

FMBGFK - Boost Gauge fitting Kit

The vacuum tap has 3 tap provisions on it and it is supplied with multiple vacuum nipples and blanking plugs for you to select the number of provisions you will need on your application.

- One nipple can be used for a boost gauge tap.
- All unused port provisions must be plugged with the supplied port plugs. (3mm Allen)

It is highly recommended that all vacuum nipples and port plugs are secured with blue colored, medium strength, semi-permanent Loc-Tite liquid thread locker. If not used, the vacuum nipples and port plugs may back out, potentially becoming lost and/or causing a vacuum/boost leak.



To install the vacuum tap, you must first remove the engine cover. On all transverse engine applications, MK5, B6 Passat, Audi A3, TT, etc., remove the two OEM one-time use clamps from the small hose connecting the small 3-way check valve to the side of the intake manifold. You may choose to save this length of OEM hose for possibly returning the car to stock later.

This location is also the standard location for most boost gauge reference installations.

With the OEM hose removed, you will need to use the include section of 10mm vacuum hose to mount the vacuum tap between the manifold and 3-way check valve. You will need to cut 2 pieces from the 10mm hose to the length you individually require. 1 or 2 barbs on the check valve connection may also need to be cut off if lateral space is limited.

On a longitudinal engine application, specifically just the B7 chassis Audi A4, you will need to find a rubber blanking cap located on the intake manifold at the back side of the motor close to the firewall. Remove the single one time use clamp securing it, and remove the cap as well, saving it to be swapped onto the end of the vacuum tap as shown below.

On the A4, the other end of the vacuum tap is not requires to connect to anything, thus this blanking cap is reused to cover the unused connection.

Cut a section of the included 10mm vacuum tubing to enough of a length as you see fit to attach the vacuum tap with the cap on one end to the same connection on the intake manifold from where you removed this cap.

Use the included zip ties or your own supplied hose clamps to secure the 10mm vacuum line and the OEM rubber cap.



This installation will be identical to that of a transverse engine application except that one end of the vacuum tap is capped off instead of connected to a check valve with another piece of vacuum hose.

