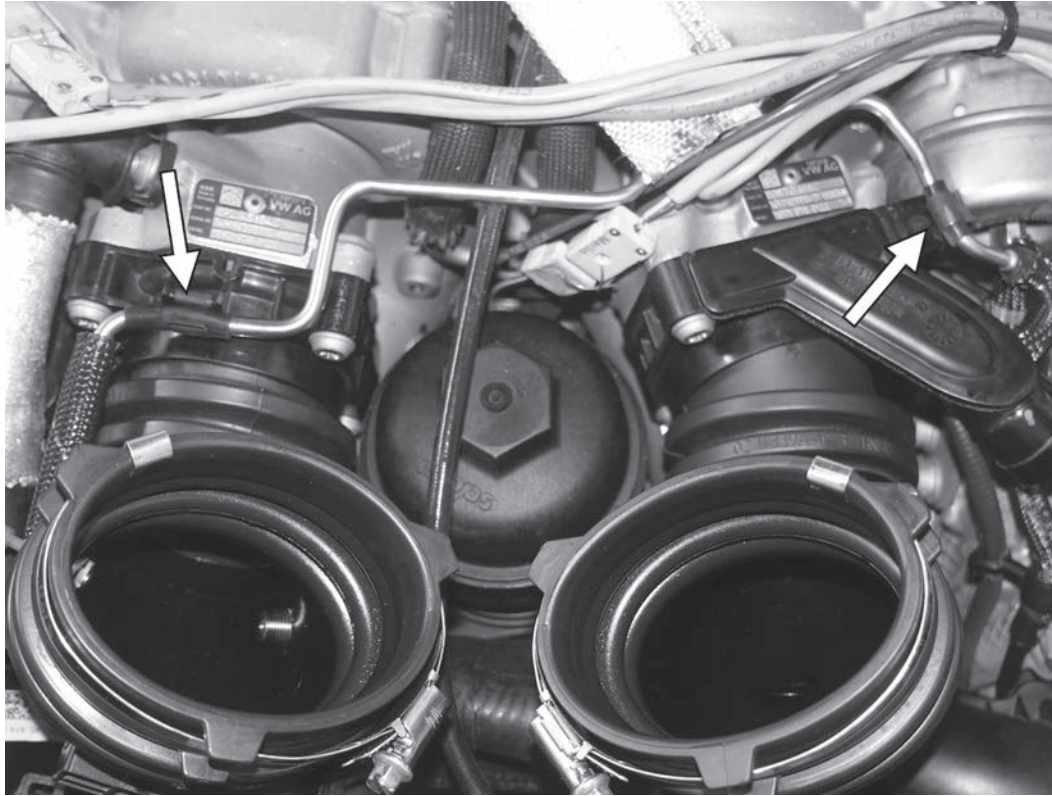




15) For the PCV that bolts to the left turbo, lift the metal vacuum line from the mounting tab by the left turbocharger. Remove the two T30 screws from the PCV connection and lift to separate the connection from the turbo.

16) Disconnect the two quick disconnect fittings on the front of each front turbo inlet hose.

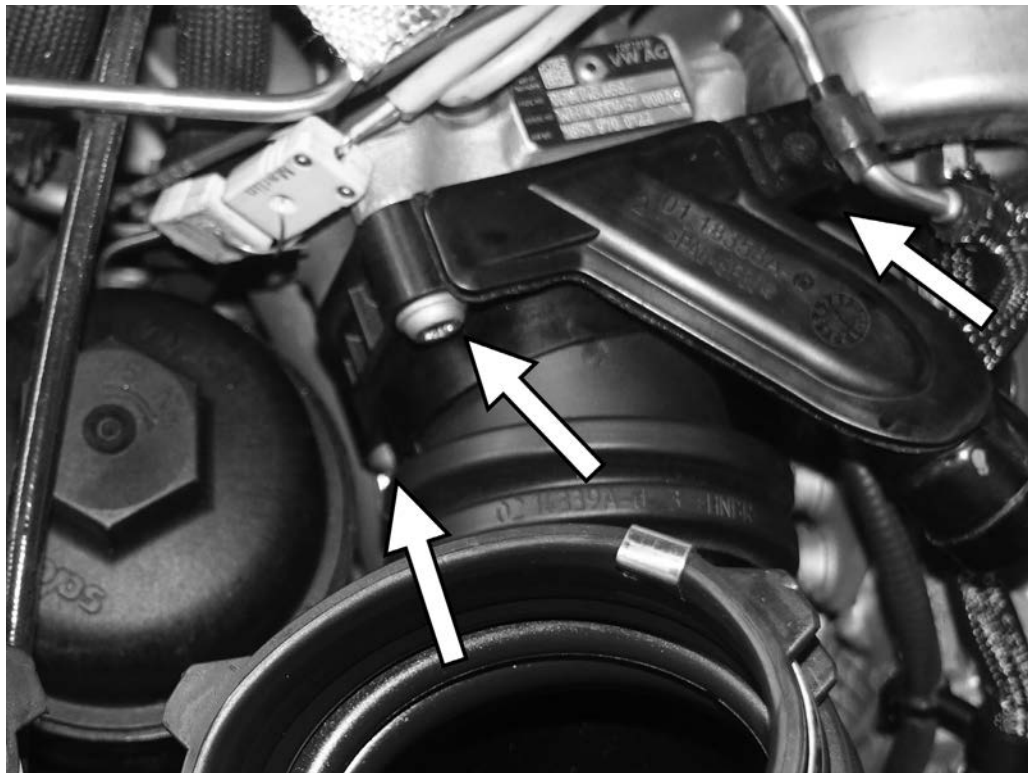


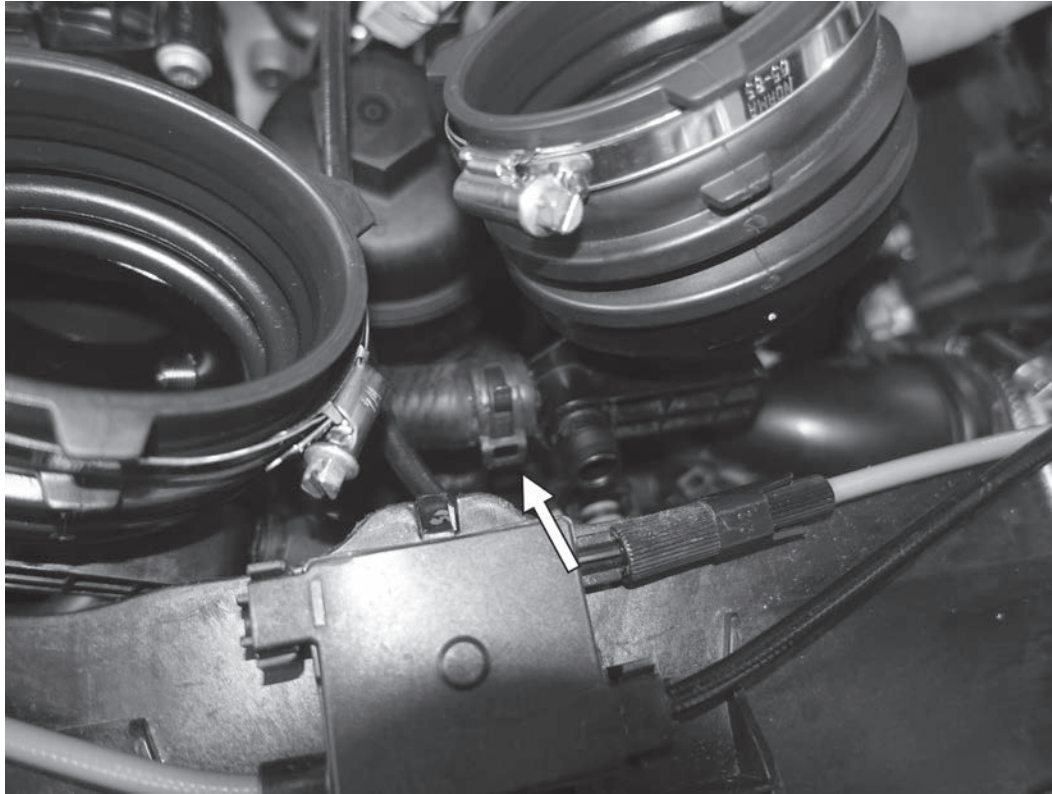


17) Separate the vacuum line from the two clips on top of the factory inlets.

