# Gauge Instructions (2-1/16” - 2 5/8”)
## (Settable Warning Light - Optional Feature)

SPEEDHUT

## INSTALLATION

**ATTENTION:** Power Draw = 0.2 amp.

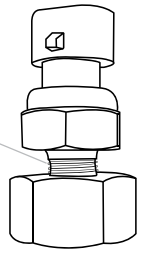
1. DISCONNECT your vehicle’s negative (-) battery cable.
2. MOUNT your gauge to the panel using the spin lock ring.
3. CONNECT the gauge wiring.
4. RECONNECT your vehicle’s negative (-) battery cable.

### Sensor Installation

Temp Sensor (Brass) Torque spec: **7 lb-ft max**

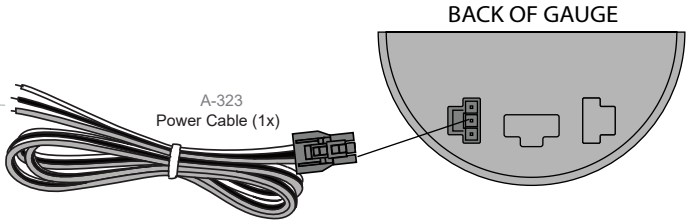
PSI Sensor (Stainless Steel) Torque spec: **14 lb-ft max**

**Note:** The sensors have NPT threads on them. It is normal for some threads to be visible when the sensor is installed to the correct torque spec.
**Note:** We recommend using teflon sealant on the sensors.



## VOLTAGE

WHITE: +12v Dash Lighting
(Gauge lighting)
BLACK: Ground
RED: +12v Accessory Power
(Main Gauge Power)



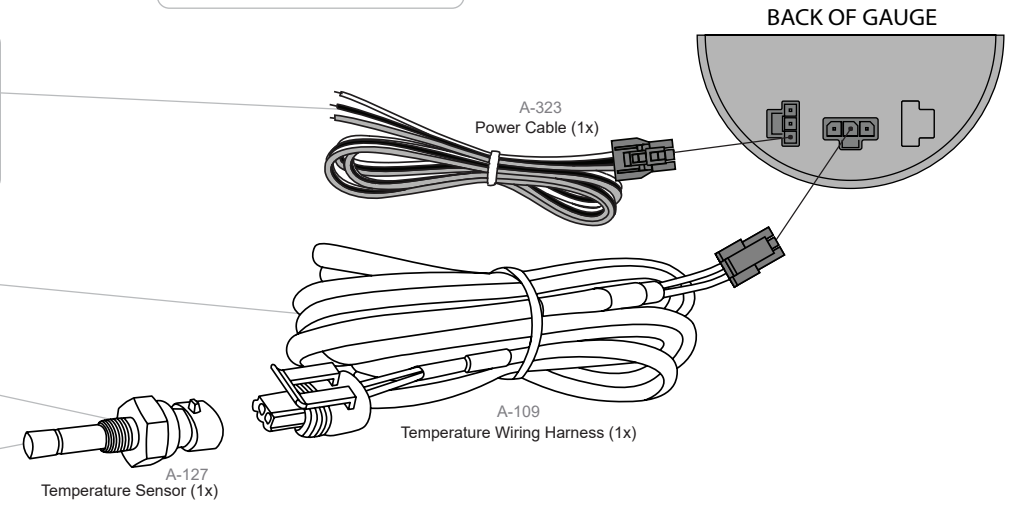

## TEMPERATURE

WHITE: +12v Dash Lighting
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WHITE: Signal
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1/8” NPT threads

Trimmable area.
DO NOT trim past the slot.

