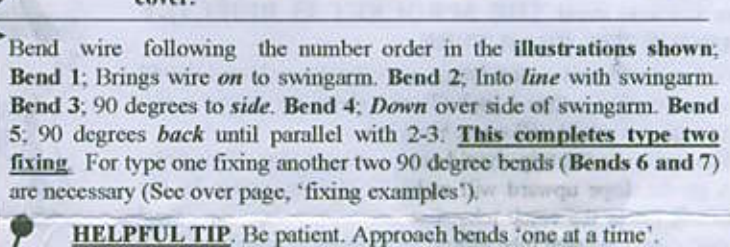
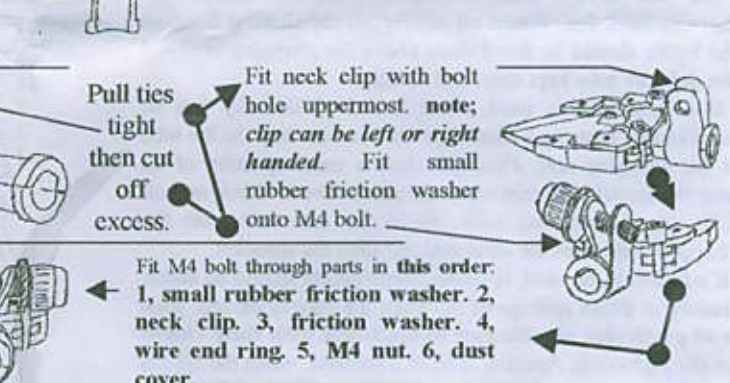
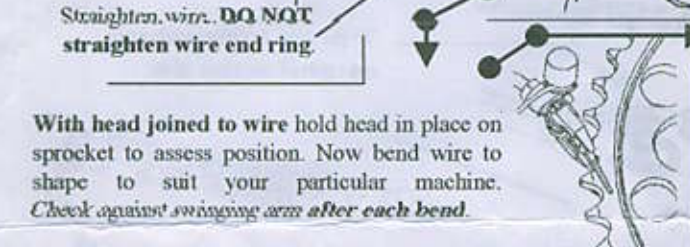
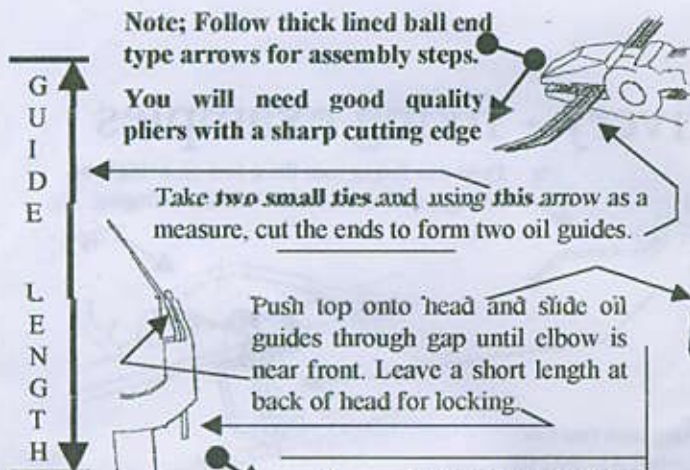


LOOBMAN MOTORCYCLE CHAIN OILER.

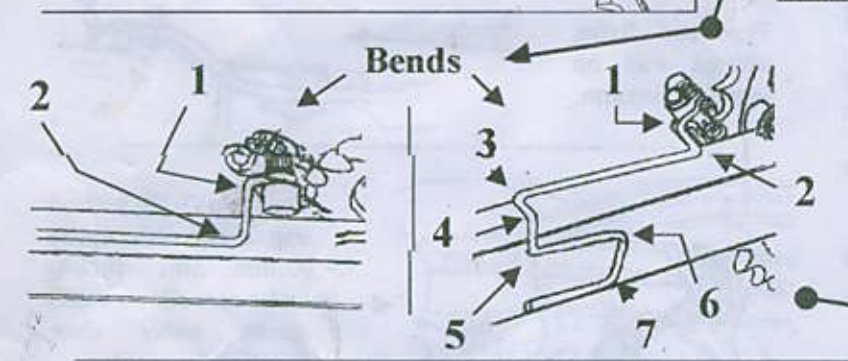
www.chainoiler.co.uk

Important!

Read instructions at leisure.



