

#TL100164

CI100059

APR 992 Intake

INSTALLATION MANUAL

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Notes:

These instructions were written for a North American specification 992 Carrera GTS, 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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1) Place the car on a lift or jack-stands and remove both rear wheels.

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2) Raise the rear boot lid and raise the rear spoiler.



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3) Pop out the plastic panels on both sides of the rear decklid spoiler.

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4) Remove the six T30 screws from the rear center taillight.



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5) Pull the center taillight straight back a few inches from the car, exposing the electrical connectors. Disconnect both electrical connectors from either side of the center taillight and remove the taillight from the car.

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6) Remove the four (two on each side) T30 screws from both rear side taillights. Note the spacer on the two outer screws.



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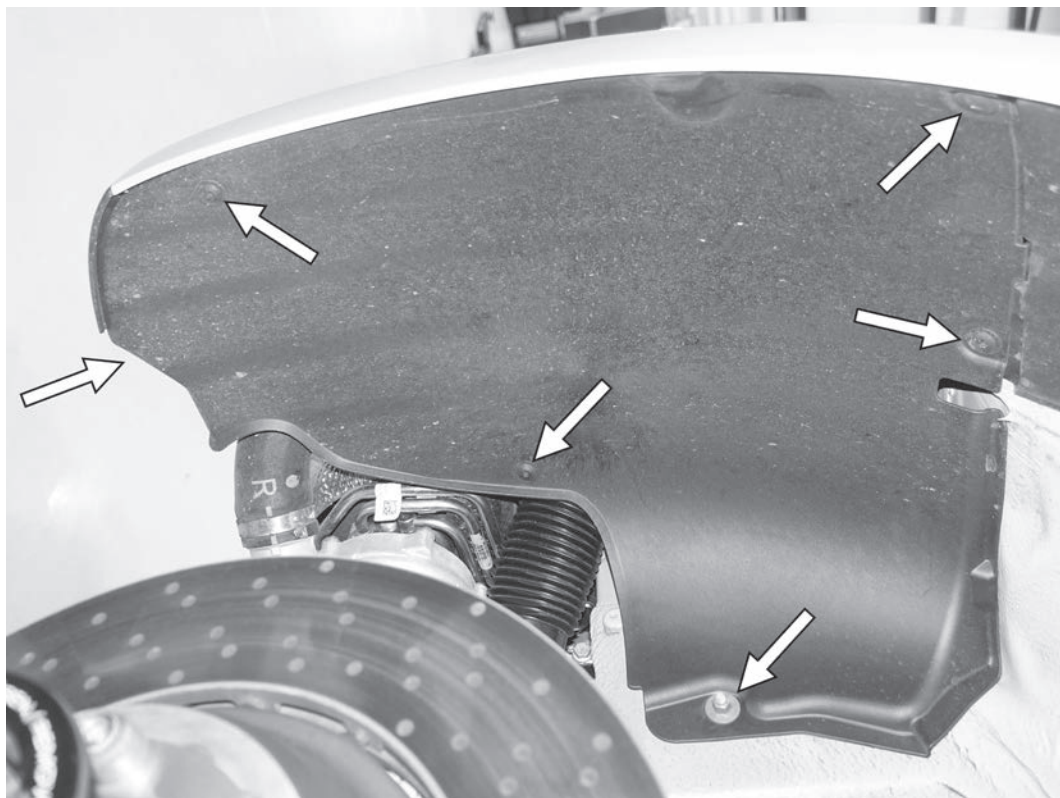


7) Pull both side taillight back slightly, and then disconnect the electrical connector from each light. Remove the lights from the car.

8) Remove the four T30 screws along the top of the bumper cover. Leave the two outer screws slightly in to hold the bumper in place.



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9) On the rear lower fender liner, remove the four T25 screws, the one T30 screw (underneath), and the one 10mm nut. Remove the rear lower fender liner from the car. Repeat on the other side of the car.

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10) Remove the three T30 screws holding the bumper cover to the airbox frame. Repeat on the other side of the car.



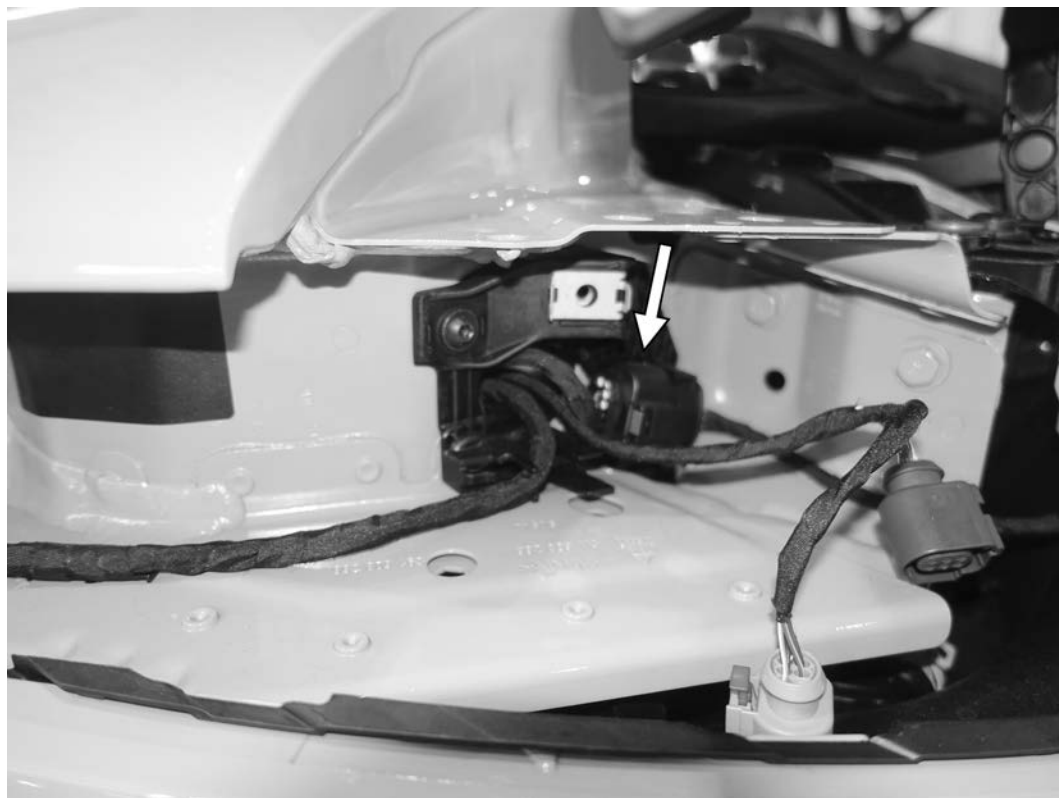
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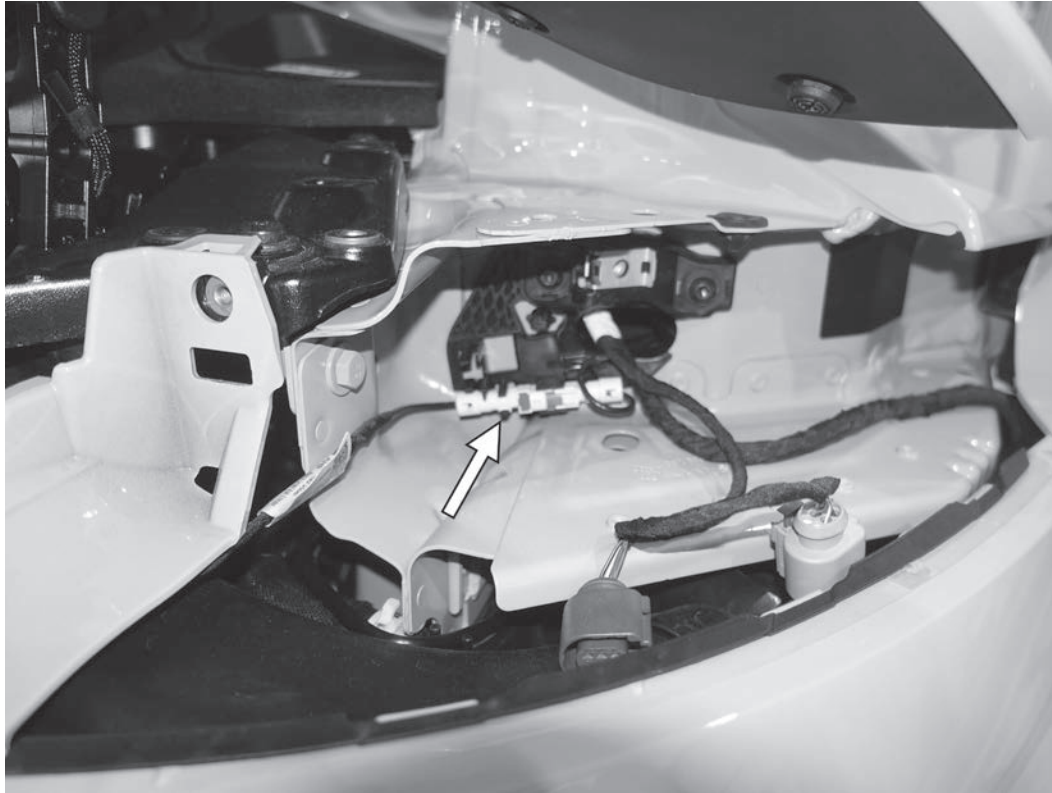
11) Remove the eight T30 screws from the bottom of the rear bumper. Note the placement of each screw and where it is located in the bumper.

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12) Disconnect the left side of the rear bumper wiring harness from where the left taillight was. From this step on, do not turn on the ignition of the car, or the sensors may have to be recalibrated.

