

KIRBY ROWBOTHAM TECHNICAL ENGINEER

58 ARCH STREET, RUGELEY, STAFFS. WS15 1DL

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OIL FILTER FITTING INSTRUCTIONS

Please note: The oil fittings are of the “push-in & lock” type. The only tool needed to fit and connect the tubes is a sharp Stanley knife. A length of split rubber tubing is included in the kit, this is to be cut to the desired length and fitted over the nylon oil tubing where there may be a risk of the nylon tubing chafing on the frame or engine. Oil supply may be lost if the nylon tubing chafes through. Please be aware of this situation and use the rubber tubing provided it is there for your benefit.

Please note that the fitting at the rear of the timing cover is marked with a red dot, as is one of the fittings in the oil filter mounting plate. These dotted fittings must be connected together. If they are not, no oil will flow. Lack of oil will result in wrecked engine.

You have been warned.

To fit the filter plate.

1. Fit the filter plate to the position shown on the photograph below, using the supplied U-bolt to secure it to the motorcycle frame.

A = Oil in frame model.

B = Other models.

2. To re-fit your timing cover.

On pre-unit construction engines the oil feed dowel tube located in the mounting face of the crankcases below the oil pump, must be reduced in length to 6 mm or one quarter of an inch long. Refit the cover as normal.

On unit construction engines, the gearbox outer cover will need to be removed in order to fit the timing cover. Leave the gearbox outer cover, off until the rear timing cover oil line has been connected to the filter plate. Fit timing cover as normal. The casting extension on the front of the gearbox outer cover may need easing with a file or rotary file to give clearance to the rear timing cover oil filter fitting.

3. Connect the fitting in the rear of the timing cover (marked with a red dot), to the fitting in the filter plate (also marked with a red dot).

To fit the tubing into the fittings:

Cut the nylon tube to the required length with a sharp knife, keeping the cut square.

Ensure that the length of tubing that you cut will reach from the timing cover to the filter plate, before cutting it.

Push the tubing into the fittings at the oil filter, as far as it will go. (To test, gently pull back on the tubing. The tubing should remain in the fitting. If not, push the tubing further into the fitting.)

4. The fitting at the front of the timing cover must now be connected to the fitting in the centre of the oil filter plate. The system should now be successfully fitted to your machine.

VITAL: The system must now be primed with oil.

To prime the system the system, disconnect the oil tube from the rear of the timing cover. Disconnect the oil tube from the front of the timing cover. Insert the nozzle of an oil can to the rear tube. Pump the oil can until oil appears at the end of the front tube. Re-connect the tubes to the timing cover.