



2000-2017
SOFTAILS
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 11/16" OPEN END WRENCHES

3/8" OPEN END WRENCHES

PLIERS & SNIPS - RECOMMENDED



Step 1

REMOVE THE OIL FILTER WITH A 3" FILTER WRENCH.

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

CLEAN UP OIL AS YOU GO.



STEP 2

REMOVE NUT:

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



THE NUT HOLDS 1ST HALF OF ADAPTER PLATE.



TIP

CLEAN UP AFTER YOU REMOVE THE OIL FILTER.

IT IS EASIER TO DO IT NOW THEN AFTER YOU INSTALL THE ADAPTER PLATE.





STEP 3

INSERT THE OIL BUD NUT INTO THE INNER ADAPTER HALF. HOLD UP TO FILTER HOUSING & INSTALL USING THE 7/8" DEEP WELL SOCKET RECOMMENDED.

TIP

IF THERE IS AN OXYGEN SENSOR ON YOUR BIKE, THE ADAPTER 'CHROME CAP' SHOULD BE FORWARD OF THE SENSOR

THIS IS THE PROPER WAY TO INSTALL THE ADAPTER. DO NOT LOOSE THE O-RINGS USE GREASE TO HOLD O-RINGS IN PLACE IF NECESSARY.



WHEN THE ADAPTER HALF IS IN PLACE USE A TORQUE-WRENCH & TIGHTEN TO 40 FOOT POUNDS

CHECK THOSE O-RINGS!



STEP4

TAKE THE
LONG HOSE
& ATTACH IT
TO THE REAR
FITTING ON THE OIL
BUD ELEMENT.

***THE FRONT HAS TWO
EXTRUSIONS. THE REAR
HAS ONE EXTRUSION.**

FINGER TIGHTEN FOR
NOW

WHEN YOU
ARE CONFIDENT
THAT YOU HAVE
THREADED THE
HOSE ASSEMBLY
CORRECT.
TIGHTEN WITH
AN 11/16"
WRENCH.
BECAUSE OF THE
LOCATION, TIGHTEN
COMPLETELY NOW.



STEP 4

BRING THE COOLING ELEMENT UNDER YOUR BIKE



**BEFORE YOU PLACE THE OIL BUD IN POSITION
YOU NEED TO REMOVE THE BOLTS THAT HOLD
THE HIGHWAY BARS ON IF YOU HAVE THEM.**



THERE ARE TWO 3/8" BOLTS & SPACERS PROVIDED

*** USE THE SPACER IF YOU DO NOT HAVE HIGHWAY BARS.**



STEP 5

THE REAR OF THE ELEMENT HOOKS ON THE LEFT REAR JUST AHEAD OF THE SHOCK MOUNT.



THE FRONT USES 3/8" BOLTS

***USE SPACER
(IF NO HIGHWAY
BARS) WASHERS
& BOLT**

STEP 6

WITH THE COOLING ELEMENT IN PLACE
ROUTE THE LONG
HOSE FROM
THE REAR FITTING
ON THE COOLER
UP TO THE
FRONT OF THE
INNER HALF OF
THE ADAPTER
PLATE.



