Congratulations on your purchase of the AWE Tuning Vent Boost Gauge Kit for the 2006-09 VW Mk5 2.0T.

Exquisite build quality with industry leading performance distinguishes this gauge kit from all others.

Contact us with any installation questions.
215-658-1670
AWE-Tuning.com
performance@AWE-Tuning.com
**PARTS AND TOOL LIST**

- 1 preassembled AWE Tuning vent and gauge pod
- 1 sender unit with wiring harness
- 1 gauge wiring harness
- 1 oil fume filter
- 1 40” length of boost hose
- 1 8” length of additional boost hose
- 4 red posi-tap connector
- 6 medium zip tie
- 9 small zip tie
- 1 10mm T-fitting *(for FSI engine only)*
- 2 11mm hose pieces *(for FSI engine only)*
- 4 10-16mm hose clamps *(for FSI engine only)*

**Required tools and materials:**
- Medium and small flathead screwdrivers
- 8mm, 10mm, and 13mm sockets and ratchet
- Pliers
- Torx T20 wrench
- X-acto knife/razor blade
- 1/2” drill bit and drill

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**Step 1**

**2006-08 FSI engines:**

Open the hood. Remove the engine cover. To remove, disconnect the metal clips and wiring harness from the MAF sensor (at arrow A in Figure 1). Disconnect the air intake hose by squeezing the clamp with pliers (at arrow B). Then grasp the cover at either side and firmly pull upwards. The cover is attached to engine with pegs that pop into rubber grommets, so some force may be necessary to release.

**2008-09 TSI engines:**

Open the hood. Remove the engine cover. The cover is attached to the engine with pegs that pop into rubber grommets. Pull up carefully on each side to release.

Please note that a Boost Tap is required to hook up any type of boost gauge to the 2008-09 CCTA and CBFA TSI engine. AWE Tuning’s Boost Tap Hose is pictured at arrow in Figure 2 (note that engine cover has been removed for photo). **This Boost Tap Hose is available at an additional cost.**

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Step 2

Remove factory vent assembly by first removing the fuse panel cover on the end of the dash by the driver’s door.

Push on the back of the vent housing while gently prying from the front with a wooden or plastic wedge.

Remove the headlight switch by first pushing the knob in while turning clockwise and then by pulling on the knob to remove the switch assembly. Once removed, unclip the wiring harness from the switch.

Remove the under dash panels. There are two Torx T20 bolts at the leading edge of the panel above the pedals. There are four Torx T20 bolts for the left side panel: two near the bottom edge, one in the headlight switch hole, and one beneath the steering column gap cover above the steering column (grasp and pull to remove).

Step 3

Remove the battery and its housing. The battery sits inside a large black box to the driver side of the engine under the hood. Its housing connects to the bottom tray by clips. Also remove the tray by unbolting its three 10mm head bolts.

Locate the main wiring harness where it comes through the firewall behind the battery. With a razor, cut the end off one of the rubber nipples (at arrow in Figure 4) as a pass through for the boost hose. Lubricate the end of the hose with a little oil and push through from under the dash inside the car.

Step 4

2006-08 FSI engines:
Install the enclosed T-fitting to the end of the intake manifold (located beneath previously removed engine cover). To install, cut the one-time-use clamps with a pair of snips and remove the ~1.5” long OEM rubber hose at that location.

Install the 10mm T-fitting with the enclosed rubber hose sections and hose clamps (as shown at arrows C in Figure 5). Route the 7mm boost gauge hose to the T-fitting and attach with zip tie (at arrow D in Figure 5).

2008-09 TSI engines:
Follow the instructions to install the included AWE Tuning’s Boost Tap Hose. Connect the boost gauge hose to the T-fitting included with the Boost Tap Hose.
**Step 5**

Prep the vent housing for gauge installation.

On the top of the housing, push down on the tabs (at arrows in Figure 6) with a small flathead screwdriver and then pull down and forward on the top edge of the housing face trim to remove. Carefully push down on tabs to avoid breaking them.

Once the housing face trim is removed, remove the inner vent fins. Pushing them out from behind is the best way to remove.

**Step 6**

Using a 1/2” drill bit, drill a hole in the passenger side of the vent housing as shown at arrow in Figure 7.

**Step 7**

Back in the car under the dash, mount the boost pressure sensor to the fuse panel bracket as shown at arrow E in Figure 8. Use two medium zip ties to attach the sensor. Mount the sensor with the inlet pointing downwards and as high up as possible under the dash.

**IMPORTANT**: Installation with the sender pointing downwards is mandatory to ensure long term gauge functionality.

Connect one end of the supplied 8 inch piece of boost hose to the sensor inlet and the other end to the supplied oil fume filter, at arrow F in Figure 8. Then connect the other end of the filter to the boost hose previously routed through the fire wall.

