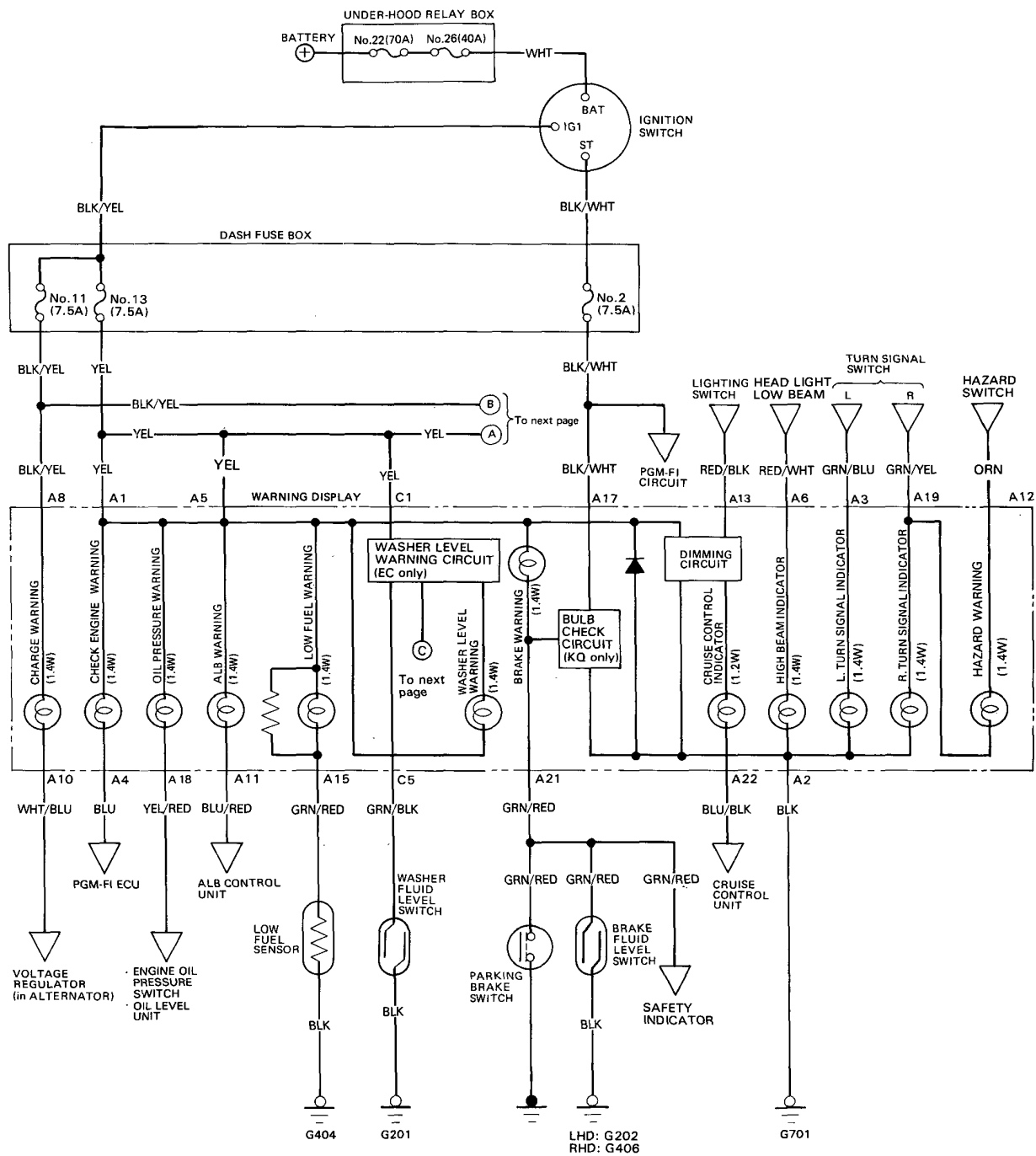
