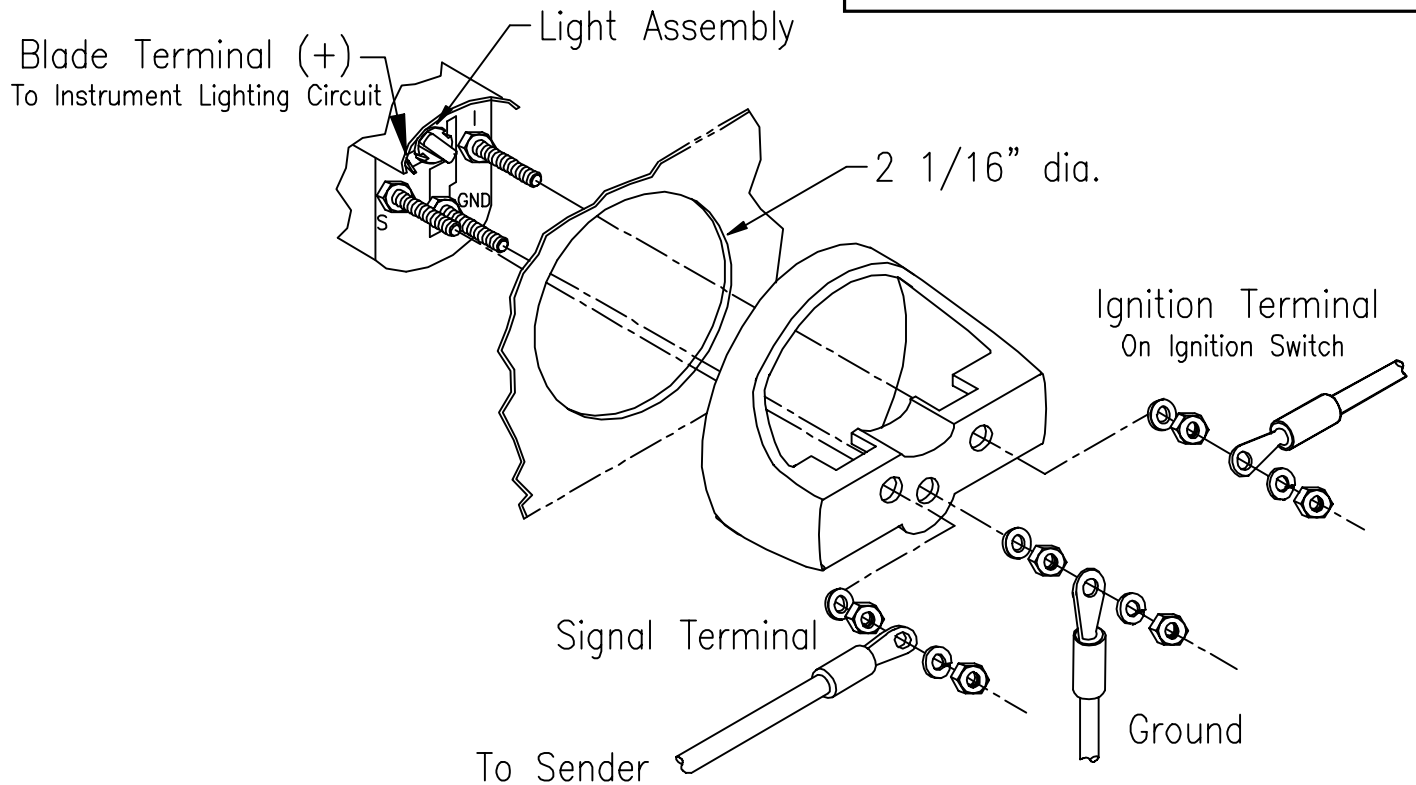


## Gauge Installation Instructions



### **CAUTION:**

Disconnect the battery during installation. Tighten nuts on backclamp only slightly more than you can tighten with your fingers. Six **inch-pounds** of torque is sufficient. Over tightening may result in damage to the instrument and may void your warranty. These instructions concern only fuel gauge installations. **SPECIAL CAUTION** should be taken when working on or near tanks that have, or have had, fuel in them.

1. Be certain to use stranded, insulated wire not lighter than 18 AWG that is approved for marine use. It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the gauge, except lighting, which requires 1/4" female blade terminals.
2. Cut a 2 1/16" diameter hole in the dash and mount the gauge with the backclamp supplied.
3. Connect a wire to the gauge stud marked "S" (signal) and secure with nut and lock washer. Connect opposite end to the fuel level sender's signal wire or terminal.

4. Connect a wire to the gauge stud marked "I" (ignition) and secure with nut and lock washer. Connect opposite end to a 12VDC circuit that is activated by the ignition switch.

5. Connect a wire to the gauge stud marked "GND" (ground) and secure with nut and lock washer. Connect opposite end to the boat's electrical ground, generally available in several locations at or near the instrument panel.

6. Connect the blade terminal adjacent to the twist-out light assembly to the positive "+" side of the instrument lighting circuit. No separate ground is required for lighting. Reconnect the battery.

**NOTE:** To change light bulb, twist out black socket assembly one-eighth turn counterclockwise until it pops out. Bulb pulls straight out of socket assembly. It is a GE No. 161 instrument lamp.