

Fuel Gauge Readings Per Number Of Gallons In The Tank Of A 1987 C34 MK 1

The fuel sender inside the tank is a vertical reed switch type. The bottom of the float on the sender in the tank is $\sim \frac{1}{2}$ " above the bottom of inside surface of the tank when the tank is empty.

The fuel pick-up opening is ~ 1 " above the bottom of the inside surface of the tank. It's located at the FWD end inboard side of the tank instead of the middle fore/aft and middle port/starboard.

In the following photos of the cockpit engine control panel, the number taped over the voltage gauge equals number of gallons in the tank for that fuel gauge reading.

















With 23 gallons in the tank, there is a ~1 inch air gap between the top of the fuel and the inside of the top surface of the tank. I'm using this as the recommended max fill capacity under normal conditions. When traveling and want the maximum fuel in the tank, the 1 inch gap should allow another 2 gallons of fuel to get a maximum full capacity of 25 gallons. The drawback to this is there would be no space between the fuel and the inside of the top surface of the tank for venting of the tank. This is a mild concern since after motoring a couple hours, the air gap will return as the fuel is consumed.

When the fuel gauge reads $\frac{1}{4}$ full, there is 4-5 gallons of fuel left inside the tank. Due to the opening in bottom of the pick-up tube, the usable fuel is only $\sim 2\frac{1}{2}$ - $3\frac{1}{2}$ gallons. With the motion of the boat underway and the location of the fuel pick-up tube, the $\frac{1}{4}$ full reading should be used as the must add fuel level.