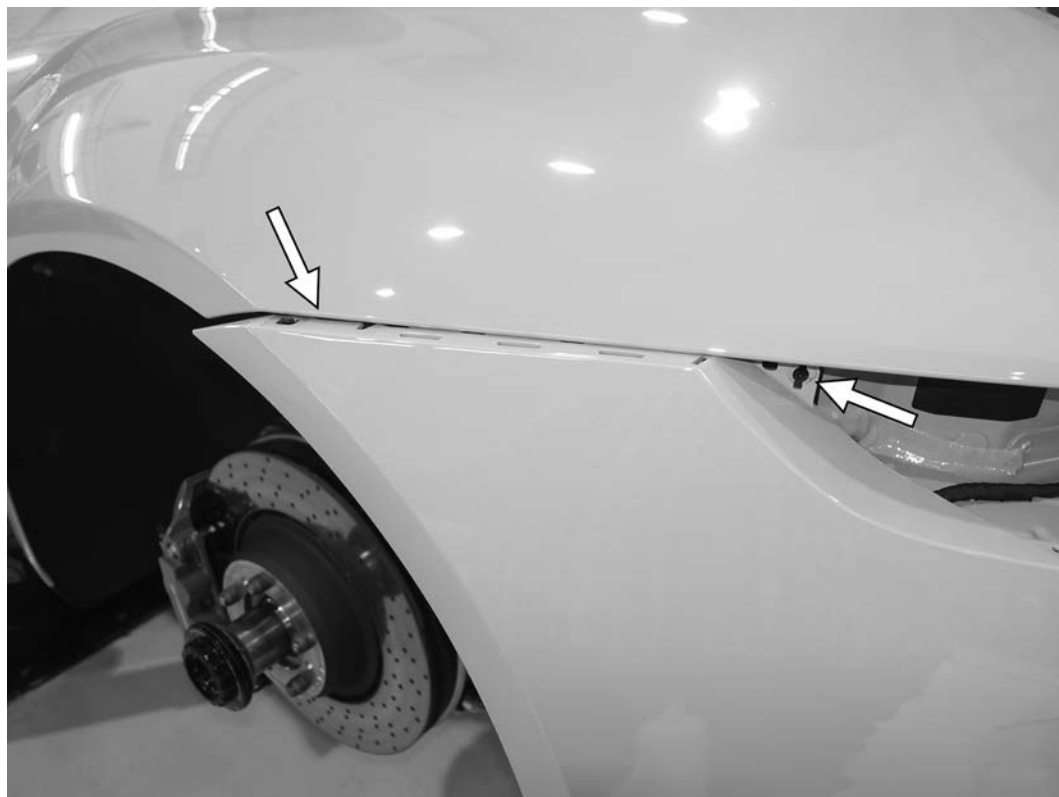


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13) Disconnect the right side of the rear bumper wiring harness from where the right taillight was. Some cars may have more or less electrical connectors depending on the vehicle options.

14) With an assistant, remove the previously loosened silver screw holding the side of the bumper cover in place. Pull the side of the bumper cover away from the bumper guide clips on the rear fender, and then remove the rear bumper cover from the car.



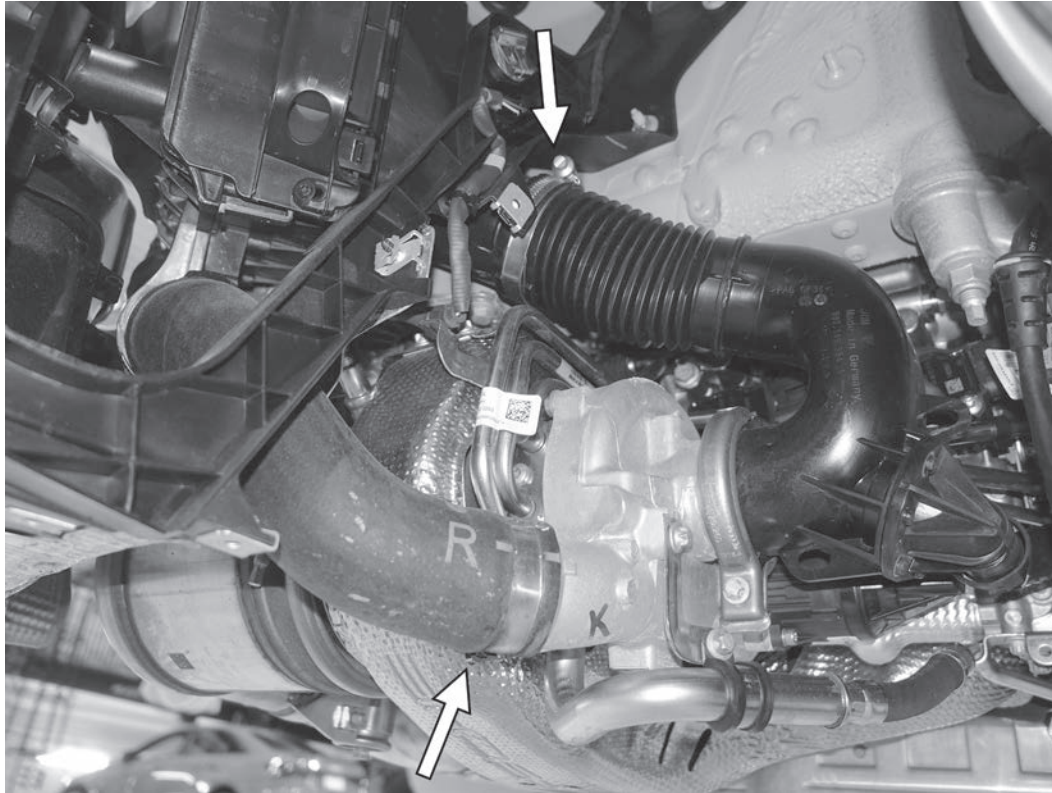


15) Pull off the two air guides, one for the airbox and one for the inter-cooler ducting. Separate from the airbox frame first, and then remove them from the car. Repeat on the other side of the car.

16) Loosen the two 7mm hose clamps from the intercooler inlet hoses, and separate the hoses from the intercoolers.



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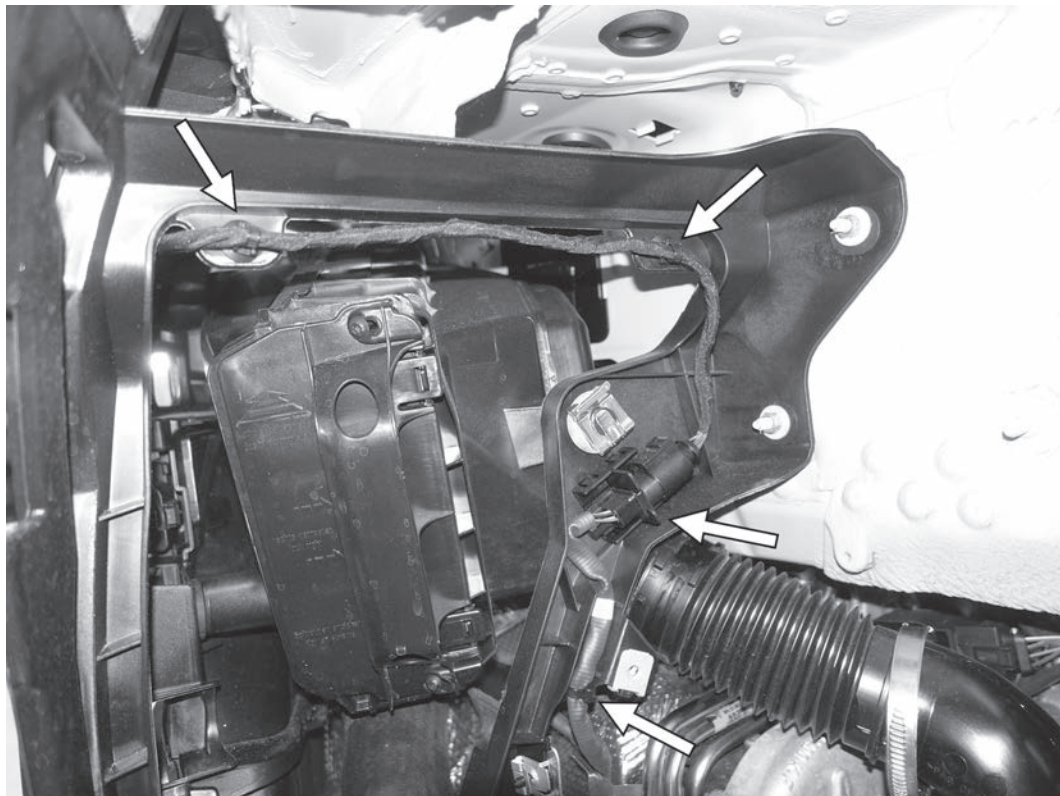
17) Loosen the 7mm clamps from the top of the turbo inlet pipe and the turbo outlet pipe. Separate the hose from both connections. Repeat this step on the other side of the car.

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18) Remove the spring clamps from the diverter valve hose to the airbox. Disconnect the hose from the fitting. Repeat on the other side of the car. Disconnect the vacuum line connection to the right airbox.



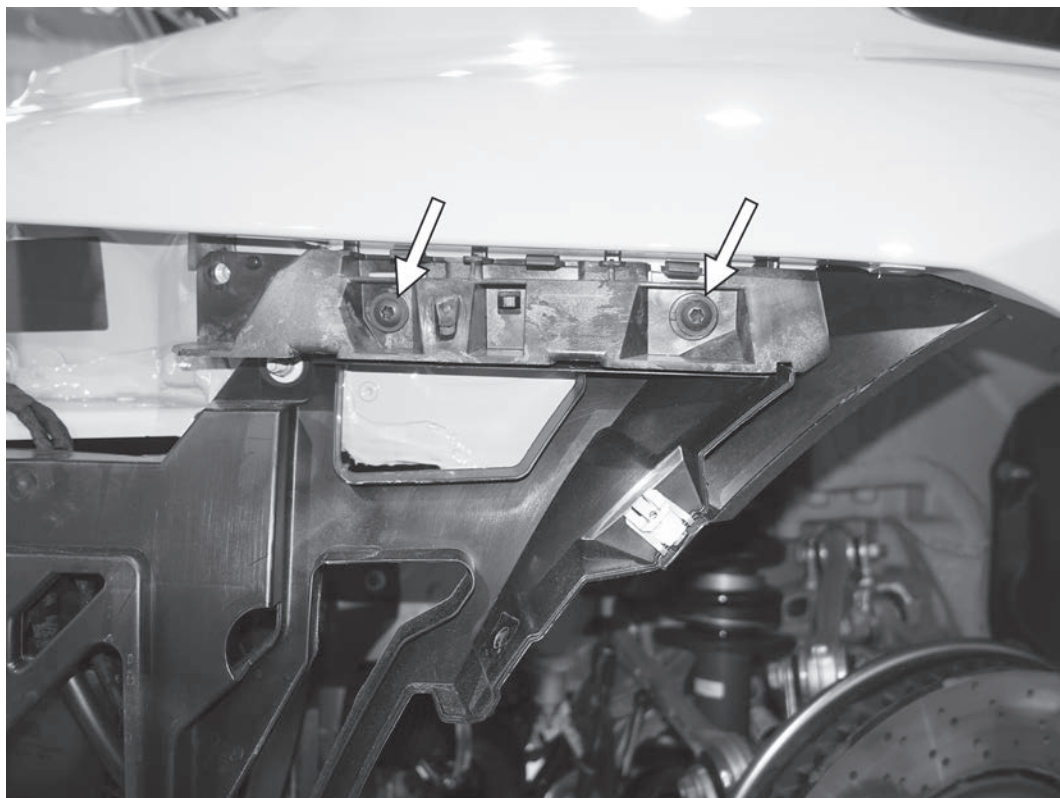
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19) Separate the electrical connector for the oxygen sensor from the airbox frame, and then unplug the electrical connector. Then separate the clips on the harness from the airbox frame. Repeat this on the other side of the car.

