

Before installing the gauge(s) please read the instructions completely.

(For professional installation, that includes adding another oxygen sensor, please refer to step 6a. It is suggested that you take your car to a muffler shop. We suggest this type of installation for the best results and especially for OBD-II vehicles)

Make sure the car is safely parked, emergency brake is on and the ignition is OFF. The gauge will snap into one of the few dummy switch spots - it is up to you which spot you prefer. You can also shuffle existing switches around to accommodate your new gauge. In the pictures below the gauge shown is installed in B3 Passat dash but the process is very similar for other VW and Audi cars.

Step 1

Pop the dummy switches out from and around the desired location. Taking surrounding switches out will help you snap the gauge in easier.



Step 2

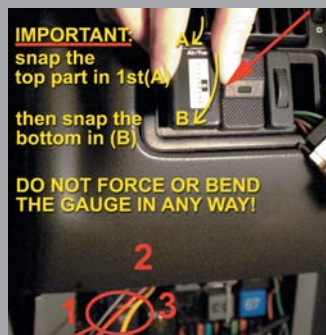
Take the fuse panel off. This is all you should need to take off, if you are installing the gauge to the left of the steering wheel. If you are installing the gauge in the switch spots to the right of the steering wheel, it is easier if you take off the whole plastic panel underneath the steering wheel.



Step 3

Push the gauge wires (#1, 2 and 3 in the photo) through the dummy switch spot and grab them underneath the dash, close to the fuse box.

IMPORTANT: Insert and snap the gauge in upper side first(A) like the yellow arrows show in the image. Then snap the bottom in(B). Inserting and snapping the bottom part of the gauge first might brake the back of the gauge!!!



Now you can choose the fuse you will use to power the gauge. Choose a fuse that is connected to the ignition switch so the

power to the gauge only runs when the ignition is on (example: radio). The list of fuses is on the fuse cover.

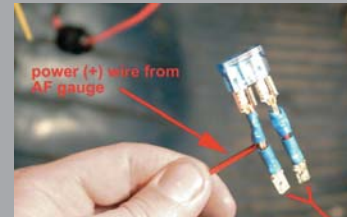
Step 4

Once you have the wiring beside the fuse box you can proceed with connecting the gauge to power supply. There are 2 or 3 wires on the gauge.

RED - power (+)
BLACK - ground (-)
Yellow, Green, Blue -Sensor Wire

IMPORTANT: Make sure you DO NOT mix the wires around. If you do you will damage the gauge.

POWER (RED): You can fabricate a mini harness like the one shown in the picture to wire the power (RED) gauge wire into the desired fuse circuit or you can use your own solution.

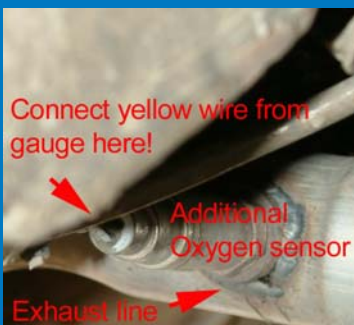


GROUND (BLACK): You can run the ground from any existing location on the grounded chassis, the best place being the negative terminal on the battery. Good ground is crucial! A hint here, check with ohmmeter that resistance between your ground point and oxygen sensor ground point (or ECU) is close to 0 ohm.

Step 5 SIGNAL (YELLOW, GREEN or BLUE)

This step is accomplished a lot easier if you have somebody to help. Find the hole in the firewall where you can run your signal (YELLOW) wire though. Easiest way to do this is to have a flashlight under the hood shining onto the driver's side of the firewall. That way you can see the light coming in if you look under the dash by the fuse panel. Most of cars have extra openings (about .75" in size) in the firewall covered with rubber plugs.

Step 6a (for professional Installation with an extra sensor).



(If you are prefer not to add another sensor, please skip this step). Add another generic oxygen sensor such as Bosch 13913 to exhaust line, close to existing oxygen sensor, as shown on the photograph. This is the best done in a muffler shop.



