The following chart, in conjunction with a thermometer and hydrometer, can be used to determine if gasoline is in an acceptable range to maintain proper performance. Fuel that is too light can cause problems such as vapor lock. Heavy fuel can cause deposits in injectors and on internal engine components. Heavy fuel can also cause many cold start and cold driveability problems.

GASOLINE

Temperature vs. Density

Fuel Temp (°F)	Specific Gravity		
	Light Fuel	Normal	Heavy Fuel
100	<.701	.706 - .711	>.716
95	<.704	.709 - .714	>.719
90	<.706	.711 - .716	>.721
85	<.708	.713 - .718	>.723
80	<.711	.716 - .721	>.726
75	<.713	.718 - .723	>.728
70	<.715	.720 - .725	>.730
65	<.718	.723 - .728	>.733
60	<.720	.725 - .730	>.735
55	<.722	.727 - .732	>.738
50	<.725	.730 - .735	>.740
45	<.727	.732 - .737	>.742
40	<.729	.734 - .739	>.744

A hydrometer, such as Fisherbrand part number 11-512A, can be floated in a jar of gasoline. The graduations on the side of the hydrometer are read at the surface level of fuel. Using the temperature of the fuel in the left column, move to the right and determine where your specific gravity reading fits into the ranges described in the chart.