

BEFORE YOU BEGIN:

Read these instructions completely.

Plan out your wiring scheme ahead of time. Use the included wiring diagrams to help guide your wire routing

Use 14 ga. wire on all connections to sending units.

Use electrical solder and heat shrink tubing or appropriate solder less connectors to make all wiring connections

Disconnect the vehicle's battery

Do not use thread sealer on the sending units, they have a tapered thread

Have a plan. Mock up parts or layout as needed. It takes a little more time, but will save time and money in the end.

Recommended Tools and Materials Needed for Installation

14 and 16 ga. stranded wire
Spade or Bullet connectors
Momentary push-button
Pressure sender for hour meter
Electrical solder (optional)
Heat shrink tubing (optional)
Soldering iron (optional)
Measuring tape or ruler
Engine adaptors for senders
4 3/8 hole saw
Wire cutters
Wire stripper/crimper
Files
Various hand tools:
wrenches, screwdriver, etc

Installation of gauges:

1. Locate suitable positions for your gauges. The gauges fit in a 4-3/8" and/or 3-3/8" holes. Take note of the anti-rotation notches and add this feature where required.
2. Slide gauge through hole and add backing clamp over the retaining studs. Using the included washers and nuts, tighten to a snug fit

Wiring the gauges:

Run the power wiring from the gauges to an appropriate positive (+) on the fuse block after the battery. This applies to the switched 12V+ and gauge lighting

Connect the ground to a good dedicated ground on the chassis

Run each wire to the appropriate sender and use the proper connector for each item (eyelet, spade, etc.) from the sender to the dash. Leave some extra slack in the wire and label it.

Ensure that wires will not chafe on holes by using grommets and that they will clear any moving objects.

Once wires are run from the appropriate sender location to the gauges location, connect to the corresponding wire on the Packard connector with solder and heat shrink tubing or a solder less connector.

NOTE: The 4-3/8" speedometer lighting is wired via tabs on the back. The bulb is a GE 194 The 3-3/8" speedometer lighting is LED lighting which is internal, no replacement is required.

Sender installation

You must use senders with the proper ohm match for your gauge, using mis-matched senders will result in improper readings on your gauge.

Water temperature 100-450ohm

The water temperature sender has a 1/8 NPT end. It should be installed close to the thermostat on the intake manifold. There are usually ports for temperature on the block in the water jackets, which can be used as well.

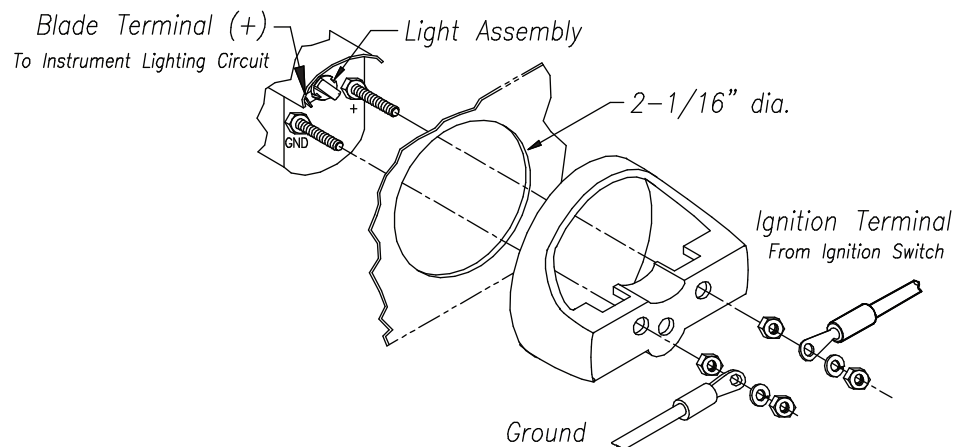
Oil pressure. 240-33ohm

The sender has a 1/8 NPT end on it. Check for your factory location for a pressure port and install.

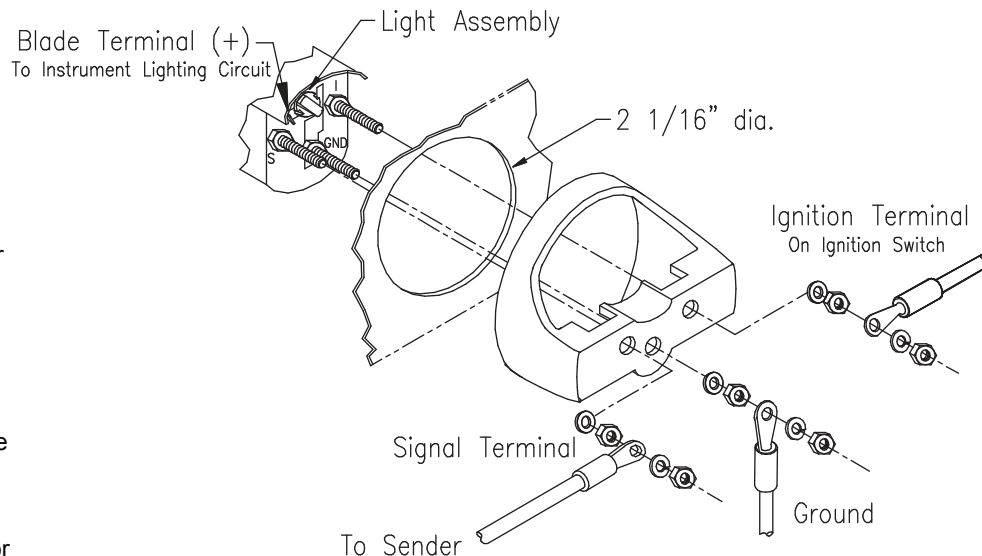
Fuel level 240-33ohm

The fuel level sender must be installed on the top of the tank and adjusted to properly read for your application. See the chart on the last page for adjustment.

VOLTMETER AND CLOCK INSTALLATION 2-1/16"



PRESSURE, TEMPERATURE AND LEVEL GAUGE INSTALLATION 2-1/16"



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