



Genuine Parts

PRECAUTIONS:

- ❑ Read ALL instructions before installing instrument.
- ❑ Follow ALL safety precautions when working on vehicle-wear safety glasses!
- ❑ ALWAYS disconnect (-) negative battery cable before making electrical connections.

GENERAL APPLICATION:

- ❑ 12-volt DC negative (-) ground electrical systems (11-16 VDC operating voltage range for the gauge, 11-16 VDC for the Light bulb).

Installation Instructions

Electric Gauges 2-1/16" and 2-5/8"

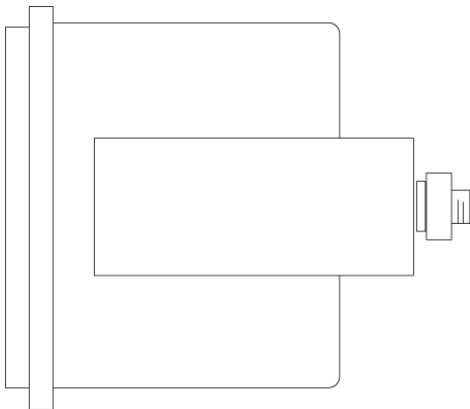
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GAUGE MOUNTING (Figure 1):

- ❑ Recommended panel cut-out (hole size) for 2-1/16" instruments is 2-1/16" and 2-5/8" instruments is 2-5/8".
- ❑ Secure the gauge in the hole using the supplied bracket and nuts.

Figure 1



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SENDER INSTALLATION TIPS/CAUTIONS:

- ❑ Sender is grounded through its threads to the engine. DO NOT use sealing tape on threads. Instead, use a thread sealing compound to prevent leaks.
- ❑ When installing this gauge, DO NOT remove existing factory-installed senders (e.g. on engine); use an alternate location or port. Computer controlled engines may trigger a fault code (check engine light) if the factory senders are removed. Consult a factory technician for help.
- ❑ Disconnect negative (-) battery cable before making electrical connections. Incorrect wiring may damage sender or cause personal injury. Stewart Warner Performance recommends that qualified automotive technicians perform installations.

NOTE: Use a grommet when passing wires through firewall to prevent wires from being damaged.

NOTE: Any wire that supplies 12V (ignition, switched, constant, etc.) should be properly FUSED (recommended fuse sizing: 1 amp fuse for a single gauge, 10 amp fuse for a full set) to prevent damage to instruments, or a vehicle fire if wire is short-circuited.

EQUIPMENT:

- ❑ 18-gauge wire
- ❑ Red "eye" crimp connectors
- ❑ Wire crimper/cutter

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PRESSURE GAUGE WIRING (Figure 2):

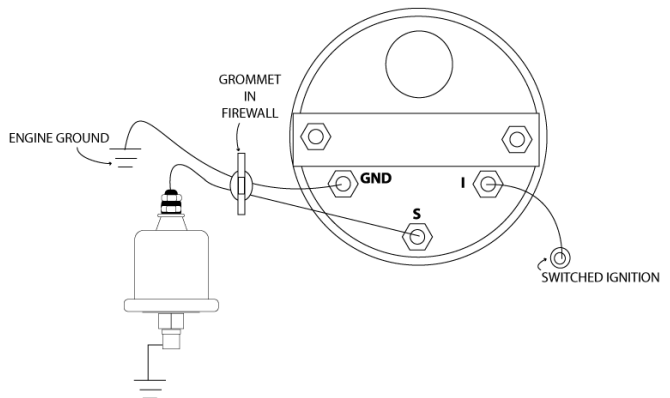
1. Disconnect negative (-) battery cable.
2. Using 18-ga. wire, connect the (G) terminal to a clean (rust/paint-free) engine ground near the oil pressure sender.
3. Using 18-ga. wire, connect the (I) terminal to a switched +12V source.
4. Using 18-ga. wire, connect the (S) sender terminal of the gauge to the pressure sender.
5. Connect the light wire to the dash lighting circuit or to a +12V switched circuit.
6. Double check all connections then reconnect the negative (-) battery cable & test instrument to ensure that it is working.

PRESSURE SENDER INSTALLATION:

Install pressure sender in appropriate pressure port.

- ❑ Use a wrench on the hex portion of the sender to tighten.
- ❑ If sender is used in a high-vibration environment such as a full race engine, it is recommended to isolate the sender by remotely mounting it to the firewall or fender well.
- ❑ Some installations may require an adapter bushing. See catalog or web site for adapters.

