

## oil pressure

Posted by deadeyeb - 06 Mar 2011 16:15

---

I just got my car started and the car holds 30# at idle but will not go above 45#or 50# when reving. I am wondering if the spring in the opv is old it is the 3 piece style. I have another one but hate to tear down if i don't have to. the oil pressure will increase then drop then increase and drop again as I rev the motor. It maintains 30# at idle.

=====

## Re: oil pressure

Posted by Sterling Doc - 06 Mar 2011 19:04

---

The 3 piece valves are more troublesome. It's worth the time/effort to switch to the updated early-style one piece design in any case.

=====

## Re: oil pressure

Posted by joepaluch - 07 Mar 2011 05:01

---

### **Sterling Doc wrote:**

The 3 piece valves are more troublesome. It's worth the time/effort to switch to the updated early-style one piece design in any case.

There is a reason Porsche update the design. It is probalby a good place to start. The other place is to make sure the crank bolt is torque to spec. 155ft-lbs I believe.

=====

## Re: oil pressure

Posted by B1BFlyer - 07 Mar 2011 11:03

---

### **joepaluch wrote:**

### **Sterling Doc wrote:**

The 3 piece valves are more troublesome. It's worth the time/effort to switch to the updated early-style one piece design in any case.

There is a reason Porsche update the design. It is probalby a good place to start. The other place is to make sure the crank bolt is torque to spec. 155ft-lbs I believe.

I've got my cooler housing off right now and it was suggested by David Dirks to go with the one piece as well. However, at over \$400 for the part on Pelican, I'm not really considering it as an affordable switch. Are used/older one-piece OPRV's reliable and not wear out like the 3 piece or is a new 1-piece the only way to go?

=====

## Re: oil pressure

Posted by joepaluch - 07 Mar 2011 11:18

---

I have no concerns about used 1 piece valves. Make sure you get the "replacement" type (fig A below). These are designed to be used as replacement to the 3 piece valve. The ones in later 87 and 88 motors are different and will not match to the block. If you notice the top of both the on in Fig A has an o-ring (typically green) on the end that sort of uncaptured. The one in fig b has proper O-ring groove on it and only for engines that came with 1 piece valves. The O-ring color is most likely black.