Installation Instructions

Pod Mounted Boost Gauge for S70 and V70 (1990-2000) (will not fit C70 or S80)
ipd #9B2571

INTRODUCTION

Thank you for purchasing ipd's pod mounted boost gauge kit For 70 Series: (Not available for C70 Coupe). 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  
3- 4' nylon tip ties (tie wraps)
1- 52mm boost-vac gauge  
1- 6' length of wire
2- Scotch-loc wire taps (BLUE) 
1- Rubber vacuum cap  
3- 4' nylon tip ties (tie wraps)
1- 6' Tubing kit with gauge fittings  
2- Plastic finish rivets  
2- 1 - 2" length of vacuum line
3 - Spring clamps  
1 - 2" length of vacuum line
1 - "T" fitting  
3 - Hose clamps

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

INSTALLATION

1 Locating the Firewall Pass Thru

Under the hood, on the driver side of the engine compartment, locate the plastic fuse box labeled "MAIN FUSES". Use a small flat blade screwdriver to depress the tab locks (one on the front and one on the side closest to the fender) and carefully pop the fuse box out of its bracket. Lay it to the side to gain access to the pass thru below. The pass thru is a plastic flexible tube that passes through the firewall, it has a rubber cap on each end with several nipples on each cap. Locate the end of the pass thru and pull the entire rubber cap free from the plastic flex tubing, this will allow the gauge tubing to pass through from the interior of the car. Leave this open for the time being.
Routing the boost line through the Pass Thru

In the interior, remove the lower foot well cover/panel under the steering column using a #25 Torx to remove the single retaining screw, which is located directly beneath the steering column. 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 interior side of the firewall pass thru behind the large bundle of wires at the left side of the firewall. Cut off the end of one of the rubber nipples (select a pass through nipple that is sized to fit snugly around the tubing included with the gauge) and pass the turbo gauge tubing through to the engine compartment. You may have to twist the gauge tubing a bit while pushing it through the pass thru to keep it from snagging on the inside of the tube. Once you've pushed about 6" of tubing through go to the engine compartment side and pull enough tubing to make the connection at the throttle body/intake manifold as mentioned below. Be sure to cut one of the nipples and slip the rubber pass through cap over the end of the gauge tubing before routing and connecting the tubing. If the pass thru cap fits loosely around the turbo gauge tubing, use silicone or electrical tape to seal to prevent water and noise from entering the interior.

Engine Compartment Connection 1998 Models

Carefully route the tubing under the mass air flow meter and around the engine side of the throttle cable to the the driver side of the aluminum fuel rail cover. You'll see a large black plastic cover with a single #25 torx screw on top. (SEE PHOTO 3A) This is the throttle body cover. Remove the cover (there should be a #25 Torx driver in the factory tool kit) to gain access to the multi port "Christmas Tree" (SEE PHOTO 3B). On the "Christmas Tree" you will see several vacuum lines attached and one or two rubber capped ports. Remove one of the caps and use the flat bladed screwdriver or an ice pick to punch a hole in the end of the cap (SEE PHOTO 3C). Lubricate the gauge tubing and push it 1/4" to 1/2" into the end of the cap (SEE PHOTO 3D) and re-attach it to the "Christmas tree". Once you've established the routing, use nylon zip ties to make sure that the tubing does not contact any moving or sharp parts, especially the throttle cable. Re-install the fuse box and throttle body cover. Proceed to Step 6: "Routing the boost line to the A-pillar."
5 **Engine Compartment Connection for 1999 & 2000 models**

Carefully route the tubing to the driver side of the intake manifold. Once you've established the routing, use nylon zip ties to make sure that the tubing does not contact any moving or sharp parts. Try to maintain the shortest routing as the tubing is just long enough to do the job. At the inboard side of the driver side of the intake manifold you will see a small vacuum line connected to the aluminum intake manifold. (SEE PHOTO 5A) Use pliers to release the spring clamp on the line and pull the line loose. Use the flat bladed screwdriver or an ice pick to punch a hole in the end of the rubber cap provided in the kit (PHOTOS 3C and 3D). Lubricate the gauge tubing and push it 1/4" to 1/2" into the end of the cap and attach it to the leg of the "T" fitting as shown. Use the provided spring clamps, hose, rubber cap and tubing to assemble and install the provided "T" fitting as shown (SEE PHOTO 5B).

6 **Routing the Line to the A-Pillar**

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 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 3" inches 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.

7 **Mounting 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. Connect the tubing and wiring using the supplied hardware. (Wire polarity does not matter) 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. If the opening in the pod is too tight, use an exacto or round file to open it up a bit. Do not use the retaining bracket supplied with the gauge as there is usually not enough room to install it correctly. 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 7). Clean the hole of any debris and insert the plastic rivets, then press the center pin into the fastener until it is flush with the fastener surface.


**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).

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**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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