Step 6

Now you need to find the signal wire from your O2 sensor (there are 3 types, 1, 3 and 4 wire O2 sensors). 3 wire systems (like the ones on Digifant and Motronic) have 2 white wires

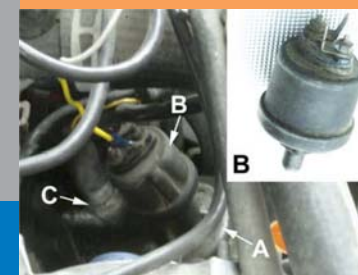
and 1 black. The wire you need (Digifant II, Motronic) is **BLACK**. That is the signal wire that runs from the sensor to the ECU. In Passat/Corrado/A3 case, you can find it on the right side of the downpipe. On an A2 car with 3 wire sensor, the harness runs behind the throttle body and is easier to access than other ones.

IMPORTANT: Signal wire colour may vary on some cars - you can use multimeter to find the sensor signal wire. Signal fluctuates 0-1V at warm idle.

Step 7

Take the signal (YELLOW) gauge wire that you pushed through the firewall, and put it together with the signal (BLACK in 3 wire O2 sensor system) wire from O2 sensor. If you have 1 wire O2 sensor, then it's easier. You can cut the yellow wire as short as you think it should be. Put both wires into the connector side by side into the grooves and use needlenose pliers or a crimper.

Step 8a for Oil Pressure/Temperature Gauges



Remove plug covering! (usually right on top of oil filter cooler). Install oil temperature (VDO 323-423) or oil pressure sender (VDO 360-006D or 360-006). Please note, VDO 360-006D, still requires to keep factory oil pressure switch. For oil pressure, use connector marked with G (not WK, that's oil pressure switch). The gauge will also work with Audi sender is 035-919-561(a) shown on the photo. The range is 0-5 Bar, with resistance of 10-180ohm.T-adapters are available if you do not have enough plugs for senders.



You are sick. Admit it. You got hooked and you can't go back. Even if you wanted to - which you don't. It's a way of life for you now and you will do everything in your power to keep feeding the addiction. Sometimes you think it will alienate you from the rest of the world but you don't care. That's ok. We understand. Dream. Wake up. Crank it over. Flick the *wide open throttle* switch. Smell the 20W50. But...

Be warned.

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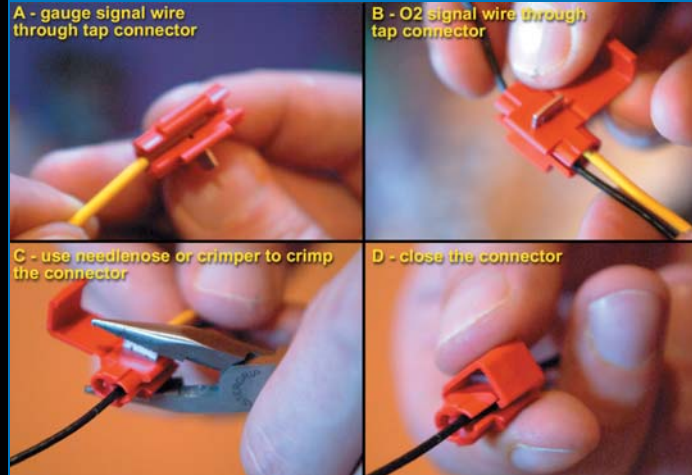


e:marketing@neohaus.ca p:306.956.7722
a:809 -601 Spadina Cr. E. Saskatoon, SK, S7K3G8, Canada

air/fuel ratio gauge & volt gauge installation instructions

***disclaimer:**
duostyling/neohaus design studio claims no responsibility for any damage to your vehicle or the supplied gauge(s).

- applies to AFR and dual gauge only
- applies to oil pressure/temperature gauge
- applies to all gauges



Step 8

Double check all the steps and connections. Turn the ignition on. The gauge should light up at this point (1 LED on the scale). If everything looks alright, start the car. The gauge should start functioning.

IMPORTANT:

The O2 sensor system works properly only once the sensor is warmed up. This might take a couple of minutes in cold weather. On startup, the the gauge might have dim appearance or appear non-responsive due to **LOW SIGNAL** from the cold O2 sensor. This **DOES NOT** mean that the gauge is malfunctioning but it is rather part of the normal process.

If everything is ok, make sure the signal wire is not in the way of hot or moving parts under the hood. You can use some zipties to keep it neat in there. The same goes for the power wiring. You can pop the gauge in its place if you haven't already (**make sure you read step 3 and see the step 3 image before you do!**) as well



as the previously removed switches. Put the removed plastic panel(s) back on (the fuse panel and the one under the steering wheel if taken off).

Peel the plastic protecting cover off the gauge.

You are done! Go for a test drive and enjoy the results!

d u o s t y l i n g

