

## INSTALLATION INSTRUCTIONS

# FULL SWEEP ELECTRIC PRESSURE GAUGES

2650-1381-00

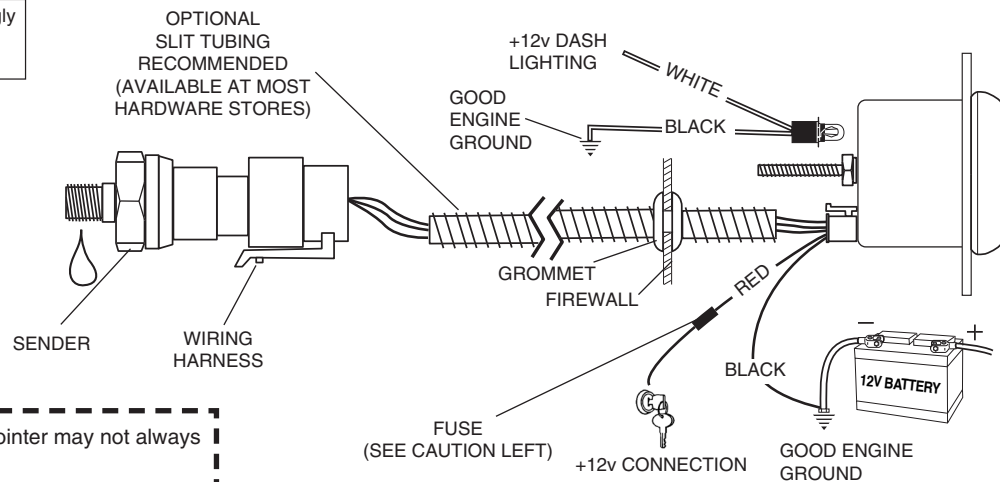


Use teflon sealing compound sparingly where symbol indicates. (Tape not recommended on these threads.)

### 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).

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



## Installation - Fuel 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. If necessary to pass wiring through a firewall or divider in your application, use the provided rubber grommet in 1" diameter hole.
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. Install the  $\frac{1}{8}$ " NPT pressure sender into the fuel system (See warning in next column). 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 the 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.
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.

**WARNING:** Not compatible with Nitro methane, Methanol, or 100% MTBE.

### 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.

## 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.