



BMW F800 R (2009-)

Technical Support

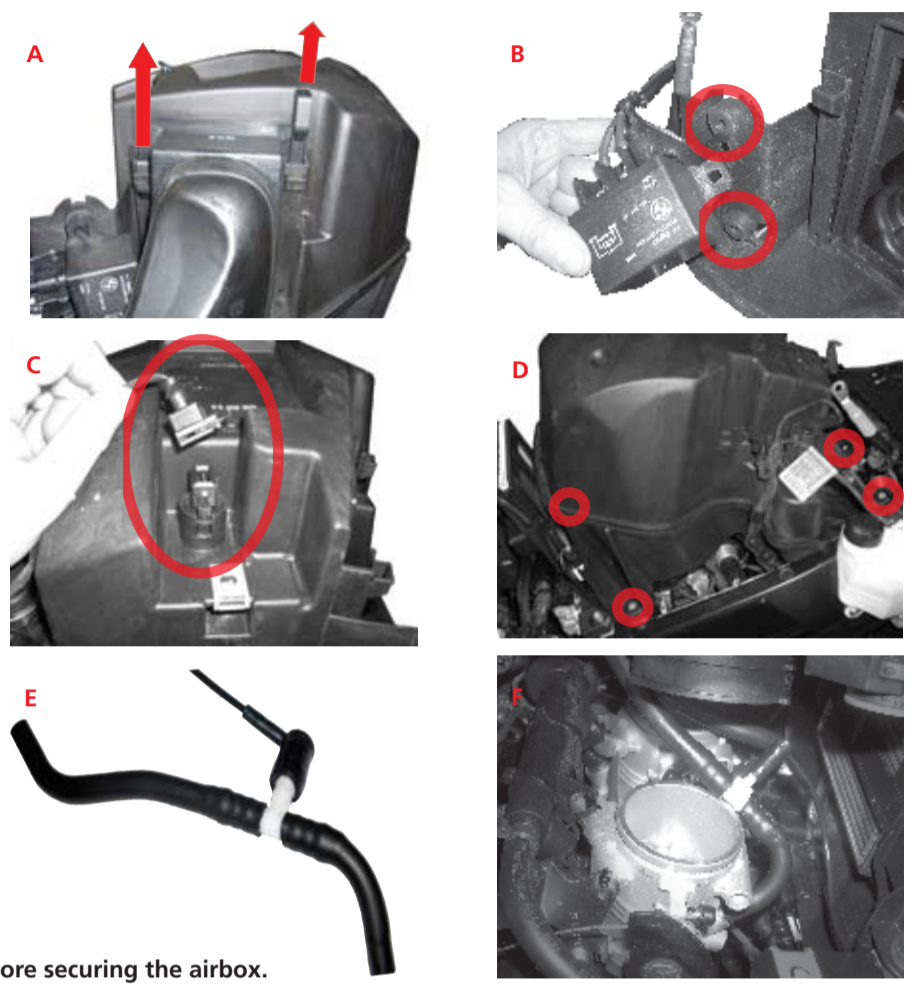
www.scottoiler.com technical@scottoiler.com +44(0)141 955 1100

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Use alongside your F800 R Rider's Manual supplied with the bike. If you are not comfortable working on the bike then seek dealer assistance. For a full parts list, system diagram & FAQ's see reverse.

Vacuum Connection Avoid routing against moving parts

1. Remove the seat referring to 'Chapter 4 - Operation' in your F800R Rider's Manual and then referring to 'Chapter 8 Maintenance' follow the instructions in the 'Battery' section to remove the centre trim panel and battery.
2. Referring to the 'Coolant' section in Chapter 8 remove the right hand side panel, repeat these steps to remove the left hand side panel too.
3. Remove the air inlet and air filter assembly from the LHS of the airbox, to do this depress the barbs on the locating wedges and slide the wedges out, as shown in picture A, then slide the air filter assembly up and out.
4. Separate the starter relay from the LHS of the airbox, as shown in picture B.
5. Disconnect the electrical connector from the Temperature sensor on the top of the airbox, to do this prize the spring out and lift the connector off, as shown in picture C.
6. Remove 4 screws and washers securing the corners of the airbox, as shown in picture D, using a T30 Torx wrench. Carefully lift the back of the airbox up. You will see a vacuum pipe from each throttle body going to the idle control valve on the bottom of the airbox.
7. Remove the Vacuum pipe from no.1 throttle body (on the LHS of the bike), and then carefully detach from the airbox. Locate the template supplied on the reverse of this sheet, place the pipe on the template - aligning the ends to ensure correct position.
8. Trim the end off the vacuum pipe as per the template, then remove the section of pipe as shown in the template and insert the tee piece into the vacuum pipe, as shown in picture E.
9. Replace the vacuum pipe with the T-Piece in place and repeat steps 1-6 in reverse, taking care to ensure the vacuum pipe does not kink when lowering the airbox and that the T-Piece is not going to interfere with the throttle linkage, as shown in picture F.



