



Classic EVC GAUGE

INSTALATIE C-E-G BENZINEMETER : KEVER / KÜBEL

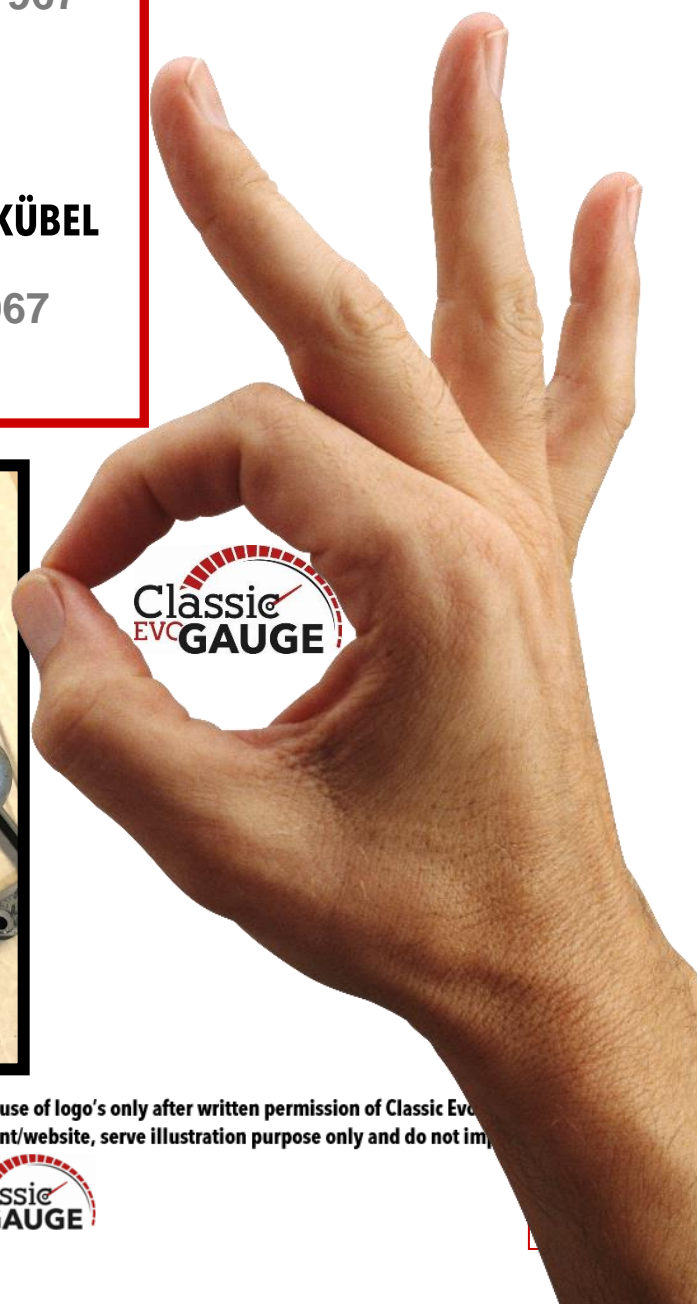
1300 / 1500 / 1302 / 1303 vanaf → 8-1967
1200 vanaf →8-1969

INSTALATION C-E-G FUEL GAUGE : BEETLE / THING

1300 / 1500 / 1302 / 1303 From → 8-1967
1200 From → 8-1969




INSTALATION C-E-G TANKANZEIGE : KÄFER / KÜBEL

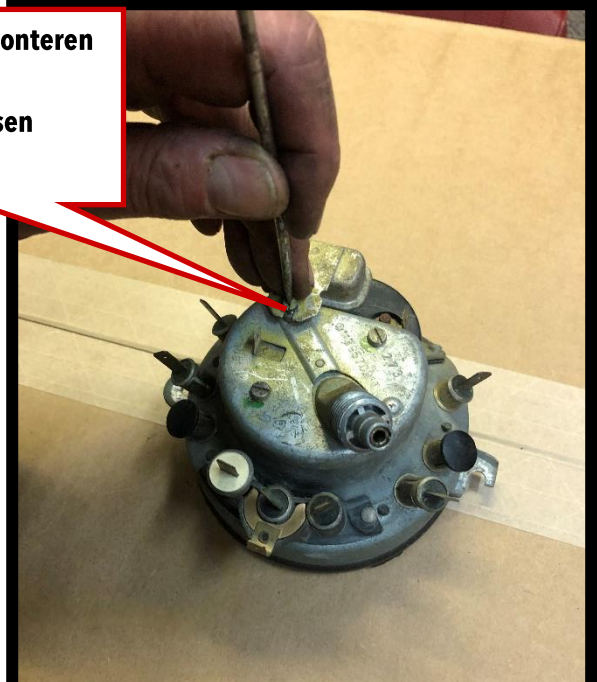
1300 / 1500 / 1302 / 1303 ab → 8-1967
1200 ab →8-1969






Hoofdstuk 1: Ombouw van originele teller unit met nieuwe CEG Tankmeter
Chapter 1: Conversion of the NEW CEG fuel-gauge to the original Odometer
Kapitel 1: Umbau der Tacho mit neuem Tankanzeige

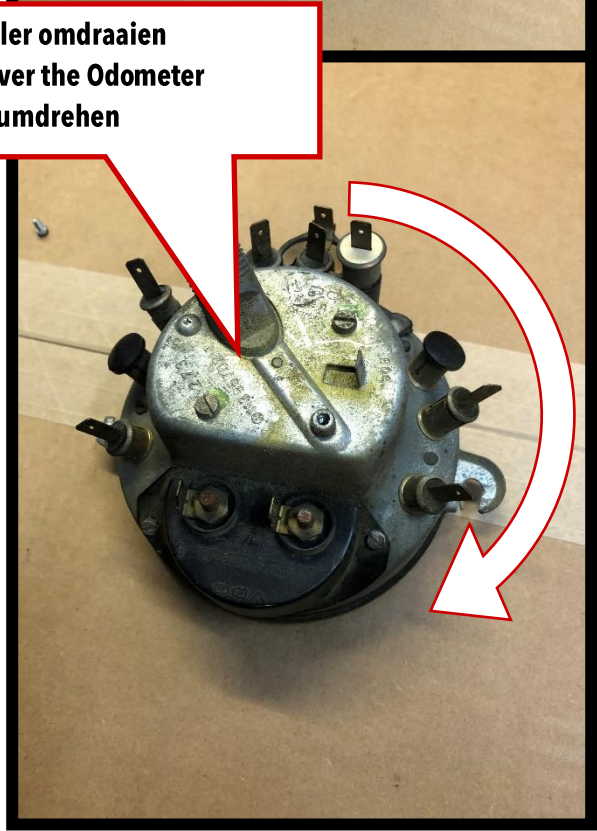


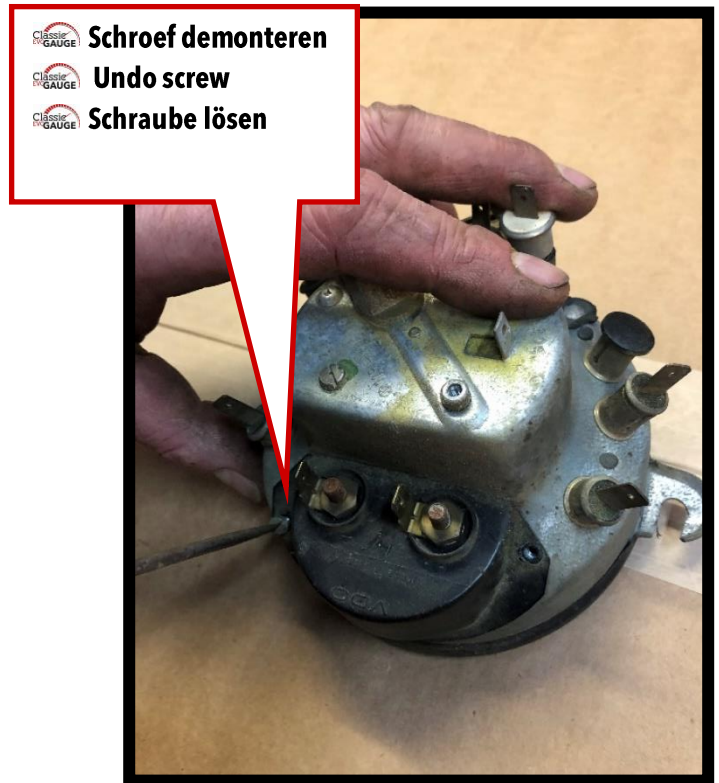
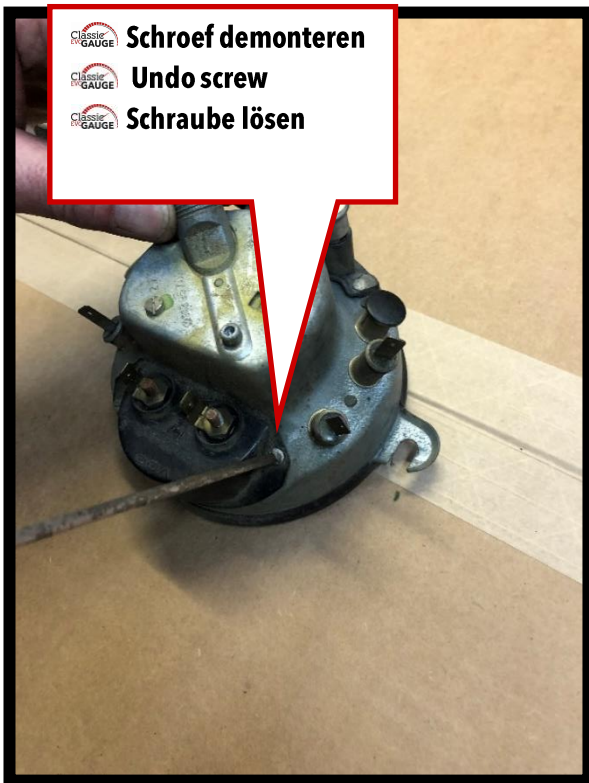
 **Schroef demonteren**
 **Undo screw**
 **Schraube lösen**



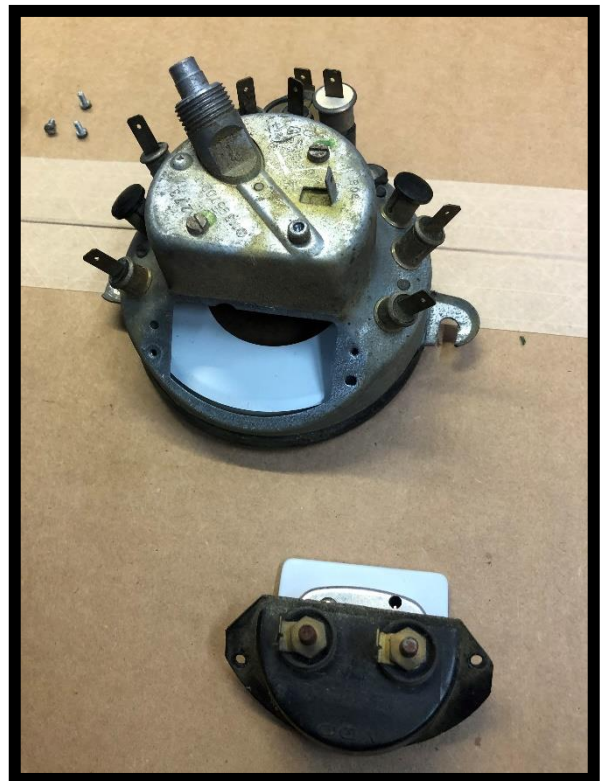
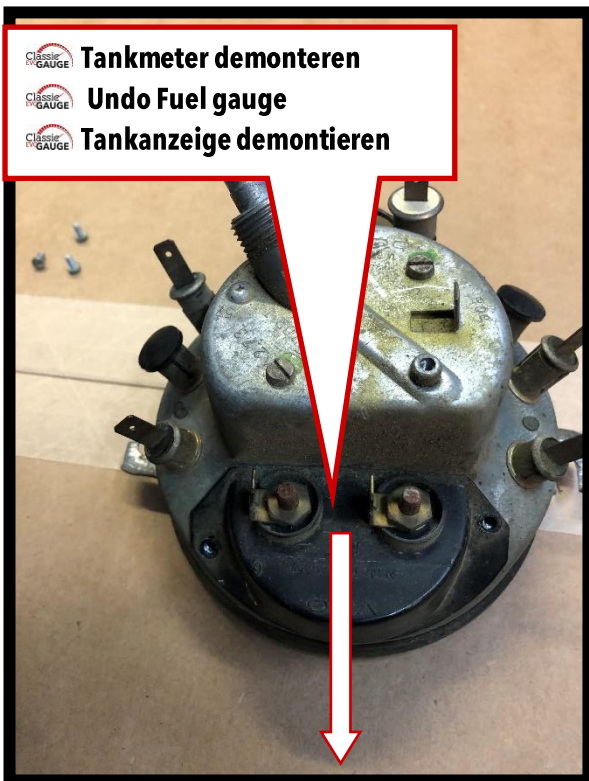
 **Stabilisator demonteren**
 **Undo Stabilizer**
 **Stabilisator demontieren**

