

## Mid Fifty Temperature sender guidelines

**#@\$!\*@#\$\$% INSTRUCTIONS**  
**MID FIFTY F-100 PARTS 1-800-252-1956**

**INST-3277-M**

PART NUMBERS

2659-78 thru 190

2698-5 thru 18

PAGE NUMBER

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The temp gauge reading is dependent on the resistance it senses from the sender. Different senders operate on different resistance ranges (expressed in a ranges of ohms values,  $\Omega$ ). See below for more information.

The senders below will read the lower Ohms value at COLE and the higher Ohms value at HOT. They are intended for use only with gauges matching the Ohms ranges shown in the part description below.

2659-180      TEMP SENDER, 10-180 OHMS, VDO  
2695-78      TEMP SENDER, 10-78 OHMS, FORD, DATCON  
2659-90      TEMP SENDER, 10-90 OHMS, DOLPHIN

The senders below will read the higher Ohms value at COLD and the lower Ohms value at HOT. They are intended for use only with gauges matching the Ohms ranges shown in the part descriptions below. If you have a problem using one of the senders below it is a little easier to determine whether the problem is the gauge or the sender. Remember that if you ground the sender post on the back of the gauge while the gauge has power to the Battery post, you are simulating the lowest resistance (near zero ohms) at the sender post. So, on the gauges that use the below senders, doing this should result in the gauge pegging HOT. If so, the problem is most likely NOT the gauge. However we do know that our reproduction gauges do tend to run hotter than we would like in many applications. We have developed the 2688 TEMP GAUGE RESISTOR to offset the temp gauge reading by about 1/4 range toward the cold side.

2698-18      TEMP SENDER, 1/8" NPT, SMALL THREADS (240-30 OHMS)  
2698-38      TEMP SENDER, 3/8" NPT, MEDIUM THREADS, (240-30 OHMS)  
2698-5      TEMP SENDER, 1/2" NPT, LARGE THREADS, (240-30 OHMS)

The above senders work with our part numbers:

2695-5355      TEMP GAUGE, 5355, STARS  
2695-56      TEMP GAUGE, 56, SQUARES

If you have checked for the above issues and are still not getting proper function, it's time to check the sender with a multimeter (on Ohms  $\Omega$ ). Check with engine cold and with engine hot and record the Ohms measurement you read with the red lead connected to the sender and the black wire grounded. The range on the multimeter must be set correctly and look out for a 10x setting on the multimeter to be sure you know what value you are actually reading. Also note that on the 240-30 Ohm senders sometimes the cold reading is much higher, maybe 400-500 Ohms.