



## ELITE SERIES INSTRUMENTS



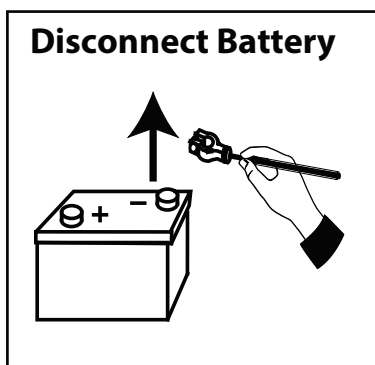
Read and follow these instructions carefully before proceeding with installation. Do not deviate from the wiring instructions. Incorrect wiring could cause an electrical short with possible fire. Make sure that the wiring is routed away from moving or hot engine components. If wires run thru drilled holes, protect the wires using grommets and de-burring the holes. Always disconnect the battery before making electrical connections. Before re-connecting the battery, be sure all connections are properly made and secured.

**These instruments are designed to work in 12 volts systems ONLY!**

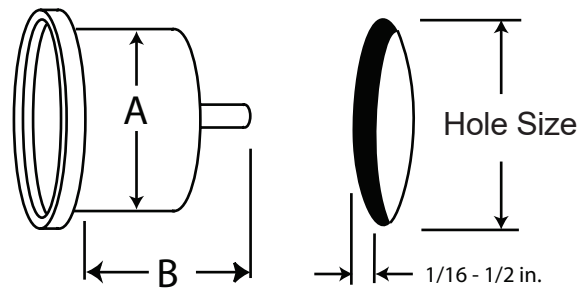
Make sure you have sufficient clearance in and behind the dash panel prior to installation of any instrument.

To insure that all of the instruments function properly, we recommend that you use the sending units that are provided with the kit. If you purchased the kit with a GM or Ford compatible fuel gauge, those instruments will be compatible with the stock OEM fuel level sending unit.

Various organizations have established guide lines for wiring colors. Those applicable to your installation should be followed.

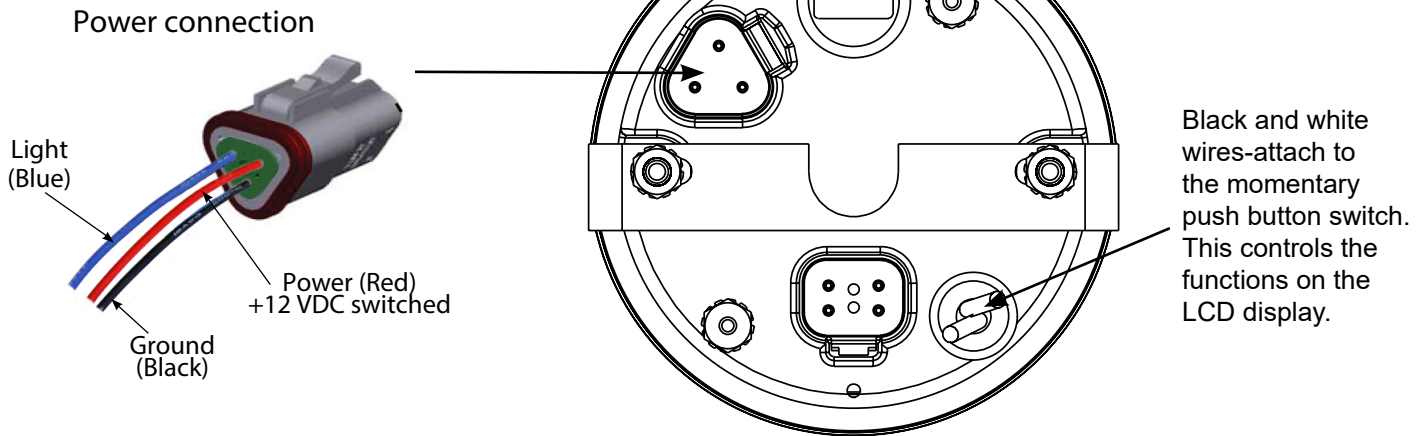


**Identify Location, Check for Clearance, Drill Hole.**



A	B	Hole Size
2 1/16 in.	2.22 in.	2 1/8 in.
3 3/8 in.	3.44 in.	3 13/32 in.
4 9/32 in.	4.62 in.	4.3/8 in.

## GPS Speedometer



The Elite GPS Speedometer is equipped with both analog and digital LCD displays.