20) Disconnect the electrical connect to the blind spot detection sensor, then separate the clips on the harness from the airbox frame.





21) Remove the two T30 screws from the bumper guide clip, and remove the bumper guide clip from the car. Repeat on the other side of the car.

22) Remove the four T30 screws (two shown) holding the heat shield to the bottom of the airbox frame. Repeat on the other side of the car.



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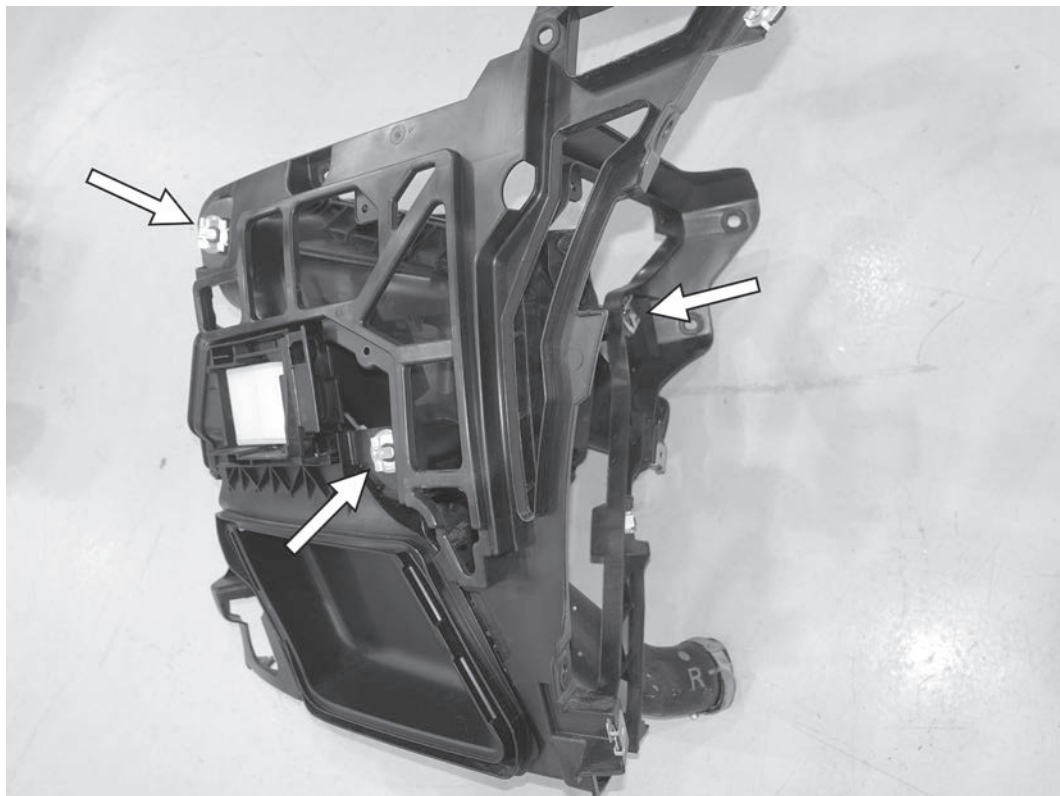


23) Remove the five 10mm nuts and one 10mm screw holding the airbox frame to the car. Repeat on the other side of the car.

24) Remove the airbox frame with airbox assembly from the car, ensuring all hoses, wiring harnesses, etc. are disconnected. Note how the wiring harness is routed through the assembly. Repeat on the other side of the car.

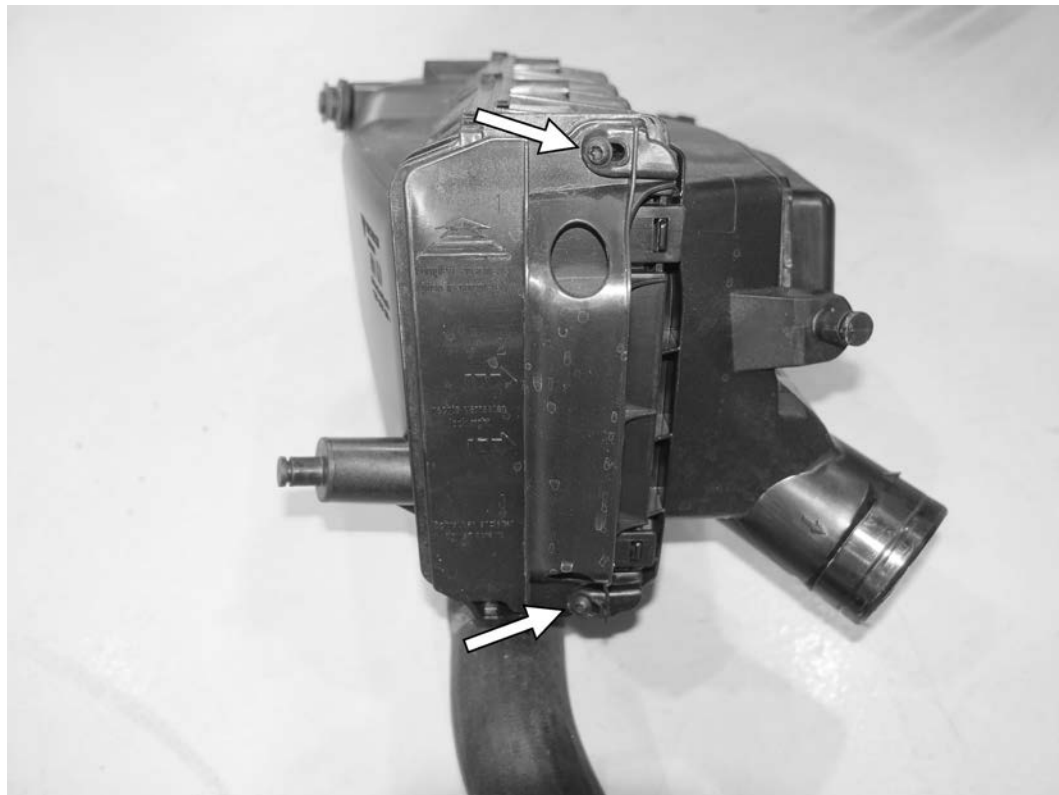


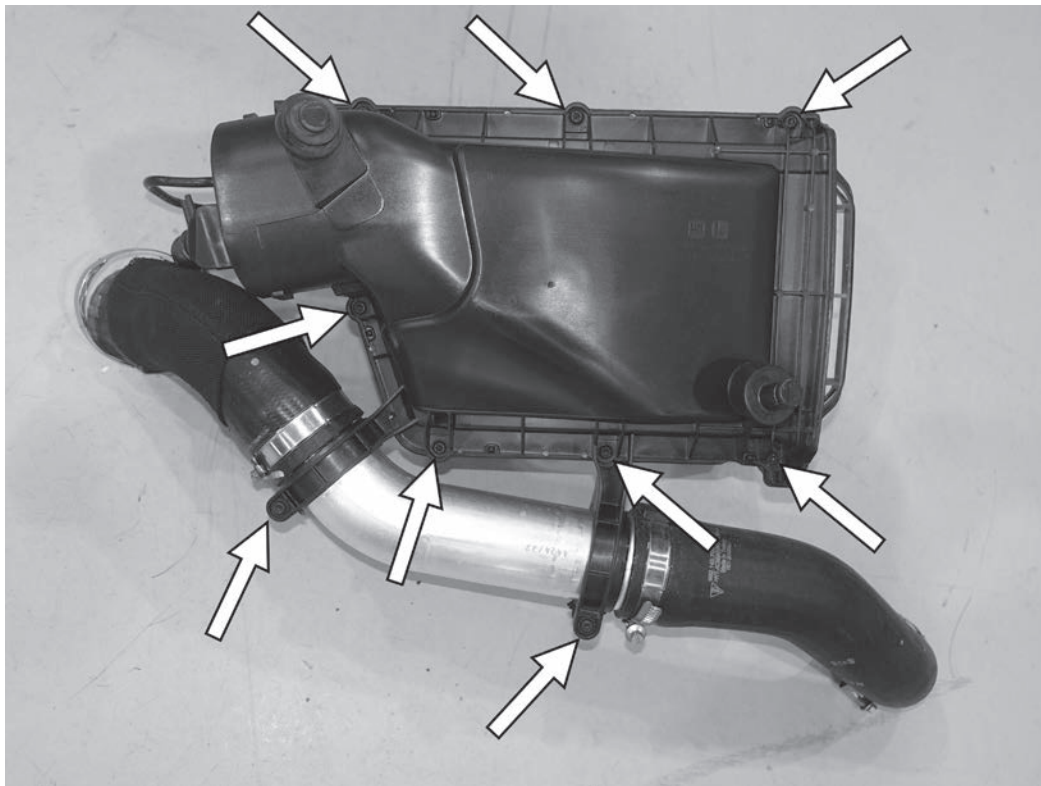
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25) Disconnect the three clips holding the airbox to the airbox frame, and then separate the airbox from the frame. Repeat on the other side of the car.

