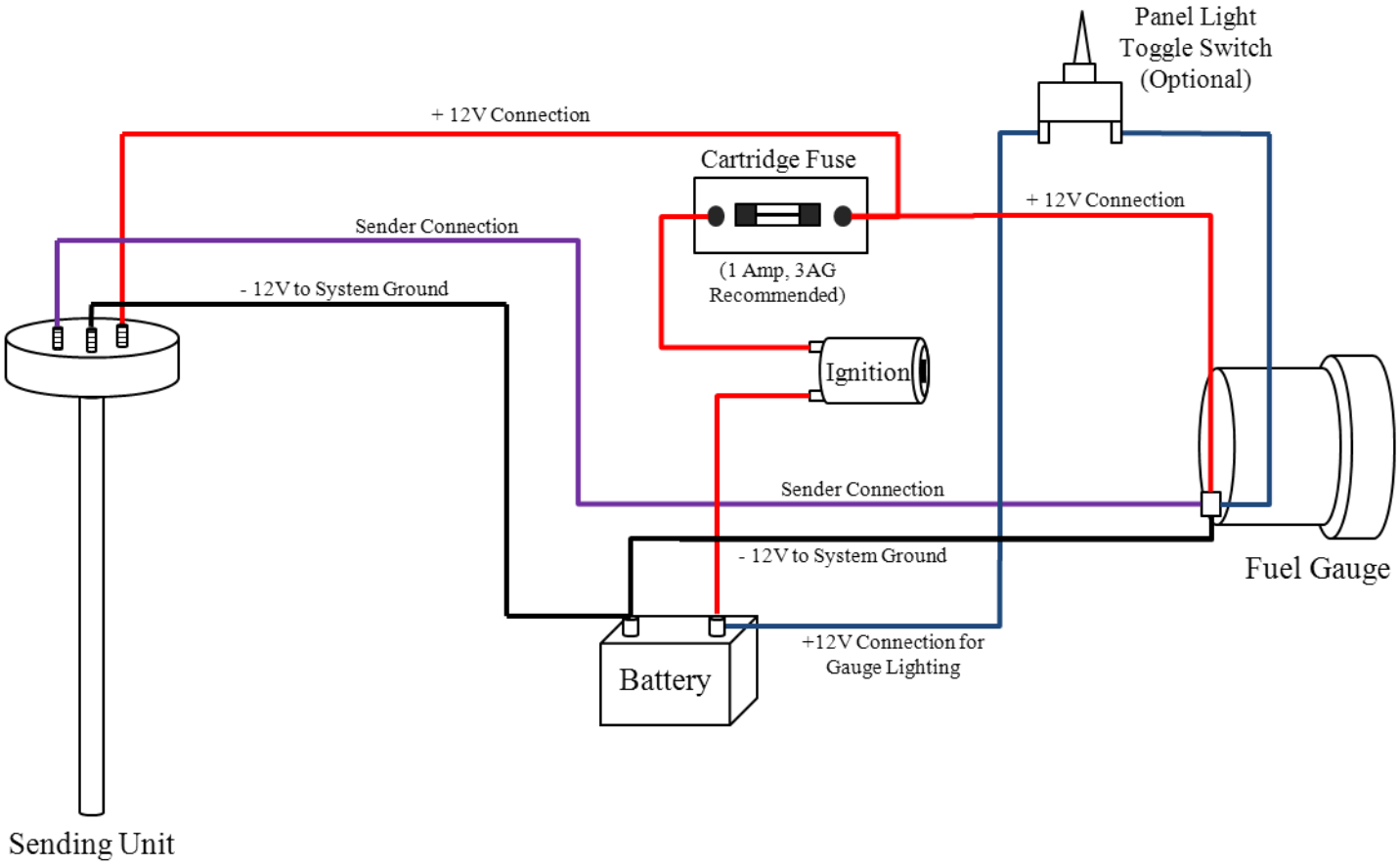
Wiring Diagram for Programmable and Non-Programmable Fuel Senders

INSTALLATION
Prior to full installation you should make sure that all senders are working properly and calibrated. Once all senders and gauges are working properly, make sure that the battery is disconnected and continue with installation.

Wiring: 16 AWG wire is recommended along with crimp-type terminals with insulated shanks. Make sure that all lines and connections are insulated from each other and that none are near a heat source (i.e. power steering lines). If there is a heat source, take measures to properly insulate the wiring so as to prevent melting and potential shorting out of the system.

SINGLE TANK/SENDING UNIT INSTALLATION
Once the battery is disconnected there is no "set" procedure for installation of the wiring or gauges. Simply follow the diagram below until all connections are made.
SEND: The SEND connection runs directly from the "SEND" terminal on the sender to the gauge, with no additional power sources/switches needed.
NEG: The NEG connections from the sender and the gauge run directly to a common system ground. This ground should remain fairly constant, as it is used to measure the capacitance of the fuel to display fuel level. A direct connection to the battery is recommended, but not necessary.
POS: The POS should run from the sender and gauge first to a 1 Amp, 3AG cartridge fuse (or similar), then to the ignition, then to the battery (or +12V system power source). While the fuse is not necessary it is HIGHLY RECOMMENDED to prevent damage to the gauge or sender and voiding of any warranty. Additionally, depending on your current system setup the "Ignition" can be replaced with an ON/OFF style toggle switch. However, a connection to the ignition is recommended.
GAUGE LIGHTING: The connection for gauge illumination can be made directly to the POS wiring for constant illumination when the system is powered if desired. Otherwise, a connection to the system lighting toggle switch should be made.



