

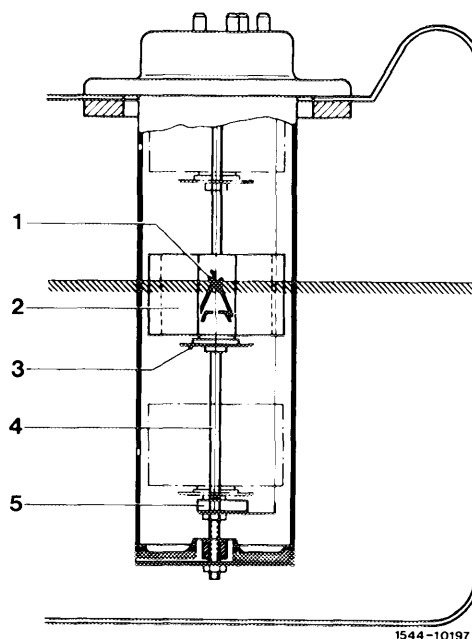
47-715 Operation of immersion tube indicator for fuel gauge

With fuel level going down, the slide contact (1) on float (2) of immersion tube indicator increases the resistance value, the voltage will drop and the indicating needle in instrument will therefore swing back.

If the fuel level goes down still further, the reserve warning contact (5) in immersion tube indicator is closed and will connect reserve warning lamp to ground, which will then light up.

Immersion tube indicator

- 1 Slide contact
- 2 Float
- 3 Contact plate
- 4 Guide and contact rod
- 5 Reserve warning contact

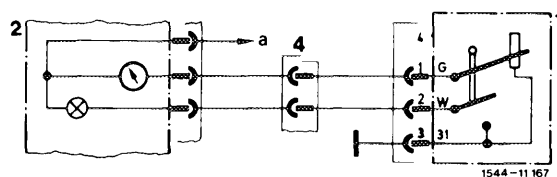


The circuit has been modified starting September 1982. The reserve warning lamp will light up with ignition switched on (checkup). As soon as engine starts, the lamp will go out, if the fuel tank holds more than the reserve fuel.

Note: During checkup, the reserve warning lamp will light up weaker, with reserve stronger.

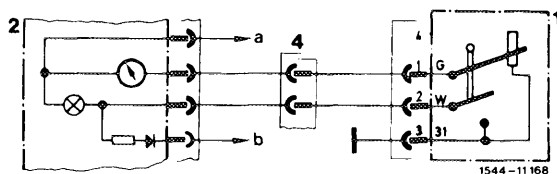
Model 123, 126 sedan and coupe up to August 1982

- 1 Immersion tube indicator
- 2 Fuel gauge
- 4 Cable connector tail lamp unit harness
- a To terminal 15



Model 123, 126 sedan and coupe starting September 1982

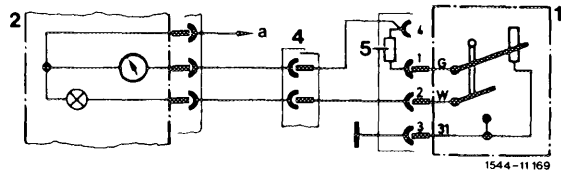
- 1 Immersion tube indicator
- 2 Fuel gauge
- 4 Cable connector tail lamp unit harness
- a To terminal 15
- b To terminal 61



On T-sedans the coupler of the immersion tube indicator is provided with a built-in compensating resistor $4.7\ \Omega$ (color rings yellow/purple/gold/gold), so that in spite of different fuel tanks the same indicating instruments can be used.

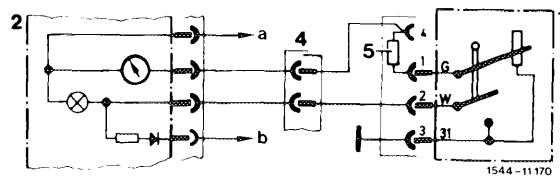
Model 123 T-sedan up to August 1982

- 1 Immersion tube indicator
- 2 Fuel gauge
- 4 Cable connector tail lamp unit harness
- 5 Resistor $4.7\ \Omega$
- a To terminal 15



Model 123 T-sedan starting September 1982

- 1 Immersion tube indicator
- 2 Fuel gauge
- 4 Cable connector tail lamp unit harness
- 5 Resistor $4.7\ \Omega$
- a To terminal 15
- b To terminal 61



Test fuel gauge (54-269).