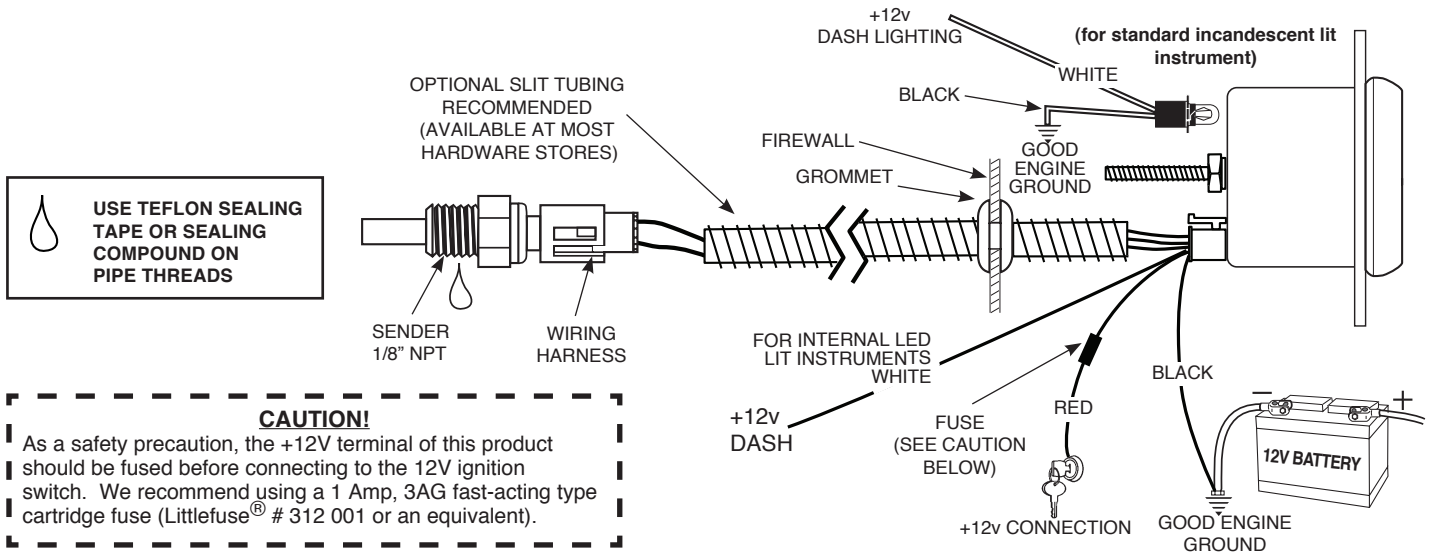


INSTALLATION INSTRUCTIONS

FULL SWEEP ELECTRIC TEMPERATURE GAUGES

2650-1133-00



Installation

NOTE: Some late model vehicles use electronic sensors in their pressure and temperature senders for engine control functions. Before removing the original sender, we recommend that you contact your automotive dealer to be sure no critical functions will be disrupted.

1. Check that you have all parts required for installation, and the engine is cool.
2. Disconnect the negative (-) battery cable.
3. Gauge mounts in a 2-1/16" hole for the 2-1/16" gauges and a 2-5/8" hole for the 2-5/8" gauges. Use supplied brackets and nuts to secure gauge to dash.
4. Drill 1" diameter hole where wires pass through sheet metal (such as firewall) and install rubber grommet provided. (Grommet will require slit.)
5. Connect the white wire to dash lighting or switchable 12v light source, the red wire to switched +12V source and the black wire to ground. (see diagram for details)
6. Install temperature sender.
 - A. Water Temp: Install temperature sender.
Note: Included sender is 1/8" NPT. For 3/8" NPT or 1/2" NPT ports, use included adapter.
 - B. Trans. Temp: Hole may have to be drilled, and adapter nut welded or brazed in pan. Be sure there is adequate internal clearance for nut and sender.
7. Cut end of included dielectric grease packet, and squeeze grease into connector of temperature sender prior to connecting harness. (Important: This will protect connection from dirt and moisture.)
8. Connect red wire to switched +12V source and the black wire to ground. (see diagram for details)
9. Reconnect negative (-) battery cable.

NOTE: Test all fittings and connections for leaks. If any leaks are detected, Determine the cause of the leak and repair. Do not operate vehicle if any leaks are detected.

Caution: LUBRIPLATE® DS-ES is a non-hazardous substance. However, it is recommended to wash hands thoroughly after use.

NOTE: Do not remove factory temp sender to install temp sender. If no location found, a hose adapter can be used.

NOTE: When the ignition is off the pointer may not always rest at zero.

Power-Up

The pointer will move backward to the stop pin and then display actual temperature. This procedure is an auto-calibration function and is performed on every power-up. While this test is being performed, the gauge may make a clicking sound. This is normal.