Temperature Gauge

1. **On 1955 Models**, Drain the cooling system until level is below the top of cylinder head. Remove the capillary tube from the engine.
2. Remove grommet (822 Distributor Wire Grommet) from firewall. Remove instrument cluster and remove original temperature gauge from cluster.
3. Using the 1956 or 1957 style temp sender (093 or 094 Sender will work) or other comparable sender, screw into engine (must have available 1/2" NPT hole, do not use any sealant).
4. You will now need to run two wires. The first wire will go from the new temp sender to the new gauge (GM used 16 gauge Dr. Green with an wire insulator our #12121) to the sender terminal on the back of the new gauge. The second wire is the power, it will need to be connected to a power wire that get it power when the ignition is on (GM used a 20 gauge pink wire).
5. Install Temperature Gauge into instrument cluster. See Note Below on early 1955 Models. Now install Gauge Cluster into the dash and connect wires. See diagram below for wiring information.

1. **On 1956 Models** remove instrument cluster and remove original temperature gauge from cluster.
2. Install Temperature Gauge into instrument cluster. Now reinstall Gauge Cluster into the dash and connect wires. See diagram below for wiring information.

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**Testing the Gauge by use of OHM Meter**

1. Ignition to Ground 420 OHMS
2. Ignition to Sender 90 OHMS
3. Ground to Sender 330 OHMS
   OHMS may very + or - 10%

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Please Note:

If the temperature gauge is to be installed in a very early 1955 instrument cluster, a minor modification to the speedometer pointer may be required. The pointer extra long and may hang up on the new temperature gauge. The tip of the pointer needs to be bent slightly towards the driver to provide clearance. To determine if this modification is necessary, look at the pointer tip of the speedometer through the cluster window when the pointer indicates 0 mph. If you can not see the tip you will need to do this modification.

Revised 10/2009