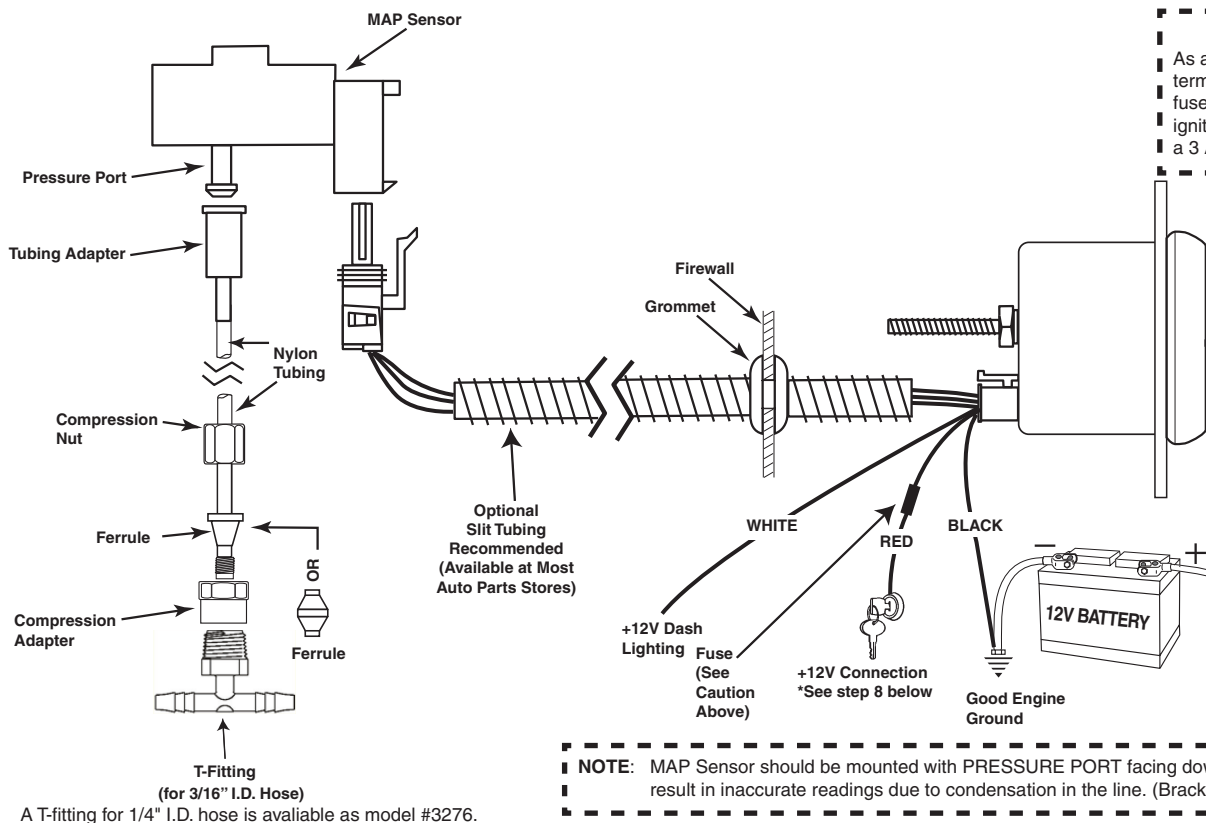


INSTALLATION INSTRUCTIONS DIGITAL BOOST/VAC GAUGE



Installation

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 $\frac{1}{16}$ " hole. 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. Securely mount the MAP sensor to the firewall or inner fender with pressure port facing down. (Bracket fabrication may be required.)
6. Install T-Fitting in a manifold vacuum hose. Attach one end of the nylon tubing to the T-Fitting using the compression adapter. Connect the other end of the nylon tubing to the MAP sensor with the tubing adapter. A T-fitting for 1/4" I.D. hose is available as model #3276.
7. Connect the white wire to dash lighting or switchable 12v light source. Digital display will dim when power is applied.
8. Connect the red power wire to a switched +12 volt source **that maintains power during engine cranking**. Most vehicles break the electrical connection to accessories while the engine is being started. If the boost gauge is connected to one of these circuits, the auto zero function will not work properly and inaccurate readings will result. To determine whether a switched source maintains power during starting, look for electrical accessories in the vehicle that remain on while the engine is being started. Connect the red power wire to the same circuit that powers one of these accessories.

Power-Up

When power is applied to the gauge, the display will light up with all eights immediately followed by the gauge firmware version. After the firmware version is momentarily displayed, the gauge will begin normal operation and display real time sender readings. Electronic Boost/Vac gauges are equipped with an auto zero function used to compensate for operation at varying altitudes. This function takes a pressure reading during the time that the key switch "flies through" from the ON position to the START position. The reading represents 0 pressure and is used to set the zero point on the gauge each time the engine is started.