

VEI Systems Installation Instructions

D1-BHP-PYC-Mx – Dual Gauge – Hi-Resolution Vacuum-Boost with Peak Recall & Exhaust Gas Temperature (deg-C)

D1-BHP-PYF-Mx – Dual Gauge – Hi-Resolution Vacuum-Boost with Peak Recall & Exhaust Gas Temperature (deg-F)

Please read these instructions completely before beginning installation to ensure that you have the tools and skills necessary for installation and operation of this instrument. If you are not sure that you can perform the installation safely, then consult a qualified installer. Further instructions available at www.VEISystems.com/technical.html.

FEATURES

This dual-function instrument monitors engine intake manifold vacuum-boost pressure and exhaust-gas temperature simultaneously on two independent displays within a single gauge housing. The vacuum-boost function displays negative values (vacuum) in inHg and positive values (boost) in PSI. The boost function has adjustable resolutions of 1-PSI, 0.5-PSI, or 0.1-PSI, and a numeric peak-recall function the flashes the highest boost recorded so far.

MOUNTING

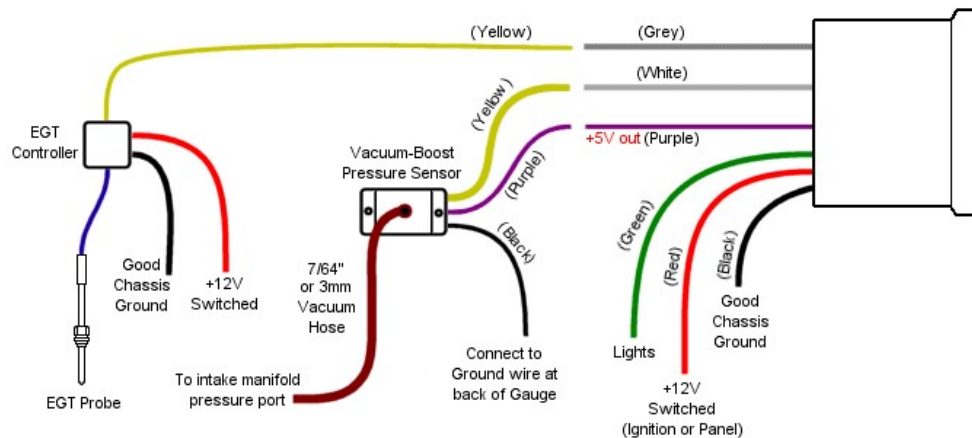
Install the unit through the front of the mounting hole in the dash pod or panel. If you are making a custom dash panel, you will need to drill a 2-1/16" hole. Slide the clamp onto the 2 studs on the back of the instrument. Secure with the 2 thumb-nuts. Use a small drop of threadlocker or nail polish on the thumb-nuts to prevent them from loosening under vibration.

For vacuum-boost pressure, use sender SEN-P70B. Mount the sender behind the dash (preferred) or on a relatively cool part of the engine bay, such as in the ECU-box, behind a secondary firewall (if the vehicle has one) or behind a fenderwell. Make sure it will not come in contact with water or other fluids. Secure it to the mounting location with 2 screws (#6, #8 or M5) or attach with adhesive tape or velcro.

For exhaust-gas temperature, use EGT probe with integrated controller SEN-TCI3. This gauge will not work with an exhaust gas temperature probe by itself. Drill and tap the exhaust manifold or header for the 1/8" NPT compression fitting. The best location is close to the exhaust ports on the head, and before the turbocharger if you have one. You will need to do this in two locations for this dual gauge, usually one probe for each exhaust bank. Note that when you drill and tap the exhaust manifold, metal shavings will get into the exhaust and could cause damage to the engine and/or turbocharger, so it is recommended that you remove the manifold/header to clear it out. Screw in the compression fitting into the exhaust manifold and slide the probe through the fitting. The probe should be setup such that the tip is centered in the exhaust stream. You can do this by sliding the probe in and out of the fitting to determine it's full range inside the exhaust tube and positioning it to about the midpoint of that range. Finally, clamp down the compression fitting to lock the probe in place. NOTE: once the compression fitting is tightened, it compresses to shape and should not be re-used. If necessary, the thermocouple probe can be gently bent with a tubing bender, but care should be taken not to break the probe. Route the wires and controller away from the major heat sources under the hood.

WIRING

The wires should be connected as below using crimp-on butt-splice connectors, or soldered and sealed with heat-shrink tubing. Before connecting any wires, you should either disconnect the battery power, or carefully connect the wires in the order shown. If not, you may damage the instrument. Use an existing fuse in the fuse panel, or an external fuse to supply power to the instrument. The D1 series instruments use approx. 130mA of current average and approx. 210mA maximum, so ensure the fuse is sized appropriately. For a single gauge, a 0.5 Amp or 1 Amp fuse is good. For a typical 6- or 7-gauge setup, a single 5 Amp fuse is good.