 **KM teller omdraaien**
 **Turn over the Odometer**
 **Tacho umdrehen**





Classic EVC GAUGE





 **Moeren demonteren**
 **Undo nuts**
 **Muttern lösen**




 **Moeren demonteren**
 **Undo nuts**
 **Muttern lösen**

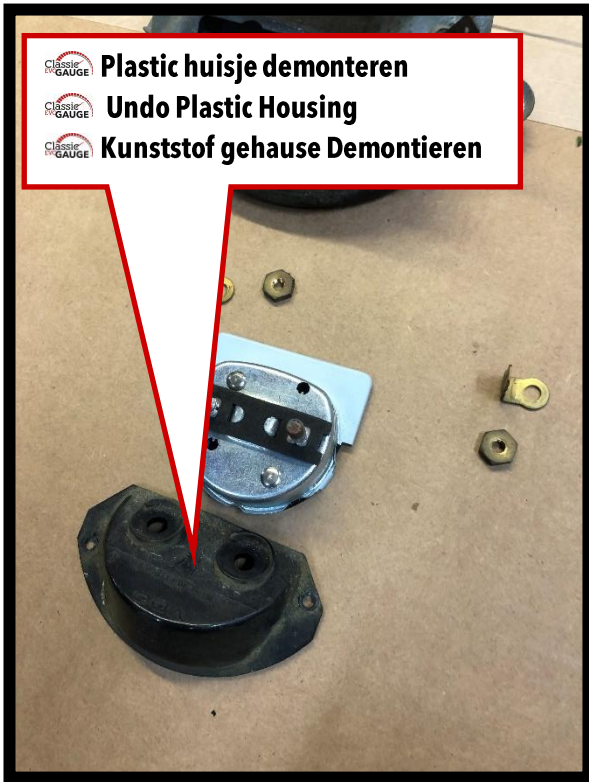
Classic EVC GAUGE



 **Moeren demonteren**
 **Undo nuts**
 **Muttern lösen**

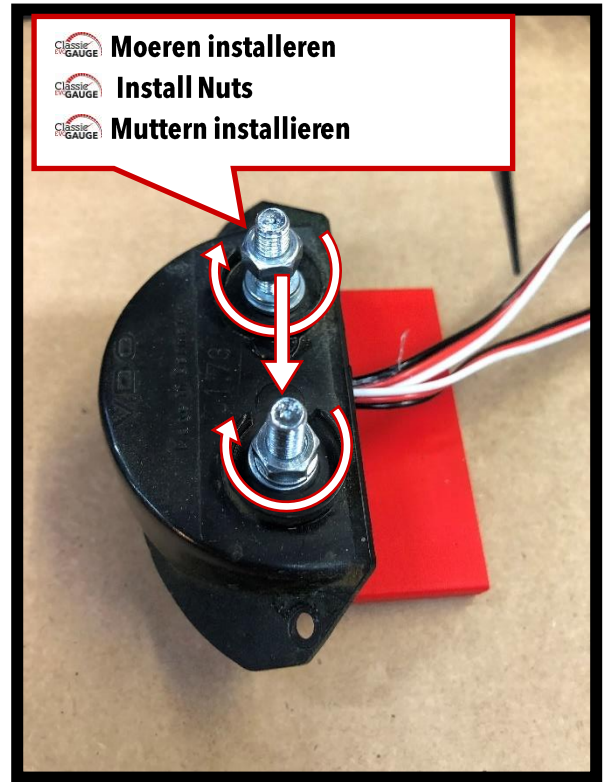
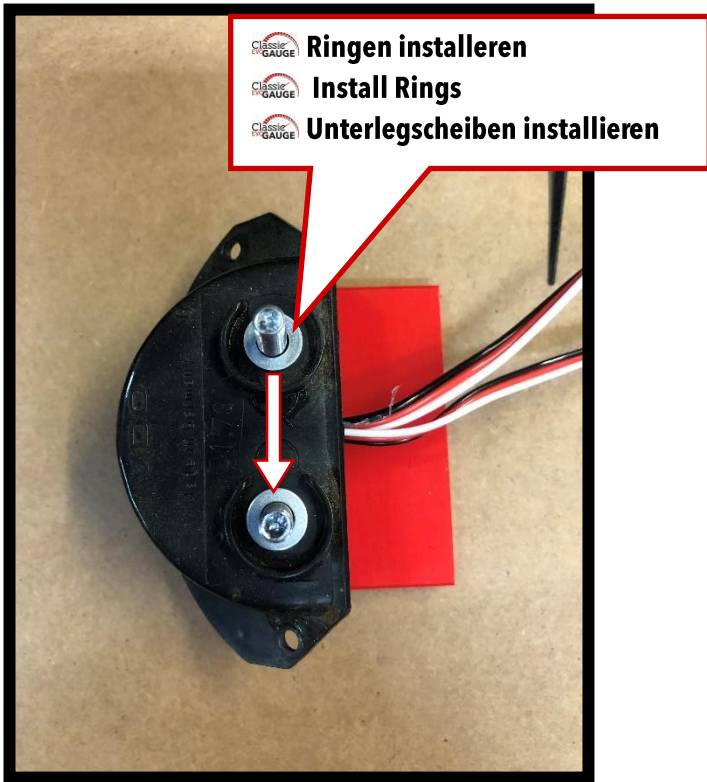
 Copyrights Classic Evo Gauge® the Netherlands . all rights reserved. Reprints , copying and use of logo's only after written permission of Classic Evo Gauge® . No responsibility is taken for printing errors. All images and pictures of cars in this document/website, serve illustration purpose only and do not imply a (quality) relationship between Classic Evo Gauge® and manufacturers of the cars in question. All transactions are subject to our general terms and conditions.





Classic EVC GAUGE





Classic EVC GAUGE





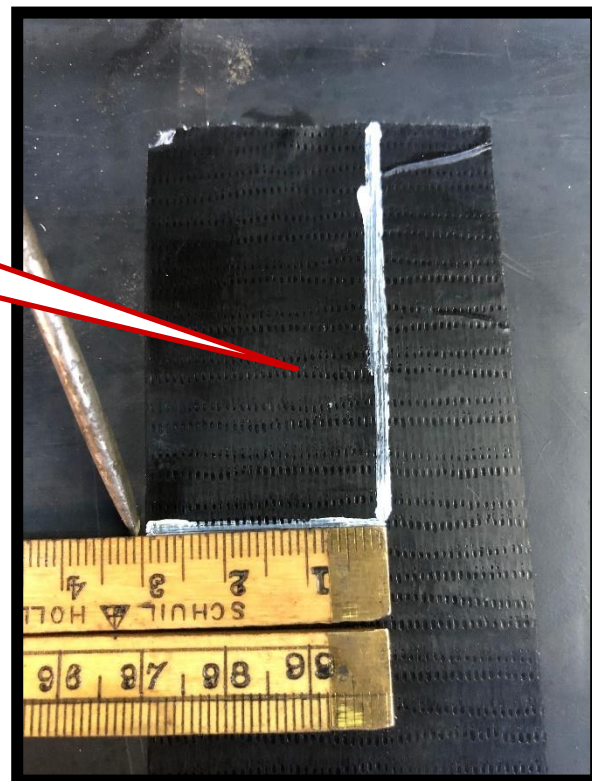
Op een stuk Ducktape een vak van 3 x 5,5 cm markeren



Mark a space of 3 x 5,5 cm on a piece of Ducktape



Eine Fläche von 3 x 5,5 cm markieren auf ein stück starkes klebeband



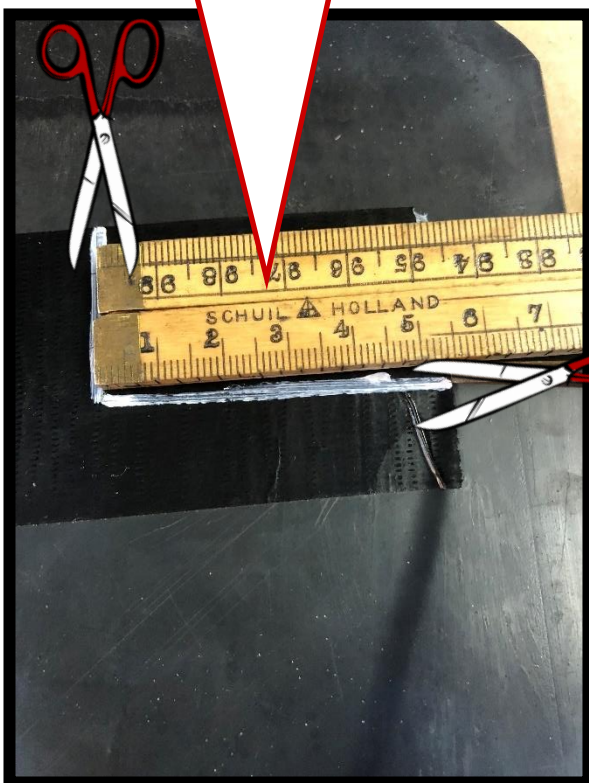
Het gemarkeerde deel uitknippen of snijden



Cut-out the marked piece of tape



Die Markierte stelle Ausschneiden



Uitgeknipte deel over de sleuf in de teller plakken






Install the Cut-out piece of tape over the Airgap in the Odometer



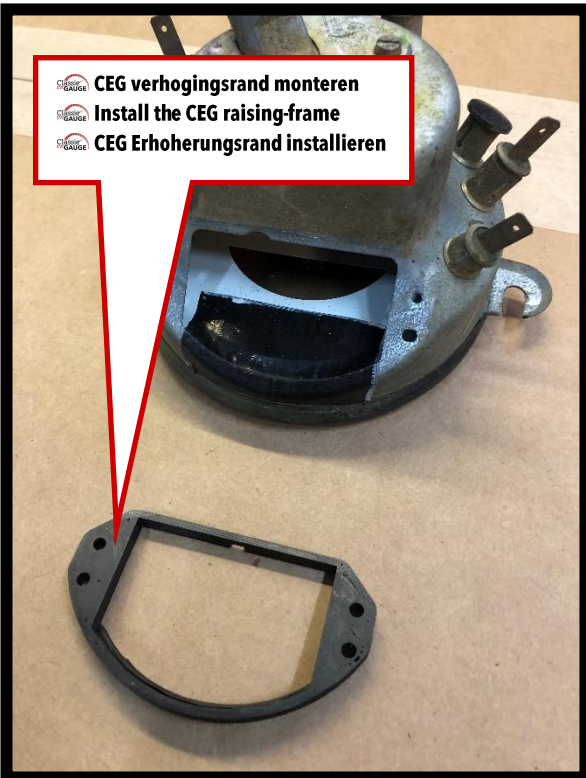
Den Ausgeschnittener Tape über den luftschlitz in den tacho kleben



