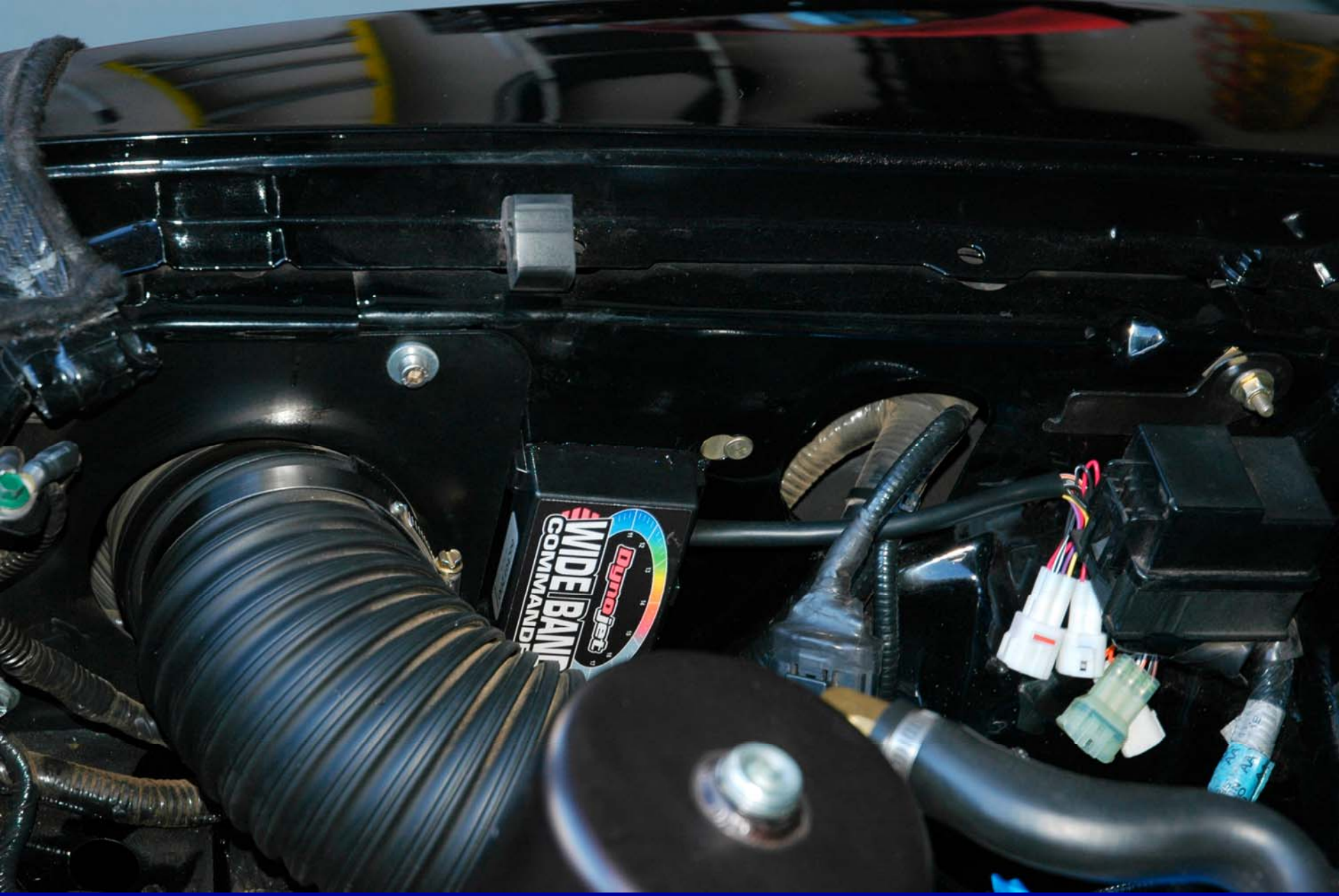
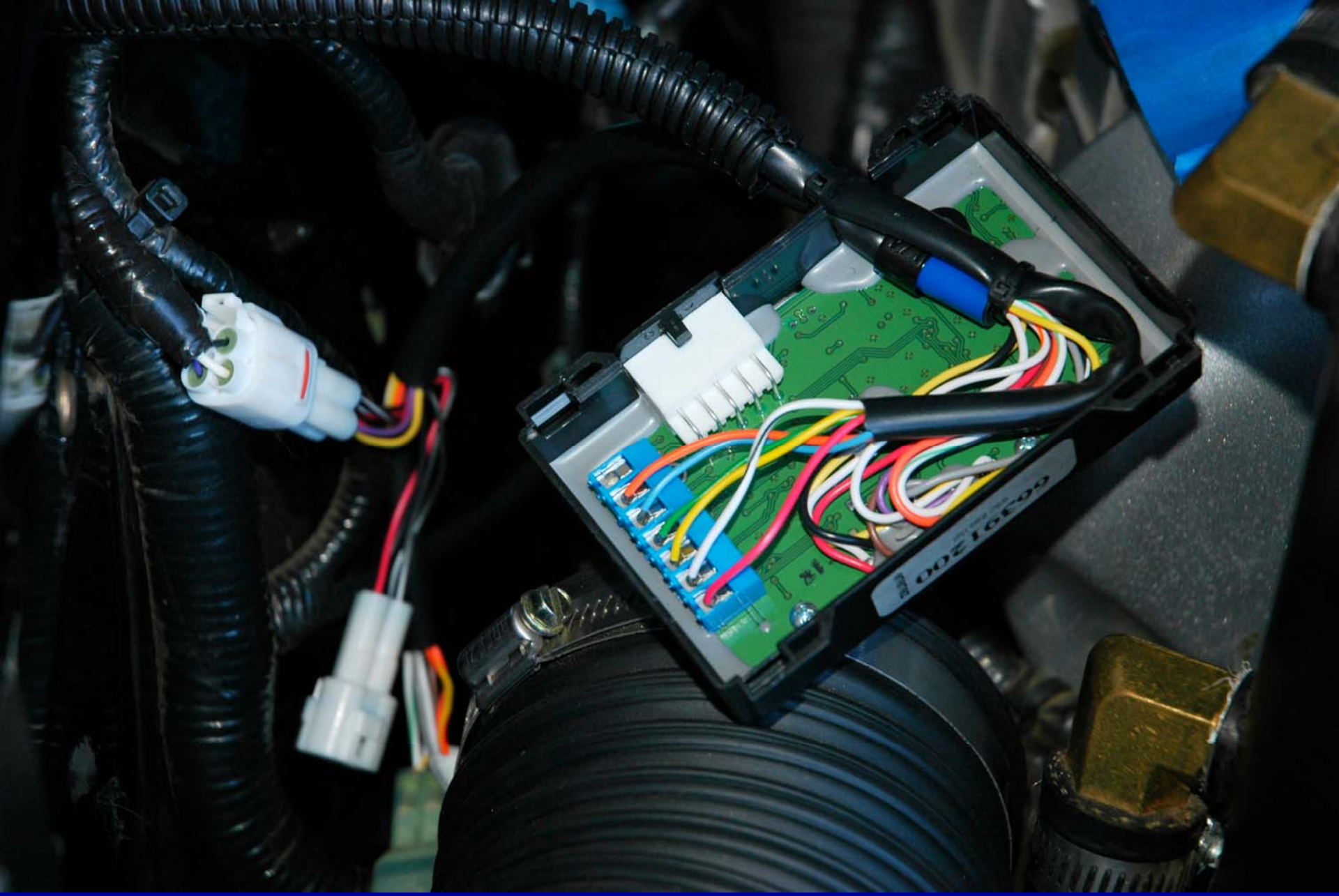
New gauges & A-pillar skin to be installed

