

INSTALLATION INSTRUCTIONS

DIESEL EXHAUST PRESSURE GAUGES

2650-1700-00



QUESTIONS:

If after completely reading these instructions you have questions regarding the operation or installation of your instrument(s), please contact Auto Meter Technical Service at **866-248-6357**.

You may also email us at **service@autometer.com**.

Additional information can also be found at <http://www.autometer.com>

Installation

1. The 2-1/16" gauges may be mounted in a 2-1/16" diameter hole. The hole may be either a hole in the dash, a gauge panel or an Auto Meter Gauge Pod. (It is best to connect all wiring to the gauge before mounting it into the gauge hole.)
2. Follow the diagram below to connect 12 volt lighting.

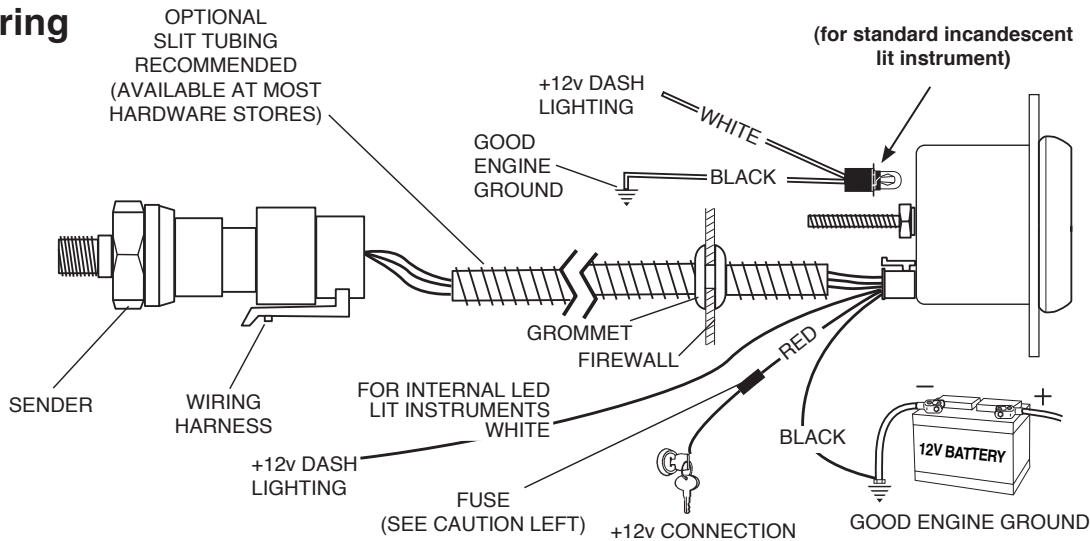
Power-Up

The pointer will move backward to the stop pin and then move to the zero box. This procedure is an auto-calibration function and is performed on every power-up. While this test is being performed, the gauge may make a clicking sound. This is normal.

Exhaust Particle Trap Recommendation

To extend the maintenance period on the copper coil, Auto Meter recommends the installation of the Diesel Particle Trap kit, model #5375. The Diesel Particle is inserted between the copper tubing and either the FSE pressure sensor or the nylon tubing used on the mechanical gauge. The trap provides an expansion chamber for the soot particles to collect, similar to a dust collector. It also incorporates a z brass snubber to minimized pressure spikes at the pressure sensor or mechanical gauge. It is easy to open for removing accumulated soot.

