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PART #90550

Boost Gauge Package, SLP, 10-13 Camaro Supercharged

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	<input type="checkbox"/>	200564690	Boost Gauge Boxed, SLP
2.	1	<input type="checkbox"/>	200564695	Gauge Pod, Steering Column, 10-12 Camaro
3.	1	<input type="checkbox"/>	020402308	Wire Harness, Boost Gauge, 10-12 Camaro
4.	8"	<input type="checkbox"/>	210439020	Hose, Fuel Vapor, 3/16" ID
5.	1	<input type="checkbox"/>	300300780	Fitting, Compression, 90deg
6.	6"	<input type="checkbox"/>	300522599	Loom, Wire, 1/8" ID
7.	2	<input type="checkbox"/>	940564618	Hose Barb, 3/16", 1/8" NPT Male Thread
8.	7	<input type="checkbox"/>	940570235	Nut, 8-32x1/4
9.	5	<input type="checkbox"/>	940570236	Screw, Flat Head Undercut 82 degrees, 8-32x3/8,
10.	1	<input type="checkbox"/>	200177235	Wire Tap Connector, 16-22 Gauge
11.	1	<input type="checkbox"/>	200811235	Template, Drill Hole, Boost Gauge
12.	1	<input type="checkbox"/>	INST	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.

NOTE: This kit has an additional 1/8" NPT hose barb that is to be used when installing on an SLP supercharger. It is to be installed in place of the 1/8" NPT plug that comes in the SLP supercharger from our factory (on the PS in the back of the manifold). Be sure to use Teflon tape on the fitting when installing.

INSTALLATION INSTRUCTIONS – #90550

1. Begin by fully lowering and extending out the steering column to allow for access to the top of the steering column. See Figure 1.



Figure 1: Fully lower and extend the steering wheel

2. Remove the gauge cluster trim and the top shroud on the steering column. Simply pull on each part to remove. See Figure 2.



Figure 2: Removal of top shroud and gauge cluster trim

3. Separate the column shroud from the gauge cluster trim. You will have to remove the small white retaining clip on the center of the shroud in order to separate the two. See Figure 3.



Figure 3: Separate the shroud from the gauge trim. Note the small white clip needs to be removed first

4. Remove the center console by gently pulling up on it. Start near the gearbox pattern stamped into the part. You can use a small screwdriver to get you started but be very careful to not damage the finish on the center console trim. See Figure 4.



Figure 4: Removal of center console trim

5. Disconnect the cigarette lighter connectors, and insert the SLP wire harness in line with the cigarette lighter connectors. See Figure 5.



Figure 5: Installation of the SLP wire harness

6. ******NOTE****** An alternate installation method is possible which will allow the SLP gauge face to dim to approximately 80% of maximum brightness by using the factory installed dashboard dimmer. The nominal boost gauge color brightness is matched to the lowest dashboard brightness setting in the vehicle. If you choose to perform the following steps, it will allow you to further dim the SLP gauge face to further minimize the gauges presence. To perform this installation method, follow the steps 6a-6c below. **THIS IS NOT MANDATORY!!!!**
 - a. After installation of the SLP connectors, pull back the wire loom on the SLP harness until you can see the Y-splice in the green wire. Cut the wire just after the splice, as shown in Figure 6a below. Also carefully remove some of the protective tape in the adjacent wire harness to expose the 22 gauge yellow wire.



Figure 6a: Cutting of the SLP wire harness after the y-splice and exposing the yellow wire

- b. Install the provided wire tap to connect the single green wire (the end running to the flag connector at the far end) to the yellow wire. Be sure you straddle the yellow wire in the correct side of the wire tap. Be sure to fully squeeze in the metal plunger with a pair of pliers and close the safety tab. Use electrical tape to close off the open end of the green wire. See Figure 6b.

