



Installation Instructions

1-1/2" Electric Gauges

PRECAUTIONS:

- ❑ Read ALL instructions before installing instrument.
- ❑ Follow ALL safety precautions when working on vehicle-wear safety glasses!
- ❑ ALWAYS disconnect (-) negative battery cable before making electrical connections.

HELP?:

- ❑ If after reading these instructions you don't fully understand how to install your instrument(s), contact your local Stewart Warner distributor, or contact our Technical Support Team toll free at 1-866-797-7223 (SWP-RACE).
- ❑ Additional applications information may be found at www.SW-Performance.com.

GENERAL APPLICATION:

- ❑ 12-volt DC negative (-) ground electrical systems only (11-16 VDC operating voltage range).

1

GAUGE MOUNTING (Figure 1 & 2):

NOTE: Instructions apply to 1-1/2" gauges.

- ❑ Recommended panel cutout (hole size) for 1-1/2" gauge is 1.563" +0.02", -0.0" with an anti-rotation notch at the top. The notch is 0.03" deep and 0.25" wide.
- ❑ Secure the gauge in the hole using the supplied retaining bracket, stud and nut. Torque to 6 in.-lb. maximum.

TIP: It may be easier to pre-wire gauge before installing!

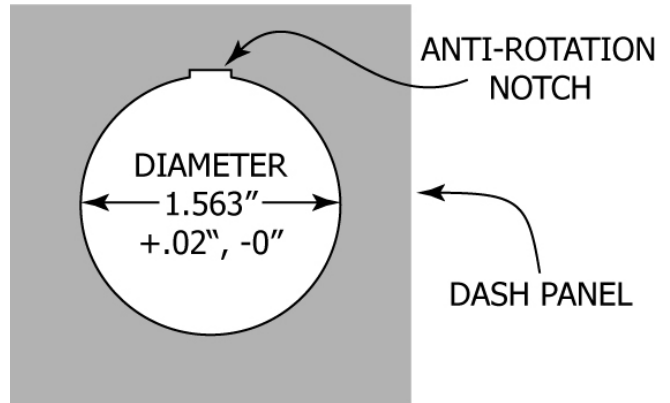


Figure 1

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SENDER INSTALLATION TIPS/CAUTIONS:

- ❑ Sender is grounded through its threads to the engine. DO NOT USE sealing tape on threads. Instead, use a thread sealing compound to prevent leaks.
- ❑ When installing this gauge, DO NOT REMOVE existing factory-installed senders (e.g. on engine); use an alternate location or port. Computer controlled engines may trigger a fault code (check engine light) if the factory senders are removed. Consult a factory technician for help.
- ❑ Disconnect negative (-) battery cable before making electrical connections. Incorrect wiring may damage sender or cause personal injury. Stewart Warner Performance recommends that qualified automotive technicians perform installations.

NOTE: Use a grommet when passing wires through firewall to protect wires from damage.

NOTE: Any wire that supplies 12V (ignition, switched, constant, etc.) should be properly FUSED (recommended fuse sizing: 1 amp fuse for a single gauge, 10 amp fuse for a full set) to prevent damage to instruments, or vehicle fire if wire is short-circuited.

EQUIPMENT:

- ❑ 18-gauge wire
- ❑ Red "eye" crimp connectors
- ❑ Wire crimper/cutter

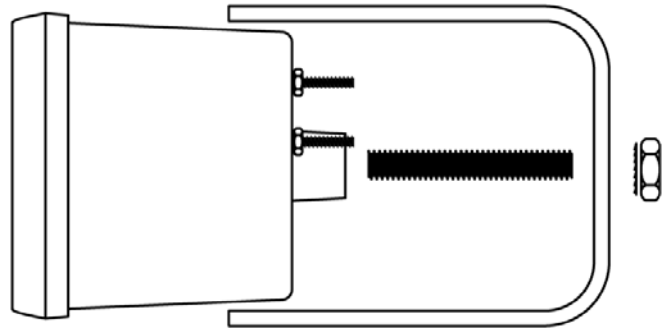


Figure 2

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PRESSURE GAUGE WIRING (Figure 3):

1. Disconnect negative (-) battery cable.
2. Using 18-ga. wire, connect the (-) terminal to a clean (rust/paint-free) engine ground near the oil pressure sender.
3. Using 18-ga. wire, connect the (+) terminal to a switched +12V source.
4. Using 18-ga. wire, connect the (S) sender terminal of the gauge to the pressure sender.
5. Double check all connections, then reconnect the negative (-) battery cable & test instrument to ensure that it is working.

PRESSURE SENDER INSTALLATION:

Install pressure sender in appropriate pressure port.

- ❑ Use a wrench on the hex portion of the sender to tighten.
- ❑ If sender is used in a high-vibration environment such as a full race engine, it is recommended to isolate the sender by remote mounting to the firewall or fender well.
- ❑ To ensure proper grounding with isolated mounting, use Stewart Warner Performance SS braided hose. See catalog.
- ❑ Some installations may require an adapter bushing. See catalog or web site for adapters.

