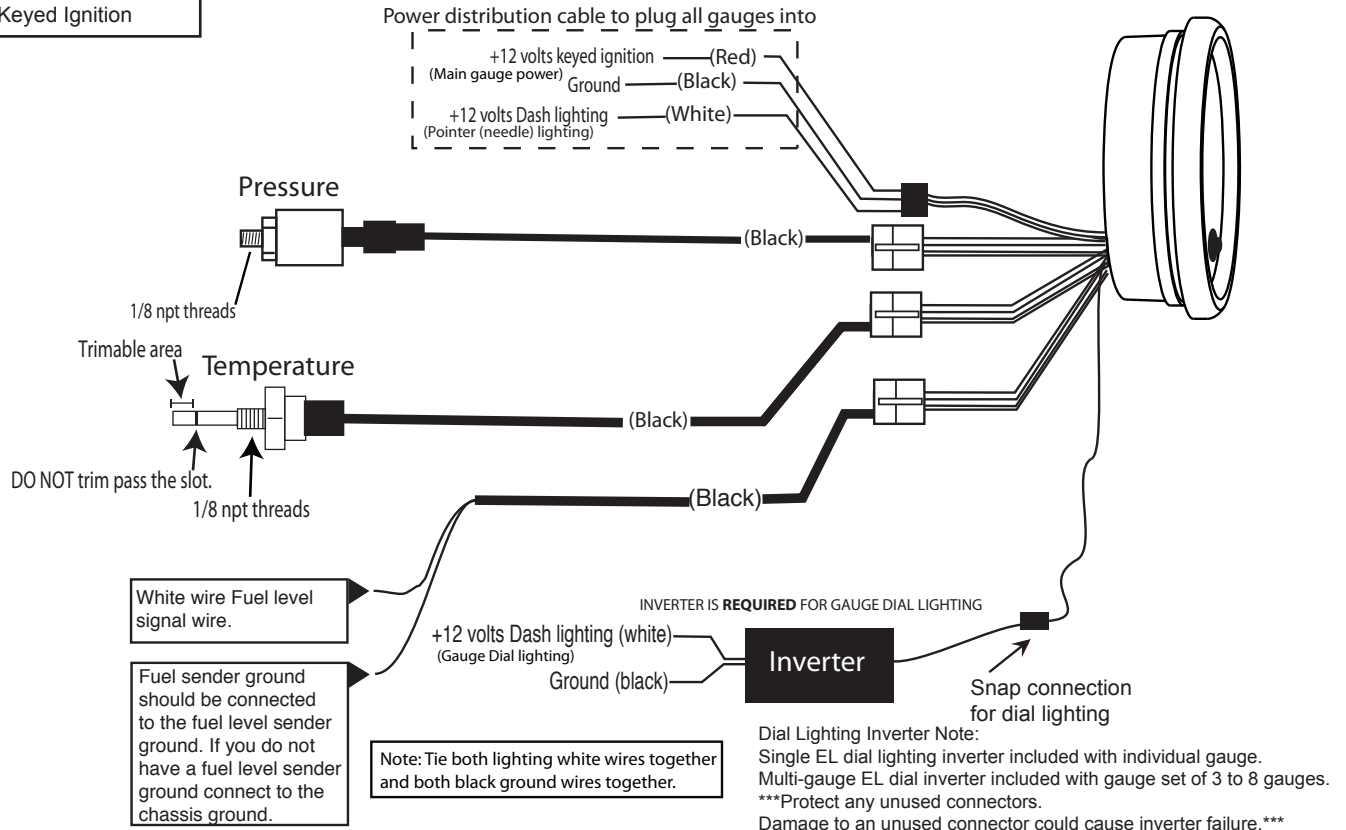


Power Draw = 0.2 Amp
3A to 5A Inline Fuse Recommended
for +12 Keyed Ignition

Note: When gauge power is off the pointer(needle) will remain in last powered position.



1. Disconnect negative (-) Battery Cable
2. Connect wiring as above.
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.

Set the warning light option.

Setting warning LED for both low and high.

Led can be set to turn on for both a low or high condition for temperature, pressure gauges, and voltage gauges. Fuel level warning light is ONLY for the low fuel condition.

To reset LED set point at any time follow this procedure again.

