

LOW OIL PRESSURE WARNING DEVICES FOR A TC

By Norman Tuck

I saw the pool of oil in the driveway. The oil line held for forty miles until just about a thousand feet from home, and the engine was still OK. For me, the trip ended a 40-year period between TCs. For the car, the trip ended a long period of isolation inside a storage unit.

Since then I've always worried about an abrupt loss of oil pressure. I realized that at highway speeds, even though I regularly glanced at the gauge, severe engine damage would probably take place if I lost pressure for even the brief period between glances.

Note that since the generator directly powers the warning device, the buzzer sounds only when the engine is running and there is low oil pressure. The buzzer also offers a brief, reassuring note before the oil pressure builds up each time the engine is started from cold,

Parts:

Moss part 180-245 (Connector –oil pipe to hose): this three-outlet block directly replaces the existing block. It has the same threads and mounting tab as the original. It is made for later MGBs, but, unfortunately, is no longer available directly from Moss. I got it from Atlanta Imported Auto Parts, Inc. (www.englishparts.com), phone 404 299-5775, \$18.00.

Moss part 760-190 (Switch, single prong oil pressure sending unit) also from Atlanta Imported Parts, \$4.48. This switch has a single, 1/4 in. spade terminal and is chassis grounded through its body.

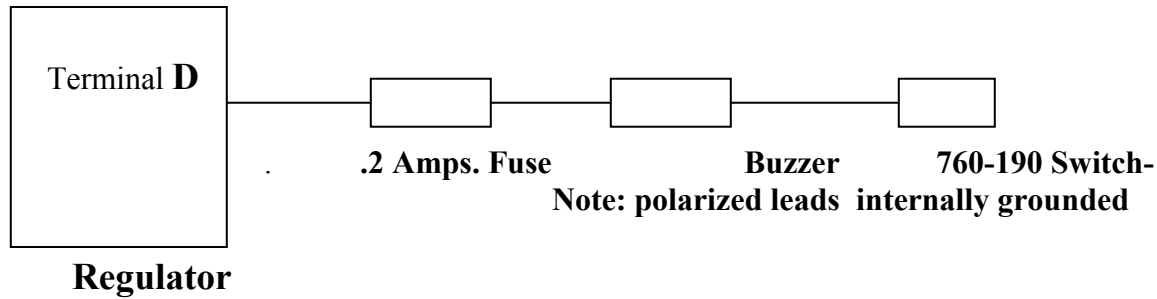
12-volt buzzer from Radio Shack.

In line fuse holder and .2 amp fuse, also from Radio Shack.

16 Gauge stranded automotive wire and a female spade connector.

Installation:

The 180-245 connector directly replaces the existing brass connector, going between the copper tube from the pressure gauge and the flexible oil pressure line from the engine. The new block has a similar mounting tab and a third outlet for the switch. I simply unscrewed the oil lines from the old block and, after mounting the 180-245 onto the firewall, reattached them to the new connector. I then installed the switch into the center outlet, using Teflon tape on all joints. I then mounted the little buzzer onto the firewall inside the car.



Wiring Diagram

Wiring:

The circuit is simple. A wire leads from the “D” (Dynamo) terminal on the voltage regulator to an inline fuse holder. Then, a wire runs from the fuse holder to the buzzer mounted within the cabin of the car. From there a wire runs to the 760-190 switch, using a 1/4 inch, female spade connector.

Note that the buzzer is polarized, and leads must be wired correctly to the corresponding positive (red) and negative (black) poles. This varies, depending on whether your car is positive ground or has been converted to negative ground.

I added a momentary push button wired between the buzzer and ground, inside the cabin. This allows me to test the entire device by pushing the button to hear the buzzer.

Another interesting alternative would be to utilize the fog lamp switch to power the buzzer. Then the fog lamp switch would act as a manual override switch, so that the fog lamp and warning device could be turned together whenever you are driving.

