

INSTALLATION INSTRUCTIONS

FULL SWEEP ELECTRIC PRESSURE GAUGES



2650-1134-00 Rev. C

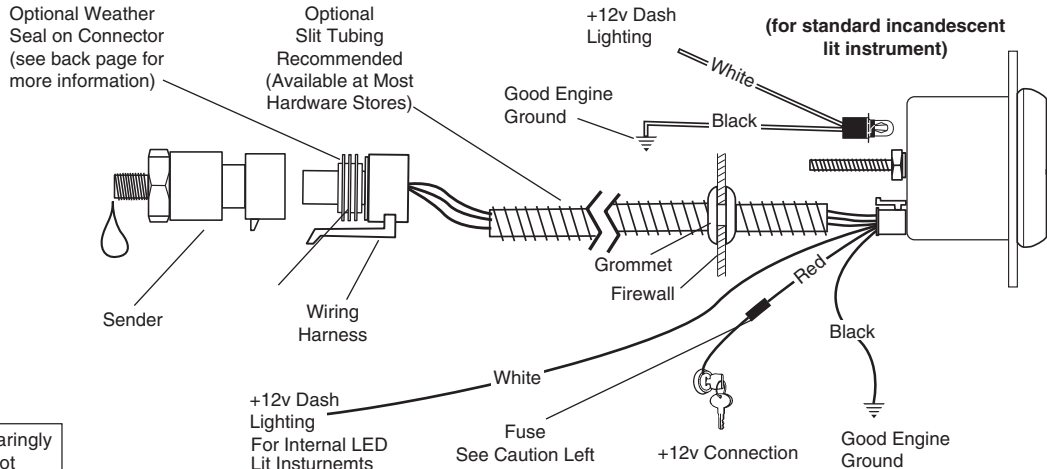
CAUTION!

As a safety precaution, the +12V terminal of this product should be fused before connecting to the 12V ignition switch. We recommend using a 3 AMP automotive type fuse.

NOTE: When the ignition is off the pointer may not always rest at zero.



Use teflon sealing compound sparingly where symbol indicates. (Tape not recommended on these threads.)



Replacement Pressure Harness Model 5227

Installation - Fuel & Oil Pressure

WARNING: The fuel system is pressurized and often retains this pressure for an extended period of time. Properly vent your fuel system before installing the fuel pressure sender. If you are not familiar with the proper method of venting, you **MUST** have this done by an experienced mechanic.

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 2 $\frac{5}{8}$ " hole for 2 $\frac{5}{8}$ " gauges, and a 2 $\frac{1}{16}$ " hole for 2 $\frac{1}{16}$ " 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 the white wire to dash lighting or switchable 12v light source, the red wire to switched +12V source and the black wire to ground. (see diagram for details)

CAUTION: If you will be working with the fuel system, take care to insure no sparks or flames occur. Do not smoke while installing the fuel pressure sender.

6. [For oil pressure gauge installation, an optional 1/4" NPT adapter is included. For fuel pressure gauge, install the 1/8" NPT pressure sender into the fuel system (See caution below). For Ford fuel injected applications with a Schrader valve in the fuel rail, use adapter 3280 between the fuel rail and pressure sender.]
If unit is to be installed on a high vibration application such as a full race engine or engine capable of high RPM, it is strongly recommended that the sender be remote mounted to either the fenderwell or firewall, to insulate from vibration. **Failure to remote-locate pressure senders on such an application could result in gauge failure and potential damage to vehicle and/or operator injury.** Braided stainless steel lines are sold separately by Auto Meter, and can be used to accomplish this.
7. Reconnect negative (-) battery cable.

NOTE: Test all fittings and hoses for any leakage. If any leaks are detected, determine the cause of the leak and repair. Do not operate vehicle if any leaks are detected.

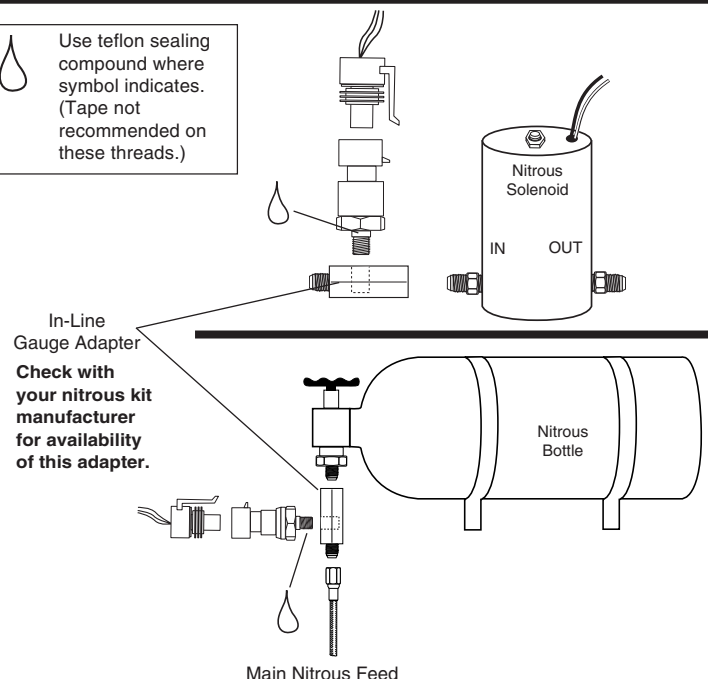
ATTENTION DODGE DIESEL OWNERS: If using on '98-'02 (some '03) Cummins diesel fuels PSI, you **MUST** use #3227 Line Kit and #3279 restrictor to prevent premature failure of sender. Failure to do so will void warranty.

