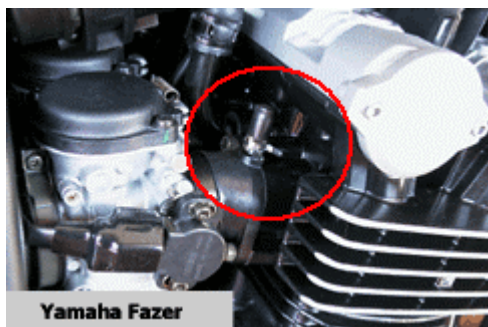




## Scottoil : Vacuum Connections, General.

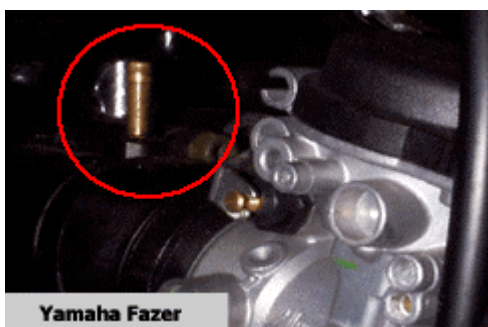


Fitting and finding the **vacuum connection**: All engines will have a vacuum, and most have a vacuum connection on or near the inlet tracts to balance the carburetors/fuel injection system. The Scottoil uses this vacuum to move 3cc of air. It's used once, when you initially start the engine, and will not affect the running of the bike if installed correctly as the vacuum side is separated from oil side of oiler by a diaphragm.



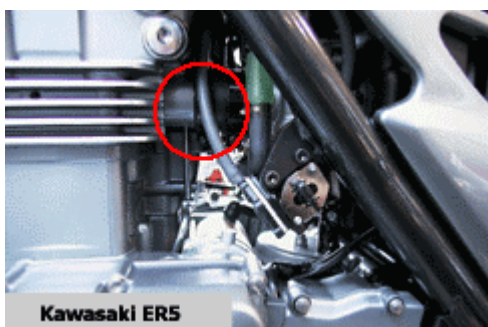
Yamaha Fazer

**Bungs.** Have a look at your carburetors or throttle bodies, and see if you can see a rubber bung, like the one on the left, or the one below. If you have, chances are you've got the easiest install of all! Remove the bung – sometimes these have a clip to keep them in place, but it's easy to take that off with a pair of pliers. Underneath the bung, you will see a metal post – its probably brass.



Yamaha Fazer

Once you've exposed the brass post, simply push on Part 4 from the Scottoil kit securely. You may find it quite a tight fit – if so, pour some hot water over the rubber damper elbow assembly watching out for those fingers before trying to push it on again. Alternatively heat with a hairdryer. You want a nice tight fit so as not to have any air leaks in the system.



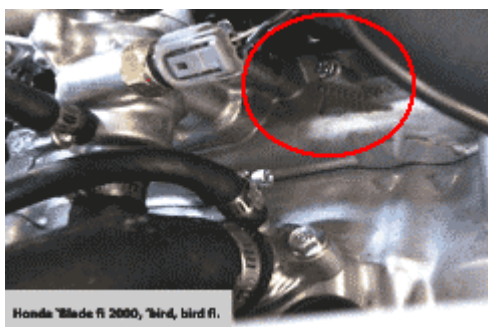
Kawasaki ER5

**Fuel tap with prime position.** Find fuel tap. If it has 'on, off, and prime' settings, you probably have a vacuum fuel tap. The prime position will have a corresponding pipe, which can be traced back to the inlet tract. It's probably thinner than fuel pipes from the tap. Cut into the pipe, and insert the tee piece from the Scottoil kit. Then, fit the damper elbow assembly to the third leg of the tee piece.



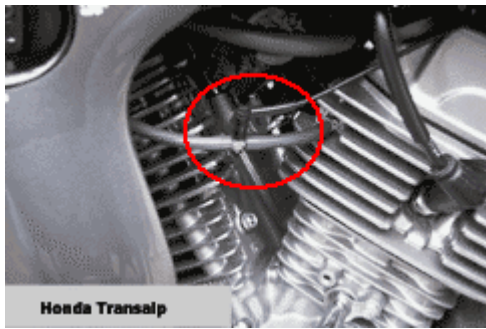
Ducati, all

**Ducati.** Got a Ducati? You're in luck – this is a very straight forwards installation, even if it's a fuel-injected model. There is a screw on the inlet manifold. (Circled in photograph on the left.) Simply remove the screw, + replace it with the M5 spigot + washer + threadlock/rtv silicon (M6 for the 999) from the Scottoil kit. Then push the damper elbow onto the M5 spigot. Our Ducati page has more details.