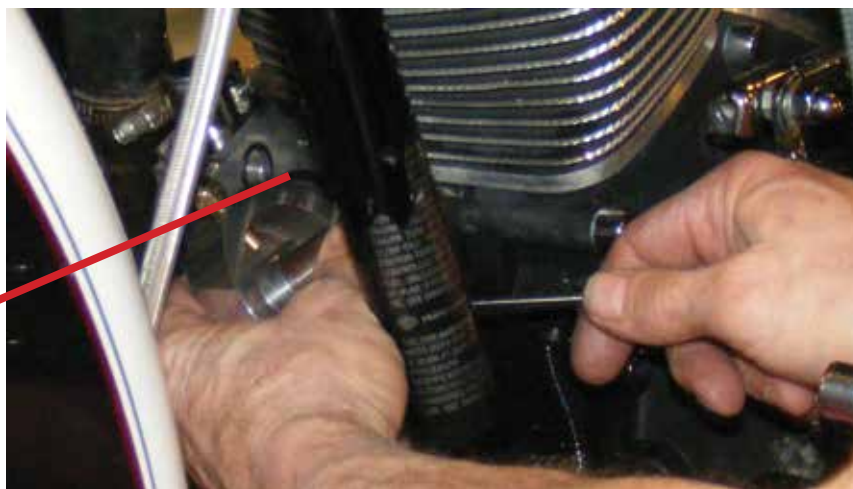
***TIP**

**ADJUST FITTINGS SO THERE IS
NO STRESS ON HOSE OR FITTINGS**

STEP 6

NEXT YOU WILL TAKE THE OUTER HALF OF THE ADAPTOR PLATE. AFTER YOU HAVE CHECKED ON THE O-RINGS - YOU CAN LINE UP THE HOLES.

O-RINGS
IN PLACE?



A LITTLE GREASE
HELPS HOLD THE
O-RINGS IN PLACE

THE SHORT ALLEN BOLTS ARE ON THE BOTTOM,
USE THE LOCK WASHERS.
THE LONG ALLEN BOLTS ARE ON THE TOP.



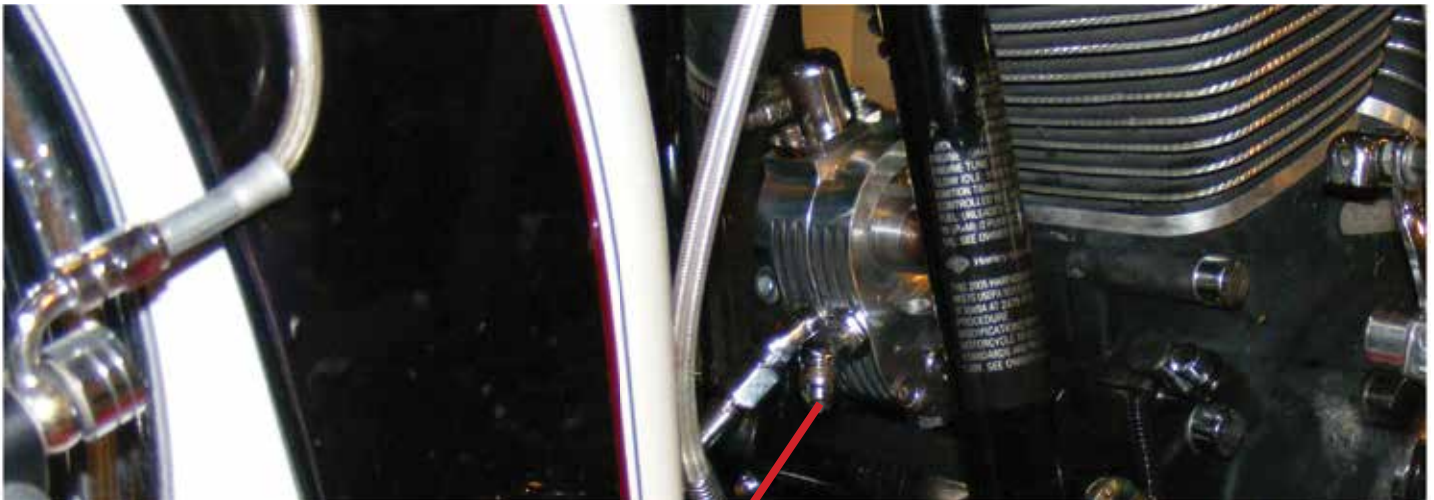
***ONCE ALL FOUR ALLEN BOLTS ARE LINED UP
YOU WANT TO TIGHTEN THEM ALTERNATING
FROM ALLEN BOLT TO ALLEN BOLT SO THAT
YOU HAVE A UNIFORM TIGHTNESS ON ALL FOUR
ALLEN BOLTS. THIS WILL INSURE A PROPER SEAL.**

YOU ARE ALMOST THERE



STEP 7

WHEN YOU ARE SURE THAT YOU
HAVE TIGHTENED UP THE ADAPTER
PLATES CORRECTLY YOU CAN
CONTINUE INSTALLING THE FRONT
STAINLESS STEEL HOSE.



THE FRONT HOSE HOOKS UP HERE
ON THE OUTER ADAPTER HALF.

