



Volume

2

Guide to fitting Gauges to Subaru Impreza

INSTRUCTION MANUAL

The Beginning.....

This manual is in no way definitive instructions on how to fit Gauges to an Impreza. It has merely been compiled as a guide to illustrate the parts I have used in order to fit them to my vehicle. It is designed as a source of reference only. Hope you find it useful!

For my new age Impreza I decided to fit a Turbo Gauge and Oil Pressure Gauge.

After much research, the common preference is Defi Gauges, however they do come at a price. I found a good alternative supplied by <http://www.GaugePlace.co.uk>

They are:



**'Stealth 2'
Boost Pressure (BAR)**



**'Stealth 2'
Oil Pressure (psi)**

Oil Pressure Gauge.

These Gauges come with the necessary sender units. These are the parts required to send the telemetric signals you are measuring to the gauges for them to display. For example in the case of the Oil Pressure Gauge, this comes with an Oil Pressure sender unit which looks like this –

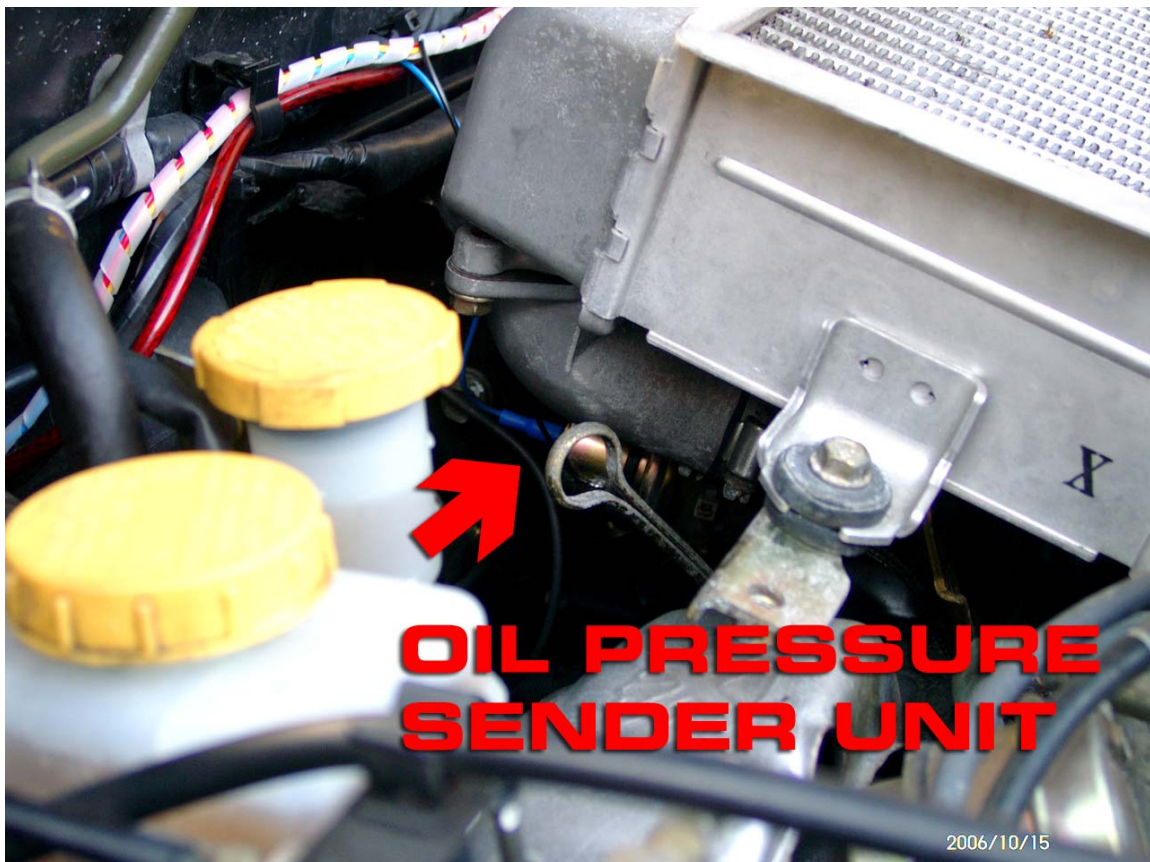
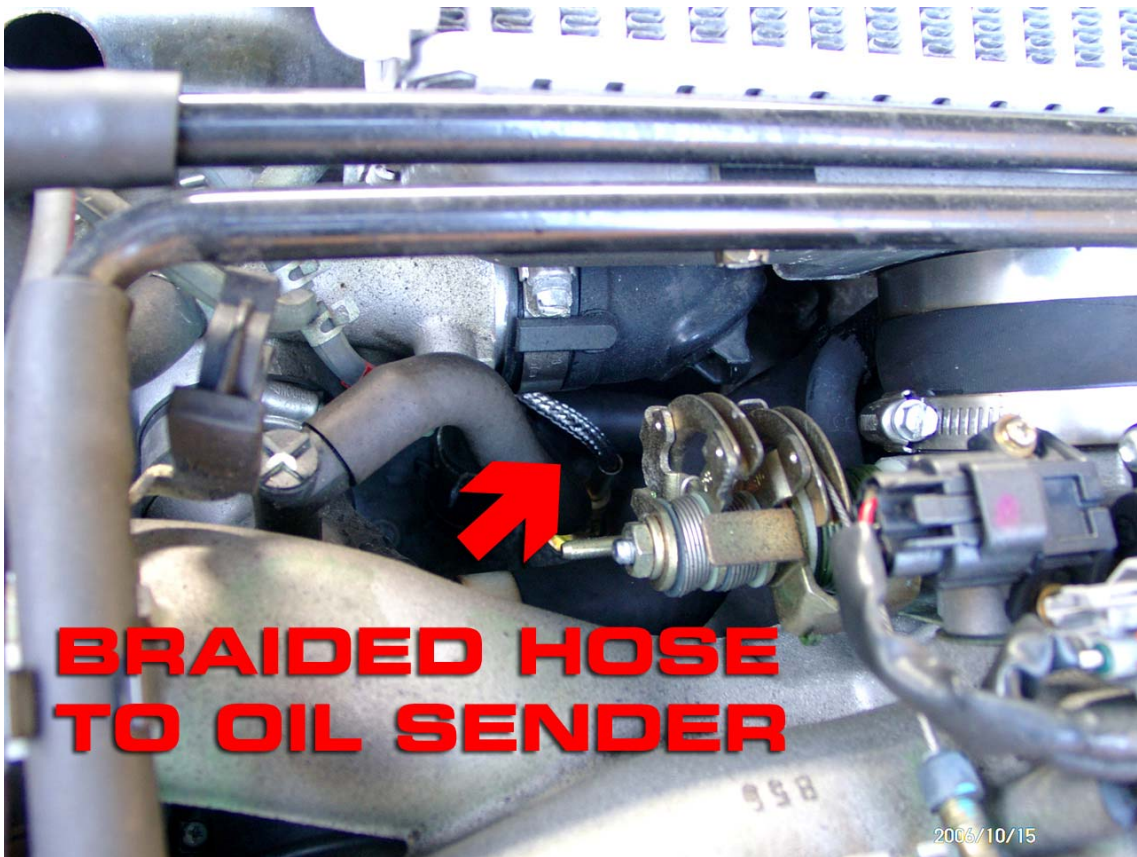


This is required to be fitted to the engine block. Some people use a Sandwich plate which fits between the engine block and the Oil filter, however I have been advised these are prone to leaks.

This can replace the pre-existing Oil Pressure switch already fitted to the vehicle or you may find an alternative blank hole plug where it can be located.

This was my preferred option and a braided hose was fitted to the engine block to accommodate this sender unit.

