

Parts List



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| 1. RMV (Reservoir Metering Valve) | 13. RMV Cage |
| 2. Fillerplug | 14. M10 x 16mm Dispenser bolt |
| 3. Vacuum Tubing (Black) | 15. Dispenser Assembly |
| 4. Vacuum Damper Elbow | 16. M10 x 5mm Spacer |
| 5. Scottoil Stickers (x2) | 17. Dispenser Plate small (10mm) |
| 6. M6 Spigot | 18. Dispenser Plate Clip |
| 7. M6 Washer | 19. 250ml Scottoil |
| 8. Conduit | 20. Filling / Priming Spout |
| 9. Instructions / Warranty Card | 21. Instant Adhesive |
| 10. Breather Assembly | 22. Sandpaper |
| 11. Spare Nib (x2) | 23. IPA Wipe |
| 12. Cable Ties (6 assorted) | 24. Self adhesive clip (x2) |

Your Bike

Check www.scottoiler.com for model specific installation guides showing where and how to fit on your own bike.



Vacuum Location

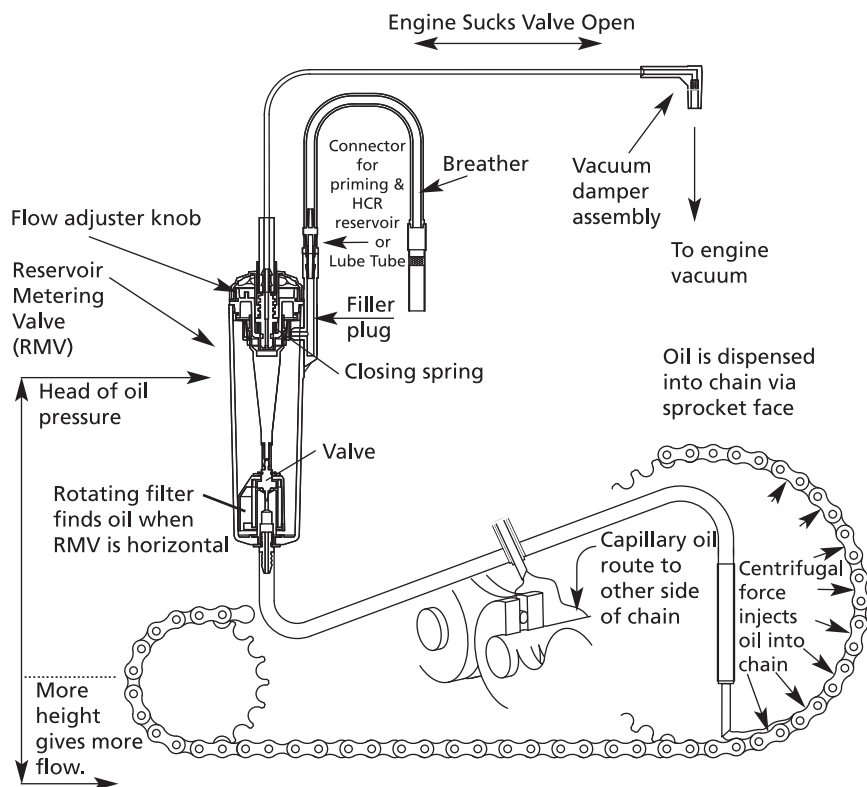
RMV Position

Dispenser Routing



How It Works

Only 3ccs of air moves back and forwards so no engine interference



How does the Scottoil work? The Scottoil KTM kit is vacuum operated. When the motorcycle engine is running vacuum is generated, this lifts a diaphragm which in turn opens the valve. Whilst open the valve allows oil to drip feed under gravity down the delivery tube to the chain via the rear sprocket. There is metering built into the valve to provide adjustment to control the rate at which oil is dispensed. It is not a pump.

How does this affect the engine? It doesn't. The Scottoil's output is not affected by engine speed, throttle opening and so on. The vacuum chamber is a sealed unit and does not affect the running of the bike. Upon starting the engine the valve will open, this requires 3cc of air to be moved in order to lift the diaphragm, which stays up until the engine is switched off. It is not unusual to see the diaphragm pulsating with very low revs, particularly on singles and twins, don't confuse this for a pumping action, it is not a pump.

