

Easy retrofit. Parts list andf basic process to retrofit factory oil pressure gauge inside

Posted by: **boxflares** ([3668](#)) on 2013-04-16 22:07:48

In Reply to: [the spare engine that i had rebuilt for my avant came from a UrS4 and i want to be able to](#) posted by **speedydt247** on 2013-04-16 20:17:11 [Reply](#) [Share](#) | [Report](#)

Parts list:

- a) Early aux gauge cluster with clock, oil pressure, oil temp, with rear plastics, circuit board, etc.
- b) Oil pressure gauge sender- this should already be in the spare engine if it's early enough, but all blocks can accept an oil pressure sender.
- c) Wire, with the proper connector for the back of the aux cluster's circuit board with 2 pins (oil pressure and temp) instead of just one (oil temp only). Should be able to get this off any early (92-93) 100 or S4- they all had oil pressure gauges.

Process:

- 1) Remove cluster, diassemble, and swap aux clusters so you have the older one with the oil pressure gauge.
- 2) Install the sender in the block (there are plenty of pictures that show where it's installed).
- 3) Run the wire into the cabin, and connect it to the aux panel using the 2(populated) pin connector.
- 4) Enjoy.

yes today I find out and make it work perfect..
coincidence is that I don't remember to... 🤖

but it was very easy.. well now I will try to explain..

s6 have 6 wires from instrument cluster , audi 200 20v have 4 wires . so you have to swap it folowing this;

S6 - 200 20V

--1.....empty

--2.....empty

--3 - 1

--4 - 2

--5 - 3

--6 - 4

I remember that 6.pin on audi s6 is green and 5.pin is yellow..

is my "shematic" understandable ? 😊

Volt gauge to oil pressure gauge how to

Posted by: [eurotuned85](#) ([4451](#)) on 2012-04-09 21:42:02

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So here's a quick write up for the conversion. I didn't see one when searching info and it has ALWAYS bothered me that the S6 did not have an Oil Pressure gauge. I couldn't care less what the battery is doing as long as it started. So here are the steps I took and what I found while I was there.

Start by removing your Urs6 dash cluster:

