



TM

OIL COOLER KIT INSTALLATION INSTRUCTIONS

It is highly recommended that each installation be completed by a certified Triumph Technician with the aid of the Official Triumph Service Manual for the Bonneville, Thruxton and Scrambler and Bonneville America/Speedmaster 2001 – 2010

Oil Cooler kit for the EFI Models requires relocating the Oil Temperature Sensor from the factory oil cooler to the oil filler cap. This modification can be done by the buyer or I sell the relocation parts for \$55.00.

INVENTORY

- 1.) 2 Cooling Tubes
- 2.) 4 Dash 6 to 3/8 Pipe Thread Fittings for The Cooling Tubes
- 3.) 4 Polished Billet Aluminum Frame Clamps with 4/40 S/S Allen Head Screws
- 4.) 2 Top Engine To Cooling Tubes Swedged* Braided Stainless Steel Lines with A/N Fittings
- 5.) 2 Bottom Engine To Cooling Tubes Swedged* Braided Stainless Steel Lines with A/N Fittings
- 6.) 2 - 14mm to Dash 6 Engine Fittings with Crush Washers
- 7.) 1 - 18mm to Dash 6 Bottom Engine Fitting with Crush Washer
- 8.) 1 Dash 6 T-Fitting for Bottom Engine Oil Connection

*Your cooling tubes have been assembled and the 4 Dash 6 to 3/8 Pipe Thread Fittings are attached.

Note: The swedged lines are a different configuration for the 2001 Bonneville than the 2002 and later models for the Bonneville and Thruxton. The swedged lines are also different for all the TBA and Speedmaster models than the standard Bonneville, Scrambler and Thruxton.

Removing the Factory Oil Cooler

- 1.) Place motorcycle on a frame stand or center stand and stabilize.
- 2.) Remove oil drain plug and allow engine oil to completely drain.

- 3.) Remove bottom oil cooling system banjo bolt (or A/N fitting on TBA)**
- 4.) Remove top banjo bolts from cam cooler fittings.**
- 5.) Remove left or right side exhaust header to allow for the removal of the stock oil cooler.**
- 6.) Remove fasteners that connect the stock cooler to the motorcycle frame.**
- 7.) Check clearances and remove the stock cooler through the side where you have removed the header pipe.**

Installing the BP Oil Cooler Kit

- 1.) Using Teflon pipe thread tape fasten the dash 6 – 3/8 fittings onto each end on the cooling tubes.**
- 2.) Insert and fasten the 14 mm top engine fittings.**
- 3.) Insert and fasten the bottom 18 mm engine fitting.**
- 4.) Place T-fitting on bottom engine fitting and hand-tighten only—see below photo #1 for correct positioning.**
- 5.) Attach the 2-bottom swedged lines to the T-fitting—hand-tighten only at this time—also see photo #1.**
- 6.) Attach the top swedged lines to the top engine fittings—hand-tighten only at this time.**
- 7.) Attach each cooling tube to the top and bottom lines—hand-tighten only at this time.**
- 8.) Place the top frame clamp in the position on each cooling tube and position on the frame down tube and fasten the clamps loosely.**
- 9.) Repeat this process for the bottom clamps.**
- 10.) Once the cooling tubes are correctly and evenly aligned with the frame down tubes fasten the clamps securely to the frame tubes—insure that your top and bottom lines are not twisted or crimped.**
- 11.) Check the positioning of the lines and insure that each A/N fitting is hand tightened and your lines are clocked in the correct position.**
- 12.) Now tighten each line fitting on the top and bottom one-quarter turn with a 17 mm wrench—a quarter turn should suffice--if you over tighten these fittings you may damage the internal passage.**

- 13.) Check alignment and securely fasten each of the frame clamps.
- 14.) Replace oil drain plug and fasten.
- 15.) Replace engine oil.
- 16.) Start engine and check for leaks.