***APR***

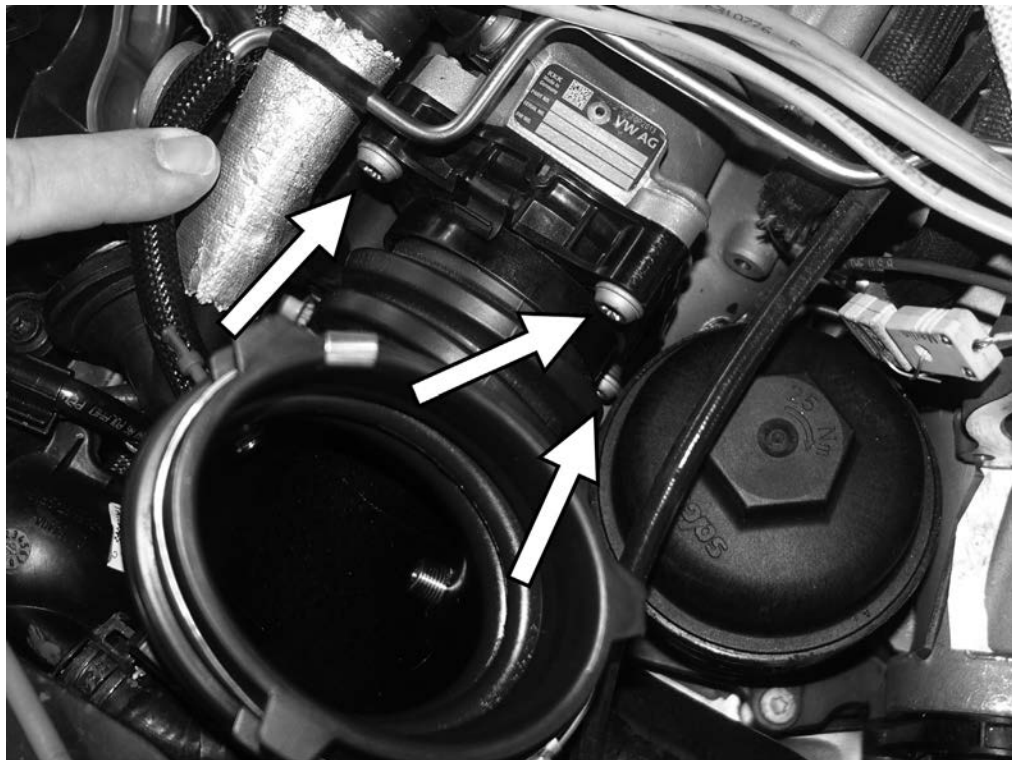
18) Remove the three T30 screws holding the left inlet flange to the left turbos.



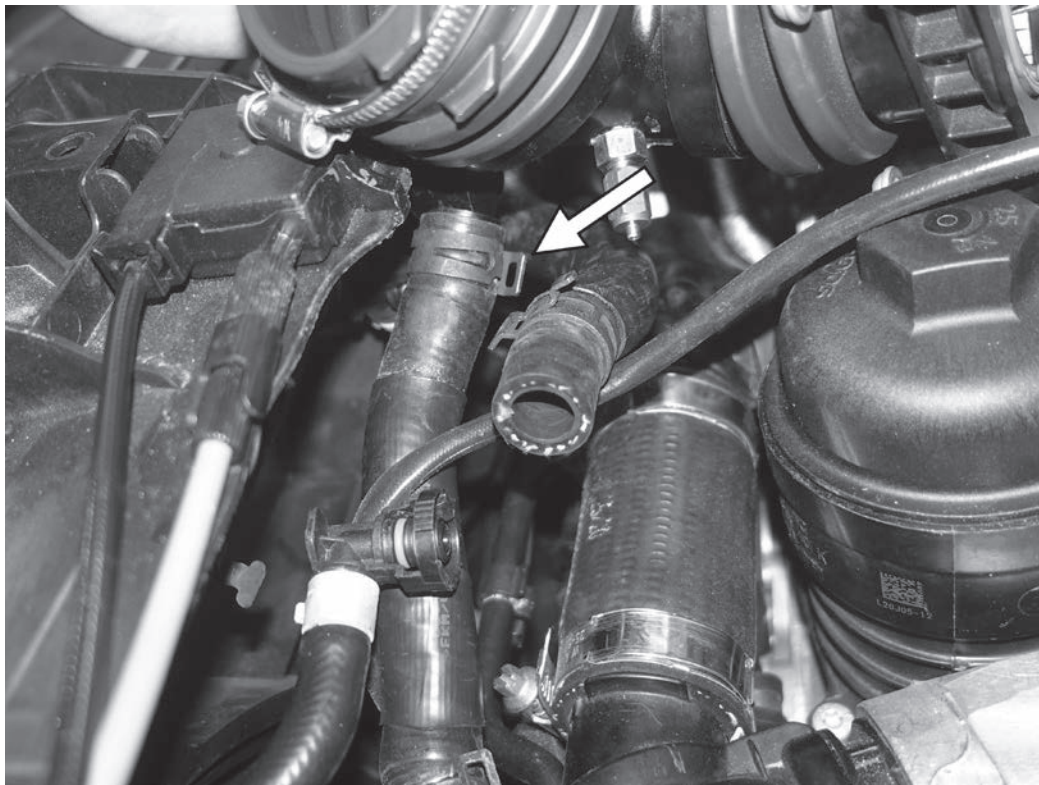


19) Remove the spring clamp from the inlet hose between the two inlets, and remove the left inlet flange and turbo inlet hose from the car.

20) Remove the three T30 screws from the right inlet flange to the right turbo.

