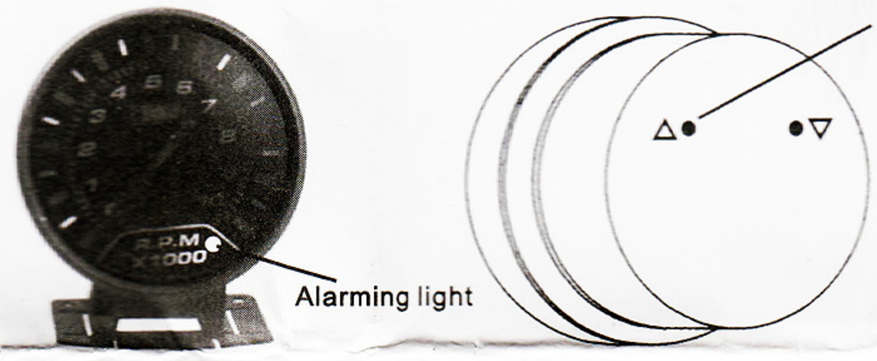
RPM GAUGE

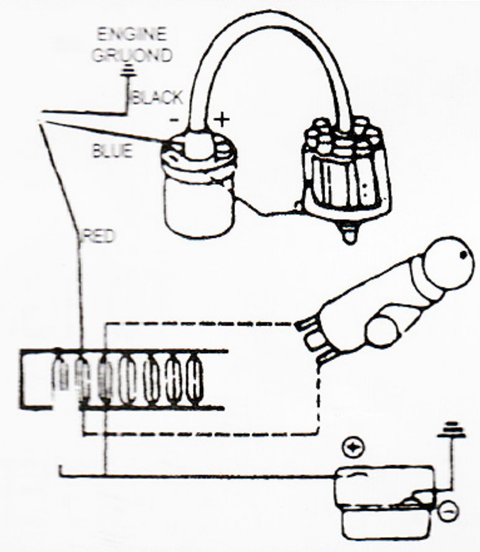
1

1、Opening ceremony,gauge will sweep circle, when turn on
2、LED backlight color switch is the button “△” ,Optional color is White and red
3、Cylinder selection:A:Sliding the cylinder switch to the appropriate position:1-10 cylinder,Scale number is same as cylinder number B:Press the button “△” ,the pointer will up, Press the button “▽” ,the pointer will down,when fixing the cylinder position,the pointer will return to 0 position after Press the button “▽” for 3 seconds
4、Seting the R.P.M warning light A:the pointer will return to 0 position when pressing the Button “△” and “▽” simultaneourly for 3 seconds,then adjusting the warning position B:For example:set the R.P.M to 5000 turns,the warning light will on when R.P.M of the engine is over 5000



RED - TO IGNITION SWITCH 12V(+)
BLACK - BATTERY(-)
BLUE - ON STANDARD IGNITION BLUE WIRE ATTACHES TO COIL NEGATIVE(-)

2



*** ON ELECTRONIC IGNITIONS,SUCH AS HEI, MSD OR CRANE, CONNECT GREEN WIRE TO TACH OUTPUT TERMINAL ONLY!**
WARNING:FAILURE TO COMPLY WITH ABOVE WILL CAUSE DAMAGE

Follow gauges'function Button is common (voltage,water temperature,oil temperature,oil press,vacuum,boost,EXT.temperature)

