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TEMP-ADJUST-KIT

Temperature Gauge Calibrator

This GoWesty coolant temperature gauge calibrator is designed to correct the temperature gauge reading in your Vanagon by using the radiator fan thermo-switch as a basis from which to calibrate. It is important that the thermo-switch and thermostat are both of the correct part number:

Thermo-switch:	251-959-481K
Thermostat:	025-121-113F

It is also important that the entire cooling system is in proper working order. If in doubt: **MAKE REPAIRS BEFORE PROCEEDING**. The purpose of your GoWesty gauge calibrator is **NOT** to force your gauge to read **LOWER** if your Vanagon is, in fact, running **TOO HOT**. The intent is to make the gauge read **ACCURATELY**.

Calibration procedure:

1. Drive vehicle to get it up to (or close to) normal operating temperature.
2. Let the vehicle idle until the cooling fan begins to cycle on/off/on/off.
3. Check reading on temperature gauge; it should read at about 2/3 - 3/4 on the gauge.
4. If it reads **TOO HIGH**, your GoWesty temperature gauge calibrator will fix this condition (see step 6 below).
5. If it reads **TOO LOW**, you either have the wrong thermostat that is opening too early **AND** a fan thermo-switch that is coming on too soon, and/or a bad gauge. Your GoWesty temperature gauge calibrator **WILL NOT** correct this—your other problem(s) must be corrected **FIRST**.
6. If your gauge reads **TOO HIGH**, install the GoWesty temperature gauge calibrator and adjust the variable resistor (white circle, use a small screwdriver) so the temperature gauge reads at 2/3 - 3/4 while idling with the fan cycling on/off.
7. Drive your vehicle on a flat road at 65 MPH at an ambient temperature of 60-80 degrees for about 5 miles.
8. Gauge should read close to mid-scale; exactly 1/2 way is ideal, but not imperative.

Installation

The calibrator is designed to be installed in-line with the signal wire of the coolant temperature gauge wire.

- For Syncros, 1.9's, and vehicles using our billet aluminum thermostat housing, simply unplug the single wire going to the sender and plug the calibrator onto the sender (bare connector) and the original wire onto the other end of the calibrator wire (shrouded connector).
- For stock 2.1 installations, cut the connectors off the calibrator and install it inline with the **YELLOW/RED** wire coming from the temperature sender. This is the sender on the **FRONT** of the housing. Use the supplied butt connectors and shrink tubing, soldering the connections is optional, but recommended.

After the calibration procedure is complete and you are confident that the gauge is reading accurately, seal the access hole with the supplied stick-on seal. The calibrator itself is weatherproof, but this is an extra bit of protection from the elements, as well as preventing any unintentional adjustment.

Tie the wire assembly up to keep it neat, tidy and out of the way.