



## **OIL TEMPERATURE AND PRESSURE GAUGE FITTING INSTRUCTIONS.**

Build up the gauge pod with the New 2 gauges.

View the pictures provided and connect the connectors already marked i.e. "T" for Temperature; "P" for

Pressure + & - to be connected to the spade terminals on the new gauges.

Looking at the rear of the gauge.

Left terminal is to the sender unit,

Centre (top) terminal is to earth/ground

Right terminal is live.

Remove the stereo from the dashboard completely including the cage surround for access.

Remove aluminium foot well divider. (If using the clip in type gauge for the Mk1 Elise)

Crimp one splice connector (see picture) to the BLACK wire on the stereo plug outlet and the other splice connector to the Green wire, this is so the gauges will illuminate when the vehicles lights are switched on.

Remove the interior light unit (1<sup>st</sup> take out number fuse number eleven 10A which is located under bonnet LH side).

Connect the 2 wires to the interior light and check it works (fuse in).

Ensure the lighting wiring etc enters through the 25mm circular hole in the top of the pod.

Feed the 2 pin connector wiring through the rubber grommet that presently has the interior light wiring running through it.

Connect the two (red and black wires) male spade terminals either way around as it's just a lighting circuit.

### **SAFELY LIFT THE REAR OF THE CAR PREFERABLY USE RAMPS OR AXLE STANDS**

Remove driver's seat.

Remove gear lever cover (not completely just enough to run the wires through the housing)

Remove plastic handbrake cover (not completely just enough to run the wires through the housing).

### **Drain the oil from the engine.**

Fit the temperature sender switch provided into the 1/8npt thread of the sump plug adaptor, it is a taper thread so it will tighten quite nicely. Fit the sump plug adaptor in place of the sump drain plug using the rubber Dowty washer provided. DO NOT OVERTIGHTEN.

Remove the original oil pressure sender switch & fit the new aluminium adaptor supplied in place of that in the oil filter housing M12 fitment.

Make a judgment on the best orientation of the adaptor to accept the new oil pressure sender and the new low oil pressure switch & use the brass plug provided to plug the unused tapped thread. Do not overtighten the rubber Dowty washer.

Fit the large oil pressure sender unit supplied into the aluminium adaptor. Fit the new oil pressure switch provided into the aluminium adaptor also. This new sender switch we have provided is better than the original one as it comes on at 13psi not the very low 5 PSI as is fitted OE to Rover 'K' series engines.

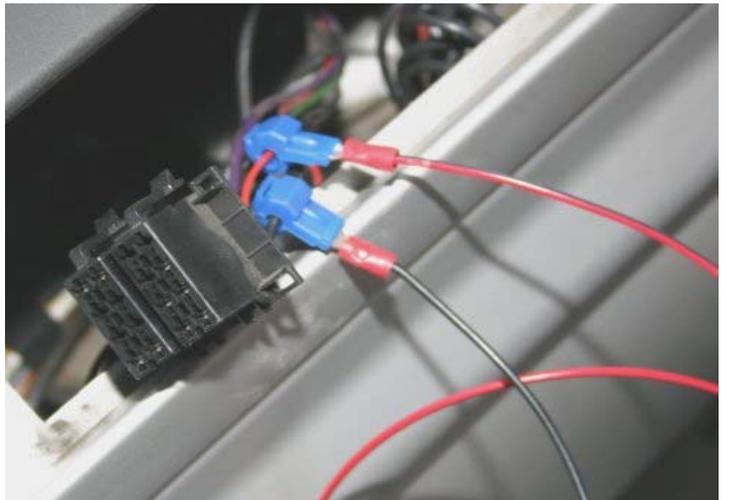
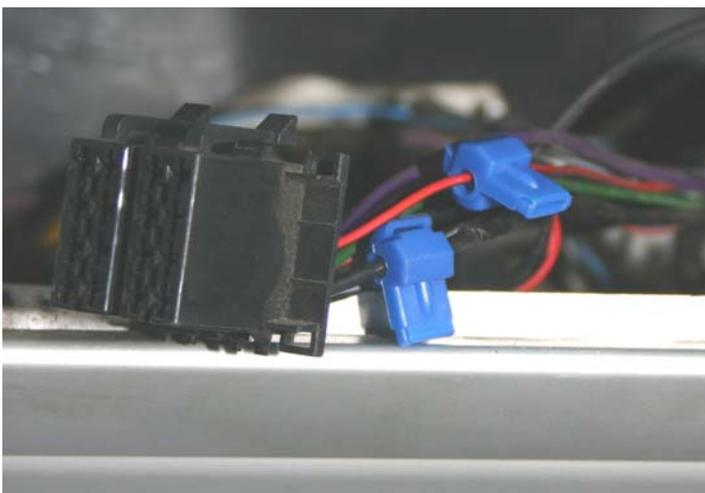
These are taper threads so no sealant is required and again do not overtighten.

