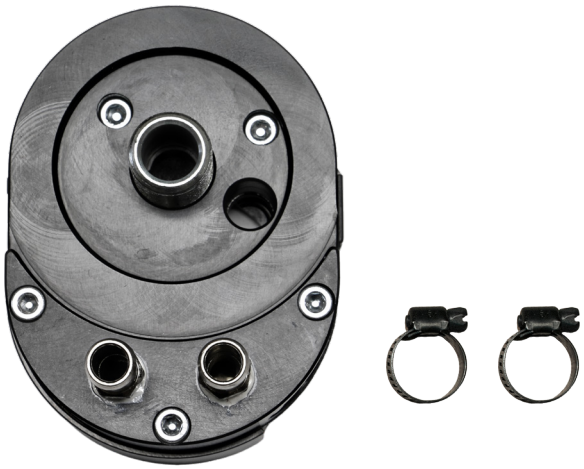
INSTALLATION INSTRUCTIONS
Part # 4700
Offset Oil Filter Adapter with Termostatic By-pass

Please read these instructions completely before beginning installation.

KIT CONTENTS	
QTY.	DESCRIPTION
1	Jagg 4700 Offset Oil Filter Adapter Assembly
1	7/8” Black wormdrive hose clamps

KIT CONTENTS
DESCRIPTION
Strap wrench or oil filter removal tool
5/32” Hex key tool
1” deep well socket
7/16” Hex key tool (if removing stock H-D oil filter adapter)
7/8” socket (if removing stock H-D oil filter adapter)



Operation Summary
The Jagg #4700 offset oil filter adapter is used to access the oil supply for the installation of a Jagg oil cooler. The #4700 directs oil through the filter first for optimal flow characteristics. After filtration, the oil will by-pass the oil cooler until the engine reaches standard operating temperature. Once the bike reaches operating temperature, the thermostatic actuator will close the #4700’s by-pass hole, sending hot, filtered oil to the oil cooler, and delivering cool, clean oil to the engine.

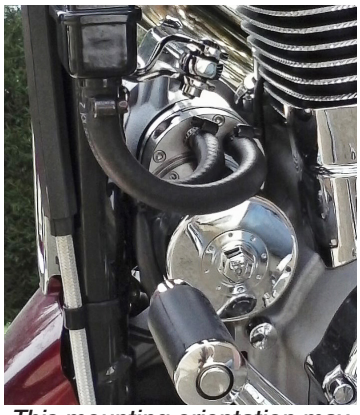
Oil flow direction from adapter: oil feeds the oil cooler from the fitting on the left side and returns to the fitting on the right side, as viewed from front with oil filter adapter fittings at bottom.

Installing the Jagg offset oil filter adapter
1. Remove spin-on oil filter, and clean the filter mounting surface thoroughly.
2. If removing and upgrading a factory Harley-Davidson oil cooling system, uninstall the stock oil filter adapter by removing the flanged oil filter nipple that holds the adapter in place using a 7/16” hex key tool.
   Locate the stock-to-Jagg oil filter nipple (sold separately). Install by inserting the orange-painted end into the port where the stock oil filter stem was removed. Using a 7/8” socket, tighten until the hex is flush against the oil filter housing.
3. Disassemble the Jagg offset oil filter adapter by removing the five socket head cap screws from the front face of the adapter using a 5/32” hex key tool. Then, remove the front half of the adapter (the portion with hose fittings attached).
4. With the longer/offset end of the adapter at the top, place the back half of the adapter (the portion with the flat rubber o-ring) over the threaded oil filter stem and tighten the included 1” lock-nut to finger-tight. The adapter’s flat sealing rubber O-ring should face inward, toward the stock oil filter housing, and be free of debris. (Do not apply oil to this O-ring.)
5. If an anti-rotation device is being used, locate part #4600AR-C Jagg anti-rotation device (sold separately) now. Installation of this device will ensure the #4700 offset oil filter adapter



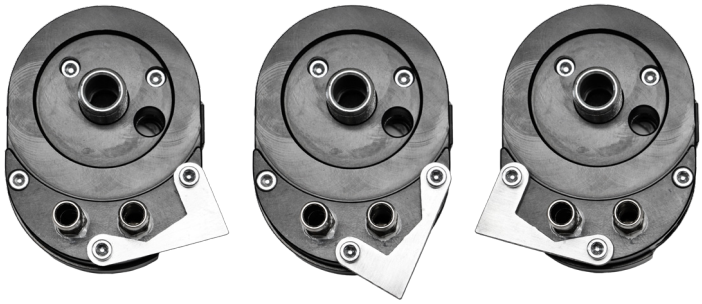
Stock-to-Jagg oil filter nipple

APPLICATION NOTE:
Sportster models
- Some Sportster models may require rotating the mounting of the #4700 offset oil filter adapter 180 degrees, placing the hoses above the filter (see photo at right).
- In these installations, the anti-rotation device is not required.



