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## Installation Instructions

### Pod Mounted Boost Gauge for 850

*ipd* #9B2581



## INTRODUCTION

Thank you for purchasing *ipd's* pod mounted boost gauge kit for 1994-97 Turbo 850s. Please follow these instructions for best results. Check the kit contents to make sure you have everything.

## KIT CONTENTS & TOOLS

- |                               |                                      |                         |
|-------------------------------|--------------------------------------|-------------------------|
| 1- Pod style gauge mount      | 2- Female wire connectors            | 1- 52mm boost-vac gauge |
| 1- 6' length of wire          | 1- 6' Tubing kit with gauge fittings | 1- Plastic finish rivet |
| 2-Scotch-loc wire taps (BLUE) | 1 - Plastic "T" fitting              |                         |

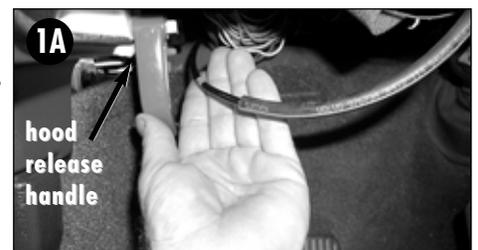
Tools : You'll need a # 25 Torx driver there is one in the factory tool kit if you don't have a Torx bit set, 3/8" drill, 3/8" and 3/16" drill bits, small flat blade screwdriver, razor knife or wire cutters, and needle nose and standard pliers.

## INSTALLATION

### 1 Connecting to the factory boost signal

In the interior, remove the lower foot well cover / panel under the steering column using a #25 Torx to remove the 3 retaining screws located across the bottom of the dash. Pull downwards from the top edge of the panel until the two engagement tabs are free of their slots. Now gently work the panel out from the alignment channels located at the rear sides of the panel and disconnect the courtesy lamp to completely remove the panel.

Locate the factory boost line, which is clipped to the top of the bracket for the hood release handle. From the engine compartment, the line is hard black plastic tubing. Just beyond where the line is clipped to the bracket it slip fits into a rubber line which eventually connects to the back of the instrument cluster (see photo 1A). Pull the black plastic tubing out of the rubber line (you'll have to pull pretty hard, so hold onto both lines to prevent pulling the hard plastic line loose from the engine).

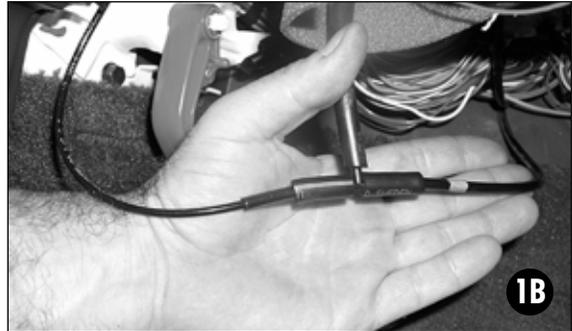


# INSTALLATION

- 1 Now cut 1" of line from the cars hard plastic line and push the 1" piece onto one end of the hard plastic tubing included with the gauge to increase the outside diameter of the gauge tubing.

Cut two 1" lengths of rubber line from the end of the original rubber line and push one of them half an inch onto the hard plastic line going to the engine and push the other onto the end of the gauge tubing you just modified.

Take the provided plastic "T" fitting and assemble it as shown in photo 1B. Now snap the factory hard plastic line back into the retaining clip to hold the lines up and away from the hood release handle so they don't accidentally get pulled apart.



## 2 Boost Line Routing

With the drivers door open, pull the drivers rubber door seal away from the body in the area at the end of the dashboard (from the base of the A-pillar to the bottom of the door opening). From the drivers foot well, route the remaining end of the white plastic gauge tubing up and over the hood release cable and direct the tubing towards the small gap between the dash and the body where the door seal was pulled away. You may need some needle nose pliers to grab onto the tubing and pull it out from the dash area. Route the tubing up towards the area where the gauge pod mounts. Carefully drill a shallow 3/8" hole in the center of the plastic A-pillar trim about 3" up from the dash surface. Remember that you are only piercing the trim piece, do not drill into the metal structure behind the trim. Grab the A-pillar interior trim at mid section and carefully pull it away from the body, don't completely remove it, just pull it away until the retaining pins have popped loose. Route the gauge tubing behind the trim panel up and through the hole you just drilled and pass the gauge wiring through this same hole and route the wires back under the dash to be connected to the back of the headlamp switch. Now snap the A-pillar trim back into its original position.

## 3 Installing the Gauge / Pod

Assemble the gauge into the pod and make sure that the gauge is properly positioned for viewing when the pod is seated on the A-pillar. If the gauge does not fit snugly into the pod, use a couple of wraps of electrical tape to increase the OD of the gauge until it fits nice and tight. Do not use the retaining bracket supplied with the gauge as there is usually not enough room to install it correctly. Connect the tubing and wiring using the supplied hardware. (Wire polarity does not matter) Position the pod onto the A-pillar making sure that it is fully seated.

Carefully drill a 3/16" hole approximately 3/8" in from the top edge of the pod (centered), drilling all the way through the pod and the A-pillar trim (not into the metal structure), this is where the included plastic trim fasteners will hold the pod to the A pillar (see photo). Clean the hole of any debris and insert the plastic fasteners, then press the center pin into the fastener until it is flush with the fastener surface.



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## 4 *Electrical Connections*

To gain access to the back side of the head lamp switch for the wire connections use a small flat blade screw driver to carefully pry the head lamp switch housing out of the dash. Pry at the bottom of the inner housing while lifting up on the knob, be careful to not mar the outer switch housing in the dash. The bottom of the switch will pop out about 1/16 of an inch. Now use the screwdriver to prevent the bottom of the switch from popping back into position while pressing downwards on the top of the knob, the head lamp switch should pop out. Use the included blue wire taps to connect to the black wire and pink wire on the back of the switch. There is no need to be concerned about polarity (+ or-). Carefully push the switch back into position Place the rubber door seal back into position and replace the under dash trim panel (don't forget the courtesy lamp connection).

# WARRANTY INFORMATION

## ***One Year Limited Warranty***

**ipd** warrants to the original purchaser that the parts manufactured and/or sold by **ipd** (the Product) is free from defects in material and workmanship under normal use. **ipd** warrants that the Product will perform substantially in accordance with the specifications set forth in the documentation provided with it. The above express warranties are made for a period of the lesser of 12,000 miles or 12 months from the date the Product is installed in your vehicle.

Any improper use, operation beyond capacity, substitution of parts not approved by **ipd** in writing, any alteration or repair by others, or any removal, defacing or altering of the identification shall void this warranty. There is no warranty on high-performance or race related parts due to the nature of usage.

The purchaser shall notify **ipd** at 1-800-444-6473 of any defect within the warranty period no later than thirty (30) days after purchaser discovers the defect. Should any failure to conform to this warranty appear within the warranty period, **ipd** shall, on notification, correct the nonconformity at its option, either by repairing any defective part, or by making available, FOB **ipd's** plant, a repaired or replacement part. The purchaser must insure any defective item being returned because **ipd** does not assume risk of loss or damage while in transit. No payment or reimbursement shall be made for installation, removal, transportation or other charges. The remedies set forth in this instrument are exclusive, and the liability of **ipd** with respect to any sale shall not exceed the price of the product on which the liability is based.

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This warranty is governed by the laws of the State of Oregon.