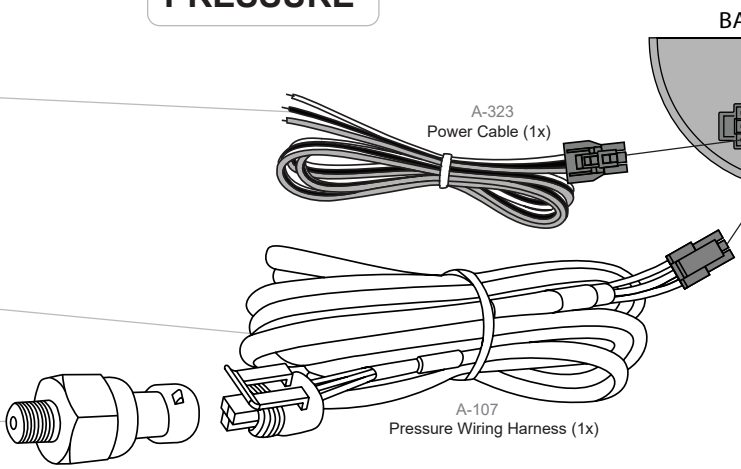



## PRESSURE

WHITE: +12v Dash Lighting
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WHITE: Signal
BLACK: Ground
RED: 5 Volt Reference

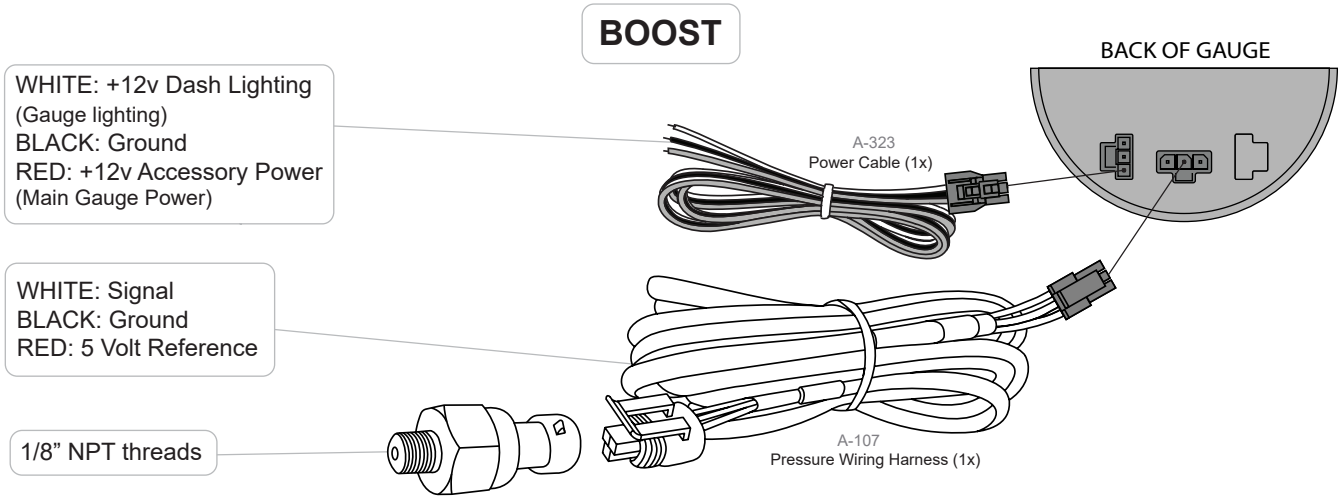
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| Pressure Sensors | |
|---|---|
| SKU | Range |
| A-125 | -15-30 PSI |
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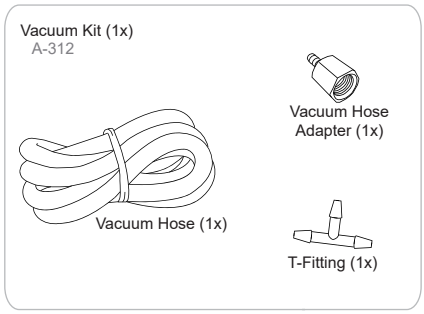



**Boost Sensor Installation Options:**

1. Use the T-FITTING to connect to a vaccum line coming off of the manifold AFTER the throttle body.

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(Optional Feature)

The warning LED can be set to turn on for a low and/or high condition. Setting will be retained even when powered off.

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**3** PRESS the button at desired low warning set point. LED light will BLINK to indicate low warning has been set. (Pressing button at min. value will turn low LED warning OFF.)

Pointer will now slowly move counter-clockwise from gauge max value.