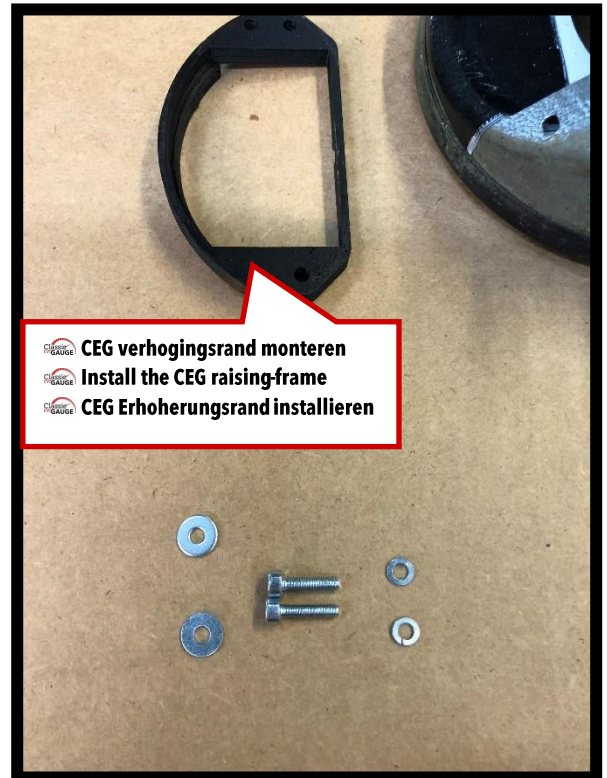
 **Uitgeknipte deel zo plakken dat deze ongeveer gelijk zit met de rand van de teller**
 **Install the Cut-out tape so that is aligned with the edge of the Odomete**
 **Den Ausgeschnittener Tape so installieren dass das andere ende mit den tachorand gleich sitzt**

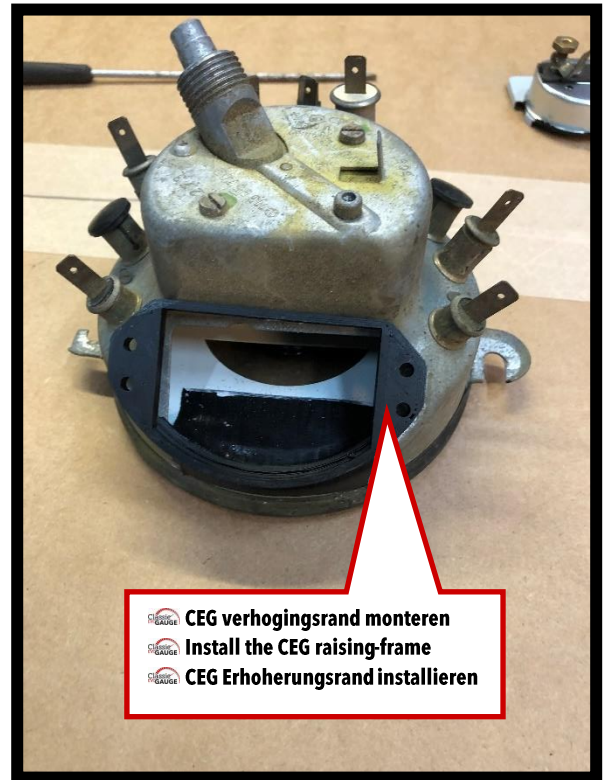
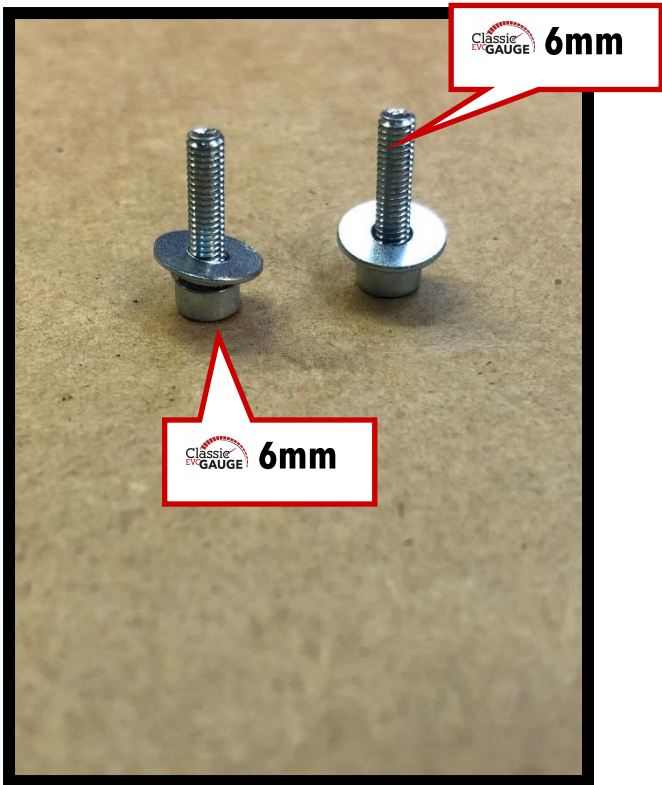


 **CEG verhogingsrand monteren**
 **Install the CEG raising-frame**
 **CEG Erhoherungsrand installieren**

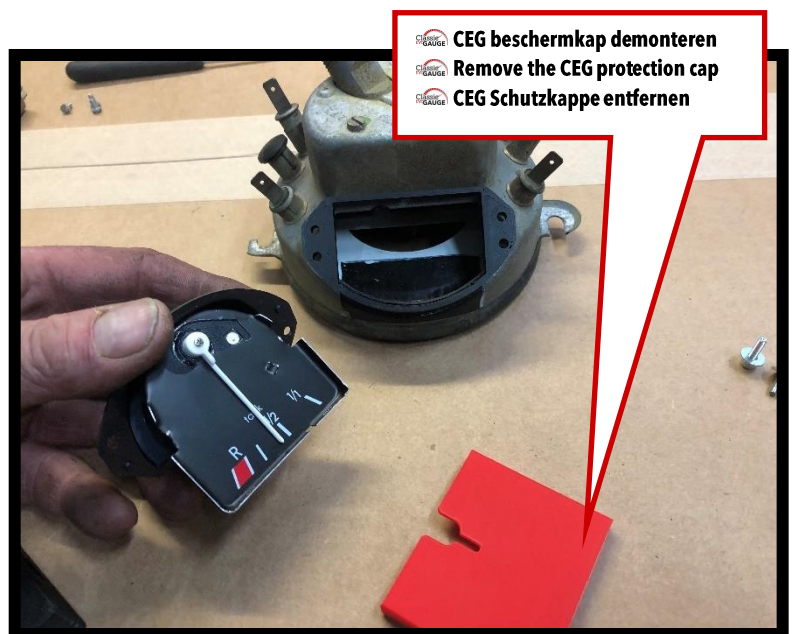


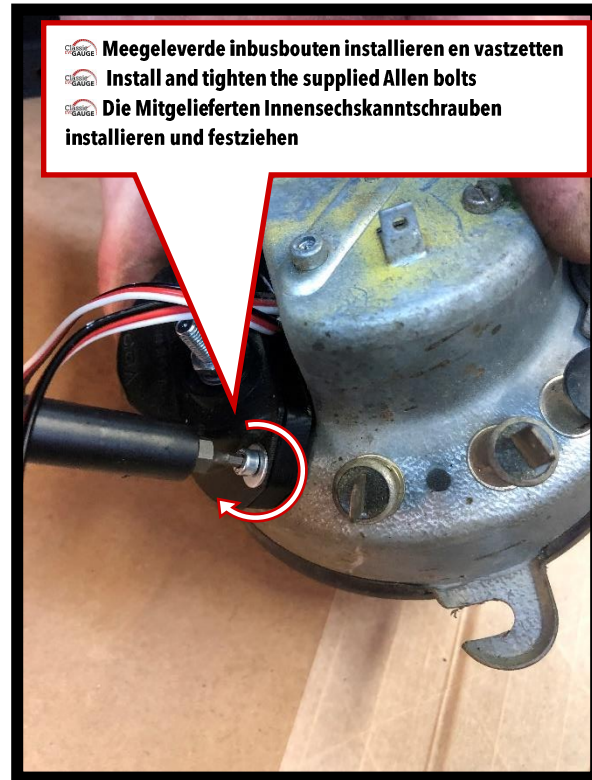
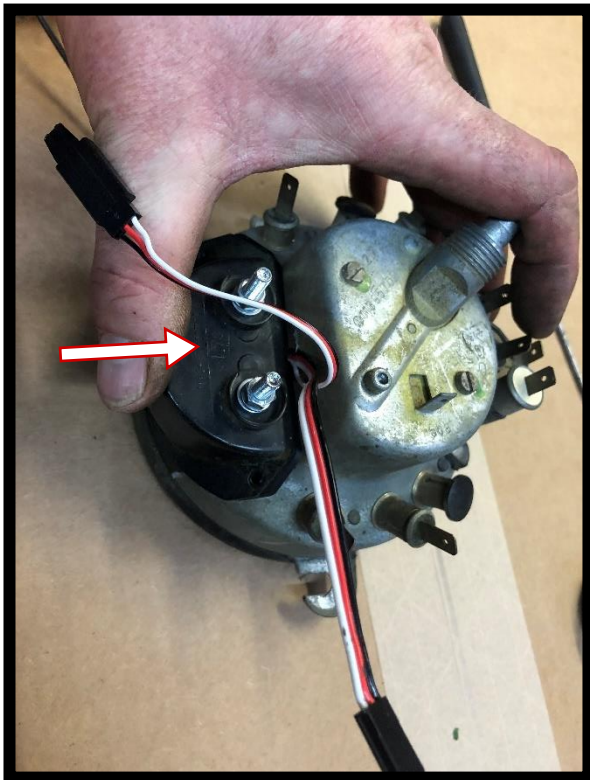
 **CEG verhogingsrand monteren**
 **Install the CEG raising-frame**
 **CEG Erhoherungsrand installieren**





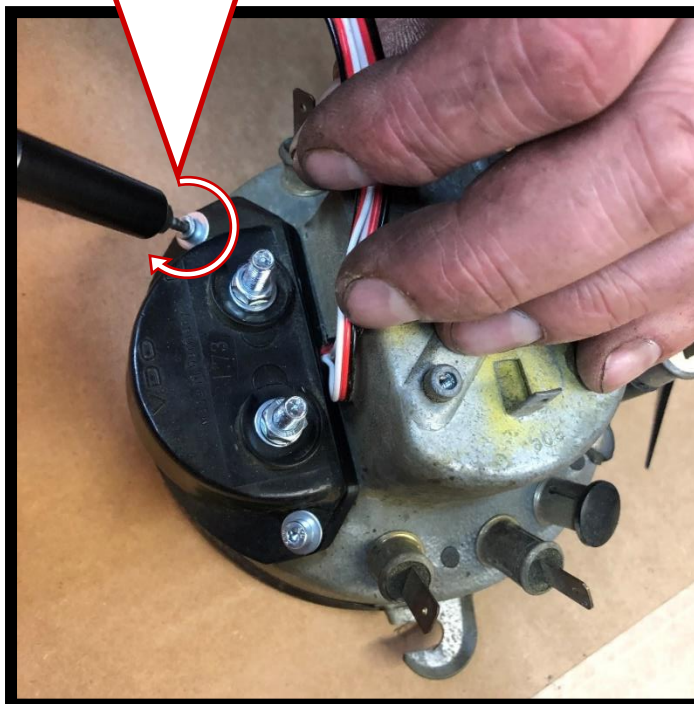
Classic EVC GAUGE





 Meegeleverde inbusbouten installieren en vastzetten
 Install and tighten the supplied Allen bolts
 Die Mitgelieferten Innensechskantschrauben installieren und festziehen

 Meegeleverde inbusbouten installieren en vastzetten
 Install and tighten the supplied Allen bolts
 Die Mitgelieferten Innensechskantschrauben installieren und festziehen





LET OP : Hieronder wordt uitgelegd hoe de Classic Evo Gauge Elektrisch moet worden aangesloten en moet worden in-geleerd / afgesteld . De afbeeldingen die hiervoor gebruikt zijn, zijn van de inbouw van een CEG in een VW T2B. Echter is het aansluiten van en het in-leren / afstellen van een CEG voor de Bus exact hetzelfde als voor een kever of Kübel het ziet er alleen een beetje anders uit .



