


# Gold Star Restorations

5780 Pacheco Pass Hwy., Hollister, CA. 95023 831-636-3020 Gauge@gold-star-llc.com

 *Model 18*  
MACHINERY

*Stearman*

 **BSA**  
THE BEST POWERED COIN IN THE WORLD

 **TRIUMPH**

**450HP** ALL VINTAGE COIN OPERATED

## Temperature Gauge Capillary Repair

Yes! We can repair your broken capillary temperature gauge.

We can also extend or shorten the length of the capillary tube on your gauge to suit a custom installation.

Read these notes carefully to determine if your gauge is a good candidate for repair or lengthening.

- Temperature gauges using a capillary tube rather than an electrical sender can be repaired if at least 4 inches of the old capillary remains intact on the gauge head.
- We do oil temperature and coolant temperature gauges.
- The gauge head must be in working order.
- We will test your gauge head unit before doing any work to make sure it is in good working order.
- We charge \$22 to do the test on your old gauge head. About 20% to 50% of old gauge heads we receive fail to operate when we get them. Usually it's because they have been open to the atmosphere for too long. Sometimes it's just because they are worn out.
- If your old gauge fails to test correctly, we can send it back to you if you wish, you pay the postage.
- If the gauge tests out ok, we proceed with the repair.
- Our repair consists of grafting on a new capillary to your old unit.
- You may specify the finished length of the capillary, up to 72 inches. Lengths beyond that are possible at extra cost.
- When completed, we test the gauge and report on the indicator position at various temperatures, up to 210 degrees F.
- When completed, we'll send you a note and you can send us a check for the repair work and return postage.
- We accept PayPal payments, checks and money orders.

Our current 2021 prices:

1. Test the gauge: \$22
2. Repair one gauge: \$85

Just send us your gauge to the address above via US Postal Service, with a check for \$22 and we'll notify you when it comes in, and after it has been tested. Let us know the length of the capillary tube, approximately from the back of the gauge to the motor, and we'll take it from there.

Thanks for asking!

Jeff and Peter Sunzeri

