



*The #1 Choice in  
Performance Boating!™*

**FUEL LEVEL SENDER - 2 TERMINAL  
WATER LEVEL SENDER - 2 TERMINAL**

Model # **GSFLC** All Lengths

**GSWLC** All Lengths

Installation Instructions

**FUEL SENDING UNITS**

1. Measure the depth of your tank from the outside top to the tank bottom.
2. Using a tubing cutter cut the outside tube approximately 1/2 inch shorter than the measured depth. (On a V-shaped tank, it is recommended to cut the tube 1" shorter than the tank depth). Be careful not to damage the center tube.
3. Insulators are placed on the center tube to prevent it from touching the outside tube. Slide the exposed insulators on the center tube up until they are just inside the outside tube.
4. Using wire cutters, cut off the center tube flush with the outside tube. Be sure the two tubes are not touching. The gauge will stay pegged above the Full mark when the ignition is turned on if they are touching.

**NOTE**

Do not worry if the inner tube closes when cut - It will not affect the reading.

**WARNING**

12" Senders can only be cut to 6" 24" Senders can only be cut to 13"

36" Senders can only be cut to 25" 48" Senders can only be cut to 37"

**CALIBRATION**

5. Your unit is calibrated at the factory prior to shipment - recalibration will be required if you have to cut your unit; otherwise a minor adjustment of the FULL screw is all that may be required if you use your own gauge.
6. Be sure the unit is dry before you attempt to calibrate. Residual liquid left inside the tube will give an erroneous reading and affect the calibration. If your unit has been immersed in liquid, let it dry for two hours before you calibrate. The EMPTY and FULL adjustment screws are located on top of the unit. A small phillips screwdriver is required to make the adjustment.
7. Do NOT install sensor in tank at this point.

**CAUTION: DISCONNECT THE BATTERY BEFORE MAKING ANY ELECTRICAL CONNECTIONS!**

8. Make the wiring connection as shown on the wiring diagram.
9. With sender out of tank and all wires properly connected you can start calibration.
  - A. Turn the FULL and EMPTY screws to the full clockwise position. Do not force the screws.
  - B. Slowly turn the empty screw counter clockwise until the needle on the gauge just stops moving downward (the needle should be just below the EMPTY mark).
  - C. Now turn the empty screw clockwise to make sure the needle starts moving upscale immediately. **THIS IS YOUR EMPTY SETTING.**

- D. Now install the sender in the tank and FILL TANK WITH FUEL. For best results the tank needs to be full and the boat should be in the water. The attitude of the boat will change from boat sitting on the trailer compared to floating in the water.
- E. Turn the "FULL" screw counter clockwise until the needle is on the FULL mark not past it. Do not "PEG" the gauge
- F. To check calibration remove SENDER from tank and allow to dry - once dry gauge should read at EMPTY.

This completes calibration. Do not make anymore adjustments.

## **2-Wire Installation**

Place the gasket on the sending unit. Align the holes and apply a sealer such as Permatex on the gasket. Put a small amount of sealant in the mounting holes and insert the mounting screws with flat washers and lock washers. Place the sending unit in the tank. Note the holes are not symmetrical, rotate until all the holes line up, then tighten down the mounting screws.

Wiring: It is recommended that number 16 AWG wire and crimp eyelet type terminals with insulated shanks be used to wire the sending units to avoid the possibility of shorting the terminals. Secure all wire terminations with nuts and lock washers.

**CAUTION!.....DISCONNECT THE BATTERY BEFORE MAKING ANY ELECTRICAL CONNECTIONS.....**

### **SINGLE TANK**

1. Connect a wire from the SEND terminal on the unit to the SEND terminal in the meter.
2. Connect a wire from the NEG terminal on the unit to the NEG or GND terminal on the meter and to the boat ground (Neg. 12 volt terminal).
3. This completes the installation. Put a generous coating of sealant over the wire terminals and the adjustment screws.
4. Connect the battery and turn on the ignition switch, the meter will go to the FULL mark then drop back to indicate the correct fuel level.

### **DUAL TANK**

1. Connect a wire from the SEND terminal of each unit to each side of the Dual Tank Switch.
2. Connect a wire from the center terminal of switch to the SEND terminal on the meter.
3. Connect NEG terminal as instructed for the single tank. Put a generous coating of sealant over the wire terminals and the adjustment screws.
4. Connect the battery and turn on the ignition switch, the needle on the meter will go to the FULL mark, then drop back to indicate the correct fuel level.
5. Place the Dual Tank Switch to read the other tank. The meter pointer will be indicating slightly below your actual tank level. Turn off the ignition switch, then turn on. The needle will go to the FULL mark then drop back to indicate the correct fuel level.

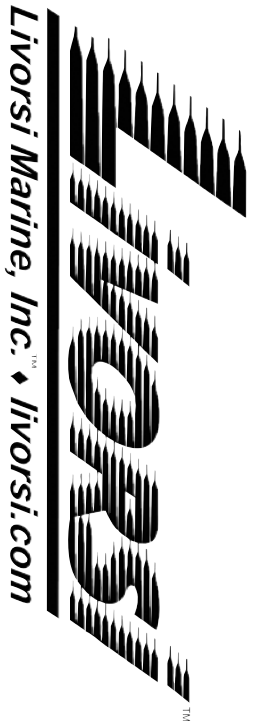
### **TROUBLE SHOOTING HINTS**

#### **SYMPTOM**

Meter pointer stays above FULL mark when the Ignition switch is turned on.

