Power Draw = 0.2 Amp
3A to 5A Inline Fuse Recommended
for +12 Keyed Ignition

Power distribution cable to plug all gauges into

Note: When gauge power is off the pointer(needle) will remain in last powered position.

+12 volts keyed ignition ——(Red)
(Main gauge power)
Ground ——(Black)
+12 volts Dash lighting ——(White)
(Pointer (needle) lighting)

fuel sender output—(white)

fuel sender ground —(black)

——(Black)——

Snap connection for dial lighting

Note: Fuel sender ground should be connected to the fuel level sender ground. If you do not have a fuel level sender ground connect to the chassis ground.

INVERTER IS **REQUIRED** FOR GAUGE DIAL LIGHTING

+12 volts Dash lighting (white)
(Gauge Dial lighting)
Ground (black)

**Inverter**

Note: Tie both lighting white wires together and both black ground wires together.

Inverter/Black Box Note: A-INVERT-03 is a single gauge inverter to light a single gauge. A-INVERT-05 & A-INVERT-04 are multiple gauge lighting inverters that can light up to 8 gauges.
***Protect any unused connectors. Damage to an unused connector could cause inverter failure.***

Installation

1. Disconnect negative (-) Battery Cable.
2. Connect wiring as above.
3. Mount Gauge for easy viewing. Use spin lock ring (included) to mount to panel. Spin ring threads in both directions. Snap white gauge connector to wire harness.
4. Reconnect negative (-) battery cable.

Fuel Level Gauge Calibration

*Attention: CALIBRATION REQUIRED. The Fuel Level Gauge will not operate correctly until it has been calibrated to the vehicle's fuel level sender.*

The fuel level gauge can be manually calibrated to any existing fuel tank sender or you can select one of the calibration presets (See Figure 1).
(**Factory default setting is 240 Ohms Empty and 33 Ohms Full.**)

**Note: On some gauge models the button is on the front of the gauge. Other models, the button plugs into the back of the gauge.**

1. While the gauge is powered up, press and hold the button down for 10-12 seconds until the pointer (needle) points at '1/8' tank then release the button. You are now in calibration mode.

2. Press and release button to toggle between available preset resistive ohm range options (see figure 1). The pointer will stop to each available setting with quick button presses. At the desired ohm range, press and hold the button down for 2 seconds to save the ohm range preset.

The pointer will then point to 'E' and begin and displaying the current fuel level.

**Note: For Gauges with an LED on the front - The LED will blink 2 times to indicate the preset range is saved.**

**FIGURE 1:**

(0-90 ohms)
(0-30 ohms)  (10-180 ohms)
(70-10 ohms)  **1/2**  (90-0 ohms)
**FUEL**
**1/4** **LEVEL** **3/4**
(240-33 ohms)  (16-158 ohms)

**E**  **F** (manual calibration)
("empty"-"full" ohms)
See CHART 1 for common factoy ohm ranges

***Manual Calibration*** How to calibrate the FUEL LEVEL gauge to a custom Ohm Range:
If the preset ranges will not work for your fuel level sender then you have the option to manually calibrate the gauge.

Required: Fuel level sensor MUST be connected to gauge during manual calibration. The Fuel Level sender must be in the corresponding Full or Empty state that you desire to calibrate. (If the fuel level sender is installed in a fuel tank, the tank will have to be full to calibrate the full condition and the tank will have to be empty to calibrate the empty condition.)

1. While the gauge is powered up, press and hold the button down for 10-12 seconds until pointer (needle) points at '1/8' tank then release the button.

2. Press and release button until the pointer is pointing at the 'F' (see figure 1). Hold the button down for 2 seconds. Release the button; the pointer will now oscillate between 'E' and 'F'. You are now in Manual Calibration mode.

3. **To calibrate Empty condition**, follow manual calibration steps 1 & 2: While your fuel tank is empty; when the pointer points at 'E' press the button. The gauge will exit the calibration menu and will attempt to display the current fuel level.

