

## Lagondaforum: fuel gauge

### fuel gauge

*Written by freebee at Aug 31, 2014 10:28 pm*

I am trying to wire up the fuel gauge which has not worked since restoration by others. I cannot find the wire that comes from the sender. the wiring diagram shows the wire comes from sender to a connector block. Alot of wires feed into this block.

1. where would I find this connector block?
2. in the event I am going to run a new wire, whereabouts on the tank is the sender and how can I access it?

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### Re: fuel gauge

*Written by mjpetersP24 at Sep 01, 2014 6:43 pm*

1. If this is a 2.6 then the attached picture shows the connector block. It is Inside the boot, on the left, high up, just forward from the fuel filler pipe. It is normally out of sight behind the side aluminium cover. It is a Lucas part, their no: 37082.

2. The sender unit fits into the tank at the top, left, front corner of the tank - not far from the connector block so the wire is quite short. To access the sender you have to remove the boot/trunk flooring.

If your car is a 3 Litre then part 1 does not apply. Regards, Martin

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### Attachments:

[Upper lh corner.jpg](#) (filesize: 117.20 KB)

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### Re: fuel gauge

*Written by freebee at Sep 03, 2014 12:50 pm*

Thanks its a 2.6 DHC and thats been really helpful, somehow I cant find the sender wire under the dash.the dash was restored by others and when she came back, there was no fuel gauge reading, reason no wire connected, ofcourse over time the colour coding has all faded.

so May run a new wire from the connector block, at least I can slave it in a see if it will work.

thank you once more for the info thats been a real help

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### Re: fuel gauge

*Written by mjpetersP24 at Sep 03, 2014 5:26 pm*

You are welcome.

The solution might be easier than you think. I suggest looking at the screw connections at the back of the petrol/oil level changeover switch. The green with black tracer wire from the terminal block for the sender signal should normally attach to this switch, not directly to the gauge. If it is there and you can see one unused screw terminal on the switch then I think the dashboard restorers probably left off the short (green with brown tracer) wire from the switch to the gauge.

Of course, there's no reason why you shouldn't run a new wire directly from terminal block to gauge if you prefer but the solution above may save you time.

I agree about the fading wire colours - it makes these jobs harder!

Regards, Martin

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### Re: fuel gauge

*Written by freebee at Sep 04, 2014 12:32 pm*

yes that was my first thought on looking at the diagram, but although my car has the oil indications on the gauge and what looks like a float switch in the side of the sump I cant find a changeover switch on the dash, can you tell me what letter(s) is written on the switch. I know I sound a bit dim but this is not my car, the owner died and I am just trying to help the new owners get it back on the road after a long rest.

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### Re: fuel gauge

*Written by mjpetersP24 at Sep 04, 2014 5:06 pm*

The petrol / oil changeover switch is ( normally ) an unengraved black push button switch. ( Lucas pt. no. 31295 ) Its standard position on the 2.6 is at about 4 o'clock with respect to the ignition / lighting switch. However, if the car is a very early chassis, say prior to LAG/49/20, then we have seen cars with the relative positions of the switches different from the norm. A dismantled and put back together car may also have them in the wrong place.

Attached is a switch picture that could help? Regards, Martin

PS. Perhaps I should add: it's a momentary action switch not intended to be operated once the engine is running!

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#### Attachments:

[Lucas31295-oil-petrol\\_changeover-switch.JPG](#) (filesize: 64.64 KB)

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