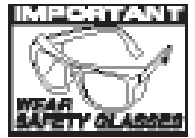




Invision 1995-1998 Chevy Truck Direct Fit Digital Dash

2650-2032-77 Rev. A



Fits 1995 to 1998 C & K Series Trucks. This kit will re-use your original instrument cluster bezel



What is Included:

Preassembled Truck Dash with Digital Gauge Display &
Universal Wire Harness
Oil pressure Sending Unit
Temperature Sending Unit

Recommended Tools & Supplies:

Screwdriver set (including both flathead & Phillips)
1/4" drive standard & metric socket set
3/8" drive standard & metric socket set
Standard & Metric open end wrenches
Wire strippers
Wire crimpers
Wire splice connectors for connecting wires to your vehicle harness.
Wire coverings or zip ties for neatly organizing or bundling wires.
Wire diagram of your vehicle
Soldering iron, solder & various sizes of heat shrink tubing.
Digital volt/ohm meter
Electrical, 12v test light

Step 1, Removal:

It is recommended to turn the vehicle power on and take note of where the fuel level gauge reads (if it works) prior to removal of the factory dash.

Once the fuel level is noted, disconnect the vehicle battery.

Start to remove the original dash bezel. These are held in with push clips, and can be removed by grasping it around the edges, and pulling the bezel loose.

Before the bezel comes all of the way out, you will have electrical connectors to disconnect for items such as the headlight switch, cargo light switch, 4wd buttons (if equipped), and any other accessories the truck is equipped with, with switches in the bezel.

It is helpful to lower the tilt steering column all the way down, and put the column shifter all the way down, to fit the removal of the bezel.

Now you may remove the cluster which may be held into place with (4) 7mm head screws. Save these screws for later.

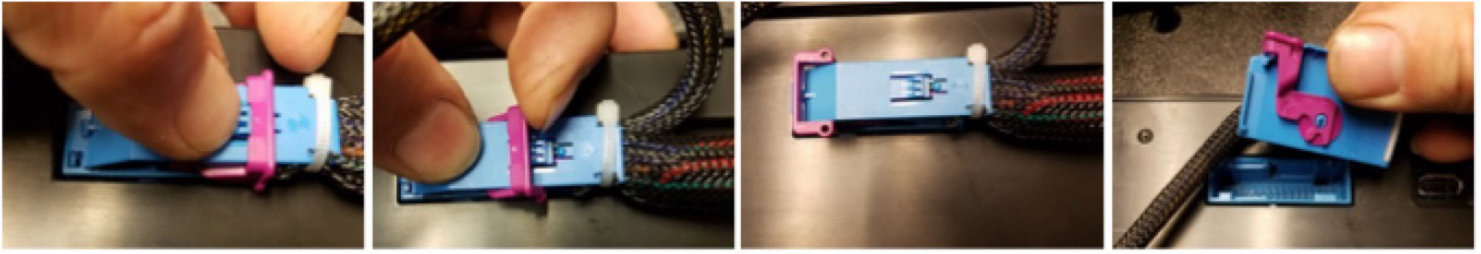
When you pull the cluster toward you, the factory wire harness will automatically unplug from the cluster, and stay in the dash.

You may completely remove the original cluster.

To prep for the next step, you will have to dislodge the factory connector from the rear plastic wall, and pull it toward you for wiring access, and remove some of the factory tape to better expose the factory wires.

Step 2, Wiring:

Although the InVision Digital Dash comes assembled, the wiring will take a little time, therefore it is easier to disconnect the wire harness from the rear of the InVision Digital Dash. Push down on the blue locking tab, so that you can pull the pink latch all the way up, and over as shown in the pictures below. The connector will then easily pull out. When you are ready to reinstall the wire harness, follow the steps in reverse order, except that you won't have to push the locking tab to install (you will need to secure the pink latch).



You can then remove the Selector Knob from the rear of the InVision Digital Dash by removing the two T10 Torx or phillips head screws. Now you can move the InVision Digital Dash out of the way so that you have plenty of room to work.

Wiring will require some basic automotive electrical knowledge, and in some cases a vehicle specific wiring diagram, or the ability to test circuits to verify proper hook ups. You will need to be able to test various circuits at this time. You will find the following wire colors on your new InVision Digital Dash. There are several different methods of connection that you can use when connecting the InVision Digital Dash wire harness to your existing wiring:

Gray: Dash Lights. Connect to factory dash lighting wire. Look for a power that turns on and off with the parking lights and or head lights, but also dims (power lowers) as you adjust your headlight dimmer. A test light works well for checking this. Check pin 29/Gray wire of the factory cluster connector. If by chance you have a faulty dimming circuit in your vehicle, you can use any of the wires from your headlight switch that turn on & off with the park lights. The factory dimmer is not used by the InVision Digital Dash. There is more on the functionality of this later in step 4 of the instructions.

Red (4 foot): 12v, key on power. Connect to the factory gauges power only if it is 12v. This power should turn on and off with the ignition switch. Check pin 22/Pink wire of the factory cluster connector. If there is no factory wire to use, you might find an ignition power from the fuse box, or from the ignition switch. This should be protected with a standard automotive 5A inline fuse.

Pink: Battery power, for memory retention. You should connect this to any constant-on, battery power such as at the factory fuse box, the ignition switch, or directly to the battery. Check for power at these locations by leaving the key switched off, and using your test light to locate power that is still on. This should be protected with a standard automotive 3A inline fuse.

