



S505-V

1966-67 Chevelle
FUEL BATT TEMP OIL
Gauge Package Conversion Kit
SHIFTWORKS® LAS VEGAS, NEVADA

READ THIS FIRST

VOLTMETER

You have purchased a set of gauges that are intended to be wired and operate as close to the factory supplied gauges as possible. The BATT gauge is a VOLTMETER. The voltmeter measures the Force or strength of Current flow out of the Battery. Originally GM installed a shunt style ammeter that measured the flow of current in and out of the battery. Our gauges are intentionally made to look like the original GM ammeter gauges.

The VOLTMETER version is perfect for the customer with a “one wire” alternator or non-factory wiring.

OTHER CAUTIONS:

1. There is no need to add a ground wire. The gauges are grounded to the dash when installed. We have had customers add a ground and over tighten the ground terminal stud, rotating it 360 degrees, and breaking the coil wire at the ground terminal. Do not do this.
2. When installing the Oil Pressure tubing DO NOT use the brass nut on the back side of the gauge as leverage when tightening the tubing. Some of you are strong enough to break the epoxy and torque the gauge. Your gauge should be at ZERO after installation. If not, loosen the brass nut on the back as you have “see above”.

REMOVAL of OLD GAUGES

1. **Disconnect battery ground cable.**

FUEL

1. On air conditioned models, disconnect hose and remove air outlet from panel.
2. Unplug wire connector and cluster lamp from rear of gauge assembly.
3. Remove mounting plate ¼ inch hex head retaining screws (2) and remove fuel gauge from rear of panel.

CLOCK or Blank

1. Remove Clock set shaft knob retaining nut and knob
2. On air conditioned models, disconnect hose from air distributor duct.
3. Unplug wire connector and cluster lamp from rear of gauge assembly.
4. Remove mounting plate ¼ inch hex head retaining screws (2) and remove Clock or Plate and Blank from rear of panel.

S505-V INSTALLATION of new dual gauge assemblies

1. Disconnect battery ground cable.

You will need some #18 gauge electrical wire and terminal ends for the installation. Make sure the Battery is still disconnected.

FUEL / BATT

1. **FUEL Gauge. Using the Diagram provided:** Install the Red **jumper wire** on the Positive terminal. This is the same terminal as used by the pink wire on the plug. Reinstall plug and cluster lamp.
2. **BATT (Voltmeter)** The voltmeter has a jumper preinstalled from the fuel gauge. *No wiring needed.*
3. Orient the gauge and insert bottom edge of the black plastic cup first, stopping before the face plate. Then tilt up and push in past top lip of metal housing. This is a VERY close fit, be patient.
4. Move gauge up and into position and reinstall screws.
5. On air conditioned models, reconnect hose and air outlet in panel.

TEMP / OIL

1. Attach the jumper wire from the fuel gauge to the temperature gauge Positive (+) terminal.
2. **TEMP Gauge.** Remove existing temperature sensor on your engine and replace with the new switch provided. **NOTE:** Do Not use any thread sealant on the threads as it will interfere with the grounding of the unit.
3. Install a new #18 gauge wire from the temp sender to the (S) terminal. If using the sender wire for the idiot light it must be cut **BEFORE** the wire goes through the ignition switch or the gauge will not work properly. Install the cluster lamp.
4. **OIL Gauge.** Remove existing warning light switch (located at rear of engine behind distributor). Screw in tubing to this location. The warning light may be retained by purchasing and installing a "T" fitting to accommodate both.
5. Connect the tubing to the back of the oil pressure gauge. Orient the gauge and insert into the housing. Position and reinstall screws.

