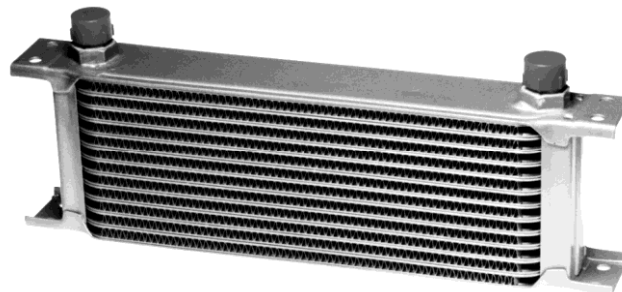




OIL COOLERS AND SYSTEM COMPONENTS



Flexolite oil coolers are made in Sweden and are industry-standard aluminium “stacked plate” coolers. These have been in use since the 1950’s and can be seen on every type of competition or modified production car imaginable. The cooler consists of alternating layers of oil-ways and air-ways to give the maximum surface area for efficient heat exchange. The simple, brazed construction also provides an ideal strength-to-weight ratio. The standard thickness (front to back measurement) is 50mm (2”), there are two widths readily available, and a wide range of heights – normally reckoned in “rows” (see below). The coolers are normally supplied painted black.

Coolers can be supplied with a variety of connections, but JIC and BSP male threads are the most widely-used (other types can be supplied to order). The threaded fittings are removable, which reduces the risk of damage to the cooler when tightening or loosening connections. The coolers are reasonably robust but rubber-mounting is advised in harsh usage or where vibration is a problem. It is recommended that coolers over 16-rows high are mounted using both top and bottom plates or have a clamping arrangement between the top and bottom plates. For really rough use we recommend the CR range of coolers (see below).

Ideally, coolers should be mounted where there is a good supply of cool air - but this is not always possible and we can supply electric fans if required. We suggest that any oil cooler system incorporates a thermostat, not only to help the engine warm up but also to protect the cooler from pressure spikes when starting from cold. We will be happy to advise on size and type of cooler, location, etc.

STANDARD DIMENSIONS (mm):	MOUNTING CENTRES	CONNECTION CENTRES	MATRIX WIDTH	OVERALL WIDTH
FULL-WIDTH	308	248	235	330
HALF-WIDTH	188	128	115	210

No. of Rows	Height (mm)	Part No. Full-width:	Price	Part No. Half-width	Price
7	53	OCF07	£59.40	OCH07	£49.50
10	100	OCF10	£68.20	OCH10	£52.80
13	100	OCF13	£79.20	OCH13	£61.60
16	124	OCF16	£90.20	OCH16	£72.60
19	147	OCF19	£103.40	OCH19	£85.80
25	194	OCF25	£123.20	OCH25	£108.90

Please specify thread type and size when ordering. If you are unsure please ask



CR Oil Cooler

Hand-made heavy duty oil cooler, ideal for rallying and similar harsh use. Size shown is 370mm(w)x200(h)x50(t), but can also be made to order in almost any size with connections, mounting brackets, etc, as desired. As an example, a cooler with above dimensions costs £195.00.

Oil Cooler Kits

As oil gets hotter it becomes less viscous and keeping oil viscosity at its optimum level is important. Fitting an oil cooler is a sensible modification, especially if the car is regularly used on long motorway journeys.

Kits containing all the components required are available for most classics. It contains an oil cooler, thermostatic sandwich plate, spin-on filter conversion, oil hose, connections and 'P' clips. Let us know what model and we'll supply all you need. Prices vary but the kit shown is for a Jaguar E-type SI 4.2.



Jaguar E-type SI 4.2	OCJ1	£299.00
Jaguar E-type SII 4.2	OCJ2	£299.00
Jaguar Mk 2	OCJ3	£299.00
Jaguar XK150	OCJ4	£320.00
Brackets	OCB	£4.20



Thermostatic Sandwich Plate

This plate incorporates a thermostatic valve to help the engine warm up quickly and fitted between the spin-on oil filter and the engine block/filter housing takes oil to and from the oil cooler. The valve is fully open at 80°C ensuring that all the oil is then routed through the cooler. Connections are made through 1/2BSP female ports (we can supply adaptors to other threads and sizes). The locating screw can be supplied to suit most car engines – ask for details or specify your required thread type when ordering. You'll need to fit a Flexolite oil filter adaptor if you have an older car.

TSPI £47.30

High-Flow Sandwich Plate

Slightly larger than the TSPI but provides greatly improved flow. Ports are M22x1.5 but we can supply adaptors for most applications. Plate is 32mm thick.