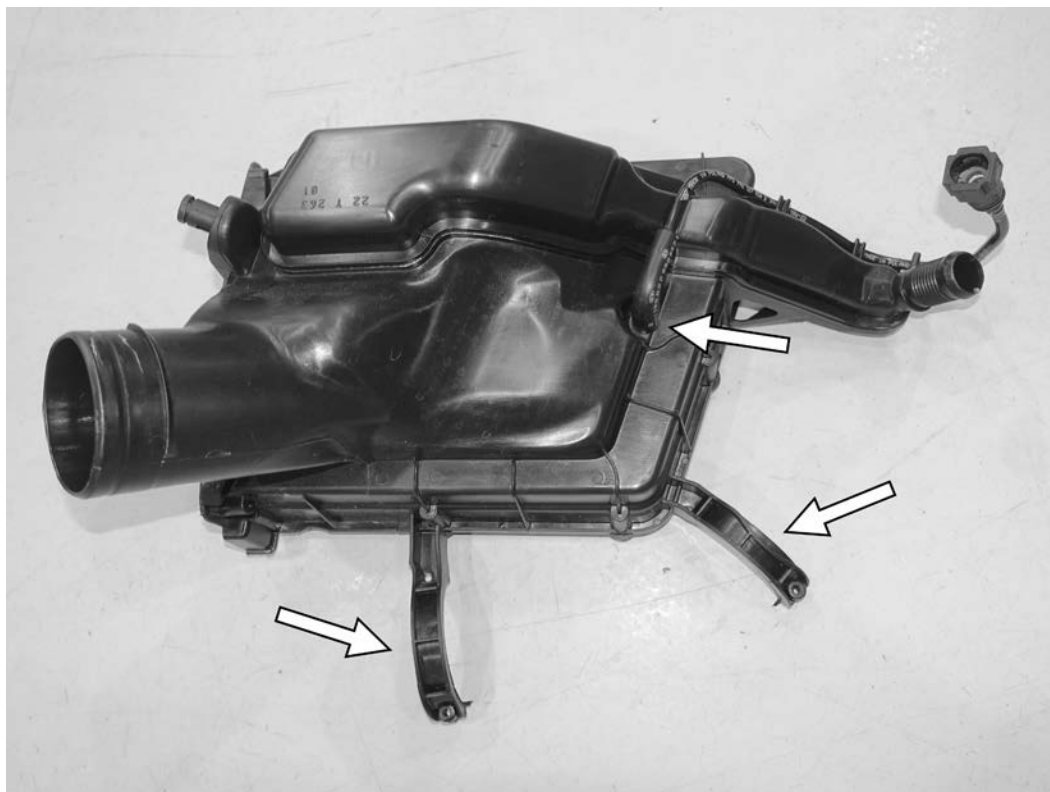
26) Remove the two T25 screws holding the air filter into the airbox. Repeat on the other side of the car..

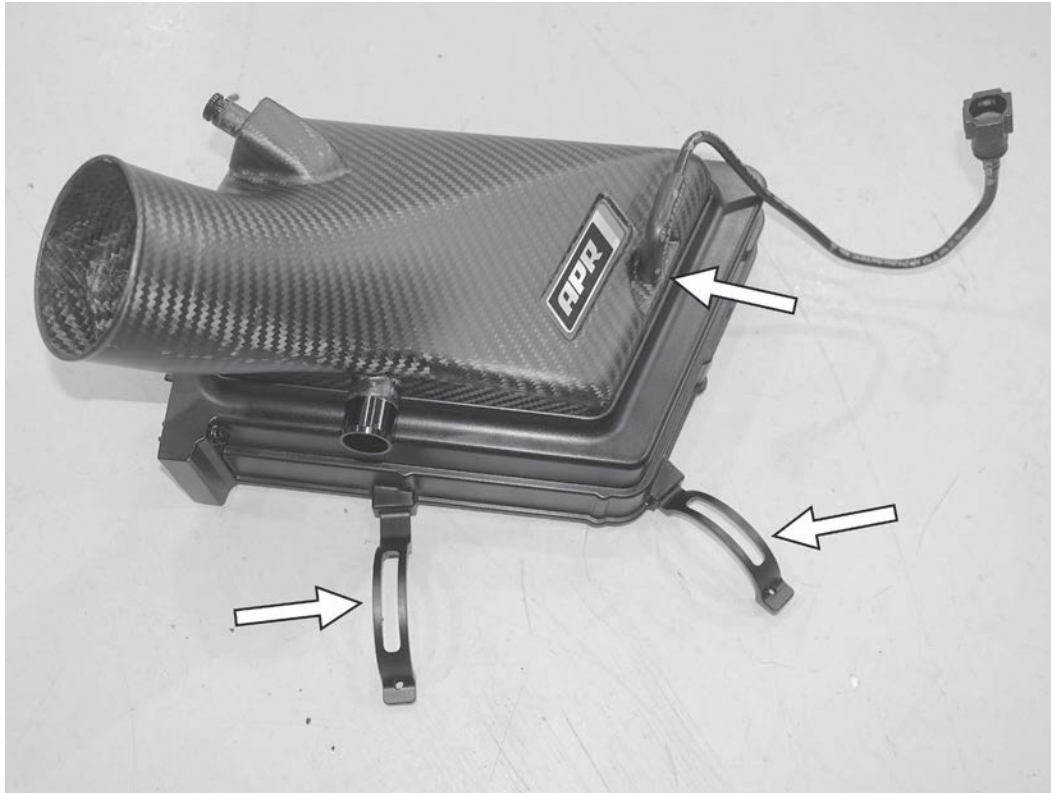




27) Remove the seven T25 screws holding the two halves of the airbox together. Note the orientation of the charge pipe on the airbox, and then remove the two T25 screws holding the charge pipe brackets to the charge pipe. Repeat on the other side of the car.

28) Separate the charge pipe from the airbox by removing the two straps holding the charge pipe in place. Disconnect the vacuum line from the top of the airbox. Repeat on the other side of the car.





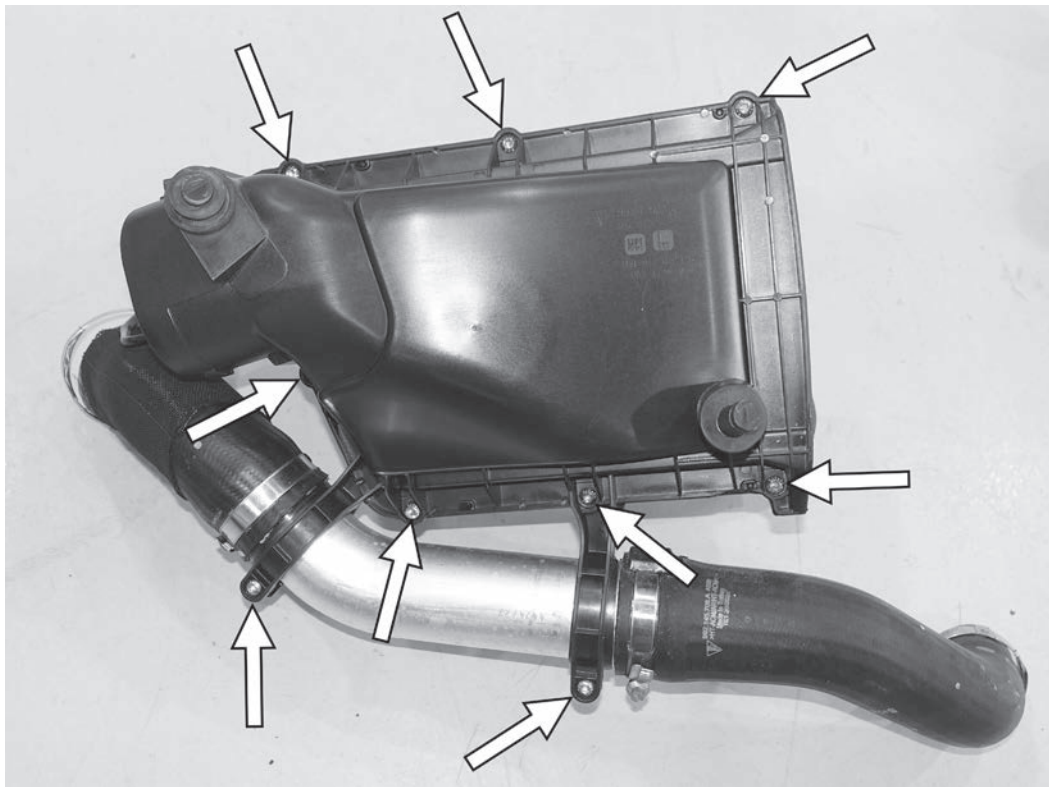
29) Install the factory vacuum line from the top of the airbox onto the APR airbox top in the same orientation. Install the supplied charge pipe brackets onto the APR airbox top as shown, with the longer bracket on the bottom and the shorter bracket on the side. Repeat on the other side of the car.

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30) Remove the factory air filter assembly from the factory airbox, and replace the filter with the APR filter. Repeat on the other side of the car.