New gauges to be installed: Dynojet WBC + Auto Meter Oil Temp & Water Temp for intercooler

New wideband O2 sensor installed on right down-tube of mid-pipe



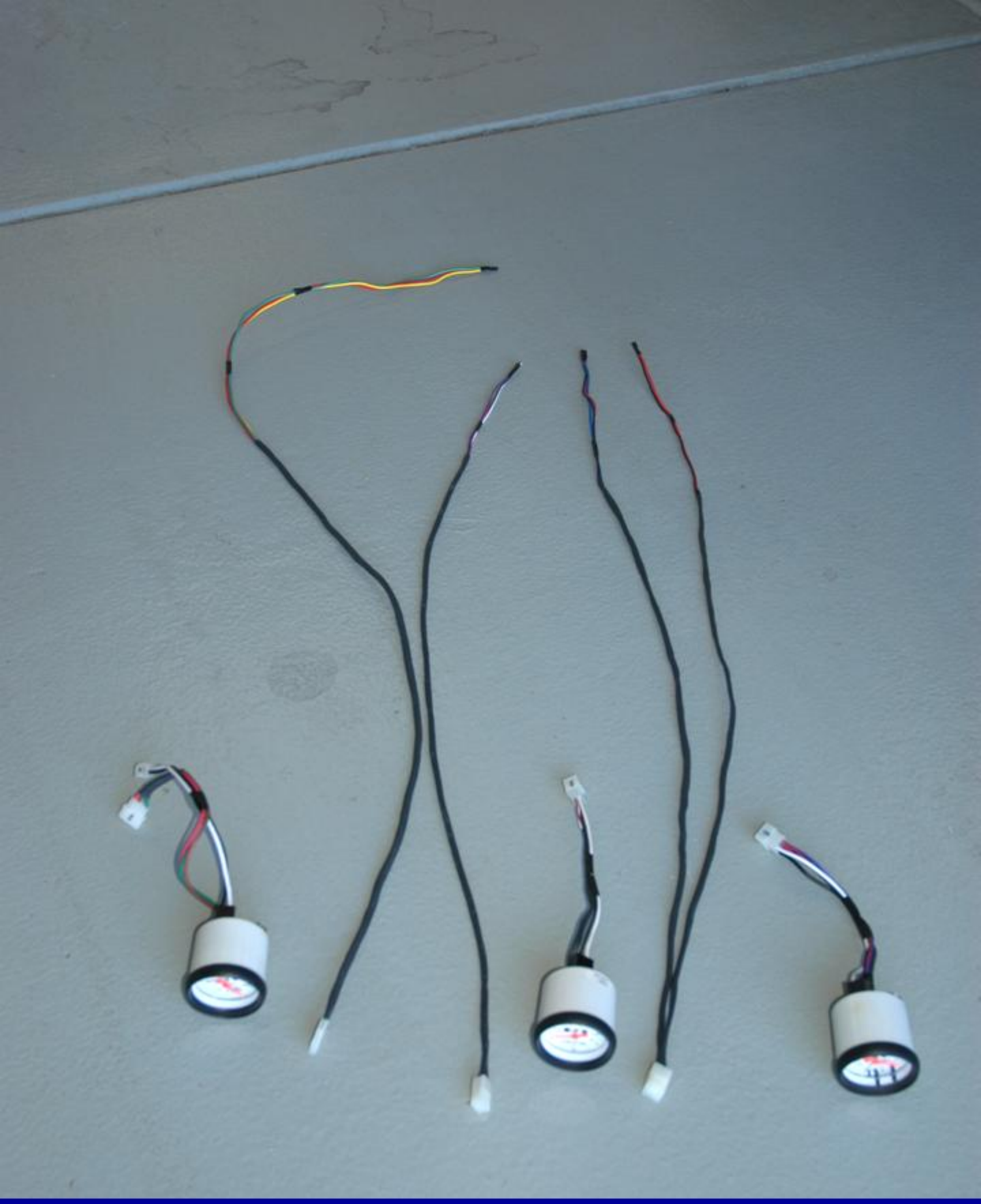
WBC processor location
Sensor and gauge cables will be routed through large opening center-right into inner fender



Sensor cable landed on processor board terminal strip

Existing passenger side grommet used for wire feeds

Wiring follies



Pigtails for the 3 gauges to be installed in the A-pillar
(Existing Boost & Fuel Pressure + new Dynojet A/F Ratio)

Gauge hamess pulled down through opening at A-pillar base

Lighting circuits added and individual harnesses bundled together

A-pillar harness terminated with Molex 15-pin connector

A-pillar harness connected to sending units & vehicle electrical system

3 each 1” and 4 each 13/64” holes (2 on opposite side) cut into OEM A-pillar cover

