

Installation Instructions

ELECTRICAL OIL PRESSURE GAUGE

Prod. No. HTA1153



This gauge and sender unit may be used by themselves or in addition to the vehicle's existing temperature warning light sender. Many vehicles now utilize the sending unit for functions that are controlled by their computer, and it's important to continue to use the sender while still using this gauge. When doing this, it is necessary to purchase a "T" fitting from your auto parts dealer. The original sender is then screwed in one end of the "T" and this gauge's sending unit is screwed in the other end.

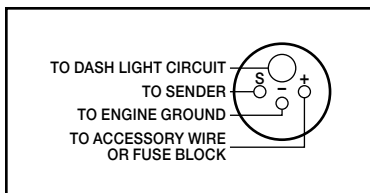
If you are going to use a "T" fitting in your installation, follow the instructions listed below, putting the "T" into place before installing the gauge's sender or engine adapter.

NOTE: ALWAYS USE A PIPE SEALING COMPOUND OR TEFLON TAPE ON ALL THREADS TO PREVENT ANY LEAKAGE.

DISCONNECT THE VEHICLE'S NEGATIVE BATTERY CABLE FROM THE BATTERY AND DO NOT RECONNECT UNTIL THE GAUGE IS COMPLETELY INSTALLED.

THIS GAUGE WILL WORK ONLY WITH ITS OWN SENDING UNIT AND NO OTHER MANUFACTURER'S.

FOR USE ON 12V NEGATIVE GROUND VEHICLES.



1. Mount the gauge in the desired location
2. Using the nuts and washers supplied, attach an 8' length of 18-gauge wire to the "S" terminal on the back of the gauge. Run the wire through an existing hole in the firewall. Make certain that it does not get damaged during the routing and that it does not come in contact with hot engine parts.
3. Remove the vehicle's existing temperature-sending unit, capturing whatever fluid escapes. After installation, the engine oil, transmission fluid, or engine coolant fluid can either be reinserted or replaced.
4. Insert the gauge's sending unit in place of the OEM one that was just removed. It may be necessary to put the enclosed adapter in place, so the sender fits correctly. If you are going to utilize a "T" adapter, this is the point where this is used.

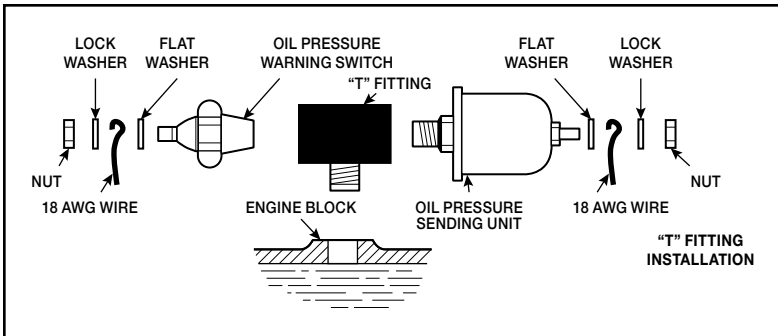
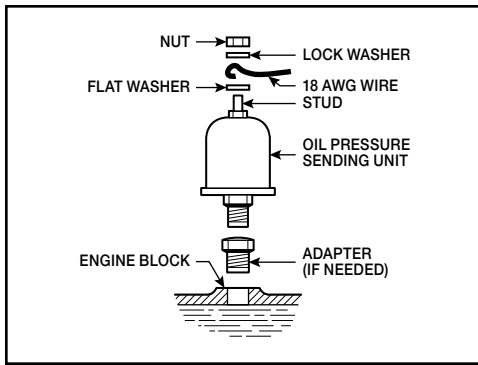
DON'T FORGET TO USE PIPE SEALING COMPOUND OR TEFLON TAPE ON ALL THREADS.

5. Connect the wire from the gauge to the sending unit. Using the ring terminal supplied, run the wire to the end of the sending unit and secure it with a washer and nut.
6. Connect a wire between the terminal marked "-" and the frame of your car. An unpainted body bolt will usually work.
7. Run the same size wire from the positive "+" terminal on the back of the gauge to an accessory line that only has voltage on it when the ignition is switched on, i.e., radio or heater. You may wish to connect directly to the fuse block and use one of the terminals that feed those accessories mentioned above.
8. Refill the fluids that have been drained.
9. Start the engine and check for leaks. If any occur, carefully tighten fittings.

ILLUMINATION

Splice the free end of the red wire into an existing lead of one of the instrumental panel lamps of the vehicle and insulate carefully with electrical tape. Attach the black wire to an unpainted, clean, grounded bolt. The gauge is now connected to a light circuit controlled by the headlight switch and will operate and be controlled as other instrument panel lights are.

NOTE: The needle on this gauge can swing to the far right or left when no power is applied.



Warranty and Service

To learn about our warranty and service policies please visit surewerx.com — Services & Support