HFP1 £53.80

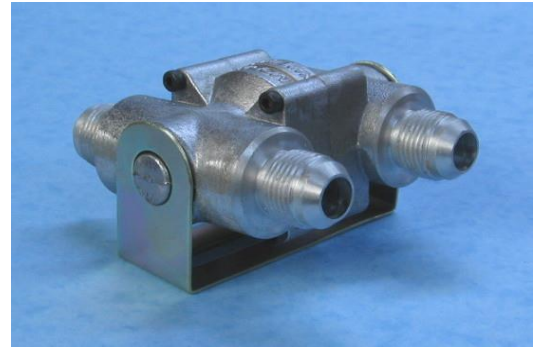




In-Line Oil Thermostat 2

Cast alloy in-line thermostat for in-line use. Supplied with mounting bracket. Thermostat fully open at 80°C. Available with male or female threads as below.

ILT2A	1/2BSP female	£87.50
ILT2B	1/2BSP male	£87.50
ILT2C	-08 JIC male	£87.50
ILT2D	-10JIC male	£87.50
ILT2E	-12 JIC male	£87.50



In-Line Oil Thermostat 3

Lightweight in-line thermostat which requires no bracket (supported by oil lines). Available only with push-on spigots. Standard opening at 80°C.

ILT3A	1/8" spigots	£39.50
ILT3B	1/2" spigots	£33.00



One-Way Valve

Flap valves are suitable for use with electric oil pumps and to prevent siphoning and drainage problems with dry-sump oil systems. These have no detectable resistance. Disc valves have slight flow resistance and are suitable for fuel.

OFAF6	Flap -06 JIC	£56.80	OFAD6	£36.00	Disc
OFAF8	Flap -08 JIC	£61.70	OFAD8	£40.00	Disc
OFAF10	Flap -10 JIC	£90.85			
OFAF12	Flap -12 JIC	£106.00			
OFAF16	Flap -16JIC	£212.80			



Sandwich Plate

This fits between the oil filter and the filter head/engine block to direct oil to and from the cooler, or it can be used in conjunction with a top plate to re-locate the oil filter (when used with a remote filter head). 1/2BSP female ports. Please specify locating bolt thread when ordering (or ask for details).

OSP 1 £26.40



Top Plate

Used with the sandwich plate (above) to re-locate the oil filter. Available with 3/4UNF & 13/16UNF – ask if you are not sure what thread your engine has. Combined height with OSPI is 60mm.

OTP1 £18.80



Filter Re-Location Plate

This is used in re-locating the oil filter but the plate screws directly on to the oil filter spigot (male thread). Ports are 1/2NPT or 1/2BSP (specify when ordering). Available to suit various threads.



FRP1	3/4 UNF	£18.90	FRP4	M20	£18.90
FRP2	13/16 UNF	£18.90	FRP5	M22	£40.60
FRP3	M18	£17.80			

In-Line Oil Thermostat I

This is an oil thermostat which can be located in the lines running to and from the oil cooler when a thermostatic sandwich plate is not being used. Ports are -10JIC. Dimensions are 100mmx35mmx100mm.; has two 6mm mounting holes, and 1/8NPT tappings for gauge take-offs. Stat opens at 70°C, fully open at 80°C. Machined from billet aluminium.

ILT1 £133.50



Quick-Valve – Engine Oil Drain Valve

Replace your sump plug with this drain valve and frozen drain plugs and stripped threads are a thing of the past. Also reduces the risk of scalding. With a safety clip and the valve requiring a lift and quarter turn to open makes it very difficult to accidentally release the oil.

Available in both standard and with nipple (as shown) allowing a hose to be fitted for even cleaner operation. Made in corrosion-resistant forged brass with stainless steel ball valve. Adaptors are available for recessed sump plugs. Most sizes are available – examples below.

QVF102	Thread size 3/8"	£19.97
QVF102N	Thread size 3/8"	£21.97
QVF106	Thread size M14-1.5 14mm OD, 1.5mm pitch	£19.97
QVF106N	Thread size M14-1.5 14mm OD, 1.5mm pitch	£21.97
(with nipple)		
QVAD106	Adaptor 15mm length	£4.97



Accusump – oil pressure accumulator

Shock waves can damage oil filters, coolers, oil lines and oil pump drives. The Accusump is ideal to pre-lubricate bearings etc. and will iron out shock waves in the oil pressure system caused by rapid RPM increase on a cold engine, sticky oil pressure relief valves, etc. Available with either manual or electric controls and with a capacity of 2, 4 or 6 pints.

OPA1 (2 pint) Manual £197.00

OPA2 (2 pint) Electric £323.00

OPA3 (4 pint) Manual £212.00

OPA4 (4 pint) Electric £340.00

OPA5 S/S Brackets £18.00 pair

