



2000-2005

DYNA MODELS

**Installation
Guide**

BUDSBIKERPARTSINC.

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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 11/16" OPEN END WRENCHES

PLIERS & SNIPS - RECOMMENDED

STEP 1

REMOVE OIL FILTER
USE 3" FILTER WRENCH

PLACE DRIP PAN
BELOW TO CAPTURE
ANY OIL THAT MAY
LEAK WHILE YOU
TAKE OFF THE FILTER



STEP 2

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



STEP 3

INSTALL 45° JIC FITTING ONTO
INNER HALF OF THE ADAPTER PLATE
JUST 'SNUG' FOR NOW. YOU WILL
COME BACK AND TIGHTEN ALL
FITTINGS.

INSTALL O-RING ON THE INSIDE
FACE OF THE INNER HALF OF THE
ADAPTER PLATE. / USE A BIT OF
GREASE OR SOME OIL TO HOLD
THE O-RING IN PLACE & TO
OBTAIN A BETTER SEAL.



STEP 4

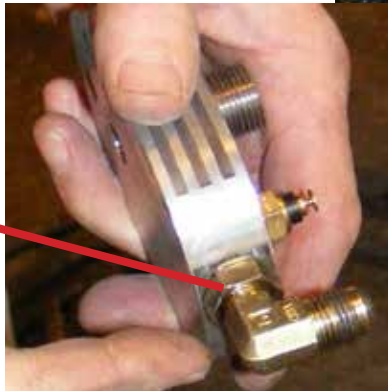
INSTALL THE INNER
HALF OF THE ADAPTER
PLATE W/ A FINAL TORQUE
OF 40 FOOT POUNDS



STEP 5

MAKE SURE THE O-RINGS
ARE IN THE ADAPTER,
BOTH THE SMALL & LARGE
ON OTHER SIDE OF ADAPTER
ARE IN PLACE.

INSTALL 90° FITTING
ONTO OUTER HALF
OF THE ADAPTER PLATE



STEP 6

KEEPING THE O-RINGS
IN PLACE - INSTALL
THE ALLEN BOLTS,
INCLUDING THE LOCK
WASHERS.
THE TWO LOWER ALLEN BOLTS
ARE THE SHORTER OF THE
TWO SETS (1")
TIGHTEN THE ALLEN BOLTS IN A
BALANCED MANNER. THE BACK
SIDE OF THE ADAPTER PLATE MAY
REQUIRE A SHORT ALLEN WRENCH
W/ A 90° ON IT - TO GET AROUND
THE EXHAUST.
*ALTERNATE SO THE PLATES COME
TOGETHER EQUALLY*



STEP 7

REMOVE THE LOWER BOLT
IN FRONT OF THE MOTOR
MOUNT.

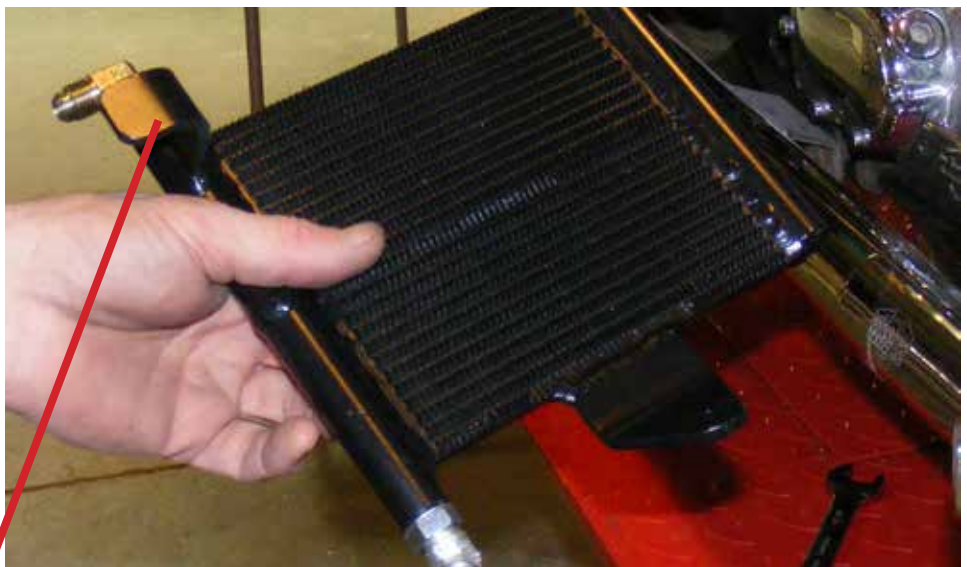
YOU WILL USE THIS BOLT TO MOUNT
THE FRONT OF THE OIL BUD™
COOLER TO THE FRAME.



