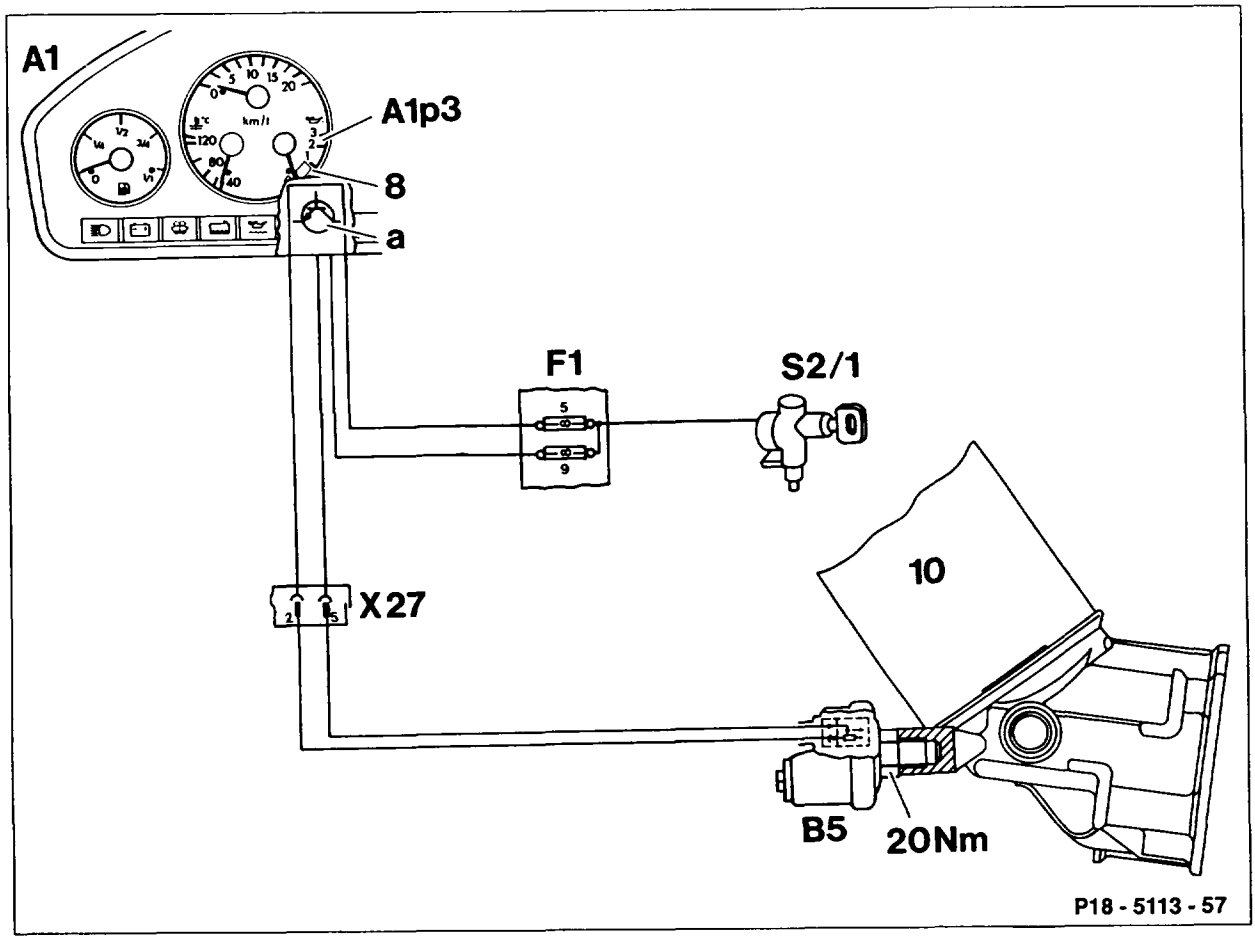

Shown on model 129

Typ 129

The 2-pin oil pressure sensor (B5) in the oil filter (10) converts the existing engine oil pressure into an ohmic resistance. As the oil pressure rises, the ohmic resistance increases. Resistance and engine speed are fed as input signals to the microprocessor (a) in the electrical base plate of the instrument panel (A1).

The microprocessor (a) analyzes the two input signals relative to the stored characteristic curve from an engine speed of > 1200 ± 60 rpm. Depending on the particular analysis, the angle of the oil pressure pointer of the oil pressure gauge (A1p3) is moved across the scale with the values 0, 1, 2 and 3.

If the oil pressure drops at a certain engine speed so that it falls below a certain resistance level, the oil pressure pointer moves to the bottom stop (0) and the warning lamp (8) lights up.
The oil pressure pointer also moves to the bottom stop (0) if there is an open circuit in the wiring, but the warning lamp (8) is not operated.

The oil pressure sensor (B5) is connected via the plug connection (X27) to ground at the base plate and to the microprocessor (a).
The voltage supply of the base plate flows via the ignition lock (S2/1), the fuses (5 and 9) in the fuse box (F1).

Models 124, 126, 201

The one-pin oil pressure sensor (B5) in the oil filter (10) converts the engine oil pressure which exists into an ohmic resistance. As the oil pressure rises, the ohmic resistance increases. The resistance is transmitted as an input signal to the electric base plate of the dash panel unit (A1).

The position of the oil pressure pointer of the oil pressure gauge (A1p3) is controlled across the scale with the readings 0, 1, 2, 3 in accordance with the resistance.