



THANK YOU for Buying a Zilla and Supporting Future Product Design!

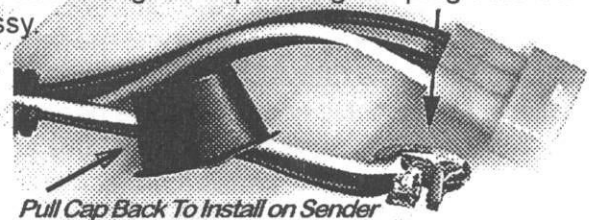
**Come Visit Zilla On the Web**

There's SO MUCH more on the way !

coming soon: [deloreanparts.com](http://deloreanparts.com)

## IMPORTANT:

When attaching the Red Capped connector to the tank sender, be certain to pull the red cap off of the 3 terminal plug. Pull it back an inch or two down the length of the wire. Before plugging it into the sender inspect it carefully and observe how it fits onto the 3 sender terminals. It may be easiest to attach this plug to the sender before you install it into the tank. This way you can be sure the plug is properly fitted. When inserting the plug onto the sender connector, make certain that each of the 3 terminals of the sender inserts directly into the Plug's female terminals. If you don't do this carefully you may damage the plug or one of the 3 connector blades from the sender can wind up along side the plug's female terminal instead of in it and cause intermittent operation of the Fuel gauge. This can cause an intermittent 12:00 o'clock or 5:00 o'clock reading. After pressing the plug onto the sender return the red cap and snap it back over the plug & sender assy.



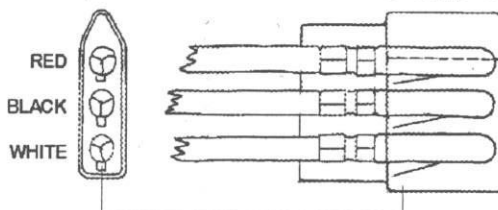
## Durability

In as much as the original sender was electrically unique, it left much to be desired in the durability department. Our goal was to provide a durable "drop in" sender for a "Painless" installation while maintaining accuracy, all without modification to the car.

**Should the sender ever need replacment in the future the cost will be less than the complete system. A Complete system would include the Electronic controller.**

## FYI ONLY

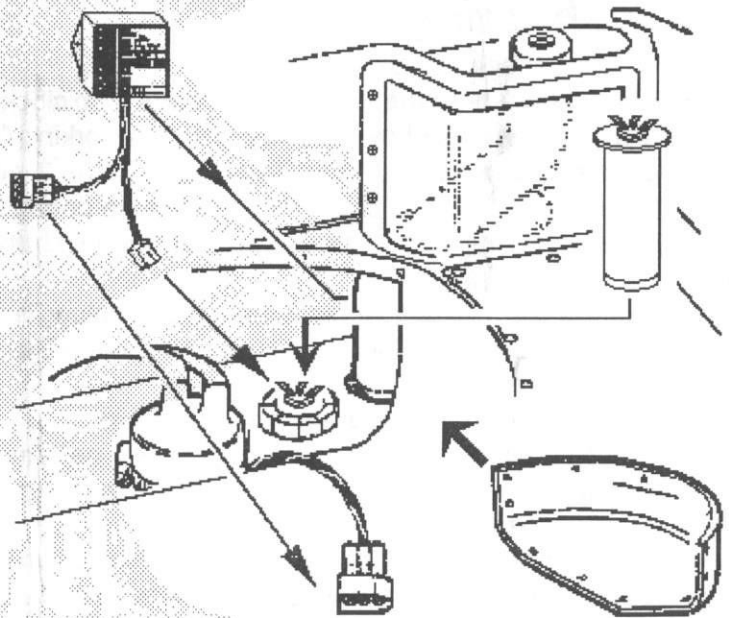
### Wire Color Code to Car



### Wire Color Code to Sender

Red with stripe to W on sender  
White with stripe to G on sender  
Black with stripe to T on sender

**NOTE:**  
Over time, with the high temps in this area, wire colors in the car may shift.  
For example, the white may appear yellow ...



