

Safety First

The isolator allows interior mounting of pressure gauges without the danger of routing a line containing dangerous fluid into the driving compartment. This is accomplished by plumbing the isolator between the pressure source and the gauge. When pressurized, the fluid bears against a diaphragm inside the isolator, which transmits the pressure through the line connecting the isolator to the gauge. The corresponding fluid pressure is then displayed on the gauge.

WARNING

This isolator must not be used for applications with Nitromethane. This fluid will cause the isolator diaphragm to quickly deteriorate and render it ineffective.

Important Notes

1. Isolator must be mounted in the engine compartment. (Do not mount onto the fire wall -per NHRA/IHRA rules)
2. Do not remove the plastic cap with label until the isolator is connected to the gauge.

Installation

Figure 1

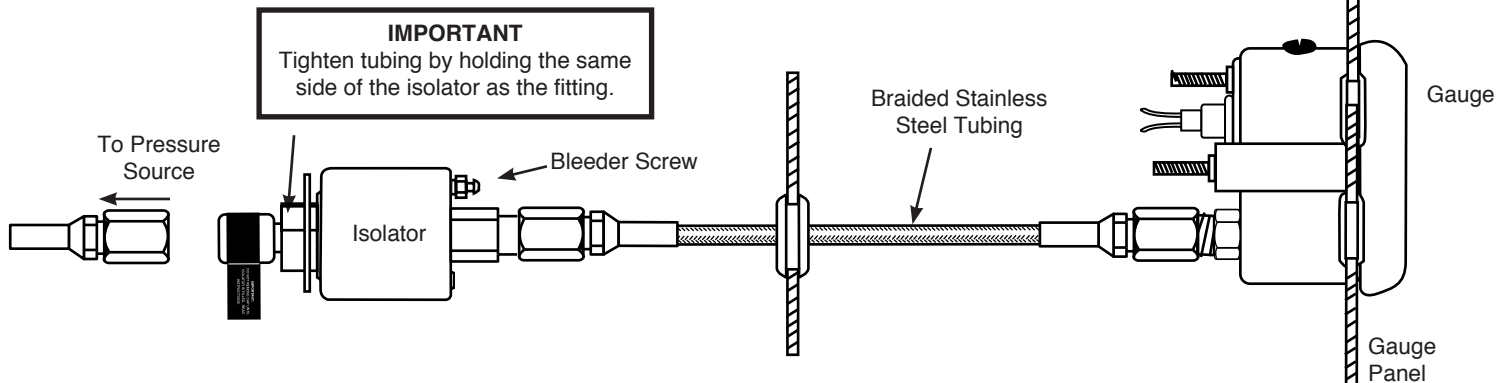
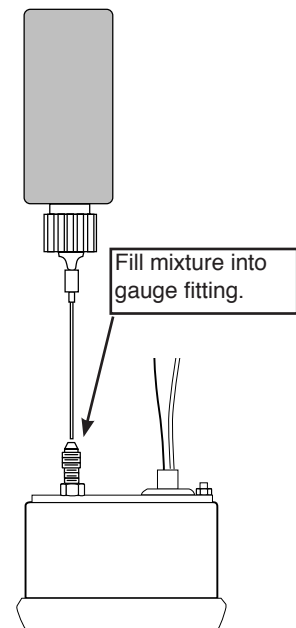


Figure 2

Filling Procedure for the Gauge

(gauge should have a -4AN fitting)

1. Drill a $\frac{3}{32}$ diameter hole through the restriction plug inside the threaded fitting on the gauge.
2. Fill the supplied squeeze bottle approximate $\frac{1}{4}$ the way full with a 50/50 mixture of water and antifreeze. Put the cap and filling needle on the bottle.
3. Being careful not to scratch the lens, set the gauge down with the fitting facing up. Insert the needle into the fitting. Fill the gauge until the mixture comes to the top of the fitting. See Fig. 2 (**Do not spill mixture and allow it to get into the gauge.**)
4. Put the black plastic cap, from the hardware kit, onto the gauge fitting.



Installation of Isolator and Gauge

Tip: To help prevent the isolator from oxidizing and discoloring, it can be cleaned and sprayed with a clear lacquer (available at most hardware stores).

