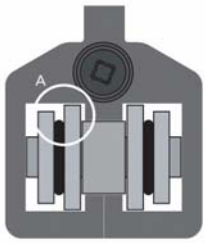
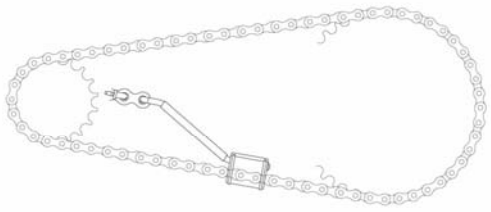
Scottoiler®
Slipperblock Fitting Instructions

The Slipperblock is a method of delivering oil into a chain to lubricate and clean it more effectively. It delivers oil to the edges of the ***inner*** side-plates of the chain as they pass through the block. The Slipperblock must be mounted on the ***lower run*** of the chain as it travels between the sprockets, allowing gravity to drop oil down into the chain. From the inner side-plates the fluid is centrifuged and spread by capillary action across the whole chain.

Slipperblocks are supplied in **two** sizes, one for **520 size** chains, one for **525/530 size** chains.
It is important that you fit the correct size block for your chain.
Refer to the sticker on the front of the box for sizing.




DETAIL A



Kit Contents
Slipperblock assembly
Slipperblock mounting block assembly:-
M6 Aluminium nut and bolt, 10mm spacer
2x5mm spacer, washer,
lockwasher internal and external,
Dispenser Sleeve, black - 18cm
Cable ties - 6 small
Cable ties - 6 assorted
Galvanised band, includes 2 rubber grommets
Delivery arm conduit (clear) 30cm
Kitbag:- Superglue, sandpaper, sticker,
barbed connector.
Fitting Instructions
Warranty Card

Suggested tools required
10mm Spanner, 5mm Allen Key
Snips, Hacksaw

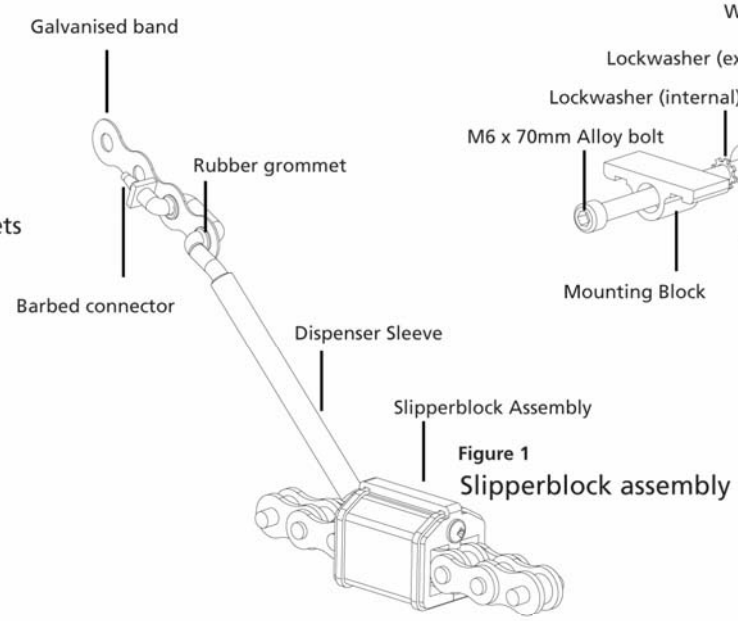
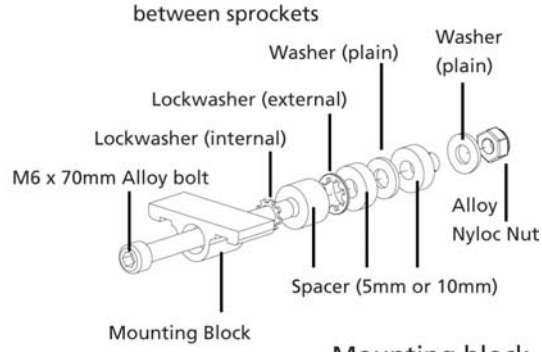


Figure 1
Slipperblock assembly



Mounting block assembly
Figure 2

Fig.1 Installation method from pre-existing mount point.
1. This is the most common installation using an existing bolt on the bike with the slipperblock trailing behind the dispenser sleeve. The most common bolts are those which are used to hold the protective strip (slipperstrip) around the front of the swinging arm to protect it from chain wear, but if care is taken it is also possible to use footrest bolts or bobbin mounts. Assorted cable-ties, glue, and delivery conduit are supplied for neat delivery tube routing.