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### SETTING LED BRIGHTNESS
(Optional Feature)

**ATTENTION:** 1) Setting LED brightness while gauge lighting is OFF will set DAY LED brightness. 2) Setting LED brightness while gauge lighting is ON will set NIGHT LED brightness.

**1** POWER gauge ON.

**2** QUICK PRESS the button. LED will light up at current brightness setting.

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(Off) 0 - 1 - 2 - 3 - 4 (Most Bright)

### PEAK RECALL MEMORY
(Optional Feature)

**1** POWER gauge ON.

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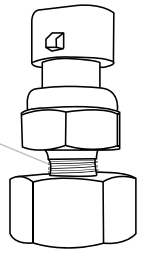
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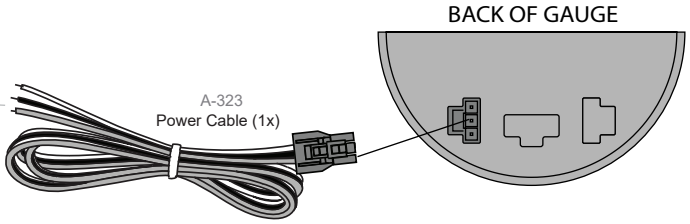
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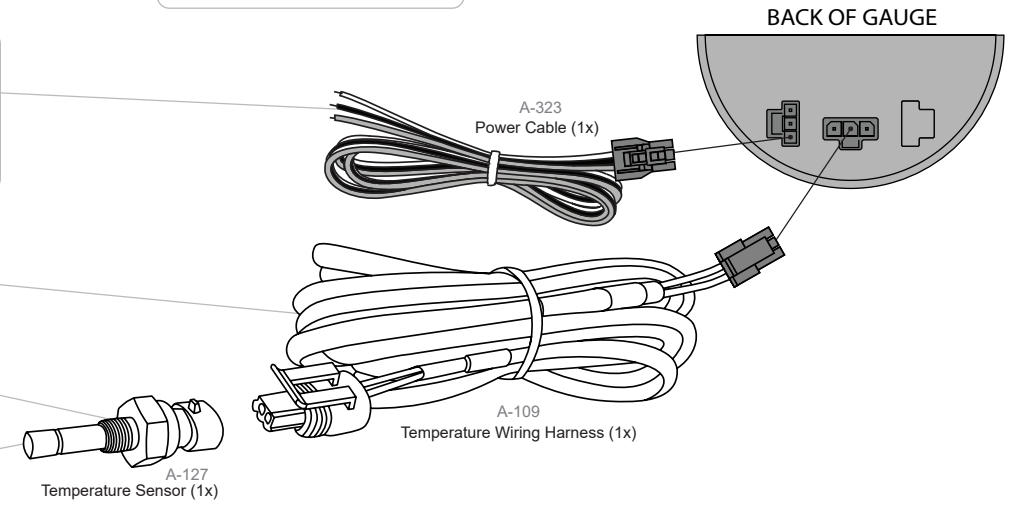

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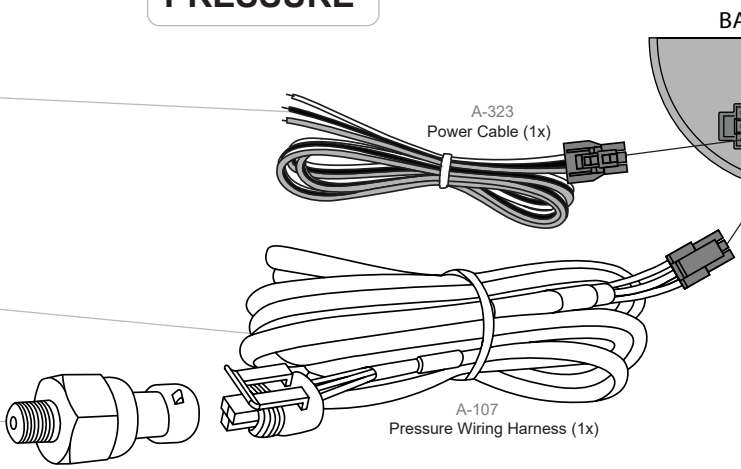