STEP 8

THE FRONT HALF OF THE COOLING
ELEMENT GETS A 45° O-RING
BOSS JIC FITTING.

THE BACK PART OF THIS ELEMENT
RECEIVES A 90° O-RING BOSS
JIC FITTING.



STEP 9

HOOK THE ANGLE BRACKET
OF THE COOLING
ELEMENT OVER
THE FRAME &
INSTALL THE FRONT
MOUNTING BOLT /
LEAVE IT LOOSE
'FOR NOW.'





STEP 9 END

THE BACK HALF OF THE COOLING ELEMENT GETS TWO 90° JIC FITTINGS.

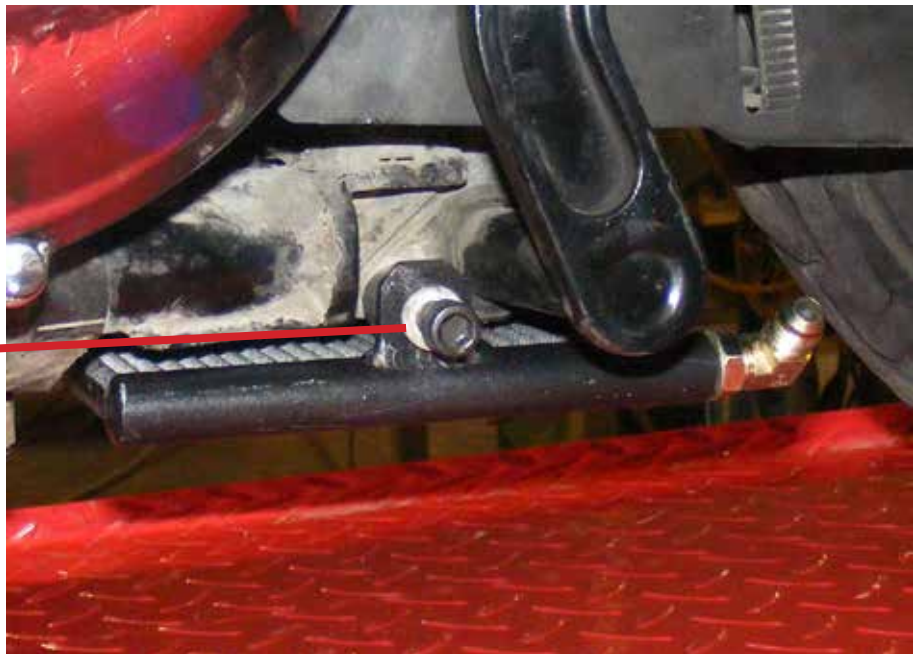
*** THE REAR FOOT REST ALLEN BOLT HAS TO BE REMOVED.***

2+1/4" ALLEN BOLT / LOCK WASHER & 7/8" (SUPPLIED SPACER)
THE MOUNTING BOLT GOES INTO WHERE THE REAR FOOT REST BOLT HAS BEEN REMOVED.

***MAKE SURE THE LOCK WASHER IS IN THE CORRECT PLACE. IT SHOULD BE ON THE OUTSIDE OF EVERYTHING AGAINST THE ALLEN HEAD.**

STEP 10

WHEN STEP 9 IS COMPLETED, THE REAR COOLING ELEMENT WILL LOOK LIKE THIS. AGAIN, THE **LOCK WASHER** WILL BE ON THE OUTSIDE, UP AGAINST THE ALLEN BOLT.



STEP 11

TAKE THE LONGEST HOSE (38")
ROUTE IT OVER THE BACK FOOT PEG - USE A ZIP TIE TO KEEP THE HOSE TIGHT AGAINST THE REAR FOOT PEG BRACKET.

