

Boost Sensor/Gauge Installation

This is your engine bay.

The red circle is the grommet that I went through.





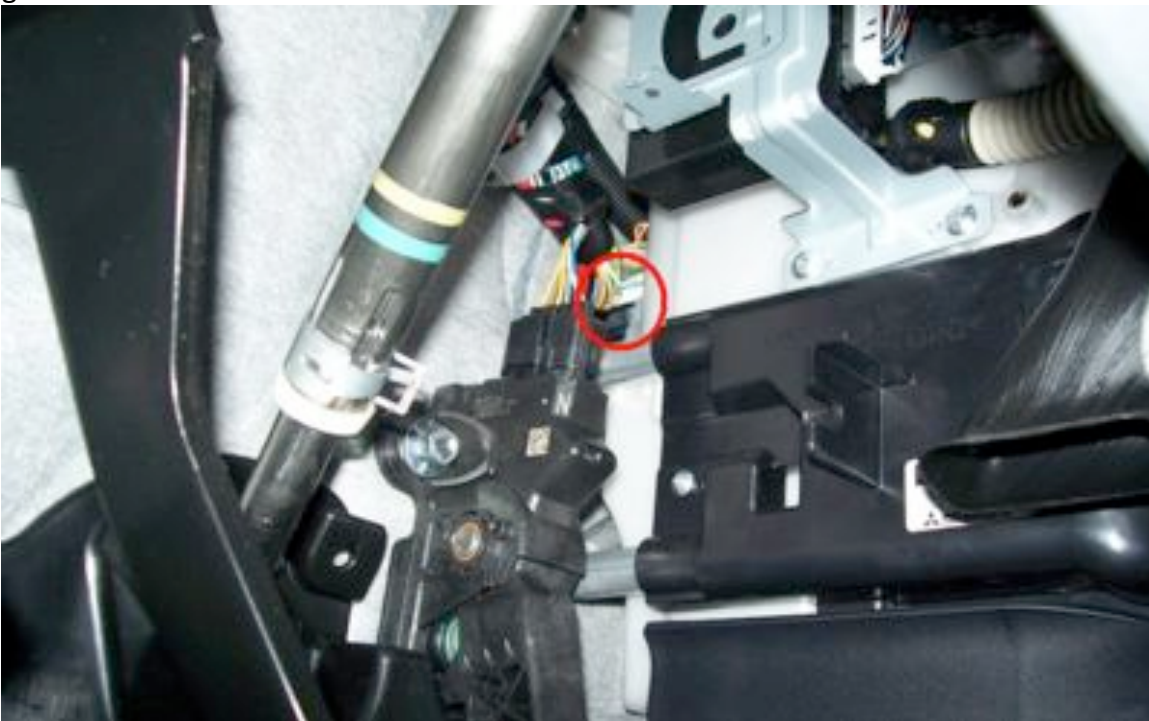
Using a Phillips screwdriver, twist and push slowly into the LEFT side of the grommet, just ABOVE the midline divider. This position will avoid the wire bundle.



Where we're going next: Towards the dirty pedals! Get your head right down with your flashlight and look up and to the right.



This is the area you want to look for. This bundle of wires is what comes out of the grommet.



This might be hard to see, but this is where the screwdriver came out. If you squint at the box, you can see the screwdriver.



I used an untwisted coathanger, wrapped and taped to the boost sensor line (that goes to the gauge). I pushed the coathanger in from the engine side, connected the boost connector from under the dash side, then pulled the coathanger from the engine side. I needed to open up the incision a bit more to pull the connector through. It looks like a large black area in this picture, but it isn't actually that big. My grommet was really dirty, so everywhere I touched it looks black. The smaller hole you can make, the better.



Back to the pedal area. I grabbed the gauge side of the boost sensor line and fed it up towards the radio area (I had already taken off the dash and radio. I used the coathanger again to fish it up). The white cable bundle is visible from both underneath and from looking down where the radio was.



This is where I T'd into.



I have an electronic boost gauge, so this is the boost pressure transducer. Just in front of the positive terminal and just behind my intake.



On a related note, here's where I ran the AFR serial output. I'll be attaching it to connector this weekend. I don't know if you need it, because you have a ton of electronics and controllers, etc.

