



Triumph vSystem Tiger 800, Tiger 800XC

C.A.R.B. E.O. No. D-674
Register your limited warranty online @ www.scottoiler.com/guarantee

Technical Support

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version 2.3

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1. Vacuum Connection

Hint: Model specific installation guides can be found at www.scottoiler.com

1. Locate the throttle bodies, then locate the rubber bung on the brass spigot.



(This will be on the inlet side) between the airbox and the cylinder head.

Push Vacuum tubing fully into the small side of the vacuum damper assembly (parts 3 & 4)



Hint: Lubricate damper elbow for easier installation.

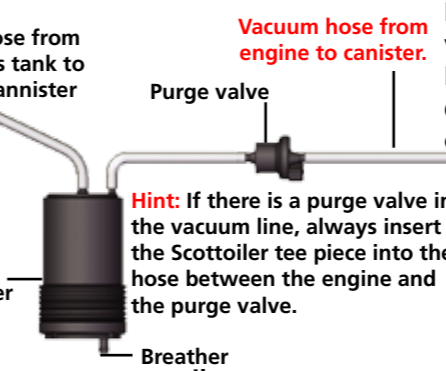


Remove black bung and replace it with the vacuum damper assembly part, (part 4).

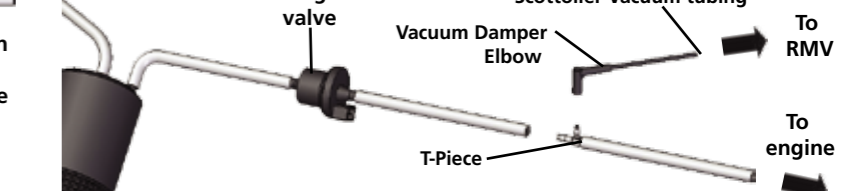
1a. Vacuum Connection - Bikes with EVAP Cannisters.

New models of motorcycles sold in Europe from 2016 onwards are equipped with evaporative emissions canisters which collect petrol vapour from the petrol tank. On these models there will be a **vacuum hose from the engine to this canister**, and also a hose from the petrol tank to this canister.

Model specific details can be found at www.scottoiler.com

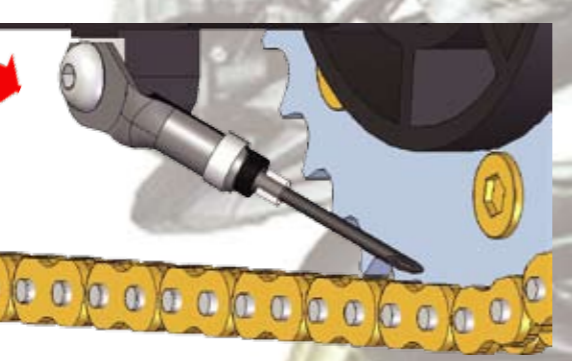


Locate the **vacuum hose from the engine to the canister**. Cut into vacuum hose between engine and purge valve and insert T-piece. Fit the Scottoil vacuum tubing (part 3) into the small side of the damper elbow (part 4) & press the larger side of the damper elbow onto T-piece.