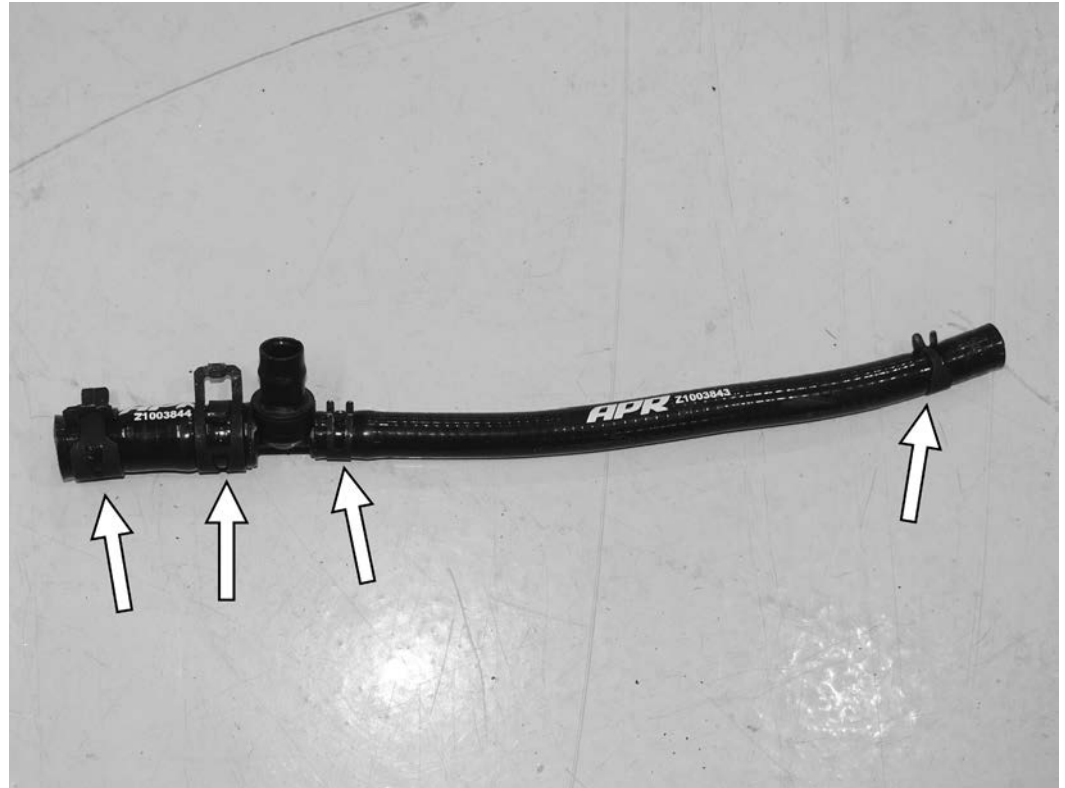


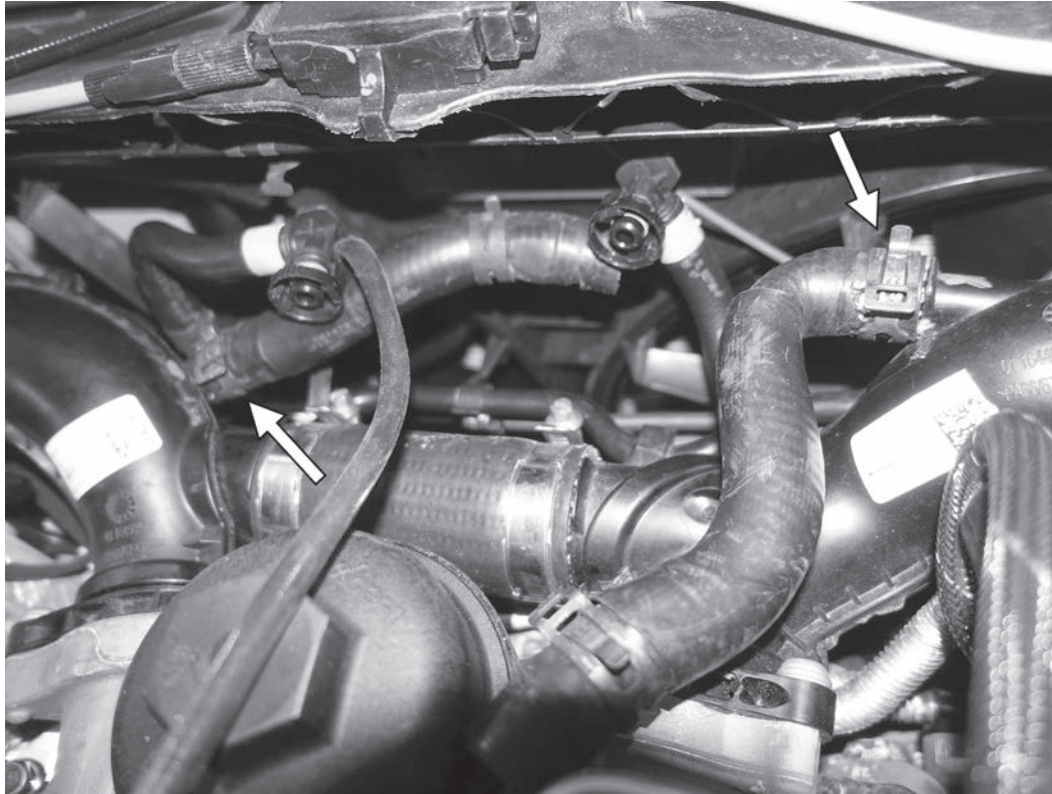
**TL100159**



21) Remove the spring clamp and disconnect the inlet hose between the two inlets, and remove the right inlet flange and turbo inlet hose from the car.

22) Build two of the shown hose assemblies with the APR EVAP suction jet, two large and two small hose clamps and hose.

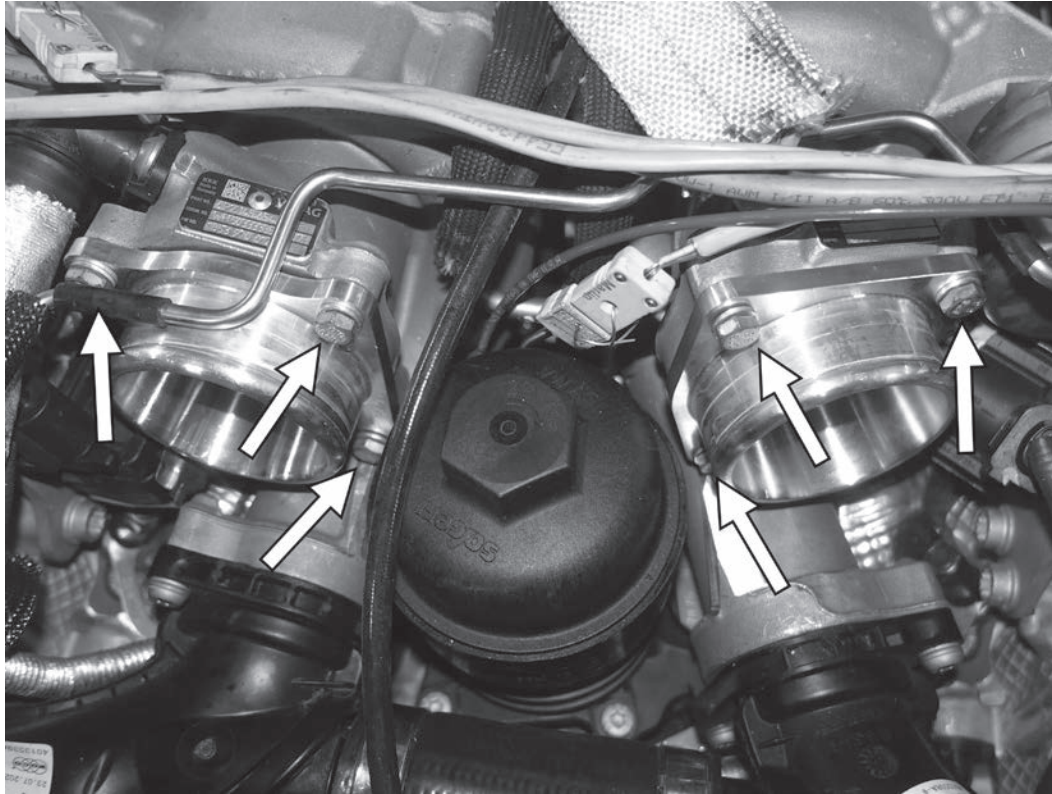




23) Remove the spring clamps from the other end of the hoses that were connected to the inlet boots. Remove the two hoses with the four stock spring clamps.

24) Install the APR hose assemblies to the connecting points the OEM hoses were attached to. Secure with the spring clamps on the APR hose assemblies.

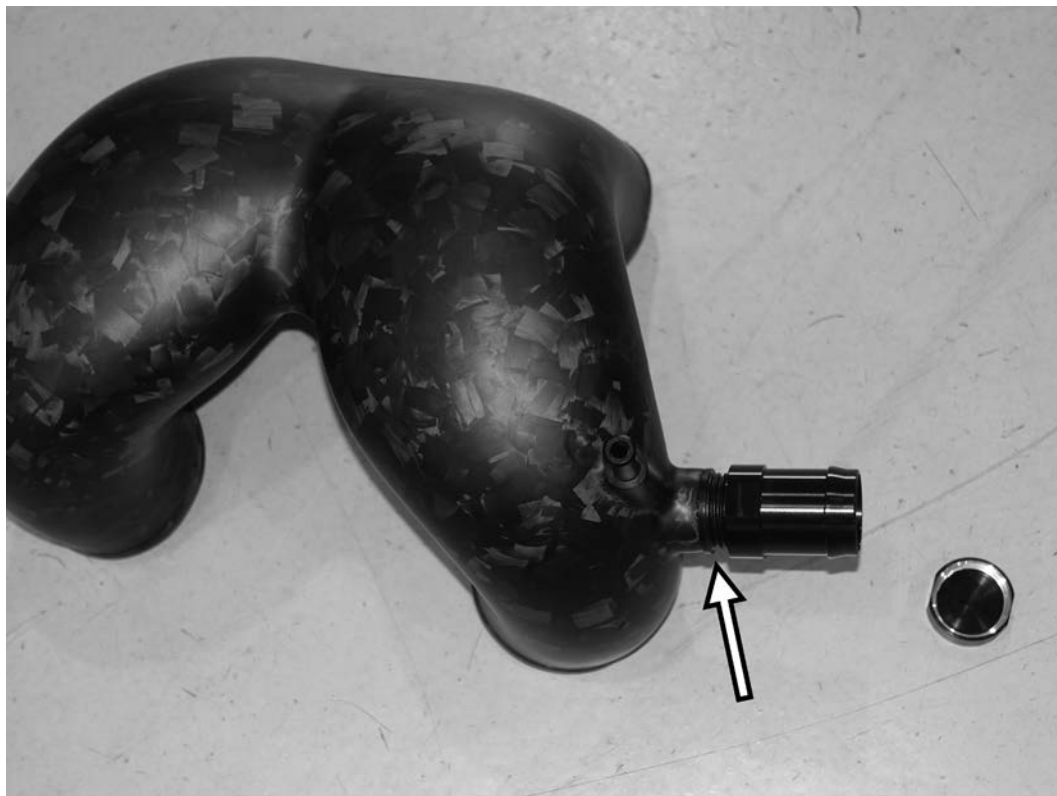




25) Install the supplied o-rings onto the back side of the billet APR inlet flanges, and then use the six supplied 10mm screws to secure the flanges to the turbos. Tighten the six screws to 9Nm (80in-lbs).

**APR**

26) Prepare the APR turbo inlet pipe for the type of PCV connection the car has. If the car has the push on style connection, install the barbed fitting onto the turbo inlet pipe with the supplied thread sealant. If the car has the bolt on PCV connection, install the plug with the supplied thread sealant.



