

# INSTRUCTIONS

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## 910-12910

### Fuel Gauge Interface Module

Fuel level gauges are designed to work with specific sending units that vary with different automobile manufacturers. Some increase resistance from Empty to Full while others decrease as the level goes up. For the person updating the vehicle with new gauges, this presents a problem in that the aftermarket gauges must match the sending unit located in the tank. This module will allow you to use your stock sender with any fuel gauge. You no longer have to remove the tank to add a separate sending unit or modify the sending unit that came with your gauges to fit the stock sending unit in the tank.

**Sender:** Seven types of standard sending units can be selected by a specific DIP switch configuration. Additionally a custom sending unit or an unknown sender can be designated by calibrating the full and empty positions.

**Gauge:** The user will adjust a trimming potentiometer while observing the gauge needle to set Full and Empty positions.

**Low Level:** The module can send a ground signal (200 milliamps max) to a relay (not supplied) that will turn on a light when 15% of the fuel is left in the tank.

**Anti-Slosh:** The module has an anti-slosh feature built in. This will keep the gauge needle steady even though the fuel in the tank is moving.

#### Connect wires to connector block:

1. **Black:** Chassis ground or (G) terminal on gauge.
2. **Green:** Connect to the fuel gauge (S) terminal. This wire cannot touch power. **If this wire is connected to 12 volts, the unit will be damaged and the warranty will be void.**
3. **Yellow:** Connect to fuel tank sending unit (unit located in tank.) Prior to connecting the unit check the lead from the sender with a volt meter. There must not be any voltage. **If this wire is connected to 12 volts, the unit will be damaged and the warranty will be void.**
4. **White:** Low fuel light (grounds when 15% fuel remains, 20 milliamps max current). **Note:** A relay must be used if an incandescent bulb is used. If using a LED light, a relay is not needed.
5. **Red:** +12 volts switched ignition (I) terminal on most gauges.

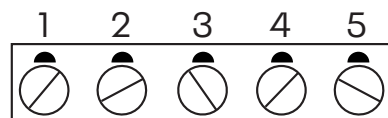
**NOTE:** Gray (□) DIP switches displayed in the following pages have already been set or will be set. Only move DIP switches that are marked in black (■). Remove cover to access DIP switches.

### IMPORTANT!

**You must select your fuel sending unit type and perform the fuel gauge calibration. If both of these steps are not performed the interface module will not work properly.**

**Please read the manual before starting installation. Being familiar with the installation steps will eliminate errors in wire connections. Errors can lead to catastrophic failure that will void warranty.**

**This unit is not water tight and must be mounted in an area free of moisture, high heat and dirt. We suggest mounting it under the dash. It can be secured with zip straps or double sided tape. Do not drill holes through the box or disassemble. This will void the warranty.**



# INSTRUCTIONS

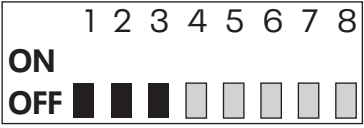
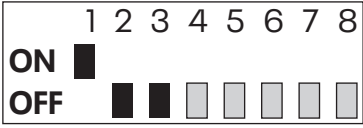
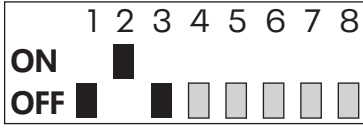
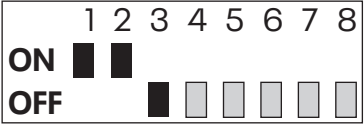
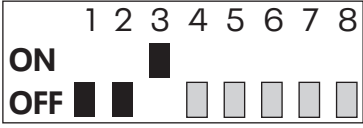
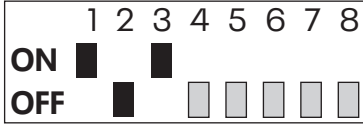
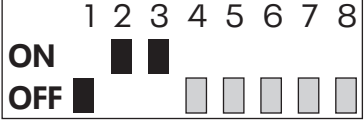
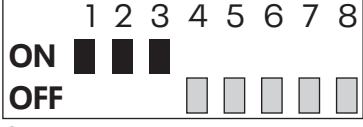
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## FUEL SENDER SELECT

**Set switches before unit is powered up.**

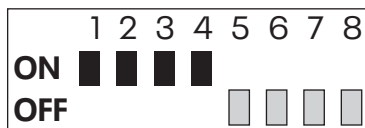
Positions 1, 2 and 3 set the type of sender. Switch 8 is not used. Set it to the off position.

