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OIL PRESSURE GAUGE KIT INSTRUCTIONS

Congratulations on your new oil pressure gauge kit! Below you will find the proper fitting and installation instructions - should you have any questions please contact us

TRIUMPH / BSA INSTRUCTIONS



Figure 1 - Triumph oil pressure gauge kit installed on a 1970 Triumph T120R

#1 Triumph twins - Triumph twins take oil pressure from a plug at the front of the timing cover. Care must be taken when selecting the proper fitting as thread forms changed. Many early covers used a straight thread (3/8" X 26 fitting), then in mid 1968 the thread form was switched to 1/8" (NPT) X 27 (tapered thread) while later covers from 1969-1983 used a 1/8" (NPS) X 27 fitting. Make sure you use the correct adapter supplied in the kit. If the adapter is tight, try a different adapter supplied



Please see the backside of this page for more details



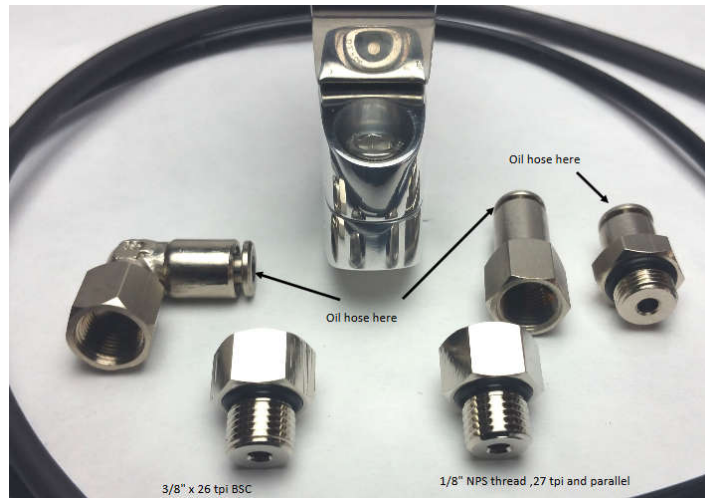


Figure 2 - Adapters, fittings and high pressure oil line

#1 BSA Twins - A50 and A65 models take oil pressure from the RH side crank case. BSA A50 and a65 twins featured a machined hole to accept an oil pressure sending unit / gauge from 1969-1972. Earlier models from 1962-1968 WILL NOT allow this kit to work. Like Triumph (above) BSA also had various thread forms. Use an adapter supplied in the kit that will thread into your existing hole properly

#2 BSA & Triumph Twins - Set a catch basin under your engine / crankcase and remove your plug or oil pressure sending unit. A small amount of may leak out during this conversion. Select the proper adapter and apply some teflon tape to the threads of the adapter (1 lap of tape is fine!) and insert the adapter into the case / timing cover

#3 BSA & Triumph Twins - Press one end of the high pressure oil hose into the fitting on the adaptor. This may take some effort... You will feel a distinct "click" when the hose is seated in the fitting properly. Gently tug on the oil hose line to ensure that the line is properly seated within the adapter



Figure 3 - Triumph timing cover with oil pressure access hole



Please see the backside of this page for more details



#4 BSA & Triumph Twins - Route the oil hose line away from the exhaust pipe header. Use a cable tie or zip-tie to properly secure the line to the bottom frame and up the down-tube. Make sure lines have NO kinks or tight bends

#5 BSA & Triumph Twins - Mount the gauge onto your handlebar in the position you desire. Use the supplied adapters to attach your oil line to the back of the gauge. (*same process attaching the line as step #3*)

#6 BSA & Triumph Twins - After routing the hose, you can cut the hose to the required length based on your application. Turn your handlebars left and right until your bars foul the steering locks. Make sure the oil line does not come in contact with the steering.

**The air bubble within the oil pressure gauge itself is to allow the damping fluid in the gauge to expand - very normal*

#7 BSA & Triumph Twins - At this point you are now ready to start your engine. Watch for any leaks that may appear. Address any leaks quickly and accordingly. PSI when cold should be near 60-70PSI while hot 40-50PSI @3,000RPM - each engine (and the condition) will give you different readings. Refer to your workshop manual.

NORTON COMMANDO INSTRUCTIONS



Figure 4 - Norton oil pressure gauge fitted to a Norton Commando MK2



Please see the backside of this page for more details



#1 - Norton twins take oil pressure from one of the rocker spindle covers. Norton pressure feeds the rocker arms starting from 1969-1975 (all Commando models). An adapter replaces one of the rocker spindle covers

#2 - The Norton oil pressure gauge kit consists of the gauge, center mounting bracket, hose, and adapter fittings. Mount the gauge onto your handlebar clamps and install the adapter supplied to the back of the gauge.

#3 - Set a rag under the right hand spindle cover and remove the two securing bolts, then remove both cover plates. A small amount of oil may leak during this conversion. Fit the adapter to the rocker spindle using the stainless-steel bolts supplied in the kit

#4 - Cut the oil hose to the appropriate length needed. Press one end of the high pressure oil hose into the fitting on the adaptor. This may take some effort... You will feel a distinct "click" when the hose is seated in the fitting properly. Gently tug on the oil hose line to ensure that the line is properly seated within the adapter



#5 - Route the oil hose line away from the exhaust pipe header. Use a cable tie or zip-tie to properly secure the line to the bottom frame and up the down-tube. Make sure lines have *NO kinks or tight bends*

**The air bubble within the oil pressure gauge itself is to allow the damping fluid in the gauge to expand - very normal*

Figure 5 - Norton oil pressure gauge kit with fittings and accessories

#6 - At this point you are now ready to start your engine. Watch for any leaks that may appear. Address any leaks quickly and accordingly. PSI when cold should be near 60-70PSI while hot 40-50PSI @3,000RPM - each engine (and the condition) will give you different readings. Refer to your workshop manual.

QUESTIONS?

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