Cj5 fuel sending unit

This article only covers gauges and sending units used in the AMC Jeep CJs built from "86, but some of this information will be useful for owners of other Jeeps. There are some slight variations with the Jeeps built from "75, but starting in '76 things remain pretty consistent for 10 years. The meter movement in all the gauges have a built-in dampening mechanism which keeps the needle from bouncing around. The dampening mechanism is basically some thick grease on the movement's pivot points. The reason all the meters are dampened is because the senders do not have a very constant resistance. If you put a good testing meter on the sender while the motor is running you will see the resistance bounce all over the place. The dampening averages out the reading. This also is why it takes a few seconds for the needles to come up to position instead of snapping to a reading. When ordering replacement Fuel and Temp gauges for your Speedometer cluster, Stewart Warner brand are considered the best. Imported after-market gauges have these ranges reversed, both are 12v, and have a different wiring and post setup. Use their instructions and diagrams during replacement. The oil pressure sender is similar to the fuel gauge sender. The mechanical parts are different, but after that it is basically a coil of resistance wire wrapped around a card and the wiper moves across the winding to change the resistance. The higher the fuel level or engine oil pressure, the lower the resistance. With less resistance, more current flows and the gauge reads higher. The oil pressure sender and fuel sender are both electro-mechanical devices but the temperature sender is not. The temperature sender is a temperature dependent resistor Thermistor. You can see the letters stamped in the insulation material around the posts. A volt meter applied to the A terminal on the Temp gauge should fluctuate plus and minus near 5 volts. The fuel sending unit wires are located on top of the gas tank where they are hard to get to without dropping the tank. The fuel sending unit should have a pink wire with voltage on the isolated center post. The other black wire on the sending unit with a tab style connector is a ground to the frame. Make sure it has good contact. To be sure the problem is not the gauge, you can momentarily short the pink wire on the output of the sender to ground, and this should show up as FULL on your gauge. DO NOT hold it for very long in this position. If the gauge does not move from EMPTY either the wiring has an open circuit no voltage, or no connection to ground or he gauge is bad. If it does move, the sending unit is bad. The sending unit can be checked with an ohmmeter to measure the resistance between the round sender post pink wire and ground. It should be:. If the resistance falls in this ballpark depending on how much gas you have in the tank , then the sending unit is fine. If it shows infinitely HIGH resistance, then the sending unit could be bad OR the wire from the tank to the gauge could be open. The gauge can be tested with the resistances listed above. Run an appropriate resistor to the S terminal of the fuel gauge and to ground and check the readings. If an appropriate resistor is connected to the S terminal of the temperature gauge and to ground, the above restances can be used to check the gauge. Use a resistor close to the specifications above to simulate the sending unit. The oil pressure sending unit is on the engine block and looks like a small 2 X 3 inch filter with one terminal. There may be another sender plumbed in the same area that has two connectors. It is an oil pressure switch that is supposed to close below 4 psi to activate a dash warning light in some speedometer clusters. To be sure the problem is not the gauge, you can momentarily short the wire from the output of the Sender to ground. If there is no resistance, your gauge should read 80 psi. DO NOT hold it for long in this position. If the needle does not move from zero psi then, either the wiring open circuit or the gauge is bad. If it does move, the sender unit is bad. It is very common for the sending units used with the and engines to be inaccurate. Make sure you have a good connection to the sending unit. If the gauge shows no activity, then the gauge is bad. Many thanks to all those who contributed to this article. Use this information and your Jeep at your own risk. About the Gauges The meter movement in all the gauges have a built-in dampening mechanism which keeps the needle from bouncing around. About the Sending Units The oil pressure sender is similar to the fuel gauge sender. Leave a Comment: Name: Are you Human? Not a Spam Bot Comments:???? This article only covers gauges and sending units used in the AMC Jeep CJs built from "86, but some of this information will be useful for owners of other Jeeps. There are some slight variations with the Jeeps built from "75, but starting in '76 things remain pretty consistent for 10 years. The meter movement in all the gauges have a built in dampening mechanism which keeps the needle from bouncing around. The dampening mechanism is basically some thick grease on the movement's pivot points. The reason all the meters are dampened is because the senders do not have a very constant resistance. If you put a good testing meter on the sender while the motor is running you will see the resistance bounce all over the place. The dampening averages out the reading. This also is why it takes a few seconds for the needles to come up to position instead of snapping to a reading. When ordering replacement fuel and temperature gauges for your Speedometer cluster, Stewart Warner brand are considered the best. Imported after-market gauges have these ranges

