

VTX Oil Pressure Gauge Install Tips



As I mentioned on the web page, making sure that you will not have any problems after this install is crucial since the oil pressure line runs under your bike. A leaky oil line under your bike can have disastrous consequences—mainly because you won't know it's leaking until your bike either runs out of oil or you crash—or both. Remember, it's pumping at around 75 PSI which is like having a gash in your femoral artery; if it springs a leak—you won't last long.



I started with the MC Enterprises Analog oil pressure gauge for the VTX. Part # 1619 which I initially saw in a J.P. Cycles catalog but has since been discontinued. I found MC Enterprises on-line and contacted them directly. The steel braided line shown in the JP Cycles catalog has been replaced by what is in my estimation an inferior nylon tube. Obviously it does not have the same look nor the durability of a stainless line. Instead of having two permanent fitted ends, it relies on compression fittings. Anyone who has had a compression fitting under their refrigerator blow knows they do not last long.

MC Enterprises 460 South Lombard Street, Oxnard, CA 93030 (805) 988-1010
<http://www.mcenterprisesusa.com/>

For that reason I opted to not use the nylon tubing which is supplied with the gauge nor use the compression fittings.

THIS IS THE STOCK SET-UP DESIGNED TO BE OVER THE ENGINE.



This is the stainless line I purchased:



INSTALLATION INSTRUCTIONS

BRAIDED STAINLESS STEEL PRESSURE HOSE

MODELS: 3227, 3228, 3229, 3234, 3235, 3238

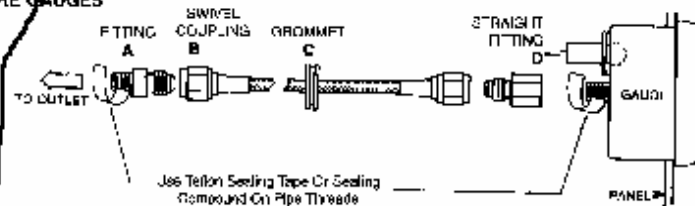
BRAIDED KEVLAR® PRESSURE HOSE

MODELS: 3265, 3268, 3267, 3268, 3269



FOR PANEL OR IN-DASH
MOUNTING ALL MECHANICAL
PRESSURE GAUGES

WARNING: Do Not overtighten aluminum fittings. This will damage fittings.



This is the one I used...

This is a list of the stainless tubing and necessary metric to American adapters and tapered fittings:

Braided Stainless steel pressure hose:

Auto Meter part # 3227 3' length (although it could be shorter)

Auto Meter 1/8 " NPT to 1/8" BSPT adapter part number 2269

<http://www.autometer.com/default.aspx>

First, I did not want to run the pressure line over the engine as recommended. Instead I opted to run it under the side cover for a cleaner look. This did not require any modification but in order to lessen the stress on the braided stainless line I opted to grind away a portion of the side cover about the size of the tip of my little finger.



I opted to run it UNDER, not over the engine.

