



INSTALLATION INSTRUCTIONS

FULL SWEEP ELECTRIC PRESSURE GAUGES WITH WARNING LIGHT AND PEAK RECALL



Part Number P5155501

QUESTIONS:

If after completely reading these instructions you have questions regarding the operation or installation of your instrument(s), please contact Mopar Technical Support at (888) 528-HEMI.

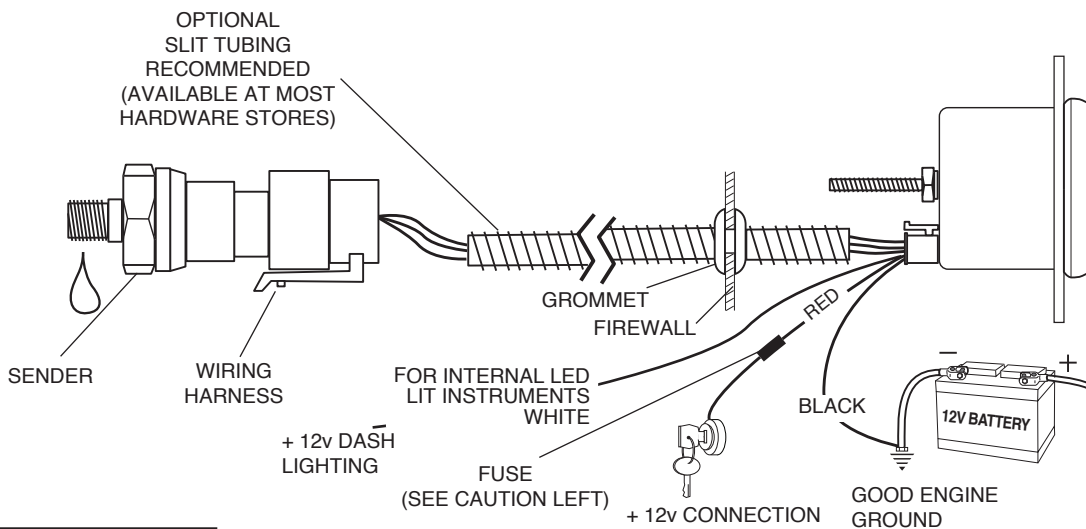
Read instruction thoroughly to verify all required parts are there before installing this product.

Contents:

For Oil Pressure Gauge

- 1 - Sending Unit - 1/8" NPT
- 1 - Brass Adapter - 1/8" Female to 1/4" Male
- 1 - Wiring Harness

- 2 - Aluminum Thumb Nuts
- 1 - Mounting Bracket
- 2 - Lock Washers
- 1 - Rubber Grommet



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 1 Amp, 3AG fast-acting type cartridge fuse (Littlefuse® # 312 001 or an equivalent).

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



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

Installation - Oil 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 1/16" hole for 2 1/16" gauges, and a 2 5/8" hole for 2 5/8" 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)
6. **For oil pressure gauge** installation, an optional 1/4" NPT adapter is included. 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.

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.

Warning Indicator


To adjust the warning set point, momentarily press & release the WARN (W) button. The warning light will begin to flash and the pointer will move to the previous set point signifying that warning set mode has been selected. Once in set mode, press the WARN (W) button to move the pointer down, or press the PEAK (P) button to move the pointer up. Warning set points can only be set in the pressure range. Three seconds after the last button press, the warning light will stop blinking & the pointer will return to the current pressure reading. The warning set point is retained when power is removed from the gauge.

Peak Recall

Press and hold the PEAK (P) button to recall the highest pressure reading since the memory was last cleared. To clear the memory, press & hold the PEAK (P) button, and while still holding the PEAK (P) button, press the WARN (W) button. The pointer will move to 0 psi to indicate that the memory has been cleared. Release the PEAK (P) & WARN (W) buttons to resume normal operation. The peak recall point is retained when power is removed from the gauge.

MOPAR PERFORMANCE PARTS ARE SOLD "AS IS," WITHOUT ANY WARRANTY WHATSOEVER.

Implied warranties, including warranties of merchantability or fitness for a particular purpose, are excluded. The entire risk as to quality and performance of such parts is with the buyer. Should such parts prove defective following their purchase, the buyer and not the manufacturer, distributor or retailer, assumes the entire cost of all necessary servicing or repair. Chrysler, Dodge, and Jeep® vehicle and parts warranties are voided if the vehicle or parts are used for competition or if they fail as a result of modification.

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