reversed, both are 12v, and have a different wiring and post setup. Use their instructions and diagrams during replacement. The oil pressure sender is similar to the fuel gauge sender. The mechanical parts are different, but after that it is basically a coil of resistance wire wrapped around a card and the wiper moves across the winding to change the resistance. The higher the fuel level or engine oil pressure, the lower the resistance. With less resistance, more current flows and the gauge reads higher. The oil pressure sender and fuel sender are both electro-mechanical devices but the temperature sender is not. The temperature sender is a temperature dependent resistor Thermistor. Fuel Gauge S Terminal - pink wire from fuel sender Fuel Gauge A Terminal - 12v side of jumper strap to temperature gauge Fuel Gauge I Terminal - red wire ignition-on hot 12v Temperature Gauge A Terminal - jumper from fuel gauge A terminal jumper strap to regulated voltage Temperature Gauge S Terminal - Purple wire from temperature sender Some manuals and gauges have the S and A terminals reversed on the temperature gauge. You can see the letters stamped in the insulation material around the posts. Either way, there is only one circuit loop inside the temperature gauge. The resistance test outlined below is still valid. A fine wire wraps around a bi-metallic strip and the heat caused by the resistance causes deflection of the strip and the connected meter. Like a light bulb, it will work no matter which way the current flows. The jumper strap goes to a regulator that is inside the fuel gauge. A volt meter applied to the A terminal on the temperature gauge should fluctuate plus and minus near 5 volts. A reading of 12 volts on the temperature side indicates a bad regulator. The fuel and temperature gauges can be bench tested by connecting a good ground to the gauge cluster and connecting positive 12v to the I terminal of the fuel gauge using a 3 amp fuse. The temperature gauge gets it power from the regulated output of the fuel gauge so the jumper strap connecting the A terminals of the fuel and temperature gauges must be left intact. The gauge needles shouldn't have moved from the off position until you take a resister from the S terminal to ground. The fuel sending unit wires are located on top of the gas tank where they are hard to get to without dropping the tank. The fuel sending unit should have a pink wire with voltage on the isolated center post. The other black wire on the sending unit with a tab style connector is a ground to the frame. Make sure it has good contact. To be sure the problem is not the gauge, you can momentarily short the pink wire on the output of the sender to ground, and this should show up as FULL on your gauge. DO NOT hold it for very long in this position, just touch and release the wire. If the gauge does not move from EMPTY either the wiring has an open circuit no voltage, or no connection to ground or he gauge is bad. If it does move, the sending unit is bad. The sending unit can be checked with an ohmmeter to measure the resistance between the round sender post pink wire and ground. It should be:. If the resistance falls in this ballpark depending on how much gas you have in the tank , then the sending unit is fine. If it shows infinitely HIGH resistance, then the sending unit could be bad OR the wire from the tank to the gauge could be open. The gauge can be tested with the resistance listed above. Run an appropriate resistor to the S terminal of the fuel gauge and to ground and check the readings. There is a mechanical voltage regulator inside the fuel gauge to reduce the voltage to 5 volts for both the fuel and temperature meters. When voltage is applied, the current flowing though the coil generates the heat necessary for the bi-metallic arm to react and open the contact which stops the current. The coil then cools down and the contact closes again. This process repeats itself over and over again. This regulation process reduces the voltage directly to the fuel gauge meter and to the temperature gauge via the jumper strap. A volt meter applied to the A terminal of the fuel or temperature gauge should fluctuate due to the breaking contact near 5 volts. There have been reports of this regulated voltage being as high as volts with no loss of gauge function. If 12 Volts is applied to the temperature gauge's A terminal, it will cook the temp gauge! That notorious "puff of smoke". A 12 volt reading at the A terminal indicates a non-functioning regulator due to the thin coil wire burning out or the contact has welded together giving continuous contact and sending 12 volts directly to both meters, often destroying them. A "0" volt reading at the A terminal can indicate a badly pitted contact which will prevent a voltage going through at all. Both gauges usually need to be replaced at the same time in either case. A volt meter can be used to measure the voltage between the A terminal of the temperature gauge and ground. It should be pulsing and averaging about 5 volts. If it reads 0 volts, it has been burnt out. The sending unit can be checked with the following resistance between the post and ground If an appropriate resistor is connected to the S terminal of the temperature gauge and to ground, the above resistance can be used to check the gauge. Use a resistor close to the specifications above to simulate the sending unit. The temperature sender on and I6 engine is located at the top rear of the engine head. It is near the last head bolt and next to the valve cover on the manifold side of the engine right near the firewall. It is upright and cylindrical with one wire attached to its center post. The sensor's probe extends into the head's water jacket. The oil pressure sending unit is on the engine block and looks like a small 2 X 3

