

#TL100144

INSTALLATION MANUAL

CBK0040

APR MQB GLI Catback

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Notes:

These instructions were written for a North American specification Mk7 GLI, but other models 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 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.

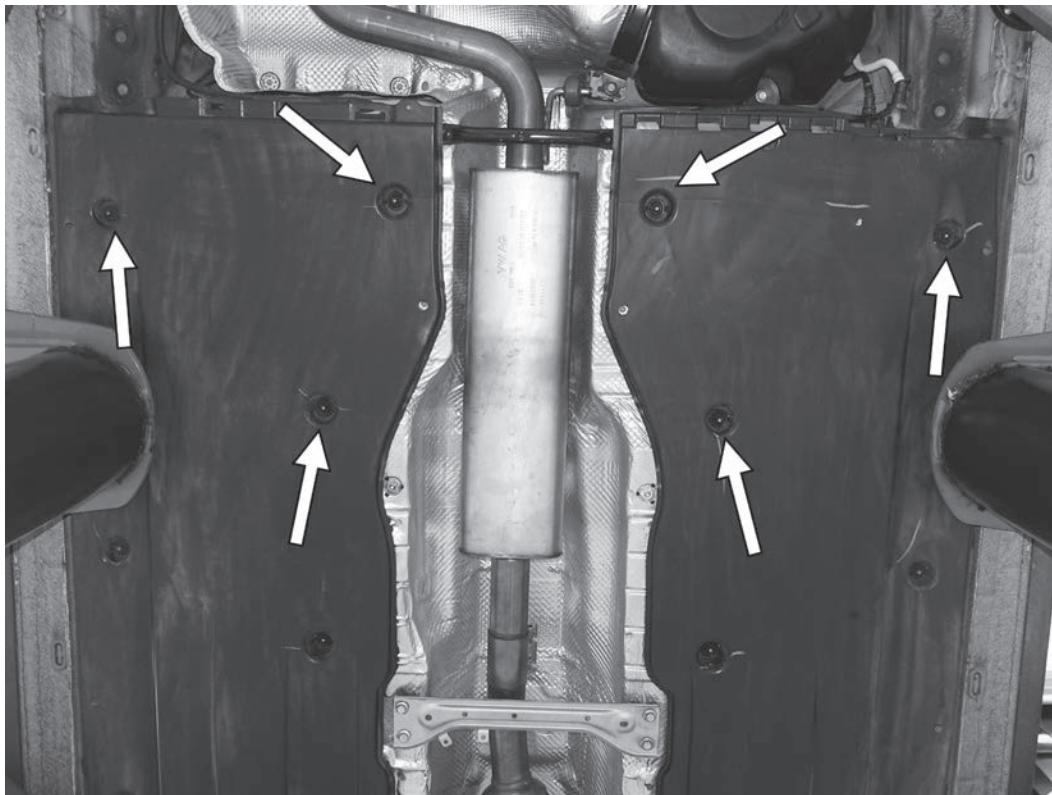
These instructions assume that you have basic mechanical skills and several varieties of basic hand tools in order to install the kit. If you have any questions about the install, feel free to contact your APR representative.



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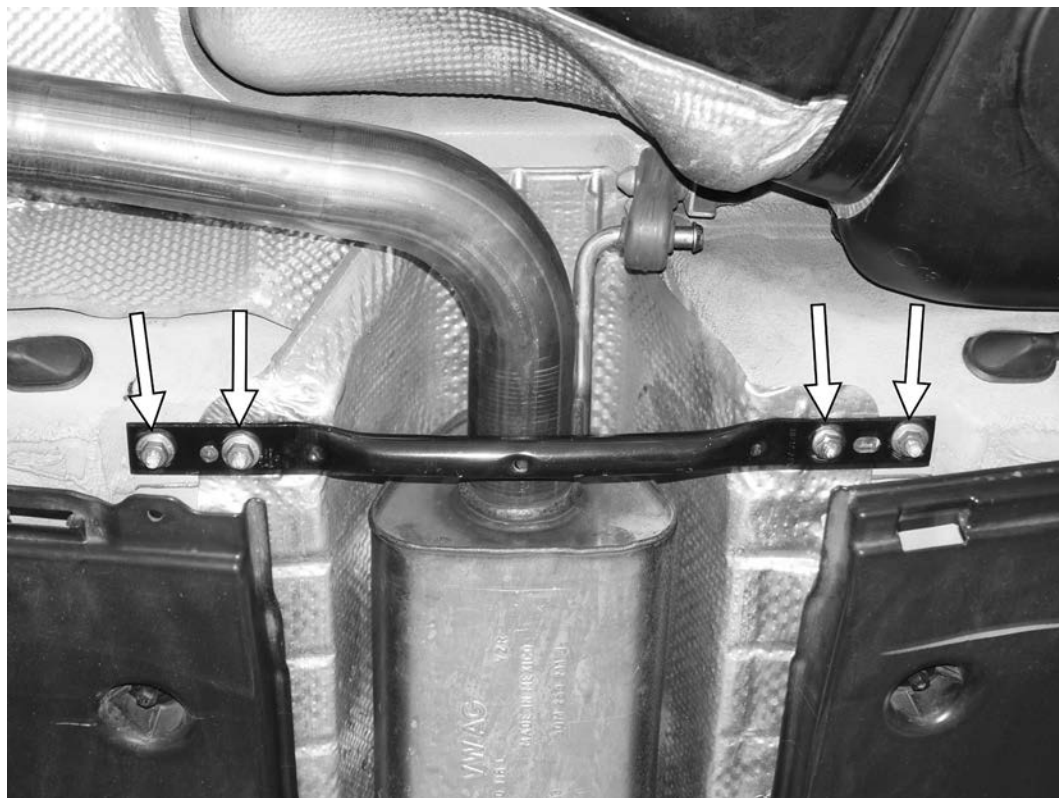
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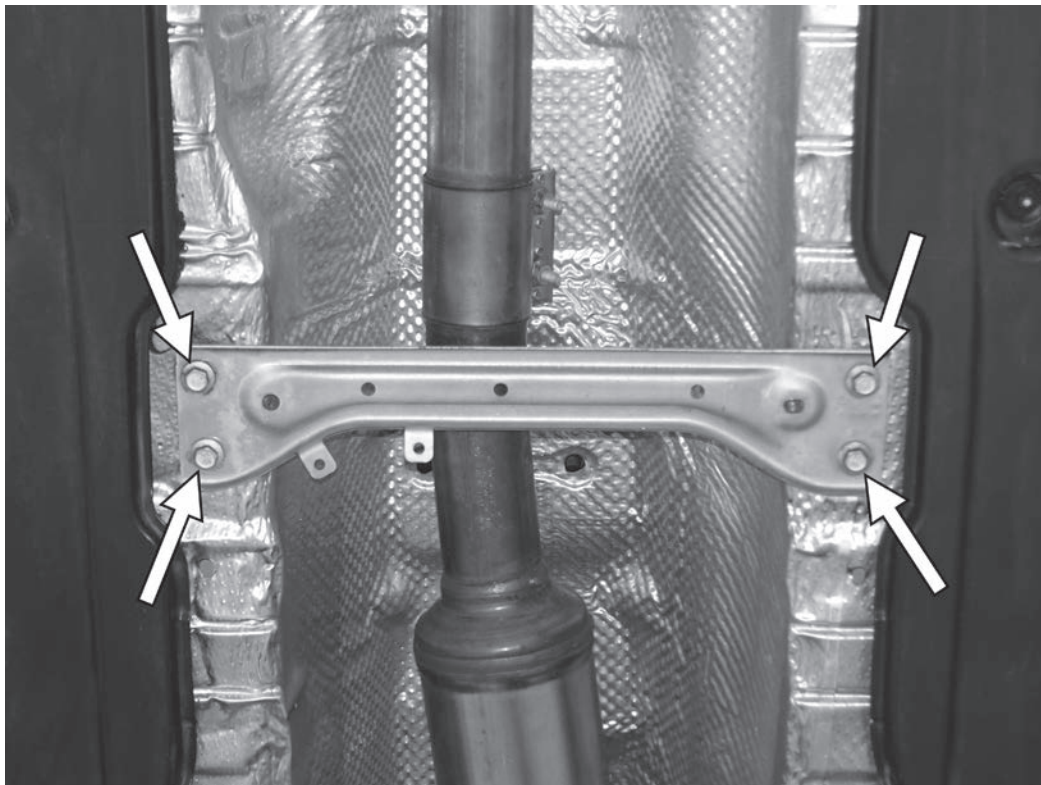
1) Raise the vehicle and secure on a lift or jackstands. Remove the six 10mm fasteners from the back of the underbody panels.