HELPFUL TIP. Be patient. Approach bends 'one at a time'.

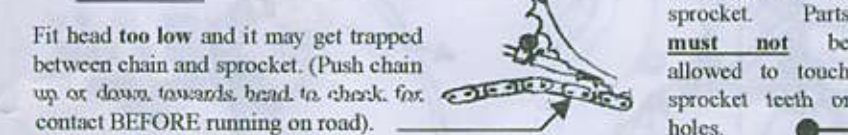


Offer unit up to swinging arm and hold in place to ensure head is correctly aligned BEFORE fixing ties. Set final alignment using small adjustments to bends 1, 2 or 3.

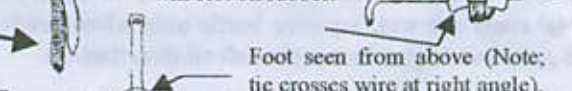
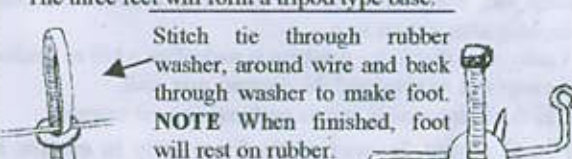
Fit head too high and parts may come into contact with chain.

Best position for head is at or near 9 o'clock on sprocket.

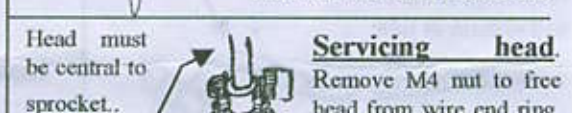
Fit head too low and it may get trapped between chain and sprocket. (Push chain up or down towards head to check for contact BEFORE running on road).



With all bends completed use the three large rubber washers to fix large ties to wire and make three feet. The three feet will form a tripod type base.



Head must be central to sprocket.



Servicing head. Remove M4 nut to free head from wire end ring. On re-assembly fit tube into back of head first. Note; it is essential to keep the threads of the M4 bolt clean for successful replacement.

P.T.O.

Be advised (Disclaimer) The LOOBMAN chain oiler is designed for hand operation while the motorcycle is at a standstill. LOOBMAN will accept no responsibility for any accident or mishap caused by using the unit while the machine is in motion. Furthermore as LOOBMAN has no control over fitting or use, no responsibility can be accepted for misuse. This includes incorrect fitting and/or over-use. LOOBMAN reserves the right to make changes or improvements to the design or specification of the LOOBMAN chain oiler without prior notice. LOOBMAN will replace any part or parts found to be defective only on return of said defective parts. LOOBMAN and the D.S.D. logo are trademarks of LOOBMAN and the LOOBMAN chain oiler is protected under patent.

LOOBMAN

Delivery - fitting tips.

The system is gravity fed. Delivery tube must **DESCEND** over its entire length from the catch tube to the delivery. Oil **must** always be delivered to the smooth side face of the sprocket **only**. Contact with teeth or sprocket holes will destroy guides and knock head out of alignment.

Fitting a TRAP.

Oil will always descend relatively slowly through the delivery tube. For fastest oil delivery of the shortest duration the bottle should be fitted close above the swinging arm and the delivery tube kept short and upright.

If a long tube is used, faster *initial* oil delivery can be achieved by forming a small upward bend or 'trap' in the tube at the swinging arm. This will store a small quantity of oil near the sprocket so that when the catch tube is filled, and oil falls into the delivery tube, air in the tube will push the 'trapped' oil out of the other end and onto the sprocket.

If a trap is to be used, however, some points should be noted, mainly to avoid spillage of oil when the bike is parked. This is of particular significance to machines with their chains on the right (e.g. Aprilia, B.M.W.) because, when the bike is on its side stand **THE SPROCKET IS DIRECTLY ABOVE THE REAR TYRE**.

First, note that *maximum* height after the upward bend should *never* be greater than 1 inch (3 cm.) above the lowest point. Any greater height will cause blockage.