Photo #1

Correct Positioning of the T-Fitting and the Bottom Oil Line Connections

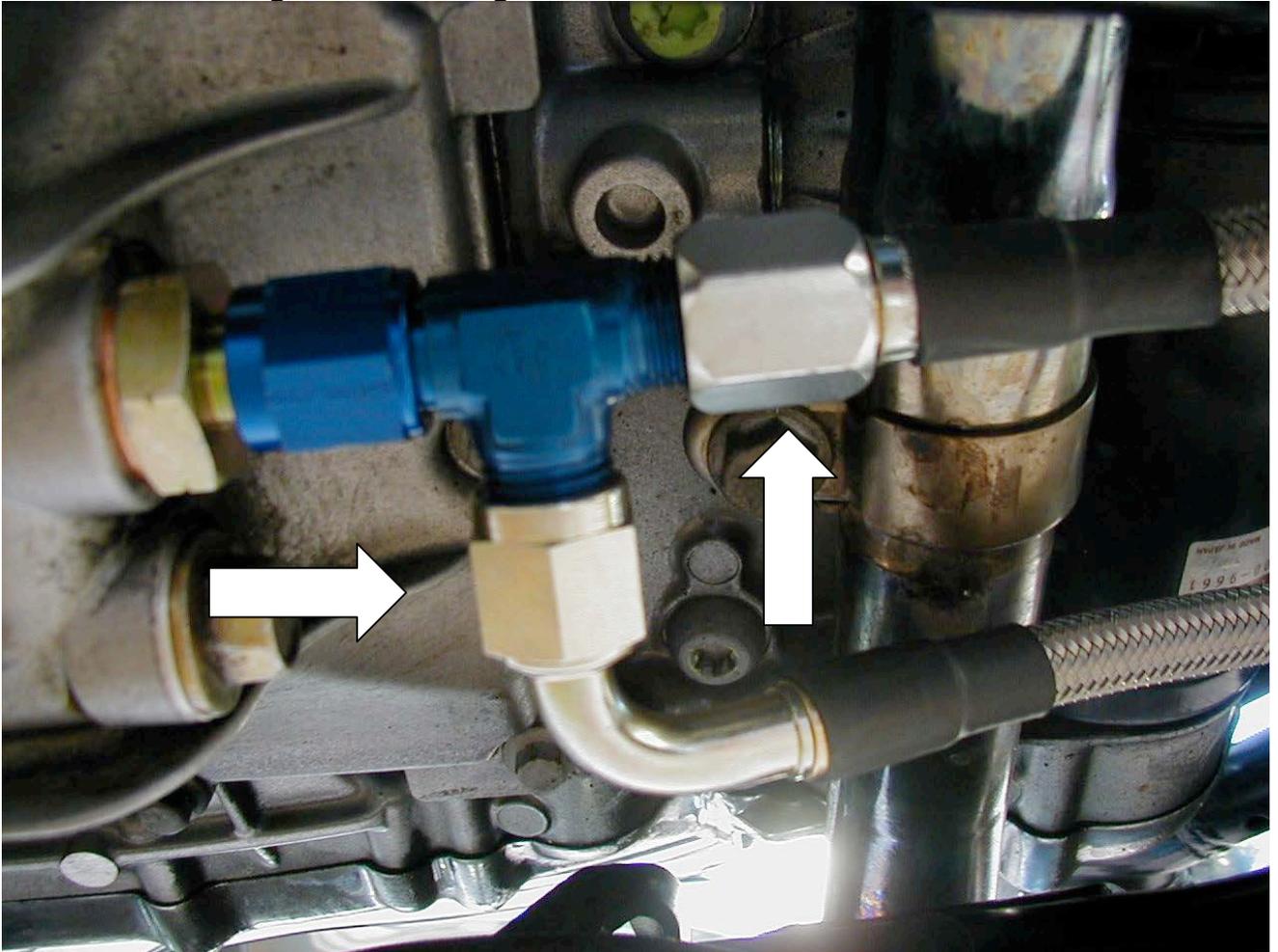


Photo #2
2001 BONNEVILLE with BP Oil Cooler Kit Installed



Photo #3

2002/2006 Bonneville America with BP Oil Cooler Kit Installed