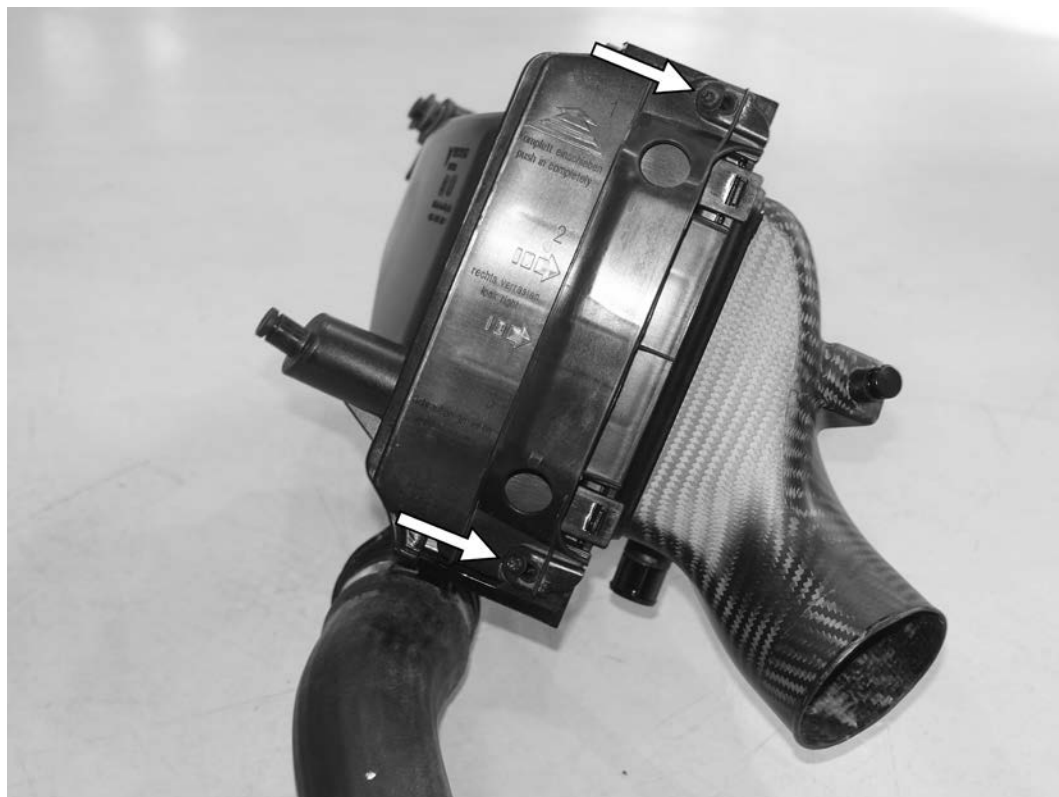
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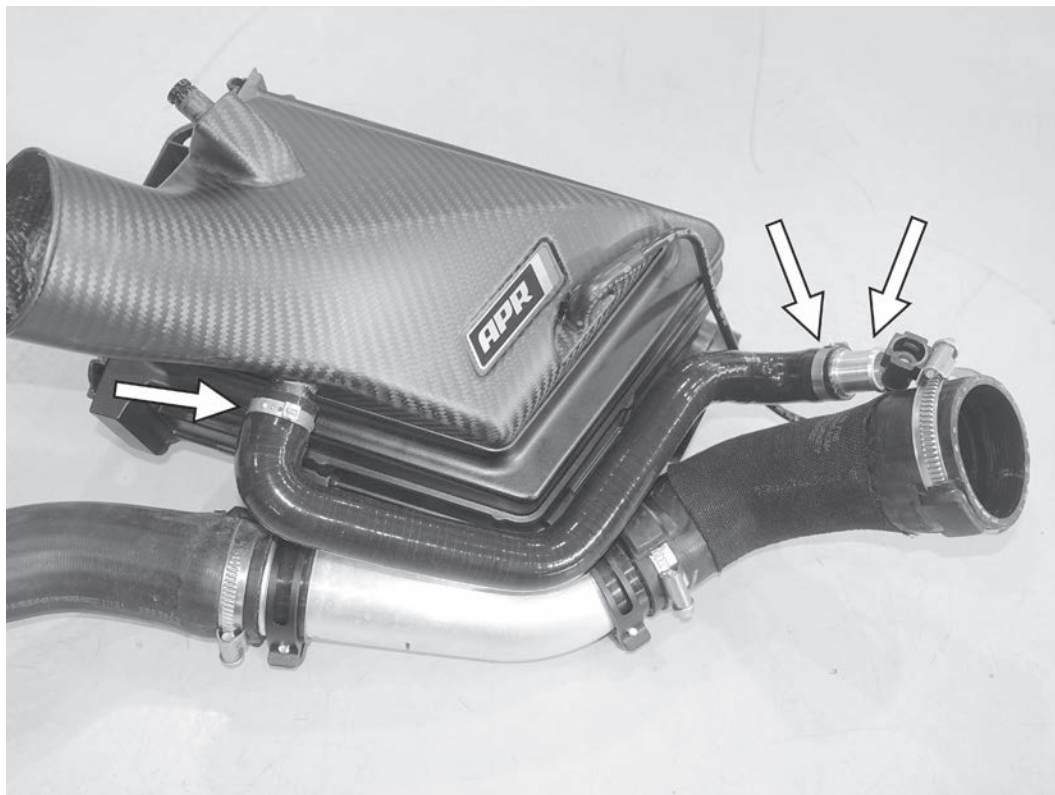


31) Assemble the APR airbox lid to the factory airbox base along with the charge pipe. Secure the APR airbox lid to the base with the seven supplied, short T25 screws and torque to 2Nm (18 in-lbs). Orient the charge pipe so it will connect with the turbo outlet and intercooler inlet, and then secure the charge pipe with the APR charge pipe brackets with the two supplied, long T25 screws and torque to 1Nm (9 in-lbs). Repeat on the other side of the car.

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32) Install the air filter into the airbox assembly with the two T25 screws and torque to 2Nm (18 in-lbs). Repeat on the other side of the car.





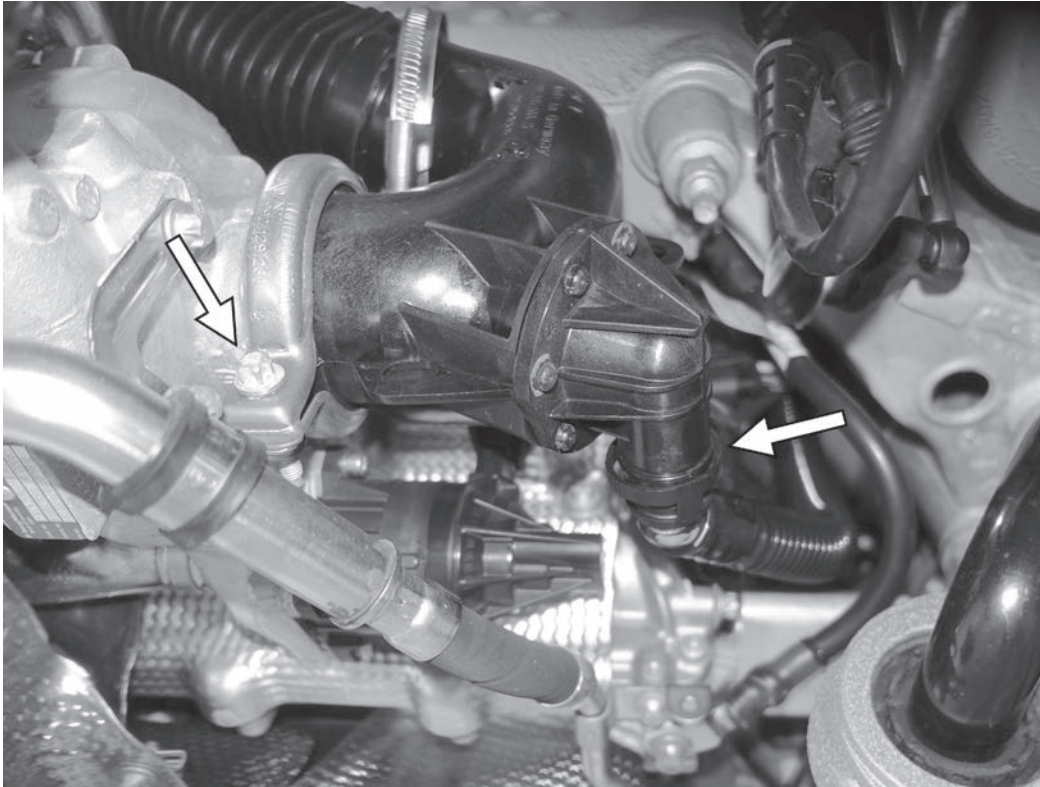
33) Install the APR silicone DV hose to the airbox with the supplied clamp, routing the hose as shown on the airbox. Install the supplied coupler on the other end of the DV hose, and secure with the other supplied clamp. Repeat on the other side of the car.

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34) Reinstall the airbox assembly to the airbox frame in the same orientation as the stock airbox. Secure the airbox to the frame with the three factory clips in their original locations. Repeat on the other side of the car.

