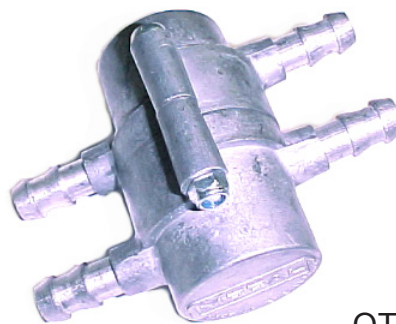


With over thirty years of continued development, Mocal oil thermostats have racked-up millions of miles in automotive, marine and aviation applications. Select from in-line or sandwich plate type, in any of the options listed below.

**Oil Thermostat Push-on OT1 Type**

| Part #  | Description            | Price   |
|---------|------------------------|---------|
| A0T1    | 1/2 Push-on            | \$74.25 |
| A0T1-HT | 1/2 Push-on High Temp* | \$79.95 |
| A0T3    | 3/8 Push-on            | \$81.90 |
| A0T3-HT | 3/8 Push-on High Temp* | \$84.50 |

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

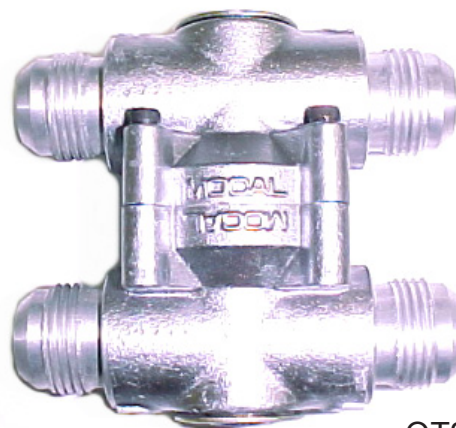


OT1

**Oil Thermostat Male Thread OT2 Type**

| Part #    | Description           | Price    |
|-----------|-----------------------|----------|
| A0T2-B1/2 | 1/2" BSP Male         | \$169.00 |
| A0T2-B5/8 | 5/8" BSP Male         | \$169.00 |
| A0T2-8    | -8AN Male             | \$169.00 |
| A0T2-8HT  | -8AN Male High Temp*  | \$185.00 |
| A0T2-10   | -10AN Male            | \$169.00 |
| A0T2-10HT | -10AN Male High Temp* | \$185.00 |
| A0T2-12   | -12AN Male            | \$169.00 |
| A0T2-12HT | -12AN Male High Temp* | \$185.00 |
| A0T2-16   | -16AN Male            | \$169.00 |
| A0T2-16HT | -16AN Male High Temp* | \$185.00 |

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



OT2

**Oil Thermostat Female Thread OT2 Type**

| Part #     | Description     | Price    |
|------------|-----------------|----------|
| A0T2-B1/2F | 1/2" BSP Female | \$169.00 |
| A0T2-N1/2F | 1/2" NPT Female | \$169.00 |
| A0T2-M22F  | 22mm Female     | \$169.00 |

*For other fluid connection options these versions of the OT2 use either 1/2 BSP, 1/2 NPT or 22mm male unions.*



OT2

**Oil Thermostat Sandwich Plate SP1 Type**

| Part #                                      | Description             | Price    |
|---|-------------------------|----------|
| SP1T  | 3/4"-16 Filter Thread   | \$99.50  |
| SP1AT                                       | 5/8"-18 Filter Thread   | \$99.50  |
| SP1CT                                       | 13/16" Filter Thread*   | \$99.50  |
| <i>*note not Chevy SB or BB - use SP16T</i> |                         |          |
| SP1DT                                       | 18mm Filter Thread      | \$99.50  |
| SP1FT                                       | 20mm Filter Thread      | \$99.50  |
| SP1GT                                       | 22mm Filter Thread      | \$99.50  |
| SP1T-99                                     | Hi Temp Versions (from) | \$115.00 |

