

**CAUTION:** Disconnect the battery during installation. Tighten nuts on the back clamp only slightly more than you can tighten with your fingers. Six inch-pounds of torque are sufficient. Over tightening may result in damage to the instrument and may void your warranty. Gasket cement or other adhesive is not required to secure tubing to fittings.

1. Be certain to use stranded, insulated wire not lighter than 18AWG that is approved for marine use. It is recommended that 1/4" insulated blade terminals be used on lighting connections to the instrument.
2. On your engine, locate and remove the plug that is screwed into the water-cooling jacket. Replace the plug with the proper size male tube fitting (one 1/8NPTF fitting supplied). Push one end of the supplied tubing securely onto that fitting.
3. Run tubing along the inside of the boat's gunwale avoiding sharp turns, crimping, kinking, or other forces that may reduce the inside diameter of the tubing. Do not coil any excess, as the tubing should be cut to length.
4. Cut a 2-1/16" diameter hole in the dash and mount the gauge with the back clamp supplied. If required, cut a .175" wide by .115" deep notch to accept the key on the case. See detail below.
5. After installing the gauge in the dash, cut tubing leaving a small amount of slack and press fully onto the male fitting on the back of the gauge.
6. Connect the blade terminals adjacent to the twist-out light assembly to the positive (+) and negative (-) sides of the boat's instrument lighting circuit.
7. Reconnect the battery.

**NOTE:** To change the light bulb, twist out black socket assembly one-eighth turn counterclockwise until it pops out. Bulb pulls straight out of assembly. It is a GE No. 161 instrument lamp.

(See diagram below for connections)