NOTE: Below is explained of how to connect and calibrate the Classic Evo Gauge Electrical. The images used for this are of the installation of a CEG in a VW T2B Van. However, connecting and calibrating a CEG for the Bus is exactly the same as for a beetle or Kübel, it just looks a little different



HINWEIS: Nachfolgend wird erklärt, wie das Classic Evo Gauge Electrical angeschlossen und kalibriert werden muss. Die dafür verwendeten Bilder zeigen den Einbau eines CEG in einen VW T2B Bully. Das Anschließen und Kalibrieren vom CEG für den Bus ist jedoch genau das gleiche wie für einen Käfer oder Kübel, es sieht nur etwas anders aus

LET OP BELANGRIJK :

De Rode kabel van de CEG moet aan de contact geschakelde +

De zwarte kabel moet aan de massa worden aangesloten

De Bruine kabel moet aan de kabel die afkomstig is van je tankvlotter worden aangesloten.

Pas op : ER MAG NOOIT 12 VOLT SPANNING OP DE BRUINE KABEL VAN DE CEG WORDEN GEZET

PAY ATTENTION :

The red cable of the CEG must be connected to the ignition +

The black cable must be connected to ground

The Brown cable must be connected to the cable that comes from your tank float.

Attention : NEVER APPLY 12 VOLT TO THE BROWN CABLE OF THE CEG

PASST AUF :

Das Rote Kabel des CEG muss an Zündung + angeschlossen werden

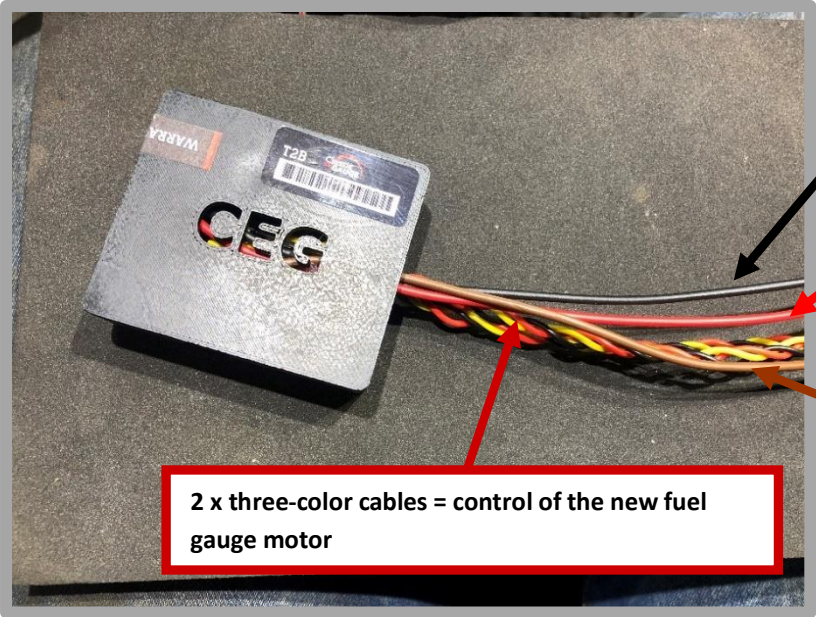
Das Schwarze Kabel muss mit Masse von Fahrzeug verbunden werden

Das Braune Kabel muss mit dem Kabel verbunden werden, das von Ihrem Tankschwimmer kommt.

Achtung: NIEMALS 12 VOLT AN DAS BRAUNE KABEL DES CEG ANLEGEN



Chapter 2 : installing and connecting the electronics



2 x three-color cables = control of the new fuel gauge motor

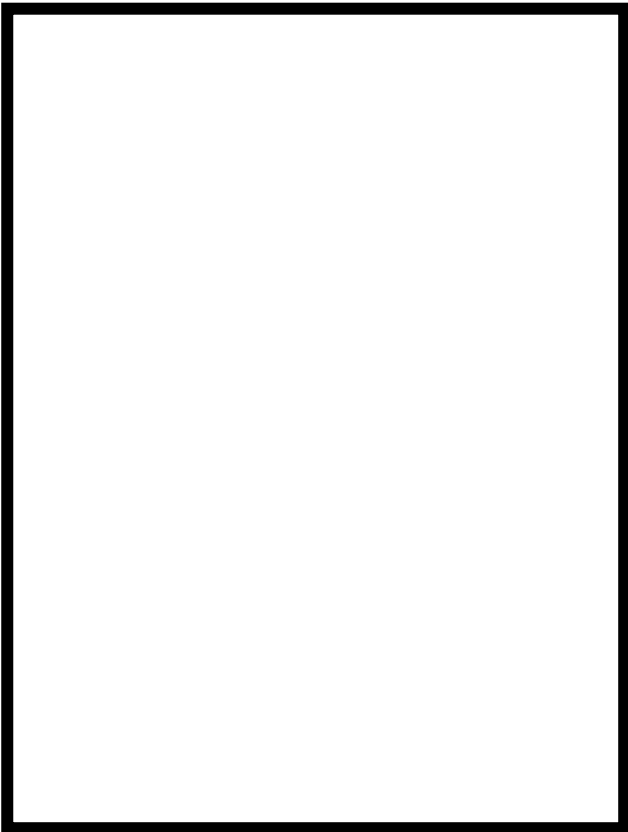
Black cable = ground

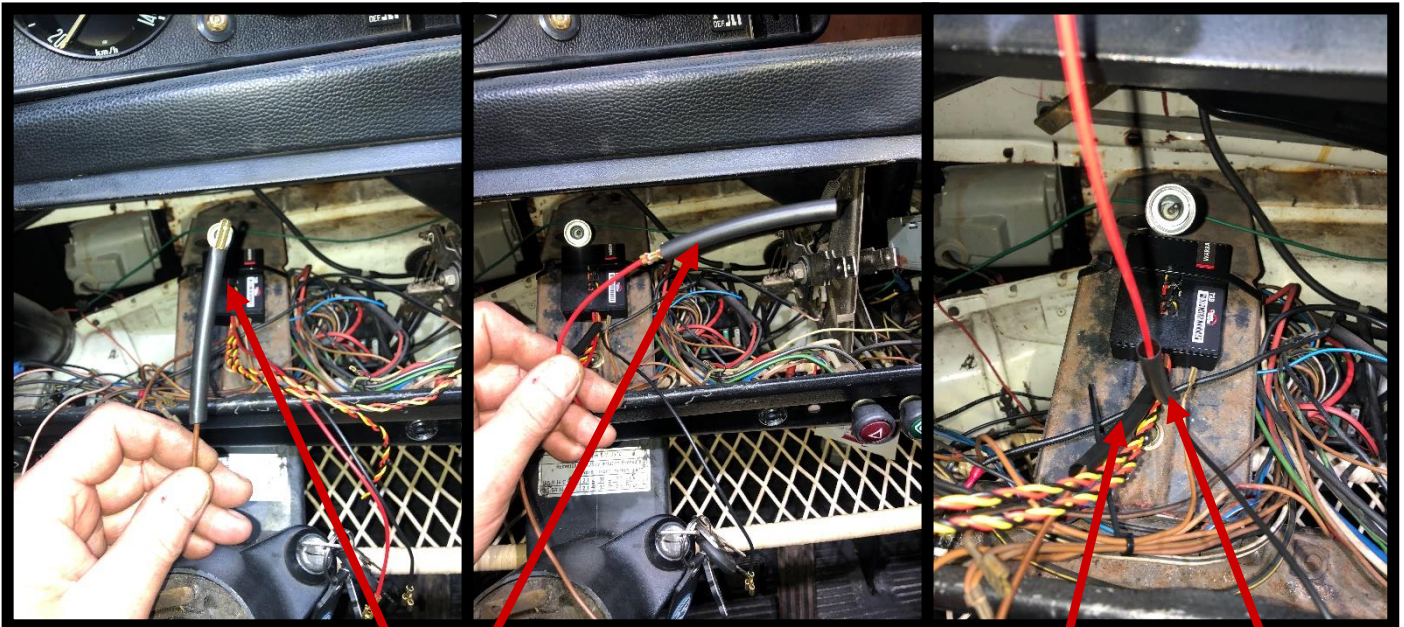
Red cable = contact switched +

Brown cable = the cable to the fuel gauge floater



Take the supplied heat shrink tubing out of the packaging





Slide the heat shrink tubing over both the Brown and Red cables of the Classic Evo

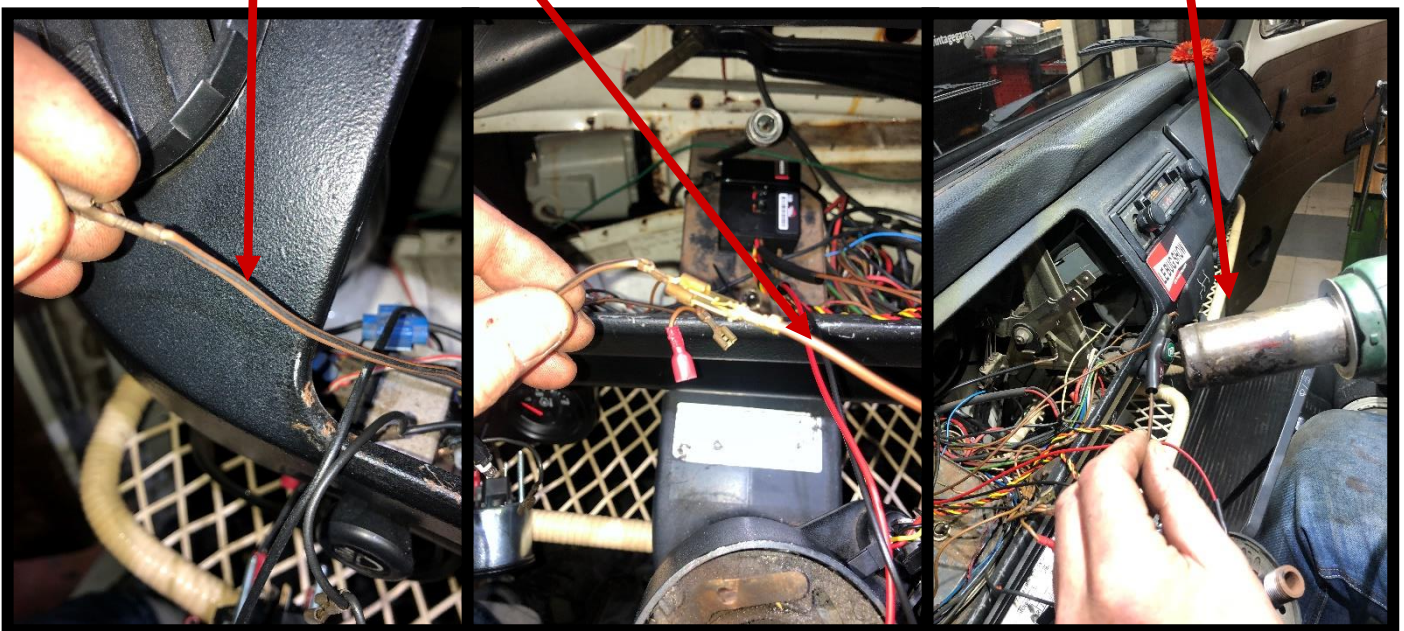
Classic EVO GAUGE



Connect the brown cable of the Classic Evo Gauge to the Brown/Black cable (this is the cable that goes from the float to the original gauge) of the car