Black (4 foot): System ground. We recommend you choose a new ground location for this wire, preferably at the engine. You can ground to the rear of one of the cylinder heads, or on the intake manifold to one of the unused accessory bolt holes. We do NOT recommend using existing, factory cluster ground as this is going to be a much older circuit, which may no longer be a very clean ground.

Green w/ red stripe: Hi Beam indicator. Connect to the factory hi beam indicator wire or to the hi beam switch. Check pin 5/Either White, or **Light Green** wire of the factory cluster connector. This circuit will be powered only when the headlights are on, and the high beams are on.

Blue w/ white stripe: Left turn indicator. Connect to the factory left turn indicator wire. You can test for this with a test light. Turn the key on, and then the left turn signal on. Look for the wire that flashes your test light with the turn signal. Check pin 3/Light Blue wire of the factory cluster connector.

Blue w/ red stripe: Right turn indicator. Connect to the factory right turn indicator wire. You may test for this with a test light Turn the key on, and then the right turn signal on. Look for the wire that flashes your test light with the turn signal. Check pin 32/Dark Blue wire of the factory cluster connector.

Red (2 foot): 12v key on power. This is intended for applications where you might be using a 3-wire vehicle speed sensor that requires power. You should find that this wire is powered any time that the InVision Digital Dash is powered. You can also use this to power a GPS interface module, or some other accessory as desired as long as it fits within the recommended fuse requirements. **If running a stock, factory drivetrain, this wire will not be needed. This is only needed if you are using an after market, non-stock, 3 wire speed sender.

Green w/ white stripe: Temperature sender wire. Run this out to the engine bay, to where you will install the Auto Meter temperature sender.

Violet: Speed signal. Connect this to the signal wire at your speed sender/sensor. If you are using a computer (ECM, PCM, ECU, etc.), you can connect this to the factory speed signal wire at the computer instead of the speed sensor if it is equipped. Consult a diagram for your computer to verify.

We recommend connecting to the purple wire with white stripe, at the speed sensor directly, or to the same color wire at the Speed Buffer for 1995 applications (located beneath the ECM behind the right side of the glove box), or the same color wire, pin 30 at the PCM under the hood on 1996 to 1998 models.

Brown: Oil PSI sender wire. Run this out to the engine bay, to where you will install the Auto Meter oil pressure sender.

Green: Tachometer signal wire. Where you connect this wire will depend on what ignition system you have. If your engine is distributor equipped, with no ignition box, you can connect to the negative side of the ignition coil. If you are using an aftermarket ignition box, you will connect the green wire to the dedicated tachometer signal output wire and NOT to the ignition coil. If your application has no distributor or ignition box and is using coil packs you might have an available tachometer signal at your computer. If you have questions on this, please call AutoMeter Tech Support at (866)-248-6357. If still using the factory, original engine and ignition system, you may connect to pin 6/white wire of the factory cluster connector.

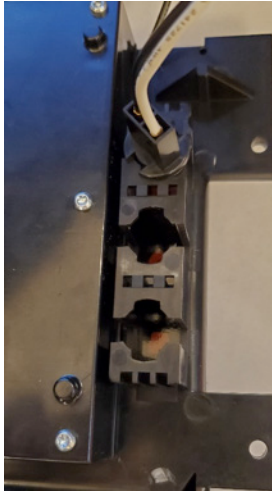
Black (2 foot): Speed Sensor/Sender Ground. This is used only if you have a speed sensor/sender that requires a supplied ground. If you have a speed sensor that is already existing/functioning that is already grounded or is grounded by a computer, then this wire is not needed. If you need to supply ground to your speed sender/sensor, then connect this black wire to the ground wire of your speed sender/sensor. **If running a stock, factory drivetrain, this wire will not be needed. This is only needed if you are using an after market, non-stock, speed sender.

Orange: Fuel sender wire. Connect to the original fuel sender wire. GM typically used tan, pink, or violet for this. To be sure, you may use a

digital ohm meter to test which wire is correct. To determine the correct wire, set your ohm meter to its lowest setting (most commonly 200, with no K or M suffix). Connect the positive lead of the meter to the wire you are going to test. Ground the meters negative lead. You are looking for something that resembles the fuel level reading you had before removing the original dash. For example, if the factory sender is 0 to 90 ohms. If the tank was at or near E, you might see 0 to 4 ohms. If the tank was at half tank, the reading should be about 45 ohms. If the tank was at Full, the reading should be near 90 ohms. The fuel level sender simply varies from 0 to 90 based on the amount of fuel there is in the tank. If the factory fuel gauge did NOT function, you may have further diagnosis to do to test the sender in the tank, the sender ground, and the sender wire itself. Call AutoMeter Tech Support at (866)-248-6357 if further assistance is needed. Check pin 16/Purple wire of the factory cluster connector.

