



**TEST SYSTEMS INTERNATIONAL, INC.**

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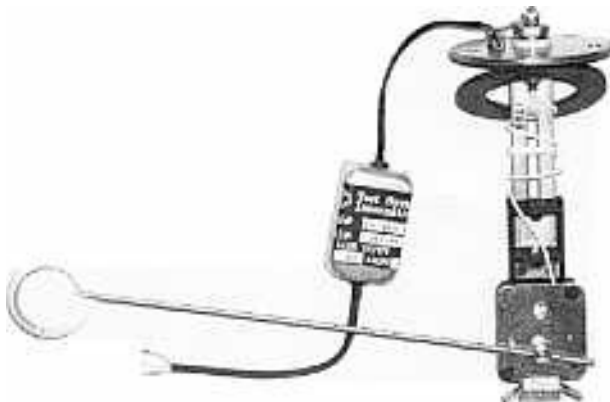
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## **MODEL FS 300SLR**

**Model FS300SLR conversion module allows replacement of your obsolete fuel tank sender unit with a readily available VDO fuel tank sender.**

**The FS300SLR module converts the single wire type fuel tank sender signal to the 3 wire signal required to operate the stock 300SLR Roadster fuel gauge.**



**T.S.I. has found in the years we've been repairing these stock fuel tank sender units, more and more sender units could not be repaired, leaving the Roadster owner without an operational stock fuel gauge. You now have an alternative solution to maintain your Roadster in a stock appearing configuration.**

**If you will send us your existing fuel tank sender unit male plug (simply cut the wires and unscrew the plug from the female receptacle). We will return to you a pre-wired FS300SLR module and fuel tank sender unit ready for easy installation, or you can order without sending us the plug and wire the module yourself with our easy to follow instructions.**

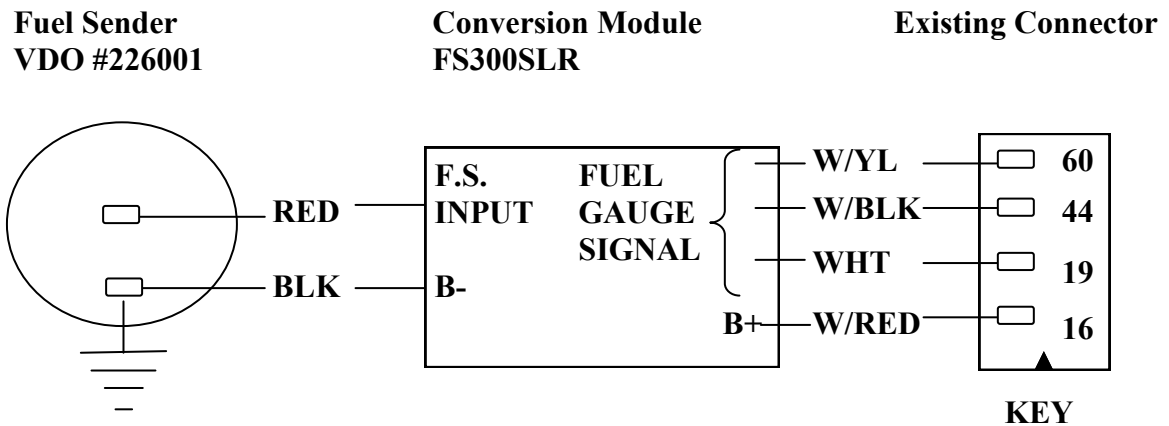
**Model FS300SLR conversion module and replacement fuel sender unit is match tested and calibrated to a factory standard fuel gauge and should not require any further adjustment.**

**The operation of the fuel gauge is similar except when the ignition is first turned ON. The gauge will cycle up and then when the gauge is below 2/4 (half tank), the gauge will make one revolution before settling to the accurate reading.**

## A. FUEL TANK SENDER UNIT

1. Disconnect existing fuel sender connectors by unscrewing the two screws on the rear of fuel sender connector.
2. Remove old fuel sender, save hardware. Note direction of float.
3. Clean off old gasket material from fuel tank.
4. Install new fuel sender unit and gasket with existing hardware.
5. Fuel sender plate must make contact to chassis ground for system to operate.

## B. ELECTRICAL



For pre-wired modules skip to Step 5.

1. Cut off cable wire from your existing connector.
2. Disassemble connector and unsolder old cable wires.
3. Place cable nut, washer, new grommet and outer connector shell, in order on cable from module.
4. Solder color coded wires to correct pins and reassemble connector.
5. Connect fuel sender red and black leads as shown.
6. Reconnect existing fuel sender connectors, note key, replace into clip on fuel tank.
7. Clean off surface of fuel tank under new module. Remove protective cover from double back tape and secure module to fuel tank.
8. Conversion is now complete and ready for operation.

## C. TROUBLE SHOOTING GUIDE USING A V.O.M.

1. Resistance check, VOM on OHMS R1, ignition switch OFF, module disconnected and fuel sender installed.
  - a. Fuel Sender center pin to chassis = 10-25 at full (4/4), 175-185 at empty (RES).
  - b. Fuel Gauge connector 75-100 between pins 19, 44 & 60.
2. Voltage check, VOM on DC volts, ignition switch ON.
  - a. Fuel Gauge connector Pin 16. 12-14 volts to chassis.
  - b. Turn OFF ignition switch. **WARNING: CONNECTING OR DISCONNECTING MODULE WITH POWER APPLIED COULD DAMAGE ELECTRONICS IF AN ARC OCCURS.**
3. If any of the above checks are in error, a poor connection or broken lead in your System is most likely.
4. If above checks are okay and fuel gauge is inoperative or inaccurate, the fuel gauge requires repair or conversion module is defective.
5. If fuel gauge has excessive bounce or sticks, the damping or pivots have worn out in gauge and will require repair.