

Fitting Instructions for VFR 750 / 800i, NOT VTEC. (cont.)



Fig. D Installation example on VFR750 (same method as 800)
NB: longer 7 hole bracket. Oil can also be dispensed onto chain, above the inner side-plates, just in front of sprocket. If you have a 'hugger' fitted, you may find the spacer requirement differs from that shown. You must ensure that spacers used allow the body of the dual injector to lie in line with the chain.



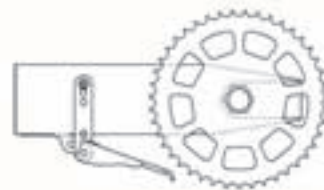
Fig. E Re-installing the lower chain guard is recommended and finishes the whole installation on the 800's, although it can be fiddly. If you have a 'hugger' fitted, you may find the spacer requirement differs from that shown. You must ensure that spacers used allow the body of the dual injector to lie in line with the chain.

Fitting Instructions For VFR750 and VFR800i. NB: An adapter kit is required - contact Scottoil to obtain this Free of Charge.

A straightforward replacement to the single sided injector, the Dual Injector Assembly has been designed for universal use, with safety, ease of fitting and adjusting as priorities. You will **not** need the mounting block supplied in the kit: your bike should allow you to use the chain-guard mount on the single sided swinging-arm. It is necessary however, to **remove the plastic chain-guard fitted to the underside of the swinging-arm**. It is possible to trim and re-fit the chain-guard when the dual injector is in place – the basic trimming diagrams are shown in **Figures B and C** on the adjoining page.

The Mounting Arm has multiple holes for a range of positioning options, but in this case it is necessary to trim the post off, and drill an additional hole between the last hole and where the post was. By removing the post and drilling an additional hole, the extra 10 mm gives a much better fit than any combination of spacers may achieve. **Do NOT replace the M6 Alloy bolt or nut with steel – the materials supplied have been chosen for your safety.** The nibs on the dual injector should be removed from the injector assembly, trimmed to around 2.5cm in length, mushroomed, and refitted in the assembly. **Before fitting the dual injector, clean all old chain-lube, and grime from the sprocket before installing.** If this is not done, the injector nibs can quickly block, reducing the efficiency of your new dual injector assembly. If a nib is suspected of being blocked, pull it from the rubber with pliers and blown through manually until clear. **Do not** use compressed air.

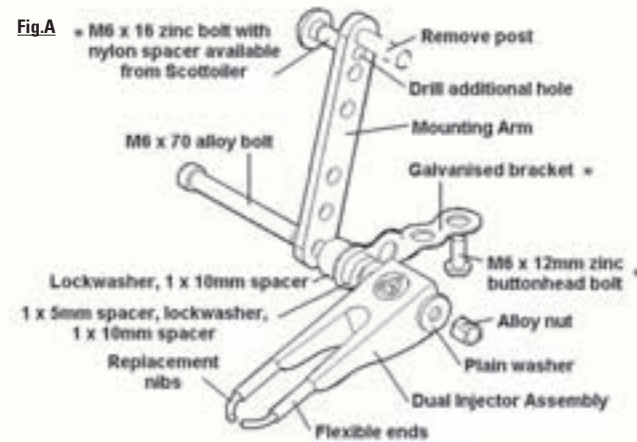
Once these basics are complete, fitting should be quick and easy. Undo the bolt holding the upper chain-guard in position, place the mounting arm between the upper chain-guard and the swinging-arm, and re-fit the bolt to secure both the chain-guard and the arm. The **adapter kit** for the VFR contains a longer replacement mushroom head bolt and spacer. The arm should be positioned vertically. Then, fit the bolt to the last hole on the arm at its other end, followed by lock-washer then 1x10mm spacer, the galvanised bracket, 1 x 10mm spacer, then lock-washer and 1x5mm spacer, finally the dual injector assembly. Secure these in position using the nyloc nut and washer provided. The injector should lie in line with the chain - but not resting on it. Remember to allow for 'play' in the chain. The injector tips should rest at about the '7 o'clock' position on the sprocket. Nibs should dispense oil onto the chain just above the 'inner' side-plates. Then using the bolt supplied, secure the galvanised bracket to the underside of the swinging-arm. Trim the lower chain-guard to fit, and re-fit. **Follow the general instructions from here.**



SCOTTOILER

DUAL INJECTOR

Fitting Instructions for VFR 750 / 800i, NOT VTEC



* Parts marked are not in the dual injector kit, but available from Scottoil F.O.C.

