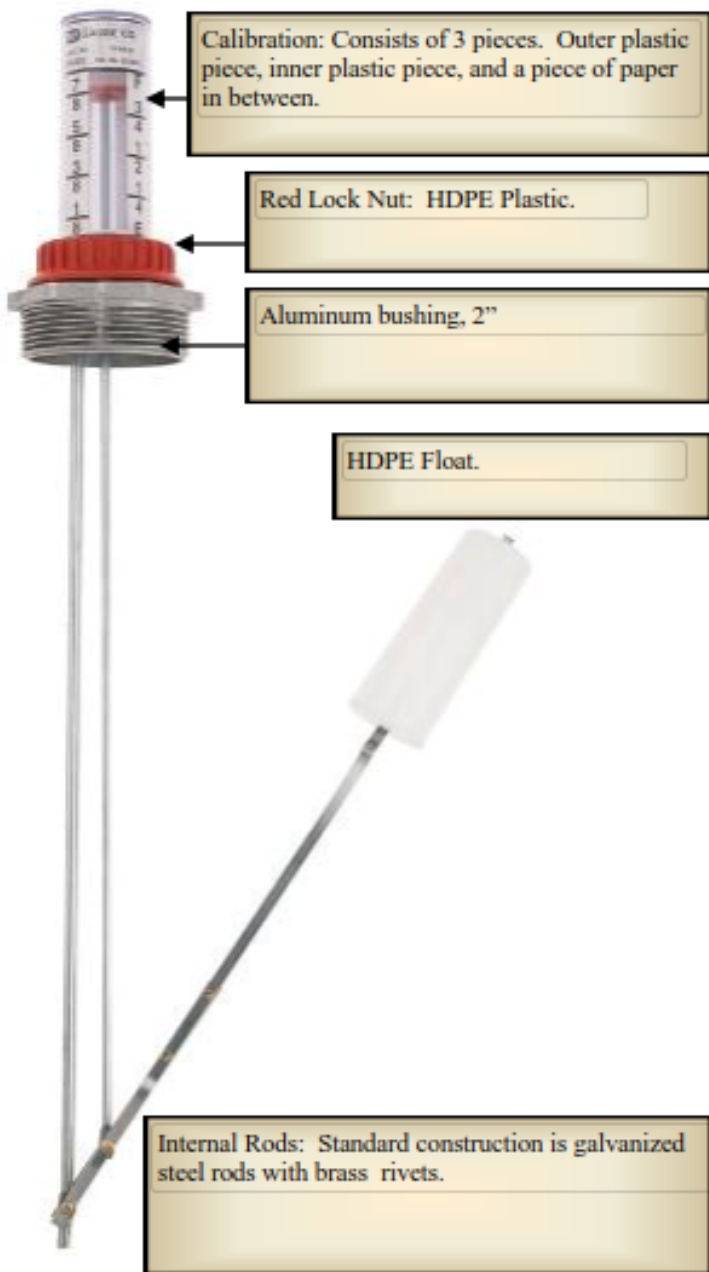


TIM-D2-x series tank gauges



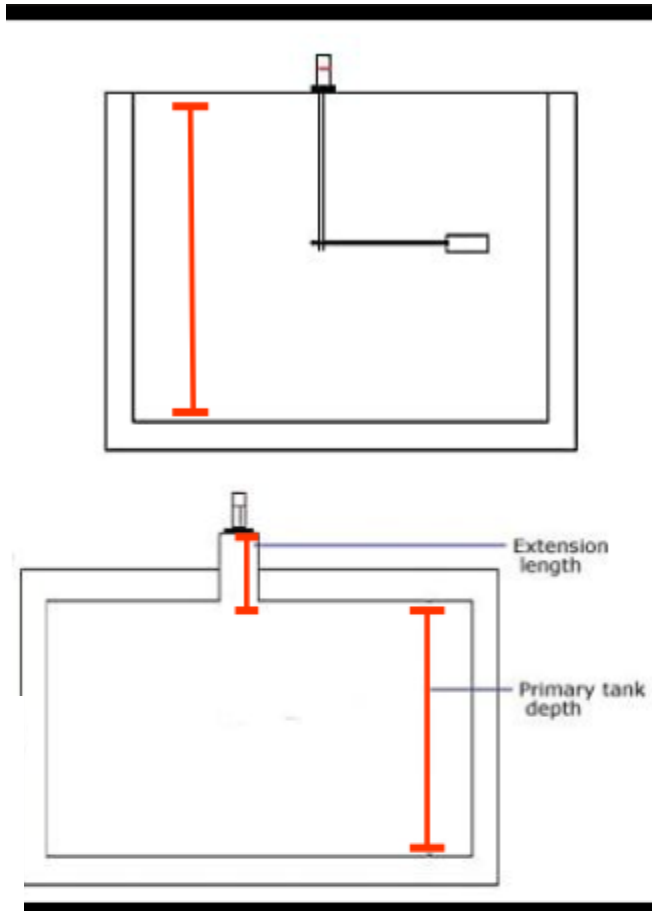
Maintenance:

The Direct Reading Gauge can fail in one of three ways.

- The calibration assembly on the outside of the tank can become weathered, unreadable, or broken.
- The connecting rods that extend into the tank can come apart or become damaged.
- The float that sits at the bottom of the gauge can come off or become saturated with product (leak).

Recommended Maintenance Procedures:

- Once per month: Inspect the top of the unit once per month to ensure that the calibration is visible, readable, and unbroken. (these top pieces can be easily replaced without having to replace the whole gauge)
- Once every 6 months: Unthread the unit and carefully remove it from the tank. Be sure all rods are connected as one piece from the red indicator all the way down to the float. Also inspect the float for damage or leakage. To ensure proper working order, manually raise the float arm from empty to full to be sure that the red indicator freely moves up and down with the motion of the float rod.
- When performing maintenance, be sure to follow the installation instructions above to prevent damaging the gauge



Installation Instructions:

When installing, unthread the red nut and remove the calibration and bushing. Thread in the bushing first. Drop the gauge through the center hole, make sure your swing arm is facing in the direction you want. Replace the calibration and tighten down your red locking nut.

Instructions for Operation:

The top of the red indicator is an indication of your approximate fuel level in your tank. Once installed, you simply view the calibration to monitor your tank level. Indicator is calibrated in eighths of a tank on one side, and quarters of a tank on the other as well as Gallons and Liters.