

VEI Systems Installation Instructions

D1-BOP-OPP-Mx – Vacuum-Boost (PSI) + Oil-Pressure (PSI) Dual Gauge

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 oil pressure 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.

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 oil pressure, use sender SEN-P100L. Although it is a standard 240-33 ohm sender, we cannot vouch for the accuracy/calibration of other senders, nor the specific linearity curve. Mount the sender on the engine block in an appropriate location. This will generally be where there was an existing oil-pressure switch or sender. You can tee off the existing sender or switch if you need to keep both. Avoid using teflon tape or compound as this may eventually break off and get into the oil stream, causing blockage in the oil passages. This can be catastrophic to the engine. If you experience leaks, try tape only on the back half of the threads on the sender. The engine must be well grounded to the chassis & battery.

WIRING

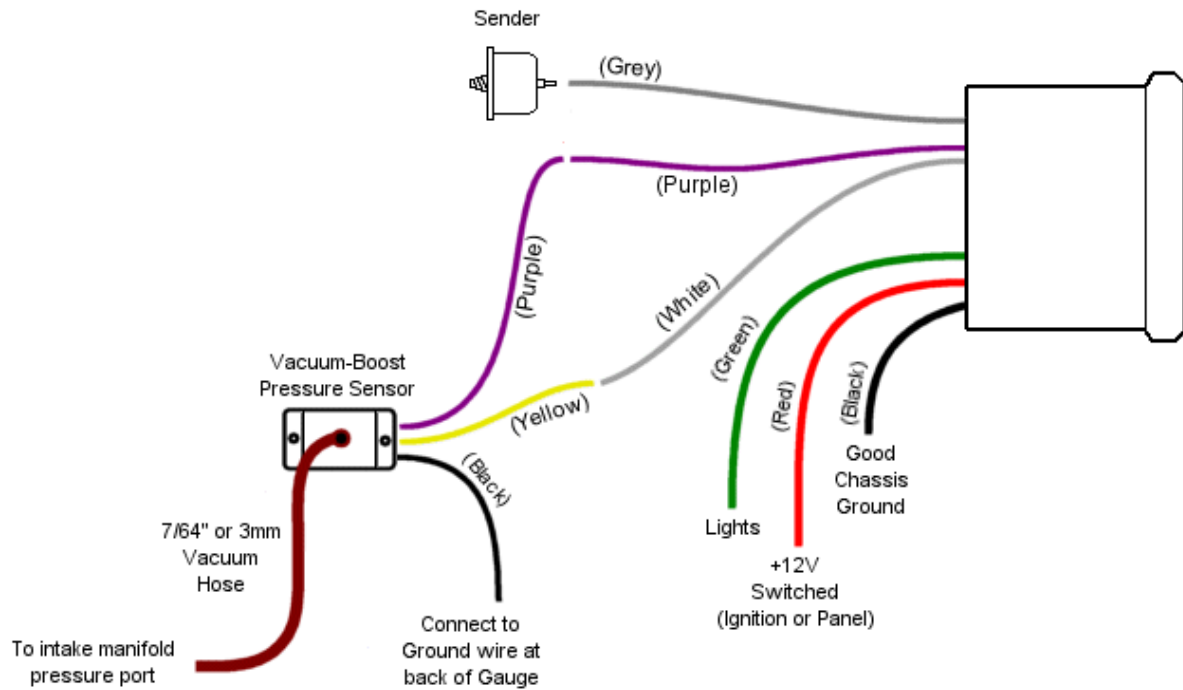
The wires should be connected as below using crimp-on butt-splice connectors, or soldered and sealed with heat-shrink tubing. Before connecting any wires, you should either disconnect the battery power, or carefully connect the wires in the order shown. If not, you may damage the instrument. Use an existing 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 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), as well as to the red wire on the oil-pressure sensor. DO NOT connect this to +12V as this will damage the sensor.
- YELLOW-- this is the output signal of the sensor. Connect it to the white input wire on the gauge (channel 1).

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. The black wires (grounds) of both sensors should be connected to the same point.
- 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 yellow 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 oil-pressure sensor.
- PURPLE -- this wire supplies +5V for the vacuum-boost sensor and oil-pressure sensor. Connect this to the purple wire on the vacuum-boost sensor and the red wire on the oil-pressure sensor.



OPERATION

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

The ambient calibration / data-point configuration should be performed first as follows: with the ignition key off, press the button on the gauge and hold it down. While down, turn the ignition key to the ON position so that the gauge powers up (but do NOT start the vehicle). It will first perform the ambient calibration routine – 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).

General Configuration:

Switch the ignition off so the gauge turns off. When you turn the ignition key on again, you will be in normal operation. 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)	Channel 1 shown on upper display and channel 2 on lower display, unless swapped (see next setting below).
Channel swap	Ch1 / Ch2	Allows you to swap the position of the upper & lower displays if required.
Set low oil-pressure alarm	L . 01	Sets the low oil-pressure alarm threshold in PSI.
Set high oil-pressure alarm	H . 30	Sets the high oil-pressure alarm threshold in PSI.
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.

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.