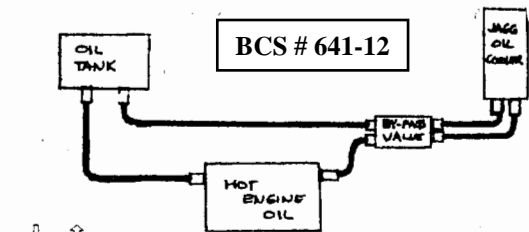


## BY-PASS VALVE

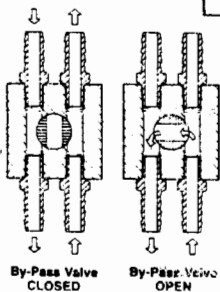
### By-Pass valve acts as a manual thermostat.

With the by-pass valve in the OPEN position (when the arrow oil flow is pointed across the body of the By-Pass); it allows the oil to take the path of least resistance and will return to the oil tank without flowing through the oil cooler. The cooler oil in the oil cooler and oil hoses leading to it, having a thicker viscosity, helps activate this process. As the rider determines they want the oil flowing through the oil cooler, they will then CLOSE the by-pass valve, forcing this to happen (when the arrow oil flow is pointed in the same direction as the oil line).

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.



British Cycle Supply  
Company  
www.britcycle.com  
(902-542-7478)



### IMPORTANT INFORMATION

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

### INSTALLATION INSTRUCTIONS

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 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. First 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. Follow the layout shown in illustration.

### NOTE

In the next step in some installations, the removal of the 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, 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 oil hose return hose to the oil tank, follow the layout shown in illustration.
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. Start the engine and let it idle. Check all oil hose connections for any oil leakage. Tighten any hose clamps that may be leaking.
14. After the engine has warmed up, feel the oil cooler. It should be warm from the hot engine oil flowing through it. If the engine is warm but the oil cooler is not, the oil is not flowing correctly or not flowing through the cooler at all. Solve this problem immediately.
15. After the engine has been warmed up, shut it off and recheck the oil level in the oil tank. Correct the oil level is necessary - do not overfill.