

JABIRU* OIL THERMOSTAT

P6-J-190
190°F / 88°C



CONSTRUCTION

The ThermoStasis Jabiru oil thermostat offers true aircraft quality construction in a compact configuration designed specifically for the Jabiru 2200 and 3300 engines. The oil thermostat replaces the factory oil cooler adapter (OCA) and allows the use of standard Jabiru oil filters – no modification of cylinder cooling fins or other components is required. The oil thermostat also allows the use of ½" ID hoses, reducing oil cooler pressure drop.

CNC-machined from aircraft-grade aluminum 6061-T6 and black anodized, the Jabiru oil thermostat has the following advanced features:

- calibrated thermal motor
- stainless steel return spring
- double radial Viton V90 O-ring seal
- low bypass design



INSTALLATION

- Remove the factory oil cooler adapter (OCA) and install the Jabiru oil filter fitting, Jabiru part number 4120534 (not supplied) into the engine block with Red Loctite 272.
- Assemble port adapter fittings (e.g. Aeroquip FCM2007 – not supplied) into the 3/8"-NPT ports in the Jabiru oil thermostat using thread sealing compound.

**AEROQUIP FCM2007
3/8"-NPT / AN8
ADAPTER FITTING**



- Lightly oil the large O-ring and install into the O-ring groove on the bottom of the oil thermostat.
- With the port fittings facing straight down relative to the engine block, attach the oil thermostat to the block by screwing the ThermoStasis adapter fitting (supplied) onto the Jabiru oil filter fitting. Using a 1" thin wall standard socket torque the adapter fitting to 30Nm/22ft.lb. (suggested - do not overtorque).
- Attach the oil hoses to the port adapter fittings. The right side fitting connects to the oil cooler inlet and the left side fitting connects to the oil cooler outlet. Note that this is the opposite of the way that the oil cooler hoses connect to the Jabiru factory OCA.
- After completing the installation and ensuring there is no air in the oil circuit perform a five to ten minute ground engine run, then CAREFULLY INSPECT the oil thermostat for oil leaks either from the unit or at the block surface or at the oil hose connections.



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