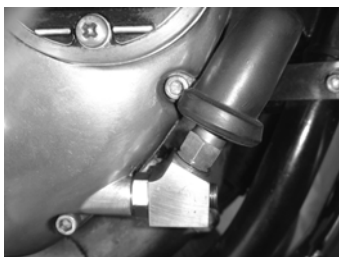


## Triumph Center Mount Oil Pressure Gauge with active oil light



Remove the two hex head screws and spacers that secure the handlebars. Attach the oil pressure mounting bracket using the bolts removed earlier. It is not necessary to use the spacers as the bracket is the same thickness as the spacers that were removed. Make sure the oil pressure gauge bracket is clamped securely so that the handlebars cannot rotate. This part of the assembly is complete.

**Do not tighten the fitting mounted on the far side of the Swivel body. This fitting is designed to rotate and is sealed in place with Loctite 242 thread sealant. Over tightening will shear the threads resulting in destruction of the fitting.** Remove oil pressure sending unit. Slip the copper crush washer aside for future use. *The Swivel and Swivel Adaptor are supplied assembled.* Remove the plug from the rear of the Swivel. Slip the crush washer removed earlier over the end of the Adaptor. *There is an 'O'-ring seal between the Adaptor and the Swivel, leaving the two assembled will prevent damage to the seal.* Thread the Adaptor, with Swivel still attached, into the port from where the original sending unit was removed. With the use of a 5/32" Allan wrench, reach inside the Swivel and tighten the Swivel against the Adaptor. Install the original oil pressure sending unit in the top port as shown using the new copper crush washer supplied. *Use a wrench on both the Swivel and the original oil pressure sending unit to prevent imparting stress on the*



*Adaptor to Swivel junction.* Reinstall the 1/8 NPT plug in the end of the Swivel using with the use of a 3/16" Allan wrench. Use Loctite 242 or equivalent semi-permanent thread sealant at this junction. Do not over tighten. *Use a 3/16" Allan wrench on the plug and an open end wrench on the Swivel to prevent imparting stress on the Adaptor to Swivel junction.* Next, attach one end of the oil pressure line to the swivel fitting (located far side) by pushing the end of the tubing into the hole at the end of the fitting. *FYI: these fittings are quick disconnect and self-clinching. They need only to be pushed in to connect. They will not slip out unless the ferrule at the end of the fitting is pushed back away from the tubing as the tubing is pulled from the fitting.* **Routing:** Next, route the other end of the tube up along the frame and in front of the steering head over to the fitting in the gauge body. Avoid the exhaust pipes when routing the tubing. Push the end of the tube into the gauge fitting as was done at the swivel fitting at the other end of the tube. The tubing can be removed and cut to the length required by your routing. Make sure there is enough service loop remaining so

## Installation of Side Mount Bracket for early models with steering dampener



Start by putting the motorcycle on the center stand. *FYI: If the motorcycle is left on the side stand the fork spring will, because it is under compression from the weight of the motorcycle, protrude from the fork tube when the fork nut is removed.* Next, remove the fork nut and slip the chrome washer aside as it will not be used in the re-assembly. Replace the chrome washer with the oil pressure bracket as shown in the figure at the left. Replace the Fork nut and tighten the fork nut. This part of the assembly is complete.

## Fitting installation on early models with no oil light (with 1/8-27 NPT)



Remove existing plug and replace with the 1/8-27 NPT fitting provided, as shown. **Make sure the thread is 1/8-27 tapered pipe. Do not over-tighten the new fitting. Over-tightening may result in case splitting.** **Oil Line:** Attach one end of the oil pressure line to the fitting by pushing the end of the tubing into the hole at the end of the fitting. *FYI: these fittings are quick disconnect and self-clinching. They need only to be pushed in to connect. They will not slip out unless the ferrule at the end of the fitting is pushed back away from the tubing as the tubing is pulled from the fitting.* See "Routing" above. *On some models the gauge bracket may be mounted out in front of the handlebars and the gauge turned 180 degrees in the bracket. This application requires that the steering dampener be removed to clear the gauge.*

## Adaptor for later models with 1/8-27 straight threads when oil light is not used



Remove oil pressure sending unit. Slip the copper crush washer aside for future use. To Assemble: Slip the crush washer removed earlier over the end of the Adaptor (shown left). Thread the adaptor with the fitting attached into the port from where the original sending unit was removed. **Make sure the thread is 1/8-27 straight thread not a tapered pipe thread. Over-tightening a 1/8 straight male thread into a 1/8-27 NPT female tapped hole may result in case splitting.** See "Oil line" above. Tuck un-used oil light wire up inside instrument housing. Oil light then becomes an ignition light.

**FYI: assembly is ready to install. All fittings have had Loctite 242 applied. If the fittings are loosened, Loctite 242 or equivalent thread sealant should be reapplied.**