IMPORTANT INFORMATION

THIS JAGG OIL COOLER MUST BE INSTALLED FOLLOWING THESE INSTRUCTIONS. READ THE EASY TO FOLLOW INSTRUCTIONS FULLY PRIOR TO STARTING THE INSTALLATION OF THE OIL COOLER KIT. CORRECT INSTALLATION IS THE ONLY WAY TO INSURE PROPER OPERATION OF THE OIL COOLER KIT.

BASIC SYSTEM INSTALLATION GUIDELINES

- Certain bike models may require the use of additional accessories to complete the installation. Please refer to the Jagg Application Chart to determine if your bike requires additional items to complete installation.
- Route oil hose to avoid any hot surfaces or moving parts. Insure all bends are smooth with no sharp turns that may restrict oil supply to the engine.
- Oil cooler is designed to mount as detailed in these instructions. Any modifications may lead to decreased performance or item failure.
- When cutting oil hoses, always use a sharp knife or single edge razor blade. Make a straight clean cut and at 90° to the oil hose. This will insure a proper fit where the oil hose attaches to its connection.
- The oil cooler mounting clamps included in this kit are designed to fit the frame tube diameters specific to the applications listed for this kit #. Any alterations or modifications to these clamps may cause failure of the clamp.
- Over tightening hose clamps may cause oil leaks.

CAUTION: ALLOW MOTORCYCLE TO COOL BEFORE ATTEMPTING INSTALLATION OR RISK SERIOUS INJURY.

INSTALLATION INSTRUCTIONS

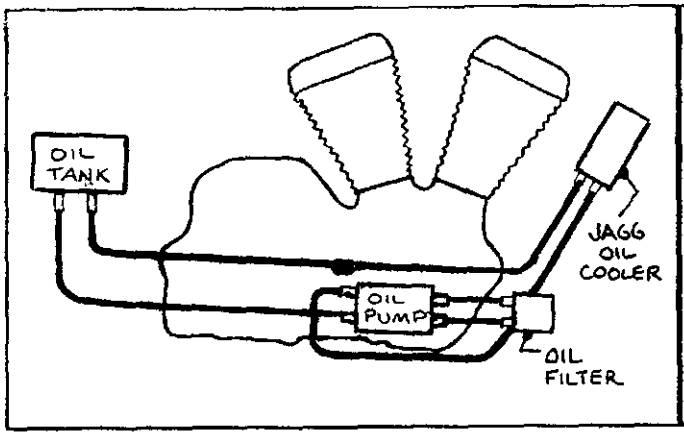
1. Determine cooler placement on left frame tube by holding cooler to approximate height of desired location.
2. Choose the appropriate size clamps for your application according to specific frame diameter at the point of mounting. For 1000/1200 kits use included 1/16" rubber shim material with 1-1/8" clamps for 1" frame diameter.
3. Spread clamps and place around left frame tube.
4. Position oil cooler vertically on the left frame tube with oil inlet and outlet pointing downward.
5. Align the bolt holes in the oil cooler with the holes in the mounting clamps and install the nuts and bolts.
6. Carefully slide cooler and clamps up or down to position of desired height. Keep clamps free from any braces or indents that may interfere with a clean fitment. Insure cooler is mounted at a 90° orientation (straight out) from the bike to allow clear airflow.
7. Tighten bolts. Cooler should be firmly mounted now.

Note: If you are installing the oil cooler using an oil filter adapter, the adapter is your oil supply source, refer to the instructions supplied with that item.

