

## Gauge Installation Instructions

GET ALL THE BENEFIT  
FROM YOUR SUPERCHARGER  
with a **JUDSON**  
SUPERCHARGER GAUGE



**\$1260**

POSTPAID

**Gives you a continuous visual check on the performance of the supercharger and engine. A must for every driver who wants to get the most from his supercharged engine.**

**SPECIFICATIONS** Face of gauge matches other instruments on dash panel—2 inch face easy to read—chrome plated bezel ring—bronze bourdon spring—all brass geared movement—restriction valve in gauge to prevent pulsation.

**EASILY INSTALLED** Gauge is furnished with all fittings and neoprene hose together with complete installation and operating data. Dash mounting with chrome bezel that matches other instruments. Gauge clamps tightly to dash through hole drilled in panel.

**ACCURATE • ATTRACTIVE • EASILY INSTALLED**

Order from your dealer or direct from factory.

Date .....

Ship one Judson Supercharger gauge to:  
(Please print)

Name .....

Address .....

City ..... State .....

Model Supercharger or make of car .....

### SUPERCHARGER GAUGE INSTALLATION

1. For dash mounting cut a 2" hole in the dash panel.
2. On the model VW and RD supercharger, there is a pipe pressure plug located on the bottom front of the supercharger near the exhaust port. On all other model superchargers this pipe pressure plug is located on the top of the aluminum exhaust manifold bolted to the supercharger. Remove this pipe pressure plug and insert brass fitting with barbed hose connection.
3. Screw same type of fitting on back of gauge using union furnished.
4. Insert gauge in hole cut in dash panel and secure with clamps on back of gauge.
5. Connect special hose from fitting on supercharger to fitting on back of gauge using aluminum ferrules. On the Volkswagen installation, the hose should be inserted through the firewall, under both seats along center tube, under mats and out. On other installations the hose is inserted through the firewall into the back of the dash panel, through hole in cab for choke.

**CAUTION:** Hose must be connected at both ends. A hole or cut in the hose will effect performance and supercharger life.

**JUDSON RESEARCH AND MFG. CO.**  
CONSHOHOCKEN, PENNA.





The Black faced gauge is a later edition.  
 (photo: Rinie Roodbeen)  
 The white faced gauge (right) is the earlier.

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### DATA

The left side of the gauge measures the vacuum in the manifold in inches of mercury. The right side of the gauge measures pressure in the manifold in pounds per square inch. The Judson Supercharger replaces the vacuum in the manifold with a pressure automatically in proportion to the load placed on the engine. There is always a vacuum in the manifold when the engine is at idle or when the engine is not under load. The vacuum in the manifold is replaced with a pressure as the throttle is opened and the engine is placed under load. Higher boost pressures are obtained under full throttle operation when accelerating or going up an incline.

Maximum pressure will vary between 5 to 6 lbs. depending on the condition of the engine, altitude, speed, humidity and engine load.

At idle the supercharger gauge should indicate 17" to 23" of vacuum depending on the engine. A drop in vacuum indicates improper valve clearance, rings need replacement or there is a leak in the induction system (a blown gasket or a cracked manifold). The supercharger gauge will indicate 4" to 10" of vacuum at 60 mph with the car being driven on a flat highway. This vacuum will immediately be replaced with a 5 to 6 psi manifold boost pressure if the accelerator is suddenly depressed for passing, hill climbing or rapid acceleration. A manifold boost pressure reading of 3 to 6 psi will be indicated when the accelerator is suddenly depressed at any speed. A drop in manifold boost pressure indicates insufficient valve clearance, worn supercharger vanes or a leak in the induction system.

There is a direct relationship between fuel consumption and manifold boost pressure. When you do not use the additional power afforded by the supercharger by pushing the engine, you do not pay for it through increased fuel consumption.