



***New Bonneville Oil Pressure Gauge (NBOPG)***  
**nbcv-1036**

**WARNING – Failure to complete any of these steps can lead to oil loss and/or engine damage**

**NBOPG Kit Includes;**

1ea 0-100 pressure gauge  
1ea 30mm hex mounting nut,  
1ea 1/8 female npt to an3 male fitting  
1ea Hose with two an3 female fittings  
1ea 90 degree banjo  
1ea Double banjo bolt  
3ea 10mm copper sealing washers  
3ea 4mm SS set screws  
2mm allen wrench  
5 inch piece of Teflon tape

**Tools Required**

30mm deep socket or a 30mm wrench  
17mm socket or wrench  
9/16, 1/2, 7/16 wrenches  
Torque wrench

**Wrap the threads of the pressure gauge with the Teflon tape.**



**1 wrap only, do not cover the inlet hole of the gauge with the tape.**

**Screw the pipe fitting onto the gauge.**

**Using a 9/16 wrench on the fitting and a 7/16 wrench on the gauge tighten the fitting.**



**Thread the hose to the fitting on the gauge; use a 9/16 wrench on the gauge fitting and a 7/16 wrench on the hose fitting to tighten.**

**Remove the rubber plug from the bottom of the frame neck. It will pull out.  
Drill or cut a 3/8 hole in the center of the plug.**



**Remove the 30mm stem hex nut from the top of the frame neck.  
Thread the 3ea stainless setscrews into the new stem nut.  
Install the new stem hex bolt and tighten to 65 N/M.**



**Insert the hose through the top of the neck and out the bottom.**



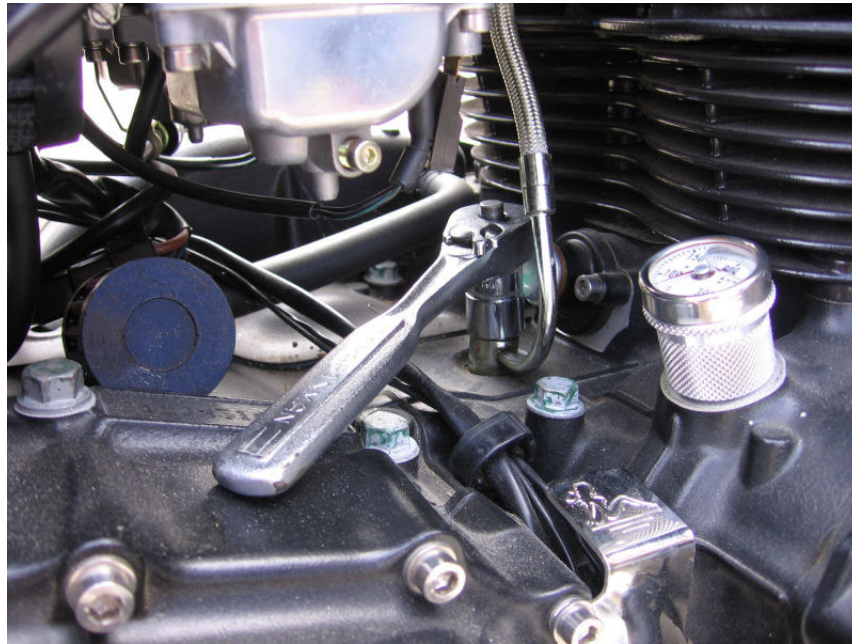
**Orient the gauge as needed in the stem nut.**

**Use the setscrews to align the gauge, but do not fully tighten at this time. The assembly will be lifted up to check for leaks later.**

**Slide the rubber plug over the end of the hose, oriented so that it will fit back into the lower frame neck.**

**Remove the 17mm banjo bolt from the oil feed line.**





**Remove the copper sealing washers from the top and bottom of the banjo fitting.  
Install new copper washer under and on top of the banjo fitting.  
Place a new copper washer on the new double banjo bolt.  
Slide the 90-degree banjo fitting onto the banjo bolt with the fitting pointing up toward the fuel tank.**

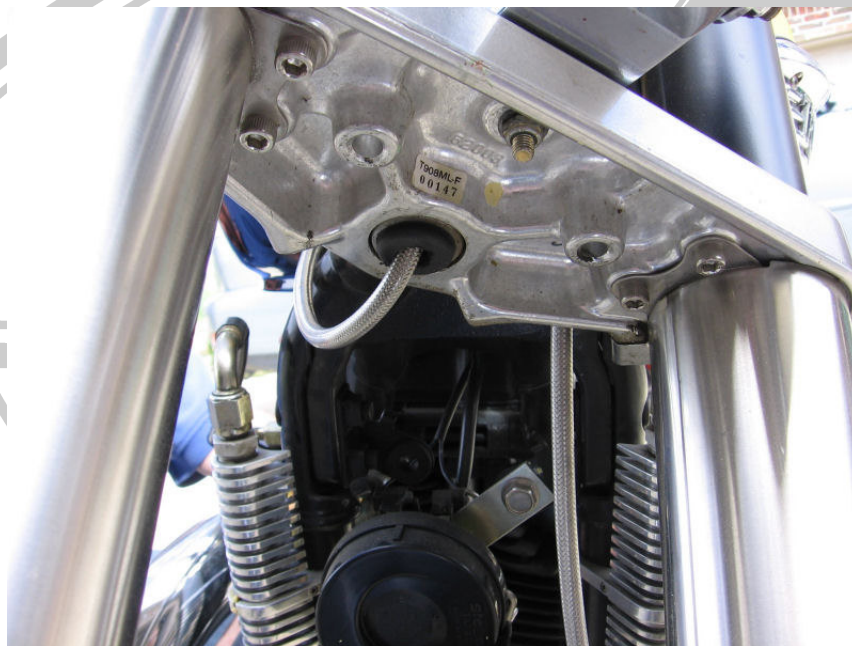


**Thread the bolt with the 90 degree fitting through the oil feed line banjo and into the engine case then tighten to 20 N/M. \*\*DO NOT OVER TORQUE\*\* FAILURE TO FOLLOW TORQUE GUIDELINES CAN LEAD TO BOLT FAILURE AND CAUSE ENGINE DAMAGE.**



**Route the hose rearward under the fuel tank, over the cylinder head and between the carbs down to the 90-degree banjo fitting.**

**Thread the fitting onto the banjo fitting and tighten.  
Insert the rubber plug into the frame neck.**



**Use zip ties to secure the hose as needed to prevent chaffing or resting on a hot part of the engine.**

## **\*\*IMPORTANT\*\***

### **Before startup**

Turn on the ignition and verify the Low Oil Pressure light is on.

Start the bike; verify the Low Oil Pressure light is out.

Verify the banjo fittings are dry and free of leaks.

Verify the entire length of the hose is dry and free from leaks.

Pull up the gauge assembly and verify the fittings are dry and free of leaks.

Let the engine continue to warm up (5 minutes) while continuing to verify all fittings are dry and free from leaks.

If there are no leaks tighten the set screws onto the gauge.



Perform a short test drive then return to check all fittings to verify they are dry and free of leaks - **This includes loosening the set screws and lifting the gauge assembly to verify it is dry and free from leaks.**

