



Touring Kit

Technical Support

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version 2.1

1. Vacuum Connection - 3 options *Hint: Model specific installation guides can be found at www.scottoiler.com*

T-Piece (part 7)
Cut into vacuum pipe. Insert T-piece (part 7). Press vacuum damper (part 4) onto T-piece then push vacuum tubing (part 3) into vacuum damper.

M5/M6 spigot (part 5 or 6)
Remove screw. Insert M5/M6 spigot (part 5 or 6). Press vacuum damper (part 4) onto spigot then press vacuum tubing (part 3) onto vacuum damper.

Vacuum tubing & damper elbow (part 3 & 4)
Hint: Lubricate damper elbow for easier installation.
Remove bung. Press vacuum damper (part 4) onto spigot.

For a full parts list, system diagram & FAQ's see reverse.

2. Dispenser Assembly - 3 most common options *Incorrect installation can result in excessive fling.*

Optimum feed point is between 5 & 7 o'clock on the face of the rear sprocket.
Hint: Nib should be lightly touching sprocket with slash cut facing out.

Bobbin mount (parts 18, 10 or 11 & 8/13)

Spindle mount (parts 18 & 8/14)

Sprocket guard (parts 18 & 8/13)
Use adhesive clips (Part 12) and cable ties (Part 16) to route tubing to the RMV unit.

Hint: use IPA wipe (part 9) to degrease surfaces.

Choose the mounting most suited to your motorcycle or check www.scottoiler.com for model specific install guides.

3. Fitting the HCR and RMV

Remove number plate from bike.

Using drilling template - from the underside of the box - mark & drill four 6mm holes to line up with the four corners of the HCR.

Centre the HCR on the rear mudguard and attach with three M6 bolts (part 25).
Use spacer (part 26) to adjust HCR angle if necessary.

Use 25mm washers (part 29) on the mudguard side and 20mm washers (part 28) at the bolt heads. The spacer (part 26) and 40mm bolt (part 24) can be used on the bottom mount to angle the HCR if required.

Trim the bolts, if necessary, to avoid contact with tyre, then grease and cover with protectors (part 27).

Place the RMV (reservoir metering valve) into the HCR.

Line up the number plate with the four corner holes of the HCR. Attach using the four M5 screws (part 31).

4. Connections

Connect vacuum tubing and delivery tubing to the RMV.

Syphon tube → Filler plug → Delivery tubing (part 18) route up rear of HCR

Vacuum tubing (part 3) pushes into top of RMV

Hint: Ensure all connections are firmly made.

5. Filling the HCR and RMV

Fill HCR by swinging out the filler tube and removing the black plug.

Connect the Scottoil bottle, squeeze & hold for 10 secs then release. Repeat until HCR is full. Fill the primary reservoir by removing the filler plug and filling using the oil bottle and spout.

① Fill HCR ② Fill Primary Reservoir

6. Prime System

Press filler plug (part 2) into the RMV and set the RMV to prime.

Connect spout to the filler plug and squeeze bottle. *Hint: Hold bottle upright.*

Force oil down the delivery line until no air bubbles remain.

7. Set Flow Rate

Connect the yellow syphon tubing to the filler plug luer. Ensure the connection is firmly pushed home.

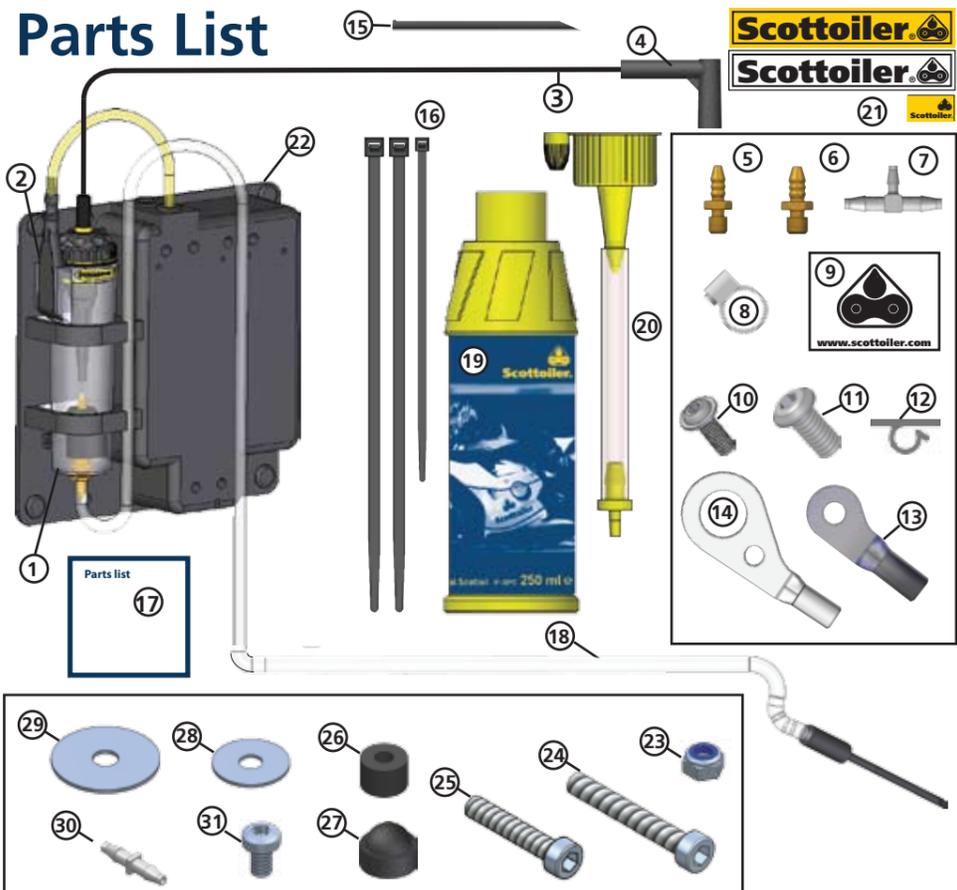
Start your bike & allow the engine to warm up. Adjust the flow until 1 drop per minute is achieved.