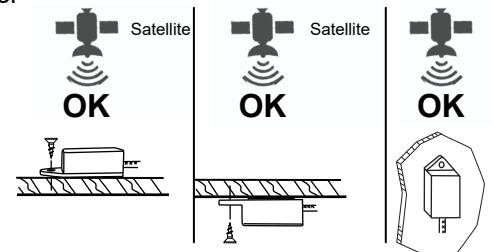
No calibration of any kind is required.

All data from the Elite GPS Speedometer is for reference only. It should not be used as the only source for navigation. Loss of signal and atmospheric changes are possible and could affect the readings.

Install the plug for the power connections into the triangle shaped receptacle on the back of the speedometer.

Plug in the GPS receiver to the rectangular receptacle on the back of the speedometer

For the most accurate and reliable operation of the GPS speedometer, the receiver should be mounted inside the vehicle, away from any heat sources, and with a clear view of the sky. It is possible for the receiver to function correctly when hidden under the dash or other hidden areas. It is imperative that you verify that the speedometer is reading correctly prior to permanent installation of the receiver. See the diagram on the right for proper receiver mounting positions.



The GPS Speedometer requires a momentary switch (included) to control the functions shown on the LCD display and to reset the trip meters. Find an easily accessible place to mount the switch and drill a 5/8" hole. Fasten with the nuts included with the switch. Attach the black and white wires from the back of the gauge to the switch.

On initial startup, the GPS Speedometer will display 0 MPH on the dial and 3 dashes on the LCD screen until the signal is acquired from satellites. **NOTE: It may take 60 seconds or more for the receiver to acquire a satellite signal.**

Once a signal is found, the LCD display will show a Compass direction (N for North, S for South, etc).

Push the momentary button once (**DO NOT HOLD IT DOWN!**) to display the Odometer

Push the momentary button again to display Trip meter A

Push the momentary button again to display the Trip meter B

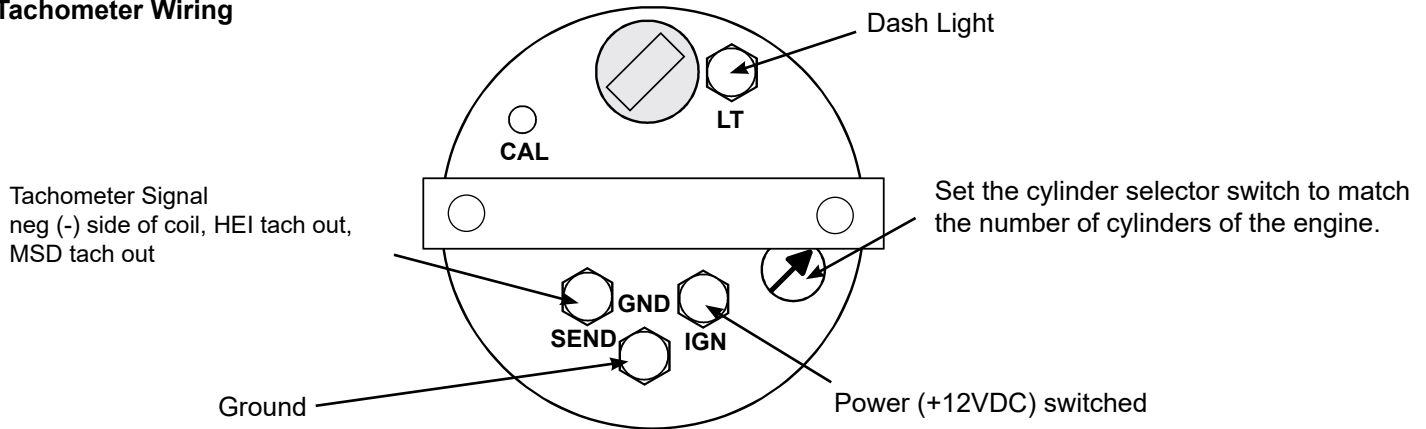
Push the momentary button again to return to the Compass

When either of the trip meters have been used, with a trip displayed, hold down on the button for approximately 5 seconds to reset the trip meter to 0. Release the button as soon as it hits 0!

At speeds of approximately 1.5 MPH or slower, the speedometer will not display speed and the heading will remain fixed at the last heading displayed.