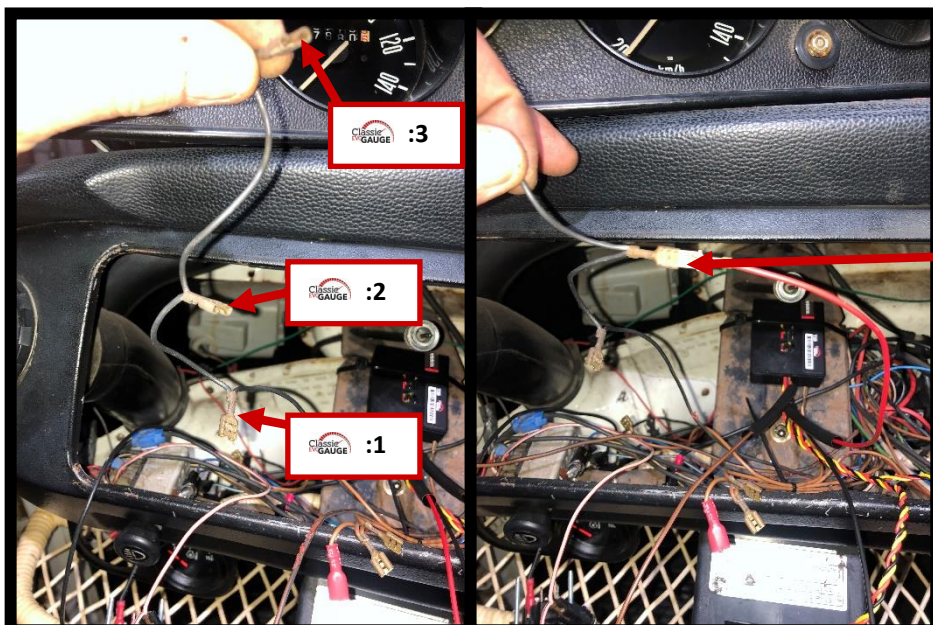




Slide the heat shrink tube over the cable shoes so that it covers all bare parts and shrink the tube with a heat source such as a paint stripper, lighter or gas burner

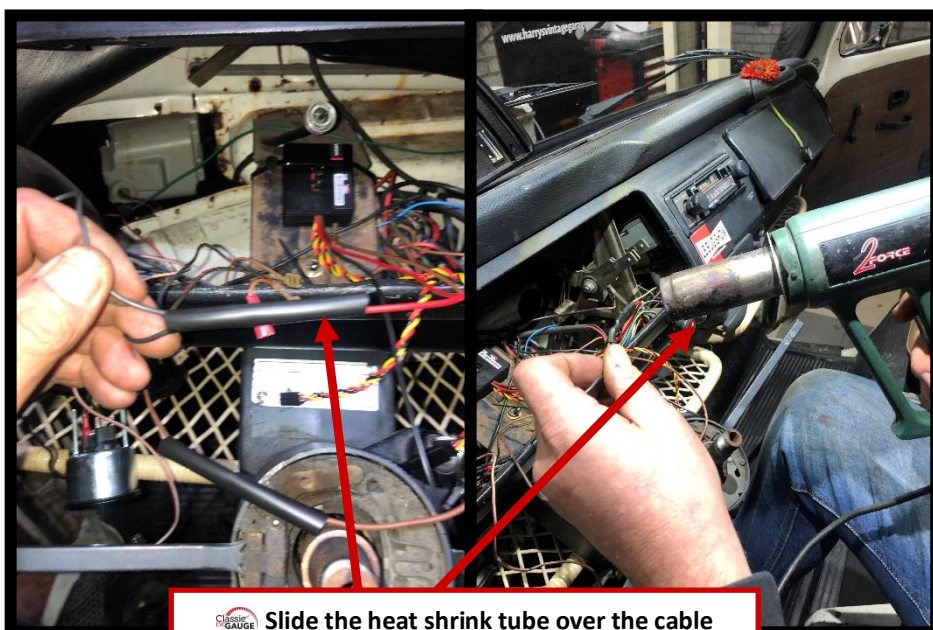



Copyrights Classic Evo Gauge® the Netherlands . all rights reserved. Reprints , copying and use of logo's only after written permission of Classic Evo Gauge® . No responsibility is taken for printing errors. All images and pictures of cars in this document/website, serve illustration purpose only and do not imply a (quality) relationship between Classic Evo Gauge® and manufacturers of the cars in question. All transactions are subject to our general terms and conditions.






 Connect the Red lead of the Classic Evo Gauge to the Black lead (this is the switched ignition + of the original gauge).
 For correct installation, take the 2nd shoe on the original cable.



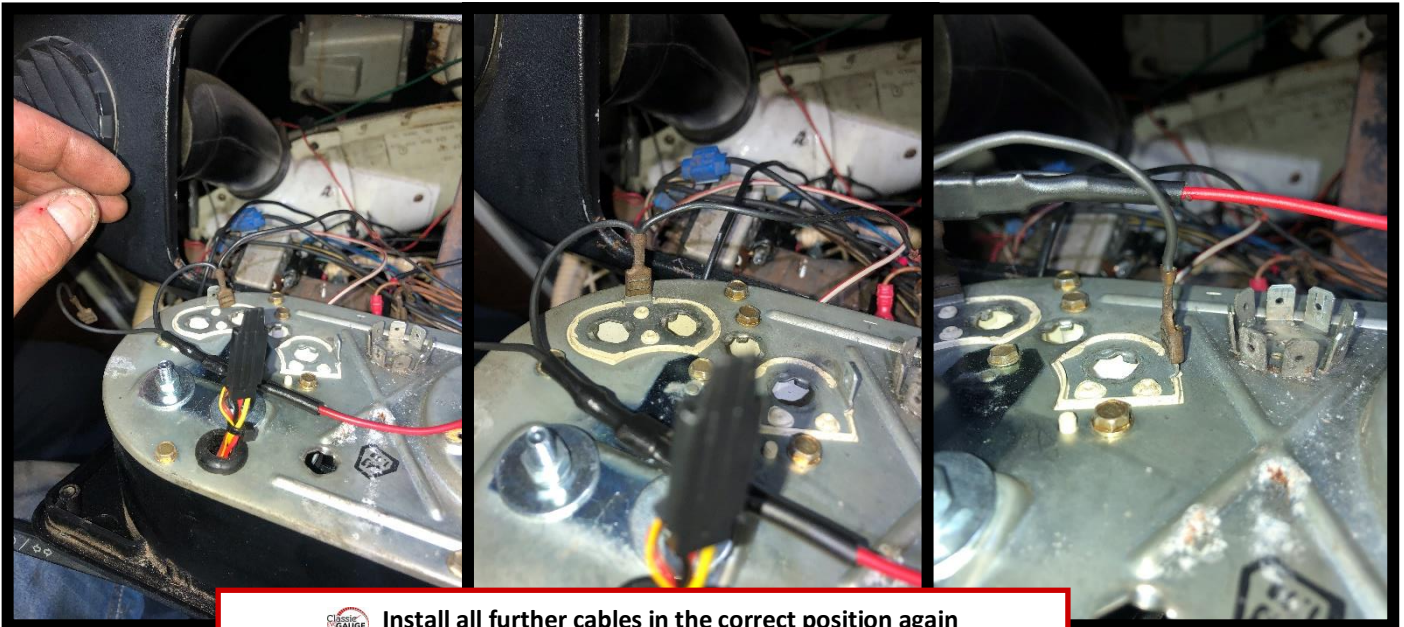
 Slide the heat shrink tube over the cable shoes so that it covers all bare parts and shrink the tube with a heat source such as a paint stripper, lighter or gas burner



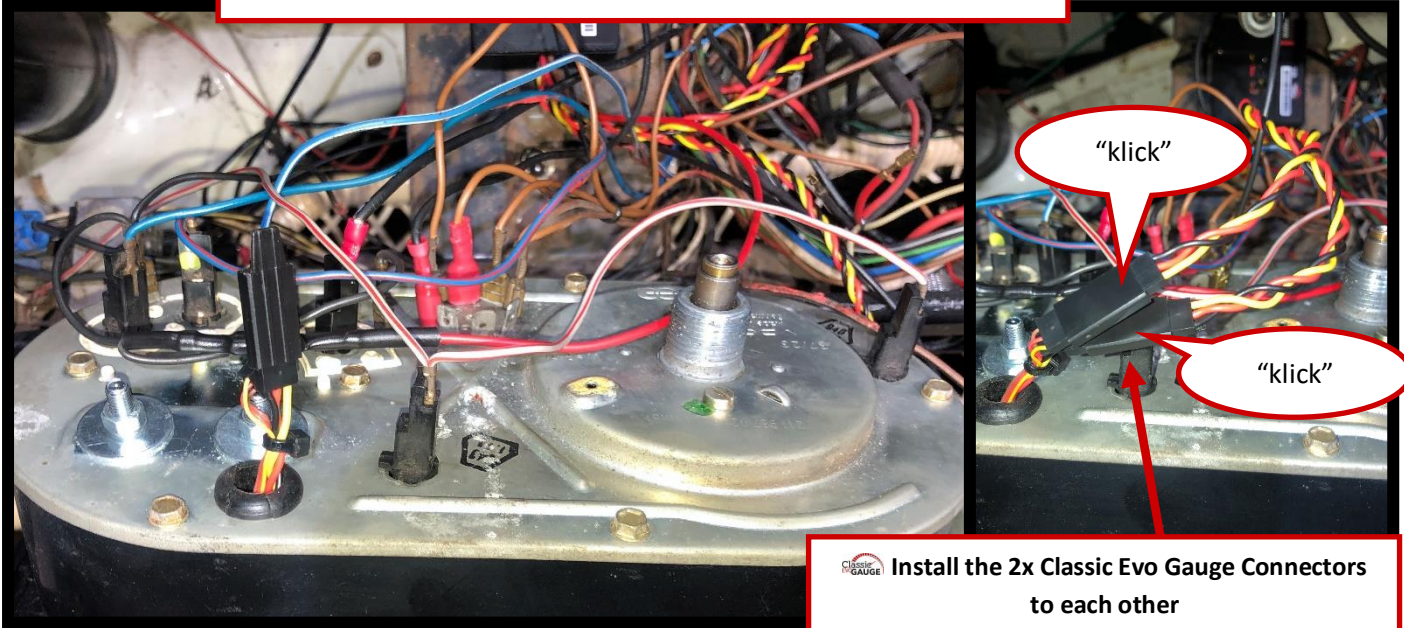
Classic EVO GAUGE


 Copyrights Classic Evo Gauge® the Netherlands . all rights reserved. Reprints , copying and use of logo's only after written permission of Classic Evo Gauge® . No responsibility is taken for printing errors. All images and pictures of cars in this document/website, serve illustration purpose only and do not imply a (quality) relationship between Classic Evo Gauge® and manufacturers of the cars in question. All transactions are subject to our general terms and conditions.

