

Ford Fuel Sender Wiring Diagrams And Ford Oil Gauge Wiring By XPMissions

Ford fuel sender wiring diagrams and ford oil gauge wiring

10-14 **GROUP 10**—LIGHTS, INSTRUMENTS, AND ACCESSORIES

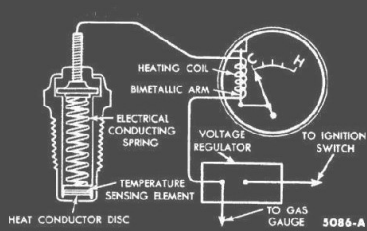


FIG. 29—Temperature Gauge Circuit

ated on the gauge, check the sending unit to gauge wire by removing the wire from the sending unit and momentarily grounding the wire. If the gauge still does not indicate, the wire is defective. Repair or replace the wire. If the gauge now indicates, the sending unit is faulty.

If the temperature gauge unit indicates improperly and at the same time the fuel gauge indicates improperly and in the same direction, the constant voltage regulator could be defective, as it supplies both gauges.

SPEEDOMETER

The speedometer is connected to the output shaft of the transmission by means of a flexible shaft, and a drive gear located inside the transmission. The flexible shaft drives the speedometer which registers speed in miles per hour and also drives an odometer which records distance traveled in miles and tenths of a mile.

SPEEDOMETER TESTS

To test the odometer accuracy, drive the vehicle over a "measured mile." Speedometer accuracy can be checked by comparing the speedometer in question against one known to be accurate, while two vehicles are moving at the same speed, or by timing the vehicle on a "measured mile."

Most cases of speedometer inaccuracy are due to a change to non-standard tire sizes without changing the speedometer drive gear ratio. Refer to Table 1 for the proper gears to use for various rear axle-tire size combinations.

REMOVAL AND REPLACEMENT

Pull the speedometer bezel from

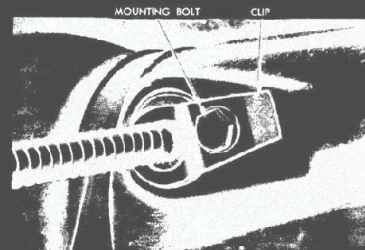


FIG. 31—Speedometer Cable Mounting

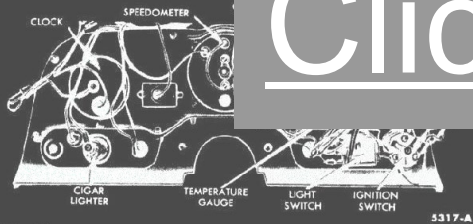


FIG. 30—Instrument Cluster—Rear View

TABLE 1—Speedometer Gear Ratios

Rear Axle Ratio	Teeth in Drive Gear	Teeth in Driven Gear
3.70	7	20
3.10	8	19
2.91	8	18

the instrument panel. Remove the four mounting screws, and pull the speedometer far enough from the instrument panel to disconnect the speedometer cable and remove the pilot lights.

