

**MOSS**

# MG-T Series Boost Gauge Installation Instructions

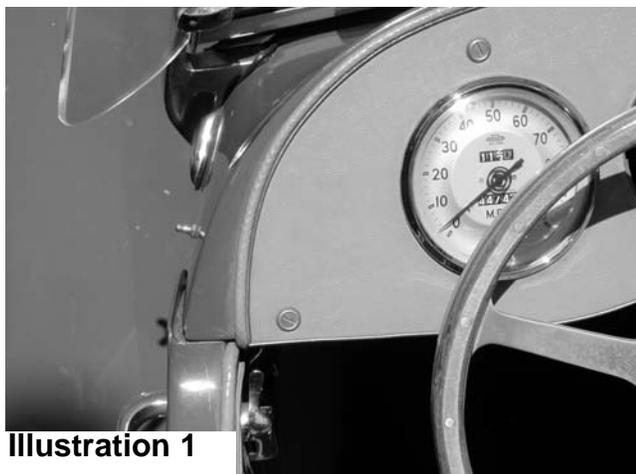
PART # 360-120

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1. Find an appropriate location for your new boost/ vacuum gauge. The location must have enough clearance to drill or punch a 2 1/16" hole and have space behind the location to allow the gauge and the tubing to fit. (approx. 4") Once you've found the location drill or punch the hole for the gauge.

**Illustration 1**



2. Next, figure out the routing of the tubing. Start in the engine compartment on the intake manifold side of the car. Drill a 3/8" hole in the firewall for the grommet or use an existing hole. Note: The tubing must be protected by a grommet. If the grommet is not used the tubing may be cut. Important:

Before drilling make sure there is space inside the car and the tubing can make a gradual bend. Then drill the hole and install the grommet. **Illustration 2**

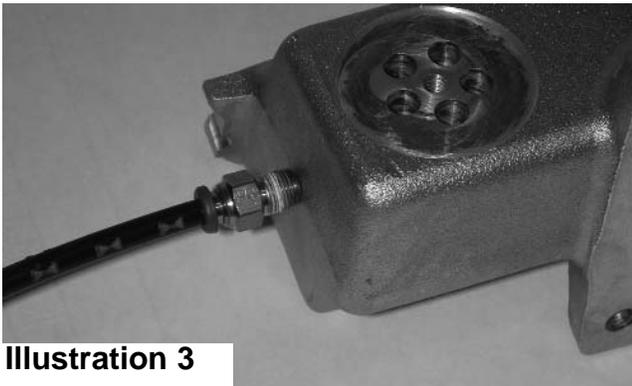


**Illustration 2**

3. Now, find a source for the boost/vacuum gauge. The source should be between the carburetors and the cylinder head or between the supercharger and the cylinder head. If your car is naturally aspirated, find a spot in the intake manifold that you can tap into or find a spot to drill and tap to 1/8" NPT (the tap drill for 1/8" NPT is an "R" drill). Be sure to remove the intake manifold from the engine before drilling to prevent metal chips from entering your engine. Note: The location

## MGT Boost Gauge Installation Instructions

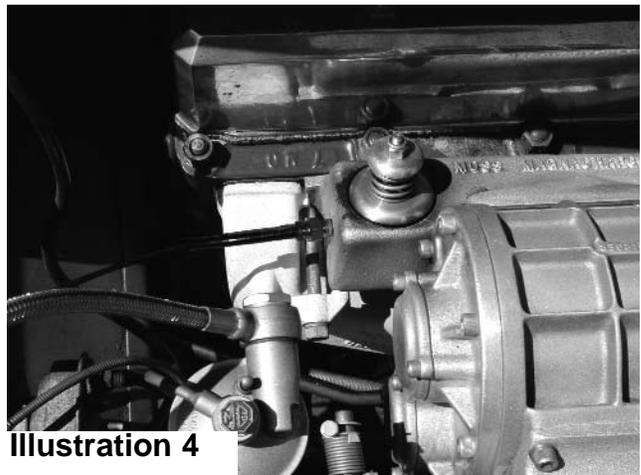
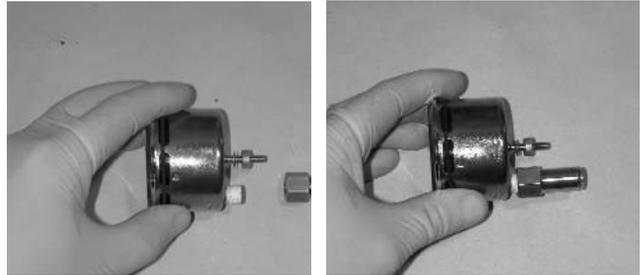
for the gauge source must keep the tubing away from the exhaust, away from the hood when closed, and away from the throttle or choke linkages. If your car is supercharged or turbo charged the source for the gauge must be between the charger and the cylinder head in the intake manifold. Remove the intake manifold from the engine and from the supercharger. Drill and tap the hole in the end of the manifold with the pop-off valve. Clean the manifold of all chips and residue from drilling and tapping. Knock off any burrs that may exist on the inside edge of the hole so that no metal will enter the engine. Reassemble the intake. **Illustration 3**



**Illustration 3**

**4.** Once the hole is drilled and tapped and the intake is reassembled, install the brass, male instant tube fitting into the new hole in the manifold and snug securely. Next, wrap Teflon thread sealing tape on the fitting on the back of the gauge and install the brass, female instant fitting and snug. Take the 1/4"

tubing and push one end into the fitting on the gauge. The tubing has to go all the way in and should not pull out if pulled gently. (You can remove the tubing by pushing in on it and holding the retaining sleeve against the fitting and pulling the tubing out.) **Illustration 4**



**Illustration 4**

**5.** Route the tubing through the gauge mounting hole, through the grommet in the firewall and to the fitting location in the intake manifold. Install the gauge in the hole and mount it using the "U" shaped bracket and thumbnut. Align the gauge and tighten the thumbnut.

**6.** Make sure the routing of the tubing is acceptable and that there are no kinks. Finally, cut the tubing to length. Leave a little extra length to account for motor rock and enough to go all the way into the fitting. Insert the tubing into the instant fitting and pull gently to make sure it is secure.