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2) Remove the four 13mm nuts holding the rear crossbrace, and remove the crossbrace from the car.



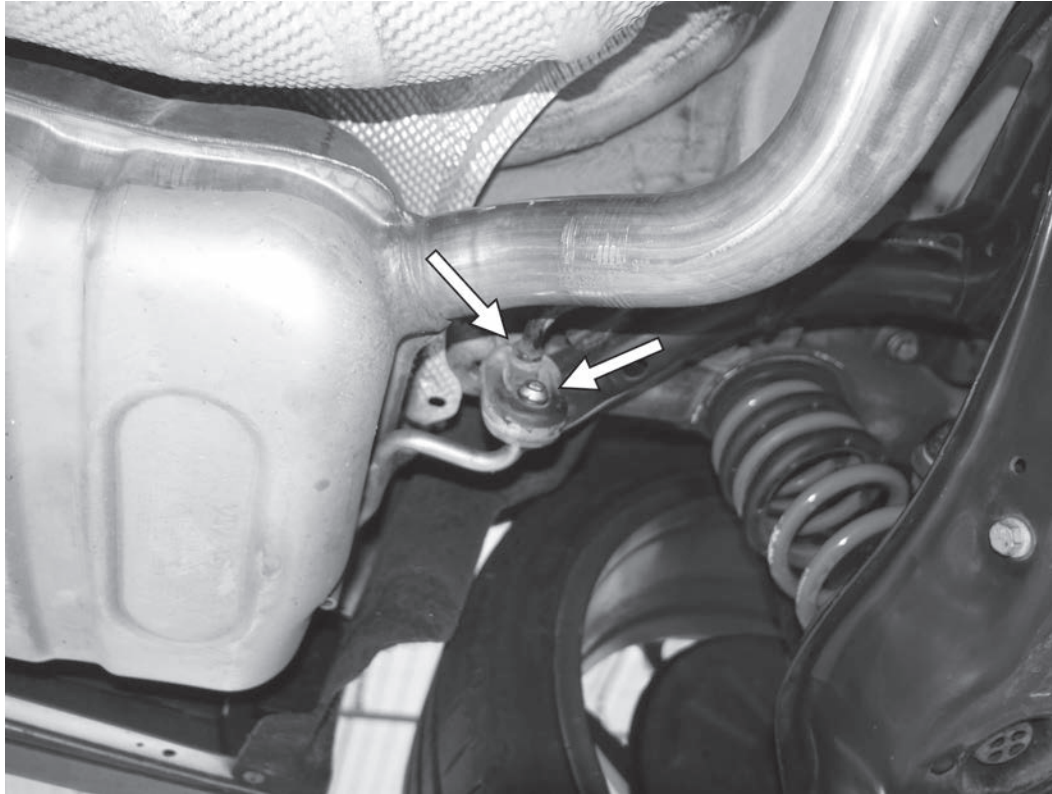
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3) Remove the four 13mm nuts holding the front crossbrace, and remove the crossbrace from the car.

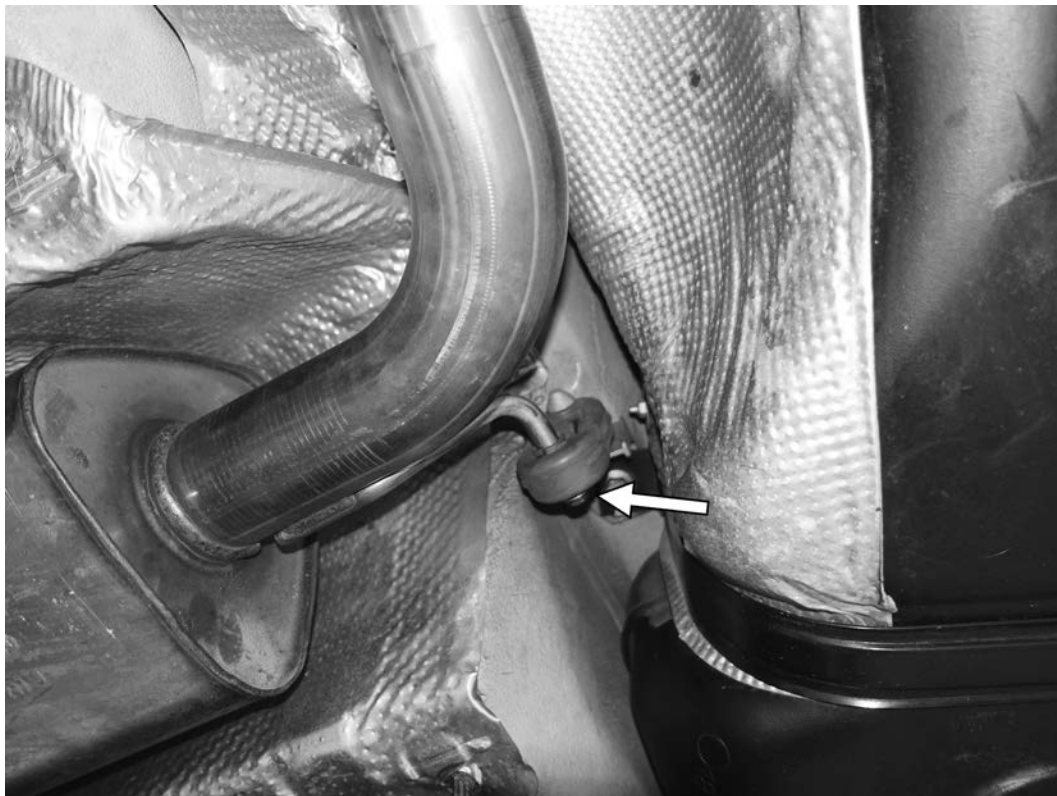
4) Loosen the two 13mm nuts on the front sleeve clamp after the down-pipe. The clamp should be able to be moved, but leave it in place for now.

