



Thank you for purchasing the Craven Speed FlexPod Complete Gauge Pod Kit

Before You Start

Please read instructions completely before installing. These instructions contain the information required to install a variety of gauges, so some of the information will not pertain to your build.

- **ALWAYS WEAR SAFETY GLASSES.**
- Install gauge only when engine is cool and ignition is off.
- Make sure all necessary tools, materials, and parts are on hand.
- Disconnect negative (-) battery cable before installing gauge.
- Make sure mounting location does not impair visibility or interfere with driving.
- If you must drill, always check behind the mounting location for any wiring or components before drilling.

Prep for Boost or Oil PSI Gauge Adapter Installation

Wait until the engine cools.

Disconnect negative (-) battery cable.

Use a flathead screwdriver to loosen the hose clamps on the hose connecting the airbox to the intake on the turbo. Place the intake tube to the side.

Loosen the hose clamp around the intake hose connected to the air filter box.

Pull the hose back from the air box.

Unplug the MAF sensor.

Using the T-25 wrench unscrew the 4 screw on the air filter box top. Take the air box top off.

On the left side of the air filter, unscrew one screw using the T25 wrench.

Roll the air box base up and to the cars left; leave it connected to the lower hose.

Determine routing for PVC tubing and Pressure gauge wiring.

Remove both windshield wipers. Be sure to mark the wiper location on the windshield with masking tape. Flip up nut covers, and remove the nut on each wiper. The wipers are taper-fit and need to be pulled off. They should be fairly tight, so it will take some pulling and rocking, etc. to get them loose. Be careful to keep the wiper spring from jumping from the wiper assembly. If the spring jumps, you will not be able to get it back on.

After the wipers have been removed, you will be able to remove the cowl covers and access the hole in the firewall. (it has a rubber cover)

Install the PSIClone Boost Adapter

Unplug the wire from the OEM sending unit.

Remove the sending unit--it just pulls out after the bolt is removed.

Put the o-ring (included) on the PSIClone adapter.

Fit the PSIClone adapter together with the sending unit.

Put 2 wraps of Teflon tape on the included brass connector.

Install the connector to the 1/8 pipe tap hole on the PSIClone adapter with a crescent wrench.

Connect the gauge unit PVC tubing to the brass connector.

Press the PSIClone with the o-ring into the hole where the sending unit was, making sure to line up the holes for the T-25 screw.

Put the T-25 screw through the holes on the sending unit and the PSIClone.

Tighten the screw with T25 wrench.

Plug the OEM sending unit wire back into place.

Run the PVC tubing through the existing breakline slot in the cowl, and then through the hole in the firewall. Make sure to secure the tubing to prevent damage from sharp edges, moving parts, or hot engine components.

Cut off one of the tips of an existing nipple in the rubber covering. Run the tube through this cover and then up the steering column.

Install the Oil Pressure Tapless Adapter

Plug all of 1/8th NPT holes with the included setscrews.

Locate the OIL PRESSURE SWITCH on the cylinder head and remove the wiring by gently pulling on the plastic tab. Remove the switch using a long, 7/8" socket wrench. It is a good idea to keep this sensor clean after removal by wrapping it in a rag.

Take the Tapless Adapter and thread it into the empty receptacle on the cylinder head, (you can use silicone tape or other sealant on the threads if you wish).

Bring your chosen sending port back to the 12 o'clock position and add the included 45 degree elbow. It is recommended to use silicone tape or other sealant.

After the 45 degree elbow is positioned to allow for the most possible clearance, tighten the adapter again.

Replace the OIL PRESSURE SWITCH on the end of the Tapless Adapter and replace the wiring. Interfering wiring covers should be manipulated to create clearance during installation only.

Attach the sending unit from the included gauge to the female end of the 45 degree elbow connector.

Run wires through the existing breakline slot in the cowl, and then through the hole in the firewall. Make sure to secure the wiring to prevent damage from sharp edges, moving parts, or hot engine components.

Cut off one of the tips of an existing nipple in the rubber covering. Run the wiring through this cover and then up the steering column.

Attaching the HotLink Water Temp Adapter

Locate the coupler on the driver's side of the engine compartment on the water hose.

Be prepared to spill a bit of coolant, but pull the hose off one side of the coupler, then remove the coupler itself.

