



PF684

is satisfactory, remove tank unit for testing. See "Fuel System." Group 14.

Fuel Tank Sending Unit Test

Before removing any unit of the fuel level indicating system, the panel fuel gauge should be tested first. See "Tests in Vehicle." If the panel gauge performs properly **make sure the fuel tank ground strap on the fuel line at the tank is making a good ground.** Should the gauge perform properly and the ground strap be properly installed, remove the fuel tank sending unit as outlined in "Fuel System", Group 14 and test as follows:

(1) Using an ohmmeter with a 0 to 100 ohm scale, connect one lead to body of sending unit and the other lead to terminal in center of unit.

(2) Hold unit so float arm contacts "Empty Stop." The reading on ohmmeter scale should be 73 ohms, plus or minus 12.0 ohms.

(3) Raise arm to "Full Stop." The reading should now be 9.6 ohms, plus or minus 1 ohm.

If the unit does not perform to these specifications, inspect the stops or arm for possible distortion. If the stops or arm cannot be repaired, the unit should be replaced.

Temperature Gauge Test

Disconnect the terminal from the temperature send-

ing unit on the engine. Connect one test lead of tester C-3826 to the terminal and the other test lead to a good ground. Place the pointer of the gauge tester on the "L" position and turn the ignition switch to "on". The temperature gauge should show "C" plus or minus 1/8 inch.

Place the pointer of the tester on the "M" position and the temperature gauge should advance to the driving range left of 1/2 position of the dial. Place the pointer of the tester in the "H" position and the gauge should advance to the "H" position of the dial. Should the gauge respond to the above tests but not operate when the terminal is attached to the sending unit, indications are of a defective sending unit and it should be replaced.

Should the gauge fail to respond to the above tests, indications are of possible loose connections, broken wire, open printed circuit, or faulty gauge. The instrument cluster should be removed for further inspection. See "Instrument Cluster Removal."

Ammeter Test (Dart, Challenger Coronet and Charger)

Turn the headlights on (do not start engine). The ammeter needle should move toward the "D" or discharge scale. If no movement of the needle is observed, check the terminals for loose wires. If the terminals are secure, the ammeter is defective. If the