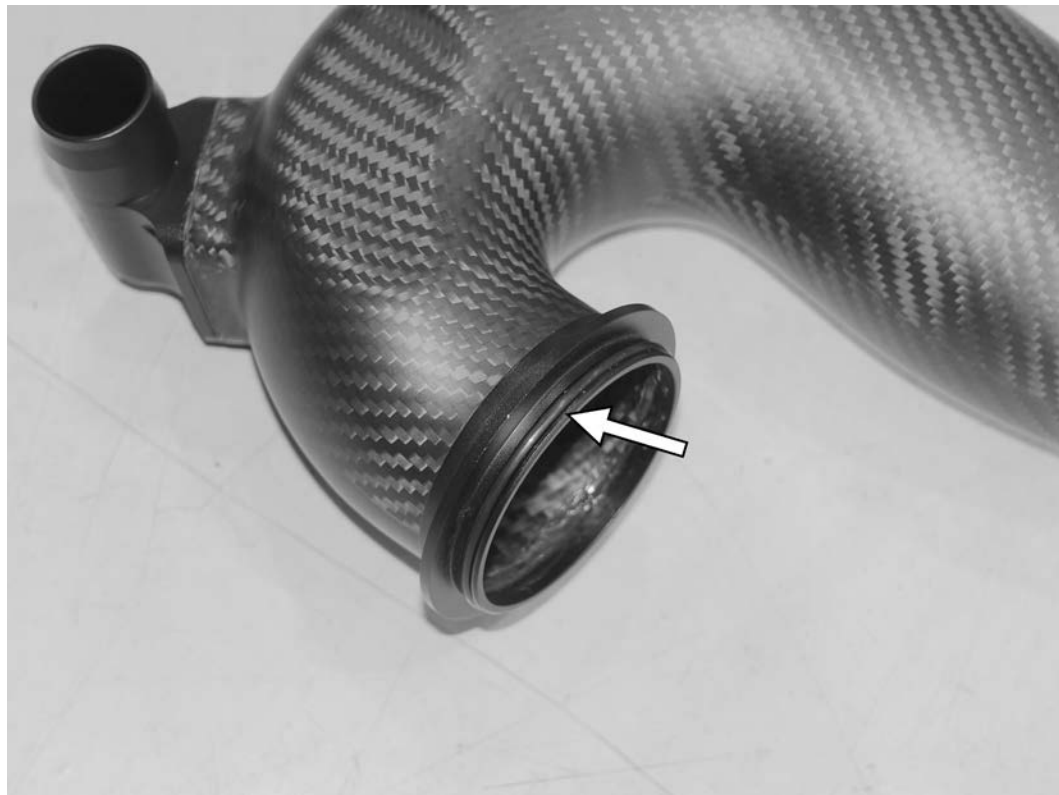


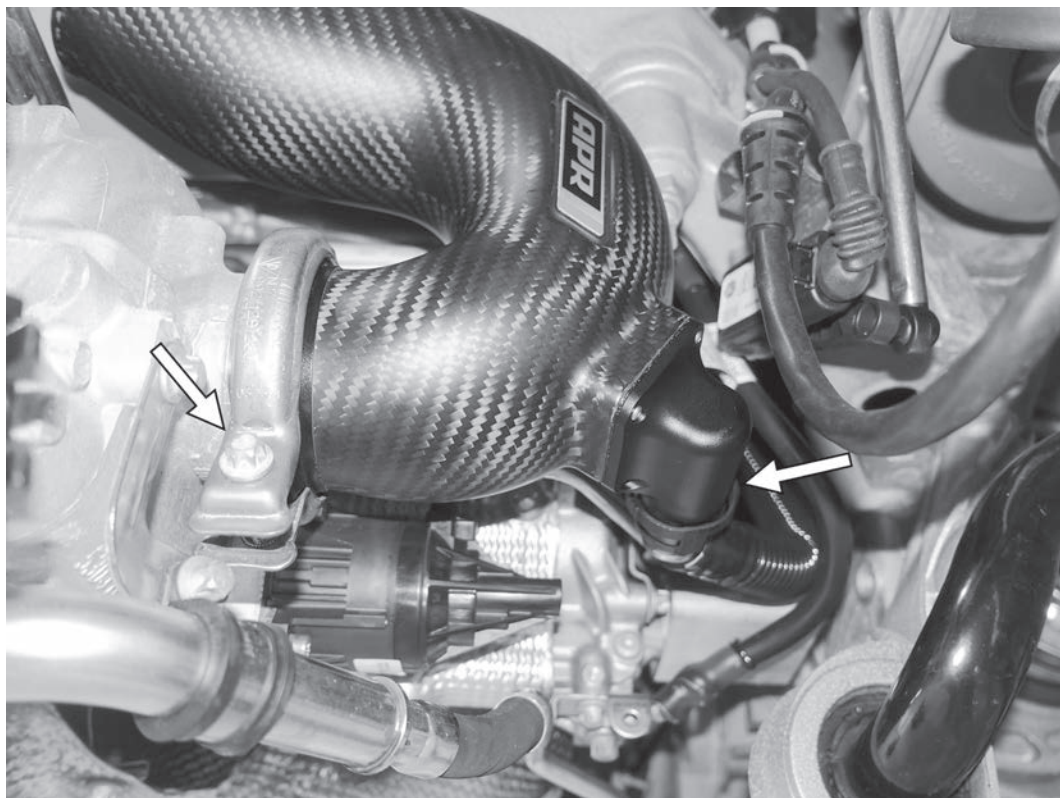
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35) Loosen the clamp on the turbo inlet pipe by remove the E10 external torx fastener. Repeat on the other side of the car. On the right turbo, disconnect the PCV line on the turbo inlet pipe.

36) Lubricate the supplied o-rings and install them onto the flange of the APR turbo inlet pipes.





37) Install the APR turbo inlet pipe onto the turbocharger, and secure with the factory clamp. Loosely tighten the E10 external torx screw so the pipe can be adjusted. Repeat on the other side of the car. On the right turbo, reconnect the PCV line to the port on the APR turbo inlet pipe.

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38) Loosely install the supplied rubber coupler with the two hose clamps on the other end of the APR turbo inlet pipe. Repeat on the other side of the car.

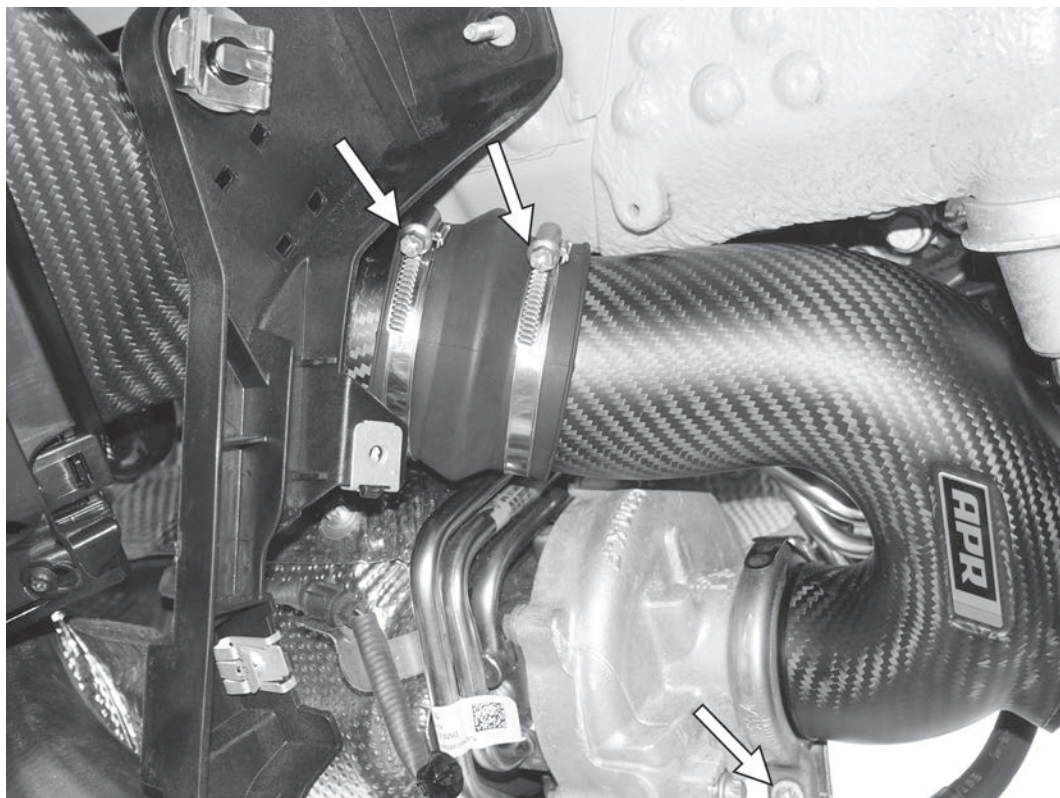




39) Reinstall the airbox frame and airbox assembly on the car, reconnecting all hoses to their original locations. Make sure the wiring harness is routed the same way as before and is not pinched. Repeat on the other side of the car.

40) Reconnect the intercooler inlet hose to the intercooler and secure the stock clamp to 5.5Nm (49 in-lbs). Reconnect the vacuum line to the airbox at the factory coupler. Reconnect the diverter valve line to the APR coupler on the APR diverter valve hose and secure with the factory spring clamp. Repeat on the other side of the car.





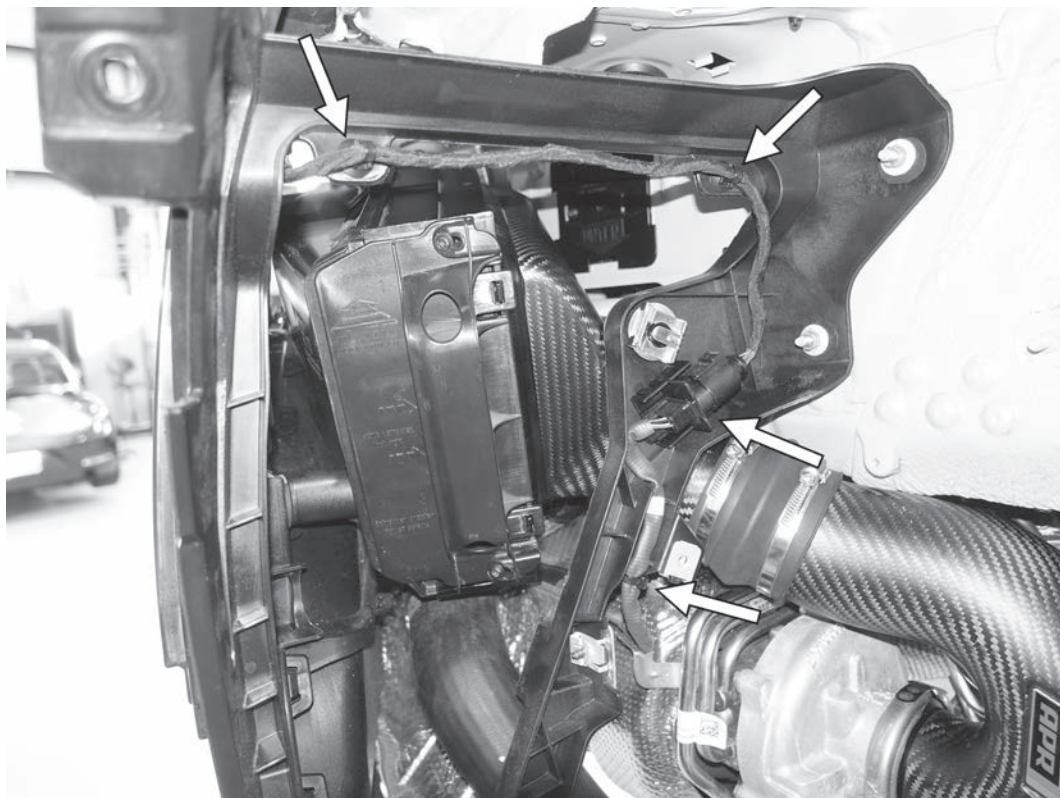
41) Connect the coupler from the APR turbo inlet pipe to the APR airbox lid. Once centered, tighten the two 7mm clamps to 2Nm (18 in-lbs). Tighten the E10 external torx screw on the APR turbo inlet pipe to 5.5Nm (49 in-lbs). Repeat on the other side of the car.

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42) Reinstall the five 10mm nuts and one 10mm screw (on the back side) holding the airbox frame to the car. Tighten all fasteners to 10Nm (89 in-lbs). Repeat on the other side of the car.



