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Information Sheet SU1035N VL-VN VQ (Series1) Commodore Pre Pump Sender Unit

CAUTION: Before any work is carried out on the vehicle, make sure battery is disconnected and any potential ignition source is removed from the area surrounding the vehicle. Ensure all fuel is removed from the fuel tank and stored safely away from the working area. Remember fuel and fuel vapours are highly flammable. It is advised that this is done by a qualified trade technician.

The SU1035N sender unit has an open return pipe (fig1). This is needed when the SU1035N sender is used with an RSP replacement tank as it doesn't have the return pipe directly into the tank. It is recommended that a fuel resistant cap be used to block this pipe if the original tank is used. You can also cap the return on the tank and extend the return hose back to the sender unit.

If using the RSP replacement tank, the return hose inside the tank can be blocked or attached to the sender unit as shown (fig2).

When installing the new sender, the pipes should be in the 2 o'clock position (fig1) then twisted anti clockwise to ensure the pump is sitting in the swirl pot (fig2).

The sender must have the flat section of the sender to the top when in the correct position. This will ensure correct position before locking it into place (fig3). It is recommended to use new gasket and bolts with the correct fibre washes (FK1127). This will ensure there are no leaks from the sender installation.