Fig. A (above) Basic assembly above (and top left and right) shows 4 hole bracket for VFR800, 1998 - 2001 installation. The VFR750 - pre 1998 kit has a 7 hole bracket, as shown in **Fig.D**. Please state what you require when contacting Scottoil.

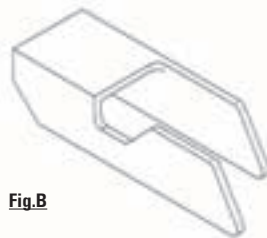


Fig.B

It is necessary to remove the lower chain guard to fit the dual injector. However, it is possible to trim and replace the lower chain guard, as shown. This can be a fiddly job, but is recommended for a safe and secure installation.

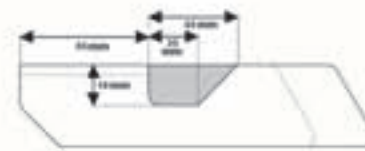
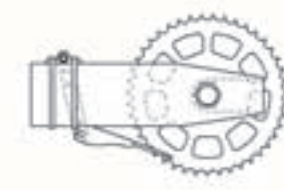


Fig. C



Currently unsuitable for VFR 800 VTEC Honda's

SCOTTOILER

DUAL INJECTOR

General Fitting Instructions

Thank you for buying this Scottoil Product.

The Scottoil Dual Injector is the culmination of several years of product design and testing. By listening to you the customer, we bring to you the latest and most accurate in chain cleaning and lubrication.

Scottoil - the market leader in chain lubrication

Fig.1

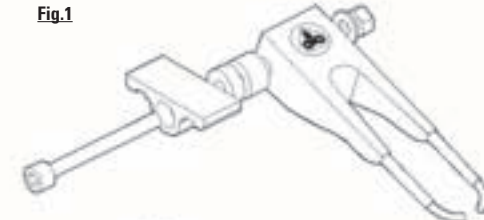


Fig. 2

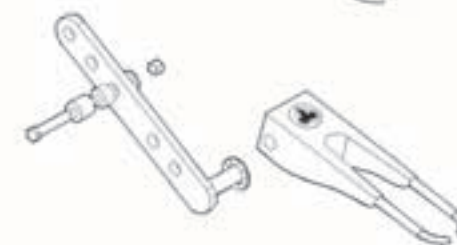


Fig. 2 (above) This arrangement works well if you can use the chain-guard mounts on your swinging-arm. It **may** be preferable to re-use the original bolt too. For bikes with a single sided swinging-arm, this **may** prove the best fitting arrangement (VFR's) This arrangement, using the arm, **and** the mounting block is shown on the **top left** of this page.

Fig. 1

Fig. 1 Easiest and most common fitting. (left) This arrangement works well if you choose to mount the dual injector on the underside of your swinging arm, as shown in **Fig. 1 (left)** and above in the top right corner of this page. Visit our website for more details and photos. Alternatively, it is possible to drill two holes on the bottom of your swing-arm and use self-tappers to secure the dual injector assembly if you don't like the look of cable-ties.

Fig. 3

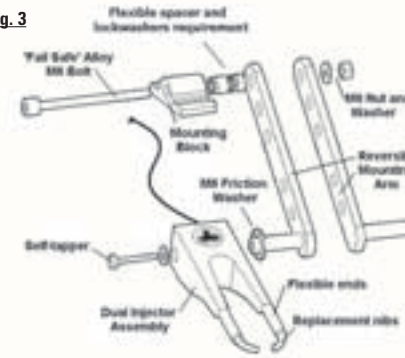


Fig.3 (above) Kit Parts.

General Fitting Instructions (for most models.) See overleaf for VFR750 / VFR800i Fitting instructions.

A straightforward replacement to the single sided injector, the Dual Injector Assembly has been designed for universal use, with safety, ease of fitting and adjusting as priorities. The Mounting Block has grooves to take cable-ties to ensure a solid and secure mounting on the swinging arm. Alternatively, your bike may allow you to use the chain-guard mounts on the swinging arm - you may not need to use the mounting block. The Mounting Arm has multiple holes for a range of positioning options, and is supplied with spacers and lock-washers - which you may or may not use - to get that "Just right" Installation. The best set up is dependent on your swinging arm to sprocket dimensions, in most cases it is helpful to remove the old dispenser assembly from the swinging arm before fitting the dual injector. In all arrangements, the Scottolier logo on the injector must be uppermost, and the injector angled downwards slightly to work properly. **Do NOT replace the M6 Alloy bolt with steel – the materials supplied have been chosen for your safety. Before fitting the dual injector, clean all old chain-lube, and grime from the sprocket before installing.** If this is not done, the injector nibs can block, reducing the efficiency of your new dual injector assembly. If a nib is suspected of being blocked, it can be pulled from the rubber with pliers and blown through manually until clear. **Do not** use compressed air.