1. Drill a $\frac{7}{8}$ " diameter hole into the fire wall.
2. Route the braided tubing through the firewall into the passenger compartment, and through the gauge mounting hole.
3. Protect the interior of the car in case a leak should occur during the rest of the installation.
4. Hold the gauge with the fitting up and remove the plastic cap from the back of the gauge.
5. While holding the braided tubing up, remove the steel plug and quickly thread the braided tubing onto the gauge. (Be careful not to spill any fluid) See Fig. 3
6. Tighten the tubing securely onto the gauge (11-12 FT. LB.).

NOTE: Fluid leaking from the system will cause the gauge to read incorrectly. If a leak occurs, please send the isolator and line assembly to Auto Meter Products to be refilled. (A refilling fee will be charged to the customer)

7. Slit the rubber grommet provided and position it into the fire wall to firmly hold the braided tubing in place.
8. At this time the plastic cap with label can be removed from the fuel side of the isolator.
9. Tee the isolator into the vehicles fuel system with the appropriate fittings and tubing. It is recommended that Auto Meter tubing be used (Refer to chart).

Note: When tightening the braided tubing or fittings on the isolator, be sure to use the wrench flats just under the fitting to hold the isolator. Do not use the wrench flats on the opposite end of the isolator, doing so could damage the diaphragm as a result (refer to chart for suggested fittings).

10. Start the engine, while engine is running, check for leaks, smooth operation and check the gauge for suspicious readings.

Tubing

| model # | |
|---------|-----|
| 3227 | 3ft |
| 3229 | 4ft |
| 3228 | 6ft |



Fittings

| model # | |
|---------|--|
| 3273 | 45° swivel nut elbow for -4AN |
| 3274 | 90° swivel nut elbow for -4AN |
| 3275 | Ford fuel rail ($\frac{1}{16}$ pipe thread to -4AN) |

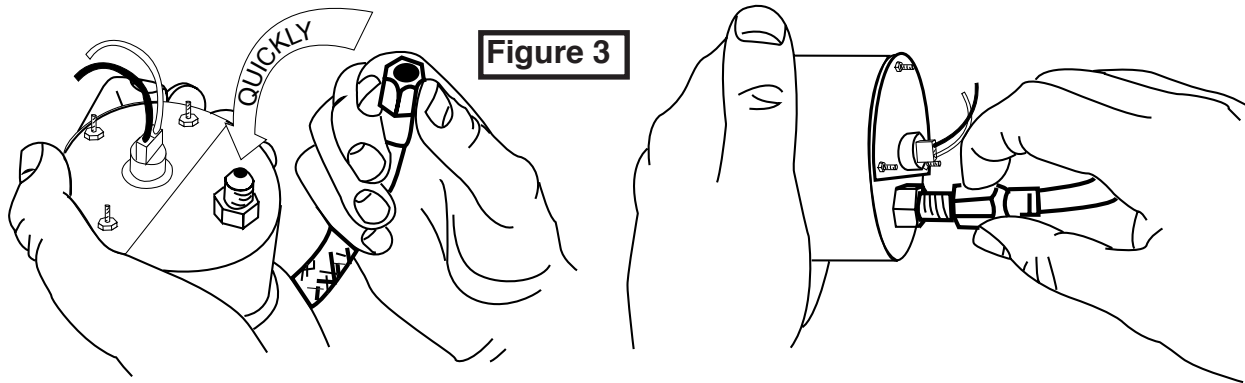


Figure 3

Troubleshooting

1. Gauge indicates pressure when there is no system pressure.

The fluid in the isolator, tubing and gauge has expanded due to a temperature increase. This causes the diaphragm to be forced to the end of its stroke, causing pressure on the gauge side of the isolator. To remove this pressure, disconnect the tubing from the pressure source. **(Do not loosen or remove tubing between the isolator and gauge. Do not allow any fuel to spill onto a hot engine, fire could result. Most fuel injector systems will hold pressure for many hours.)**

Open the bleeder screw to allow the excess 50/50 mixture to come out. Then, being careful not to over tighten, retighten the bleeder screw (16 IN. LB. Max) and reconnect the tubing to the pressure source.

2. Gauge action is erratic

Excess air could be in the tubing between the pressure source and the isolator. You will need to let the air out by loosening the tubing on the isolator just enough to allow the air to bleed out. Do not remove the tubing. Tighten the tubing when fuel starts to trickle out.

3. The gauge stops at a pressure lower than the system pressure.

This is caused by too much air between the isolator and the gauge. If this problem occurs the gauge needs to be removed from the isolator and sent back to Auto Meter Products for refilling. Be sure to plug the tubing after disconnecting the gauge.