inch filter with one terminal. There may be another sender plumbed in the same area that has two connectors. It is an oil pressure switch that is supposed to close below 4 psi to activate a dash warning light in some speedometer clusters. On some models, the oil pressure switch sends a signal to the engine's computer. To be sure the problem is not the gauge, you can momentarily short the wire from the output of the sender to ground. If there is no resistance, your gauge should read 80 psi. DO NOT hold it for long in this position. If the needle does not move from zero psi then, either the wiring open circuit or the gauge is bad. If it does move, the sender unit is bad. It is very common for the sending units used with the and engines to be inaccurate. Make sure you have a good connection to the sending unit. It is easiest to test the sending unit by temporarily plumbing in a good mechanical gauge. If the gauge shows no activity, then the gauge is bad. Many thanks to all those who contributed to this article. Use this information and your Jeep at your own risk. Copyright c OutdoorWire, Inc and MUIRNet Consulting - All Rights Reserved, no part of this publication may be reproduced in any form without express written permission You may link freely to this site, but no further use is allowed without the express written permission of the owner of this material. All corporate trademarks are the property of their respective owners. Replacement MAF unit.. Gen1 cigarette lighter port. Sway Bar delete.. New Topics on TrailTalk. Recent Posts on TrailTalk. Search our online fuel level sending unit catalog and find the lowest priced discount auto parts on the web. We sell wholesale to the public. We specialize in a wide-variety of high-quality car parts and accessories for your car, truck or SUV. Call toll free to order or place your order online via our secure checkout system. Our online parts catalog uses real-time inventory, so you can be assured the parts you buy are in stock at the time of ordering. Most orders are shipped the same day. They are available for the following Jeep CJ5 years: , , , , , , , , , , 83, 82, 81, 80, 79, 78, 77, 76, 75, 73, Had gaskets, rings and filter all set up and ready to install. All the other sites were selling everything seperately and were more money. Will buy from partsgeek again in the future. I heard this place has a lot of good car parts never really visited this place this actually my first and so far it is easy to use. Skip to main content Menu. Close X. Call To Order: To return a part, simply submit a support ticket within 30 days of ordering and we will issue you an RMA number to return your product. See customer service page for refund and return details. We scour the web to make sure PartsGeek always has low prices. You can buy with confidence! Click to Enlarge. Sending Unit; Filter; Gasket. Features: Fuel Sending Unit Kit. Dorman Fuel Level Sending Unit. Features: Direct replacement - this fuel tank sending unit is designed to match the fit and function of the original unit on specified applications Restores functionality - reliable replacement for an original part that has failed due to internal sensor failure Durable construction - this part is made from quality materials to ensure reliable performance and long service life Trustworthy quality - backed by team of product experts in the United States and more than a century of automotive experience. Features: Fuel Sending Unit. Shipping Options: Free Ground Shipping. Read more reviews. Catalog: F, Vehicle Jeep CJ5. Filter Package Contents Sending Unit; Lock Ring; Gasket Features: Direct replacement - this fuel tank sending unit is designed to match the fit and function of the original unit on specified applications Restores functionality - reliable replacement for an original part that has failed due to internal sensor failure Durable construction - this part is made from quality materials to ensure reliable performance and long service life Trustworthy quality - backed by team of product experts in the United States and more than a century of automotive experience Condition: New Shipping Options: Ground Fitment Information:. Catalog: B. Catalog: Q. JavaScript seems to be disabled in your browser. You must have JavaScript enabled in your browser to utilize the functionality of this website. The Spartacus Bumper features a satin black powder-coated finish on a sturdy 11 gauge stamped steel construction. Designed to work with any winch models. This modular design gives your Jeep a custom look able to conquer any terrain. A bumper that offers as many looks as it does possibilities. Rugged Ridge's Tire Carrier maintains full mobility of the rear tailgate and eliminates the cumbersome two-stage opening process present in other designs for easy use. The receiver hitch kit from Rugged Ridge offers a sturdy attachment point for the rear of your Jeep which makes towing your toys a breeze. This aluminum alloy constructed wheel gives a sleek style to your JK Wrangler. Available in a variety of sizes and finishes some would say it emulates rotary style phone. Exclusively designed for Rugged Ridge this new wheel offers exceptional performance styling as well as functionality with built in valve stem protection. Rugged Ridge's modular designed wheel that comes in a variety of sizes and finishes. Optional rock rings and center caps can allow you to customize your wheels. The classic D-Window wheel is one of the most recognized wheels in the industry. Made of stamped heavy gauged steel with a black powder coated finish. Please Select Find Reset. This original-style gas tank sending unit from Omix has 5 mounting hol This gas tank sending unit kit from Omix -ADA fits the 15 gallon gas t This factory-style replacement gas tank sending unit

from Omix fits th This factory-style replacement gas tank sending unit from Omix fits Shop By. Community Poll. What do you drive? All Rights Reserved. Year Please Select You could be a professional who wishes to seek recommendations or resolve existing troubles. Whatever you are, we attempt to bring the material that matches what you are seeking. You could originate from an online search engine, then locate this web site. T

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