

# INSTALLATION INSTRUCTIONS

## FULL SWEEP ELECTRIC PRESSURE GAUGES

2650-1134-00 Rev. D



### CAUTION!

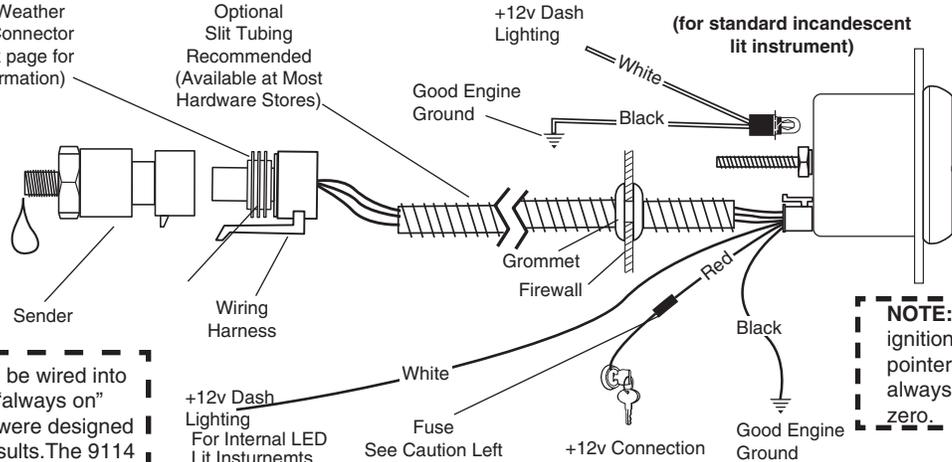
As a safety precaution, the +12V terminal of this product should be fused before connecting to the 12V ignition switch. We recommend using a 3 AMP automotive type fuse.



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

Optional Weather Seal on Connector (see back page for more information)

Optional Slit Tubing Recommended (Available at Most Hardware Stores)



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

The white wire on LED lit instruments can also be wired into a 12V key on ignition, like the red wire, for an "always on" illumination. Some styles, like Chrono Series, were designed with an "always on" illumination for the best results. The 9114 Dimmer Module can also be used with either configuration.

Replacement Pressure Harness Model 5227

## Installation - Fuel & Oil 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. Drill 1" diameter hole where wires pass through sheet metal (such as firewall) and install rubber grommet provided. (Grommet will require slit.)
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)

**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.

6. [For oil pressure gauge installation, an optional 1/4" NPT adapter is included. For fuel pressure gauge, install the 1/8" NPT pressure sender into the fuel system (See caution below). For Ford fuel injected applications with a Schrader valve in the fuel rail, use adapter 3280 between the fuel rail and pressure sender.]  
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 either the fenderwell or 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.
7. 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.

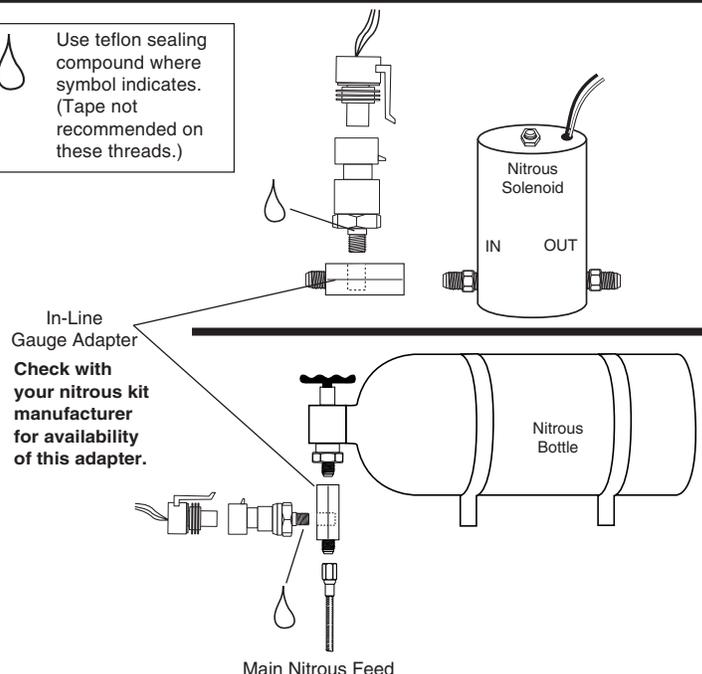
**ATTENTION DODGE DIESEL OWNERS:** If using on '98-'02 (some '03) Cummins diesel fuels PSI, you **MUST** use #3227 Line Kit and #3279 restrictor to prevent premature failure of sender. Failure to do so will void warranty.

## Installation - Nitrous Pressure

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. Drill 1" diameter hole where wires pass through sheet metal (such as firewall) and install rubber grommet provided.
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. **Make sure the nitrous bottle valve is closed and there is no pressure in the system.**
7. Remove the main nitrous feed line from the bottle or the nitrous solenoid. Install the in-line gauge adapter (e.g. NOS part #16103 or Edelbrock #76512) either on the nitrous bottle or nitrous solenoid. Re-install the main nitrous feed line. Install pressure sender and wiring harness. For mounting off bottle in rear of car, use 20" sender harness model 5223.
8. Open the nitrous bottle valve.