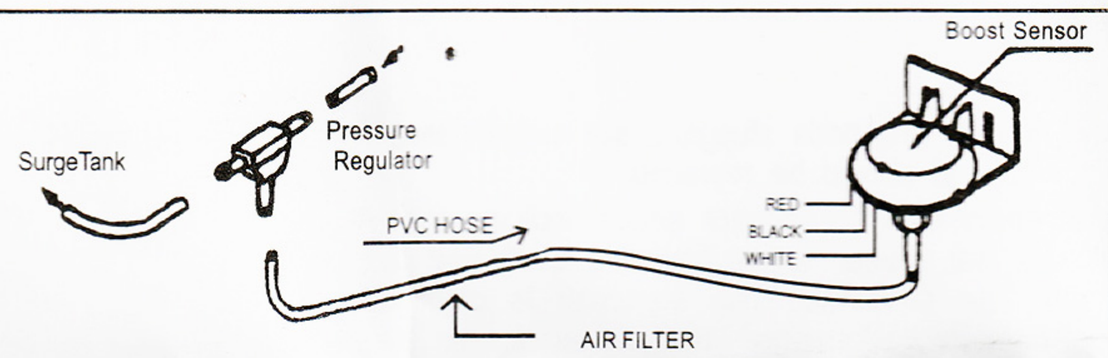
1、Opening ceremony,gauge will sweep circle, when turn on
2、LED backlight color switch is the button “△” ,Optional color is White and red
3、Cylinder selection:A:Sliding the cylinder switch to the appropriate position:1-10
4、Seting the R.P.M warning light A:the pointer will return to 0 position when pressing the Button “△” and “▽” simultaneourly for 3 seconds,then adjusting the warning position

BOOTS \ VACUUM GAUGE

RED - TO IGNITION SWITCH 12V(+)

BLACK - TO BATTERY(-)

