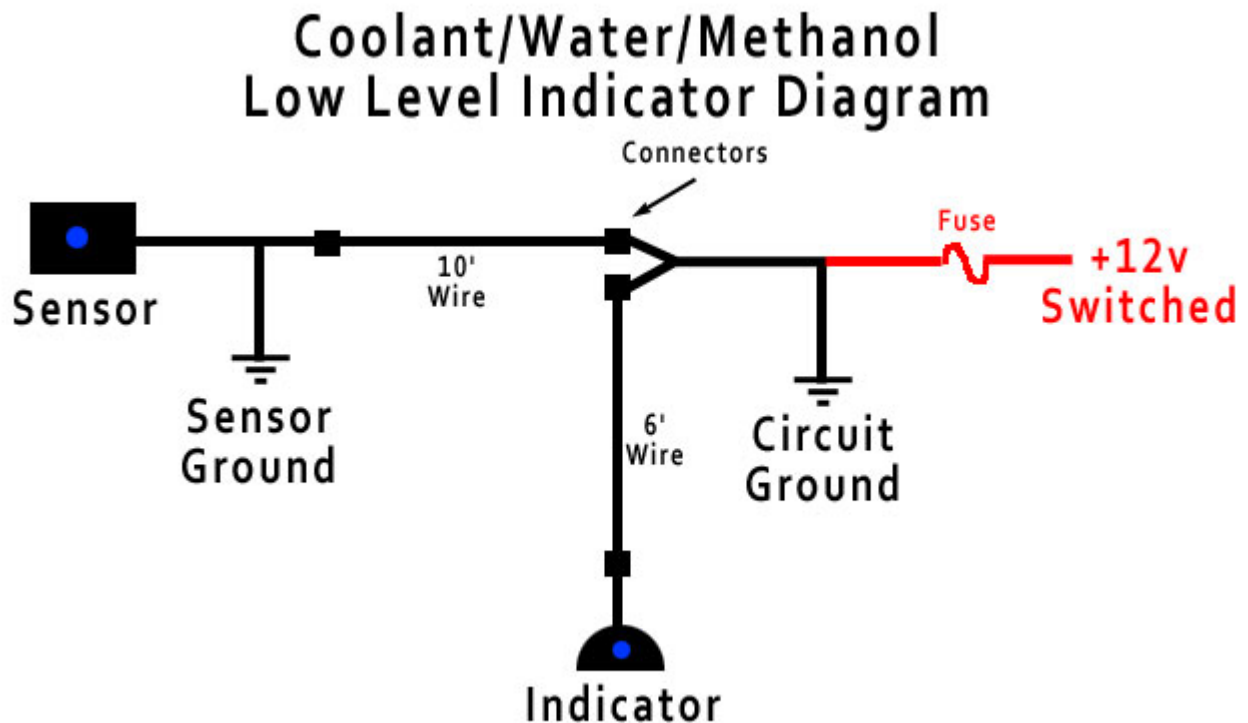


Low Level Warning Indicator Kit for Coolant / Water / Methanol Injection Quick Start Guide

Included Contents:

- 1x LED indicator
- 1x Low Level sensor
- 1x ATM Fuse Tap or in-line adapter + 1AMP fuse
- 6' indicator wire
- 10' sensor wire
- 3x zip ties

Wiring Diagram:



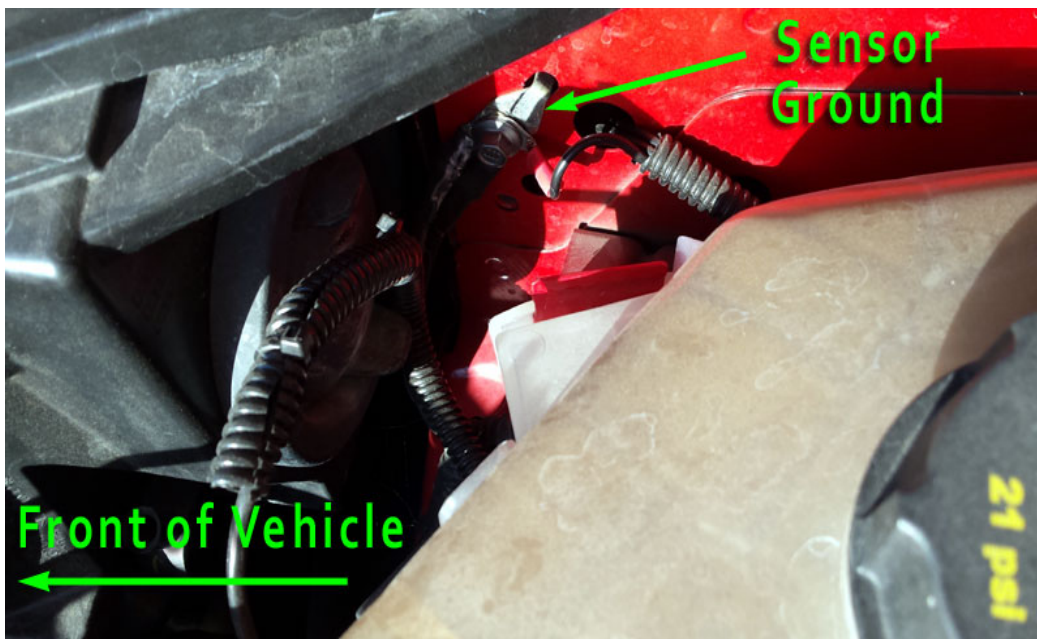
Instructions:

