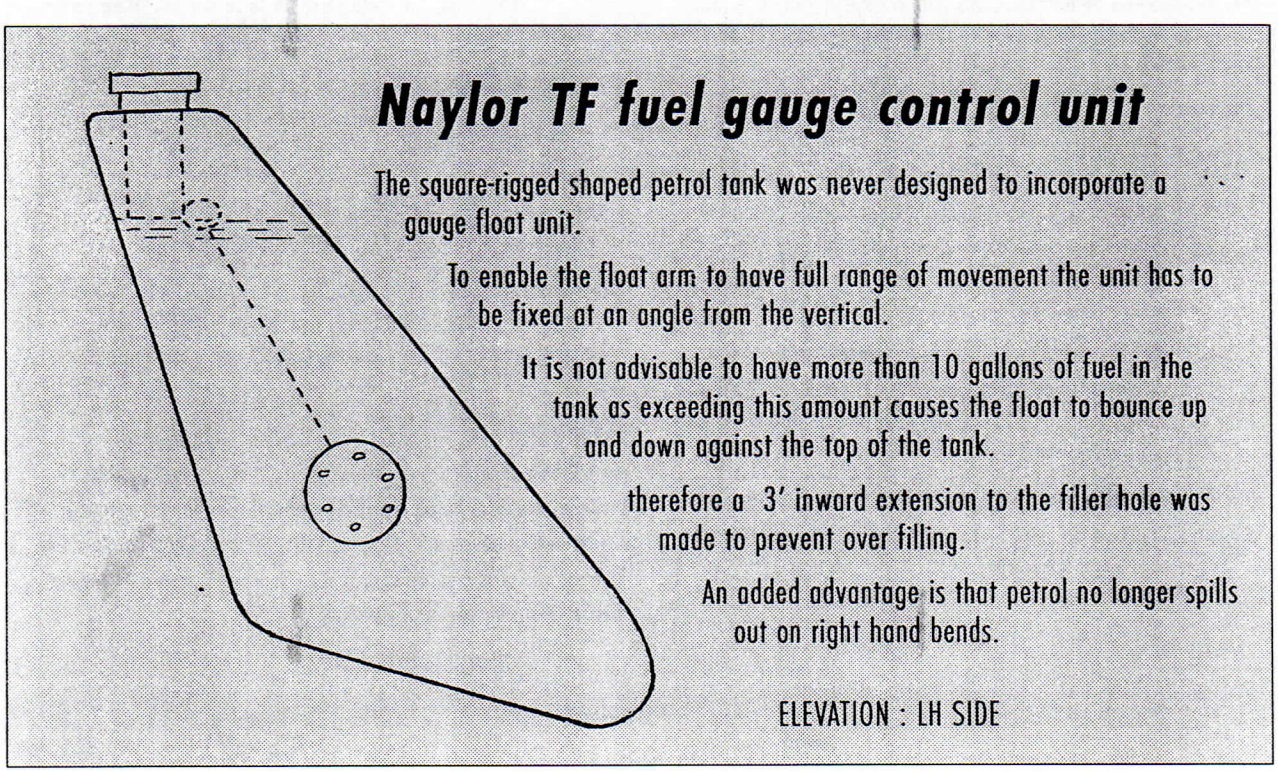
Eclectic Ecuriam

When I purchased ECURIAM II in 1993 the fuel gauge was well on the way to recording empty. A visit to my local petrol station showed the tank to be full after adding only five gallons, the gauge then showing half full.

Having put up with this for a number of years, I at last decided to see if the fuel gauge could be made to register a reasonable degree of accuracy. By shining a light through the tank filler hole, very little could be seen, so it meant the whole of the float unit would have to come out. This is situated on the nearside of the tank, behind the cover which is held on by those two domed chromium plated bolts.

Before removing the float unit much thought was given to how safely could I carry out the work required. By dip-stick I found I had approximately one and a half gallons still in the tank, well below the unit fixing position, but with sufficient petrol remaining to check the adjustment that was necessary.

A start could not be made unless I could see what was needed, which in turn meant having a light inside the tank and this would be a possible source of danger. Any



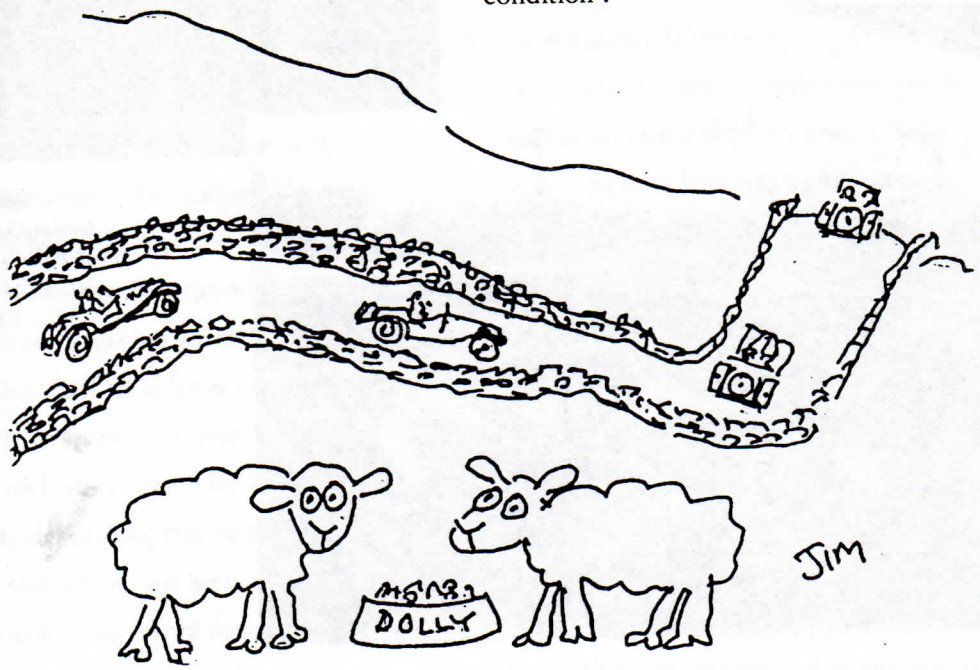
lamp used would have to meet the same standards of safety as a miners lamp. A 6 volt, 6 watt bulb, sealed inside a glass jar and dangled through the filler hole, gave a good view of what was needed.

With the unit removed, it was now possible, after many ins and outs, to bend the float rod to the correct angle and at the same time ensuring the float did not foul the tank baffle plates. This was achieved by first reconnecting the wiring and then fishing through the filler hole in order to move the float through its maximum and minimum ranges and at the same time keeping a watch until the corresponding reading was obtained.

With the small amount of petrol in the tank and with the gauge showing a little above the empty mark, a road run was made with a eye kept on the fuel gauge reading. This recorded empty after 15 miles, but as I was carrying a spare can of petrol I drove on for another 25 miles, after which an inspection inside the tank showed a small amount still left.

This means I will have about 30 miles available after the gauge shows empty. To check the top end of the scale, adding 10 gallons showed the gauge to register full. An inspection of my float unit gasket was then made to ensure it was petrol tight, before replacing the side cover.

CAUTION.....Unless one is completely confident and sure that all safety precautions have been taken, it is not advisable to attempt this work. A nearly empty petrol tank is in a highly explosive condition !



I wonder if they've started cloning cars too?