



2009-2016
TOURING/BAGGER

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 SET

PHILLIPS SCREW DRIVER

9/16" OPEN END WRENCH

2 X 11/16" OPEN END WRENCHES

PLIERS & SNIPS - RECOMMENDED

**NOTE: DO NOT USE LOCTITE OR TEFLON TAPE
ON THE ORB OR JIC FITTINGS!**

STEP ONE

REMOVE OIL FILTER USING 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 WITH OIL BUD NUT FROM ADAPTER



STEP 3

REMOVE ALLEN SCREWS ON ADAPTER



INSTALL THE 'LONG' HOSE ON JIC FITTING

USE THE 9/16" WRENCH

TO HOLD THE JIC

TIGHTEN THE HOSE FITTING

COMPLETELY WITH THE

11/16" WRENCH



STEP 4

BEGIN THREADING
THE LONG HOSE HOLD LOOSE END
& ADAPTER PLATE
FEED UNDER OIL FILTER HOUSING



ROUTE THE LINE BEHIND
REGULATOR.



MAKE SURE THE LONG HOSE IS
ROUTED ALONG THE INSIDE OF THE
FRAME RAIL.
IT GOES ABOVE THE
FRAME CROSS MEMBER.
LEAVE THE HOSE LOOSE FOR NOW.

**WARNING *MAKE SURE THE HOSE
DOES NOT INTERFERE WITH BRAKE
PEDAL OR LINES / CABLES / OR
WIRES**



STEP 5

MAKE SURE THE O-RING IS IN THE ADAPTER. IF YOU HAVE TROUBLE, A LITTLE GREASE WILL HELP HOLD THE O-RING IN PLACE.



WHEN YOU ARE SURE YOU HAVE THE O-RING IN PLACE' LINE UP THE ADAPTER BETWEEN FRAME AND O2 SENSOR. LINE UP THE THREAD BOLT TIGHTEN 'BARELY SING'.



THE OIL BUD™ ADAPTER FITS PERFECTLY AROUND ALL SIDES OF THE OIL FILTER HOUSING PLATE.

ONCE SNUG, WITH THE O-RING IN PLACE

TORQUE TO **40** FOOT POUNDS

STEP 6

LOCATE THE WIRE BUNDLE ON THE RIGHT SIDE OF THE BIKE, NEAR THE FRONT OF THE FRAME. THERE IS A MOUNTING CLAMP. THIS IS TO BE REMOVED. YOU HAVE TO PUSH IT OUT WITH PLIERS.



LACE THE WIRE BUNDLE WITH THE SUPPLIED WIRE SHEATH PROVIDED WITH YOUR OIL BUD™.

WRAPPING THE BUNDLE PROTECTS THE WIRES FROM ELECTRICAL SHORTS AND WEAR.



PUSH UP THE SHEATHED WIRING TO MAKE ROOM FOR THE FRONT COOLING ELEMENT THAT YOU WILL PREPARE ON THE NEXT STEP.

STEP 7

09 AND 10-16 MOUNTINGS ARE DIFFERENT. FOLLOW STEP 7 FOR YOUR YEAR.

2009

CHECK FOR RED LOCTITE® IN MOUNTING HOLE OF FRONT PART OF THE OIL BUD™ THE FRONT INSTALL IS TRICKY. IF YOU OFFSET THE COOLER @ A 45° ANGLE TO THE ENGINE - IT WILL SLIDE IN AND UP. USE THE 5/16" BOLT PROVIDED. THERE IS A HOLE IN THE FRAME.



THE 5/16" BOLT GOES INTO THE HOLE BEHIND THE KICKSTAND. MAKE SURE THAT THE PROVIDED 'STAR' WASHERS ARE ON THE BOLT.

THIS THREADS INTO THE COOLING ELEMENT. TIGHTEN APPROPRIATELY.

* DO NOT OVER-TIGHTEN*

HOLE IN FRAME.

5/16" BOLT & THE 2 INTERNAL STAR WASHERS.



2010-2016

CHECK FOR RED LOCTITE® IN MOUNTING HOLE OF FRONT PART OF THE OIL BUD™

THE FRONT INSTALL IS TRICKY. IF YOU OFFSET THE COOLER @ A 45° ANGLE TO THE ENGINE - IT WILL SLIDE IN AND UP.

ON THE FRONT OF THE ELEMENT YOU WILL SEE A HOLE- THIS IS WHERE YOU INSTALL THE MOUNTING BRACKET.

