



2009-2016

TOURING S&S

Twin Cam

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 3/8' OPEN END
WRENCHES

PLIERS & SNIPS - RECOMMENDED

NOTE: The S&S Twin Cam install is the same as the regular touring model with the middle cooling element removed. A hose replaces that element. There has been a third element positioned behind the oil-pan where the exhaust crossover tube goes. A short hose goes from this element to the element under the oil-pan. The long hose is threaded to the adapter on the right side of the bike.

Remove nuts off regulator.



Take nut off front motor mount bolt. Lift regulator up and turn around. Leave large area washer on bottom. Install supplied self locking jam nut over top of existing factory nut.

locking jam nut
large area washer
bolt turned around



Re - install Regulator and Tighten the Nuts.



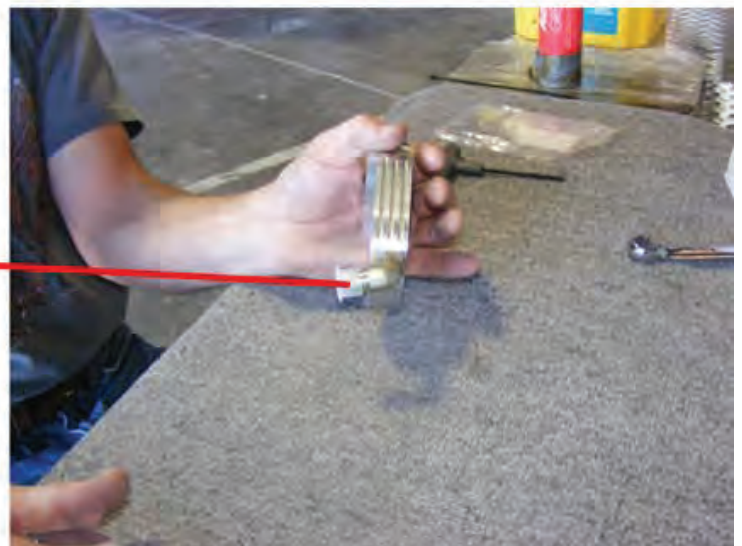
Remove existing oil filter



Remove Oil Filter Threaded Bolt that holds filter from engine.



**Put grease on O-Ring fitting on the inner adapter half (has the chrome cap)
Leave O-Ring fitting slightly loose to adapter.
Line up fitting as shown.**



Take inner half of the provided adapter (has the chrome top piece) and install longer hose on adapter and hand tighten for now.



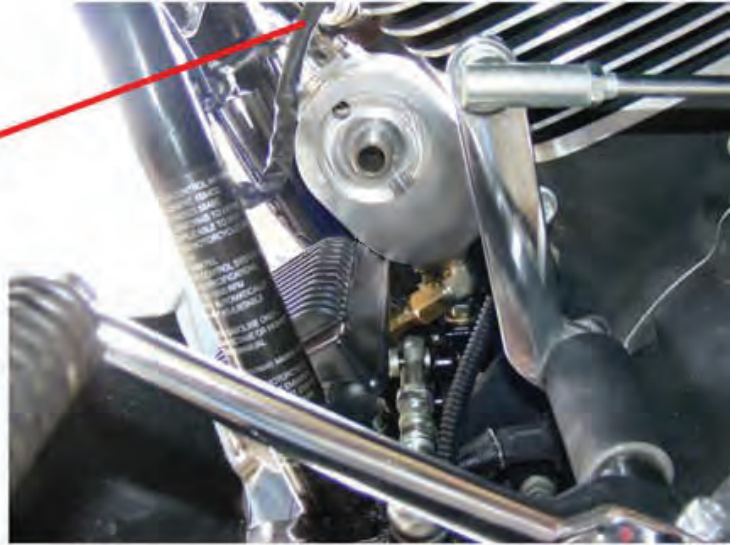
String line through rails - down to where the oil cooler attaches at the rear port of the cooler. This is the hot side of the cooler - this may take some trial and error to keep away from exhaust & brake master cylinder or any wiring or other components.



Take cooler attach nut with hole in the center. Carefully install intercooler half to oil filter attach point on engine. Torque to 40ft lbs.



**Late models (2007 & up)
Leave at least 1/8" of clearance
between chrome cap
(thermostat housing)
& oxygen sensor.**



**Remove right side floor board
support allen bolt.**



**Screw hose to Oil Bud™ cooler -
hand tighten fitting to cooler**



Manipulate brackets into frame rails on left side of frame. Be careful not to put undo stress on hose assembly!



