



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 1<sup>ST</sup> 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.**

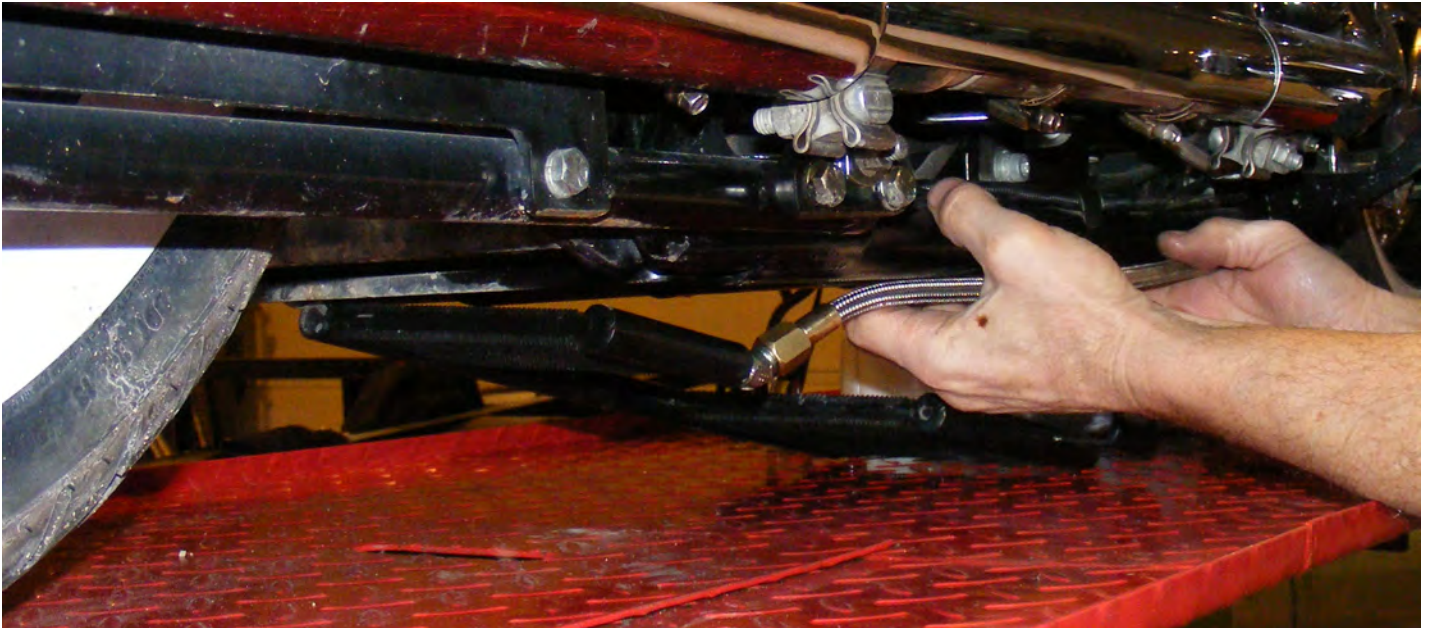
FINGER TIGHTEN FOR  
NOW

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**

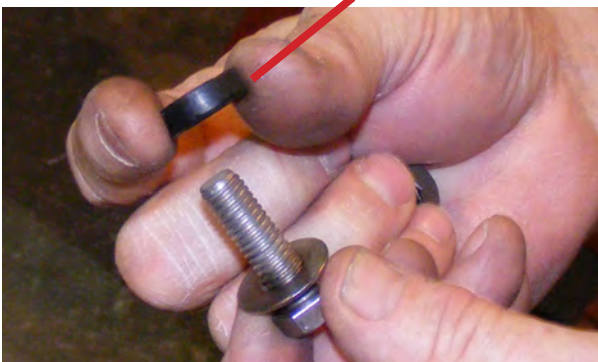


**BEFORE YOU PLACE THE OIL BUD IN POSITION  
YOU NEED TO REMOVE THE BOLTS THAT HOLD  
THE HIGHWAY BARS ON IF YOU HAVE THEM.**



