SLP PERFORMANCE PARTS
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PART #90542A

Boost Gauge Package, SLP, 2005-2013 Corvette

PACKING LIST

Before installation, use this check list to make sure all necessary parts have been included.

ITEM	QTY	CHECK	PART NUMBER	DESCRIPTION
1.	1	☐	200564781	Boost Gauge Boxed, Autometer 3607 Sport Comp II
2.	1	☐	200564782	Gauge Pod, 05-13 C6 Corvette
3.	10”	☐	210439020	hose, fuel vapor, 3/16" ID
4.	1	☐	200215300	Elbow, 90 deg street, 1/8" NPT, brass
5.	24”	☐	300522599	loom, wire, 1/8" ID
6.	1	☐	1200011	adhesion promotor packet
7.	8”	☐	305806400	tape, 0.020" thick, 1/2" wide
8.	2	☐	200177235	wire tap connector, 16-22 gauge
9.	2	☐	202140212	wire, 20 gauge, 12" length
10.	2	☐	200177300	connector, female, 18-22 ga, insulated
11.	1	☐	940564618	hose barb, 3/16", 1/8" NPT male thread
12.	2	☐	21000K	Wire tie,5” long
13.	1	☐	INSTR	Instructions

WARNING: SLP Recommends allowing the vehicle to cool (not running) for five hours before beginning installation.

NOTE: This installation requires Teflon tape, electrical tape, and a metal wire hanger (or equivalent) which are not provided.

INSTALLATION INSTRUCTIONS –

1. Disconnect the battery under the hood before performing this installation. Be sure you leave your driver side door open with the window down.

2. Open the autometer gauge box and remove the black gauge locking mount. You will need to grind down the 'bulges' on both sides as shown. Also trim the back corners down as well. Be sure to not over grind. See Figure 1.

Figure 1: Bulges and back corners ground down on gauge locking mount

3. Place the gauge into gauge locking mount, and thread on the thumb screws provided in the autometer box. Cut off the studs flush with the end of the thumb screws and deburr the threads. See Figure 2.

Figure 2: Cutting and deburring of the studs with the gauge locking mount installed

4. Remove the thumb screws and the gauge locking mount. Dry fit the gauge into the pod, and hold in place on the removed gauge cluster trim. Make a mark with a washable paint pen or tape below the 'O' in 'boost' so you know the orientation of

the gauge in its final position. The word ‘boost’ and ‘mode’ should be collinear. See Figure 3 and 4 below.

Figures 3 and 4: Mark the gauge pod for correct gauge orientation

5. Remove the gauge and pod from the vehicle, and apply Teflon tape onto the gauge nipple and male end of the provided street elbow. Thread on the street elbow first, making sure the male end faces left when fully tightened (looking at the back of the gauge) . Next, thread on one of the autometer supplied compression fittings onto the street elbow completely. Install the modified black gauge locking mount into the pod first, then slide the gauge through the pod and thread on one thumb screw loosely. Using the mark you made before, be sure the pod is oriented correctly before fully tightening the thumb screw. Only the one thumb screw is needed. The final installation NEEDS to look like Figure 5 below. *Note* if the gauge does not seem to seat fully in the pod, you did not grind enough material off of the black gauge locking ring.

Figure 5: Gauge installed properly into pod

6. Remove the nylon tubing from the autometer gauge and using a hair dryer or heat gun, straighten out the tubing as best as you can. This will aid in installation and help minimize the risk of kinking the line when installing.

7. Sharpen the end of a hanger to a point, and use it to poke a hole through the hood latch cable grommet near the dead pedal of the vehicle. See Figure 6.

Figure 6. Hood latch cable location

8. Feed the hanger through until you see it pop out near the bottom of the master cylinder. Feed the nylon tube about an inch onto the hanger, tape it with electrical tape or equivalent, and pull the hanger and the line back though the grommet. Spray some WD-40 on the section where you taped to ease pulling the nylon tubing through. See figure 7. Pull a couple of feet through to allow the end to be fed up past the boost gauge later on.

Figure 7: Nylon tube and hanger taped together

9. Fully lower the steering column. Remove the gauge cluster trim by pulling on it to release all the tabs. See Figure 8.

Figure 8: Removal of gauge cluster trim

10. Remove the instrument display buttons from the driver side by removing the 3 screws holding it in place. Using the assembled pod as your template, mark where the compression fitting interferes with the gauge cluster. Drill out a hole about ¾" in diameter to allow the fitting to poke the cluster when fully installed (do not worry if the hole is "too big", a little wiggle room will make life easier). Be sure to not drill into the screw boss on the back side of the gauge cluster. See Figure 9. You should dry fit the assembled gauge pod to make sure your hole allows adequate clearance. Once satisfied, reinstall the instrument display buttons with the 3 screws.

Figure 9: Drilling of the gauge cluster for compression fitting clearance

11. Unplug the connector for the gauge dimmer switch, (it is the small round switch on the right of the HVAC vent) and locate both the black and blue w/white stripe wires from the rest. See Figure 10.

