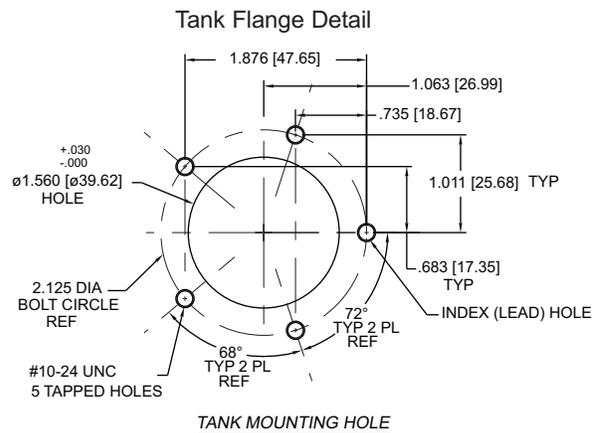
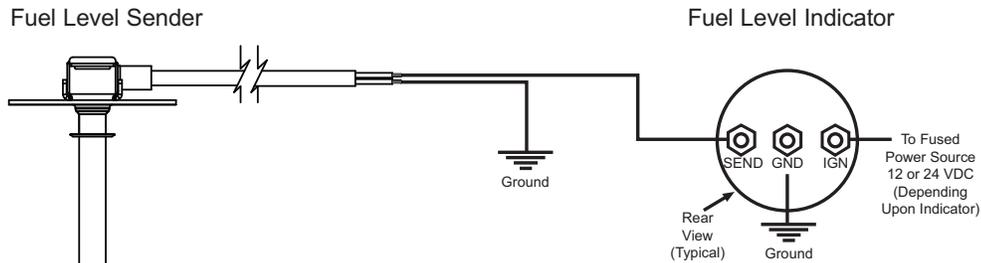




Instructions for Installing & Troubleshooting Rochester 9800 Series Fuel Level Senders



Installation

Top Mounted

Install using a nitrile rubber gasket. Use # 10-24 screws (or equivalent) to secure sender head to tank. Torque screws to 18 in.-lbs. [2.0 N-m] torque.

Maintenance & Quality Assurance Considerations

Since this is not a metal to metal joint, the torque and screw clamp load will naturally relax as the gasket flows to a normal or prevailing torque condition.

CAUTION: Do not over-torque. Do not re-torque. Excessive torque/or re-torquing may warp or distort sender head. The gasket underneath sender heads that are warped during installation or re-torquing may be over-compressed and thus, over-stressed. Pinching or over-stressing of gaskets can dramatically reduce their service-life and may result in premature failure (leakage) in service.

Sender Removal Warning

Should it appear necessary, for any reason, to remove a sender from the tank, do not attempt removal unless under competent supervision with all due precautions taken against the hazards of escaping flammable liquid or vapor.

Bottom Mounted

- Use mounting pad with blind holes.
- Use mounting bolts with integral O-rings seals under the heads.

Sender Electrical Connections

It will be necessary to connect one sender wire to a suitable grounding point. System voltage should not be applied to sender. The voltage from fuel level indicator is current and voltage limited, and incapable of causing ignition of fuel vapor when sender lead wire is shorted to ground. The other sender wire must be connected to the "SEND" terminal of the fuel level indicator.

Wiring

- Turn ignition switch off.
- Using insulated 16-gauge wire, connect the ignition terminal on the indicator to a battery positive source, usually parallel with the ignition circuit.*
- Using insulated 16-gauge wire connect sender to sender terminal on a matched indicator.
- Using insulated 16-gauge wire establish a ground connection from sender to ground terminal on the indicator.
- Establish ground connection between indicator ground terminal and ground.

*NOTE: Do not connect the indicator directly to the battery; connect through a fuse box.

Step 1. (This usually solves the problem)

Before you do anything else, check for defective wiring or grounds as this is the most common cause of indicator system failures. Inspect all wiring and terminals. Also look for corrosion on fuel tank ground connection.

Step 2.

If pointer in indicator does not move when ignition switch is turned on, check to see that voltage is actually being carried from the ignition switch to the IGN terminal on the indicator. The voltage measured between the IGN terminal of level indicator and ground should be 12 to 24 Volts, depending upon the indicator.

The voltage measured between the SEND terminal of level indicator and ground should always be less than 12 Volts. Also check to assure that paint or corrosion does not prevent proper indicator ground.

Step 3.

If the indicator reading is not accurate with tank level, use a resistance substitution device to verify that the indicator resistance input requirements are the same as the sender output resistance. The sender and receiver must be matched to get an accurate reading. For example: 240 OHMS at "E" and 30 OHMS at "F".

NOTE: Model 9800 materials of construction permit use in common fuels such as gasoline, diesel, bio-diesel as well as water.

Sender Removal Warning

Should it appear necessary, for any reason, to remove a sender from the tank, do not attempt removal unless under competent supervision with all due precautions taken against the hazards of escaping flammable liquid or vapor.

Fuel Level Indicator Reading (At Panel)	Possible Cause
No Indication (Pointer does not move when power is turned on)	1. Empty fuel tank. 2. No voltage to indicator because of broken or disconnected wire or open fuse. 3. Indicator not grounded. 4. Indicator defective.
Erratic Reading	1. Loose connection. 2. Defective sender.
Inaccurate Reading	1. Defective sender. 2. Indicator incompatible with sender.
10 to 180 OHM or 0 to 90 OHM Systems & Others With Low Resistance At Empty	
Indicator reads FULL at all times	1. Wire from sender broken. 2. Sender not properly grounded. 3. Defective sender.
Indicator reads EMPTY at all times	Connection between sender & indicator shorted to ground.
240 to 30 OHM Systems & Others With High Resistance At Empty	
Indicator reads EMPTY at all times	1. Wire from sender broken. 2. Sender not properly grounded. 3. Defective sender.
Indicator reads FULL at all times	Connection between sender & indicator shorted to ground.

CAUTION: Fuel level senders may be damaged and Indicators may be damaged if 12 volt wire touches the sender terminal or if sender wire touches IGN terminal or level indicator. Voltage to energize the sender must come through the indicator from the terminal marked SEND, SNDR, or S.

WARNING: Improper sender or indicator selection or application may result in inaccurate readings. Release of tank contents as well as damage to equipment and safety hazard may result if tank is overfilled. Fuel exhaustion may occur if tank contents are less than indicated.

WARNING: These instructions were prepared to assist tradesmen and others generally familiar with this type of equipment. Consumers may not be qualified to perform installations. If you have any questions about these procedures, please contact Rochester Gauges for assistance.

There are several different styles of sending units. The differences are both external and internal. Be sure you have the correct replacement part number before installation.

NOTE: Materials and specifications are subject to change without notice.