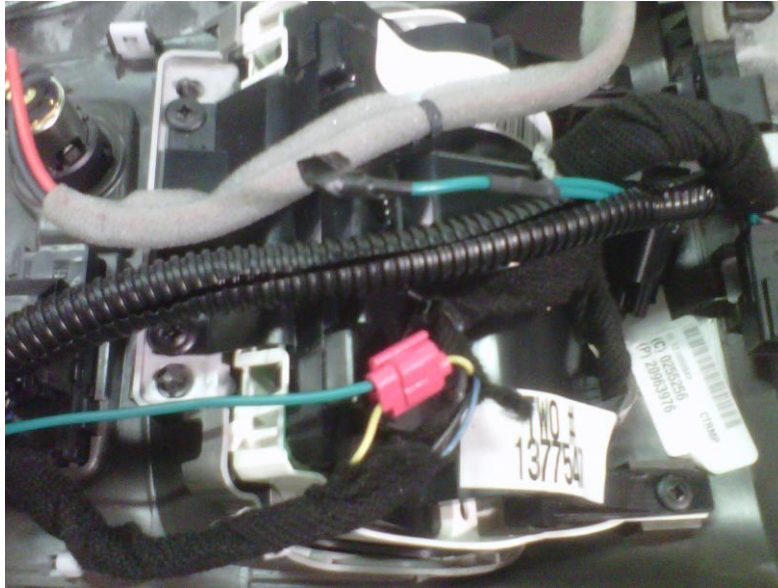


Figure 6b: Wire tap installed

7. Once complete, insert the end of the wire harness with the flag terminals down in-between the plastic trim of the center console as shown in Figure 7. You will adjust and hide this later.



Figure 7: Snake the wire harness down in-between the plastic trim

8. Re-install the center console making sure to secure any connectors on the back of the console that may have been removed. You may have to move the connectors around in the back to get the console to re-seat properly.

9. Feed the flag terminal end of the wire harness up through the steering column. Be sure to feed the harness over the air vents and keep the harness away from any moving parts down inside the steering column. See Figure 8.

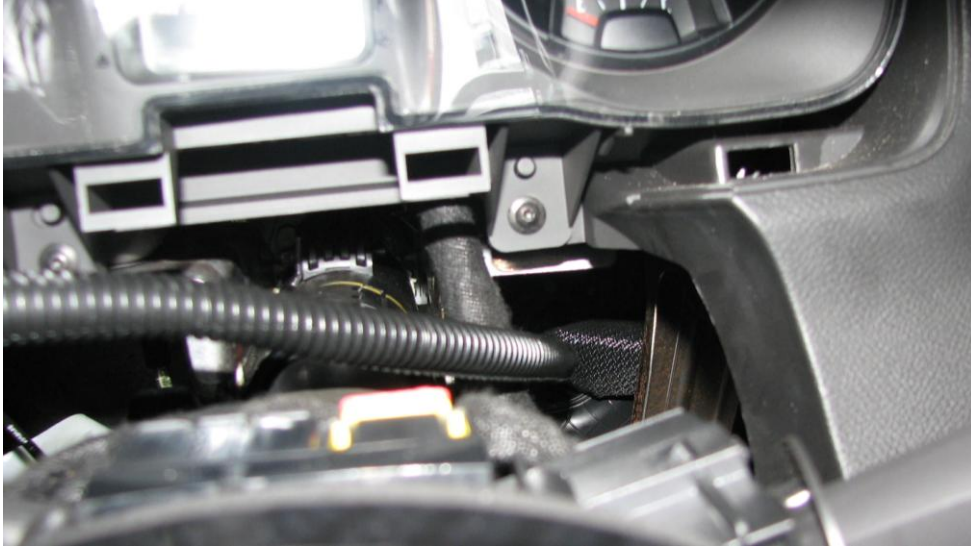


Figure 8: Feed wire harness up to steering wheel

10. Create the vacuum line harness. There are two styles you will need to choose from. Follow Figure 10a if you do not have a boost a pump, and follow Figure 10b if you do have a boost a pump. **Be sure to use Teflon tape on any and all threads!!** Also, **DO NOT OVERTIGHTEN the compression fittings**, as you can easily cut right through the plastic tubing with the ferrule while tightening. As a rule of thumb, tighten the nut slowly until the tubing no longer falls out of the ferrule, then turn $\frac{1}{2}$ - $\frac{3}{4}$ turn more.

a.

