



## 928 Motorsports Supercharger Installation

Copyright 2008, 928 Motorsports, LLC All Rights Reserved

### **OPTIONAL:** Installation and Wiring of the Optional Gauge Kit:

Locate these items from your kit:

13 feet of 20 gauge, blue wire (already attached at one end to the Boost Pressure Sender)

3 feet of 20 gauge, green wire-air fuel gauge between the buffer and the gauge

3 feet of 20 gauge, yellow wire-air fuel gauge between the buffer and the gauge

4 feet of 20 gauge, black wire-ground for both gauges and buffer

9 feet of 20 gauge, red wire-Power supply for both gauges

8 feet of 20 gauge, white-From the O2 line to the air/fuel sensor

Take the 928 Motorsports A-pillar gauge pod unit and snap it in place on the drivers side A-pillar. Review the separate A-pillar Installation Instructions, but do not use any adhesive or glue at this time. You should be able to just press it in place, it will stay there. This is just to give you a reference point of where the gauges are to go.

Go now in to the right front fender well, by the passenger seat and pull back the carpet and plywood that covers the fuse panel.

Make your self a tool to attach wires to so you can push and pull them around. A few moments making the right tool will save hours. You can put a tight hook in the end of a coat-hanger wire, but the one that I have found works best is to put a wire-sized hole in the blade of a long flat screwdriver, as shown.

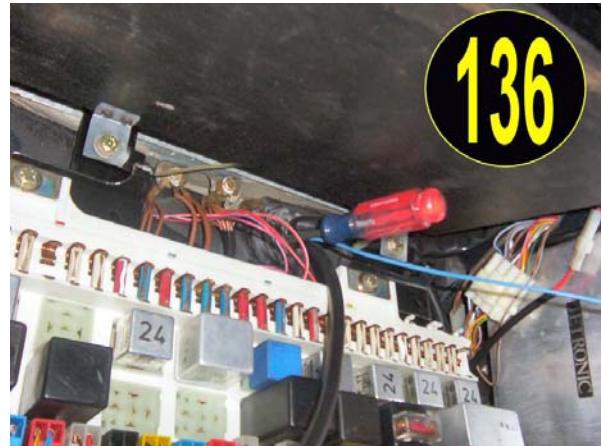




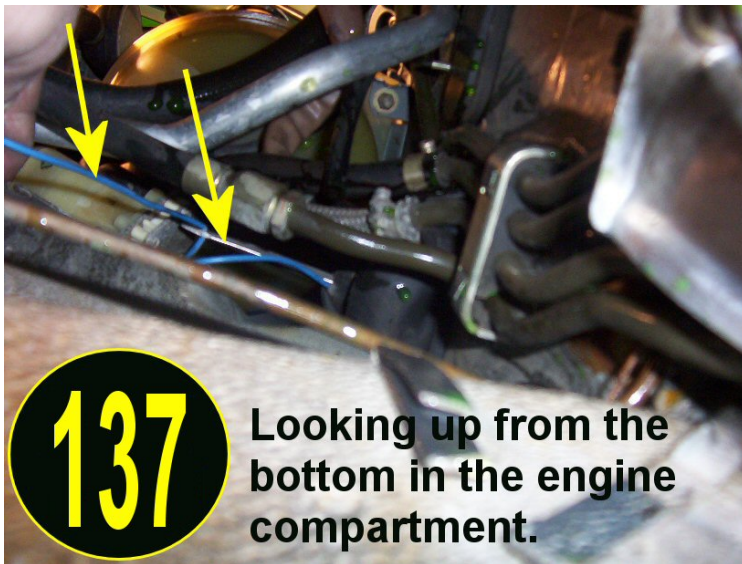
## 928 Motorsports Supercharger Installation

Copyright 2008, 928 Motorsports, LLC All Rights Reserved

We need to pull the blue wire in the engine bay through the firewall to the dash. Above the fuse panel you will find a large rubber pass-through (grommet) where all the wires from the engine compartment pass-through into the fuse panel area as shown in picture 136.