Note: Ensure the airbox is seated properly on the two air inlet rubbers attached to the throttle body before securing the airbox.

Dispenser Assembly Incorrect installation can result in excessive oil fling

1. Remove the rear chain guard mounting bolt using a T30 Torx wrench, it is not necessary to remove the chain guard itself.
3. Secure the Dispenser Assembly (part 14) to the Dispenser Plate (part 16) by clamping around the black nylon sleeve using the Dispenser Plate Clip (part 17).

2. Using the M6 x 50 screw and washer (part 12), screw the chain guard into place. Fit the BMW spacer (part 15) then Dispenser Plate (part 16) followed by the M6 washer and nyloc nut (part 13) see section 4 for nib position before tightening to secure.
4. Position the nib between 3 & 4 o'clock on the outside face of the rear sprocket with the slash cut facing away from the sprocket, taking care to avoid the sprocket bolts.

Note: swingarm not shown for clarity, it is not necessary to remove the rear wheel.

Reservoir Metering Valve (RMV)

The RMV can be secured to the subframe beneath the seat on the LHS of the bike using the Reservoir Cage (part 10) and cable ties (part 11).

Hint: Filler hole & adjuster knob should be kept accessible



Tube Routing Avoid hot exhaust and engine components

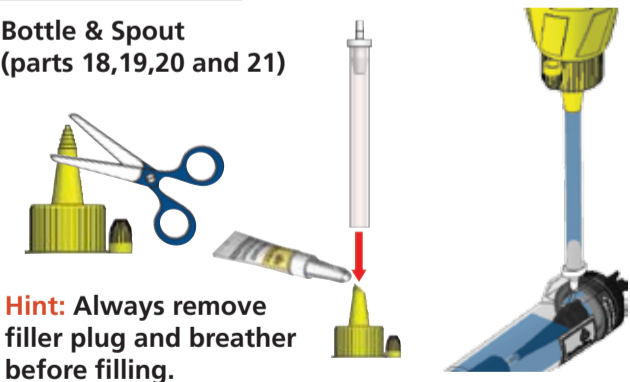
The delivery tubing can be routed along a channel between the slipper strip and the Swingarm before passing through a hole in the slipper strip and secured to the rear brake pipe. Then route across the back of the engine and up the LHS subframe.



RMV Filling

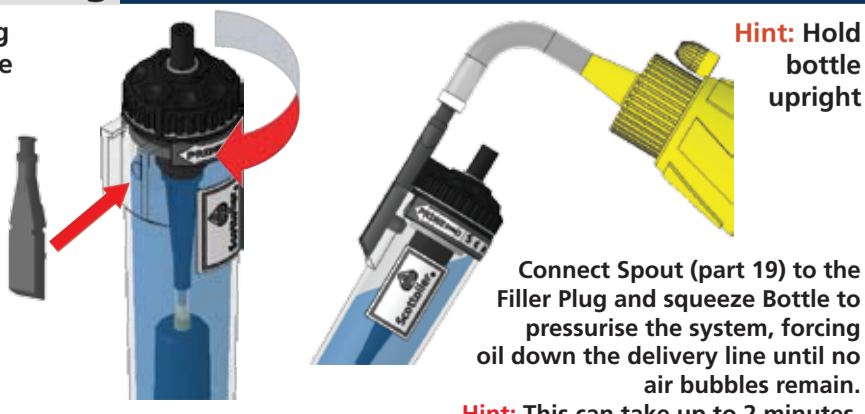
Bottle & Spout (parts 18,19,20 and 21)

Hint: Always remove filler plug and breather before filling.



System Priming Never attempt to use compressed air

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

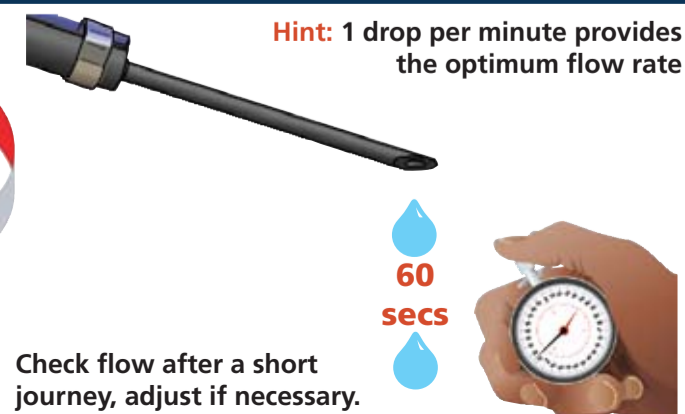


Connect Spout (part 19) to the Filler Plug and squeeze Bottle to pressurise the system, forcing oil down the delivery line until no air bubbles remain. **Hint:** This can take up to 2 minutes.

