



## OVERSIZE FUEL TANK SENDING UNIT/PICKUP ASSEMBLY

Part Number: 1076

Sending Unit Specifications: 0-90 ohm

Applications: 1964-1967 GM "A-body" cars (and station wagons) including Skylark, GS, Chevelle, Malibu, El Camino, Cutlass, 442, Lemans, GTO  
1965-1966 Impala, Bel Air, Caprice, Biscayne

**NOTE: Some 1964 gauges require a 0-30 ohm sending unit and will not function properly with this unit.**

General Info: This sending unit assembly features oversize ½" tubes for high horsepower applications. The ½" return tube is ideal when using a return style regulator. The sending unit works with stock fuel level gauges (except some early 1964). Compatible with gasoline or alcohol fuels.

Pickup Tube Size: ½"

Feed and Return Tube: ½" barb (or -8AN/-10AN with option PN 1070/1080)

Installation: Installation is very similar to installing a stock type sending unit (see repair manual).

O-Ring: The RobbMc assembly uses an off-the-shelf #226 o-ring (included) to seal to the tank. While not the same as the stock o-ring, replacement o-rings are available at most hardware and auto parts stores.

Wiring: The black wire must be connected to ground in the same manner as the factory sending unit. The factory fuel gauge wire must be connected to the #8 threaded stud.

Filter: This RobbMc assembly is designed to be used without the factory style in-tank "sock" filter as these filters become restrictive over time and are difficult to service. Use an external inline prefilter such as RobbMc PN 1025 or 1029.

Return Line: The return tube is ½" to allow the use of a ½" or -8AN return line from a return style regulator. If using a mechanical pump with a ¼" "vapor" return line, connect a short section of ½" rubber line to the tube and then reduce it to ¼" with a reducer fitting (available from RobbMc as PN 1071). If no return line is used, cap off the return tube.

### Notes:

~ When racing, try to keep the gas tank at least half full to keep the fuel from sloshing away from the pickup tube and sucking air into the tube.

~ Due to variations in tanks and sending units, the fuel level gauge may read slightly higher or lower than with the stock sending unit.

~When connecting braided AN lines to the tubes, be sure to hold the RobbMc fitting with one wrench while tightening the AN line with another wrench to avoid damage to the aluminum tube.

~If the gauge doesn't work after installation, make sure the black wire has a good ground and make sure the wire from the fuel gauge is making good contact with the #8 threaded stud.