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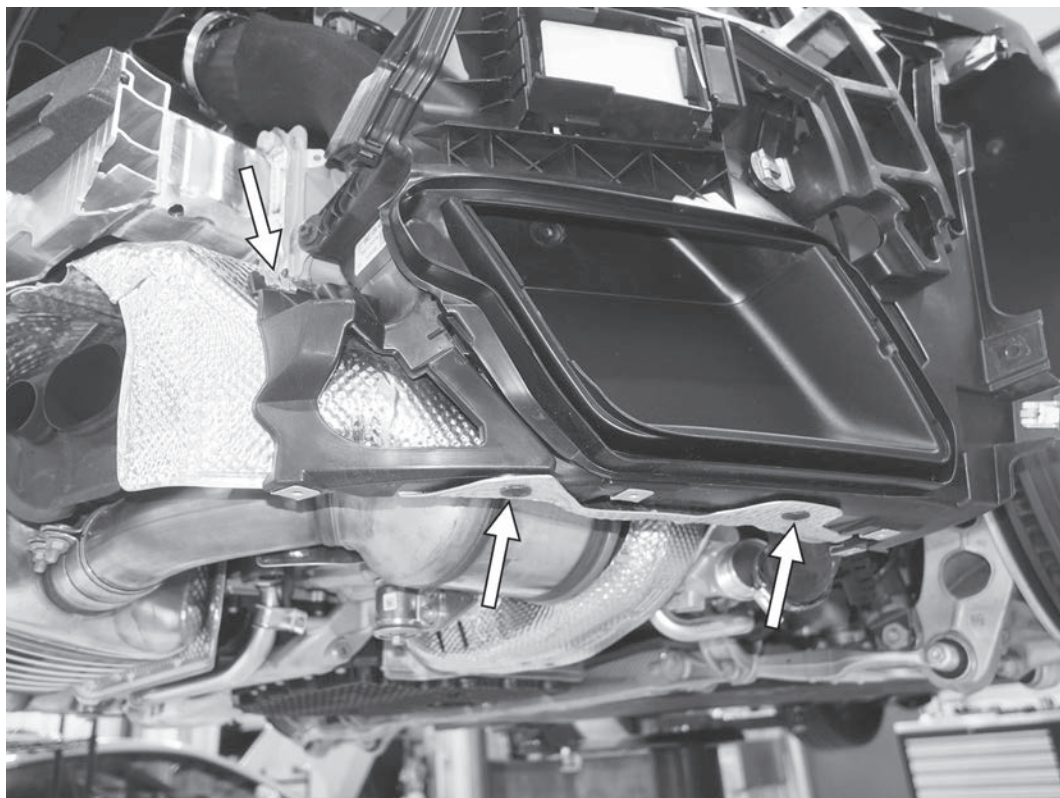


43) Reconnect the electrical connector for the oxygen sensor and then reattach it to the airbox frame. Connect the clips from the harness to the airbox frame. Repeat this on the other side of the car.

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44) Reconnect the electrical connect to the blind spot detection sensor, then attach the clips on the harness to the airbox frame.

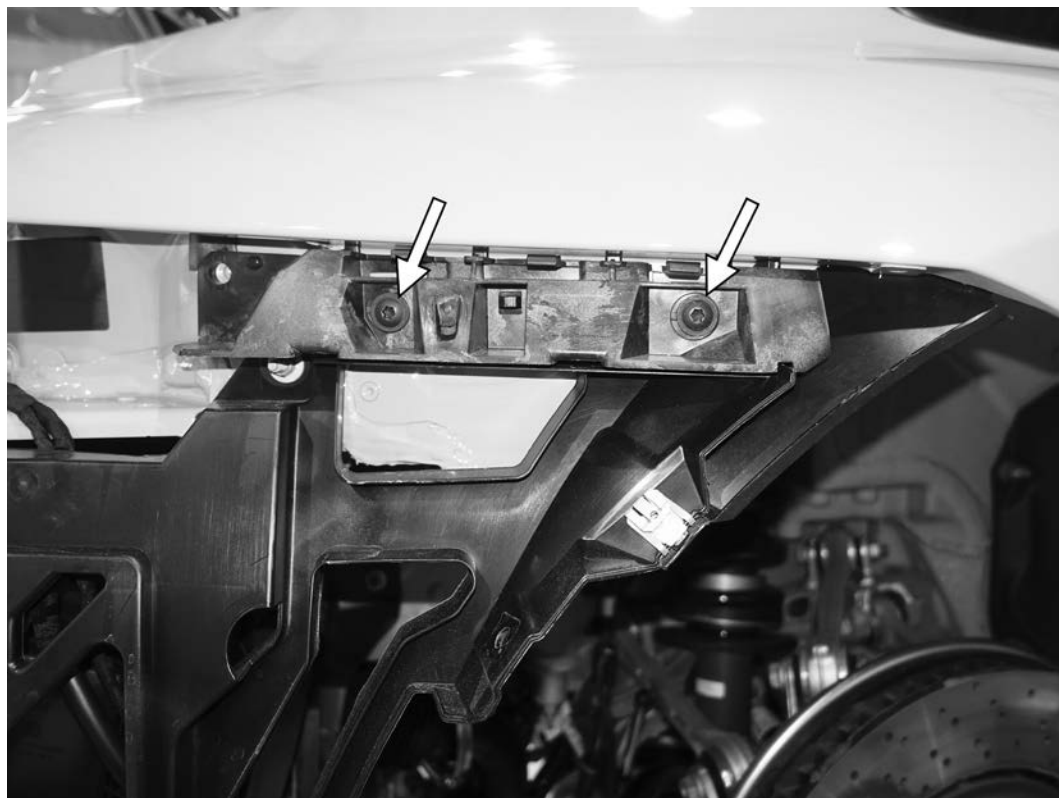




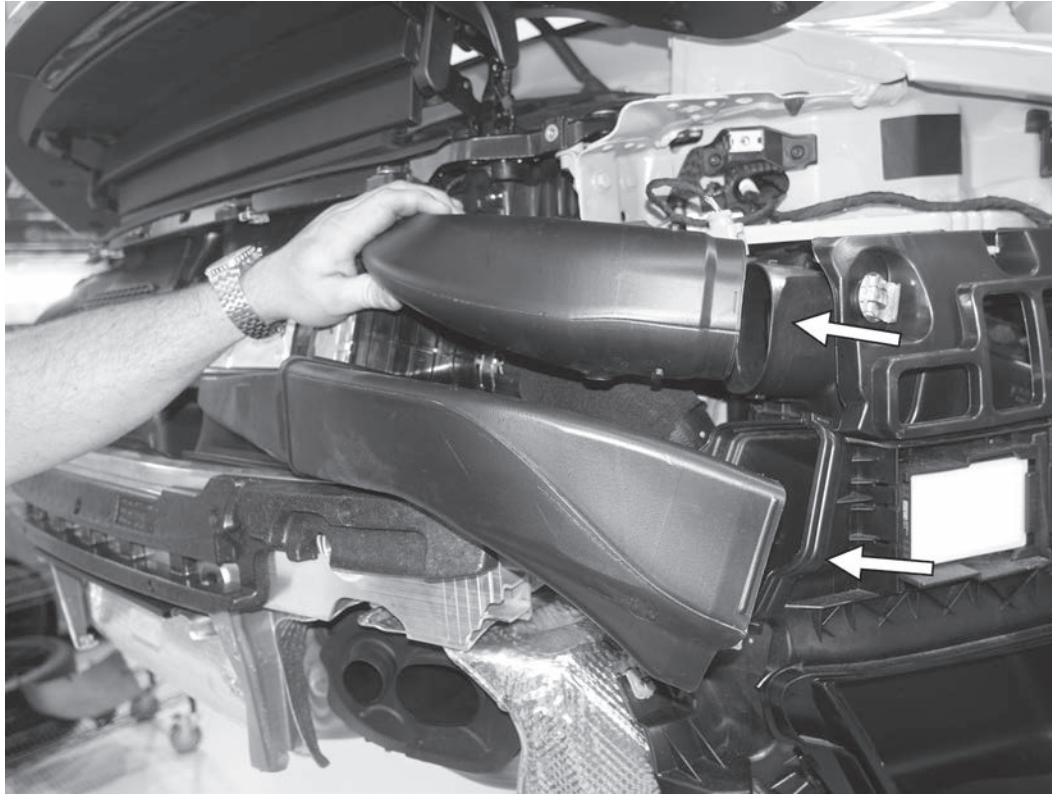
45) Reinstall the four T30 screws (two shown) holding the heat shield to the bottom of the airbox frame. Tighten the screws to 2.5Nm (22 in-lbs). Repeat on the other side of the car.

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46) Reinstall the bumper guide clip with the two T30 screws. Tighten the screws to 10Nm (89 in-lbs). Repeat on the other side of the car.

