DL650 SCOTTOILER FITTING

INTRODUCTION

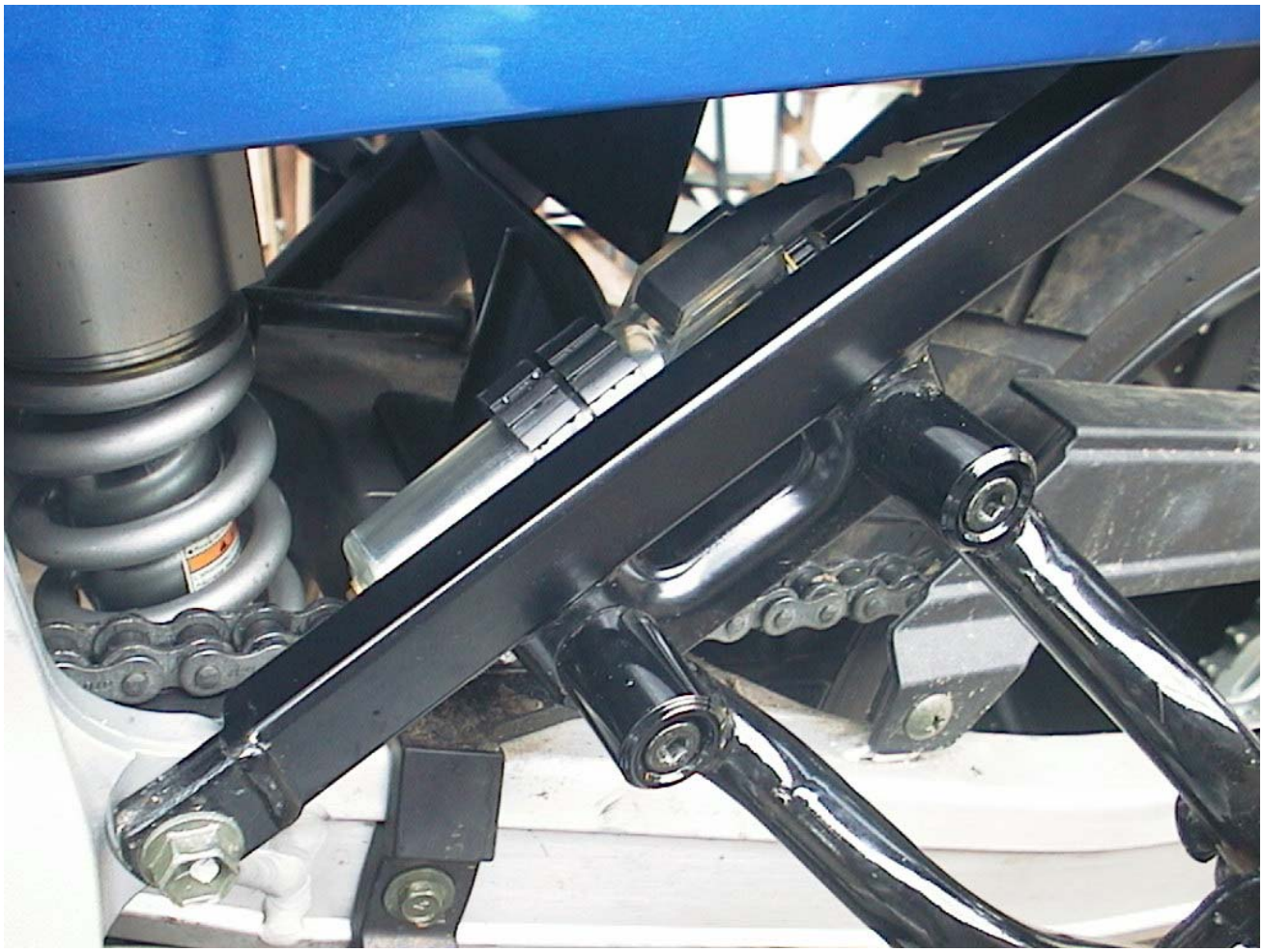
These instructions cover the fitting of a Scottoiler Mk7 Universal Kit to a DL650 K4. They do not replace the instructions that come with the kit. You should read the kit's instruction thoroughly before attempting to install your Scottoiler.

I considered also using the high capacity reservoir (HCR), however decided that the added mass was not suitable for the rear fender and there was no other suitable location for its fitting. If you want a higher oil capacity, I recommend the Scottoiler Lube Tube.

RMV MOUNTING

Much thought was given to the location of the RMV. The location needs to provide physical protection to the RMV, protected from extreme heat (such as engine and exhaust), relatively easily assessable for adjusting the flow rate and refilling, and readily visible so as to be able to check the oil level. Under the seat was considered to be wasting usable carrying space and did not provide ready visibility. Inside the front faring was considered to be too far away from the chain presenting routing difficulties for the injector tube.

