



2013-2017  
DYNA MODELS  
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

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

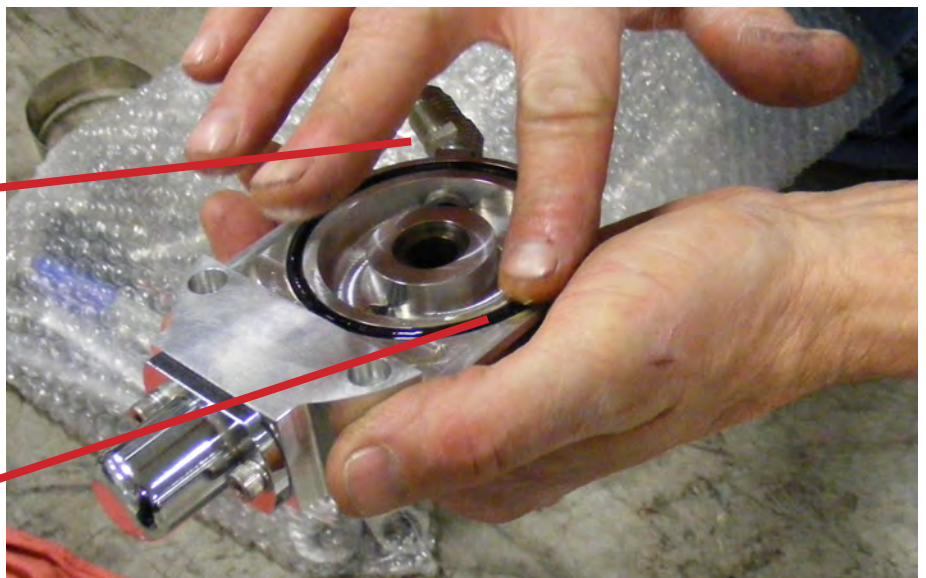
REMOVE NUT:  
USE A 7/8" SOCKET.  
DISCARD NUT,  
YOU WILL REPLACE  
WITH OIL BUD  
NUT FROM ADAPTER



### 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

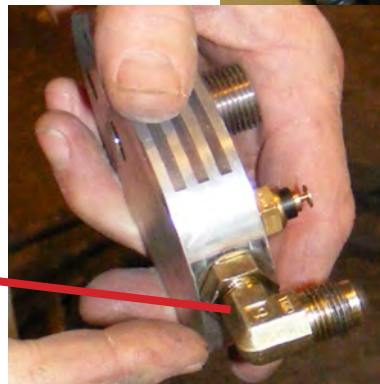
INSTALL THE INNER  
HALF OF THE ADAPTER  
PLATE W/ A FINAL TORQUE  
OF 40 FOOT POUNDS