Figure 2



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TEMPERATURE GAUGE WIRING (Figure 3):

1. Disconnect negative (-) battery cable.
2. Using 18-ga. wire, connect the **(G)** terminal to a clean (rust/paint-free) ground surface near the temperature sender.
3. Using 18-ga. wire, connect the **(I)** terminal to a switched +12V source.
4. Using 18-ga. wire, connect the **(S)** sender terminal of the gauge to the temperature sender.
5. Connect one the light wire to the dash lighting circuit or to a +12V switched circuit.
6. Double check all connections then reconnect the negative (-) battery cable & test instrument to ensure that it is working.

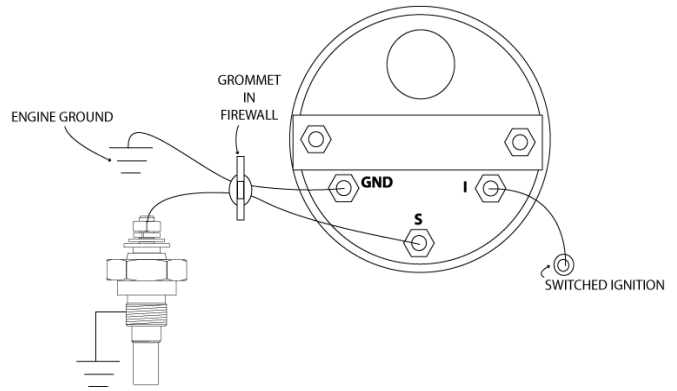
TEMPERATURE SENDER INSTALLATION:

Install Temperature sender in appropriate water, engine oil, or transmission oil port.

- ❑ Use a wrench on the hex portion of the sender to tighten.
- ❑ When installing temperature sender, be sure there is sufficient clearance in the port so the sender is not damaged when it is tightened or by internal moving parts.
- ❑ If the sender is to be used in an oil pan where there is no port, drill a hole, braze an adapter into the oil pan, and install the sender in the adapter.

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Figure 3

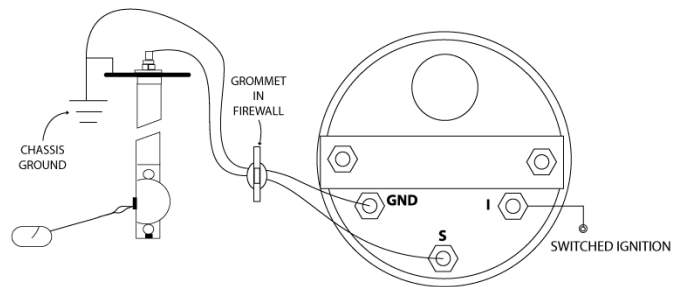


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FUEL LEVEL GAUGE WIRING (Figure 4):

1. Disconnect negative (-) battery cable.
2. Using 18-ga. wire, connect the **(G)** terminal to a clean (rust/paint-free) ground.
3. Using 18 gauge wire, connect the **(I)** terminal to a switched +12V source.
4. Using 18-gauge wire, connect the **(S)** sender terminal of the gauge to the fuel level sender.
5. Connect one the light wire to the dash lighting circuit or to a +12V switched circuit.
6. Double check all connections then reconnect the negative (-) battery cable & test instrument to ensure it is working.

Figure 4



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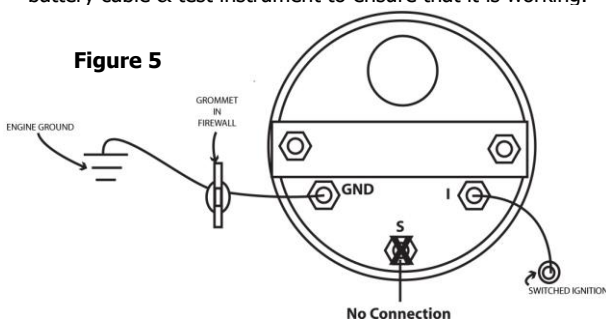
VOLTMETER WIRING (Figure 5):

1. Using 18-ga. wire, connect the **(G)** terminal to a clean (rust/paint-free) ground.
2. Using 18 gauge wire, connect the **(I)** terminal to a switched +12V source; this is the voltage that the gauge will indicate.
3. Connect one the light wire to the dash lighting circuit or to a +12V switched circuit.
4. Double check all connections then reconnect the negative (-) battery cable & test instrument to ensure that it is working.

CLEANING DIRECTIONS:

For proper cleaning of instrumentation/accessories, use a glass cleaner or mild detergent with a spray on and wipe method.

Figure 5



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