

DESCRIPTION AND OPERATION (Continued)

Fuel Filter

The fuel tank sender filter (9A011) used on the fuel pump/sender assemblies is not serviceable. Should it become clogged or inoperative, the pump must be replaced.

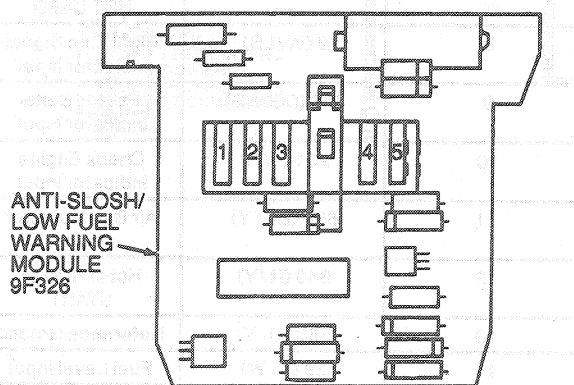
Low Fuel Level Warning and Anti-Slosh Module

The low fuel warning feature is available on Taurus vehicles with the tachometer option and on Sable vehicles with a conventional instrument cluster. These clusters will have the combination anti-slosh/low fuel warning module.

The conventional Taurus instrument cluster contains a fuel anti-slosh only module.

The anti-slosh/low fuel warning module provides a delay to the fuel gauge to prevent the fuel gauge pointer from fluctuating as a result of excessive movement in the fuel tank. The anti-slosh/low fuel warning module has additional circuitry to turn on a LOW FUEL warning indicator when the fuel gauge shows approximately one-eighth tank of fuel remaining. The module is not designed to prove-out the LOW FUEL warning indicator, however the indicator may flash on momentarily just after ignition ON. In both cases, the module is a small printed circuit board which latches into a pocket on the back of the instrument cluster. The electrical connections for ignition, ground, input from fuel sender, output to fuel gauge and Low Fuel warning output (where equipped) are made through a spring-type connector on the module to the flex circuit on the cluster. There are no provisions for calibration or adjustment of the module.

Before troubleshooting low fuel warning symptoms, first observe fuel gauge indication. If fuel indication is erroneous, proceed to fuel gauge diagnosis then to low fuel warning diagnosis. If fuel indication is correct proceed directly to low fuel warning diagnosis.

Anti-Slosh/Low Fuel Level Warning Module

DIAGNOSIS AND TESTING

Preliminary Checks

1. Visually inspect fuel tank for damage. A fuel tank that is collapsed or distorted from its normal shape will seriously affect fuel indicating system operation.
2. In some instances a fuel tank may not fill completely. This will result in the fuel gauge not reaching FULL mark. Check by shaking vehicle after first fuel blowback or pump nozzle cutoff and then slowly metering fuel into fuel tank with shut-off nozzle withdrawn to just inside the leaded fuel restrictor door. If fuel gauge reaches full after this procedure, fuel indication system is operating satisfactorily.

Operational Test**Tools Required:**

- Rotunda Instrument Gauge System Tester 021-00055

Follow the instructions with Rotunda Instrument Gauge System Tester 021-00055 or equivalent. If a tester is not available, refer to Pinpoint Tests A and B.

Calibration Test**Tools Required:**

- Rotunda Instrument Gauge System Tester 021-00055

The required test equipment consists of a Rotunda Instrument Gauge System Tester 021-00055 or equivalent, a pair of 22 ohm and 145 ohm resistors or another fuel sender of known quality.

If test is performed with the resistors: Disconnect the wiring connector at the sender unit, connect the resistor between the gauge lead and a suitable ground, and turn ignition switch to the ON position. With the 145 ohm resistor, the gauge pointer should contact the FULL mark at minimum edge of pointer to edge of mark. With the 22 ohm resistor, the gauge pointer should contact the EMPTY mark (edge of pointer to edge of mark).

If the test is performed with a fuel sender of known quality, use the following procedure:

1. Turn ignition switch to the OFF position.
2. Disconnect the wiring connector from the sender and connect it to the test sender.
3. Move the float rod away from the fuel tank sender filter against the FULL stop position (approximately 145 ohms). Wait approximately 30 seconds and turn ignition switch to the ON position. The fuel gauge should read on or above the FULL mark.