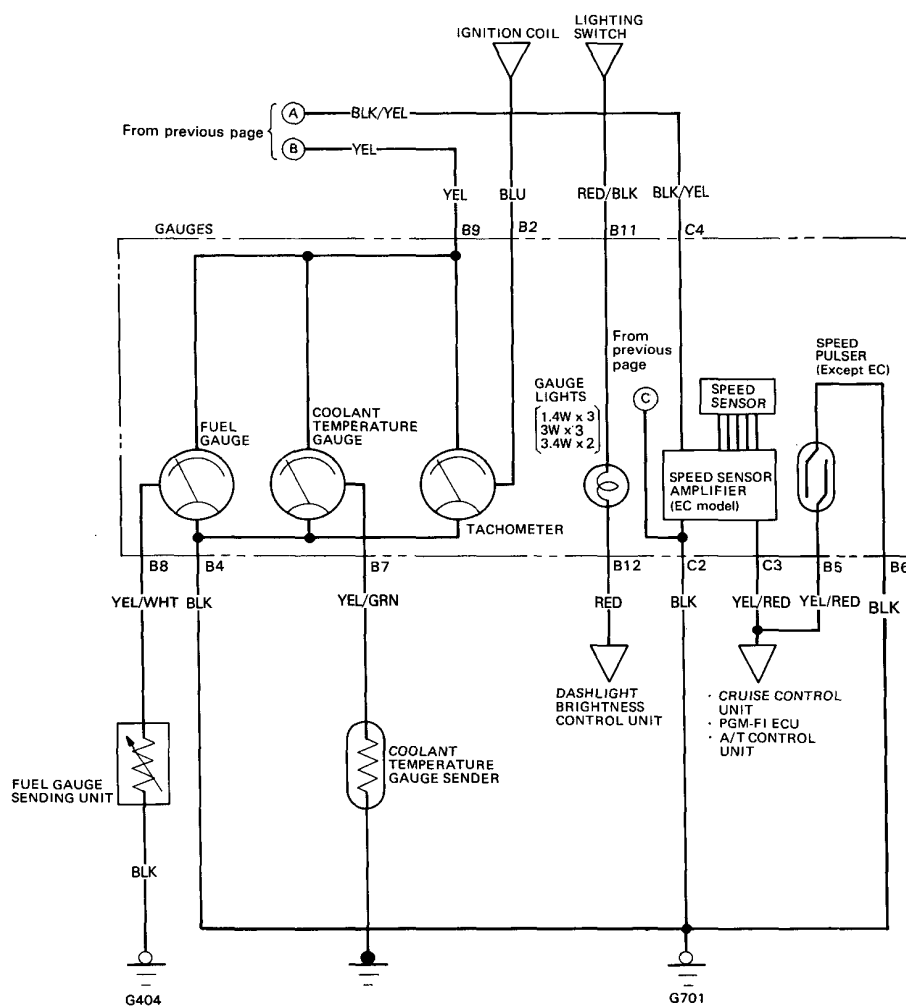


