

General Oil Cooling Questions

Posted by Manuel_M - 23 Dec 2013 16:15

Hey Guys,

I'm currently having an over heating problem which I believe is due to air somehow getting into the system (water is not circulating, no radiator obstructions, no thermostat). This made me think about engine health in general. I want to add an oil pressure light and I'm debating if I should add an oil cooler also. The car normally idles around 2.5 – 3 bar; however, after running it hard on the track it's usually around 1.7. So here are some of the questions I had: If I cooled the oil down would this help slightly increase my oil pressure (or is this even necessary)? Also, in general what are the benefits of running an oil cooler. I'm in the Mid South region and it usually gets into the 90's in the summer.

I've done some research and was thinking about going the sandwich plate route. This is how I plan to add the oil pressure warning light; unfortunately most of the thermostat plates do not have the NPT ports for the oil pressure switch. I've read a few threads here and it seems that some people run thermostat plates and some run non-thermostat plates. Are there any ill effects of running a non-thermostat plate or does it just take the oil longer to get up to temp? On occasion when we run its below freezing. Thanks in advance.

-Manny

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Re: General Oil Cooling Questions

Posted by Manuel_M - 30 Dec 2013 19:49

I am using the stock radiator; it ran perfectly cool the first few times I had the car out. The over heating is intermittent, so I'm not sure about the radiator since I know there is air in the system. My buddies and I are in the process of installing the suspension now (getting the torsion bars in was a special level of hell) so I may not get to the cooling system pressure test until this weekend or next. I will be installing a new thermostat. I definitely will be doing a leak down test after if I don't get any results from the cooling system pressure test. I'll post the results.

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Re: General Oil Cooling Questions

Posted by Manuel_M - 13 Jan 2014 16:37

Alright guys, I hooked up the radiator pressure tester this weekend and right off the bat, water started spewing from one of the reservoir hoses. I tightened it up and ran the car, the radiator was still

intermittently going hot cold hot cold. We put 3 sets of eyes on the engine and finally we tried to spin the pump.... and we could. The belt was too loose. Tightened it up and let it idle for 15 mins, no more over heating.

Finally having that resolved; what size oil coolers are you guys running (HxL)? I've been thinking about getting something like 13"x6" or 11"x8". Also, off topic again but what brand shift lights have you used? I've tried two but got neither to work (using the tach signal and trying the coil signal too).

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