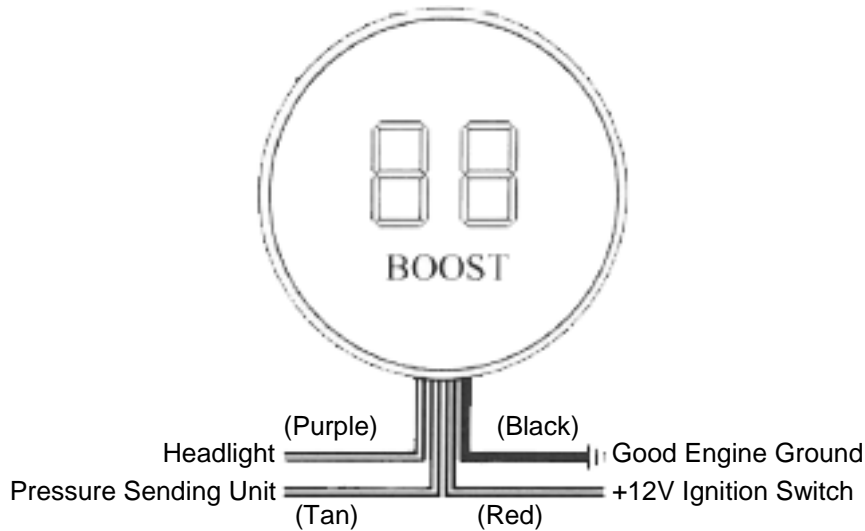


Installation Instructions for 41414 Digital Boost Pressure Gauge

WIRING INSTRUCTIONS:



Ground - BLACK This is the main ground for the display system. A wire should be run from this board to the vehicle's main chassis ground. Use 18 AWG or larger wire to ensure sufficient grounding. Proper vehicle grounding is extremely important for any gauges (or electronics) to operate correctly. The engine block should have heavy ground cables to the battery, frame, and firewall. Failure to properly ground the engine block, senders, or digital dash can cause incorrect or erratic operation.

Power - RED Connect the POWER terminal to accessory +12V power from the fuse panel or vehicle wiring harness. This terminal should have power when the key is on or in accessory position. Use 18 AWG wire to ensure the system receives a sufficient power feed.

Dimmer - Connect the **PURPLE** wire to the parking lights to dim the LED's 50% when the headlights are on. However, do not connect to the headlight rheostat control wire; the dimming feature will not work properly.

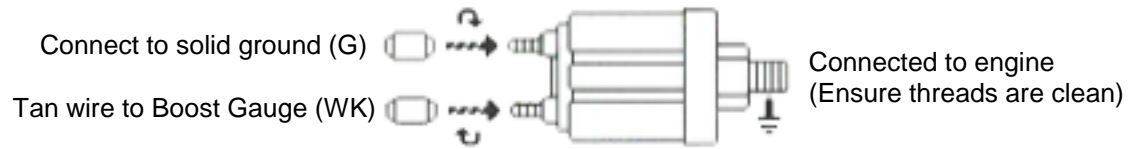
Sending Unit - Connect the **TAN** wire to the pressure sending unit's (WK) post. To ensure your device is working properly you can temporarily connect it directly to the battery. Connect the **RED** wire to the positive terminal and the **BLACK** wire to the negative terminal.

This device **WILL NOT** function properly without a steady +12V source. If possible, use a multimeter to test the selected +12V source to ensure that it meets this requirement.

Once connected the device should read "00" provided that the **TAN** wire is not touching anything. If you then touch the **TAN** wire to ground, the gauge should count upwards.

The **PURPLE** wire will dim the gauge when connected to +12V. If you would rather it stay at maximum brightness, attach it to ground. If you would like the gauge to dim when you turn on your headlights, attach the **PURPLE** wire to your headlight switch.

PRESSURE SENDING UNIT:



MAKE SURE that the connection between the boost pressure sensor and the engine is clean and **DOES NOT** have Teflon tape or any other sealant on the threads. This provides a ground for the sensor and will not function if inhibited.

MAKE SURE to test all fittings and connections for leaks. If any leaks are detected, determine the cause and repair immediately. **DO NOT** operate vehicle if any leaks are detected.

NOTE: Gauge mounts in a 2-1/16" hole. Use supplied brackets and nuts to secure gauge to dash. Sender features a 1/8" NPT male fitting and should automatically be grounded when grounded to engine block.