



1995 F-Body Fuel Gauge Calibrator Installation Instructions

www.bradley.capitalclimate.com

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

Tools Required:

- Phillips screwdriver
- Straight edge razor blade
- 13 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

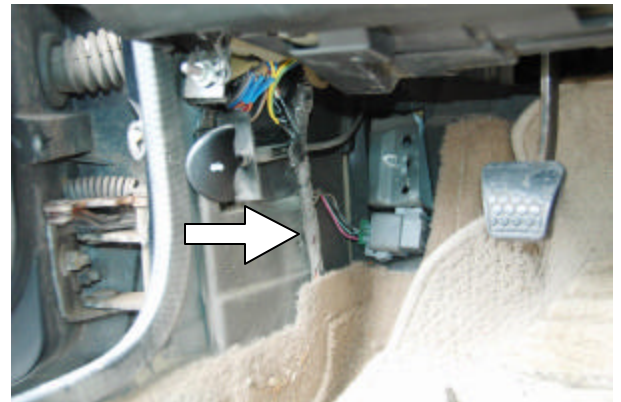
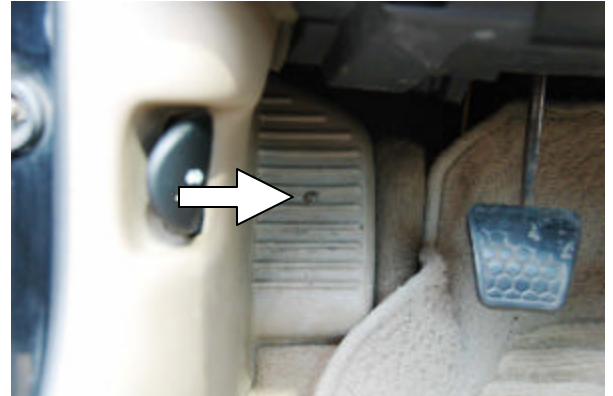
1. Begin the installation when you have approximately a ½ tank of gas.

B. Remove Trim Pieces

1. Remove the driver door sill trim piece. It is secured with five Phillips head screws. Four of the screws are in the door sill. The fifth screw is in the A-pillar wall of the door sill trim piece (near the hood release handle).

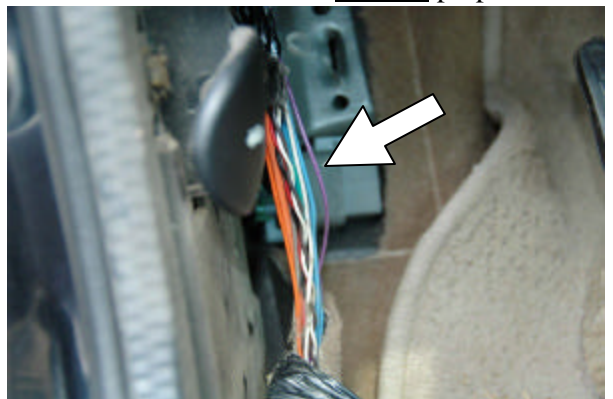


2. Remove the driver’s side kick panel trim piece to expose the wire bundle.



C. Locate the Fuel Gauge Wire

1. Locate the wire bundle wrapped in black electrical tape. Use a straight edge razor blade to cut enough of the black tape to spread the wires out. **USE CAUTION AND DO NOT CUT THE WIRES** with the straight edge razor blade. Be certain to only cut the black electrical tape.
2. You will find two purple wires, one large and one small. Choose the smallest purple wire.

