

printed circuit board must be replaced as an assembly. Care should be taken when ordering new gauges; **With the alert system or Without the alert system.**

The fuel gauge L.E.D. works in conjunction with the fuel gauge indicator. When the indicator moves into a position that represents approximately 1/8 of a tank of fuel remaining, the L.E.D. will illuminate and alert driver of a low fuel situation.

The temperature gauge L.E.D. works in conjunction with the temperature gauge indicator. When the indicator moves into a position that represents approximately 240° to 260° (116° to 127°C) engine temperature the L.E.D. will illuminate and alert the driver of an overheating condition. The L.E.D. will stay illuminated until engine temperature returns to normal.

The ammeter L.E.D. works independent of the

ammeter indicator. It monitors system voltage. When the system voltage drops to approximately 11.2 volts indicated by the ammeter pointer in the discharge area, the L.E.D. will illuminate and alert the driver to one of the following situations:

(1) A discharged condition because of heavy electrical load at engine idle rpm.

L.E.D. should stop illuminating when engine rpm is increased or the heavy electrical load is reduced. If not this indicates a malfunction in the charging system.

(2) A weak or defective battery when the ignition switch is turned to the "On" position **before** moving it to the start position.

(3) A weak or defective battery with an intermittent illumination of the L.E.D. with minimum electrical load in stop and go driving.

The L.E.D. will stay illuminated until these conditions are corrected.

SERVICE DIAGNOSIS AND TEST PROCEDURES

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Voltage Limiter Test (Fig. 1)

To test the voltage limiter in the vehicle, connect one lead of a voltmeter to the temperature sending unit and the other lead to a good ground. Leave the sending unit lead wire attached to the sending unit.

Turn the ignition switch to the "On" position. A fluctuating voltmeter indicates the voltage limiter is operating.

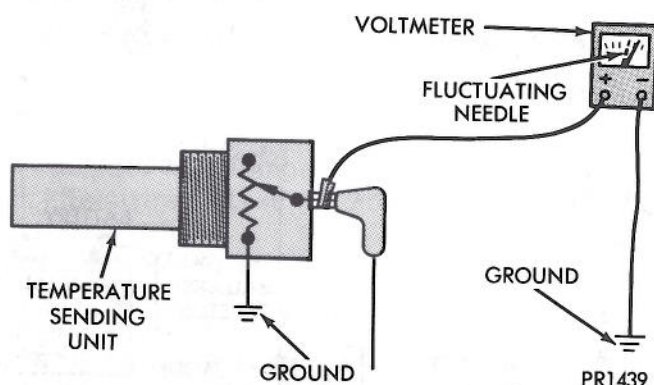


Fig. 1—Voltage Limiter Test

Fuel Gauge System Test (Fig. 2)

Preparation (Using Tester Tool C-3826A)

(1) Disconnect wire from terminal on fuel tank sending unit.

(2) Connect one lead of tester to disconnected wire and other lead to a good ground.

Test (Using Tester Tool C-3826A)

(1) Check fuel gauge as described in following steps. Allow at least two minutes at each test point for gauge to settle.

(2) Turn ignition key to "On" position, turn tester knob to "L" position and observe gauge. Gauge should read "Empty", (plus one pointer width, minus two pointer widths tolerance).

(3) Turn tester knob to "1/2", gauge should read 1/2 (plus or minus two pointer widths tolerance).

(4) Turn tester knob to "F", gauge should read "Full", (plus two pointer widths minus one pointer width tolerance).

Preparation (When Tester Tool C-3826A is not available (Fig. 3))

(1) Disconnect wire from terminal on fuel tank