**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.



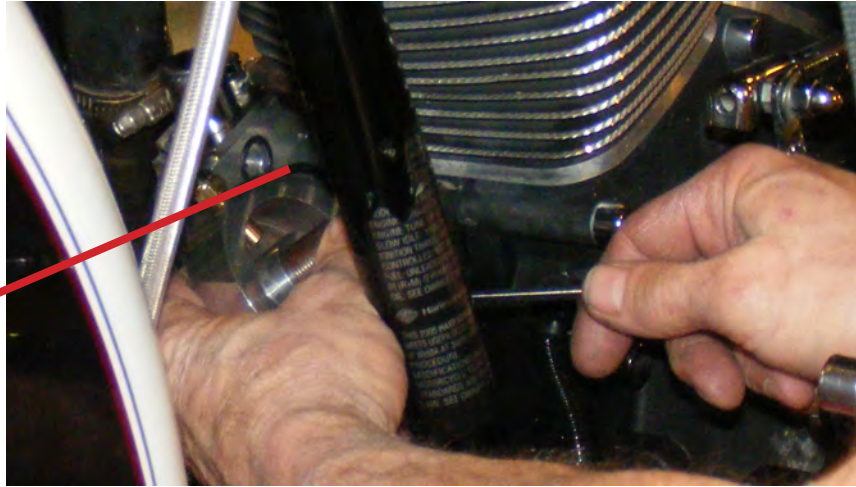
**\*TIP**

**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.**

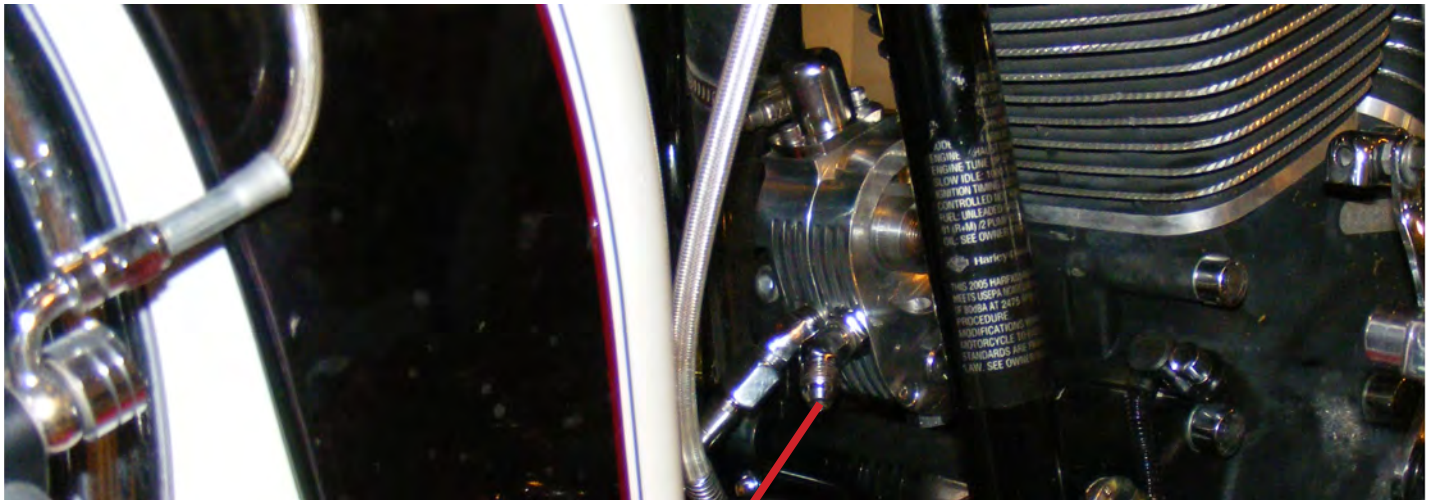


