

PRO-OILER

Installation + Operating Manual

v3.31:lahrtGPSBNG

1 Safety Warnings

2 Installation

2.0 Tools for installation

2.1 Installation overview - the components

- 2.1.1 Controller
- 2.1.2 Junction box
- 2.1.3 Pump
- 2.1.4 Oil container
- 2.1.5 Speed Signal
- 2.1.5a GPS module
- 2.1.6 Nozzle system

3 Using the Pro-Oiler

- 3.1 Starting
- 3.2 Prime the oil lines
- 3.3 First check
- 3.4 Differences to spray on lubricants
- 3.5 Ideal setting

1 Safety Warnings

Oil Flow

The PRO-OILER delivers oil to your chain in precisely metered doses. It can be set to deliver from zero oil to more than 1 drop per second, and anything in between.

The PRO-OILER is a "total-loss" type lubrication system: Oil that comes onto the chain also comes off it.

This is called "fling-off" - some of the oil will disappear into the air-flow, but some will also be deposited as droplets on the back of the bike, including the wheel-rim and tyre-wall.

Fling-off is normal and unavoidable. The objective is to keep it to the minimum - and this is where the PRO-OILER's concept and system excels.

The ideal is to set the PRO-OILER so that it delivers **just enough** oil to keep the chain lubricated, but no more.

- Once the chain is saturated with oil, any extra oil will just fling off immediately.
- Take the time to familiarize yourself with operating the PRO-OILER, and find the right settings for your bike.
- After installation you should check the chain and rear tyre for excessive oil delivery after short rides.



Excessive oil on the frame can lead to loss of grip and cause an accident.
Do not use settings that are richer than you need for the road conditions.

2 Installation

2.0 Tools

You can install the Pro-Oiler with basic tools,

- wire cutter and stripper
- small philips/cross head and small blade screwdriver (for PO junction box screws and connections)
- spanner 7 and 8 mm (for nozzle bracket)
- allen head key 3 and 4 mm (for nozzle bracket)
- hobby knife (cutting controller cable sleeve, if needed)
- Electric drill (drilling holes in the PO junction box + installing bracket to swingarm, if needed)
- Multi Meter (optional)

2.1 Installation overview - the components

The first thing to do is to think carefully about where you want to fit the components.

On some bikes there are many options, because there is plenty of space under the saddle and/or behind the side panels.

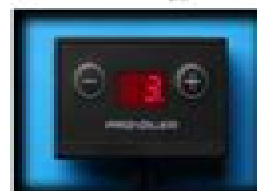
There are many examples in the Gallery at www.pro-oiler.net - not just for your own bike, but for other types too, and these can also give you some useful ideas.

2.1.1 Controller

The controller unit contains the microprocessor - it's the PRO-OILER's electronic brain. This is where you program the PRO-OILER, and adjust your settings for the road conditions.

[+] = more oil [-] = less oil (range: ---, to **EE**, where ---, = OFF)

Holding the [+] for a few secs will initiate the priming sequence (20 pump strokes). Holding down the [-] will toggle between standard mode (speed based delivery) and timed mode (E-mode).



E-mode can be selected for off-road conditions, range: ---, to **EE** (where ---, = OFF and EE, is extreme rich delivery)

The display also shows decimal point on the right side. When there is no speed signal received, it will switch automatically to E-mode (timed mode) after a few minutes to ensure lubrication.

In general, it's best to place the controller where you can operate it with your left hand so you don't have to release the throttle. Feed the cable from the controller under the tank, connected to the JUNCTION BOX under the seat.

2.1.2 Junction box

The PRO-OILER uses a switched 12V power source for the controller, the GPS module and the pump. All the electrical connections come together in the junction box - power, earth, controller, pump and signal.

Preferred location for the junction box would be under the seat or behind a side panel.

You will need to drill holes in the box or order it with the holes already drilled.