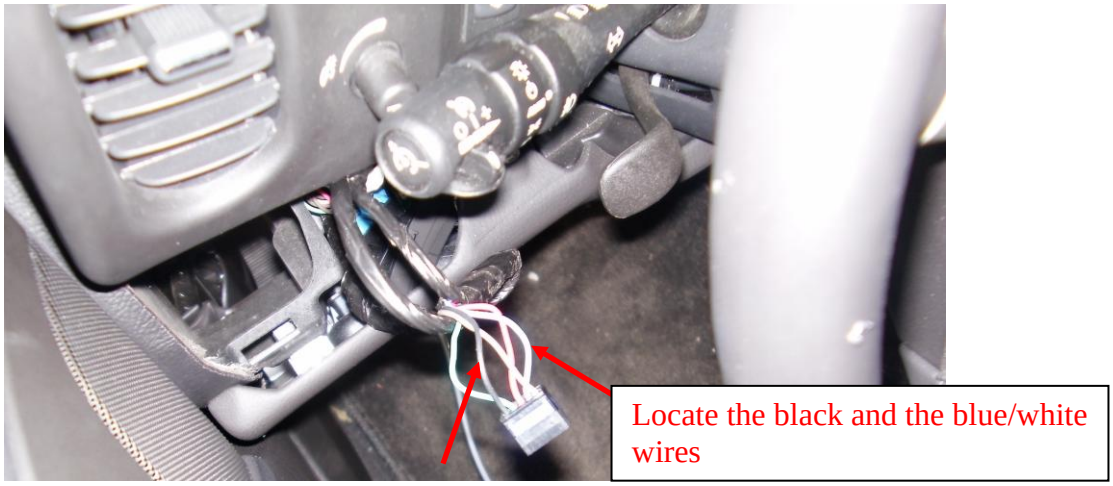

Figure 10. Locate the black and blue/white wires

12. Using the provided 20 gauge wire and wire taps, tee into both of these wires. Use a pair of pliers to fully seat the metal in the wire tap. The black wire provides the ground to the gauge, and the blue/white wire provides the power. **Be sure to not mix these up when connecting to the gauge!!** See Figure 11.

Figure 11. Use the provided wire taps to create power and ground wires for the gauge

13. Crimp on the provided female disconnects to the ends of the new power and ground wires. Feed them up through the hole you made in the instrument cluster trim. Feed the end of the nylon tube up next to the instrument cluster as shown in Figure 12 to avoid any interference with clips later on.

Figure 12: Nylon tube fed hugging instrument cluster

14. Apply adhesion promoter to the inside of the gauge pod where the double sided tape will stick, as well as to the instrument cluster where the tape will stick. Allow about 5 minutes to dry. Cut and apply the tape to the pod first as shown in figure 13. Be sure to cut tape slightly long in the area shown for 'pull tab' later.

Figure 13: Areas to tape

15. With the nylon tube and wires through the hole in the console trim, connect the nylon tube to the gauge using the compression fitting. Remove the ferrule locking nut and the ferrule from the compression fitting. Feed the nut onto the vacuum line, followed by the ferrule. Next, feed the vacuum line into the base of the compression fitting and tighten the nut. Be sure the vacuum line is fully inserted into the compression fitting

before tightening. **DO NOT OVERTIGHTEN!!!!. HAND TIGHTEN AS MUCH AS POSSIBLE FIRST, THEN TIGHTEN ½ A TURN ONLY!!!!!**

16. Install the power and ground wires onto their respective terminals. You can bend the terminals slightly downward to ease in installation.

17. Peel off the 2 red tape backers on the top of the gauge pod. Peel back and leave a 'pull tab' as shown in Figure 14 below on the bottom piece of tape. Stick the pod in place, making sure the perimeter lines up in all places. When fully in place, pull on the 'pull tab' and press firmly to seat the tape. Hold firm pressure on both areas for 10 seconds.

Figure 14: 'Pull tab'

18. Before reinstalling the gauge cluster trim, plug in the round dimmer switch connector. Also, make sure the gauge power wires and vacuum line are on the left side of the long boss and clear any obstructions when the cluster trim is installed as shown in figure 15 below. Make sure the vacuum line does not kink!!!

Figure 15: Power wires and vacuum line routing

19. Reinstall the gauge cluster trim. The installed gauge should look like figure 16. Make sure the vacuum line does not kink, and pull the extra slack through the grommet in the firewall. Zip tie the vacuum line to the hood latch cable.

Figure 16: Installed gauge

20. Inside the engine bay, use the provided black soft vacuum line to connect to the supercharger nipple on the back of the manifold. Cut the clear vacuum line to an appropriate length so you can reach this newly installed hose, and install the compression fitting (taking care to not over tighten). Install the barb fitting into the compression fitting, (using Teflon tape) and then install the barb into the black hose. Use the provided wire loom to protect the clear vacuum line in the engine bay. Start by taping the loom to the compression fitting. See Figure 17. Wire tie along the firewall away from any moving or extremely hot components.

Figure 17: Vacuum/Boost tubing with fittings installed (removed from vehicle for clarity)

21. Reconnect the battery.

22. The installation is complete! Enjoy!