



INSTALLATION INSTRUCTIONS

ASSEMBLY OF GAUGE COMPONENTS AND CASE:

1. PLACE BRACKET (BALL END TO REAR OF CASE) AND SPACERS IN THE APPROPRIATE SLOTS IN THE CASE, KEEPING THE ANGLED EDGE OF THE SPACERS DOWN SO THEY MATE FLUSH WITH THE SPACER TIPS OF THE BEZEL.
2. SLIDE GAUGE GASKET OVER THE BARREL OF THE GAUGE FROM THE REAR.
3. INSERT THE GAUGE INTO THE BEZEL SO THAT THE CONCAVE SIDES OF THE BEZEL ARE AT THE SIDES OF THE GAUGE (THE FORD TRADE MARK ON THE DIAL MARKS THE BOTTOM OF THE GAUGE).
4. SLIDE THE BEZEL AND GAUGE INTO THE CASE (WITH THE BRACKET ON THE RIGHT HAND SIDE WHEN VIEWED FROM THE DIAL FACE) TAKING CARE THAT THE DOVETAIL PORTIONS OF THE BEZEL ARE ENGAGED IN THE CORRESPONDING SLOTS OF THE CASE.
5. SECURE THE BEZEL TO THE CASE WITH FOUR SCREWS INSERTED THROUGH THE FOUR HOLES ON THE INSIDE AND REAR OF THE CASE. BEFORE TIGHTENING THE SCREWS, ALIGN THE GAUGE WITH THE TRADE MARK CENTERED AT THE BOTTOM AND THE MOUNTING BRACKET ON THE RIGHT HAND SIDE.
6. ATTACH THE FEMALE COUPLING TO THE THREADED FITTING ON THE GAUGE AND TIGHTEN SECURELY. CAREFULLY UNROLL THE NYLON VACUUM LINE TUBING. TO AVOID CRIMPING OR BREAKING THE TUBING, PLUG BOTH ENDS OF THE TUBING, AND SOAK IT IN HOT WATER FOR A FEW MINUTES. THE TUBING THEN CAN BE EASILY STRAIGHTENED. SLIDE COMPRESSION NUT AND SLEEVE OVER ONE END OF THE VACUUM LINE TUBING. INSERT TUBING INTO FEMALE COUPLING AND TIGHTEN NUT SECURELY.
7. ATTACH ONE TERMINAL OF THE GROUND WIRE TO ONE OF THE STUDS AT THE REAR OF GAUGE USING THE NUT AND SPLIT LOCK WASHER FURNISHED AND TIGHTEN SECURELY.
8. REMOVE PLASTIC PLUG FROM REAR OF GAUGE AND INSERT ILLUMINATING LAMP SOCKET (WITH LAMP) BY SNAPPING IT INTO THE HOLE.

NOTE: WHILE TIGHTENING THE ABOVE FITTINGS TO THE REAR OF THE GAUGE THE ALIGNMENT OF THE GAUGE IN THE HOUSING MAY BE INADVERTENTLY CHANGED. IF SO, LOOSEN THE FOUR SCREWS, REALIGN THE GAUGE AND RETIGHTEN THE SCREWS.

ATTACHMENT OF GAUGE ASSEMBLY TO THE VEHICLE:

1. REMOVE VEHICLE CRASH PAD.
2. CAREFULLY CUT OUT TEMPLATE FROM SHEET TWO. HOLD TEMPLATE IN POSITION AT THE RIGHT HAND SPEEDOMETER OPENING SIDE WALL AS SHOWN. MARK THE LOCATION FOR THE 7/32 DIA. AND 5/16 DIA. HOLES. CAREFULLY DRILL BOTH HOLES. HOLES MUST GO THROUGH THE DOUBLE PLASTIC WALL. CAUTION: DO NOT ALLOW DRILL TO DAMAGE ANY COMPONENTS BEHIND THE PANEL WHEN BREAKING THROUGH THE PLASTIC WALLS. TO PRESERVE INSTRUMENT VISIBILITY, USE ONLY THE SPECIFIED LOCATION.
3. ATTACH MOUNTING BASE TO THE PANEL THROUGH THE 7/32 HOLE (MOST REARWARD HOLE RELATIVE TO THE CAR) USING THE MACHINE SCREW, NUT AND STAR WASHER. SEE VIEW W, AND VIEW X.
MOUNT THE GAUGE ASSEMBLY AS FOLLOWS:
4. FEED THE TUBING AND BOTH WIRES THROUGH THE 5/16 DIA. HOLE IN THE PANEL. ATTACH THE GAUGE ASSEMBLY TO THE MOUNTING BASE USING THE RUBBER GASKET, STAR WASHER, SLOTTED CAP AND LARGE NUT, AS SHOWN. SEE VIEW W AND VIEW X.
5. ATTACH THE GROUND WIRE TERMINAL UNDER THE SCREW OF THE RADIO SPEAKER BRACE OR TO SOME OTHER CONVENIENT GROUNDING SPOT.
6. ATTACH THE GAUGE ILLUMINATING LAMP WIRE TO THE CLOCK LAMP FEED WIRE OR TO ANOTHER CONVENIENT INSTRUMENT PANEL ILLUMINATING WIRE (BLUE WIRE WITH RED STRIPE) USING THE WIRING TAP CONNECTOR. CRIMP AS SHOWN IN VIEW Z AND SNAP COVER IN PLACE. MAKE SURE THE CONNECTION IS SOLID AND THAT AN UNINSULATED END OF THE WIRE IS NOT EXPOSED.

