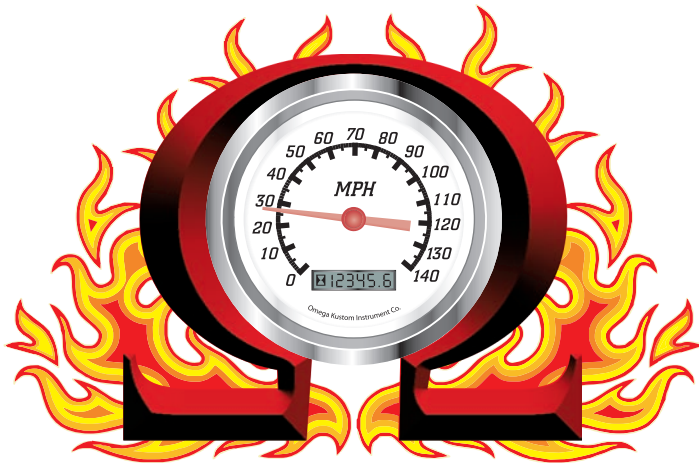


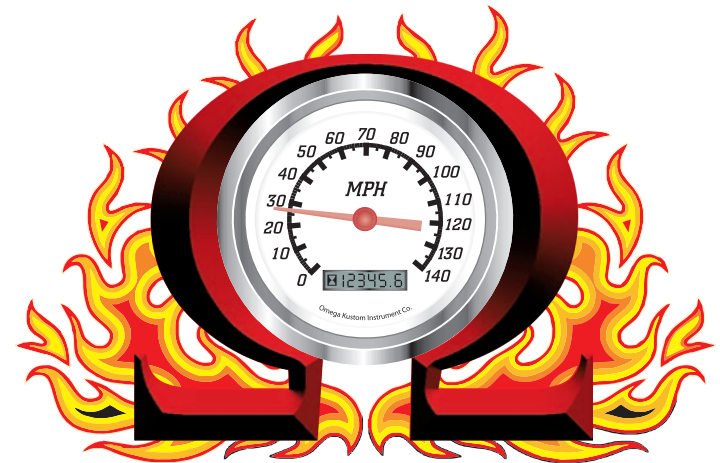
Still have questions??
Call our Tech Support
@ 386-212-1611



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OWNER'S INSTALLATION MANUAL



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Lifetime Warranty

Omega Kustom Instruments are warranted to the original purchaser for 3 years to be free from defects in material or workmanship.

Instruments that have been abused, misused, accident, has water damage, installed improperly or has been altered will void the warranty.

This warranty does not include incidental damage or costs incurred by a gauge failure.

This warranty is limited to repair or replacement at our discretion, freight prepaid.

Dated proof of purchase required.

In the event of a failure please contact our tech department for instructions.

After 3 years they are covered by a lifetime limited warranty to the original purchaser. for \$30.00 we will repair or replace any instrument deemed defective from normal use.

TIPS

TIP 1:

The most common cause of an inoperable gauge is “Ground”. We *cannot* stress enough the importance of grounds. The battery ground must be connected between the battery and the engine, regardless of where the battery is located in the engine compartment. The chassis ***is not*** a suitable ground. There must be a good ground between the engine and body and engine and chassis. The fuel tank sender must also be grounded to the chassis or body. Do not rely on straps or brackets to ground tank.

TIP 2:

Never use TEFLON tape on oil & temperature sending units! This can create a bad ground between the engine and the sender which will cause the gauge to read improperly or not work at all. Use a small amount of TEFLON paste as a sealing agent.

TIP 3:

Take special care when measuring and cutting fuel sender as described in instructions. The more accurate you are the more precise the fuel gauge will read.

FUEL SENDER INSTALLATION

Quick Adjust Fuel Sender

To adjust arm hold sender along side of tank with mounting flange at top. Allow float to hang down. Push float up float rod until it is (1) one inch above bottom of tank. Push bottom retainer clip up to hold float securely. Cut off excess float rod leaving a quarter of an inch remaining past the lower float retainer clip.

You are now ready to install sender in tank with supplied screws and gasket.

HEAVY DUTY FUEL SENDER INSTALLATION

For installation instructions and diagram see insert in fuel sender package.

Speed Sensor Wiring

Two wire pulse sensors will connect to harness "A" Pin "B" (White Wire) and Pin "C" (Black Wire) Also Ground black wire to chassis ground under dash.

Three wire Hall Effect Generators will connect to Harness "A". Using Pin A to power red wire of generator. Pin B will connect to white wire of generator and Pin C to black wire of generator.

