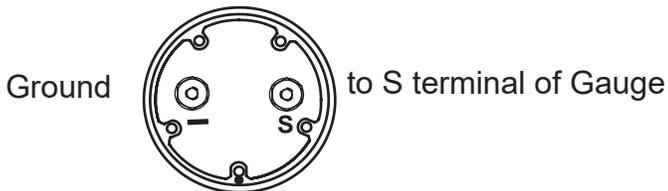


## TESTING A FUEL SENDER

There are many reasons that a fuel level sender does not perform correctly:

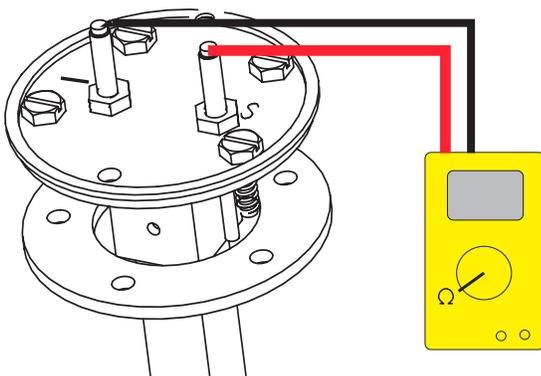
**Corrosive Connections** - Existing wires may have faulty or corroded terminals, poor wire crimps or a broken sender or ground wire. These conditions all will cause the gauge to read lower.

**Incorrect Wire Connections** - The two connections are "S", that is for Sender and connected to the "S" terminal on the gauge, and the minus sign "-", wire to a common ground.



**Sender Resistance** - The resistance is proximately as shown in the table.

Position	E	1/4	1/2	3/4	F
Resistance	240	150	100	70	30



If you measure the resistance with the sender in the tank, you should get the proximate resistance per the fuel in the tank shown in the table.

A reading of infinite resistance, thousands of ohms, is a faulty sender.

A reading of 0 (zero) resistance is a faulty sender.

**Upside Down Rheostat** - If the Rheostat is installed in the U-channel upside down, the gauge will read backwards than expected.

**Incorrect Sizing** - If the sender rheostat is mounted at an incorrect depth in the tank, the gauge reading will be in error.

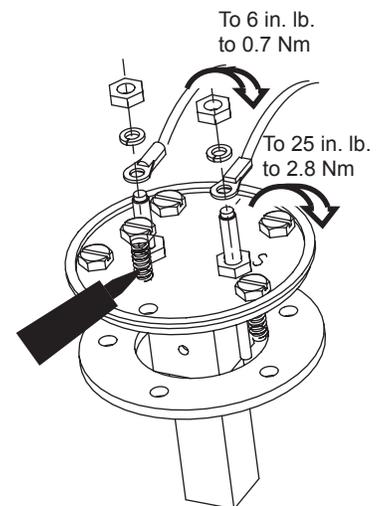
If the length of the float arm is wrong length, the gauge reading will be in error.

You must follow the instructions when sizing the sender. Remember - measure twice, cut once.

**Sealing Flange on Metal Tanks** - Always apply a thread sealer to the 5 mounting screws before installation to prevent fuel vapors "wicking" up through the tank holes to the outside surface of the tank.

The thread sealer must be impervious to fuels and ethanol.

Torque the sender hardware to the values shown.



The sender part number is stamped into the aluminum channel.