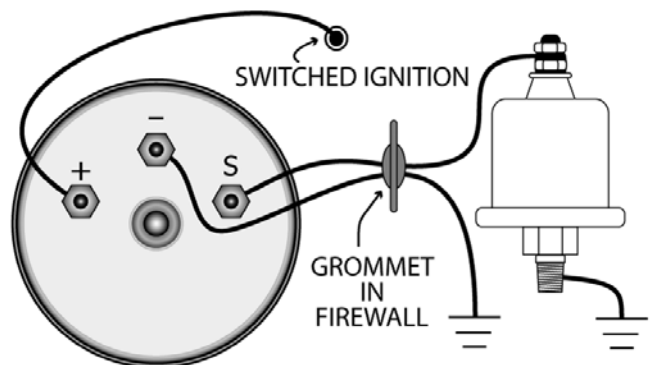


Figure 3

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TEMPERATURE GAUGE WIRING (Figure 4):

1. Disconnect negative (-) battery cable.
2. Using 18-ga. wire, connect the (-) terminal to a clean (rust/paint-free) ground surface near the temperature sender.
3. Using 18-ga. wire, connect the (+) terminal to a switched +12V source.
4. Using 18-ga. wire, connect the (S) sender terminal of the gauge to the temperature sender.
5. Double check all connections, then reconnect the negative (-) battery cable & test instrument to ensure that it is working.

TEMPERATURE SENDER INSTALLATION:

Install Temperature sender in appropriate water, engine oil, or transmission oil port.

- ❑ Use a wrench on the hex portion of the sender to tighten.
- ❑ When installing temperature sender, be sure there is sufficient clearance in the port so the sender is not damaged when it is tightened or by internal moving parts.
- ❑ If the sender is to be used in an oil pan where there is no port, drill a hole, braze the provided adapter into the oil pan, and install the sender in the adapter.

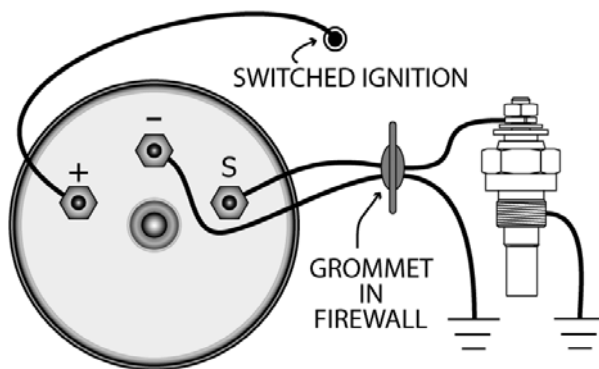


Figure 4

7

8

FUEL LEVEL GAUGE WIRING (Figure 5):

NOTE: The sender must provide 240Ω empty and 33Ω full.

1. Disconnect negative (-) battery cable.
2. Using 18-ga. wire, connect the (-) terminal to a clean (rust/paint-free) fuel tank ground.
3. Using 18 gauge wire, connect the (+) terminal to a switched +12V source.
4. Using 18-gauge wire, connect the (S) sender terminal of the gauge to the fuel level sender.
5. Double check all connections, then reconnect the negative (-) battery cable & test instrument to ensure that it is working.

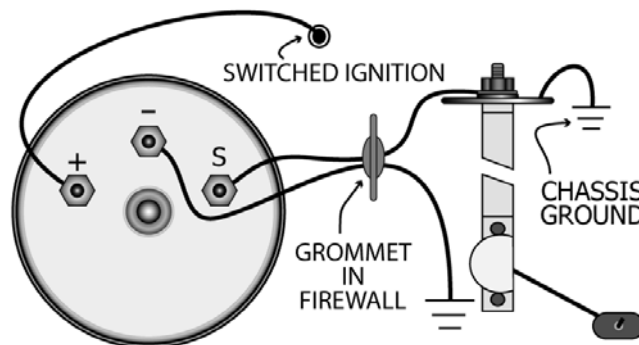


Figure 5

9

10

VOLTMETER WIRING (Figure 6):

1. Using 18-ga. wire, connect the (-) terminal to a clean (rust/paint-free) ground.
2. Using 18 gauge wire, connect the (+) terminal to a switched +12V source; This is the voltage that the gauge will indicate.
3. Double check all connections, then reconnect the negative (-) battery cable & test instrument to ensure that it is working.

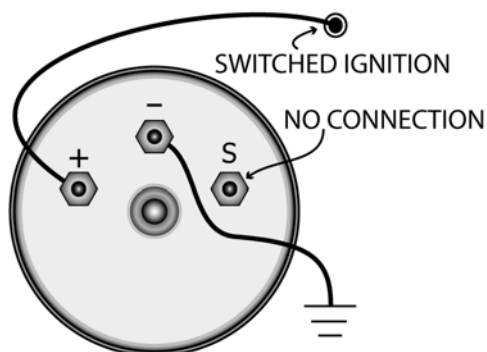


Figure 6

CLEANING DIRECTIONS:

- ❑ For proper cleaning of instrumentation/accessories, use a glass cleaner or mild detergent with a spray on and wipe method.

WARRANTY INFORMATION:

TWO (2) YEAR LIMITED WARRANTY. SWP products are warranted against defects in workmanship and materials for a period of two (2) years from the date of purchase. Proof-of-purchase is required; otherwise, the warranty period shall default to two (2) years from date-of-manufacture (as indicated by the date code on the product). See detailed Warranty Policy for other Terms & Conditions.

STEWART WARNER PERFORMANCE
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11

12