YOU NEED TO INSTALL IT ONCE THE FRONT ELEMENT IS IN PLACE.

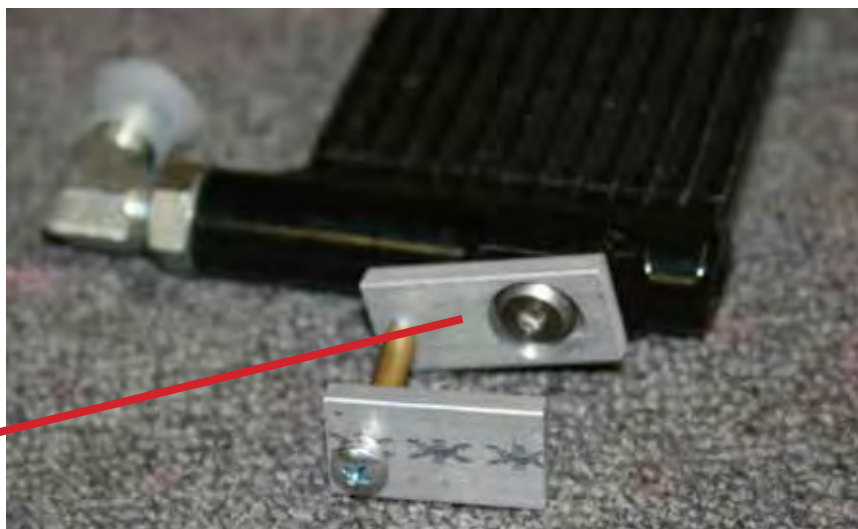


THE ASSEMBLY STARTS HERE:

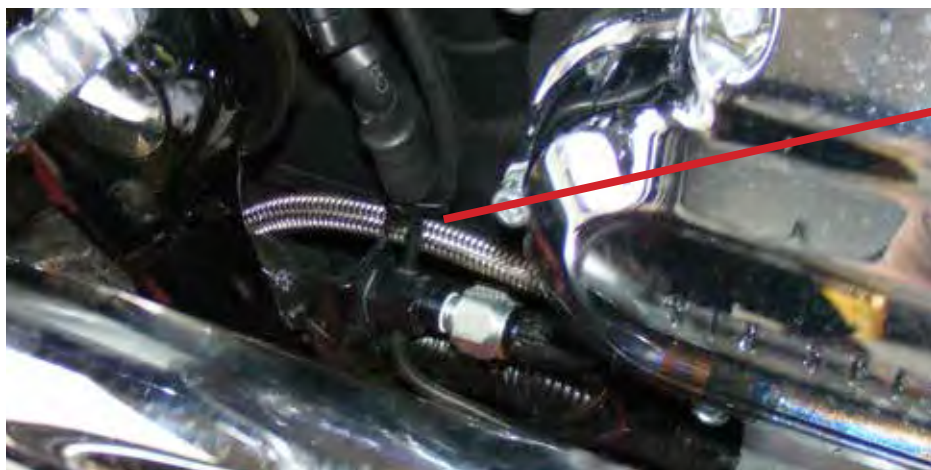
ATTACH THE INNER BRACKET WITH THE LARGE ALLEN HEAD BOLT.

WITH THE ELEMENT IN PLACE ASSEMBLE THE REST OF THE BRACKET ASSEMBLY 'ABOVE THE REST OF THE FRAME'.

MAKE SURE THE INNER BRACKET IS TIGHT BEFORE YOU HOLD ABOVE THE FRAME TO COMPLETE THE ASSEMBLY.



