

OIL PRESSURE INDICATOR

INSTALLATION:

Remove oil light sender from the side of the engine block and disconnect the wire from the indicating light on the dash. Connect the coiled end of the tubing to the engine block (where the oil light sender was removed) and the other end to the pressure gauge. Where required, use adaptor bushing on all cars with larger oil gallery tap. (See fig. 1).

TYPICAL GALLERY TAP SIZES

Ford	1/4
GM	1/8 (most)
Chrysler	1/8 and 1/4
Independent (Rambler, Willys)	1/8

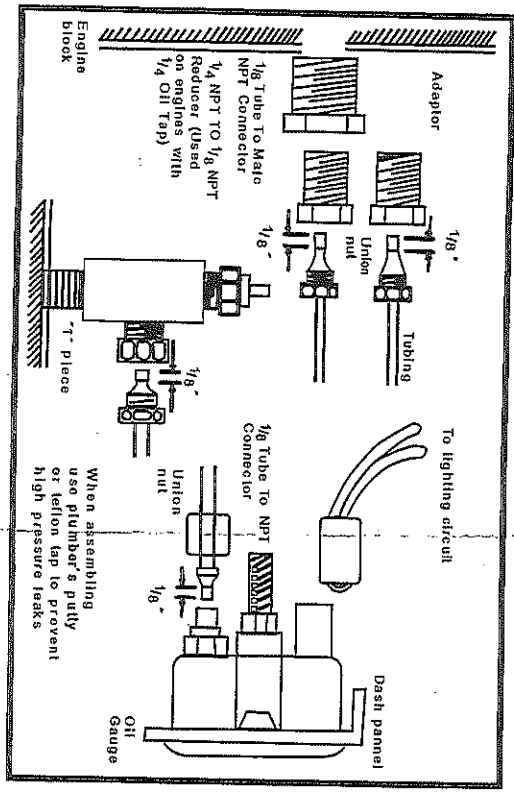


Figure 1

CAUTION: DO NOT PLACE TUBING NEAR ANY HOT EXHAUST SYSTEM COMPONENTS

WHEN USING INDICATING LIGHT AND OIL PRESSURE GAUGE

Insert bushing, nipple and "T" fitting (not furnished) in place of the present oil light sending unit located on the side of the engine block. Connect the tubing to one side of the "T" fitting and the other end to the oil pressure gauge. Connect oil light sender unit to the other side of the "T" fitting.

AMMETER OR ALTERNATOR CURRENT INDICATOR

INSTALLATION:

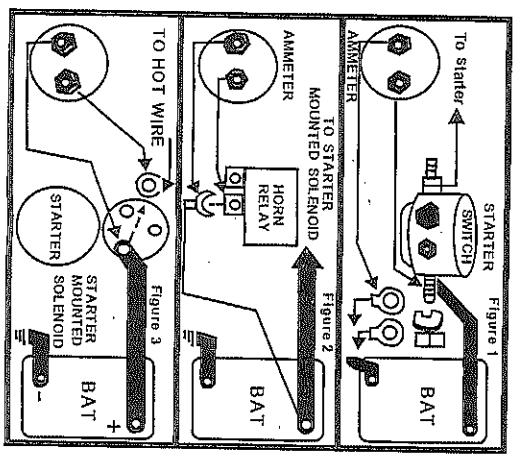
To install ammeter correctly, break existing connection and mount the ammeter in series. **DONOT** connect between the heavy wires from the battery to the starter. Proper connection will insure that all battery current drain that exceeds the alternator/generator charging rate will be indicated as a - (discharge) on the gauge and any alternator or generator charging current output that exceeds the total battery current drain will be shown as a + (charge).

NOTE:

- A. To install the ammeter correctly requires that all added wiring be the same gauge (or larger) as the wiring found on the car (typically #12 or #10 AWG).
- B. Do not attempt to connect any wires between the brass hex nuts and washers right at the back of the indicator case. This can cause loose connections and erratic operation.

