

RLS Oiler

Reliable Lubrication System

Mounting instructions

OVERVIEW OF MAIN PARTS

Flow regulator



Injector



Reservoir



Electromagnetic valve



Tube



INSTRUCTIONS FOR FITTING

In fitting is important that separate parts follow each other in the right sequence.

1. The breather filter
2. Reservoir
3. Electromagnetic valve
4. Regulator
5. Injector

Place the reservoir in such way that the difference in height between the breather filter and the reservoir is so big that the oil will not leak out across the filter when you drive into the hill.

ELECTRIC CONNECTION

Connect the cable with the – sign (blue colour) on the negative pole of the accumulator.

Connect the cable with the safety fuse and + sign (black colour) on the voltage source 12V which is active only when the contact is established (e. g. the lights, heated grips ...).

If the connection is made properly, you should hear a click, when re-establishing the contact, in the housing of the valve. When re-establishing the contact, the path through the valve should be opened which can be checked by blowing through the tube.

RESERVOIR

The reservoir should be placed in the upright position as much as possible.

Attach the rubber pipe with the air filter on the plug of the reservoir; the difference in height between the reservoir and the air filter should be as big as possible because the oil will leak out across the air filter when you drive into the hill if the difference in height is too small.

The air filter should be placed in such way that in the case of the eventual leak the oil will not leak out on the tyre.

Attach the electromagnetic valve on the lower part of the reservoir.

For the correct connection (the direction of the flow) look at the arrow on the housing of the valve.

REGULATOR

At the delivery each regulator is set on the closed position. The circulation is opened by rotating in the left and closed by rotating in the right.

You attach the rubber pipes so that the exit tube from the electromagnetic valve is attached on the side connection, while the tube of the injector is attached on the middle connection.



INJECTOR

Most frequently the injector is set up on the lower part of the swingarm. It can be attached with wrap ties or epoxy glue (not enclosed) or screwed with the enclosed screws which is the most reliable thing to do.



The rubber tube should be firmly attached on the aluminium wire with which you set the position of the injector in such way that the end of the black pipe softly touches the sprocket a little above the chain. By doing this you will achieve the best possible lubrication effect because the oil will, because of the centrifuge force, slide down along the sprocket on the chain.

THE FILLING OF THE SYSTEM WITH OIL

At the filling you must be careful that the air bubbles do not come into the system, because later on they obstruct the use of the system!!!

1. Check the correct connection of all tubes.
2. Establish the contact in order to open the electromagnetic valve.
3. Rotate the regulator from the closed position for two to three turns to the left in order to enable the oil a completely free flow while filling the system.
4. **While filling, the regulator should be turned upwards with the middle connection (the exit)!** With this you will, while filling, prevent the occurrence of air bubbles which prevent the system from functioning correctly.
5. Fill the reservoir with the oil and wait for the oil to come running all the way to the injector on the sprocket.

Set the regulator and attach it on the desired place

DOSAGE

The correct interval of lubrication is approximately 1 drop in two minutes. The interval can be increased while driving in the rain.

When touching the chain or looking at it, it must not be wet because of the oil, but it should be of a mat grey colour.

At high variations of temperature the regulator should be once again set because of the changes of the oil's viscosity in accordance with the temperature.

For all additional information, please contact us through the following phone number: +386 41 723 550 or e-mail info@rls-oiler.com.

LIST OF POSSIBLE ERRORS

ERROR	CAUSE	ELIMINATION OF ERROR
The regulation is not possible or it is hard to set the correct circulation.	Air bubbles in the system. The filling was not carried out correctly.	1. Ventilate the system. 2. Vacate the whole installation and repeat the filling procedure in accordance with the instructions.
The oil is being thrown on the back part of the motorcycle (the tire, the number plate, the swingarm).	Incorrect setting of the flow	Reduce the flow to a drop in two minutes.
When I park the motorcycle, the oil is still leaking out of the injector.	<ol style="list-style-type: none">1. Incorrect electric connection2. Air bubbles in the system.	<ol style="list-style-type: none">1. Black wire with the + sign must be connected on the voltage 12V which is active only when the contact is established.2. Ventilate the system.
The oil does not dropping out of the injector even at the maximum adjustment of the flow.	Electromagnetic valve is not under voltage.	Check the electric connection and the safety fuse of the electromagnetic valve.
The chain is dry.	Incorrect setting of the flow.	Increase the flow to a drop in two minutes.