Step 8

USE THE SHORT HOSE HERE.



THIS STAINLESS STEEL LINE TIES
INTO THE FRONT FITTING
ON THE COOLING ELEMENT.



ONCE THE HOSE IS IN PLACE,
YOU WILL BE ABLE TO TIGHTEN THE
HOSE LINES.



STEP 9

THE ROUTING OF THE FRONT LINE IS AN EASY DIRECT LINE FROM FITTING TO FITTING. (CHECK FOR STRESS ON LINES & FITTINGS. ADJUST TO PREVENT MISALIGNMENT.

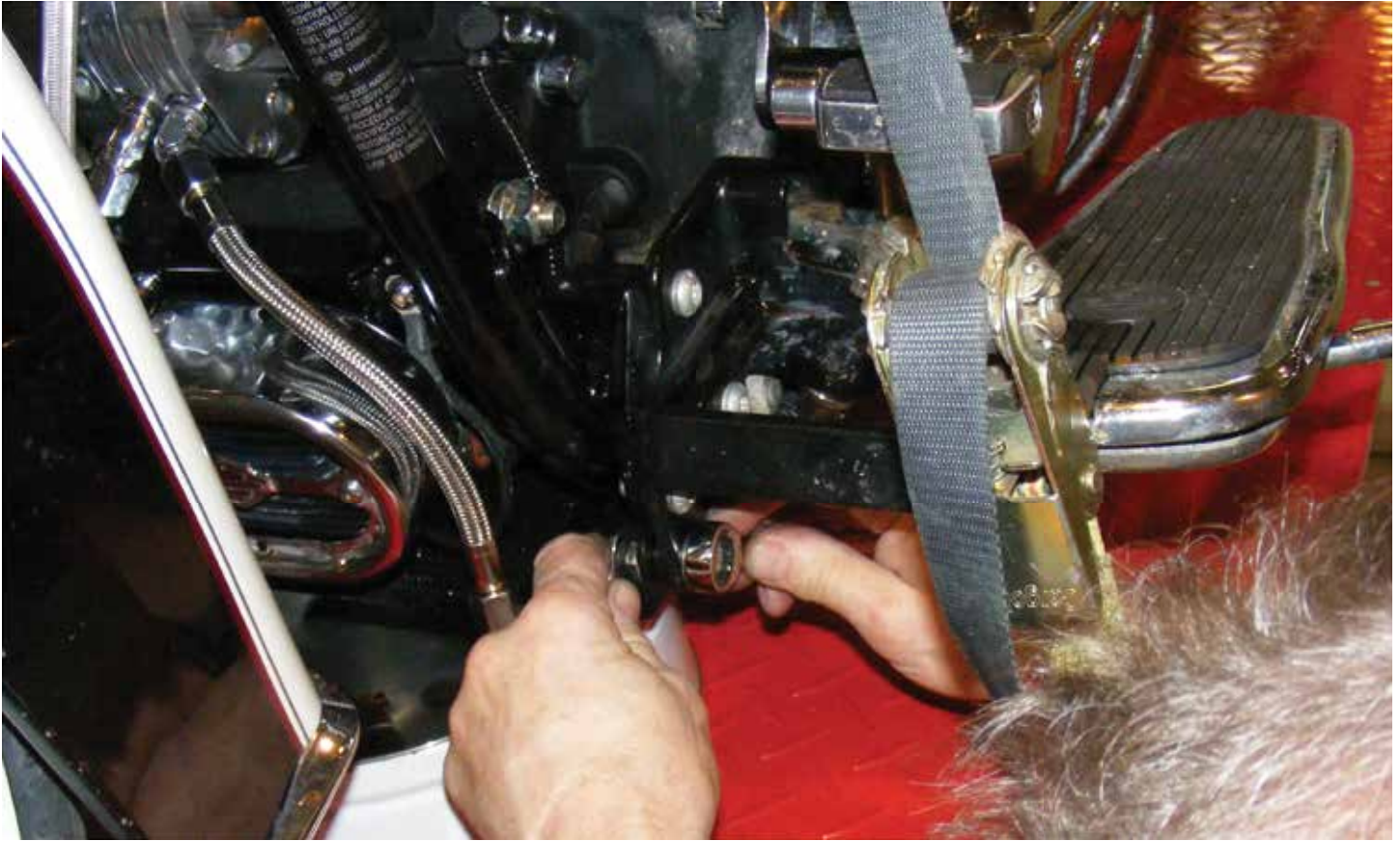
THE NEXT PROCESS IS TO GO AROUND & CHECK YOUR WORK.