Gauge Assembly

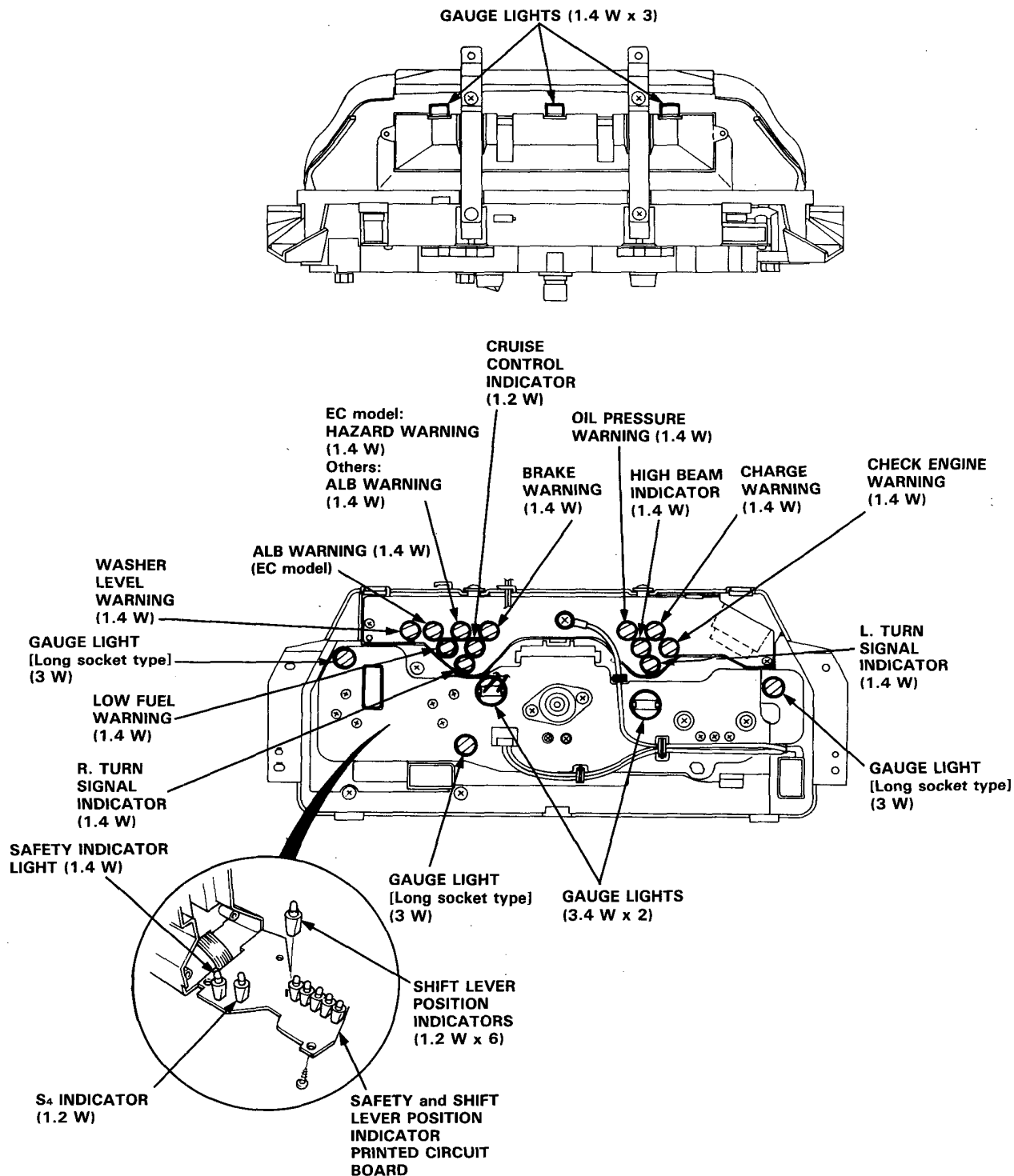
Circuit Diagram





Gauge Assembly

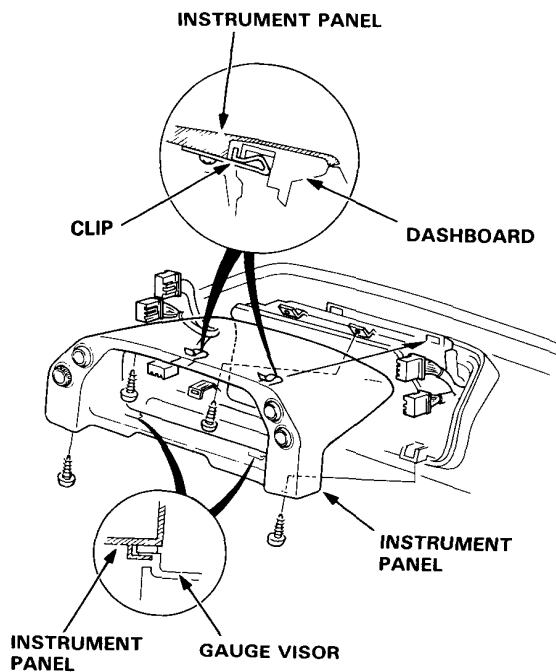
Bulb Locations



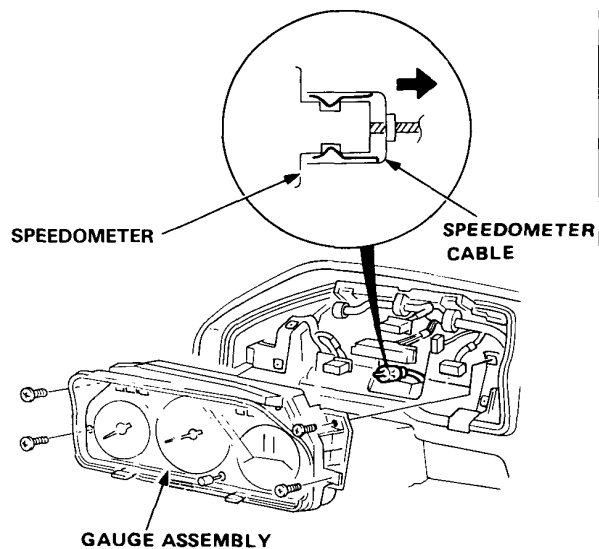


Removal

1. Remove the 4 screws, then remove the instrument panel from the dashboard.



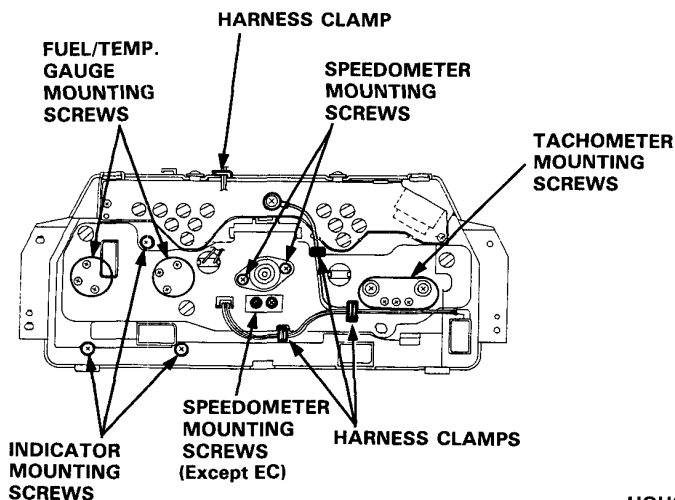
