



## Gauge Kit

### INSTALLATION

#### IMPORTANT WARNING:

Fuel pressure isolator (Autometer 5282, Mallory 29139 or Quickcar 61-300) is always recommended when mounting a fuel pressure gauge inside vehicle.

#### Oil or Fuel Pressure Gauges

- Determine routing for pressure line. If passing through a fire wall you may need to drill a hole to accommodate a grommet to prevent chafing. (Use caution not to route near extreme heat or moving parts that may damage pressure line.)
- Install adapter in appropriate pressure port in engine.
- Connect pressure line to pressure port adapter.
- Crank engine and check for leaks.

#### Water Temperature Gauge

- Determine routing for temperature sensor. If passing through a firewall you may need to drill a 7/8" hole to accommodate a grommet to prevent chafing. (Use caution not to route near extreme heat or moving parts that may damage sensor lines.)
- Install adaptor in sensor hole. (Make sure the sensor is in fluid and not an air pocket.)
- Insert temperature sensor in adapter and snug carefully. **DO NOT** rotate sensor while tightening nut or sensor line may be damaged.

#### Oil Temperature Gauge

- Determine routing for the temperature sensor. If passing through a firewall you may need to drill a 7/8" hole to accommodate a grommet to prevent chafing. (Use caution not to route near extreme heat or moving parts that may damage sensor lines.)
- For vehicles with a dry sump oiling system or oil cooler, install the oil temperature sensor in one of the extra fittings provided in the cooler. If no fittings are available, install the sensor in-line between the oil cooler and the engine using an in-line oil temperature tee.
- For vehicles with a wet sump oiling system, install a fitting in the oil pan to accept the oil temperature sensor. Make sure the tip of the sensor is in the flow of the oil. Install adapter in sensor hole.
- Insert temperature sensor in adapter and snug carefully. **DO NOT** rotate sensor while tightening nut or sensor line may be damaged.



Figure #1



Figure #2

#### Wiring Instructions

- Locate the gauge light harness with attached sockets and bulbs. Install the light assemblies into the back of gauges.
- Connect the female blade connector with male blade terminal adapter from the gauge light harness to one of the warning light assemblies as shown in **Figure #1**. This will have power supplied from the main power supply harness in the next step.
- Locate the red main power supply harness with one ring terminal end and multiple female blade terminal ends. Install the female blade end of the main power harness to the male blade terminal adapter from the previous step as shown in **Figure #2**. Connect the remaining female blade terminal ends of the main power supply harness to one side of the warning lights. All warning lights should have one red wire attached at this time and one open terminal. The ring terminal of the red main power supply harness should be connected to a 12v+ power supply.
- Locate the black warning light wire harnesses. The black wiring harnesses are used to connect the warning light sending units to the warning lights. One end fastens to the warning light sending unit and the other end connects to the remaining terminal of each warning light.

#### Installation Notes

**Ground Wires** – Each gauge should have a separate ground wire connecting gauge mounting bracket to a good chassis ground.

**Temperature Sending Units** - Temperature warning light sending units are marked with the degree the switch is activated, make sure temperature switches are installed correctly.

235° Switch for Water Temp

280° Switch for Oil Temp

**Pressure Sending Units** – Pressure sending units are connected to the back of the gauge assembly, these tee fittings have male 1/8" NPT threads.

Once completed, with the ignition on engine not running, the pressure warning lights should be illuminated. If pressure warning lights are not illuminated check the grounding of each gauge.

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