



INSTALLATION INSTRUCTIONS

Part Number(s): 4600AR-C

Description: Anti-rotation device for Jagg offset oil filter adapter, A, B, and E

IMPORTANT INFORMATION

Read the easy-to-follow instructions fully prior to starting the installation of this kit. Correct installation is the only way to ensure proper operation of this kit.

QTY.	KIT CONTENTS
1	Jagg anti-rotation device
2	Bolts: 10-24 x 1-3/8" cap head, black
2	Bolts: 10-24 x 1" cap head, silver

TOOLS NEEDED
Oil filter strap wrench or removal tool
5/32" Allen wrench
1" deep-well socket



BASIC SYSTEM INSTALLATION GUIDELINES

- Route oil hose to avoid any hot surfaces or moving parts. Ensure all bends are smooth, with no sharp turns that may restrict oil supply to the engine.
- Anti-rotation device is designed to mount as detailed in these instructions. Any modifications may lead to decreased performance or item failure.

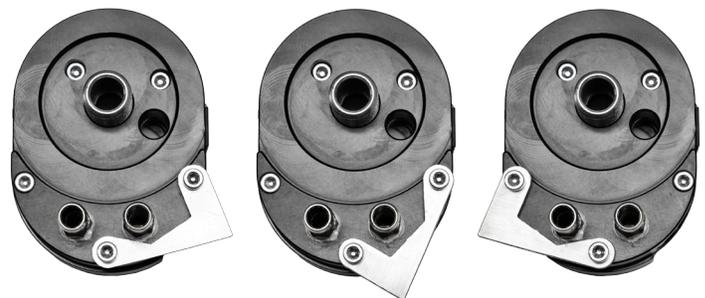
CAUTION: ALLOW MOTORCYCLE TO COOL BEFORE ATTEMPTING INSTALLATION OR RISK SERIOUS INJURY.

- Locate part 4600AR-C Jagg anti-rotation device. Installation of this device will ensure the Jagg 4600 or 4700 offset oil filter adapter will not rotate during future oil filter removal.
- Place the anti-rotation device against the face of the front half of the adapter in the orientation shown below that matches your motorcycle model.



4600AR-C Jagg anti-rotation device

- Insert two 10-24 Allen head bolts included in the kit through the appropriate holes on the oil filter adapter as shown below. The 4600 adapter uses the 1" screws. The 4700 thermo-static adapter uses the 1-3/8" screws.
- Rotate the entire adapter to the left until the anti-rotation device makes contact with the engine case. The adapter may need to be disassembled completely and loosened at its



EVO fitment

T-C Touring & Dyna fitment

T-C Softail fitment

- center lock nut in order to rotate to the proper orientation.
- If the adapter was loosened in the previous step, remove the front half of the adapter and hold the back half of the adapter in its current orientation. Using a 1" deep-well socket securely tighten the 1" lock-nut so the back half of the adapter will not rotate and the sealing o-ring is tight against the stock filter mount.

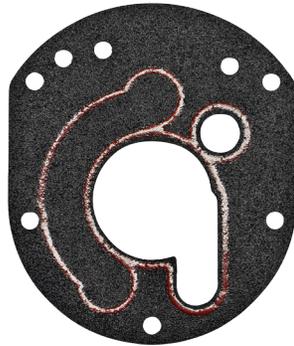
This may require a prying force applied against the adapter to allow tightening while retaining the chosen orientation.

NOTE: If adapter is disassembled to install the anti-rotation device, it is recommended to replace the AFM gasket during reinstallation.

NOTE: On rubber-mounted engine models, allow adequate clearance to ensure that the adapter will not strike any object when the motor shakes.

6. Reinstall AFM gasket onto the back half of the adapter.

CAUTION: AFM gasket should be applied dry. No additional gasket sealing compound is required. Ensure that the adapter halves are free of oil residue.



AFM gasket
(sold separately in kit GK4600)

7. Place the front half of the adapter against the gasket and install Allen bolts loosely. If a thread lock compound is optioned, please choose a medium strength and use it on the Allen bolts at this step.
8. Evenly draw the two halves of the adapter together by gradually tightening the Allen bolts in an alternating criss-cross pattern (e.g., like tightening wheel lug nuts on a car).
9. When the adapter halves have been evenly drawn together, firmly tighten the Allen bolts in the same alternating criss-cross pattern as the previous step.

SERVICE NOTE: Inspect adapter and screws for tightness at each oil filter change.

10. Install oil filter onto the threaded stem of the oil filter adapter. Tighten per factory/service manual recommendations.

Final inspection

11. Inspect the oil hoses to ensure there are no tight bends that may restrict oil flow and that they are not contacting any moving parts. If necessary secure the new hoses to the frame with plastic zip-ties.
12. Refill the engine with the correct amount and type of oil. Check the oil level per factory/service manual recommendations.
13. Start the engine and let it idle. Check all oil hose connections for any leakage. Tighten any hose clamps that may be leaking.

NOTE: Over-tightened hose clamps may cut into oil lines and cause oil leaks.

14. After installation completion and engine warm-up, shut the engine down and recheck the oil level. Correct the oil level if necessary, but do not over-fill.

SERVICE & UPGRADE ITEMS AVAILABLE	
PART NO.	DESCRIPTION
GK4600	Gasket service kit for Jagg offset oil filter adapter. Includes: AFM gasket and large o-ring for Jagg 4700 offset oil filter adapter
21-SSN06-B	Stainless steel braided oil hose. High performance 3/8"(-06) Nitrile rubber oil hose with stainless steel braided jacket
08-0069	Oil filter strap wrench. Simply one of the easiest oil filter wrenches to use. Use with 3/8-inch drive ratchet extension. Takes virtually no space in the toolbox or the saddlebag.
22-HF06-SI (silver) 22-HF06-BK (black)	Jagg hose finishers with integrated worm-drive hose clamps dress up the terminal ends of your oil hose to resemble high-performance racecar compression fittings without the installation hassle. 7/8" integrated hose clamps, suitable for 3/8" (-06) plain or braided oil hose.

See these items and more, including high-performance K&P reusable oil filters, Spectro™ fluids, and other quality products at:
www.jagg.com