2. Dispenser Assembly

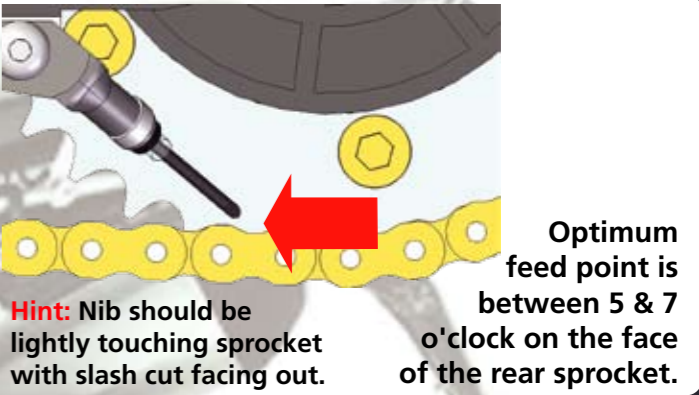
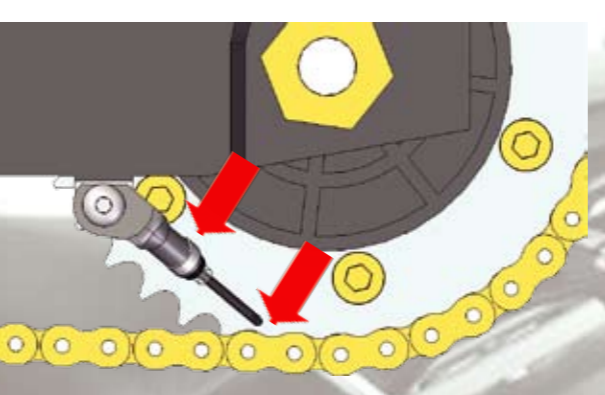
Place the angled dispenser plate (part 12) on the recessed bobbin mount with the curved face curving inwards. Align the straight edge with the underside of the swing arm and secure using the M8 screw (part 13)



Warning: Incorrect installation can result in excessive fling.

Secure the dispenser assembly to the dispenser plate by clamping around the black nylon sleeve using the dispenser plate clip (part 11).

Carefully position the nib between the 6 and 8 o'clock position on the outside face of the rear sprocket with the slash cut of the nib facing away from the sprocket. Take care to avoid the sprocket bolts. The metal dispenser plate can be bent towards the sprocket slightly and the nib length altered for optimum fit.



Optimum feed point is between 5 & 7 o'clock on the face of the rear sprocket.

Hint: Nib should be lightly touching sprocket with slash cut facing out.

3. Reservoir Meeting Valve (RMV)

Warning: Avoid hot exhaust and engine components

Remove both the seats.

To fit the RMV it will be necessary to drill 4 x 5mm holes in the underseat tray. This will allow the cage to be secured using 2 cable ties.

On Triumph Tiger 800 models, this will be on the left hand side of the underseat tray, on Triumph Tiger 800 XC models it will be on the right hand side of the underseat tray.



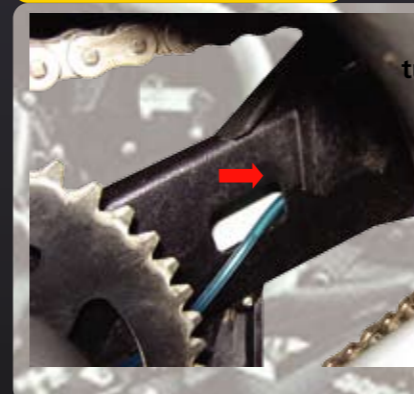
Using the cage as a guide, mark and drill 4 holes so that the cage is mounted at an angle.

Hint: The RMV should be mounted at an angle so that the bottom is lower than the top.



4. Tube Routing

Warning: Avoid routing against moving parts

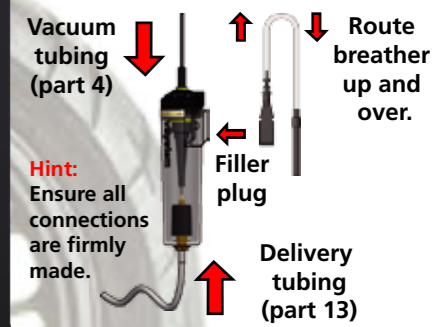


Thread the delivery tubing into the swing arm near the rear sprocket. Feed it out near the shock absorber and route tubing to RHS of brake line and up to the RMV. Push firmly onto the brass spigot on the bottom of the RMV.



5. Connections

Connect vacuum tubing and delivery tubing to the RMV.



6. RMV Filling

Fill RMV using bottle & spout (parts 19 & 20).

Hint: Always remove filler plug and breather before filling.



