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Sunday, 6 March 2011

914CUP

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Howard, farewell dear friend. You will be missed by all.

914WORLD

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914WORLD.COM

black or white

NAMETAGS

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Tons of oil temp gauge info

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McMark

📅 Jul 29 2009, 11:50 AM



This 914/6 is for sale.
👍👍👍👍👍👍👍👍

Group: Admin
Posts: 14,551
Joined: 12-March 03
From: Napa, CA
Member No.: 419
Region Association: Northern California

I had to do some research on the oil temp sender setup as well as researching how to integrate an aftermarket VDO setup. I found that our info here was

Stock System:

Sender

Markings on the hex portion of the sender itself.

1. VDO - manufacturer
2. 6-24v - operating voltage
3. 200°C - upper temp limit, this sender feeds a gauge that peaks at 400°
4. 801/7/2 - ?????
5. Made in Germany - location of production
6. 12.72 - date of production (changes, Dec 1972 in this case)

Threads are 14mm x 1.5. This has been improperly quoted in the past. I just measured it myself.

These senders operate in a range of 3000 to 1000 ohms (pretty sure on this, my sample measures 2500 at room temp).



Mount Plate

The stock oil temp sensor mount is commonly referred to as the Taco Plate. This name originated from its tendency to bend in the middle when overtight is mainly there to protect the wire from being unplugged accidentally. The mount plate itself uses a large red o-ring to seal to the engine case. The sende

The plate/cover mounting bolts at 6mm x 1.0 and are 10mm long. The bolts are sealed by using two copper crush gaskets.



Connecting Wire

Wire is 18g Green jacket with a black stripe. 40" overall length, female spade connectors on both ends. Green wire is available at most auto parts stores : sender cover plate

The wire is attached to the motor at three points by sheet metal brackets which are crimped onto the wire.

1. The first connector is attached to the sender cover plate. From here the wire routes above the motor mounts to #2.
2. The second connector attaches to the lower mount bolt for the oil filter console.
3. The third connector attaches to the lower oil cooler to fan housing bolt.

#--3"---|-----11"-----|-----8"-----|-----15"-----#



Gauge

The stock center console gauge came in two setups. They do not have any numeric indication of oil temperature, but rather have a red section at the top larger than on the 'later' gauges. AFAIK, the readout of both gauges is exactly the same, and Porsche redesigned the gauge because owners were nervous. These gauges have a 60mm mounting diameter.

An uncommon third gauge replaced the blinking brake warning light in the left hand combo gauge. This sender came in 'silver button' early type and the I the gauge.

VDO Components

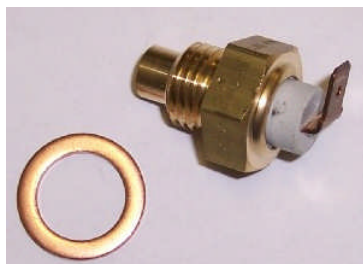
Gauge

Upgrading to a VDO oil temp gauge is beneficial because of the numeric representation of oil temp. There are quite a few options for these gauges, but m When using these gauges in a stock center console, some modification has to be made to account for the smaller OD of the VDO gauge, since these gaug up the difference perfectly.



Sender

VDO senders use a 150°C/300°F standard peak temp and are therefore not interchangeable with stock senders. VDO senders operate in a range of 10 - :



There is more information out there, but that's all I have at this time. If you've got info to add, please do.

Mark De Bernardi

Original Customs - High Quality Full Restoration

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Vacca Rabite



Meat Popsicle



Group: Admin
Posts: 7,249
Joined: 15-December 03
From: Dallastown, PA
Member No.: 1,435
Region Association: MidAtlantic Region

Jul 29 2009, 12:20 PM

Post #2

The VDO 2 1/16 oil temp gages sold now come with a different sender, with a short prong to measure temp. The threads are the same, and they will screw into the taco plate sender. I am not sure if using the smaller (2 1/16inch) gage with a long sender or using the stock gage with with the shorter sender will give you false readings.

Using the short sender allows bus owners (or folks that make an engine with a bus case) to mount the sender on the taco plate without machining the case for the longer sender.

Zach

Zach

[MidEngine Invasion III in Hershey PA *click for the thread*](#)

April 23 - 24th 2011. Be a part of the party!

