



S4/A4 BOOST GAUGE INSTALLATION

AUDI PERFORMANCE & RACING

1027-B Opelika Road Auburn Alabama 36830

- Flat Head Screwdriver
- Wire cutters
- Needle nose pliers
- Drill (cordless if available)
- 3mm drill bit (or standard equivalent)
- 5mm drill bit (or standard equivalent)
- X-acto Knife



Tools Needed

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Boost Gauge

The APR Boost Gauge utilizes a VDO boost gauge contained in a vent-replacement pod. Designed with Pro-E for the best in fit and finish, giving you a factory like look and feel. The gauge itself is a 52mm mechanical VDO gauge giving very accurate and reliable boost and vacuum readings.

The Gauge Pod can be installed in anyone of the three center vents. The installation illustrates a center vent installation.





Step 1

Remove the Vents. Pull the vent assembly out slowly with your fingers. If needed you can use a flat head screwdriver to carefully persuade the casing. There is a lighting wire that runs to the vents, be careful not to damage it during the installation.

Remove the rear flap valve. Snap out from one side, and unhook from the other.

Remove the vent where you wish to install the gauge pod. The pod will fit in any of the three vent spaces.

Step 2

Snap the gauge pod into the vent housing
You can adjust the angle of the pod by turning
the adjustment screws on the rear.





Step 3

Attach the white nylon line to the gauge with the supplied hardware.

Before tightening the assembly make sure that the line is fully inserted, and that the olive fitting is oriented correctly.

Using a ½ inch and ¼ inch wrenches, tighten the fixture while making sure the nylon line has not backed out. The ferrule fitting will crimp onto the nylon once torque is applied.



Step 4

Drill a small hole into the side of the center vent duct to pass the signal line through.

Place the hole in the lower left corner of the duct.

A 3/16 inch ~ 3.5 mm in diameter is sufficient.

If you wish to later run a power line to the VDO gauge (for lighting), you may need to enlarge the hole to accommodate the additional line.

Be sure to leave enough clearance so that it will not interfere when reinserting the vents.





Step 5

Remove the driver side lower dash panel. Access the four 8mm mounting bolts. You need to remove the fuse panel, and the two rectangular trim pieces. A small flat head screwdriver can be used.

While lowering the dash panel, pay close attention to the OBDII / VAG port, and foot well lamp cables as they need to be disconnected.

With the lower dash panel removed, you will be able to see the nylon hose emerging from the center vent duct.



Step 6

-Remove engine cover by turning the 3 quarter-turn screws.

-Disconnect the vacuum hose shown from the intake manifold.

The specific vacuum hose is the first one (nearest you) when standing in front of the car while looking into the engine bay. It loops down under the manifold. This is where we will obtain our manifold pressure signal.

Remove the hose clamp by using a pair of wire cutters.





Step 7

Carefully pull the vacuum hose off of the nipple.

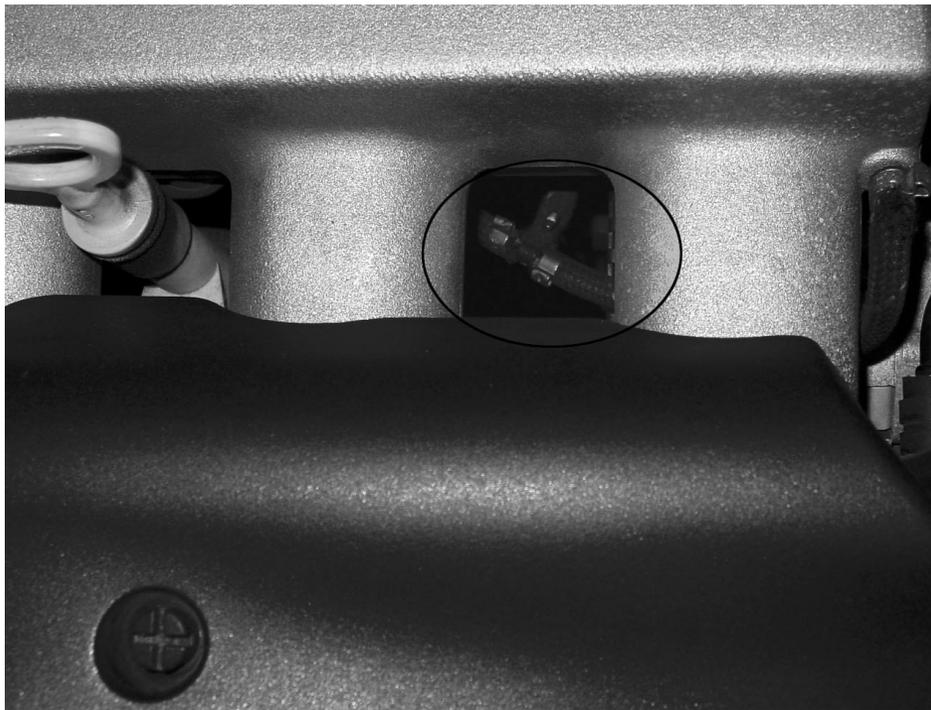
Trimming 1.5 cm off of the end of the vacuum hose may be necessary as it has been crimped by the previous hose clamp, and may be dry and/or brittle.