- * ARE THE LINES FREE FROM ELECTRICAL
- *YOU KNOW FOR SURE THE O-RINGS ARE IN?
- *DID YOU USE THE LOCK WASHERS?
- *DID YOU STRAP THE LINES IN PLACE?

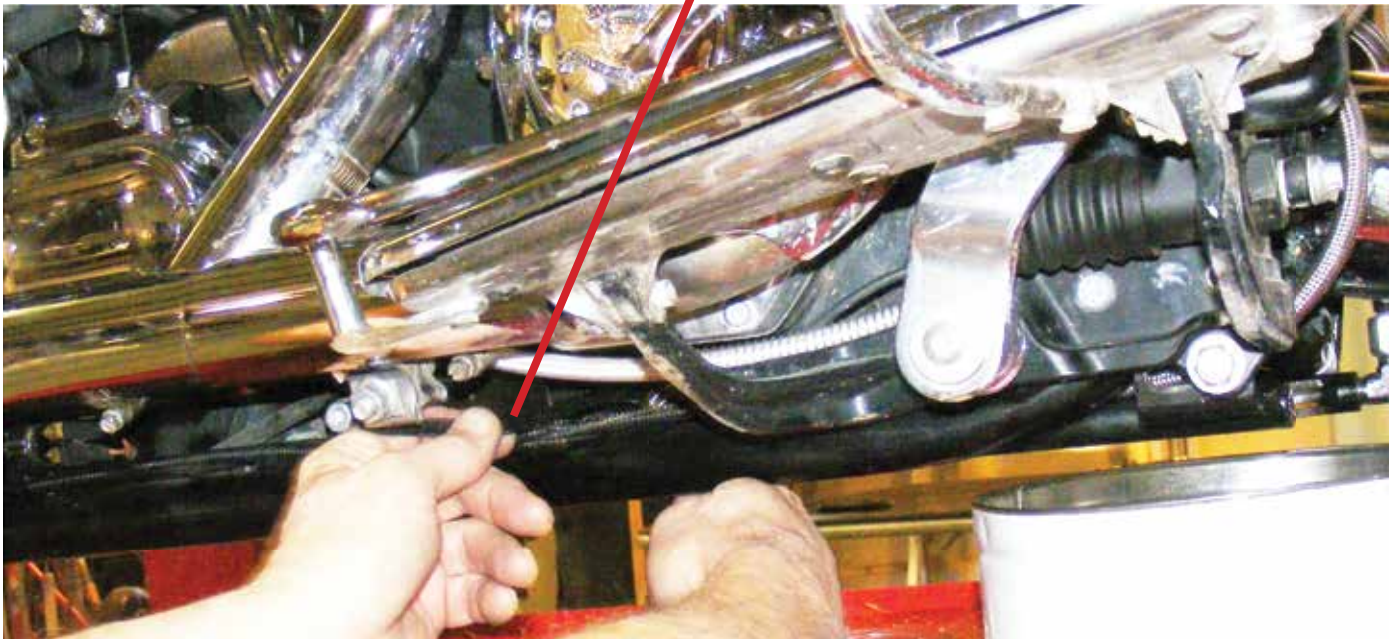
NEXT YOU WILL TIGHTEN ALL FITTINGS & BOLTS.

STEP 10

TIGHTEN THE FRONT COOLER MOUNTING BOLTS.



ZIP TIE THE LINES



AGAIN, LOOK & MAKE SURE THAT YOUR ROUTING IS FREE FROM RUBBING OR ELECTRICAL

STEP 11

AFTER ALL THE DOUBLE CHECKING



**YOU CAN RE-INSTALL THE OIL FILTER.
FOLLOW THE RECOMMENDED METHOD
IN YOUR HARLEY-DAVIDSON MANUAL.**





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
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.