

Flyin' Miata

Boost Gauge Installation 23-161XX

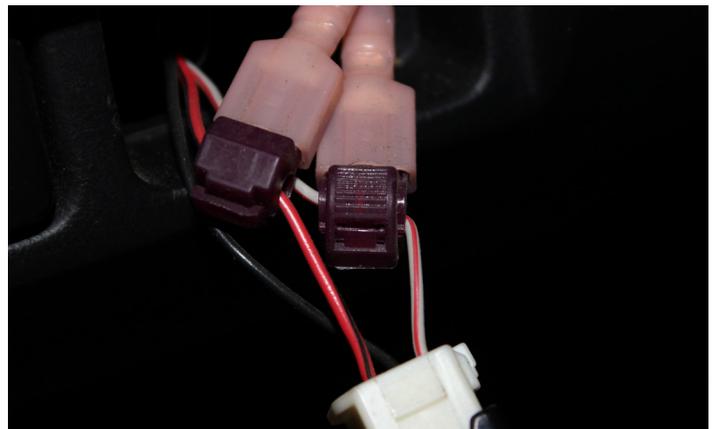
1. Run the vacuum hose, supplied with the gauge, from the gauge location to the signal source. The location could be in an A-pillar gauge pod, a vent, or somewhere else. The source could be a tee in the vacuum line for an O2 signal modifier, or engine management (Voodoo box, Hydra ECU, etc). If there are no vacuum lines in the cabin, you'll have to run a line out to the engine bay. Be sure that the hose won't be pinched or chafed - use a rigid hose and buffer against chafing as needed.



2. Be sure that the vacuum line gets an uninterrupted signal from the intake manifold - there should be no check valves, solenoids, vents, etc between the tee for the boost gauge and the manifold. If the vacuum line for your engine management is routed properly, it will be ideal. If in doubt, refer to section 17 in the turbo kit installation instructions on our website. If your gauge stays at zero, won't go above zero, or won't go below zero (with the engine running), you have the vacuum line connected incorrectly.



3. Use the quick splices (36-80000) to connect the two wires (36-80210) from the boost gauge bulb to the two wires with red on them going to the dimmer control. You can access these wires by pushing the dimmer switch out from behind. The dimmer switch is to the left of the steering wheel, below the factory gauge cluster. Run these wires to the gauge location.



4. Connect the two wires from step 3 to each of the wires on the bulb in the boost gauge with the supplied butt connectors (36-80100). These connections are non-polar, so either dimmer wire can be connected to either bulb wire.



5. Fasten the gauge pod to the “A” pillar by following the instructions included with the pod. If you’re mounting it elsewhere, do whatever is necessary to mount it securely. For vent mounting, remove the entire vent, then remove the round portion. The gauge will be pressed into the sleeve that the round portion used to be in, but don’t do that yet.



6. Connect the vacuum line and bulb to the gauge, then mount the boost gauge. For one of our gauge pods, simply press it into place - no hardware is necessary to secure it. If the studs in the back of the gauge interfere, cut them off. Don’t use a saw that will vibrate, as that can cause damage to the gauge. Instead, use side cutters that will pinch it off. If you’re mounting it elsewhere, do that now. That’s it, you’re done!

