

DISPLAY: RED GREEN BLUE

FACE: BLACK WHITE

BEZEL: BLACK SILVER

PACKAGE: ROUND SQUARE

# DynoTune EGT Gauge Installation

## **Congratulations!**

You have purchased one of the finest EGT Gauges on the market. Follow the directions below as a guide for installation and tuning. Remember, The DynoTune Gauge is an instrument that will help guide you to greater performance, but it is only as good as the person using it so be careful and most of all have fun!!

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### **Section 1**

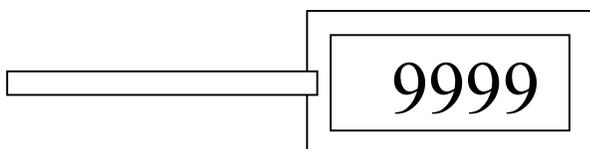
## **Operation overview**

The DynoTune EGT Gauge will display the Exhaust gas temperature flowing out of your engine. The Gauge will display degrees Celsius with resolution to 1 degree. Using an EGT Gauge along with an A/F ratio Gauge is the best way to tune an engine for proper performance. The Exposed tip clamp on probe is one of the best available and will read and display temperature with lightning quickness and great accuracy.

## Section 2

### Installation

- 1) Mount the Gauge in a place where it can be seen. Use the supplied hardware. Route the Gauges electronic box under the dash or cowl but keep in a dry Cool location!
  - 2) Drill a hole in the Firewall and feed the probe thought the firewall. Do not cut the probe's cable as this will cause serious temperature errors on the display. Do not run the braided wire near the exhaust or ignitions wires! Make sure and use grommets if passing through the firewall and strain relief as needed. Attach the probe's connector to the Gauges electronic box. **Note: One Pin is larger than the other so it only fits in one way! Do not force it in, line up the pins and press gently.**
  - 3) Drill a 3/16" hole in the exhaust manifold approximately 4 to 6" from the cylinder head, this is just a rule of thumb, location may vary depending on the application. On a turbo application you need to have the probe located between the turbo and the cylinder head, try not to drill into one of the exhaust runners but a more common area that all the exhaust passes through to get a good overall average. The probe is long so make sure it has plenty of room before you drill the hole! Note: If you are not using the clamp, drill a hole and tap it for a 1/8" NPT thread.
  - 4) Insert the probe into the pipe and secure the clamp. Make sure to not bend the braided wire to sharply! Adjust the probe depth as desired (tip should be in the middle of the air flow) and then secure the probe by tightening the compression fitting. Do not over tighten!!
  - 5) Connect the "**BROWN**" wires together and run them to a switched 12-volt power source.
  - 6) Connect the "**BLUE**" wires together and run them to a good chassis ground or Battery negative.
  - 7) Connect the "**WHITE**" wires together and tape up or place a crimp over the wires.
  - 8) Connect the "**BLACK**" wires together and tape up or place a crimp over the wires.
- 8) Do not run any wires near the ignition wires, it will damage the display! Make sure and strain relief the probe so it does not flap while driving as this can damage the probe.**



**Display orientation**

## Section 3 Tuning Guidelines

Use the chart below to help guide you in the right direction. The ideal way to tell where your best temperature zone is would be to use a Wide Band o2 sensor on A Chassis Dyno and note the EGT readings. The DynoTune Gauge displays the exhaust gas temperature in degrees Celsius. Typical readings of 600-700C for a performance engine at full throttle.

<b><u>Temperature Chart</u></b>		
<b>Degrees C</b>		<b>Degrees F</b>
<b>Gauge reading</b>	<b>Write your notes Here</b>	
300		572
350		662
400		752
450		842
500		932
550		1022
600		1112
650		1202
700		1292
750		1382
800		1472
850		1562

## Section 4 Troubleshooting

- **The Gauge display does not light**-Check all the connections and make sure the wires are not reversed.
- **The Gauge Readout goes negative** Check to make sure you did not reverse the probe wires.