Wiring

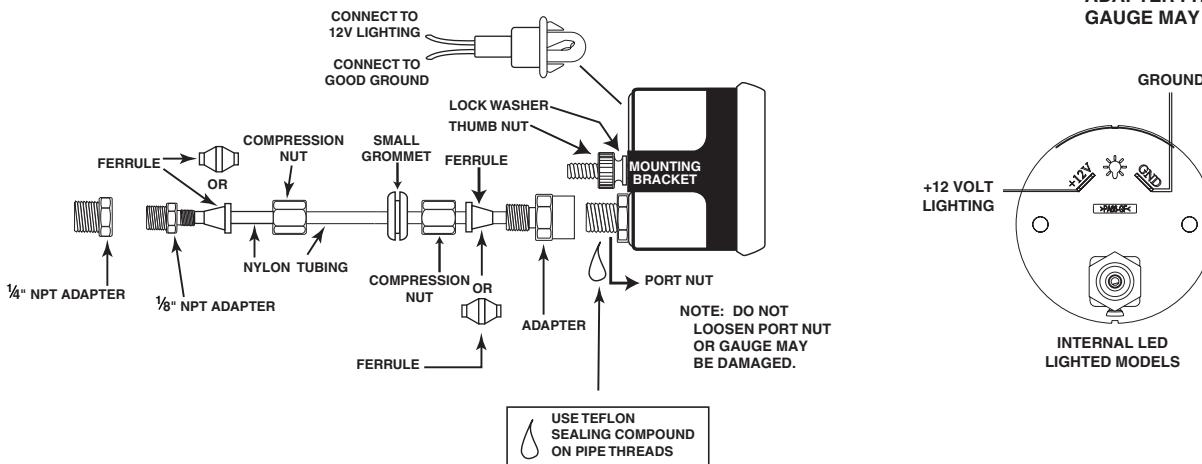


CAUTION!

As a safety precaution, the +12V terminal of this product should be fused before connecting to the 12V ignition switch. We recommend using a 3 Amp, automotive type fuse.

NOTE: When the ignition is off the pointer may not always rest at zero.

Mounting and Connecting Mechanical Gauges



1. Gauges may be mounted in In-dash holes, or in Auto Meter custom mounting Solutions. Secure gauge with mounting clamps supplied. 2-1/16" gauges mount in 2-1/16" diameter hole.
2. Drill 3/8" dia. holes and install rubber grommet where pressure line passes through sheet metal, such as firewall.
3. Attach nylon pressure line to fitting on back of gauge using adapter, ferrule, and compression nut as shown in diagram above. Route line through grommet. Connect the nylon line to the coiled copper tube attached to the exhaust manifold using 1/8" connector.

4. Make sure line is free from hazard of moving parts or hot engine components. It is recommended that Auto Meter 3224 copper tubing kit be used where a potential hazard exists.
5. Start engine and thoroughly check installation for leaks.
6. Twist in light socket assembly and connect one wire to dash lighting circuit or other 12V power source and the other wire to a good ground.

Copper Coil Installation

When connecting to the exhaust manifold, it is necessary to prevent the extremely hot gases from entering either the 1/8" nylon tubing (mechanical versions) or the pressure transducer (FSE versions). To adequately cool these gasses, a 6 foot length of coiled 1/4" copper tubing and the necessary fittings are provided. This tubing is to be connected to the exhaust manifold collector.

Use the stainless steel 1/4" tube to 1/8" NPT fitting to make the connection at the manifold. Drill into the cast iron manifold with a 5/16" letter R (0.339) drill bit and follow through with a 1/8" NPT pipe tap. Mount the stainless steel to the exhaust manifold (see fig. 1).

Carefully form the copper tubing (be careful not to kink the tubing) and connect one end in the stainless steel fitting. The tubing should be formed to a shape that allows the other end to be near a point to which it can be secured mechanically (i.e. with a strap, bracket, etc.).

A. Mechanical Version:

Once the copper tubing has been mounted, connect the 1/8" nylon tubing to the copper tubing using the 1/4" tube to 1/4" NPTF fitting, the 1/4" to 1/8" reducer, and the 1/8" fitting (see fig. #1). To prevent vibrations, secure the copper/nylon tubing to something solid with strapping.