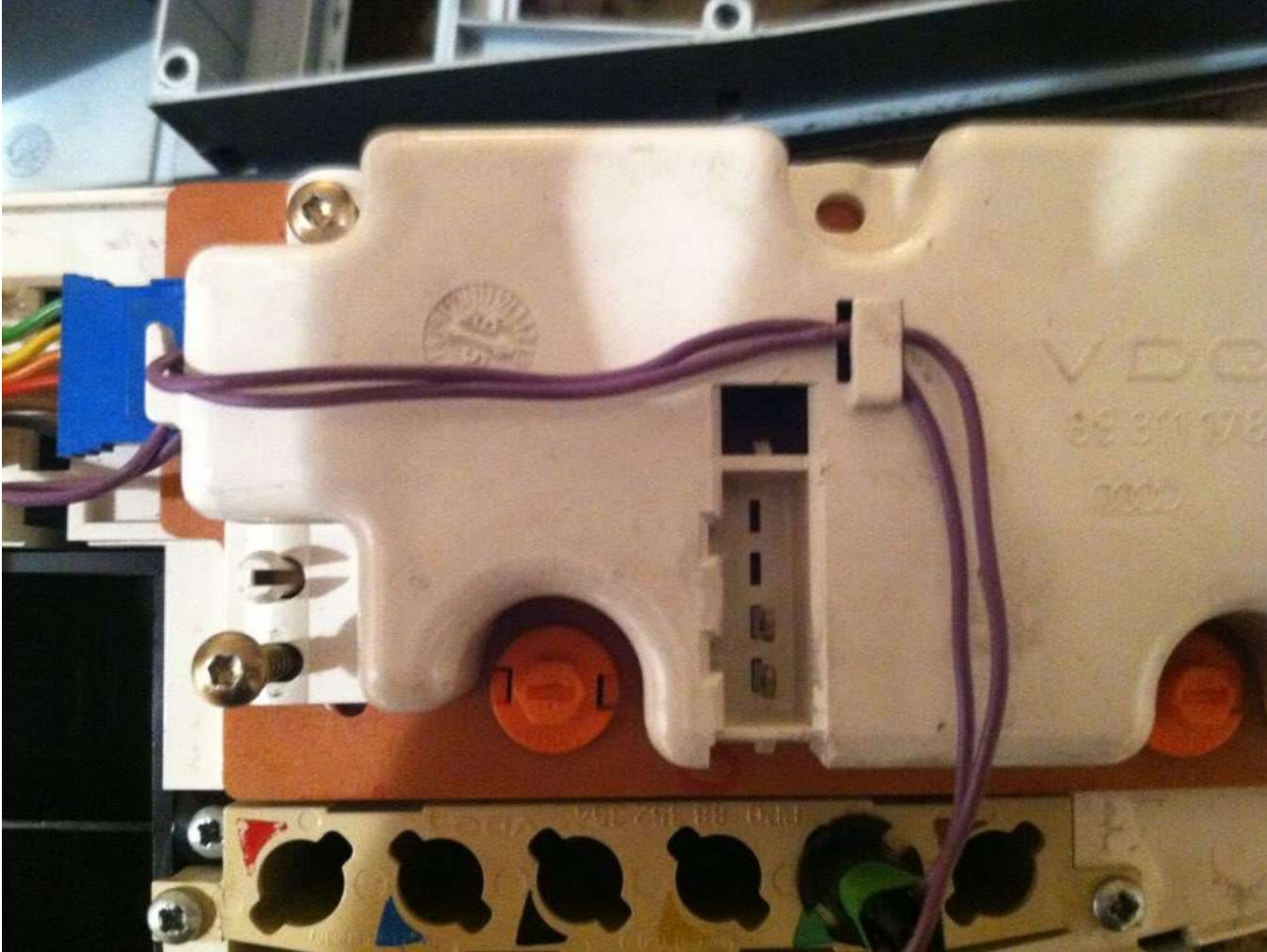




You can see what we have and what we are trying to achieve



The difference goes deeper than just the gauge. On my car atleast (95 not .5) the circuit board was completely different and the harness to the cluster has only one pin. The second pin comes from the sensor to activate the gauge.



Install the gauges on the S4 circuit board and install them into the S6 cluster as they were. *NOTE* the clock was also different on mine. This could probably be resolved if you are circuit board savy, I just swapped clocks as well.

Here are the back sides of the board. You can see the subtle differences in them.



The wiring portion is very simple. The S4 has a two pin harness that plugs into the cluster. The S6 only has a single pin. If you have access to a parts car you can clip and swap harnesses. For a cleaner install you could repin the S6 harness with an additional pin and run your new lead. Run a wire however you would like to route it. I ran it along the factory cluster harness, down into the drivers kick and through the gromet in the firewall that holds many other wires/cables.



Now onto the motor part. You will need an Urs4 pressure sender and there is detailed info in the FAQ to the motor differences. This is what I found when working on mine. First I removed the throttle body hose completely out of the car to gain access. The "plug" in the block was an allen and removed without much fuss. Then I compared to the sender and threads were the same. I simply screwed the sender into the block, torqued it down and done. Then route the wire carefully through the engine bay along the oem harness (I covered the wire with a simple loom for a clean install).

Location of sender



Attach an end to the wire, slip it on the sender. Zip tie up any loose wire in the bay and reinstall cluster with newly pinned harness. You should now have an active oil pressure gauge in place of your old volt gauge.

Tools and parts needed were:

Phillips screwdriver

Wire cutters/crimps

Urs4 Oil pressure gauge and clock

Urs4 accessory gauge circuit board

Urs4 oil pressure sender

8' wire and a terminal

wire loom

zip ties

Total install time was about 2hrs. Actual time was a couple days waiting on parts. Should not be difficult if you are familiar with removing the cluster and general wiring.