**TL100159**

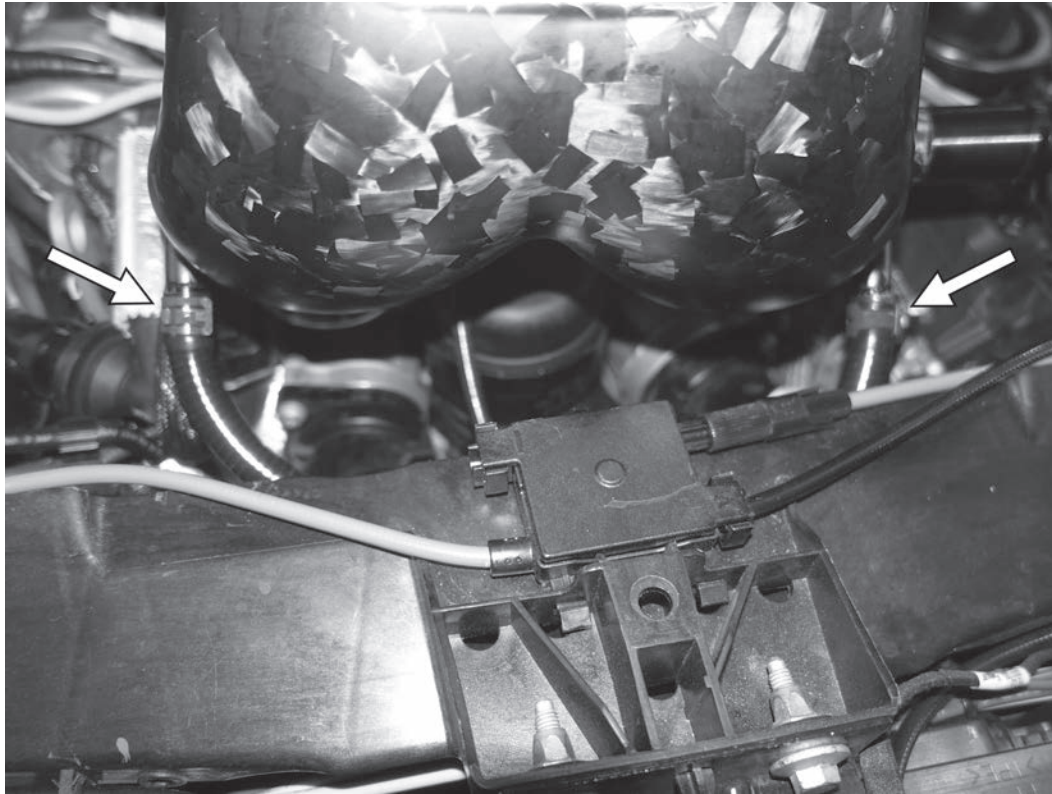


27) Loosely install the two screw clamps as shown onto the APR turbo inlet pipe.

**APR**

28) Place the APR turbo inlet pipe into the car. Connect the rubber boots to the billet APR flanges on the turbo inlet. Secure with the two hose clamps to 5Nm (44in-lbs).

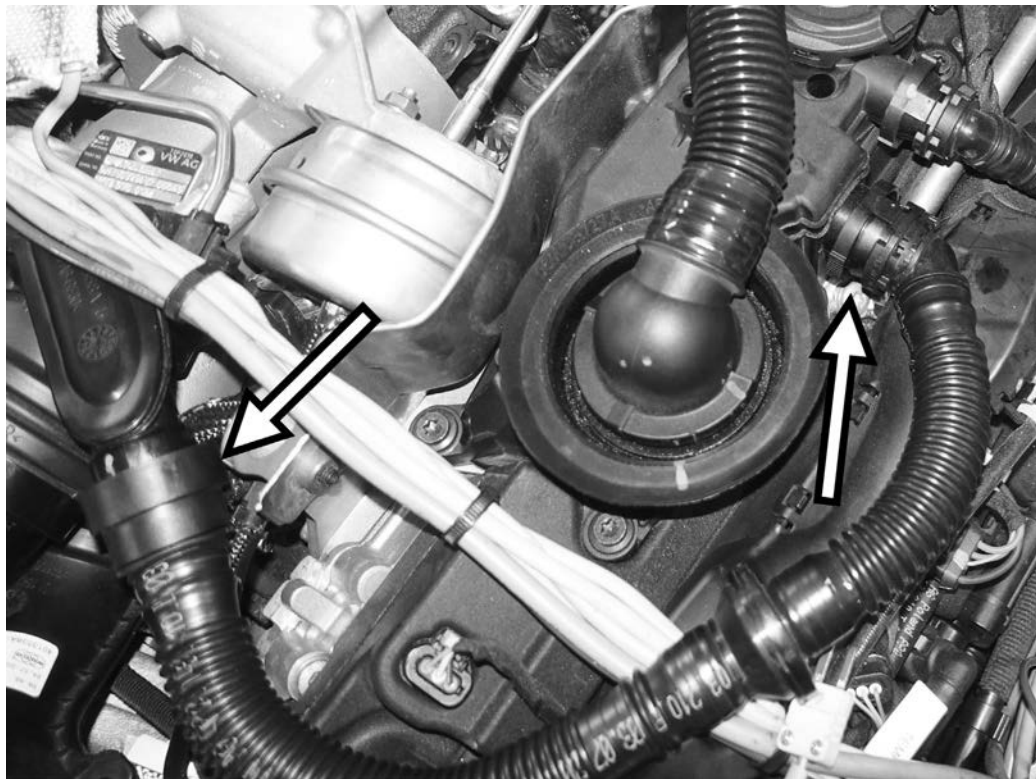


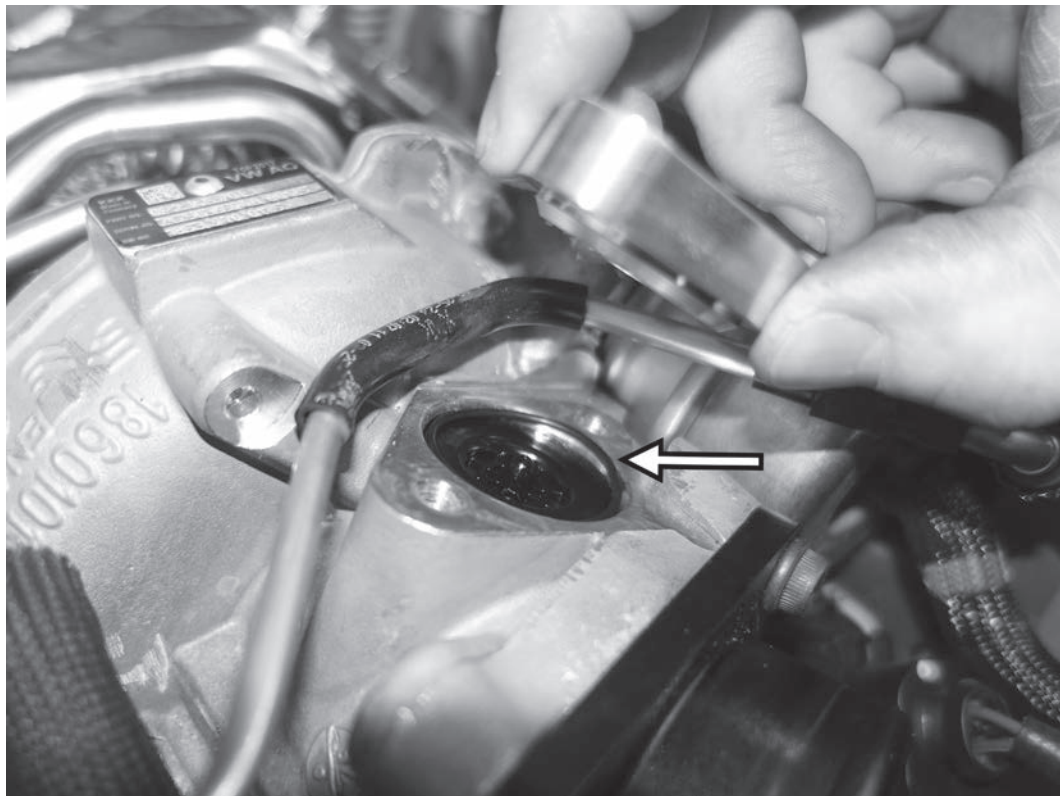


29) Connect the lines from the APR hose assemblies onto the ports on the front of the turbo inlet pipe. Adjust the routing of the hoses so that there are no kinks in the hoses. The hoses will cross from side to side; the hose assembly from the right side of the engine connects to the left port on the turbo inlet pipe, and the hose from the left side of the engine connects to the right port on the turbo inlet pipe.

