

Instruction Sheet

Redline Dash Panel

Installation Instructions



WARNING

IMPORTANT: Please **be very careful with temp sending units**, and tightening the wire to the sender. It does not take a lot of force to tighten this connection. Please try to avoid getting gauges wet when possible. We also do not recommend mounting pressure senders in the engine, please mount remotely when possible.

Gauge Connection

Oil And Fuel Pressure Gauges

Determine routing for pressure sender wires. We recommend mounting the senders in the firewall or chassis, and running pressure lines to the senders. We do offer a bracket to do this. Mounting the senders in/on the engine will cause premature sender failure. If passing through a firewall, you may need to drill a hole to accommodate a grommet to prevent chafing of the line.

Water And Oil Temperature Gauges

Determine routing for temperature sender. If passing through a firewall, you may need to drill a hole to accommodate a grommet to prevent chafing of the wire. Take care not to route the pressure wire near extreme heat or moving parts that may cause damage. Install adapter in sender port, make sure the sender is in fluid and not in an air pocket to ensure accuracy. Insert temperature sender in adapter and snug carefully. Be careful when hooking the wire on the sender, it is fragile and does not take a lot of torque to break. Crank engine and check for leaks.

Gauge Panel Wiring

RED WIRE: Switched power, commonly run to the top of the Ignition switch

ORANGE WIRE: Constant power, commonly run to a master disconnect, or buss bar on the switch panel.

BLACK WIRE: Ground wire, must be a good, clean ground.