B. FSE Version:

Once the copper tubing has been mounted, connect the Pressure Sender to the copper tubing 1/4" tube to 1/4" NPTF fitting and the 1/4" to 1/8" reducer (see fig. #2). To prevent vibrations, secure the pressure sender to something solid with strapping, or fabricate a bracket as a mount

Drill & Tap into Manifold (D)



Drill 5/16" letter R (.339) Hole and tap for 1/8" NPT in cast exhaust manifold collector or other engine builder specified location.

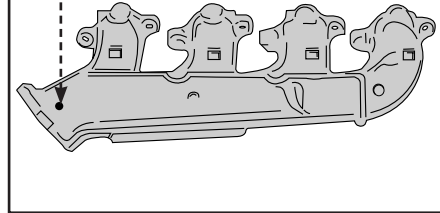
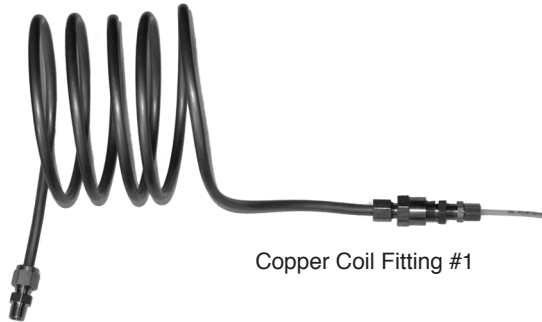
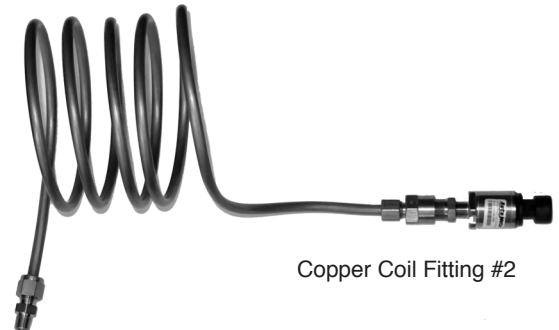


Figure 1



Copper Coil Fitting #1



Copper Coil Fitting #2

Diesel Exhaust Considerations and Installation Maintenance

The pressure in the exhaust system is constantly varying in normal operating conditions. While there is not a "flow" of exhaust gases through the copper tubing, the compression and expansion of the exhaust gases within the tubing will cause some migration of diesel exhaust particulates (soot) into the tubing. Over time these particles may build up to a point that will interfere with proper operation of the gauge (both Mechanical and FSE versions).

For this reason, periodic maintenance of the copper tube is required. It is recommended the copper tube be monitored for build up. To check for build of soot, loosen and remove the 1/4" tubing at the gauge end of the coil. If there is noticeable build, use an air hose to blow air through the coil back into the exhaust manifold. Re-connect the copper tubing.

The frequency and need for the copper tube maintenance will vary. Factors affecting the build up are miles driven, type of driving, etc. If the engine is considered a "smoker", close monitoring and more frequent maintenance will be required.

The Ultimate LED Lighting Upgrade (for incandescent, non LED instruments)

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LED Replacement Kits are sold one per package.

3284	Red LED Replacement Kit	3287	Amber LED Replacement Kit
3285	Green LED Replacement Kit	3288	White LED Replacement Kit
3286	Blue LED Replacement Kit		

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

Auto Meter Products, Inc. warrants to the consumer that all Auto Meter High Performance products 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 Auto Meter's option to the consumer, when it is determined by Auto Meter Products, Inc. that the product failed due to defects in material or workmanship. This warranty is limited to the repair or replacement of parts in the Auto Meter instruments. In no event shall this warranty exceed the original purchase price of the Auto Meter instruments nor shall Auto Meter Products, Inc. be responsible for special, incidental or consequential damages or costs incurred due to the failure of this product. Warranty claims to Auto Meter must be transportation prepaid and accompanied with dated proof of purchase. This warranty applies only to the original purchaser of product and is non-transferable. 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. Auto Meter Products, Inc. disclaims any liability for consequential damages due to breach of any written or implied warranty on all products manufactured by Auto Meter.

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