

1991 - 1996 Impala SS, Caprice, 9C1, Roadmaster, & B-body Fuel Gauge Calibrator Installation Instructions



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Note: Disconnect the negative terminal of the battery prior to starting any electrical work.

Tools Required:

- Phillips screwdriver
- Straight edge razor blade
- 10 mm socket/wrench
- Small flat blade “jeweler’s” screwdriver (used during calibration)
- Soldering gun
- Heat gun (optional, for heat shrink tubing users)
- Wire stripping tool (optional)
- Wire crimping tool (optional)
- Wire cutters (optional)

Miscellaneous Parts Required:

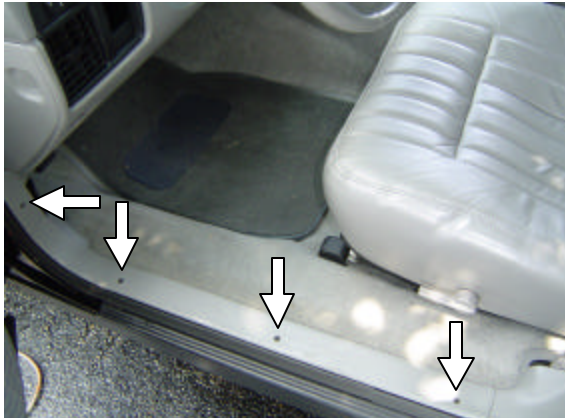
- Black electrical tape
- Electrical solder
- Solder-less electrical connectors (optional)
- Heat shrink tubing (optional)
- Liquid electrical tape (optional)

A. Pre-Installation Procedure

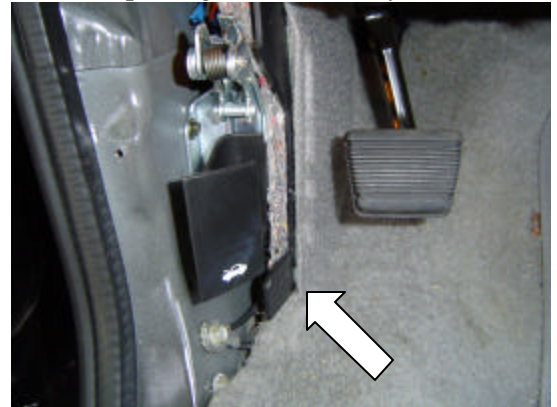
1. Prior to starting the fuel gauge calibrator installation, go to your preferred gas station and get a full tank of gas (whatever you consider “Full”).

B. Remove Trim Pieces

1. Remove the driver door sill trim piece. It is secured with four Phillips head screws. Three of the screws are in the door sill. The fourth screw is in the A-pillar wall of the door sill trim piece (near the parking brake release handle).



2. Remove/pull out the forward carpet trim piece (if it didn't come out with the door sill). This is the carpeted piece of plastic located to the left of the parking brake assembly.



3. Peel the carpet back from the front left corner to expose the wiring that runs along the driver sill area inside the black plastic channels, and wedge the carpet under the brake pedal (or clutch pedal, if equipped).



C. Locate the Fuel Gauge Wire

1. Optional: Expose the two wiring bundles by opening the black plastic wire channel that is parallel to the door sill. To open the black plastic wire channel, you have to “close” it enough to release the integral “latch”. This makes it easy to separate and open fully.

2. Locate the smaller of the two bundles. Use a straight edge razor blade to cut enough of the black tape to spread the wires out (in the area of the forward end of the black plastic channel). USE CAUTION AND DO NOT CUT THE WIRES with the straight edge razor blade. Be certain to only cut the black electrical tape.



3. Depending on the year of your car, you will find two, three (or four) purple wires: one large, 1 (or 2) medium, and one small. Choose the smallest purple wire.
Note: Some people have found it is easier to feel the purple wires to find the smallest one.



D. Connect the Wires (Use whichever method you prefer, even if not indicated below.)

Method #1 – Solder

1. Use wire strippers to remove a ½” inch piece of the purple insulation away from the smallest of the three (or four) purple wires. Remove the insulation from an area of the wire a few inches forward of the black plastic wire channel.
2. Spread the exposed strands of wire so that you can insert the bare end of the calibrator wire into the purple wire's strands.

