42 Draft Designs

Mk5 Boost Gauge Tubing Kits – Installation Instructions

Tools Recommended: channel lock pliers (FSI only), Teflon tape, 13mm wrench, sharp knife or scissors

Warning! Hot metal burns. Always work on a cool motor.

Before You Begin: The following installation instructions cover installation of our Mk5 Boost Gauge Tap and installation of our tubing and accessories. Because this kit fits a range of vehicles with the 2.0T FSI & TSI motor, we cannot provide accurate instructions for each motor. Additionally, we cannot provide specific or universal instructions for routing tubing through the firewall. Accessing the firewall in the Mk5 is an in-depth process best explained with photos. Search the forums online to see write-ups and DIY's covering the firewall and interior trim removal. 42 will be completing a DIY in the future. Check our news page for updates.

TSI Vehicles

1. Remove factory PCV tube by releasing the locking ring on the end of the tube. Tightly squeeze the locking ring on the ribbed sides and wiggle while pulling to remove from the intake manifold.
2. With your finger, lubricate the o-rings on the boost gauge tap with a dab of oil. Insert the boost gauge tap into the intake manifold with the locking tab slightly above the body of the intake manifold. Once fully inserted, rotate the boost gauge tap downwards locking it into the corresponding rib on the intake manifold.
3. Insert the factory PCV tube into the boost gauge tap until the locking ring clicks.
4. Install your boost gauge tubing and route tubing neatly to the firewall. Avoid running tubing over exhaust manifold or turbo. Do not kink tubing. Use the included zip ties to fasten as necessary. Route tubing through the firewall.
5. Under the dash, install the included inline restrictor fitting. Cut the tubing with room to work. Slide the tubing over the ends of the inline restrictor fitting and continue to route tubing to your boost gauge.
6. Wrap 2-3 layers of Teflon tape around the male threaded barb on your boost gauge. Thread the included brass fitting onto the back of the gauge and tighten using a 13mm open end wrench. Do not over tighten.
7. To prepare tubing, cut the end of the tubing square. With gauge in hand, press the boost tubing onto the brass fitting.

Tip:

- If you're having trouble sliding the tubing over the barbed fittings, apply a slight amount of heat from hot water or flame.
- When removing tubing from barbs, carefully slice tubing lengthwise then pull. Be careful not to cut the fitting underneath.

Inline Restrictor Fitting

The inline 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. This fitting may be installed anywhere in the boost tubing. We recommend installing it underneath the dashboard. Simply cut the tubing and install. No hose clamps are necessary.

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FSI Vehicles

1. Before installing the boost gauge tap the engine cover must be removed. First, disconnect the MAF sensor and move the wire out of the way. Disconnect the turbo inlet pipe by releasing the metal clips holding it to the MAF.
2. At the core support, remove the air inlet pipe assembly by first removing the top. Simply pull the clips on the side outwards and pull upwards to remove. Using channel lock pliers loosen the hose clamp on the engine cover and remove the air inlet pipe. Leave the hose clamp on the air inlet pipe, not on the engine cover. Remove the air inlet pipe assembly by pulling out, and then up.
3. Remove the engine cover by pulling directly off the engine. Grab the engine cover on the sides and use your body weight to yank the cover off. DON'T PULL BY THE OIL CAP! Go low, or even on the top. Once removed, you'll find the cover is held in place by 4 grommets and posts. Some of your engine cover grommets may have stayed on the posts. Remove them and re-install them on the engine cover before continuing.
4. Remove factory PCV tube by releasing the locking ring on the end of the tube. Tightly squeeze the locking ring on the ribbed sides and wiggle while pulling to remove from the intake manifold.
5. With your finger, lubricate the o-rings on the boost gauge tap with a dab of oil. Insert the boost gauge tap into the intake manifold with the locking tab slightly above the body of the intake manifold. Once fully inserted, rotate the boost gauge tap downwards locking it into the corresponding rib on the intake manifold.
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9. Wrap 2-3 layers of Teflon tape around the male threaded barb on your boost gauge. Thread the included brass fitting onto the back of the gauge and tighten using a 13mm open end wrench. Do not over tighten.
8. To prepare tubing, cut the end of the tubing square. With gauge in hand, press the boost tubing onto the brass fitting.
10. Re-install engine cover, air inlet pipe, turbo inlet pipe, and connect your MAF sensor before starting the engine.

Tip:

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- When removing tubing from barbs, carefully slice tubing lengthwise then pull. Be careful not to cut the fitting underneath.

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