



## Installation Procedures

### MKV Vent Gauge Pod Installation Instructions

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# **ECS** **TUNING™**

## **MKV Vent Gauge Pod Installation Instructions**

### **Safety first:**

Before you undertake this installation, it is important that you read the instructions; and that you also have the necessary tools and skills required to complete the job. If the installation of this product seems overwhelming, please contact a qualified installer in your area.

### **Tools needed:**

Flat head screwdriver  
T20 Torx socket/driver  
Wire cutters  
Wire crimpers

Begin by removing the light switch and the fuse panel cover on the drivers' side, and the left lower kick panel to the left of the steering wheel. To remove the light switch, you simply push in on the toggle part of the switch and turn clockwise until you can hear the switch "unlock".



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Remove the trim in front and above the radio, when removing the top trim piece be careful not to unplug the airbag light due to the fact that you will have a malfunction light because of it, try to unclip the whole assembly and lay aside until reassembly. You will also need to unscrew the radio to properly route the line/wires through, it is not necessary to unplug the radio, just pull it out far enough and lay it on the shifter if possible. (See picture)



The center vent assembly is what you will be disassembling to install the gauge pod. Be careful not to break any of the tabs since you need to reuse this whole piece. On some models there are 2 tabs that are either plastic welded in place or simply clipped in place, so make sure to pay attention on the removal of those 2 tabs. The rest of the disassembly is pretty straight forward. (See picture)



Once separated, you can now remove the outer and inner vents on the left side to make room for the new gauge pod. Simply pull out the outer and the inner is held in by tabs on the bottom, simply pry up on bottom tabs and remove. Install the new gauge pod and reattach the outer trim for the center vents. If needed, glue the plastic welded pieces back to their original state.

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Install the straight barbed brass fitting on to your new gauge and connect the silicone hose adapter (piece 1 of 2) to the fitting and connect the 1/8" plastic line to the adapter piece. Next, use the supplied wire and butt connectors to extend the gauge harness. Connect black to black and red to red. Route the line and the wires through the back of the vent assembly and insert the gauge into the vent pod. Install the vent assembly back into the dashboard and route the boost line and wires down next to the defrost duct and behind the radio, continuing to the headlight switch. There is no "correct" route to run everything just make sure it is away from metal and is out of the way of moving objects and or hot surfaces to avoid a short or a punctured boost line. Secure the lines with the supplied wire ties along the way.

With the dimmer switch removed and the connector visible, locate the brown (ground) and the gray (+) wires. It should be pin #8 for gray, and pin #3 for brown, these are the wires you need to splice into. To begin, remove any wiring tape/protective covering from harness to access the wires for splicing. Using the provided scotch locks, connect the red wire to the gray (12V+) wire of the harness and the black wire to the brown (ground) wire of the harness. After making the connections you can check to see if the gauge works.



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Begin under the hood with removing the engine cover, make sure to unclip the intake tube and MAF sensor connector before removing.

Locate the suitable vacuum line for installing the T supplied in the kit. Located underneath high PSI fuel pump (See picture)



Carefully undo the clips holding the lines together with a small flat head screwdriver, be careful not to use excessive force and break the plastic hose fittings.

Once apart you can install the supplied T in the kit, have the small fitting point down once installed. Use the supplied crimp clamps to secure the T in its location (See picture)

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Route the 1/8" plastic line from under the dashboard through the rubber grommet underneath the brake booster and into the engine compartment. Make sure to avoid jagged/sharp/hot places to avoid damage to the boost line. Connect the line plastic line to the supplied silicone hose adapter (piece 2 of 2) and connect it to the new hose fitting (Small T).

Reassemble everything that was taken apart during these instructions and the installation is complete.

