

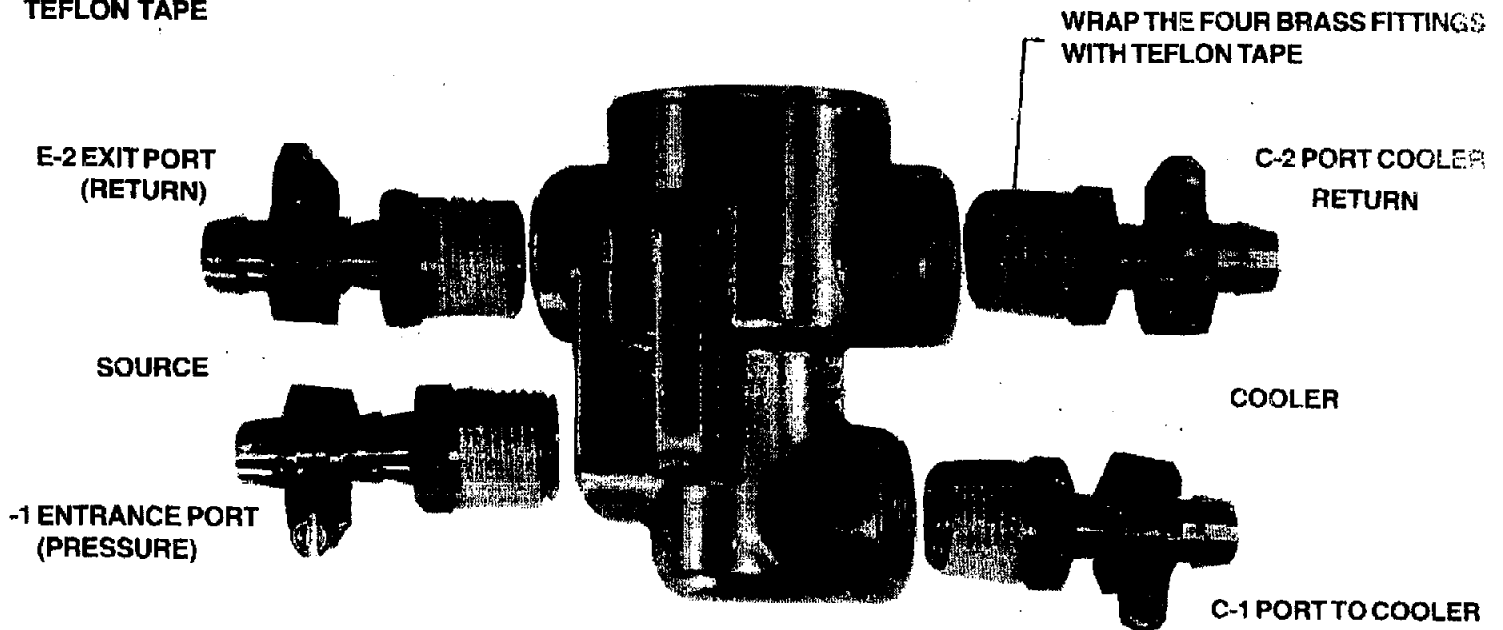
OIL THERMOSTAT



Made in America

PATENT 4,027,643

**WARNING: DO NOT COVER
FIRST THREAD OR END OF
BRASS FITTINGS WITH
TEFLON TAPE**



INSTALLATION INSTRUCTION:

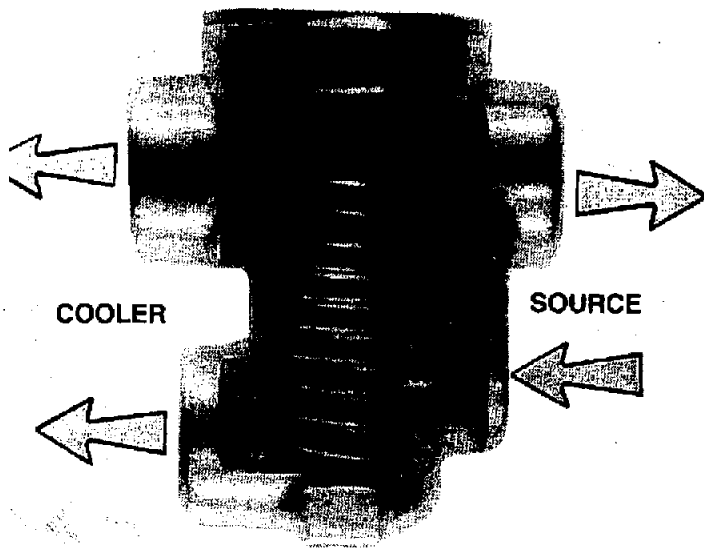
1. Using teflon tape, install hose barbs in the barbs in the four (4) threaded ports in the oil thermostat.
INSTALL HOSES ON OIL THERMOSTAT AS FOLLOWS:
 - A. Establish which line from the source is the pressure line, Connect that line to E-1 ENTRANCE PORT on oil thermostat.
 - B. The return line to the source is connected to the E-2 EXIT PORT on oil thermostat.
 - C. C-1 PORT is the pressure line to the cooler.
 - D. C-2 PORT is the return line from the cooler.
2. The hoses should be cut in a convenient location to facilitate mounting the oil thermostat to the vehicle's frame or other stationary part.
3. Slip hose ends onto the hose barbs and secure with hose clamps.
4. Start engine and check for leaks.

NOTE: SOURCE COULD BE AN ENGINE, TRANSMISSION, FUEL (DIESEL) OR ANY PETROLEUM PRODUCT REQUIRING A HEAT EXCHANGER (COOLER).

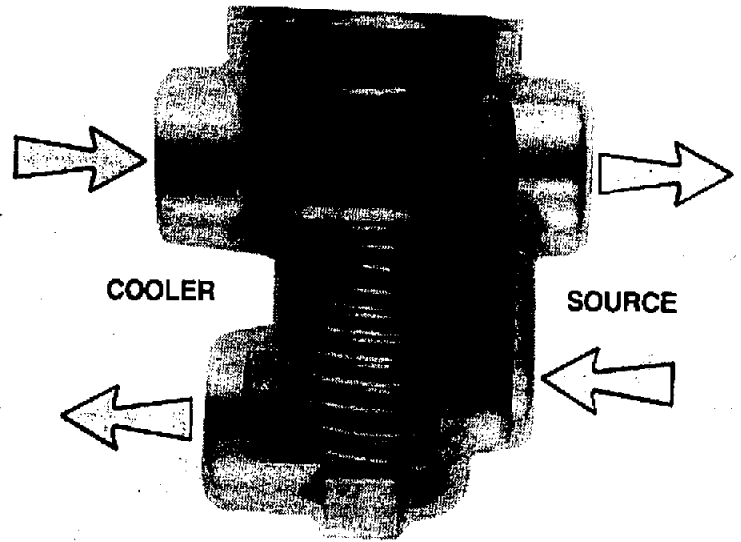
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COOL OIL OPERATION
(OPEN VALVE)



WARM OIL OPERATION
(CLOSE VALVE)

The OIL THERMOSTAT is a thermostatically controlled valve that is designed to regulate the oil flow through an oil cooler. The OIL THERMOSTAT and a cooler are the world's most sophisticated year-round oil cooling system.

IT WORKS LIKE THIS:

When the oil is cool, the valve is in the open position, allowing oil to be applied equally to both the inlet and the outlet of the cooler, preventing oil flow through the cooler. As the oil temperature approaches 170°F, the valve closes, forcing all of the oil to flow through the cooler and return through the valve to the source. This fail-safe design insures full oil flow to the source regardless of whether the valve is open or closed. The cooler also remains full of oil at all times, eliminating pressure variations, aeration, and foaming of the oil. The source oil pressure and flow rates are not affected by the use of the OIL THERMOSTAT.

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