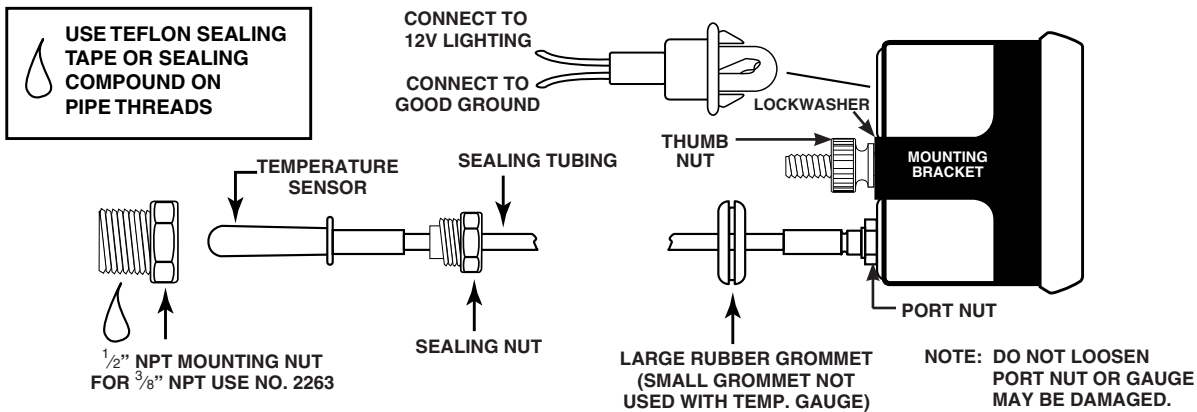




Temperature Gauges



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.

- Gauge may be mounted in-dash or in the Auto Meter custom mounting solutions. Secure gauge with mounting clamps supplied. 2-1/16" gauges mount in 2-1/16" diameter hole.

CAUTION: DO NOT make severe bends in the capillary tubing. It may break internally, thus, voiding the warranty. DO NOT remove capillary tubing from gauge.

- Cut a 7/8" dia. hole in firewall. Place grommet on capillary tubing. A slit must be made in the grommet to accomplish this. Route sensing bulb through firewall and secure grommet in the 7/8" hole.

- Insert and tighten mounting nut in the 1/2" NPT port on engine. (For engines with a 3/8" NPT port use Auto Meter adapter no. 2263). Insert temperature sensing bulb in the mounting nut and carefully tighten sealing nut, while holding mounting nut. When used for Oil Temp this usually requires drilling a hole and welding the Auto Meter no. 2261 steel weld fitting in the oil pan. Be sure to check for adequate internal clearances for the temperature sensing bulb. Install temperature sensing bulb as described above.

- Make sure gauge tubing is free from hazard of moving parts or hot engine components.

- Start engine and thoroughly inspect installation for any leaks.

- Twist in light socket assembly and connect one wire to dash lighting circuit or other 12V power source and the other wire to a good ground.

Pressure Gauges

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. With pressure gauges, it is beneficial to add a T-fitting to install your new gauge and to keep the warning light operational. This allows you to monitor the pressure and still have a warning light to indicate emergency conditions.

- Gauges may be mounted in in-dash holes, or in Auto Meter custom mounting Solutions. Secure gauge with mounting clamps supplied. 2-1/16" gauges mount in 2-1/16" diameter hole.

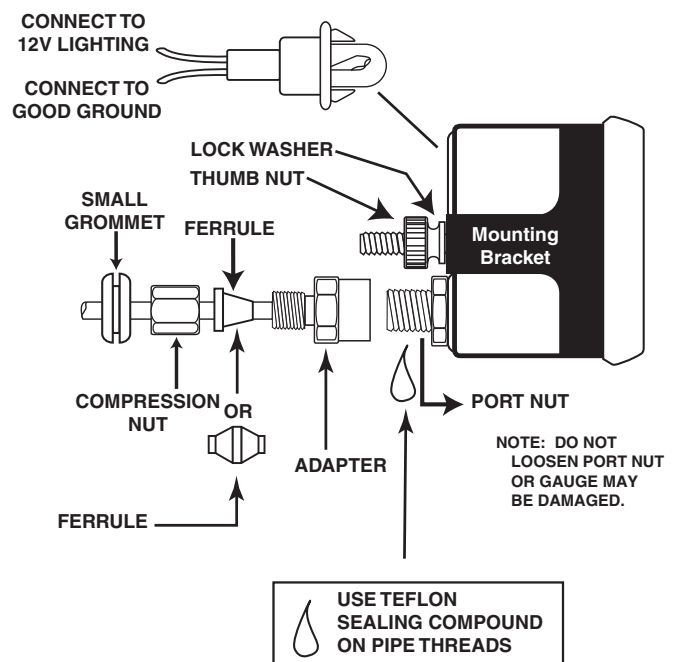
- Drill 3/8" dia. holes and install rubber grommet where pressure or vacuum line passes through sheet metal, such as firewall.