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



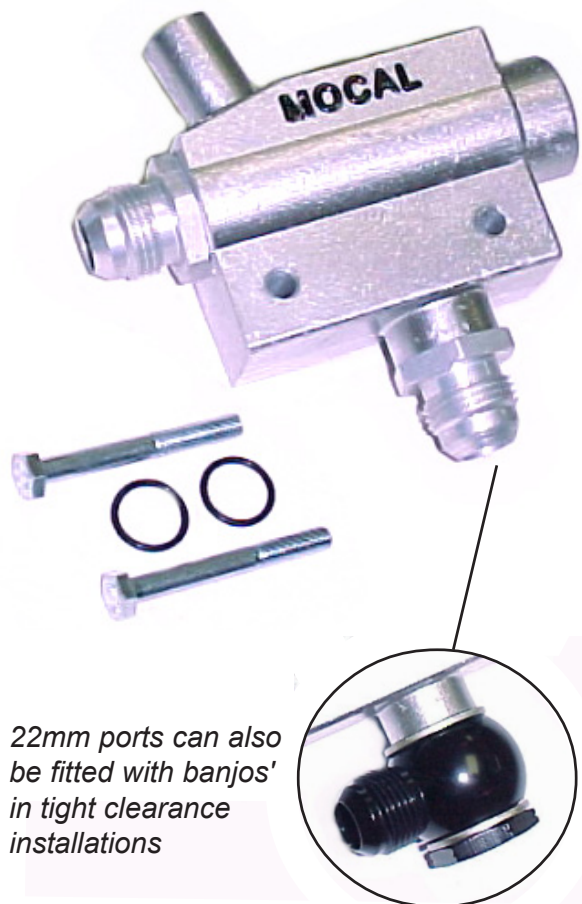
SP1



**Importer/Distributor- BAT Inc. 7630 Matoaka Road. Sarasota, FL 34243  
phone (941) 355-0005 fax (941) 355-4683**

*Prices subject to change without notice.*

## Special Thermostat Types



22mm ports can also be fitted with banjos' in tight clearance installations

### Chevy LS Series Thermostatic Oil Take-off

With over a year in development and joint testing with GM, we are proud to announce our LS series thermostatic oil take-off plate. The Mocal thermostat is the first, and only, oil take off for the GM LS series engines to incorporate a thermostatic control that automatically regulates oil flow to connected cooling devices and is the answer when installing oil cooling on high performance engines that see street/ track use in varying climates and conditions. The thermo simply bolts in place of factory gauge sender and operates by bypassing oil until minimum temperature (200f) are met before sending full oil flow to the cooler(s). Units are threaded for M22 x 1.5 female oring boss fluid connections (included) with provision for factory M12 x 1.5 sender; includes required hardware and oring/gaskets.

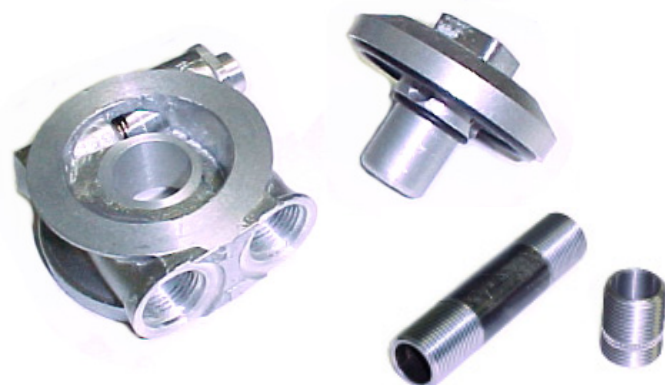
| application      | port thread | part# | price    |
|------------------|-------------|-------|----------|
| Chevy LS Series* | M22x1.5     | AOTGM | \$183.00 |

\*1997 to present LS Series engines (Gen III/IV) include: LS1/ LS6, LS2, LS3, LS7, L76/L92/L93, LQ4/LQ9, C5R and LSX  
Fittings for fluid connection are included (specify -8AN, -10AN or -12AN).