Step 8

-Attach the supplied 8" Santoprene hose to the intake manifold; secure it with the provided hose clamp. To tighten the hose clamps, use a clamp tool or a pair of wire cutters.

-With the supplied "Tee" fitting, connect the factory braided vacuum hose to the new santoprene section attached to the intake manifold. The tee fitting should be underneath the intake manifold when connected to the vacuum lines. Make sure to secure all fittings with hose clamps.





Step 9

-Connect the longer santoprene hose to the remaining leg on the Tee, secure it with a hose clamp.

*The picture shows the tee fitting connected underneath the intake manifold.

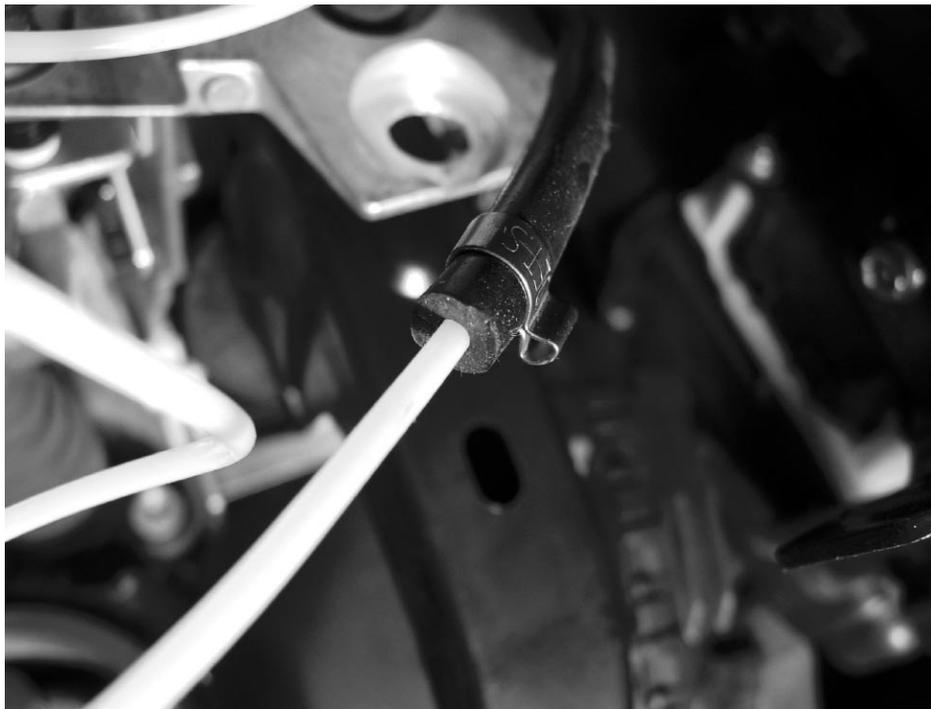
Step 10

-The longer santoprene hose will continue underneath the intake manifold passing through the second and first firewalls through available rubber grommets.

You can cut holes in the rubber grommets with a hobby knife.

The signal line will exit behind the instrument cluster. Feed all the remaining hose into the firewall, to facilitate the installation.





Step 8

The santoprene hose will emerge above the accelerator pedal near the instrument cluster. It's about an arms length away when looking up underneath the dash.

Connect the Santoprene hose and the white nylon hose.

Any excess can be looped and stored under the dash. Make sure there is enough slack so that there is no interference with braking and steering assemblies.

Feed the nylon hose about 4-6 inches into the santoprene hose, secure it with a hose clamp.

Reassemble the dash in reverse.