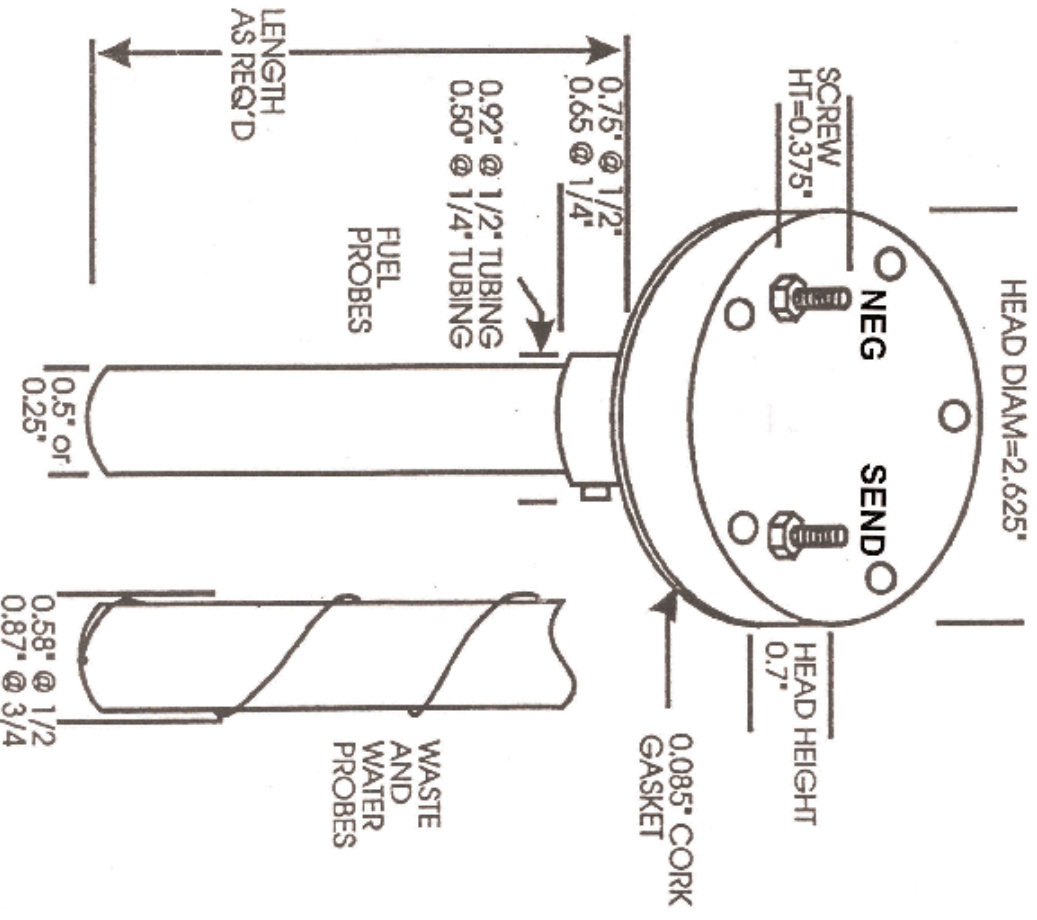
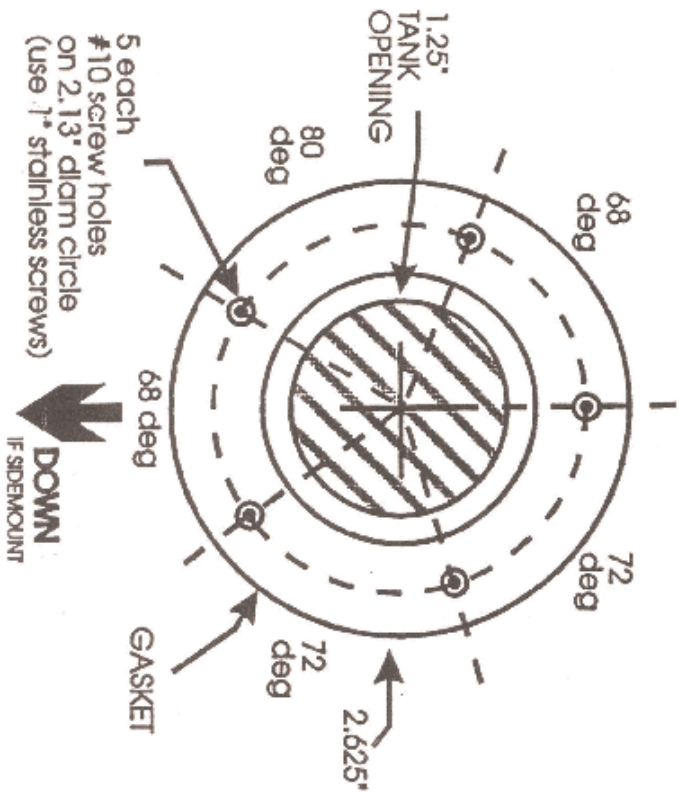
- 1) Full tank of Gas.
- 2) Water in fuel tank.





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Performance Bating!

MOUNTING DIAGRAM  
STANDARD 5-HOLE BOLT PATTERN  
ACTUAL SIZE IF CIRCLE MEASURES 2 5/8"



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