



ine restoring a car without. Redline can take your stock instrument cluster and gut that stock ammeter, replacing everything behind the face with a modern VDO electronic volt meter, which is far more accurate than an ammeter anyway, and it eliminates the need for the dangerous highly flammable hot wire behind the dash. The advantages to this conversion are beyond just safety, as the VDO works behind your gauge will give you an accurate reading of exactly what your alternator is doing and not just some vague guess, which is all you're getting if you still have a stock gauge.

Redline has also come up with a very clever new gauge face, which you may opt for at the time of conversion, which changes your ammeter to a true volt meter which looks like something the factory installed. Instead of the "D" and "C" readings on the gauge, you'll be looking down at numbers ranging from eight to sixteen, which will tell you exactly how many volts you're pumping out. These look so dead-on factory stock that your buddies will be scratching their heads and wondering why their car doesn't have the right kind of gauge in it. We'd be willing to bet that most car show judges would never catch that the face had been changed to a more accurate configuration, because the boys have made it look completely vintage original.

A number of major restoration shops are now having Redline do this conversion on all of their restorations for safety's sake and for a more accurate reading. Matt Delaney also has all of his cars converted as well, as he's not going to risk a major meltdown with one of his Mopars over something this trivial. Best of all, the turnaround time on these conversions is quick (usually just three or four days), the cost is downright cheap, and we can't find a downside to any aspect of this conversion. If you're spending major time and money on your old Mopar, or have a car in the garage that may be worth more than your house, it doesn't make sense not to spend a few nickels to prevent a funky old gauge from causing thousands of dollars in damage. ☘

and made into a race car, but we're talking a true ball of flame fire erupted from the dash and swallowed the interior, ruining all the glass as well.

Ammeter problems are greatly amplified when you're running a higher performance engine and may have installed a higher output alternator. Even if you replace all of the wiring going to the gauge, the stock gauge itself was only built to handle the low voltage it would've received with a factory alternator. Well-known custom Mopar guy Matt Delaney discovered this in a frightening fashion on the Hot Rod Power Tour with his radical custom Road Runner. His ammeter was over powered and kept overheating on the tour. So what's a Mopar guy to do? Good question, and now there's a cheap and effective way of ending this risk permanently.

The guys at Redline Gauge Works have come up with a innovative way of ending this threat once-and-for-all, and it's something we cannot imag-

For more information, contact
Redline Gauge Works,
23347 San Fernando Rd.,
Newhall, CA 91321,
or call 661-259-8891

Nostalgic MOPAR Headquarters!

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