Boost Gauge Vacuum harness (no boost-a-pump)

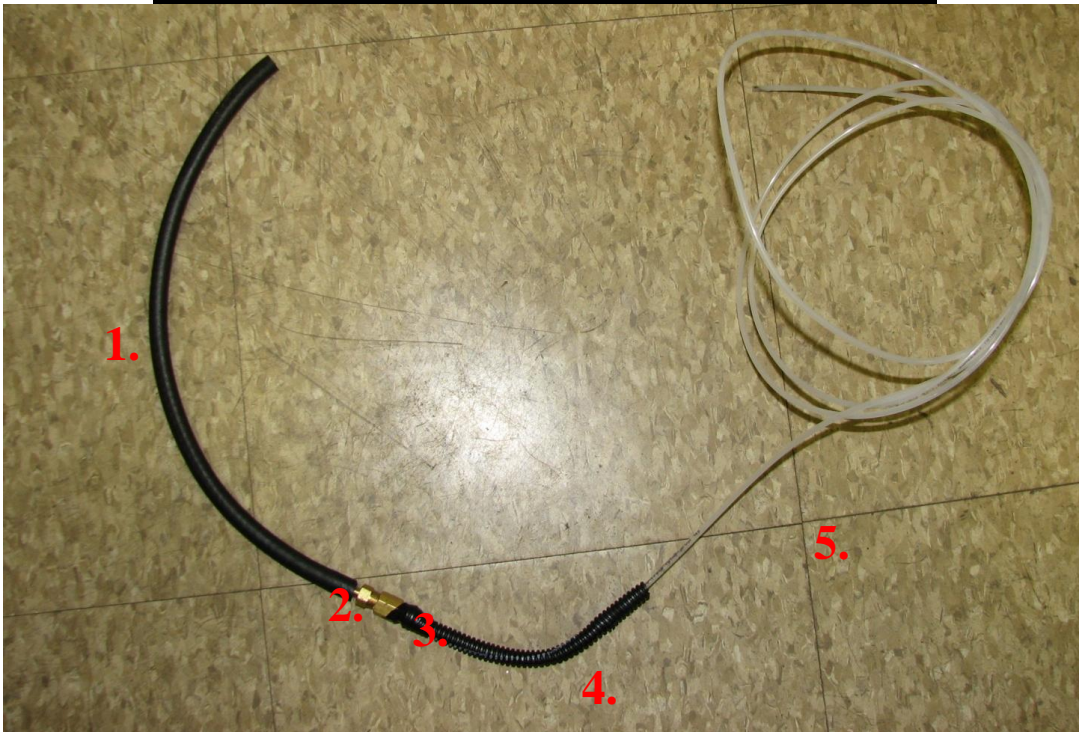


Figure 10a: Vacuum Harness (no boost-a-pump)

1. 8" – 3/16" vacuum hose
2. 3/16" hose barb, male thread
3. 1/8" compression fitting, female thread (supplied in gauge kit)
4. 6" piece 1/4" ID wire loom (tape to brass compression fitting)
5. 8' piece 1/8" plastic vacuum line (supplied in gauge kit)

b.

Boost Gauge Vacuum harness (boost-a-pump)

