



– How the Circuit Works

The low oil pressure indicator light works in two ways: it flashes continuously following a momentary loss of oil pressure, or it goes on and stays on with a complete loss of oil pressure.

When the engine first starts, before oil pressure rises above 4.3 psi, voltage is applied to the closed and grounded engine oil pressure switch and the light comes on to test the bulb.

With the engine running, voltage is applied at the WHT/BLU wire of the integrated control unit. With normal oil pressure, the engine oil pressure switch is open and the low oil pressure indicator light does not come on. If the engine oil pressure switch closes momentarily (more than 0.5 seconds) but then opens again, the YEL/RED wire at the integrated control unit will sense ground through the switch. The integrated control unit will then provide and remove ground for the low oil pressure indicator light through the YEL/RED wire. The light will flash on and off until you turn the ignition switch off. The flashing feature will not work until 30 seconds after initial voltage is applied to the WHT/BLU wire of the oil pressure indicator flasher circuit. This delay avoids unnecessary low oil pressure indicator light operation.

If engine oil pressure falls below 4.3 psi and does not increase, the engine oil pressure switch will stay closed. The low oil pressure indicator light will then come on and stay on.

Refer to the Service Manual Section 8 (Engine Lubrication) and Section 23 (Gauges, Integrated Control Unit) for troubleshooting procedures.