

for gauge to settle. Lightly tapping instrument cluster may help position pointer.

(5) Clip float arm of sending unit to its empty stop (Fig. 2) and turn ignition key to ON position. The gauge should read Empty, plus one pointer width, or minus two pointer widths.

(6) Move and clip sending unit float arm to full stop. The gauge should read Full, or above.

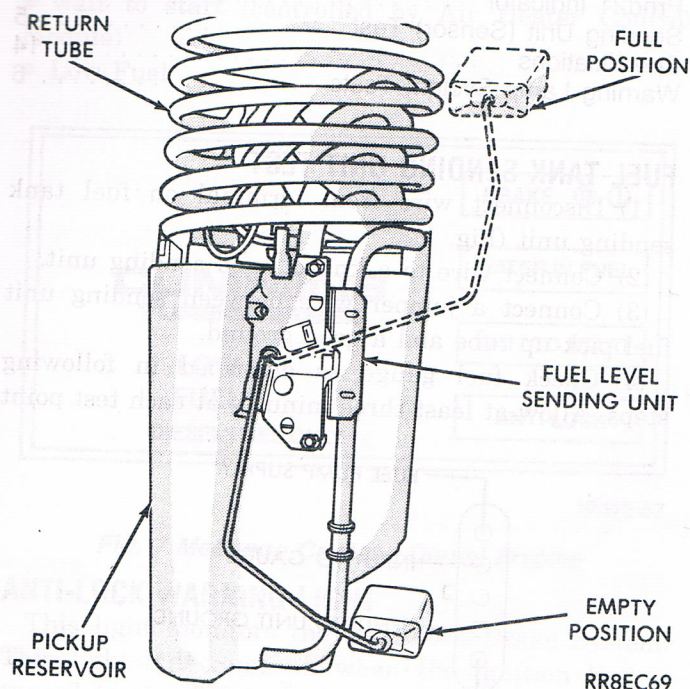


Fig. 2 Fuel Tank Sending Unit Test

RESULTS

(1) If fuel gauge does not meet specifications, check following items as possible causes;

(a) Wiring and connections between the gauge sending unit and multiple connector.

(b) Wiring and connections between multiple connector and printed circuit board terminals.

(c) Circuit continuity between printed circuit board terminals and gauge terminals.

If these items check okay, fuel gauge is defective and must be replaced.

(2) If the fuel gauge meets specifications check fuel tank and original installed fuel tank sending unit as follows:

(a) Carefully remove fuel tank sending unit from tank.

(b) Connect sending unit wire and jumper wire as described in the procedure.

(3) If fuel gauge now checks within specifications, originally installed sending unit is electrically okay, check following as possible cause:

(a) Ground strap from sending unit to fuel line for continuity.

(b) Sending unit deformed. Make sure sending unit float arm moves freely and pick up tube is not

bent so that it contacts bottom of tank. Inspect float for any signs of damage or leaks.

(c) Sending unit improperly installed. Install properly.

(d) Mounting flange on fuel tank for sending unit deformed. Feel for interference fit of sending unit to bottom of tank. It is permissible to bend pick up tube down a little near mounting flange to gain interference fit.

(e) Fuel tank bottom deformed causing improper positioning of sending unit pick up tube. Replace or repair tank and recheck sending unit. Refer to Fuel Tank Section of Group 14 - Fuel System.

WARNING LAMP SYSTEM TESTS

LOW OIL PRESSURE WARNING LAMP CIRCUIT TEST

The low oil pressure warning lamp will illuminate when the ignition key is turned to the ON position. The lamp also illuminates if the engine oil pressure drops below a safe oil pressure level.

To test the system turn ignition key to the ON position.

If the lamp fails to light, inspect for a broken or disconnected wire at the oil pressure combination unit. The combination unit is located at the rear of the engine (Fig. 3). If the wire at the connector checks good, pull connector loose from the switch and with a jumper wire ground connector to the engine (Fig. 4). With the ignition key turned to the ON position check the warning lamp. If lamp still fails to light, inspect for a burned out bulb or disconnected socket in the cluster.

If light comes on, proceed and start engine. If the lamp remains on, immediately turn engine off and check engine oil pressure according to procedures as outlined in Group 9 - Engine of this manual. If the oil pressure meets specifications, check for a

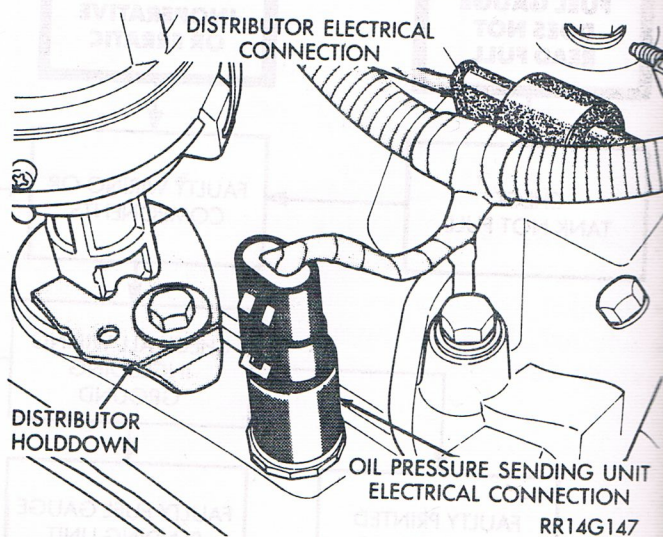


Fig. 3 Combination Oil Switch and Connection