

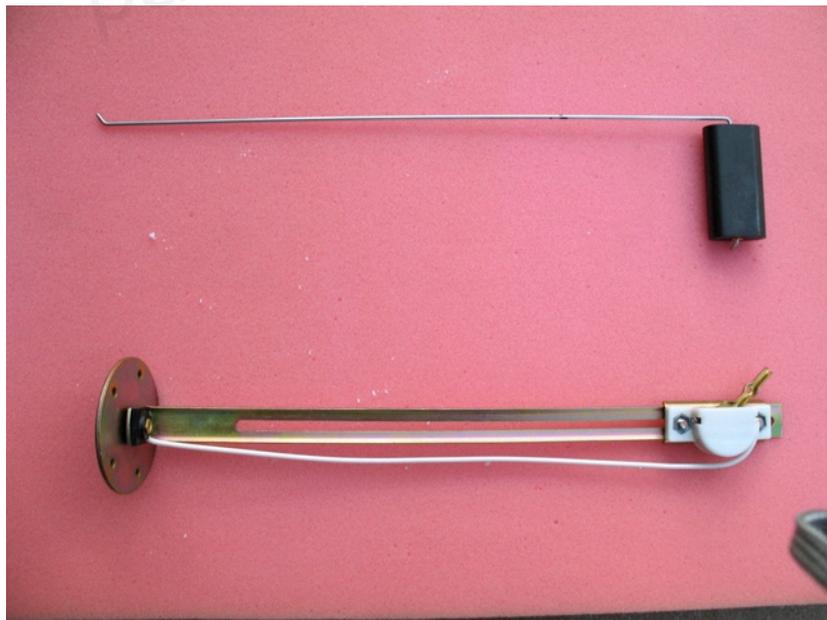


PROBLEM: The fuel gauge in my 56 quit working.

REASON: Apparently limited driving and long periods sitting with a partially filled gas tank doesn't cut it even in hot and dry California. Remains of brass float on left and resistance assy on right.



Some have been looking for a replacement senders lately so I decided to see if there was something workable besides the possibly soon obsolete or apparently hard to get Ford unit mentioned in the forums. What I've tried is a universal adjustable fuel level float (Chrysler-Ford 78-10 Ohm unit--part #ZX128525U) for a whopping \$17.99 from JC Whitney. The unit is made by Datcon in Pennsylvania. Their part #100437



The unit comes with very good instructions on how to modify for various depth tanks. The 56 tank appears to be almost 8" deep so that is the dimension I used. The only

major change was in mount method. The plate supplied was larger, thicker, and used screws to mount. If I adapted tank for that, it would mean no reverting back to stock or using the Ford unit since the retaining ring system would have to go. As the old sender is no longer usable, I decided to modify its mounting plate. The existing hole was made rectangular-about 9/16x15/32. This allowed the isolation and mounting hardware from new sender to be used as designed and the recess in plate fit the float bracket perfectly to orient and position. Only difference is the float is now rotated 90 degrees from original. It faces left instead of rear. As the arm is short and nothing seems to interfere, I don't think this will be an issue. If it is, then locating tab can be removed or new notch



made and unit rotated to original orientation. The brass screw had to be shorted 1/4 inch so it would not touch trunk floor. Electrically, it seems correct. 78 ohms empty and 10 full. Out of tank, going thru range, gauge appears to read properly. In tank with approx 6 1/2 gallons, it read a quarter so float arm may need to be bent a bit. Because I figured things would have to be adjusted and was also not expecting the condition of the original, I wouldn't be surprised if this sender dissolved in Calif. clean air gas and will need replacing sooner rather than later. To that end and because I also don't bend or fit as well under cars as I used to, another slight mod was made. To the purists out there, please cut me some slack.

To anyone else that wants to do it, center dimensions are 13 1/2 from edge of spare tire well and 8 inches from bottom of rear axle hump with square flat on floor. There may be a bit of variations since the tank in its mount can be shifted some but a 3 inch hole should suffice. A plate was made to fit and seal the trunk with cork gasket underneath.



With the carpet installed, no one knows it is there. For my two cents worth, something Packard should have done in the first place.

The sender should work 51-56, but the dimensions for access hole, I cannot say will work on anything but 55-6 hardtop.