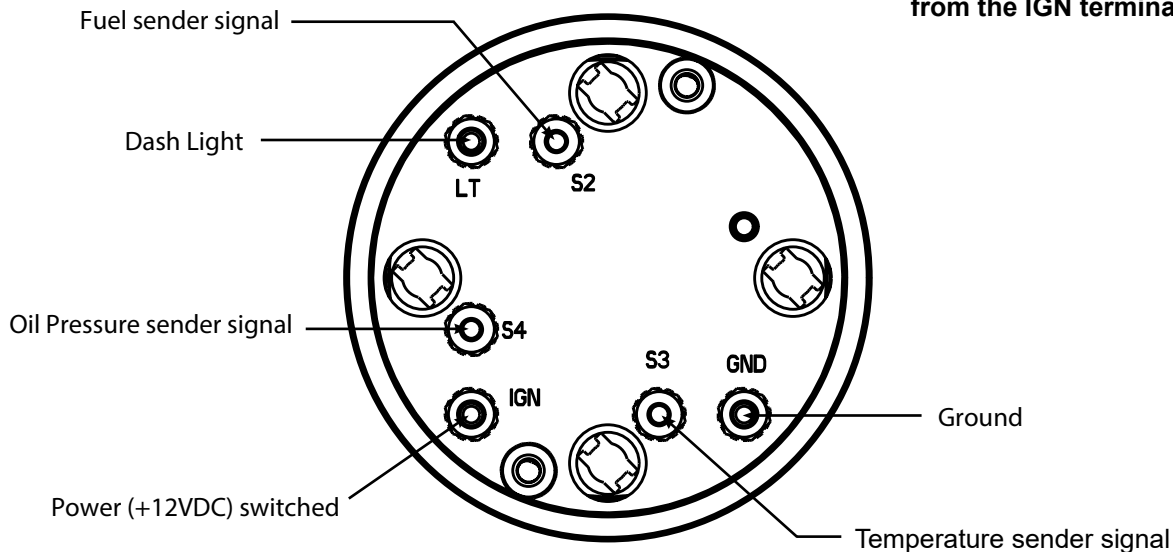
The speedometer head is compatible with all receivers, outputting NMEA 0183 data. If you have such a receiver, it is not necessary to replace it with the Elite receiver.

## Tachometer Wiring



## Fuel, Volt, Temperature and Oil Pressure multifunction Gauge Wiring

**Note: Volt meter does not have a sender, the signal is internal from the IGN terminal.**



## Adjustable Fuel Level Sender

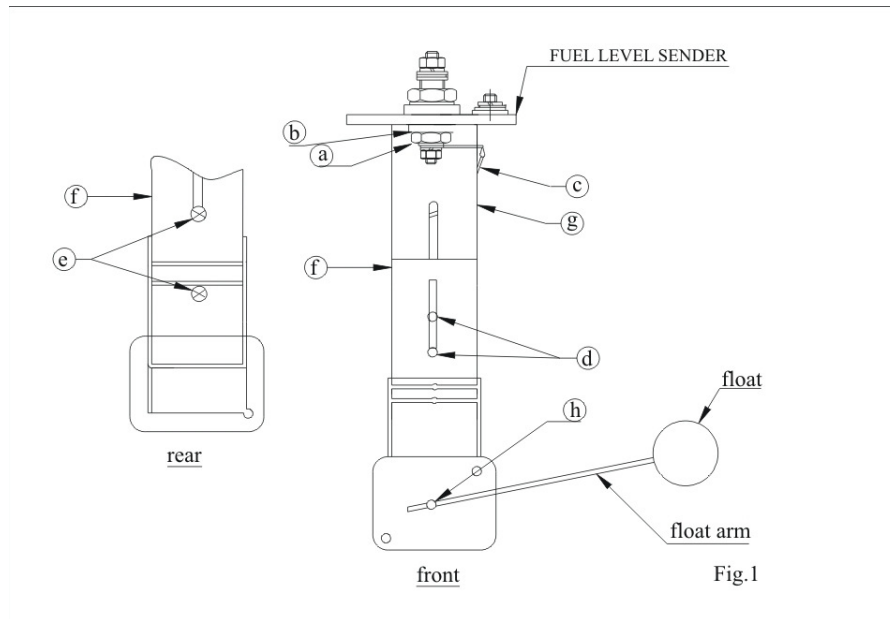
For use with universal 33-240 ohm fuel gauges (not included and not necessary for GM and Ford compatible fuel gauges)

I. Measure depth of the fuel tank. Locate this dimension in Column "B" it shows the length from the underside of the sender flange to the center of the float pivot. Column "C" shows distance from the center of the float pivot to the center of the float ball. For example a tank 12" deep would need a measurement of 6" from the flange to the pivot and 7.8" from the pivot to the float.

