

### TEMPERATURE, PRESSURE AND FUEL LEVEL GAUGES

### VOLTMETER

### RUDDER POSITION INDICATOR

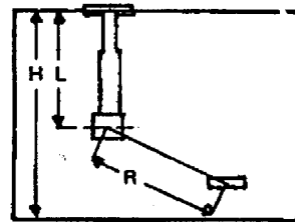
- A. Disconnect battery.  
 B. Cut 2-3/32" hole in a suitable position in dash. Make sure rear of instrument has sufficient clearance from existing equipment and wiring.  
 C. Wire gauge according to diagram.

#### D. Temperature and Pressure Senders

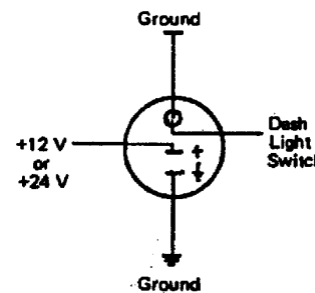
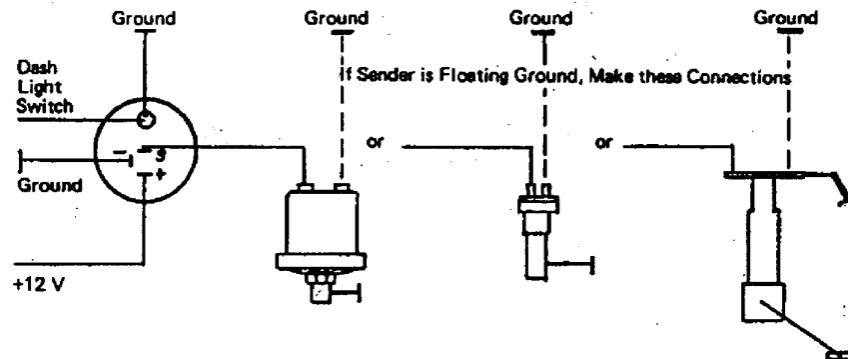
Remove blind plug or existing warning light switch from engine/gearbox (If applicable). Install sender instead.

Cut 2-5/16" hole in tank. Make sure float movement will not be obstructed. Remove all metal burrs. Adjust sender length (L) and float radius (R):

$$L = 1/2 H, R = 2/3 H.$$



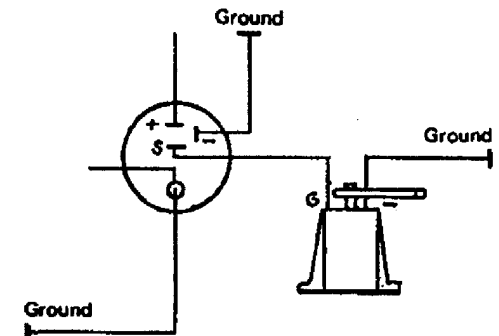
E. For dual station installation use dual sending unit and wire two gauges in parallel.



D. Due to the variety of steering systems, we do not include any linkage parts without rudder senders.

However, our mounting kit provides the necessary parts for most applications. Please check with your dealer.

E. For dual station Installation wire two gauges parallel to sender.



### Engine Hour Meter

### Quartz Clock

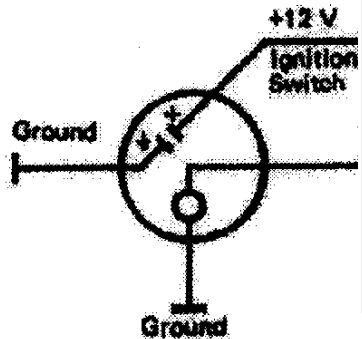
### Power Trim Gauge

- A. Disconnect battery.
- B. Cut 2-3/32" hole in a suitable position in dash. Make sure rear of instrument has sufficient clearance from existing equipment and wiring.
- C. Wire gauge according to diagram.

D. Positive Gauge terminal must be connected to +12 V only if engine is running (i.e. ignition switch, pressure switch)

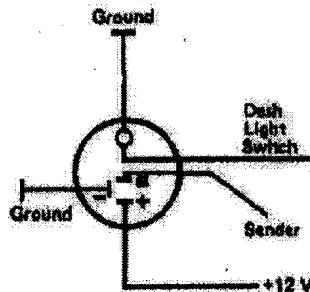
D. Positive Gauge Terminal must be connected to unswitched 12 V source.

D. For electrical connection of sender unit refer to power trim manufacturer instruction (owners manual)



Permanent +12V

Dash Light Switch



If you should not get proper readings from your VDO Gauge:  
**DO NOT attempt to open, as this voids any warranty!**  
 Check wiring, especially for proper ground.

All gauges are floating grounds: you have to run a separate ground connection from terminal "-" to ground.

If sender is standard ground, make sure the engine/gearbox has common ground, i.e. is grounded to same battery negative as gauges.

In case of sender being floating ground, ground terminal has to be connected to gauge negative.

Not for Voltmeter, Engine Hour Meter and Quartz Clocks:

Pull sender lead from sending unit. Pointer must now move fully to one side of scale. Then, ground sender lead. Pointer must now peg to opposite side of scale.

If both occurs, your gauge and wiring is basically o.k., the problem will be a defective or improperly grounded sending unit.

# VDO

1-800-265-1818

Merchandise warranted against defects in factory workmanship and materials for a period of 24 months after purchase. This warranty applies to the first retail purchaser and covers only those products exposed to normal use or service. Provisions of this warranty shall not apply to a VDO product used for a purpose for which it is not designed, or which has been altered in any way that would be detrimental to the performance or life of the product, or misapplication, misuse, negligence or accident. On any VDO part or VDO product found to be defective after examination by manufacturer, manufacturer will only repair or replace the merchandise through the original selling dealer. Manufacturer assumes no responsibility for diagnosis, removal and/or installation labor, loss of vehicle use, loss of time, inconvenience or any other consequential expenses. The warranties herein are in lieu of any other expressed or implied warranties, including any implied warranty of merchantability of fitness, and any other obligation on the part of manufacturer, or selling dealer.

(NOTE: This is a "Limited Warranty" as defined by the Magnuson-Moss Warranty Act of 1975.)