

SERVICE LETTER
USE OF AN OIL THERMOSTAT
FOR ROTAX® ENGINE TYPE 912 i, 912 AND 914 (SERIES)
SL-912 i-002
SL-912-011R1
SL-914-009R1

|| This SL revises SL-912-011 and SL-914-009 dated 15 September 2005.

Repeating symbols:

Please, pay attention to the following symbols throughout this document emphasizing particular information.

▲ **WARNING:** Identifies an instruction, which if not followed, may cause serious injury or even death.

■ **CAUTION:** Denotes an instruction which if not followed, may severely damage the engine or could lead to suspension of warranty.

◆ **NOTE:** Information useful for better handling.

|| | A revision bar outside of the page margin indicates a change to text or graphic.

1) Planning information

1.1) Engines affected

All versions of the engine type:

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- 912 i (Series)
 - 912 (Series)
 - 914 (Series)

If the engine does not have the recommended, best oil temperature range according to the current relevant Operators Manual.

1.2) Concurrent ASB/SB/SI and SL

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In addition to this Service Letter the following additional Service Instructions must be observed and complied with:

- Service Instruction, SI-912 i-004/SI-912-018/SI-914-020, "Venting of the lubrication system" current issue

1.3) Reason

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Field reports say that different aircraft with ROTAX® engines type 912 i, 912 and 914 (Series) have oil temperatures too low during engine operation because of unsatisfactory installation.

1.4) Subject

Use of an oil thermostat

1.5) Compliance

If the aircraft manufacturer or owner thinks that the oil temperature is too low during engine operation, an external oil thermostat can be installed. In case of doubt, contact your authorized ROTAX® distributor.

■ **CAUTION:** The aircraft manufacturer must test the correct oil circulation and durability of the installation of an oil thermostat and approve it.

1.6) Approval

The technical content of this document is approved under the authority of DOA ref. EASA.21J.048.

1.7) Manpower

Estimated man-hours:

Engine installed in the aircraft - - - manpower time will depend on installation and thus, no estimate is available from the engine manufacturer.

1.8) Mass data

Change of weight - - - depends on the used oil thermostat
Moment of inertia - - - unaffected

1.9) Electrical load data

no change

1.10) Software accomplishment summary

no change

1.11) References

In addition to this technical information refer to current issue of
- Maintenance Manual (MM)
- Installation Manual (IM)

1.12) Other publications affected

none

1.13) Interchangeability of parts

not affected

2) Material Information

2.1) Material - cost and availability

- The ROTAX[®] product line does not include an external oil thermostat.
- In case of questions related to the selection of the correct oil thermostat, contact your authorized ROTAX[®] distributor. Refer to **www.FLYROTAX.com**.

2.2) Minimum requirements for the oil thermostat

- Minimum inside diameter of the hose connection nipples: 9 mm
- Do not use angled hose connection nipples
- The pressure loss because of the flow resistance in the thermostat must not be more than 0.05 bar.
- Opening temperature must be between 82 °C and 90 °C
- Made fully of metal

▲ **WARNING:** Obey the instructions and warnings according the current relevant Maintenance Manual for the applicable engine type during work on the oil system.

Approval of translation to best knowledge and judgment - in any case the original text in the German language and the metric units (SI-system) are authoritative.