

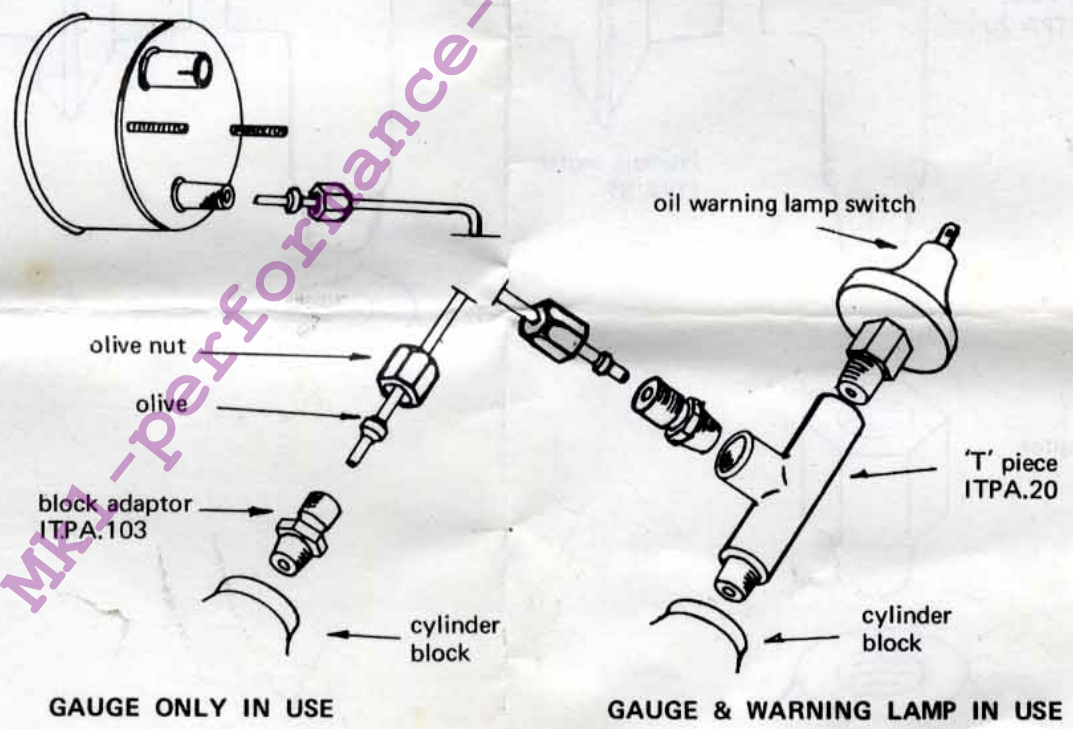
1. Mount instrument to dash and connect tubing to rear of gauge by positioning olive nut on tube followed by olive. Ensure the tube protrudes at least 1/16" through the olive and connect to gauge holding tubing pushed in whilst tightening.
2. Run tubing to engine compartment ensuring chafing with bodywork etc. cannot occur, and avoid hot regions, as this will result in damage to tubing.
3. Remove oil pressure warning lamp switch from engine block or crankcase and replace with taper threaded end of block adaptor supplied. Where the oil warning lamp is also required, a tee-piece is available part no. ITPA.20.
4. Connect nylon tubing to adaptor using olive and nut in similar manner as on rear of gauge.
5. On some models, namely rear-engined types, where the tube run is excessively long, the system will necessitate being bled of air. Start engine, loosen connection on rear of gauge until all air is bled off and oil appears from the connection. Re-tighten union nut.

Important: It is essential to run engine and inspect for any possible oil leakage after installation. If an oil leak is shown up by this inspection, switch off and rectify faulty connection.

Internal Illumination: Ensure instrument casing is earthed and connect the single red wire from bulb holder to sidelamp circuit on vehicle. Latest gauges have screw terminal.

Note: The vehicle sidelamp circuit is also generally colour coded red on British made cars.

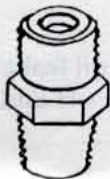
Volkeswagen sidelamp circuit is colour coded grey.



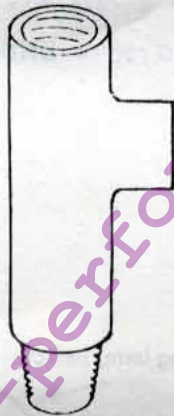
1. Remove oil pressure switch and screw T-piece into cylinder block. If diameter or thread form is incorrect a special adaptor will be required; this being supplied in the instrument kit for the particular model of car. Screw T-piece into adaptor and fit adaptor to cylinder block.
2. Screw pressure switch into taper threaded side drilling of T-piece and oil pressure union into other outlet, (Note:- Ensure correct threaded portion of union is used as thread in T-piece outlet is of tapered form.)
If an adaptor was used, a pressure switch with 1/8" N.P.T. thread will also be required. This component can be purchased either from a local garage/accessory shop or from Speedwell Performance Conversions Limited (Part No. ITPA.87). Switch operating pressure 7 lb/in² - 10 lb/in².
3. Connect up tubing as detailed in instruction supplied in instrument kit.

DIAGRAM 1

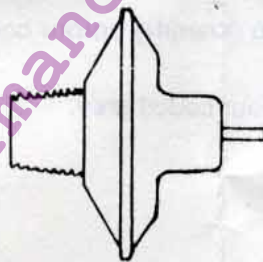
Block adaptor
ITPA 103
supplied in
instrument kit



T-Piece
ITPA 20



Pressure switch
ITPA 87



Special adaptor
if required

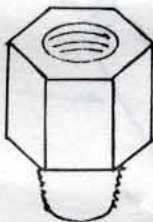


DIAGRAM 2