Check flow after a short journey & adjust if necessary.

Hint: More than 2 drops per minute will result in excess fling.

60 secs

Parts List



- | | |
|---|--|
| 1. RMV (Reservoir Metering Valve) (SO-0025) | 17. Instructions (SA-0084) |
| 2. Filler Plug (SA-0040) | 18. Dispenser Assembly (SA-0024) |
| 3. Vacuum Tubing (Black) (SC-0051) | 19. 250ml Scottoil (SA-0008) |
| 4. Vacuum Damper (SA-0100) | 20. Filling / Priming Spout (SA-0126) |
| 5. M5 Spigot (RM-150125) | 21. Scotttoiler Stickers (assorted) |
| 6. M6 Spigot (RM-150135) | 22. HCR (High Capacity Reservoir) (SA-0070) |
| 7. T-Piece (RM-150005) | 23. M6 Nyloc Nuts (x3) (RM-100080) |
| 8. Dispenser Plate Clip (RM-150065) | 24. M6x40mm Bolt (RM-100100) |
| 9. IPA Wipe (RM-100125) | 25. M6x30mm Bolt (x3) (RM-100095) |
| 10. M6 Screw (x1) (RM-160050) | 26. Nylon Spacer 15x10mm (RM-100005) |
| 11. M8 Screw (x1) (RM-150143) | 27. Protective Nut Covers (x3) (RM-100020) |
| 12. Adhesive Clips (x4) (SA-0175) | 28. 20x6x1mm Washer (x3) (RM-100025) |
| 13. Small Dispenser Plate (RM-150062) | 29. 25x6x1mm Washer (x3) (RM-100090) |
| 14. Dispenser Plate (RM-150060) | 30. Delivery Tube Connector (x2) (RM-100067) |
| 15. Spare Nib (x2) (SA-0075) | 31. M5x8mm Stainless Screws (x4) (RM-100076) |
| 16. Cable Ties (x6) (SA-0015) | |

Scotttoiler®



Touring Kit Quick Setup Guide



The Scotttoiler Touring Kit has a greater capacity in comparison to the standard Scotttoiler vSystem. The HCR (High Capacity Reservoir) has a capacity of 350ml, and when fitted as a touring kit with the RMV has an overall volume of 400ml. This equates to a range of up to 10,000 miles between refills.

The HCR fits between the number plate and rear mudguard with the primary reservoir mounted on the side. The HCR (High Capacity Reservoir) automatically refills the Scotttoiler primary reservoir and provides a more accessible mounting for the reservoir unit. The HCR can also be used with the primary reservoir mounted elsewhere on the bike. In this layout, the primary reservoir unit should be mounted above or at the same level as the HCR unit.

Hint: If using the vSystem, do not mount the RMV more than 10cm below the HCR.

Important Note: The mudguard must be strong and in good condition to mount the HCR. The weight of the oil filled HCR system - about 850g - should not cause the mudguard to vibrate excessively. Check www.scottoiler.com for the compatibility of your bike with the Magnum kit.

Care must be taken that the number plate light is not obstructed by the thickness of the HCR unit. The unit may need to be placed lower on the mudguard and a spacer used (see Section 2 overleaf) to angle the HCR.

If you cannot fit the Touring Kit try the Lube Tube instead. Designed to fit in 'dead space' on motorcycles it offers an additional 200ml capacity, enough for up to an extra 6000 miles.

Limited Warranty

All Scotttoiler products are guaranteed to be free from defects in materials and workmanship for a period of two years from date of purchase.

Please register your product online at www.scottoiler.com/guarantee to verify the date of purchase.

Important: Do not tamper with, modify or dismantle any part of your Scotttoiler system. Such actions could damage the product and may invalidate the product warranty.