The last page of this manual shows the braided line used and the below pictures depict its connection to the Oil pressure sender unit.



Turbo Boost Gauge.

Again, this type of gauges come with the necessary sender unit.

This sender is required to be fitted at the outlet of the factory fitted dump valve, this is located on most Subaru Imprezas near the top mount inter-cooler..

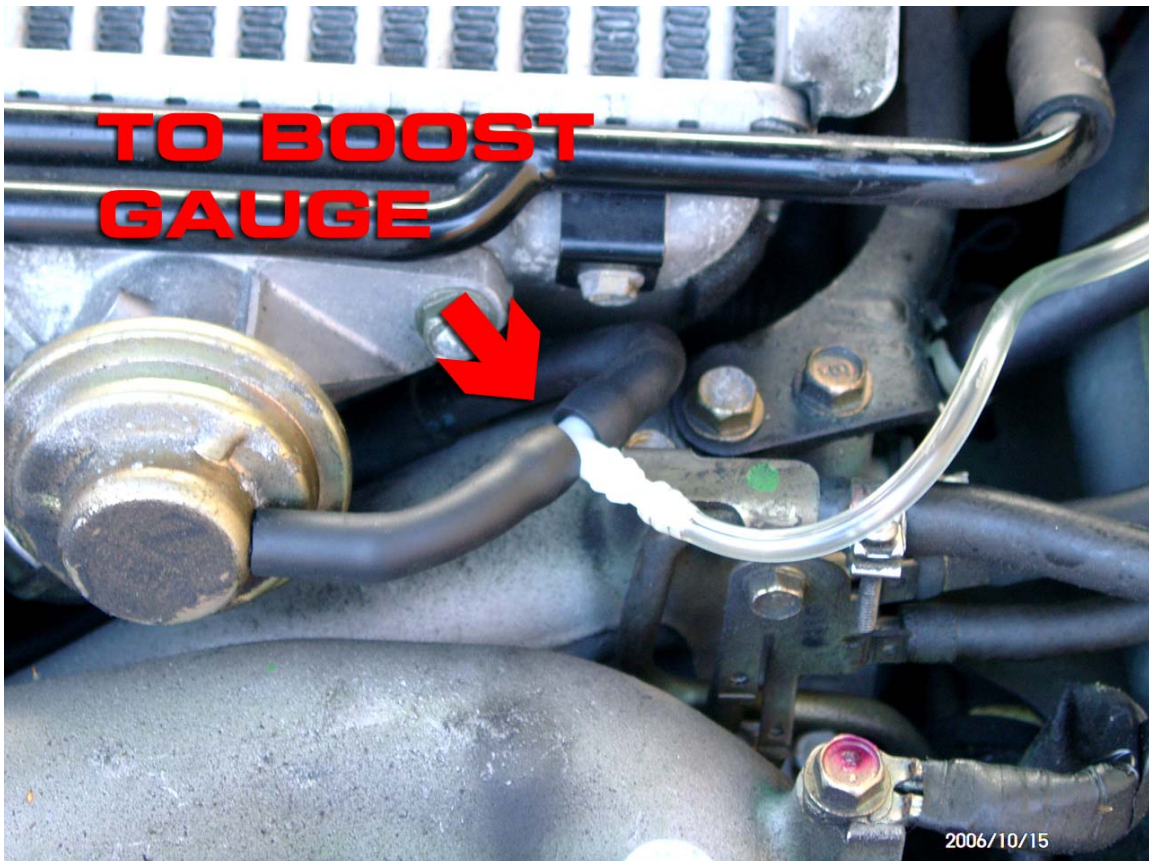
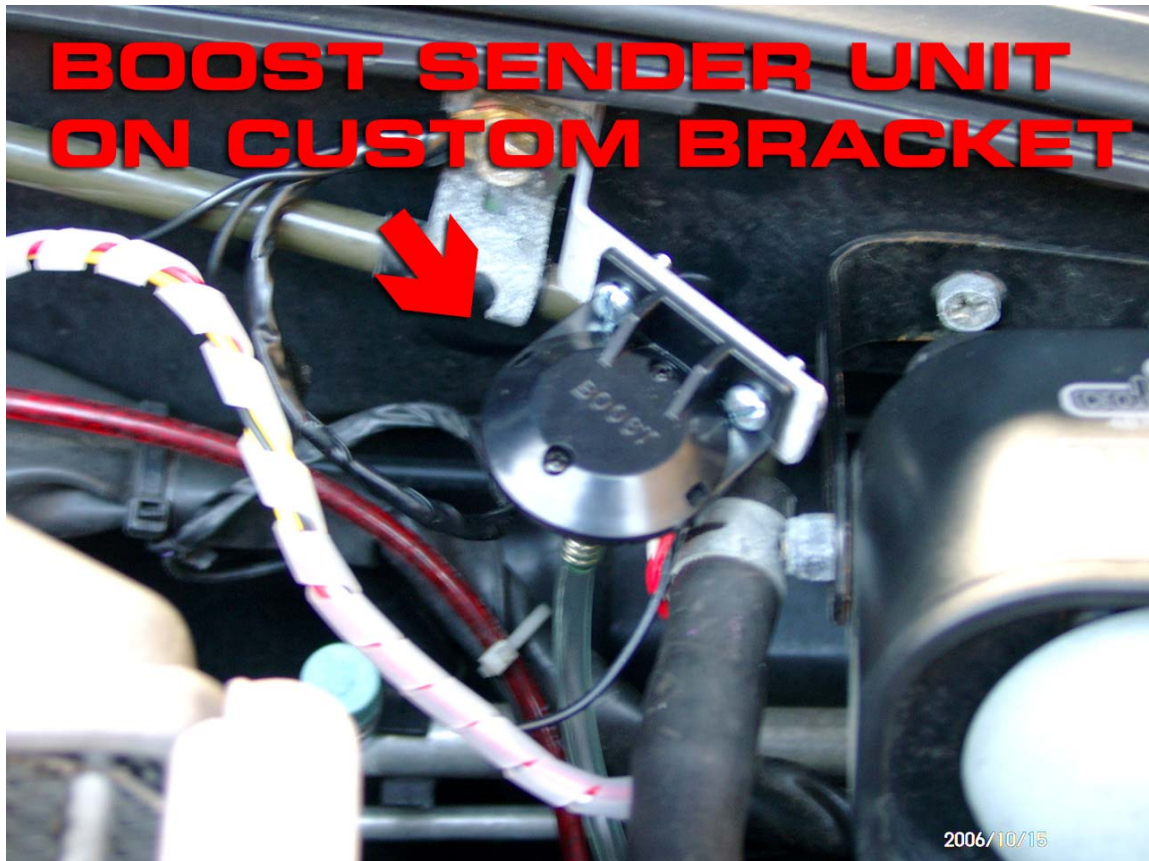
The kit comes with a small plastic 't-piece' to allow the new piece of clear plastic tubing to be fitted to the existing rubber hose.