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McMark

Jul 29 2009, 12:33 PM

Post #3

The new sender is 'stubby'. I added a picture of it to the original post, as well as a picture of the Cockpit gauge.



This 914/6 is for sale.


Group: Admin
 Posts: 14,551
 Joined: 12-March 03
 From: Napa, CA
 Member No.: 419
 Region Association: Northern California

The stock gauge should not be used with the aftermarket sender.
 The stock sender should not be used with the aftermarket gauge.

Mark De Bernardi

Original Customs - High Quality Full Restorations

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Black 73

125 HP 2000 Type IV Longblocks - Click Here

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marks914

Jul 29 2009, 12:45 PM

Post #4



Senior Member


Group: Members
 Posts: 844
 Joined: 9-October 04
 From: the motor city
 Member No.: 2,912
 Region Association: None

Yes, all of this is correct. You must use a matching sender for the gauge module. The new senders will not work. We can't even get the old styles from VDO anymore.

You need one of these to get your factory gauge to work again, correctly:



72 914 5.0L Turning into 914DZ

<http://community.webshots.com/user/marksurel>

www.newvintageusa.com




 

Mark Henry

Jul 29 2009, 12:51 PM

Post #5



Do these shorts make my ass look fat?


Group: Members
 Posts: 6,702
 Joined: 27-December 02
 From: Port Hope, Ontario, Canada
 Member No.: 26
 Region Association: None

Excellent Info! Thanks Mark! and Zack too! Classic thread for sure.

Already paid off to one member...me!

I have a universal case and no cut out for temp sender. I was going to hog that puppy out, now looks like I don't have to. I'll order a sender very soon.

Should show how you have to notch the plug seat (shoulder) to get a CHT sender in. (edit) Sorry I guess that would be OT.

'74 914 whoring parts for a hotrod 3.0 /6 engine build
 '67 VW bus (kombi) T1 2.0 Berg engine, my summer DD
 '67 Bug GTV project. Progress!!! Chassis welded and mods complete! Need to get that body back on the pan !




 

markb


Jul 29 2009, 03:20 PM

Post #6



Marooooooooooooooooo!


Group: Members
 Posts: 4,672
 Joined: 21-January 03

QUOTE(marks914 @ Jul 29 2009, 12:45 PM) 

Yes, all of this is correct. You must use a matching sender for the gauge module. The new senders will not work. We can't even get the old styles from VDO anymore.

You need one of these to get your factory gauge to work again, correctly:

From: Nipomo, CA
Member No.: 180
Region Association: Central
California



Hey Mark, what is the module part number, I can see the sender number & want to match it properly.

Mark Britell  <http://www.914world.com/specs/rekey.php>

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orange914

Jul 29 2009, 04:49 PM

Post #7



the only dumb question is the
one not asked


QUOTE(Mark Henry @ Jul 29 2009, 12:51 PM) 

Excellent Info! Thanks Mark! and Zack too! Classic thread for sure.

Already paid off to one member...me!

make that two... maybe

do you know if stewart warner requires the same values?
thanks

Quote of the Week
Democracy is two wolves and a lamb voting on what to have for lunch. Liberty is a well-armed lamb contesting the vote. --
Benjamin Franklin

1973 signal orange occasional driver

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  **Quote** **Reply**

marks914


Jul 29 2009, 04:53 PM


Post #8



Senior Member


Group: Members
Posts: 844
Joined: 9-October 04
From: the motor city
Member No.: 2,912
Region Association: None

QUOTE(markb @ Jul 29 2009, 07:20 PM) 

QUOTE(marks914 @ Jul 29 2009, 12:45 PM) 

Yes, all of this is correct. You must use a matching sender for the gauge module. The new senders will not work. We can't even get the old styles form VDO anymore.

You need one of these to get your factory gauge to work again, correctly:



Hey Mark, what is the module part number, I can see the sender number & want to match it properly.

That is our kit that we manufacture. We took our 911 module and turned it 90 degrees and made it into a 914 replacement. The kit with sender and module is \$89.95.