## PRESSURE

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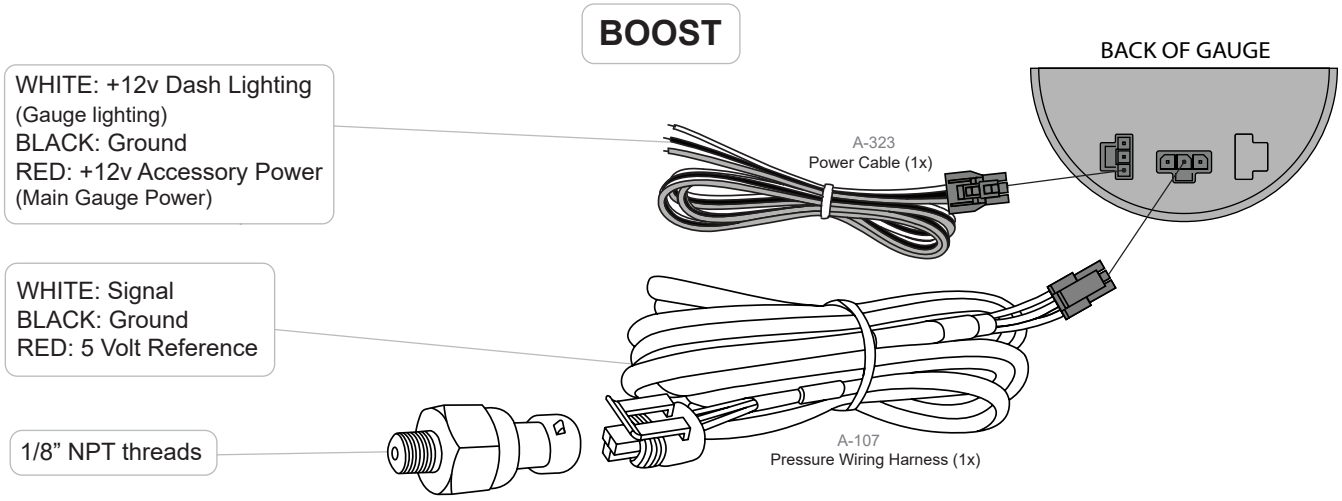
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SPEEDHUT

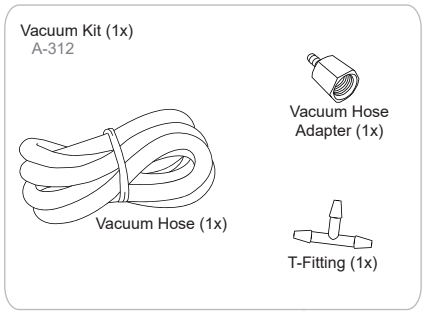



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(Off) 0 - 1 - 2 - 3 - 4 (Most Bright)

### PEAK RECALL MEMORY
(Optional Feature)

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# Fuel Level Instructions (2-1/16” to 2 5/8”)
# (Settable Warning Light-Option Feature)