**APR**

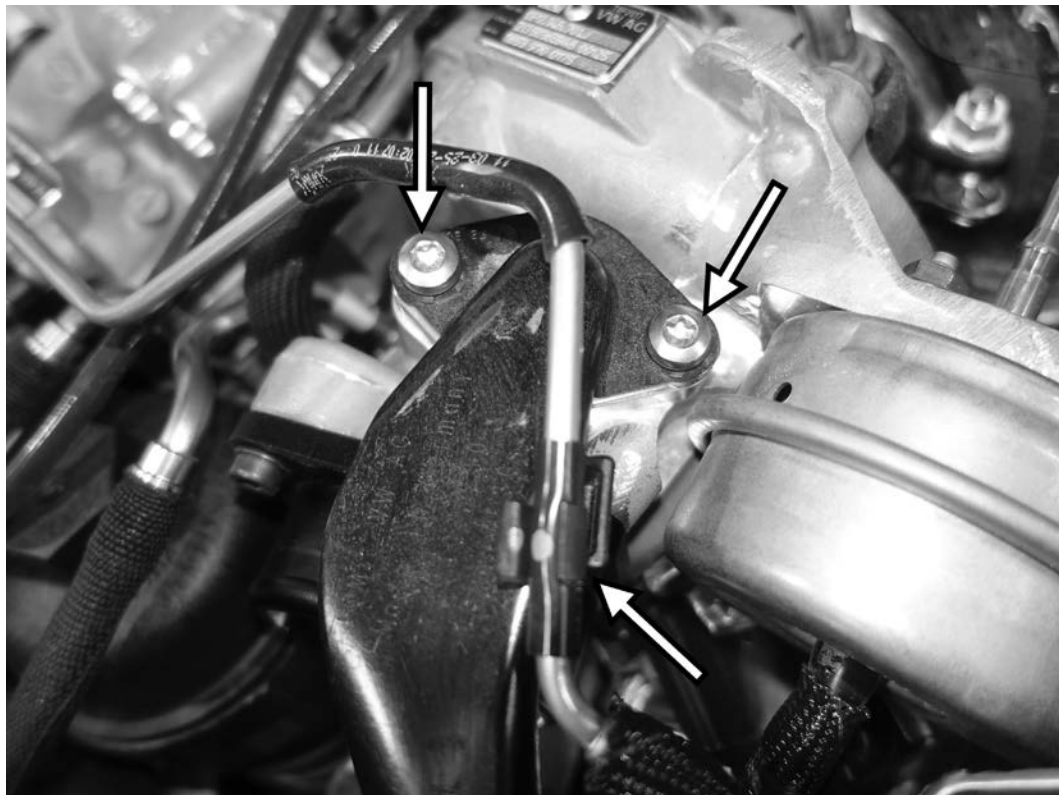
30) If the car has the push-on style PCV, reattach both ends of the PCV hose to the side of the engine and the connection on the side of the APR turbo inlet pipe. Ensure they both click into place.

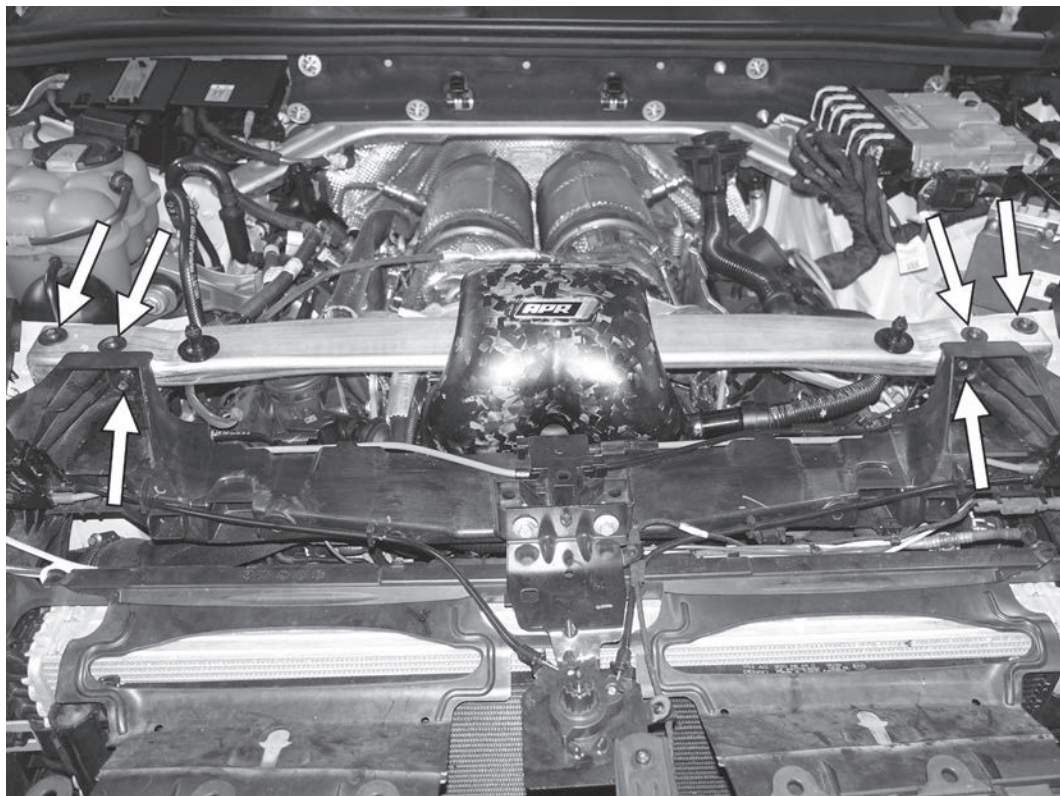




31) For cars with the bolt on PCV connection, install the supplied o-ring to the top of the connection on the turbocharger, then install the supplied spacer on top of the o-ring.

32) Install the PCV connection onto the top of the APR spacer, and connect with the two, longer supplied screws. Make sure the o-ring under the spacer stays centered when tightening the screws to 9Nm (80 in-lbs). Reconnect the other end of the PCV hose to the connection on the side of the engine.



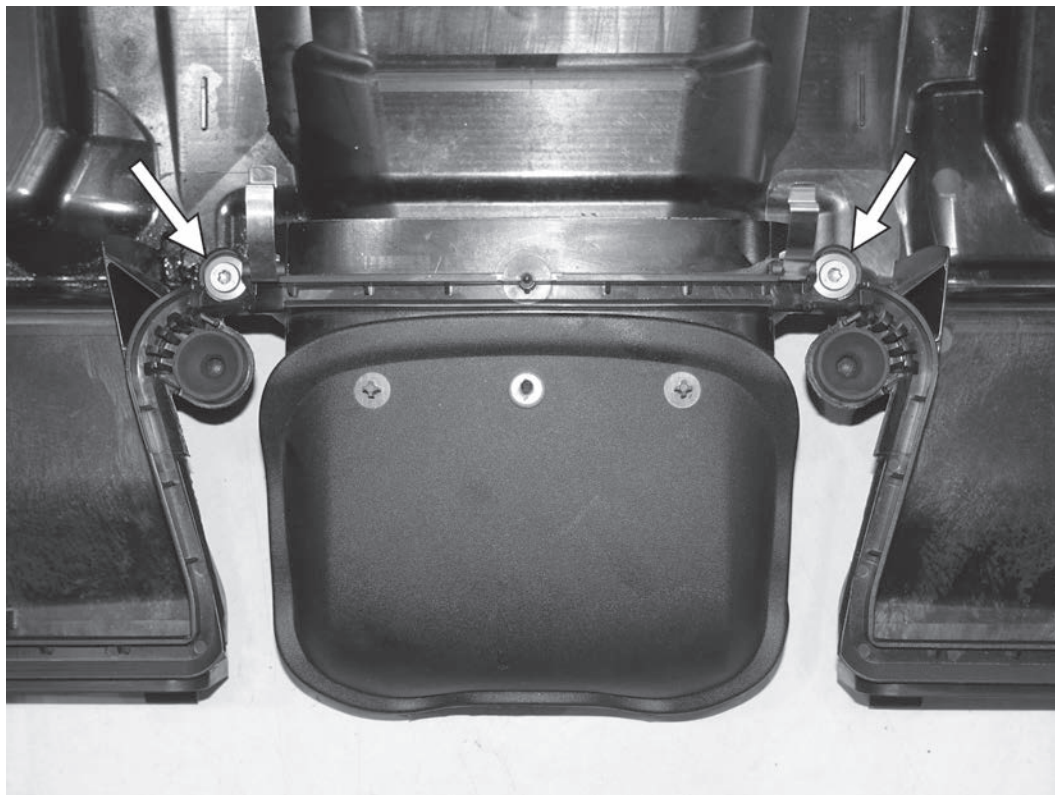


33) Reinstall the front crossbrace on the car with the six T30 screws. Tighten the screws to 10Nm (88 in-lbs).

