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Thread: not so-OFFICIAL podi true blue gauge install guide and review

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nectar13 ◊

Member



Join Date: Aug 22nd, 2007
Location: columbus, oh
Posts: 758
Vehicles: golf r; 337

☐ not so-OFFICIAL podi true blue gauge install guide and review

04-21-2013 02:49 PM

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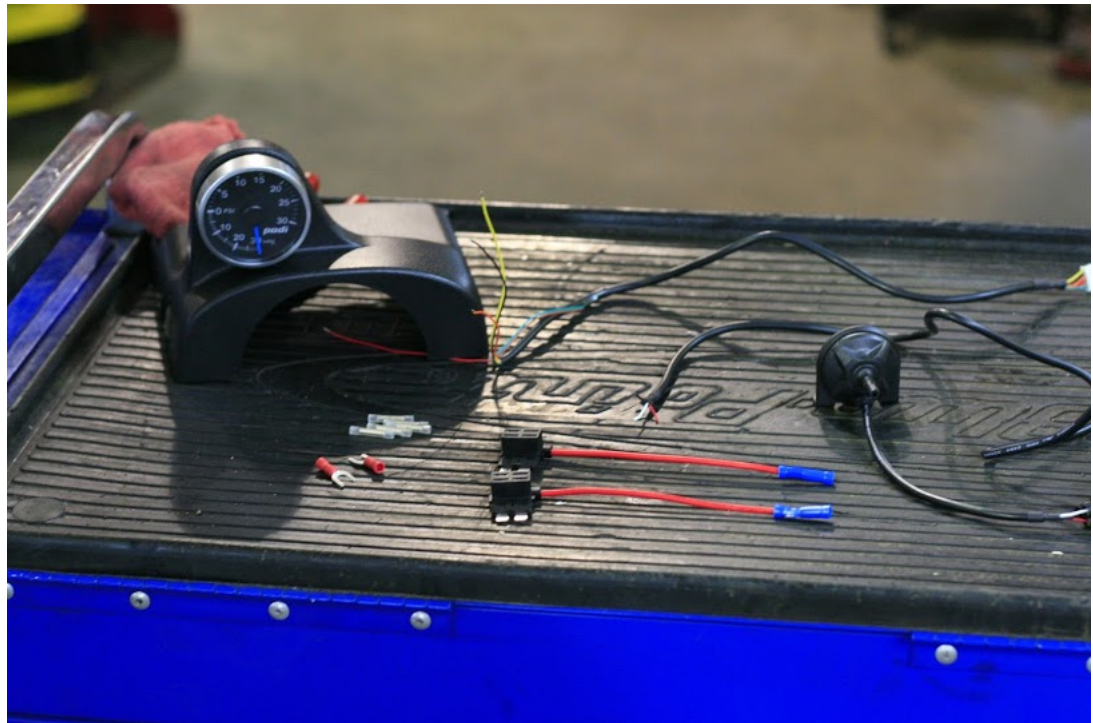
#1

moved from the gauge thread for easy reference

this is not by any means a complete install guide. more a photo reference for some of the questions regarding installation and a personal review of the product.

upon opening the box, i found everything well packaged, and in a nice podi box (attention to detail). podi had thrown in some bonuses. some stickers, keychain, and a lanyard. nice touch.

we unpacked everything and laid it out.



the boost sender is nicely shrink wrapped and very clean looking, but the 3 wires coming out are pretty short. i would suggest leaving a bit more wire at the end. it would make the connections easier to crimp etc. again, not a huge issue and can easily be fixed during the install with a bit of shrink tubing and some dikes. we didn't have any handy, and i didn't want to leave it unfinished, so we used as is. an inch or two of wire would be really nice to work with.

we wired/connected the harness before we started installing things. i learned this trick from a friend, and it makes things a bit easier. we snaked the completed harness through the steering column.