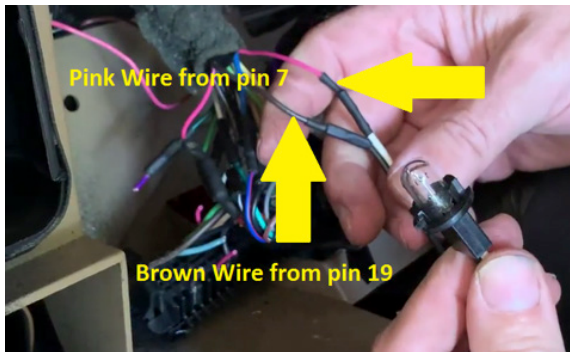
Brown w/ white stripe: Service Engine Soon Indicator. Not all applications will use this. This is only used if you are using an engine management system that has a grounded output for a Service Engine Soon light. If still using the factory, original engine and engine management system, you may connect to pin 23/Brown with White Stripe wire of the factory cluster connector.

Six pin connector. For future expansion. ***See Image on page 13.



The InVision dash comes with 3 external warning indicator lights that are option for you to wire up and use, to keep factory systems functioning properly. They are charging system, ABS brakes, and Air Bag (SIR). Each of these use a common 194 bulb. Top is Charging Light, Middle is ABS Light, Bottom is Air Bag Light.

To wire up the charging system warning light (required for the factory charging system to function properly), you will locate the Brown wire at pin 19 of the factory cluster connector, and connect either of the supplied bulb socket wires to this. Next, wire the 2nd wire of the supplied bulb socket to the pink wire at pin 7 of the factory cluster connector (keep in mind when wiring this, you may share this same pink wire for the other two bulb sockets). When wired correctly, the bulb you just wired in will turn on when you turn the key to the RUN position, and as soon as you start the engine, the bulb will go out as long as the charging system is functioning.



Picture is example of wiring Charging light.

Next, if equipped, you may now wire in the ABS warning light. Again, this is required if your truck is equipped with ABS brakes, and you still want them active. Locate the Lt Green wire at pin 27 of the factory cluster connector, and connect either of the supplied bulb socket wires to this. Next, wire the 2nd wire of the supplied bulb socket to the pink wire at pin 7 of the factory cluster connector (keep in mind when wiring this, you may share this same pink wire for the other two bulb sockets). When functioning correctly (with no ABS faults), the bulb should illuminate for about 2 seconds with every power up, then go out.

Next, if equipped, you may now wire in the Air Bag/SIR warning light. Again, this is required if your truck is equipped with a functioning air bag. Locate the Brown wire at pin 1 of the factory cluster connector, and connect either of the supplied bulb socket wires to this. Next, wire the 2nd wire of the supplied bulb socket to the pink wire at pin 7 of the factory cluster connector (keep in mind when wiring this, you may share this same pink wire for the other two bulb sockets). When functioning correctly (with no Air Bag faults), the bulb should illuminate & flash several times (up to 7) with every power up, then go out.



Now is a good time to plug your harness into the new dash display, and turn power on to make sure all of your wiring is good, and to become familiar with the dash. Remember you still have senders to connect outside of the interior at this point. We will cover Set Up details later, though for now, simply make sure that your dash powers up, and that turn signals, and hi beam indicator (when lights are on) function.

Before you can install the dash permanently, you will have to cut a portion of the rear plastic wall out, from behind where the original cluster was. You will have to cut the raised portion out that secured the original cluster connector. You will then cut a trail down, and to the right, in order to have clearance for the selector knob.

Lastly, you will want to cut out the area to the left as well, and up, in order to have room to stuff any extra harness length during the final install. *Be careful how deep you cut, as there are other items behind that plastic wall.

Once this is cleared, you can install your new instrument cluster, and secure it with the original screws that you removed earlier. Next, get your original instrument cluster bezel into position, plug in anything that had to be unplugged during disassembly, and then carefully line it up, and snap it back into place.

Step 3, Senders:

Water temperature: The InVision Digital Dash must use the included Auto Meter temperature sender. If you are still using the factory engine management system, you can remove the temp sender that is located in the drivers bank cylinder head. Install the Auto Meter sender, with the 3/8"NPT adapter bushing. If you used the original sender wire to connect the dash to, you can then cut the original connector off, and install a ring terminal, or a fork terminal to connect to the Auto Meter sender. Otherwise connect the green wire w white stripe from the new dash to the sender.

If you are running a small, or big block Chevy V8, or a Chevy inline 6, the included sender and adapter bushings will work. We recommend whenever possible to install the sender into the cylinder head. On a V8, install the sender into the driver's bank cylinder head. If you can't use this location, you can use the intake manifold temperature sender hole.

If you are running a GM LS based engine, you will need a different sender & adapter due to the LS engine family unique size of 12mm x 1.5. You will need Auto Meter model number 2259 sender & model number 2277 adapter. This will install into the passenger bank cylinder head, just past the last exhaust port.

You may now connect the Green w/ white stripe sender wire from the InVision Digital Dash wire harness

Oil Pressure: The InVision Digital Dash must use the included Auto Meter pressure sender. If you are still using the factory engine management system, you will leave the original sender in place behind the intake manifold. You can then install the Auto Meter sender into the left side of the engine block, just above the oil filter. This will require a 1/4"NPT adapter bushing, and if your truck is 4wd, you might consider relocating the sender via an Auto Meter model 3227 Stainless braided line kit. Between the front driveshaft, and the exhaust manifold, it is possible to not have enough room for the sender to come straight out. The 3227 hose kit will allow you to mount the sender on the firewall, or fender well. *If you remote mount the sender, and you do not use a stainless braided hose kit, you will have to find a way to ground the body (not the terminal) of the sender with a body ground, in order for it to function. The stainless braided steel line kit will accomplish this for you.