BLUE - CONNECT TO BOOST SENSOT WHITE WIRE

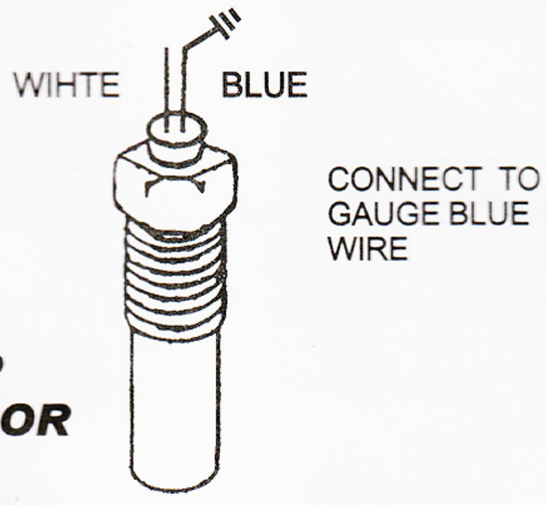


RED- IGNITION SWITCH 12V(+)
BLACK - BATTERY(-)
WHITE - CONNECT TO GAUGE BLUE WIRE

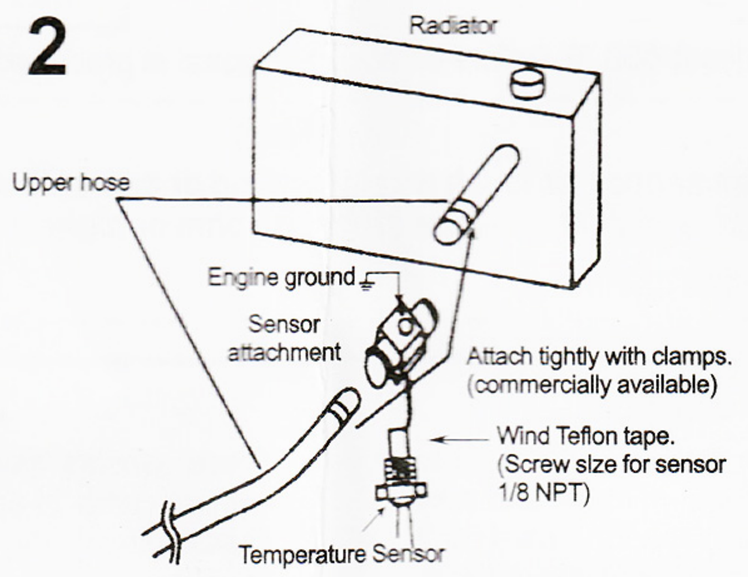
Water Temperature Gauge

1

RED - TO IGNITION SWITCH 12V(+)
BLACK - BATTERY(-)
BLUE - CONNECT TO TEMP SENSOR WIHTE



2



※SENSOR ATTACHMENT HAVE TO BUY EXTRALY

Cut the upper hose and connect the sensor attachment between hoses

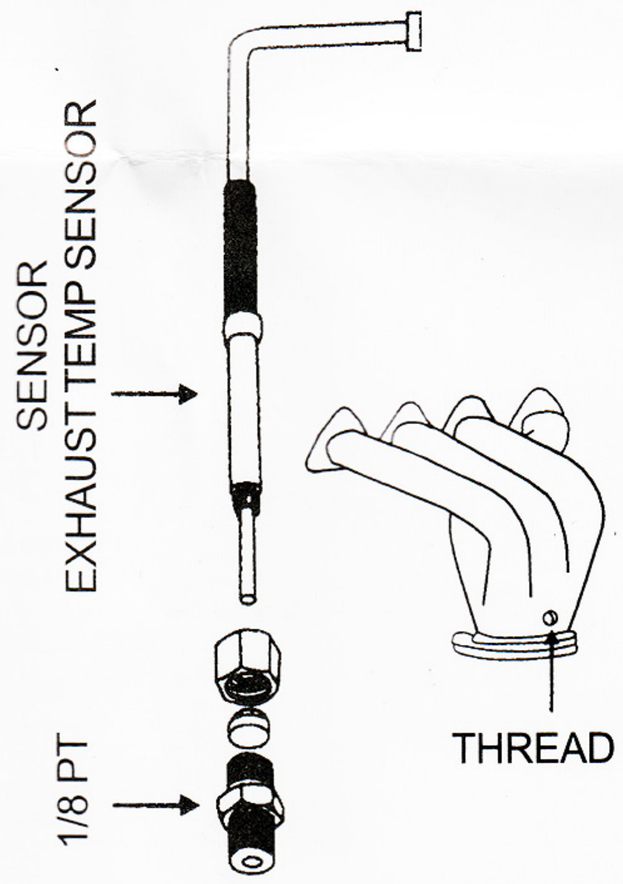
EXHAUST TEMP GAUGE

RED - TO IGNITION SWITCH 12V(+)

BLACK - BATTERY(-)