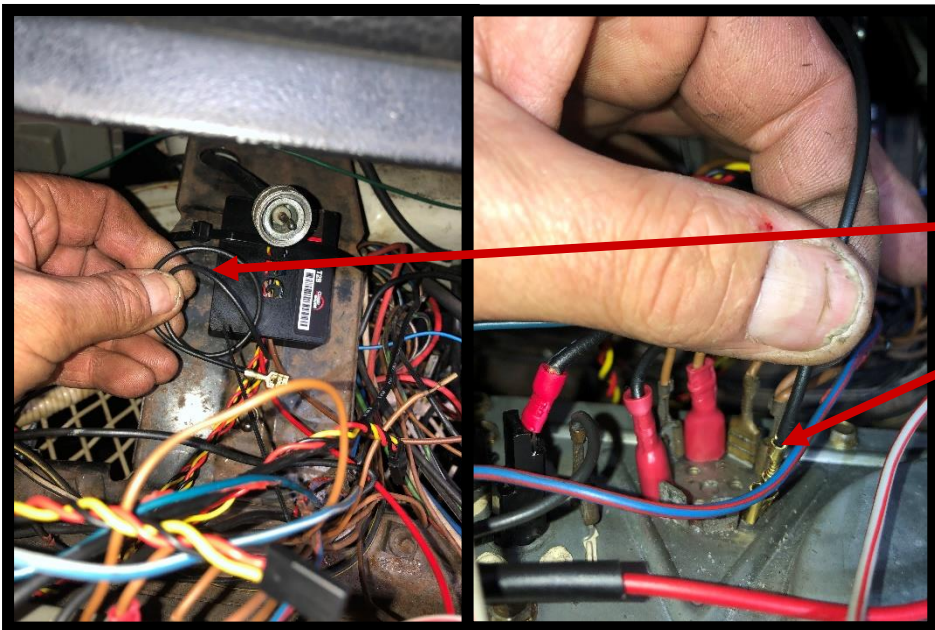





 Install all further cables in the correct position again



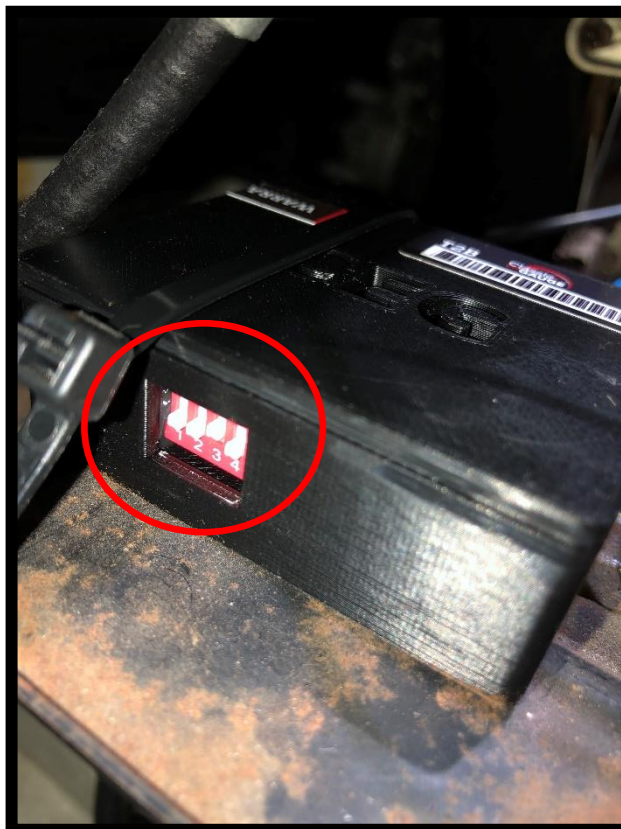
 Install the 2x Classic Evo Gauge Connectors to each other



 Install the last black cable of the Classic Evo Gauge to the ground block at the back of the counter unit of the bus



Programming first version of the CEG fuel gauge
Programmierung der erste version der CEG Tankanzeige
programming van de eerste versie CEG brandstofmeter



Chapter 3: Programming and calibration of C-E-G Fuel gauge on the existing tank float

Before programming, the battery terminal must be re-installed

Dip-switch : UP = ON , DOWN = OFF

Dip-switch 1 : „ON“ =Run Program 1 with led on „brightness LOW“

Dip-switch 2 : „ON“ =Run Program 2 with led on „brightness HIGH“

Dip-switch 3 : „ON“ = Learning mode float for : „TANK EMPTY“!!!!

Dip-switch 4 : „ON“ = Learning mode float for : „TANK FULL“!!!!

ATTENTION !!!! : for correct functioning, only one Dip-switch may be set to position „ON“ at any time

START-UP

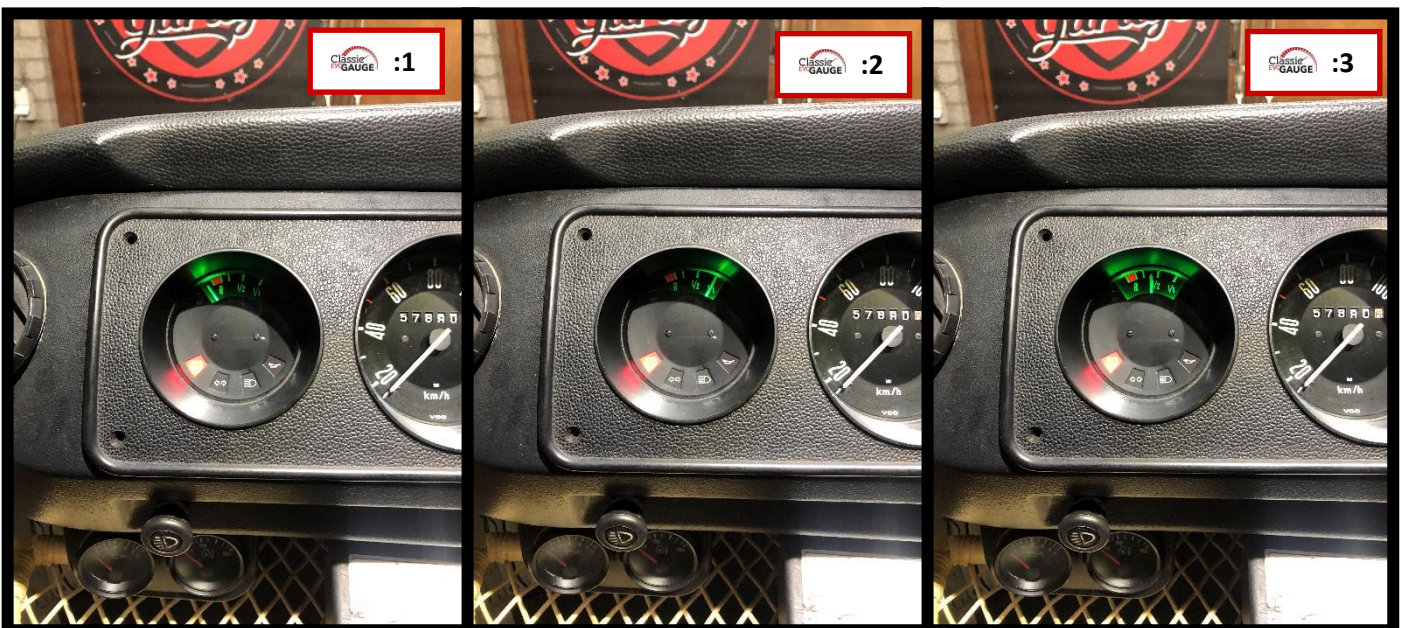
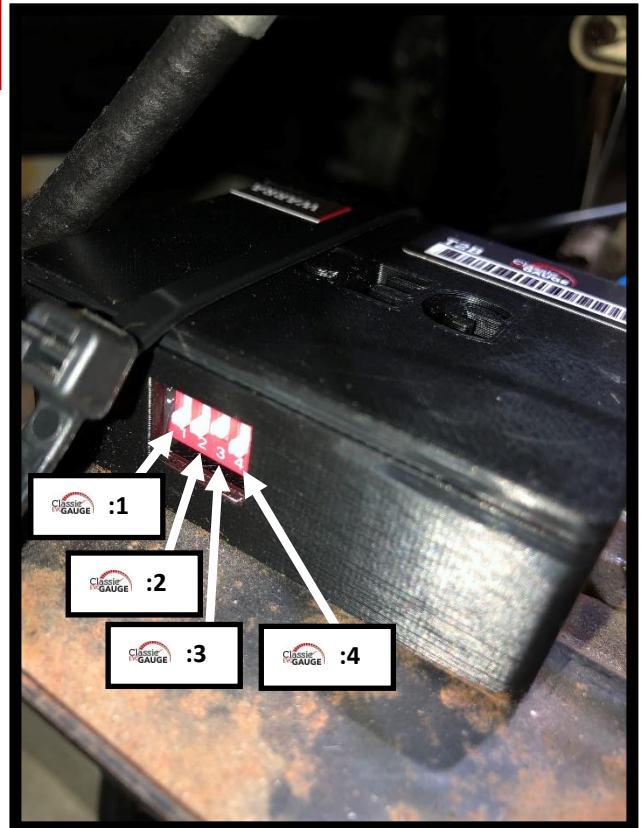
Start-up : Every time the car is switched on, the meter will complete its start-up phase, this goes as follows:

1: Pointer moves to the far left, followed by a led confirmation

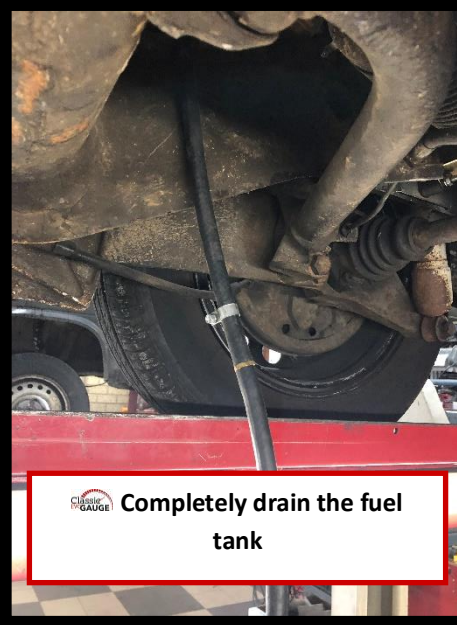
2: then to the far right again followed by an LED confirmation.

3: Finally the pointer moves to the centre position followed by a double LED indication .. see below.

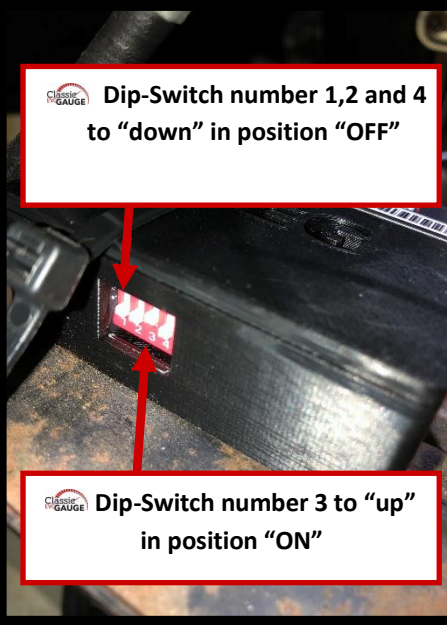
NOW the GREEN LED will go out, and the gauge pointer will move to the current fuel level (if programmed)



PROGRAMMING TANK POSITION "EMPTY"

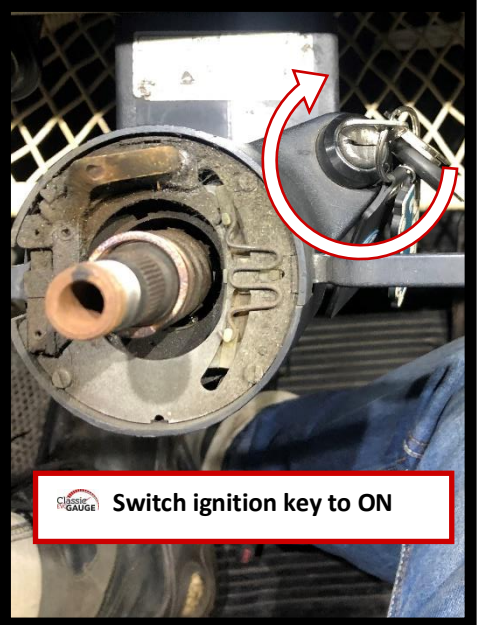


Classie EVO GAUGE Completely drain the fuel tank



Classie EVO GAUGE Dip-Switch number 1,2 and 4 to "down" in position "OFF"