SPEEDHUT

## INSTALLATION

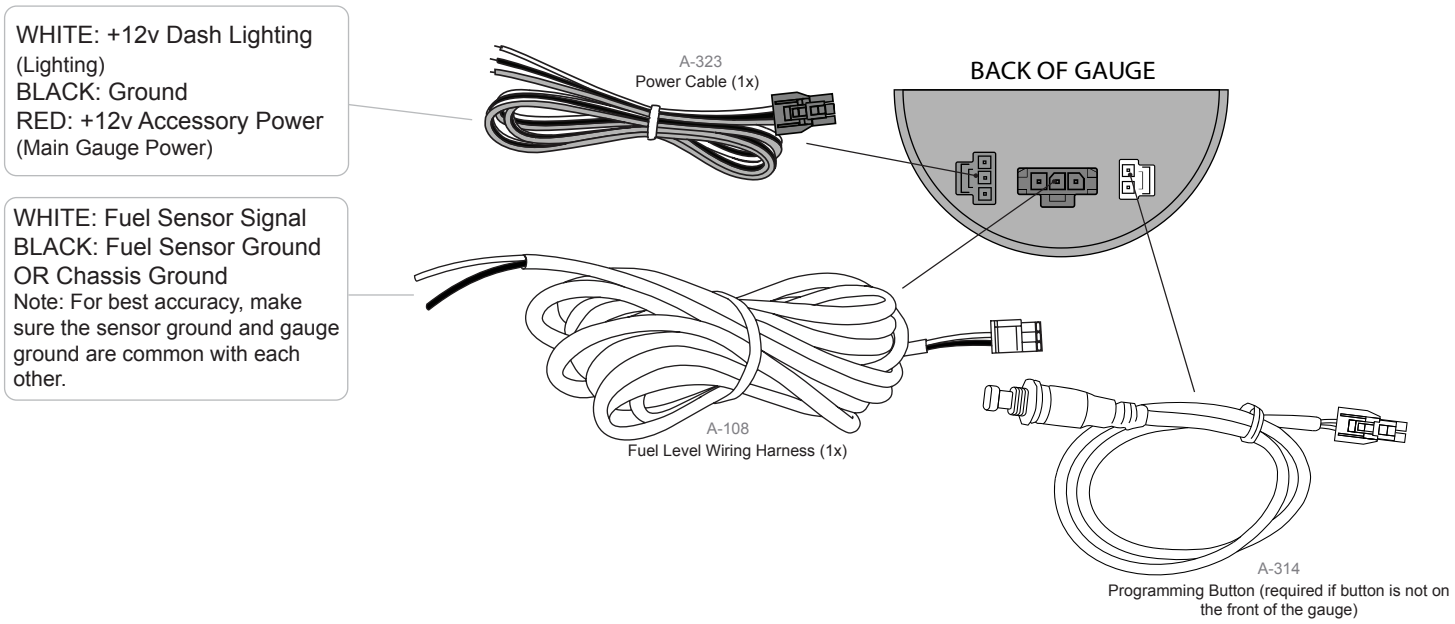
**ATTENTION:** Power Draw = 0.2 amp.

**1** DISCONNECT your vehicle’s negative (-) battery cable.

**2** MOUNT your gauge to the panel using the spin lock ring.

**3** CONNECT the gauge wiring.

**4** RECONNECT your vehicle’s negative (-) battery cable.




### SETTING WARNING LIGHT
(Optional Feature)

The warning LED can be set to turn on for a low condition. Setting will be retained even when powered off.

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SPEEDHUT

## CALIBRATION - Preset or Manual

**ATTENTION:** Calibration is **REQUIRED**. The fuel level gauge **WILL NOT** operate correctly until calibrated to vehicle's fuel level sender.

**1** DETERMINE your vehicle's ohm range.

**2** If your ohm range is listed on the chart or diagram, proceed to preset calibration.

**3** If available presets do not fit your application, proceed to manual calibration.

| Empty | Full | Vehicle Application |
|---|---|---|
| 240 ohms | 33 ohms | Speedhut factory default. Use with Speedhut A-300 sender. |
| 70 ohms | 10 ohms | Most pre-'87 Fords & most Chrysler |
| 0 ohms | 30 ohms | Most pre-'65 GM |
| 0 ohms | 90 ohms | Most GM '65-present |
| 16 ohms | 158 ohms | Most Fords '87-present |

Figure 1. Preset ohm Ranges

### PRESET CALIBRATION

**1** POWER gauge ON.

**2** ENTER calibration mode by holding button down for 10-12 sec until pointer points at 1/8 tank.

**3** PRESS button to toggle through preset options until pointer is at desired ohm range (figure 2).

**4** PRESS AND HOLD button for 2 sec to save preset. Pointer will point at 'E' and then begin displaying current fuel level.

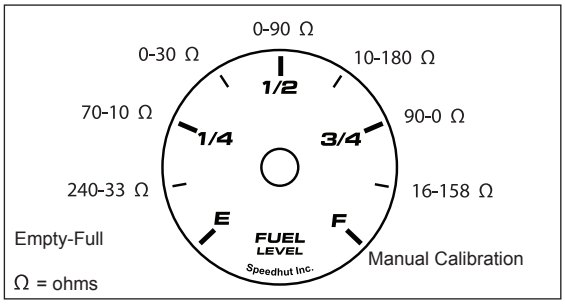



Figure 2. Calibration Presets

### MANUAL CALIBRATION

**ATTENTION:** 1) Both empty and full conditions MUST be calibrated before gauge will accurately display fuel level. 2) Fuel level sender MUST be connected to gauge during manual calibration. 3) Either condition can be calibrated first.