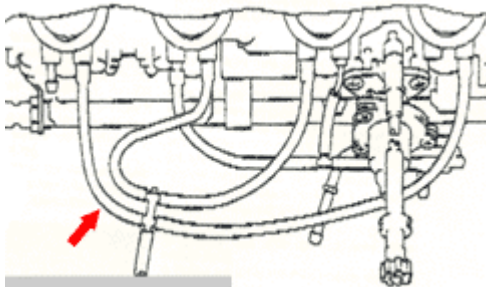


Honda Blade FI 2000, 'bird, bird fi.

**Screw on the back of cylinder head.** Photo, left, shows typical vacuum point. If it's a 4-cylinder bike, there will be 4 identical screws: 1 on each cylinder. Unscrew one + replace with either the M5 spigot, or the M6 spigot. (Honda is often M5, Yamaha M6.) Use some rtv silicon sealant, or thread lock and a washer to ensure an airtight seal, be careful not to over tighten the spigot. Push damper elbow from Scottoil kit onto the spigot.



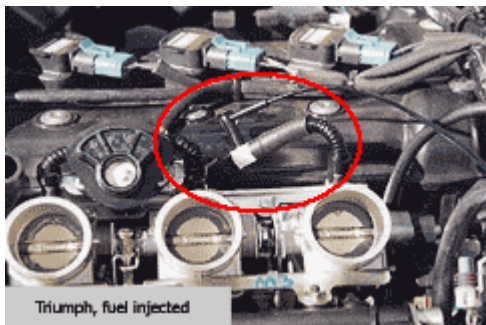
Honda Transalp



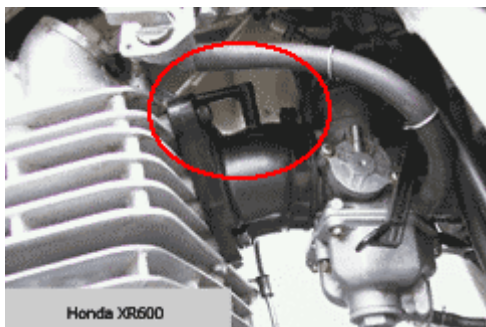
Honda CBR600/900 1999-02



Suzuki GSKR750



Triumph, fuel injected



Honda XR600

**Balance pipe.** If your bike is a v-twin, there's every chance there is a balance pipe between the cylinders. Disconnect one end, put your finger over it, and you will feel the vacuum when the engine is running. (Check both the pipe, and where you've taken the pipe off. One should be vacuum.) Once you've found a vacuum, cut pipe and insert tee piece. Push damper elbow from kit onto third leg of tee.

**More balance pipes.** Multi cylinder bikes often have balance pipes between cylinders. Also, there can be a check valve on balance pipes. If there is, cut on the engine side of the check valve. The diagram on the left shows a four-cylinder fuel injected bike. The balance pipes come from the bases of the throttle bodies. Cut into any of these before they meet.

The picture on the left shows a black and orange check valve. It can make a difference; so make sure you cut the tubing on the engine side of the check valve. Most Suzuki bikes have this setup, including fuel injection. Cut on the black side of the check valve. Once you've cut the pipe, simply insert the appropriate tee-piece, and then fit part four, the damper elbow assembly, to the third leg of the tee piece.

**Triumphs:** Ask your dealer if this affects warranty. Fuel injected Triumphs have corrugated vacuum pipe. Scottoiler supply a free tee piece/ tubing, contact us to order. The corrugated tubing under the tank / air box, is of larger diameter than other makes. Cut corrugated tube, and fit the tubing from Scottoiler – with tee piece attached – over the corrugate. Lubricate if necessary to ease fitting. Then fit Part 4. T595 1996-98 use large tee, no tubing. All non fi Triumphs use part 4 only.

**Single cylinder motorcycles** can take a little more time, but are straight forwards. The picture, left, shows the rubber inlet manifold. Remove this, and drill a 4mm to 4.5mm hole. Using washers and an rtv silicon sealant to ensure its air tight, fit the M5 universal spigot from the Scottoiler kit. Once the spigot is in place, refit the rubber manifold, and push the damper elbow onto the spigot. See Singles section.

If you have any further comments or queries, and are unable to resolve them from our website, please don't 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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