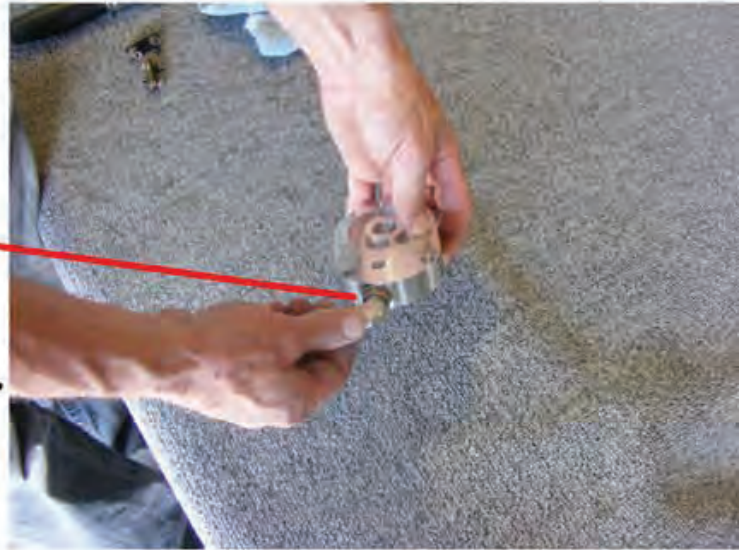
Re - install allen bolt through the slot in the cooler through the frame bracket to floor board then tighten.



Once proper angle of fitting is attained, Tighten O-Ring lock nut fitting.



Take outer half of adapter & lightly grease threads of fitting. Then install O-Ring fitting to the adapter. The fitting should be pointing toward the front of the motorcycle. Leave O-Ring nut slightly loose for final adjustment later.



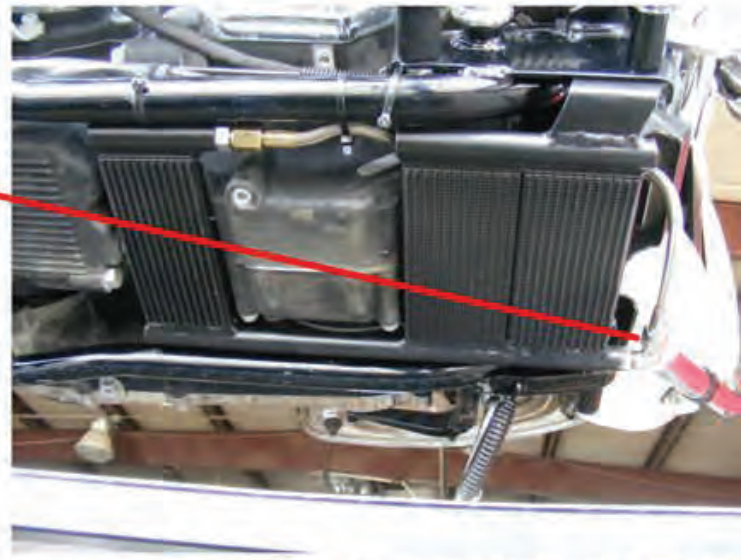
Put grease on small O-Ring and larger O-Ring. Match adapter halves, then install bottom shorter allen screws 'loosely.'



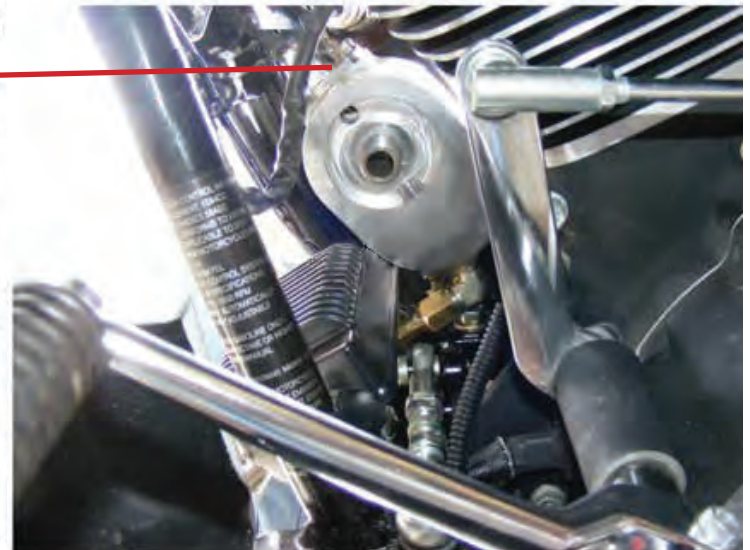
Install top allen screws from other side of Oil Bud. 'Snug' up then tighten alternately each allen screw (both sides.) Tighten again to reach proper torque of each allen screw.



**Screw on other end of hose
to cool side of cooler.
(front) Then tighten.**



**Install temperature probe 'with
thread sealant.' *if there is no
temperature probe to install, make sure
1/8" NPT plug is tight. IT IS A GOOD
IDEA TO TAKE THE OIL
TEMPERATURE FROM THIS PORT
(HARLEY SUPPLIED KIT - (75324-05,
silver: 75320-05 spun alumn.:
75265-04 black face.) THIS SHOWS
THE TRUE OIL TEMPERATURE
COMING OUT OF THE COOLER.**



**Install Oil Filter -
Tighten to factory specs.**





THANKS FOR PURCHASING THE OILBUD™
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 OILBUD™
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 OILBUD™ CONNECTIONS.