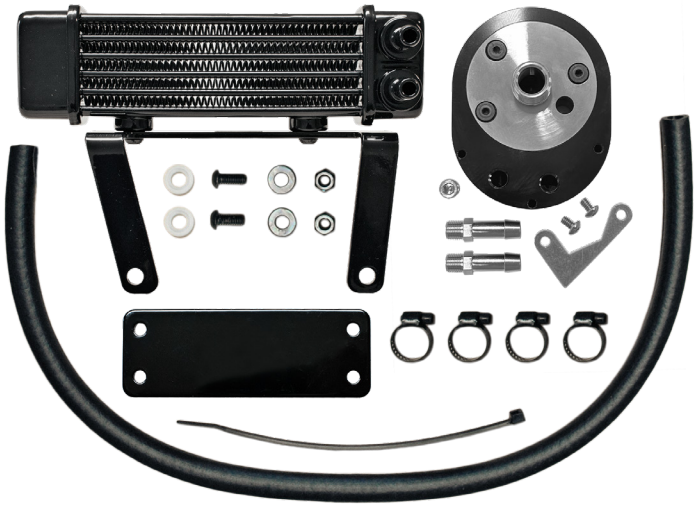
INSTALLATION INSTRUCTIONS
Part # 750-1290-0323

Please read these instructions completely before beginning installation.

KIT CONTENTS	
QTY.	DESCRIPTION
1	Jagg LowMount Softail oil cooler assy.
1	regulator spacer bracket
2	1/4” spacer
2	1/4”-20 hex-drive screws
2	1/4”-20 nut with Nylok insert
1	Jagg 4702 Offset Oil Filter Adapter Body
1	Jagg 4702 Offset Oil Filter Adapter Faceplate
3	10-24 x 5/16” countersunk flat-head hex-drive screw for 4702 Faceplate
1	Jagg 4702 steel LOCNUT with 3/8” ratchet cutout
1	Large O-ring, square profile
1	1/8” NPT pipe plug
2	adapter fittings - 1/8” NPT to 3/8” push-on hose barb
4	7/8” black wormdrive hose clamps
1	anti-rotation device
2	10-24 x 5/16” button-head hex-drive screw for anti-rotation device
3 ft	Jagg 30R7spec black oil hose
1	Zip-tie



TOOLS REQUIRED
strap wrench or oil filter removal tool
3/8” ratchet & ratchet extension
7/8” deep well socket
1/8” hex key tool
Hose cutter or sharp knife
1/4” nut driver for hose clamps

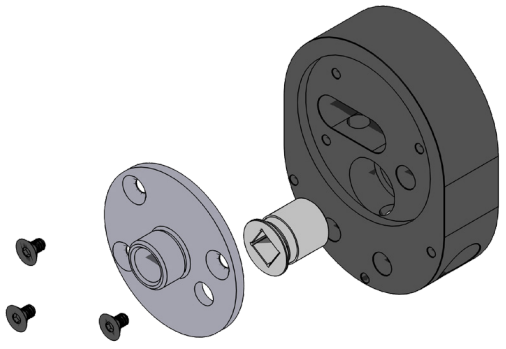
Operation Summary
The Jagg #4702 offset oil filter adapter is used to access the oil supply for the installation of a Jagg oil cooler. The #4702 directs oil through the filter first for optimal flow characteristics. After filtration, the oil may either travel to the oil cooler or by-pass the oil cooler, according to the built-in Viscosity Regulated Flow (VRF) plug function. Cold, viscous oil will by-pass the oil cooler, speeding warmup to standard operating temperature.

As the engine reaches operating temperature and oil reaches optimal viscosity range, the VRF plug will keep the #4702’s by-pass hole closed, 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.

Part 1: Install Jagg Offset Oil Filter Adapter

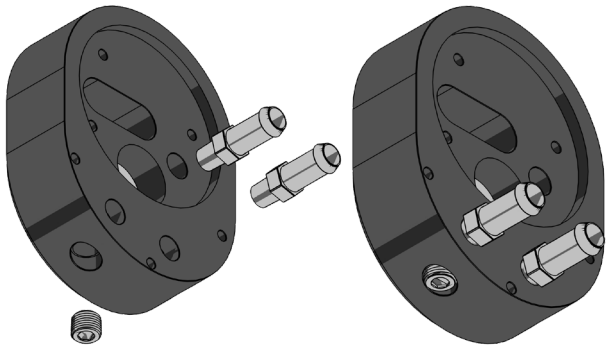
Pre-installation steps
1. Remove spin-on oil filter, and clean the filter mounting sur-



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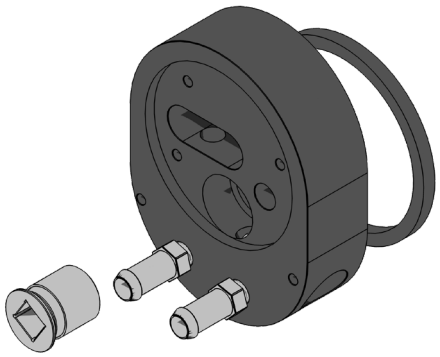
face thoroughly.

