



## FINISHING YOUR DUAL GAUGE PILLAR

There are two ways to finish your Dual Gauge Pillar – by painting or upholstering. Painting (or dyeing) the piece is much easier and less costly than upholstering. You'll have a much easier chance of matching your interior with interior paint than you will find upholstery to match your existing fabric. You also may want to consider refurbishing the passenger's side A-pillar trim piece so both sides match.

**Dye or Interior Paint Finish:** There are numerous interior paints or dyes available to the enthusiast today. Preparation and application is simple. Always refer to the manufactures instructions for the correct application of the product. Most dyes penetrate plastics better if they are heated. Using a hairdryer to heat the plastic before applying the dye or paint will help with the penetration of the product. Use caution with heat however, as excessive heat can distort the Gauge Pillar.

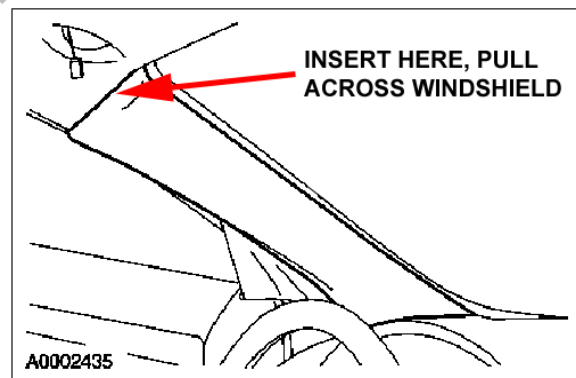
**Upholstered Finish:** Your second choice will give you fewer options for matching your interior. You might have luck at your local upholstery shop in finding a fabric that will compliment your interior. It is unknown as to whether the fabric can be obtained from Ford Motor Company. If you find something close, you may want to have the right side pillar redone to match.

## INSTALLATION

The Dual Gauge A-Pillar Pod can be installed with two different methods; either replacing the existing A-Pillar trim piece, or it can be installed covering the existing A-Pillar trim piece. The Covering Method is a far more simple installation, however it will ruin you're A-Pillar trim piece.

### Installation Method 1: Replacement

1) **Remove old A-pillar trim piece:** Place a putty knife or standard screwdriver along the top portion of the A-pillar trim piece, near the headliner. Gently pry the A-pillar trim away so you can get a finger or two behind the trim. Using your hand, and starting from the top, pull the trim piece to the right, across the windshield to release it. There are two clips attached to the trim piece that will pop loose. Remove the trim piece from the car by lifting the bottom mounting tabs from the dash.



- 2) **Mark mounting locations:** Install the Dual Gauge Pillar against the A-pillar to mark the mounting locations. Make sure that the Gauge Pillar is behind the weather strip, and that it is in the correct locations on the dash and at the headliner. Using a scribe (long nail, piece of metal coat hanger, or a mounting screw from the kit) mark the mounting locations through the mounting holes on the Dual Gauge Pillar. Remove the Dual Gauge Pillar and locate the mounting marks.
- 3) **Drill new mounting holes:** Once you've confirmed the location of the mounting holes, use a 1/8<sup>th</sup> inch bit and drill a hole at each mark. Do NOT drill all the way through the entire A-pillar. Only drill through the first layer which is about 1/8<sup>th</sup> inch thick. There is a hollow cavity behind the inside of the



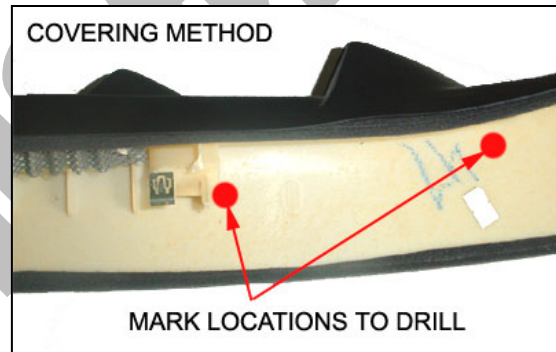
A-pillar, once the bit penetrates the first layer, stop. Repositioning the steering wheel will assist in drilling the lower hole.

- 4) **Test mount Gauge Pillar:** After drilling the mounting holes in the A-pillar, reinstall the Dual Gauge Pillar. Insert one of the large screws through one of the mounting holes on the Dual Gauge Pillar and into the A-pillar. The Gauge Pillar can be held away so the screw tip can be guided into the newly drilled mounting hole. The screw should be started by hand just to insure it doesn't fall out. Install the second large screw the in the other mounting hole the same way. When both screws started by hand, tighten with a Phillips head screwdriver. Do NOT use a screw gun. Caution - Over-tightening may damage the plastic Gauge Pod or your finish. Remove screws and Gauge Pillar and install gauges.

### **Installation Method 2: Covering**

- 1) **Mounting:** Place the Dual Gauge Pillar Pod against the existing A-Pillar trim piece. With the Gauge Pod aligned with the trim piece, drill two small (5/32<sup>nd</sup> or less) holes where indicated on the Gauge Pod. Using the two small screws supplied, attach the Gauge Pod to the existing trim piece.
- 2) **Access Holes:** To install the gauges, several access holes will have to be drilled through the backside of the existing trim piece to route wiring into the gauge pods.

