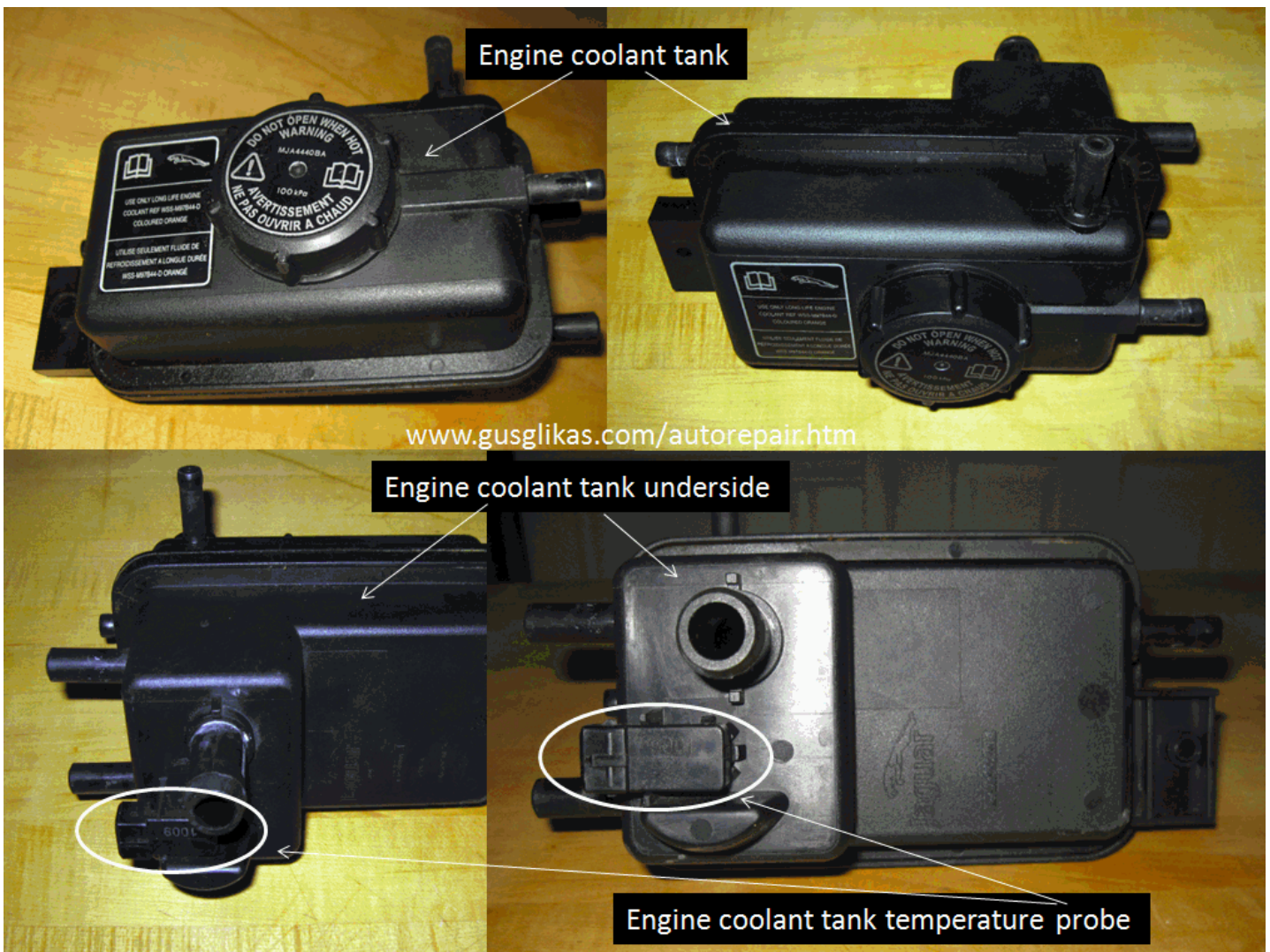


## Coolant Tank

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Important: All information is believed correct, and it is given in good faith, but I cannot be held responsible if it is not correct or does not work for you.

The first time I performed this test the meter indicated a change before the water level reached the bobber to make it move. I checked the bobber and removed the probe to see what I could find. Not knowing how the probe worked I wanted to try and figure it out. I took the probe and ran cold water directly over it and noticed a change in continuity. I changed the water temperature to warm and noticed the readings changing on the meter. I cleaned the probe and put it back into the tank and performed several tests no change. That evening I removed the probe and attempted to use light and reflection to see what made the probe work. In fact I scraped the surface of the probe slightly to see if I could get a better look. In the process of doing that I noticed that the probe was clean. It then dawned on me that the deposits on the probe had something to do with the readings. It all changed after the whipping and scraping the probe. I made 10 additional tests with cold and hot 5 each and no major change. I did however use hot water at 185 temp and had a slight change 2 times. I plan to remove my probe and see what I find. If this is the case I would recommend a good cleaning of the probe and the channel it goes in. FYI, I am not done yet! Thank You Brian for your tank...