Run the 2 sender wires down the centre of the car as shown in pictures going through the hole the brake lines run through. Tie wrap the wires every 20cm or so making sure they won't rub against anything.

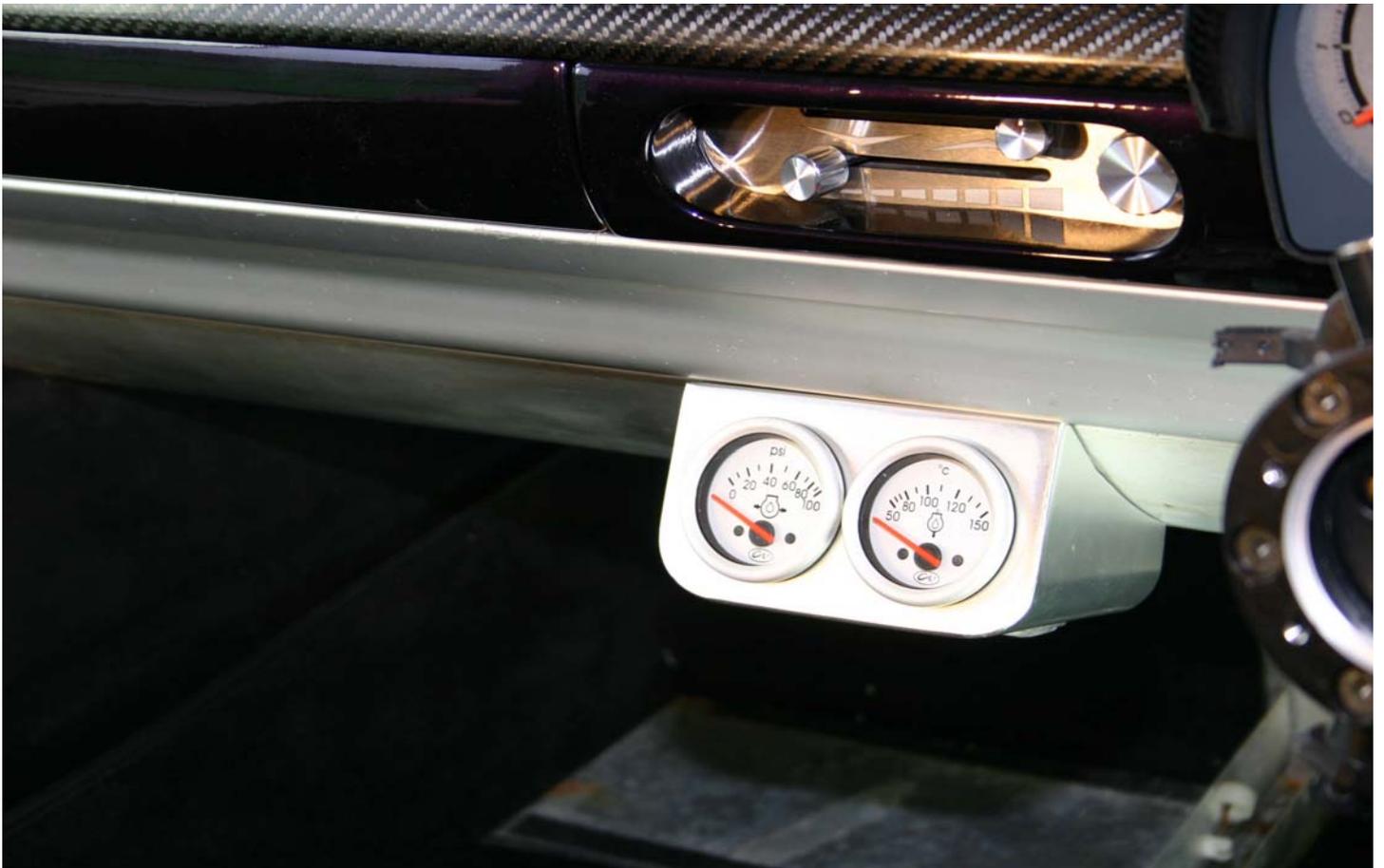
Connect the wires the corresponding sender units.

# RE FILL ENGINE OIL

Once satisfied and checked for leaks etc replace the interior trim and radio as necessary.







The gauge pod simply clips in place of the interior light unit and the interior light unit fits in the rectangular slot in the gauge pod. The pod is held in by the tension of the “flap” designed into the pod casing.

