

42 Draft Designs

VW Oil Pressure Relocation Kit - Installation Instructions

Tools Recommended: 24mm deep socket, metric & American open end wrench set, 9/64", 3/16" & 5mm Allan wrenches, Teflon tape, wire cutters, terminal crimpers.

Warning! Never work on a warm motor! Hot oil and metal burns. This installation should only be performed on a cold motor.

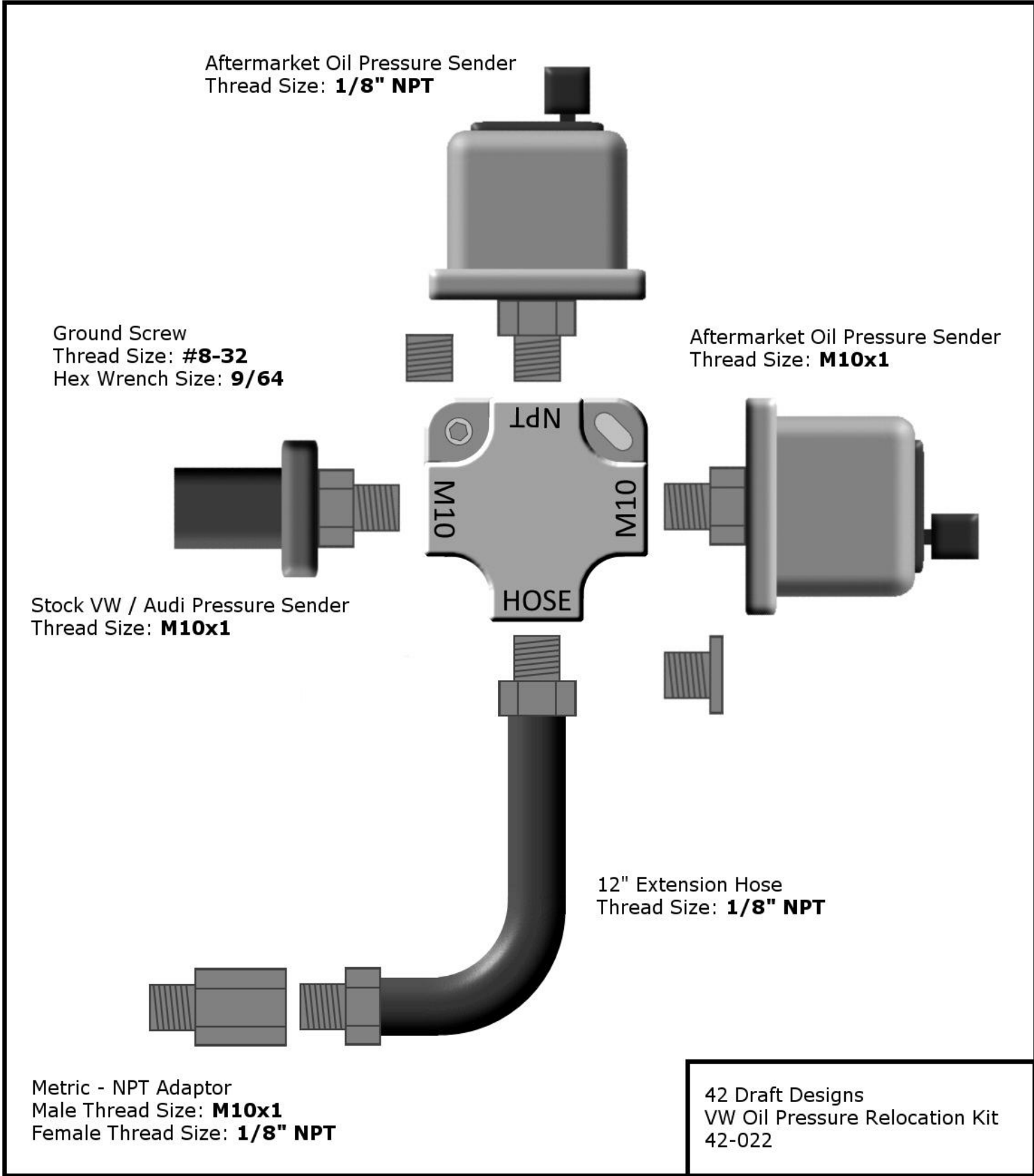
Warning! Follow the included diagram exactly. This product uses two different but visually similar threads. 1/8" NPT and M10x1 may appear to be the same thread, but they are not. Do not assemble any portion of this kit in any way other than described. Doing so will result in stripped threads and oil leaks.

Warning! Use common sense when securing the assembled relocation block. Do not secure the aluminum block to any electrical wires. Be sure the relocation hose does not rub against anything sharp – especially the radiator fans. Electrical shorts and oil leaks are a recipe for disaster.

Warning! Thread sealant should be used on all threaded connections. Use 1-2 wraps of Teflon tape to create a tight seal. Too much sealant will cause a loss of ground. In this case less is more. Liquid pipe thread sealant may also be used. **Be sure to use thread sealant on all connections!**

Warning! Do not over tighten threads. M10x1 is a straight thread and should be tightened to 15 ft/lbs after sitting flat. NPT threads are tapered and may not sit flat. When screwing in an NPT connection by hand it will become significantly tighter as the threads engage. Tighten NPT threads to 15 ft/lbs and stop.

1. Locate the oil filter flange on your motor and find the stock oil pressure sender. To access this location fully, certain emissions devices or the intake manifold may need to be removed. Remove the wiring harness from the stock oil pressure sender and move aside. Using a 24mm deep socket, unscrew the sender.
2. Install the included M10x1 adaptor in the stock oil pressure sender port. Start threads by hand and tighten snug using an open end wrench. Do not over tighten this adaptor! Install one end of the 12" extension hose and use an open end wrench to tighten.
3. With relocation block in hand, thread the stock VW sender into the port labeled M10. Tighten snug using a 24mm deep socket. Thread your aftermarket oil pressure sender into the appropriate port. If your sender uses M10x1 threads use the port labeled M10. If your sender uses 1/8" NPT threads use the port labeled NPT. Tighten snug using an open end wrench.
4. Plug the extra port using the included plug. The M10 port uses the plug with a thick round shoulder and a sealing washer. The NPT port uses a 1/8" NPT set screw.
5. Thread the 12" extension hose into the port labeled HOSE. Tighten snug using an open end wrench.
6. Decide on an appropriate mounting location and measure out your ground wire. The ground wire should attach to a chassis ground or the negative terminal on the battery. Cut your wire to length, strip both ends and crimp on the included ring terminals. The small terminal should install on the relocation block. Use a 9/64th Allen wrench to remove and tighten the ground screw.
7. Reconnect the stock oil pressure sender wiring harness. If the harness will no longer reach, pull more wire from the loom or extend the wiring. To extend the wiring, simply cut the stock wire 3" from the connector and solder in more wire. You can use a piece of the included 18 gauge ground wire. Be sure to solder this connection and use shrink wrap to seal the connection.
8. Connect your sender wire to your aftermarket oil pressure sender using the appropriate wire and terminal.
9. Using the included zip tie, secure the relocation block in your desired location. This kit is designed to be universal to all VW/Audi motors. Therefore, we don't have recommended locations for any application. Use common sense and secure your relocation block in a logical location.
10. Replace any stock parts removed during installation. Start motor and watch carefully for leaks. The system may take a few days to bleed any air out of the sending units. Odd gauge behavior is a sign of air bubbles in the sending unit. Air is naturally bled from the system over time.



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