



**WitchDoctor's Billet Specialties LLC**  
**Oil Line Kit**  
**www.buywitchdoctors.com**



**Warning:**

Do not install with the motor warm. This is an install at your own risk product. If you are not capable of installing it successfully then we suggest you take this item to a professional shop.

1-Remove Seat.

2-Remove right side cheese wedge.

3-Remove the 3 bolts that hold the gas tank on. *Tilt* the gas tank to the left side so you can gain access to the oil feed lines. \*The gas tank does not need to be removed.

5-Remove bracket / oil line assembly. (fig.1) It is important to keep track of all o-rings and plastic washers because they must be reused. The plastic washers always mount on top of the rubber o-ring during reassembly. You will also need to save the allen bolt from the flange at the oil cooler for use on the lower return line installation.



Fig. 1

6-Place the factory line assembly on the workbench and cut the hard line behind the coupler. **You need to make a square cut on the tubing or it will leak!** Use a tubing cutter or carefully cut with a hacksaw.(fig.2)



Fig. 2

7-Attach flare fitting where you cut the tubing. (fig.3). This is a compression fitting, it MUST be tightened to the point you cannot turn the nut any longer. It cannot be over tightened so get it tight.



Fig. 3



Fig. 4



Fig. 5

8-Install upper line (shorter of the 2 lines) to flare fitting and tighten. (fig.4) Attach the other end to the oil cooler. Use the supplied adapter, allen bolt, spacer and flange. (fig.5) Tighten fittings. Re install the tube end back on the motor and tighten bolts. \* Make sure you didn't drop the o-rings. (fig.6) Re install cheese wedge, gas tank & seat.



Fig. 6

9-Remove lower oil return line.

10-Install supplied lower line to oil cooler using the supplied adapter & tighten. Attach the other end to the engine. Use the original allen bolt from top feed line to attach the flange & adapter to the engine. (fig.7) Don't forget to use the supplied spacer between flange and engine case. Tighten all fittings.



Fig. 7

Start bike and check for leaks. After 10 miles of riding recheck all fittings and bolts for tightness.