



TITLE
INSTRUCTION SHEET
ADJUSTABLE LOW FUEL INDICATOR MODULE

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Features of the Adjustable Fuel Warning Module

- Operates above the SAE temperature and voltage range guidelines.
- Over voltage, over current, and reverse polarity circuit protection.
- Works with or without an existing fuel gauge.
- Variable fuel tank sender unit resistance value selection provided to select the correct range value for the gauge set being used.
- Unit designed to provide a continuous 1-amp output. Typically, a light bulb is driven to indicate low fuel status. However, a relay may also be activated when the device being activated is rated above 1 amp.
- Automatic self-test each time the unit is activated. In the case of using the unit as a low fuel indicator, this would result in a "bulb check".
- Automatic anti-slosh feature. The unit dampens the signal to avoid sudden fuel tank movement from fuel sender float due to harsh road conditions.
- All wiring is high heat and abrasion resistant cross-link polyethylene wire made to withstand -60 F to +275 F temp. ranges without degradation.
- Unit is environmentally sealed for vibration and splash resistance.

Installing the Adjustable Fuel Warning Module

1. Set the desired amount of fuel in your fuel tank.

To set the fuel warning level in your tank, start with an empty tank and add the number of gallons you want in the tank at the time that you want the light (device) to come on. An alternate method is to run the fuel level down to a point on your gauge that you want the light (device) to come on. Typically, low fuel warning is set to 2 to 3 gallons or between "EMPTY" and "1/4 Tank". The best way to ensure the proper notification of a low fuel level is to start with a known amount of fuel as opposed to trusting the reliability of your current fuel level gauge.

2. Connect the Adjustable Fuel Warning Module wires according to the diagram shown above.

- The BLACK wire is connected to a good chassis ground.
- The PINK wire is connected to a 12-volt ignition power source. (One that provides power when the ignition switch is on).
- The TAN wire is connected to the fuel tank sender wire by one of the following methods:
 - Splicing into the existing fuel tank sender lead wire or
 - Connecting to the sender lead wire terminal on the existing fuel tank sender unit or
 - Connecting to the fuel gauge sender terminal on the back of the fuel gauge.
- The YELLOW wire is connected to whatever device is to be activated when the desired low fuel level has been reached. This YELLOW wire is a GROUND lead wire, meaning that when the desired low fuel level is reached, the Adjustable Fuel Warning Module internal circuitry completes the YELLOW wire circuit to GROUND. Therefore, the YELLOW wire can be used as follows:
 - In most cases it will be connected to the ground side of a 12 to 14 volt indicator light. This will cause the light to come on when the adjusted fuel level has been reached. The positive (+) side of the light should connect to IGN on source.
 - It may also be used to activate a relay by connecting it to the relay coil ground terminal (typically terminal #85 or #86 for a standard ISO mini relay). In this case, the adjusted fuel level activation is used to set a relay to power a device requiring a higher than 1 amp current draw than the Adjustable Fuel Warning Module is designed to handle.

Setting the Adjustable Fuel Warning Module Switches