2. If using an existing bolt eg one for a slipperstrip or bobbin mount it is necessary to pick one which will allow the galvanised band to sit next to the lower run of the chain. Fit the galvanised band to the bolt and loosely refit.

2.1 Bend the galvanised band as close to the chain as possible.
2.2 Fit the dispenser sleeve onto the clear tubing of the slipperblock assembly.
2.3 Fit the slipperblock around the chain. Do not fix with cable ties at this stage.

Careful adjustment is now required. Move the slipperblock and dispenser sleeve backwards and forwards along the chain for the best fit. A good starting point is between half and two thirds along the free chain between the sprockets. You must allow for suspension compression and keep the block clear of the rear sprocket. It is also important to keep the dispenser sleeve clear of the slipper strip as the sleeve can be worn by the chain if the chain can trap it between itself and the slipperstrip.

Both the galvanised banding and dispenser sleeve can be trimmed as required. We advise that when fitted, the dispenser sleeve should be no more than 5 degrees out of alignment either side of the chain.
Once the best fit has been found (it will vary from model to model and is well worth taking some time to achieve this as correct fit is imperative for the block to work properly) thread the clear tubing through both grommets on the galvanised band.

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Scottoiler Slipperblock Fitting Instructions, continued.

3. Pull the clear delivery tubing through until there is only a small amount of clear tubing (5-10mm) at either side of the dispenser sleeve.

3.1 RE-CHECK alignment with the chain (no more than 5 degrees out of alignment). Compress suspension and check block cannot make contact with sprocket. Spin wheel slowly and ensure no fouling.

3.2 Once satisfied neither slipperblock nor dispenser sleeving can become trapped, tighten securing bolt.

3.3 Trim back your existing dispenser assembly to clear tubing and using the barbed connector attach the new end to the tubing on the slipperblock.

Tip - when pushing tubing onto connectors lubricate with a little oil

Wheel the bike backwards and forwards to ensure installation is not snagged or trapped by either chain or sprocket, even on full suspension compression.

Lift the slipperblock off the chain and prime the system. It is imperative that before riding the block has oil inside it to lubricate both it and the chain, and easier to see if the oil has reached the block by looking inside. Once oil is present, replace it on the chain and fasten with cableties.

4. Adjusting the Flow

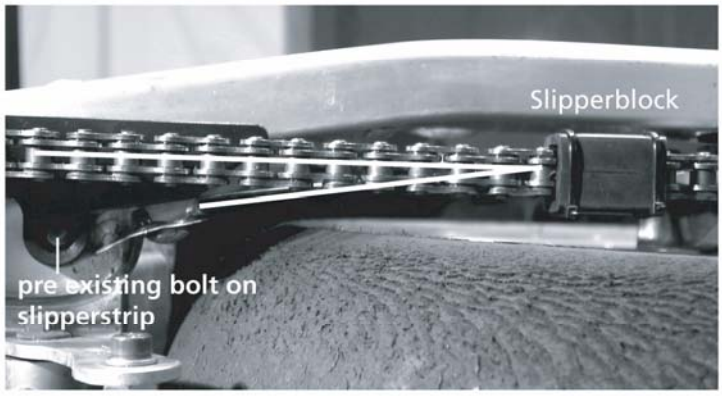
If you want to adjust the flow, either disconnect this delivery tube from the barbed connector, and with the engine running time the number of drops per minute, or, continually monitor the condition of your chain and adjust the flow rate up or down accordingly. Scottoiler recommend a flow rate of between 1-2 drops per minute, however this is a general indication and poor conditions may require more oil, good conditions less. It is important to monitor the condition of the chain so that it looks 'wet' without overloading it so that oil is flung off or drips from the underside of the chainguard.