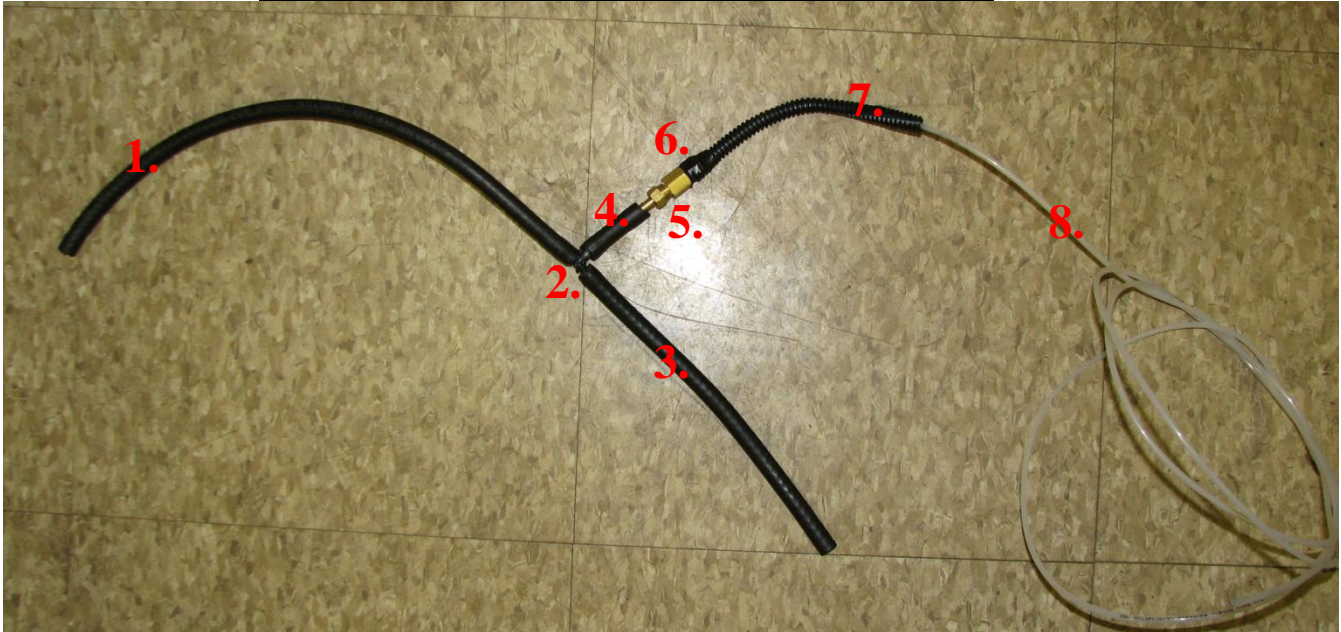


Figure 10b: Vacuum Harness (boost-a-pump)

1. 14" – 3/16" braided vacuum hose
2. 3/16" hose tee fitting (in existing boost-a-pump kit, NOT the one in the gauge kit)
3. 8" – 3/16" vacuum hose
4. 1.5" – 3/16" vacuum hose
5. 3/16" hose barb, male thread
6. 1/8" compression fitting, female thread (supplied in gauge kit)
7. 6" piece 1/4" ID wire loom (tape to brass compression fitting)
8. 8' piece 1/8" plastic vacuum line (supplied in gauge kit)

11. Once you finish creating the appropriate vacuum harness, set it aside and pull off the panel that houses the air filter on the passenger side of the vehicle. There are 3 push pins that have to be removed first. See Figure 11.