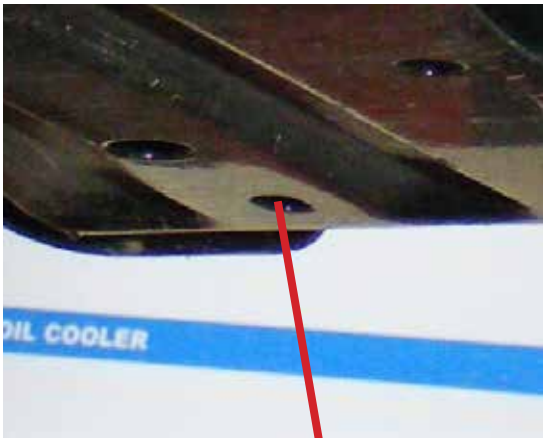
CONTINUE FOR ALL MODELS



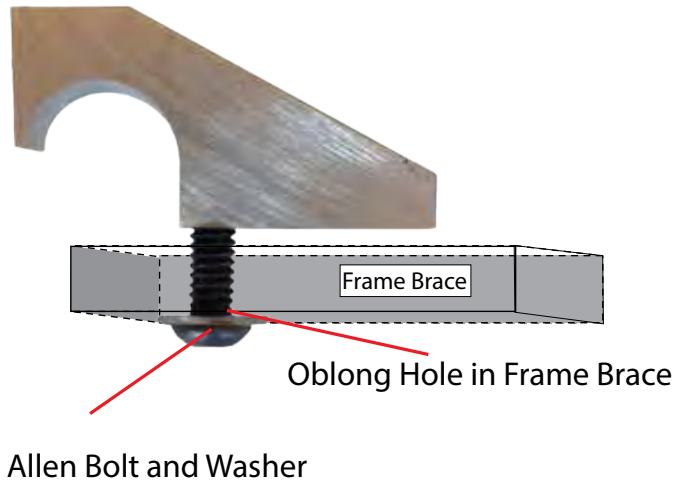
THE LONG HOSE CONTINUES LIKE THIS.

IT DROPS DOWN PAST THE FRAME CROSS-MEMBER.

THE HOSE END MEETS UP WITH THE REAR COOLING ELEMENT.



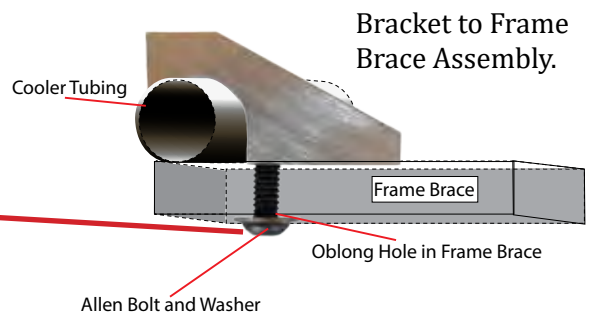
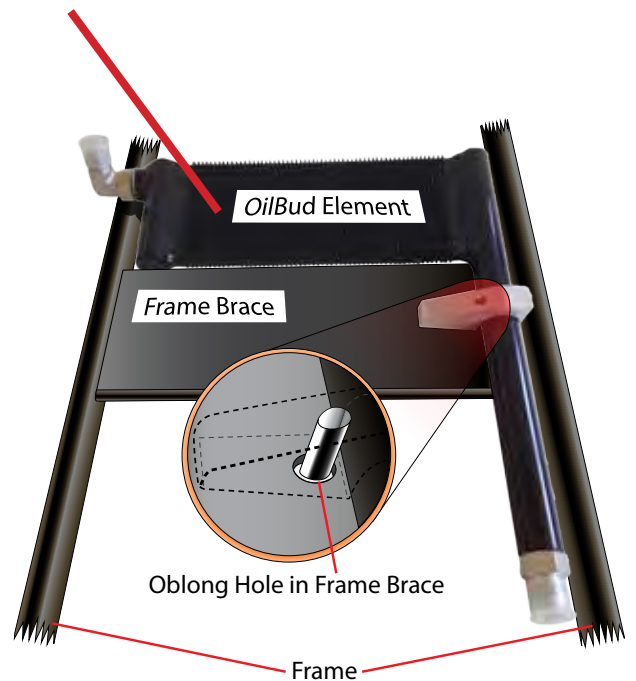
FIND OBLONG HOLE IN THE FRAME BRACE. PLACE BRACKET ABOVE AND THREAD IN BOLT WITH WASHER ABOUT TWO TO THREE TURNS (LEAVE LOOSE, WILL TIGHTEN LATER).



INSERT THE REAR ELEMENT OVER THE FRAME CROSS MEMBER LIKE THIS



INSERT OILBUD ELEMENT OVER FRAME AND FRAME BRACE AND PLACE TUBING UNDER THE BRACKET. TIGHTEN DOWN BRACKET BOLT SOME MORE TO KEEP IN PLACE.



JOIN BOTH COOLER
HALVES HERE.
TIGHTEN WITH FINGERS.

WARNING*
GO AROUND & CHECK FOR
CABLES RUBBING OR
PINCHING OF HOSES.