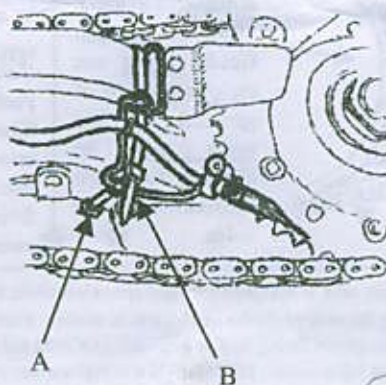
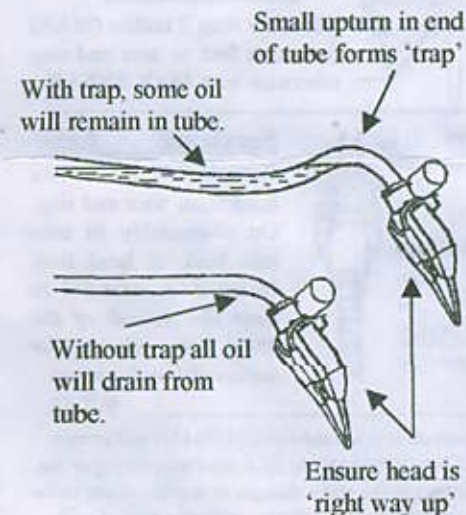
The upturn in the trap should not be steeper than 45 degrees. A gentle slope upward will make the 'lifting' easier for the falling oil in the catch tube. For the same reason the initial 'fall' from the catch tube should be as steep as possible.

Also note that oil will continue to flow to the sprocket until all the oil from the catch tube has descended to the trap. This takes more time if the delivery tube is very long or not very steep and, while advantageous on a long journey, can cause dripping after a short spin.

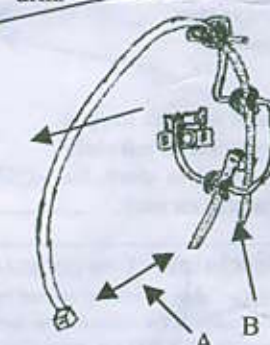
Lastly, note that if the machine is parked on a hill or gradient the trap will be tilted and the contents may spill.

If in doubt remember, trap is optional and not essential.

Final note: Inspect chain frequently to ensure all 'O' rings are wet. Squeeze bottle only when needed. Faster roads give better overall oil distribution.



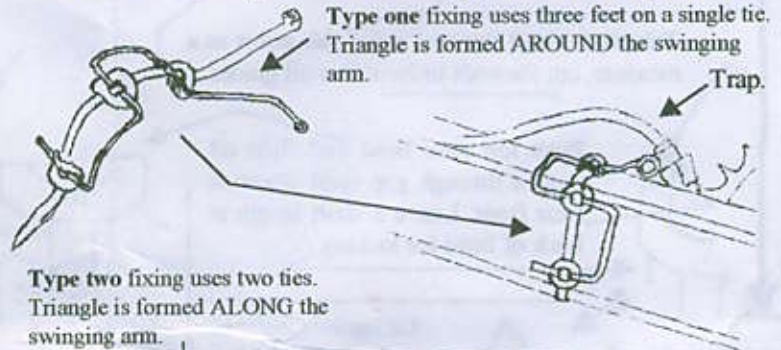
Type one with trap on single sided swinging arm.



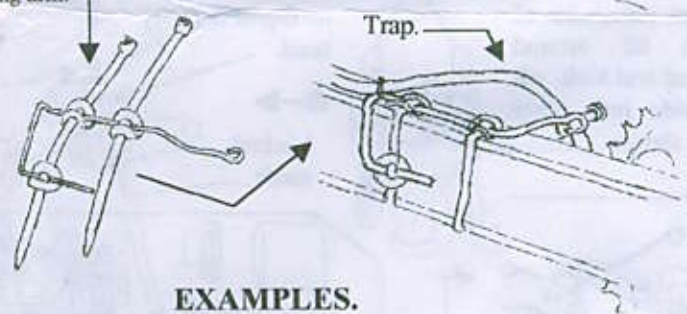
Note
Two ties were used in this example, one tie was cut to length. Pass long tie around the swinging arm and join at A then join and pull down to tension at B.

Cont.

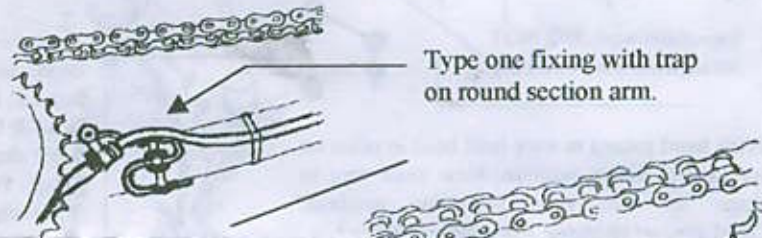
Delivery - fixing examples



Type two fixing uses two ties. Triangle is formed ALONG the swinging arm.



