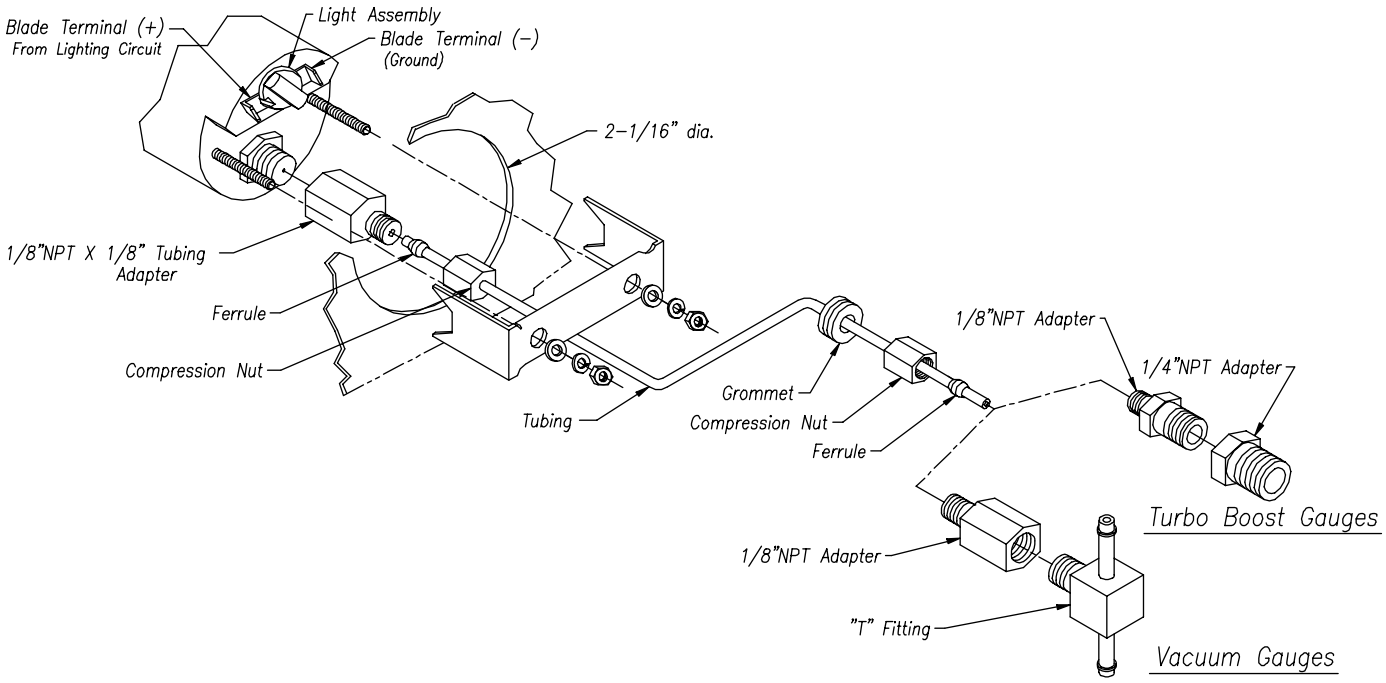
Installation Instructions
Vacuum and Turbo Boost



CAUTION: Disconnect the battery during installation. Tighten nuts on the back clamp 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.

1. Cut a 2-1/16" diameter hole in the dash and mount the gauge with the back clamp provided.

2. Thread the 1/8"NPT compression fitting adapter to gauge port on back of gauge and tighten. Attach tubing to gauge compression fitting adapter using compression nut and ferrule. Route line to engine compartment. Use the supplied grommet if the tubing is to pass through sheet metal. Drill a 3/8" diameter hole in the sheet metal and install the supplied grommet.

   A. For turbo gauges, thread 1/8"NPT compression fitting adapter into engine turbo port and tighten. For 1/4" ports, use supplied 1/4" x 3/8" NPT adapter.

   B. For vacuum gauges, install hose barb tee fitting in vacuum hose. Thread 1/8"NPT compression fitting adapter onto hose barb tee and tighten.

   C. For both A and B above, attach tubing to compression fitting adapter using compression nut and ferrule.

3. Secure tubing insuring that adequate clearance exists between tubing and moving parts (or hot components).

4. Be certain to use stranded, insulated wire not lighter than 18AWG that is approved for marine use. It is recommended that insulated wire terminals be used. The light requires 1/4" female blade terminals.

5. Connect one blade terminal adjacent to the twist-out light assembly to the positive "+" side of the instrument lighting circuit. Connect the other blade terminal to ground.

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