ATTACHMENT OF THE VACUUM LINE (IN ENGINE COMPARTMENT):

1. FEED THE END OF THE GAUGE TUBING (NYLON) THROUGH AN EXISTING FIREWALL GROMMET (ANY GROMMET THAT HAS WIRES AND/OR TUBING THAT PASS FROM THE ENGINE COMPARTMENT TO THE VEHICLE INTERIOR). SELECT A FIREWALL GROMMET CLOSE TO THE CENTER OF THE VEHICLE AND AS HIGH UP AS POSSIBLE. CAUTION: BE CAREFUL NOT TO KINK THE TUBING. IF THIS OCCURS, THE TUBING MAY HAVE TO BE REPLACED.
2. LOCATE THE VACUUM MANIFOLD ASSEMBLY - LOCATED NEAR THE CENTER OF THE FIREWALL. DETERMINE WHICH 1/4" OUTSIDE DIAMETER VACUUM OUTLET IS AVAILABLE. REMOVE RUBBER CAP FROM THE OUTLET AND REPLACE IT WITH THE 1/4" I.D. X 3.0" VACUUM HOSE FROM THE KIT. SEE VIEW U. (IF ALL MANIFOLD OUTLETS ARE BEING USED SEE STEP 4 FOR AN ALTERNATE ATTACHMENT).
3. SLIDE THE COMPRESSION NUT AND COMPRESSION SLEEVE OVER THE END OF THE NYLON GAUGE LINE, INSERT TUBING AND TIGHTEN THE COMPRESSION NUT OVER THE 7/16 STRAIGHT CONNECTOR. ATTACH THE INTERNAL THREAD HOSE CONNECTOR TO THE OPEN END OF THE 7/16 STRAIGHT CONNECTOR. WITH ALL OF THE TUBING CONNECTIONS TIGHT, LOOP THE GAUGE TUBING THROUGH THE WIRING CLIP ON THE FIREWALL AS SHOWN. NOTE: TUBING MUST BE KEPT CLEAR OF ALL HIGH TEMPERATURE SOURCES SUCH AS THE ENGINE MANIFOLD. PUSH THE NIPPLE END OF THE TUBING ASSEMBLY (GAUGE VACUUM LINE) INTO THE VACUUM HOSE AT THE VACUUM MANIFOLD ASSEMBLY. SEE VIEW U. THE VACUUM GAUGE ASSEMBLY IS NOW COMPLETE.
4. IF ALL OUTLETS OF THE VACUUM MANIFOLD ASSEMBLY ARE BEING USED, FIND THE 1/4" VACUUM LINE THAT FEEDS THE PARKING BRAKE RELEASE. CUT THIS LINE AT A CONVENIENT POINT CLOSE TO THE MANIFOLD ASSEMBLY AND INSERT THE STRAIGHT PORTION OF THE TEE FROM THE KIT INTO BOTH ENDS OF THE LINE JUST CUT. PUSH THE 1/4" I.D. X 3.0" VACUUM HOSE ONTO THE OPEN PORT OF THE TEE AND PROCEED WITH STEP 3.
5. CHECK ALL CONNECTIONS TO ASSURE THAT THERE ARE NO VACUUM LEAKS.
6. RE-ATTACH THE VEHICLE CRASH PAD.
7. NOTE: CALL CUSTOMERS ATTENTION TO THE "CUSTOMER INSTRUCTION SHEET".

KIT CONTENTS

ITEM	BASIC NO.	REQD.	PART NAME
1	190529	1	GAUGE ASSY. - VACUUM
2	14487	1	CONNECTOR ASSY. - WIRE

NOTE: CALL CUSTOMERS ATTENTION TO THE "CUSTOMER INSTRUCTION SHEET"



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IS-4454	SHEET 1 OF 2
INSTALLATION - KIT - VACUUM GAUGE	