The recommended location is to locate the RMV in behind the left hand passenger foot-peg mounting. This provided good physical protection, no heat problems, easy access and visibility (see fig. 1).



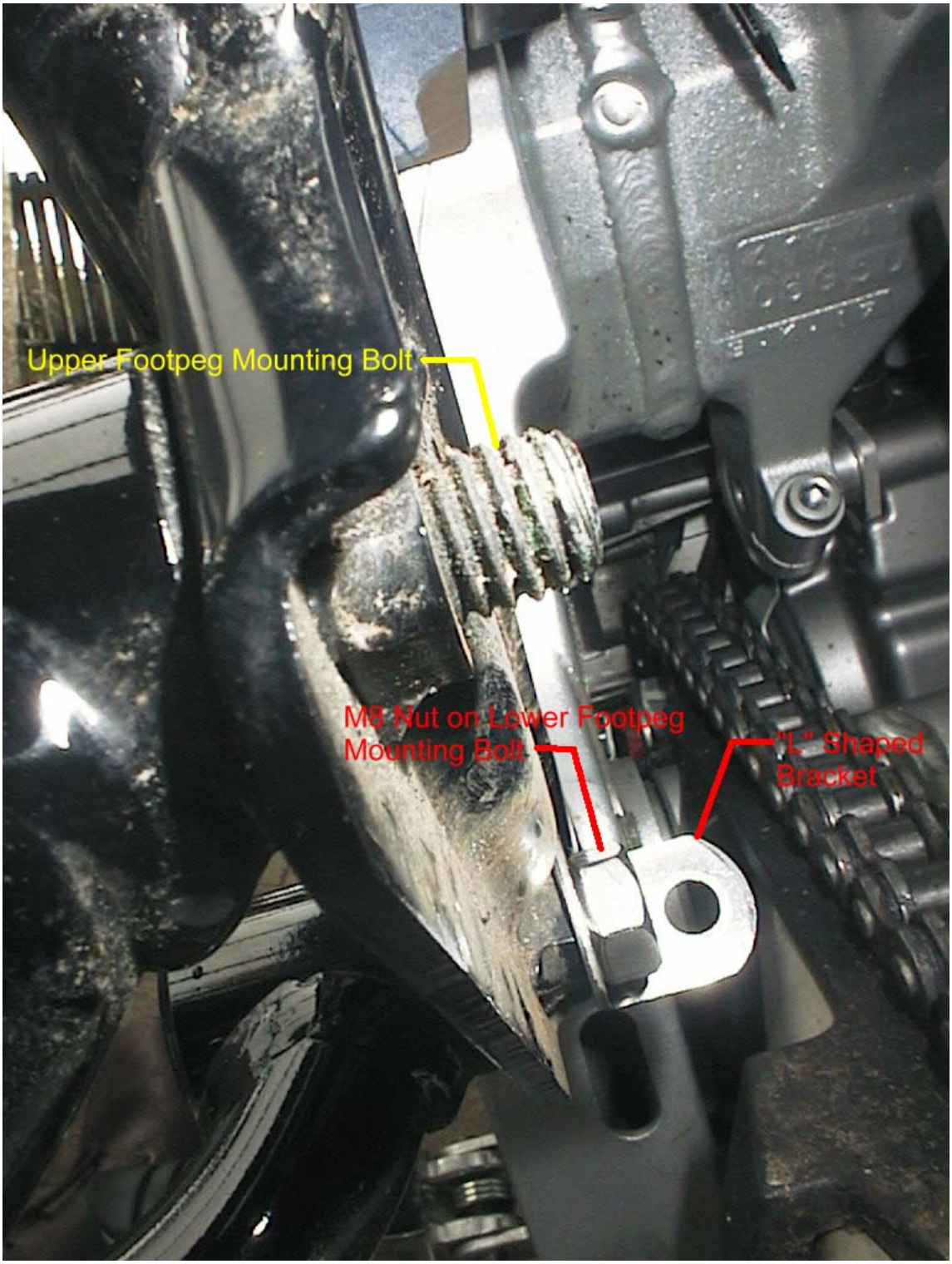
RMV Location

Figure 1

RMV is mounted using the bolt-on clamp set assembly. In addition to what is provided in the kit, you will need an M8 x 1.25 hex nut (preferably of stainless steel). Besides the precision Suzuki tool kit that came with your bike, you will also need a 13mm open-end spanner.

1. Take the “L” shaped bracket off the clamp assembly, remove the threaded stud and drill an 8mm diameter hole where the stud was welded onto the bracket. The bracket and stud are made of stainless steel so drilling should be done at a very load speed using a suitable cooling lubricant. A low speed press drill is best.

