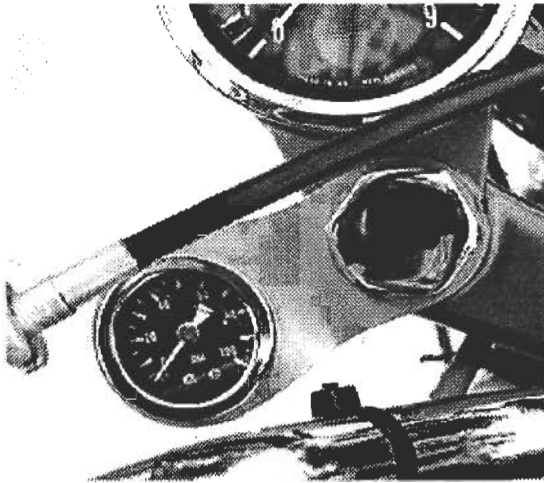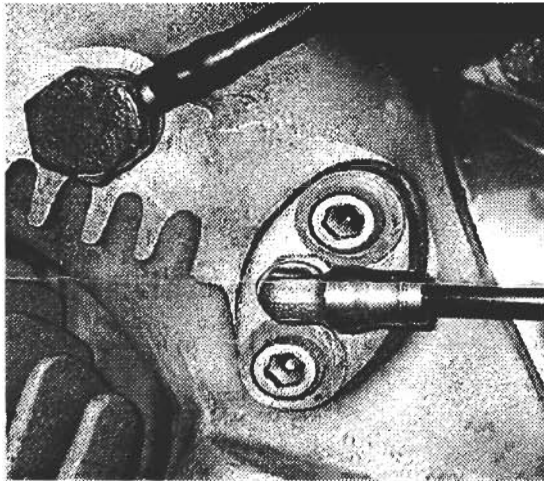# Mark III Oil Pressure Gauge Installation Instructions

Start by putting the motorcycle on the center stand. *FYI: If the motorcycle is left on the side stand the fork spring will, because it is under compression from the weight of the motorcycle, protrude from the fork tube when the fork nut is removed.* Next, remove the fork nut and sit the chromed washer aside as it will not be used in the re-assembly. Replace the chrome washer with the oil pressure bracket as show in the figure at the left. Replace the Fork nut and tighten the fork nut. This part of the assembly is complete.

Start by removing both right hand rocker arm shaft cover plates, nuts and copper washers. Sit the copper washers aside as they will be used in the re-assembly. Make sure that the rear most fibre gasket is left in place. Replace the rocker arm shaft cover with the one provided in the kit. Install SST socket head cap screws along with the copper washers that were set aside. Tighten socket head cap screws. This part of the assembly is complete and should look like the picture to the left. Next, attach one end of the oil pressure line to the swivel fitting by pushing the end of the tubing into the hole at the end of the fitting. *FYI: these fittings are quick disconnect and self-clinching. They need only to be pushed in to connect. They will not slip out unless the ferrule at the end of the fitting is pushed back away from the tubing as the tubing is pulled from the fitting.* Next, route the other end of the tube up along the frame and in front of the steering head over to the fitting in the gauge body. Push the end of the tube into the gauge fitting as was done at the swivel fitting at the other end of the tube. The tubing can be removed and cut to the length required by your routing. Make sure there is enough service loop remaining so that there is no tension on the tubing.

FYI: assembly is Ready to install. All fittings have had Loctite applied. If the fittings are loosened, thread sealant should be reapplied.