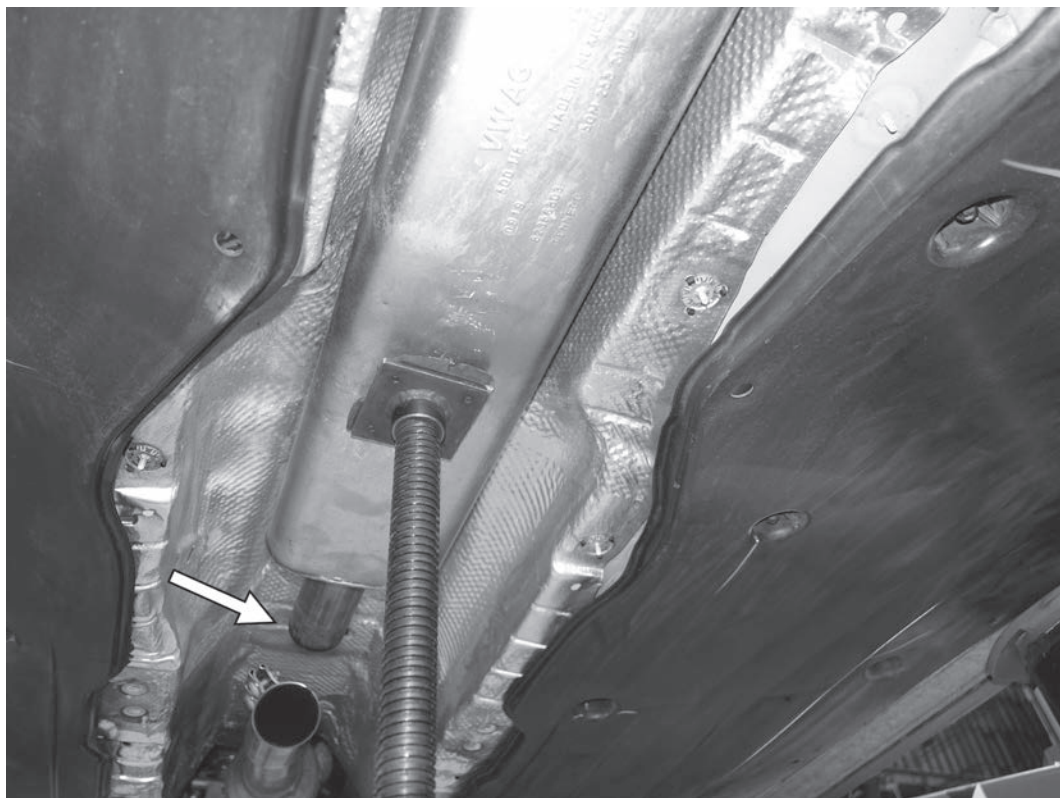




5) Disconnect the rubber hanger from the front side of the left muffler. Also remove the rubber hanger from its mounting post in the car. Keep the rubber hanger, as it will be reused.

6) Disconnect the rubber hanger from the exhaust at the back of the center tunnel. Leave the rubber hanger attached to the car.





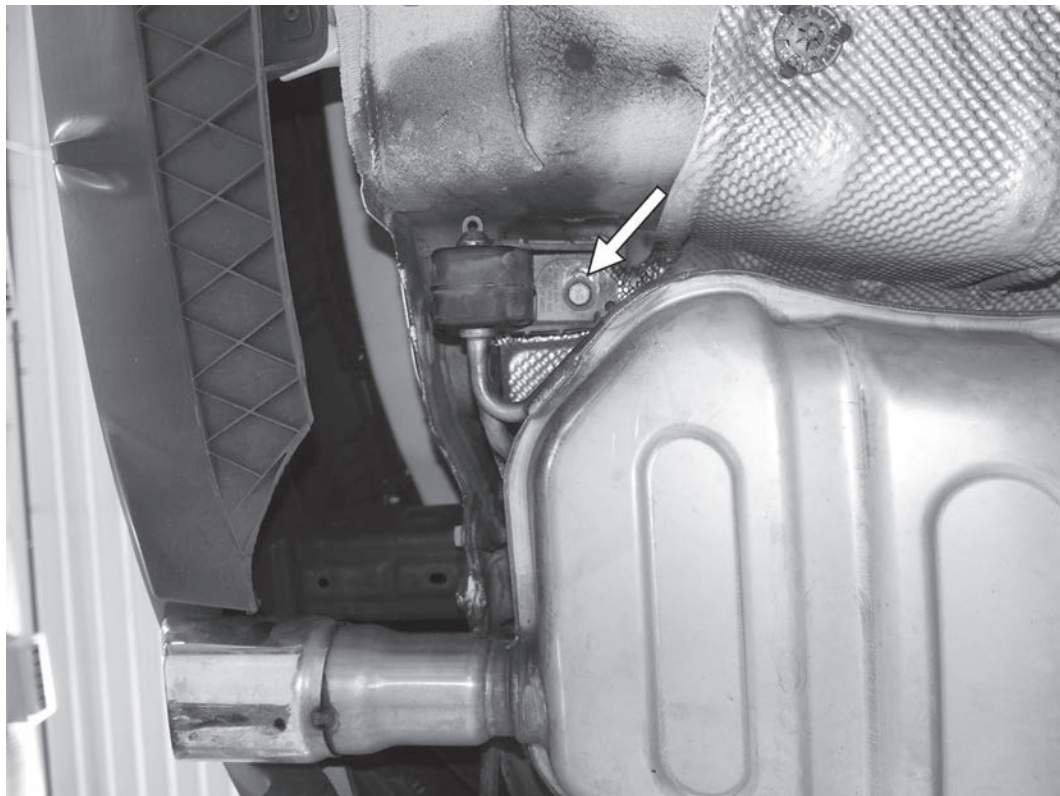
7) Use a jackstand to support the center resonator in the car, and then move the previously loosened sleeve clamp, separating the downpipe from the rest of the factory exhaust.

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8) With an assistant holding the back of the exhaust, remove the 13mm screw holding the rear exhaust hanger bracket by the right muffler.

