

# S505

1966-67 Chevelle  
FUEL BATT TEMP OIL  
Gauge Package Conversion Kit  
SHIFTWORKS®, ROCHESTER NEW YORK



## READ THIS FIRST

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 **AMMETER** is a **Shunt Meter**. The Ammeter is wired in **parallel** to the main Battery Charging wire, *exactly as GM wired the factory installed ammeter*. They measure the Flow of Current in and out of the Battery. EARLIER Ammeters and many Aftermarket Ammeters measure the total Amperage and are wired in series with the cars charging system. These older style Ammeters are a different creature and if you wire up a Shunt Meter in series you will burn it up!!! AND MAYBE MORE!!

## REMOVAL of OLD GAUGES

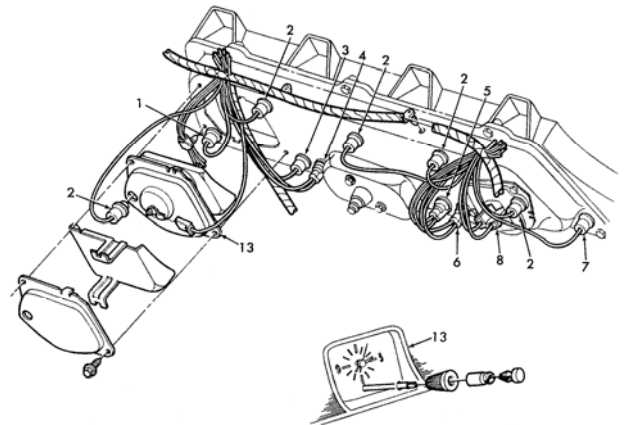
1. **Disconnect battery ground cable.**

## 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.



1. R.H. Directional
2. Cluster lamp
3. Bright Indicator
4. Gen Indicator
5. Temp Indicator
6. Oil Indicator
7. L.H. Directional
8. Fuel Gauge connector
13. Clock

## S505 INSTALLATION of new dual gauge assemblies.

### Disconnect battery ground cable

You will need some #14 gauge electrical wire and terminal ends for the installation.

### FUEL / BATT

1. **FUEL** Gauge. 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** (Ammeter). **Using the Diagram provided**, connect a wire from the Charge (C+) terminal to the Horn Relay; and connect a wire from the Discharge (D-) terminal to the Junction Block. (These are BOTH positive terminations.) **Do NOT wire in SERIES no matter who tells you to.**
3. Install In-Line Fuse.
4. 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.
5. Move gauge up and into position and reinstall screws.
6. 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 wire from the sensor 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.
6. Orient the gauge and insert into the housing. Position and reinstall screws.