If you are running a small, or big block Chevy V8, or a Chevy inline 6, the included sender and adapter bushings will work. If you choose to mount the sender at the rear of the engine on a small block Chevy, near the distributor, you may use a 1-1/2" long, 1/8"NPT pipe nipple (double male straight) & 1/8"NPT 45 degree elbow fitting to raise the sender above the edge of the intake, and tilt out of the way of the distributor.

If you are running a GM LS based engine, you may need a different adapter due to the LS engine family unique size of 16mm x 1.5 located at the back of the engine. You will need Auto Meter model number 2268 adapter. Another popular option is to modify the cover plate located just above the oil filter, and drill & tap a 1/8"NPT hole and install the sender there. Some choose to run braided line, such as Auto Meter model number 3227, in order to remotely mount the sender away from the exhaust when using this location/method.

Fuel Level: This kit is designed for multiple factory fuel senders. The resistance ranges that are compatible are: 0-90, 240-33, 73-10 (linear), 73-10 (non-linear), 16-158, 40-250, and 0-30 OHM. If you have a fuel sending unit other than those listed you will need to change the fuel sender.

Speed Sensor/Sender: This sender was not included with the InVision Digital Dash, since many users already have an existing speed sender due to using a late model drivetrain, or having a pre-existing electric speedometer.

If your truck is modified, and has a transmission with a speedometer cable output, you can use Auto Meter model number 5291 speed sender. Connect the red wire from the speed sender to the 2 foot red from the InVision Digital Dash wire harness. Connect the black speed sender wire to the 2 foot black wire from the InVision Digital Dash wire harness. Connect the white speed sender wire to the violet wire from the InVision Digital Dash wire harness.

If you have a pre-existing 2-wire speed sender that was being used for an electric speedometer (non factory), you may connect one wire of this speed sender to the 2 foot black wire from the InVision Digital Dash wire harness. Then connect the other wire of the speed sender to the violet wire from the InVision Digital Dash wire harness. Many times the polarity of the 2 wire speed sender is not polarity sensitive. Though if you have a black wire, that one is typically ground, and the other (white, tan, violet, green, etc.) is typically signal. If both were the same color, then it will not matter.

If your truck still uses the factory engine management system, and speed sensor, then see the wiring section for a tip on where to get your signal from.

Start the engine: Check to make sure you are registering oil pressure, water temperature (as it warms up), volts, fuel level, and RPM. You will need to calibrate & drive the vehicle for speedometer function. Also check for any leaks at this time.

Step 4, Set up:

This dash comes equipped with a button/knob referred to as the "Selector Knob". To enter the dash menu, simply push & release the Selector Knob one time. The menu will appear. The knob also turns slightly left or right. Use the left or right motion to scroll through the menu. Think of pushing & releasing the knob as an "Enter" command.

If you attempt to enter the menu while driving (vehicle in motion), you will only get a partial menu. For full menu, you must be stopped. Engine can be running or not, just as long as power is turned on. Full Menu shown in below pictures.



Warnings This dash provides an audible and visual warning for certain parameters.

Fuel Level is non-adjustable, and comes as warning at around 1/8 tank. You can however disable the warning if you choose.

Oil pressure can be adjusted to warn at 4, 8, or 18psi. This can also simply be disabled.

Water temp can be adjusted to warn at 220, 235, or 250 degrees. This can also simply be disabled.

Volt Meter can be adjusted to warn at 11.5, 12.2, or 15.0 volts. This can also simply be disabled.

To adjust, or disable, enter into the Main Menu, then scroll to the gauge you want to adjust (we will show oil pressure here), and press Enter. Scroll back to the value you wish to set it to, and press Enter.

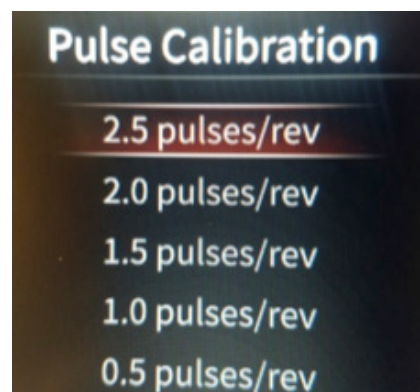
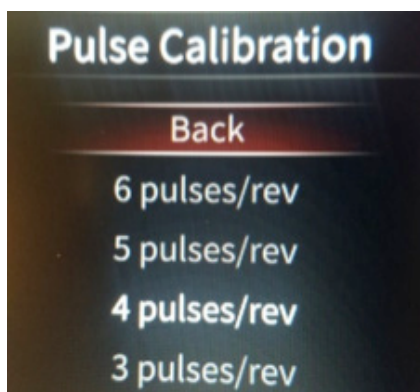
To exit, you may now scroll up to Back and press Enter.



Once you are finished adjusting your warnings, and you are back in the Main Menu, simply scroll back to the top until Close is highlighted, and press Enter.

Tachometer PPR (Pulse Calibration) This is the tachometer calibration. PPR stands for pulses per revolution. A standard V8 with a distributor type ignition system will be 4ppr. This is also the standard setting for the dash. If you have an in line 6, your setting would be 3ppr. And if you have updated your drivetrain to an LS type engine and are using a factory PCM, the PCM tachometer output is actually 2ppr.

