Installation (for installation personnel)

⚠ Warning

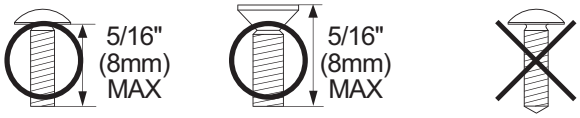
- Carefully read the "Before Installation" and "About Installation and Operation" sections of the manual concerning installation and operation. Then install the product properly and safely.
- Do not connect any connector to the terminal stamped "TURBO/VACUUM."

○Four kinds of screws (M5 truss head, M4 truss head, M5 flat head, and M4 flat head) are included. Please use any one of these kind of four screws.

○Depending on the type of car, a crevice may be made to the surroundings of DIN-Gauge. Please purchase a commercial face panel separately if needed.

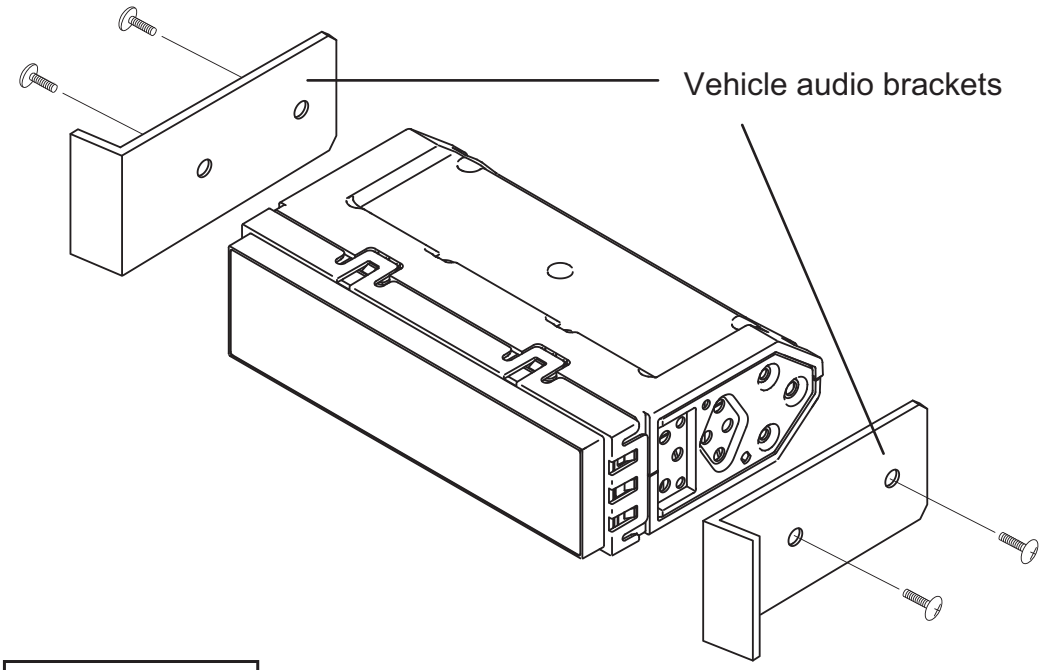
⚠ Caution

- The commercial audio brackets classified by the type of cars may be required separately.
- Be sure to use attached screws for installation. If long screws other than attachment are used, there is a possibility that the inside of DIN-Gauge may be damaged. Moreover, if a short screw is used, DIN-Gauge may separate from the DIN space of the vehicle. In addition, please use the screws which are suited vehicles from the four kinds of attached screws for installation.

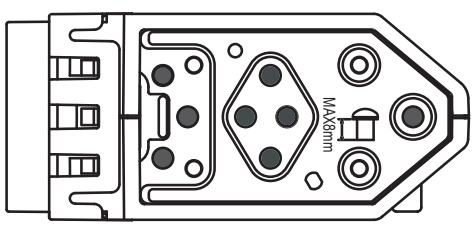


- Depending on a type of car, the genuine vehicle brackets may have a positioning projection. Please flatten a positioning projection with a hammer before installation.
- Although the protection sheet is stuck on the glass surface, the glass of DIN-Gauge may crack when sharp or hard instruments hit the glass or when DIN-gauge is dropped. Please install carefully.

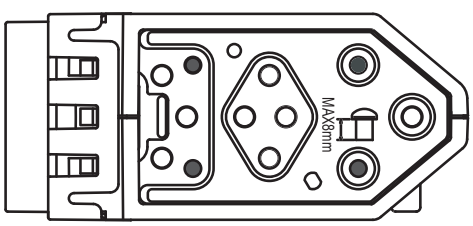
NOTE: The following illustration is an example for installation in Japanese vehicles. If this product is installed in vehicles made in other countries than Japan, please consult with a shop where it was purchased.