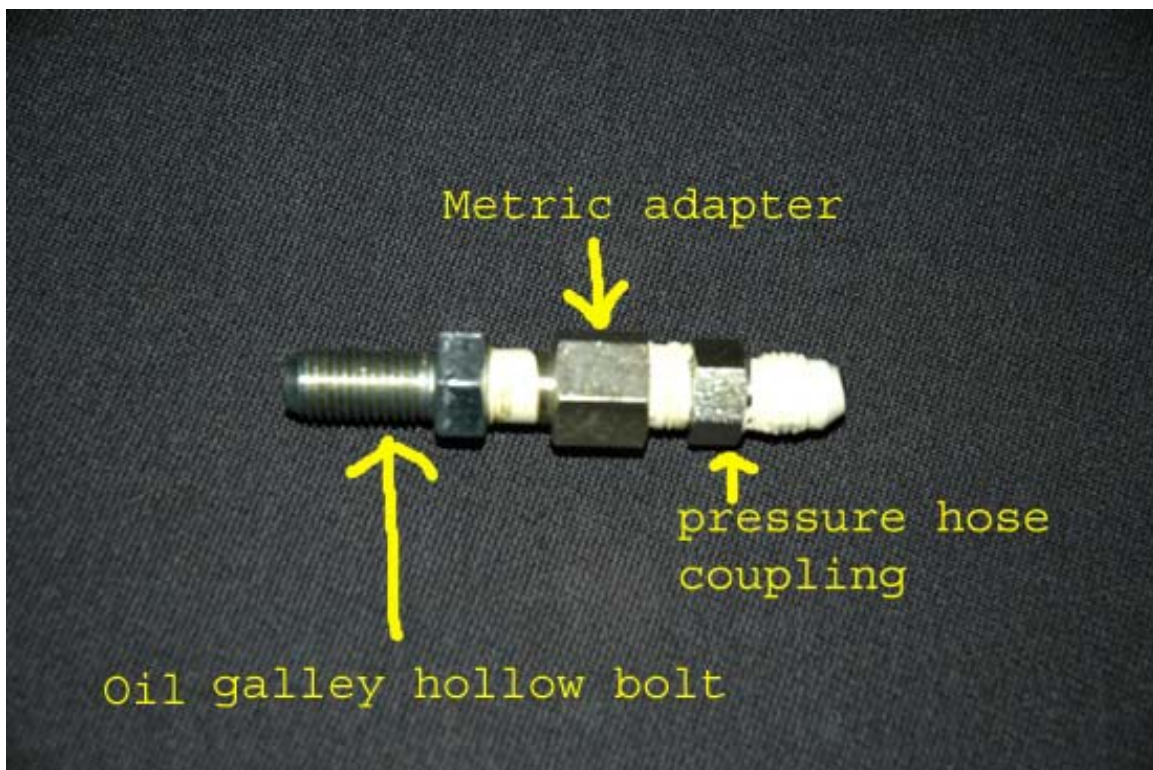


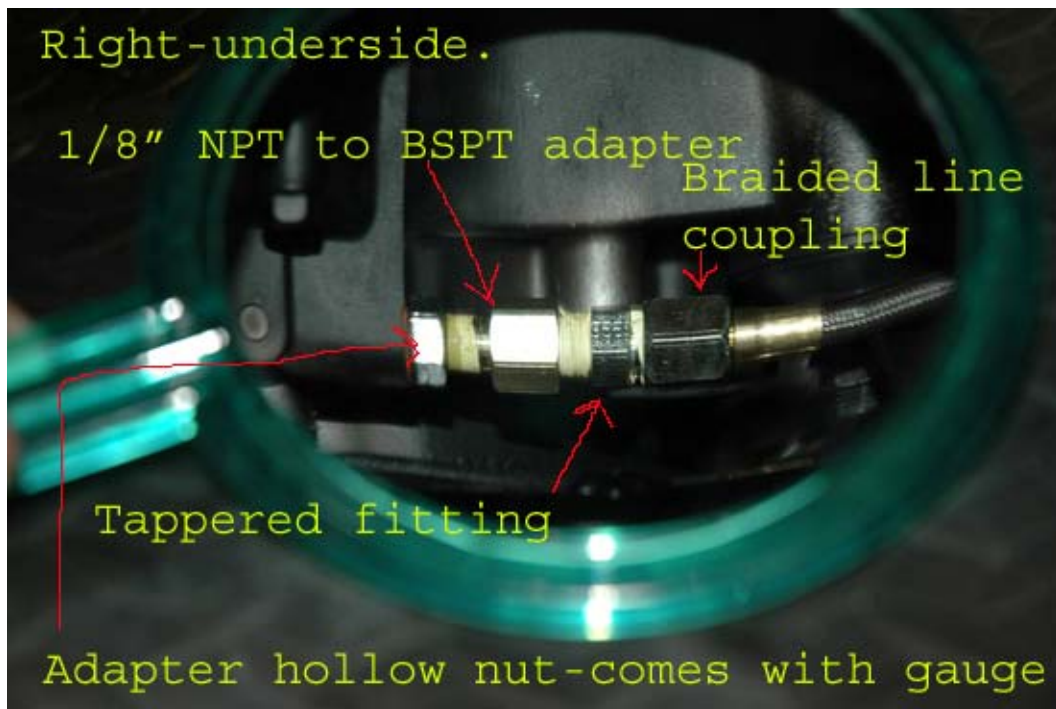
I ran the cable under the bike and fastened it to an already existing clamp on the left side frame which holds a wiring harness.



There are two oil gallery bolts under the bike on each side. Since I had the 3' stainless braided cable it allowed me to use the one on the right side of the bike instead of the one on the left side (near the drain plug). The reason I opted for the right side is the left side is harder to get at the bolt due to the chrome cooling line.

Simply remove the oil gallery bolt on the right hand side and install the hollow bolt which is supplied with the oil gauge. Then install the metric to American conversion adapter, then the tapered fitting which is supplied with the stainless tubing. It will look like this and be quite long. I ran into a slight problem with the overall length in that it just barely contacts the right hand side engine mount. Again, to relieve and stress from rubbing over time I ground away a small corner of the engine mount (while still on the bike) so I wouldn't have to worry about it possibly rubbing away the braiding over time.





This is a side view from the lower right side of the bike:



As always with my personal VTX modifications, I have posted these for your entertainment only. If you chose to perform any modification to your motorcycle such as I have, you, like I, take full responsibility for your actions.