1. To enter LED calibration mode, Press and hold button with gauge power off. Turn on gauge power. Release button. You will see each warning LED light up for 2 seconds. Pressing and releasing the button while that particular gauges warning light is lit will enter the set point for that gauge.
2. Pointer will slowly scan clockwise from full low condition on dial. Press button at desired low warning set point. LED will blink to indicate low warning has been set. **Note: Pressing button at full low on dial will turn off Lean LED warning so that it does not light up.**
3. Pointer will now travel to full high condition on dial and slowly scan counterclockwise. Press button at desired set point for high condition. LED will blink to indicate high warning has been set. **Note: Pressing button at max high position on dial will turn off high LED warning so that it does not light up.**

Note: Setting a low warning will turn on LED when pointer travels below the low set point. Setting a high warning will turn on LED above the high set point.

4. Repeat procedure for next gauge.
5. Turn gauge power off and back on to exit menu.

WARRANTY - Speedhut Inc. warrants to the consumer for a period of 5 years from the date of purchase that this product will be free from defects in materials or workmanship. Speedhut warrants to the consumer for a "LIFE-TIME" that the product circuit board will be free from defects in materials or workmanship. This warranty is limited to the repair or replacement of Speedhut Inc products. Speedhut Inc is not responsible for special, incidental or consequential damages or costs incurred due to the failure of this product. Modification to the product, improper use or installation, accident, water damage, abuse, unauthorized repairs or alterations voids this warranty. Speedhut Inc disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by Speedhut Inc. Please contact Speedhut Customer Support If you have a problem with this product | support@speedhut.com | 801-221-1460 (9am - 5pm MST)

Setting LED brightness both day and night.

At any time while gauge is running, press and release button to show current LEDs brightness. After a couple second delay, if button is not pressed this current setting is re-saved. LEDs will blink to indicate setting has been saved. To change LEDs brightness press and release the button to advance to next higher brightness level. LEDs brightness will loop through 5 possible brightness settings including off as you press and release the button. At acceptable brightness level do not press button for couple second delay. LEDs will blink to indicate setting has been saved. **Note: Setting the brightness level when gauge lighting is on, will set the night brightness level. Setting the brightness level when gauge lighting is off will set the day brightness level.**

Peak recall memory

Press and hold gauge button down and gauge needle pointers will move between low and high peak on all gauges (except fuel level). Gauge will continue toggling between low and high peaks as long as button is pressed.
 Note: low peak becomes active once gauge needle travels up at least 1/8 scale initially. Once this condition occurs low peak becomes active and will record the lowest reading the gauge achieves.

To retain peak reading (NOT CLEAR IT)

While showing peak reading, release button, wait 5 seconds, gauge will return to normal and retain the peak reading.

To clear peak reading

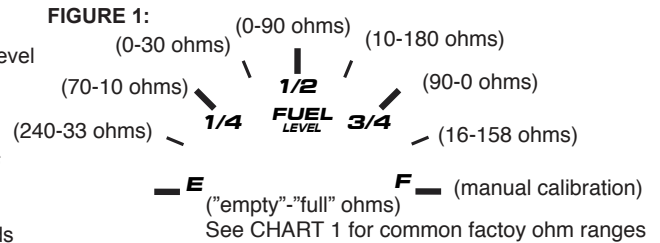
While showing peak reading, release button, and immediately press and release again within 5 seconds. LED will flash 2 times the pointers will travel to zero to indicate peak has been cleared

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 quad gauge can be manually calibrated to YOUR existing fuel tank sender or calibrated by selecting one of the preset calibration curves available. To enter fuel level calibration follow these steps below.

The quad 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 (you will see gauge enter peak recall memory mode during this time) until only the fuel level LED lights up. 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 LED will blink 2 times to indicate the preset has been saved and the gauge will return to normal operation.

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 fuel level gauge.

Required: Fuel level sensor MUST be connected to fuel level 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 (you will see gauge enter peak recall memory mode during this time) until only the fuel level LED lights up.
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:** While your fuel tank is empty, press the button when the fuel level gauge points at 'E'.
To calibrate Full condition: While your fuel tank is full, press the button when the fuel level gauge points at 'F'.
4. Turn gauge power off and back on to exit calibration; the fuel level gauge will now attempt to display the current fuel level. You can reset gauge calibration as many times as needed, just repeat procedure above.

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

CHART 1: Common Factory Ohm Ranges

Empty	Full	Vehicle Application	Empty	Full	Vehicle Application
0 ohms	30 ohms	Most pre-'65 GM	240 ohms	33 ohms	Use with 3262 sender
0 ohms	90 ohms	Most GM 65-present	10 ohms	70 ohms	Ford Bi-Metallic Gauges (pre 1987 F-Series Trucks)
16 ohms	158 ohms	Most '87-present Fords	15 ohms	160 ohms	Ford Magnetic Gauges (1987 and later F-Series Trucks)
73 ohms	8-12 ohms	Most Fords before '87 and most Chrysler			