

Scottoiler Installation Guide

In our last episode, “Bob” was trying to decide if he should tell his brother about the Scottoiler. Yeah, I know. Kind of hokey but “Hey”, I remembered it. So my Honda Shadow ACE 750 was about two weeks old and I decided to order it since everything I had read about it was positive. The only thing that really worried me was I didn't know where to pull this vacuum from that the Scottoiler needed to operate. Heck, I was a novice to say the least. I hadn't had a bike in like 20 years. LOL. But since I'm a pretty lazy fellow by nature I thought that the benefits would outweigh the hassle of having to lube my chain every 500 miles. I got it from “Action Station”. There are some other interesting products here too. <http://www.actionstation.com/oiler.html> lists the Scottoiler Manufacturers Information, cost and testimonials. It arrived in two days and then the fun began.

Where to put it? And how do I do it?

Well, I couldn't find a place to put it that was completely hidden so I mounted it to the chain guard. It was sticking out there semi hidden behind the rear foot peg (but really in plain sight) and I didn't mind it too much because I thought that was the best I was going to be able to do. But then another SA 750 Forum member asked for some pics from my install and decided that he would do it a different way and try to hide it. Thanks Josh, aka Jakamo, for figuring out the best mounting spot for the unit.

The whole Scottoiler Unit will fit under the right hand side cover with a small amount of rearranging of the wiring harness. The harness itself needs to have a portion moved over to the opposite side to make some room for the Scottoiler Unit. The installation picture will give a better explanation once you can get a chance to compare what is really under there versus what I have moved around.

The Scottoiler kit comes with a wide variety of do-dads and stuff to help with the installation process, no matter what kind of chain driven bike you may have. Between the custom mounting brackets in the kit to the supplied Adhesive Tape and Tie Wraps, they have just about covered the bases. The Instructions list items numbered 1-27 showing the parts inside. They are actually a pretty good set of instructions too which is something not enough manufactures take the time to do.

There are certain items you must use of course. But there are other things in the kit that can be used to mount the unit to different bikes that we won't be using. The items that I used are listed in the Mk 6 Universal Kit Contents List as follows

1. Reserve metering Valve Unit (oil reservoir with adjustable flow control)
2. Filter Plug (connects to the breather tube)
3. Vacuum Tubing (connects to the vacuum source)
4. Vacuum Damper Assembly (helps maintain even vacuum pressure)
5. Tee Connector (taps into vacuum for CA edition bikes)
6. Breather (breather connects to the filter plug by a tube)

7. Tie Wraps
8. Dispenser Mounting Sleeve (holds the delivery tubing on the swing arm)
9. Delivery Tubing (sends oil to the chain from the RMV)
10. Dispenser Assembly with Injector (the actual tube that deposits the oil where you want it)

Well, now that we have the inventory out of the way. I have to say right off of the bat that you may not understand all of the terminology I use here. But rest assured that if you do decide to buy the unit, it will be a piece of cake. So go ahead and remove the gas tank and set it aside someplace safe.

Now the "Reserve Metering Valve Unit" (the RMV), on my installation is tie wrapped to a large bundle of wiring and then the Breather Tubing is tie wrapped and routed over the top and faces backwards. Since my "Breather Tubing Filler Plug" is technically mounted upside down, I cut a small notch on each side of the Filler Plug to allow it to sit correctly inside the Filler Plug Groove.

The Oil Delivery Tubing was then routed from the bottom of the RMV where I removed one set (top and bottom) of the rubber plugs in the swing arm and routed the tubing through the swing arm. You don't have to do it this way. You can route your tubing anyway you want. I then put together the Dispenser Assembly with Injector and the Dispenser Mounting Sleeve and connected it to the Delivery tubing after measuring for length. Then I took two of the supplied Tie Wraps and secured the Dispenser Mounting Sleeve to the Swing Arm where I adjusted it for the right distance to the chain and sprocket as called out in the included Scottoiler instructions.

Now we have the RMV mounted with the Oil Delivery Tube on the swing arm and our Dispenser Injector sitting where it will deposit the oil where we want it.

Next comes the Vacuum Damper Assembly hookup (the vacuum hose). Because without that, it won't work. And this is where it gets a little tricky. Because we all know that there are 49 State bikes and there are CA bikes. But I know that some states get CA version bikes regardless. Just recently, I talked to a person in Denver with a CA version ride. And there is a difference. When you pull the tank on a CA version bike, you will see two round objects located on the left hand side of the frame with a bunch of hoses. These are Emission Control Valves. If you see these, you have a CA version bike. If not, then you have a 49 State bike.

For a 49 State bike you get your vacuum for the Scottoiler by tapping into the Vacuum Synchronization Plug on the right hand side using one of the supplied adapters that comes with the kit. The [SA750 Webpage](#) has the Carburetor Synchronization Instructions and can assist in locating it if you do not have a service manual. It's one of the premier sources of information on the 98 and later ACE 750's. Instead of using the Tee Connector, you would use one of the other adapters provided. Either item number five or six in the Kit Contents List. (I'm not sure which). Route and hook up the vacuum hose in a method that gets you where you want to go without melting anything. Once you get everything back together you are done.

Now for the CA version rides. There are several places for you to pull a vacuum from. And one of them is the exact same place as I described above. But it's really harder to install the vacuum there because you have to take off your air box and to get to the vacuum mounting port. But I do try to be thorough. So, I'll tell you what "I" did. Find the Tee Connector supplied with the kit and look at the Evap Control Valve closest to the handle bars. Locate the small hose on top of the unit labeled # 10. Find a spot that is appropriate to insert the Tee connector and cut the #10 hose in two. Install the TEE connector rejoining the two pieces and then join the vacuum Damper Assembly (the angled connector with a filter inside) and vacuum hose. And then once you get everything back together, your done too.

Fig. 1 shows the Tee Connection for the vacuum line installed on the CA version rides. A more exact location is also shown in the upper left hand corner too and the TEE is white for easier identification.



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Fig. 2 shows the Scottolier mounted under the side cover with the breather tube coming down the middle of the oiler and over. It is gently bent and tie wrapped to avoid crimping the breather tube. This tube must remain clear and open for the oiler to work properly. Closer comparison of your wiring harness under the right side cover with the picture will show how the wiring harness has been moved around.



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Fig. 3 shows the tube passing through the swing arm.



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O.K. That's about it. There are even only three pictures. As bad as they always are. LOL. I hope this helps you guys if you do decide to buy this product. The best endorsement that I can give it is that it does what it says it does. Ride safe.