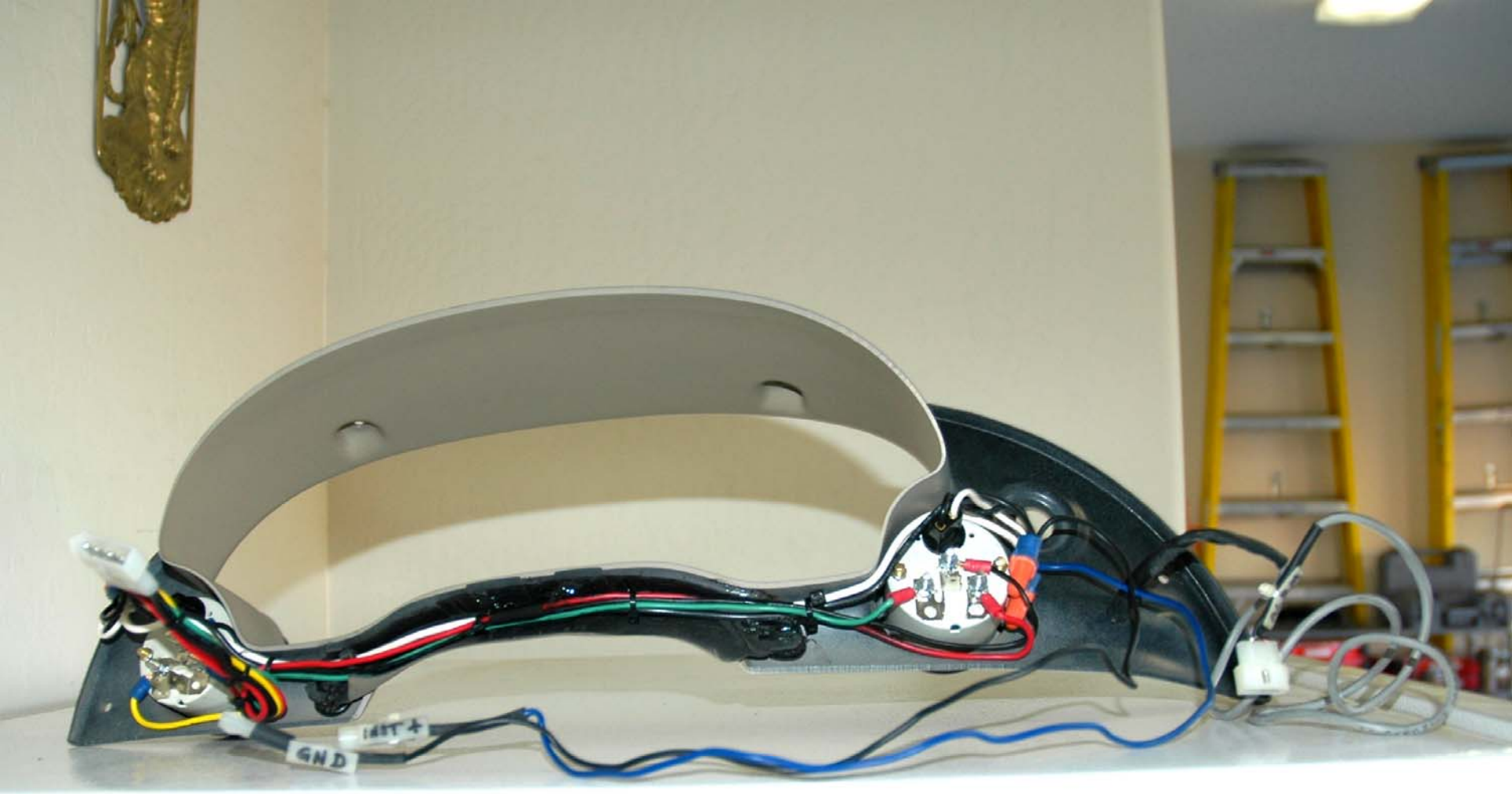
Locating peg (circled) was shortened by 3/8” to facilitate removal/installation process
(Still functions correctly to locate cover, but no longer causes binding during cover removal or installation)

