

Cool Running

BY STEVE LITA

INSTALLING AN OIL COOLER ON A ROAD STAR WARRIOR

HOW DO YOU GET LONG-LASTING PERFORMANCE from your motorcycle engine? Take care of its oil. Oil is the lifeblood of an engine, keeping all the moving parts from excessively heating up and getting damaged. But oil works best as a lubricant within a certain range of temperatures; exceeding the maximum temperature recommended for the oil reduces its life and effectiveness. The closer to optimum temperature the engine oil runs, the longer the engine will last and the better it will perform.

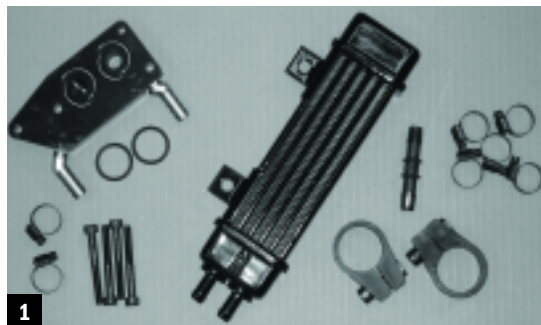
Makes sense, then, that engine oil should have its own radiator to keep the oil temperature within a safe range. This is especially important for bikes with performance modifications, where the engine is working even harder. And while some motorcycles come fitted with factory oil coolers, many don't. That's where companies like Jagg come in.

Jagg oil coolers are manufactured by Setrab, a top supplier in the racing industry with customers in Formula One, CART, IRL, and NASCAR. Headquartered in Malmo, Sweden, Setrab is also an original equipment supplier to automotive companies like Ferrari, Audi, Aston Martin, Lotus, Mercedes, and Lamborghini — no slouch names in that group.

Jagg offers oil cooler kits for a number of on- and off-road bikes, and recently introduced one for Yamaha Road Stars and Road Star Warriors. Both are popular bikes for performance upgrades, but neither model comes with a stock oil cooler. When we talked to a Jagg rep at the Indy dealer expo, he said the unit offers easy, do-it-yourself installation and effective cooling. Sounded good to us, so we asked the company to send one over for a test run.

Looking for a guinea pig, we called our friends at the performance shop Orient Express in Long Island, New York. Luckily for us, they had a customer with an '02 Road Star Warrior who was about to install a turbocharger. The bike was going to need some high-performance oil cooling, so the owner agreed to let us install the Jagg kit. The guys at Orient took care of the wrenching.

The installation really was a simple task, thanks mainly to the oil cooler adapter that comes with the Jagg kit. The adapter is sandwiched between the stock oil filter housing and the engine block, while the oil cooler hangs alongside one of the frame downtubes and is attached with the provided plastic clamps.



1

The Jagg oil cooler kit comes with all necessary parts for installation.



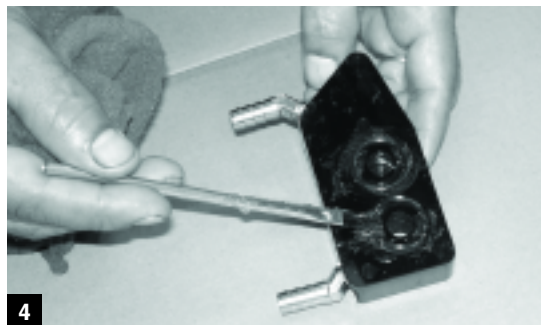
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The first step is to remove the stock oil filter and catch the few drops of oil you're going to lose.



3

Next, remove the four stock filter housing bolts and set them aside — you won't be reusing them.



4

Prepare the Jagg oil filter adapter by dabbing a small amount of grease on the O-ring grooves. This should keep things in place during assembly.

The work took just over an hour, including a mandatory coffee break. Only four bolts come into play, and the Jagg kit comes with more than enough parts to complete the job. We'll show you how easy it is to install.

SOURCES

Cooler #0713-0003 \$160
 Adapter #4800 \$115
JAGG/SETRAB USA
 PO Box 419
 3958 North SR3
 Dept. RB
 Sunbury, OH 43074
 740/965-8837
 www.jagg.com

ORIENT EXPRESS
 81 Hanse Ave., Dept. RB
 Freeport, NY 11520
 516/546-5232
 www.orientexpress.com



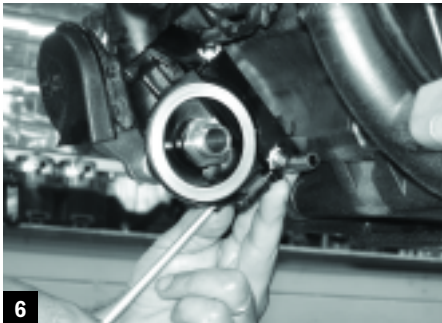
5
The adapter fits between the factory oil filter housing and the engine block. The O-rings on the adapter should face the engine.



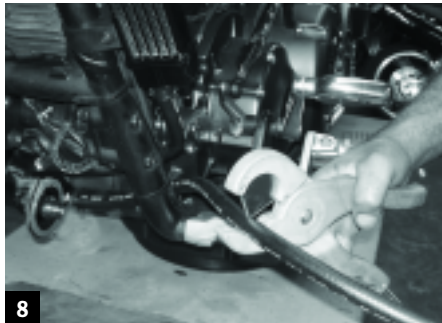
7
The oil cooler gets mounted to the left-side frame downtube. Two different size clamps are provided with the kit; the Warrior uses the larger of the two.



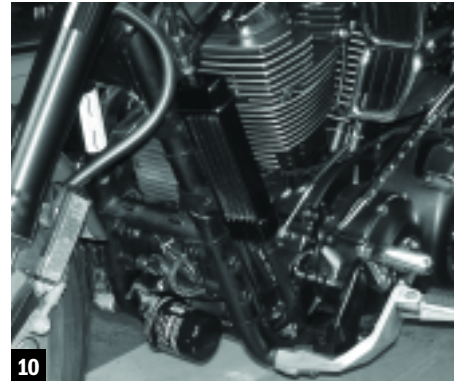
9
Slip the other ends of the lines onto the oil cooler barbs and tighten the four hose clamps.



6
Place a small dab of medium-strength (blue) thread locker on the bolt threads and tighten the four supplied bolts evenly.



8
Route the oil lines next, being sure to install them with a gentle bend radius so they don't restrict the oil flow. Here, we cut the line to length.



10
Finally, install a new oil filter and top off the tank. It should only take a small shot, as not much oil is lost during this installation. RB

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