

OIL BUD™

2009

**TOURING/BAGGER
HARLEY-DAVIDSON®**

**INSTALLATION
GUIDE**

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TOOLS REQUIRED:

DRIP PAN / SOMETHING TO COLLECT
SMALL AMOUNT OF OIL

H.D. OIL FILTER WRENCH 3" OR
FILTER STRAP WRENCH.

SOCKETS / DEEP WELL 7/8"
EXTENSION FOR SOCKET

ALLEN WRENCH
5/32"

9/16" OPEN END WRENCH
2 X 1 1/16" OPEN END WRENCHES

PLIERS & SNIPS - RECOMMENDED

REMOVE OIL FILTER
USE 3" FILTER WRENCH.

MAKE SURE TO CAPTURE
THE OIL FROM THE FILTER
*THERE WILL BE SOME SPILIGE
WHEN YOU REMOVE THE FILTER.

CLEAN UP OIL AS YOU GO.



REMOVE NUT:
USE THE 7/8"
DEEP WELL SOCKET.
DISCARD NUT,
YOU WILL REPLACE
WITH OIL BUD
NUT FROM ADAPTER



REMOVE ALLEN SCREWS ON ADAPTER
INSTALL THE 'LONG' HOSE ON JIC FITTING



USE THE 9/16" WRENCH
TO HOLD THE JIC
TIGHTEN THE HOSE FITTING
COMPLETELY WITH THE
1 1/16" WRENCH



BEGIN THREADING
THE LONG HOSE/OLD LOOSE END
& ADAPTER PLATE
FEED UNDER OIL FILTER HOUSING



ROUTE THE LINE BEHIND
REGULATOR



MAKE SURE THE LONG HOSE IS
ROUTED ALONG THE INSIDE OF THE
FRAME RAIL.

IT GOES ABOVE THE
FRAME CROSS MEMBER.
LEAVE THE HOSE LOOSE FOR NOW.

WARNING *MAKE SURE THE HOSE
DOES NOT INTERFERE WITH BRAKE
PEDAL OR LINES / CABLES / OR
WIRES



MAKE SURE THE O-RING IS IN THE ADAPTER, IF YOU HAVE TROUBLE - A LITTLE GREASE WILL HELP HOLD THE O-RING IN PLACE.



WHEN YOU ARE SURE YOU HAVE THE O-RING IN PLACE LINE UP THE ADAPTER BETWEEN FRAME & THE O2 SENSOR. LINE UP THE THREAD BOLT TIGHTEN 'BARELY SNUG.'



WITH
THE O-RING IN PLACE
TORQUE TO 40 FOOT POUNDS

LOCATE THE WIRE BUNDLE ON THE RIGHT SIDE OF THE BIKE, NEAR THE FRONT OF THE FRAME. THERE IS A MOUNTING CLAMP.

THIS IS TO BE REMOVED. YOU HAVE TO PUSH IT OUT WITH A PLIERS. THE FRONT COOLING ELEMENT GOES HERE.



LACE THE WIRE BUNDLE WITH THE SUPPLIED WIRE SHEATH PROVIDED WITH YOUR OIL BUD™



WRAPPING THE BUNDLE PROTECTS THE WIRES FROM ELECTRICAL SHORTS AND WEAR.

IN THE NEXT STEP YOU WILL NEED TO PICK UP THE FRONT COOLING ELEMENT.

CHECK FOR RED
LOCTITE® IN
MOUNTING HOLE
OF FRONT PART
OF THE OIL BUD™
THE FRONT INSTALL
IS TRICKY.

IF YOU OFFSET THE
COOLER @ A 45° ANGLE
TO THE ENGINE - IT WILL
SLIDE IN AND UP.
USE THE 5/16" BOLT
PROVIDED. THERE IS A
HOLE IN THE FRAME.



THE 5/16" BOLT GOES INTO THE HOLE
BEHIND THE KICKSTAND. MAKE SURE
THAT THE PROVIDED 'STAR' WASHERS
ARE ON THE BOLT.

THIS THREADS INTO THE COOLING
ELEMENT. TIGHTEN APPROPRIATELY.

* DO NOT OVERTIGHTEN*

HOLE IN FRAME.

5/16" BOLT & THE 2 INTERNAL
STAR WASHERS.



THE LONG HOSE
CONTINUES LIKE THIS.

IT DROPS DOWN
PAST THE FRAME
CROSS MEMBER.

WHERE THE FRAME
TURNS UP.