## YOU ARE ALMOST THERE



### STEP 7

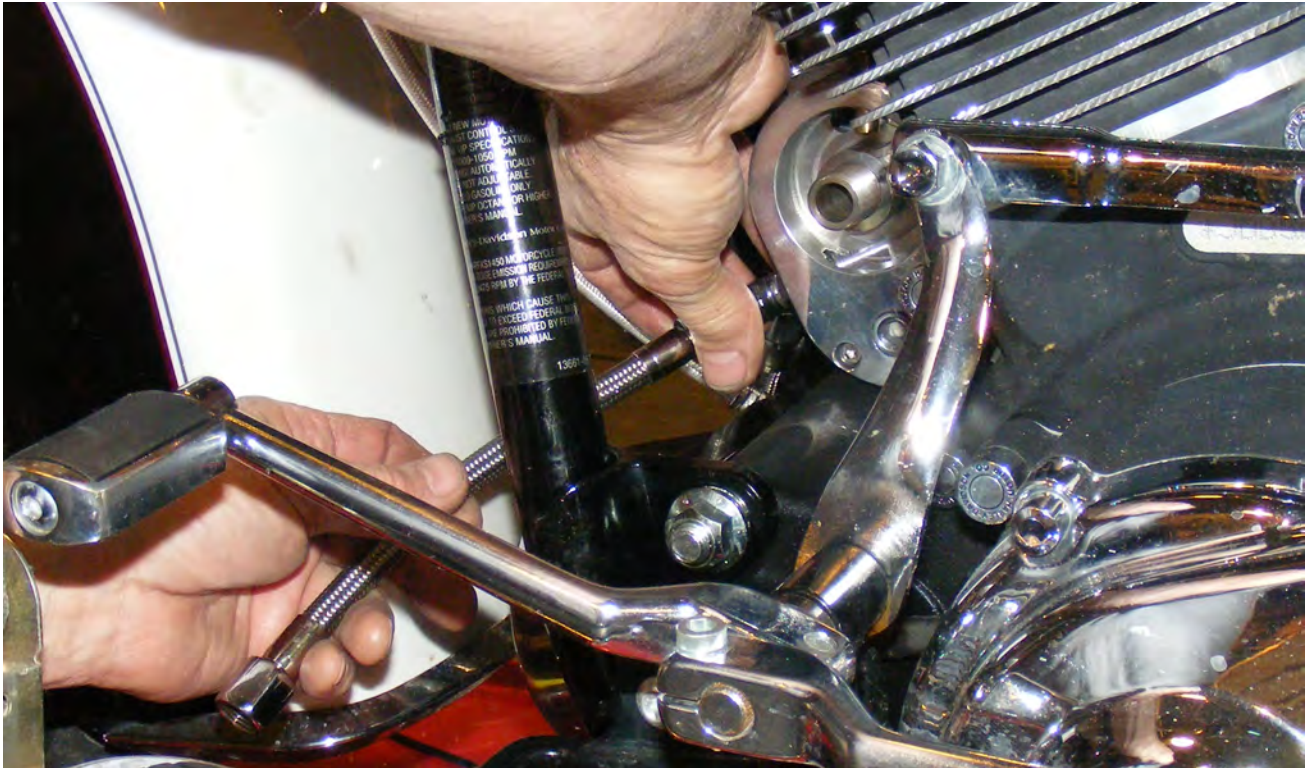
WHEN YOU ARE SURE THAT YOU  
HAVE TIGHTENED UP THE ADAPTER  
PLATES CORRECTLY YOU CAN  
CONTINUE INSTALLING THE FRONT  
STAINLESS STEEL HOSE.