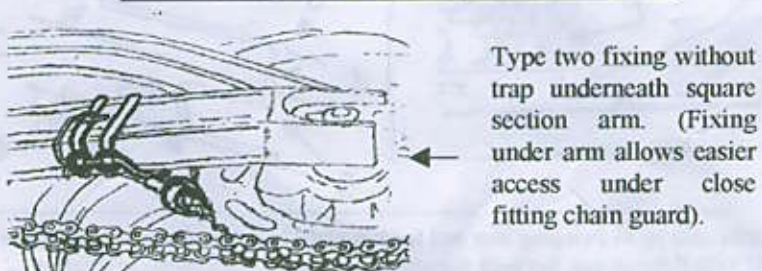
EXAMPLES.



Type one fixing with trap on round section arm.

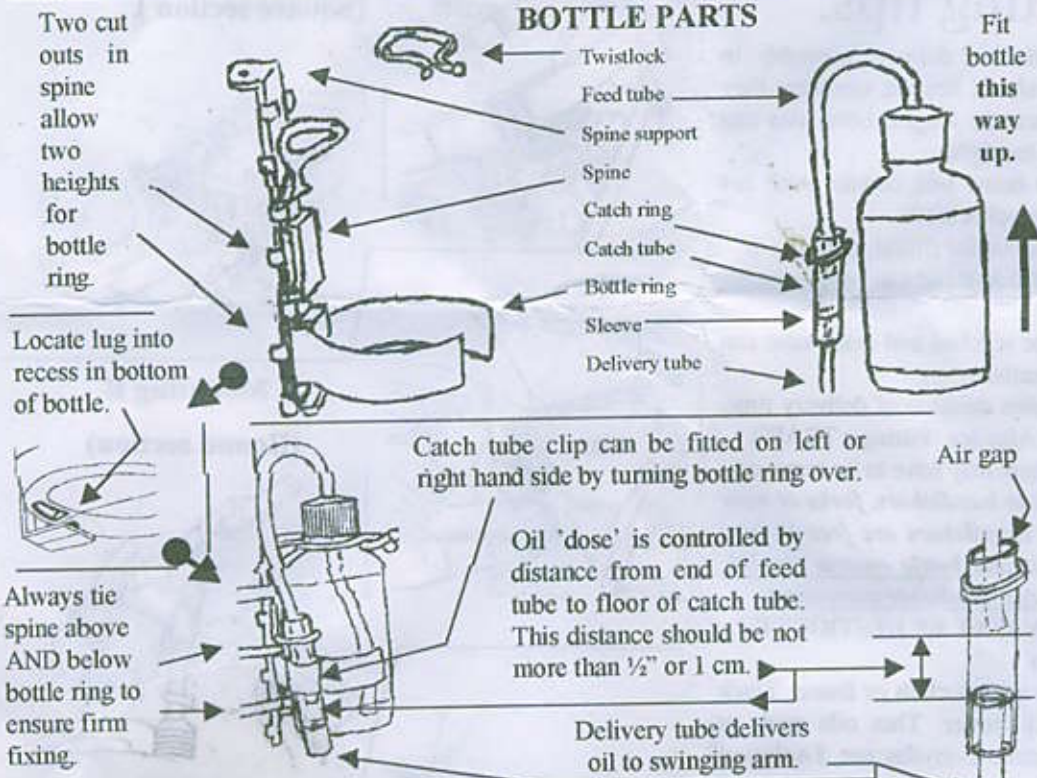


Type two fixing without trap on round section arm.



Type two fixing without trap underneath square section arm. (Fixing under arm allows easier access under close fitting chain guard).

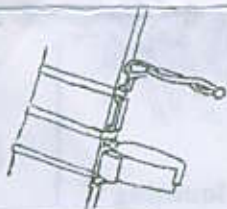
Locate the bottle so that the rider can see it and reach it by hand while sitting astride the machine.



Fix unit to bike using any one of the four mountings shown below.

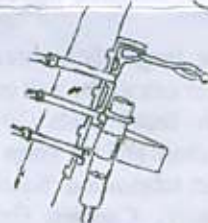
Mounting A

For square section frame. Fix bottle ring to spine and tie spine direct to frame. Discard spine support.