BLUE - CONNECT TO SENSOR BLUE

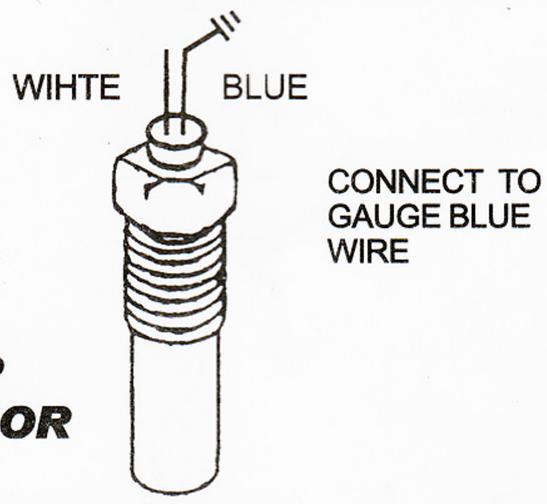
WIHTE - TO SENSOR WHITE



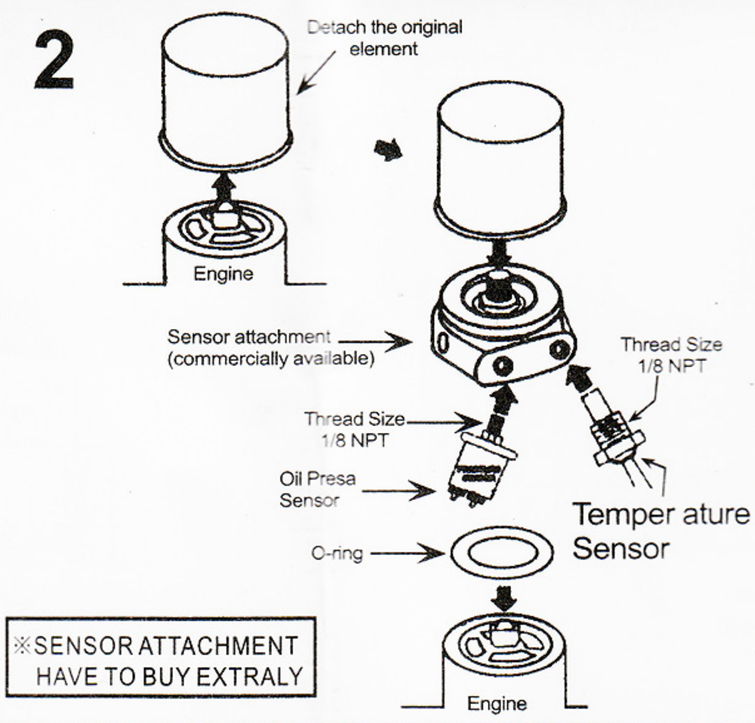
Oil Temperature Gauge

1

RED - TO IGNITION SWITCH 12V(+)
BLACK - BATTERY(-)
BLUE - CONNECT TO TEMP SENSOR WIHTE



2



※SENSOR ATTACHMENT HAVE TO BUY EXTRALY

Voltmeter Gauge

RED - TO IGNITION SWITCH 12V(+)

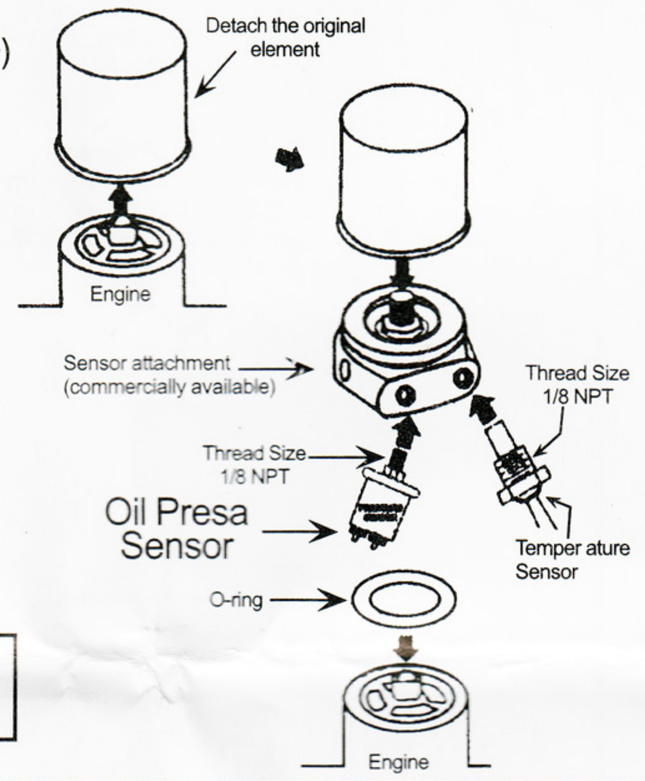
BLACK - BATTERY(-)

Oil Pressure Gauge

RED - TO IGNITION SWITCH 12V(+)

BLACK - TO BATTERY(-)

BLUE - TO OIL PRESS SENSOR



※SENSOR ATTACHMENT HAVE TO BUY EXTRALY

AIR/FUEL RATIO GAUGE

SMOKE GAUGE SERIES SUPER WHITE (AMBER RED) LED DISPLAY

OPENING CEREMONY

Warning

Fouling and/or permanent damage to the oxygen sensor over time will result if used with any of the following:

- Leaded gasoline and fuel additives containing lead
- 2 cycle gasoline (gas/oil mix)
- Diesel Fuel
- Nitromethane
- Excessively rich mixtures

If the Air/Fuel Ratio Monitor responds sluggish, the oxygen sensor is probably partially fouled and should be replaced.