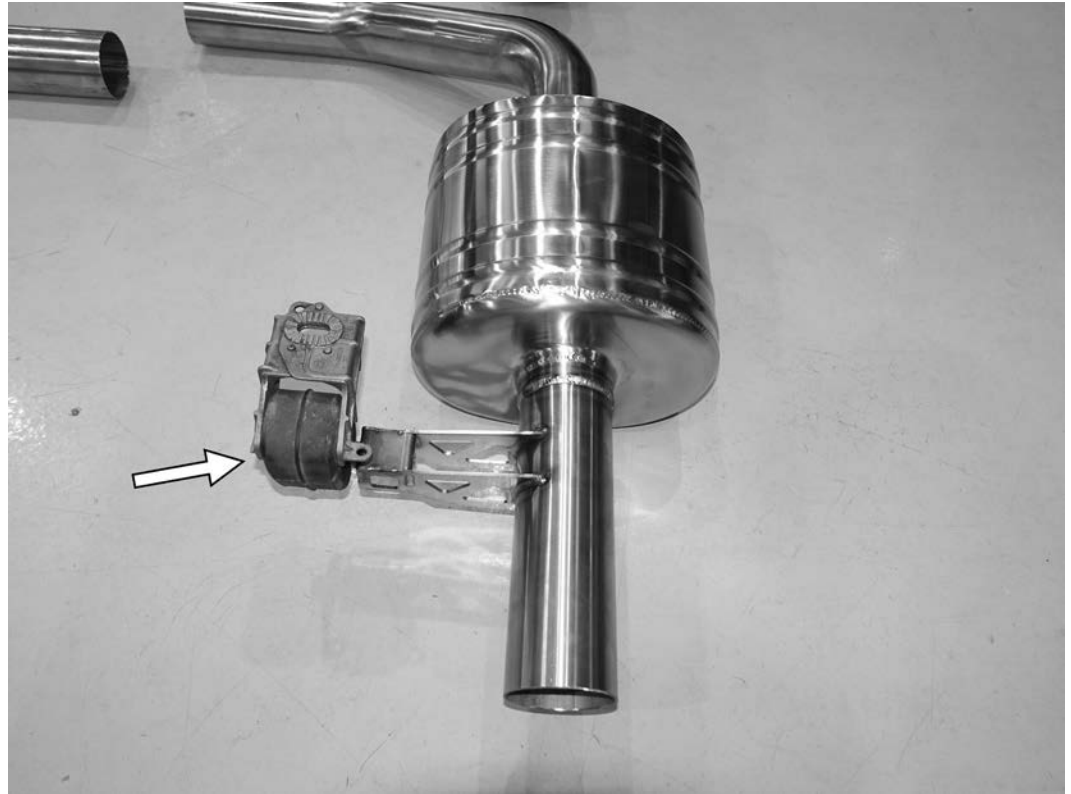


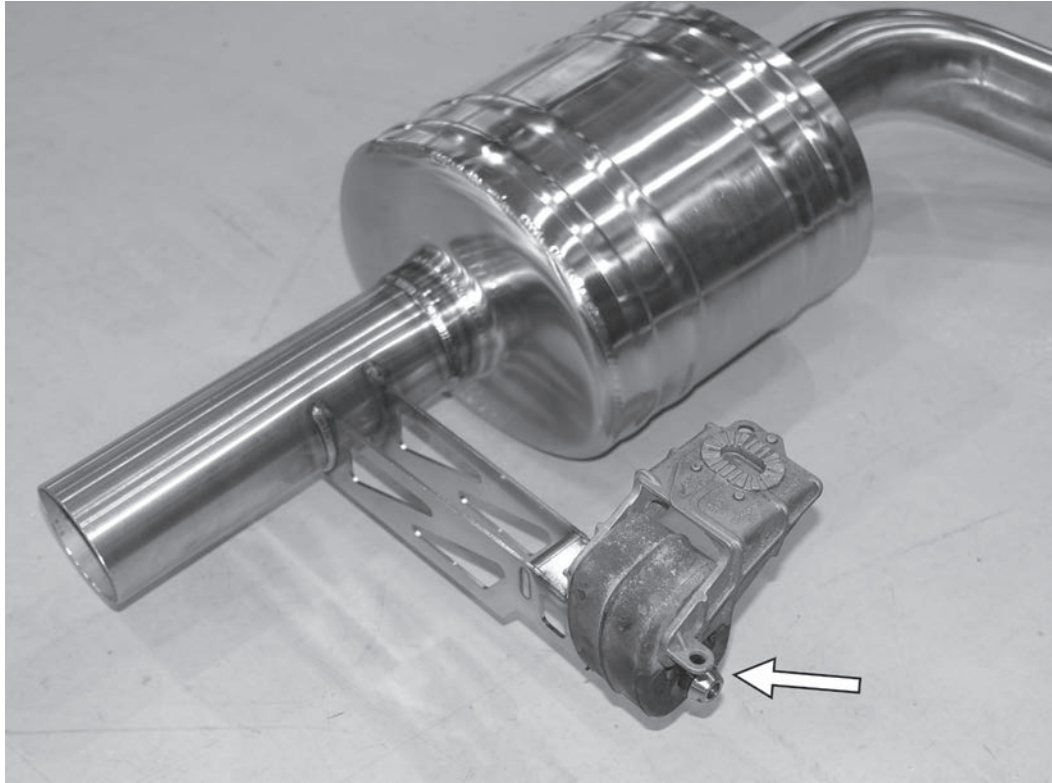
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9) With an assistant holding the back of the exhaust, remove the 13mm screw holding the rear exhaust hanger bracket by the left muffler. Lower the entire factory exhaust system from the car and place it on the ground.

10) After noting how the bracket is oriented, remove the exhaust hanger from the factory exhaust by the back of the right muffler. Transfer the hanger, in the same orientation, to the APR right muffler.



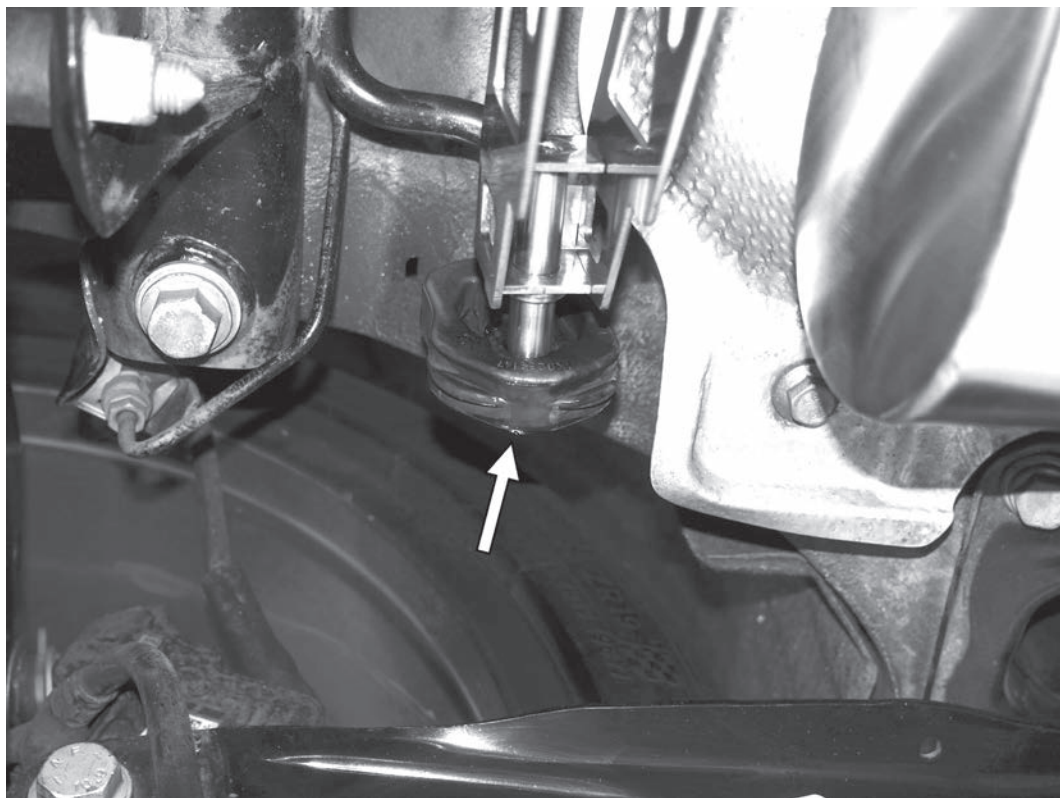


11) After noting how the bracket is oriented, remove the exhaust hanger from the factory exhaust by the back of the left muffler. Transfer the hanger, in the same orientation, to the APR left muffler.

