

'53-'55 Gas Sender

—Roy Braatz

If your gauge reads erratically or sometimes not at all, don't throw it away yet! First clean and check the black ground wire going to the clutch head bolts that hold the sender in. If that doesn't correct the problem, then remove the gauge and carefully pry off the side cover, without breaking the tongs.

Inside, you'll notice a curved carbon strip wrapped in a fine wire. You'll also notice a point affair connected to the float arm rod. By using a very fine grade of sandpaper, clean the point and the wires. This will make a good connection and will give you a smooth reading.

Then, with the key on and the sender grounded, move the float arm up and down while looking to see if the gauge is working. To adjust the float, bend the wire float arm so that the brass float is level with the top. (Fig. A). This will be a full tank reading.

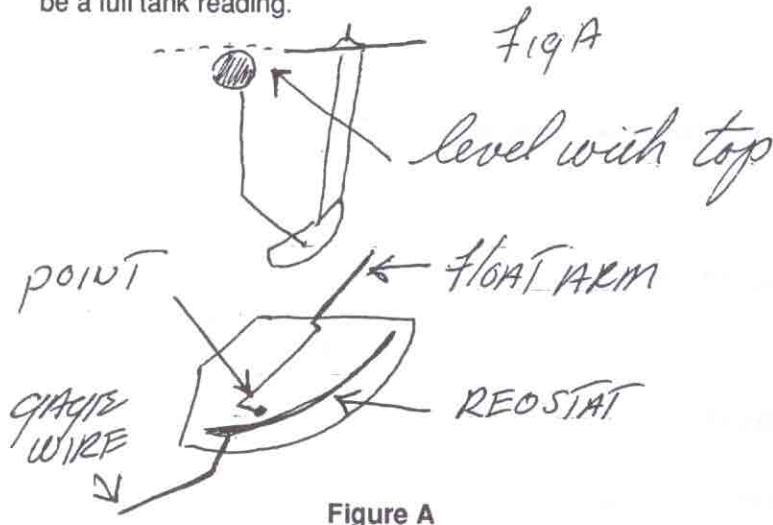
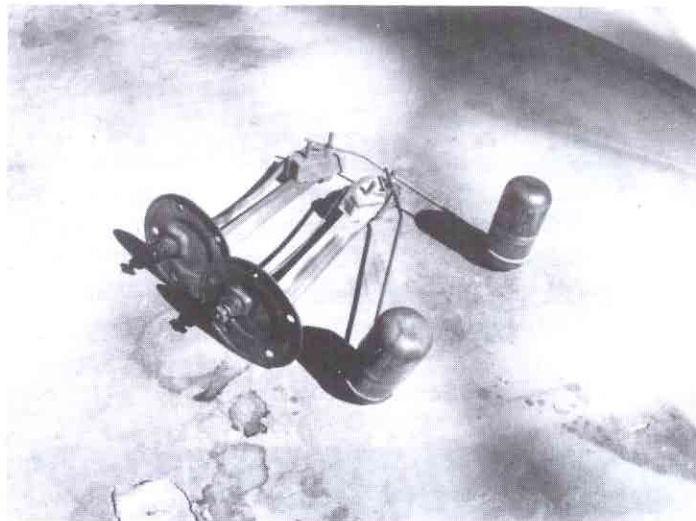


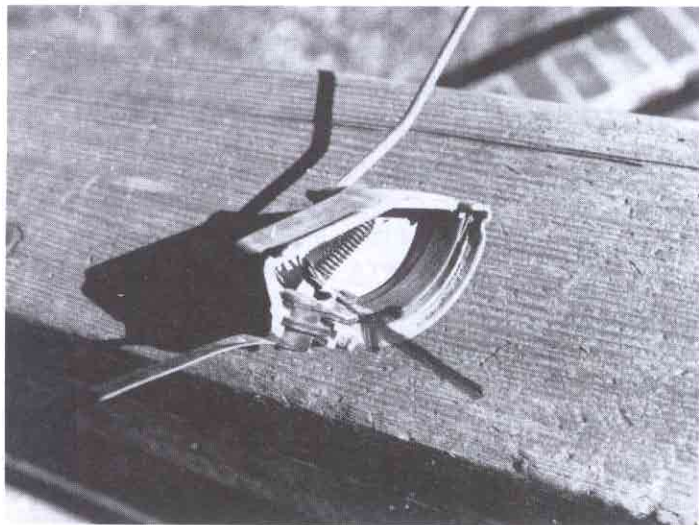
Figure A

Comments: As the float point rides up and down on the reostat, a resistance is sent back to the gauge indicating gas level. It basically works the same as a temperature sender does (I wrote about that in Volume 2, Number 2).

If you're missing the original sender, the sender from the '53-'54 pickup truck is the same as that from the Corvette.



'53-'54-'55 fuel sender on right is for the Corvette. On the left is the '53-'54 pickup truck sender, which is the same as the Corvette.



Inside sender with cover removed. Arrow points to float arm point.



1953-1955 side windows came with the lower rubber water seal cloth covered, only at the front area. Black, or some say gray, material stopped at the lower ventilator support. The reason was to reduce squeaking while driving, caused by the vibration of the door against the window post.

The remaining rubber was not covered because there was no movement in this area. 1955 carried the '54 date code, not the '55 date codes.