

Repair and Installation Help from

Willcox Inc,

Corvette Parts, Service and Sales

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Question: My Corvette Oil Gauge is stuck or not working, do I replace it with new?

Answer: If the car has a mechanical Gauge, please follow these simple instructions:

Some problems in oil gauges are relatively easy to repair and can be repaired with ease. (Unless the tube it is bent or leaking oil!).

First let's give you a little insight on how the gauge works. A bourdon tube is connected to an arm and gear assembly. When the tube expands the arm moves the gear. This gear drives another gear on the needle and the gauge reading is obtained.

If the gauge is not working, remove it from the center dash cluster following our repair help, [Corvette Center Gauge Bezel Install 68-76](#) .

With the gauge in hand inspect it carefully. The most important part of doing this repair is to not bend the arm or the bourdon tube while doing the repair. NOTE: We have the ability to set the pressure readings on the oil gauge's, you won't be able to do this unless you have the ability to pressurize a line with an adjustable constant pressure that reads out on a fixed gauge and the repaired gauge. So, don't bend the arm or the tube and you should be fine!

This repair is simple and easy if you just take your time. The most common problem with the gauge is dust, oil and the past created by both. The arm and gear on the back of the gauge can bind up and this is what drives the needle. The binding can be caused by the presence of dried oil, gear overrun, or worn out gears. It is very common that it's just the gears are gummed up

at either the gear arm pivot points, on the gear itself or inside the tube.

If on appearance the gauge looks fine and the gears are not over-run you can clean it this way!

Tape some plastic over the face! Then take some thinner on Q-tip and clean all the pivot points, gear assembly and pivot points on the back of the gauge. Use only a small amount to do this and keep it off the back of the face! While you apply the cleaner to the assembly, work the gear in tiny increments up and down with your fingers. It might take five minutes or so, but it will free up! Once you feel that it is moving easier, apply a small drop of oil on the pivot points and the gears. You can also push on the end of the tube to make the gears move but you have to be careful not to push hard enough to bend anything.

Tiny movement until the movement moves freely is the key to freeing up the gauge without damage. Once you get it to this point you will know because you can push the tube a ever so slightly and the needle will move with it without binding.

To clean the inside of the tube you can take the red spray extension and some aerosol brake dry. Insert it in to the spray nozzle on the can and then insert it in to the opening where the oil pressure line nut screws in. Be sure to be outside and have the back of the gauge pointing down toward the ground. When you hit the nozzle button it will inject the brake dry (cleaner) in to the tube. When it runs out it will look almost black! Do this several times and the solution will start to run clean. When the inside of the tube is clean the solution will run out clear.

Once cleaned and moving freely and if you did not bend anything, the gauge should function correct and as original.

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