

# ROTAX\* OIL THERMOSTAT

## Installation Instructions



### PLAN YOUR INSTALLATION

Before starting your installation, find a location for your oil thermostat away from moving parts and heat sources and where hoses can be installed with the minimum complexity of fittings and hose routing and without sharp bends. Determine whether you will attach the oil thermostat to a fixed mounting point or whether the oil thermostat can be supported by the oil hoses alone. (Do NOT attach your oil thermostat directly to the engine or gearbox). Obtain all required hose fittings, hose, hose clamps, Adel clamps (if used) and fasteners.

### HOSE FITTINGS

Rotax SL-912-011 requires that hose fittings have a minimum I.D. of 9.0 mm (.354") and also that 90 degree fittings NOT be used UNLESS they are large radius fittings similar to Rotax part number 956 580. We recommend AN840 and AN844 fittings. These are aircraft-quality fittings that are not restrictive to oil flow:

- AN840-8D - straight aluminum fitting, 3/8"-NPT with 1/2" single hose barb
- AN844-8D - 45 degree aluminum fitting, 3/8"-NPT with 1/2" single hose barb



AN844-8D FITTING

### THREAD SEALANT

The hose fittings must be installed with a thread sealant. We recommend Permatex 56521, Loctite 565 and Loctite 567, which are all high quality sealants with excellent solvent resistance.

### OIL HOSE CONNECTIONS

The oil thermostat can be installed in any position or orientation, but do NOT bolt the oil thermostat directly to the engine or gearbox. The oil thermostat is bi-directional. i.e. the oil thermostat has no "left side" or "right side" and no "front" or "back". The oil hose connections and oil flow can be either left to right or right to left. Connect the oil cooler to one side of the oil thermostat with oil flow TO the cooler connected to the BOTTOM port on one side of the oil thermostat and the return oil flow FROM the oil cooler connected to the TOP port on the SAME side of the oil thermostat.

On the other side of the oil thermostat, connect the incoming oil flow FROM the oil tank to the BOTTOM port and the return oil flow TO the oil pump to the TOP port



### PURGING THE OIL CIRCUIT

After installing the oil thermostat it's essential to purge any air from the oil circuit before starting your engine. Please read and follow the procedure described in Rotax Service Instruction SI-912-018 – Purging Of Lubrication System For Rotax Engine Type 912 And 914 (Series).

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