THE HOSE END
MEETS UP WITH
THE REAR COOLING
ELEMENT.

INSERT THE REAR ELEMENT OVER THE FRAME CROSS MEMBER LIKE THIS:



JOIN BOTH COOLER
HALVES HERE.
TIGHTEN WITH FINGERS.

WARNING*
GO AROUND & CHECK FOR
CABLES RUBBING OR
PINCHING OF HOSES.

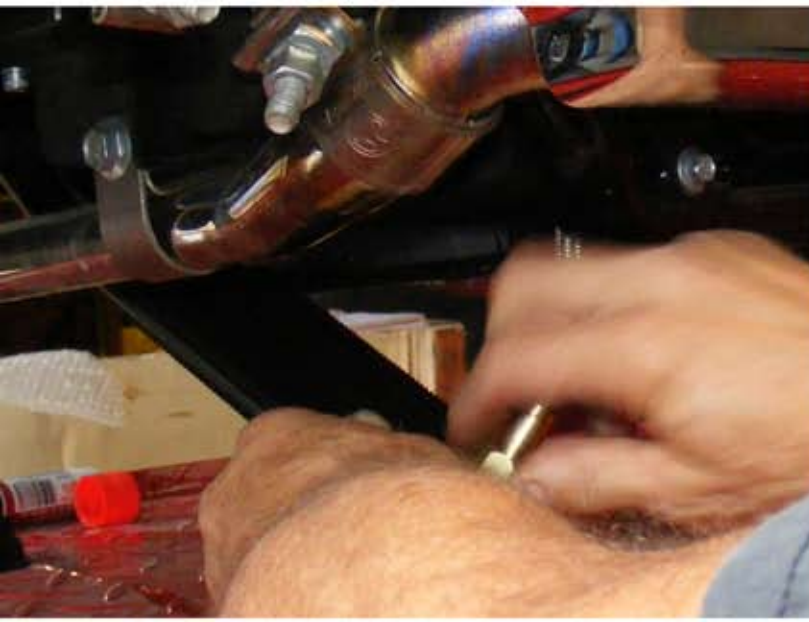


WHEN THE REAR ELEMENT IS IN PLACE,
YET - NOT FULLY TIGHTENED.

TAKE THE LONG HOSE FITTING AND
ATTACH IT TO THE REAR ELEMENT
JIC FITTING

FINGER TIGHT FOR NOW

YOU WILL BE TIGHTENING ALL FITTINGS
WITH THE CORRECT WRENCHES SOON.





INSTALL THE SHORTER HOSE
ONTO THE OUTER HALF OF THE
ADAPTER PLATE.

TIGHTEN THE HOSE.

NOTE - THE PLUG IS A 1/8" NPT
THREADED PORT FOR A TEMP. SENSOR

ROUTE THE LINE
STRAIGHT DOWN BEHIND
REGULATOR & BEHIND THE
FRONT PART OF THE FRAME.

MAKE SURE YOU HAVE THE
CHROMED END HEADING
TOWARD THE OIL BUD™ COOLER



BEFORE YOU
INSTALL THE 2ND
HALF OF THE
ADAPTER PLATE

LOOK!

MAKE SURE
YOU HAVE THE
TWO O-RING'S
IN PLACE.

A LITTLE GREASE
WILL HOLD IT.