- 1 Try the mounting block, mounting arm, and injector assembly with and without spacers and washers to align the assembly with the sprocket. If you have a hugger fitted, you may find the spacer requirement differs from that shown. You must ensure that spacers used allow the body of the dual injector to lie in line with the chain. **The mounting block may sit on or underneath the swinging arm**, as shown in the top left and top right hand corners of the front page, or it may be possible to bolt the mounting arm and/or injector assembly to the chain-guard mounts. Try as **many** combinations as you can to get the best result. The injector should lie in line with the chain - but not resting on it. Remember to allow for 'play' in the chain. The injector tips should rest at about '7 o'clock' position on the sprocket. The tips of the injector should reach to and rest on the sprocket faces – they are designed to run on the sprocket faces with a slight downward camber, and can be trimmed back if necessary to achieve this. Once satisfied with the orientation, proceed as required. Once fitted, ensure nibs are free of sprocket bolts and allow both forwards and backwards motion of the wheel without fouling.
- 2 Fit the M6x70 bolt, (trim length if required) and washers to the mounting block and injector & fit the Nyloc © nut. Or, fasten the self tapper to the injector arm once the dual injector is in place to complete the assembly. Or, use the chain-guard mounts and secure the dual injector assembly to the swinging-arm. If you use the mounting block with cable-ties, fit the cable-ties to the swinging arm loosely at first, then slip the mounting block underneath and slide the cable-ties into the grooves on the mounting block before tightening securely. **It is imperative that if used, the cable ties are tight and secure.** If you prefer not to use cable ties, it is possible to drill the mounting block and swinging arm to take a self-tapping screw. Carefully mark position of mounting block and swinging arm and drill 2off 2-3mm diameter holes to suit self –tappers. Fit mounting block and secure. Please note that self-tapping screws are not supplied. In either application, **ensure assembly is fully tightened, and held securely in position. Angle slightly downwards.**
- 3 **To add to an existing system** you need only remove the existing delivery assembly, and cut the clear delivery pipe back slightly – NOT TOO MUCH! The injector assembly is supplied with a **much** longer than necessary tail to allow you to make replacement nibs. **Cut 150-200mm** from the end of the dual injector tail. **KEEP THE OFF-CUT.** Heat the cut end of the dual injector tail with a match or lighter, until the end 'mushrooms'. Prime the system only if necessary, **before** connecting. Push the 'mushroomed' end of the tail into the end of the clear delivery pipe. If the clear delivery pipe, or the tail, is too long, pull the 'tail' out and trim to length. Additional cable-ties are included to re-fix the disturbed delivery tube.

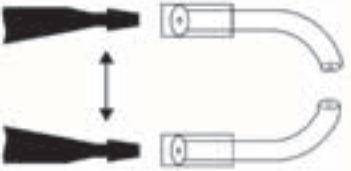
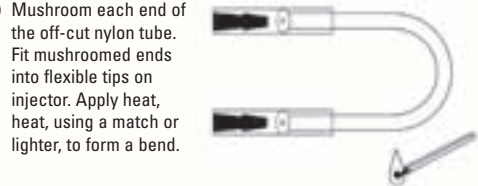

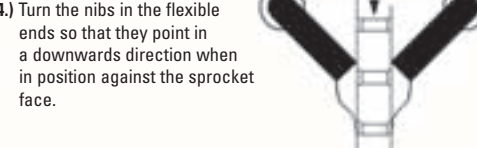
Priming (if necessary). NB: Priming will take longer with the dual injector fitted. To keep this to a minimum, please follow the following steps:

- 1 Pull the 'tail' of the dual injector out from the clear delivery pipe on the Scottolier.
- 2 Prime the system as usual. Once oil drips at the required rate to the cut end of the delivery tube, turn off the engine to stop the oil flow. Push in the 'mushroomed' tail of the injector securely. Restart engine, & allow the oil to run through the 'Dual Injector'. Alternatively, start your journey. Oil should flow after @ 2-5mins.
- 3 If the bike is on the side-stand, and **if oil only drops from the lowest nib** don't worry. With normal riding the oil flow will balance and oil will be dispensed from each nib of the injector. If you want to force feed oil to the other nib, **block the dripping side with a finger tip until the other side feeds oil.**

Replacement Nibs

The tail on the injector is supplied oversize, at 400mm long. When you trim the tail by 150 – 200mm, keep the cut piece to make replacement nibs. 'Mushroom' the ends by holding near a lit match or lighter. **DO NOT SET ON FIRE.** Allow to cool. Push the mushroomed ends into the flexible ends of the dual injector. Apply heat with a lit match or lighter to soften and set the nib tubing into a 'U' shape. Once the tubing has cooled, cut in half. Turn the tubes so the ends point slightly downwards.

If fitting has been successfully completed, oil should be dispensed equally to both sides of the chain. It may not be necessary to change the 'flow' setting from that of the single sided dispenser, however you **may** find you need to **reduce** the oil flow due to more accurate dispensing.

- 1.) Check that the barbed ends on the dual injector body have not been damaged, before attempting to fit new nibs. 
- 2.) Mushroom each end of the off-cut nylon tube. Fit mushroomed ends into flexible tips on injector. Apply heat, heat, using a match or lighter, to form a bend. 
- 3.) Cut through the bend once the tube has cooled properly. 
- 4.) Turn the nibs in the flexible ends so that they point in a downwards direction when in position against the sprocket face. 

Fitting Instructions for Triumph Sprint FI – Single Sided Swing-Arm Models.

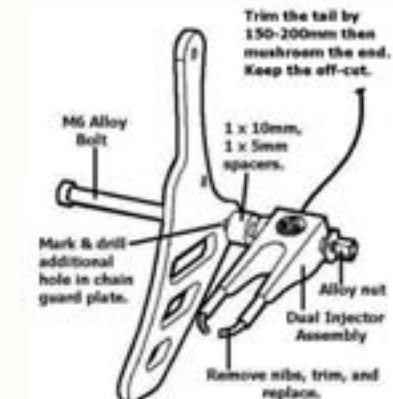


Fig.1 Basic assembly of parts for Sprint installation.



Fig.2 Installation example.

Fitting Instructions

A straightforward replacement to the single sided injector, the Dual Injector Assembly has been designed for universal use, with safety, ease of fitting and adjusting as priorities. You will **not** need the mounting block, or the mounting arm supplied in the kit: your bike should allow you to use the chain-guard plate on the single sided swinging-arm. It is necessary however, to **drill a 6mm hole in the aluminium chain guard plate fitted to the swinging-arm. NB: Do NOT replace the M6 Alloy bolt or nut with steel – the materials supplied have been chosen for your safety. Before fitting the dual injector, clean all old chain-lube, and grime from the sprocket before installing.** If this is not done, the injector nibs can quickly block, reducing the efficiency of your new dual injector assembly. If a nib is suspected of being blocked, it can be pulled from the rubber with pliers and blown through until clear.

To modify, undo the bolts holding the chain-guard in position, mark the hole to be drilled, and carefully drill a hole in the chain guard plate. Re-fit the chain guard. Once this basic modification to the chain guard plate is complete, fitting should be quick and easy. Fit the bolt to the new hole, followed by 1 x 10mm and 1 x 5mm spacers, and the dual injector assembly. Secure these in position using the nyloc nut and washer provided. The injector should lie in line with the chain - but not resting on it. Remember to allow for 'play' in the chain. Nibs should be at @ 7 o'clock position on the sprocket, or just in front of the sprocket as shown in VFR photo. **Follow the general instructions from here.**

If you require installation assistance telephone our technical support on 0141 955 1100, email technical@scottoiler.com or visit our website: www.scottoiler.com for installation photographs.

FINALLY: If you haven't tried our FS365 spray, give it a go. It's an anti-corrosion spray for use all over your bike. It neutralises road salt and can be lightly polished for a glossy finish. Its brill for protecting bikes from corrosion, summer + winter.

If you require installation assistance telephone our technical support on 0141 955 1100, email: technical@scottoiler.com or visit our website: www.scottoiler.com for installation photographs.

We are very keen for feedback to aid further development. Please tell us what YOU think.