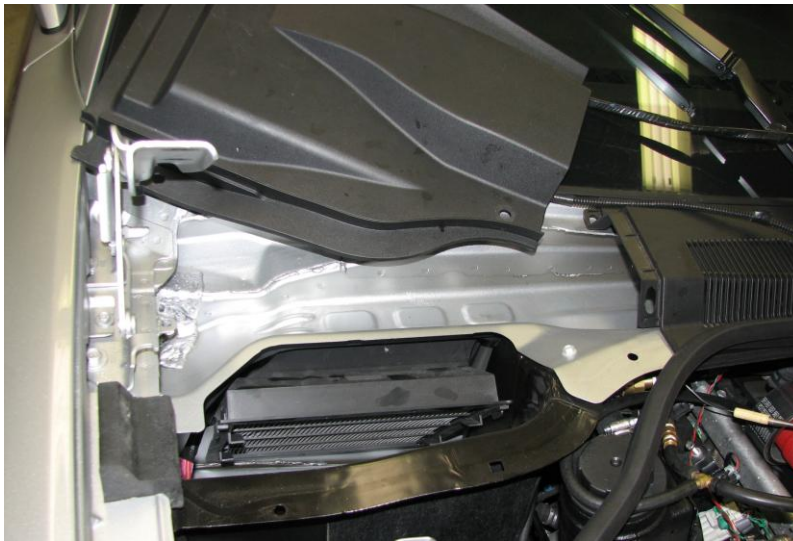


Figure 11: Removal of air filter panel

12. Remove the passenger side lower door sill and kick panel to gain access to the grommet that goes through to the interior air filter passage.
13. Using a straightened metal hanger, poke a hole through the grommet where shown in Figure 12 (boost-a-pump wire runs though here as well in photo) make sure you can see the hanger poking through where the interior cabin air filter is on the other side.

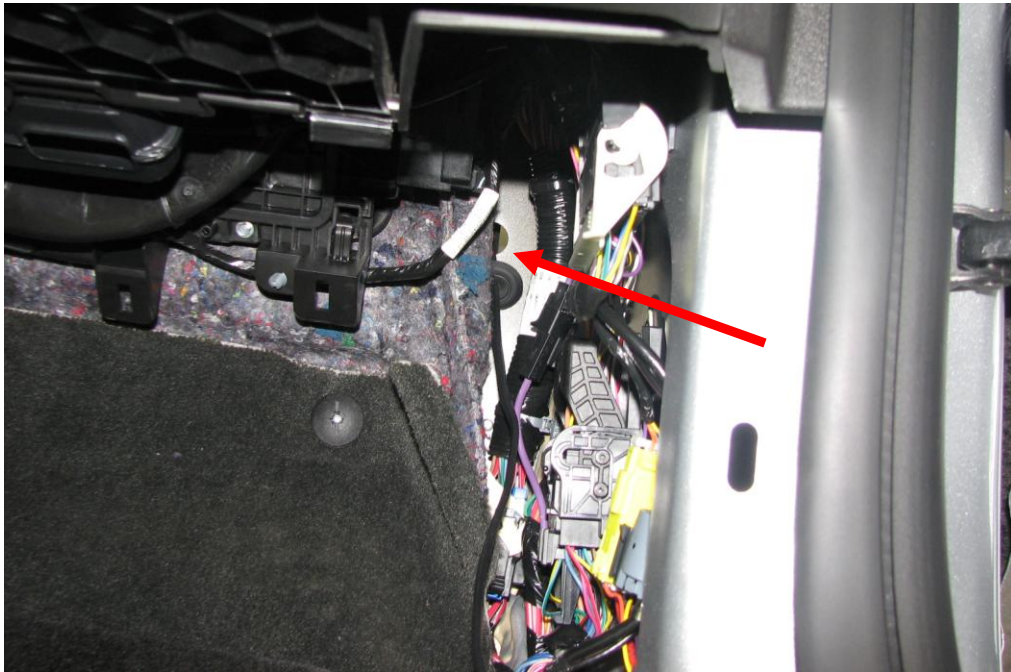


Figure 12: Grommet through firewall (where you will poke the hanger through)

14. From the engine bay side, tape the open end of the plastic vacuum line to the hanger end sticking out next to the interior cabin air filter. Pull the hanger and vacuum line through the grommet. Be sure to pull all of the line though except the length of line you need to tuck the vacuum line with the wire loom on it in between the two pieces of sheet metal that lead through to the engine bay. Wedge the loom in. See Figure 13.