podì includes everything you need. wire to extend the harness, butt connectors, spade to ground with. there is nothing you need to look for to install. another 🙌

we trimmed and taped the green and brown wire back. here is the completed harness, you can see the 3 wires i'm talking about coming off the boost sender:



we used electrical tape every few to secure the harness. (not shown)

once we had the harness built, we went fuse hunting. ended up using the sc fuse box (drivers side).

please note...the boost sender must be plugged in for the gauge to sweep properly. we were trying to find the right switched by just wiring the gauge and checking the sweep action. after some head scratching, and a quick trip to the auto parts store to buy a mini fuse block. we decided to plug in the sender just to see. works like a charm. it may be a good idea to throw that in the instructions. i don't know that i saw it in there.

there was some confusion on which switched fuse to use. big thanks to releger for doing the leg work and testing every fuse in the block. he determined that 1-6 (the mini's) are switched and stay powered during cranking. when i went back to move the switched lead to the mini block we confirmed his findings. the original one we used (41), lost power when cranking.

borrowed from releger:

See the fuse panel image in this thread for numbering.

<http://www.golfgtiforum.co.uk/index....010#msg1677010>

you will need to pick up a mini fuse block adaptor and mini 2a fuse. readily available at any auto parts store for about 5 bucks. there are 2 regular blocks in the kit, one will be used for 34 (constant) and the other will not be used. this may change, but the kit i received had 2 of the bigger blocks. below is a picture of block and mini fuse pack. i couldn't find a box of 2a's.



you want the 2a fuse in both blocks to be above the red wire. this is the power you are running to the gauge (both switched and constant). the larger fuse you removed will go in the other slot, above the spot you are actually plugging into the box.



for constant we used SC 34
for switched we used SC 6

we secured the ground to the chassis behind the hood release.

then the boost tap and line went in. didn't take pictures of this as podi provided very good images of this. we plumbed the boost line down along a factory wiring harness (directly down from the nipple), and under the battery box. secured with zip ties. make sure you don't zip these too tight for obvious reasons. there are two pieces of tubing in the kit, one long one that is black, and a shorter clear one. we just cut the black tubing to install the inline filter.

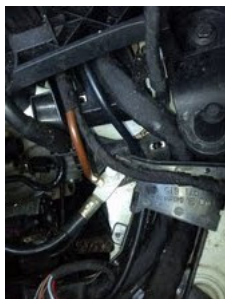
this image is coming down off the boost tap (you can see the black tubing towards the center of the image)



this is the harness we followed to the battery box:



and then tucked it under the battery box and through the firewall:

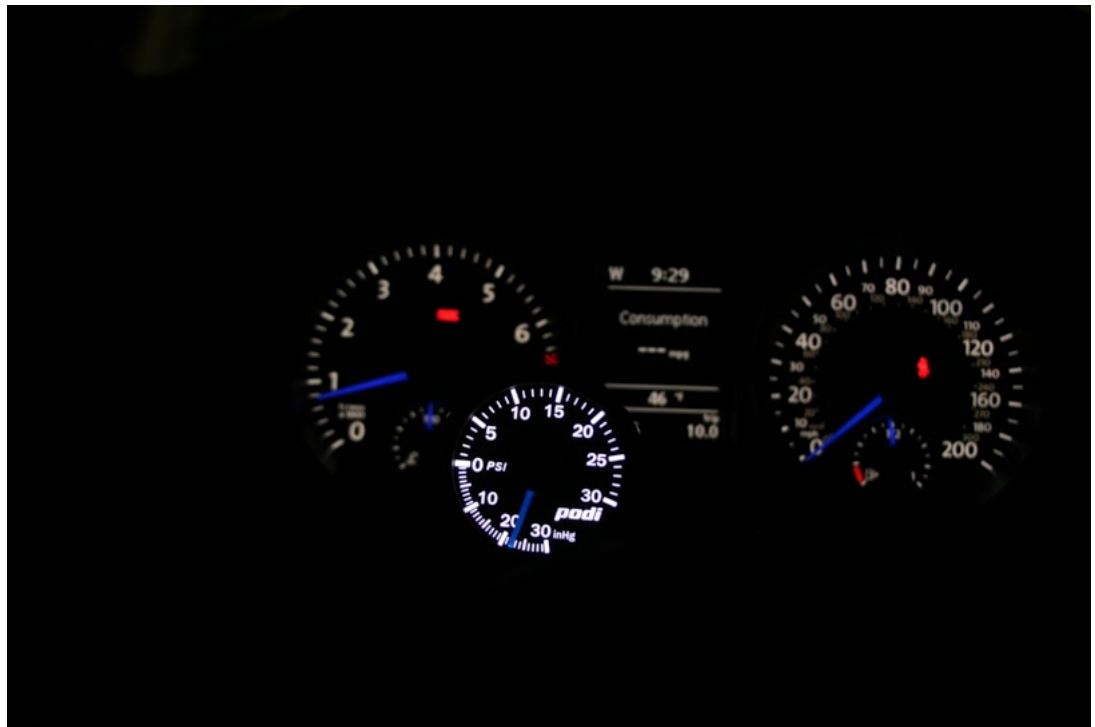


the boost sender and filter are nicely tucked away



from there it was simply connect the gauge and enjoy. (note, i haven't played with the brightness settings at all).

the photo does not represent what the gauge blocks well, i just wanted to show it installed. from my seating position, the only thing i lose is 7-8K on the tac. i think TLUD said it blocked part of his temp gauge, but i didn't notice this on mine. the odo is also completely visible.



additional thoughts on the gauge that are unrelated to the actual install:

the steering column cover is a nice piece. the gauge fits very snug and it looks really nice. they also threw in a replacement cluster trim piece (don't know what you would call it), nice touch. i had a new south cover on my mkv, and it rubbed the steering wheel, and the boost gauge would always rotate in the housing, so 0 wasn't level.

pics of the texture match and color match



this angle shows color/texture match pretty well. there may be a small color variation (column mount being a hair darker?). not enough for me to worry. the texture is spot on.



the gauge looks great, well worth the wait. quite a few features; max boost recall, max boost warning. two bezels. i thought i was going to put the black one on, but the silver matches so nicely, i ended up going with that one. i do remember some folks were saying they didn't like that the center button (needle) didn't have silver trim. i personally am very happy they left it all black. it looks perfect.

i like the fuse blocks. NO cutting/splicing/tapping of any harness, this makes me happy.

one other nit...and it's really not a nit. i had a mechanical gauge (in the mkv) that had a single wire to connect to the dimmer switch. i like the idea of being able to control the gauge with the headlights. i don't know if this would be possible with the podi or not, but something to consider if it is. those vampire taps would make it pretty easy. i haven't checked to see if i can turn the backlight completely off with the remote. again, this is not really a big deal at all. the gauge looks great lit, so i'm cool with it.

there has been quite a bit of discussion about the startup sequence on this gauge. it does seem to start up faster (not sure how it's possible, since both are switched) since we moved it to 6 (from 41). placebo effect? so, it now sweeps pretty close to the cluster.

one thing we noticed as we were playing around with the ignition, starting the car, removing key: there is a boot sequence, and a shut down sequence for this gauge. i didn't take a video of them. the boot is pretty straightforward, lights, sweep, needle sets at 0 until the car is started, then starts reading boost/vacuum. if you turn the ignition off, that starts a shutdown sequence for the gauge. the gauge face ends up going dark, then it ends by the needle flickering, then the gauge goes completely dark. if you turn the key back on at any point during this "shutdown", the gauge will finish the shutdown before it will turn back on. this could make the sweep look like it's taking longer than it is. something to consider if you think the sweep doesn't look right after install. we were testing a number of variables, and wondering why the light flickered. we finally watched it enough times to figure out it was a shut down sequence.

