



Installation Instructions
for
MOTO METER-Ammeter



Type
15.40.1006
(502/40/VW)

Diameter 40 mm, 6-Volt, +30 to -30 Ampères for VW Sedan models August 1955 to July 1957, August 1957 and later as well as for Karmann Ghia

This MOTO METER Ammeter can be installed supplementarily into all above mentioned VW-Models.

1. Installation of Ammeter in VW Sedan Model August 1957 and later

for left hand drive to the right
for right hand drive to the left

of speedometer. Remove small standard grille in car opposite radio grille. For insertion of Dash Instrument cut an opening of about 1-21/32" into wire screen and its cover between grille and dashboard, then insert our grille together with wire screen and cover and fasten it to the dashboard. After that fasten Dash Instrument with holding brackets supplied.

Alternate installations of the Dash-Instrument are possible between the light switch and the windshield wiper knob in the dashboard, or by using our "under-the-dash" or steering column bracket.

The cut-out of 1-19/32" required for this location in the dashboard must be cut into same. A circle saw for this purpose is available from us under Cat.-No. LA 01.504.

Installation of Ammeter in VW Sedan Models August 1955 to July 1957

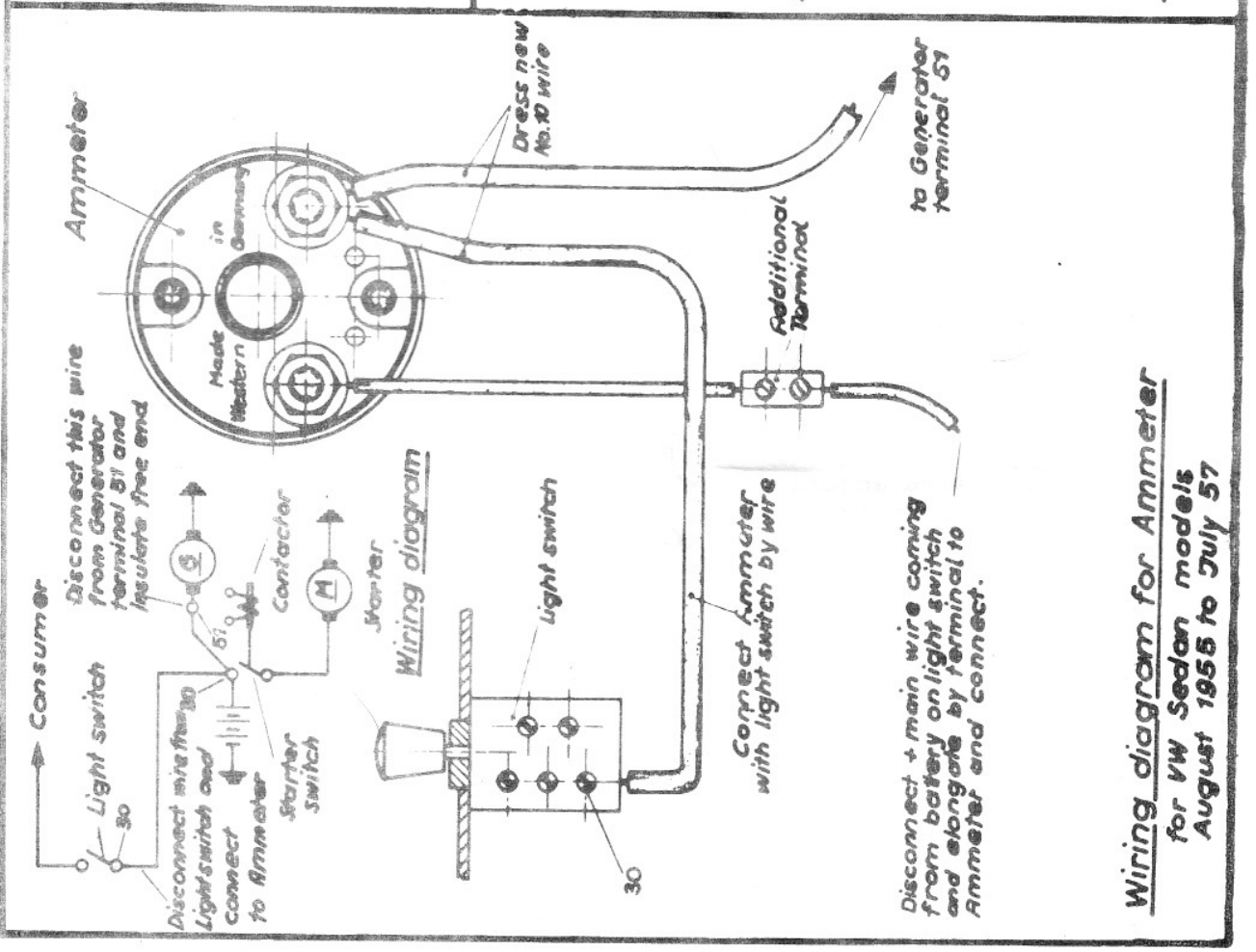
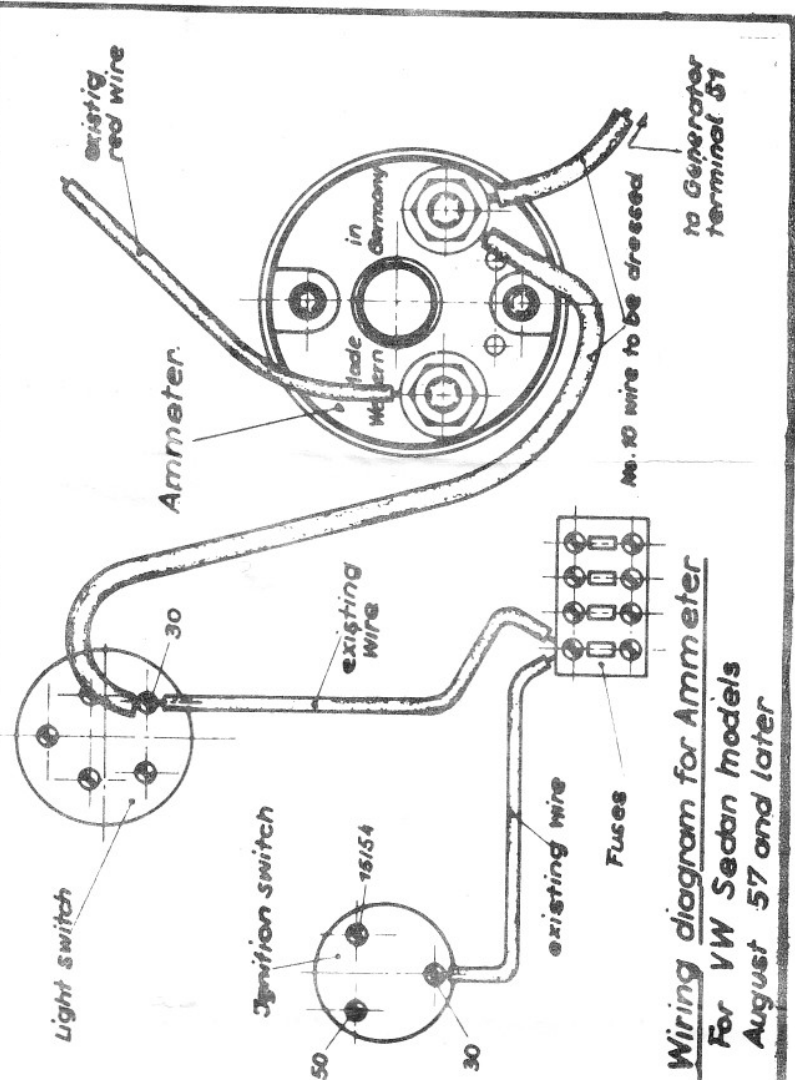
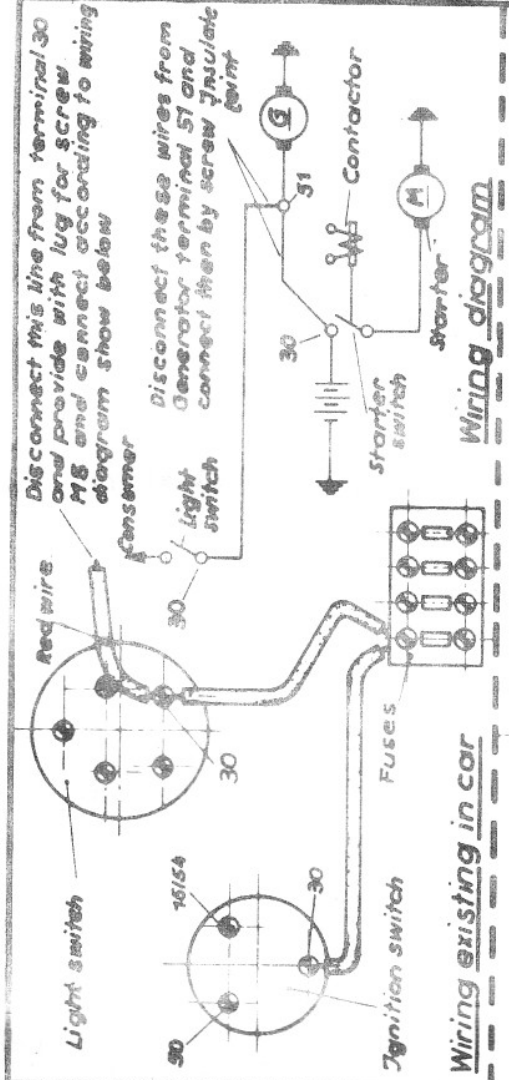
for left hand drive to the left
for right hand drive to the right

