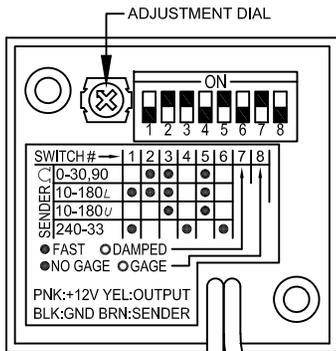
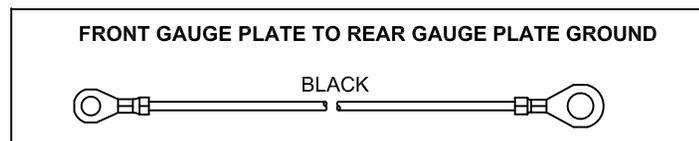
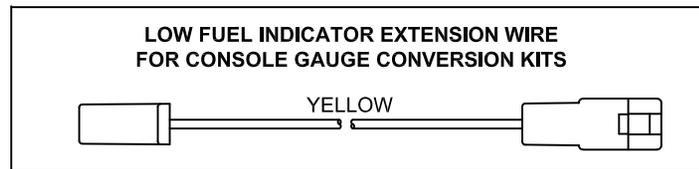
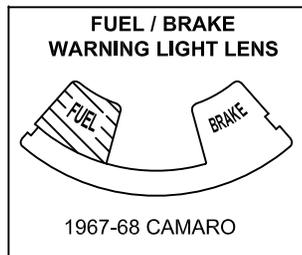
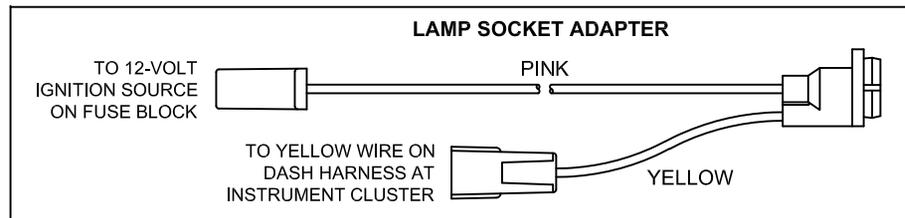
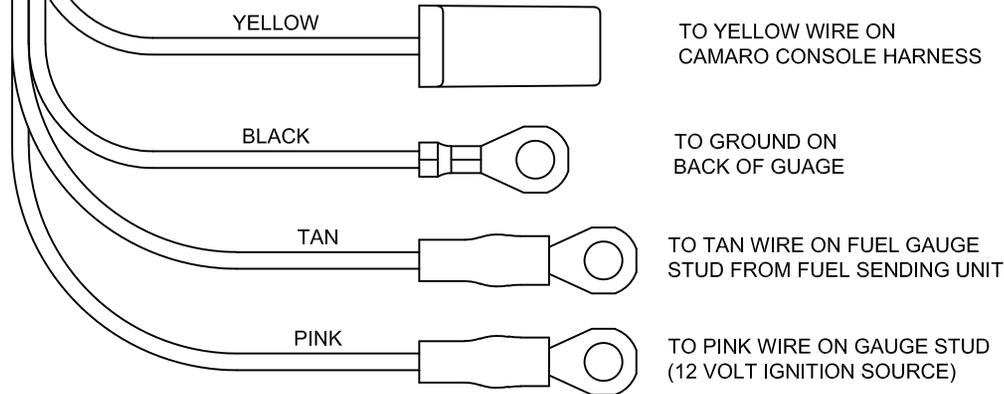


TITLE		INSTRUCTION SHEET ADJUSTABLE LOW FUEL INDICATOR MODULE	
PART NO.	37651	REV	B
DWG NO.	92964482	PAGE	1 OF 4

ADJUSTABLE FUEL WARNING MODULE



USE ZIP TIES (NOT INCLUDED IN KIT) TO SECURE MODULE TO CONSOLE HARNESS OR OTHER LOCATION UNDER CONSOLE THAT WILL ALLOW EASY ACCESS FOR ANY ADDITIONAL ADJUSTMENTS IF NEEDED.



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 on Camaro instrument clusters. 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 lamp, 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 & splash resistance.

Initial settings of the Adjustable Fuel Warning Module Switches on Generic Applications (other than Camaro, etc.)

1. **The DIP switches 1 to 8 are pushed up toward the "ON" label to set the "ON" position. A "BLACK" dot on the chart indicates the "ON" position.**

2. **Set the module DIP switches 1 and 2 on the module as follows:**

DIP switches 1 and 2 are used to set the range and sensitivity of the unit by the resistance value of the tank sender unit being used. If you don't know the resistance value of the tank sender unit, some experimentation will be necessary. There are four (4) possible settings for these DIP switches as shown in Figure 1 below. If you know the resistance value of the tank sender unit, set the DIP switches according to the chart. If you do not know the tank sender unit resistance value, either test your sender with an ohm meter, or start with DIP switch 1 and 2 in the OFF positions. Final adjustments will be made when you proceed to the module Tuning section below. For example, the module in the diagram is set for a tank sender having an ohm resistance rating of 0-30 or 0-90 ohms. This is a common GM sender specification and the one found in tank units for 1967-69 Camaros.