this is a great setup. i'm impressed with the quality, appearance, contents of the package. winston is responsive to questions, and he clearly cares about the products he makes. i was one of the early orders and waited almost a year, it was worth the wait. i assumed 6 months to a year when i ordered, so i really wasn't shocked at the timeline. parts sourcing/R&D takes time.

excellent company to work with. thanks winston and podi! 🙌

Last edited by nectar13; 04-22-2013 at 11:33 AM.

nectar's r



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CSG_R ▾

Member
Join Date: Feb 26th, 2013
Posts: 761

☐ not so-OFFICIAL podi true blue gauge install guide and review

04-21-2013 04:31 PM [Reply](#) #2

Thanks for the detailed info! Hopefully the gauge is still available by the time I am ready for it.



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boltor ▾

Junior Member
Join Date: May 4th, 2012
Posts: 72

04-22-2013 05:23 AM [Reply](#) #3

great guide, thanks!



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climbingcue ▾

Member



04-22-2013 07:24 AM [Reply](#) #4

Thank you for the DIY...

Join Date: Feb 2nd, 2001
Location: Morristown NJ
Posts: 9,876
Vehicles: '12 VW GOLF R, '03 Toyota 4Runner, '12 RZR 900 XP

United Motorsport 12.311@112 mph on 93 octane
Georgia 1/2 mile 2014 **135.78 mph**



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nectar13

Member



Join Date: Aug 22nd, 2007
Location: columbus, oh
Posts: 758
Vehicles: golf r; 337

04-23-2013 02:13 PM **Reply** #5

some additional information for those of you just getting your gauges or ordered through CTS.

there is a second version of the boost tap supplied by CTS. Due to demand for mkv and mkvi gauges Podi ran out of stock of their boost tap. in an effort to keep things moving, they are shipping CTS' boost tap which is a little different, both serve the same purpose. Details below:

Per Podi:

The CTS boost tap has two nipples on it and you uncover one of them to attach to the vacuum line in order to supply an air sample to the boost sender. In the center of the CTS boost tap there is a block off screw, if you have a stock PCV setup then this screw needs to be removed.

We recommend that you remove the block off screw so the CTS boost tap functions like the Podi boost tap.v

nectar's r



Reply With Quote |

notavr

Member



Join Date: Aug 28th, 2012
Location: Pittsburgh, PA
Posts: 3,264
Vehicles: MK7 R

04-28-2013 09:55 AM **Reply** #6

Great info helped a lot!



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dstackmasta27

Member



Join Date: Mar 13th, 2010
Location: Severn, MD
Posts: 651
Vehicles: CSG Golf R | UG DSG 4dr MK6 GTI | SBM MK6 GTI - gone :(

☐ Podi True Blue Gauge Install - Pro tips

09-04-2013 11:58 PM **Reply** #7

Hi Everyone

I just installed one of these beauties today. Since there is a pretty huge gap of information regarding the install process, I thought I would gather all of the resources I used to help out the next folks (in addition to this of course).

[This](#) thread on the MK6 forums includes some install pictures that help fill in the gaps on this thread. The pictures were contributed by none other than Winston of Podi himself.

[This](#) thread, also from MK6, is referenced in a couple of places throughout the Podi maze. More importantly it has the numbered list of slots for our fuse boxes and a few of the devices that are run by the various slots.

[This](#) thread from the Kilometermagazine forums has someone asking about what slots to tap into. In particular post # 5 by user ginsy is exactly what I was needing to complete the install. By using slot(s) 27 and 42, you will not need to get the mini tap mentioned by here by the OP.

Phew, now that I've gotten all of that out of the way I want think it is worth mentioning that there is a pretty sparse amount of detailed information for this install. I made sure to take my time, and relied heavily on Google to fill in the gaps. That said, there is a support email on the couple of sheets that were included in the kit if you feel like the piecemeal guides and tips are too much to follow.

Good luck!