7. Prime System

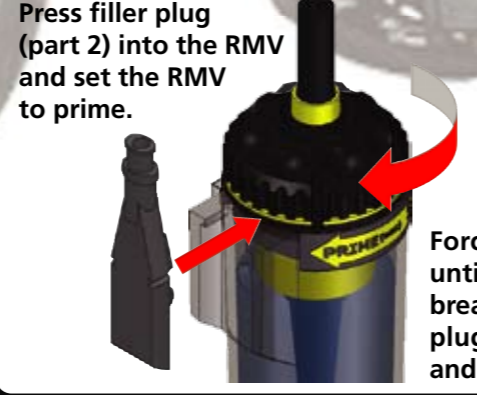
Warning: NEVER use compressed air.

Press filler plug (part 2) into the RMV and set the RMV to prime.

Connect spout to the filler plug and squeeze bottle.

Force oil down the delivery line until no air bubbles remain. Attach breather assembly (part 9) to filler plug and route breather pipe up and over as shown in section 5.

Hint: Hold bottle upright.



8. Set Flow Rate

Start your bike & allow the engine to warm up.

Adjust the flow until 1 drop per minute is achieved.

Check flow after a short journey & adjust if necessary.



Parts List



- | | |
|---|---------------------------------------|
| 1. RMV (Reservoir Metering Valve) (SO-0028) | 13. M8 x 16mm screw (RM-150065) |
| 2. Filler Plug (SA-0040) | 14. 250ml Scottoil (SA-0008) |
| 3. Vacuum Tubing (Black) (SC-0051) | 15. Filling / Priming Spout (SA-0126) |
| 4. Vacuum Damper (SA-0100) | 16. Scottoil Stickers (assorted) |
| 5. Instructions (RM-250026) | 17. Tee Piece (RM-150250) |
| 6. Breather assembly (SA-0010) | 18. CARB EO Sticker (RM-150217) |
| 7. Spare Nib (x2) (SA-0075) | |
| 8. RMV Cage (SA-0600) | |
| 9. Cable Ties (x6) (SA-0015) | |
| 10. Dispenser Assembly (SA-0024) | |
| 11. Dispenser Plate Clip (RM-150065) | |
| 12. Small Dispenser Plate - Tiger (RM-150063) | |

Scottoil operate a policy of continual design improvement, as a result contents may vary.



vSystem

Quick Setup Guide



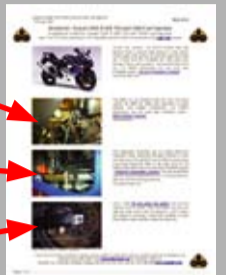
Other Bikes

Check our website, www.scottoiler.com, for model specific installation guides showing where and how to fit on different models of bike.

Vacuum Location

RMV Position

Dispenser Routing



Accessories

For touring or regular long distance commuters, it may be useful to have additional capacity to extend the range.

The Scottoil Lube Tube is an additional reservoir, which increases oil capacity, and due to its flexible nature, can be tucked inside fairing panels or seat panels, utilising 'dead space' on the bike.

The Lube Tube kit also includes 250ml of refill Scottoil, and is available on our website at www.scottoiler.com



