

Table of Contents

EVO: Oiling & Lubrication - Sub-04A	3
04-05 Oil Drain Plug Mods	3
<i>Install a bolt in the hose end</i>	3
<i>Change to an 06-up drain plug</i>	3
<i>Fram Sure Drain</i>	4

[Go To Technical Menu](#)

EVO: Oiling & Lubrication - Sub-04A

04-05 Oil Drain Plug Mods

Note:

The problem with the factory design is that if the plastic clamp breaks from fatigue, the hollow stud will allow your oil to leak out onto the ground without warning while you're riding. ¹⁾

It only takes a minute to pop the clamp off the frame and inspect it for any evidence of impending breakage.

This would be considered good preventative maintenance.

See some possible mods below:

Install a bolt in the hose end

You can install a steel hex head bolt in the hose instead with a hose clamp securing it and let it dangle between the frame rails like the 06 models do.

Change to an 06-up drain plug

In the pic below, you can see the broken hollow stub that fractured off the frame clamp.

This got changed to a solid plug for the 2006 model run, but with the same part number. Others could have the same issue.

Also, check the drain hose near the motor mount. It can lay against the rear motor mount.

Vibration/friction/heat from the mount can wear right through the hose. ²⁾

You can replace the rubber hose if needed.

Just drain the oil so that you can get the plug off the end of the hose and pull the hose up through to the spot in front of the battery.

Getting the clip off may be difficult.

After you cut/pry the clip off, remove the rubber hose from the plastic one.

Get a piece of 11/32" hose from the auto supply store (header drain hose maybe?)

Cut it to the right length and install it on the plastic hose.

You can also cut it 1" longer to have more to work with when draining for an oil change.



Broken oil drain clamp ³⁾



Drain hose hole worn in by the motor mount. ⁴⁾



You can also replace the hose clamp with a fuel injection clamp. It won't chew into the hose as much. ⁵⁾

Below is an 09-up drain plug set inside the 04-05 clip.



09-up oil tank drain plug ⁶⁾



Once installed you can just let the hose end hang or set it into the plastic clip. ⁷⁾



You can cut a piece out of the plastic so the new part will clip into it as below and simply install the clip back on the frame. ⁸⁾



Fram Sure Drain

This is basically a valve you put in place of the drain plug on a car/truck oil pan and attach the hose to open the valve to drain the oil. ⁹⁾

Fram doesn't make them anymore but they can still be found on the net at times. Look for the one with 1/2" x 20 threads.

The threads on the brass coupling fit can be slid in to the existing drain hose. You can use a couple clamps to secure it into the hose.

It comes with a dust cover when not in use. The orange drain hose is the fitting that opens the drain plug. Unscrew the dust cover.

Screw on the orange hose which opens the valve to drain the oil.
Unscrew the drain hose (closing the valve) and replace the dust cover.

You may want to cut some of the orange tube so it drops in it good location.
You'll have to figure a way to mount it once installed though.



Go To Technical Menu

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<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-general-discussion-and-problems/124047-getting-out-the-wrenches-was-broken-exhaust-stud/page46?t=1232772&highlight=frame+clamp&page=46>

2)

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<https://www.xlforum.net/forum/sportster-motorcycle-forum/sportster-motorcycle-era-specific-and-model-specific/rubber-mount-sportster-motorcycle-talk-2004-2006/76555-oil-leaking-from-drain-hose?postid=2024058#post1589609>

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