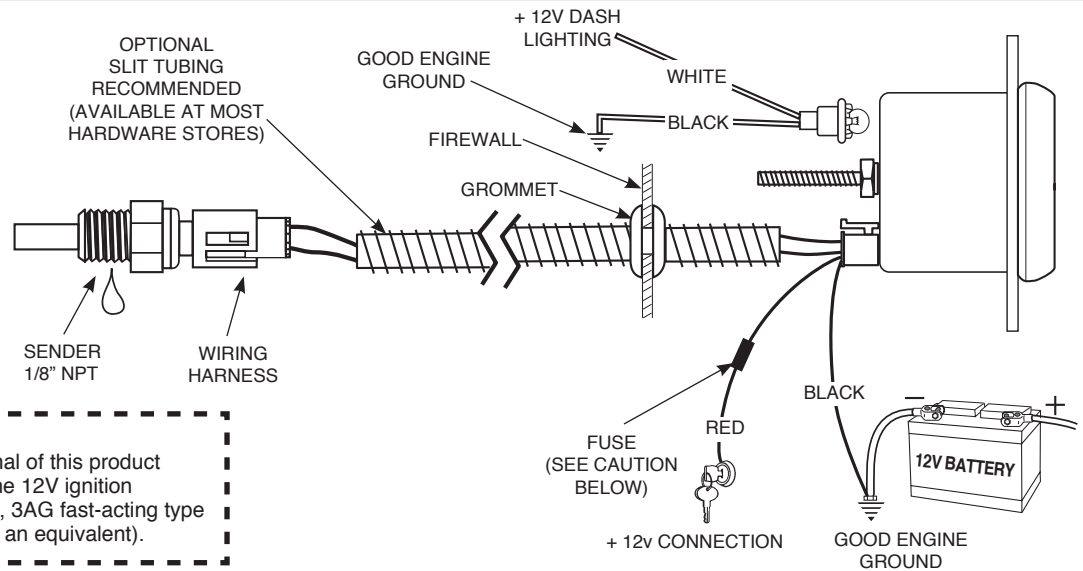
 **USE TEFLON SEALING TAPE OR SEALING COMPOUND ON PIPE THREADS**



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 (Littlefuse® # 312 001 or an equivalent).

Installation

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.

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 2⁵/₈" hole for 2⁵/₈" gauges, 2¹/₁₆" hole for 2¹/₁₆" gauges. Use supplied brackets and nuts to secure gauge to dash.
4. Drill 1" diameter hole where wires pass through sheet metal (such as firewall) and install rubber grommet provided. (Grommet will require slit.)
5. Connect white wire to dash lighting or switchable 12V light source, and connect the black wire to a good ground.
6. Install temperature sender.
 - A. Water Temp: Install temperature sender.

Note: Included sender is 1/8" NPT. For 3/8" NPT or 1/2" NPT ports, use included adapter.

- B. Oil Temp: Install temperature sender.

Note: Included sender is 1/8" NPT. Hole may have to be drilled, and adapter nut welded or brazed in pan. Be sure there is adequate internal clearance for nut and sender.
7. Cut end of included dielectric grease packet, and squeeze grease into connector of temperature sender 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.

Caution: LUBRIPLATE® DS-ES is a non-hazardous substance. However, it is recommended to wash hands thoroughly after use.

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.

Data Logger Output

This gauge is equipped to output the sensor signal to an Auto Meter Data Logger. This feature allows you to use the same sensor for both the gauge and the data logger. With this gauge it is no longer necessary to install two sensors to measure the same function. To use this feature, you must have an Auto Meter Data Logger installed in the vehicle and purchase a cable kit (Model #9420) to connect the gauge to the Data Logger. Pins number 4 & 10 (see illustration to right) in the connector on the back of the gauge are the sensor signal and ground that must be connected to the data logger. After connecting the gauge to the data logger, the data logger must be calibrated to the sensor. Instructions for wiring and calibration are included with the cable kit.