**1** POWER gauge ON.

**2** ENTER calibration mode by holding button down for 10-12 sec until pointer points at 1/8 tank.

**3** PRESS button to toggle through preset options until pointer is pointing at 'F' (figure 2).

**4** PRESS AND HOLD button for 2 sec to enter manual calibration mode. The pointer will oscillate between 'E' and 'F'.

#### Calibrating Empty Condition

**ATTENTION:** 1) If fuel sender is currently installed in your fuel tank--the tank MUST be empty to calibrate empty condition. 2) If fuel sender is NOT currently installed in your fuel tank--the fuel sender MUST be in "empty" position to calibrate empty condition.

**1** When pointer points at 'E', press and hold button for 2 sec to save preset.

Gauge will exit calibration menu and attempt to display current fuel level.

#### Calibrating Full Condition

**ATTENTION:** 1) If fuel sender is currently installed in your fuel tank--the tank MUST be full to calibrate full condition. 2) If fuel sender is NOT currently installed in your fuel tank--the fuel sender MUST be in "full" position to calibrate full condition.

**1** When pointer points at 'F', press and hold button for 2 sec to save preset.

Gauge will exit calibration menu and attempt to display current fuel level.

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Scan Me

**How To Test Your Fuel Level Sensor.**

**https://bit.ly/32igYAe**

Scan Me

**How To Calibrate Your Fuel Level Gauge To Any Fuel Sensor.**

**https://bit.ly/3vHORYW**

# Gauge Instructions (2-1/16” - 2 5/8”)
## (Settable Warning Light - Optional Feature)

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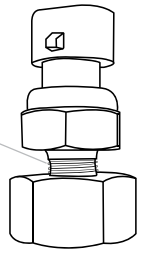
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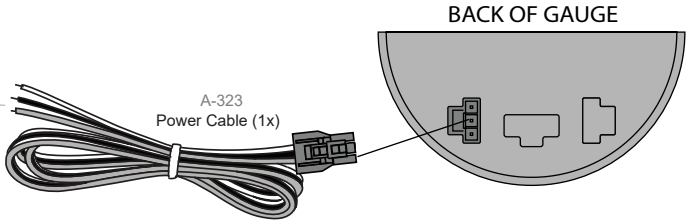
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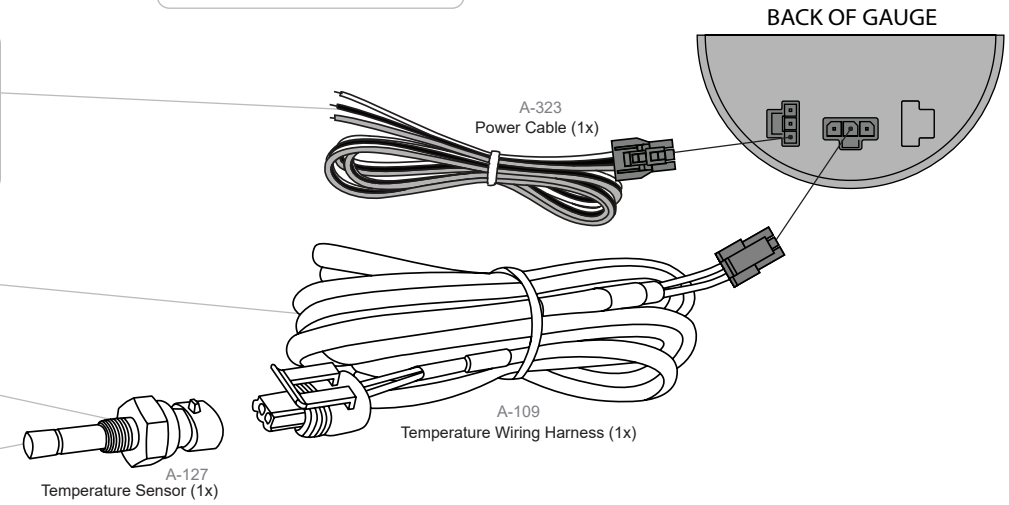

