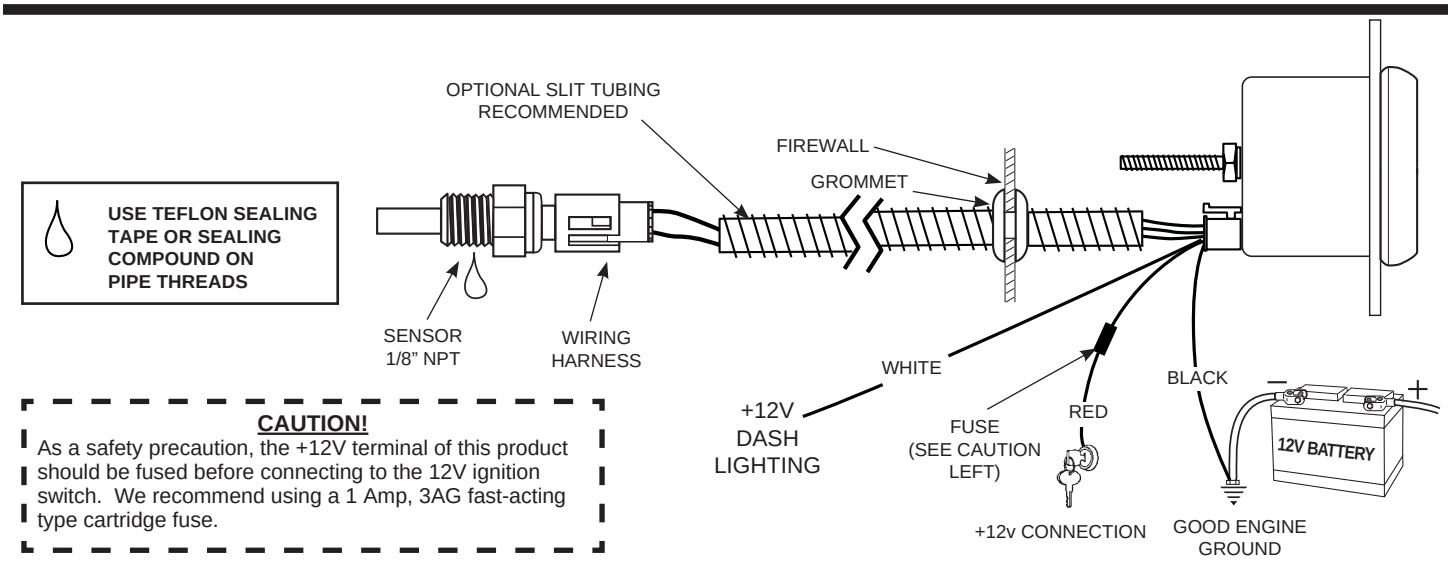
INSTALLATION GUIDE

PROFESSIONAL STEPPER-MOTOR ANALOGUE TEMPERATURE GAUGE

IMPORTANT
WEAR SAFETY GLASSES



CAUTION!
As a safety precaution, the +12V terminal of this product should be fused before connecting to the 12V ignition switch. We recommend using a 1 Amp, 3AG fast-acting type cartridge fuse.

Installation

NOTE: Some newer vehicles use electronic sensors in their pressure and temperature sensors for engine control functions. Before removing the original sensor, 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 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 light source, the red wire to switched +12V source and the black wire to ground.(see diagram for details)
6. Install temperature sensor.
   A. Water Temp: Install temperature sensor.
   Note: Included sensor is 1/8" NPT. For 3/8" NPT or 1/2" NPT ports, use included adapter.
   B. Gearbox 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 sensor.
7. Cut end of included dielectric grease packet, and squeeze grease into connector of temperature sensor prior to connecting harness. (Important: This will protect connection from dirt and moisture.)
8. 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.

NOTE: Do not remove factory temp sensor to install temp sensor. 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.