3. **Set the module DIP switches 3, 4, 5 and 6 on the module as follows:**

DIP switches 3 through 6 are used to set the polarity of the tank sender unit being used. The DIP switches must be set according to the chart shown on the module and in Figure 1 below. DIP switches 3 and 5 set positive polarity. DIP switches 4 and 6 set negative polarity. Generally speaking, the polarity can be determined by the way the tank resistance value is specified (low to high is considered positive polarity and high to low is considered negative polarity. As a general rule, All General Motors senders utilize positive polarity, Ford and Chrysler can be either.

Figure 1 - DIP switch 1 - 6 settings							
DIP1	DIP2	DIP3	DIP4	DIP5	DIP6	POLARITY	VALUE
OFF	OFF	ON	OFF	ON	OFF	POS	10 - 180 ohms (upper range)
ON	ON	ON	OFF	ON	OFF	POS	10 - 180 ohms (lower range)
OFF	ON	ON	OFF	ON	OFF	POS	0 - 30 ohms or 0 - 90 ohms
ON	OFF	OFF	ON	OFF	ON	NEG	240 - 33 ohms

4. **Set the module DIP switch 7 on the module as follows:**

DIP switch 7 must initially be set to the "ON" (up) position as the initial setting. This sets the anti-slosh feature to the "FAST" setting for initial adjustment. Once calibration is done, you may turn switch off to enable anti-slosh feature and avoid nuisance triggering as desired.

5. **Set the module DIP switch 8 on the module as follows:**

DIP switch 8 is normally set to "OFF" when a fuel gauge is being used. This is the most common setting. In the rare instance when no fuel gauge is used, DIP switch 8 is set to the "ON" position.

Installing the Adjustable Fuel Warning Module - Camaro

1. **Replace the OIL/BRAKE warning light lens with the FUEL/BRAKE warning light lens on the instrument cluster. 68 & 69 models only, discard for 69. See figure 2 on Page 1.**

2. **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.

3. **Connect the Adjustable Fuel Warning Module wires on Camaro according to the diagram shown on page 1. For generic applications, use the instructions below.**

- A. The BLACK wire is connected to a good chassis ground on the fuel gauge or a good chassis ground. An extra black ground wire is provided to ground the gauge to the chassis. See page 1.
- B. The PINK wire is connected to a 12-volt ignition power source. (One that provides power when the ignition switch is on).
- C. The TAN wire is connected to the fuel tank sender wire by one of the following methods:
 1. Splicing into the existing fuel tank sender lead wire or
 2. Connecting to the sender lead wire terminal on the existing fuel tank sender unit or
 3. Connecting to the fuel gauge sender terminal on the back of the fuel gauge.
- D. 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:
 1. 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 power source.
 2. 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.

4. Specific instructions for connecting the YELLOW wire to 1967-69 Camaro with the optional gauge package.

The original low fuel indicator circuit used in the 1967-69 Camaro operated as follows:

- A. The 1967 Camaro circuit operated by powering the lead wire to the low fuel indicator light.

In 1967 Camaros, the low fuel indicator light was located to the left of the left turn indicator in the speedometer pod. Originally, this wire was attached to a separate light socket that was plugged directly into the instrument cluster metal housing underneath the circuit board.

NOTE - On 1967 factory equipped tach and gauge cars: when replacing low fuel indicator module only, you must use lamp socket adapter (see Page 1) as indicated below along with module in console tray. If changing to console gauges, continue with 1967 modifications and instructions.

- B. The 1968-69 Camaro circuit operated by grounding the lead wire to the low fuel Indicator light.

NOTE - On 1968-69 tach and gauge cars: when replacing low fuel indicator module only, replace the module with new module in console tray only. No other wiring is needed. If changing to console gauges, continue with 1968-69 modification instructions below.

1. 1968 Camaros, the low fuel indicator light was located to the left of the left turn indicator in the speedometer pod. The speedometer and tachometer instrument cluster pod used a different circuit board for cars equipped with the factory tachometer. The circuit board used a twist-in light socket for the low fuel indicator light. The socket receives 12-volt ignition power through the pink wire and grounding through the yellow wire, both in the instrument cluster modular plug. The yellow wire was the ground feed from the low fuel indicator module, located in the console gauge tray, to the low fuel indicator light in the speedometer pod.
2. 1969 Camaros, the low fuel indicator light was located in the indicator light panel socket next to the left turn indicator in the speedometer pod. This is an individual light socket that contained a 12-volt pink ignition power lead and the yellow grounding wire from the console gauge low fuel indicator module, located in the console gauge tray, to the low fuel indicator light.