**APR**

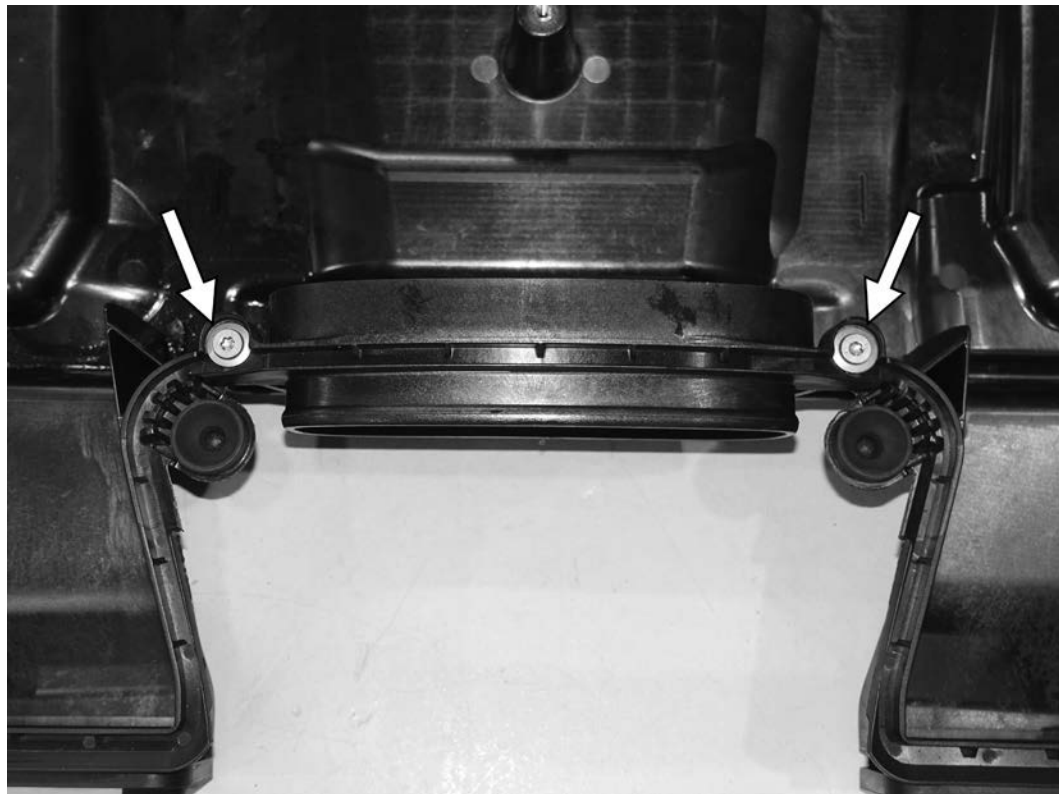
34) Reattach the crash sensor electrical connector to the right side of the front crossbrace, making sure to not unplug the electrical connector.

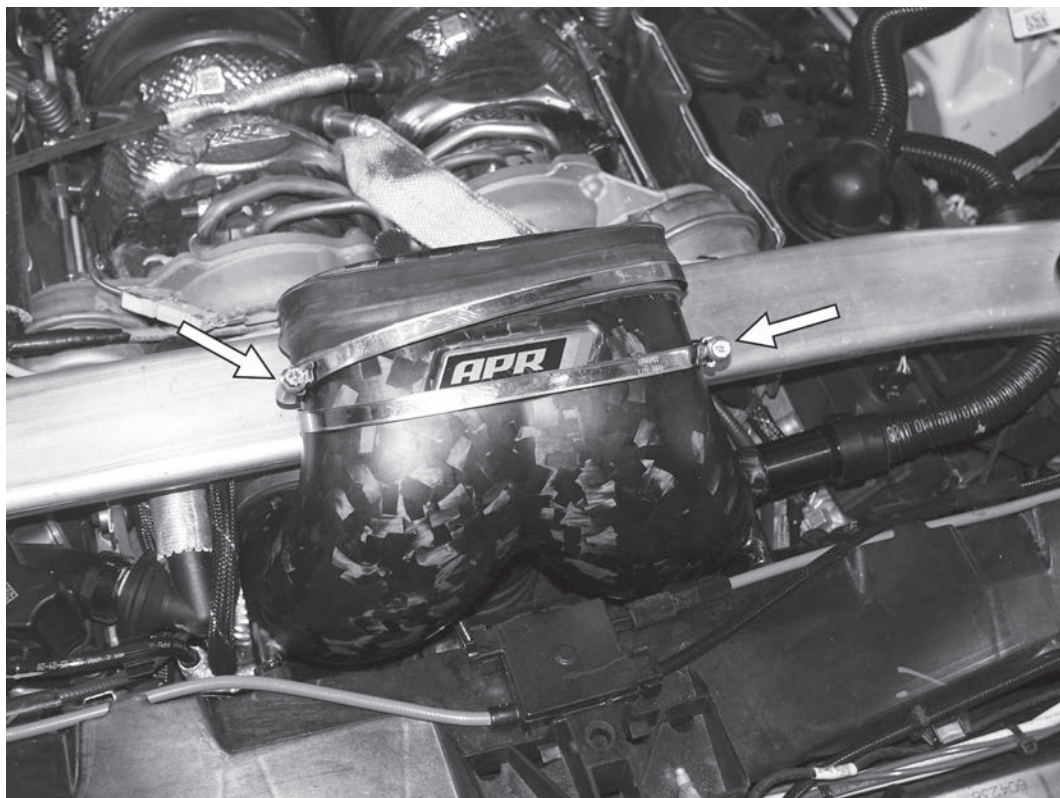




35) Remove the two T25 screws holding the factory turbo inlet pipe to the airbox base, and remove the inlet pipe.

36) Install the APR airbox adapter to the factory airbox base with the two original T25 screws. Tighten both screws to 5Nm (44 in-lbs).