To adjust PPR, enter into the Main Menu. Scroll to Tachometer, and press Enter. Next, scroll to Pulse Calibration, and press Enter.



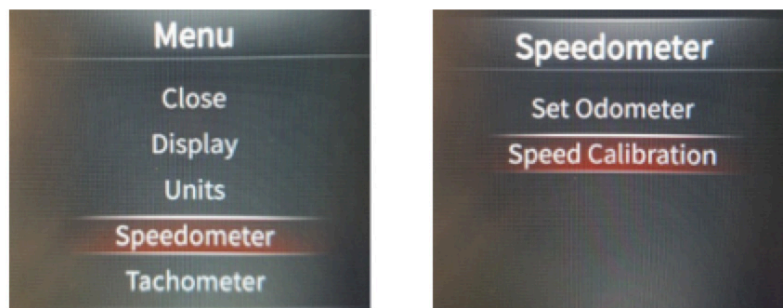
Once you have chosen the correct PPR, simply scroll up to Back, and press Enter. Then, scroll up to Back again, and press Enter. Next, once you are back into the Main Menu, scroll to Close and press Enter.

Tachometer Scaling The standard scale is 0-10,000 RPM, though you can adjust the tachometer scale to be 0-8,000 RPM if desired. To adjust the scaling, enter into the Main Menu. Scroll to Tachometer, and press Enter. Next, scroll to RPM and press Enter. Now you can choose from either 8000, or 10000 RPM Scale. Scroll to the desired scale and press Enter.



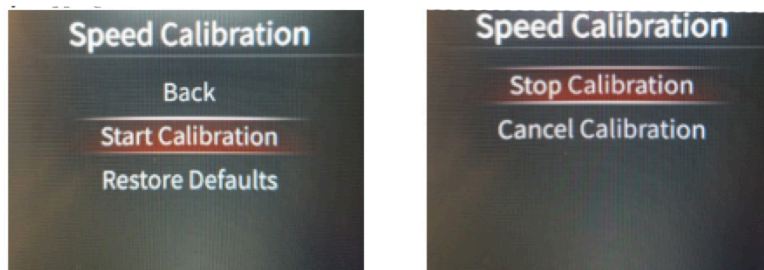
Once you have chosen the Tachometer Scaling, simply scroll up to Back, and press Enter. Then, scroll to the top until Back and press Enter. Next, once you are back into the Main Menu, scroll up to Close and press Enter.

Speedometer Calibration Speedometer calibration will be required for an accurate speedometer reading. You will need a 2 mile pre-marked distance. To calibrate the speedometer, Enter into the Main Menu, then scroll to Speedometer and press Enter. Next, scroll to Speed Calibration, and press Enter.



Drive to the beginning of your 2 mile distance (this could be at your driveway, or elsewhere). Choose Start Calibration and press Enter. The display will now show "Stop Calibration" (don't press Enter yet). Now drive 2 miles. At the end of 2 miles, you will come to a stop, and press Enter on Stop Calibration.

*You technically do not have to come to a complete stop when pressing Stop Calibration, though it helps to insure that you have a more accurate 2 mile distance by stopping. The more accurate your 2 miles are, the more accurate your speedometer will be.



If speed sender/sensor is functioning, and your calibration successful, you may now scroll up to Back, and press Enter, then on the Speedometer Menu, scroll up to Back, press Enter, then on the Main Menu, scroll up to Close and press Enter.



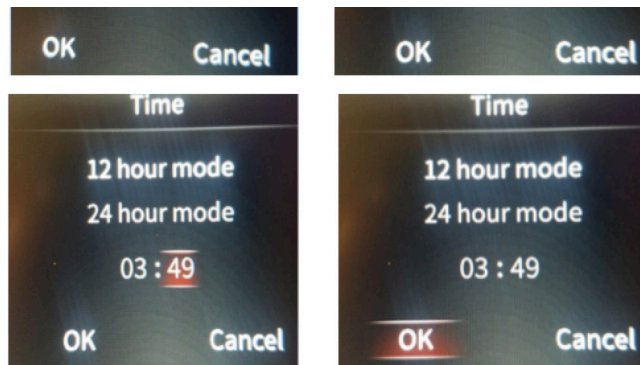
Fuel gauge set up If you are running a 0-90 fuel sender, there is no further set up required regarding the fuel gauge. This step can then be skipped.

You have 7 different fuel sensor ranges to select from, select the one that matches your vehicles fuel sender and press enter. Once you have chosen the correct sensor range, scroll up to Back, and press Enter. Once you are back at the Main Menu, scroll to Close and press Enter.

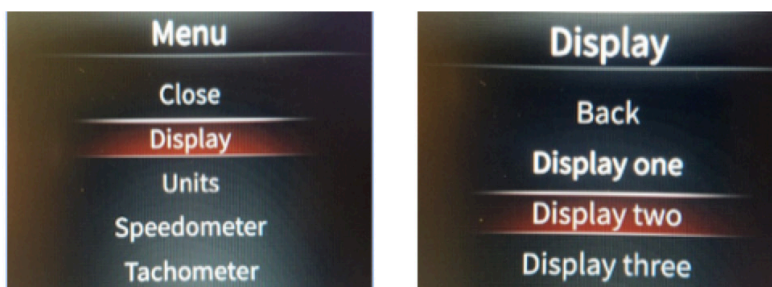


Time You may set the time as a standard 12 hour clock, or a 24 hour clock.