Step 1: Crimp the fuse adapter to the pre-stripped positive circuit lead (red wire).

Step 2: Fix the sensor to the coolant/methanol injection tank. When fluid drops below the sensor completely is when it will illuminate the indicator inside the vehicle.



Step 3: Attach the sensor ground to the chassis. (Pictured is 2014 Ford Fiesta)



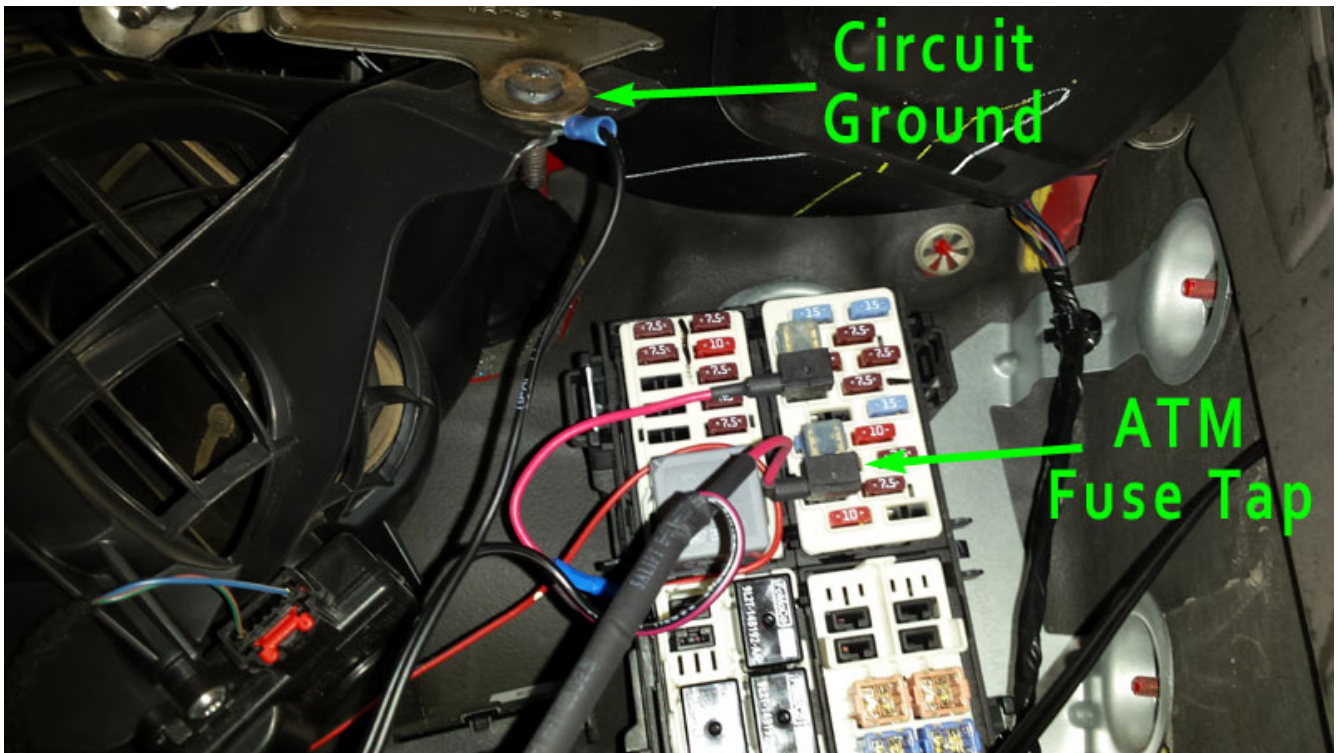
Step 4: Attach indicator to somewhere in the drivers field of vision. (pictured is 2014 Fiesta clip-on style, your style may be different)



(fun fact: Each coolant icon is painted by hand)

Step 5: Locate an existing SWITCHED key-on circuit (usually something like heated seats), transfer the previous fuse over to the available port on the tap, and plug the tap in. Note: the fuse tap must be in the proper orientation, it is possible to have it plugged in backwards. If you are unsure, an easy way to test after the installation is complete is to pull the 1AMP fuse with the adapter plugged into the fuse block and key-on. The indicator should NOT blink with the 1AMP fuse pulled. Now plug the 1AMP fuse back in and key-on. The indicator LED should momentarily illuminate for a half second while it performs its self test. Fasten the circuit ground to the chassis.