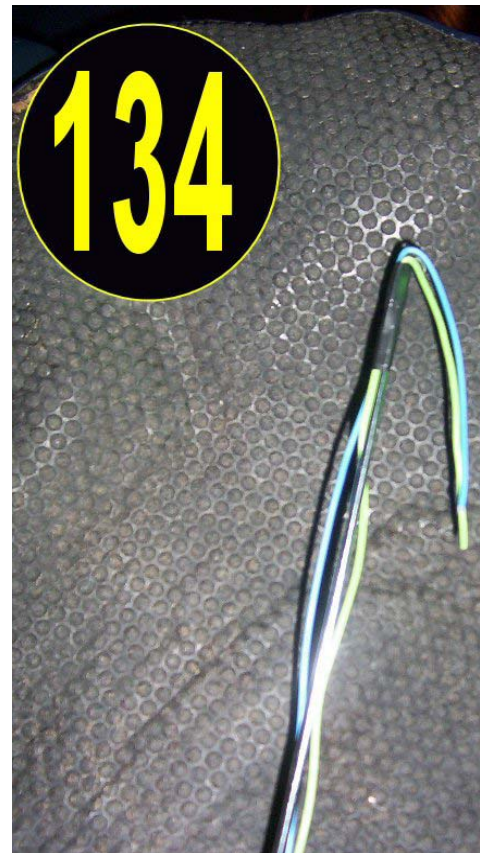


Take your long screw driver and carefully push that through the grommet into the engine bay. Now attach the blue wire to the end of it, so when you withdraw your screwdriver the wire comes with it. Pull all the extra blue wire through, but leave enough on the engine side that you can easily attach and detach the intake tube with the boost sender in it if needed later. Picture 137 shows an easy access to the screwdriver from the bottom of the car looking up at the through-wall grommet.



You should now have several feet of the blue wire at the fuse panel.

Add the White and the Red wires as shown in Picture 134.





## 928 Motorsports Supercharger Installation

Copyright 2008, 928 Motorsports, LLC All Rights Reserved

We want to pass these wires over the transmission tunnel, between the right foot well and the left foot well. There is ample space to pass these wires from through just behind the heating duct.

Take the screwdriver with the wires attached and from the right side foot well, pass it behind the heater duct, over to the left side and it will come out over top of the accelerator pedal, as shown in picture 135. Remove the tape and pull the wires through with enough cord so that you can reach the gauges.

Be sure to go over the top of the pedal assembly, and above the steering column. Stay away from moving parts.

Routing along the paths of the factory wires is always a good idea.

Leave only enough wire in the fuse panel area to make your connections there easily.



We've learned that one of the easiest ways to route the wires from behind the dash to the gauges is to open the drivers side door and slide your screwdriver tool behind the dash just below where the A-pillar meets the fender. Push a screw driver through the gap where they meet from the outside and it will be able to be seen on the inside if you lie on your back by the pedals. (Put the seat all the way back for comfort).



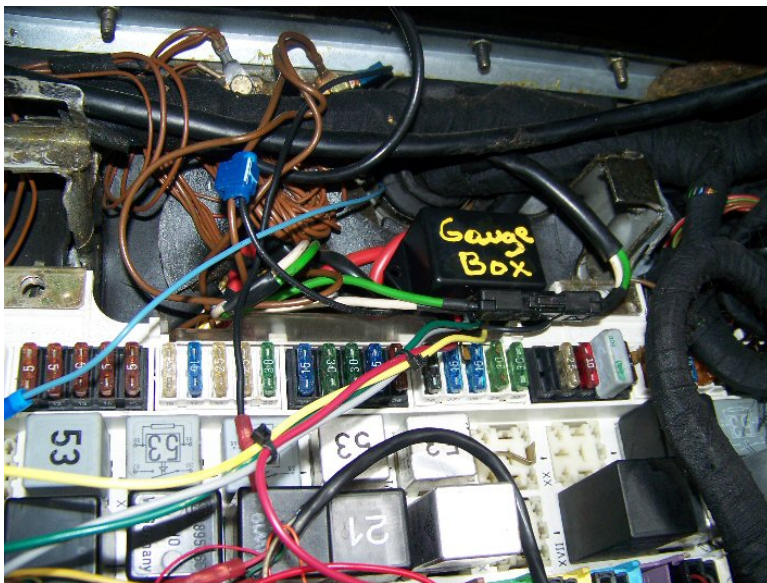
## 928 Motorsports Supercharger Installation

Copyright 2008, 928 Motorsports, LLC All Rights Reserved

Now that the screw driver is on the inside, we want you to tape the blue wire, the yellow wire, and the green wire and pull them all up through.

The blue, yellow and green wires will be out on the instrument panel side of the car door and you truck them in behind the dash and they run up the A-pillar gauge pod. Decide now whether you want the boost gauge to be the top gauge and the air/fuel gauge below or the other way around (this is your personal preference). You can press the gauges in place, lightly, at this time. (We have not yet permanently affixed the A-pillar gauge pod. Until we're done here, we will not permanently affix the A-pillar gauge pod.

Pull the wires generally where they need to go, leaving extra at each gauge to make for easy wiring.



You will notice that there is a little black buffer box included with your air/fuel gauge.

This is because, although your O2 sending unit measures your air/fuel richness at 6 times a second, we don't want the gauge to move that quickly, or it becomes very hard to read. The little black buffer box converts the O2 signals into sweeps so you get a chance to read it and the needle doesn't just sit there and vibrate.

