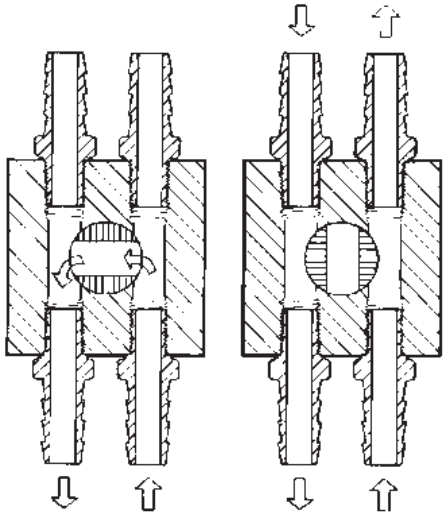
Part Number(s):
4000 By-pass Valve

Installation Instructions

IMPORTANT INFORMATION

This Jagg By-pass Valve must be installed following these instructions. Read the easy-to-follow instructions fully prior to starting the installation of the by-pass valve. Correct installation is the only way to ensure proper operation of the by-pass valve.



The Jagg By-pass Valve acts as a manual thermostat

With the by-pass valve in the OPEN position:

- Arrows on the by-pass dial point across the body
- Oil flow will by-pass the oil cooler by taking the path of least resistance (the cooler, more viscous oil in the oil cooler and oil lines leading to the oil cooler allow the warmer oil to by-pass the oil cooler when in this position)

With the by-pass valve in the CLOSED position:

- Arrows on the by-pass dial point in the same direction as the oil lines
- Oil flow will be directed fully to the oil cooler and back

The Jagg By-pass Valve is designed to be installed in the oil hoses between the oil cooler and its source and return to the oil tank.

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

1. First determine the best location for the by-pass valve on your bike. You may want the by-pass valve just under the oil cooler or between the frame front down tubes (for easy access).
2. After the by-pass valve location is determined, place a clean oil pan under this location. Hold the by-pass valve next to the oil hoses where the by-pass valve is to be installed. Mark the oil hoses where they are to be cut. In order to make room for the by-pass valve it is necessary to remove approximately 1-1/2” from each hose.
3. Cut both oil hoses closest to the oil cooler.
4. Be sure to install the by-pass valve onto the oil hoses with the dial facing in a direction of easy access.
5. Place new hose clamp on the end of the oil hose that is still attached to the oil cooler. Attach this oil hose to one of the fittings on the by-pass valve. Tighten the hose clamp securely.
6. Repeat Step 5 for the other oil hose from the oil cooler.

NOTE: In the next step in some installations, the removal of the 1-1/2” from the oil hoses may not be necessary. The extra hose length may allow for a better location for the by-pass valve.

7. Cut approximately 1-1/2” from the end of the oil hoses from the source and the return hose to the oil tank.
8. Be sure there are no tight bends in the oil hoses and that they are not close to any moving parts.
9. Place a new hose clamp over the end of the oil hose from the oil source, and install this oil

hose onto one of the fittings on the other end of the by-pass valve. Tighten the hose clamp securely.

10. Repeat Step 9 with the return hose to the oil tank.
11. If necessary, secure the oil hoses and the by-pass valve to the frame with plastic zip-ties.
12. Refill the engine with correct amount of oil. Check the oil level with oil tank dipstick.
13. Orient the by-pass dial to the CLOSED position, with arrows pointing in the same direction as the oil lines.
14. Start the engine, and let it idle. Check all oil hose connections for any oil leakage. Tighten any hose clamps that may be leaking.
15. After the engine has warmed up, carefully check whether the oil cooler is warm. If the engine is warm but the oil cooler is not, the oil is not flowing correctly or not flowing through the oil cooler. Solve this problem immediately.
16. After the engine has been warmed up, shut the engine off, and recheck the oil level in the oil tank. Correct the oil level if necessary, but do not overfill.