Threaded Hole Size



● Threaded Holes···M5

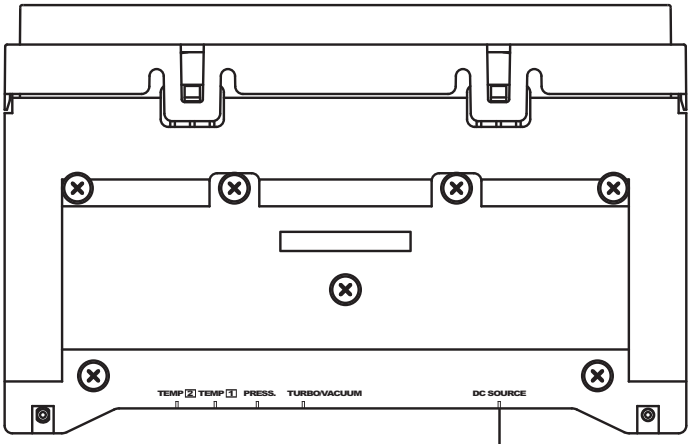


● Threaded Holes···M4

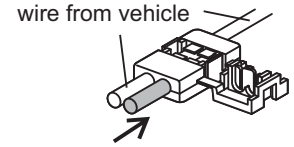
Wiring Diagram】

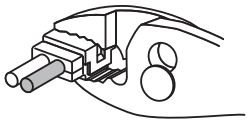
⚠ Caution

- Please insert the connector of the sensor wire in the correct connector of DIN-Gauge. Normal operation cannot be performed if the connection is wrong.
- Pull out each connector by pressing the lock firmly.

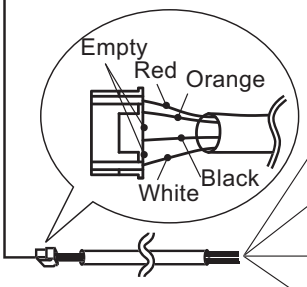


How to brunch signal wire using solderless connector





Press until a clicking sound is heard.

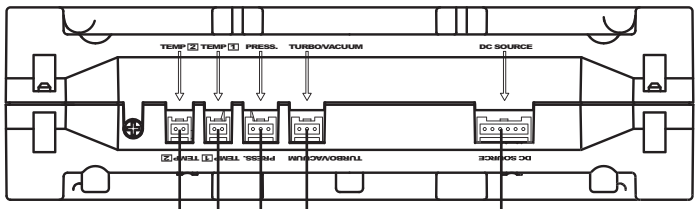


Red wire - Battery
To 12V battery wire)

Orange wire - IGN
To 12V wire when ignition on)

White wire - Illumination
To 12V wire when small lamp on)

Black wire - GND
To ground, negative battery terminal)



Power Wire (White)
Unused (Light blue)
Pressure sensor (White)
Temperature 1 sensor (Red) (30℃～150℃)
Temperature 2 sensor (Pink) (50℃～150℃)

Colors of connectors

Troubleshooting (for customer and installation personnel)

⚠ Warning

●If operation of the product seems unusual, inspect the product to confirm that there is no malfunction. If an operational problem has occurred, it could result in an accident.

※In addition to a general inspection of the product, use the following table to confirm proper operation of the unit.

Condition	Possible Cause	Corrective Action
○When the engine is turned off, the pointers of gauges don't point at the bottom.	○The battery wire (+B, red color) of the Power Wire is not properly installed.	○Check wiring as per instructions in this manual. If the harness is installed properly, the pointers point at the bottom after the closing mode.
○When the ignition key is turned on, the movement of the pointers are strange.	○DIN-Gauge carries out the opening mode. The check function is also carried out during the opening mode.	○This condition is normal; however, it means "wire disconnection" or "short circuit" when the pointer shakes at a regular interval after the opening mode. Refer to the "Operation" section and contact the retail outlet where the unit was purchased.
○The genuine water temperature gauge points a constant value, but the pointer of DIN-Gauge's water temperature continues to move.	○The genuine water temperature's pointer doesn't move at a certain value except in a dangerous conditions so as not to make the drivers nervous. DIN-Gauge's water temperature gauge points an accurate value.	○This condition is normal.
○The indication of water and oil temperature is not accurate. It indicates lower values.	○In the case that a conversion adapter or a Three-way joint is used between a sensor attachment and the sensor, sensors cannot measure the accurate temperature.	○Use a different type of attachment so that a conversion adapter is not necessary.
○Engine gets hot gradually, but water temperature indication begins to go up suddenly when a short time passes after the engine is started.	○This happens because the water temperature sensor is installed at an upper hose coming out from the radiator, and the thermostat opens to circular the coolants.	○This condition is normal.
○Gauge pointers move abnormally.	○Wiring is improper.	○Check wiring as per instructions in this manual.
○Does not operate.	○Wiring is improper.	○Check wiring as per instructions in this manual.
○The car condition is not good after installing the product.	○It may be caused by installation sensors.	○Ask the shop where the sensors were installed to recheck.
○Illumination doesn't go on.	○Wiring is improper or connection is loose.	○Check wiring as per instructions in this manual.
○TEMP1 (30℃～150℃) is connected to water temperature and TEMP2 (50℃～150℃) is connected to oil temperature, but the display is opposite.	○Connectors of sensor wires were inserted to incorrect connectors of DIN-Gauge.	○Check the position of connectors as per instructions in this manual.
○When the ignition key is turned off, the movement of the pointers is strange.	○DIN-Gauge carries out the closing mode.	○This condition is normal.