

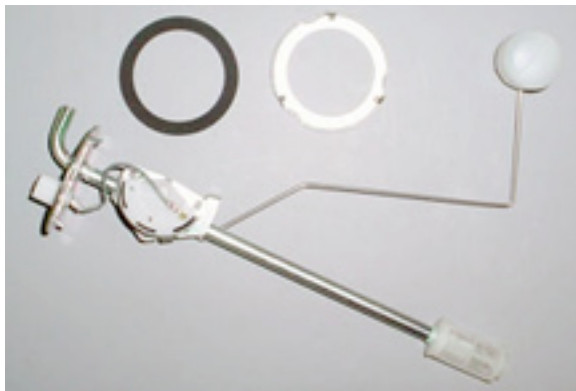
### Fuel tank sender units

Sender; under seat tanks, 88" and 109" regular



main and aux:	555844
Gasket	546488
Screws, sender retaining	3890
Lockwasher, retaining screws	3101

Sender, 109 SW, for current replacement tank



Bayonet style:	623097
Seal, bayonet style:	ARA1501L
Locking ring, bayonet style:	ARA1502

### Instrument sender units



Water temperature sending unit	560794
Oil pressure lamp sending unit	90519864
Cold start sender unit	545010
Gasket for cold start sender unit	236022

### Voltage stabilizer

Series IIA	BHA4602L
Series III	148876



### Voltage Stabilizers: why?

The voltage stabilizer is pretty unique to British cars of the mid sixties through mid 70's. As a component it was added in as the suppliers of electric gauges changed their specifications. It's also referred to as a 'voltage regulator', which is more correct. Instead of the instruments running on 12 volts, they ran on 10.5 volts. This gave them better response, especially variable resistance gauges.

The voltage stabilizer essentially changes the line voltage from around 14.5 to 10.5. If it fails the electrical gauges (except ammeter/voltmeter) will either read too high, too low, or not at all.

This is important to know when adding or replacing gauges. New instruments that require the stabilizer are still available, and if adding a new one make sure to pull the power for it from the stabilizer and not any old hot lead from the vehicle.