2. Remove the 4 screws, then pull the gauge assembly out half-way and disconnect the speedometer cable and connectors.



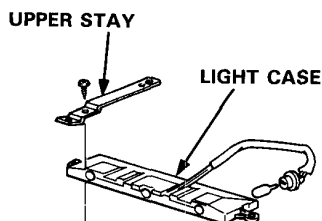
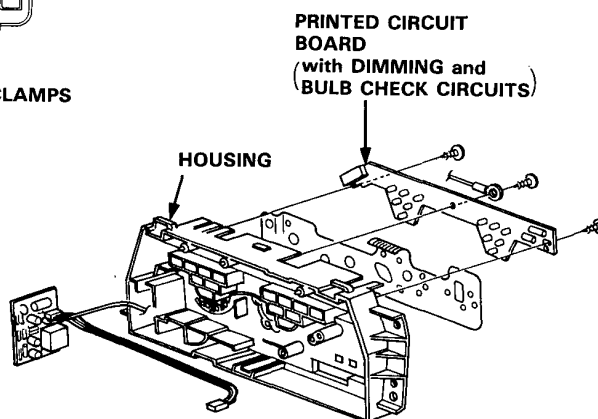
Gauge Assembly

Disassembly

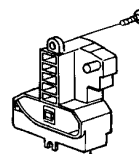
NOTE: Handle the terminals and printed circuits carefully to avoid damaging them.



