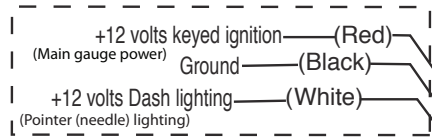


2-1/16" Gauge Instructions

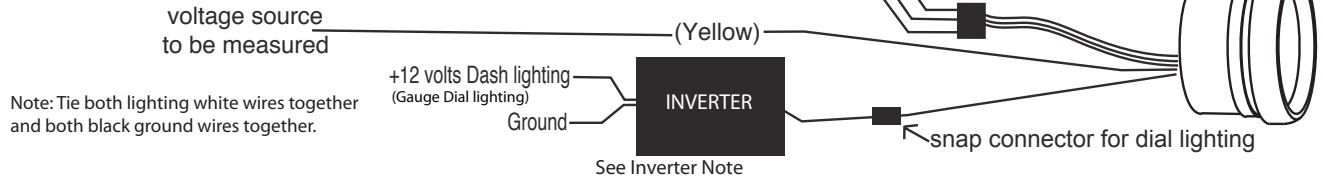


Voltage Gauge

Note: Tie both lighting white wires together and both black ground wires together.



Power Draw = 0.2 Amp
3A to 5A Inline Fuse Recommended for +12 Keyed Ignition

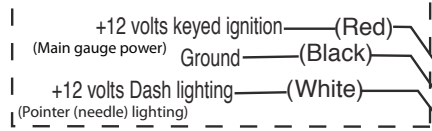


Note: Tie both lighting white wires together and both black ground wires together.

See Inverter Note

Pressure Gauges

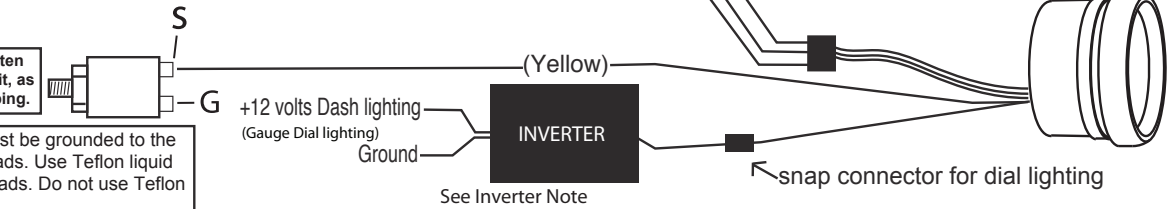
Note: Tie both lighting white wires together and both black ground wires together.



Power Draw = 0.2 Amp
3A to 5A Inline Fuse Recommended for +12 Keyed Ignition

Important: Do not over tighten the nuts on the sending unit, as they can be prone to snapping.

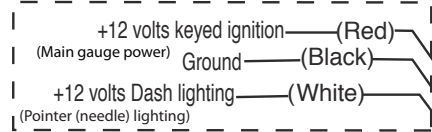
Note: Pressure sensor must be grounded to the engine block through threads. Use Teflon liquid sealing compound on threads. Do not use Teflon tape.



See Inverter Note

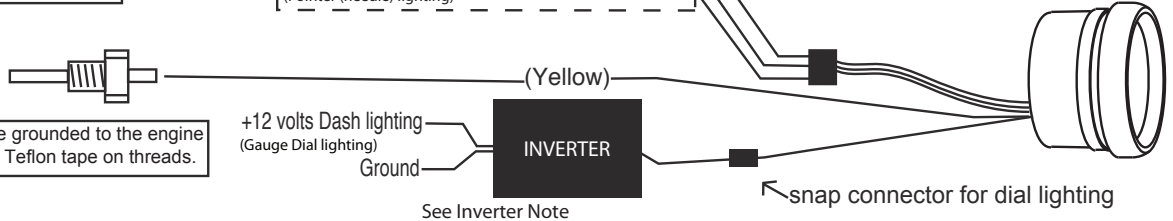
Temperature Gauges

Note: Tie both lighting white wires together and both black ground wires together.



Power Draw = 0.2 Amp
3A to 5A Inline Fuse Recommended for +12 Keyed Ignition

Note: Temp sensor must be grounded to the engine block through threads. Use Teflon tape on threads.



See Inverter Note

1. Disconnect negative (-) Battery Cable

Dial Lighting Inverter Note: Single EL dial lighting inverter included with individual gauge. Multi-gauge EL dial inverter included with gauge set of 3 to 8 gauges.