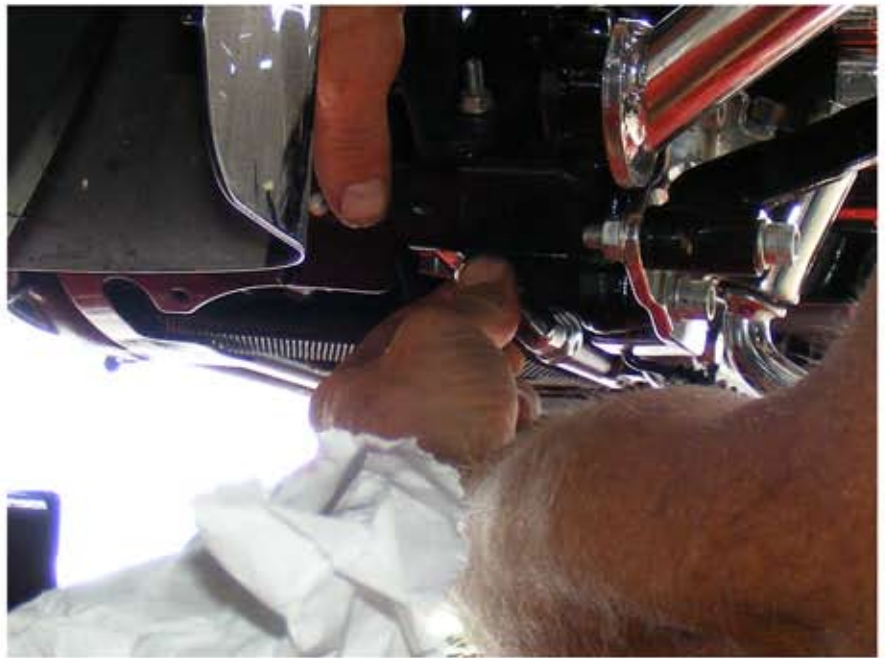


LINE UP THE OUTER HALF
OF THE ADAPTER PLATE - ONCE
YOU HAVE ROUTED THE FRONT
HOSE CORRECTLY.

YOU CAN INSTALL THE ALLEN
SCREWS & BEGIN TO SNUG THEM
UP EQUALLY, ALTERNATE SCREWS
& BRING THE HALFS TOGETHER EVENLY.

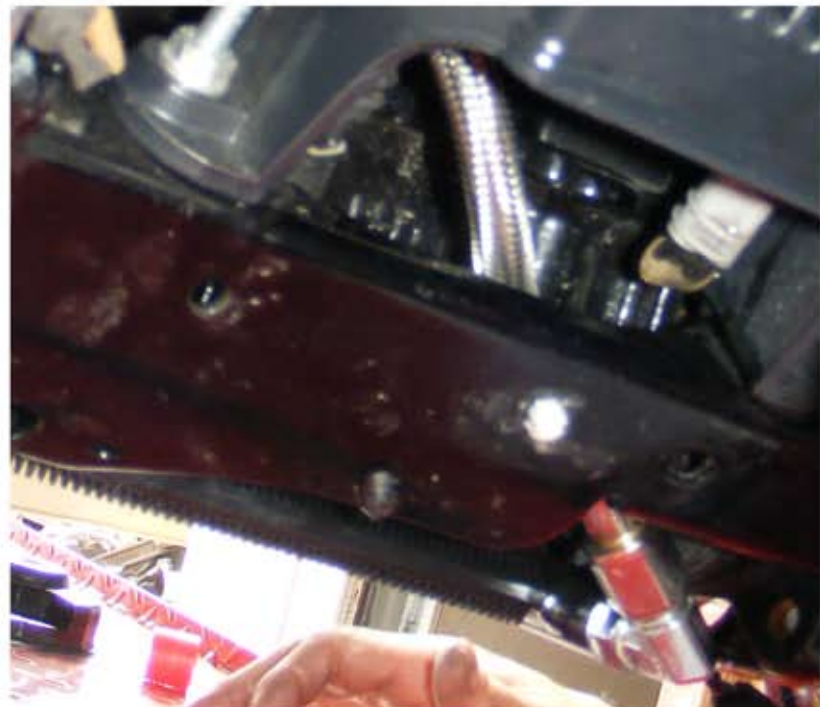
MAKE SURE THE O-RINGS ARE IN PLACE

WHEN THE OUTER ADAPTER HALF
IS IN PLACE & ALLEN BOLTS
STARTED. AND THE LINE IS
ROUTED CORRECTLY.
YOU CAN SNUG UP THE HOSE
FITTING ONTO THE FRONT OIL
COOLER FITTING. SNUG UP
FOR NOW. YOU WILL GO AROUND
AND TIGHTEN EVERY FITTING
ON THE COOLER.

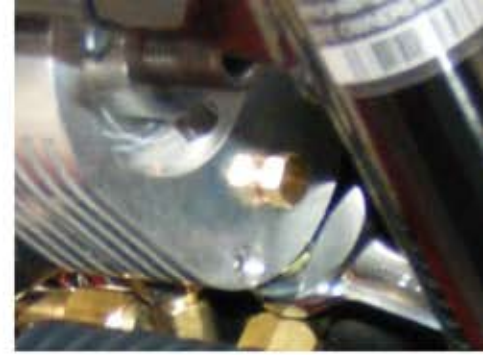


WHEN YOU HAVE THE FRONT LINE
RAN CORRECTLY, IT LOOKS
LIKE THIS.