***MAKE SURE TO KEEP THIS HOSE AWAY FROM THE BELT GAUARD & BELT**

PLEASE ATTACH THE FORWARD END OF THE HOSE TO THE ADAPTER PLATE 90° JIC FITTING.



STEP 12-A

TAKE THE MIDDLE
LENGTH HOSE
FEED UP ALONG THE
SUSPENSION LINK.

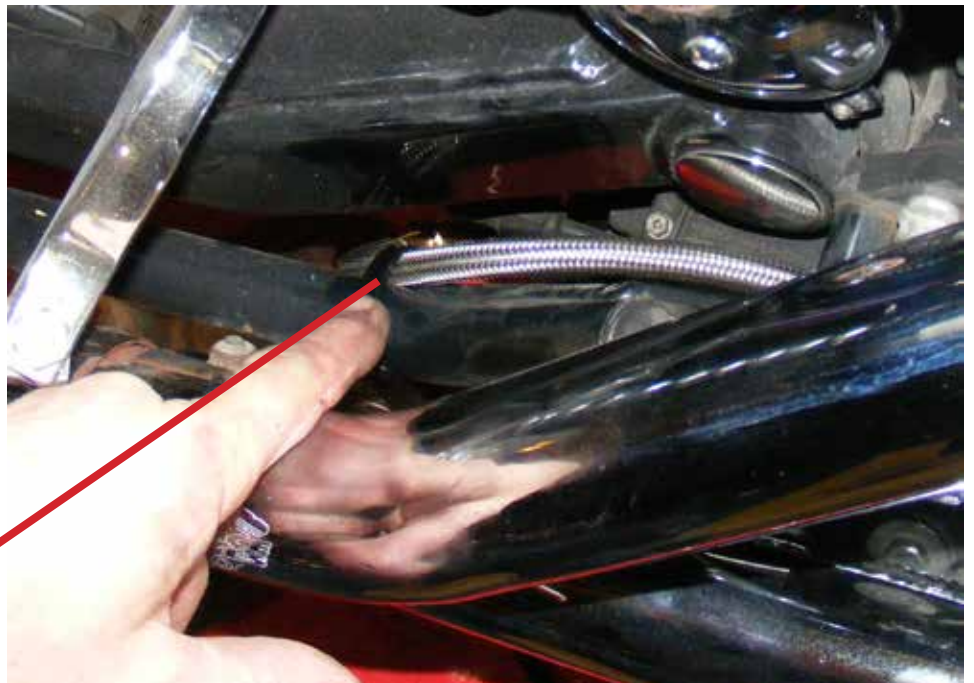
ENDS UP @ BACK SIDE
OF THE COOLING ELEMENT.



STEP 12-B

TAKE THE MIDDLE
LENGTH HOSE (28 1/2")
FEED UP ALONG THE
SUSPENSION LINK.
ENDS UP @ BACK SIDE
OF THE COOLING ELEMENT.

**MAKE SURE THAT THIS
HOSE AVOIDS THE
SWING ARM - ZIP TIE
THE HOSE HERE.**



STEP 13

TAKE THE SHORT HOSE (6 3/8")
- IT FEEDS FROM ADAPTER / DOWN TO THE
FRONT OF THE COOLER.
BOTH FITTINGS ARE 45° JIC O-RING BOSS



