

Diagnosing Oil Pressure Drop

Posted by jaje - 02 Aug 2010 01:55

As some may know I had my oil pressure drop to 1-2 bars at full throttle in my last race. I have my car over at my mechanic (Karl) who is diagnosing what may have gone wrong.

We checked the crank pulley and the bolt is on tight. I have the older style 3 piece OPRV, stock gauge and the stock warning light. Before we take out the oil pan we wanted to double check the OPRV to see if that was fault (seems the early 3 piece styles were known to malfunction). I can upgrade to the early 1 piece style 3/85 to 1/87. I have not found a used one of these and they cost \$400+ new.

I seem to recall others here who deleted the OPRV and instead run an aftermarket oil pressure / temp gauge in place. Is there a drawback in doing this over the stock system (my car has an external oil cooler using the stock turbo oil cooler housing). Also what would I need to purchase in order to put in an aftermarket gauge?

Thanks.

Re:Diagnosing Oil Pressure Drop

Posted by 944Racer72 - 03 Aug 2010 01:33

Sorry to hear that the problem was terminal.

I'd be interested to know if the balance shafts are still on time or if the belt has skipped a few teeth. I've seen cracked oil pickups and fuel rails due to the balance shafts being out of time.

Re:Diagnosing Oil Pressure Drop

Posted by jaje - 03 Aug 2010 01:41

Timing was good on the engine. The oil pickup tube cracked due to old age. Car was an '83 and I never had it changed.

Re:Diagnosing Oil Pressure Drop

Posted by joepaluch - 03 Aug 2010 22:37

944Racer72 wrote:

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Yes pick-up tubes and fuel rails will crack due to balance shaft timing. One major failure points is putting balance shaft gear on 180 degrees out of position. That will allow you put the marks on time, but have actual shaft out of time. This causes pick-up tubes to crack. I holed a motor due to this.
