



INSTALLATION INSTRUCTIONS

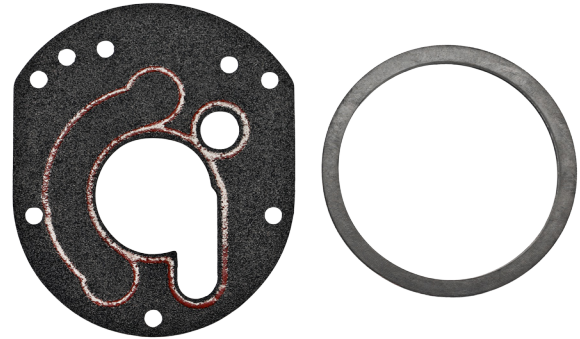
Part # GK4600

Description: Service kit for Jagg 4600 and 4700 offset oil filter adapters

IMPORTANT INFORMATION

This Jagg oil filter adapter service kit must be installed following these instructions. Read the easy-to-follow instructions fully prior to starting the installation of the gasket service kit.

QTY.	KIT CONTENTS
1	Jagg oil filter adapter AFM gasket
1	Jagg large o-ring



TOOLS NEEDED
Strap wrench or oil filter removal tool
5/32" Allen wrench
1" Deep-well socket

BASIC SYSTEM INSTALLATION GUIDELINES

- Route oil hose to avoid any hot surfaces or moving parts. Ensure all bends are smooth, with no sharp turns that may restrict oil supply to the engine.
- Jagg offset oil filter adapter is designed to mount as detailed in these instructions. Any modifications may lead to decreased performance or item failure.
- When cutting oil hoses, always use a sharp knife, single-edge razor blade, or hose cutter. Make a straight, clean cut at 90° to the oil hose. This will ensure a proper fit where the oil hose attaches to its connection.
- Over tightening hose clamps may cause oil leaks.

CAUTION: ALLOW MOTORCYCLE TO COOL BEFORE ATTEMPTING INSTALLATION OR RISK SERIOUS INJURY.

1. Remove spin-on oil filter from Jagg offset oil filter adapter.
2. Disassemble the Jagg offset oil filter adapter by removing the five Allen head bolts from the front face of the adapter using a 5/32" Allen wrench. Then remove the front half of the adapter (the portion with hose fittings attached).
3. Remove the old AFM gasket from between the two halves of the Jagg adapter and discard.
4. Using a 1" deep-well socket, remove the 1" lock nut to remove the back half of the Jagg adapter from the motorcycle.
5. Remove the back half of the Jagg adapter from the motorcycle.
6. Remove the old large o-ring from the back half of the Jagg adapter and replace with the new large o-ring from the gasket service kit.
7. Clean the oil filter sealing surface thoroughly and ensure the new large o-ring's flat sealing surface is free of debris.
8. Place the back half of the adapter over the threaded oil filter stem.
9. If an anti-rotation device is being used, tighten the 1" lock-nut to finger-tight and proceed now to step 10. If an anti-rotation device is not being used, skip to step 11.

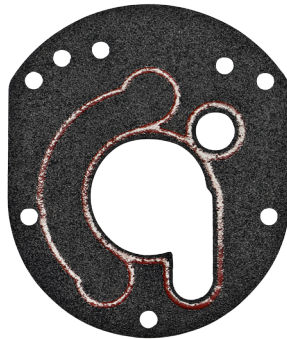
TIP: Do not apply oil to this o-ring.

10. Place the front half of the adapter over the already-installed back half and rotate the entire adapter to the left until the anti-rotation device makes contact with the engine case.
11. 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.

12. Install the new AFM gasket 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

13. Place the front half of the adapter against the gasket and install Allen bolts loosely. If a thread lock compound is optioned, please choose a medium strength and use it on the Allen bolts at this step.
14. Evenly draw the two halves of the adapter together by gradually tightening the Allen bolts in an alternating criss-cross pattern (e.g., like tightening wheel lug nuts on a car).
15. When the adapter halves have been evenly drawn together, firmly tighten the Allen bolts in the same alternating criss-cross pattern as the previous step.

SERVICE NOTE: Inspect adapter and screws for tightness at each oil filter change.

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

Final inspection

17. 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.
18. Refill the engine with the correct amount and type of oil. Check the oil level per factory/service manual recommendations.
19. 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.

20. 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-RU69-34	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.
21-SSN06-B	Stainless steel braided oil hose. High performance 3/8"(-06) Nitrile rubber oil hose with stainless steel braided jacket
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.
22-HF06-SI (silver) 22-HF06-BK (black)	Jagg 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.