



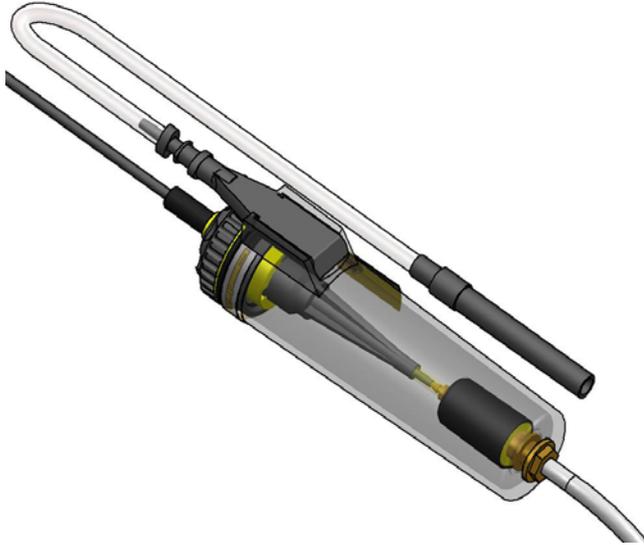
Scottoiler: Reservoir Positions, General



Despite the differences between the vacuum operated vSystem and electronically controlled pump based eSystem the Reservoir mounting options are the same.

Reservoir Type

vSystem – RMV



The Scottoiler vSystem is a vacuum operated gravity fed system, the core of which is the Reservoir Metering Valve (RMV).

The RMV should be positioned at least 30cm above the bottom of the rear sprocket in order to give a reasonable gravity head. The RMV can be mounted anywhere between horizontal and vertical, although the more vertical the better.

Temperature has a significant effect on oil flow from the RMV so it is critical that you do not fit and forget, with noticeable temperature changes you should check and adjust the flow as required.

Hint: Scottoiler oil is 3 times thicker at 1°C than at 15°C and 7 times thicker than at 30°C
Scottoiler Traditional (Blue) oil is for ambient temperatures from 0-30°C
Scottoiler High Temp (Red) oil is for ambient temperatures from 20-40°C

eSystem – REP



The Scottoiler eSystem uses an electro magnetic piston pump to deliver oil at a user determined rate, independent of gravity head and temperature.

The pump is located in the top of the eSystem reservoir which is known as the Reservoir Electronic Pump (REP).

The REP can be mounted between horizontal and vertical however, the spigot on the top of the REP must always be inclined upwards.

Note: Scottoiler **do not** recommend using High Temp oil in the eSystem at temperatures below 20°C

Hint: Scottoiler **do not** recommend orientating the RMV or REP across the bike (transversely) as the oil can spill into and block the breather due to the leaning motion of the bike during cornering. This can result in a no flow scenario due to the system becoming air locked.

Various reservoir mounting options are provided in Scotttoiler kits, the following images show how these parts can be used to secure the reservoir.

Reservoir Mounting Sleeves:



To mount on a square section tube or a flat surface without the need for drilling, the reservoir can be inserted into the mounting sleeves provided.

The mounting sleeve can be glued to a flat surface using the instant adhesive provided.

Alternatively, it is possible to pierce a couple of holes in the mounting sleeves and feed a cable tie through the sleeve and around a suitable section to secure e.g. a subframe member.

Reservoir Clamp:



The Reservoir Clamp has been used here to mount the reservoir on the sub frame behind a side panel. The clamp is secured to an existing M6 bolt.



In this picture a 6.2mm hole has been drilled in the plastic under the seat and the Reservoir Clamp has been secured to this hole using washers and an M6 nut.

Reservoir Cradle:



The cradle is supplied to allow fitting to tubular frame members. Position the reservoir in the short side of the cradle and then fit the cradle to a frame member, secure using the cable ties provided.

Hint: Make sure the filler plug is accessible for filling and priming and that the adjuster knob (RMV only) can be accessed to enable flow adjustment as required.

Reservoir Cage (purchased separately):



Scottoiler have designed a Reservoir Cage which provides a more sophisticated fitting option for tubular frame members. Using cable ties more discretely to secure the reservoir.

Alternatively the spine of the cage can be drilled allowing the cage to be bolted on using an M5 / M6 screw.

The Reservoir Cage is provided in Scottoiler KTM and eSystem. It can also be purchased separately.

Alternative Reservoir Positions:

If you struggle to find enough space on the bike for the reservoir then perhaps one of these options will provide a solution.



Reservoir mounted behind a front side panel secured using Instant Adhesive and Reservoir Mounting Sleeve.



If the rear mudguard is strong enough it might be possible to mount the reservoir behind the number plate.

Hint: If fitting underneath the mudguard or behind the number plate the reservoir will be exposed to road spray and dirt – this could shorten the service life of the reservoir.



It is sometimes possible to secure the reservoir to the radiator protective louvers.

Hint: If fitting beside the radiator High Temp (red) oil is recommended, take care when routing tubing to avoid hot engine components.



The reservoir could perhaps be mounted to the fork leg.

Note: Check steering lock in both directions to ensure the reservoir does not affect the steering and make sure the tubing has enough slack to cope with full steering lock in both directions.

If you have any further comments or queries, and are unable to resolve them using our website, please do not hesitate to call technical on 0141 955 1100 or email technical@scottoiler.com for assistance. Thank you.

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