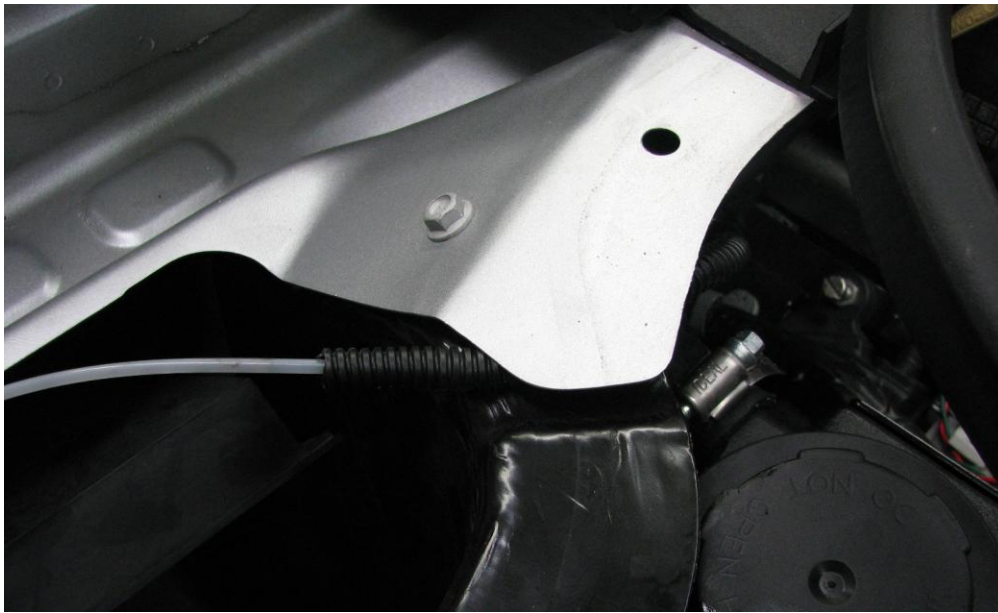


Figure 13: Wedging the vacuum line with loom in between sheet metal

15. Use the extra 1/8" NPT fitting provided in the boost gauge kit and install it into the port on the back of the supercharger base plenum (remove the plug first). Be sure to use Teflon tape on the threads. Connect the rubber vacuum line to this fitting. See Figure 14.



Figure 14: Vacuum/Boost Port

16. Feed the hanger with the vacuum line across the front of the center console near the firewall along the floor. See Figure 15.

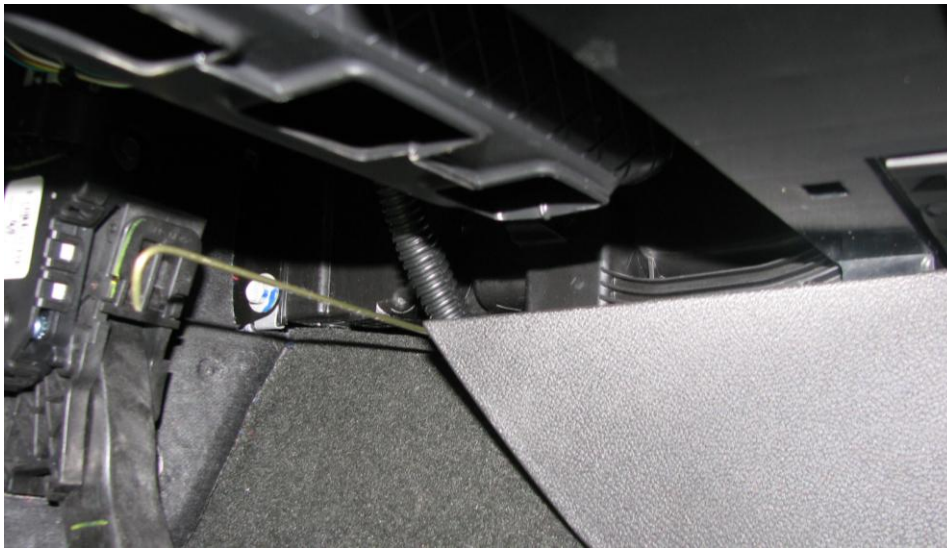


Figure 15: Hanger fed through center console (picture view from driver's side)

17. Feed the vacuum line up along side of the wire harness in the steering column to where the flag terminals are. Leave the end open for now. Tuck away the length of vacuum line being careful to not kink it at any point. A good spot is in the factory clips along the passenger side that hold one of the vehicles wire harnesses in place. See Figure 16.



