



It's what's on the inside that counts!

PDOiler Mini

FITTING & OPERATING INSTRUCTIONS

1. Select anywhere on bike to fit the Mini pump and the reservoir. The pump may be laid on its side. No need to secure at this stage. The Reservoir may be fitted in the upright position or can be laid down, ensure the Vent pipe is uppermost, you may cut the pipe to not less than 2 cm. Route the Filling tube to a position where you will be able to reach for the filling operation.
2. Fit the feeder tube assembly underneath or on the inside of the swinging arm, position the tube end so that it is 75mm before the chain meets the rear sprocket and 20mm above the centre of the rollers (cut tube if necessary), secure using cable tie (supplied) - when tightening the cable tie make sure the rubber support is flattened. If you have a tapered swinging arm – you may need to use the cable tie mounts to stop it slipping.
3. Route supply tube through frame, try to ensure the tube passes close to the swinging arm pivot (this will minimise the movement of the tube), position the self-adhesive clips where necessary (clean surface before fitting), then fit tube into clips and on to meet the oiler container nipple. **DO NOT FIT TUBE TO THE NIPPLE you need to prime (Fill) the tube with oil until it comes out on to the chain using the syringe provided or an oil can.** Fit tube to nipple. Secure the container (using the cushion pad and cable ties) supplied. You will also need to prime the tube from the reservoir to the Pump. To do this use the adapter which is supplied with the syringe, connect syringe to the tube and inject oil into the tube until it comes out into the reservoir, then fit tube to pump.
4. Connect In-line fuse assembly, the black wire attaches to negative terminal of battery and the red wire needs to be attached to the positive terminal of the battery.
5. Select suitable place to fit the Timer where you can access it easily. Plug all white connectors together; Oiler, Timer and In-Line fuse assembly. When you have connected everything your Timers Green LED should be on, this will last for 20 seconds and the go off (as long as it is not sensing movement). When you switch the engine on you should notice the Green LED will come on (if not check step 4 or relocate the timer). If your PDOiler is new, set the timer knob to 'Fast' (9 on dial), after about 50 seconds you should feel a slight 'tap' from the pump, then approx 20 seconds thereafter. You can also check operation by observing the Red LED on the timer dial, this will indicate when the PDOiler is activated and the off time can be adjusted using the control knob. The timer programme will always begin with the off stage (about 40-210 seconds.) Depending upon the setting, followed by the on time and so on but the Green LED should be on if the PDOiler is working. **(Note that the Timer senses vibration which your bike is emitting when running, so if the bike is not running or moving the PDOiler will not work even if its connected to the battery).**
6. Filling Instructions.
 - (a) Remove reservoir filling tube stopper.
 - (b) Inject oil (we recommend our motorcycle chain oil) but any suitable oil will do, into the reservoir (using syringe (supplied) or oil can) until full. Regularly check oil.
 - (c) Set timer knob to 9, upon activation when engine is running, oil will appear in the supply tube in pulses approx every 20secs until oil drips out of the end onto the chain. If you didn't prime the supply tube this may take about 50 minutes or you can prime the system first by filling the supply tube with oil – using the syringe or an oil can, etc.. See step 3.
 - (d) Set control knob to suit rider requirements.

CAUTION

During operation, oil may find its way onto the rear wheel and tyre, it is advisable to remove this without delay.

Technical information: Voltage: 12v Current: 0.6A (when activated.) 0.15mA (when de-activated.)

Fuse Type: 1A (F) (Quick Blow) 20mm x 5mm

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