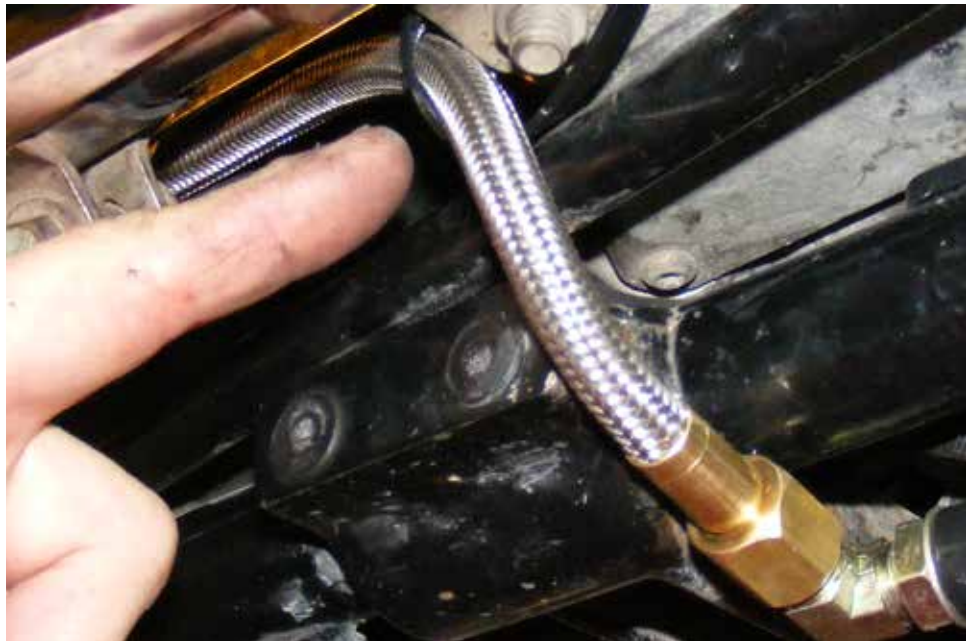
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TIGHTEN ALL JIC
O-RING BOSS FITTINGS.
MAKE ALL ALIGNING
ANGLES SO THAT
THE STAINLESS STEEL
HOSES HAVE VERY LITTLE
STRESS ON EACH LINE.



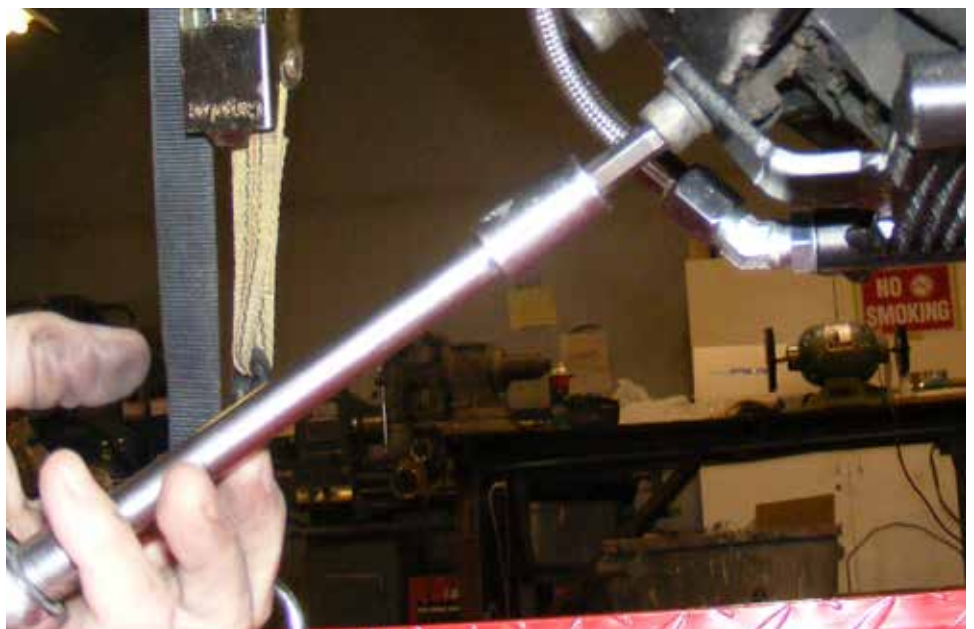
STEP 14B

AGAIN, AVOID
THE BRAKE
CONTROL
ROD. ALSO
AVOID THE
EXHAUST
PIPE..



STEP 15

MAKE SURE
THE FRONT
COOLING ELEMENT
IS LEVEL.
TIGHTEN THE
FRONT ALLEN
BOLT COMPLETELY.





STEP 16

INSTALL THE
OIL FILTER.
3" WRENCH
OR STRAP
WRENCH.
REFER TO YOUR
OWNER'S MANUAL.



STEP 17

GO AROUND WITH
ZIP TIES & TIE HOSES
WHERE NEEDED TO
INSURE THAT WIRES/
LINES/ OR ANYTHING
INHIBITING THE
STAINLESS STEEL
LINES ARE FREE
& CLEAR.

STEP 18

PAY ATTENTION TO
THE BRAKE PUSH
ROD - USE ANOTHER
ZIP TIE
TO MAKE SURE THAT
THE BRAKE PUSH ROD
IS FREE & CLEAR.





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 DYNA MODEL.

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.