This mounting orientation may be required on some Sportster models

Warning: Installation should only be attempted by those with mechanical skills and experience working on vehicles. Standard safety precautions consistent with the tools and dangers of automotive work should be followed to protect from injury. Specifically, wear protective equipment, take care to stabilize the vehicle on a level surface or supportive lift, and allow vehicle to cool before attemption installation; failure to comply can result in injury and/or damage to equipment.



EVO fitment | *T-C Touring & Dyna fitment* | *T-C Softail fitment*

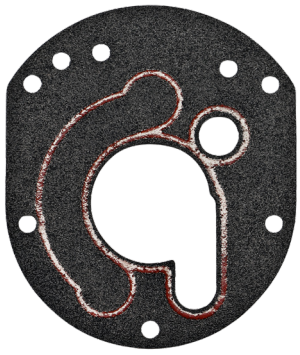
will not rotate during future oil filter removal.

6. Place the anti-rotation device against the face of the front half of the adapter in the orientation shown above that matches your motorcycle model.
7. Insert the two black #10-24 socket head cap screws included with the anti-rotation device through the appropriate holes on the oil filter adapter as shown above.
8. Place the front half of the adapter over the already-installed back half and rotate the entire adapter counter-clockwise until the anti-rotation device makes contact with the engine case.
9. Remove the front half of the adapter and hold the back half of the adapter in its current orientation. Using a 1" deep-well socket securely tighten the 1" lock-nut so the back half of the adapter will not rotate and the sealing O-ring is tight against the stock filter mount. This may require a prying force applied against the adapter to allow tightening while retaining the chosen orientation.

    NOTE: On rubber-mounted engine models, allow adequate clearance to ensure that the adapter will not strike any object when the motor shakes.

10. Install AFM gasket (included in kit) onto the back half of the adapter.

    CAUTION: AFM gasket should be applied dry. No additional gasket sealing compound is required. Ensure that the adapter halves are free of oil residue.



AFM gasket

11. Place the front half of the adapter against the gasket and loosely install the 5 socket head screws. If using a thread-locking compound, please choose a medium strength and use it on the screws at this step.
12. Evenly draw the two halves of the adapter together by gradually tightening the socket head cap screws in an alternating criss-cross pattern (e.g., as when tightening the wheel lug nuts on a car).
13. When the adapter halves have been evenly drawn together, firmly tighten the socket head cap screws using the same criss-cross pattern as before.

    SERVICE NOTE: Inspect adapter and screws for tightness at each oil filter change. To ensure proper seal, replace gaskets any time adapter is removed or disassembled.

This completes the installation of the #4700 offset oil filter adapter. The following instructions are for installing oil lines between a Jagg oil filter adapter and a Jagg oil cooler (sold separately).

Routing oil lines to oil cooler (sold separately)

14. Cut oil hose into two lengths.
15. Install 7/8" black hose clamps loosely onto hoses before installing hoses onto oil cooler nipples. A touch of oil on oil cooler nipples allows the hoses to push on easily.
16. Secure hose over the fittings with 7/8" black hose clamps so the hose cannot pull over the barb on the fitting. The flow orientation of the oil cooler is non-directional, so either hose fitting will allow proper flow as an inlet or an outlet.
17. Measure, cut, route, and attach the oil hoses to the oil filter adapter. Secure the hose over the fittings using the 7/8" black hose clamps onto the oil filter adapter inlet and outlet as detailed in the previous step.

    NOTE: It may be necessary to rotate hose clamps to ensure hose clamps do not interfere with oil filter installation.

    CAUTION: Take care to make gentle bends in oil hose routing from oil cooler to adapter. Sharp bends may collapse under heat load and cause restriction to oil flow.

18. Install oil filter onto the threaded stem of the oil filter adapter. Tighten per factory/service manual recommendations.

Final inspection

19. Inspect the oil hoses to ensure there are no tight bends that may restrict oil flow and that they are not contacting any moving parts. If necessary secure the new hoses to the frame with plastic zip-ties.
20. Refill the engine with the correct amount and type of oil. Check the oil level per factory/service manual recommendations.
21. Start the engine and let it idle. Check all oil hose connections for any leakage. Tighten any hose clamps that may be leaking.

    NOTE: Over-tightened hose clamps may cut into oil lines and cause oil leaks.

22. After installation completion and engine warm-up, shut the engine down and recheck the oil level. Correct the oil level if necessary, but do not over-fill.

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