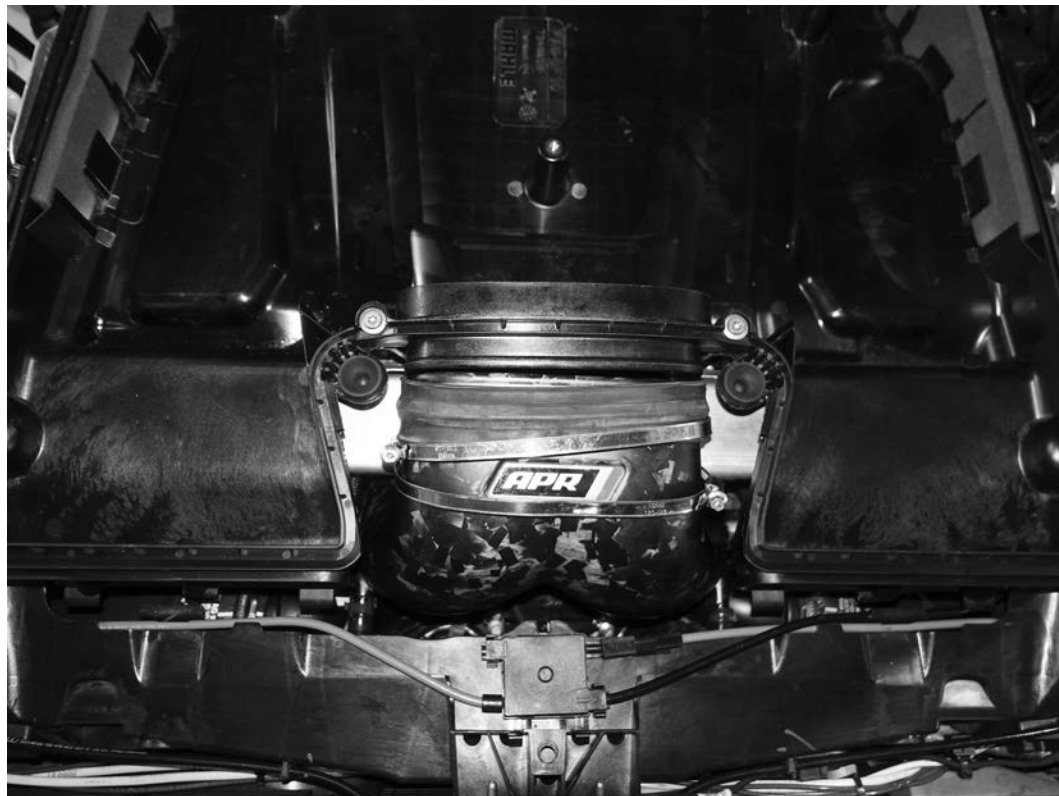


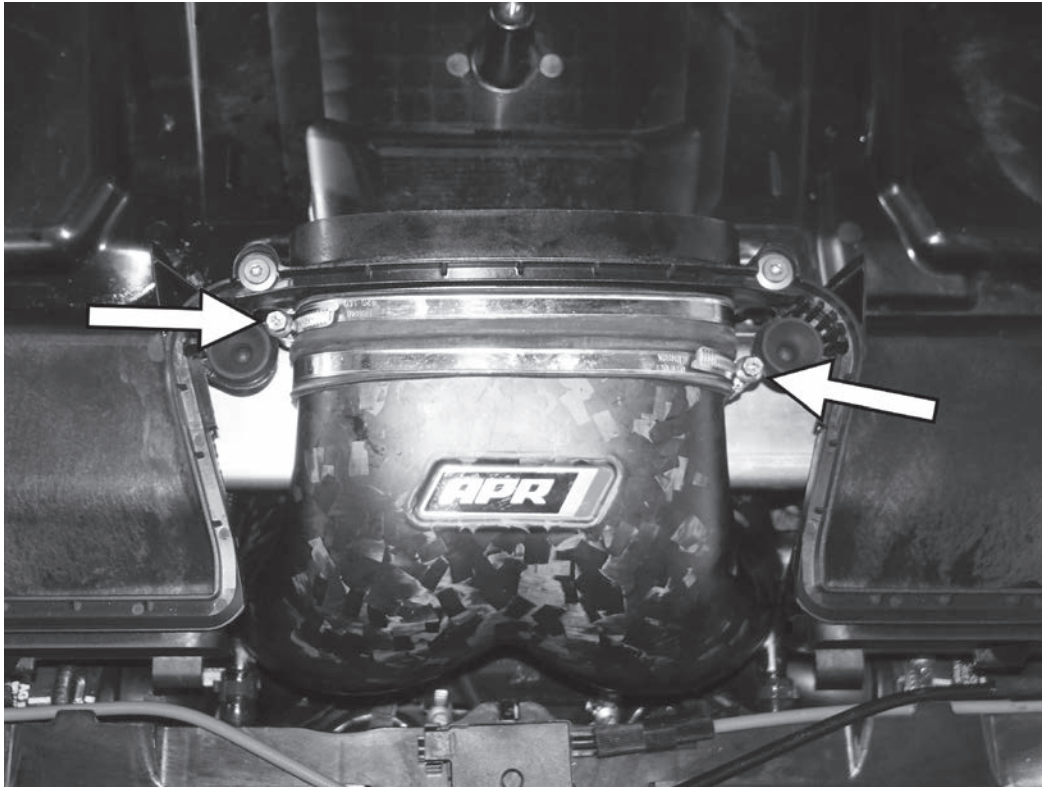


37) Install the APR rubber coupler onto the APR turbo inlet pipe. Loosely install the two screw clamps as shown.

**APR**

38) Place the factory airbox base back onto the engine by first attaching to the mounting points on the front of the firewall, then swing the front down and onto its original mounting posts.

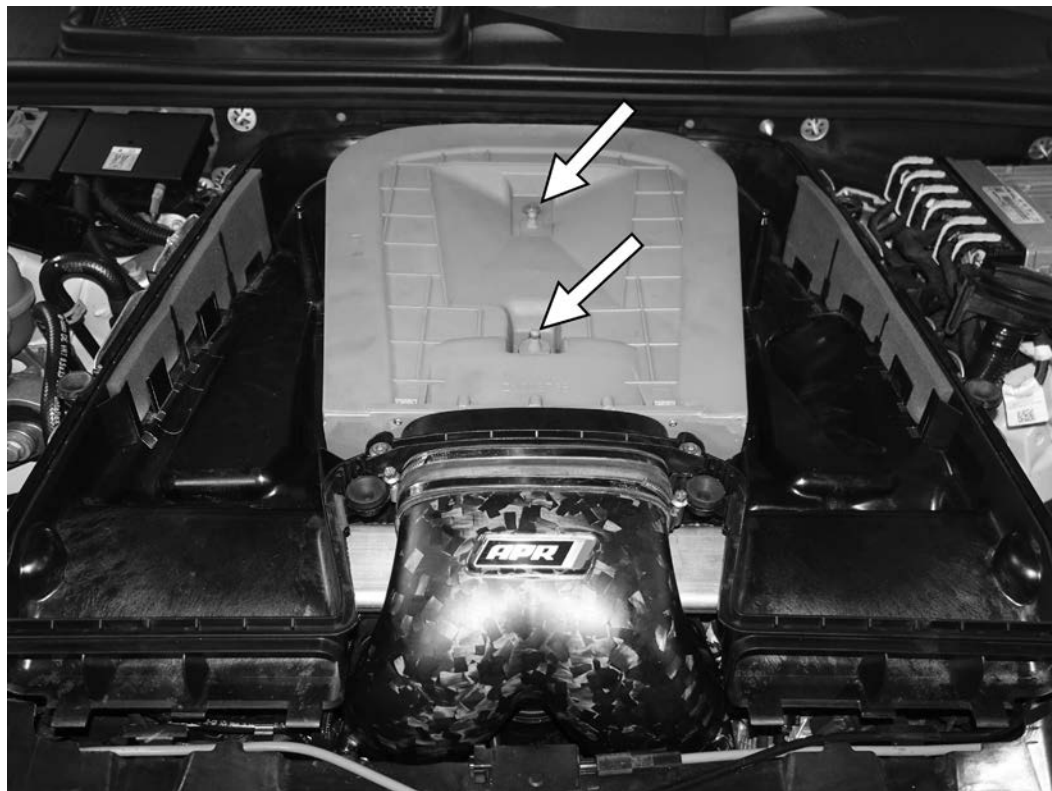


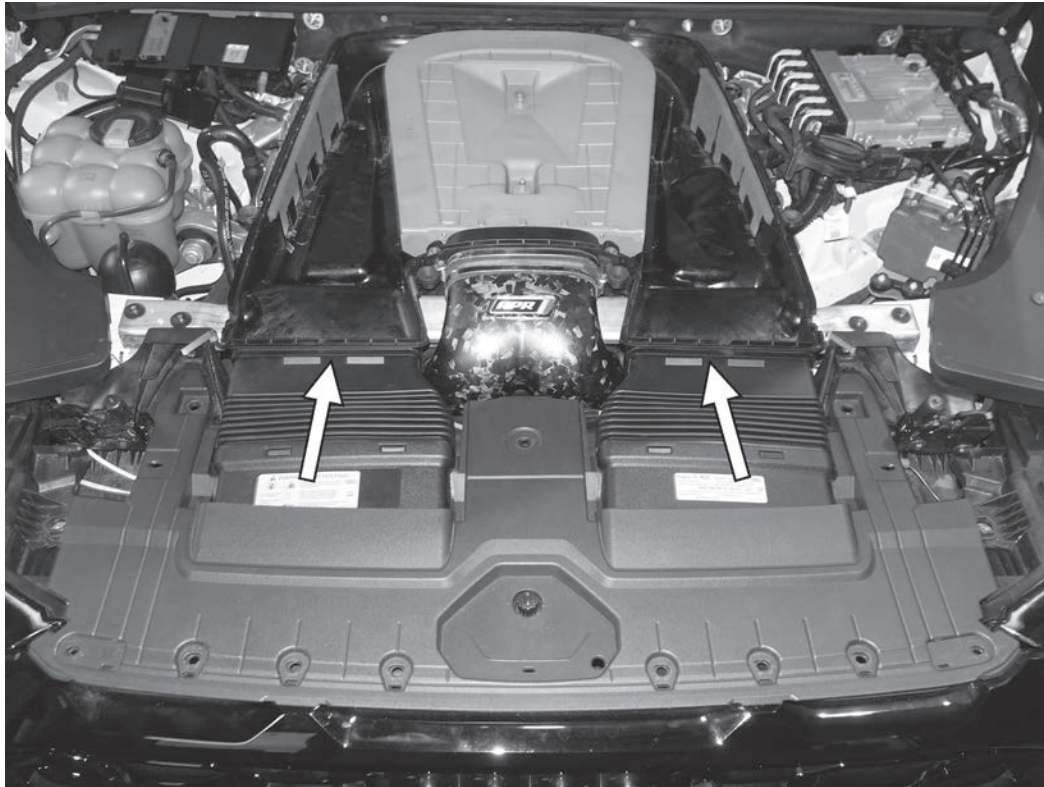


39) Slide the APR rubber coupler up and over the APR airbox adapter. Ensure the coupler is fully seated around both the airbox adapter and the turbo inlet pipe before installing the hose clamps as shown. Tighten both hose clamps to 3.4Nm (30 in-lbs).

**APR**

40) Install the APR air filter and secure with the two factory T25 screws and tighten to 5Nm (44 in-lbs).