All 1967-69 Camaro using the 500274 - Adjustable Fuel Warning Module as modified for this kit, must use the YELLOW wire as a grounding circuit to activate the low fuel Indicator bulb.

It is important to note that the following instructions pertain to dash and console harnesses that are designed for an original console gauge application. If the car is being converted to the original console gauge application, the correct harnesses must be in place before continuing. Vehicles not originally equipped with the console gauge package have different wiring configurations to the instrument cluster modular plugs (1967-68), different circuit boards (1968), and different light socket lens applications (1967-68).

Once the correct harnesses are in place, connections must be made as follows:

- A. The 1967 Camaro must use the enclosed 2-wire light socket.

Connect the pink wire to a 12-volt ignition source on the fuse block See page1. Connect the yellow wire to the yellow wire on the dash harness by the instrument cluster connector that comes from the module located in the console gauge tray. Plug the plastic light socket into the light socket hole located to the left of the left turn indicator in the speedometer pod by lifting the circuit board away from the hole and plugging in the light socket underneath the circuit board.

- B. The 1968 Camaro can use the existing low fuel indicator light wire in the instrument cluster modular plug along with twist-in lamp socket. The yellow wire from the new module is connected to the yellow wire in the original console gauge harness.

- C. The 1969 Camaros can use the existing low fuel indicator light socket next to the left turn indicator in the speedometer pod. The yellow wire from the new module is connected to the yellow wire in the original console gauge harness. The existing light socket will have a pink 12-volt ignition feed and a yellow socket ground wire.

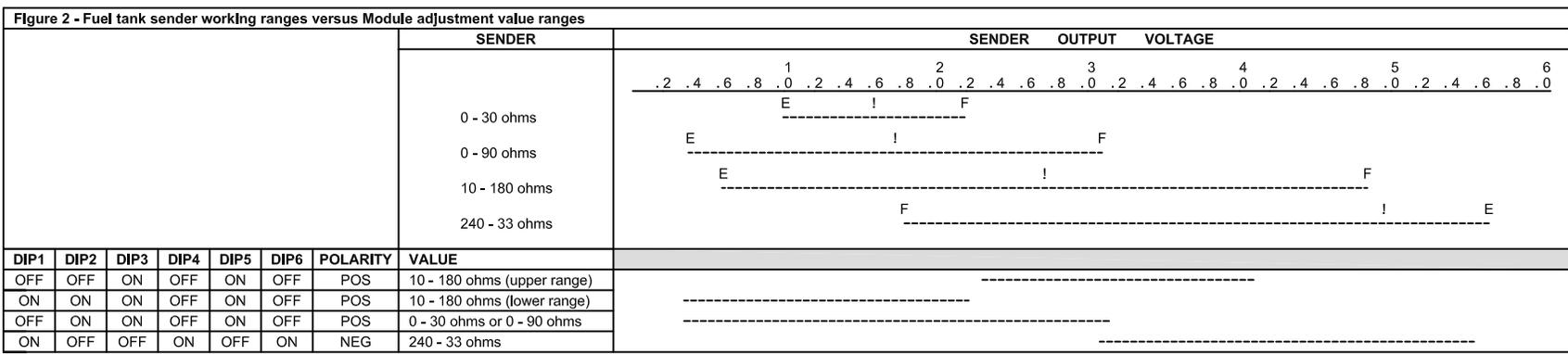
- D. If using a console gauge conversion kit 1967-68 models, the extension wire (see page 1) will connect socket at instrument cluster low fuel indicator to module located in gauge console tray.

Tuning the Adjustable Fuel Warning Module

- 1. Turn the ignition switch on to provide power to the Adjustable Fuel Warning module.**

- 2. Turn the Adjustment Dial slowly until the low fuel warning light or device being activated comes on.**

It is possible that the Adjustment Dial will not be able to be set at a point that activates the warning circuit using the initial resistance settings of DIP switch 1 and 2. In this case, it is probable that the point selected is not in the range of circuit resistance selected by DIP switches 1 and 2. As the ranges of resistance values overlap as shown in the fuel tank sender versus Adjustable Fuel Warning Module analysis chart shown in Figure 2, it may be necessary to select a different resistance value range with DIP switches 1 and 2 and repeat the procedure of adjusting the Adjustment Dial. Because of the range overlap it is also possible to set the activation point in more than one resistance value range. This is perfectly acceptable as the resistance value of the activation point is technically the same. This can happen due to the range overlap of the desired activation value, manufacturing tolerances of the fuel tank sending units, and variations in tank unit resistance values due to age or wear. The point is that it may be necessary to switch resistance ranges from the initial setting by trial and error in order to accurately set the activation point.



3. Set the desired option for the "Anti-slosh" feature.

To use the anti-slosh feature which dampens the signal on the Yellow wire to prevent flickering due to fuel slosh in the fuel tank, set DIP switch 7 to the "OFF" (down) position.