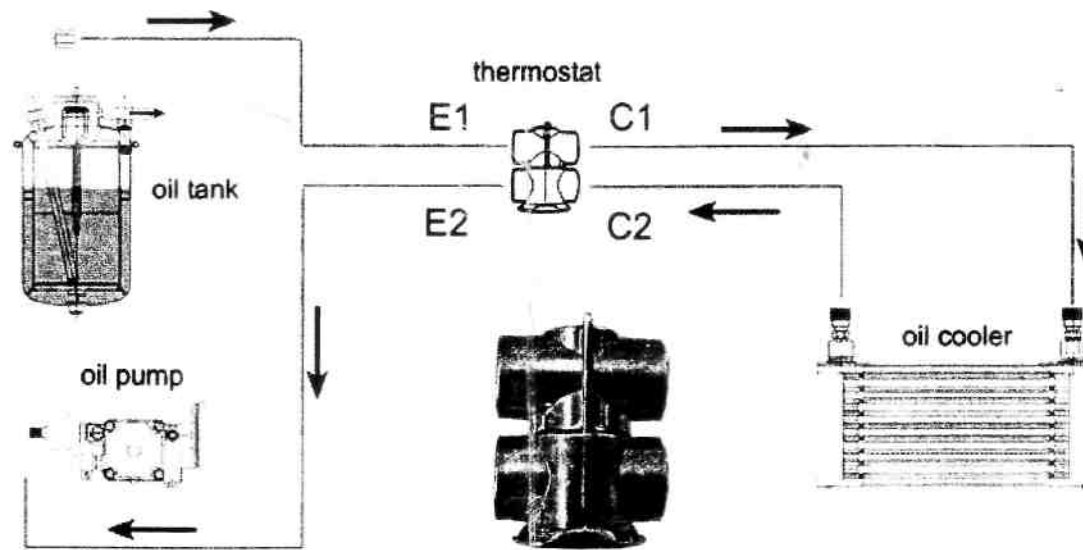


CARTA DE SERVICIO

ROTAX ha publicado una Carta de Servicio indicando que es conocedor, por experiencia de campo, de que por motivos de instalación algunos motores trabajan con la temperatura de aceite demasiado fría. Para solucionar este problema, recomienda el uso de un termostato de aceite.

ROTAX no fabrica ni comercializa termostatos de aceite, pero ha realizado las pruebas con el modelo fabricado por PERMA INDUSTRIES INC, de Ontario (USA).

Para más información pueden ponerse en contacto con AVIASPORT S.A. o sus Centros de Servicio.





Perma Industries Incorporated
 400 South Rockefeller Avenue • Ontario, CA 91761-8144 USA
 Tel 909.390.1550 • Fax 909.390.1551
www.perma-cool.com

Installation Instructions

This guide covers the following item Numbers:

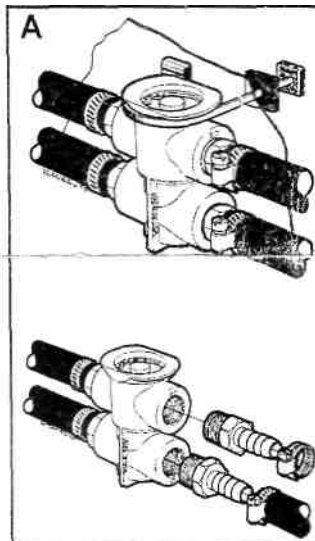
10601, 10701

CongratuCations, you nave made a wise decisi3n. Tkank youforpurcúiasing ourproduct.