2012 CSG Golf R - APR 2+ - VWR springs - EVOMS Intake - 42DD Downpipe Street w/Res - Podi True Blue boost gauge - 42DD shift bushings - dash cubby. *More goodies are in your future*



Reply With Quote |

Hitman

Member



Join Date: Jul 26th, 1999
Posts: 629

02-23-2015 06:20 PM **Reply** #8

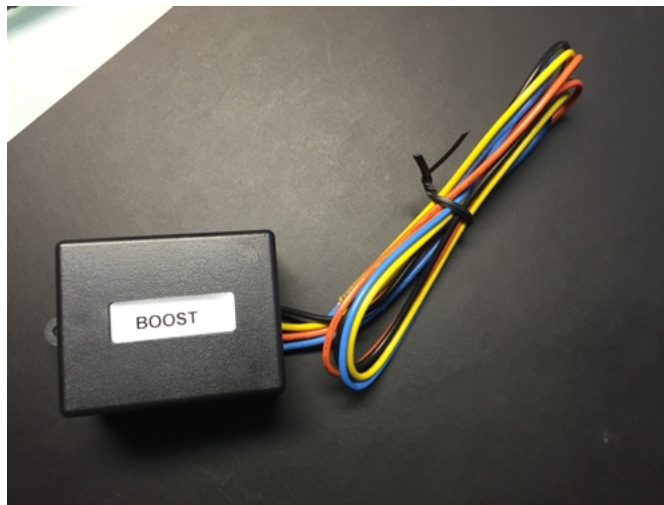
I'm a couple of years late, but after reading several DIYs and looking at the contents of my new Podi that arrived this weekend I was very confused.

After talked to Winston (nice guy, btw. very patient) it appears that Podi has improved this install by creating a harness that minimizes the wiring that was required and put it all into a black box... now all you have to do is ground, constant and switched. that's it. under the hood is the same, but under the dash - at least as he described it - looks way easier..

The source of my confusion is that Podi still is including all the wiring and stuff needed to do it the old way, plus they don't yet have documentation for the newer setup posted.

But I will add what he was kind enough to send to me, here, since this is a catch all thread:

Sensor wiring harness connects between pressure sender and black control box. Gauge wiring harness connects between gauge and black control box.



BLACK - connect to a solid chassis ground under the dashboard or directly to the negative terminal of the battery. You may need to expose the metal connection point under the dash by scraping or lightly sanding it.

BLUE - connect this to a source of switched +12V power. This will usually be found at or near the ignition switch, and will usually have a relay wired through the ignition switch. An alternate source of this is a switched power line from a nearby light or accessory (radio, etc). If you are unsure that the wire can supply the power required for the instrument, then use an external relay.

YELLOW - connect this to the positive terminal of the battery or a constant +12V power.

I'm wondering if anyone here has installed a Podi with this newer setup and may have any tips or other DIY's I've maybe not seen before.

thanks!

peet

Last edited by Hitman; 02-23-2015 at 06:26 PM.

Lurking Vortex Since '99
Former: '00 VR6 GTI/'04 MKIV R32/'07 Audi RS4 / 1980 CJ7
Now: '12 CW Golf R - w/ a few modification accoutrements



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fliieger

Member



Join Date: Jun 28th, 2000
Location: Colorado Springs, CO
Posts: 5,841
Vehicles: 2015 Q5 3.0T, 2012 CW Golf R OEM+, 1983 Rabbit GTI Sport, 1969 Transporter