8. Locate the source of the return line to the oil tank on your bike. This may be on the oil pump or oil filter depending on the model. Refer to illustration by model (page 2).
9. Place a clean oil pan under the point of the return line fitting. Disconnect the oil return line from the fitting at its source. Some oil will drain out when disconnected. This oil can be reused if it remains clean.
10. Place a new hose clamp onto one end of the new oil hose and install onto the return hose fitting. Tighten the hose clamp securely.
11. Run this oil hose forward to the oil cooler where it is to be attached to one of the fittings. Determine the correct length and cut the hose.
12. Place a new hose clamp onto this end of the hose and install onto cooler. Tighten the hose clamp securely.
13. Place a hose clamp onto one end of the remaining piece of new hose and install onto the other fitting on the oil cooler. Tighten the hose clamp securely.
14. Run this hose back to the return line source. This end of the hose is to be spliced into the existing oil return hose that was disconnected in step 9.
15. If the end of the existing oil return hose disconnected in step 9 is hardened or starting to deteriorate, trim off the bad portion of the hose until you reach a good section of hose.
16. Determine the correct length of hose and cut the hose.
17. Place a new hose clamp onto the loose end of the oil return hose and insert it onto the other end of the black nylon hose mender supplied in kit. Tighten hose clamp securely.
18. Inspect the oil hoses to insure there are no tight bends that may restrict oil flow and that they are not contacting any moving parts. If necessary secure the new oil hoses to the frame with plastic zip-ties.
19. Refill the engine with the correct amount and type of oil. Check the level with the dipstick.
20. Start the engine and let it idle. Check all oil hose connections for any leakage. Tighten any hose clamps that may be leaking.

Note: Over tightened hose clamps may cut into oil lines and cause subsequent oil leaks.

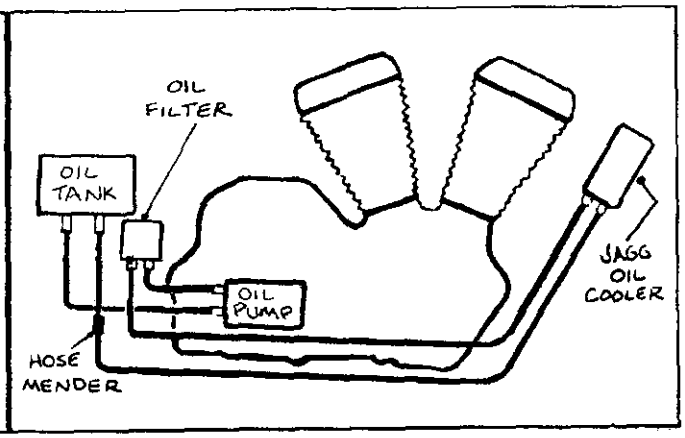
21. After engine has warmed, feel the oil cooler. It should be warm from the hot engine oil flowing through it. If the engine is warm but the oil cooler is not, the oil is not flowing correctly or not flowing through the cooler at all. Retrace oil routing instructions to solve this problem immediately.
22. After installation completion and engine warm up, shut the engine down and recheck the oil level. Correct the oil level if necessary-do not overfill.



NEW XL5-SPEED

Loop the oil hose under the pump and along side of the frame. The return hose can run back on top of the oil pump and then be connected to the existing oil return hose using the hose mender.

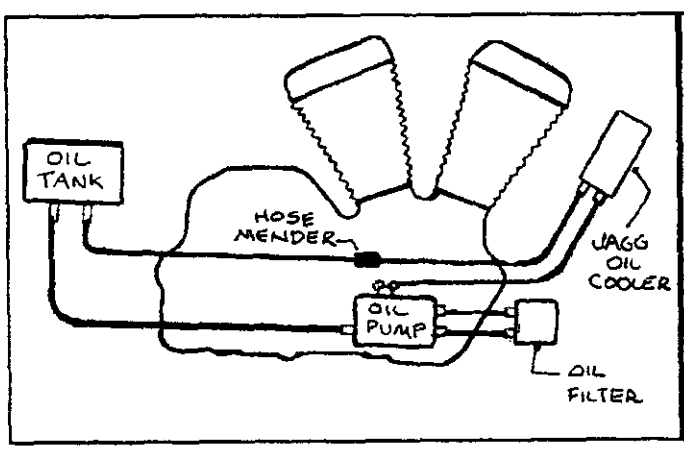
Avoid a sharp turn of the oil cooler feed oil hose where it attaches to the oil pump.



EVOLUTION FXR, FLHS, FLH PRIOR TO 1992 RUBBER MOUNTED

On these models, the return hose to the oil pump comes from the oil filter that is located behind the transmission.

