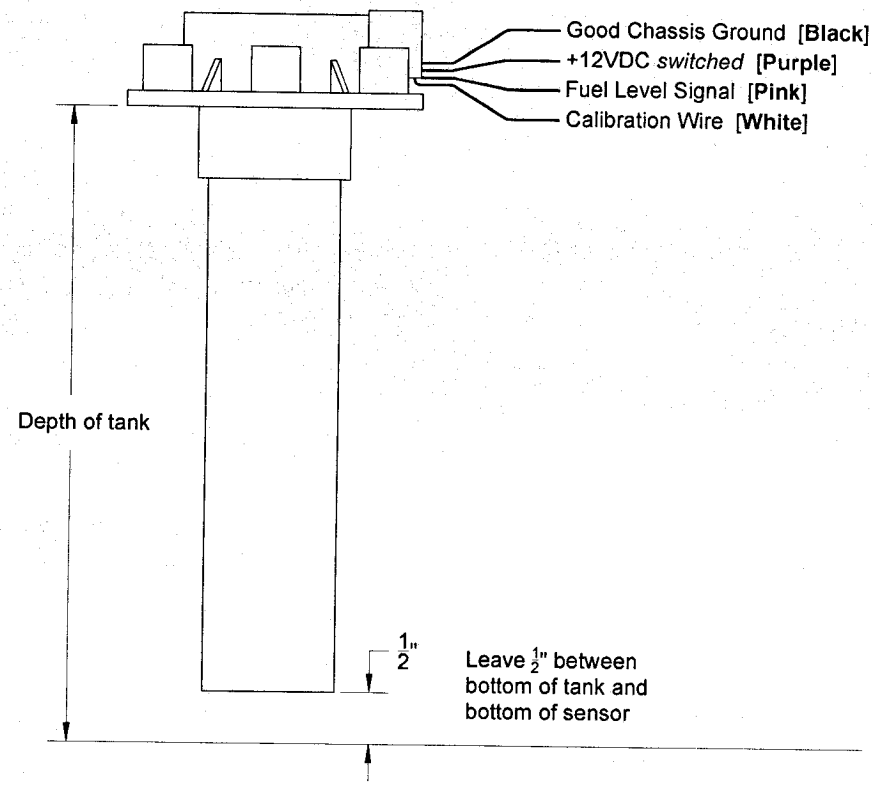

7) Re-calibrating / troubleshooting sender:

a. Ensure fuel sender is wired correctly and connected to a 240-33 ohm range fuel gauge.
b. Make sure gauge and sender are powered.
c. Observe the location of the fuel gauge pointer. If the pointer is way below empty, perform the following steps. Otherwise, skip to step "d".
    i. Touch the white calibration wire of the fuel sender to the purple (+12V) wire of the fuel sender for 10 seconds; remove the white wire after the 10 seconds have elapsed.
    ii. Observe the location of the fuel gauge pointer. Repeat the previous step until the fuel gauge pointer is somewhere between empty and full and NOT way below empty.
d. Touch the white calibration wire to the purple (+12V) wire once more for 10 seconds; remove the white wire after the 10 seconds have elapsed. The fuel gauge pointer should drop to way below empty. This resets the fuel sender's calibration and will allow you to program a new (accurate) calibration.
e. You now need to set the empty calibration of the fuel sender. To do this, remove the sender from the tank or make sure the tank is completely empty.
f. Once more, touch the white calibration wire to the purple (+12V) wire for 10 seconds; remove the white wire after the 10 seconds have elapsed. The fuel gauge pointer should remain way below empty.
g. Next you will set the full calibration of the fuel sender. To do this, insert the sender in a full tank.
h. Again, touch the white calibration wire to the purple (+12V) wire for 10 seconds; remove the white wire after the 10 seconds have elapsed. The fuel gauge pointer should now move to the full position.
i. Connect the white calibration wire to ground (in order to insure it doesn't contact a +12V wire by accident and reset your sender's calibration).
j. Re-calibration is complete.