- Attach nylon pressure line to fitting on back of gauge using adapter, ferrule, and compression nut as shown in diagram above. Route line through grommet to engine compartment. Connect line to pressure port on engine by using 1/8" adapter (1/4" if needed), ferrule and compression nut for pressure gauges or 1/8" connector and T-fitting for vacuum gauges.

- Make sure line is free from hazard of moving parts or hot engine components. It is recommended that Auto Meter 3224 copper tubing kit be used where a potential hazard exists.

- Start engine and thoroughly check installation for leaks.

- Twist in light socket assembly and connect one wire to dash lighting circuit or other 12V power source and the other wire to a good ground.



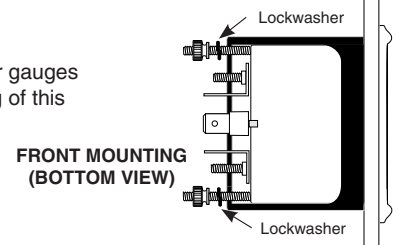
CAUTION FOR ALL GAUGE INSTALLATION (AMMETERS EXCLUDED)

As a safety precaution, the +12V wire attached to the positive I (+) terminal of the gauge should be fused before connecting to the positive (+) output side of the ignition switch. We recommend using a 3 Amp, automotive type fuse inline between the power supply source and the I (+) terminal on the gauge.

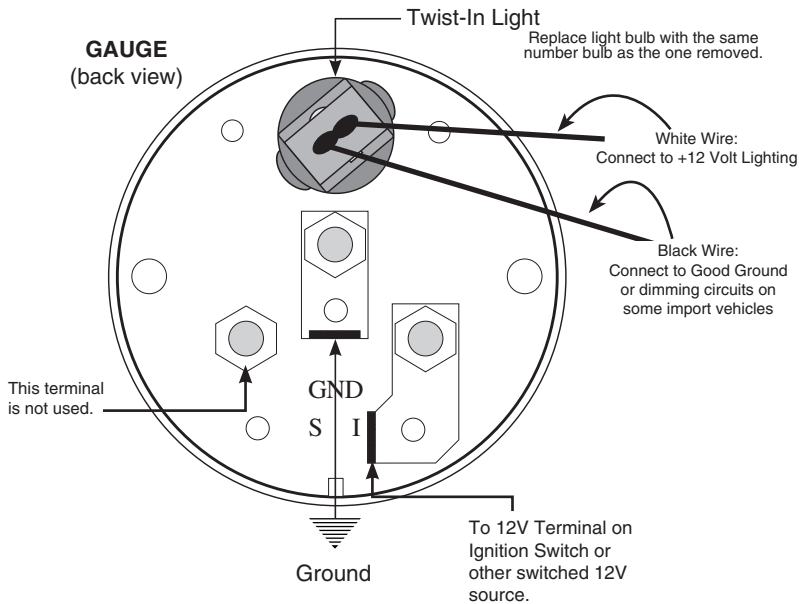
NOTE: Disconnect negative (-) battery cable before installation.

Mounting

These gauges can be mounted in-dash or in Auto Meter mounting solutions (panels, cups, pods, etc.). 2 1/16" diameter gauges mount in 2 1/16" hole. Fasten with brackets supplied as shown. (Hookup wire is required.) To assure proper functioning of this instrument, please read instructions thoroughly before installing.



Wiring



Voltmeter

1. Using 18 gage wire, route one length through firewall. If a new hole is drilled in the firewall a grommet is recommended. Attach one end to the negative GND (-) spade terminal on back of gauge, and the opposite end to a good engine ground. See illustration at above.
2. Attach one length of wire to the positive I (+) terminal on back of gauge and opposite end to 12V terminal on ignition switch or other 12V switched power source.
3. Reconnect negative (-) battery cable.