02-23-2015 09:39 PM

Reply

#9

Originally Posted by Hitman

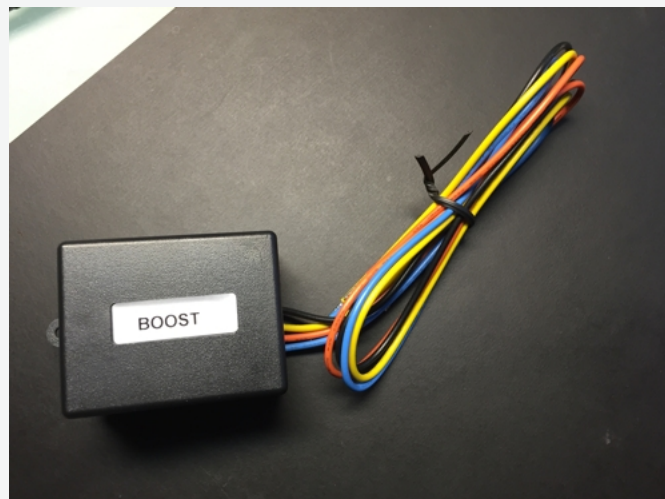
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YELLOW - connect this to the positive terminal of the battery or a constant +12V power.

I'm wondering if anyone here has installed a Podi with this newer setup and may have any tips or other DIY's I've maybe not seen before.

thanks!

peet

Glad you found this post as it was the one I used originally and was having trouble getting you a link (iPad was not happy and I'm overseas at the moment).

2015 Audi Q5 3.0T | [2012 CW Golf R OEM+](#) | 1983 Rabbit GTI Sport | 1969 Kombi
Concours Motorsport



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0-60Motorsports ▾

Member

Join Date: Dec 27th, 2009
Location: Bahrain
Posts: 427
Vehicles: 04 M3 cs, 12 Golf R



02-24-2015 07:22 AM [Reply](#) #10

If I decide to keep the R in a month I'll order a PODI with the newer interface and do a proper DIY for the members here.

**2004 BMW E46 M3cs.
2012 VW GOLF R, 5 Door, DSG, Euro Spec.
IG: 060Motorsports**



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Hitman ▾

Member



Join Date: Jul 26th, 1999
Posts: 629

03-14-2015 10:20 AM [Reply](#) #11

still haven't gotten around to doing this install, but thinking about doing it tomorrow.
can anyone point me to instructions for pulling apart the column plastic pieces and any other install DIY's?

Lurking Vortex Since '99
Former: '00 VR6 GTI/'04 MKIV R32/'07 Audi RS4 / **1980 CJ7**
Now: '12 CW Golf R - w/ a few modification accoutrements



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Hitman ▾

Member



Join Date: Jul 26th, 1999
Posts: 629

03-14-2015 10:40 AM [Reply](#) #12

understanding that the electrical is now different because of the new wiring box mentioned above, can I assume the install under the hood should be followed as shown here ? (obviously the 2.0 example on the page) <http://www.podi.ca/Installation.aspx#part1>

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Former: '00 VR6 GTI/'04 MKIV R32/'07 Audi RS4 / **1980 CJ7**
Now: '12 CW Golf R - w/ a few modification accoutrements



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webcrawlr ▾

Member

Join Date: Oct 23rd, 2006
Posts: 1,928
Vehicles: 2012 Golf R

03-14-2015 10:18 PM [Reply](#) #13

The glove box area is still going to be the easiest place to get switched, constant and ground. Other than swapping out a couple of older parts for the new box it should be the same in respects as where to tap.



