


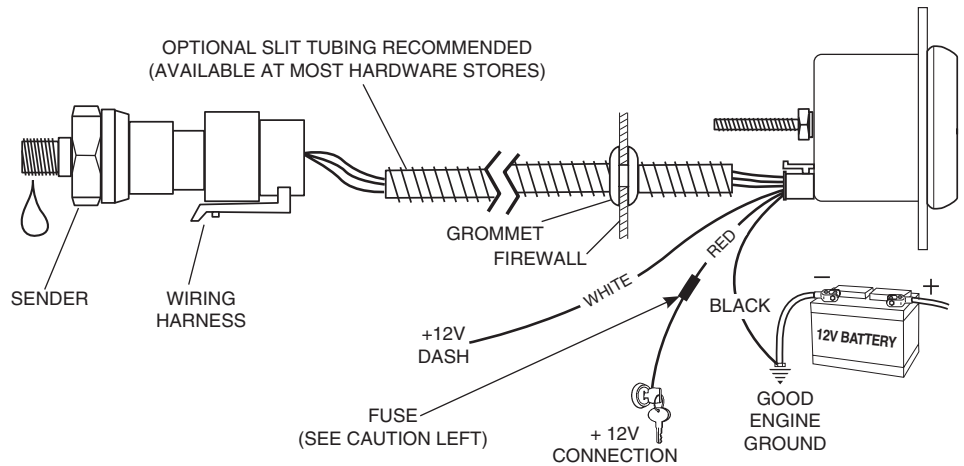
INSTALLATION INSTRUCTIONS DIGITAL PRESSURE GAUGES

2650-1241-00



 Use teflon sealing compound sparingly where symbol indicates. (Tape not recommended on these 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 - Fuel & Boost 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 2¹/₁₆" hole. 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) Digital display will dim when power is applied to white wire.
6. **For fuel pressure gauge**, install the 1/8" NPT pressure sender into the fuel system (See warning). For Ford fuel injected applications with a Schrader valve in the fuel rail, use adapter 3280 between

WARNING: Not compatible with Nitromethane, Methanol, or 100% MTBE.

- 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. **For boost pressure gauge.** Boost pressure needs to be installed in the intake system after the turbo or supercharger. The sender in this kit uses a 1/8" NPT thread. You will have to use either an appropriately sized T with a 1/8" NPT hole installed in a vacuum line, or if no vacuum lines are available you will need to drill and tap the intake to thread the sender in directly. **USE CAUTION!** Removal of the intake for drilling and tapping is recommended to avoid dropping metal shavings into the engine.
 8. Reconnect negative (-) battery cable.

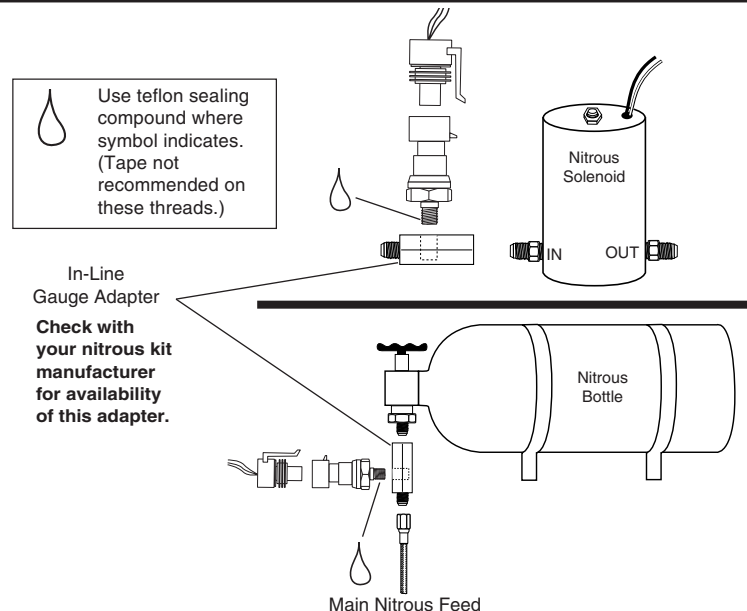
NOTE: Test all fittings and hoses for any leakage. If any leaks are detected, determine the cause of the leak and repair. Do not operate vehicle if any leaks are detected.

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.

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 2¹/₁₆" hole. 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) Digital display will dim when power is applied to white wire.
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 on in-line gauge adapter 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.

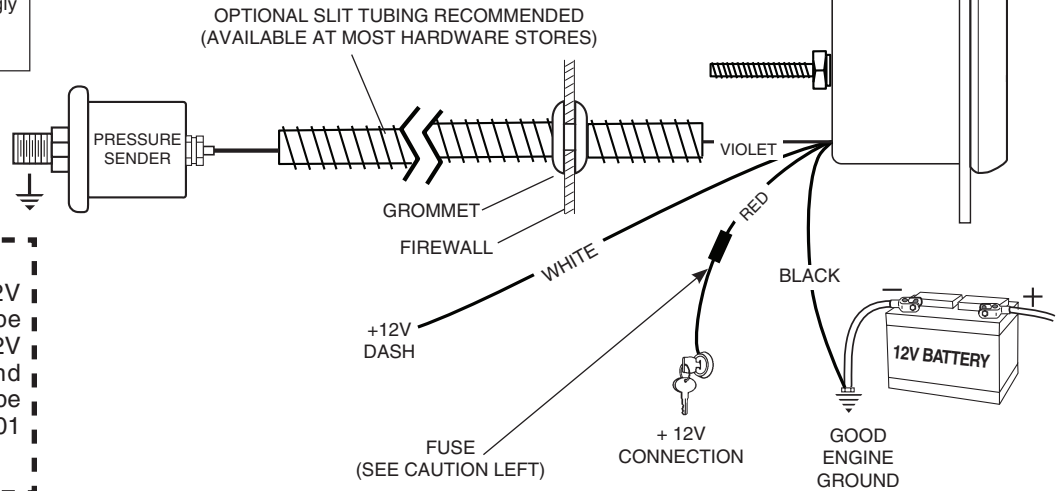
NOTE: Test all fittings and hoses for any leakage. If any leaks are detected, determine the cause of the leak and repair. Do not operate vehicle if any leaks are detected.



Installation - Oil Pressure



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

- 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 2-1/16" hole. Use supplied brackets and nuts to secure gauge to dash.
 4. 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) Digital display will dim when power is applied to white wire.
 5. Install sender into pressure port of appropriate type. **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. Sender features 1/8" NPT male fitting and comes with 1/4" NPT adapter. Sender

should automatically be grounded when installed into a grounded component.

If not, or if remote relocation of sender is required, a ground connection to sender "body" may need to be made. (but not to sender terminal)

6. Route the violet wire through the firewall. If a new hole is drilled in the firewall, a grommet is recommended. Connect the violet wire to the terminal post on the pressure sender.
7. 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.

Sender Error

If no sender is connected, the gauge will display "EØ". Approximately 4 seconds after the sender is connected, the gauge will display the fuel level and resume normal operation. If sender is hooked up and "EØ" is displayed, check sender for improper ground or open circuit.

Power-Up

When power is applied to the gauge, the display will light up with all eights immediately followed by the gauge firmware version. After the firmware version is momentarily displayed, the gauge will begin normal operation and display real time sender readings.