Odometer

The speedometer contains an odometer to maintain a record of the total mileage and trip mileage. During normal operations and after a power on the odometer display shows;



This display cannot be reset. A quick press of the push-button changes the display to the Trip odometer.



Trip Odometer

The Trip odometer allows you to keep a record of the trip miles or kilometers independent of the Odometer.



The Trip Odometer is fully user reset-able. While in the Trip Odometer display press the push-button for 4 seconds and the Trip odometer is reset to zero.



Speedometer Set

Pressing and holding the push-button for two seconds during normal operation will activate the “run menu”.



The display will show “HELLO” and wait for you to release the push button

HELLO

When the push-button is released the first item on the menu will be shown. In four seconds the microprocessor will go to the first menu feature.

CLr OdO

If you want a different item from the menu, you must press and release the push-button before four seconds have passed. The menu items will loop continuously. If you want to get out at this point with no changes, stop at the last menu item “donE”,

donE



Shrink Tubing
or Wrap

Not Used (Cap off),

Hourmeter control (ground disables hour-meter)

External push button (ground active)

Not Used (Cap off)

Ground

Battery input

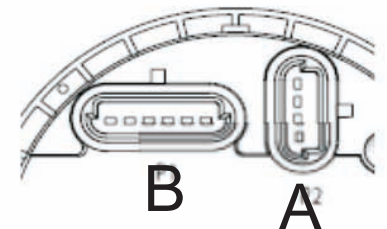
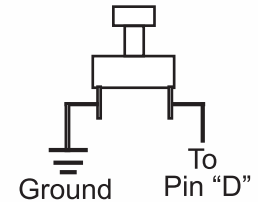
Harness B

6 - pin connector

Pin A	Battery input
Pin B	Ground
Pin C	Not Used
Pin D	External Push-Button grnd
Pin E	Not Used
Pin F	Not Used

5" and 3-3/8 Speedo

Momentary Switch



Harness A 4 - pin connector

Pin A	Power For Three Wire Hall Effect Generator
Pin B	Speed Signal
Pin C	Speed Signal Ground Also Ground To Chassis
Pin D	Dash Light Input for 3-3/8" Programmable Speedometer

**“D” NOT used on
5” Speedometer**

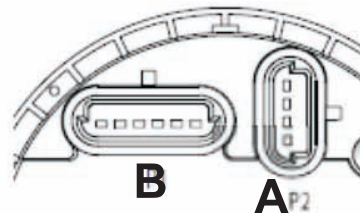


Dash lights (controls
gauge back lights) Not used with 5” Speedo

Speed Sensor Ground (Black Wire)

Speed Sensor Pulse (White Wire)

Power for external sensor (Red Wire)
“A” Used only with Hall Effect
3 wire Sensor



1. The first item in the run menu is “Clr OdO” (Clear trip odometer).

Clr OdO

If the operator stops at this display, the microprocessor will reset the trip odometer to zero and will return the speedometer to its normal operation.

2. Push button until SEFL Hi is displayed and wait at this display for four seconds.

SELF Hi

This is a feature that allows you to program your speedometer in a measured mile. When this mode is activated the speedometer will display “PEndInG”.

PEndInG

This means that the microprocessor is waiting for the push-button to be pressed indicating the beginning of the measured mile.

SELF HI

When the push-button is pressed and released the display will change to “SELF HI” indicating that the microprocessor is now counting pulses.



The speed at this point is not important. The operator may even stop and wait, as long as power is not turned off and the measured mile is followed as straight as possible, the operator may not turn around and go in the opposite direction. Also for the maximum accuracy, the operator should not enter any off road parking as this would deviate from a straight mile measurement.

At the end of the measured mile the operator must press and release the push-button one more time,



Notes

5” 4-in-1 Gauge Wiring

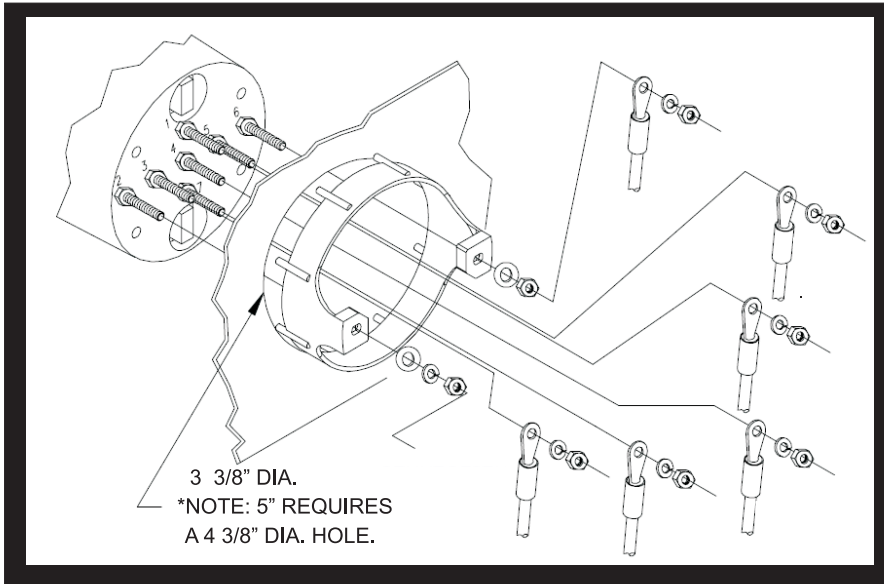
1. Ground
2. Not used
3. Lights
4. Fuel Sender
5. Temp Sender
6. Oil Sender
7. Battery Ignition