**To calibrate Full condition**, follow manual calibration steps 1 & 2: While your fuel tank is full; when the pointer points at 'F' press the button. The gauge will exit the calibration menu and will attempt to display the current fuel level.

**Important: Both Empty and Full conditions have to be calibrated before the gauge will display the fuel level accurately.**

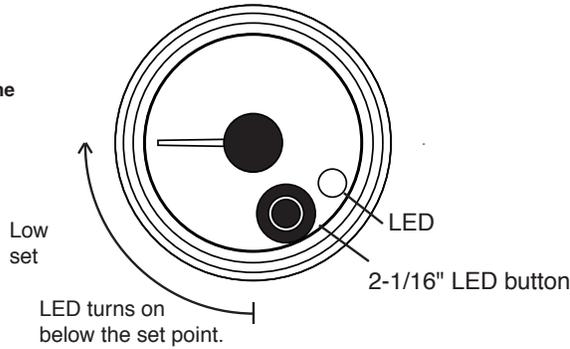**(R)evolution™**

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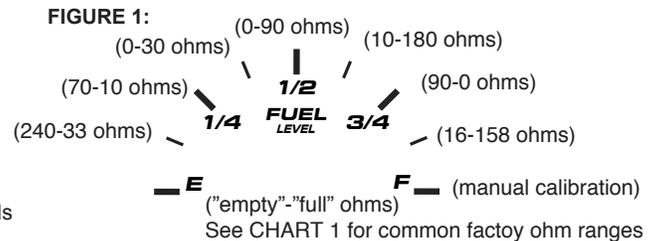
**Setting low fuel warning LED**

Led can be set to turn on for a low fuel condition.

**Note: For 2-5/8" gauges plug button into the left jack on the back of the gauge.**

1. To enter LED calibration mode, Press and hold LED button with gauge power off. Turn on gauge power. Release button.

2. Pointer will slowely scan clockwise from Empty condition on dial. Press button at desired low fuel warning set point. LED will blink to indicate low warning has been set. **Note: Pressing button at 'E' empty position on dial will turn off low LED warning so that it does not light up**

To reset LED set point at any time follow this procedure again.

Low set

LED turns on below the set point.

LED

2-1/16" LED button

Note: 2-5/8" and 3-3/8" gauges plug button in back of gauge on left side only.

**2-5/8" and 3-3/8" gauges**    Gauge Top

**Auxillary remote warning light**
*right side only*
*optional accessory*

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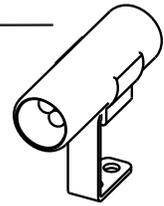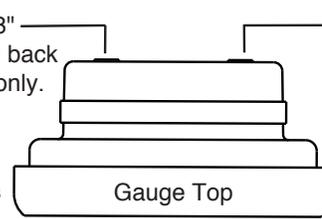
**Setting LED brightness both day and night.**

1. With gauge power on press and release LED button (LED will light up at current brightness setting).
2. Press and release LED button to change LED to desired brightness setting.
     **Note: 5 Settings options - off, 1, 2, 3, 4 (4 is the the brightest.)**
3. Do not press the button for three seconds to save the brightness setting. The LED will blink to indicate that setting has been saved.
     **Note: Setting the brightness setting when the gauge lighting is on, will set the night-time brightness setting. Setting the level when the gauge lighting is off will set the daytime brightness setting.**

| CHART 1: **Common Factory Ohm Ranges** | | |
|---|---|---|
| **Empty** | **Full** | **Vehicle Application** |
| 0 ohms | 30 ohms | Most pre-'65 GM |
| 0 ohms | 90 ohms | Most GM 65-present |
| 16 ohms | 158 ohms | Most '87-present Fords |
| 73 ohms | 8-12 ohms | Most Fords before '87 and most Chrysler |
| 240 ohms | 33 ohms | Use with 3262 sender |
| 10 ohms | 70 ohms | Ford Bi-Metalic Gauges (pre 1987 F-Series Trucks) |
| 15 ohms | 160 ohms | Ford Magnetic Gauges (1987 and later F-Series Trucks) |

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