

Pressure Switch Retrofit Kit

(For Vegistroke kits produced between April-September 06)

Purpose:

This kit is designed to upgrade your system with better control over switchover with a positive identification, reduced wear and tear on the stock diesel pump, and extend the life of the WVO pump as well.

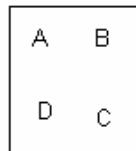
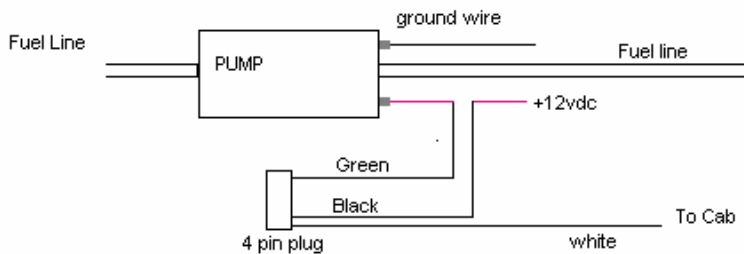
Synopsis:

You will be installing a pressure switch between the outlet of the WVO filter and the check valve. This switch is preset to 65 psi. Along with this switch is a new wiring harness that will connect to the stock diesel pump on the frame, and one wire will continue up to the cab where it will plug into the switch to control the square light. The pressure switch will in effect reroute power from the diesel pump to the switch. So if the system is in auto, and the square light is on, it can ONLY be on oil, and the oil pressure HAS to be better than 62psi. However, just as before, should anything happen on the oil side, and the pressure drops, your diesel pump will come on and take over with no intervention or lapse in performance. You will simply see the switch light extinguish.

1. Remove the frame module. Use vice grips to pinch the coolant and fuel hoses.
2. With the module removed, mark the fitting directly attached to the filter with a Sharpie so that the mark is aligned with the filter.
3. Using a 1" wrench, remove the fitting from the filter.
4. Now remove the check valve from the large o- ring filter fitting. Install pressure switch so that length of the switch is aligned with the mark made earlier. The goal is that the pressure switch is pointing the same direction as the filter when installed.
5. Now reinstall the check valve and T assembly back on the pressure switch.
6. Reinstall Frame module. Tighten hoses.
7. Plug in new harness to the pressure switch plug, and route along trans cross-member to the drivers side frame. Locate the diesel pump just forward of the trans cross-member.
8. Remove the positive lead from the pump. Should be a pink wire, but double check with a test light or multimeter to make sure it is the +12vdc wire and not ground. Remember the PCM turns off the diesel pump after about 20 seconds if the truck is not running.
9. Connect the wire with the ring terminal to the diesel pump and cut off the ring terminal on the factory wire and use a but connector to connect it to the black wire from the pressure switch. Almost done.
10. Now run the other remaining wire to the cab. It will go to the back of the main control switch.

11. Using your pin removal tool(very similar to a cut off zip tie), remove and swap the following wires.
 - a. 3 & 6
 - b. 2 & 5
 - c. 1 & 4. (should be no wire in 4)
12. Now with that done, take and plug the wire you just ran from the pressure switch into position 1.
13. Last step is to now reduce the WVO pressure to 65-70psi using the same procedures as outlined on the initial installation.

Pressure Switch Wiring



- A. BK- To +12 from OEM fuel pump relay
- B. WH- To system sw. pin 1
- C. Green- To Pump

Four Pin Female Plug

The function of the pressure switch is to divert power from the stock diesel pump to the light on the switch indicating that the WVO system is up to operating pressure. Should the pressure drop for any reason, or the system is turned off, the switch will trip automatically, and will divert power back to the stock pump