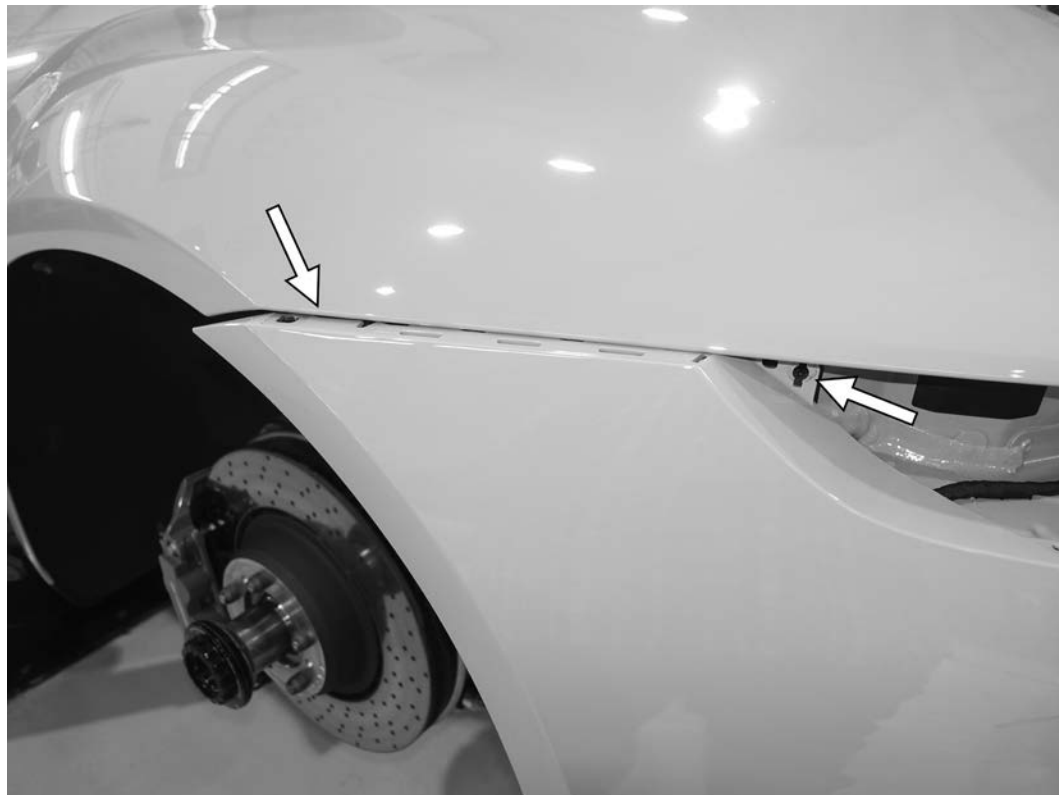


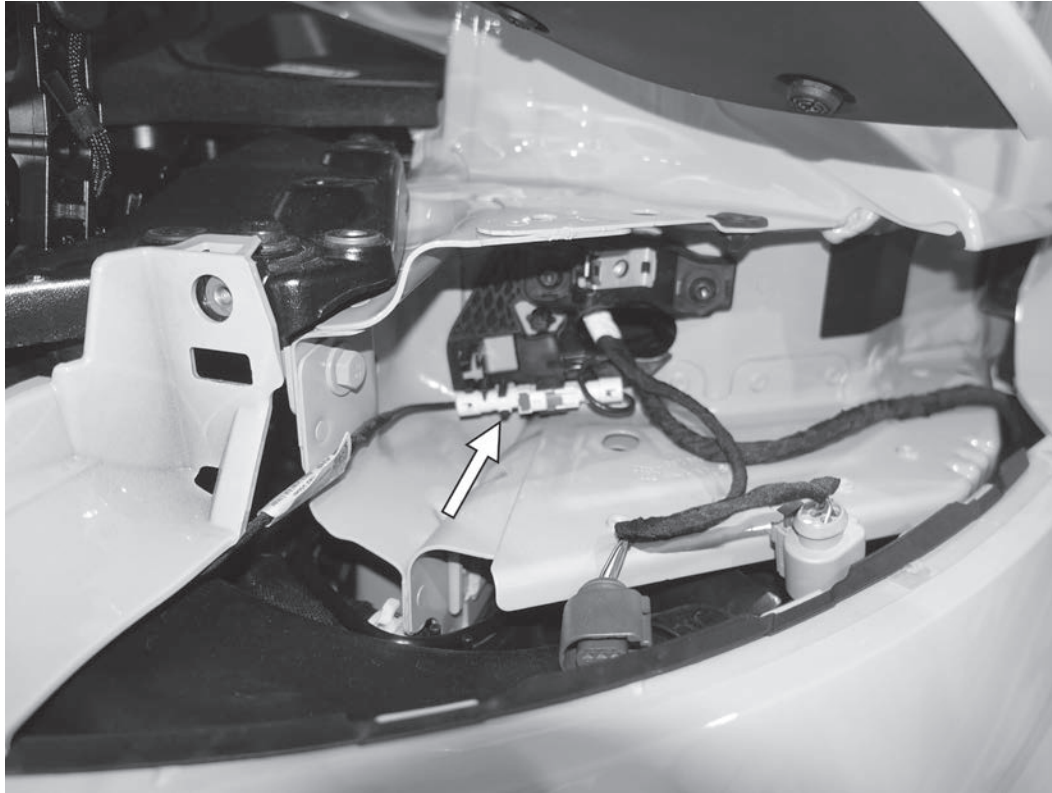
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47) Install the two air guides back onto the car, one for the airbox and one for the intercoller ducting. Repeat on the other side of the car.

48) With an assistant, place the rear bumper cover back on the car. Push the tabs on the side of the cover into the bumper guide clips. Loosely install the two outer T30 screws on the cover to prevent the cover from falling off.



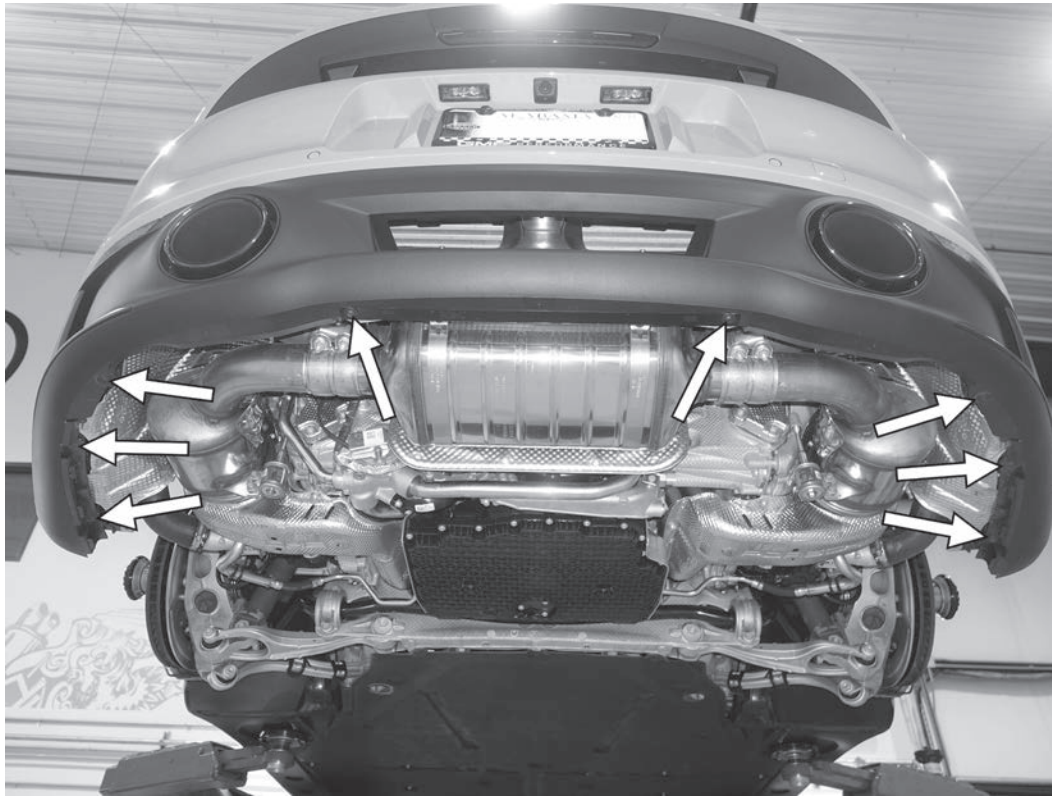


49) Reconnect the electrical connector from the right side of the rear bumper wiring harness to the area where the right taillight was. Some cars may have more or less electrical connectors depending on the vehicle options.

50) Reconnect the electrical connector from the left side of the rear bumper wiring harness to the area where the left taillight was.



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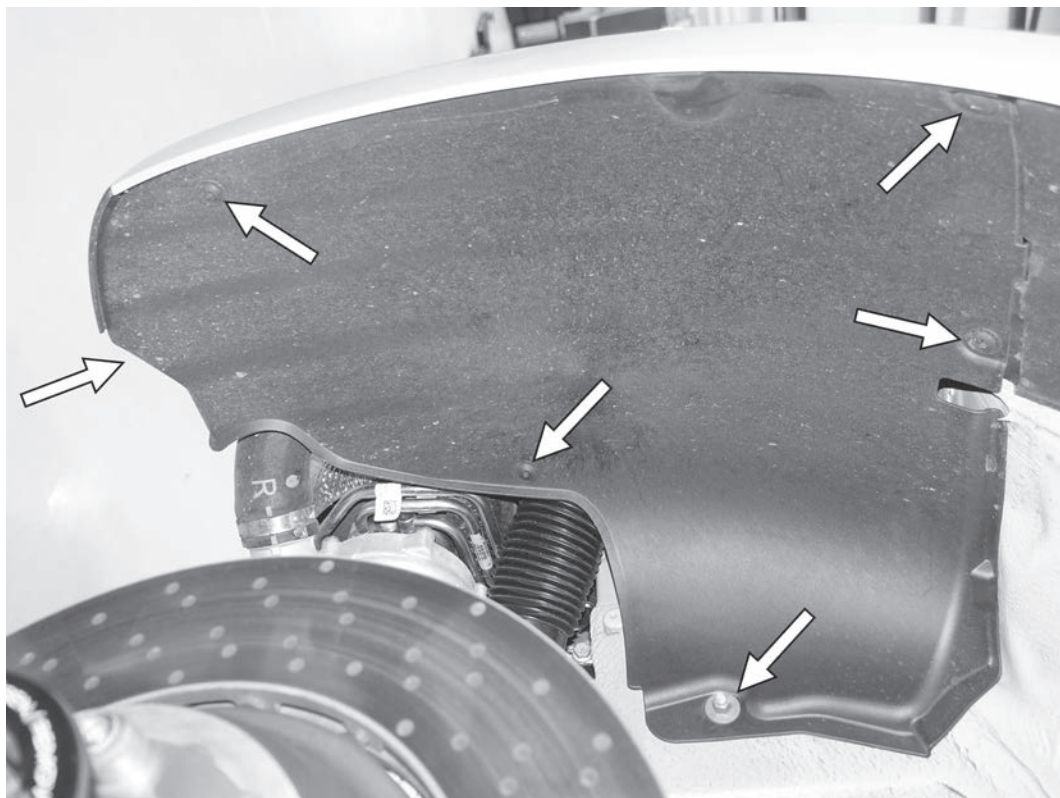
51) Reinstall the eight T30 screws from the bottom of the rear bumper. Make sure to put the correct screws in the same locations they were removed from. Tighten the screws to 3.2Nm (28 in-lbs).

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52) Reinstall the three T30 screws holding the bumper cover to the airbox frame and tighten to 3.2Nm (28 in-lbs). Repeat on the other side of the car.



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53) Reinstall the rear lower fender liner. Secure with the four T25 screws, the one T30 screw (underneath), and the one 10mm nut. Tighten the 10mm nut to 2.5Nm (22 in-lbs). Tighten the T30 screw underneath to 2Nm (18 in-lbs). Tighten the four T25 screws to 3.2Nm (28 in-lbs). Repeat on the other side of the car.

54) Reinstall the two remaining T30 screws to the top of the bumper cover. Tighten all two rear T30 screws to 3.2Nm (28in-lbs). Tighten the two previously installed outer T30 screws to 7Nm to (62 in-lbs).



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55) Reinstall both rear side taillights. Reconnect the electrical connectors on the lights before pushing them forward into their mounting locations.

56) Secure both rear side taillights with the four T30 screws. Remember the spacer on the two outer screws. Tighten all four screws to 6Nm (53 in-lbs).



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57) Place the center taillight back onto the car, and then reconnect the electrical connectors on both sides of the light. Push the taillight forward into its mounting location.

58) Secure the center taillight with the six T30 screws, and then tighten the screws to 6Nm (53 in-lbs).



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59) Snap back in the plastic panels on both sides of the rear decklid spoiler.

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60) Reinstall both rear wheels and torque to spec, depending on the wheel type on the car. The rear spoiler can be lowered as well.



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