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 Scottoil?** In ambient temperatures between 0 and 20 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. Scottoil 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 RMV (Reservoir Metering Valve)?** If you refill the oiler before it runs dry you won't have to prime the dispenser tube. The Reservoir Metering Valve takes around ten seconds to top up with 50ml of oil which should last approximately 400-800 miles.
- 4. Can I increase the capacity?** Yes, the Magnum High Capacity Reservoir increases capacity by up to eight times. The HCR is fitted behind the number plate and the combined increased capacity will give 4000-6000 miles between refills. Alternatively, the Lube Tube flexible high capacity reservoir increases combined capacity by up to four times. The Lube Tube can be fitted into any dead space on the bike and will mean 2000-3000 miles between refills.
- 5. Will the Scottoil 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 approx 1 drop per minute to maintain this film of oil.
- 6. 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.
- 7. Do Scottoil 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 Scottoil products.
- 8. I want to move my Scottoil onto my new bike, are the spare parts available separately?** 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 Scottoil dealer, who can order the parts on your behalf.



KTM: All bikes with LC8, RC8 and 690 LC4 engines.



Technical Support



www.scottoiler.com technical@scottoiler.com +44 (0) 141 955 1100

1. Vacuum Connection

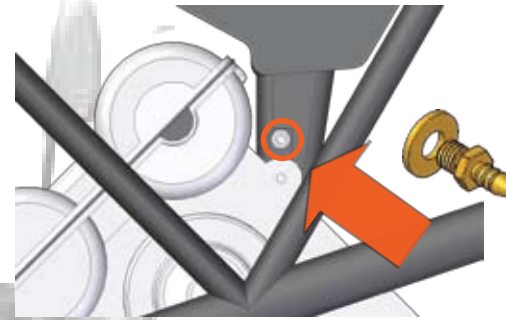
1. Referring to the model specific installation guide for your bike, locate the vacuum screw which will be on the inlet tract.

These can be found at www.scottoiler.com

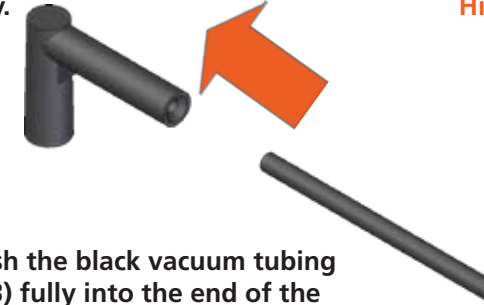
For other models check if tee piece is required, if so contact Scottoil.



2. Remove the vacuum screw and replace it with the M6 washer and spigot (part 6 & 7)/ Tighten securely.



3. Push the black vacuum tubing (part 3) fully into the end of the vacuum damper elbow (part 4).



4. Push the vacuum damper elbow (part 4) securely onto the spigot. **Hint:** Lubricate damper elbow for easier installation.



2. Reservoir Metering Valve (RMV)

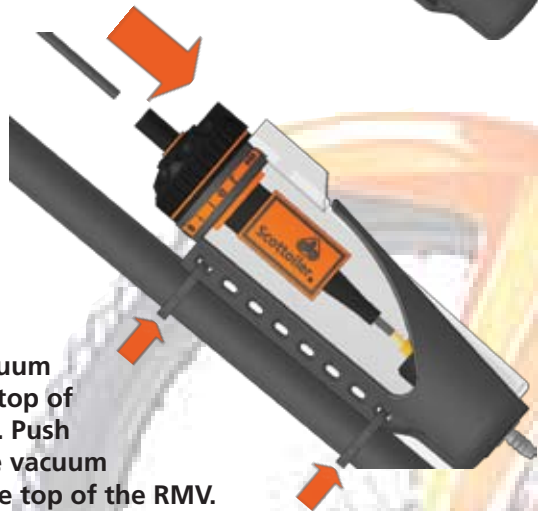
1. Fit the RMV (part 1) into the cage (part 13) and push fully into place. Hold the RMV in cage against the frame member for a test fit.

Hint: Remember to allow clearance for removal of filler plug.



2. Secure the cage in position on the frame using the cable ties provided.

Route the vacuum tubing to the top of the RMV. Trim. Push the end of the vacuum tubing into the top of the RMV.



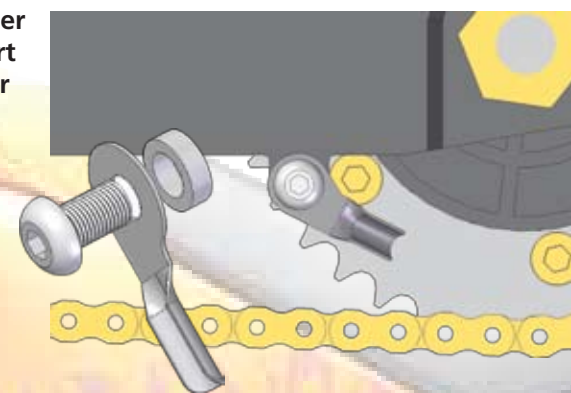
3. Dispenser Assembly

1. Fit the M10 bolt (part 14) together with the small dispenser plate (part 17) and the 5mm aluminium spacer (part 16). Secure the M10 (or M8) assembly on the swinging arm.