The probe was easily removed, It just snapped out. You can also see a slight deposit buildup inside the tube the probe goes into.

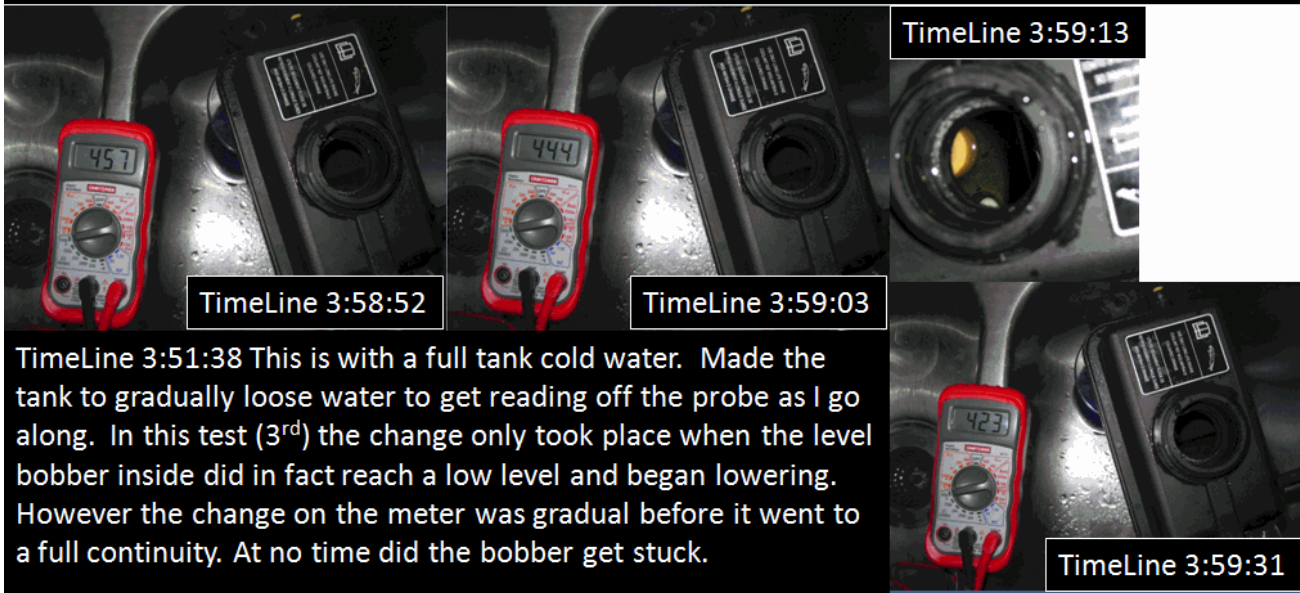
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Photo of the probe prior to my cleaning it. This is the condition it was in when I got it and during the first test I did.

Notice you will see what appears to be a calcium buildup on the probe.

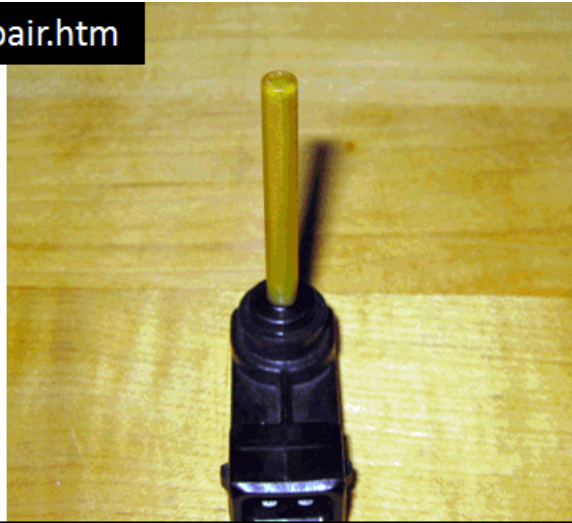


This test was done with cold tap water. I put a time line to show the stages and the change.



TimeLine 3:51:38 This is with a full tank cold water. Made the tank to gradually loose water to get reading off the probe as I go along. In this test (3<sup>rd</sup>) the change only took place when the level bobber inside did in fact reach a low level and began lowering. However the change on the meter was gradual before it went to a full continuity. At no time did the bobber get stuck.