- a. Remove the trim piece from the car as, outlined above, with the gauge pod attached.
- b. Referencing the image to the right, mark the location on the trim piece where access holes would be drilled.
- c. Remove two small mounting screws and remove the Gauge Pod from the trim piece to prevent damage.
- d. Drill two one holes through the back of the trim piece at the marked locations. A 3/8" or 1/2" hole should be sufficient. Holes may be enlarged for ease of wiring.
- e. Reinstall Gauge Pod onto trim piece and fasten with two small mounting screws.
- f. Install gauges per gauge manufacturer's instructions.



### **TIPS FOR INSTALLING GAUGES:**

Your Dual Gauge Pillar is designed to accommodate two, 2 1/16<sup>th</sup> inch (53mm) size gauges. Some gauges have two threaded mounting studs on the back side. These are not required for this installation and can interfere with gauge wiring. Use lineman's dikes or a hacksaw to clip these back. Because there are so many gauge configurations, it would be impossible to list how to install them all. But there are some similarities to all of gauges and information pertaining to those will be listed below. NOTE: Because there is limited space, you must pre-wire the gauges first, install them into the Gauge Pillar, and then install the Gauge Pillar onto the car.

**Making gauge connections:** Pre wire the gauges according to the manufactures instructions. If you don't already have some electrical supplies, you might have to buy some. Tools like wire cutters and a crimping tool are helpful and extra wire and connectors are a must.

In all likelihood, you'll have to purchase 16-18 gauge wire for your installation. Black and red are preferred for power and ground connections. If you're running an electrical gauge, it is recommended that you use a different color for each signal wire to lessen confusion. You can connect similar wires (like all



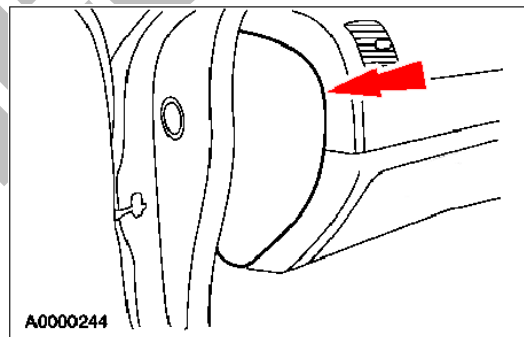
ground or positive wires) by jumpering them together help save space and the effort of running additional wires. If you have mechanical gauges, you'll want to have some Teflon tape on hand for the threaded connections. Usually the mechanical gauges don't come with enough nylon tubing, so you may have to purchase an additional nylon tube kit at your local auto parts super store.

Run wires from the back side of the Gauge Pillar out the round openings for the gauges. This will give you room to attach the wires and fittings to the gauges. When your wiring is complete, you can insert the gauges *loosely* into the Gauge Pillar. Do not insert gauge firmly, because the gauge will need to be rotated them to insure the gauge faces are level. Leave plenty of excess wire once the gauges are installed into the Gauge Pillar. Feed all the unconnected ends of wire and tubing down through the dash, (see Dash Access below.)

**From the sensors:** The connection to the signal to be monitored differs greatly depending on the gauge and the sensor. Electrical gauges will either require that a simple tap into an existing wire (like a voltmeter) or they will require the installation of an electrical sending unit. Installation difficulty can vary greatly depending on what condition is to be monitored. Mechanical gauges may require a "T" fitting of some sort. A brass fitting is most common for oil sensor style mechanical gauges which will allow you to install the tubing for the mechanical gauge.

**Lighting:** There are at least two wires on every gauge that control the back lighting (one positive, one negative,) and like wires may be tied together to save wire, time and space. You'll need to ground the negative wires to any suitable ground. The positive side of the lighting wires is tapped into the Blue/Yellow wire behind the dimmer switch on the instrument panel. Access is made through the dash side panel, (see dash access below.)

**Dash access:** With the driver's door open, locate the dash side panel. There are two clips and two tabs that hold the side access panel to the dash. Carefully insert a standard screwdriver in the crease between the side dash panel and the dash where indicated. (Note image on right.) Gently pry towards the back of the car to release the two clips. The panel then slides out of the two mounting tabs. There is also a similar panel on the right side of the dash that may be useful in accessing the fuse block if necessary.



## FINAL INSTALLATION AND WIRING:

- After connections have been made at the sensors, run the wires or tubing under the dash or through the firewall and out the dash side access panel. Remove slack from wires; secure with zip-ties.
- Run the wires or tubing from the Gauge Pillar through the hole in the top of the dash. Remove slack from wires. Install the Gauge Pillar onto the A-pillar making sure that any mounting hardware doesn't interfere with wires or tubes, and insure that no tubes are pinched. Leave loose until gauges are tested.
- Make all the electrical and mechanical connections. Trim excess wire and tubing away at this point. Only leave sufficient amount of material to work with. Coiling up extra lengths of wire and tubing should be avoided.
- Test your gauges by starting your car. Make sure back lighting for gauges works properly. Secure the Gauge Pillar to the A-pillar by tightening the mounting screws. Install screw covers. Rotate the gauges so they are level and fully seat them into their Gauge Pillar openings.