



KEEPING YOUR BAGGER COOL

INSTALLING THE LOVE JUGS COOLING SYSTEM

Most of our V-twin motors are cooled by ambient air flowing over the cooling fins of their cylinder barrels and heads. However, when riding in heavy stop-and-go traffic during the summer, there might not be enough air circulating over those fins. This can be especially true when riding at events like Sturgis or when you're in an everyday ride through Los Angeles. The motor's fins are sticking out there; it's just that the air around them is stagnant. If you are able to give the air a little push, your motor will be ever so pleased. This fact was

not lost on the boys at Love Jugs, who hail from Delray Beach, Florida, which not only has heavy traffic, but it also can get steaming hot in the summer.

Their answer to cooling their V-twins was simple: force the stagnant air to flow over the motor's cooling fins. To that end, they developed a cooling system that mounts a pair of high-performance cooling fans adjacent to the left side of each of the motor's cylinder heads; the tops of the fans are about level with the spark plugs. To make their system visually in-sync with



1. The Cool Master cooling system, by Love Jugs, not only improves your hot weather riding, it also enhances the bike's looks.

2. The Cool Master kit comes completely assembled and ready to install.



3. The Vibration Master mounting kit will keep the motor's constant vibrations away from the Cool Master and your horn.

the looks of a V-twin motor, they enclosed each fan in a custom housing. Three versions are offered: the Original Love Jugs Slots design, the Original Love Jugs Bullet Design, and the Cool Master. The Slots and Bullet styles have a chrome finish. The Cool Master can be had in three finishes: polished stainless steel, gloss black powdercoated, or flat black powdercoated.

One of our riding buddies, Jack Emeott, has put more than 40,000 miles on his 2006 Ultra Classic, many of which were done on scorching hot days. For his bike, we ordered a stainless steel Cool Master (P/N CM-1, \$399) and one of Love Jugs Vibration Master mounting systems (P/N VM-1, \$79). The boys at My Garage did the installation, which took a little more than an hour, mostly because we kept stopping Big Jim to shoot pictures. Jim did the install exactly as the included instructions said. The hardest part was removing the factory horn's rubber mount; they had put a hefty dose of red Loctite on it. The install didn't require any special tools.

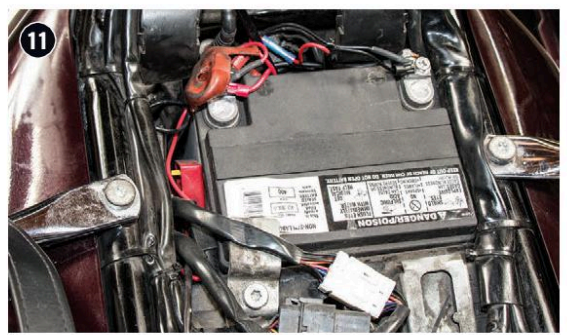
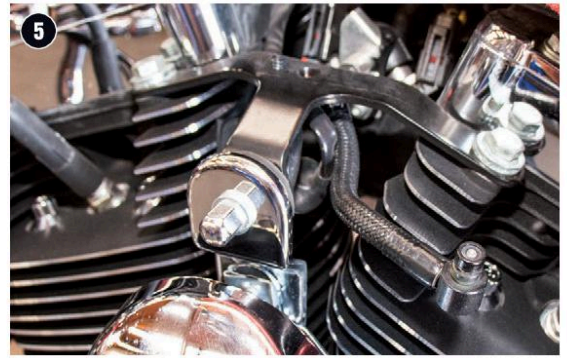
We think the Love Jugs cooling system does a couple of things: it cools the motor's cylinders and it cools the motor's oil. After a hard ride on one of our hotter days, we measured a 34° drop in the oil's temperature, which is a good thing. So if you ride in a lot of hot weather, the Love Jugs cooling system will make your bike love you.

—Wendell Christopher

Sources:

Love Jugs
561-499-0974
Love-jugs.com

My Garage
805-339-9448
Tricountymotorworx.com



4. Our starting point is Jack's bike's left side.

5. The Vibration Master will be attached to the factory horn mount, which is bolted to the motor's cylinder heads. It is not necessary to remove the gas tank; we did to show the mount.

6. The factory horn mount was unscrewed from its mounting bracket.

7. The Vibration Master's mounting plate uses two rubber isolators to support the Cool Master and the horn.

8. The Vibration Master was bolted to the factory horn-mounting bracket.

9. The Vibration Master's outer plate was next attached to the outer studs on the rubber isolators.

10. The Cool Master assembly was bolted to the bracket that hangs

down from the front of the Vibration Master.

11. The Cool Master's wire harness was run back to the battery and attached to the bike's battery terminals. The harness includes a 15-amp fuse. Each of the cooling fans has an on-off switch on its upper front edge.