Emma's Oil Pressure:

When I went to see Emma with a view to purchase Dan pointed out some known faults, which are only to be expected on a 21, nee 48 year old car.

One of the faults was a lack of oil pressure, or perhaps more accurately no indication of oil pressure as the pipe to the oil pressure gauge had been broken and the engine oil gallery outlet blocked off. No oil pressure light was fitted either, but the engine sounded ok so I took a chance.

After giving Emma a good service I turned my attention to the lack of indicated oil pressure and on removing the blanking plug realised that it was an airline fitting, which meant that it was most likely a 1/4" BSP thread, which was confirmed by measuring. As well as having a working oil pressure gauge I also wanted an 'Idiot Light' and as oil pressure switches are normally 1/8" NPT I ordered a pressure switch off eBay and a 1/4" BSP male x 1/8" NPT female brass adaptor from Car Builder Solutions (Part # 'ADAPT19' at £4.80).

In the cardboard box that Dan had donated was a new oil gauge pressure pipe and an adapter with a 1/8" NPT male thread and two x 1/8" NPT female threads. (Similar stainless steel ones are available from Car Builder Solutions as Part # 'ADAPT27' at £11.40).

Assembly was by screwing the 1/4" BSP adaptor into the block then screwing Dan's 1/8" NPT adapter into that. Finally the oil pressure switch and oil pressure pipe were screwed into Dan's adapter.

With everything connected I fired it up and was relieved to see a good oil pressure with both a cold and hot engine.

I owned a MGB Roadster during the early 1980's and cannot remember if it had an oil pressure warning light. There was a yellow light on Emma's dashboard which was inoperative so I decided to use that. On removing the light from the dashboard there were no wires connected, no wonder it didn't work! Note that this is not Dan's fault as he paid to have the wiring done by a professional kit car firm, no wonder they are no longer in business as the whole of the wiring on this car is disgraceful!

Removing the ignition switch I found a terminal that was live when the ignition was switched on and took a cable from this terminal to the live side of the bulb. Another wire went from the bulb earth to the oil pressure switch.

Success at last and I now have an oil pressure gauge and a warning light. Last but not least I have put a 1/8" NPT plug into the tool kit; now if the warning light draws my attention to low oil pressure that turns out to be a split gauge supply pipe I will simply remove the pipe, plug the outlet and continue on my way.