<b>Type 0</b>  0-90 ohm GM '65 to present	<b>Type 1</b>  240-33 Aftermarket	<b>Type 2</b>  0-30 GM Pre-'65
<b>Type 3</b>  158-16 Ford '87 and up	<b>Type 4</b>  73-10 Ford, Chrysler & VW	<b>Type 5</b>  10-180 VDO
<b>Type 6</b>  Future	<b>Type 7</b>  Custom - User sets Empty and Full points (see next selection)	

## CUSTOM PROGRAM FUEL SENDER

**Power unit up for this procedure.**

Use this procedure if you do not know which fuel sender you have or if you want to calibrate your sender to your fuel tank. If calibrating fuel sender in the tank we have found adding 1 to 2 gallons of fuel to an empty tank then setting empty point of sender works best. Then fill tank and set full point.

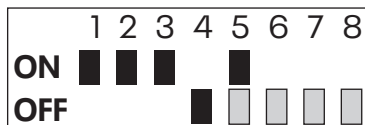


### To set EMPTY point:

Set the DIP switches **1, 2 & 3** to **ON**. Move sending unit arm to empty. Set DIP switch **4** to **ON**.



When the LED begins to **BLINK**, set DIP switch **4** to **OFF**.



### To set FULL point:

Set the DIP switches **1, 2 & 3** to **ON**. Move sending unit arm to full. Set DIP switch **5** to **ON**.



When the LED begins to **BLINK**, set DIP switch **5** to **OFF**. Turn off unit for ten seconds then reconnect. Fuel sending unit is set!

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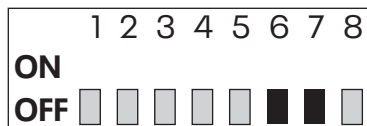
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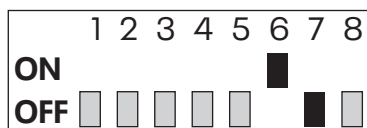
## FUEL GAUGE CALIBRATION

**Power unit up for this procedure.**

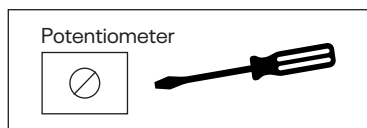
Do **NOT** skip this step! This procedure allows you to adjust exactly where the gauge needle points to show full and empty.



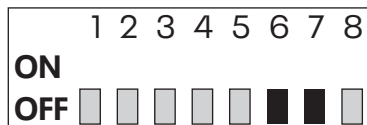
DIP switches **6 & 7** will be used to set fuel gauge **EMPTY** & **FUEL** points. All other DIP switches will remain in their previously set positions.



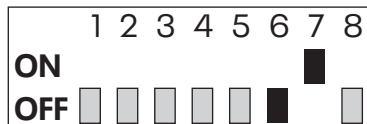
To set **EMPTY** point of the gauge set the DIP switch **6** to **ON**. LED will blink twice.



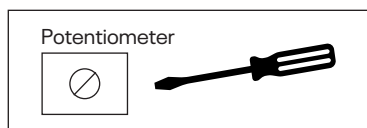
Adjust the potentiometer until the gauge needle aligns with **EMPTY** mark you choose on the gauge face.



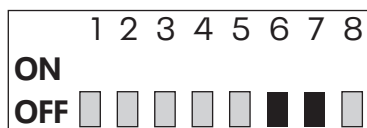
After setting needle, move switch **6** to **OFF**. The LED will quickly blink **5** times to confirm setting.



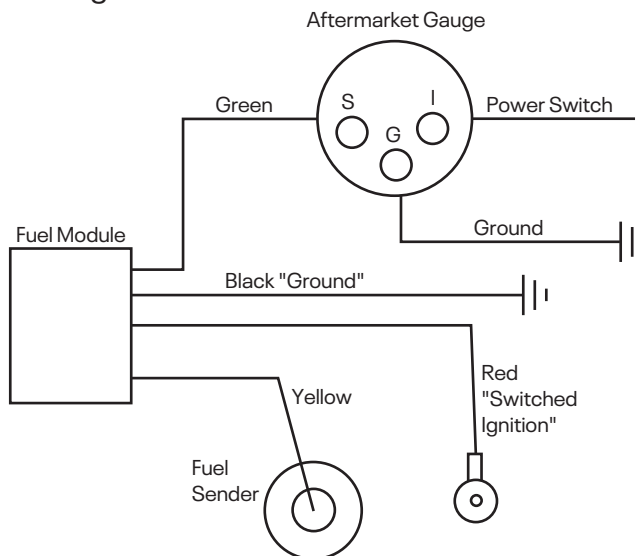
To set **FULL** point of the gauge set DIP switch **7** to **ON**. LED will blink twice.



Adjust the potentiometer until the gauge needle aligns with **FULL** mark you choose on the gauge face.



After setting needle move switch **7** to **OFF**. The LED will quickly blink **5** times to confirm setting. You have successfully matched your fuel gauge to your fuel sending unit!



# IMPORTANT

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