Remóte Oil or Fluid Thermostat System

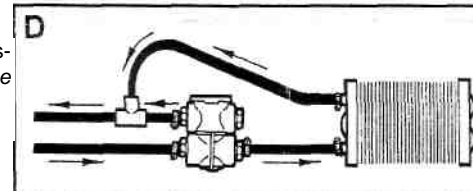
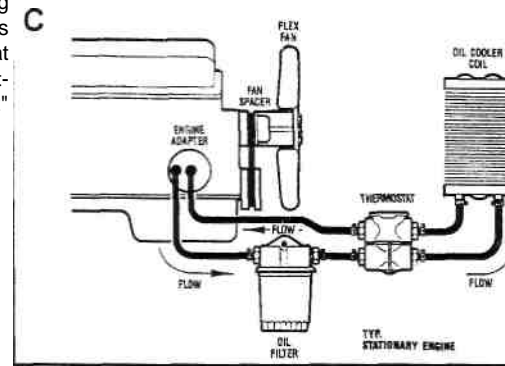
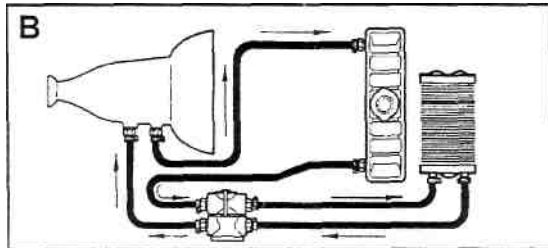
IMPORTANT! READ ALL INSTRUCTIONS BEFORE BEGINNING INSTALLATION.

An oil or fluid thermostat provides quick engine or transmission warm-up in extreme cold climates and will assure cooling when needed. The remote oil/fluid thermostat has fail safe features that are built-in to avoid all possible problems. The valve is partially open when cold, to allow oil/fluid in cooler system to be pre-warmed or to avoid air pockets. When the vaive is closed, it has a slight relief to make up for restrictions elsewhere in the system; such as a stacked píate coil, a coil that is too small, or small restrictive oil lines. The thermostat begins to activate between 180° and 190° F (82° and 88° C). The valve clcses and forces the oil/fluid through the oil/fluid cooler coil. thus cooling the oil/fluid. The oil/fluid cooler coil remains full of oil/fluid at all times, and avoids trapping air or foaming the oil/fluid. Each pre-tested thermostat can handle flow rates up to 200 GPM (750 LPM), and pressure rates up to 200 p.s.i.



InstaN fittings into the four threaded ports. If the threads are NPT (tapered pipe thread! use TeAon® tape or appropri-ate sealant and torque to 28 ft. lbs.(38 Nm). Secure with hose clamps positioned 1/3" (4mm) from the ends of hose. Do not over tighten the clamps. The proper tensi3n is when the hose surface bulges up slightly through the slots in the bands (see illustration A). If -AN/SAE fittings are used, the fittings must be modified before installing into the thermostat. Sand or machine the chamfer off the fitting, to avoid obstructing the flow or damaging the valve mechanism. If the valve has been machined for -AN, SAE, or metno threads, you will need to determine the correct ports when installing the unit. The entry ports "E1 & E2" are always on the same side, as are the cooler ports "C1 & C2". The ports closest to the end cap of the thermostat unit are "E2" & "C2", thus ports "E1" & "C1" are the remaining ports.

L3cate a convenient locatlon to interrupt BOTH oil/fluid cooler lines. Be sure to keep the lines free from sharp edges or bends-TheJhhermostatjsap-be-9«curec ueing aw standard íteYiT3p^4r?PerrrrE-Cocf!rnyicrttie & buiton Xúravai-able separately. Connect the oil/fluid lines FROM the engine or transmission to the "E1" port on the thermostat. From the "C1" port, connect to the oil/fluid cooler coil. Then connect "C2" to the other end of the oil/fluid cooler coil. The "E2" port would then complete the circuit by connecting to the engine or transmission to the line that returns TO the engine or transmission. Referto illustration B or C Under severiei extreme cooling circumstances it may be possi-ble to over-cool the oil/fluid, even with the thermostat in place This can be caused by the cooled oil/fluid moving through the thermostat and creating a false reading from the thermostat actuator. In these instances, it is recommended that the "C2" port be plugged, and that the return line from the oil/fluid cooler coil be connected via a "T" fitting, to the line that is run between "E2" and the engine or transmission (see illustration D).



CAUTION: Thermostats with 3/8" NPT (int.), -6AN, and M16 ports are for use with trans-mission fluid systems. Thermostats with 3/8" & 1/2" NPT (int.) (with 1/2" [13mm] I.D. hose fittings), -8AN, -10AN, and M18 ports are for use with engine oil systems.

For additional accessories or replacement parts visit www.perma-cool.com