When the engine is at heavy load the monitor should indicate rich. At cruising load the monitor will appear to be bouncing back and farth between rich and lean. This is normal. The computer is constantly adjusting the air / fuel ratio for performance and low exhaus emissions. See back page for more detailed information.

RED - TO IGNITION SWITCH 12V(+)

BLACK - TO BATTERY(-)

BLUE - TO O_2 SENSOR SIGNAL

Lean Range	(.050 to .249V)
Optimal Range	(.250 to .749V)
Rich Range	(.750 to 1.000V)

Oxygen Sensors

All oxygen sensors must be heated to at least 600 °F before an accurate signal is produced.

WARNING

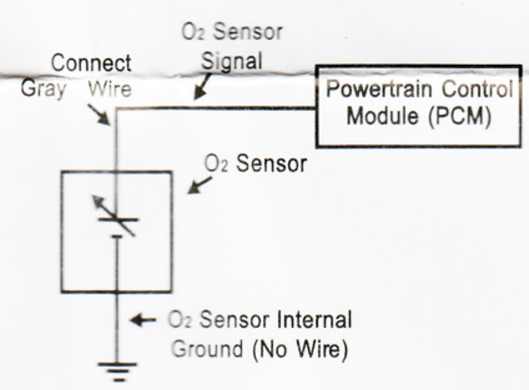
Do not connect ohm meter to oxygen sensor, or touch wire to ground or power. Damage to oxygen sensor will result.
If a volt meter is to be used, only use a high impedance (10 mega ohm or higher) digital multimeter.

NOTE: Do not disconnect wire to the computer.

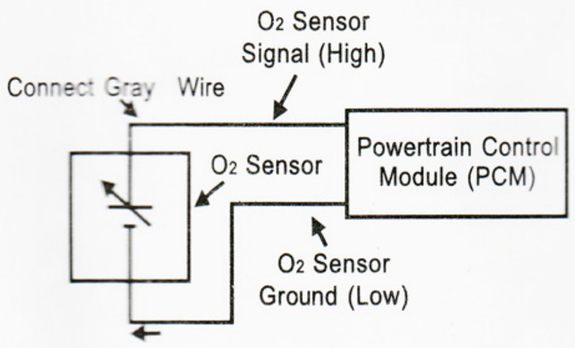
Non-Heated Oxygen Sensors

These sensors rely on the hot exhaust gases to bring them to operating temperature. This may take several minutes and may even cool off when engine is idling. These seneors have 1 or 2 wires. On 2 wire sensors, one wire is ground and the other is the signal. Check with vehicle manufacturer or wiring diagram for your specific vehicle to learn which wire is the signal.

1 Wire Sensor



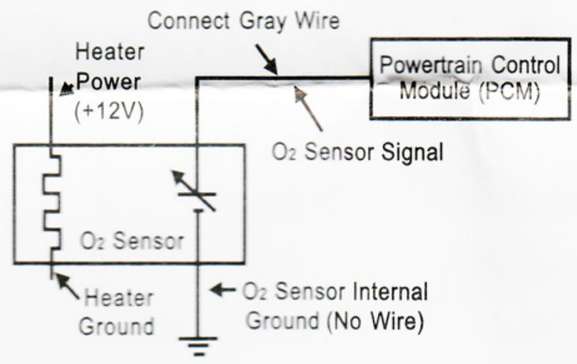
2 Wire Sensor



Heated Oxygen Sensors

These sensors have an electrical resistance heater built in to them and will come to operating temperature usually within 1 minute. These sensors have 3 or 4 wires, check with vehicle manufacturer, or wiring diagram for your specific wehicle to learn which wire is the signal.

3 Wire Sensor



4 Wire Sensor