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12) Transfer the rubber hanger from the factory exhaust system where it connected at the back of the center tunnel to the front hanger on the APR center muffler section. With an assistant, install the APR center muffler section into the car and attach it at the back of the center tunnel.

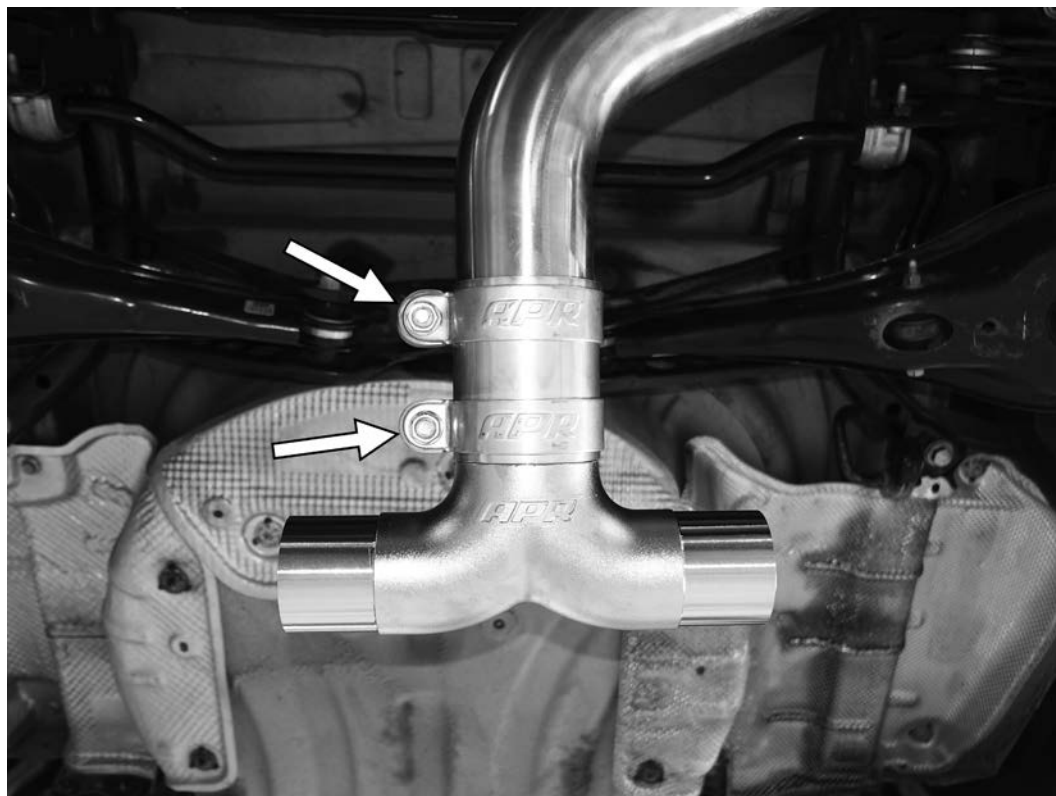


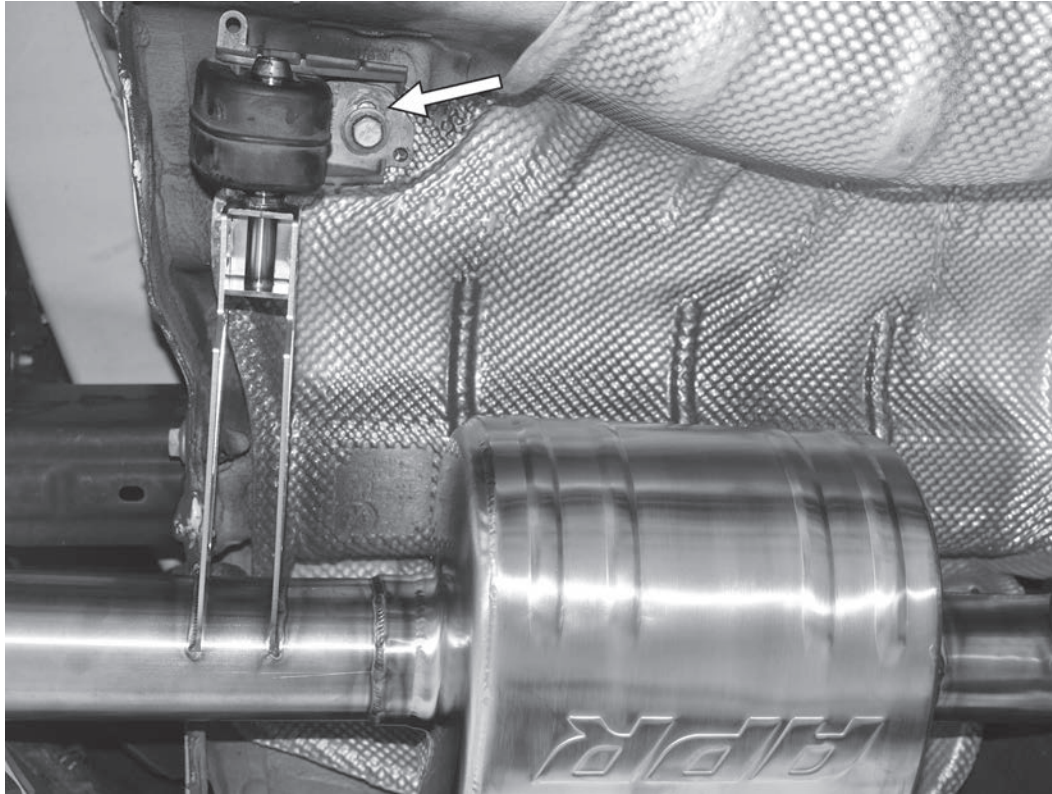


13) Take the factory rubber hanger that was mounted to the front of the factory left muffler, and mount it to the back bracket of the APR center muffler. Locate and find the previously unused factory mounting bracket on the front side of the subframe, just in front of the left rear suspension. Mount the back of the APR center muffler to this bracket, repurposing the factory rubber hanger.

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14) Install the cast APR T section to the back of the APR center muffler with one of the APR sleeve clamps as shown. The 15mm screws on the clamp may be slightly tightened, but the T section should be loose enough to be able to be manipulated later.