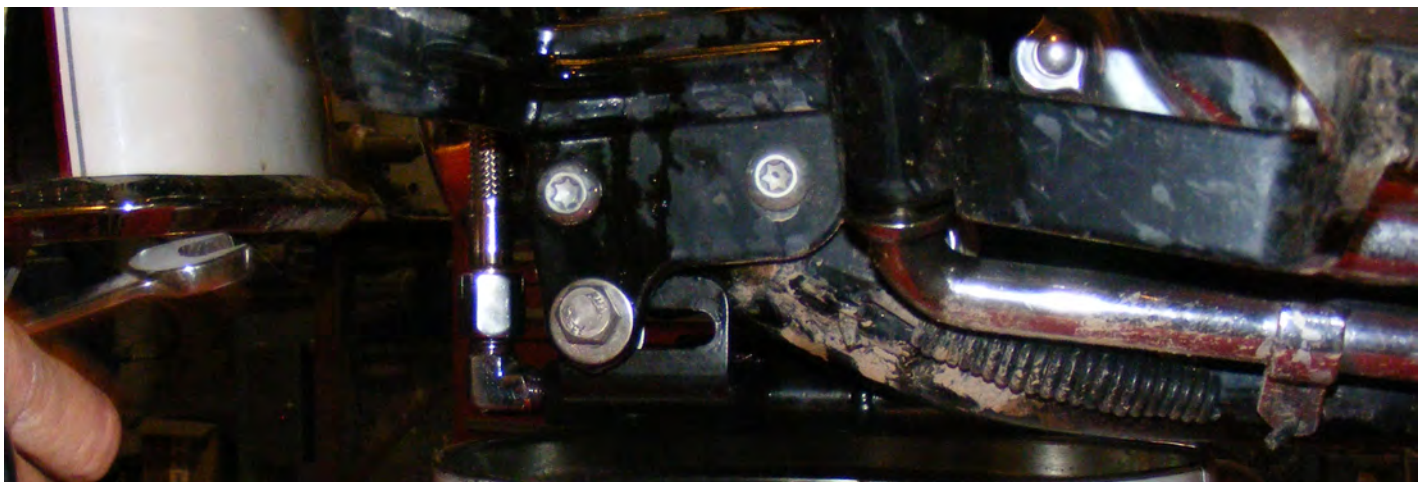
THE FRONT HOSE HOOKS UP HERE  
ON THE OUTER ADAPTER HALF.

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.

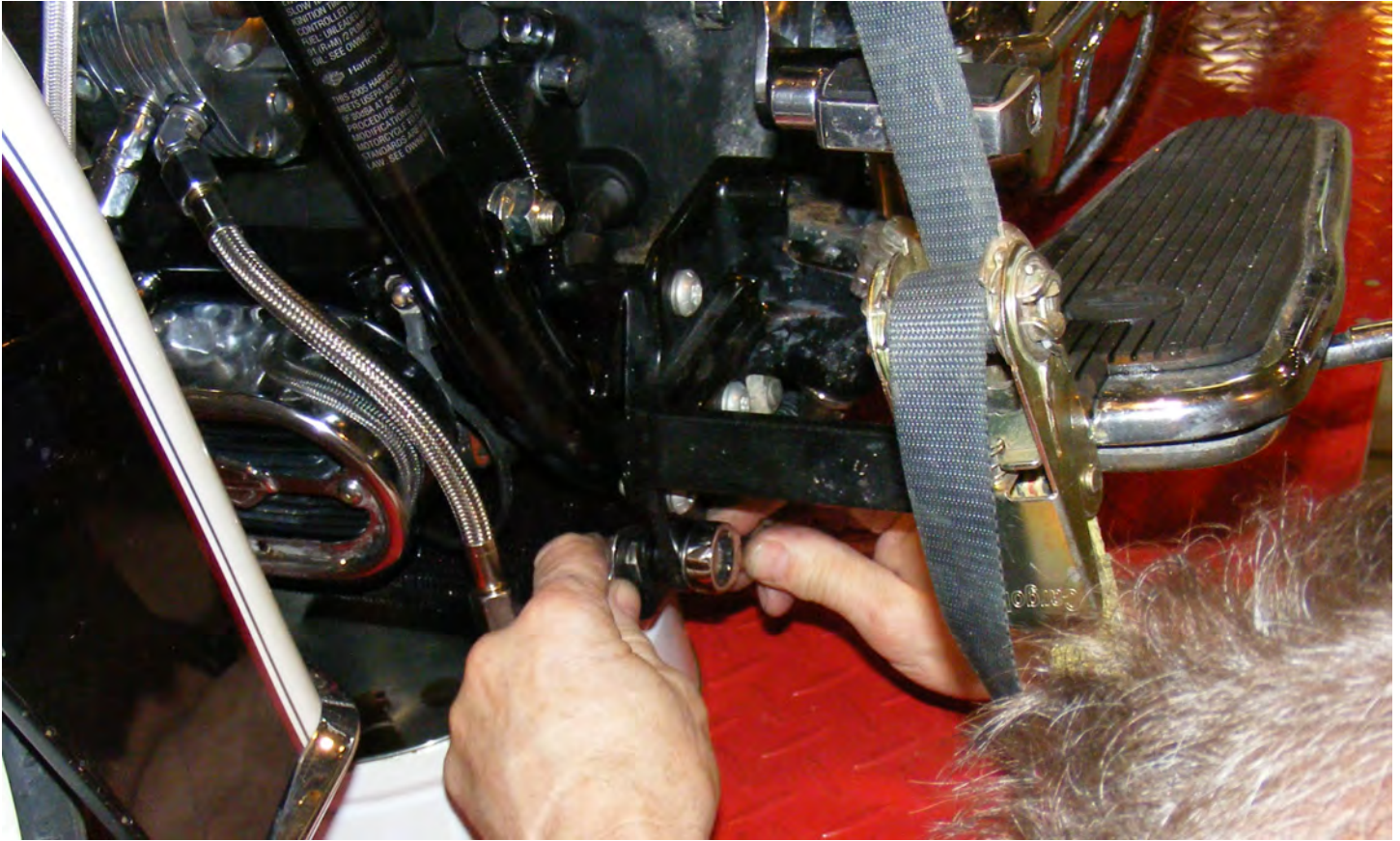
THE NEXT PROCESS IS TO GO AROUND & CHECK YOUR WORK.

