



(MARINE COLOR CODE SHOWN)

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## MARINE FUEL SYSTEMS

1. Voltage - "I" to "G" terminal - 10 to 16 volts.
2. Test the gauge's operation by doing the following: Connect a "hot" wire to the "I" terminal and ground wire to "G" terminal. Take the sender (usually pink) wire off back of gauge. Gauge should read below Empty. Next, add a short wire from the gauge's "S" (sender) terminal to ground. Gauge should read above Full. If the pointer sweeps back and forth, the gauge is OK.
3. The sender can be tested by checking its resistance with a volt/ohm test meter (use analog meter). Remove sender (usually pink) wire from sender. Connect two test meter wires to two sender terminals (or center terminal & flange if sender has only one terminal). Move float arm by hand. Approximate values: Empty = 240 ohms, 1/2 = 103 ohms, Full = 33 ohms. (Not all Fuel Senders have the same resistance range. Marine units, either boat builder installed or purchased at marine stores, are 240-33 ohms. Non-marine units may be 0-90 ohms, 73-10 ohms or some other value.) Teleflex marine sender - rheostat housing installed upside down will cause gauge to read backwards. See drawing on right above.
4. Sender resistance tolerances at full may cause the gauge to read 2-3 pointer widths either side of the full mark.
5. The sender will accurately operate only one standard gauge at a time. It is not designed for dual station use with standard gauges.
6. Fuel gauge will not operate accurately from more than one sender at a time. Use a switch, Sierra TG40180 or equivalent, to connect one gauge to various tanks, one at a time.
7. Sender will not operate in water tanks. Rheostat will become electrically "open" (infinite resistance).
8. Be certain sender dimensions are adjusted per the instruction sheet.
9. If sender is "open" (infinite resistance), gauge will read below empty. If sender is shorted (0 resistance) gauge will read above full.
10. Some "bowing" of the flange may occur when the 5 mounting screws are tightened. The gasket under the flange will normally seal the flange properly, but do not over-tighten the mounting screws. See fuel sender instructions.
11. Sender must be grounded. No ground will cause the gauge to read empty.