DUAL TANK/SENDING UNIT INSTALLATION

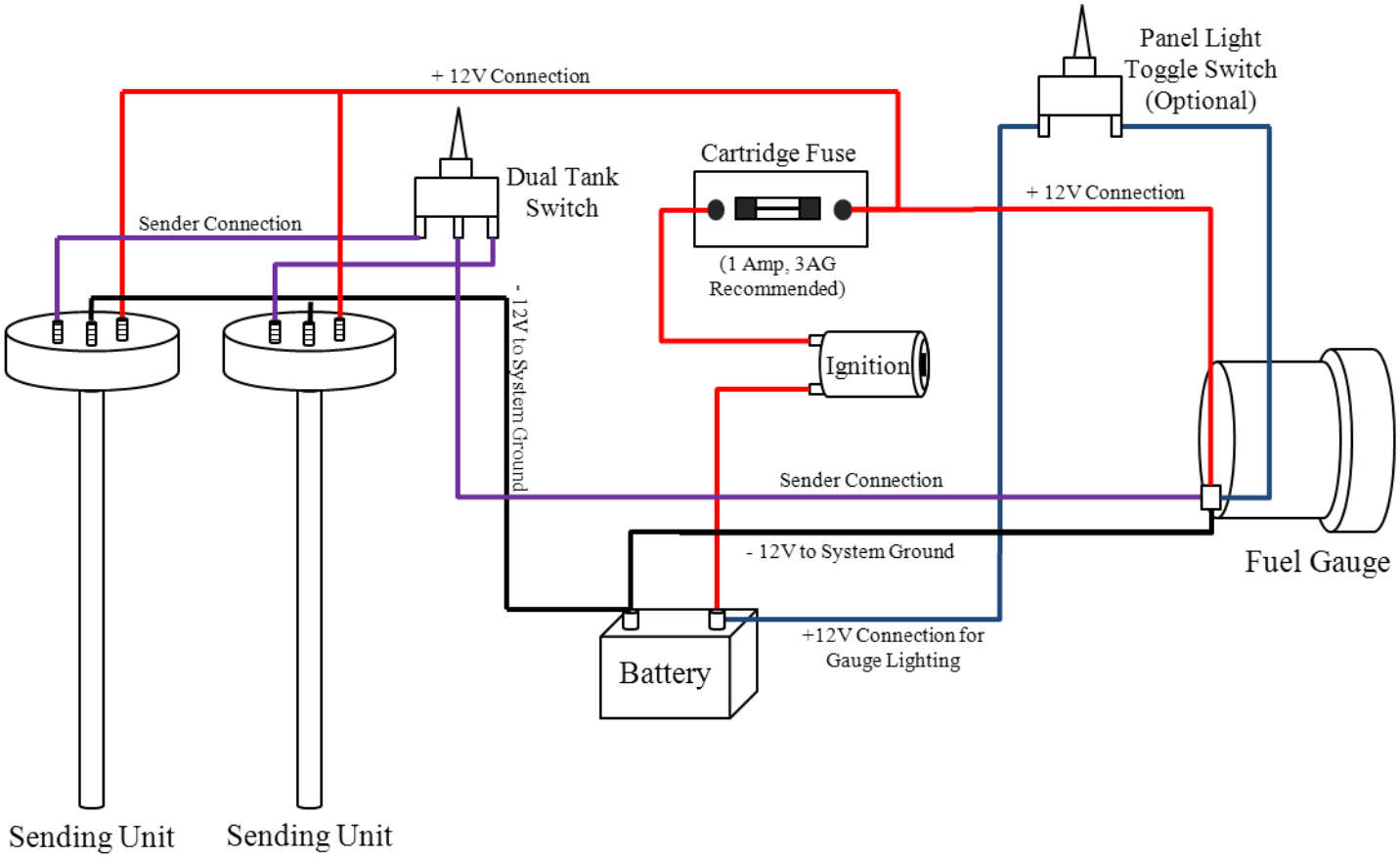
Once the battery is disconnected there is no "set" procedure for installation of the wiring or gauges. Simply follow the diagram below until all connections are made.

SEND: The SEND connection must be connected from the gauge to a "Dual Tank Switch", then to both senders as illustrated. This will allow the viewing of fuel levels in either cell on a single gauge by flipping the switch.

NEG: The NEG connections from the sender and the gauge run directly to a common system ground. This ground should remain fairly constant, as it is used to measure the capacitance of the fuel to display fuel level. A direct connection to the battery is recommended, but not necessary.

POS: The POS should run from the sender and gauge first to a 1 Amp, 3AG cartridge fuse (or similar), then to the ignition, then to the battery (or +12V system power source). While the fuse is not necessary it is HIGHLY RECOMMENDED to prevent damage to the gauge or sender and voiding of any warranty. Additionally, depending on your current system setup the "Ignition" can be replaced with an ON/OFF style toggle switch. However, a connection to the ignition is recommended.

GAUGE LIGHTING: The connection for gauge illumination can be made directly to the POS wiring for constant illumination when the system is powered if desired. Otherwise, a connection to the system lighting toggle switch should be made.


Panel Light
Toggle Switch
(Optional)
+ 12V Connection
Dual Tank
Switch
Cartridge Fuse
Sender Connection
+ 12V Connection
(1 Amp, 3AG
Recommended)
- 12V to System Ground
Ignition
Sender Connection
- 12V to System Ground
Fuel Gauge
+12V Connection for
Gauge Lighting
Battery
Sending Unit
Sending Unit