

## SN35FL12 FUEL SENDER INSTALLATION

*This fuel level sender is designed to work in vented tanks with depths between 6 & 12 inches. Sender must be mounted at the top of the tank and not at an angle (perpendicular to the ground). 240-33 ohm resistance range.*

- 1) Disconnect battery.
- 2) Determine sender length. Cut sender tube to be ½" shorter than tank depth.
- 3) Mount sender to tank using supplied neoprene gasket and screws.
  - a. Apply thread sealer to screws before installing in tank.
  - b. Tighten screws to 25 in. lb. torque.
- 4) Wiring: Make the following connections. *Be sure to have wires accessible for calibration.*
  - a. Connect Black wire to a good chassis ground.
  - b. Connect Purple wire to a switched +12VDC power source.
  - c. Connect Pink wire to the fuel gauge's signal post.
  - d. Connect White wire temporarily to a good ground. *The white wire will need to be disconnected from ground during calibration.*
- 5) Reconnect battery.
- 6) Calibration:
  - a. *The empty calibration has been programmed from the factory. It is not necessary to program the empty level the first time the sender is programmed. If recalibration is required, the empty level will need to be set along with the full level.*
  - b. Fill tank to the FULL level.
  - c. Turn power ON. *Ensure the fuel gauge is also powered and connected to the sender.*
  - d. Fuel gauge should read well below empty.
  - e. Remove the **white** wire from ground. Touch the **white** wire to the **purple** wire (or +12VDC) for 10 seconds. **IMPORTANT: Make sure you maintain good contact between the white wire and the +12VDC so it doesn't appear to the sender that you have touched twice. If the white wire touches +12VDC more than once, recalibration (step 7) is necessary which requires the tank to be emptied or fuel sender removed from tank.**
  - f. Fuel gauge should move up to the full level.
  - g. It is strongly recommended to test the operation of the fuel sender by moving the sender up and down in your tank (or in a bucket of water). Make sure the gauge reads lower as the sender is removed from the tank and reads empty when the sender is completely out of the tank. If not, recalibration is required which can be inconvenient if the sender is difficult to access. *See instructions in the following recalibration / troubleshooting section.*
  - h. Reconnect the **white** wire to ground, then tape any exposed wire.
  - i. Calibration is complete.