Instr. No. 2650-425F

INSTALLATION INSTRUCTIONS

FUEL PRESSURE GAUGE

WITH ISOLATOR

MODELS 2413, 2613, 3313, 3413, 4313, 4413, 4813, 5413, 5502, 5613, 5813

IMPORTANT WEAR SAFETY GLASSES

Safety First

The Fuel Pressure Gauge with Isolator allows interior mounting of the gauge, without the danger of routing a line containing fuel into the driving compartment. This is accomplished by plumbing the isolator into the fuel system between the fuel pump and the gauge. The line between the fuel pump and the isolator is filled with fuel, while the line connecting the isolator to the gauge is filled with an incompressible non-flammable fluid. When pressurized, the fuel bears against a diaphragm inside the isolator, which transmits the pressure through the line connecting the isolator to the gauge. The corresponding fuel pressure is then displayed on the gauge.

Equalizing the Gauge

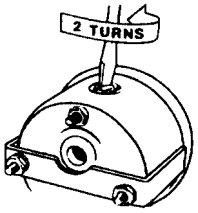
Liquid-Filled Model 5413 Only

With vent screw in upright position, turn screw two turns counterclockwise to equalize gauge case pressure. This allows the gauge to breathe through thread clearances and to self-adjust to changes in altitude, barometric pressure and temperature.

NOTE: Extreme vibration and shock may cause gauge fluid to leak through vent screw. Do not over-tighten. If vent screw is tightened, consult the chart below. If necessary, bleed gauge after altitude or temperature change.

IMPORTANT: Fluid splash on the vent screw may cause self sealing of threads. In this case, it may be necessary to completely remove vent screw, then re-install to equalize the gauge.

NOTE: The black wire must be connected from the gauge light to a good engine ground.

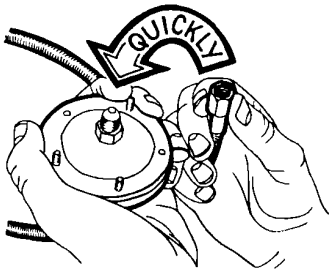


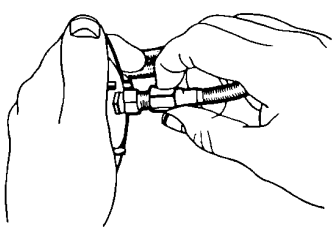
OVER-TIGHTENING OF VENT SCREW WILL DAMAGE THREADS.

GAUGE READING	CONDITION
1 PSI Low 1 PSI High	30° F. Temp. Rise 2000 Ft. Altitude Increase

Installation

1. Install gauge and tubing assembly in an in-dash hole that is 2 1/16" in diameter for 2 1/16" models , 2 5/8" diameter for 2 5/8" models or 3 3/8" for 3 3/8" models. Gauge may also be mounted in Auto Meter Accessory underdash panels. Securely mount gauge using mounting bracket provided. If mounting gauge is somewhere other than in-dash or underdash, you may be required to fabricate necessary provision.
2. Isolator must be mounted in engine compartment. **(DO NOT mount on firewall per NHRA/IHRA rules.)** Drill two 17/64" dia. holes in desired location. Mount isolator mounting bracket using the bolts, lockwashers, and nuts provided. **Gauge and isolator should be mounted at the same height to insure accurate readings. If not mounted level with each other, the fluid weight will cause a slight accuracy error.**
3. Drill a 1/8" dia. hole in firewall in line with center of mounting bracket. Route the braided tubing through hole into engine compartment.
4. With filled portion of isolator in upright position, remove dust plug. Pull braided tubing through center of isolator bracket and hold end in upright position. Remove dust plug and quickly thread braided tubing into isolator port (be careful not to spill any fluid).





NOTE: Fluid leaking from system will cause gauge to read incorrectly. If leakage occurs, fill isolator with solution of half water, half propylene glycol (antifreeze). Repeat Step 4.

5. Secure fuel pressure isolator to mounting bracket using the lockwashers and nuts provided.
6. Slit rubber grommet provided and position in firewall hole so braided tubing holds firmly in place.
7. Determine most desirable location (in line between fuel pump and carburetor) to plumb into fuel system. Thread necessary adaptor fittings into fuel side of isolator.

NOTE: Use thread sealant on all pipe threads to insure a leak free seal.

8. Tee isolator into vehicle's fuel system. We highly recommend that Auto Meter braided stainless steel tubing (Models 3227, 3228, or 3229) be used for this application.
9. With engine running, check to make sure gauge pointer moves in a smooth manner and reads the correct idling pressure.
10. Connect white light wire to dash lighting circuit or other 12V source. Connect black wire to good engine ground.