**IMPORTANT**: Installation of this supplied oil fume filter is mandatory to ensure long term gauge functionality.

Use two small zip ties to secure the boost hose away from moving parts under the dash. When tightening the zip ties, ensure that the boost hose is not being crushed.
**Step 8**

Route the connector end of the boost sensor harness up and out the vent housing opening.

Then route the gauge wiring harness through the headlight switch opening and out the vent housing opening, making sure both white connectors are coming out of the vent housing opening in the dash.

![Figure 9](image)

**Step 9**

Route both white connectors through the drilled hole in the vent housing and the connect them to the back of the boost gauge. Plug the 4 pin connector into the far right side receptacle when looking at the gauge from behind.

Reinstall the housing face trim and push the complete gauge, vent, and housing assembly back into the dashboard, making sure not to crimp the wiring harnesses.

![Figure 10](image)

**Step 10**

With a razor, carefully strip back the wrap on the headlight switch wiring harness.

Attach the gauge wiring harness to the headlight switch plug. Follow the directions in Figure 11 to use the supplied posi-tap connectors and make the following connections (wire position numbers are molded into the headlight switch connector):

Switched 12V for lighting: Green gauge wire to the Gray headlight switch wire at position 10 (Notice that there are two gray wires, so note which one goes to position 10 on connector).

Switched 12V: Red gauge wire to the Black/Purple headlight switch wire at position 4.

Constant 12V: White gauge wire to the Red/White headlight switch wire at position 8.

Ground: Black gauge wire to the Brown headlight switch wire at position 6.

![Figure 11](image)
**Step 11**

Reinstall the vehicle’s battery and the engine cover. Ensure all items under the hood are clear from moving objects and start the engine.

You should see ~17 to 21 inHg of vacuum reading on the gauge at idle with the engine cold and ~22 to 23 inHg of vacuum reading with the engine fully warmed up.

If you are operating the gauge at high altitude, the needle may sit below zero when the key is on and the engine is off. This is normal and due to the reduced ambient air pressure at high altitude.

If everything looks correct with the gauge performance, complete re-assembly of the vehicle’s interior.

**Troubleshooting Guide**

<table>
<thead>
<tr>
<th>Issue</th>
<th>Remedy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Slow needle response and/or incorrect boost and inHg reading.</td>
<td>Block or kinked boost hose. Check that zip ties are not too tight or that hose is not being crimped.</td>
</tr>
<tr>
<td>Needle sweeps at start up but sticks at one boost or inHg reading and will not move.</td>
<td>Block or kinked boost hose. Check that zip ties are not too tight or that hose is not being crimped.</td>
</tr>
<tr>
<td>Needle sweeps at start up but returns to ~30 inHg mark and will not move.</td>
<td>Disconnected or loose Red Wire connection. Double check installation of that wire.</td>
</tr>
<tr>
<td>Needle not at ~30 inHg mark when gauge is first received.</td>
<td>Gauge will sweep during initial use and recalibrate itself.</td>
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</tbody>
</table>

**ENJOY**

A boost gauge is a valuable tool in determining your car’s state of performance.

Any questions or comments, please do not hesitate to contact us:

1-888-565-2257  
AWE-Tuning.com  
performance@AWE-Tuning.com
Thank you for choosing AWE Tuning as your performance automotive parts supplier. Please remember that a performance car is only as strong as its weakest link. Therefore, it is vital that you maintain your vehicle to factory specifications.

By installing or using the purchased product, the Consumer accepts this warranty and any specific Manufacturer warranties enclosed.

Limited Warranty

The following warranty is valid only in the United States.

The Manufacturer’s full warranty applies to all products sold.

Secor Ltd. (AWE Tuning) warrants to the original retail purchaser (Consumer) this product (VW Mk5 Vent Boost Gauge Kit) against manufacturing defects for one year from date of original purchase.

Upon verification of warranty coverage, AWE Tuning will repair or replace the defective product at their discretion, without charge. This is the only remedy the Consumer has for any loss or damage, however arising, due to nonconformity in or defect of the product. This warranty does not cover consequential damage, loss of time or revenues, installation labor costs, inconvenience, loss of use of vehicle, shipping costs, installation labor costs, damage to the vehicle or components, or other incidental or indirect damage.

All warranties are void if the product was not installed by a certified auto mechanic, improperly serviced, modified, or used in a way not intended by the Manufacturer. Use of product in Motorsports or Racing conditions is grounds for warranty denial. Motorsports and Racing is an inherently abusive operational condition, and it is impossible to warranty for this type of usage.

The Consumer is responsible for ensuring that the product is installed in a safe and proper manner, and should cease usage of the product immediately if an unsafe or improper condition is noted. If an unsafe or improper condition is noted, the Consumer should then immediately contact the facility where the product was installed or AWE Tuning directly.

Please contact the original place of purchase for any warranty claims or explanations of this document.