

Installation Instructions For The O.CT S4 Boost Gauge

The ultimate power display

FROM



AND



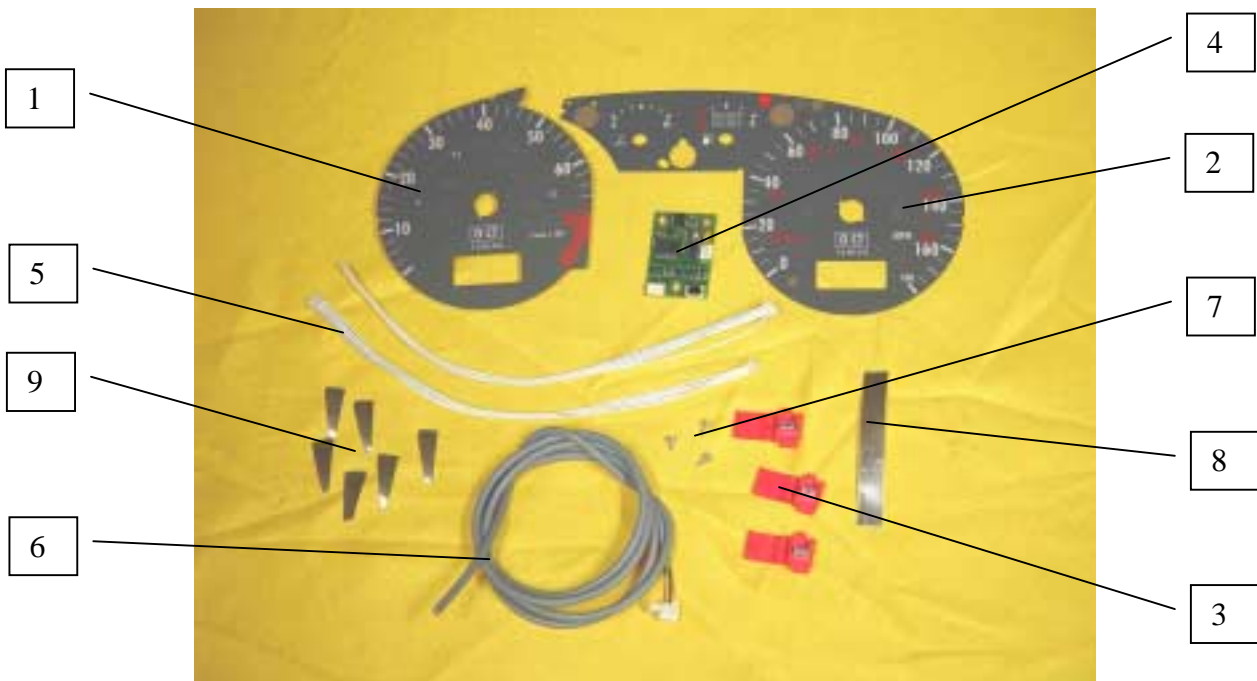
Stratmosphere
28 Boulder Creek Drive
Rush, NY 14543
585-533-1777

O.CT Tuning
Oberscheider O.CT-Tuning, Reichsstr. 16a, A-6890 Lustenau

Oberscheider O.CT-Tuning and Stratmosphere appreciate your purchase of the new O.CT Boost gauge for your Audi S4. Soon your S4 will be a source of constant enjoyment and the envy of your friends.

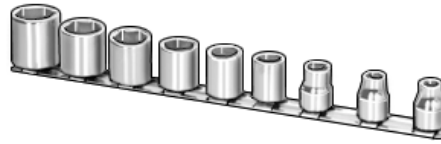
What's included with your package:

1. One (1) O.CT Audi S4 tachometer-disc with boost gauge (No. 1)
 2. One (1) O.CT Audi S4 Audi S4 speedometer-disc (No. 2)
 3. Three (3) cable clips
 4. One (1) O.CT circuit board
 5. Two (2) boost segment cables with plugs
 6. One (1) measurement connection cable with plug
 7. Three (3) self-tapped screws
 8. One (1) metal shield (self-adhesive)
 9. Six (6) aluminum plates
- O.CT instruction sheet



Requested tools for the installation:

Socket set with metric sockets,
extension, ratchet



4mm Flat Blade Screwdriver



5 mm Flat Blade Screwdriver



No. 1 Phillips Screwdriver



Round shaped file



No. 10 Torx Screwdriver



Standard pliers



Side cutters



Cutting tool



Pen

Step 1: Remove the side fuse cover trim piece from driver's side (Fig. 1)

Step 2: Remove the lower trim piece near steering assembly (Fig. 2, Fig. 3)

Fig. 1



Fig. 2



Step 3: Remove the trim piece by removing the two (2) screws (fig. 4)

Fig. 3



Fig. 4



Step 4: Remove the two (2) plugs from the trim (fig. 5)

Step 5: Remove the upper steering cover trim (fig. 6)

Fig. 5



Fig. 6



Step 6: Remove the dashboard by unscrewing (2 screws) and remove it (Fig. 7, Fig. 8)
(Pull the steering wheel completely down and towards driver's seat by loosening the tilt function)

Fig. 7



Fig. 8



Step 7: Remove the 3 electric plugs and disassemble the dash board.
Put the supplied metal plates (6) under the catches by using a small screwdriver to lift the latches (Fig. 9) and loosen the 2 middle-latches by pushing sideways (Fig. 10).
Unscrew the 2 Torx T10 screws from the rear of the instrument panel.

Fig. 9



Fig. 10



Step 8: Remove the front cover with the plastic "glass". Remove the dial pointers by using a No. 5 screwdriver. Place it between the pointer and the white plastic ring in the centre. Twist carefully. **Do not damage the surface of the tachometer** (Fig. 11)

Fig. 11

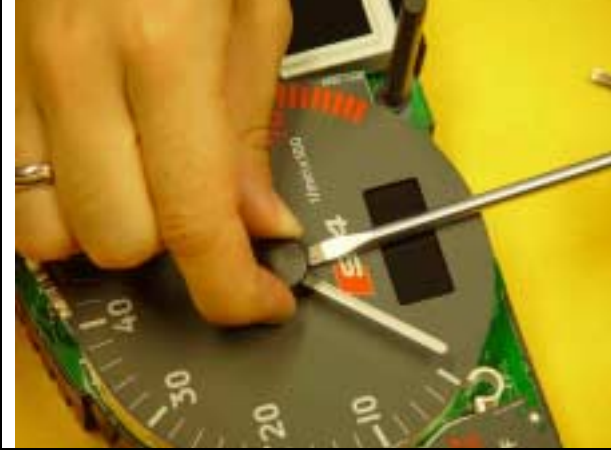


Fig. 12

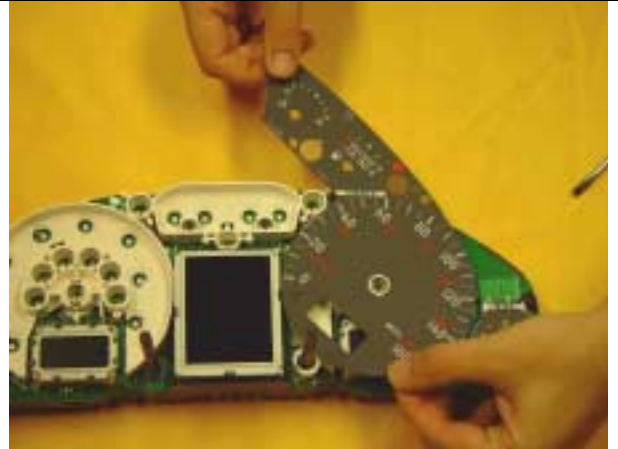


Step 9- Remove the rpm-disc No. 1 by lifting it on the right upper edge (Fig. 12) and turning it counterclockwise. Lift it in position shown in Fig. 13. Remove the speedometer dial in the same matter, but by turning it clockwise (Fig. 14)

Fig. 13



Fig. 14



NOTE: Make sure that you note the zero-position of the dial pointers before removing because it is important for the re-installation of the pointers.