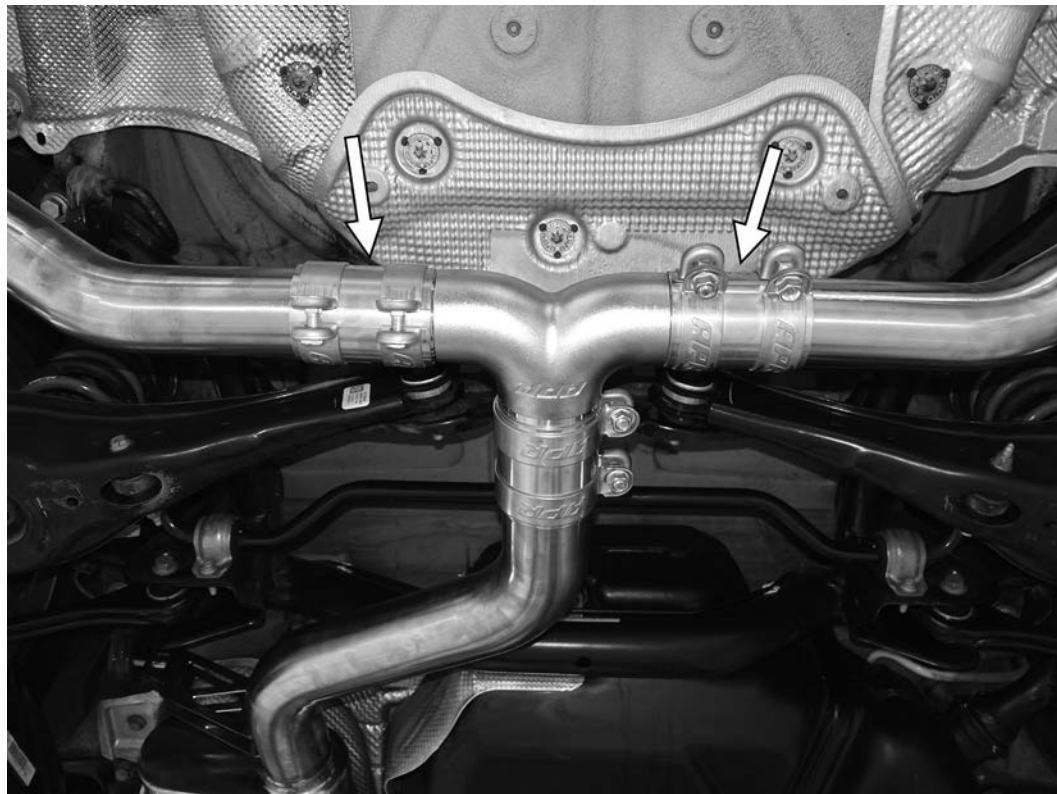


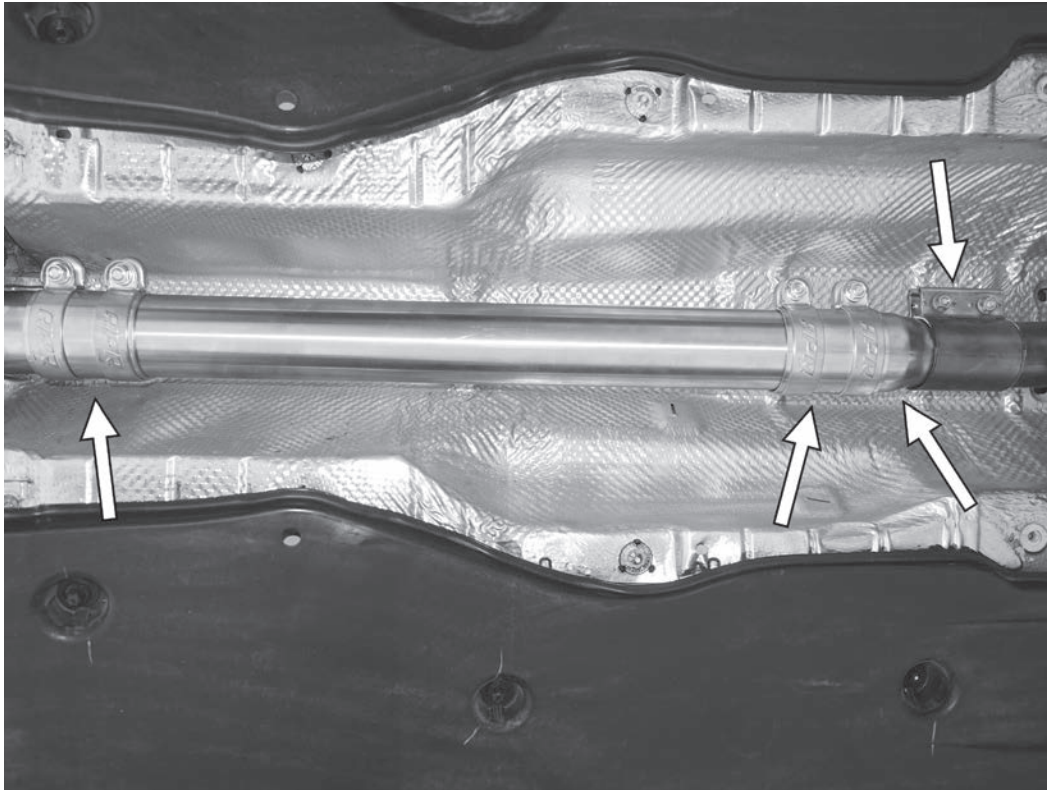


15) Place the left APR muffler in the car, using the original 13mm bolt to loosely hang the factory hanger bracket in its original location. Do not tighten the bolt, as the muffler will need to be adjusted. Also mount the right APR muffler to the car in the same manner, loosely securing it with the original factory 13mm bolt.

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16) Using the two smaller APR sleeve clamps, mount the front portion of both of the rear mufflers to the cast APR T section as shown. The 15mm screws on the clamps may be slightly tightened, but the T section and all the exhaust pipes should be loose enough to be able to be manipulated.