The best place to mount this little electronic gauge buffer is above the fuse panel to the right as shown here. Mount it now.

The air/fuel gauge we provide is special. It not only looks like the factory gauges in your 928, but it also will read the signal of your factory O2 sensor, so you do not have to change or install a different O2 sensor.

it is time now to follow the instructions for wiring the gauges that came with each gauge.



## 928 Motorsports Supercharger Installation

Copyright 2008, 928 Motorsports, LLC All Rights Reserved

Please note that there is a gray wire coming out of the buffer box which you will connect to the white wire we have pulled over the transmission hump from the right front fender-well.

The end of the white wire gets spliced into the wire from your O2 sensor, as shown in picture 140.

At the bottom of the fuse panel, you will find a connector that looks like the one at the bottom of picture 140. It has a very small black silicone wire coming to it. That is the wire from your O2 sensor. Splice in to the small black wire with a red scotch lock connector (supplied) to our white wire. The other side of this connector has a bright green wire coming from it—do not disturb this side.

Also, in picture 140 you will see a red wire which is going to supply power to the gauges, but only when the ignition key is on. This must be spliced into a power supply in the fuse panel. Take a 12 volt test light and probe the fuse panel, looking for a power supply that comes on only when the ignition key is in the running position. Splice in your red wire using one of the blue scotch locks provided, as shown. The other end of the red wire attaches according to the manufacturers instructions with your gauges. It is not necessary to run a separate red or black wire up the A-pillar to the gauges, but rather you can run one red and one black wire up to the back of the lower gauge, and just daisy-chain them up to the upper gauge also. Do this now, crimping on all your wire ends as you go. A number of small red ring terminals have been provided for your gauges.

Start the car and test the operation of the gauges. The boost gauge may move when you turn on the key, but not again until about 3,000 RPM. If the gauges are working correctly, finish the A-pillar installation according to the instructions included.





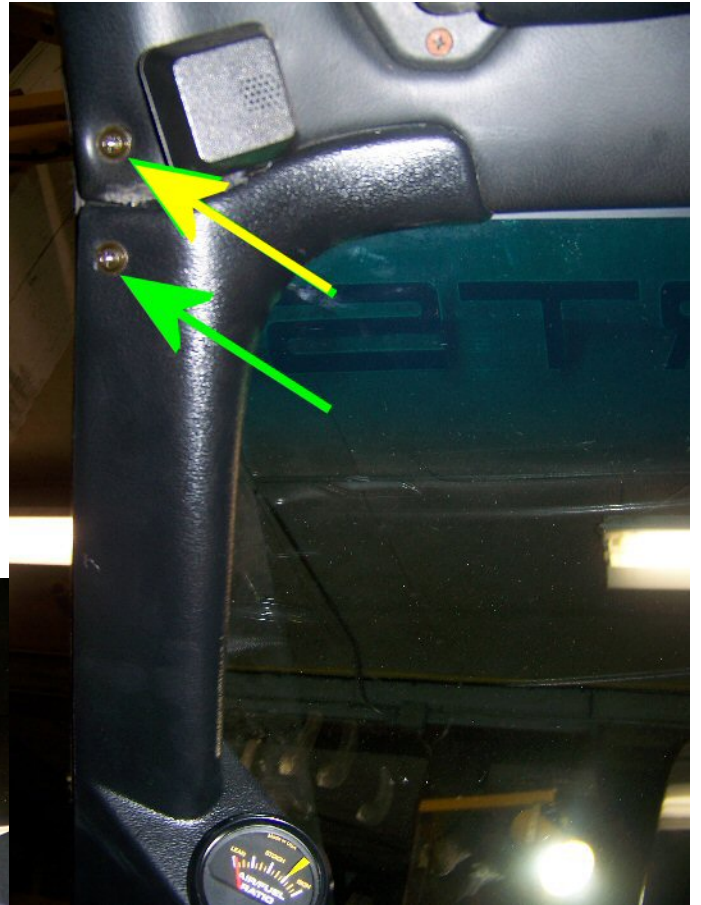
## 928 Motorsports Supercharger Installation

Copyright 2008, 928 Motorsports, LLC All Rights Reserved

You may find that your dash has been heat-warped by the sun, and because of this, the A-pillar Gauge Pod is having a hard time clamping on.

That is why there are 3 screws provided with your a-pillar gauge pod. Drill a small hole and install the screws where the GREEN arrows indicate, while an assistant holds the gauge pod just the way you like it.

Replace the factory screw located at the YELLOW arrow so that all 3 screws match and the installation looks factory.



© Copyright 2008 928 Motorsports, LLC.  
All rights reserved.