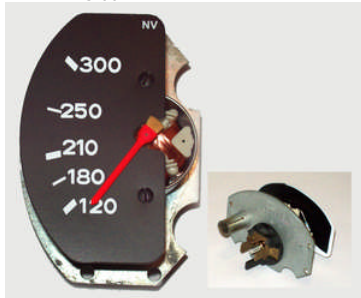
Here is one installed:



Here is the 911 module:

Mark

Attached image(s)



72 914 5.0L Turning into 914DZ

<http://community.webshots.com/user/marksure1>

www.newvintageusa.com

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markb

Jul 29 2009, 09:20 PM

Post #9

D@mn. One more thing to buy..... ☺



Mark Britell



<http://www.914world.com/specs/rekey.php>

Marooooooooooooooooon!

Group: Members
Posts: 4,672
Joined: 21-January 03
From: Nipomo, CA
Member No.: 180
Region Association: Central California

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orange914

Aug 10 2009, 08:17 PM

Post #10



QUOTE(McMark @ Jul 29 2009, 12:50 PM) ☺

the only dumb question is the one not asked
[img alt="smiley face icon" data-bbox="100 98 128 104"/>

VDO senders use a 150°C/300°F standard peak temp and are therefore not interchangeable with stock senders. VDO senders operate in a range of 10 - 180 ohms.

Group: Members
Posts: 3,081
Joined: 25-March 05
From: Ceres, California
Member No.: 3,818
Region Association: Northern California

does anyone know if stewart warner temp. gauge require the same values?
thanks

Quote of the Week
Democracy is two wolves and a lamb voting on what to have for lunch. Liberty is a well-armed lamb contesting the vote. --
Benjamin Franklin

1973 signal orange occasional driver

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iamchappy

Aug 10 2009, 08:30 PM

Post #11



It all happens so fast!
[img alt="smiley face icon" data-bbox="100 338 128 344"/>

Anyone know where i can get an oil pressure module- scale-0-140. I sort of shorted mine out last weekend dinking around with my fuel gauge needle.

914-6 GT Turbo Carrera 3.1
87 924S
NA Suck.....Turbo's Blow
<http://www.914world.com/bbs2/index.php?showtopic=75381&hl=Chappy>

Group: Members
Posts: 3,899
Joined: 5-November 03
From: minnetonka, mn
Member No.: 1,315
Region Association: Upper Midwest


[img alt="Off icon" data-bbox="100 453 125 465"/> [img alt="Card icon" data-bbox="128 453 153 465"/> [img alt="PM icon" data-bbox="156 453 188 465"/>

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zx-niner

Aug 10 2009, 09:19 PM

Post #12



Member
[img alt="smiley face icon" data-bbox="100 572 128 578"/>

Aw, great. After spending all weekend getting my Amco center console all wired up for the extra gauges and installed, now you tell me there is a better oil temperature gauge. Yep, one more thing to spend money on and spend another weekend re-doing.



Steve Frankiewicz
Merced, CA

Group: Members
Posts: 241
Joined: 13-June 05
From: Merced, CA
Member No.: 4,269
Region Association: Central California

[img alt="Off icon" data-bbox="100 852 125 863"/> [img alt="Card icon" data-bbox="128 852 153 863"/> [img alt="PM icon" data-bbox="156 852 188 863"/>

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McMark

Feb 27 2011, 09:29 PM

Post #13

Picked up the latest issue of [VolksWorld](#) (Feb 2011) and they did a side-by-side comparison of a few different oil temp gauge & senders. You can order the mag for all the details, but the conclusion is that *nothing* was **less** accurate than the VDO. Best accuracy was from a [Stack ST3310](#).



This 914/6 is for sale.

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IIRC, the margin of error on the VDO was 20+ degrees.

Mark De Bernardi

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125 HP 2050 Type IV Longblocks - Click Here

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Vacca Rabite

Feb 28 2011, 07:40 AM

Post #14



Meat Popsicle

Group: Admin
Posts: 7,249
Joined: 15-December 03
From: Dallastown, PA
Member No.: 1,435
Region Association: MidAtlantic Region

I use a Manley dipstick gauge as well as the modern VDO 2 1/16 gauge. The VDO always reads 10 degrees cooler then the dipstick thermometer (I usually check the two right after I take a hard drive, as soon as I shut down the car.)

Zach

Zach
[MidEngine Invasion III in Hershey PA](#) *click for the thread*
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1 Members: [Jeff Bowlsby](#)



914RUBBER.COM
for more than just rubber

---- My Friend Howard

Lo-Fi Version

Time is now: 6th March 2011 - 08:20 AM

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