CONNECTIONS:

- A. In cars with magnetic starter switches (such as Ford or Chrysler).
 1. See figure 1.
 2. Mount the ammeter where desired and route the wires from the ammeter through the firewall to the magnetic starter switch.
 3. At the large solenoid terminal, where the cable from the battery connects, disconnect all wiring EXCEPT the heavy battery cable.
 4. Connect all the wires removed from the starter switch in Step 3 together with a nut and bolt.
 5. Connect securely one ammeter wire to the group of wires in Step 4 and insulate to make certain there is no possibility of these wires touching any part of the chassis, body, engine, etc. of the car.
 6. Connect the other ammeter lead wire to the magnetic starter switch terminal to which the heavy battery cable connects. (Same terminals from which wires were removed in Step 3).
 7. With engine off, turn headlights on and observe the direction of the ammeter needle movement. It should point to the left or - (discharge). If it points to the right or + (charge), reverse the position of wires at rear of ammeter.
 8. After obtaining proper indication be sure to securely tighten all connections. Also make sure no part of the wire conductors exposed in the connecting of the instrument can touch any grounded part of the car.



B For cars with a separate, or horn relay, mounted junction terminal (GM, etc).

1. See Fig. 2
2. See Step A-2
3. Disconnect the wire running from the hot battery post to horn relay or junction terminal (usually black) at the junction terminal.
4. Connect one ammeter wire to the terminal post from which the hot lead was just removed.
5. Connect securely the other ammeter lead to the hot wire disconnected in Step 3 above, and insulate from any ground contact.
6. Follow instructions in Steps A-7 and A-8.

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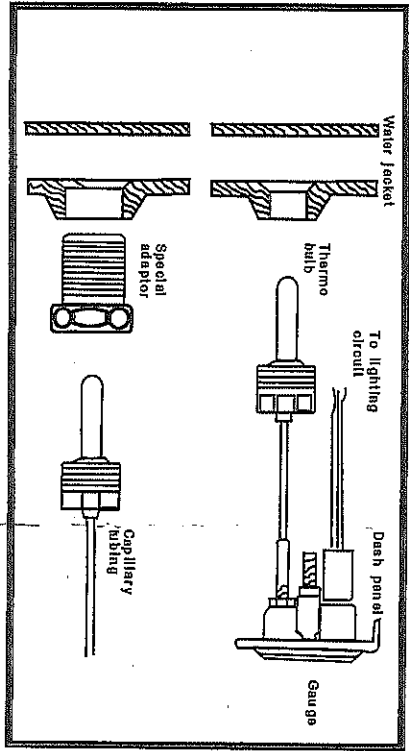
C For cars with the starter solenoid mounted directly on the starter (Chrysler and most independents).

1. See figure 3.
2. See Step A-2.
3. Disconnect the smaller wire (red) from the solenoid terminal where the heavy battery cable is terminated.
4. Connect one ammeter lead to the wire just removed from the solenoid battery terminal and insulate the joint.
5. Connect the other ammeter lead to the solenoid battery terminal post.
6. See Steps A-7 and A-8.

WATER TEMPERATURE GAUGE

INSTALLATION:

1. Select a position on the dash for mounting the gauge or group of gauges. Drill 7/8" hole in the firewall approximately in line with this position. Insert bulb tube and fitting through hole and proceed to mount gauge on dash.
2. Locate suitable opening in the block to reach the cooling system water or locate the presently installed water temperature sender. Insert bulb on end of tube into the hole and screw fitting on tube into the hole until bulb is held securely in place.
3. Fitting on end of tube fits most cars. If it does not fit your car, use enclosed adaptors or, in extreme cases, check with your dealer so you will be able to purchase the correct adaptor to make the fitting work.



ILLUMINATING INSTRUCTIONS FOR ALL GAUGES

1. Splice the wire from the lamp bulb socket into any wire presently used for lighting your instrument panel. Tape to insulate. This will allow the lighting of your gauges to operate off the same switch as your dash lights.
2. Be sure that mounting panel is electrically grounded to chassis of car to ensure steady gauge indications and light intensity.
3. To connect your gauge to 6 volt system remove presently installed 12 volt bulb and replace with 6 volt bulb not included.

INSTALLATION INSTRUCTIONS FOR

OIL PRESSURE GAUGE

AMMETER and ALTERNATOR

CURRENT GAUGE

WATER TEMPERATURE GAUGE

These gauges have been designed and manufactured to exacting quality standards to give maximum service and reliability. They can be used in place of, or in addition to, presently operating indicator lights. Gauges insure greater accuracy and provide a wider margin of safety than indicator lights.