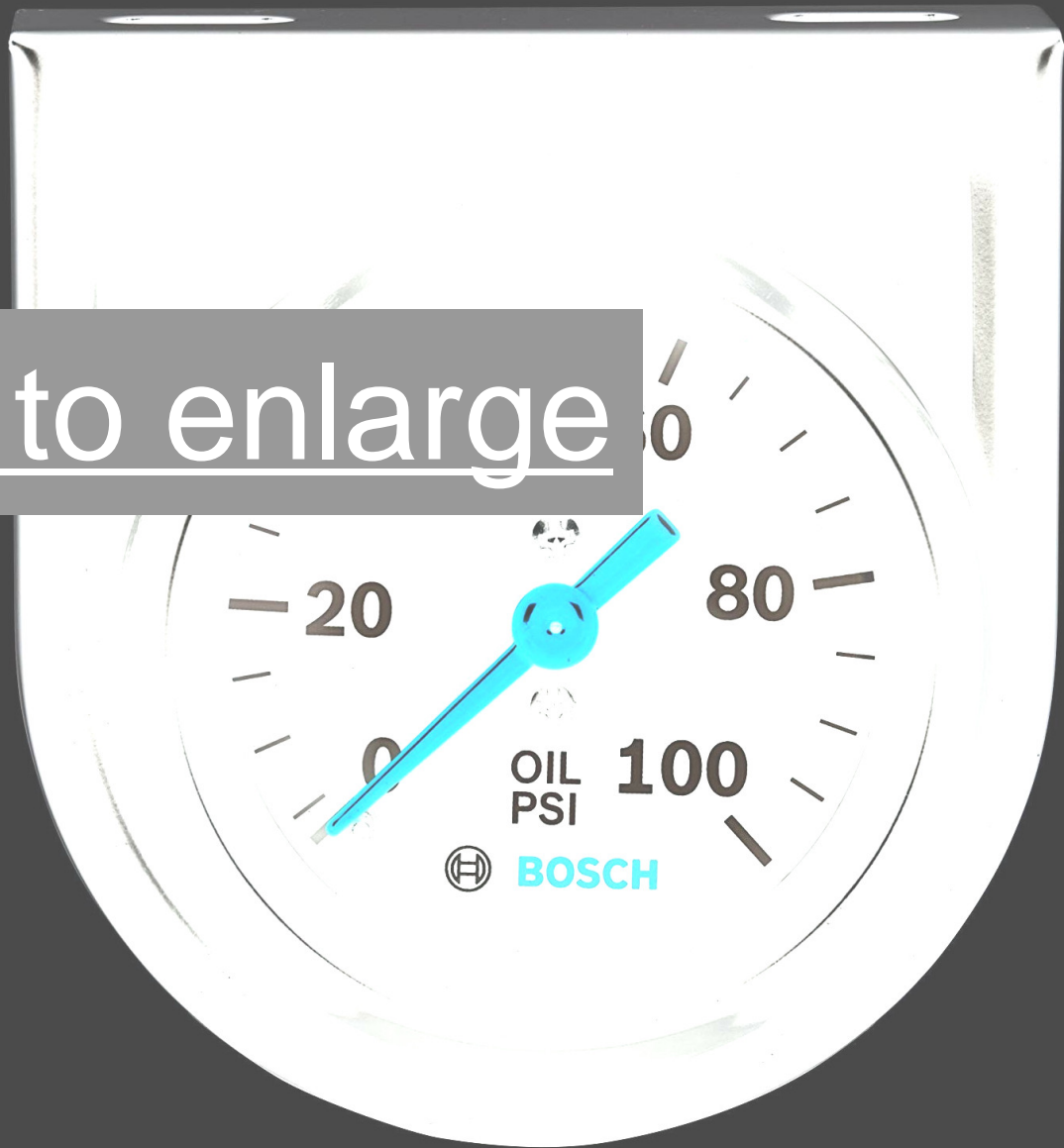
Make certain that all the pilot lights are secure in their mounting holes when installing the speedometer. The top pilot light is the high beam indicator (green with black band Figs. 12 and 30).

SPEEDOMETER CABLE REPLACEMENT

To replace the speedometer drive cable, disconnect the cable housing at the speedometer, and pull the cable out of the housing. Lubricate

the new cable with cable lubricant BSA-19581-A and insert it all the way into the housing, and twist it slightly to make sure that the squared drive is engaged in the speedometer driven gear. The housing is fastened to the transmission as shown in Fig. 31. If a speedometer cable is broken, it will be necessary to disconnect both ends of the cable housing in order to remove the broken sections. The speedometer driven gear is held on to the speedometer shaft casing by a retainer clip. When replacing the driven gear, make certain that the gear is secure by placing the gear in position before inserting the retainer clip through the gear slots.

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