



## Digital Vent Guage Installation Documentation

For questions regarding installation instructions as well as an install video, please visit [www.p3cars.com/support](http://www.p3cars.com/support).

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**Step 1:** Unpack your gauge and confirm the contents of your package. Remove the protective plastic from the components. **Contents:** Gauge, Smoked Face, Foam Protector, Screw for mount, Boost sensor, Tubing Kit, PNP Wiring Harness(if chosen), Quick reference card. (also, if chosen, your gauge may include wires for boost map control.)



**Step 2:** Remove the vent from your car. Simply grab around the edges and pull. The Vent and Trim come off as one piece. You can also pry the sides away from the dash with a plastic putty knife or a flathead screwdriver. It is just a friction fit, so pull straight out. Make sure both sides come away evenly, or it will get stuck. Bring the vent indoors to a desk or table.



**Step 3:** Using a small flat blade screwdriver, or kitchen butter knife, unclip the vent from your trim. There are 2 "double" clips on the one side of the vent, release these, and then release the 2 large clips on the bottom. The other side of the vent will slide out of the trim.



**Step 4:** Unclip the front face of the vent by releasing the 3 top clips, while pressing down and forward on the top front of the vent with your fingers. Also release the small clip on the middle of the front right side. Bend the front of the vent forward until the bottom unclips itself.



**Step 5:** Remove the fins from the vent by releasing clips on the sides of the front face, and then the 2 rectangular clips on the top of the vent, you can just pull them out and store them in case you wish to reverse the install at a later time.



**Step 6:** Install the foam air shield into the vent as shown. Make sure the foam is pressed ALL THE WAY to the back and to the left, to create a seal against that side of the vent. It is slightly oversized to allow a tight fit. Make sure the front is lined up as shown.



**Step 7:** Feed the wires from the boost sensor (and boost control dongle if needed) down into the gauge through the top rectangular hole left over from where the vent slats were installed. Then feed the 3 power wires from the gauge up and out through this same hole as shown. Plug in the boost sensor to the gauge circuit board plug. Leave some slack in the boost sensor wires so it does not unplug itself inside the vent.



**Step 8:** Re-attach the bottom half of the vent face securely into its 3 bottom clips which fit under the plastic tabs, and line up the pcb in the vent and foam. Then insert the screw through the bottom hole in the vent, into the mount, and screw only ONE ROTATION, DO NOT TIGHTEN DOWN.



**Step 9:** Flex the front top of the vent forward while the bottom is still clipped in, to allow yourself room to slide in the smoked front gauge face. Line up the peak recall button hole, and slide it into position, and clip the vent together. Verify that the foam is positioned properly.



**Step 10:** While squeezing the front smoked gauge face back into the gauge screw the mounting screw the rest of the way down, until it is fully secured. You must maintain backwards pressure on the front of the gauge while you tighten the screw.



**Step 11:** Verify the fitment of the components and foam shield, adjust if necessary by pushing it back or in with a pen through the front slats, or from the back of the vent. The gauge must be shielded from airflow or condensation may harm the gauge. Re-attach the trim.



**Step 12:** Go back out to the car, and remove the lower dash cover below the steering wheel by removing the three #20 torx screws shown above. Then lay this cover into the foot well.



**Step 13:** Take the thin nylon boost tubing out of its package, and disconnect it from other hoses. Take a section of a coat hanger, or wire fish tool, and tape the tube to it. Poke a hole through the conduit shown at the extra tiny "tunnel" which is above the clutch pedal. Use a tiny screwdriver to poke this hole.



**Step 14:** Pop the hood, and remove the driver side cover which hides the brake fluid reservoir. This cover just has clips on either side, and a rubber tab that holds it in place. After removing this cover, set it aside, this is all you need to remove in the engine bay area.



**Step 15:** From inside the car, feed 8-12 inches of nylon tubing and coat hanger from step 13 through the conduit hole. Then you will be able to see it pop out under the cover you removed in the engine bay, next to the wire harness, route it as shown. (note: if you are running a v3 or jb3 boost control wire, tape the bare wire side to the coat hanger from the engine side, and pull it back through).



**Step 16:** Feed the tubing along the line shown above. Follow the other wires and tubing, and then lay it next to the diverter valves. The diverter valves are 2 angled round valves with cloth tubing going to them, on the drivers (left) side of the engine, to the left(drivers side) of the airbox.



**Step 17:** Find the "Y" connector that splits the vacuum hose directly before the diverter valves. Unplug the bottom side of the "Y" and insert the supplied vacuum T and tubing as shown. Shove at least a quarter inch of the nylon tubing into this new tap, and secure with a zip tie.



**Step 18:** Check that all lines are secure, pull excess slack back into the cabin, and replace the cover back over the brake fluid and firewall area. We are now done under the hood, your tubing should look like this now.



**Step 19:** Run the thin boost tube up through the dash and out of the vent hole, there is a clear path off to the side of the dash, so no need for fishing, just shove it up there and it will be reachable. You may also pull out the light switch to give yourself more room.



**Step 20:** Remove the center console trim. Start by removing the shift knob. It is a friction fit, so just pull straight up really hard. Then you can remove the shift boot area to grab and get leverage to pull up the trim. Make sure to open up your center console so it doesn't get caught. Be careful to unplug the wire harnesses.



**Step 21:** Once your trim is up, you can see the 3 prong connector that powers the ash tray area. Unplug this connector, and plug in the connectors from the included plug and play harness. Tuck the extra wire down towards the driver's foot well, as shown.



**Step 22:** Feed the wiring harness out into the foot well, and then tuck it up under the panel you have already removed above the pedals into the empty vent area along with the vacuum tube, and pull all the slack out towards you. Replace the center console trim, careful to connect all harnesses and avoid pinching wires.



**Step 23:** Attach the gauge wires into the appropriate screw terminals based on color, and tighten down the screws to secure the wires. Connect the small vacuum tube to the boost sensor using the extra tubing piece, secure with zip ties. Coil the extra tubing and wires behind the dash leaving room for the vent. **KEEP THE EXTRA POWER WIRE AWAY FROM THE BOOST SENSOR WIRES** to prevent noise on the line.



**Step 24:** At this time you can start the car and test the gauge. If you see vacuum values on the gauge that change with throttle input, you are all set. Re-install the vent into its place, and re-install the foot well cover. **Please see the gauge Operating Instructions for calibration!**