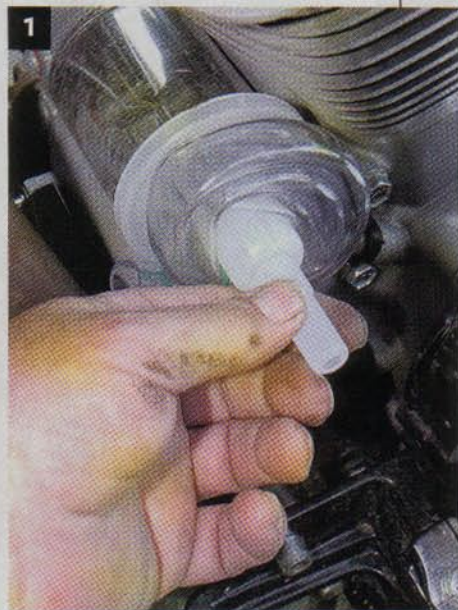
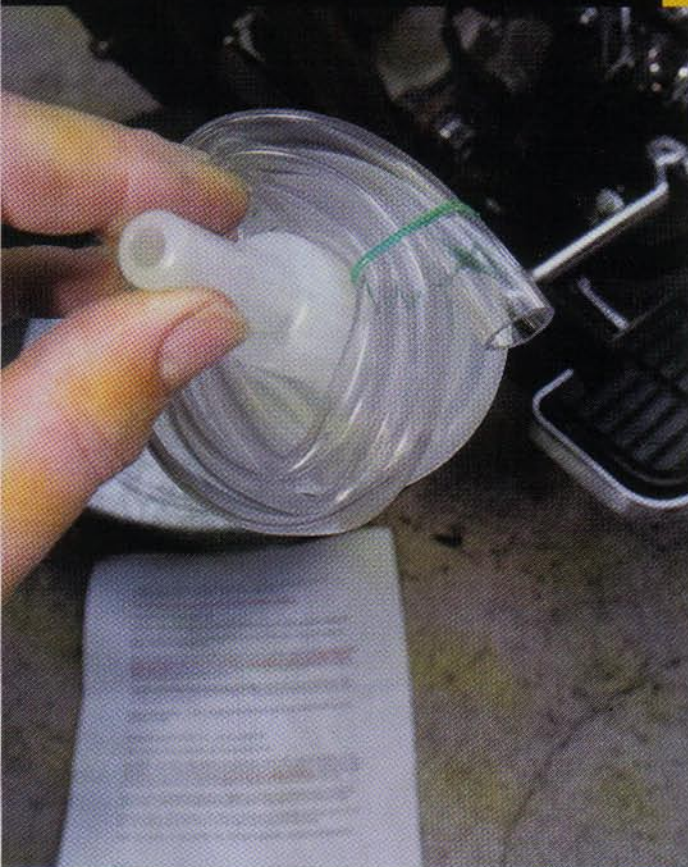


CORS NOT COORS

CONTAMINATED OIL REMOVAL SYSTEM

TEXT AND PHOTOGRAPHY BY FRANK KAISLER

OVERALL RATING: ★



This is the CORS kit as removed from its shipping carton. The instruction sheet is placed strategically within arms reach should we need to reference it for any reason. The clear plastic tubing is coiled around the adapter.

After reading the instructions we determined that the CORS replaces the oil filter.

The uniformed messenger of the United States Postal Service often brings interesting packages to our offices. The subject of this article arrived in one such recent package. The package was from 2 Arm Cycle Works in Ohio, which we had had some dealings with back in 1999 when we received a press release for its flag holder (May '99, p. 20). This particular package contained a clear plastic funnel-appearing device with a length of clear plastic tubing coiled about the spout side of the item. The system is called the Contaminated Oil Removal System or CORS for short.

The device is an attachment for removing any lingering, dirty oil inside the engine when an oil change is being done. 2 Arm Cycle claims that up to 16 ounces of dirty/used oil can hide inside a Twin Cam engine, and up to 24 ounces can find a home inside an Evo engine.

The CORS threads onto the fitting in place of the oil filter after the filter has been removed for replacement. The rubber gasket from the used oil filter is peeled out of the filter housing and reinstalled in the groove of the CORS. After the CORS has been threaded onto the fitting on the engine and snugged handtight, the clear plastic tubing is uncoiled and one end slides over the tapered end of the CORS while the other end exits over a drain pan that can contain a couple of quarts of oil if need be. Fresh oil is added to the oil tank and the engine started. In a few seconds, oil will start exiting the clear plastic tubing and hopefully flow into the drain pan.

