



YOUR CHAINS LIFE IS RIDING ON IT ...

Useful Tips

1. When fitting the electrics, some newer bikes do not have earth return through the frame, therefore it will be necessary to fit the earth wire (black with eyelet) to the negative terminal on battery or earth return in wiring loom.
2. When connecting the positive lead (red wire with in-line fuse) it is recommended to connect to a contact operated by the ignition switch at the fuse box – but to make it easier- if you ride with lights on, to a wire leading to the rear lights.
3. When fitting the feeder unit to the swinging arm ensure you keep the outlet to the chain far enough away from where chain meets the rear sprocket or the whip of the chain may grab the outlet tube and rip it out. We have also supplied two self-adhesive cable tie mounts – these can be used if the taper on the swinging arm allows the cable ties to slip down the taper.
4. When routing the supply tube through the frame it is recommended to pass as close to the swinging arm pivot as possible. This will minimise movement of the tube. You can make it easier to manipulate, by slightly warming the tube, using hair dryer, etc., also keep the tube away from sharp edges and from crimping.
5. The system of flow is operated by the timer. When you switch on the ignition a solenoid operates a pump which will pump oil on to the chain, which is regulated by the timer.
6. Don't forget that the system starts with the off time. Depending upon the setting, it might take the system some time (30 sec at mark 9) - (130 sec at mark 1) before the system will activate.
7. Some bikers fit the container under the rear side fairing and pull the filling tube into the area under the seat – giving access to the dip tube and for filling.