



International Karting Distributors

UPDATES

Fax: 02 4735 1065

New ZEDTEC Leopard 2 Stage Water Pump for Improved Performance & Reliability



IKD is pleased to offer this fantastic new product from ZEDTEC

***2 Stage Water Pump with In-built Thermostat (60°)
designed for use with the IAME 'Leopard' engine***

ADVANTAGES:

- ♦ ***Engine comes up to optimal temperature faster and stays there***
- ♦ ***No thermal shock, like standard in-line thermostats***
- ♦ ***Significantly reduces the risk of cold seizure***
- ♦ ***Complete unit weighs only 1kg***
- ♦ ***Faster lap times are the end result***

Recommended Retail Price: \$299.00

IKD Part #: WPLZT

In Stock Now at IKD

See IKD technical info. sheet overleaf for more detail



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IKD TECHNICAL INFO. SHEET

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HOW DOES IT WORK?

When thermostat is closed, the water flows between the water pump and the engine in a closed circuit. While this is happening ALL the water between the water pump and the engine is warming up. As the water temperature approaches 60 degree the thermostat starts to open and slowly introduces some cooler water until all the water contained within the system is at 60 degrees. The thermostat then continually opens and closes as required to maintain the water temperature at a constant and optimal 60 degrees.

COMPARED TO...

With traditional inline thermostats, there is no water flow between the water pump and the engine until the thermostat opens. Therefore the water is still and the engine heats up the water around the engine, relying on this heat to thermally heat the water near the thermostat. If you can imagine just prior to the thermostat opening the water around the engine is quite hot, the water nearer to the thermostat is lukewarm, and the water on the other side of the water pump is ambient temperature. When the thermostat finally opens the engine receives a rush of cold water in comparison to the quite hot water that it had surrounding it. Horsepower suffers due to the engine temperature being rapidly lowered and cold seizure is sometimes the result.

This is why 35-45 degree thermostats are common with inline thermostats; otherwise the water around the engine would be far too hot before it would open the thermostat. It makes a lot more sense to have a thermostat that maintains the water temperature at optimal temperature constantly rather than a system that results in engine temperatures varying.