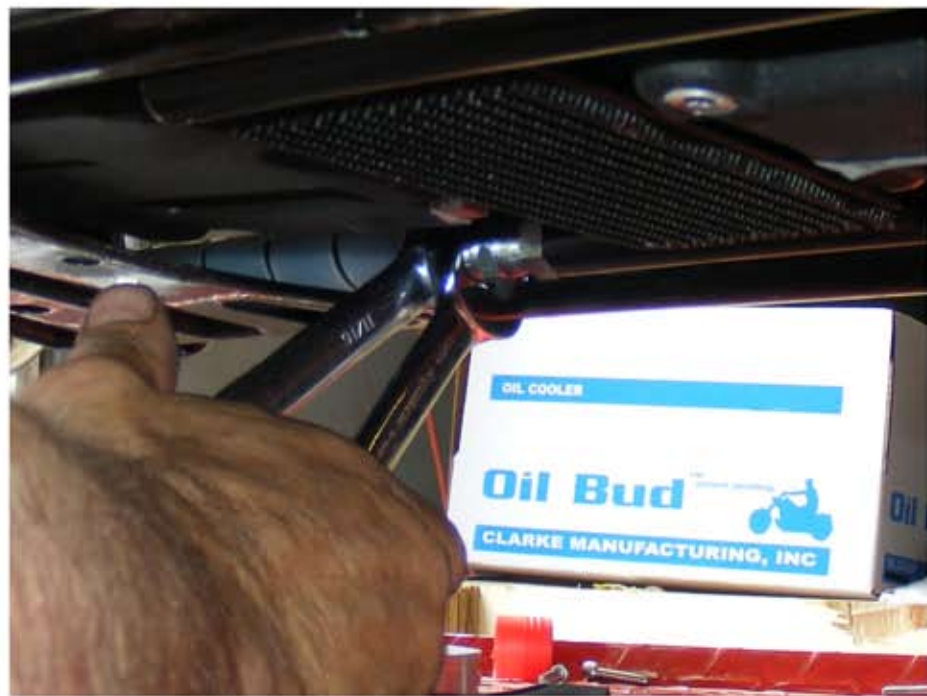
YOU CAN SEE THAT THE FRONT FITTINGS
MATCH - THEY BOTH ARE CHROMED.



BEGIN TO TIGHTEN FITTINGS
THE FITTINGS ON THE ADAPTER
PLATE ARE 37° JIC FITTINGS.
YOU HAVE TO USE TWO WRENCHES
TIGHTEN THE 'JAM NUT'
FIRST, THEN HOLD IT WHILE
YOU TIGHTEN DOWN THE HOSE
FITTINGS.



GO AROUND & TIGHTEN
JIC FITTINGS, ALL HOSE
FITTINGS. MAKE SURE
JAM NUTS ARE TIGHT ON
THE JIC FITTINGS. USE
TWO WRENCHES WHERE
NECESSARY.



PUT OIL AROUND THE
SEAL OF THE OIL FILTER.
THIS WILL GIVE YOU A GOOD
SEAL.

THREAD ONTO THE THREAD BOLT
OF THE OIL BUD ADAPTER PLATE.
TIGHTEND TO RECOMMENDED
SPECIFICATIONS.

*NEXT YOU WILL CHECK YOU OIL,
AND TOP OFF THE OIL RESERVE.

KEEP YOUR WORK AREA CLEAN



THANKS FOR PURCHASING THE OIL BUD™
OIL COOLER.

AFTER THE UNIT IS COMPLETELY INSTALLED:

CHECK THAT NO LUBRICANT GETS ONTO THE REAR
TIRE, WHEEL OR BRAKES WHEN CHANGING FLUID.

TRACTION CAN BE ADVERSELY AFFECTED,
WHICH COULD RESULT IN LOSS OF CONTROL OF
THE MOTORCYCLE AND DEATH OR SERIOUS INJURY.

AFTER YOU HAVE COMPLETED THE OIL BUD™
INSTALLATION ON YOUR MOTORCYCLE.

MAKE SURE YOU HAVE TIGHTENED EVERY CONNECTION
COMPLETELY. REPLACE OIL & CHECK THE LEVEL.

START THE MOTORCYCLE AND CHECK FOR LEAKS.
CHECK OIL & ADD IF NEEDED. BRING MOTORCYCLE
UP TO OPERATING TEMPERATURE.

CHECK OIL AGAIN.

CHECK FOR LEAKS ON ALL OIL BUD™ CONNECTIONS.

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