Set Flow Rate

Start your bike, allow the engine to warm up

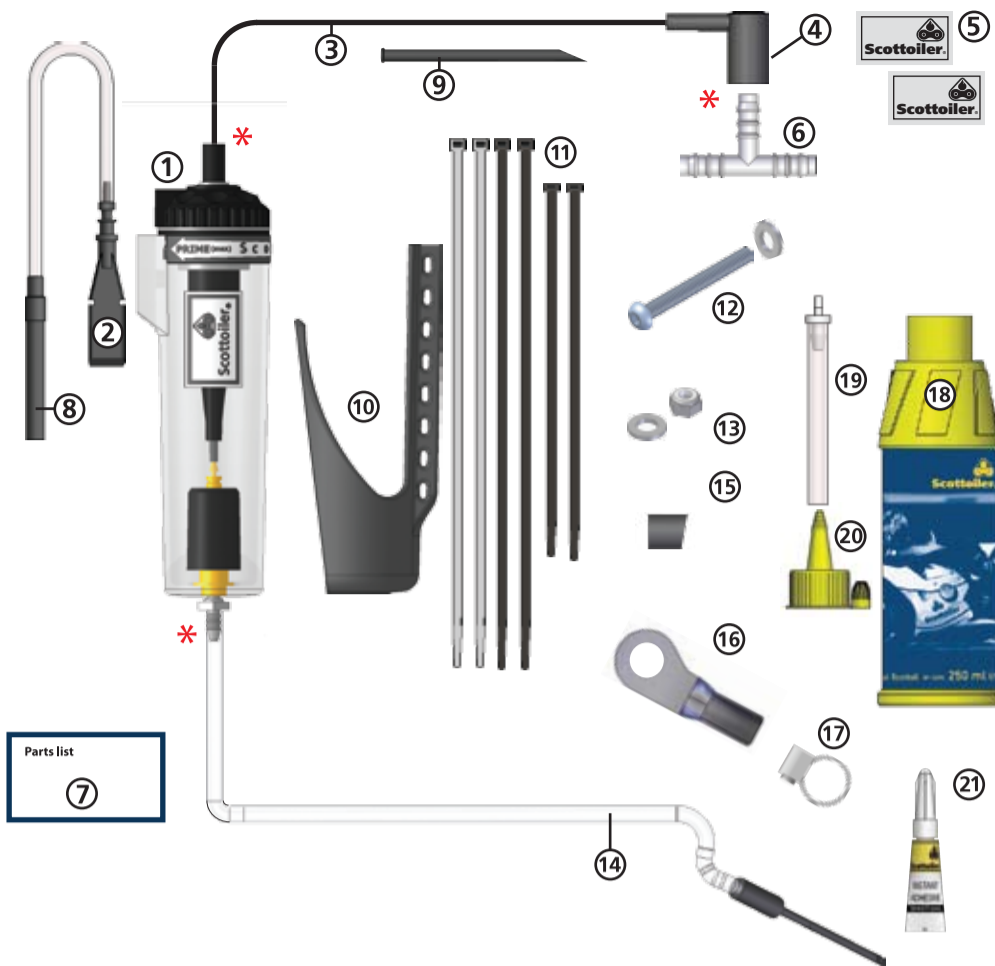
Adjust the flow until approx. 1 drop per minute is achieved



Hint: 1 drop per minute provides the optimum flow rate

Check flow after a short journey, adjust if necessary.

Parts List



- | | |
|-----------------------------------|---------------------------------|
| 1. RMV (Reservoir Metering Valve) | 12. M6 x 50 screw and washer |
| 2. Fillerplug | 13. M6 nyloc nut and washer |
| 3. Vacuum Tubing (Black) | 14. Dispenser Assembly |
| 4. BMW Vacuum Damper Assembly | 15. M6 BMW spacer |
| 5. Scottoil Stickers (x2) | 16. Dispenser Plate small (8mm) |
| 6. Tee connector - 8mm | 17. Dispenser Plate Clip |
| 7. Instructions | 18. 250ml Scottoil |
| 8. Breather Assembly | 19. Filling Tube |
| 9. Spare Nib (x2) | 20. Spouted Cap |
| 10. RMV Cage | 21. Superglue |
| 11. Cable Ties (6 assorted) | |

* where highlighted ensure connections are firmly made, use Scottoil to lightly lubricate if necessary.

