

SHIFTWORKS®

S507-V

1966-67 Nova

FUEL BATT TEMP OIL

Gauge Package Conversion Kit

SHIFTWORKS®, ROCHESTER NEW YORK

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. Unplug wire connector and cluster lamp from rear of gauge assembly.
2. 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. Unplug wire connector and cluster lamp from rear of gauge assembly.
3. Remove mounting plate ¼ inch hex head retaining screws (2) and remove Clock or Plate and Blank from rear of panel.

S507-V INSTALLATION of new dual gauge assemblies.

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. This is a 90 OHM Full gauge just like the original. **NOTE:** Customers installing a new sending unit. If fuel reading is bad compare old gauge with new sending unit. MOST problems relating to the fuel gauge occur when the customer also installs a new sending unit.
2. **BATT (Voltmeter)** The voltmeter has a jumper pre-installed from the fuel gauge.

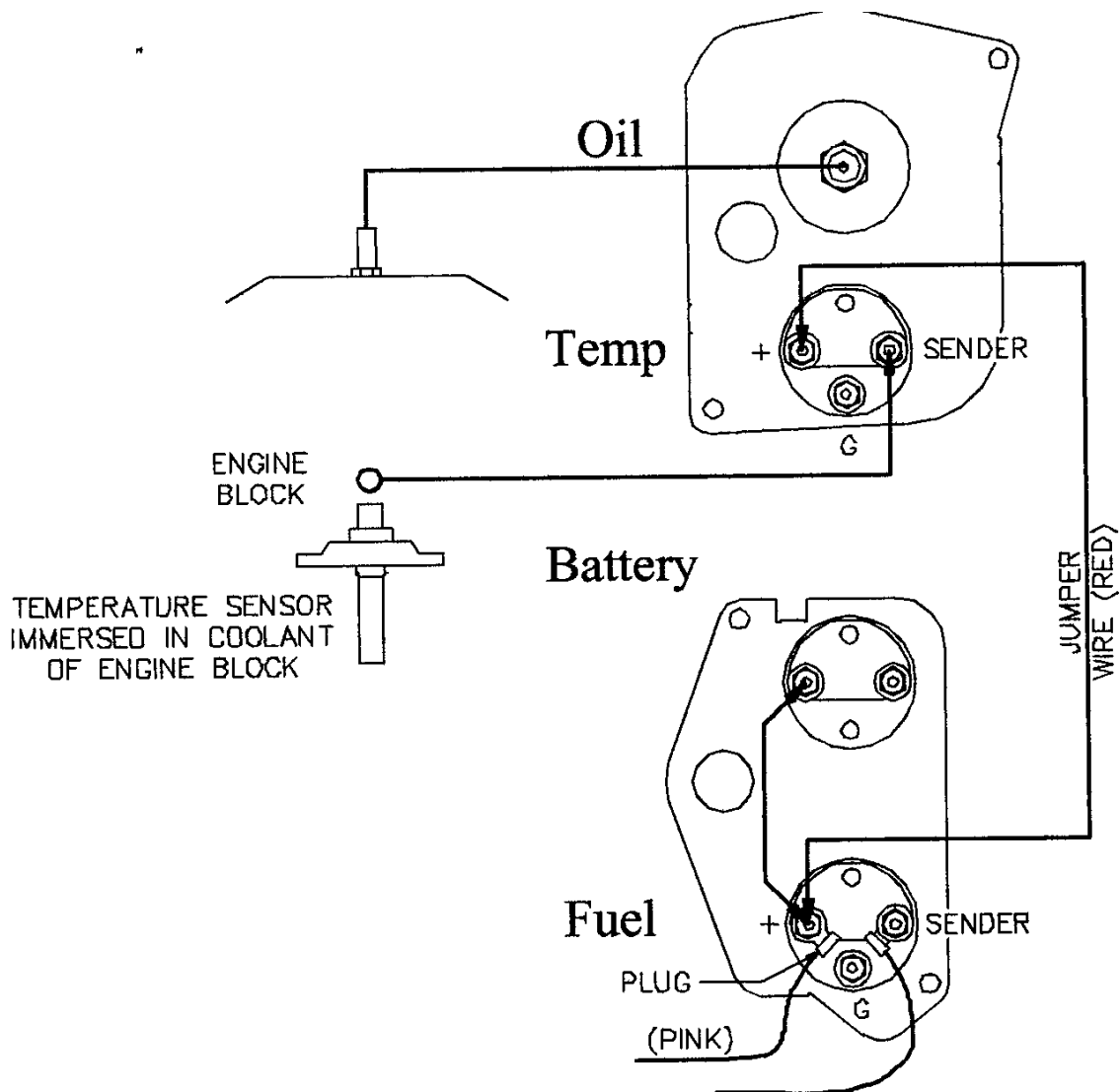
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3. Orient the gauge and insert the top of the face plate first. Then tilt up and push in the metal housing. Move gauge up and into position and reinstall screws.

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.



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