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Hitman ▾

Member



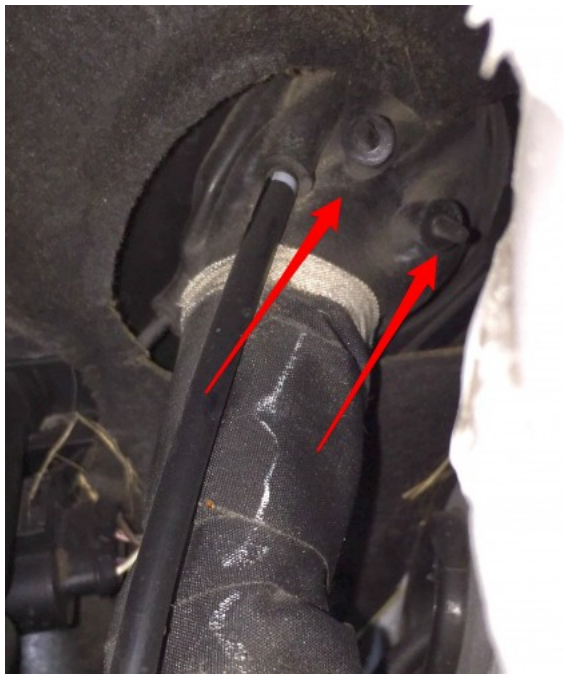
Join Date: Jul 26th, 1999
Posts: 629

03-23-2015 05:35 PM [Reply](#) #14

ok.. im finally getting around to this, but i can't find any clear images or DIY on where exactly I should be going thru the firewall.
pulling the battery and box reveals what I think is a rubber section that looks like it has some nipples on it described in other forums...

my question is which of these (if this is actually the correct place) do I cut and push the coat hanger through? Can anyone tell me where from the cabin side I would find the other side of this?

also, if I'm looking at the right thing, how in the hell do you cut one of those? that is a tight space to reach in with a knife or scissors. tips are much appreciated



Last edited by Hitman; 03-23-2015 at 05:44 PM.

Lurking Vortex Since '99
Former: '00 VR6 GTI/'04 MKIV R32/'07 Audi RS4 / 1980 CJ7
Now: '12 CW Golf R - w/ a few modification accoutrements



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dstackmasta27

Member



Join Date: Mar 13th, 2010
Location: Severn, MD
Posts: 651
Vehicles: CSG Golf R | UG DSG
4dr MK6 GTI | SBM MK6 GTI -
gone :(

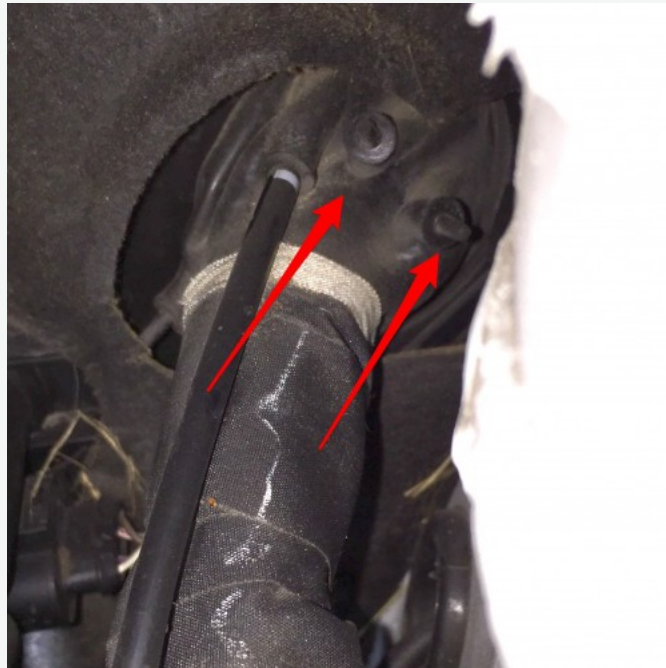
03-23-2015 08:58 PM [Reply](#) #15

Originally Posted by **Hitman**

ok.. im finally getting around to this, but i can't find any clear images or DIY on where exactly I should be going thru the firewall. pulling the battery and box reveals what I think is a rubber section that looks like it has some nipples on it described in other forums...

my question is which of these (if this is actually the correct place) do I cut and push the coat hanger through? Can anyone tell me where from the cabin side I would find the other side of this?

also, if I'm looking at the right thing, how in the hell do you cut one of those? that is a tight space to reach in with a knife or scissors. tips are much appreciated



Hey Hitman,

I'm not sure if it really matters which one that you run your line through, the only thing that might impact is if you want to add an auxiliary power supply for something like an amplifier you would have to run that wire to the open space. 🤖

As far as making the hole in the grommet, I'm pretty sure that I pushed the end of the coat hanger through the space and then pulled it into the cabin a bit, then tied the hose to the other end of the hanger and yanked it through.