To adjust the time, enter into the Main Menu, then scroll to Time, and press Enter. Here you can scroll to 12, or 24 hour mode, and click Enter, but you can also adjust the time here. Once you have "Entered" on 12 hour, or 24 hour mode, you can then scroll to the hours (left) segments and click Enter. You then scroll the numbers up or down by turning the Selector knob left or right. Press Enter, then scroll to the right to highlight the minutes (right) segments. You then scroll the numbers up or down by turning the Selector knob left or right. Press Enter. Once you are finished, scroll to "OK" and press Enter. This returns you to the main menu.



Display You have 3 different display types to choose from. To choose the display style, enter into the Main Menu, scroll to Display, and press Enter. Then scroll to which number display you want, and press Enter.



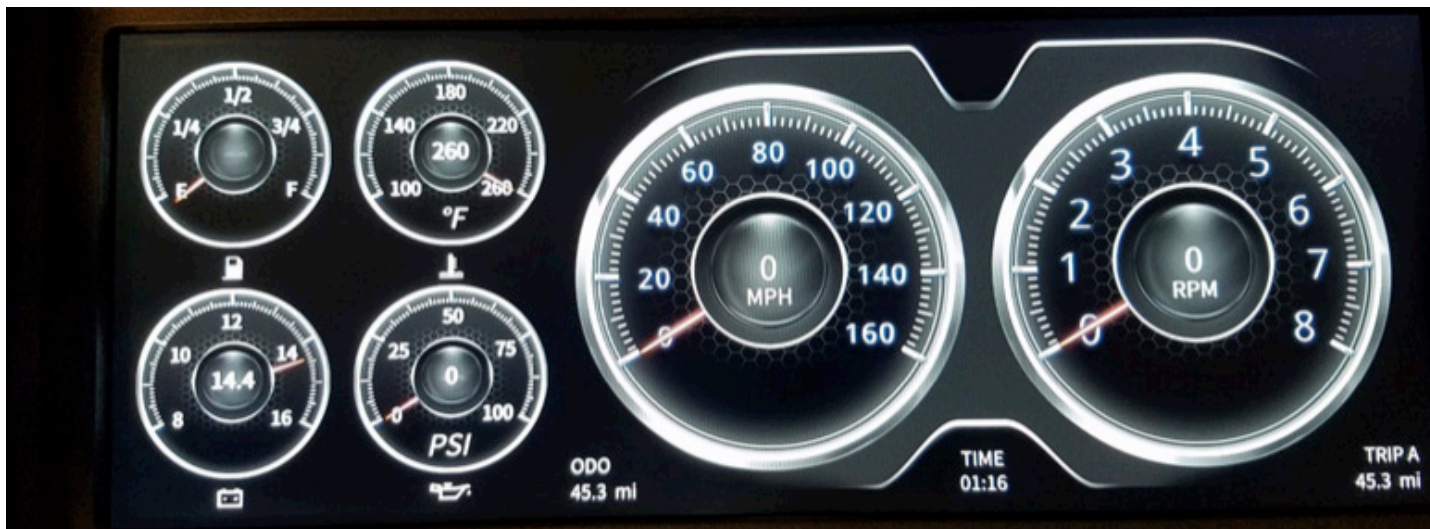
Display One



Display Two



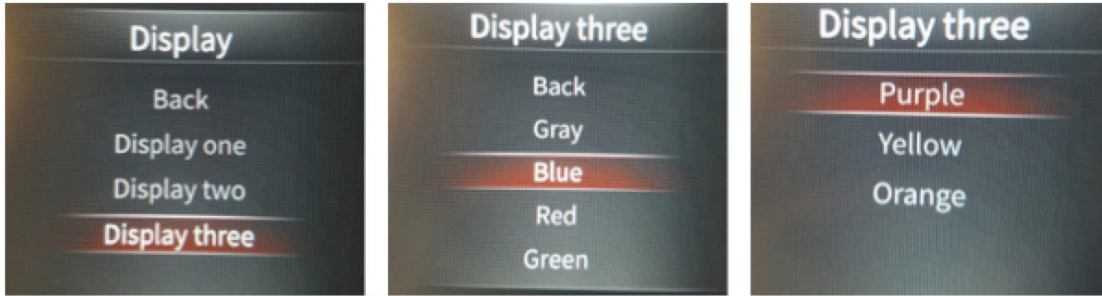
Display Three



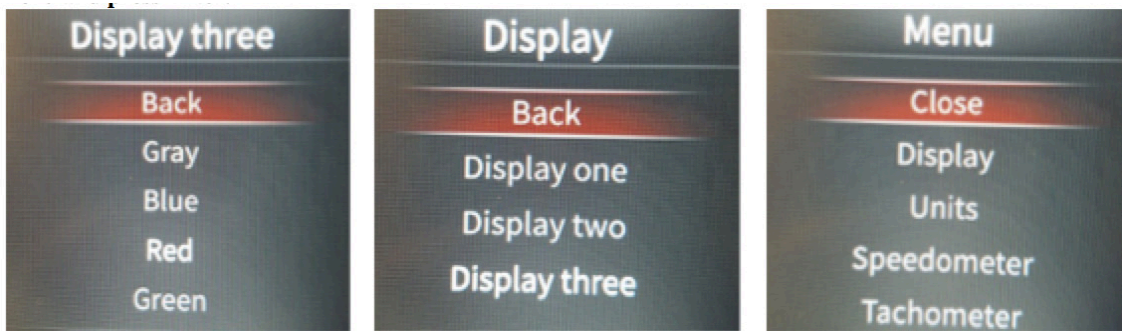
Display Four



If you choose Display three, you also have a choice of colors. Displays one, two, and four do not have a choice of colors. When you choose Display three, and press Enter the unit will go to Display three, then to access the color options, Enter into the main menu again, choose Display, then scroll to Display three (which will already be in bold white), and press Enter. Now the color options will come up (there are two pages of color options). Scroll to the desired color and press Enter.