Pictured is 2014 Fiesta fuse block behind passenger glove compartment.



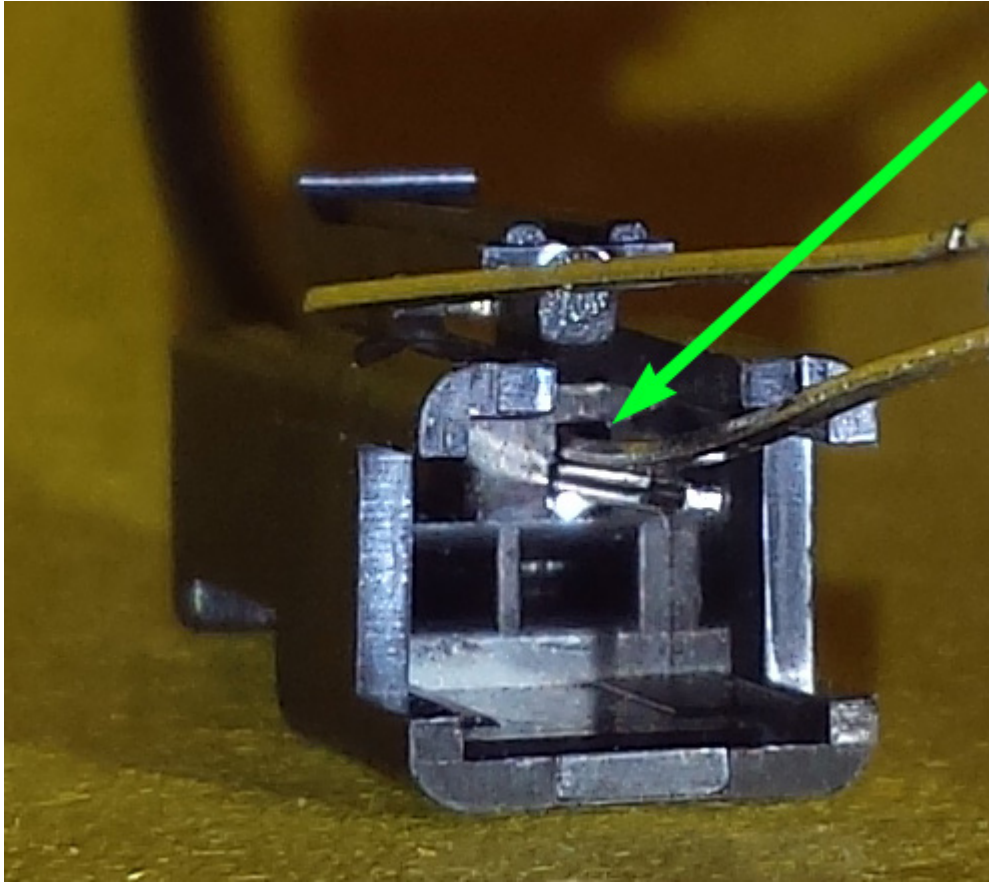
Step 6: The most fun part. Route the 10' circuit wire through the firewall to the low level sensor, and the 6' wire to the indicator. The wires are interchangeable and can be swapped if you prefer. Additional 6' extension segments are available at an additional cost. VERY USEFUL HINT: The black connectors can be separated from the wires for easier routing through grommets and tight spaces. This requires a razor blade, pick, thin paper clip, etc. The wire terminals have a barb that prevents them from backing out of the connector, simply press down on this barb while gently pulling the wire back out from the connector. Try to remember which wire goes to which slot, polarity is critical. When mating the connectors, red wire always goes to red, black always goes to black, or if you have eagle vision, slot 1 on the connector is black, slot 2 is red.

Plug all connectors together and optionally use zip ties to make things look neat.

Step 7: Recommended is to calibrate sensor sensitivity for the material it's being attached to. By default it's calibrated for water, however, some thicker tanks may cause false-positive readings which is not ideal. It's highly recommended to actually test the functionality periodically in order to make sure it's working as designed. Simply siphon or remove coolant until it's below the sensor. If the blue LED on the sensor goes out, and the warning LED illuminates inside the car, then it's working as designed.



Very useful hint if wires need to be detached from the black connectors for easier routing through grommets and tight places.



For above, press inward using a small pin or paperclip.