**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.

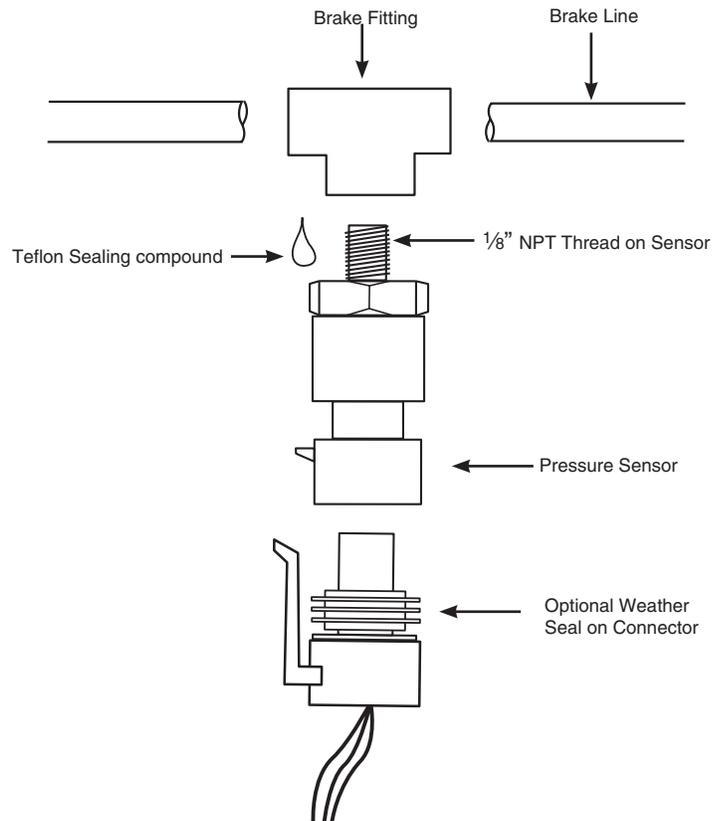
Use teflon sealing compound where symbol indicates. (Tape not recommended on these threads.)



# Installation - Brake Pressure

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<sup>5</sup>/<sub>8</sub>" hole for 2<sup>5</sup>/<sub>8</sub>" gauges, and a 2<sup>1</sup>/<sub>16</sub>" hole for 2<sup>1</sup>/<sub>16</sub>" gauges. Use supplied brackets and nuts to secure gauge to dash.
  4. Drill 1" diameter hole where wires pass through sheet metal (such as firewall) and install rubber grommet provided.
  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. **If you are not familiar with proper brake system bleeding procedures, do not install this gauge. Have a qualified mechanic do it for you.**
  7. Locate a 1/8"-27 NPT port in your brake system in a location where you would like to measure brake pressure. If no port is available, you will need to install a tee fitting in the brake line you want to measure. Only use fittings that are approved for use in brake systems.
  8. Install the pressure sensor in the 1/8"-27 NPT port using a Teflon thread sealing compound.
  9. Bleed the brake system using standard brake bleeding procedures.
- Again, if you are not familiar with proper brake system bleeding procedures, do not install this gauge. Have a qualified mechanic do it for you.**

**Note:** Install sensor with electrical connector facing down to allow any air in the sensor to escape during bleeding.



# 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.

# Weather Proof Sender Connector Bleeding

The connector supplied on your wire harness is a weather sealed connector. When plugging in this connector, it creates a temporary air lock which can cause the sender to read low for a short amount of time. This is due to the pressure created in the connector chamber with plugging in the connector. Over time this pressure bleeds off through the wiring. For immediate accuracy you may either remove the purple weather seal from the connector, or simply vent the connector by using a small tool, such as a pick or screwdriver and momentarily push the orange weather seal aside. (See Picture)



## SERVICE

For service send your product to Auto Meter in a well packed shipping carton. Please include a note explaining what the problem is along with your phone number. If you are sending product back for Warranty adjustment, you must include a copy (or original) of your sales receipt from the place of purchase.

## 12 MONTH LIMITED WARRANTY

AutoMeter Products, Inc. warrants to the consumer that all AutoMeter High Performance products purchased from an Authorized AutoMeter Reseller will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this 12 month warranty period will be repaired or replaced at AutoMeter's option, when determined by AutoMeter that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement of parts in the AutoMeter High Performance product and the necessary labor done by AutoMeter to effect the repair or replacement of the AutoMeter High Performance product. In no event shall AutoMeter's cost to repair or replace an AutoMeter High Performance Product under this warranty exceed the original purchase price of the AutoMeter High Performance Product. Nor shall AutoMeter Products, Inc. be responsible for special, incidental or consequential damages or costs incurred due to the failure of an AutoMeter High Performance Product. This warranty applies only to the original purchaser of the AutoMeter High Performance Product and is non-transferable. This warranty also applies only to AutoMeter High Performance Products purchased from an Authorized AutoMeter Reseller. All implied warranties shall be limited in duration to the said 12 month warranty period. Breaking the instrument seal, improper use or installation, accident, water damage, abuse, unauthorized repairs or alterations voids this warranty. AutoMeter disclaims any liability for consequential damages due to the breach of any written or implied warranty on all products manufactured by AutoMeter Products, Inc. For a comprehensive listing of Un-Authorized AutoMeter Resellers please visit.

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