

With over thirty years of continued development, Mocal oil thermostats have racked-up millions of miles in automotive, marine and aviation applications. Select from in-line or sandwich plate type, in any of the options listed below.

**Oil Thermostat Push-on OT1 Type**

Part #	Description	Price
A0T1	1/2 Push-on	\$47.50
A0T1-HT	1/2 Push-on High Temp*	\$57.50
A0T3	3/8 Push-on	\$47.50
A0T3-HT	3/8 Push-on High Temp*	\$55.00

*High temp (95c / 203f) versions are best suited for regulating flow to automatic transmission coolers in colder than average climates.*



OT1

**Oil Thermostat Male Thread OT2 Type**

Part #	Description	Price
A0T2-1	1/2 BSP Male	\$109.00
A0T2-2	5/8 BSP Male	\$109.00
A0T2-3	-10AN Male	\$116.50
A0T2-3HT	-10AN Male High Temp*	\$133.00
A0T2-4	-12AN Male	\$116.50
A0T2-4HT	-12AN Male High Temp*	\$133.00
A0T2-5	-16AN Male	\$116.50
A0T2-5HT	-16AN Male High Temp*	\$133.00
A0T2-7	-8AN Male	\$116.50
A0T2-7HT	-8AN Male High Temp*	\$133.00

*\*High Temperature (95c / 203f) versions are best suited to marine and aviation applications.*



OT2

**Oil Thermostat Female Thread OT2 Type**

Part #	Description	Price
A0T2-6	1/2 BSP Female	\$99.50
A0T2-6N	12 NPT Female	\$99.50

*For other fluid connection options these versions of the OT2 use either 1/2 BSP or 1/2 NPT male unions.*



OT2

**Oil Thermostat Sandwich Plate SP1 Type**

Part #	Description	Price
SP1T	3/4-16 Filter Thread	\$85.50
SP1AT	5/8-18 Filter Thread	\$89.50
SP1DT	18mm Filter Thread	\$89.50
SP1FT	20mm Filter Thread	\$89.50
SP1GT	22mm Filter Thread	\$92.50
SP1CT	13/16 for Chevy V8	\$115.00
SP1T-99	Hi Temp Versions	\$99.50

*High Temperature (95c / 203f), specify filter thread when ordering.*

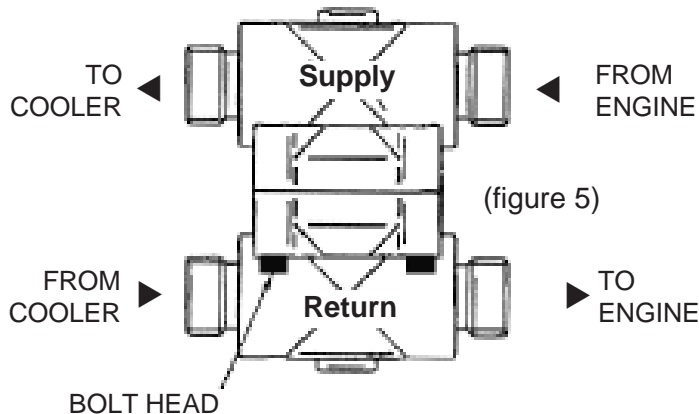
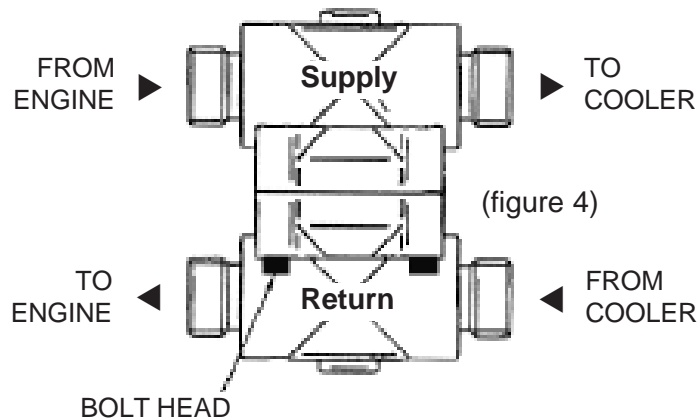
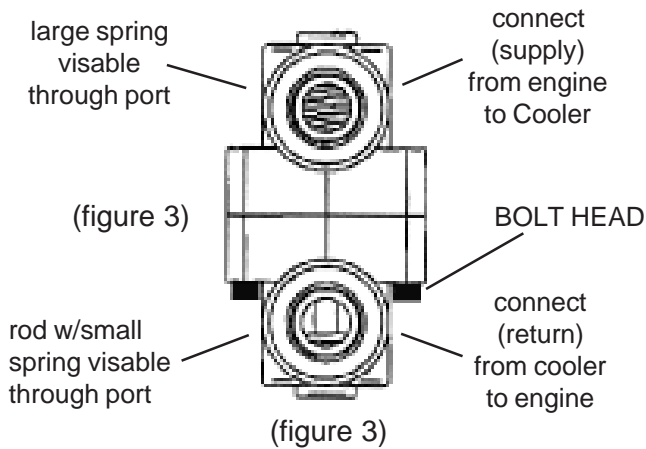
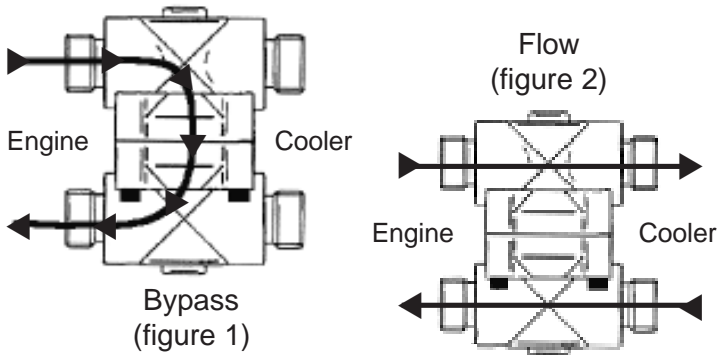


SP1



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# MOCAL AOT2 Oil Thermostats



## Function

Mocal oil thermostats are designed to regulate oil flow through cooling devices until optimal (minimum) temperatures are reached. Cold oil enters the thermostat and is bypassed through the center of the unit returning to engine (figure 1). During warm-up the thermostat never closes off oil flow to the cooler, rather, it offers a less restrictive path for the oil to flow\* allowing the cooler to acclimate to system temperature. As oil warms to 180 degrees (200 in high temp versions) the operating "waxstat" closes the bypass permitting full flow to cooler (figure 2). \*percentage of oil bypass can vary up to the point where the bypass is closed and full flow to the cooler is achieved.

## Thermostat Installation

1. Select a place, close to the engine and away moving parts, to insert the thermostat where oil hoses are running parallel. If a remote filter is used the thermostat must be installed AFTER the filter or oil bypass unfiltered when cold.
2. Determine the orientation of the thermostat prior to connecting the hose fittings see (figure 3). Yes, it is normal to see straight through both ends of the thermostat; the bypass function of occurs in the (unseen) center portion.
3. Splice the thermostat in the hoses running to and from the cooler using 4 appropriate type hose ends. Follow schematic (figure 4 or 5). Notes: Thermostat can be installed in any position/orientation as long as above connection schematic is followed. Unless marked, oil coolers do not have a preference for inlet or outlet, oil will flow in either direction. If marked, connect "to cooler" port to cooler inlet and "from cooler" port to cooler outlet.

Other questions or issues should be directed to our technical department at (941) 355-0005.