Put the included hose clamp loosely over one side of the hose, then insert the HotLink Adapter with the 1/8 NPT opening facing up.

Tighten the clamp onto the adapter then repeat for the other side of the hose.

Now install the temperature gauge probe into the 1/8NPT opening.

Attaching the Oil Temp Adapter

Raise the car. Jack Stands should always be used.

Loosen the oil filler cap.

Assemble the oil temp sensor and the drain plug adapter so you have a new, leak free, oil drain plug.

Do not let the oil drain yet, but start unscrewing the oil drain plug. If you are going to do an oil change, now is the time; if not, wear gloves and you may be able to plug the leak and swap the plugs with limited oil loss. Be prepared for the oil spillage either way.

When you install the oil drain plug adapter, use the included o-ring or factory crush washer from the OEM plug. We recommend a new crush washer is possible. Torque spec on the drain plug is 22.0 lbs/ft.

When routing the wire from the new sensor to the gauge take care to notice all moving parts and remember that some of this wire is exposed beneath the vehicle. Take precaution to prevent the wire from being severed by road hazards.

Attaching the A bracket

Remove factory-mounting screws behind tachometer using the # 25 Torx wrench.

Keep these Torx screws safe; you will need them again.

Pull the tach towards you to slide the tach off of a hidden rail.

Lean the tach towards the wheel to gain access to the 3 screws on the back of it.

Using the Philips, remove the three screws on the back cover of the tach.

You may wish to keep the OEM screws, but you will not need them for the install.

Place the Bracket W so that it fits into the three holes where the screws were.

Affix the bracket with the included Plastite screws.

Make sure the bracket is tight and does not wobble.

Put the tach back in its original position, and reattach it with the Torx screws.

Add a 52mm Cup to each mounting point

Attach gauge cup to mounting hole in bracket using a ¼-20 Bolt and the spacer, then adjust to desired height.

Use included plastic plugs to hide mounting screws.

Insert gauge, allowing the studs on the back to poke through the holes in the back plate. Tighten the nuts included with your gauge to the studs.

Alternately, for gauges that do not have mounting studs, you may use the included rubber pads to create a resistance fit; stick the rubber pads to the inside of the gauge cup and slowly, but firmly insert your gauge. Start with one rubber pad and if it is not tight enough, add a second and so on.

Attach gauge cup to mounting hole in bracket using a 1/4-20 Bolt and adjust to desired height. Use the included spacer to bring the gauge out to match the depth of the tachometer. Repeat.

Use included plastic plugs to hide mounting screws.

Plug all required wiring into the gauges and insert them into each cup.

Cut excess PVC tubing and plug it into the boost gauge.

Gauge Installation and Wiring

Using the included 22 AWG stranded wire, connect the BLACK wire to ground. You'll find a grounded bolt behind the kick panel.

Connect RED wire to a 12V (+) ignition source. You'll find one going into the ODBII port under the kick panel. The wire should be Red with a blue stripe.

For white backlight connect the WHITE wire to dash lighting circuit. For amber backlight connect the ORANGE wire to the dash lighting circuit. You'll find a lighting wire underneath the center console directly beneath the lighter socket, it should be a gray wire.

Put it all back together

Work backwards in reverse order – putting back the air filter, the MAF sensor, and the hose.

Reconnect the intake hose, securing with hose clamps. Verify there are no leaks and hit the road!

Reconnect negative (-) battery cable. Start and run engine for approximately 30 seconds. Turn off engine and check gauge installation for leaks. Tighten or reseal tubing connections as needed and retest. Wait until the engine cools.

Enjoy your new Gauges

Boost/Vacuum - The boost gauge reads both vacuum and boost. Your Turbo charged Mini will read vacuum much of the time. Reading will vary, but you will only see boost under hard acceleration.

Oil Temp- The oil temperature level should hover around 200 degrees under normal conditions. Oil temps can reach over 230, but at this point the viscosity of the lubricant is breaking down and can begin to cause damage to the engine.

Water Temp- Normal water readings are in the 190-200 degrees. Higher temps lead to increased pressure in the system and indicate that there could be other problems.

Oil Pressure- Oil Pressure is not static. At idle the pressure should be around 30PSI. As the RPMs increase, so will pressure. There is no need for concern until 90PSI.