



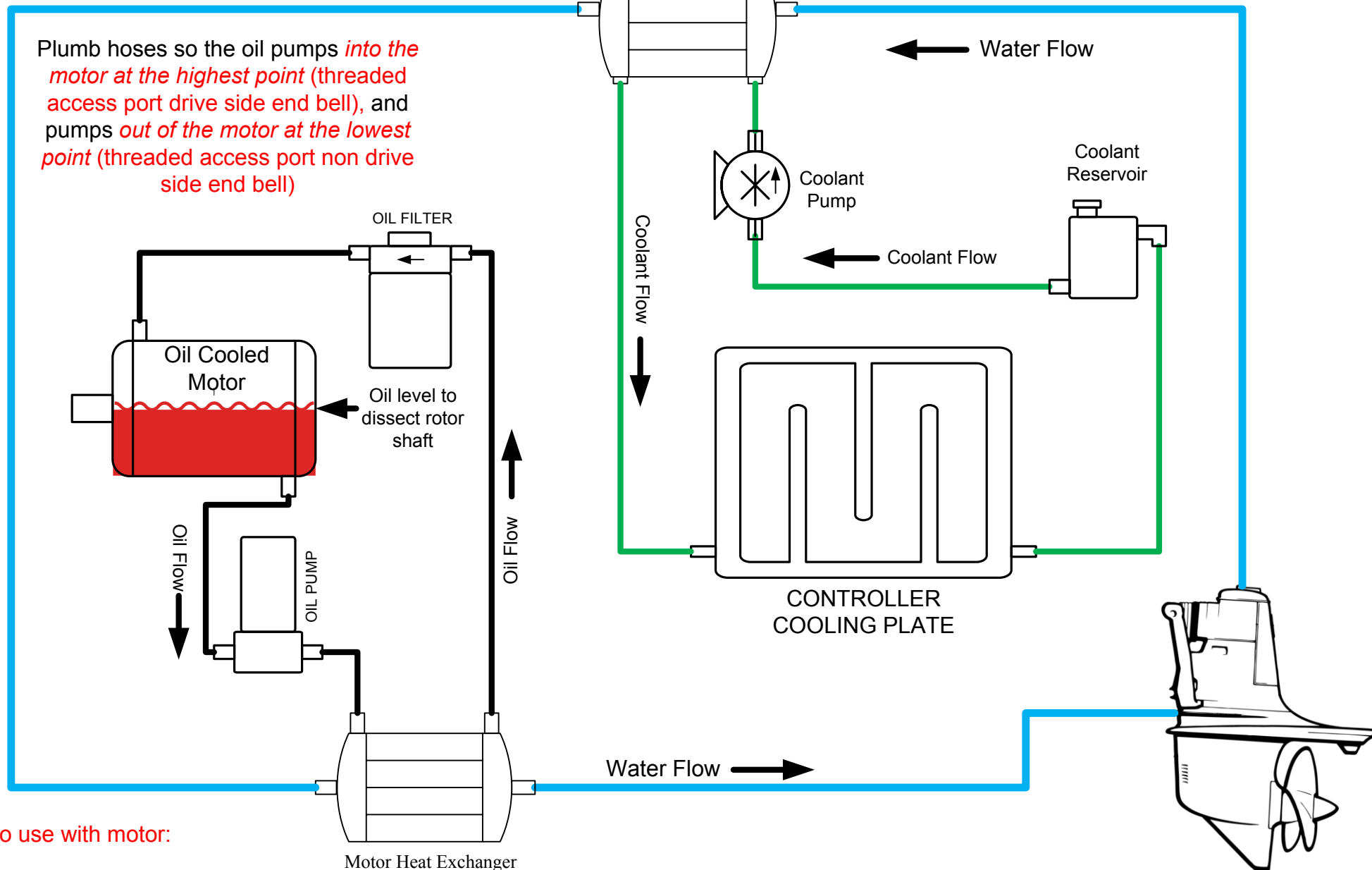
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# OIL COOLED MOTOR OIL PLUMBING PATH

## MARINE CONVERSION FOR OIL COOLED MOTOR APPLICATIONS

Date 4/1/15

# DO NOT RUN MOTOR WITHOUT CORRECT OIL LEVEL PRESENT IN THE SYSTEM



Plumb hoses so the oil pumps *into the motor at the highest point (threaded access port drive side end bell)*, and pumps *out of the motor at the lowest point (threaded access port non drive side end bell)*

Oil type to use with motor:  
Full synthetic automatic transmission fluid (ATF); recommendation for DEX/MERC, Mercon LV

**NOTE: MOUNT THE OIL PUMP SO THAT IT IS LOCATED BELOW THE OIL LEVEL WITHIN THE MOTOR**

**FILL MOTOR WITH ATF OIL TO APPROXIMATELY DISSECT ROTOR SHAFT**

**To Start:**

**AC-34/35:  $\frac{3}{4}$  gallon of ATF oil.**

**AC-50/51: 1 gallon of ATF oil.**

**AC-35X2 Dual: 1  $\frac{1}{2}$  gallon of ATF oil.**

**Procedure:**

- 1. Disconnect motor leads in junction box ON THE MOTOR from terminal block and carefully bend the three wire leads back.**
- 2. Start adding fluid amount as suggested above to motor through the opening where leads exit motor.**
- 3. Circulate ATF through motor with oil pump so that the oil cooling plumbing is full.**
- 4. With the oil pump running, look into motor through opening and observe oil level. Fill as needed to attain the desired level within the motor (ATF FLUID HALFWAY UP ON THE ROTOR SHAFT).**
- 5. Carefully bend the three leads back down and attach to the terminal block within the junction block. Torque the three fastening nuts to 225 inch pounds.**