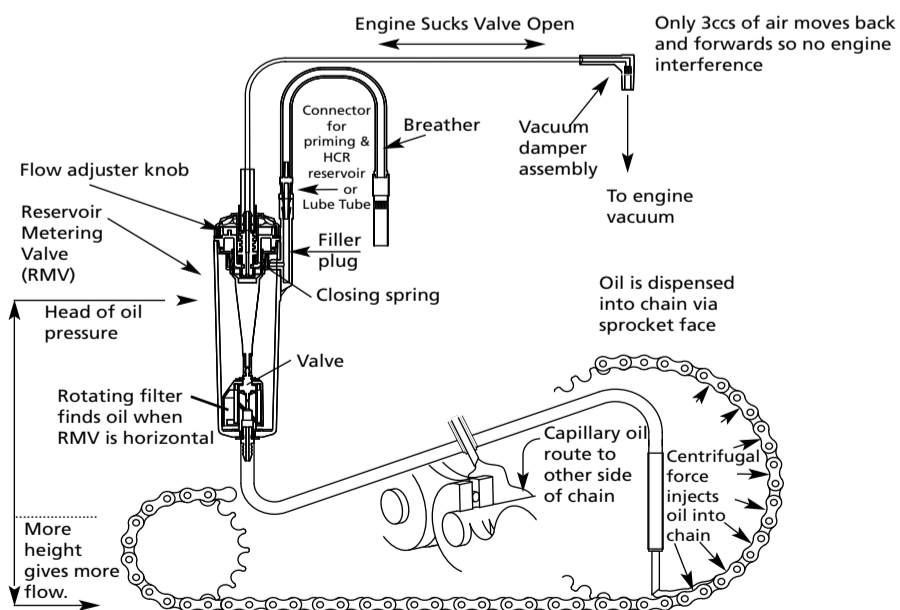
Limited Warranty

All Scottoil products are guaranteed to be free from defects in materials and workmanship for a period of two years from date of purchase.

Please register your product online at www.scottoiler.com/guarantee to verify the date of purchase.

Important: Do not tamper with, modify or dismantle any part of your Scottoil system. Such actions could damage the product and may invalidate the product warranty.

How It Works



How does the Scottoil work? The Scottoil vSystem is vacuum operated. When the motorcycle engine is running vacuum is generated, this lifts a diaphragm which in turn opens the valve. Whilst open the valve allows oil to drip feed under gravity down the delivery tube to the chain via the rear sprocket. There is metering built into the valve to provide adjustment to control the rate at which oil is dispensed. It is not a pump.

How does this affect the engine? It doesn't. The Scottoil's output is not affected by engine speed, throttle opening and so on. The vacuum chamber is a sealed unit and does not affect the running of the bike. Upon starting the engine the valve will open, this requires 3cc of air to be moved in order to lift the diaphragm, which stays up until the engine is switched off. It is not unusual to see the diaphragm pulsating with very low revs, particularly on singles and twins, don't confuse this for a pumping action, it is not a pump.

Frequently Asked Questions (FAQs)

1. Which products are suitable for my bike? Visit our website at www.scottoiler.com and select your bike 'Manufacturer' and 'Model'. Select the kit you want and download the installation guide PDF.

2. What oil should I use to refill my Scottoil? In ambient temperatures between 0 and 30 degrees Celcius we recommend Scottoil Traditional - Blue and in ambient temperature between 20 and 40 degrees Celcius we recommend Scottoil High Temperature - Red. Scottoil features a very low tack additive thus not attracting dirt. Scottoil cannot guarantee the compatibility of our systems using any other manufacturers' oils as the materials used are tested for compatibility with Scottoil only.

3. When should I refill my RMV (Reservoir Metering Valve)? If you refill the oiler before it runs dry you won't have to prime the dispenser tube. The Reservoir Metering Valve takes around ten seconds to top up with 50ml of oil which should last approximately up to 1500 miles.

4. Can I increase the capacity? The Lube Tube flexible high capacity reservoir increases combined capacity by up to four times. The Lube Tube can be fitted into any dead space on the bike and will mean up to 6,000 miles between refills.

5. Will the Scottoil only oil one side of my chain? No. The oil is fed to the chain via the sprocket face where it splits over the inner side plates. Some of the oil is diverted onto the o-rings and the remainder feeds under the roller onto the bushing. Capillary action will then draw the oil across the chain. For best results load the chain with oil from the bottle or a rag after cleaning and then apply approx 1 drop per minute to maintain this film of oil.

6. Will I get oil on my tyre? No, A flow rate of approximately one drop per minute applied via the sprocket face will provide an oil-film which will not pollute the running surface of the tyre and will give a dramatic improvement in chain life. In conditions where high levels of dust, sand or heavy rain are present more oil flow will be necessary to extend chain life.

7. Do Scottoil offer a fitting service? No. If you have a new bike and are local to Glasgow give us a call, we might be looking for your bike. If you aren't confident about fitting the system, having looked at the model specific installation guide for your bike, it is recommended to use a local motorcycle dealer experienced in fitting Scottoil products.

8. I want to move my Scottoil onto my new bike, are the spare parts available separately? Yes, the full range of spare parts, fittings and accessories are available online at www.scottoiler.com or by telephoning Sales on +44 (0)141 955 1100. Alternatively, contact your local Scottoil dealer, who can order the parts on your behalf.