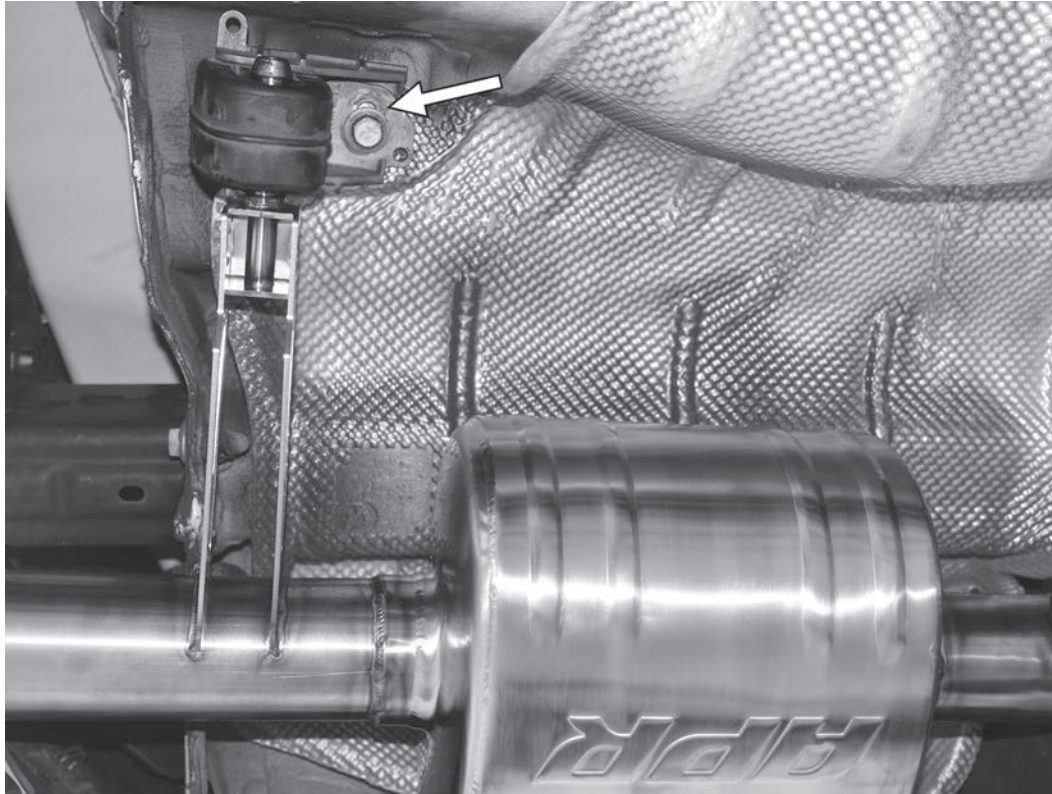
17) With the two remaining large APR sleeve clamps, install the long straight pipe and the reducing coupler as shown. Connect the reducing coupler to the stock downpipe with the stock sleeve clamp. Slightly tighten the sleeve clamps in place, leaving them loose enough for the pipes to be manipulated.

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18) Adjust the APR exhaust to fit the car. There is a ton of adjustments that can be made. Move the rear mufflers in and out (sliding the rear hanger brackets) for side to side. Raise and lower the cast T. Rotate the rear muffler pipes going into the cast T. Once the system is where you want it, begin to tighten the fasteners, working from the back of the car forward.



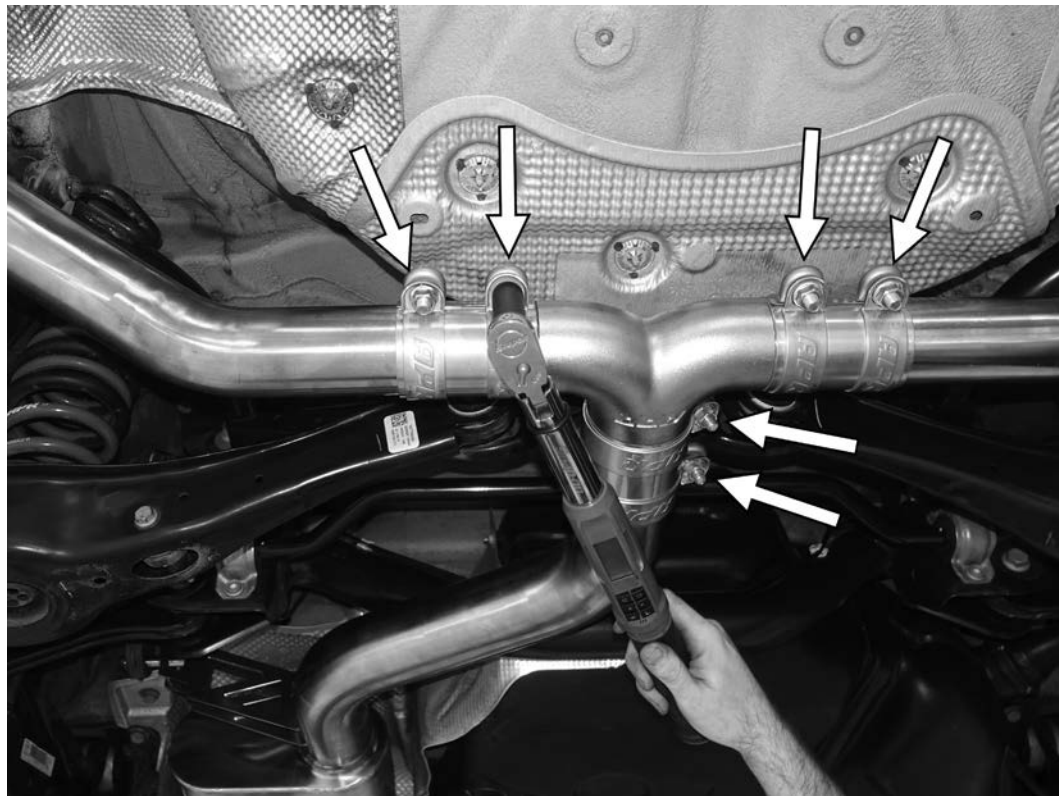
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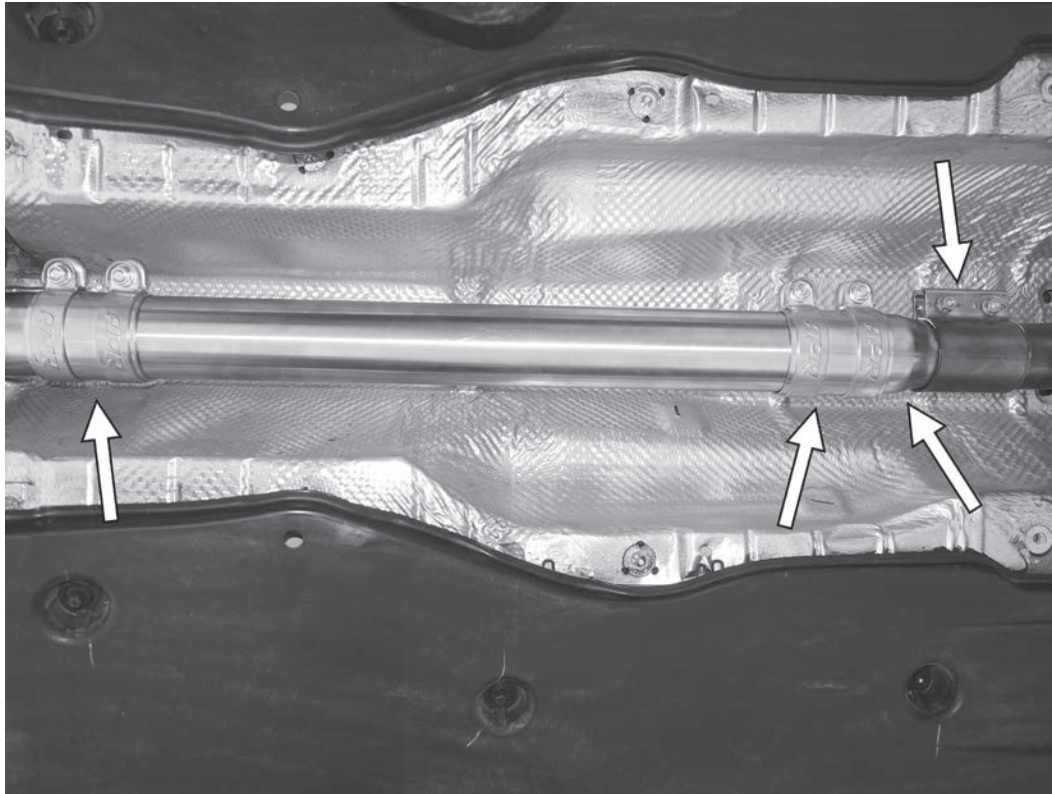
19) Once adjusted, tighten the 13mm screws on the rear hanger brackets to 20Nm (177in-lbs).