To save cutting into this existing rubber hose and making it shorter, if the sender unit was ever removed, I acquired a short piece of the same tubing. This was so the t-piece could easily be fitted without alteration to the factory hose.

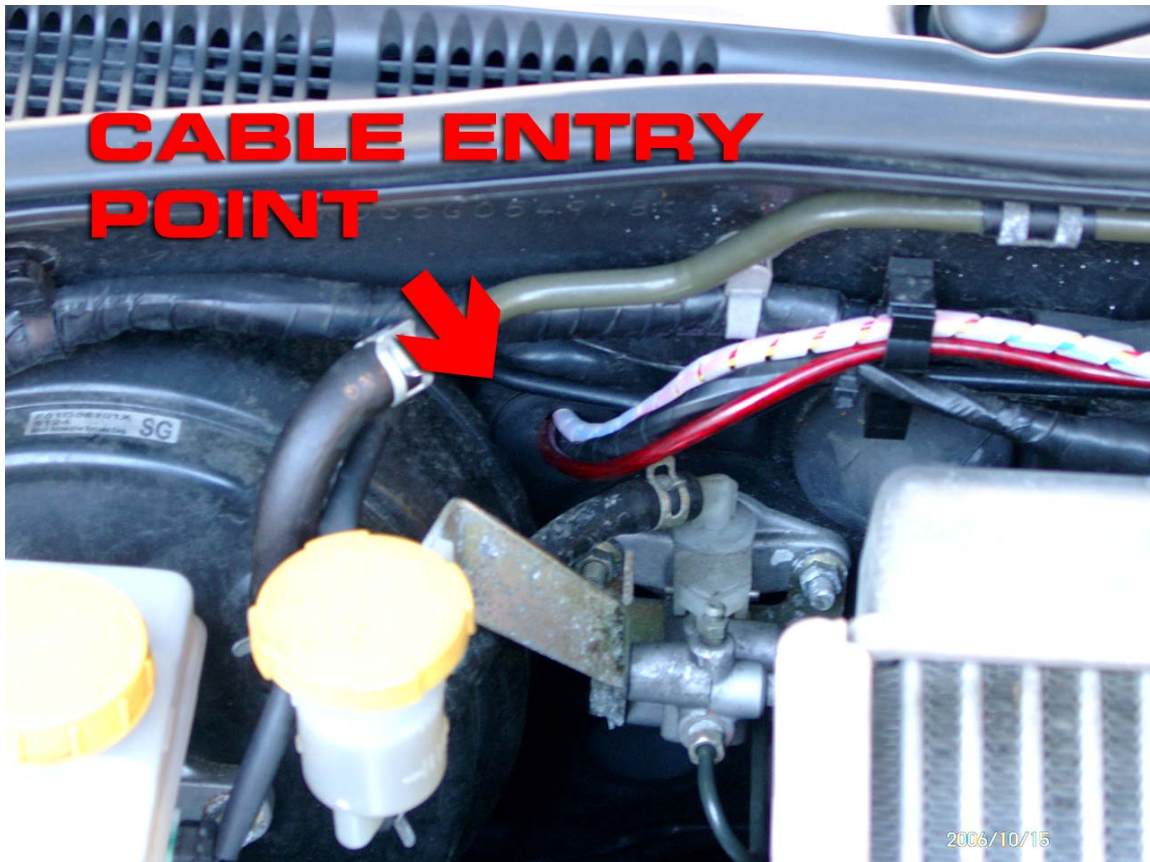
Once the t-piece is fitted onto the rubber hose, attach the new clear hose to the t-piece. Ensure that the new hose is attached to the end of the t-piece which has a small brass insert fitted. This is a narrowing piece so that the correct pressure is sent to the sender unit. It may be necessary to warm up the clear hose end using a hair-dryer so it is more pliable and therefore easier to push onto the t-piece. This also allows for a nice tight fit without the need for external ties etc.

I mounted the Boost pressure sender unit using a small custom made aluminium bracket, again this was to use existing bolt holes in the vehicle chassis to prevent drilling more holes.

Below are photos of how the sender unit was fitted.



All electrical connections are fed through a grommet in the firewall. I found the easiest to access is on the drivers side of the vehicle.



Mounting the Gauges.

To mount the gauges inside the vehicle, again there are many options, from the simple cheap plastic pod housings to the slightly more expensive replacement 'A' pillar trims. This is what I decided on.

They are available for the new age in either one or two pod versions. For further details on what is available I bought these from <http://www.nomadracing.com>



In my opinion these pod housings finish the installation nicely and make the whole install appear professional.



BEFORE



AFTER