To Exit, simply scroll up to Back, and press Enter., then scroll up to Back on the Display menu, and press Enter, then scroll up to Close on the Main menu and press Enter.

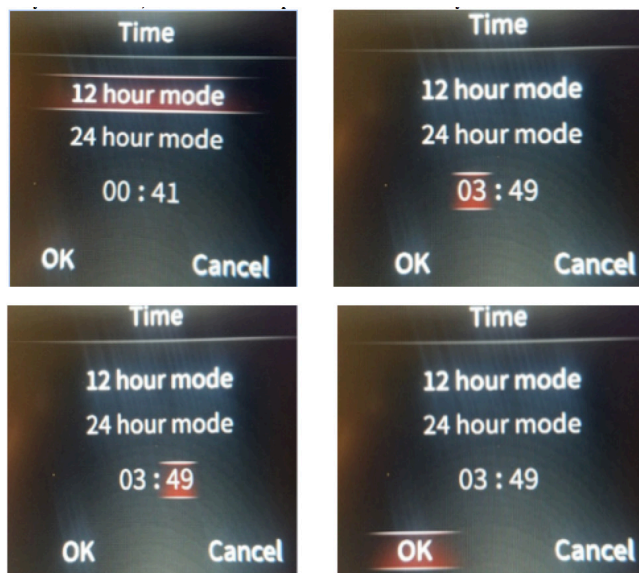


Brightness You will no longer adjust brightness with the factory dash light dimmer. Once power is applied from the lighting to the dash, it will automatically dim down to the brightness as adjusted by the dash via the Selector Knob. You can adjust daytime brightness, as well as night time brightness.

To adjust the brightness, enter into the main menu, then scroll down until you reach Brightness, and press Enter. Once you are in the Brightness settings, scroll down one time for Daytime settings and press Enter. You may now scroll left or right to choose the percentage of brightness.

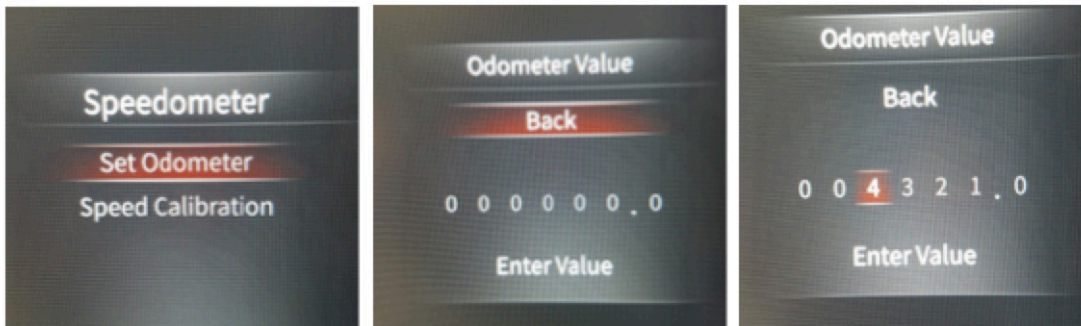
When you are satisfied, press Enter then scroll down one time again for Nighttime and press Enter. You can again scroll left or right for the percentage of brightness desired. *When adjusting Nighttime, you should have the vehicles lights turned on.

When finished adjusting Nighttime, press Enter, then scroll up to Back, and press Enter. Then scroll up to Close to exit the Main menu.

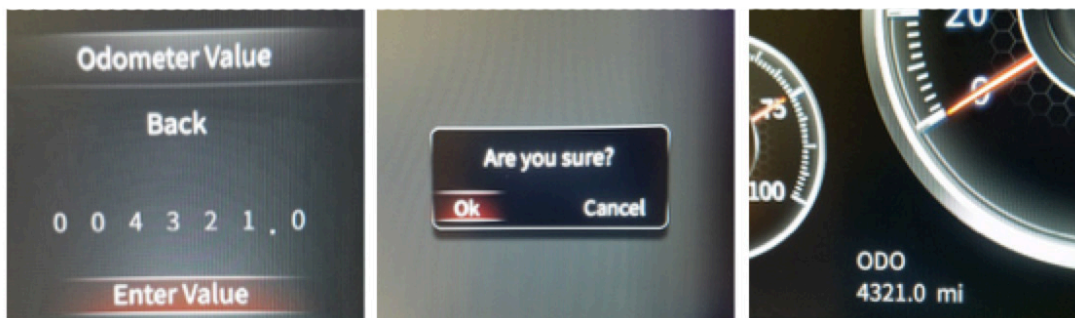


Odometer The odometer can be set to match your factory mileage on your vehicle. This can only be done one time, and within the first 500 miles. After being set, or 500 miles have been accumulated, this option will disappear. It can not be set again.

