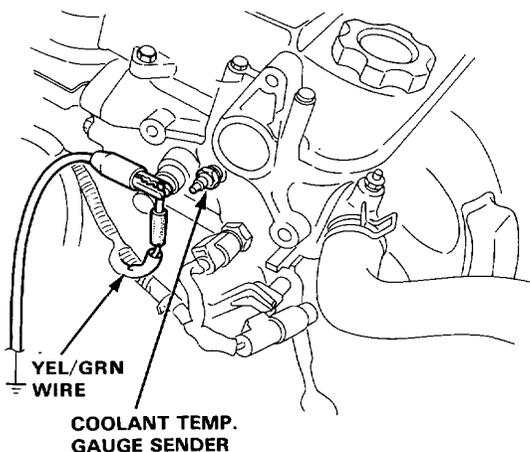


# Coolant Temperature Gauge

## Gauge Test

NOTE: Refer to page 16-70 for wiring description of the coolant temperature gauge circuit.

1. Make sure the ignition switch is OFF, then disconnect the YEL/GRN wire from the coolant temperature gauge sender and ground it with a jumper wire.



2. Turn the ignition switch ON. Check that the pointer of the coolant temperature gauge starts moving toward "H" mark.

**CAUTION:** Turn the ignition switch OFF before the pointer reaches "H" mark on the gauge dial. Failure to turn the ignition OFF quickly enough may cause damage to the gauge.

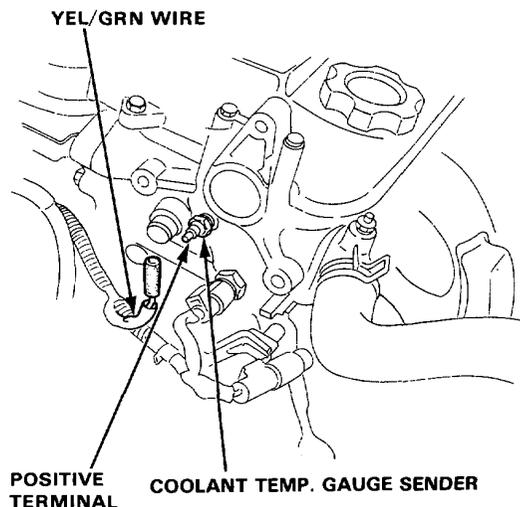
- If the pointer of the gauge does not swing at all, check for:
  - Blown No. 1 (10 A) fuse in the dash fuse box.
  - An open in the YEL or YEL/GRN wire.

Replace the coolant temperature gauge if the fuse and wiring are normal.

- Inspect the gauge sender if the gauge is OK.

## Sender Test

1. Disconnect the YEL/GRN wire from the sender.
2. With the engine cold, use an ohmmeter to measure resistance between the positive terminal and the engine (ground).



3. Check the temperature of the coolant.
4. Run the engine and measure the change in resistance with the engine at operating temperature (cooling fan comes on).

|                |              |                              |
|----------------|--------------|------------------------------|
| Temperature    | 56°C (133°F) | 85°C (185°F) —<br>["C" mark] |
| Resistance (Ω) | 142          | 49 — 32                      |

5. If obtained readings are substantially different from specifications above, replace the gauge sender.