of Speedometer. The cut-out of 1-19/32" required for the installation must be cut into the dashboard between starter button and Speedometer and the above mentioned circle saw may be used for this purpose also.

2. Wiring of the Ammeter

The wiring must be done without current and therefore disconnect battery. Then wire according to enclosed wiring diagram. Use only heavy duty type insulated wires with lugs. For the connections on the meter lugs for screws M 5 are required. Run a wire No. 10 from generator to trunk compartment through the tunnel on the left side of the car. This can be done as follows:

- a) Remove left inside lighting fixture and the cable tunnel becomes accessible.





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- b) The tunnel opens into the left upper corner of motor compartment and is stuffed with a felt boot. Remove same.
- c) Run a wire snake through the opening mentioned under a) for pulling the wire through tunnel. This can be done best as follows:

Run about half of the wire snake into the tunnel in the direction of motor compartment and the rest in the direction of the trunk, leaving a loop as an extra help for pulling the wire through the tunnel. Attach wire to the end in trunk and pull it into the motor compartment according to wiring diagram.

3. Wiring Diagram for Models August 1957 and later

- a) Disconnect red wire from terminal 30 on light switch, fit lug for screw M 5 and connect to Ammeter.
- b) Disconnect the two wires (see diagram) from terminal 51 of generator, couple them with screw and insulate joint.
- c) Connect the new No. 10 wire to terminal 51 of generator and to Ammeter.
- d) Connect a further No. 10 wire to Ammeter by the same terminal as under c) and dress to light switch (terminal 30).

4. Wiring Diagram for Models 1955-1957

- a) Disconnect positive main wire, coming from battery, from light switch (terminal 30), extend by use of terminal and connect to Ammeter.
- b) Disconnect wire leading from battery to generator from terminal 51 on generator, insulate end and secure wire at a suitable spot. Further connections as under 3) c) and d).

5. Reconnect battery.

6. Electrical Check of Installation

If dial pointer of Ammeter moves to the right, after the installation is excited again with idling motor, the wiring is correct. If pointer moves to the left, reverse wires on the instrument.

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