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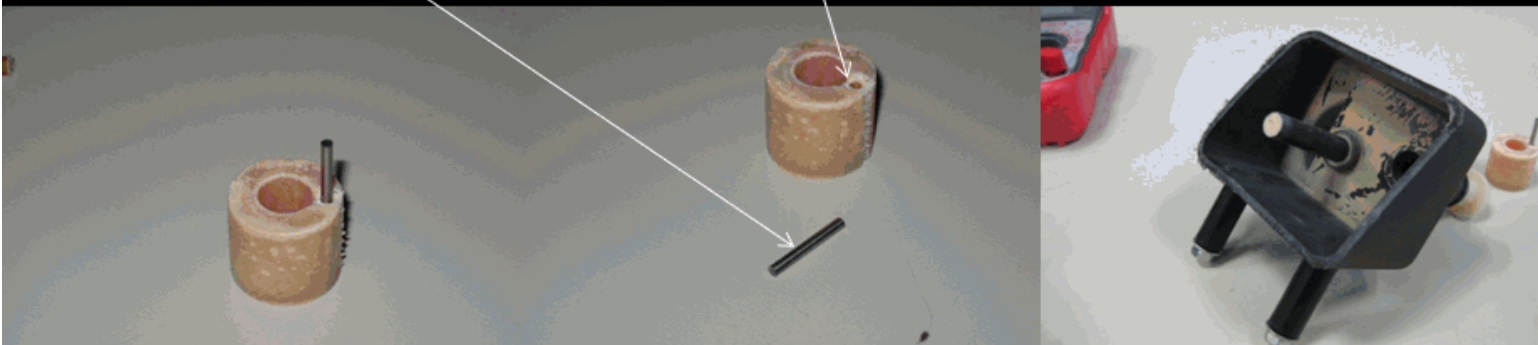


The probe after scoring the outside with my pocket knife to see if I could see how it was configured what made it work. This process successfully cleaned the outside of the probe.

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Notice this is the magnet that is inserted in the float that changes the characteristic of the low level coolant level





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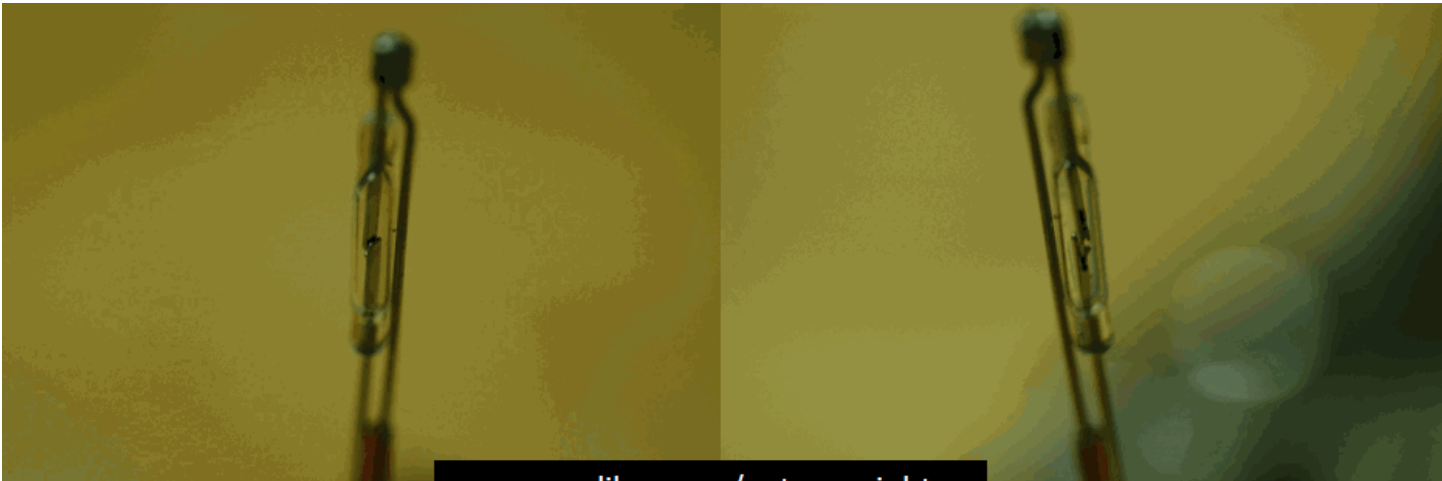
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This one I just removed from my 99xk8



This is the new one I will be installing



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