STEP 8



WHEN THE REAR ELEMENT IS IN PLACE,
YET - NOT FULLY TIGHTENED.

TAKE THE LONG HOSE FITTING AND ATTACH IT
TO THE REAR ELEMENT JIC FITTING
FINGER TIGHT FOR NOW

***YOU WILL BE TIGHTENING ALL FITTINGS
WITH THE CORRECT WRENCHES SOON.**



TEMP SENSOR (1/8 NPT) GOES HERE

STEP 9

INSTALL THE SHORTER HOSE
ONTO THE OUTER HALF OF THE
ADAPTER PLATE.

TIGHTEN THE HOSE.

NOTE - THE PLUG IS A 1/8" NPT
THREADED PORT FOR A TEMP. SENSOR

ROUTE THE LINE
STRAIGHT DOWN BEHIND
REGULATOR & BEHIND THE
FRONT PART OF THE FRAME.

MAKE SURE YOU HAVE THE
FITTING FACING TOWARD
THE OILBUD™ COOLER ELEMENT.



BEFORE YOU INSTALL THE 2ND
HALF OF THE ADAPTER PLATE..

LOOK!

MAKE SURE YOU HAVE THE
TWO O-RING'S IN PLACE.

A LITTLE GREASE
WILL HOLD IT.



STEP 10

LINE UP THE OUTER HALF OF THE ADAPTER PLATE
- ONCE YOU HAVE ROUTED THE FRONT HOSE CORRECTLY.

YOU CAN INSTALL THE ALLEN SCREWS & BEGIN TO
SNUG THEM UP EQUALLY, ALTERNATE SCREWS
& BRING THE HALVES TOGETHER EVENLY.

MAKE SURE THE O-RINGS ARE IN PLACE

WHEN THE OUTER ADAPTER HALF
IS IN PLACE & ALLEN BOLTS
STARTED. AND THE LINE IS
ROUTED CORRECTLY.
YOU CAN SNUG UP THE HOSE
FITTING ONTO THE FRONT OIL
COOLER FITTING. SNUG UP
FOR NOW. YOU WILL GO AROUND
AND TIGHTEN EVERY FITTING
ON THE COOLER.



WHEN YOU HAVE THE FRONT LINE
RAN CORRECTLY, IT LOOKS
LIKE THIS.



STEP 11

BEGIN TO TIGHTEN FITTINGS. THE FITTINGS ON THE ADAPTER PLATE ARE 37° JIC FITTINGS. YOU HAVE TO USE TWO WRENCHES TO TIGHTEN THE 'JAM NUT' FIRST, THEN HOLD IT WHILE YOU TIGHTEN DOWN THE HOSE FITTINGS.



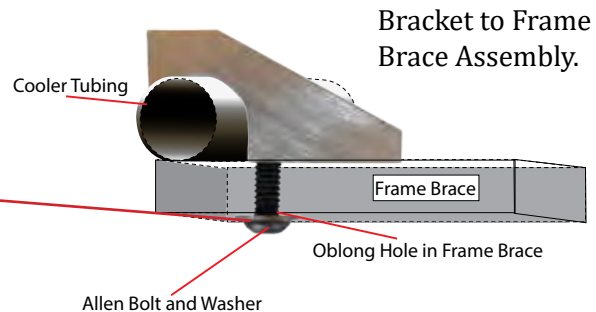
GO AROUND & TIGHTEN JIC FITTINGS, ALL HOSE FITTINGS. MAKE SURE JAM NUTS ARE TIGHT ON THE JIC FITTINGS. USE TWO WRENCHES WHERE NECESSARY.



AFTER TIGHTENING FITTINGS...

MAKE SURE THE FRONT AND REAR COOLER ELEMENTS ARE NOT TOUCHING THE CRANK CASE.

WHEN THERE IS SUFFICIENT CLEARANCE, TIGHTEN DOWN THE BRACKET'S ALLEN BOLT THE REST OF THE WAY.



PUT OIL AROUND THE SEAL OF THE OIL FILTER THIS WILL GIVE YOU A GOOD SEAL. THREAD ONTO THE THREAD BOLT OF THE OIL BUD ADAPTER PLATE. TIGHTEN TO RECOMMENDED SPECIFICATIONS.

***NEXT YOU WILL CHECK YOUR OIL, AND TOP OFF THE OIL RESERVE.**

KEEP YOUR WORK AREA CLEAN





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.