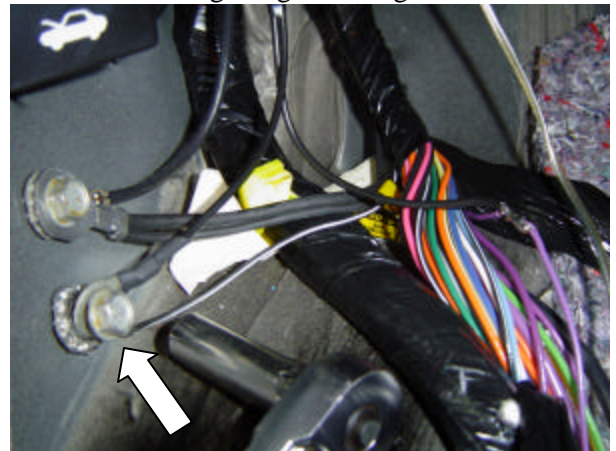
Wrap/twist the strands together and solder the wires together. Alternatively, you can use a solder-less connector to join the wires.



Method #2 – Solderless

1. Cut the smallest purple wire a few inches forward of the black plastic wire channel.
2. Slide a 1” section of appropriately sized heat shrink tubing over each of the cut wires.
3. Strip ½” of the purple insulation away from each of the cut wires.
4. Insert the purple wire that comes out of the black plastic channel into one side of the “butt-style” solderless connector. Crimp the solderless connector.
5. Twist the other purple wire AND the bare end of the fuel gauge calibrator wire together and insert the twisted pair into the solderless connector. Crimp the solderless connector.

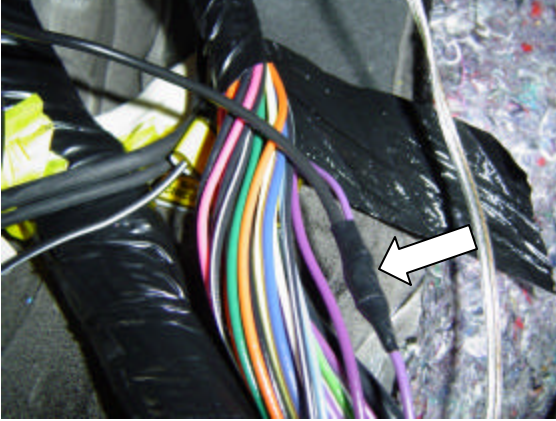
Locate the lower (or upper) of the two 10 mm hex screw ground lugs to the left of the parking brake pedal (at the bottom of the A-pillar). Remove the lower (or upper) 10mm screw and reinsert the screw through the ring terminal of the calibrator and the other rings. Tighten the ground screw.



Alternate: Drill a pilot hole and make your own grounding point.

E. Wrap-up

1. When finished connecting the wires, use black electrical tape, heat shrink tubing, liquid electrical tape, or any other wire insulating method that you prefer to protect/insulate the wires.



2. Re-wrap the small wire bundle with black electrical tape.



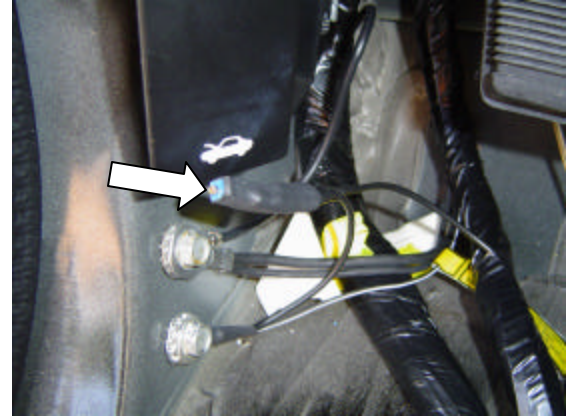
3. If you opened the black plastic channel next to the driver's side door sill, tuck the two wire bundles back into the black plastic wire channel and close the wire channel by squeezing the latch back into itself.

F. Calibration

1. Re-connect the negative terminal of the battery.
2. Place the vehicle on a level surface.



3. Now, with a full tank of gas (whatever you consider "Full") start the car. Now you are ready to calibrate the "Full" end of the fuel gauge. Use a small flat blade screwdriver to slowly turn the adjusting screw of the calibrator counterclockwise to bring the needle *LOWER* on the gauge. It may take several turns before you start to see the needle move, but then it will become very sensitive to any screwdriver turn. If the needle goes too far below the "Full" mark, simply turn the screw clockwise to raise the needle.



4. After adjustment of the calibrator, turn the car off, tuck the calibrator into the black plastic channel, fold the carpet back down, and re-install the door sill trim and the forward carpet trim piece in the reverse order that you took it apart.



These instructions and the calibrator were created by Bradley Salemie for the common benefit of the B-Body community.

For additional information or to order additional fuel gauge calibrator kits, please contact Bradley Salemie at bradley@capitalclimate.com

Or

Visit the Fuel Gauge Calibrator Web Site at www.bradley.capitalclimate.com .