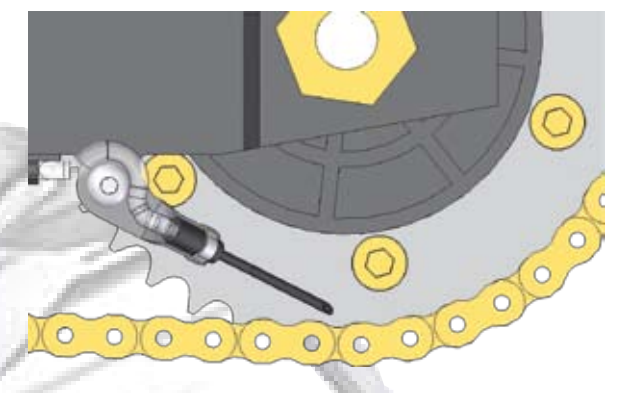
Note: On 690 Supermoto and 690 Duke, no spacer is required.
Note: On RC8 Models insert the small dispenser plate (no spacer) between the swingarm and the bobbin.

3. Clean the underside of the swingarm, then using the IPA wipe (part 23) degrease 2 small areas on the swingarm, and 1 on the inside of the frame beside the front sprocket. Using sandpaper (part 22) and instant adhesive (part 21), glue a piece of conduit (part 8) on the inside of the frame beside the front sprocket.

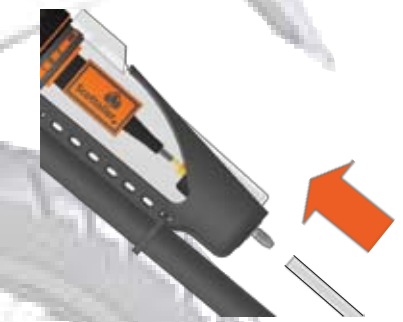
Use self adhesive clips (part 24) on the underside of the swingarm to route delivery tubing. Use instant adhesive to secure delivery tubing to conduit (part 8.)



2. Secure the dispenser assembly (part 15) to the dispenser plate by clamping around the black nylon sleeve using the jubilee clip (part 18). Carefully position the nib between 6 and 8 o'clock, on the outside face of the rear sprocket with the slash cut facing away from the sprocket. Take care to avoid the sprocket bolts.



4. Route delivery tubing back towards the RMV, trim to length, and push firmly onto the spigot at the bottom of the RMV.



4. RMV Filling

Bottle and Spout (parts 19 & 20)

Hint: Always remove fillerplug and breather before filling.

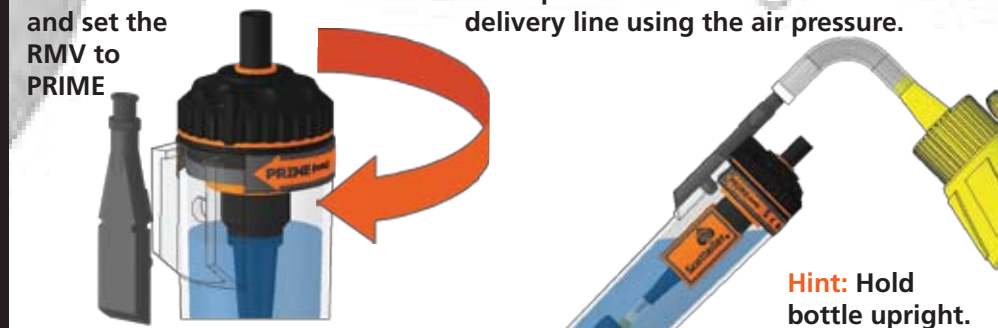


5. System Priming

Press the fillerplug into the RMV and set the RMV to PRIME

Connect spout (part 20) to the fillerplug and squeeze bottle to force oil down the delivery line using the air pressure.

Hint: Hold bottle upright.



6. Set Flow Rate

Start your bike, allow the engine to warm up.

Adjust the flow until 1 to 2 drops per minute are achieved.

Check flow after a short journey, adjust if necessary.

Hint: 1 to 2 drops per minute provide the optimum flow rate.