## EXTREMELY IMPORTANT:

When your car has been placed into storage for an extended period of time ( years ) the gas will start to attack many of the components in the fuel system. The sender is destroyed along with the fuel pump, fuel pump mounting boot, fuel distributor ( YIKES ) etc. The extent of the damage depends upon the state of the fuel and length of time of exposure. DO NOT place the New Sender in a tank with bad gas. It may damage the NEW sender as well. In such cases the tank must be carefully and completely emptied out. It is advisable to use a fuel stabilizer if the car is stored for more than 2 months.

## INSTALLATION LOCATION:

Proper installation of the Zilla Electronics in the correct location is critical.

Water damage is not covered by our warranty.

It may also be a good idea to apply a ring of silicone around the rear edge where the unit's cover plate has <sup>been</sup> ~~be~~ glued. This will ensure an extra water tight seal. Allow the silicone to set a few hours or overnight. Best type is ~~black~~ <sup>black</sup> GE "Tub and Tile" Silicone Glue.

## INSTALLATION:

The best time to install **TankZilla** is with the tank 1/2 full or less.

Have an 8 ounce bowl handy to catch fuel spillage.

Remove the access plate in the spare wheel well to get to the installation site.

As mentioned earlier, it is best to attach the control unit's (red cap) plug to the controller first.

Remember that you are about to open a fuel tank, so common sense safety precautions apply.... No smoking, flames or sparks etc. Unscrew the retaining ring from the old fuel sender. Position a small bowl nearby to catch the gas that drains from the old sender. Be sure to place the gasket on the new sender. Drop the new sender slowly into the tank to prevent gas from overflowing. Tighten retaining ring. Connect the nylon 3 pin connector from **TankZilla** to the harness in the car.

**Tuck the TankZilla module vertically with it's back against the firewall and wires facing down**, in between the vertical rubber hose (used to connect the tank filler cap to the tank itself) & the fire wall. Pull this 2 -1/2" diameter hose away from the firewall and slide the **Zilla** Module (black box) in between. The tension from the hose will keep the Zilla in position. No screws etc. are needed. It **MUST** be installed here. Do NOT install flat (horizontally) against the tank. This may cause premature failure as the control unit can take in water over time. Though extreme measures have been taken to make the unit water resistant, it is NOT water proof. The wires must exit downward from the unit at the location shown. Re-Install the access plate and you're done.

## New And Different Behavior

Now, when you turn on the ignition you will notice the Fuel gauge momentarily swing down then seek the <sup>proper</sup> ~~prop~~ level. The fuel metering system is completely electronic and you can now briefly observe the system initialize & calibrate itself.

## Troubleshooting

Common diagnostic scenarios:

With **TankZilla** plugged-in, the Fuel Gauge reads 12 o'clock ( straight up ).

First establish that the dash Low Fuel Idiot lamp is working OK.

Unplug the car's 3 wire harness from **TankZilla**. On the 3 wire connector coming from the car, short the RED wire to the BLACK wire with the ignition "ON". If the lamp doesn't light up, it's probably bad and needs to be replaced. If the lamp should ever go bad **TankZilla's** diagnostics shuts the system down indicating that service is required.

Establish that the dash gauge works correctly by unplugging the car's 3 wire harness from **TankZilla** and Short the White Wire to the Black Wire. The fuel gauge should sweep from 12 o'clock with the harness unplugged to ZERO

( or empty ) when these 2 wires are shorted together.

On occasion the float in the sending unit may become temporarily stuck possibly due to impact during shipping. With the sender removed from the tank and empty of any gasoline, be certain the float is moving freely when the sender is slowly tipped.

If any wire is "open" due to a corroded or loose connection in a connector the system will not function.

If the RED, White or Black wire from the car's harness opens up ( has a loose connection ) in the connector, the Fuel gauge will read 12 o'clock.

If the Black or White wire connected to the Sender becomes loose the Fuel meter will read ZERO or empty. If the Red wire attached to the sender should "open up" ( become loose ) the system will appear to work perfectly but the float will NOT illuminate the Low Fuel idiot lamp on the dash when the fuel tank is nearly empty.