2. Using the M8 x 1.25 hex nut, attach the bracket to the inboard end of the lower bolt securing the left passenger foot peg to the motorcycle frame (see fig. 2).



RMV Bracket (lkg fwd & dn)

Figure 2

3. Use 2 x 10mm (& 1 x 5mm if preferred) black plastic spacers (supplied with kit) to mount the black plastic clamp assembly. These spacers fit between the “L” shaped bracket and the clamp assembly. It may first be necessary to grind a flat into the side of both the 2 x 10mm spacers so that they clear the M8 x 1.25 hex nut.

4. Mount the RMV into the clamp assembly before tightening the clamp bolt (see fig. 3). For ease of filling it is suggested that the filling hole be located slightly outboard of top dead centre.

RMV Mounting (lkg fwd & up)

Figure 3

5. The breather tube is now passed up into the side fairing, out of harms way.

ROUTING OF INJECTOR FEED TUBE

The injector feed tube leads from the bottom of the RMV to the injector at the rear sprocket. The recommended path for this tube is from the bottom of the RMV forward and around the swing arm pivot (in an anticlockwise direction on the outside of the chain) to then travel along the underside of the swing arm to the injector (see figs 4 & 5). To perform this, you must first remove the plastic cover over the drive sprocket. To remove this cover-

1. Disconnect the gear-change mechanism from its splined input shaft. Do not forget to mark the position of the female spline on the male spline before removal.
2. Using an 8mm socket with extension, remove the three bolts securing the plastic cover. The cover should now come free.
3. Refitting is the reverse of the above.

Feed Tube from RMV (lkg inboard & dn)

Figure 4

Feed Tube around Swing Arm Pivot (lkg aft)

Figure 5

CONNECTING & ROUTING OF VACUUM TUBE

The vacuum tube connects the RMV to a vacume takeoff point on the front cylinder air inlet manifold. The takeoff point is shown in figure 6. It is fitted with a black rubber cap and spring retaining clip. Remove the cap and retaining clip. Save the clip for later use.

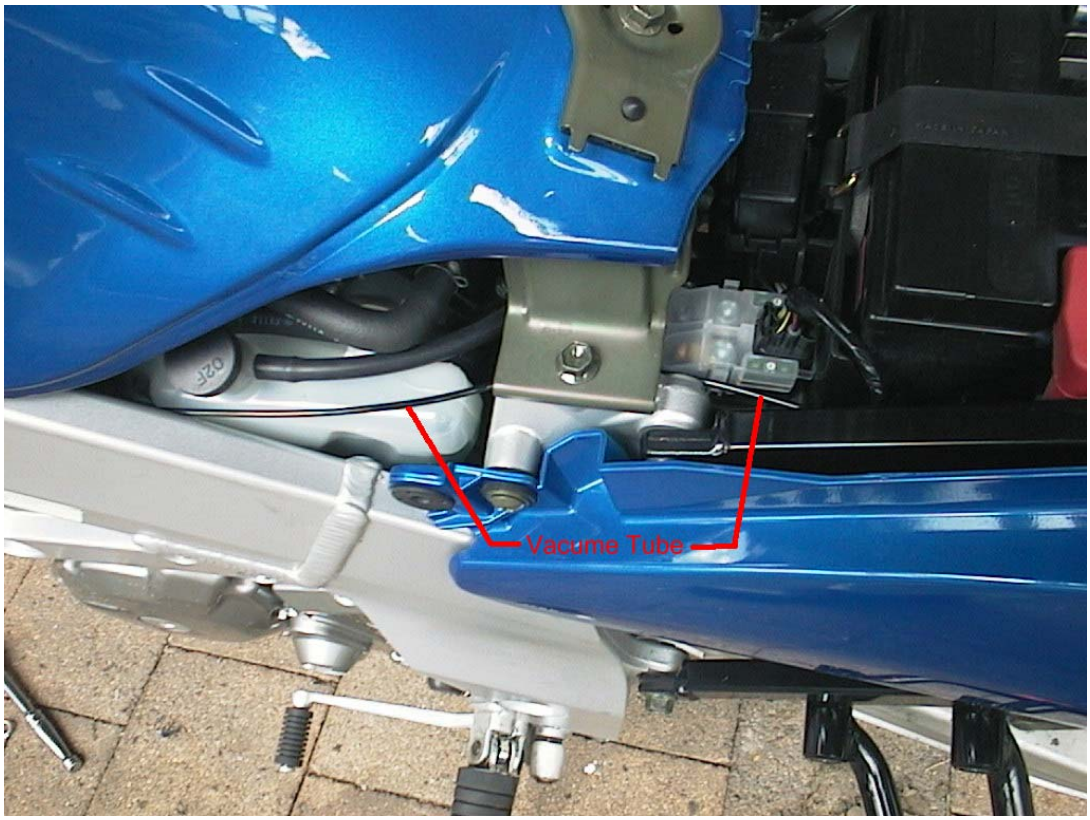
To assist in routing the vacuum tube, remove the “L” shaped left-hand side cover below the fuel tank. This cover is secured with a bolt forward and two press studs into rubber grommets. One press stud is located at approximately mid-length and the other near the aft end. On refitting, a little silicon grease would not go astray on the rubber grommets.