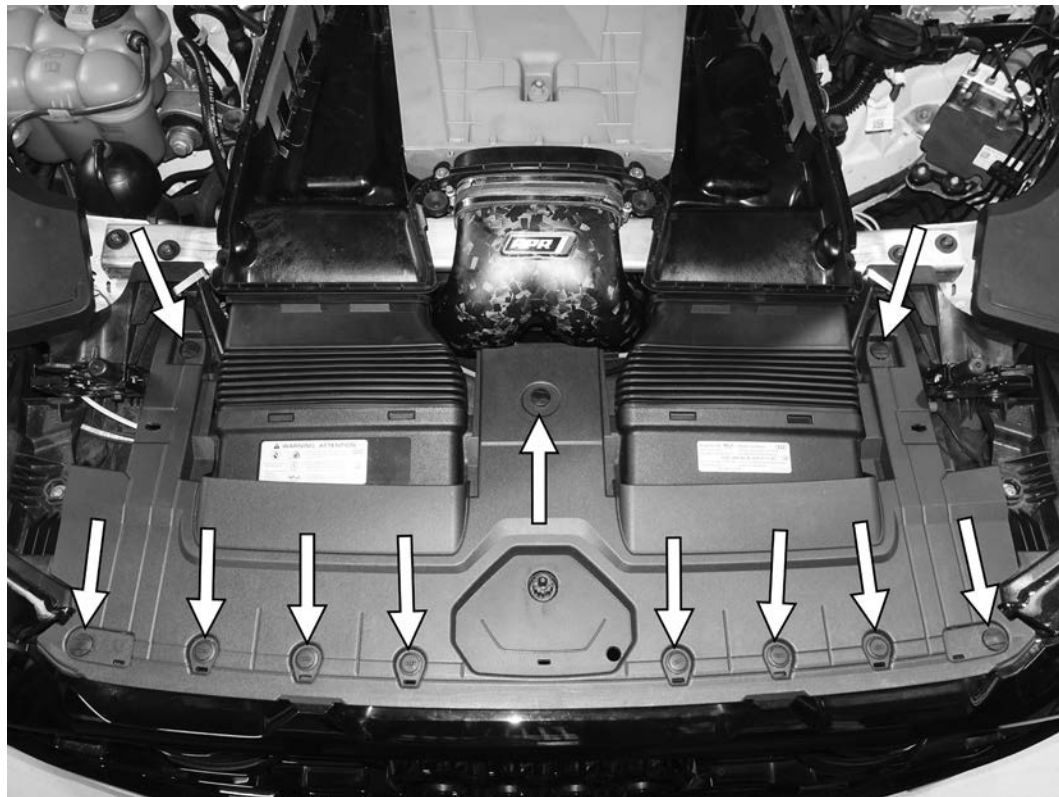




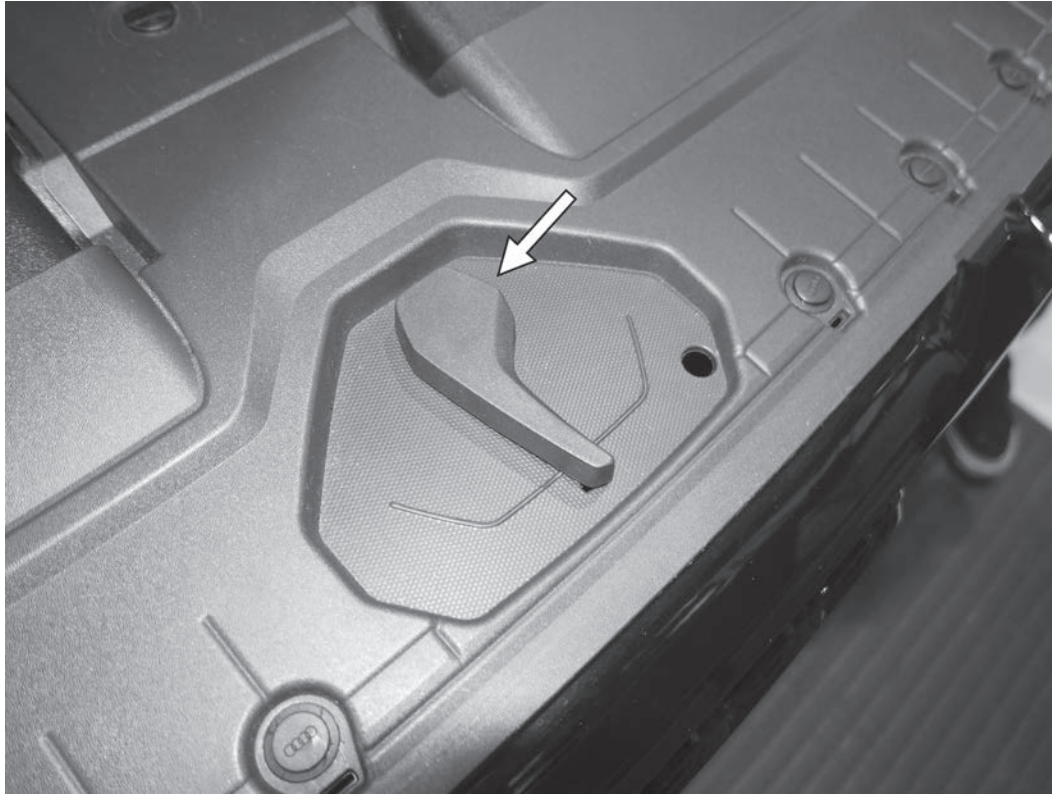
41) Reinstall the front panel, ensuring the both sides of the inlet accordians align correctly with the factory airbox base.

***APR***

42) Reinstall the eleven push pin connectors holding the front panel to the car. Make sure to install the pins in the same location as they were originally.



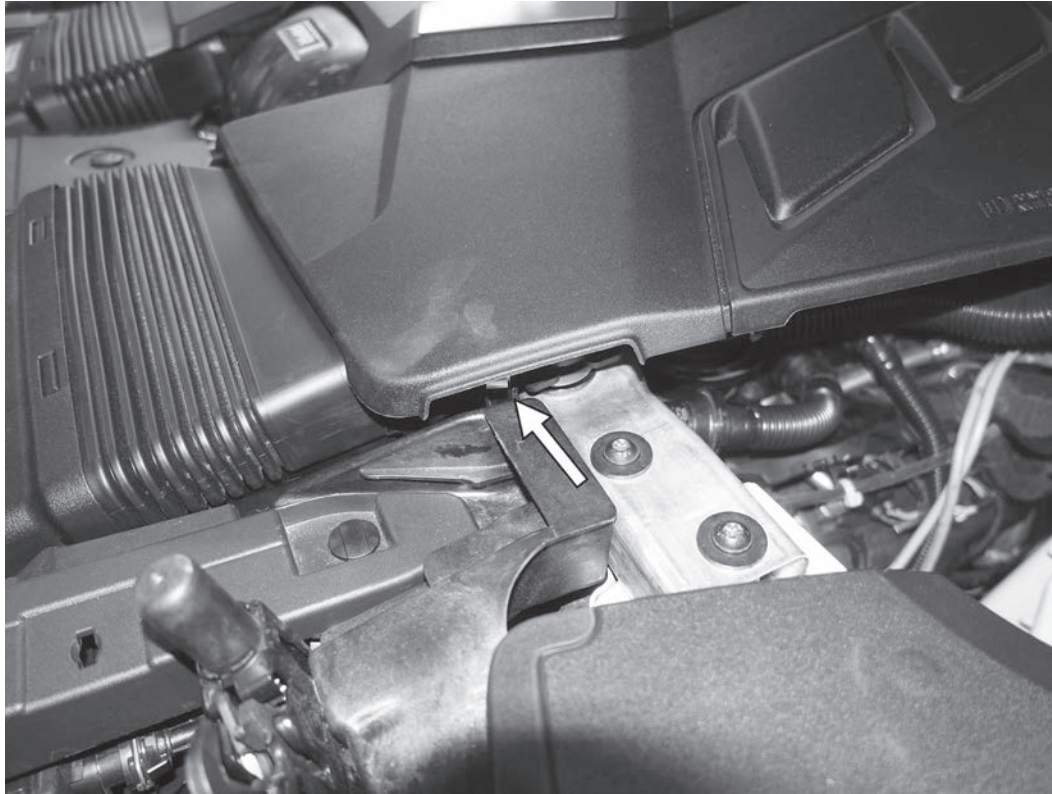
**TL100159**



43) Reinstall the front hood latch by simply pushing it into place on the post. The latch is keyed so it can only be installed one way.

44) Reconnect the oil fill tube and cap assembly to the left side of the airbox base. Clip the tube assembly back into its original mounting location. Remove the oil fill cap.





45) Install the factory airbox cover in the same way it was removed. Secure the cover by snapping the clips on the front sides of the cover back in place. Reinstall the oil fill cap.



---

---

***APR***

---

#TL100159

***GOAPR.COM***