ProSport Inc.
Performance A/F Analog Gauge
Amber/White Display (270° Scale)

Wiring Instructions
Red- 12V Accessory power
Black - Ground
White- Accessory power on
Orange- Headlight switch
(Once you turn the headlights on the gauge turns amber)
Green-Output signal off the O2 sensor.

Lighting Diagram

<table>
<thead>
<tr>
<th>Day Time</th>
<th>Night Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>White</td>
<td>White</td>
</tr>
<tr>
<td>Amber</td>
<td>Amber</td>
</tr>
<tr>
<td>White</td>
<td>Amber</td>
</tr>
<tr>
<td>Amber</td>
<td>White</td>
</tr>
</tbody>
</table>

*Most Common

Notes
~When the engine is under heavy load the monitor should indicate rich. At cruising speeds the monitor will appear to be bouncing back and forth between rich and lean. This is normal. The computer is constantly adjusting the A/F ratio for performance and low exhaust emissions.

~All oxygen sensors must be heated to 600°F before an accurate reading is produced.

~Caution: Do not connect OHM meters to the oxygen sensor, or touch wire to ground or power. Damage to oxygen sensor will result. If a volt meter is to be used, only use a high impedance (10 mega OHM or higher) digital meter.

Lean Range
(.050 to .249V)
Optimal Range
(.250 to .794V)
Rich Range
(.750 to 1.00V)

*Note. Please be sure not to over tighten the screw.

Installing U bracket.