

G503 WWII Jeep Fuel Gauge Adjusting or Repairing

The Fuel Gauge on the G503 WWII Jeep is a bit sensitive to its connections. Many times the reading is not accurate due to the connections. We will explain areas to check.







If your readings on your guage looks correct, then your issue is not the gauge, but rather the grounding.

TIP: before you put your gauge back into the dash, clear the paint around the dash hole so that the exposed metal will connect with the casing of the fuel gauge. Sanding around the edges of the Fuel Gauge casing may also help the grounding of the gauge.



Now install the Fuel Gauge and hook up the connections. When the ignition is OFF, the Fuel reading should be sitting on EMPTY. If you turn on the ignition and the fuel gauge JUMPS to FULL (and the tank is not full) then most likely there is an issue with the Sending Unit. If it reads correctly then your set!



Still having a problem??

At this point, there are probably one of two problems. The sending unit is bad, or the gauge still is not getting a good ground. The symptom of a bad ground will be the fuel gauge will read FULL and only slightly go down when the tank is empty. If this is the case then make sure you follow steps in #7 above, or verify you have a ground running from the fuel tank sending unit as shown here.

For repairing a Fuel Gauge follow these detailed steps.	If you know you have a problem with your Fuel Gauge and you need to repair it, you can follow the steps found on the G for repairing your gauge.
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