



ACC-1004 Oil Pressure Sender Installation Kit Instructions

IMPORTANT! Read these instructions thoroughly before installing or using this product.

1. Introduction

Thank you for purchasing a WRXtra Oil Pressure Sender Installation Kit. Please read these instructions carefully to ensure optimum product performance. This product is designed for use with AutoMeter electric oil pressure senders or other pressure senders that have a 1/8" NPT male thread and a 1.5" diameter body. It is intended for use in the 2002 or later Subaru Impreza WRX.

2. Contents of package:

- (1) Block Adapter
- (1) Block Adapter Washer
- (1) High-Pressure Braided Stainless Steel Oil Line
- (1) Stainless Steel 90 deg. Elbow
- (1) Sender Bracket
- (1) Sender Bracket Nut, Bolt & Washers



3. Tools Required:

- 10mm & 15/16" Sockets
- Long (>12") Socket Extension
- 10mm Open End Wrench
- Appropriate Wrench for Sender (Most AutoMeter senders are 1/2")
- 7/16" Crow's Foot Wrench
- 5/16" Allen Wrench (Socket Style recommended)
- Vice or Large Adjustable Wrench
- See DOC-1002, [Intercooler Removal and Installation Instructions](#), for additional tools required

4. Preparing for Installation

1. It is not necessary to remove the intercooler for installation, but removing it makes it easier to get at some engine components. If you wish to remove the intercooler, follow document DOC-1002, *Intercooler Removal and Installation Instructions*.

5. Installation

1. Locate the factory block plug and remove it using the 5/16" Allen wrench. It is located behind the throttle linkage and to the driver's side of the turbo outlet.



2. Clean the surrounding surface, being careful not to drop any debris or foreign materials in the hole.



3. Install the block adapter and washer with the 15/16" socket and extension. Torque to approximately 30 lbs. ft.



WARNING: Do not over tighten the adapter. Damage to the engine or adapter threads may result.

NOTE: The O-ring included with the kit is to retain the washer on the block adapter to ease installation in a confined area. It does not perform any sealing function.

4. Attach sender to the 90 degree elbow on the braided stainless oil line. Turn clockwise until finger tight, then tighten an additional 2 revolutions with a 1/2" or other appropriate wrench. You may use either a large adjustable wrench to hold the elbow fitting or clamp it securely in a vice. If you use a vice, pad the jaws to prevent marring and do not over-tighten the fitting or you may crush it, potentially causing a leak.

NOTE: All fittings in the kit have been treated with a pre-applied thread sealer. No TFE paste or other sealants should be used during assembly.

5. Insert the other end of the braided stainless oil line in the block adapter and turn clockwise until finger tight. Using the 7/16" crow's foot wrench and extension, tighten an additional 1 to 1.5 revolutions.

6. Locate the bracket with the square hole on the passenger's side strut tower.



7. Slip the sender bracket over the sender until it is against the lip in the sender. Hold the sender up to the bracket. It should be horizontal with the electrical connection towards the firewall and the 90 degree elbow fitting pointing down and towards the driver's side of the engine bay. The braided stainless line should loop with no kinks to the right (see picture at the end of this document). If it does, proceed to the next step. If not, continue tightening the braided stainless oil line into the block adapter until the sender is horizontal.

NOTE: Always tighten, never loosen, to make adjustments (clockwise, never counter-clockwise).

8. Using a 10 mm socket and wrench, fasten the sender bracket to the bracket on the passenger's side strut tower with the provided stainless nut, bolt and lock washers. The flat washer should go on the bolt first, then feed the bolt up from the bottom of the bracket. Tighten until the bracket bottoms.



9. If you removed the intercooler, reinstall it now by following document DOC-1002, *Intercooler Removal and Installation Instructions*.
10. Install a zip tie to prevent the oil line from interfering with the throttle linkage (see picture at end of document).
11. The final installation should look similar to the picture at the end of this document. There should be no sharp kinks or bends in the braided stainless line, and there shouldn't be any points of contact between the line and brackets, mounts, hoses, etc. that would cause excessive wear. Adjust the oil line clamp and fittings if necessary to relieve any problems.

You are now ready to wire your oil pressure gauge to your sender. Be sure to double-check all fittings before and immediately after starting the vehicle for the first time. If any leaks are present, **immediately** shut down the vehicle and investigate. After driving the vehicle for a few days, check the fittings again for any signs of leakage.

WARNING: Oil leaking onto a hot turbocharger or other engine component can lead to fire or other damage.



This document is available online at <http://www.wrxta.com> in the Documentation section.

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