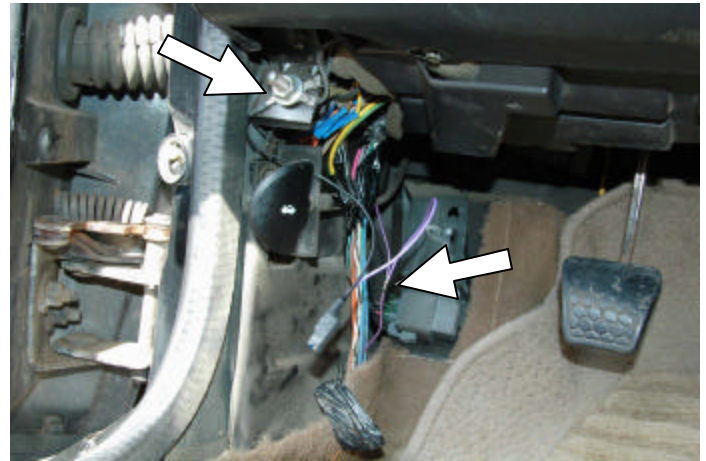


D. Verify Correct Fuel Gauge Sending Wire

1. Method # 1 (“empty” test):
 - a. Start with a ½ tank of gas.
 - b. Expose a ½” section of the smallest purple wire by stripping back some insulation with a utility knife or wire stripping tool. Be very careful and don't cut wire.
 - c. Connect a 2 amp fused jumper between the ½” stripped section of the smallest purple wire and the 13 mm hex nut ground lug above the hood release.
 - d. Temporarily reconnect the negative terminal of the battery.
 - e. Turn the ignition on. The fuel gauge should move slowly toward “E”.
 - i. If so, that is the correct wire. Disconnect the negative terminal of the battery. Proceed to step “E. Connect the Wires”.
 - ii. If not, you have chosen the wrong wire. Go back to step “C. Locate the Fuel Gauge Wire” and verify what you've done. If all else fails, contact me for further assistance.
2. Method # 2 (“full” test):
 - a. Start with a ½ tank of gas.
 - b. Cut the smallest purple wire.
 - c. Temporarily reconnect the negative terminal of the battery.
 - d. Turn the ignition on. The fuel gauge should move slowly toward “F”.
 - i. If so, that is the correct wire. Disconnect the negative terminal of the battery. Proceed to step “E. Connect the Wires”.
 - ii. If not, you have chosen the wrong wire. Go back to step “C. Locate the Fuel Gauge Wire” and verify what you've done. If all else fails, contact me for further assistance.

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

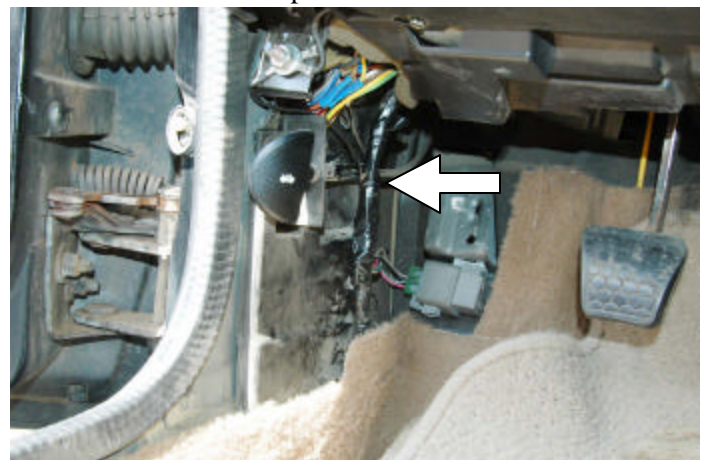
1. Spread the exposed strands of wire so that you can insert the bare end of the purple calibrator wire into the purple wire's strands.
2. Wrap/twist the strands together and solder the wires together.
3. Locate the 13 mm hex nut ground lug above the hood release handle (at the bottom of the A-pillar). Remove the 13mm hex nut and slide the ring terminal of the calibrator and the other rings over the ground lug. Tighten the hex nut.



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

F. 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.



G. Pre-Calibration Procedure

1. Re-connect the negative terminal of the battery.
2. In order to calibrate your fuel gauge, you must have a full tank of gas. Go to your preferred gas station and get a full tank of gas (whatever you consider "Full").

H. Calibration

1. Place the vehicle on a level surface.
2. 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. (You may also notice that the needle is *VERY* slow to respond to adjustments. This is normal. Be patient.)



- a. If the needle goes too far below the "Full" mark, simply turn the screw clockwise to raise the needle.

3. After adjustment of the calibrator, turn the car off, tuck the calibrator neatly with the other wires, 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 were created by Bradley Salemie and Kevin Moore for the common benefit of the F-Body community.

For additional information or to order additional fuel gauge calibrator kits, please contact Bradley Salemie at

bradley@capitalclimate.com or visit www.bradley.capitalclimate.com .