VACUUM-BOOST SENSOR:

- BLACK -- connect to a solid chassis ground under the hood, or directly to the battery. Ideally, connect it to the same ground point as the gauge. You may need to expose the metal connection point under the hood by scraping or lightly sanding it. A ring terminal and a screw should work well in most cases.
- PURPLE – connect this to the purple wire on the gauge (which supplies +5V to this sensor). DO NOT connect this to +12V as this will damage the sensor.
- WHITE – this is the output signal of the sensor. Connect it to the white input wire on the gauge (channel 1).

EGT CONTROLLER:

- BLACK -- connect to a solid chassis ground under the hood, or directly to the battery. You may need to expose the metal connection point under the hood by scraping or lightly sanding it. A ring terminal and a screw should work well in most cases.
- RED -- connect this to a source of **switched** +12V power. You can use a switched +12V source under the hood or the same source under the dash as the gauge. See notes for the red wire in the instrument section below.
- WHITE – this is the output signal of the controller. Connect it to the grey input wire on the gauge (channel 2).

INSTRUMENT:

- BLACK -- connect to a solid chassis ground under the dash, or directly to the battery. You may need to expose the metal connection point under the dash by scraping or lightly sanding it. A ring terminal and a screw should work well in most cases.
- RED -- connect this to a source of **switched** +12V power. This will usually be found at or near the ignition switch, and will usually have a relay wired through the ignition switch. An alternate source of this is a switched power line from a nearby light or accessory (radio, etc). If you are unsure that the wire can support the power required for the instrument, then use an external relay.
- GREEN – connect this wire to the positive line (+12V) from the headlight switch. When this line receives a positive voltage, the gauge will use the “park-lights” brightness setting. You may on older vehicles connect this wire to the interior dash lights that come on when the park lights are switched on, however on newer vehicles the lights may be PWM dimmer (oscillating on and off rapidly to control brightness), so the gauge may flicker. Alternatively, if setting up a racing-mode display, this can be connected to a separate mode switch (12V or 0V signal).
- WHITE – this is the input for the first display channel. Connect this to the white output wire from the vacuum-boost sensor.
- GREY – this is the input for the second display channel. Connect this to the white output wire from the EGT probe controller.
- PURPLE – this wire supplies +5V for the vacuum-boost sensor. Connect this to the purple wire on the vacuum-boost sensor.

OPERATION

There are 2 settings “sections” – one for ambient calibration, and the other for general operational settings.

(1) Vacuum-Boost Ambient Air-Pressure Calibration:

For ambient calibration, set the calibration mode (“CAL”) to “On”, then power-cycle the gauge (engine off). The gauge will enter the ambient calibration mode and automatically perform the calibration procedure. It will display a sequence of dots on the display while acquiring the data, then it will show “End” on the display to indicate that the ambient pressure level has been acquired and recorded. (You should perform this calibration when ambient pressure level changes significantly, such as when the vehicle is driven to a higher altitude. If the gauge does not read zero with the engine off, this is an indication that the ambient-calibration procedure needs to be performed).

(2) General Operation Settings:

Once the data points have been set, you can continue around back to the first data-configuration mode, or you can switch the ignition key off and then back on, to get it to normal operation mode where you can access the remaining general modes/settings. Press and hold the button for a few seconds to change the mode. Press and release quickly (tap the button) to change the setting in any mode. Modes are as follows:

MODE	DISPLAY	SETTINGS
Normal	(Pressure)	Shows boost pressure in upper display and wideband AFR in lower display, unless display channels were swapped (explained below). Tap the button to flash the highest boost level recorded, and reset that peak level.
Channel swap	Ch1 / Ch2	Allows you to swap the position of the upper & lower displays if required.
Resolution	r . 0.5	Sets boost resolution to 1.0-PSI, 0.5-PSI, and 0.1-PSI.
Peak time	Pt . 1	Sets peak time from ~1 second to ~5 seconds.
Boost damping rate	Rt . 1	Damping rate for vacuum-boost. (Higher is less-damping / faster).
EGT damping rate	l . Rt	Damping rate for EGT. (Higher is less-damping / faster).
Brightness Regular	Br . 9	Last digit shows regular brightness level from 1 to 9.
Brightness park-lights on	BP . 1	Last digit shows brightness level with lights on from 1 to 9.
Set calibration mode	CAL . Off	Set to “On”, then power-cycle gauge with engine off to re-calibrate boost sensor. See “Vacuum-Boost Ambient Air-Pressure Calibration” section above.

WARRANTY & LIABILITY

Neither VEI Systems, nor its dealers or agents shall be liable in any way, for any damage, loss, injury or other claims, resulting from the installation or use of this product. By purchasing or installing this product, you assume all liability of any kind connected with the use and/or application of this product. If you are unsure that you can safely install and use this product, consult a qualified installer or mechanic. The warranty on this product covers only the product itself for a period of 1 year from the date of purchase, and it will be at our discretion to repair or replace the affected parts. No user serviceable parts inside. Warranty void if product enclosure opened.