



diy stuff

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Fitting a Boost Gauge

Here is a brief guide on fitting a boost gauge.
 The Boost gauge to be fitted is an Autometer Ultralite Gauge.
 All fixings etc were included with the gauge.
 Although an Autometer gauge is being installed the principles of this guide can be used to install any make of Boost gauge.

Before attempting this - understand that I take NO responsibility for what mechanical work you do on your car.

The Fitting

1. Before fitting the boost gauge, you must decide where you are going to fit it.

I chose to use a 2 gauge A-pillar pod to house the gauge.

Once you have decided where it's going, all we have to do now is fit it in place.

Firstly we'll look at fitting the boost pipe.

Connect the hose to the spare port on the manifold (usually covered by a dummy cover), this is found I believe on post MY97 cars but may well be on early cars.



For earlier cars MY93-MY96 there are three ports coming from the manifold all are in use, generally the centre one is used for a boost gauge, and usually the centre pipe has a T-piece (which is unused) attached to it a couple of inches from the manifold, a good place to put in your new boost pipe.

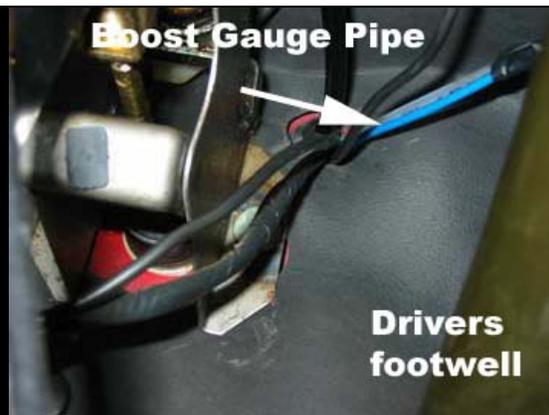
See picture to the left.

2. Next route the new boost pipe around the engine bay to the brake servo, behind the servo is a grommet on the bulkhead, this goes directly to the drivers footwell.

Feed the new boost pipe through the grommet.

Secure the new boost pipe to existing wiring etc, in the engine bay with cable ties.





3. Next all you have to do is route the boost pipe to the location of the gauge, for instance as my gauges are on the A-Pillar I secured the boost pipe to existing wiring under the drivers footwell and routed up to the A-Pillar.

Now, it's just a case of fitting to the Boost gauge.

4. The Autometer gauge requires a +12v DC Ignition and negative for it to work. Along with a + and - light feed.

Most other Gauges will be the same.

I used the cigarette lighter as the source of my +12V dc ignition. Basically routing a new wire from gauge to cigarette lighter and finding out which is +12v DC Ign with a Multimeter.

You however can use what ever +12v DC Ign wire you like.

I ran a separate Negative wire from the battery itself, securing the cable in the engine bay and coming into the car via the grommet next to the brake servo.

Lastly I used the Rear Demister switch as my source for the gauge light. Using a Multimeter I tested the switch whilst operating the car lights. Finding the correct wires I then routed 2 new wires from the Gauge to the Rear demister switch.

Finally, the gauge was mounted in the A-Pillar pod and then mounted to the A-Pillar.