Figure 16: Tuck the vacuum line in the factory clips

18. Install the flexible vacuum line (in the engine bay) onto the nipple that is behind the supercharger pulleys and tuck any excess away (if you have a boost-a-pump, then you need to attach to the pressure switch as well).
19. Take the boost gauge and wrap some Teflon tape on the vacuum feed. Also cut the two threaded posts down so the finished length is 0.400"-0.450" from the back of the gauge with a pair of cutters or pliers. It helps to first thread nuts on and then to cut the posts. De-burr the studs. See Figure 17.



Figure 17: Wrap Teflon tape on vacuum feed on gauge/cut posts

20. Modify the black plastic gauge mount housing as shown in figures 18a b and c. Measure and cut away 0.110”- 0.125” off the face of the gauge mount. Next, grind the lumps on each side of the black ring, being sure to fade as you move rearward. The end of the fade should be at 1.00”. The finished product should look like figure 18c.



Figure 18a: cut .110-.125 away Figure 18b: Grind away to 1” Figure 18c: Final

21. Thread on the 90 degree compression fitting so that the bottom faces downward (away from the wire terminals). Be sure to not overtighten.
22. Take the supplied hole template, line up the bottom edges and corners to the gauge pod and drill two holes where shown, into the gauge pod. The drilled part should look like Figure 19 below.



Figure 19: First two holes drilled using template

23. Drill a hole in the gauge pod at the peak of the curve behind where the gauge sits. See Figure 20.



Figure 20: Drill a hole in the gauge pod at the peak of the curve as shown

24. Drill two more holes (one on each side) in the gauge pod, $\frac{1}{2}$ " away from the back and bottom edges of the gauge pod as shown in Figure 21.



Figure 21: Drill holes $\frac{1}{2}$ inch from back and bottom edge at back of gauge pod

25. Countersink each hole just far enough so that when inserted, the screw heads sit just below the top surface of the part.
26. Take the gauge and insert it into the gauge pod. Mark the center point where the bottom of the 90 degree compression fitting is pointing. Remove the gauge. Drill a $\frac{3}{4}$ " hole at the center point location. A step bit works well for this (with a pilot hole drilled first). See Figure 22.



Figure 22: Before and after drilling the $\frac{3}{4}$ " hole

27. Insert the modified black gauge support into the gauge pod. Take the gauge and insert it back into the gauge pod (while the pod is off of the shroud). Thread on the two remaining nuts onto the studs as in Figure 23 below. Adjust the orientation of the gauge so it is in its desired position, then tighten down on the nuts.



Figure 23: Snug the nuts on the gauge pod mount as shown above

28. Place the gauge pod on the steering column shroud. Hold the pod flush and snug to the shroud and using the gauge pod as a template, drill a 3/16" hole into the shroud through the top hole. **BE SURE THE POD IS TIGHT TO THE FRONT EDGE!!!** Insert a screw and nut into this hole and tighten.
29. Next, drill the two holes in the front two locations, insert the screws and nuts, and tighten. Then do this for the last two holes. **BE SURE THE POD IS FULLY SEATED FLUSH AGAINST THE FRONT EDGE!!!!** See Figure 24.



Figure 24: Front edge of gauge pod snug against shroud

30. Bring the assembled gauge pod over to the vehicle and feed the two flag connectors and the vacuum line through the hole. Attach the flag terminals. **BE SURE TO ATTACH THE WIRES TO THE CORRECT TERMINALS!!!**
31. Remove the ferrule locking nut and the ferrule from the 90 degree 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. See Figure 25 below. **REMEMBER TO NOT OVERTIGHTEN THE COMPRESSION FITTING NUT AS YOU CAN CUT RIGHT THROUGH THE VACUUM LINE!!!! FOLLOW THE SAME GUIDELINE AS BEFORE!!!**



Figure 25: Fastening the vacuum line and flag terminals to the gauge

32. Reinstall the shroud and the gauge trim. Put the steering column back into its original location. Double check all clearances of the wires and vacuum line. Be sure the grommet is fully pressed back into the firewall, and all wires and lines are tucked or tied away. Reinstall the kick panel and other trim components.
33. The finished installation should look like Figure 26 below.



Figure 26: Finished installation

34. The installation is complete! ENJOY!!