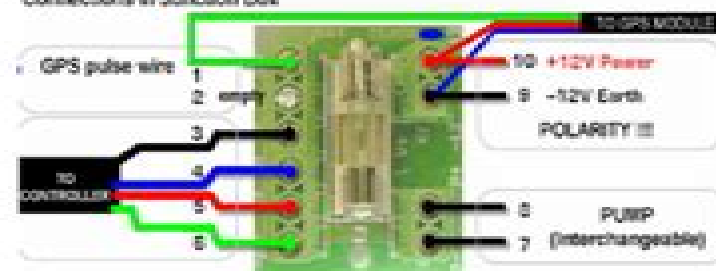
You can take the board out of the box to make connections easier and to prevent damage while drilling the holes. (It is fitted with a small piece of 3M ductblack tape)

The PRO-OILER needs a **switched** +12V power supply, (for connection use the red wire for +12V and black wire for earth and the "Fuse-Tap" connector)

An easy and usually accessible location to make your +12V connection is the rear light on bikes where the lights are "always-on".

Otherwise, consult your bike's wiring diagrams to find a switched power supply, for example in the fuse-box area.

Connections in Junction Box



Do not connect the +12V directly to the battery! This will drain the battery within a couple of days.



- Incorrect electrical connections can cause irreparable damage to the PRO-OILER's controller.
- Electrical connections must only be made with the power supply turned **OFF**!



If you have a multi-meter, this can be useful, but it's perfectly possible to do the full installation using only the PRO-OILER controller's built-in diagnostic tools, like the pulse counter.

Pro Oiler Manual

JS Bruner



Pro Oiler Manual:

Pro Oiler Manual Book Review: Unveiling the Magic of Language

In an electronic digital era where connections and knowledge reign supreme, the enchanting power of language has are more apparent than ever. Its ability to stir emotions, provoke thought, and instigate transformation is really remarkable. This extraordinary book, aptly titled "**Pro Oiler Manual**," published by a highly acclaimed author, immerses readers in a captivating exploration of the significance of language and its profound affect our existence. Throughout this critique, we shall delve in to the book is central themes, evaluate its unique writing style, and assess its overall influence on its readership.

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Table of Contents Pro Oiler Manual

1. Understanding the eBook Pro Oiler Manual
 - The Rise of Digital Reading Pro Oiler Manual
 - Advantages of eBooks Over Traditional Books
2. Identifying Pro Oiler Manual
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Pro Oiler Manual
 - User-Friendly Interface
4. Exploring eBook Recommendations from Pro Oiler Manual
 - Personalized Recommendations
 - Pro Oiler Manual User Reviews and Ratings
 - Pro Oiler Manual and Bestseller Lists

5. Accessing Pro Oiler Manual Free and Paid eBooks
 - Pro Oiler Manual Public Domain eBooks
 - Pro Oiler Manual eBook Subscription Services
 - Pro Oiler Manual Budget-Friendly Options
6. Navigating Pro Oiler Manual eBook Formats
 - ePub, PDF, MOBI, and More
 - Pro Oiler Manual Compatibility with Devices
 - Pro Oiler Manual Enhanced eBook Features
7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Pro Oiler Manual
 - Highlighting and Note-Taking Pro Oiler Manual
 - Interactive Elements Pro Oiler Manual
8. Staying Engaged with Pro Oiler Manual
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Pro Oiler Manual
9. Balancing eBooks and Physical Books Pro Oiler Manual
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Pro Oiler Manual
10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
11. Cultivating a Reading Routine Pro Oiler Manual
 - Setting Reading Goals Pro Oiler Manual
 - Carving Out Dedicated Reading Time
12. Sourcing Reliable Information of Pro Oiler Manual
 - Fact-Checking eBook Content of Pro Oiler Manual
 - Distinguishing Credible Sources
13. Promoting Lifelong Learning

- Utilizing eBooks for Skill Development
- Exploring Educational eBooks

14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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