2012 CSG Golf R - APR 2+ - VWR springs - EVOMS Intake - 42DD Downpipe Street w/Res - Podi True Blue boost gauge - 42DD shift bushings - dash cubby. *More goodies are in your future* 🤖



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Hitman ▾

Member



Join Date: Jul 26th, 1999
Posts: 629

03-23-2015 09:53 PM

Reply

#16

🗨️ Originally Posted by **dstackmasta27** 🗨️

As far as making the hole in the grommet, I'm pretty sure that I pushed the end of the coat hanger through the space and then pulled it into the cabin a bit, then tied the hose to the other end of the hanger and yanked it through.

I finally got brave enough to do cut it and pushed the coat hanger through.. that was it...
I'll finish the wiring up tomorrow...
thanks for the response...

It's one of those things... now that i've done it, it'll take me <2 hours to do, but this first time is lots of learning on the fly and taking my time...

Lurking Vortex Since '99

Former: '00 VR6 GTI/'04 MKIV R32/'07 Audi RS4 / **1980 CJ7**
Now: '12 CW Golf R - w/ a few modification accoutrements



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Hitman ▾

Member



Join Date: Jul 26th, 1999
Posts: 629

03-26-2015 04:33 PM

Reply

#17

Acknowledging I'm "Mr Late to the Party" on this topic, I was able to install the Podi over the weekend.

I do want to first give props to Winston over at Podi. He is a wonderfully patient human, and he does a great job at trying to overcome the fact Podi has does a woeful job in documenting the install process - especially considering they recently made a significant change in the electrical portion of this install.

I didn't take many pics because all that are needed already exist on the web, except for this one which is specific to a Golf R MK6.
I used the one on the right because it was more pointed downwards.



From the other DIY's I will add the following...

Boost hose

- Just be brave and cut one of the two nipples in the firewall grommet.
- Use a coat hanger to thru it from under the hood into the cabin.
- Then tape (strongly secure, but not too much) the supplied hose to the end of the hanger dangling out in the floorboard area.
- s l o w l y pull the hanger back thru the nipple (this is where too much tape will make it tough)
- grab hose.
- there is a wire tray that runs under the battery -
- follow it to some wire looming that will take you just under the intake and you can go to the tap

Electrical

- This is SO much easier with the new control box.
- Ground to the tap behind the hood release
- Use fuse slot #6 w/ the smaller fuse tap
- (*Dont forget to add the pulled fuse into the tap along side the supplied fuse*)
- Use fuse slot #36 w/ the large one -
- (i used this because 31-35 prevented me from putting the fuse door back on)

Now installed and working, **my question back to those who also have this or another boost gauge** is what are the general base line idol boost readings? I'm sitting about -23psi at idol and it peaks about 27-28, although I haven't had a chance to *really* get on it yet.



Lurking Vortex Since '99
Former: '00 VR6 GTI/'04 MKIV R32/'07 Audi RS4 / **1980 CJ7**
Now: '12 CW Golf R - w/ a few modification accoutrements



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Ellom ▾

Member
Join Date: Aug 15th, 2012
Location: Portland, OR
Posts: 175
Vehicles: 2013 Golf R

03-26-2015 04:49 PM [Reply](#) #18

I have P3Cars gauge but upon first start I idle at about -19 but once car has been sitting for a minute or two it holds at about -22 (same with idling at a stop light). Peak is the same as yours Stage 2+

2013 Golf R 4 Door Loaded / Stage 2+ / **UNITEDMOTORSPORT** Stage 2 Loaded / **VWR** CAI / **SPM** TBE (Track DP) / **APR** HPFP / **HPA** Haldex Competition Controller / R8 Coilpack / **BFI** Clean CC / **Forge** BOV / **P3Cars** Boost Gauge (Red/White)



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