



QUICK SETUP GUIDE

vSystem

Hint: Use alongside model specific install guides, printed from website



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Technical Support



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1. Vacuum Connection - 3 options

T-Piece (part 7)

Cut into vacuum pipe
Insert T-piece (part 7)
Press damper (part 4) onto T-piece

M5/M6 Spigot (part 5 or 6)

OR

Remove screw
Insert M5/M6 spigot (part 5 or 6)
Press damper (part 4) onto Spigot

Damper elbow (part 4)

OR

Hint: Lubricate damper elbow for easier installation

Remove bung
Press damper (part 4) onto Spigot

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

2. Dispenser Assembly - 4 most common options ⚠️ Incorrect installation can result in excessive oil 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

OR

Dispenser Mounting Sleeves (part 15)

OR

Bobbin Mount (parts 20 & 21)

OR

Spindle Mount (parts 19 & 20)

OR

Sprocket guard (parts 20 & 21)

3. Reservoir Metering Valve (RMV) ⚠️ Avoid hot exhaust and engine components

Clamp (part 11)

Mount to a 6mm hole

Cradle & Cable Ties (parts 12 & 13)

Mount to Tubular frames

RMV Mounting Sleeves & Instant Adhesive (parts 14 & 24)

Mounting anywhere else

Hint: Filler hole & adjuster knob should be kept accessible

4. Connections

Vacuum tubing (part 3)

Delivery tubing (part 16)

Filler plug (part 2) & breather (part 9)

Hint: Ensure all connections are firmly made

5. Tube Routing ⚠️ Avoid routing against moving parts

Delivery tubing (clear flexible)

Conduit & Cable Ties* (parts 12 & 17)

* Using Instant Adhesive (part 24)

Dispenser sleeve (black rigid)

Dispenser Mounting Sleeve & Cable Ties* (parts 12 & 15)

6. RMV Filling

Bottle & Spout (parts 22 & 23)

Hint: Always remove filler plug and breather before filling

7. Prime System

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

Hint: Hold bottle upright

Connect spout to the filler plug and squeeze bottle to force oil down the delivery line until no air bubbles remain

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

30 - 60 secs