With one finger on the kill button, watch the color of the oil flowing from the tube – it will be black or at least dark. When the color of the oil lightens, it usually means clean oil has run through the engine and all the used oil was pushed out. Kill the engine, remove the CORS, and fit a new oil filter to the engine. Check the oil level in the tank and fill if necessary. Then, restart the engine, let it warm up, check the oil again, and fill to the correct level for your model of bike.

When the oil has drained from the CORS and the tubing, spray both pieces with some brake cleaner and store for next time. We opted to keep the same O-ring in the CORS that we took off of the filter for use next time. One last thought: Don't forget to clean off any residual oil on the engine cases resulting from the filter's or the CORS' removal. ☑

→ SOURCE

2 ARM CYCLE WORKS LLC
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North Olmsted, OH 44070
(440) 777-6089
www.2armcyclestore.com

Parts:

CORS
MSRP \$19.95

RATING GUIDE See legend in Haulin' the Mail

TOOLS	ABILITY	TIME	
		COST	



First order of business was to drain the oil in the tank and replace it with fresh, clean oil. Then, we removed the oil filter. Here we used an oil filter tool manufactured by Kent-Moore (PN H-D 44067, MSRP \$16.50) that is specifically made to clear the crankshaft position sensor (arrow) and be used with a standard 3/8-inch drive ratchet.



The instructions call for removing the oil seal from the face of the oil filter to use on the CORS. An easy touch will remove the oil seal without much effort.



The oil seal ring from the filter was placed into the groove in the CORS. We made sure the oil seal was fully seated in the groove to prevent any leaks.



The CORS then threads onto the threaded mount for the oil filter. We threaded the CORS on 'til it just touched the engine case and then gave it another quarter turn. We made sure not to overtighten the CORS since the threads are plastic, not steel, and could easily strip if overtightened.



The final step was to slide the clear plastic tubing over the tapered end of the plastic CORS and make sure the other end hung above the drain pan.



With the installation of the CORS complete, it was a simple matter of starting the engine and watching the oil flow. When you see clean oil exit the clear plastic tubing, shut down the engine and remove the CORS, and replace with a new, clean oil filter.

The SuperPremium5 Oil Filter from Harley-Davidson Genuine Motor Parts



employs a synthetic filter media designed to retain dust, soot and solid matter with low internal pressure loss. It also features an integral pressure-relief valve and an integral anti-drain back valve. Available in black (\$8.95) and chrome (\$13.95) for Twin Cam and Evolution models. Visit your local H-D dealer, or log on to www.harley-davidson.com. Reader Service No. 104.

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10548

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PRODUCT REVIEW

2 ARM Cycle Works Contaminated Oil Removal System

The 2 ARM Cycle Works Contaminated Oil Removal System (CORS), allows removal of more contaminated oil than a conventional oil change will ever do. A typical oil change drains the majority of the oil from the oil tank and oil filter, but can leave a sizeable amount of dirty oil (sometimes up to 20 or so ounces) in the oil lines and tank. With more Harley riders switching from conventional oils to synthetics, leaving that much dirty conventional oil to mix with a high-dollar synthetic is a big negative. The solution is to remove practically all of the old oil with CORS.

Using CORS is easy. First drain the used oil from the tank, and remove the oil filter. Refill the oil tank with fresh oil (slightly below the full hot mark), but leave the filter off. Then attach the CORS unit onto the oil filter mount, and start the engine to flush the residual used oil out of the oil lines and tank into a container. After fresh oil begins to flow from the CORS, turn the engine off before removing CORS to install a new filter. Refill the oil tank (again below the full hot mark),



test ride, and if everything checks out, fill your oil tank to the full hot mark. You can do the same thing without CORS, but the advantage of CORS is the flexible hose lets you direct the dirty oil into a container rather than onto the engine, frame, floor, and your pant legs.

I could not leave well enough alone when it came to following the directions that suggest running the engine for 30 seconds with CORS installed regardless of engine type. There is a fundamental difference between Evolution and Twin Cam lubrication systems that you should consider. The Evo pumps oil *through* the engine before delivering it to filter, while the Twin Cam filters the oil *before* it circulates through the engine. In other words, running an Evo filter-less just makes a mess; running a Twin Cam without a filter means the engine runs with no oil pressure. Not a terribly bad thing for a Twin Cam when you're only talking 30 seconds, but also not the most desirable situation. The solution? I removed the spark plugs so I could crank the engine over with the starter only. I was careful not to run the starter for more than 10 seconds at a time so it didn't overheat (easy to do), and gave the starter a brief cool-down session in between cranking.

Either way you choose to perform your CORS-assisted oil change, the result allows more old, contaminated oil be removed than the old fashioned "drain the tank and pull the filter" oil change. CORS retails for \$19.95 and fits Evolution and Twin Cam Big Twin engines, and solid-mount Sportsters. Maybe it's time to say "CORS, of course," for your next oil change.—Neil Taylor

Resource

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