Vacuum Takeoff Point (lkg inboard from right hand side)

Figure 6

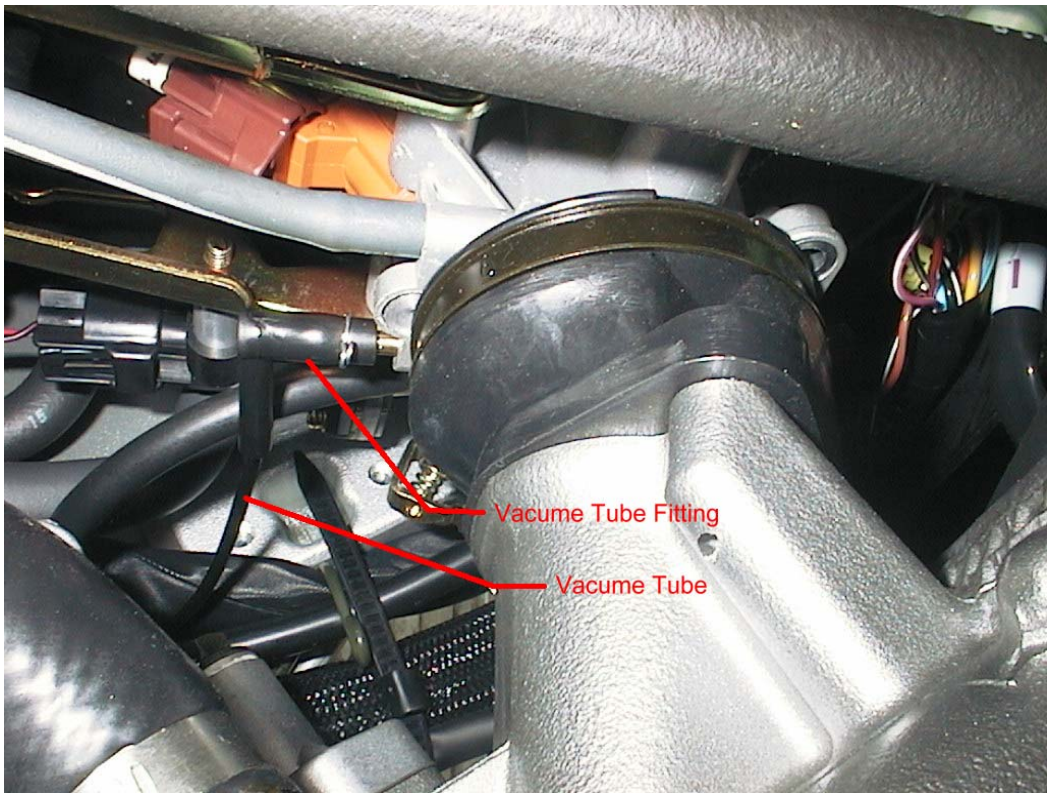
The steps in fitting the vacuum tube are-

1. Feed the tube up through the hole in the fairing just above the RMV.
2. Pass the tube under the fuel tank mount and past the outside of the coolant reservoir (see fig .7)
3. The tube should then be taken between the two cylinders to outside of the engine on the right-hand side of the bike.
4. Mushroom the end of the tube and fit the supplied Vacuum Damper Assembly.
5. Fit the vacuum cap retaining clip (you didn't loose it did you?) to the damper assembly and fit the damper assembly onto the vacuum takeoff point (see fig. 8). It is best if the damper assembly points to the left of the bike and down from the horizontal be about 45°.
6. At the RMV, take up the slack in the vacuum tube (not too tight, leave some slack for free movement). Cut the tube to a suitable length for attachment to the top of the RMV.
7. Mushroom the tube and fit it to the RMV.
8. Replace the "L" shaped side cover.



Vacume Tube Routing (lkg dn & inboard)

Figure 7



Vacume Tube Connection at Takeoff Point (lkg inboard from right-hand side)

Figure 8

Your Scottoiler is now fully fitted. Next, follow the Scottoiler instructions for filling, priming and adjusting the oil flow onto your rear sprocket.