Step 10: Prep for new 180MPH dial. Cut the part of the plastic ring shown in Fig. 15 with a side cutter and break that portion out with a flat pliers (Fig. 16)

Fig. 15



Fig. 16



Step 11: Clean the plastic ring with a cutter and mount the self-adhesive metal strip (8) as shown in Fig. 18 + Fig. 19. Cut the overhang with a cutter.(Fig. 20)

Fig. 17



Fig. 18



Fig. 19



Fig. 20



Step 12: Peel off the protective backing from the back of each new O.CT indicator disc. Assemble the circuit board on the rpm-scale with the supplied cables (2) and mark the right one (Fig. 21) with a marker. Mount the right tachometer-disc (No.2) back to the unit. Loop the cables of the rpm-disc (No.1) in the space over the display and mount the disc back to the unit (Fig. 22) Leave both cables out on the left side of the display. (Seen from above)

Fig. 21



Fig. 22



Step 13: Replace all pointers on the instrument cluster and push them on carefully to the zero-position (not too far). Put the housing back together and mark the cable outlet. (Fig. 24)

Fig. 23



Fig. 24



Step 14: File the cable outlet of the housing so that the cables can pass(Fig. 25)

Step 15: Mount the print with the 3 delivered screws at the rear of the housing (Fig. 26). These screws are self-tapping, but you may want to drill 5/64" holes for the mount points on the same side of the board. Position the board so that the protruding solder points are in one of the vented slots and the board is flush.

Fig. 25



Fig. 26



Step 16: Reassemble the dashboard assembly and put the housing together. Watch for the outlet of the cables (Fig. 27).

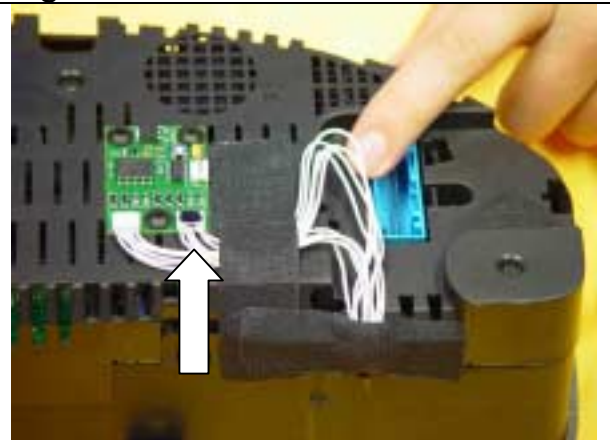
Step 17: Plug in the cables and tack them down with tape. (Fig. 28)

Note: You marked one plug before. This one is plugged in on the right hand side of the print(see arrow on picture)

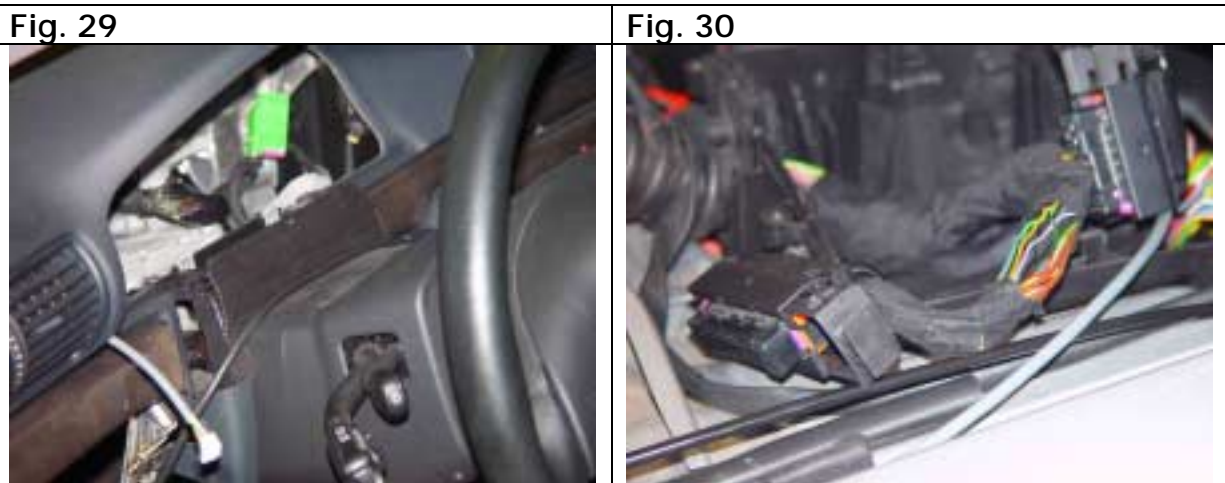
Fig. 27



Fig. 28



Step 18: Re-mounting the dash board. Pull in the cable from the right rear edge of the motor compartment where the ECU is mounted into the passenger compartment (Plug) where the dash board will be replaced. (Fig. 29). Remove the ECU and loosen carefully the tape around both cable harness without hurting a cable (Fig. 30)



