

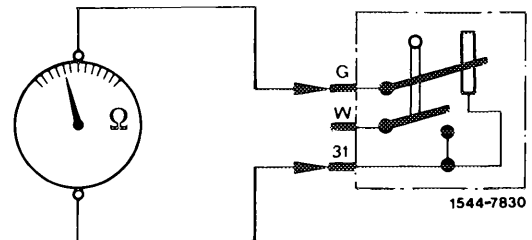
**Test values immersion tube transmitter in ohms**

Model	Resistance, readout full	Resistance, readout reserve
114	$4.6 \pm 0.8$	$66 \pm 2.7$
115	$4.7 \pm 0.7$	$65.7 \pm 2.1$
116.0	$2.2 \pm 0.7$	$69.1 \pm 2.1$
116.120	$3.2 \pm 0.8$	$69.1 \pm 2.5$

**Testing immersion tube transmitter (removed)**

Connect ohmmeter to terminal G and terminal 31 and measure resistance.

- a) In installation position (readout reserve, float below).
- b) Rotated by  $180^\circ$  (readout full, float at top).



**Testing reserve warning contact**

Connect ohmmeter to terminal W and terminal 31 and measure resistance.

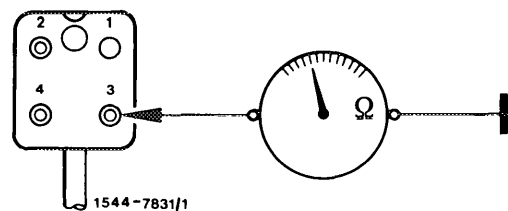
- a) Nominal value 0 ohm in installation position.
- b) Nominal value  $\infty$  ohm turned by  $180^\circ$ .

**Testing harness**

1 Pull coupler from immersion tube transmitter and measure resistance on jack 3 and vehicle ground.

Nominal value 0 ohm

(At test value  $\infty$  ohm the grounding line is interrupted).

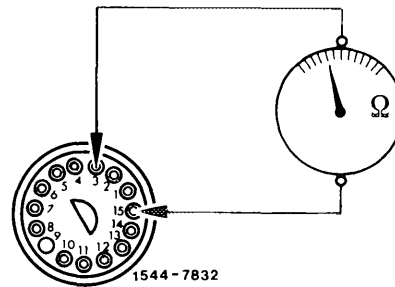


2 Measure resistance on terminal G and terminal 31 on installed immersion tube transmitter. Value depends on amount of fuel in tank.

Plug coupler back on immersion tube transmitter.

3 Pull coupler from instrument cluster and measure resistance between jack 3 and jack 15.

Nominal value: the value measured under 2. If the value is attained, the harness is in order (slight deviation caused by length of line possible).



4 If the measured value is higher or at  $\infty$  ohm, the harness couplers (on instrument cluster, on main harness/tail harness or on immersion tube transmitter) are having poor contact, a dry joint or a line is interrupted.

5 If no fault is found during tests, exchange indicating instrument.