

## OIL PRESSURE SYSTEM FOR 240-33 OHM SYSTEMS

Test the gauge's operation by doing the following: Make sure there is a hot wire to the I terminal and ground to the G terminal. Turn the key on. Voltage- "I" to "G"- 10 to 16 volts. Disconnect the sender wire (usually blue) off the back of gauge. Gauge should read below 0 pressure. Next, add a short wire from the S terminal (sender) to ground. Gauge should read above full scale. If the pointer sweeps back and forth, the gauge is working OK.

The sender can be tested by checking its resistance with a volt/ohm test meter. Remove sender wire from sender. Connect two test meter wires to center sender terminal and the body (ground). Approximate values are:

**Single Station** - 0 pressure = 240 ohms, 1/2 (half) scale = 100 ohms, Full pressure = 33 ohms

**Dual Station** - 0 pressure = 120 ohms, 1/2 (half) scale = 50 ohms, Full pressure = 17 ohms

If gauge reads lower than expected, was sealer used on the sender threads on installation of sender. If so, remove the sealer. The thread connection is ground.

The accuracy of gauge and sender together can be +/- 5 psi at 1/2 scale.

The sender will accurately operate only one gauge at a time. If dual stations are present, a "dual station" sender exists for that purpose. See picture.

Pipe extenders to plumb both a sender and a pressure switch (for buzzer or warning light) from one port is not recommended. While pressure readings will be accurate, the amount of weight extended on a vibrating engine could cause fatigue failure.

Veethree does not offer senders for metric threaded ports.

**Dual Station Installations:** When replacing one gauge in a two gauge installation, both gauges must be from the same manufacture. Mixing gauges from different manufacturers may cause an imbalance in the readings.

If one gauge fails, second gauge will read much higher.

If sender fails "open", both gauges will read below 0. If sender fails "short", both gauges will read full scale.

**Twin engines-** it may be helpful in trouble shooting to switch the gauges to the "other" senders to determine which is faulty.

Gauge part number is located on the side of the housing.