#### 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



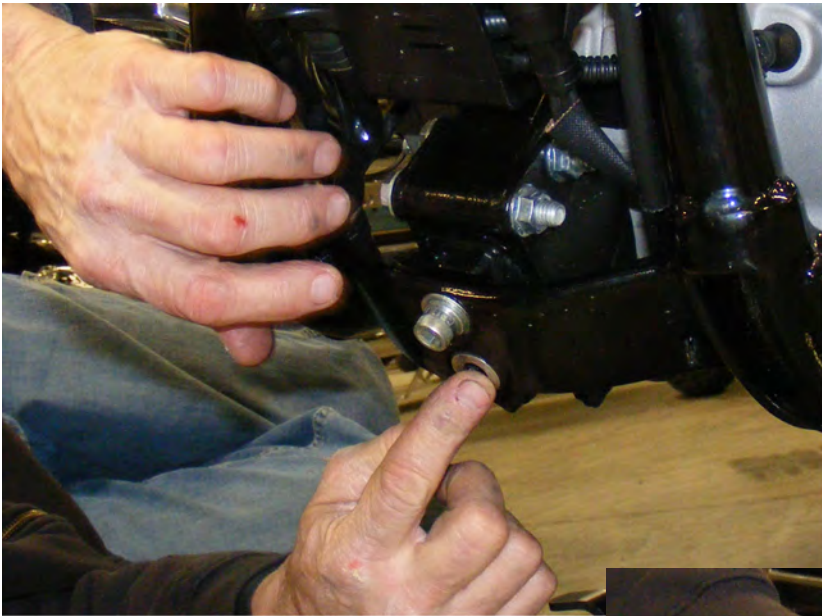
#### STEP 6

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\***



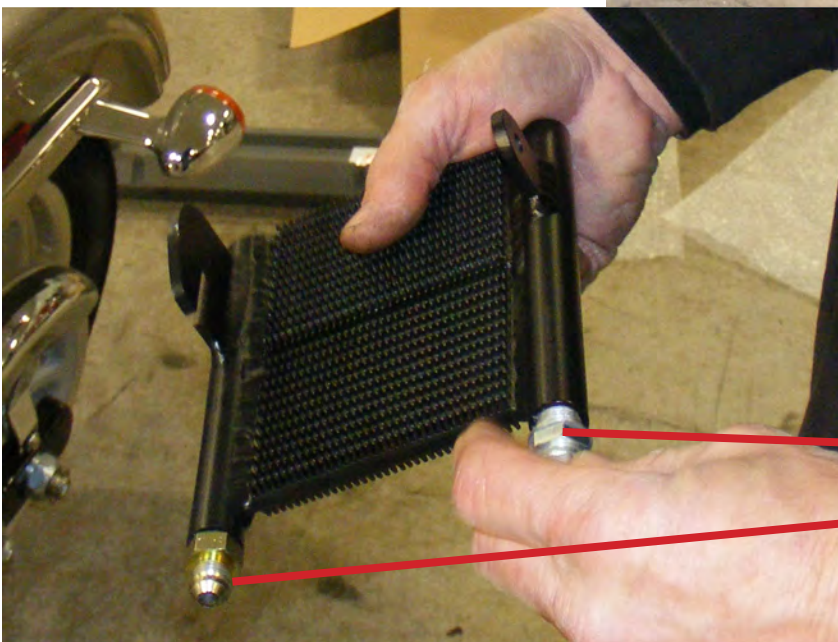


**STEP 7**

REMOVE THE LOWER  
FRONT MOTOR MOUNT  
BOLT.  
PLACE THE WASHER IN  
FIRST.

**STEP 8**

WITH THE BACK HOSE  
ON THE FRONT  
COOLING ELEMENT-  
MAKE SURE THE TAB  
IS ABOVE THE FRAME.  
MAKE SURE THE  
WASHER IS IN PLACE.  
\*LEAVE LOOSE FOR NOW



**STEP 9**

ADD FITTINGS TO BACK  
OF THE COOLING  
ELEMENT.  
45° JIC  
STRAIGHT JIC

**STEP 10**

RUN THE LONG HOSE OVER THE FOOT PEGS TOWARD THE BACK COOLING ELEMENT. KEEP THE LONG HOSE ABOVE THE FRAME. WATCH OUT FOR WIRES & DYNA SWING ARM



**STEP 11**

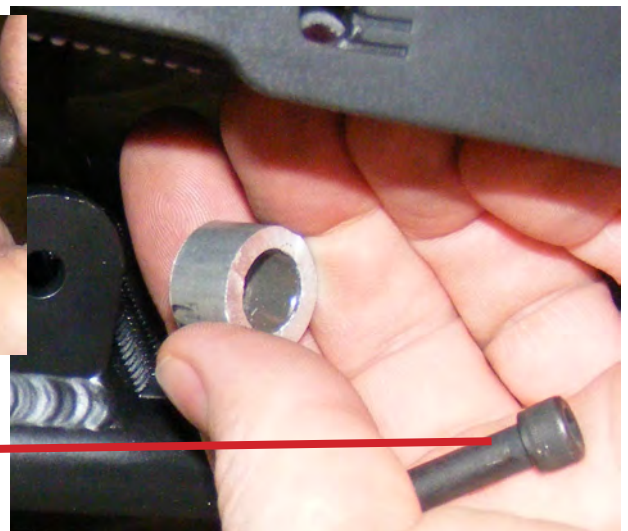
MOUNT REAR ELEMENT WITH LEFT SIDE BOLT. HANG IT LOOSE TO ATTACH HOSES. (FINGER TIGHTEN). WHEN YOU HAVE THE HOSES LOOSELY ATTACHED, USE THE 2" ALLEN BOLT & SPACER THAT IS PROVIDED WITH THE KIT. MAKE SURE THAT THE .5" ALUMINUM SPACER IS IN BETWEEN THE SIDE RAIL & THE REAR COOLER SLOT.



MOUNT HERE



**\*LOCK WASHER ABOVE NOT SHOWN HERE**



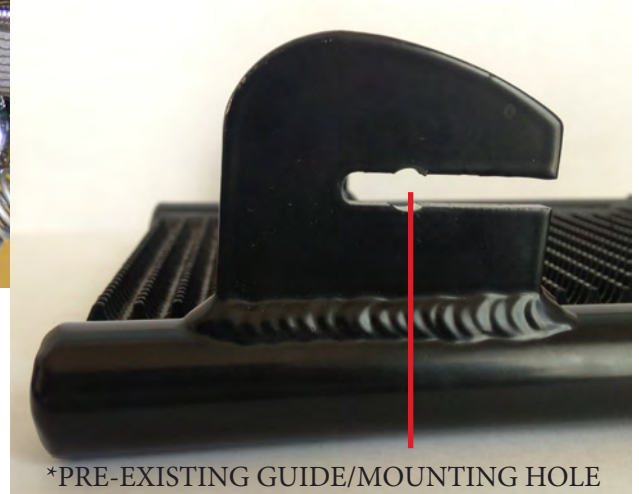
## STEP 12

LIFT UP, LEVEL AND ALIGN ELEMENT  
**CHECK FOR CLEARANCE BETWEEN HOSES AND ENGINE.**  
WHEN ALIGNED AND CLEAR, MARK THE FRAME ON THE RIGHT SIDE USING THE PRE-EXISTING  
GUIDE HOLE ON THE ELEMENT FLANG.



LET THE ELEMENT HANG AND DRILL THROUGH FRAME  
AT MARK. USE A  $17/64$ " OR  $1/4$ " DRILL BIT. ( $17/64$ " FOR  
MORE WIGGLE ROOM).

WHILE THE ELEMENT IS LOOSE AND HANGING, TIGHT-  
EN HOSES COMPLETELY.  
TIGHTEN AND SECURE THE REAR ELEMENT MOUNTING  
BOLTS.



## STEP 13

INSTALL HOSES ON THE FITTINGS  
ON THE FRONT COOLING ELEMENT.

\*SHORT HOSE USE  $45^\circ$  TO  $45^\circ$

\*USE PROVIDED ZIP TIES TO FASTEN HOSES SECURELY.





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.