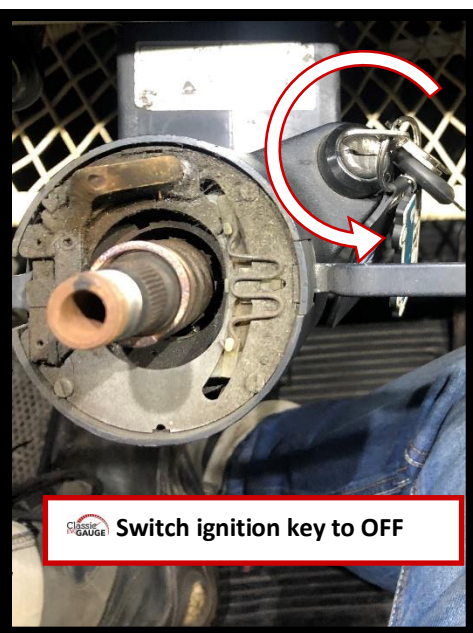
Classie EVO GAUGE Dip-Switch number 3 to "up" in position "ON"



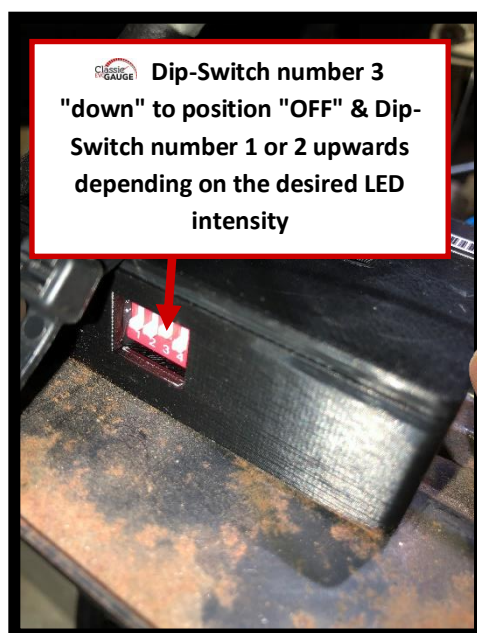
Classie EVO GAUGE Switch ignition key to ON



Classie EVO GAUGE The Classic Evo Gauge first starts the boot mode as described in the previous page, followed by reading the Float value, and a BLUE LED confirmation



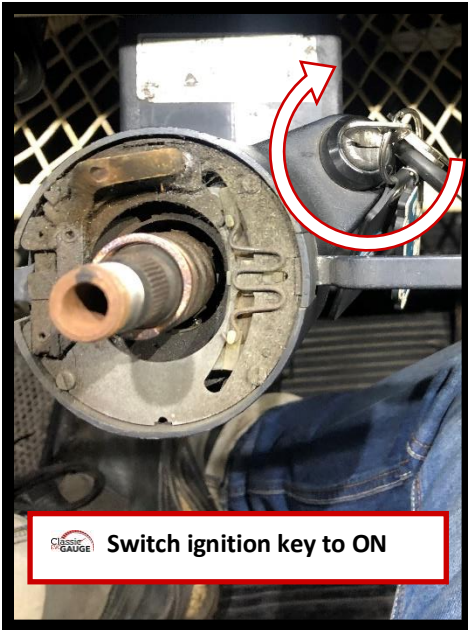
Classie EVO GAUGE Switch ignition key to OFF



Classie EVO GAUGE Dip-Switch number 3 "down" to position "OFF" & Dip-Switch number 1 or 2 upwards depending on the desired LED intensity



FILL FROM "EMPTY" POSITION + EXPLANATION RESERVE



Switch ignition key to ON



The Classic Evo Gauge works through the boot mode as previously described.
 With an Empty Tank (the end of the reserve) the face of the Classic Evo Gauge will glow Bright Red, and during filling the entire reserve the face of the Classic Evo Gauge will become



The dial of the Classic Evo Gauge will be orange the entire reserve



If the meter runs out of reserve, the dial of the Classic Evo Gauge will no longer give a LED indication

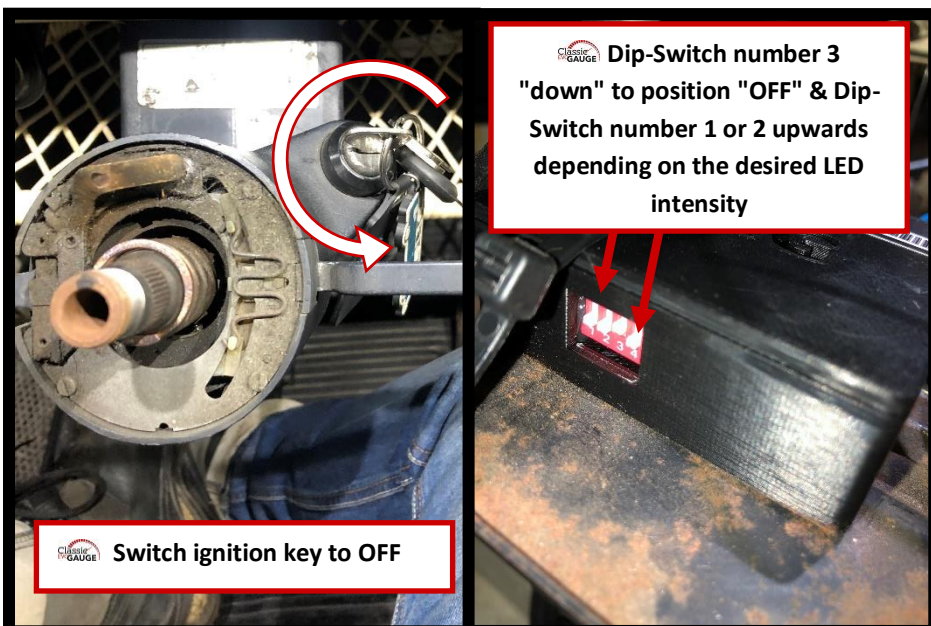
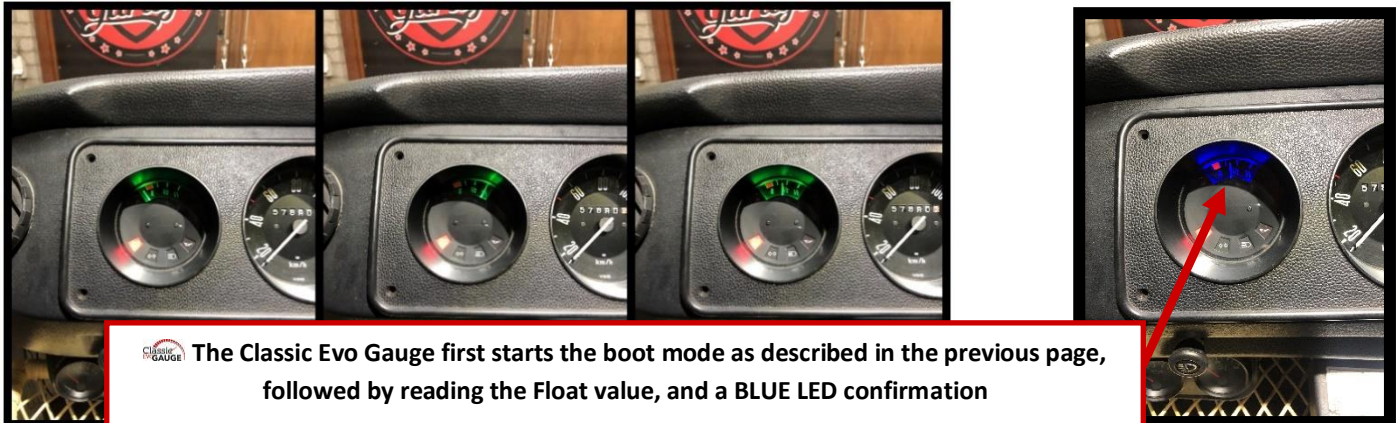
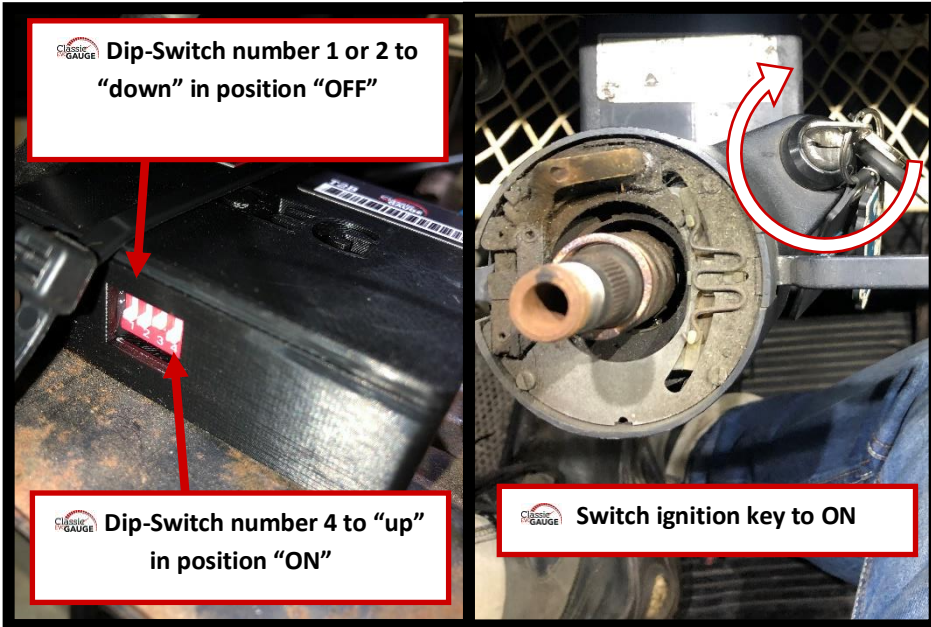


Copyrights Classic Evo Gauge® the Netherlands . all rights reserved. Reprints , copying and use of logo's only after written permission of Classic Evo Gauge® . No responsibility is taken for printing errors. All images and pictures of cars in this document/website, serve illustration purpose only and do not imply a (quality) relationship between Classic Evo Gauge® and manufacturers of the cars in question. All transactions are subject to our general terms and conditions.

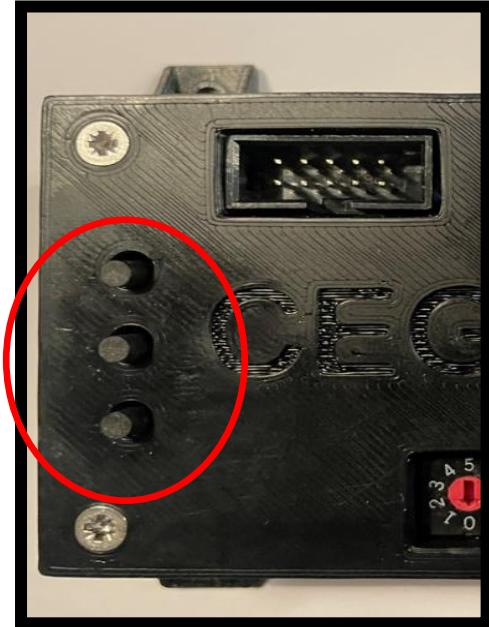
PROGRAMMING TANK POSITION „FULL“ !!!

In the Classic Evo Gauge , has a "base value" for mode "Tank Full" pre-programmed .this should be near to the correct full value.