3-3/8” 4-in-1 Gauge Wiring

1. Lights
2. Not used
3. Temp Sender
4. Ground
5. Oil Sender
6. Fuel Sender
7. Battery Ignition

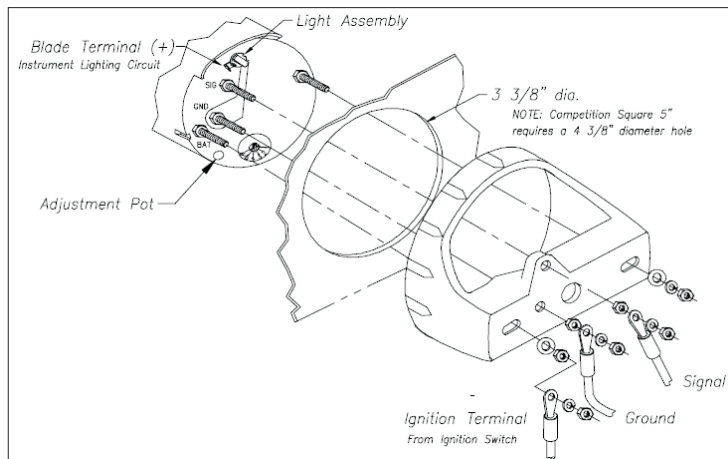
4-in-1 GAUGE

FUEL, OIL PRESSURE, TEMPERATURE, VOLTS



TO CHANGE THE LIGHT BULB, USING PLIERS, TWIST OUT BLACK SOCKET ASSEMBLY ONE-EIGHTH OF A TURN COUNTERCLOCKWISE UNTIL IT POPS OUT. BULB PULLS STRAIGHT OUT OF ASSEMBLY. IT IS A GE NO.161 INSTRUMENT LAMP.

TACHOMETER



TO CHANGE THE LIGHT BULB, USING PLIERS, TWIST OUT BLACK SOCKET ASSEMBLY ONE-EIGHTH OF A TURN COUNTERCLOCKWISE UNTIL IT POPS OUT. BULB PULLS STRAIGHT OUT OF ASSEMBLY. IT IS A GE NO.161 INSTRUMENT LAMP.

the display will show "CALCInG"

CALC in9

while the speedometer calculates the numbers it needs and will restart. The new pulses per mile will now be in effect. This feature may be abandoned at anytime by pressing and holding the push-button for two seconds. The speedometer will reset itself and continue normal operations. This menu item may also be stopped by turning off power to the speedometer.

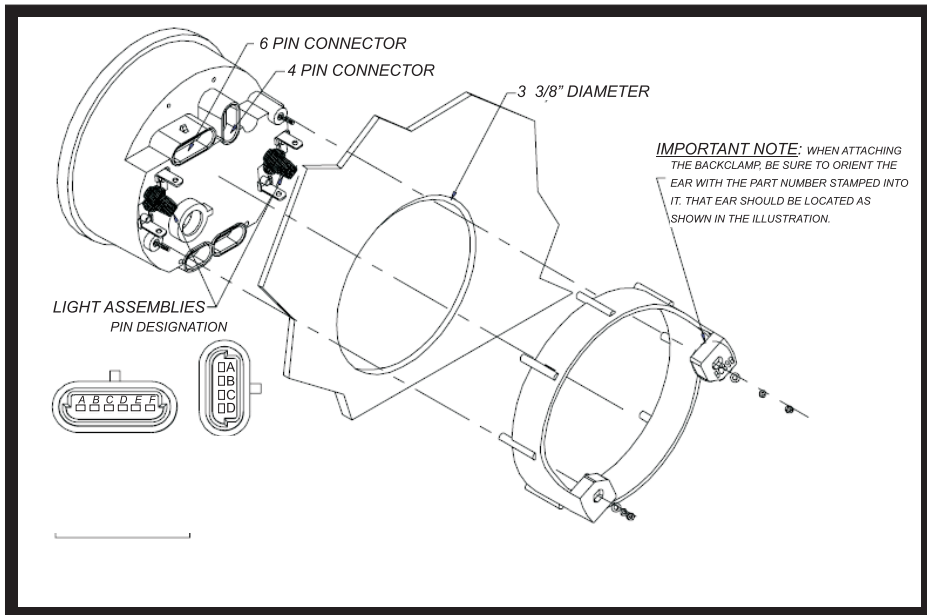
5. The last feature "donE" is used to exit from this menu. If this display is left on for