### VW VR6 Thermosttic Oil Take-Off

The TOP1LPT thermostatic oil take-off plate allows additional oil cooling devices to be added to the VW VR6 engine. VW equips most of its engines with a small water to oil heat exchanger located between the engine block and oil filter. Since the VR6 engine uses with a canister type oil filter it's factory water/oil heat exchanger is instead located on the front transmission side of the engine block retained by a "blanking plate" that mounts the device to the engine. The Mocal TOP1LPT is designed to fit in this location and thermostatically control (at 180 degrees) oil flow to the remotely mounted oil cooling device of your choice. The TOP1LPT can be installed in conjunction with the factory water heat exchanger or with the exchanger removed.



TOP1LPT is supplied with both long & short extensions allowing installation with, or without, factory VW heat exchanger.

| application | port thread | part#   | price    |
|-------------|-------------|---------|----------|
| VW VR6      | 1/2" BSP    | TOP1LPT | \$139.50 |



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phone (941) 355-0005 fax (941) 355-4683

## Special Thermostat Types


### Chevy V8 SB/BB Sandwich Plate w/Thermostat

Chevrolet small block and big block type engines use our SP16T type sandwich plate that includes a spacer to get the sandwich portion of the plate flush to the block surface.



| description   | part# | price    |
|---|-------|----------|
| Spin-on Filter Adaptor w/Thermostat<br>13/16" filter thread | SP16T | \$189.50 |

Works with typical Chevrolet small and big block engines. Unit requires use of Buick PH25 type 13/16" thread oil filters although spacer (required to get sandwich plate level to block surface). Sandwich plate design rotates 360 degrees; ORB type (22mm x 1.5) inlet/outlet ports available for -8AN, -10AN or -12AN.



Note: Threaded adaptors are available in -AN, BSP & metric sizes for all components we offer.



### Thermostatic Sandwich Plate BRZ/FR-S/GT86

Mocal is first to the market with our thermostatic oil cooler sandwich plate kit for new 2.0L Subaru (FA20) powered BRZ/FR-S/GT86 type cars. We have been working for a number of months with tuners and race teams regarding the need for proper oil cooling on these engines, noting due to their high revving nature oil temps can reach levels that cause the engine management to reduce performance. Get the most from your standard or modified engine by adding a highly efficient Mocal or Setrab oil cooler and control oil flow with a genuine Mocal thermostatic sandwich plate. Built in thermostat (185 degree) accurately controls oil flow to the cooler allowing for quick engine warm up plus oil system protection in cold climates. Kit for 2.0L (FA20) engine includes:

sandwich plate w/built in thermostat, interlocking 25mm spacer required for proper height/clearance, lengthened 20mm x 1.5 filter extension, large section o-rings. Fluid connections are ORB 1/2" BSP available to either -8AN or -10AN sold separately below.



| description                                     | part#     | price    |
|---|-----------|----------|
| Sandwich Plate Kit<br>20mm x 1.5" filter thread | SP1T-FA20 | \$169.00 |
| Fluid Connections                               |           |          |
| Union* 1/2" BSP X -10AN                         | BM810A    | \$7.25   |
| Union* 1/2" BSP x -8AN                          | BM808A    | \$7.25   |
| Seal* for Union                                 | DS13/16   | 0.90c    |
| *(2) required                                   |           |          |

NOTE: For use with water to oil coolers, a non thermostatic version of this part is also available as part # SP1-FA20 (\$129.00)