2. Using a 7/8” deep well socket, remove the stock oil filter stem. 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.
3. Disassemble the 4702 by removing the three countersunk flat-head hex-drive screws from the front face of the adapter using a 1/8” hex key tool. Then, remove the faceplate from the adapter and remove the LOCNUT from within.



Installing NPT pipe plug & hose barb adapter fittings

4. Apply thread sealant to male pipe threads if not pre-applied. If PTFE tape is used, it should be wrapped 1-1/2 to 2 turns in clockwise direction when viewed from the pipe thread end. **CAUTION**: More than two turns of tape may cause distortion or cracking of the port.
5. Screw the NPT plug into the port to finger tight.
6. Wrench tighten the plug to 2-3 turns-from-finger-tight (T.F.F.T.).

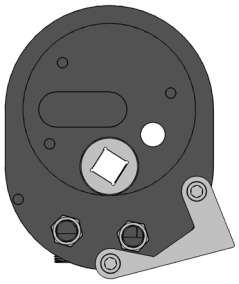


Installing 4702 to engine oil filter mount

7. Lubricate the large O-ring with a slight smear of oil and insert into O-ring groove on the rear of the 4702 body.
8. With the fittings-end of the adapter at the bottom and the O-ring sealing side facing toward the engine, place the 4702 body over the oil filter mount on the engine. Using a 3/8” ratchet extension inserted into the included LOCNUT, insert the LOCNUT through the center hole of the 4702 body and tighten to finger-tight.



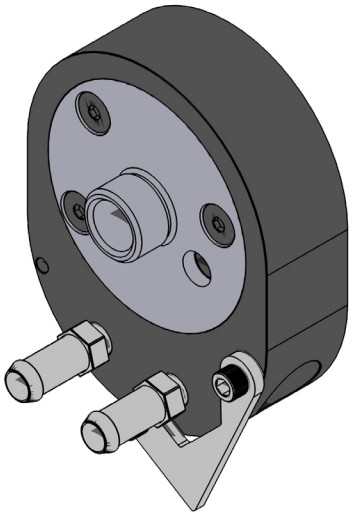
9. If an anti-rotation device is being used, locate part #4600AR-C Jagg anti-rotation device now. Installation of this device will ensure the 4702 offset oil filter adapter will not rotate during future oil filter removal.
10. Place the anti-rotation device against the face of the adapter in the orientation as shown.



11. Install the two #10-24 button-head hex-drive screws included with the anti-rotation device through the appropriate holes on the oil filter adapter as shown.
12. Rotate the entire adapter counter-clockwise until the anti-rotation device makes contact with the engine case.
13. Using a 3/8” ratchet extension, securely tighten the LOCNUT so the 4702 will not rotate and the sealing O-ring is tight against the stock filter mount.



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



14. Insert the 4702 Faceplate in the 4702 body and secure it using the three included 10-24 x 5/16” countersunk flat-head hex-drive screws. If using a thread-locking compound, please choose a medium strength and use it on the screws at this step.

SERVICE NOTE: Inspect adapter and screws for tightness at each oil filter change. To ensure proper seal, replace O-ring any time the 4702 is removed.

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Part 2: Oil Cooler Mounting

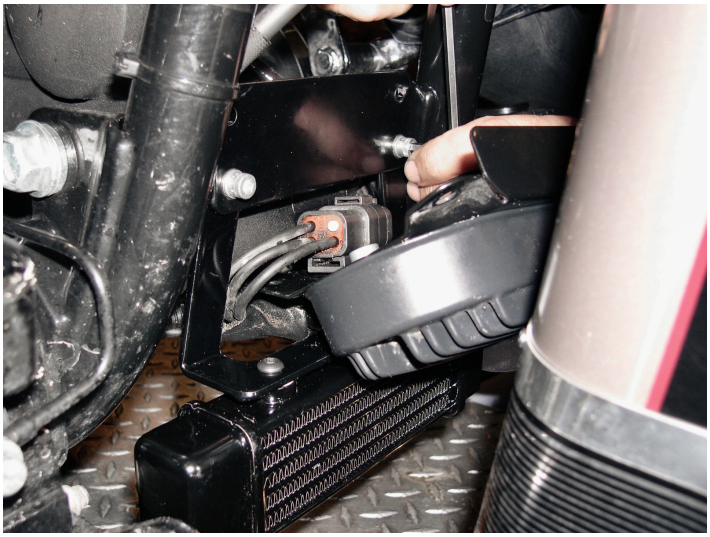
15. Locate the voltage regulator and remove the nuts and washers from the voltage regulator mounting bolts. Retain these for future use (see ***Installation Photo 1***).



Installation photo 1

16. Unclip the wire retainers from their posts on the regulator backing plate.
17. Insert the bottom of the regulator backing plate bracket through the oil cooler mounting bracket, taking care not to pinch the regulator wires (see ***Installation Photo 2***).

    TIP: Unfasten the regulator wiring from the retaining clip in the backing plate.