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20) Once adjusted, tighten the 15mm nuts on the two sleeve clamps behind the cast T to 20Nm (177in-lbs). Tighten the 15mm nuts on the sleeve clamp in front of the cast T.



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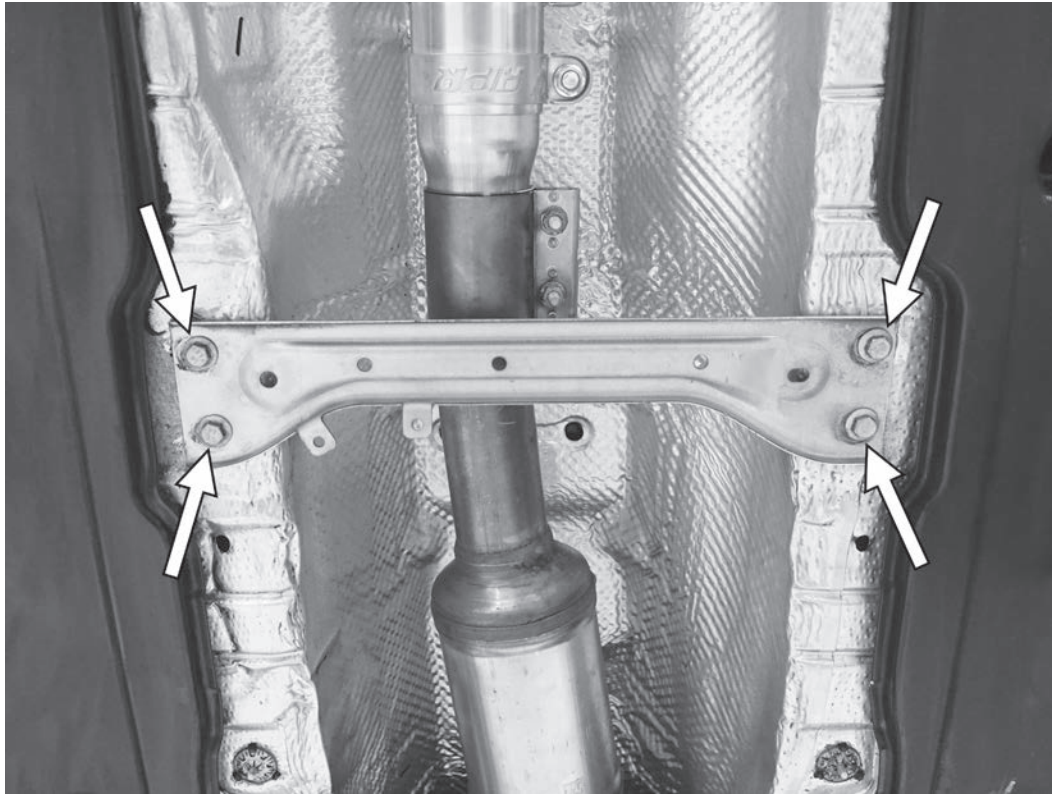
21) Tighten the 15mm nuts on the two APR sleeve clamps in the center tunnel to 20Nm (177in-lbs). Finally, tighten the 13mm nuts on the front factory sleeve clamp to 30Nm (22ft-lbs).

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22) Install the factory rear cross-brace with the supplied spacers between the brace and the chassis of the car. Tighten the four 13mm nuts to 20Nm (177in-lbs).



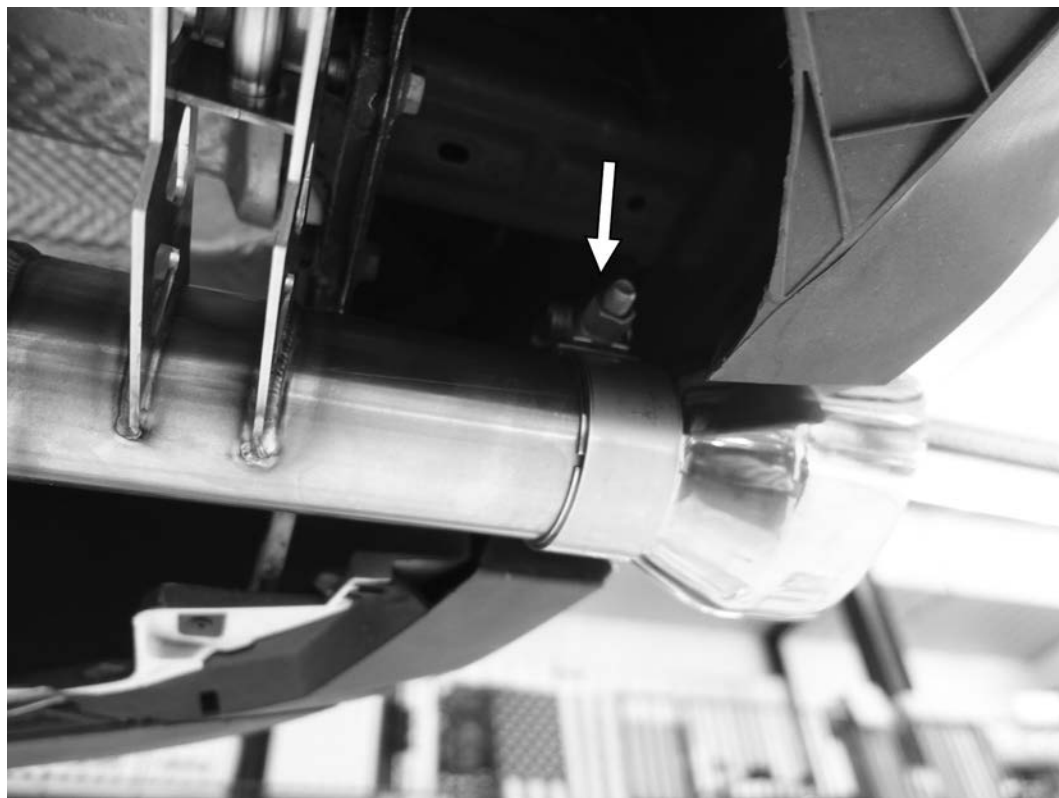
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23) Install the front crossbrace onto the car. Tighten the four 13mm screws to 20Nm (177in-lbs).

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24) Install the two rear exhaust tips with the supplied clamp. Adjust the tip position in the rear valence. Tighten the 15mm nut on the clamps to 55Nm (40ft-lbs).



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