OEM A-pillar cover installed

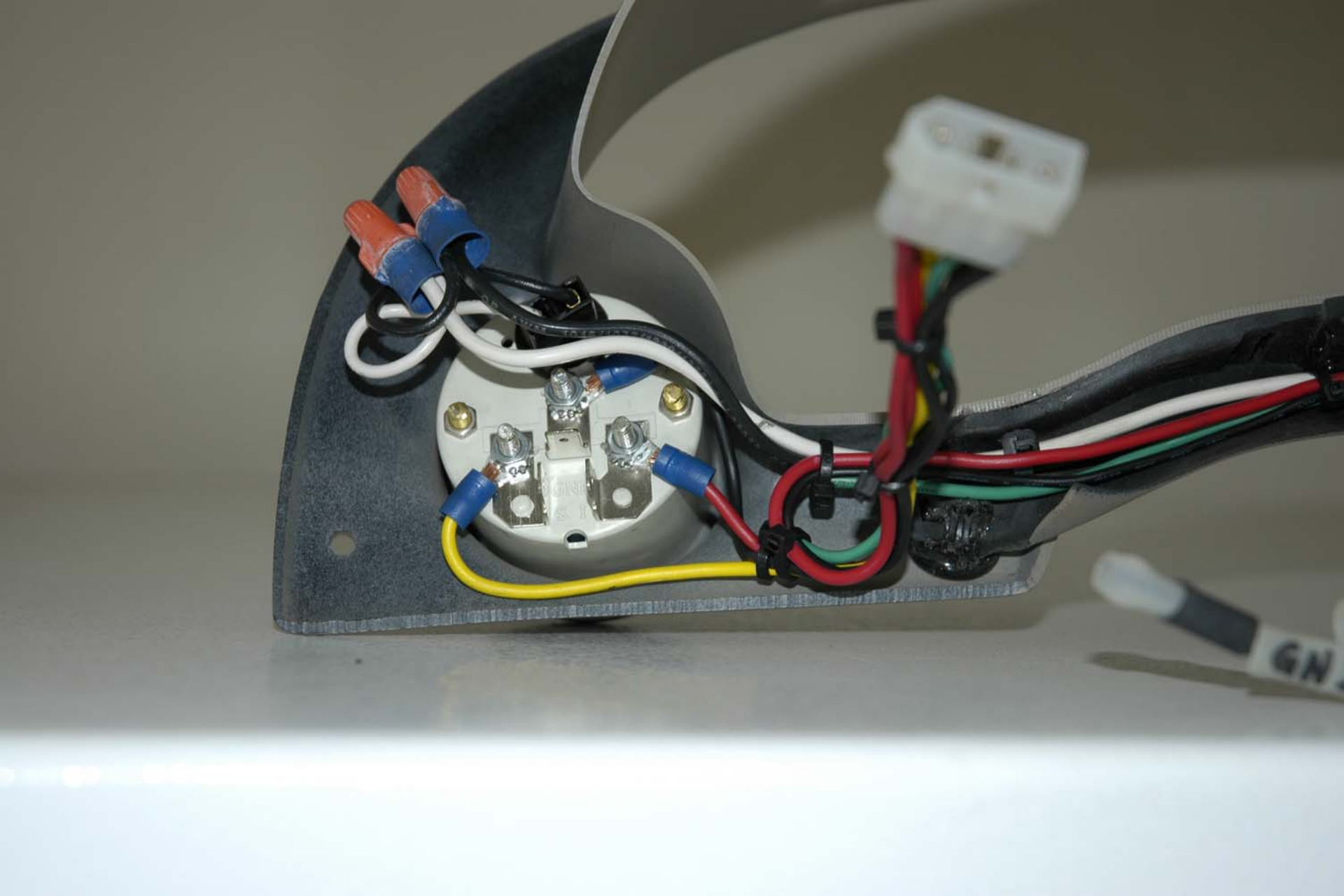
Auto Meter skin installed

Gauges installed in A-pillar

New mini-toggle & LED added to shifter bezel panel for control & monitoring of WBC datalogging function



Instrument cluster bezel wiring modified for Oil & IC Temperature gauge connection



Close-up of Oil Temperature gauge wiring

Instrument cluster & bezel reinstalled

Instrument lighting circuit test