Installation photo 2

18. Locate the included regulator spacer bracket. Orient the lower holes in the regulator spacer bracket to line up with the holes in the oil cooler mounting bracket and remount both items to the original voltage regulator bracket mounting holes in the block. Fasten these items with the Allen heead screws removed in step 14 (see ***Installation Photo 2***).
19. Reattach the voltage regulator to the top holes in the supplied regulator spacer bracket using the 1/4" spacers, 1/4-20 screws, and 1/4-20 Nylok nuts included in the kit.
20. Cable-tie the wires under the regulator together using the zip-tie included in the kit.

    CAUTION: The regulator ground wire will have been detached during installation. Ensure reinstallation of the regulator ground wire.

Part 3: Oil Cooler Plumbing

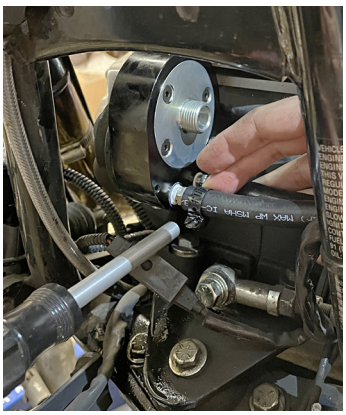
21. Cut the provided oil hose into two lengths.
22. Install the oil hoses onto the hose fittings on the oil cooler. Using a 1/4" nut driver, secure hose over the fittings with the 7/8" black hose clamps included in the kit so the hose cannot pull over the barb on the fitting. The flow orientation of the oil cooler is non-directional, so either hose fitting will allow proper flow as an inlet or an outlet.

    TIP: Install the 7/8" black hose clamps loosely onto the hoses before installing the hoses onto the oil cooler's fittings. A touch of oil on the barbed fittings will assist in pushing the hoses onto the fittings.

23. Measure, cut, route, and attach the oil hoses to the oil filter adapter fittings. Using a 1/4" nut driver, secure the hoses over the fittings using the 7/8" black hose clamps onto the oil filter adapter inlet and outlet so the hose cannot pull over the barb on the fitting. A touch of oil on the oil filter adapter inlet and outlet allows the hoses to push on easily.

    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 the oil cooler to the adapter. Sharp bends may collapse under heat load and cause restriction to oil

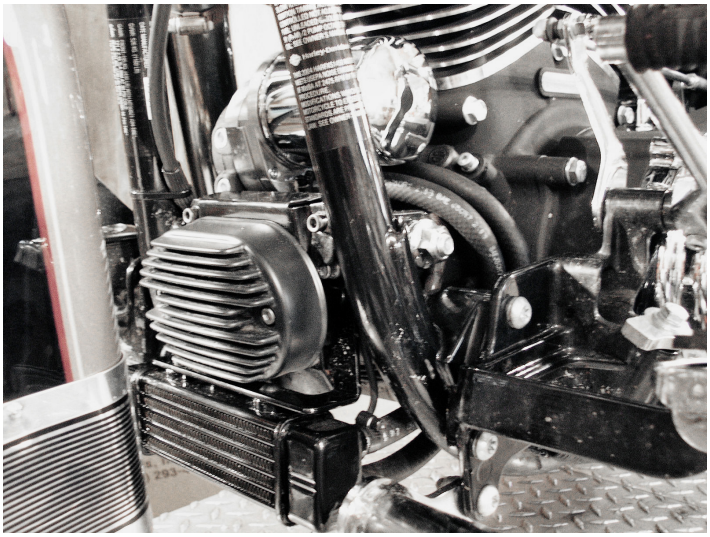




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flow.

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



Part 4: Final Inspection

25. 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.
26. Refill the engine with the correct amount and type of oil. Check the oil level per factory/service manual recommendations.
27. 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.

28. 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.

SERVICE & UPGRADE ITEMS AVAILABLE	
PART NO.	DESCRIPTION
11-RU77-34	**Jagg HyperFlow Lifetime Oil Filters** Originally designed for race vehicles, these cleanable/reusable filters employ a stainless steel woven element to offer greater flow and greater filtration than OEM filters.
SK4400	**Gasket service kit for Jagg # 4702 offset oil filter adapter** Includes: Large O-rings (x2)
21-SSN06-B	**Stainless-steel Braided Hose** High performance 3/8”(-06) Nitrile rubber oil hose with stainless-steel braided jacket
22-HF06-SI (silver) 22-HF06-BK (black)	**Jagg Hose Finishers** Hose Finishers with integrated worm-drive hose clamps dress up the terminal ends of your oil hose to resemble high-performance racecar compression fittings without the installation hassle. 7/8” integrated hose clamps, suitable for 3/8” (-06) plain or braided oil hose. Available in black or silver anodized finish.
22-HS06-SI (silver) 22-HS06-BK (black)	**Jagg Hose Separators** Keep your oil lines separated, provide extra structure, and look trick! Pair with hose finishers for a complete, finished look. Machined from billet aluminum and anodized either bright silver or black, these items install in a snap.
08-0069	**Oil Filter Strap Wrench** Simply one of the easiest oil filter wrenches to use. Takes virtually no space in the toolbox or the saddlebag.
11-0064	**Oil Filter Magnet** Catch harmful metals in your oil.

See these items and more at:
www.**jagg**.com

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