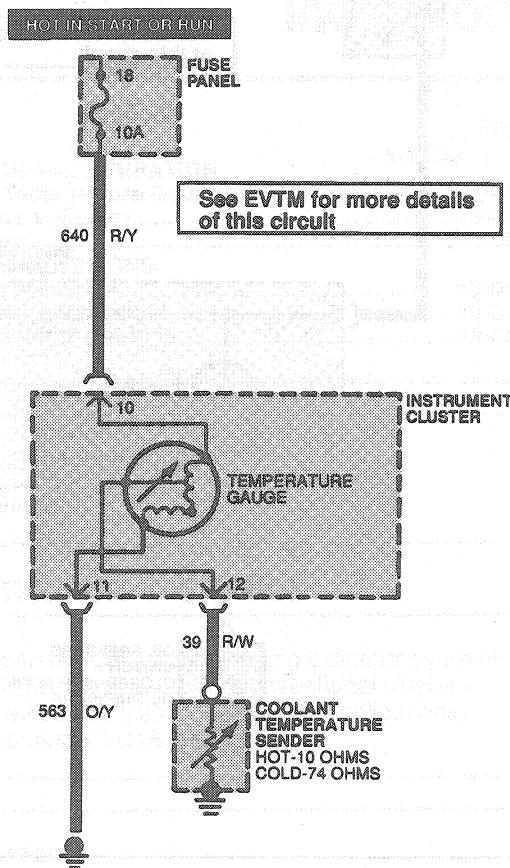


DESCRIPTION AND OPERATION (Continued)

CAUTION: Do not remove pointers; they cannot be recalibrated.



DIAGNOSIS AND TESTING

Oil Pressure Indicator

To test the indicator, turn the ignition switch to RUN. Do not start the engine. The indicator should come on. Start the engine. The indicator should go out, signaling that the oil pressure is OK.

Disconnect the temperature switch wire before testing the oil pressure indicating system on those vehicles that have an engine warning indicator.

To test the oil pressure switch and indicator, turn the ignition switch to RUN but do not start the engine. The indicator should come on. If the indicator does not come on, remove the wire from the switch terminal and connect the wire to ground. If the indicator now comes on, the oil pressure switch is inoperative. Replace the switch. If the indicator does not come on with the switch wire connected to ground, the warning indicator is burned out or the system wiring is open-circuited. Replace the indicator or service the wiring.

If the indicator stays on with the engine running and the engine has adequate oil pressure, disconnect the wire from the oil pressure switch. The indicator should go out. If indicator goes out, replace switch. If indicator does not go out, service shorted wiring between switch and indicator.

Engine Oil Pressure**Tools Required:**

- Oil Pressure Gauge T73L-6600-A

3.8L Engine

NOTE: To check engine oil pressure, a piece of 1/4 inch pipe, 5 1/2 inches long and a 90 degree 1/4 inch pipe elbow will be needed. These must have 1/4-18 NPTF threads.

1. Remove oil pressure switch as outlined.
2. Install pipe and elbow assembly as a unit into sender fitting.
3. Install Oil Pressure Gauge T73L-6600-A to pipe elbow.
4. Run engine to normal operating temperature and read pressure gauge. Gauge should read a minimum of 62 kPa (9 psi) at hot idle.
5. Remove gauge and pipe assembly.
6. Install oil pressure switch as outlined.