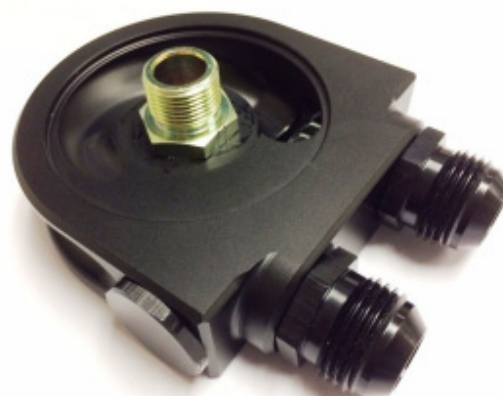


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## Special Thermostat Types

### Diesel Thermostatic Sandwich Plate

Our standard range of sandwich plates serve most engines with spin-on oil filters generally less than 3". This does not account for many diesel or industrial engine applications where the filter o-rings are in the 3.25" - 3.75" range. With this in mind we have developed a new large format version of our popular engine oil cooler sandwich plate. Our new SP2CT sandwich plate attaches simply to the engine between the oil filter mount and standard filter. It offers a integral 190° bypass type oil thermostat which allows for quick warm up even with large oil coolers in cold climates. The plate is tapped for M22 thread inlet/outlet ports which can support even the most generously sized -16AN hose fittings. Construction is billet aluminum which is strong which still being lightweight. All ports, fittings and flanges are o-ring sealed. There is also a 1/8" NPT port provided (w/plug) for adding a gauge, sensor or additional oil tap. The filter thread is 13/16"-16 which suits GMC Duramax diesel engines. We will be adding other filter options for future applications.



**Billet Thermo Sandwich Plate**      **SP2CT**      **\$139.00**  
*for 13/16"-16 oil filters*

**Fittings for Above (2) required:**

|                          |                   |               |
|--------------------------|-------------------|---------------|
| <b>Union M22 x -8AN</b>  | <b>M22AN8-SE</b>  | <b>\$7.90</b> |
| <b>Union M22 x -10AN</b> | <b>M22AN10-SE</b> | <b>\$7.90</b> |
| <b>Union M22 x -12AN</b> | <b>M22AN12-SE</b> | <b>\$7.90</b> |
| <b>Union M22 x -16AN</b> | <b>M22AN16-SE</b> | <b>\$9.60</b> |

### **MOCAL SP1T-TSi (VW/Audi TSi / FSi Engines)**

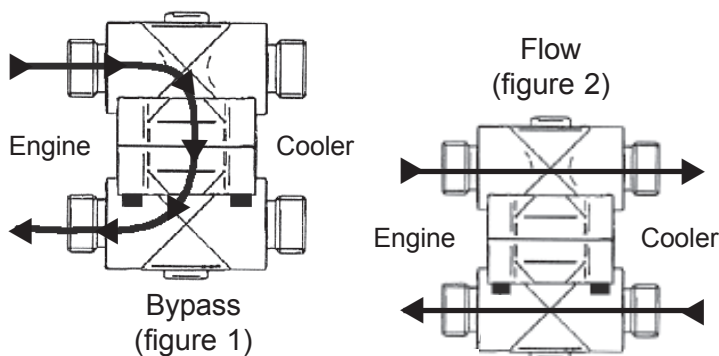
Adding oil cooling to the latest generation of VW / Audi engines is now possible with our latest sandwich plate for VW/Audi TSi / FSi type engines. These 2.0L engines date from 2006-2014 and come installed in a wide range of VW and Audi vehicles. Unfortunately here is where it gets confusing as there are numerous engine and vehicle codes for this series applications and a alphabet soup of designations for USA and international vehicles. Here is how to determine fitment: The correct engine will have the oil filter at the top front corner of the engine, facing up near the alternator and water/oil cooler. The mount for the filter will be aluminum not plastic. The engine will have chain driven camshafts not belt. Once you have determined fitment,

the rest is easy. The stock oil filter on these engines is unique as it uses a male M27 threaded lance to engage a drain back feature. Our sandwich plate is compatible and once installed will permit the use of a more common oil filter in 3/4"-16 like is used on 1.8T type engines. Fluid ports are 1/2"-14 ORB thread and can be adapted to either -8AN or -10AN for plumbing.



**Thermo Sandwich Plate VW/AUDI TSi**      **SP1T-TSi**      **\$139.00**

# 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.