At a next refuelling, „TANK FULL“ can still be read in, see below how:



**Programming V2.0 version of the CEG fuel gauge
Programmierung der V2.0 version der CEG Tankanzeige
programmering van de V2.0 versie CEG brandstofmeter**



Copyrights Classic Evo Gauge® the Netherlands . all rights reserved. Reprints , copying and use of logo's only after written permission of Classic Evo Gauge® . No responsibility is taken for printing errors. All images and pictures of cars in this document/website, serve illustration purpose only and do not imply a (quality) relationship between Classic Evo Gauge® and manufacturers of the cars in question. All transactions are subject to our general terms and conditions.



programming of the fuel gauge in the dashboard
Programmierung der Tankanzeige im Armaturenbrett
programmering van de brandstofmeter in het dashboard

-Move Gauge needle
 -Tankuhr Nadel bewegen
 -Beweeg tankmeternaald

Enter Button

-Move Gauge needle
 -Tankuhr Nadel bewegen
 -Beweeg tankmeternaald



1. Running mode T2A & T2B
2. Running mode Beetle
3. Calibration reserve on meter (gauge)
4. Calibration tank empty on meter (gauge)
5. Calibration tank full on meter (gauge)
6. Calibration Tank 2 empty (sender)
7. Calibration Tank 2 full (sender)
8. Calibration Tank 1 empty (sender)
9. Calibration Tank 1 full (sender)

1. Laufmodus T2A & T2B
2. Laufmodus Käfer
3. Kalibrier Reserve auf Tankuhr
4. Kalibrier tank leer auf Tankuhr
5. Kalibrier tank voll auf Tankuhr
6. Kalibrier tank 2 leer (Tankschwimmer)
7. Kalibrier tank 2 voll (Tankschwimmer)
8. Kalibrier tank 1 leer (Tankschwimmer)
9. Kalibrier tank 1 voll (Tankschwimmer)

1. Running modus T2A & T2B
2. Running modus Kever
3. Kalibratie reserve op meter
4. Kalibratie tank leeg op meter
5. Kalibratie tank vol op meter
6. Kalibratie Tank 2 leeg (vlotter)
7. Kalibratie Tank 2 vol op (vlotter)
8. Kalibratie Tank 1 leeg (vlotter)
9. Kalibratie Tank 1 vol (vlotter)

- Door het drukken op de bovenste of onderste knop zal de tanknaald of naar links of naar rechts bewegen
- By pressing the upper or lower button, the tank needle will move either to the left or to the right
- Durch Drücken der oberen oder unteren Taste bewegt sich die Tanknadel entweder nach links oder nach rechts



Adjusting the needle in the Fuel gauge

- Step 1 : Turn the Rotary switch to the desired setting
 Step 2: Use the upper or lower buttons to move the needle of the Fuel gauge to the correct position (Tank empty, full or reserve)
 Step 3: Confirm the setting with the middle (Enter) button in the correct position (led signal will confirm setting storage)

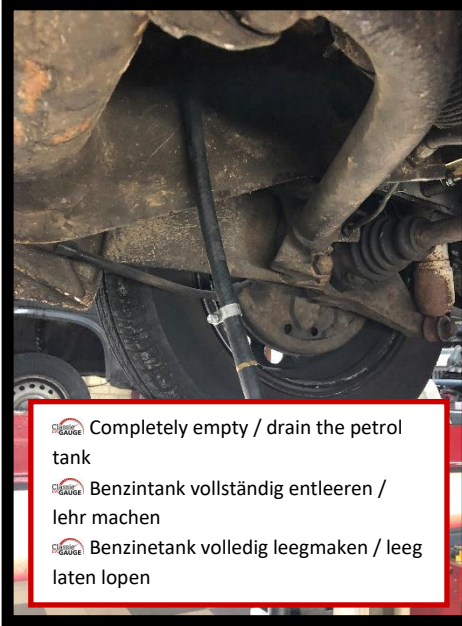
Einstellen des Zeigers im Tankuhr




- Schritt 1: Drehen Sie den Rotary Switch auf die gewünschte Einstellung
 Schritt 2: Bewegen Sie den Zeiger der Tankanzeige mit den oberen oder unteren Tasten in die richtige Position (Tank leer, voll oder Reserve).
 Schritt 3: Bestätigen Sie die Einstellung mit der mittleren (Enter)-Taste in der richtigen Position(LED-Signal bestätigt die Einstellungsspeicherung)

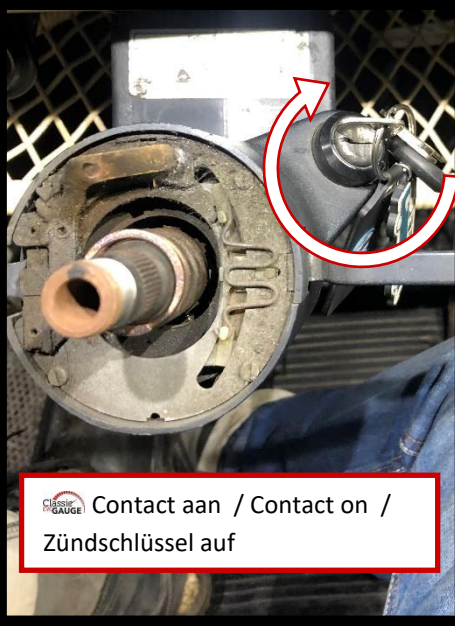
Afstellen van de wijzer in de teller


- Stap 1 : Draai de Rotary switch naar de gewenste instelling
 Stap 2: breng de wijzer van de tankmeter met de bovenste of onderste knoppen naar de juiste positie (Tank leeg , vol of reserve)
 Stap 3: bevestig de instelling met de middelste (Enter) button de juiste positie (led-sigitaal bevestigt instellingsopslag)

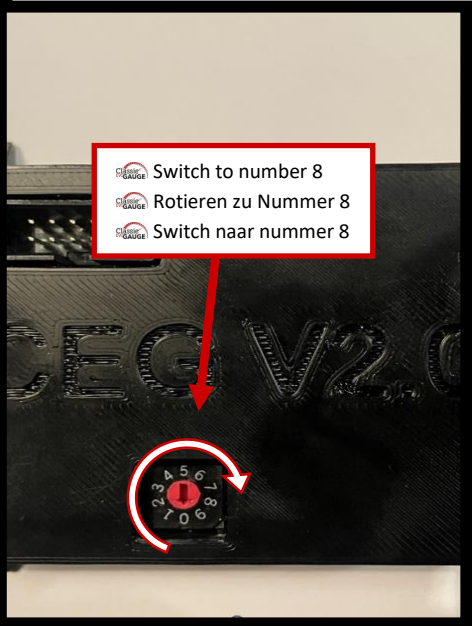
**PROGRAMMING „EMPTY“ TANK
PROGRAMMIEREN LEHREN TANK
PROGRAMMEREN TANKSTAND „LEEG“ !!!**






 Completely empty / drain the petrol tank
 Benzintank vollständig entleeren / lehr machen
 Benzinetank volledig leegmaken / leeg laten lopen



 Contact aan / Contact on / Zündschlüssel auf






 Switch to number 8
 Rotieren zu Nummer 8
 Switch naar nummer 8



2




1

 Wait until the needle is at the position of the “Empty tank” and confirm the empty tank with the button in the middle (led signal will confirm setting storage)
 Warten bis sich die Nadel in der „Tank Lehr“ Position befindet danach den leeren Tank bestätigen mit der Taste in der Mitte (LED-Signal bestätigt die Speicherung der Einstellung)
 Wacht tot de naald op de positie van "Lege tank" staat en bevestig de lege tank met de knop in het midden (led-signaal bevestigt instelling opslag)

FILLING TANK FROM "EMPTY" POSITION & EXPLANATION RESERVE
TANK BEFÜLLEN VON DER „LEEREN“ POSITION & ERKLÄRUNGSRESERVE
VULLEN VANAF STAND „LEEG“ & UITLEG RESERVE



 **Contact aan / Contact on /
Zündschlüssel auf**





 **With an Empty Tank, the dial of the Classic Evo Gauge will light up Bright Red**


 **Bei leerem Tank leuchtet das Zifferblatt der Classic Evo-Anzeige hellrot**

 **Bij een Lege Tank zal de wijzerplaat van de Classic Evo Gauge Fel Rood oplichten**





 **The entire reserve will be the dial of the Classic Evo Gauge orange /red**


 **Die gesamte Reserve wird das Zifferblatt der Classic Evo Gauge orange/rot sein**

 **De gehele reserve zal de wijzerplaat van de Classic Evo Gauge oranje/rood zijn**



 **If the meter runs out of reserve, the dial of the Classic Evo Gauge will NO longer give an LED indication**

 **Loopt de meter uit de reserve zal de wijzerplaat van de Classic Evo Gauge GEEN Led indicatie meer geven**

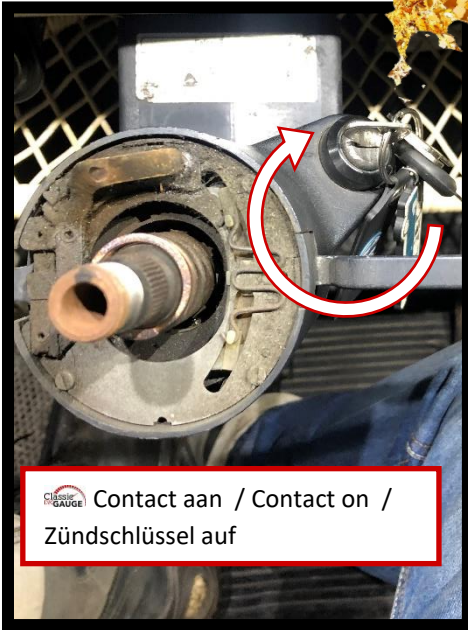
 **Wenn die anzeiger aus den reserve läuft, gibt das Zifferblatt des Classic Evo Gauge KEINE LED-Anzeige mehr aus**



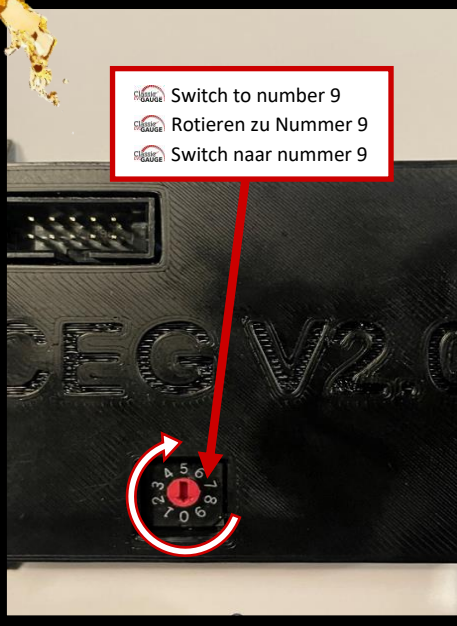
PROGRAMMING THE TANK LEVEL „FULL“ !!!
PROGRAMMIERUNG DES TANKFÜLLSTANDS „VOLL“ !!!
PROGRAMMEREN TANKSTAND „VOL“ !!!



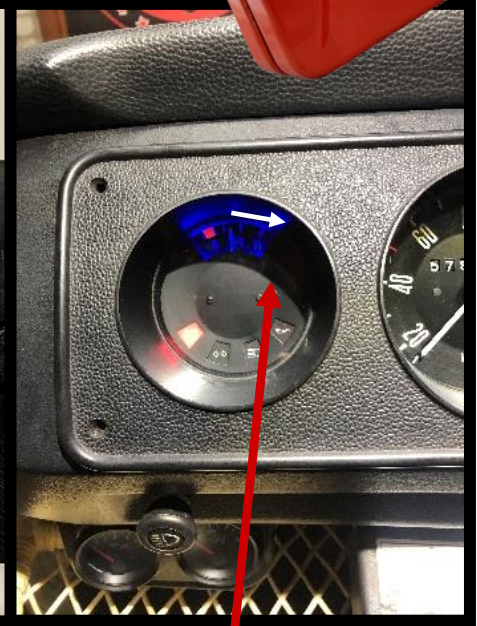
Completely re-fuel / Fill the petrol tank
Benzintank vollständig befüllen / tanken
Benzinetank volledig vullen / Tanken



Contact aan / Contact on /
Zündschlüssel auf



Switch to number 9
Rotieren zu Nummer 9
Switch naar nummer 9



1

2

Wait until the needle is at the position of the "Full tank" and confirm the Full tank with the button in the middle (led signal will confirm setting storage)
Warten bis sich die Nadel in der „Tank Voll“ Position befindet danach den Voller Tank bestätigen mit der Taste in der Mitte (LED-Signal bestätigt die Speicherung der Einstellung)
Wacht tot de naald op de positie van "Volle tank" staat en bevestig de Volle tank met de knop in het midden (led-signaal bevestigt instelling opslag)



Congratulations !!!

You now have successfully installed your Classic Evo Gauge and calibrated it to your own Fuel Tank.

We at Classic Evo Gauge thank you for your trust and wish you a lot of fun with your purchase

