



**Q:** Can I use any fuel sending unit for my gas tank and gauges?

**A:** It's not quite as simple as using any fuel sending unit in your tank for your gauges. The ohm reading (resistance) between the two must match for the system to function properly. Check out the additional information here to learn more about what sending unit would work for you!

Definition of ohm:

- The SI unit of electrical resistance.

GM Stock Gauge Readings:

- GM up to 1964: 0-30 ohms
- GM 1965-1997: 0-90 ohms
- GM 1998 & up: 40-250 ohms
- In addition, the most common ohm reading for aftermarket gauges is 240-33.

(The first number represents the empty ohm reading and the second number represents the full reading)

Example: A 1954 Chevy stock gauge has an ohm reading of 0-30 ohms, you would want a fuel sender that also has a fuel reading of 0-30 ohms.

How does a fuel sender unit work?: Fuel senders have a rheostat that provides resistance to the ground. As the float in the tanks moves up or down, a contact is moved across the board on the rheostat, which gives the reading you can see on the fuel gauge.

Not sure what ohm reading your fuel sending unit is? Using a multimeter (on ohms), connect one wire to the sender wire, and the other to the body of the sender, if it is grounded. If it is not grounded, connect your second multimeter wire to the ground wire. With the float pushed towards the bottom of the tank (empty), note the ohm reading. Next, with the float up to the top of the tank (full), note the ohm reading.

Fun Fact: All aftermarket gauge manufacturers use the standard SAE 5-hole bolt pattern for fuel sending units.

\*If any part needs to be replaced in your set, you should always check with your gauge manufacturer in what they recommend for replacement parts. \*