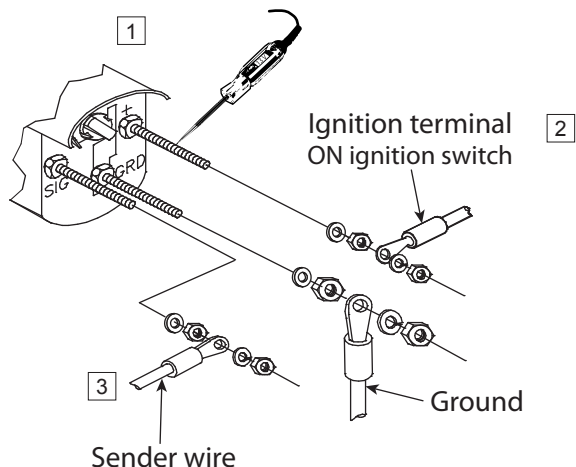


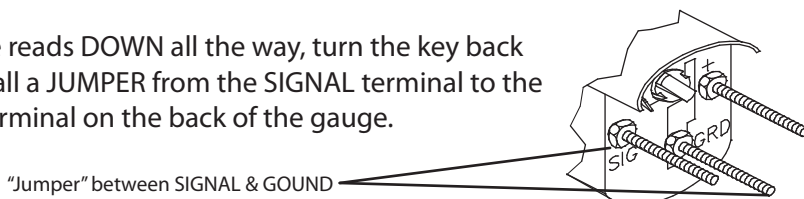
- 1 Turn the ignition power on. Make sure the gauge is receiving power between the power (usually marked with an "I", "BAT", or "B+" for ignition power) and the ground (usually marked with "GND" or "NEG") connections on back of the gauge. This may be done with a voltmeter or test light.
- 2 Turn the ignition power off.
- 3 Unhook the sender wire from the signal terminal on back of the gauge. Usually it is marked with an "S", "SIG", or "SEND".



- 4 Turn the power back on to the gauge. The needle should read DOWN all the way.



- 5 If the gauge reads DOWN all the way, turn the key back off and install a JUMPER from the SIGNAL terminal to the GROUND terminal on the back of the gauge.



- 6 Turn the power back on to the gauge. The needle should read UP all the way.



- 7 If the gauge passes both tests, the gauge is most likely working properly and the problem may be in the boat wiring or the sender itself. If the gauge fails any of the above tests, it will need to be replaced.

Note: If you were to short and un-short the signal to the ground terminal with the gauge under power you should be able to observe the needle moving back and forth from up to down.

UP indication is obtained with a short or jumper wire from signal to ground (0 ohms).

DOWN indication is obtained without a jumper or short from sender to ground (infinite resistance).