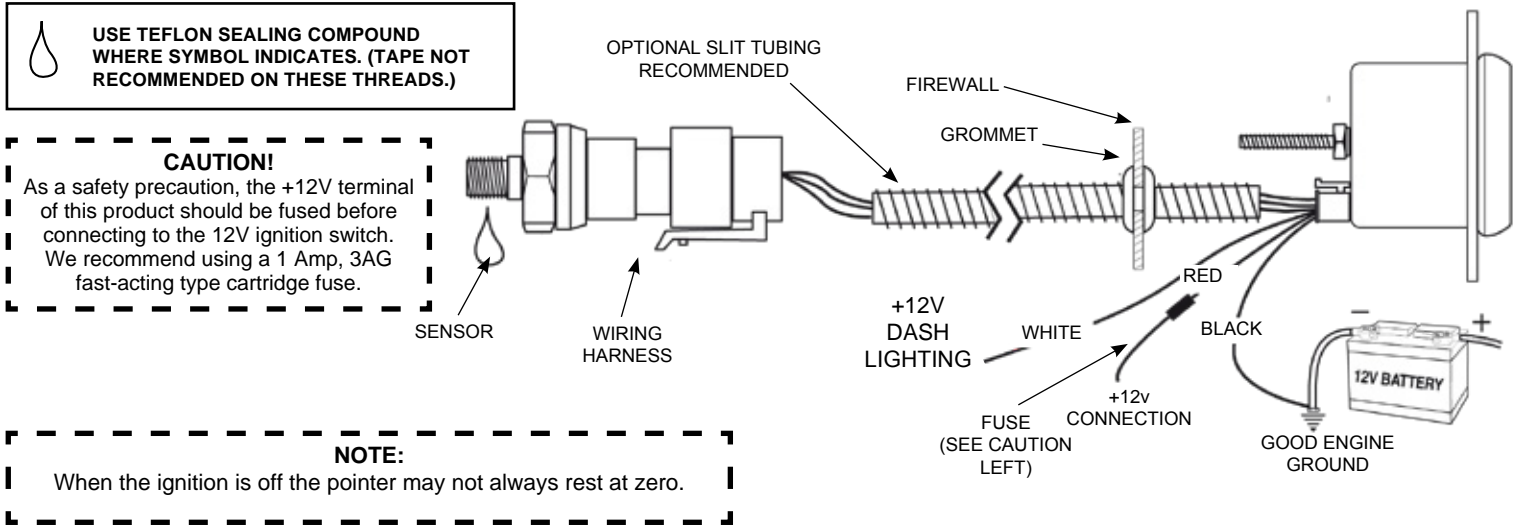


PROFESSIONAL STEPPER-MOTOR ANALOGUE PRESSURE GAUGE

2650-1288-00



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 52.4mm hole. Use supplied brackets and nuts to secure gauge to dash.
4. Drill 25.4mm 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 lightsource.

CAUTION:
If you will be working with the fuel system, take care to insure no sparks or flames occur. Do not smoke while installing the fuel pressure sensor.

6. The pressure sensor features an 1/8" NPT male fitting and comes with 1/4" NPT adaptor or M10x1 adaptor.
[For fuel pressure gauge, install the pressure sensor into the fuel system (See warning in next column).] [For oil pressure gauge install pressure sensor into oil pressure port on engine.]

If unit is to be installed on a high vibration application such as a full race engine or engine capable of high RPM, it is strongly

recommended that the sensor be remote mounted to either the chassis body or firewall, to insulate from vibration. Failure to remote-locate pressure sensor on such an application could result in gauge failure and potential damage to vehicle and /or operator injury.

7. Reconnect negative (-) battery cable.

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

WARNING:
The fuel system is pressurised and often retains this pressure for an extended period of time. Properly vent your fuel system before installing the fuel pressure sensor. If you are not familiar with the proper method of venting, you MUST have this done by an experienced mechanic.

WARNING:
Not compatible with Nitromethane, Methanol, or 100% MTBE.

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.