5. Initial Run

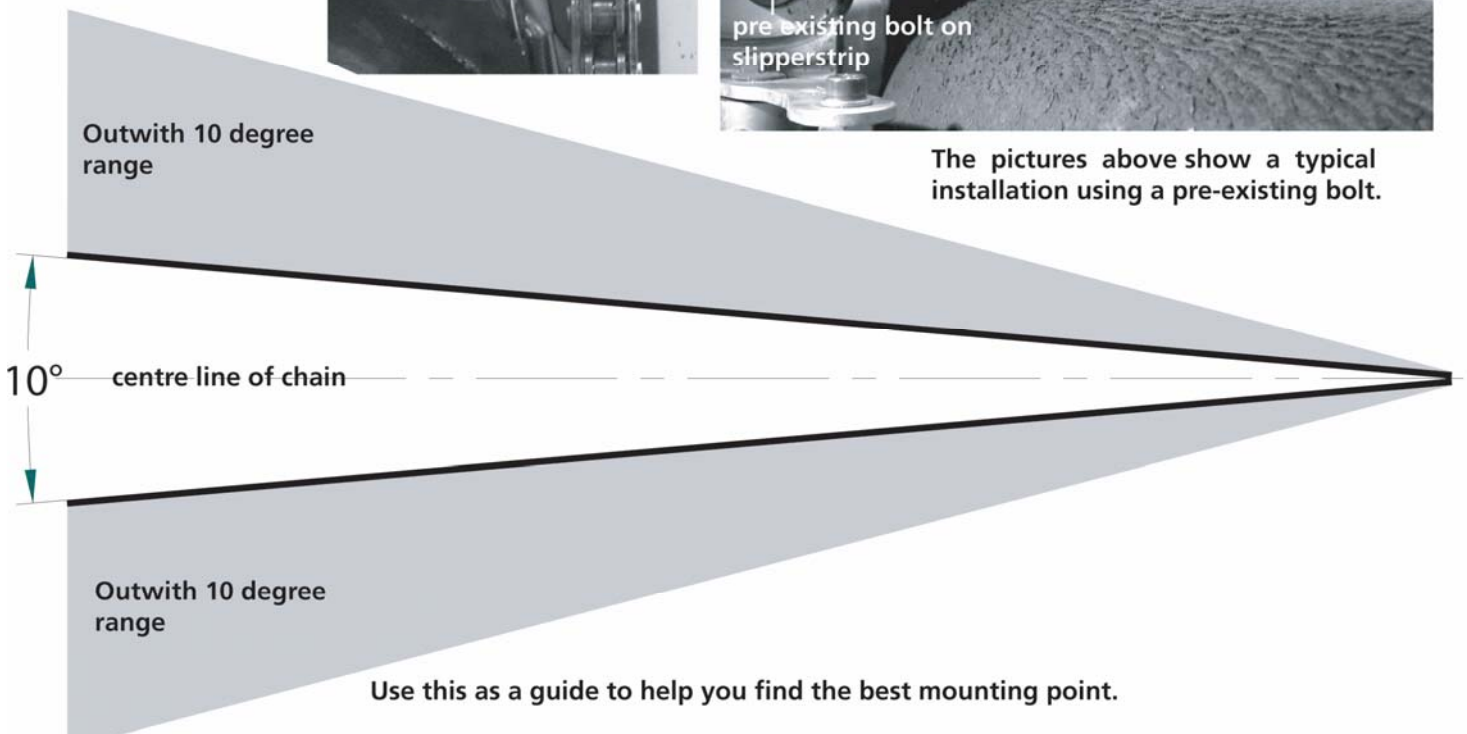
Take the bike for a test ride and stop every couple of miles for the first 10 miles to ensure block is intact.
Regular inspection is advised.

Fig. 2 Installation method for bikes with no pre-existing mount point

If you have not been able to locate a suitable bolt, it is possible to mount the galvanised band using the Mounting Block Assembly, as shown in Figure 2. Place the block on the underside of the swinging arm and mount using cable ties. Using the spacers align the galvanised banding with the edge of the chain. Follow the instructions from section 2.1 onwards for installation.



The pictures above show a typical installation using a pre-existing bolt.



Use this as a guide to help you find the best mounting point.

If you have any comments or queries with regards to the installation of your Slipperblock please don't hesitate to contact us by email at technical@scottoiler.com or by telephone on 0141 955 1100.
We are open Monday to Friday, 9am to 5pm.