Test Gauge

1.) To test the discrete gauge without a Faria tester; power up the gauge by connecting the power wire to the ignition (marked “I”) stud and ground wire to the ground stud (marked “GND”).

2.) Then use a jumper wire to connect the signal (marked “S”) stud to the ground stud.

3.) At this time the pointer should deflect to the extreme right on the dial and stay there as long as the sender stud and ground stud are shorted.

4.) If the gauge needle does not move or read full deflection to the right it is defective.

Test Gauge with a Faria Tester

1.) From the gauge, connect the leads from the test box as follows:

   Red wire to the IGNITION stud
   Black wire to the GROUND stud
   Green wire to the SEND (Sender) stud.

2.) Set the toggle switch on the test box to: GAUGE.

3.) Set the power switch to the AC position.

4.) Use the GAUGE RESISTANCE knob to sweep the gauge.

5.) If the gauge sweeps without any signs of the meter being “sticky” then the gauge is good.

   Note: This is not a calibration check.

If problem still exists then check the sender.

To test an American resistance sender

1.) Unhook the sender (S) wire from the back of the gauge.

2.) Use an ohmmeter to measure the resistance between the sender wire and ground stud (GND) on the gauge.

   Fuel Level | Temperature | Oil Pressure
   240 Ohms | Empty | 450 Ohms | 100°F | 240 Ohms | 0 PSI
   103 Ohms | ½ Tank | 99 Ohms | 175°F | 103 Ohms | 40 PSI
   33.5 Ohms | Full | 29.6 Ohms | 250°F | 33.5 Ohms | 80 PSI

3.) If you obtain a 0.0 reading then there is a short in the wiring or the sender.

4.) To narrow down the search for the fault after measuring the resistances at the gauge, unhook the sender wire from the sender and measure the resistance directly at the sender.

5.) If you now have a proper resistance reading then the wiring is at fault. If the readings are still incorrect then the problem is the sender.

Note: Not for use with the Trim sender. Please contact Faria for Trim sender tests 860.848.9271 ext. 1229.