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15-658 - NESS TECH OIL PRESSURE GAUGE KIT FOR TWIN CAM MODELS

Thank you for purchasing this Arlen Ness product. We believe that our products are the very best available and are engineered to provide a lifetime of use. The Ness oil pressure gauge kit for Twin Cam models provides accurate oil pressure readings and is easily visible while riding. Basic hand tools and a service manual applicable to your model of motorcycle are all that is necessary to complete the installation. If you ride a custom-built bike, please call our Technical Assistance department and they will be able to recommend the best service manual to use with your motorcycle.

BILL OF MATERIALS

Part #	Quantity	Description
10046	1	Clip hanger, small
15-649U	1	Oil line, Twin Cam applications, 17 3/4" long
15-655U	1	Oil pressure gauge, unpacked
15-656C	1	Radius oil pressure gauge cone
15-658C	1	Radius oil pressure gauge mount, Twin Cam applications
15-658F	1	Oil fitting, 45°, 2000-up models, chrome
H-119	1	Adapter, oil sending unit, Twin Cam applications
H-348C	1	Hardened washer, 1/4", chrome
H-349CAN	2	Flat washer, 5/16", AN, chrome
H-392S	1	8-32 x 1/4", set screw, stainless steel
H-856C	2	Button head screw, 5/16-18 x 2", chrome

MAINTENANCE TIP: To keep your new oil pressure gauge and mount looking their best, we recommend applying a high-quality chrome polish to them every time you detail your motorcycle. Also, check the line, gauge and all fittings on a periodic basis to ensure the system is leak-free.

STEP 1: Begin the installation by applying teflon thread sealant paste or teflon tape to the threads of the oil pressure gauge and thread the oil line onto the gauge. Tighten the oil line as shown using a wrench on the gauge to prevent damage to the gauge.



STEP 2: The oil pressure gauge is mounted to the engine using a gauge cup and a mounting bracket. A single set screw threads into the bracket as shown and aligns with a through hole in the gauge cup. This allows the set screw to pinch against the gauge body preventing it from turning and also secures the cup as well. Clock the gauge in the manner shown here and tighten the set screw to a snug fit. A small drop of Loctite 242 Blue on the threads of the set screw is recommended. **NOTE:** The bubble in the face of the liquid-filled oil pressure gauge is normal.



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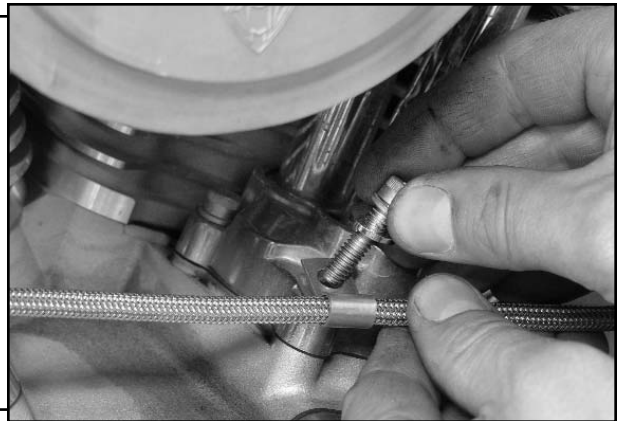
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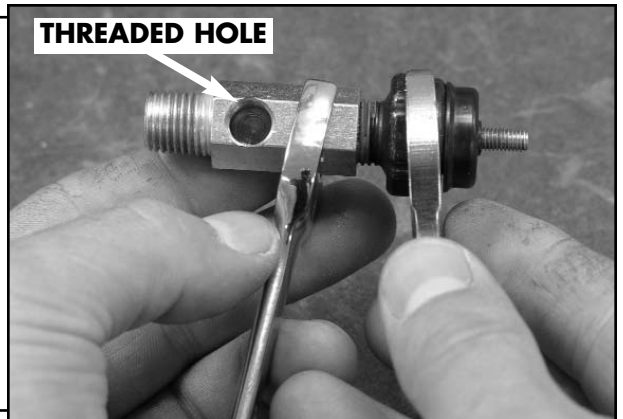
STEP 3: Remove the two right-side rocker box bolts to allow installation of the oil pressure gauge and mount. On some models, the fuel tank may have to be raised high enough to allow these bolts to be removed. Using the new chrome button head screws and chrome flat washers to install the gauge and mount. Apply Loctite 242 Blue to the threads for these bolts and torque to the specifications outlined in the appropriate service manual for your year and model of motorcycle.



STEP 4: Slip the small hose clip over the free end of the oil line and then remove the outer, rear bolt from the front lifter block as shown. This will provide a mounting location for the hose clip and keep the oil line tucked neatly along the contour of the engine. Apply Loctite 242 Blue to the threads of the stock bolt and using the supplied 1/4" chrome washer, thread it back into the case through the hose clip. Torque this bolt to the specifications outlined in the appropriate service manual for your year and model of motorcycle.



STEP 5: After removing the OEM oil pressure switch from the engine case, clean it, apply teflon thread sealant paste or teflon tape to its threads and screw it into the adaptor as shown. Apply thread sealer or tape to the threads of the adaptor as well and thread it into the engine case ensuring the threaded hole is pointing straight up.



STEP 6: With the adaptor threaded into the engine case, the oil pressure line can be installed. **For Twin Cam A models:** apply teflon thread sealant paste or teflon tape to the threads of the straight fitting, then screw it tightly into the adaptor and connect the hose. **For Twin Cam B models:** apply teflon sealant paste or teflon tape to the threads of the 45-degree fitting, then screw it tightly into the adaptor, clocking it to allow the oil line to be free of any binding. Seal the threads of the straight fitting and screw it tightly into the 45-degree fitting and connect the hose. Re-connect the wire to the oil pressure switch and start the engine to check for leaks.