To set your odometer, enter into the Main Menu, scroll to Speedometer, and push Enter. When in the Speedometer Menu, scroll down to Set Odometer and press Enter. Now you will be in the Odometer Value screen. Scroll down to the odometer digits. When you get to the particular digit that you want to change, press Enter, then scroll up or down with the Selector Knob until you get to the desired digit, and press Enter.



Once you have the odometer reading you desire, and have pushed Enter on the last digit, you can then scroll down to Enter Value and press Enter. The Dash will ask you "Are you sure?". You have the option to either press enter on OK, or scroll to Cancel and select Enter. This window asking you "Are you Sure?" will pop up 3 times. If you answer OK all three times, the odometer is now permanently set, and will only change by accumulating miles normally. This can not be changed again.



Trip Odometer This dash has two trip odometers, and a regular odometer. Both trips can be reset at any time by the user. To choose which Trip Odometer is displayed, Enter into the Main menu, scroll to Speedometer, and press Enter. Here, you may choose which Trip is displayed, and you may also clear (reset) the trip from this page as well. Simply scroll to which option you choose and press Enter.



Units Here you can choose Imperial, or Metric. U.S. users will generally choose Imperial. Other users may choose Metric, which changes your temperature to “C”, Oil Pressure to “BAR”, Odometer to “km”, and Speedometer to “km/h”. To change the units of measure, Enter into the Main Menu, and then scroll to Units, and press Enter. Then choose either Imperial, or Metric by scrolling to highlight your choice, then press Enter. To exit, simply scroll up to Back, press Enter, then on the Min Menu, scroll up to Close and press Enter.



System This displays the versions of firmware the unit is equipped with.

Time to enjoy your new InVision Dash!



Available Items From Auto Meter that you may want or need:

- #5291 3-wire Hall Effect speed sender. This is a pass through unit and can be used if your vehicle still have cable operated cruise control. It can still be used as a stand alone unit if you no longer use a cable.
- #5293 2-wire Sine Wave speed sender (generator). This is a more economical unit, and does not provide as many pulses as the 5291, and does not require power to operate. Only signal and ground.
- #5289 GPS Interface Module. This works great if you have a situation where your transmission has no mechanical output, or no existing speed sender. This simply requires power & ground, and has a signal output. The included GPS antenna is magnetic, and can be mounted inside the vehicle, or outside.
- #5284 LS Install Kit. If you are performing an installation with an LS based engine, you can order this kit for the needed adapters, and LS specific instructions.
- #9123 LS Tach Adapter Kit. Sometimes with the LS conversion, the tachometer signal becomes lost. This kit will allow you to install a tachometer adapter, and is specifically designed to plug into the factory LS ignition harnesses located at the center of each valve cover. The wire harness portion of this works for most LS applications up to 2013.
- #9117 Tachometer Adapter. This can be wired in by the installer if the above 9123 will not work for your application.
- #3227 -4an Braided Stainless Steel Hose Kit. This is a 3' long hose kit that some would use to relocate their oil pressure sender in the event that you want to mount it off of the engine elsewhere. Other lengths are also available.
- Auto Meter offers a variety of hose adapters that allow you to install your temperature sender into a hose directly. Available in different sizes, ranging from 5/8", up to 1-1/2". Model numbers 2280, 2281, 2282, & 2283.

***6 Pin Connector Image



SERVICE

For service send your product to Auto Meter in a well packed shipping carton. Please include a note explaining what the problem is along with your phone number. If you are sending product back for warranty adjustment, you must include a copy (or original) of your sales receipt from the place of purchase.

12 MONTH LIMITED WARRANTY

AutoMeter Products, Inc. warrants to the consumer that all AutoMeter High Performance products purchased from an Authorized AutoMeter Reseller will be free from defects in material and workmanship for a period of twelve (12) months from date of the original purchase. Products that fail within this 12 month warranty period will be repaired or replaced at AutoMeter's option, when determined by AutoMeter that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement of parts in the AutoMeter High Performance product and the necessary labor done by AutoMeter to effect the repair or replacement of the AutoMeter High Performance product. In no event shall AutoMeter's cost to repair or replace an AutoMeter High Performance Product under this warranty exceed the original purchase price of the AutoMeter High Performance Product. Nor shall AutoMeter Products, Inc. be responsible for special, incidental or consequential damages or costs incurred due to the failure of an AutoMeter High Performance Product. This warranty applies only to the original purchaser of the AutoMeter High Performance Product and is non-transferable. This warranty also applies only to AutoMeter High Performance Products purchased from an Authorized AutoMeter Reseller. All implied warranties shall be limited in duration to the said 12 month warranty period. Breaking the instrument seal, improper use or installation, accident, water damage, abuse, unauthorized repairs or alterations voids this warranty. AutoMeter disclaims any liability for consequential damages due to the breach of any written or implied warranty on all products manufactured by AutoMeter Products, Inc. For a comprehensive listing of Un-Authorized AutoMeter Resellers please visit www.autometer.com/autometerlocator/index/unauthorized.

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For Email: Service@autometer.com