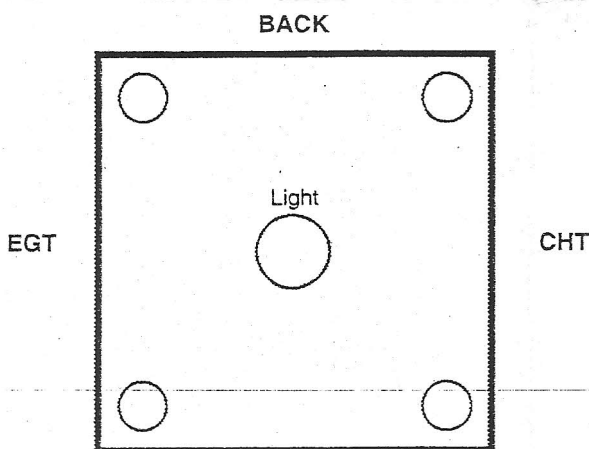
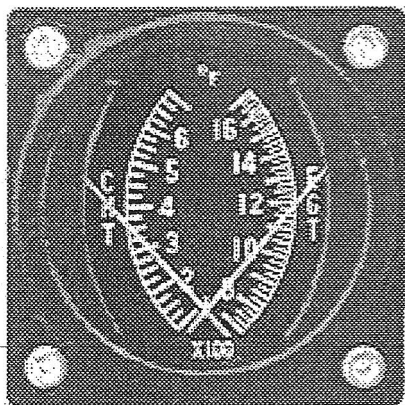
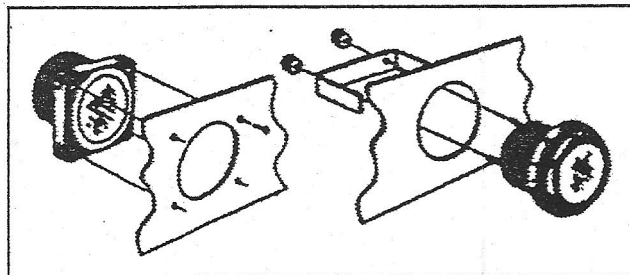


# STANDARD CHT/EGT

## INSTALLATION INSTRUCTIONS

These instructions cover the installation of the standard CHT/EGT 2" or 2-1/4" gauge and probe.

**GAUGE INSTALLATION:** The gauge should be mounted in the panel. Round gauges from the front secured with U-clamp in rear. Square gauges from the rear secured by four provided brass, instrument mounting screws and nylock nuts.



L = CHT: Red wire to + (pos.); Purple wire to - (neg.)  
R = EGT: Red wire to + (pos.); Yellow wire to - (neg.)

**THERMOCOUPLE INSTALLATION:** The ring sender style probe is installed between the spark plug and engine, usually replacing the existing gasket. If using a single gauge choose the leanest cylinder. The clamp-on style EGT probe is connected around the exhaust manifold by locating and drilling a 3/16" hole in the manifold (usually 2-6" from the exhaust port). If you are unsure of which cylinder to use, or where to drill the hole, consult the engine technical manual, the manufacturer, or an engine service center.

Do not cut or splice the thermocouple lead. If a longer reach is needed, cut the gauge lead (provided) in half and splice with 18 AWG or larger wire. Avoid hot engine parts such as mufflers. If patch lead is to be subjected to high heat use Tefzel or Teflon insulated wire.

**Special note on connections:** the multi-colored lead should be carefully matched to the appropriate gauge/probe connection. For example, if you are connecting the **right** + (pos.) terminal to the **red** thermocouple lead use the **yellow** colored wire on both ends. **Repeat for all connections.** In the unlikely event that the gauge does not read correctly, try reversing the leads. For EGT, connect red to - (negative) terminal and yellow to + (positive) terminal on the instrument. Reverse the same for "L" CHT side.