



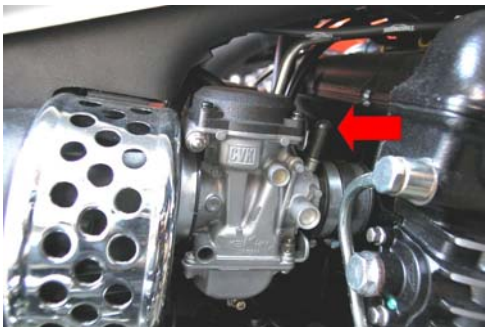
Scottoiler: Triumph Tiger Installation Guide for Triumph Tiger

Note: The HCR (sold separately) is not suitable for this model, we recommend the Lube Tube instead.



The Triumph Tiger name refers to several models. Prior to 1997 the Tiger was not fuel injected. And then after 1999 the fuel injection was changed slightly.

Locate the vacuum –



Pre 97 models: There is a rubber bung over a brass spigot on the inlet side of the carburetor, as shown below left.

Remove this bung and replace it with the Damper Elbow, part number 4 from the Scottoiler kit.

Pre 97 Non Fi Models

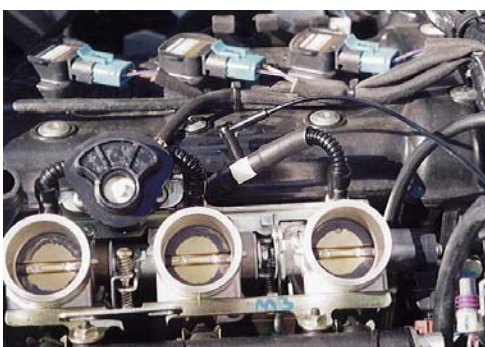


98 & 99 models: There is a vacuum pipe from the throttle bodies, as shown in the third picture.

Cut into this pipe and insert the special Triumph T-Piece (RM-150245), free of charge from Scottoiler.

Then press the Damper Elbow, part number 4 onto the third leg of the tee.

98 & 99 Models

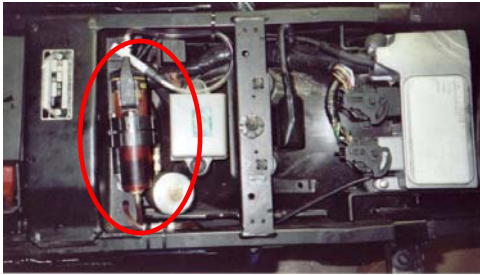


2000 onwards: Locate the vacuum – there is a corrugated vacuum pipe (SA-0155), as shown left.

Cut into this pipe and insert the cut ends into either end of the special Triumph T-Piece with Viton, available free of charge from Scottoiler.

Then press the Damper Elbow, part number 4, onto the third leg of the tee.

2000 onwards models



The RMV can be mounted under the seat, as shown left.

The more vertical the RMV the better and remember to avoid exhaust and engine components.

For further information, see our easy step installation guide – '**RMV Positions, General**'.



The Dispenser Assembly, shown left, is routed along the underside of the Swingarm using Dispenser Mounting Sleeves, Cable Ties & Glue. **Note:** an epoxy resin (eg. Araldite) is req'd to bond the sleeves to the Swingarm.

For further information see our easy step installation guide - '**Dispenser Assemblies, General**'.

The nib should feed the sprocket between the 6 & 7 o'clock positions, with the cut face facing outwards, as shown below left.



Once fitted, fill and prime the system and set the adjuster knob to 'prime'.

Start the engine and turn the adjuster knob until a flow of between 1 and 2 drops per minute is achieved.

Check the condition of your chain after a ride, and then adjust as required.

Note: Picture shows a similar Swingarm



The Dual Injector (sold separately) is shown opposite.

The Dual Injector feeds oil onto both sides of the sprocket between the 6 & 7 o'clock positions.

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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