Installation - Nitrous Pressure

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 2 $\frac{5}{8}$ " hole for 2 $\frac{5}{8}$ " gauges, and a 2 $\frac{1}{16}$ " hole for 2 $\frac{1}{16}$ " 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.
5. Connect the white wire to dash lighting or switchable 12v light source, the red wire to switched +12V source and the black wire to ground. (see diagram for details)
6. **Make sure the nitrous bottle valve is closed and there is no pressure in the system.**
7. Remove the main nitrous feed line from the bottle or the nitrous solenoid. Install the in-line gauge adapter (e.g. NOS part #16103 or Edelbrock #76512) either on the nitrous bottle or nitrous solenoid. Re-install the main nitrous feed line. Install pressure sender and wiring harness. For mounting off bottle in rear of car, use 20" sender harness model 5223.
8. Open the nitrous bottle valve.

NOTE: Test all fittings and hoses for any leakage. If any leaks are detected, determine the cause of the leak and repair. Do not operate vehicle if any leaks are detected.

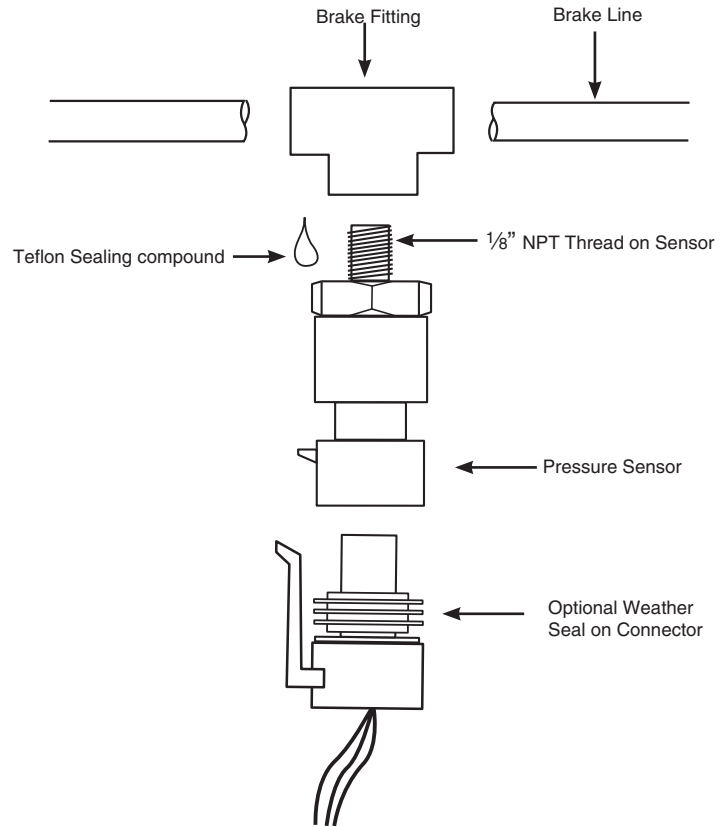
Use teflon sealing compound where symbol indicates. (Tape not recommended on these threads.)



Installation - Brake Pressure

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 $2\frac{5}{8}$ " hole for $2\frac{5}{8}$ " gauges, and a $2\frac{1}{16}$ " hole for $2\frac{1}{16}$ " 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.
 5. Connect the white wire to dash lighting or switchable 12V light source, the red wire to switched +12V source and the black wire to ground. (see diagram for details)
 6. **If you are not familiar with proper brake system bleeding procedures, do not install this gauge. Have a qualified mechanic do it for you.**
 7. Locate a $\frac{1}{8}$ "-27 NPT port in your brake system in a location where you would like to measure brake pressure. If no port is available, you will need to install a tee fitting in the brake line you want to measure. Only use fittings that are approved for use in brake systems.
 8. Install the pressure sensor in the $\frac{1}{8}$ "-27 NPT port using a Teflon thread sealing compound.
 9. Bleed the brake system using standard brake bleeding procedures.
- Again, if you are not familiar with proper brake system bleeding procedures, do not install this gauge. Have a qualified mechanic do it for you.**

Note: Install sensor with electrical connector facing down to allow any air in the sensor to escape during bleeding.



Power-Up

The pointer will move backward to the stop pin and then move to the zero box. 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.

Weather Proof Sender Connector Bleeding

The connector supplied on your wire harness is a weather sealed connector. When plugging in this connector, it creates a temporary air lock which can cause the sender to read low for a short amount of time. This is due to the pressure created in the connector chamber with plugging in the connector. Over time this pressure bleeds off through the wiring. For immediate accuracy you may either remove the purple weather seal from the connector, or simply vent the connector by using a small tool, such as a pick or screwdriver and momentarily push the orange weather seal aside. (See Picture)