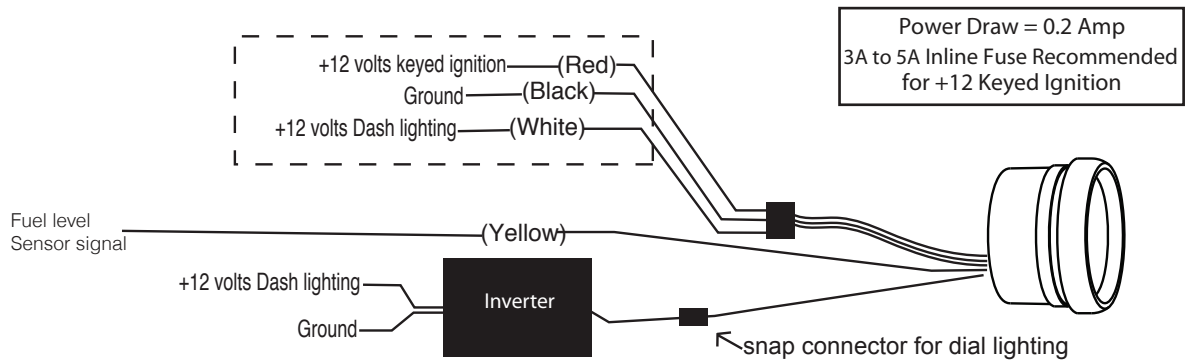
2. Connect wiring as above.

Protect any unused connectors. Damage to an unused connector could cause inverter failure.

3. Mount Gauge for easy viewing. Use spin lock ring (included) to mount to panel. Spin ring threads in both directions (depending on your dash panel thickness). Snap Gauge connector to wiring connector

4. Reconnect negative (-) battery cable.

2-1/16" Programmable Fuel level instructions

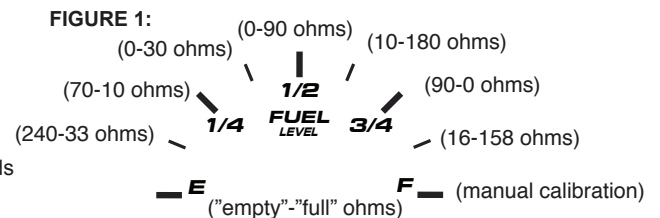


Fuel Level Gauge Calibration

Attention: CALIBRATION REQUIRED. The Fuel Level Gauge will not operate correctly until it has been calibrated to the vehicle's fuel level sender.

The fuel level gauge can be manually calibrated to any existing fuel tank sender or you can select one of the calibration presets (See Figure 1).

(Factory default setting is 240 Ohms Empty and 33 Ohms Full.)



1. While the gauge is powered up, press and hold the button down for 10-12 seconds until the pointer (needle) points at '1/8' tank then release the button. You are now in calibration mode.

2. Press and release button to toggle between available preset resistive ohm range options (see figure 1). The pointer will stop to each available setting with quick button presses. At the desired ohm range, press and hold the button down for 2 seconds to save the ohm range preset.

The pointer will then point to 'E' and begin displaying the current fuel level.

*****Manual Calibration***** How to calibrate the FUEL LEVEL gauge to a custom Ohm Range:

If the preset ranges will not work for your fuel level sender then you have the option to manually calibrate the gauge.

Required: Fuel level sensor MUST be connected to gauge during manual calibration. The Fuel Level sender must be in the corresponding Full or Empty state that you desire to calibrate. (If the fuel level sender is installed in a fuel tank, the tank will have to be full to calibrate the full condition and the tank will have to be empty to calibrate the empty condition.)

1. While the gauge is powered up, press and hold the button down for 10-12 seconds until pointer (needle) points at '1/8' tank then release the button.

2. Press and release button until the pointer is pointing at the 'F' (see figure 1). Hold the button down for 2 seconds. Release the button; the pointer will now oscillate between 'E' and 'F'. You are now in Manual Calibration mode.

3. **To calibrate Empty condition**, follow manual calibration steps 1 & 2: While your fuel tank is empty; when the pointer points at 'E' press the button. The gauge will exit the calibration menu and will attempt to display the current fuel level.

To calibrate Full condition, follow manual calibration steps 1 & 2: While your fuel tank is full; when the pointer points at 'F' press the button. The gauge will exit the calibration menu and will attempt to display the current fuel level.

Important: Both Empty and Full conditions have to be calibrated before the gauge will display the fuel level accurately.

Clock Gauge

Note: To adjust time use included 3.5mm jack plug button.

1. plug into back of gauge.
2. press and hold button to rotate clock hands to current time

