



## A New Standard In OIL COOLERS

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### DR SUZUKI INSTALLATION INSTRUCTIONS

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Mount the oil cooler onto bike with the large hose clamps as per photo in flyer.

You may find it necessary to loosen the top banjo fitting on the stock oil line (as it goes into the frame) and rotate the oil line back towards the engine to allow room for the top of the Jagg cooler.

Remove the top 2 skid-plate bolts and let the skid plate drop down out of the way.

Cut the oil return line that runs to the top of the frame, (approximately in the middle of the rubber sections) below to the T-off to the head. (See figure 1)

Insert the hose bars supplied in the kit (large-threaded end into the stock hose). Secure with hose clamps. (See figure 2)

Attach the 3/8" hose supplied in the kit, to one of the hose bars. Secure with hose clamp. Route the hose to the oil cooler (making sure not to crimp hose). Cut hose and attach to one side of the oil cooler.

Take remaining hose and attach it to the other hose barb on oil line and route to the oil cooler. (Again be careful not to bend the hose too tight as to shut off oil flow). Cut off any excess hose not needed. Attach to other side of the oil cooler.

One hose will run in front of the frame tube, the other behind. You may need to shim out the skid plate with washers included in kit.

Start the engine and let it idle. Check all oil hose connections for any oil leakage. Tighten any hose clamps that may be leaking.

After the engine has warmed up, feel the oil cooler. It should be warm from the hot engine oil flowing through it. If the engine is warm but the oil cooler is not, the oil is not flowing correctly or not flowing through the cooler at all. Solve this problem immediately.

After the engine has been warmed up, shut it off and recheck the oil level. Correct the oil level if necessary - do not over fill.



Figure 1



Figure 2