**CAUTION:** Disconnect the battery during installation. Tighten nuts on the backclamp only slightly more than you can tighten with your fingers. Six **inch-pounds** of torque is sufficient. Over tightening may result in damage to the instrument and may void your warranty.

1. A voltmeter will read most accurately if connected to or near the switched “+” positive terminal of the ignition switch thus providing a better indication of the true battery voltage (engine off) and alternator/regulator output voltage (engine running).

2. Be certain to use stranded, insulated wire not lighter than 18AWG that is approved for marine use. It is recommended that insulated wire terminals, preferably ring type, be used on all connections to the gauge, except light, which requires a 1/4” female blade terminal.

3. Cut a 2-1/16” diameter hole in the dash and mount the gauge with the backclamp supplied.

4. Connect a wire to the gauge stud marked “+” (positive) and secure with a nut and lock washer. Connect the opposite end to a circuit that is activated by the ignition switch.

5. Connect a wire to the gauge stud marked “GND” (ground) and secure with a nut and lock washer. Connect the opposite end to the boat’s electrical ground, generally available in several locations at or near the instrument panel.

6. Connect the blade terminal adjacent to the twist-out light assembly to the positive “+” side of the instrument lighting circuit. No separate ground is required for lighting. Reconnect the battery.

**NOTE:** To change light bulb, twist black socket assembly one-eighth turn counterclockwise until it pops out. Bulb pulls straight out of socket assembly. A 12V voltmeter requires a GE No. 161 instrument lamp. A 24V voltmeter requires a GE No. 657 instrument lamp.