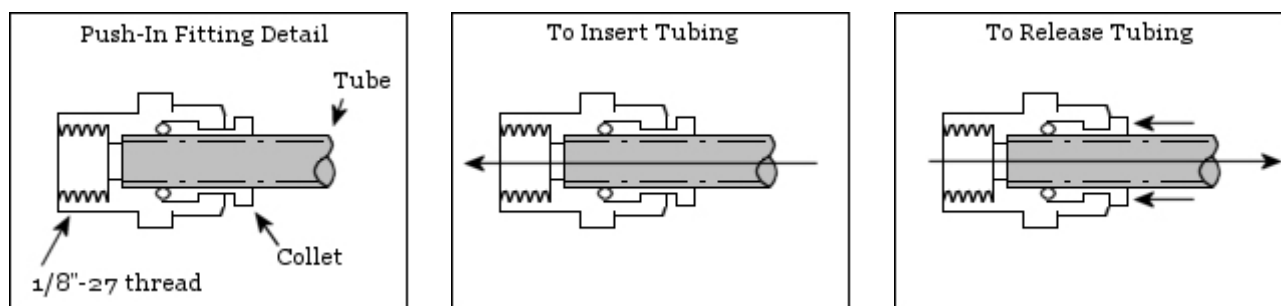


42 Draft Designs

Boost Tubing Kit – Installation Guidelines

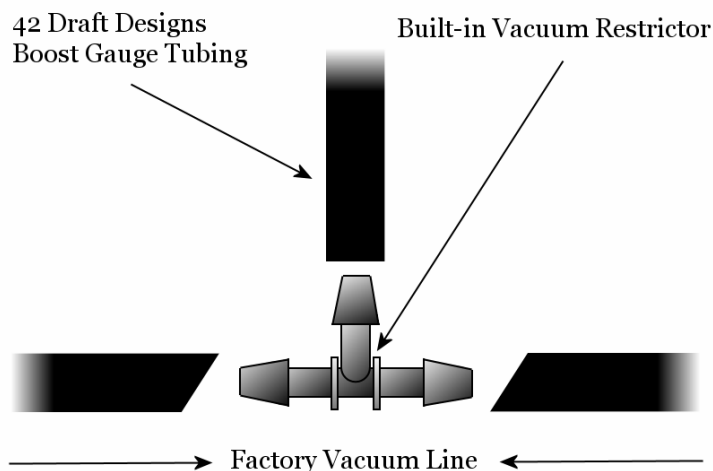
Tools Recommended: 17mm open end wrench, sharp knife or scissors

1. Route tubing through firewall and position ends in their respective locations. Tubing route & length are your choice.
2. To tap into the vacuum system, locate engine's fuel pressure regulator. The braided vacuum line which runs from the intake manifold to the fuel pressure regulator may be tapped for an accurate reading. Using a sharp knife or scissors, cut the line in half. Use the included T-fitting to join the vacuum line back together.
3. Use the third barb to connect the boost tubing to the vacuum system. Push the tubing all the way down over the barb. No zip ties or hose clamps are needed. To remove any tubing from the T-fitting, use a sharp knife to cut back the tubing which covers the barb.
4. Thread the included push-in fitting onto the back of the gauge and tighten using a 17mm open end wrench. Do not over tighten, as plastic threads will strip.
5. With gauge in hand, press the boost tubing into the push-in fitting. To prepare tubing, cut the tube squarely (if not already) and mark the tubing 11/16" (17mm) from the end of the tube. Insert tube straight into fitting until it bottoms out on the interior shoulder and insertion mark is no longer visible.
6. To remove tubing, push collet toward body and pull on tubing to release.



Restrictor T Fitting

The T-fitting included with our boost tubing kit has a built in restrictor to prevent vibrations in the boosted air stream from reaching the gauge. Vibrations produced by the turbocharger will vibrate the internals of the gauge and produce a 'buzz' sound. In order for the T-fitting to work properly, the center barb of the fitting must connect to the boost gauge tubing. To test the fitting, notice the center barb is not a through-hole. Located inside the bottom of the barb is a tiny hole.



Tubing must be installed as shown!