

# ***OIL PRESSURE GAUGE***

## ***INSTALLATION INSTRUCTIONS***

Disconnect the vehicle's negative battery cable from the battery and do not reconnect it until the gauge is completely installed.

This product can be used either with the vehicle's existing oil pressure sender, or by itself. Many vehicles now utilize the sending unit for functions that are controlled by their computer, and it's important to continue to use the sender, while still using this gauge. When doing this it is necessary to purchase a "T" fitting from your auto parts dealer. Figure one on the reverse side shows a typical installation using this type of fitting. The vehicle's sending unit is removed from the block, and the "T" is screwed in it's place. The original sender is then screwed in one end of the "T" and this gauge's fitting is screwed in the other end.

**NOTE: ALWAYS USE A PIPE SEALING COMPOUND OR TEFLON TAPE ON ALL THREADS TO PREVENT ANY LEAKAGE.**

If you wish only the gauge to work, and not the original warning light, see figure two on the reverse side. Remove the vehicle's original equipment sending unit and use electrical tape to insulate the end of the wire removed from the sender. Install the engine fitting that is supplied with this gauge. Slide the hex nut over the tubing. Place the ferrule on the tubing approximately 1/8" from the end. Screw the hex nut to the engine fitting and tighten.

**DON'T FORGET THE PIPE SEALING COMPOUND OR TEFLON TAPE.**

Form several "spring-like" coils near the end of the tubing at the engine block. These coils will prevent breakage of the tubing due to the movement of the engine on it's mounts.

The tubing should not come in contact with any hot engine parts, such as the exhaust manifold or the exhaust pipe, and must not chafe against any part of the vehicle.

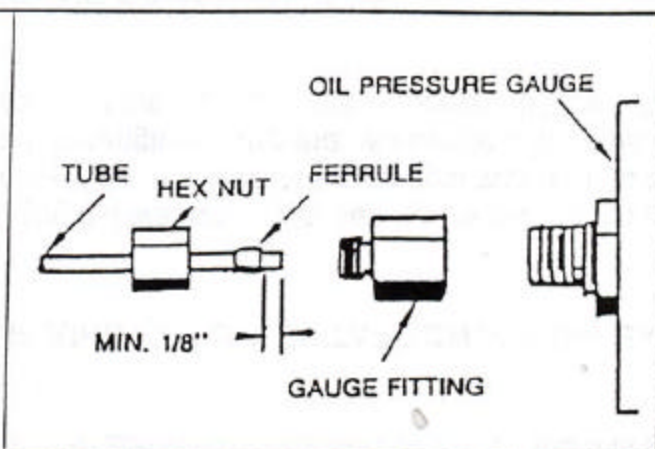
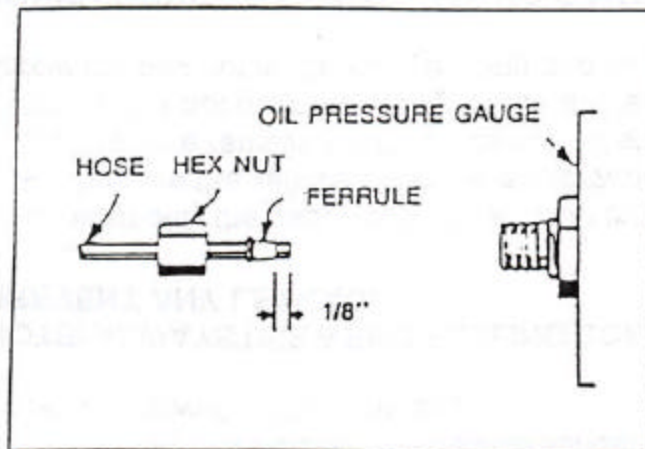
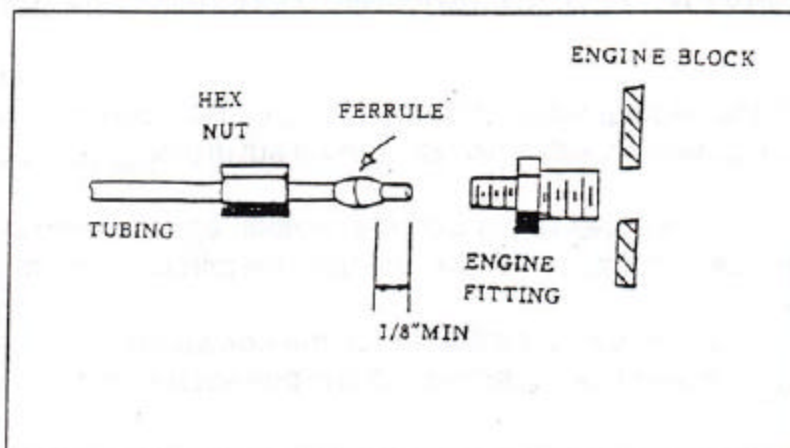
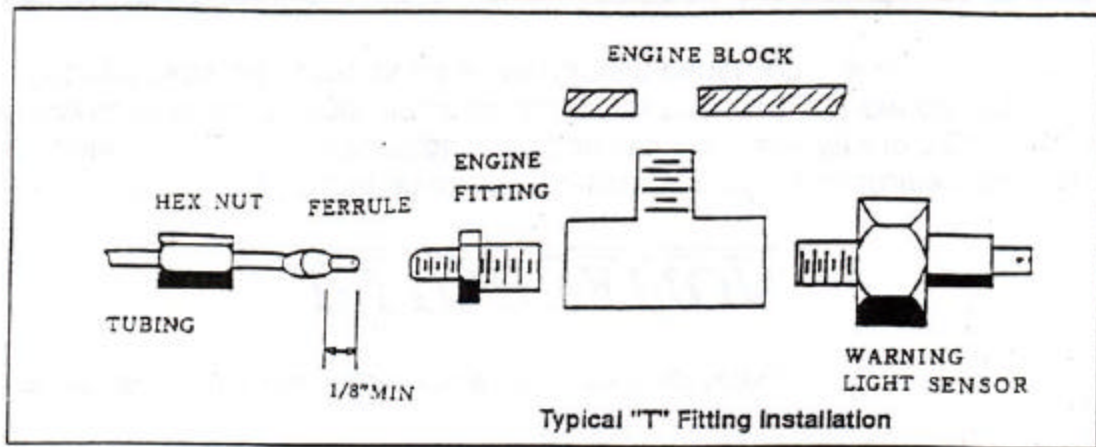
Route the tubing through a 3/16" hole in the firewall. Slide the hex nut over the tubing (figure 3). Place the ferrule on the tubing approximately 1/8" from the end. Screw the hex nut to the fitting on the rear of the gauge, and tighten

**DON'T FORGET TO USE PIPE SEALING COMPOUND OR TEFLON TAPE ON ALL THREADS.**

Reconnect battery leads and start the engine and check for leaks.

## ***ILLUMINATION***

Splice the free end of the red wire into an existing lead of one of the instrument panel lamps of the vehicle and insulate carefully with electrical tape. Connect the black wire to a good vehicle ground. The gauge is now connected to a light circuit controlled by the headlight switch and will operate and be controlled in brightness the same as other instrument panel lights are.



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