

## Constructing an SVX Transmission Line Pressure Gauge.

I purchased a Japanese cheap but excellent gauge, (refer below), together with brass fittings and very thin HP plastic tubing. The SVX test port has a 10 x 1 mm straight thread and from memory it is located in a recessed area between the transmission casing and the engine crank case, on the left side. It is fitted with a removable threaded plug.

If you are unable to find a suitable attachment fitting, modify the plug as I did by drilling and tapping it to fit a suitable nipple, or simply braze a nipple in place.

An outfit which markets hydraulic fittings is your best bet. Refer below and check the \$15.00 dollar item. I used a back entry type. The same thing must be available in most parts of the world from a similar supplier.

The local agent confirmed that the gauge suggested has sufficient over pressure tolerance in excess of 160 psi and it provides an excellent wide dial spread over the important readings.

I installed my gauge permanently and found observing it very interesting and I can not recall it registering over-scale at any point during normal driving. I mounted it on a bracket directly in view on the fairing over the steering column with double sided tape and it never shifted. The connecting tubing can be passed through the fire wall alongside the electrical loom.

Detecting overall line pressure falling below a minimum of say 40 PSI, due to the possible failure of solenoid "A" or some other issue is the important factor. This often needs to be the only check necessary when using a portable gauge. I marked my permanent Gauge with a red sector.

<http://www.cps.co.nz/shop/gauges/40-mm-gauges/15-inch-brass-internal-dry-gauge/P140/C33>

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