

## The Stant® No Leak Heavy Duty



In response to today's more stringent engineering requirements and longer engine life-cycles, Stant® offers the industry's first zero-leak, serviceable Heavy Duty Thermostat. This natural extension of the popular Weir-Stat® thermostat design combines the full, positive zero-leak seal between the stainless steel valve and the resilient valve seat with the exclusive Weir-Stat® thermostat flow control characteristics. It provides the most effective coolant temperature control package available. The Weir-Stat® thermostat provides vastly extended service life.

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The Weir-Stat® thermostat provides fast engine warm-up, stable temperature control, longer thermostat and seal life, improved fuel economy and welcome driver comfort. Most important, the majority of the fleets use the Weir-Stat® thermostat so they can operate without radiator shutters, reducing front axle weight, cost and noise. In addition, fleets have found that the dramatic reduction in cycling allows them to operate at higher temperatures without continuous activation of shut-down devices or fan clutches.

## Stant® Heavy Duty, High Performance Truck Thermostats

The heavy duty thermostat is in reality, a small control system used to provide rapid engine warmup, maintain an efficient engine temperature during normal engine load operation and to prevent engine damage from over-heating during periods of maximum engine load conditions. In more and more new engines, it is the only control system being used.

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### INSTALLATION

#### Heavy Duty Thermostats Requiring Metal Clad Seals

The diagram shows a cross-section of a thermostat housing. A central valve is shown in the 'COLD POSITION', where it is seated against a 'SEAL'. To the left, a 'BYPASS' port is indicated with an arrow pointing left. At the bottom, an 'IN' port is indicated with an arrow pointing down. The thermostat valve has a spring mechanism at its base.

For best results the cooling system should be drained and flushed before new thermostat is installed.

Remove housing or casting covering the thermostat and remove old thermostat and seal.

Install new seal making sure that it is precisely parallel to the housing.

The housing counterbore where the thermostat flange fits must be cleaned and free of any obstruction that would prevent full seating of the flange.

Install thermostat per drawing. Thermostat must align with seal.

Replace housing or casting covering the thermostat.

Refill cooling system while motor is running. When motor reaches normal operating temperature, again check coolant level. Inspect all connections for leaks.