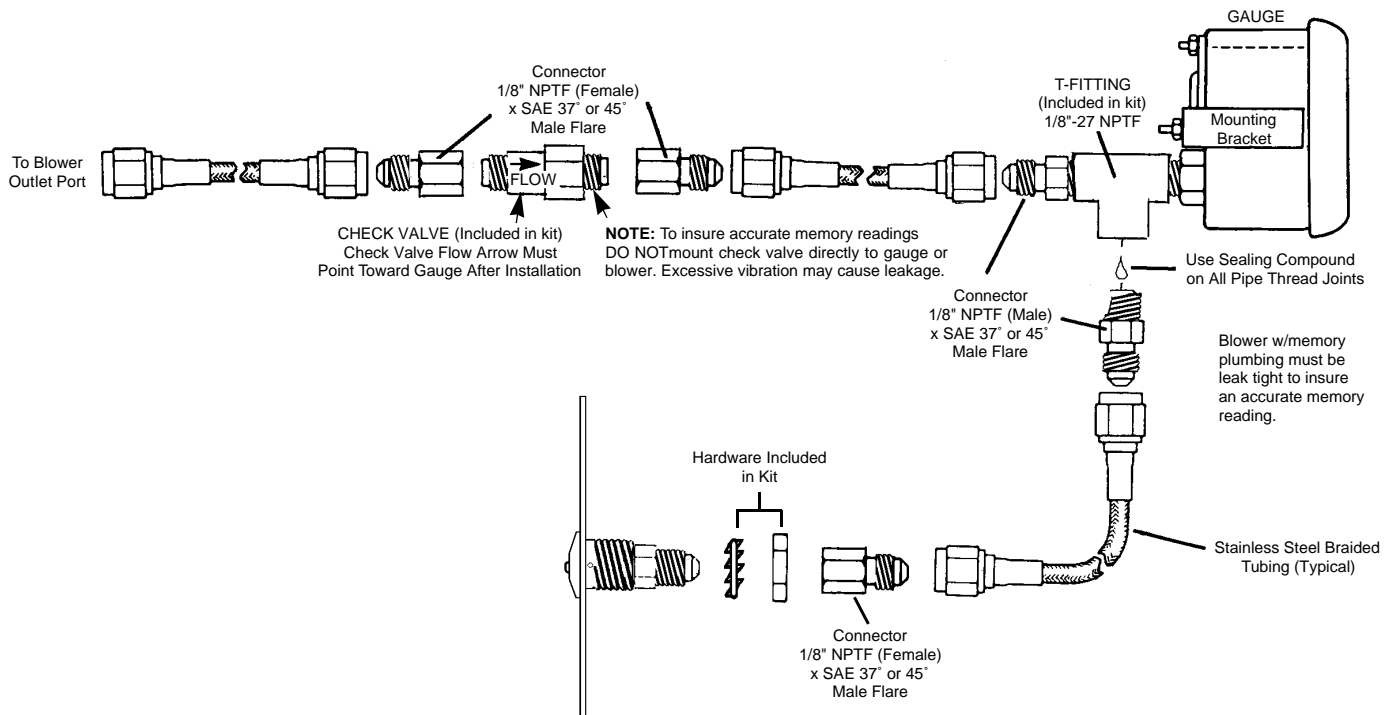


# INSTALLATION INSTRUCTIONS

## BLOWER MEMORY KIT MODEL 3230



1. Secure two 1/8"-27 NPTF male x SAE 37° or 45° male flare connectors to the 1/8"-27 NPTF T-Fitting as shown in the installation above.

**NOTE:** The connector flare (37° or 45°) must be compatible with the ends on the stainless steel braided tubing. Auto Meter braided stainless steel tubing kits no. 3227 and 3228 include #4 SAE 37° flare female swivel ends.

2. Secure the T-Fitting from Step 1 to the gauge port. Tighten T-Fitting and orient in desired direction. **NOTE: Use sealing compound to assure proper seal on all pipe thread joints (NPTF).**

3. Drill hole and install Rubber Grommet where pressure line passes through firewall into the engine compartment.

4. Secure two 1/8"-27 NPTF female x SAE 37° or 45° male flare connectors to the Check Valve as shown above. Secure the Check Valve and connector assembly to one end of a length of braided stainless steel tubing. **NOTE: The arrow on the Check Valve must be pointing toward the gauge after installation.**

5. Secure the opposite end of the tubing and Check Valve assembly to the T-Fitting on back of gauge.

6. Route the pressure line through the firewall into the engine compartment. Connect another length of braided stainless steel tubing between the Check Valve and the blower outlet port.

**NOTE: Keep line clear of moving parts.**

7. Secure an 1/8"-27 NPTF male x SAE 37° or 45° male flare connector to the bleed valve.

8. Using the nut and lockwasher provided, secure the bleed valve and connector assembly in-dash or wherever it is convenient for the driver.

9. Connect a length of braided stainless steel tubing between the T-Fitting on back of gauge and the bleed valve.

10. Start engine and thoroughly check for any leaks. When engine is shut off, gauge should not leak down until bleed valve is pushed. If gauge leaks check and tighten all connections.