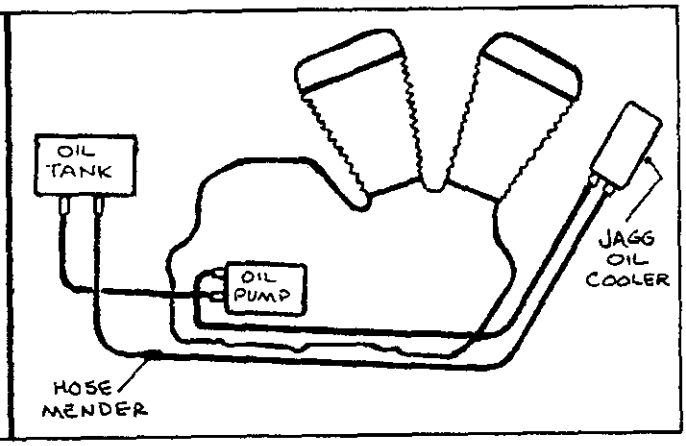
The oil hose can be routed under the engine and top of the frame tubes forward to the oil cooler.



EVOLUTION AND OLDER XL 4-SPEED

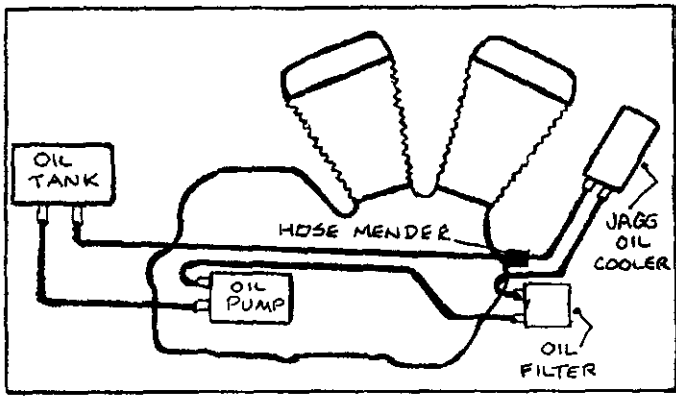
After disconnecting the oil return hose from the oil pump, rotate the fitting 1/4 to 1/2 turn so that it faces slightly forward. Be careful not to strip the threads on the fitting by tightening too much. Also if the fitting is loosened too much it may cause an oil leak.

By rotating the fitting toward the front it will make the installation of the hose onto the fitting easier.



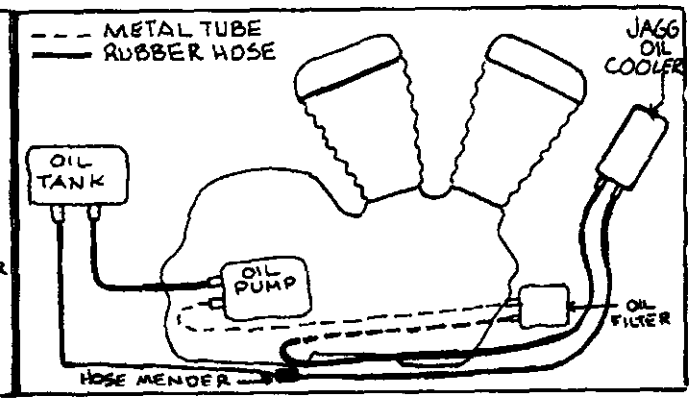
FLH 1979 AND PRIOR

NOTE: These models are equipped with a vent hose that exits the top surface of the oil tank and is attached to the engine crankcase. DO NOT confuse this vent hose with the return hose from the oil pump.



EVOLUTION SOFTAILS PRIOR TO 1992

NOTE: All softails have an amber side reflex reflector attached to the frame down tube in the location where the oil cooler must be mounted. Remove the reflector and reinstall it in another location after the oil cooler is attached to the frame down tube.



EVOLUTION BIG TWINS 1992 ON

1992 models have metal tubing plumbed to the oil filter from the oil pump, the return line from filter to tank changes back to rubber hosing approx. mid-way, this is the connecting point for oil line to cooler.