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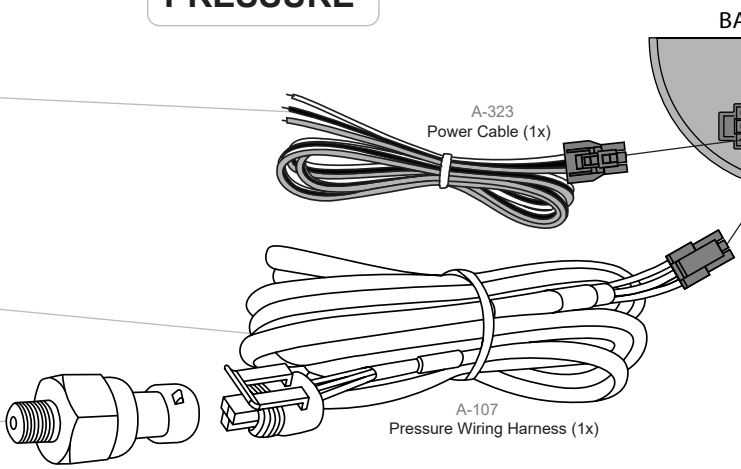



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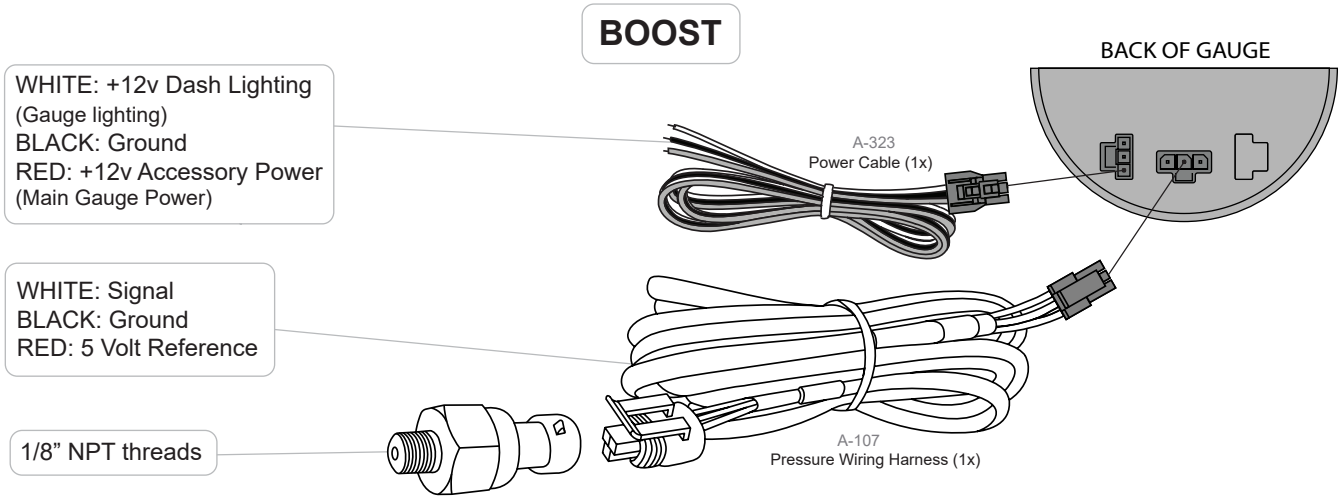
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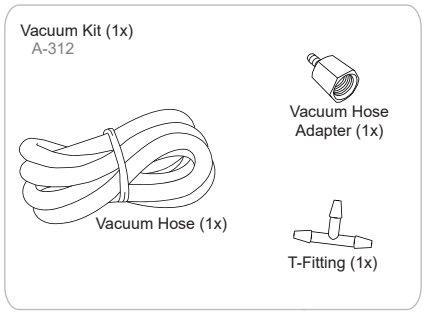



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