



## Scottoil: Touring Kits, General.



Installation of the touring kit should be straight forward if you follow our guide.

**ATTENTION: HCR Touring Kit is unsuitable for: Aprilia Capo Nord, Falco and Futura, Ducati ST4S, Honda VFR800 VTEC (2002-), CB1300, Fireblade (04), Hornet 600 (05), Kawasaki ZX12, W650, MV Augusta (all models), Suzuki SV650 & SV1000 (2003-), DL650 & DL1000, Triumph Tigers, Sprints & Speed Triple (05) models.**

We recommend instead our **Lube Tube** – a flexible, high capacity reservoir.

Note, if you have Yamaha Fazer '02 onwards, you will need an **additional bracket**, available free of charge from Scottoil.



Kawasaki ZX6R

The installation of the Touring Kit follows the same vacuum and dispenser procedure as the basic kit, the **High Capacity Reservoir** sitting behind the number plate on most bikes. Fixing on mudguard is not recommended if the HCR obscures the number-plate light. Tilt the HCR with spacers, shown left, to increase the amount of light falling on the plate.



Suzuki 650 Freewind

The pictures on the left, and below left show installations where the light is **not** obscured. To fit the **HCR**, first remove the number plate, and align the HCR centrally with the bike, and in the desired location. A Drilling Guide is provided on the bottom of the kit box.



Yamaha Thundercat

Once the alignment is made, mark all the holes. Lift the HCR away, and look at where the holes you have marked lie on the rear mudguard. Often there are strengthening ribs on the underside of the mudguard. It's easier but not essential if you avoid these.

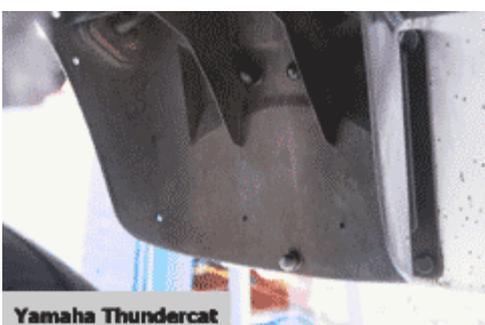


Suzuki GSXR fi

Drill the holes with a 6.5mm drill bit, and install the HCR, using spacers and washers as required.

Remember to fit the nut protectors on the underside of the mudguard once you've tightened everything up.

You might want to move it to a new bike one day. Strengthening ribs and nut protectors shown below, left.



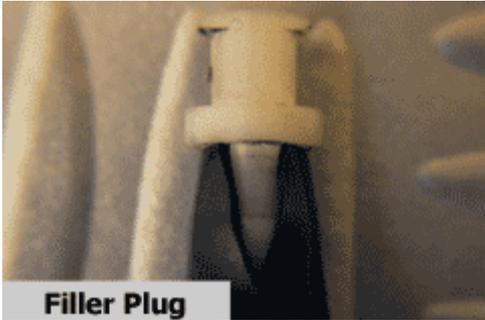
Yamaha Thundercat

Once you have fitted your touring kit, here are a couple of pointers to ensure the kit is running smoothly:

When you start the engine, you should be able to see the oil in the HCR rise up the yellow tube, and flow into the RMV. When you turn the engine off, the oil in the tube should fall back into the HCR.



If this does not happen, check the luer connectors (the white plastic parts that join the black filler plug to the yellow siphon tube) are tightly pushed together.



If oil still does not move up the siphon tube when the engine is switched on, turn off engine, and inspect the black filler plug. Part no 2 is the filler plug. If your touring kit is not siphoning oil from the HCR to the RMV, remove the filler plug from the side of the RMV & inspect it carefully for cracks or deterioration. Inspect the luer end, shown left, and the plug, which fits the RMV. Air entering the system can cause problems. Contact us for replacement.



When filling the HCR, remove the black plug in the end of the swivel out filler tube. It has a pinhole in it to allow it to breathe; it has not been designed as a place to fill the system. Prime the system via the RMV, don't prime through the HCR.

**Do not under any circumstances** use compressed air to clean out the HCR.



New HCR's have drainage holes in the recess for the swivel out filler tube. This helps prevent water ingress into the HCR itself.

If you have an older HCR, it would be possible to carefully drill these holes yourself if you are worried about water ingress but you will void your warranty.



We advise not to pressure wash around the HCR area, as the high-pressure spray can enter the system and contaminate the oil, preventing the system from working properly. Finally, it is possible to trim the HCR for an under seat installation, although we do not recommend this as you run the risk of compromising the seal formed when the plastic is welded & will void your warranty.

If you have any further comments or queries, and are unable to resolve them using our website, please do not hesitate to call technical on 0141 955 1100 or email [technical@scottoiler.com](mailto:technical@scottoiler.com) for assistance. Thank you.

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