

Rotax 912 Oil System Priming & Purging Kit

If you do your own oil change you know that just draining the oil reservoir doesn't get all the dirty oil out of the engine. The oil cooler and lines can hold as much as a quart of used oil. Get a fresh start by purging all dirty oil by force purging the entire system. Our new Oil System Priming & Purging Kit provides you with all the needed parts and instructions to force prime the entire oil system in just a few minutes.

New engine installations or any service that requires breaking into the sealed lines and cooler system must be pressure primed before start-up. Failing to properly prime the system can result in air pockets, oil pump cavitation, and possible lifter, camshaft, or main bearing damage. Installed to the oil reservoir, shop air is used to pressurize the tank forcing oil through the entire system as you turn the prop over 30 to 60 turns. All air is therefore purged and the system fully primed for start-up. Full oil pressure is achieved as soon as the engine is started avoiding oil pump cavitation and possible damage to expensive vital engine parts.

Kit includes adjustable pressure regulator, both automotive and industrial style air couplers, 13mm feed hose, worm drive clamps, hose barbs, steel flare cap for tank top, and complete step-by-step instructions. Save yourself the time and hassle of designing a makeshift system to prime your engine with our versatile professional priming kit. Allows compliance with Rotax Service Instruction Bulletin SI-912-018 & SI-914-020 13549 Instructions.doc

Part #13549....Rotax 912 Oil System Priming Kit



Kit Includes:

- ____ 1@ - Part #135495 Air Pressure Regulator
- ____ 1@ - Part #135491 #8 JIC Flare Cap
- ____ 1@ - Part #135493 3/8" x 1/4" MPT Hose Barb
- ____ 1@ - Part #135497 Air Coupler - Industrial Type
- ____ 1@ - Part #135499 Air Coupler - Automotive Type
- ____ 2@ - Part #135492 5/8" Worm Drive Clamp
- ____ 1 foot - Part #181413 13mm Rubber Hose
- ____ 1 @ Instruction Sheet w/ with Rotax Service Instruction Bulletin SI-912-018 & SI-914-020



Rotax 912 Oil System Priming Kit Instructions

Step # 1 – Assembly parts as shown in photo – Use air coupler to match the shop air system you will be connecting to. Both types are provided.

Step #2 – Remove oil line from Oil Reservoir marked “In” and lower end into waste bucket on floor.

Step #3 – Use Part #135491 #8 JIC Cap supplied to cap “In” port on reservoir.

Step #4 – Remove venting hose from reservoir and install 13mm hose provided onto spigot.

Step #5 – Remove one spark plug from each cylinder to allow free rotation of engine.

Step #6 – Turn pressure regulator on slowly allowing pressure to build in oil reservoir to approximately 10-15 psi. Air will vent from around fill cap. This is normal. Regulator will keep air pressure inside reservoir forcing oil through line still connected.

Step #7 – Turn prop over quickly 30-60 times. This will turn the oil pump and move oil thru the system. Keep turning until clean oil is seen draining into bucket. Turn engine only in direction of normal rotation. Make sure you have enough oil in your reservoir so air is not allowed to reach bottom pick-up. Start procedure over if air is allowed into system.

Step # 8 – Remove pressure regulator and refit both lines to their original positions on the reservoir. Be sure to fill reservoir to top of dipstick mark when finished. Your engine is now pressure primed with oil and ready for start up. Oil pressure gauge should quickly read proper pressure.

(Note: These instructions are not designed to replace or supersede the factory instructions in anyway.)