- \* 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?

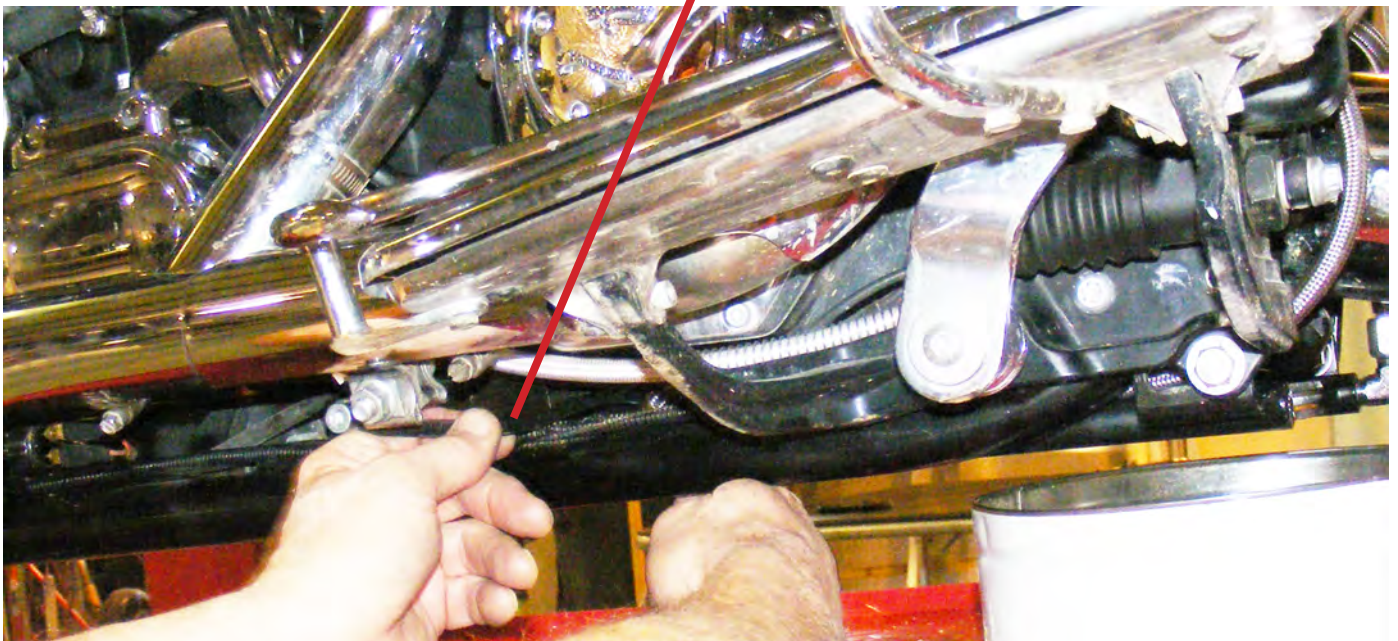
**NEXT YOU WILL TIGHTEN ALL FITTINGS & BOLTS.**

**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.