Vacuum Tubing Cutting Template

Remove vacuum tube from throttle body number one, as detailed overleaf.

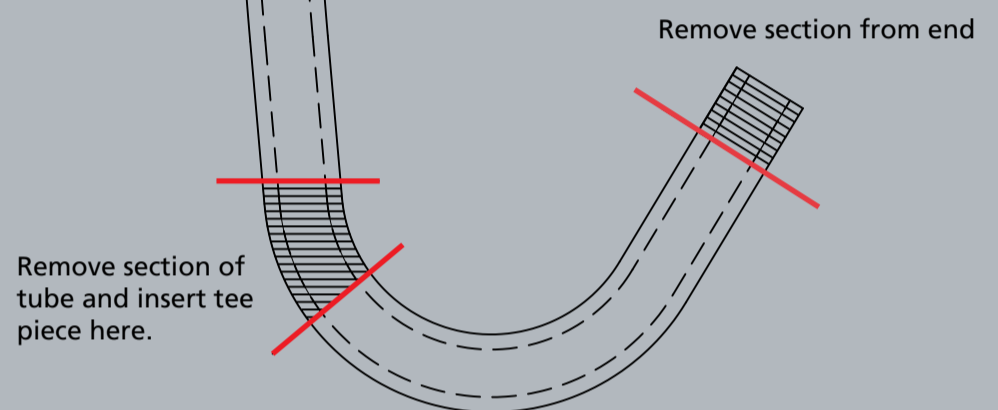
Place tube on the template below, lining up the ends with care.

Cut the tube as indicated by the 3 red lines below, removing the areas shaded.

Insert tee piece, pushing the tubing on until it can go no further.

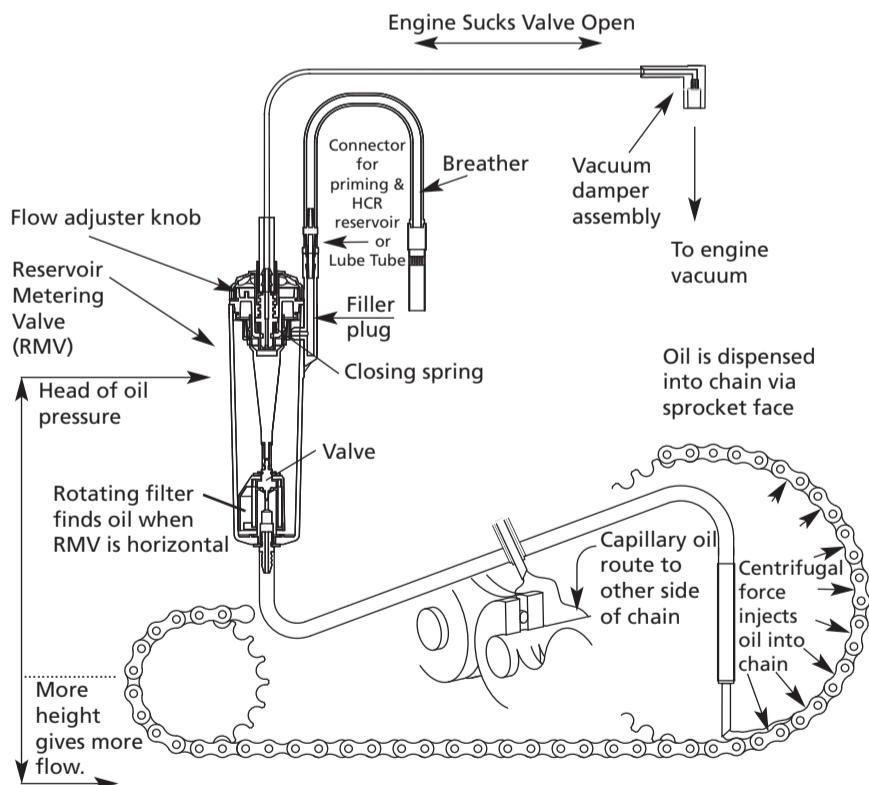
Hint: lubricate ends of tube with a little Scottoil.

Re-fit vacuum tube to bike, ensuring the vacuum tubes do not fold flat when re-seating the airbox, and taking care to ensure the tee piece is clear of the moving throttle mechanism.



How It Works

Only 3ccs of air moves back and forwards so no engine interference



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 (FAQ's)

1. Which products are suitable for my bike? Visit our website 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 20 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 1500 miles.

4. Can I increase the capacity? Yes, the Magnum High Capacity Reservoir increases capacity by up to eight times. The HCR is fitted behind the number plate and the combined increased capacity will give approximately 10,000 miles between refills. Alternatively, 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 approximately 3000 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.