

ARLEN NESS® METHOD® OIL PRESSURE GAUGE KIT, MILWAUKEE-EIGHT® (M8) ENGINES

Fitment: 2017-UP M8 ENGINES

Part Number: #610-100 / #610-101

610100-112/19/23



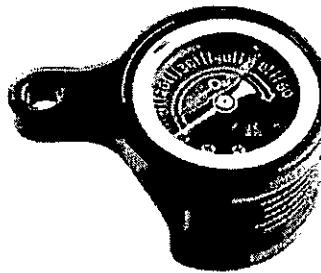
Thank you for purchasing this Arlen Ness, Ent. product. We believe our products are the best available and engineered to provide a lifetime of use. Some specific Hand tools, Service Manual for your year and Motorcycle model, and general shop supplies are all you need to complete this installation. Please retain these installation instructions for future reference. We strongly suggest the installation is done by a master technician in a properly equipped service department. Incorrect installation may lead to malfunctions and pose serious safety risks or death. Follow the recommended maintenance schedule outlined in the product manual. Regular maintenance is essential for the continued safe operation of your motorcycle. Replace any parts showing signs of wear or damage promptly. By following these safety guidelines, you contribute to a safer riding experience. If you have any questions or concerns, contact our customer support for assistance. Ride safely.

Bill of Materials:

- (1) Method® Gauge Mounting Bracket
- (1) Liquid Filled Gauge, Black
- (1) Braided Oil Line
- (1) Hardware kit

Needed Supplies:

- Service Manual
- Basic Hand Tools
- Torque Wrench
- Teflon Tape
- #242 Blue threadlock



Steps:

1. Remove the factory oil pressure switch per your factory service Manuel.
2. Install the factory / OEM oil pressure switch into our M8 oil pressure gauge banjo bolt. When installing be sure to apply a small amount of oil or grease onto the o-ring used to seal the banjo bolt for a proper seal. Use a vise w/ soft jaws & **Torque banjo bolt to 13-17 ft. lbs.**
3. Take the 1/8" N.P.T. to #3 I.F. fitting from the supplied oil line. Apply T.F.E. paste or Teflon tape (Not Supplied) to the tapered pipe threads. Then install into the banjo bolt adapter by holding it in a vise w/soft jaws & shop rag (to protect part during installation). **Torque to 60 inch lbs**
4. Attach supplied oil line to banjo adapter on the #3 Inverted flare fitting. **Torque to 60 inch lbs**
5. Assemble banjo adapter with the oil line using both supplied o-rings on the banjo bolt (See Image #1)
6. Install banjo adapter & oil line assembly to the crankcase of the engine. **NOTE: Be sure to route the oil line behind the front cylinder pushrod. Torque assembly to the crankcase to 13-17 ft. lbs.**
7. Take the oil line and route it through the opening in the supplied gauge bracket. With T.F.E. or Teflon tape on the oil pressure gauge threads, tighten gauge onto the oil line. Try to clock the gauge when installed tight on the line to your preferred viewing angle when on the motorcycle. **NOTE: If you need to adjust angle, loosen other end of line until preferred position / clocking is obtained.**
8. Tighten the set screw in the mounting bracket to install or set the oil gauge in place
9. Remove the R/H center rear rocker box cover bolt. Take the 1/4-20 supplied bolt, washer and Adapter (See Image #2) Install the gauge assembly to the engine using #242 blue locktite. (Not Supplied) **Torque to 10 ft. lbs.**
10. Start the engine & check for any leaks in the areas of the engine modified during install

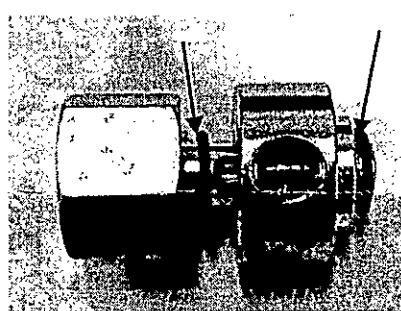


Image #1

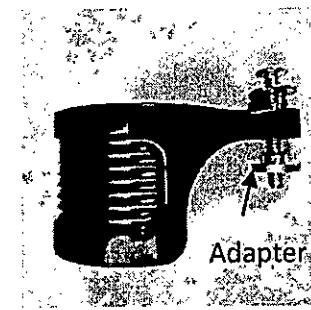


Image #2

Check out www.arlenness.com to see our wide selection of accessories for your model