donE

4 seconds and the push-button is not pressed, the microprocessor will return to normal operation with nothing changed.

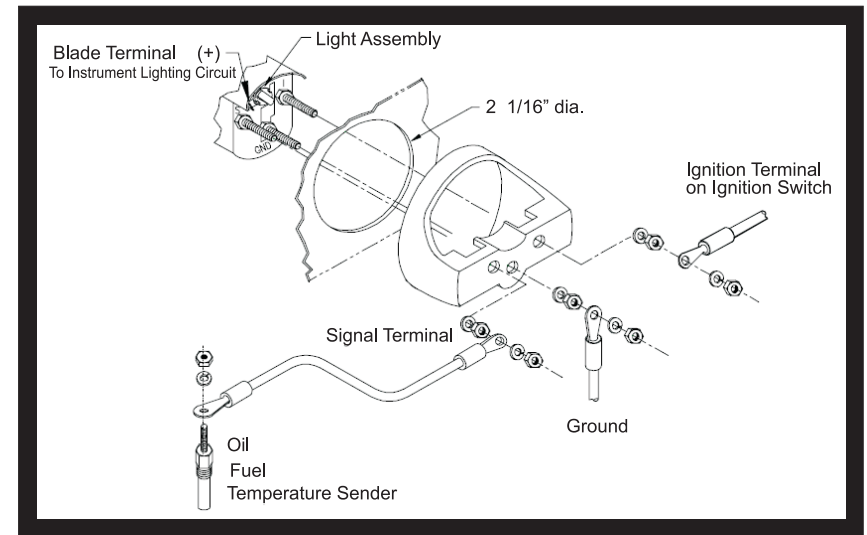
IMPORTANT !!!

5" ELECTRICAL SPEEDOMETER



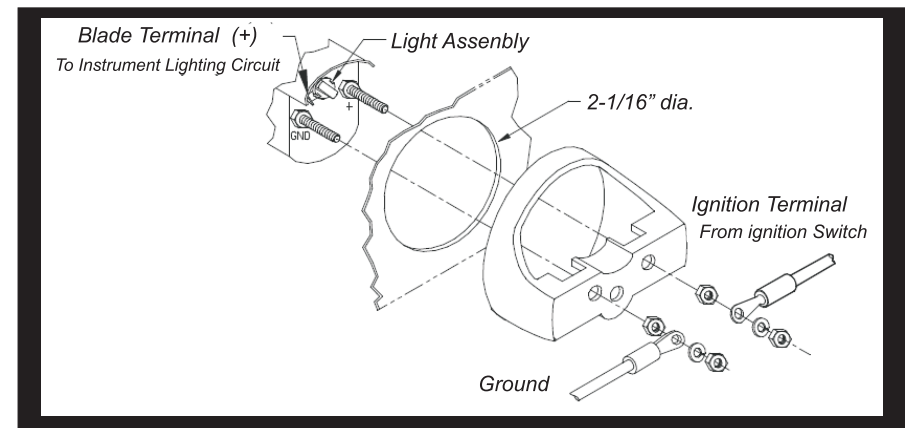
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WATER TEMP, OIL PRESSURE & FUEL GAUGES



TO CHANGE THE LIGHT BULB, USING PLIERS, TWIST OUT BLACK SOCKET ASSEMBLY ONE-EIGHTH OF A TURN COUNTERCLOCKWISE UNTIL IT POPS OUT. BULB PULLS STRAIGHT OUT OF ASSEMBLY. IT IS A GE NO.161 INSTRUMENT LAMP.

VOLTAGE METER & CLOCK



TO CHANGE THE LIGHT BULB, USING PLIERS, TWIST OUT BLACK SOCKET ASSEMBLY ONE-EIGHTH OF A TURN COUNTERCLOCKWISE UNTIL IT POPS OUT. BULB PULLS STRAIGHT OUT OF ASSEMBLY. IT IS A GE NO.161 INSTRUMENT LAMP.