EC model only:
 WASHER LEVEL WARNING CIRCUIT
 Test, page 16-99
 SPEED SENSOR AMPLIFIER
 Test, page 16-81

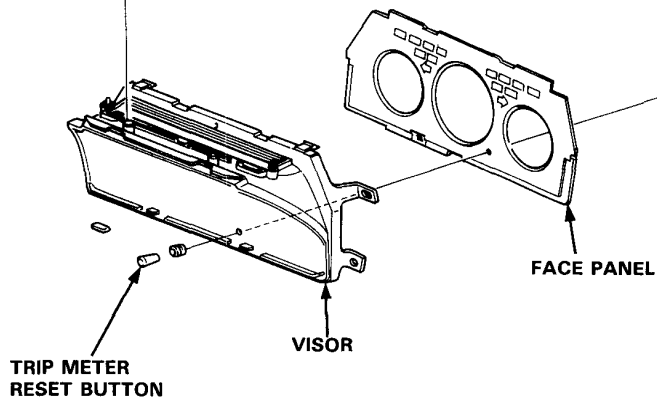


TACHOMETER
 Specifications, page 16-75



See pages 16-85 and 94

FUEL and COOLANT TEMPERATURE GAUGES
 Test, pages 16-82 and 84

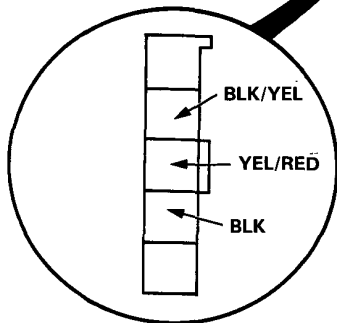
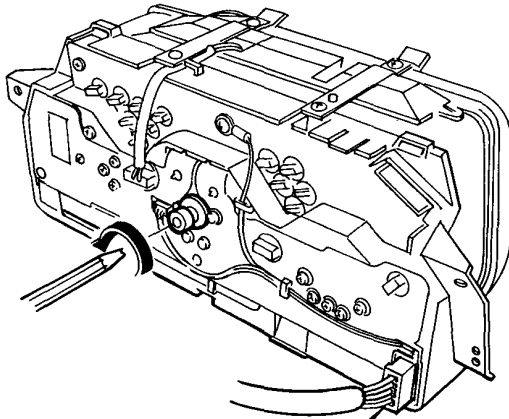


SPEEDOMETER and ODOMETER (with SPEED SENSOR or PULSER)
 Specifications, page 16-75
 Speed Sensor or Pulser Test, page 16-81



Speed Sensor Test

1. Remove the gauge assembly from the dashboard leaving the 5-P (LT BLU) connector connected to the speed sensor amplifier.



View from wire side

2. Check voltage between the BLK/YEL terminal and body ground with the ignition switch ON. There should be battery voltage.
3. Check for continuity between the BLK terminal and body ground. There should be continuity.
4. Connect the voltmeter positive probe to the BLK/YEL terminal and the negative probe to the YEL/RED terminal.
5. Break the lead off a pencil tip, then insert a pencil into the speedometer cable connector socket and turn it with the ignition switch ON. There should be 0-12-0-12 V repeatedly.

Speed Pulser Test

1. Remove the gauge assembly from the dashboard, then turn it over.
2. Break the lead off a pencil tip, then insert a pencil into the speedometer cable connector socket and turn it. There should be continuity 4 times between the \oplus and \ominus terminals per revolution.

