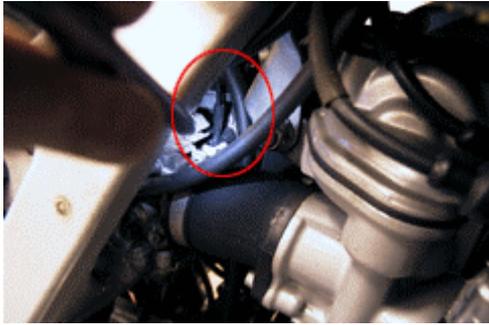




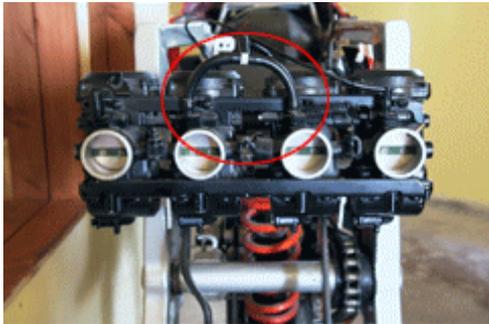
Scottoil : Classics, Singles, and Two Strokes.



The following installation guide is a general guide for classic motorcycles, single cylinder motorcycles, and two stroke motorcycles.



Some single cylinder motorcycles have twin carbs. Such as pre- fuel injected **BMW F650**, and some **Aprilia Pegaso** models. Single cylinders with twin carbs have a vacuum point to balance the carbs. A picture of a bung is shown left, and balance pipe shown below left on a 4-carb model. Twin carbs can have the same.



If this is the case, tee into the pipe, or replace the bung with a damper elbow, see our general vacuum connections page.

If your single cylinder motorcycle has only one carb, then the installation for it as well as many classic bikes, and two strokes is as follows:-



For bikes with **single carburetors**, it is necessary to drill the inlet tract. This can be quite straightforward if the rubber manifold between the cylinder head and the carburetor is long enough to accept the m5 or m6 spigot supplied in the kit.



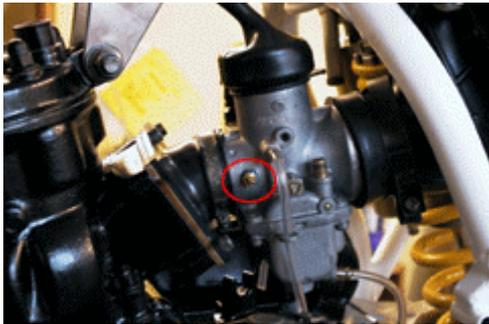
Remove the rubber inlet manifold. Drill a 4mm hole in the inlet manifold, being careful to remove any swarf created. Fit the M5 spigot from the Scottoil kit, using a silicon type sealer to ensure an airtight seal, and washers supplied in the kit, as shown left.

Re-install the rubber inlet manifold.

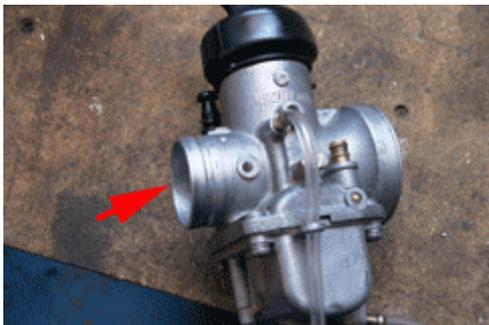


The pictures left, below left and top overleaf, show this procedure on the **BMW F650 fi 2000**.

Other bikes are very similar, and following the basic procedure will allow you to fit your vacuum connection easily.



On some bikes however, there is not enough clearance to fit the spigot onto the rubber manifold. If this is so, it is necessary to drill and tap a hole on the inlet tract of the carb. The picture on the left shows single cylinder motorcycle with the vacuum connection fitted. To fit the spigot for the vacuum firstly remove the carb.



Drill a small hole in the inlet tract of the carb. Tap this small hole with an M5 tap, to fit the M5 spigot. Note, you may find that the aluminium of the carb soft enough to allow you to tap the hole using the spigot, rather than a tap.

The hole can be drilled on either side of the carb – inspect both sides to find the best position.



This hole **must** be forwards of the throttle butterfly. Once the holes have been tapped, make sure that there is no swarf in the carb inlet.

Fit the **M5 Brass Spigot** as supplied in the basic kit, using a silicon type sealer and washers to ensure an airtight fit.

Carefully re-install the carb. on the bike, and push the **Damper Elbow** onto the spigot.



Installation for the RMV and Dispenser Assembly is described in our other pages; however, if you have any particular enquiries, please contact us on, details below.

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 for assistance. Thank you.

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