Frequently Asked Questions (FAQ's)

1. Which products are suitable for my bike?

Visit our website www.scottoiler.com and select your bike 'Manufacturer' and 'Model'. Select the kit you want and download the installation guide PDF.

2. What oil should I use to refill my Scotttoiler?

In ambient temperatures between 0 and 30 degrees Celcius we recommend Scottoil Traditional - Blue and in ambient temperature between 20 and 40 degrees Celcius we recommend Scottoil High Temperature - Red. Scottoil features a very low tack additive thus not attracting dirt. Scotttoiler cannot guarantee the compatibility of our systems using any other manufacturers oils as the materials used are tested for compatibility with Scottoil only.

3. When should I refill my HCR (High Capacity Reservoir)?

Ideally you should refill your HCR before it runs dry as at this point it will start siphoning air into the primary reservoir. If this happens ensure that both the HCR and the primary reservoir are refilled before use. If the primary reservoir is also allowed to run dry then you will have to re-prime the system to fill the tubing with oil again.

4. My HCR doesn't seem to be re-filling the RMV or REP?

The most common cause of this problem is that the rubber filler plug is not properly connected into the primary reservoir. The HCR relies on an air-tight seal to allow for oil to be sucked from the HCR through to the primary reservoir. Ensure that this plug is fully pushed into the primary reservoir and is providing a good seal. Rubber grease (or similar) can be used on the filler plug to help maintain this seal.

5. Are there other methods available for increasing capacity?

Yes, the Lube Tube is a flexible high capacity reservoir that increases combined capacity by up to four times. The Lube Tube can be fitted into any dead space on the bike and will mean up to 7500 miles between refills.

6. Will the Scotttoiler only oil one side of my chain?

No. The oil is fed to the chain via the sprocket face where it splits over the inner side plates. Some of the oil is diverted onto the o-rings and the remainder feeds under the roller onto the bushing. Capillary action will then draw the oil across the chain. For best results load the chain with oil from the bottle or a rag after cleaning and then apply approximately 1 drop per minute to maintain this film of oil.

7. Will I get oil on my tyre?

No, A flow rate of approximately one drop per minute applied via the sprocket face will provide an oil-film which will not pollute the running surface of the tyre and will give a dramatic improvement in chain life. In conditions where high levels of dust, sand or heavy rain are present more oil flow will be necessary to extend chain life.

8. Do Scotttoiler offer a fitting service?

No. If you have a new bike and are local to Glasgow give us a call, we might be looking for your bike. If you aren't confident about fitting the system, having looked at the model specific installation guide for your bike, it is recommended to use a local motorcycle dealer experienced in fitting Scotttoiler products.

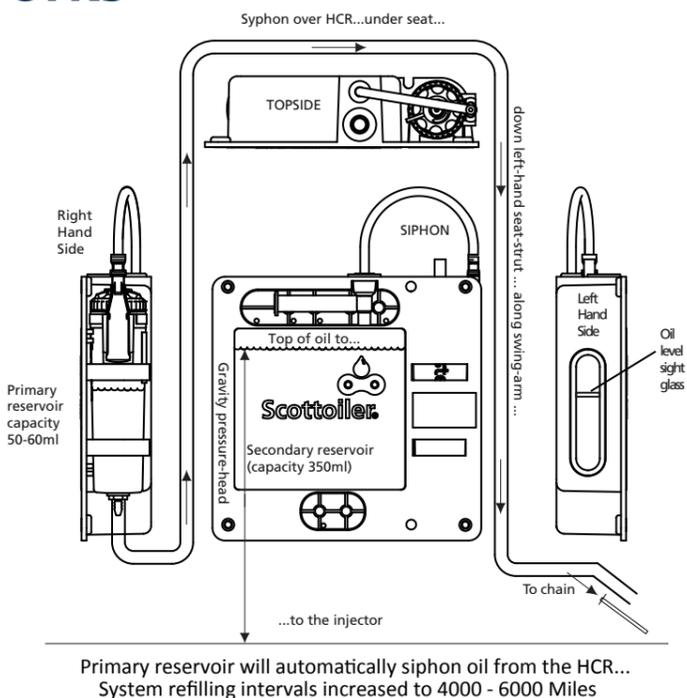
9. I want to move my Scotttoiler onto my new bike, are spare parts available?

Yes, the full range of spare parts, fittings and accessories are available online at www.scottoiler.com or by telephoning Sales on +44 (0)141 955 1100. Alternatively, contact your local Scotttoiler dealer, who can order the parts on your behalf.

How It Works

How does the Scotttoiler Magnum HCR work?

The Scotttoiler vSystem delivers oil onto the chain from the primary reservoir. As oil is dispensed from the reservoir, air is pulled in through the breather and filler plug to replace this oil.



The HCR is connected to the primary reservoir through the filler plug so that when oil is dispensed more oil is siphoned in as opposed to air. The HCR has its own breathing mechanism which replaces the oil in the HCR with air.

In this manner the capacity of the system is increased up to 11500 miles (based on a flow rate of 1 drop per minute).