

OIL PRESSURE GAGE

1. Disconnect the wire at the sending unit on the engine. With ignition on, gage should register past 80 psi.
2. With ignition on, use a jumper wire to short the connector to ground. Gage should now read below 0.
3. If gage reads properly in steps 1 and 2, replace the sending unit. If it does not, the trouble is either in the gage or the wiring to the gage.
4. Remove gage from cluster. With ignition on, signals to gage connector should be ground, ignition voltage, and signal. The signal input should be checked with an ohmmeter, and should indicate continuity (0 ohms) with the connector at the sender shorted to ground, and no continuity (infinite resistance) with the connector at the sender disconnected. If these checks are ok, replace the gage. If not, repair the problem in the wiring.
5. The gage may also be checked by substituting a resistance source for the sender. The gage should read approximately 0 psi at 1 ohm and 80 psi at 88 ohms.

VOLTMETER

1. Remove the gage as shown in On-Car Service.
2. With ignition on, terminal connectors to the gage should indicate electrical system voltage and ground. If they do, replace the gage. If they do not, repair the problem in the wiring.

WATER TEMPERATURE GAGE

1. Disconnect the wire at the temperature sender on the block. With ignition on, gage should read below 100°F.
2. Use a jumper wire to short the wire to ground. With ignition on, gage should deflect full scale, well past 260°F.
3. If the gage reads properly in steps 1 and 2, replace the sender. If it does not, the problem is either in the gage or the wiring.
4. Remove the gage as shown in On-Car Service. With ignition on, the terminal connectors should read ground, electrical system voltage and signal. Check for continuity as shown for oil pressure gage. If these check ok, replace the gage. If not, repair the wiring problem.
5. The gage may also be checked by substituting a resistance source for the sender. The gage should read 100°F. at 350 ohms, 220°F. at 68 ohms, and 260°F. at 46 ohms.

CLOCK

1. Remove the clock as shown in On-Car Service, or disconnect wiring to it.
2. With ignition **off**, clock should receive battery voltage at one terminal and ground at the other. If it does not, replace the clock.

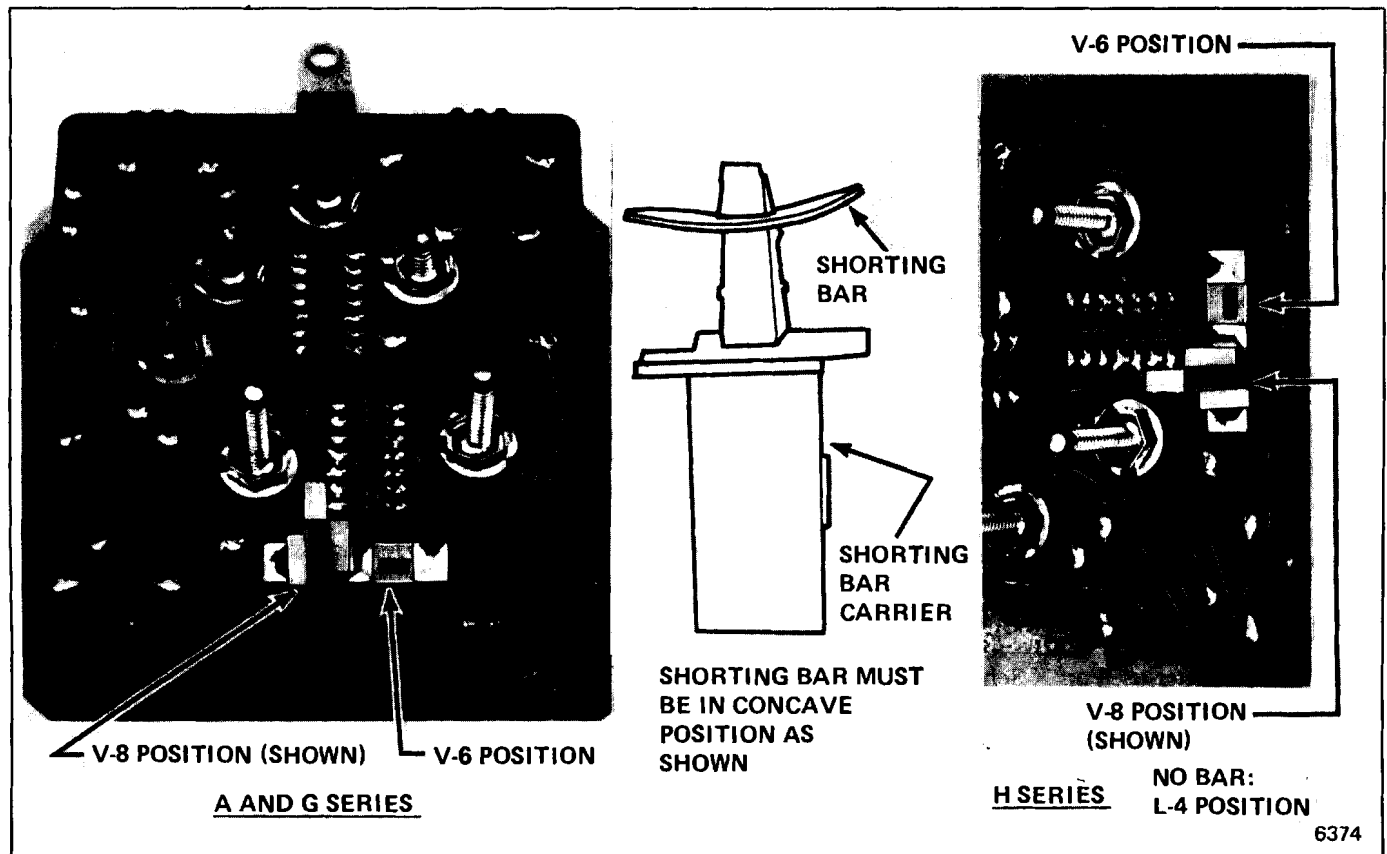


Fig. 9-80 Tachometer Shorting Bar