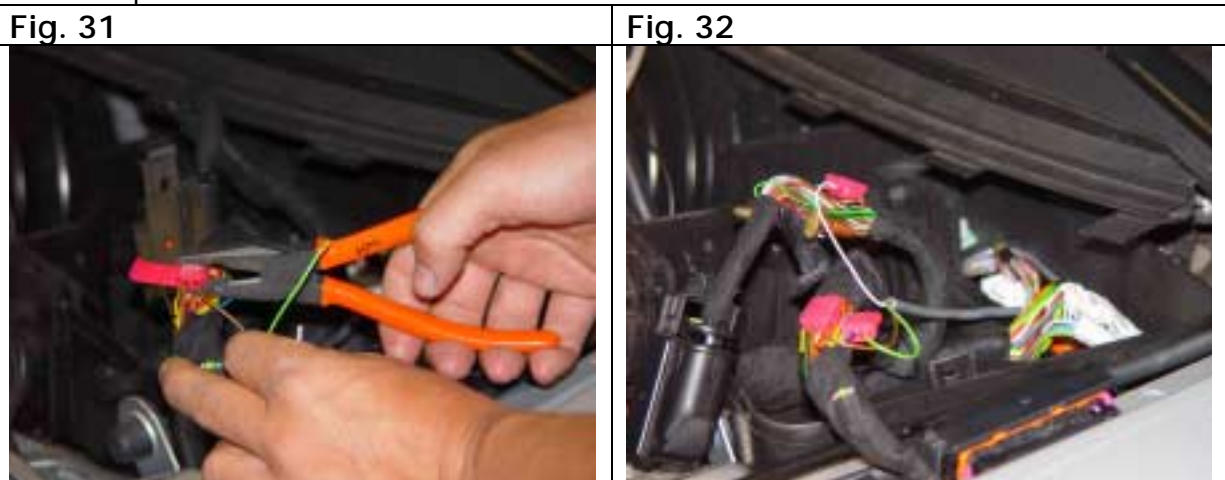
Step 19: Connect the cables with the delivered cable clips as follows:

Large Car-plug: Cable # 3 (black-blue) to green of delivered cable

Large Car-plug: Cable # 1 (brown) to brown of delivered cable

Small Car.plug: Cable #101 (blue-grey) to white of delivered cable

- ❑ Power tap method shown in Fig. 31
- ❑ Test the proper fitting of the cables by tugging on them
- ❑ Tape the cable harness (Fig. 32)
- ❑ Replace the ECU, plug in and secure it. Wrap any exposed wires w/electrical tape



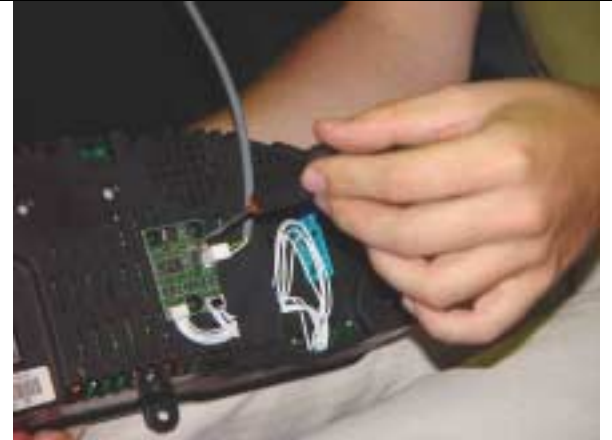
Step 20: Reassemble the dash board. Plug the cable correct to the rear mounted print of the unit (Fig. 33) (watch for direction)

- ❑ Turn the ignition power on (**DO NOT START THE CAR**)
- ❑ Turn the small potentiometer (Fig. 34) on the circuit board by watching the indication of the boost on the new gauge face.

Fig. 33



Fig. 34



Turn the pot until one segment appears then counterclockwise just until the first segment goes out (Fig. 35) (Do not turn further)

Step 21: Remount the dash board (Fig. 36) and replace the ECU into the car. Reassemble all of the removed parts.

Fig. 35



Fig. 36



Enjoy your new O.CT S4 Boost Gauge!

- Markus Oberscheider, O.CT & Stratmosphere