

TECHNICAL

Tips



because we all have questions!

Airflow Fuel Gauge Bench Test

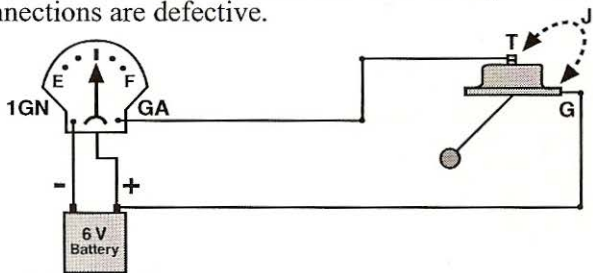
by Paymond R. Falle

After removing the dash and tank units from the car, connect as shown in the diagram.

On the back terminal side of the dash unit, are inscribed the markings "IGN and GA." "T" is the terminal of the tank unit. "G" is the ground, or metal frames of both units. "J" is a jumper wire that is not used initially.

The 6-volt battery can be your lantern or vehicle battery. Moving the float slowly upward should cause the pointer to move from empty to full. If there is no movement of gauge, touch jumper wire "J" from "T" to "G", momentarily. The gauge should swing the full scale. If the gauge does not move with jumper, the gauge is defective or you have poor connections. The tank unit has a wirewound resistance of about 120 ohms. An electronics repairman can check it to see if it is erratic or open. Sometimes they can be repaired by drilling out rivets, disassembling, and cleaning movable contact which has become oxidized. Other Chrysler Corporation cars of the same vintage may have a similar tank unit, however, the length of the float rod may have to be changed if it is not the same length. You may experience a slight tingling or shock when connecting or disconnecting the unit during tests. This is normal, it is the inductive effect of the coils in the dash unit.

In the majority of cases, the tank unit will be found to be defective. This will be apparent when the jumper wire "J" is touched across the tank unit and the gauge indicates movement. If the fuel gauge system operates on the bench, but not in the car, chances are the car's wiring and/or connections are defective.



For the 42nd ACA National Meet...Roger and Cygne time at Eureka Springs, Arkansas, in the Ozark Moun