II. For tank depths up to 6" to 15-1/2" it will be necessary to eliminate a part of the assembly. (See Fig.1) proceed as follows:

1. Remove nut "a" washer "b", and ring terminal "c" from the underside of the mounting flange.
2. Remove two screws "d" and discard.
3. Remove two screws "e" from the plastic housing and reserve for later use.
4. Carefully remove bracket "f" from the plastic housing and discard. Replace with bracket "g" in the housing and loosely re-install the two-screw "e" into housing.
5. Slide housing up or down until the proper dimension from Table 1 is reached, then tighten screws securely.
6. Replace ring terminal and hardware.

**CAUTION:** Do not over tighten hardware, to avoid damage to the threads.



III. For tank depths of 16" to 21" no disassembly of the sender bracket is necessary.

1. Remove ring terminal as instructed in section II, above.
2. Loosen two screws "d" and adjust the plastic housing up or down until the proper dimension from Table 1 is obtained, then retighten screws securely.
3. Re-install ring terminal and hardware, and tighten all hardware securely, avoiding over tightening.

IV. To install the float assembly, loosen screw "h", remove the short piece of rod, and discard. Insert the float rod until the proper length "c" from Table 1 is met, then tighten the screw securely. Carefully cut off any excess rod with bolt cutter or similar tool, taking care not to damage the assembly.

NOTE: Make sure the float is installed as shown in Fig.1. If installed backwards, the fuel gauge will indicate "full" when the tank is empty, and "empty" when the tank is full.

1. With the gasket in place below the flange, carefully feed the float arm and sender body into the 1.697" (43mm) hole in the tank. Make certain the float arm has free motion within the tank. Using the sender flange as a template, locate the position of the five mounting holes. Use the supplied screws to mount into a tank with threaded inserts in place.
2. Insert fuel sender assembly into tank, align holes and thread in mounting screws. Check that all screws are secure to complete assembly.

AVOID OVER TIGHTENING.

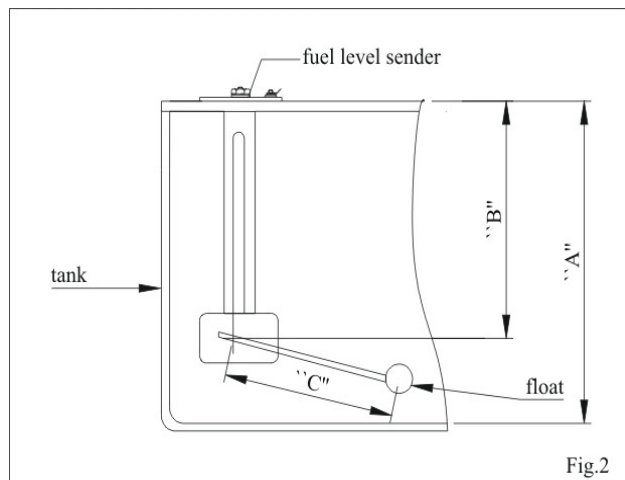


TABLE 1 (dimension in inches)

A	B	C	A	B	C	A	B	C
6.0	3.0	3.5	12.0	6.0	7.8	18.0	9.0	12.0
6.5	3.25	3.8	12.5	6.25	8.1	18.5	9.25	12.3
7.0	3.5	4.2	13.0	6.5	8.5	19.0	9.5	12.6
7.5	3.75	4.5	13.5	6.75	8.9	19.5	9.75	12.9
8.0	4.0	4.9	14.0	7.0	9.3	20.0	10.0	13.4
8.5	4.25	5.3	14.5	7.25	9.6	20.5	10.25	13.8
9.0	4.5	5.6	15.0	7.5	10.0	21.0	10.5	14.2
9.5	4.75	6.0	15.5	7.75	10.4			
10.0	5.0	6.4	16.0	8.0	10.7			
10.5	5.25	6.7	16.5	8.25	11.0			
11.0	5.5	7.1	17.0	8.5	11.4			
11.5	5.75	7.4	17.5	8.75	11.8			