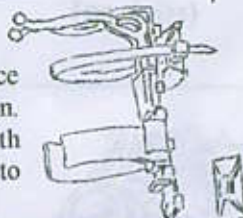
Mounting B

For round section frame tube or fork leg. Fit spine support behind spine.



Mounting C

For fixing to clean flat surface e.g. on plastic or inside screen. Clean intended area with alcohol. Use spine support to hold bottle ring in place, pass ties through adhesive blocks and around spine and spine support above and below bottle ring. Pull backing film from blocks and stick unit into place. If preferred, apply electrical type plastic tape to surface then stick blocks to tape.



Mounting D

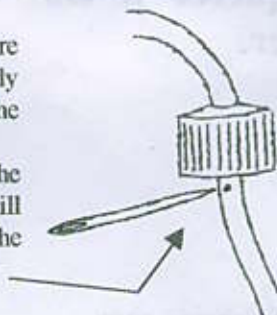
For fixing to carb. Turn spine support around and, using large ties, tie direct to spine to hold bottle ring in place. Remove one screw from carb top or float bowl, pass screw through lug and screw unit onto carburettor.



ATMOSPHERIC BREATHER.

If used as a sealed unit the loobman bottle can be effected by pressure changes due to changes in temperature and/or high altitude. Especially if the bottle is less than full. Air in the bottle can expand and expel the oil below it through the feed tube causing spillage.

To prevent spillage of this nature, a pin hole should be punched into the wall of the feed tube just inside the cap with a needle or pin. This will balance the bottle to atmospheric pressure. In use, small bubbles in the feed tube are a visual indication that the breather is working correctly.



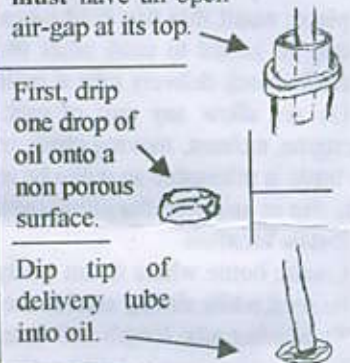
Fitting the catch tube.

Note: If cold, tubes will be stiff and hard to assemble. Assembly will be easier in a warm environment.

Note; catch tube must have an open air-gap at its top.

First, drip one drop of oil onto a non porous surface.

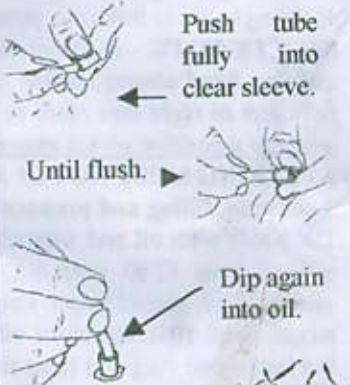
Dip tip of delivery tube into oil.



Push tube fully into clear sleeve.

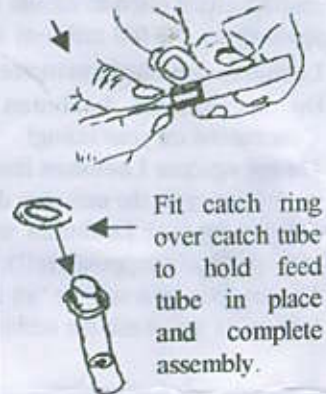
Until flush.

Dip again into oil.



Push sleeve into catch tube.

Until sleeve is flush.



Fit catch ring over catch tube to hold feed tube in place and complete assembly.

Ensure tube DECENDS . from catch tube to swingarm as system is GRAVITY FED.

Fix reminder sticker where it will be seen. E.G. on mirror, clocks etc.



LOOBMAN

Bottle - fitting tips.

Generally the large ties hold bottle and delivery assembly in place; small thin ties hold tubes only. If ties are too short they can be joined to each other to increase length. Note, ties can easily block delivery tube if pulled too tight.

Do not allow any part of unit to come into contact with hot engine, exhaust, moving chain or sprocket teeth.

Bottle is releasable so it can be removed for filling, cleaning or to use as an oilcan for oiling cables, side-stand etc.

Bottle location

Locate bottle where it can easily be reached and catch tube can be seen while sitting astride the machine.

Remember tube length will determine duration of delivery time. Longer tube, longer delivery time (Also see 'Fitting a TRAP')

If fitting bottle to forks etc. petrol tank may have to be removed.

SAFETY NOTE: - *If fitting bottle to handlebars, forks or near steering head always ensure that handlebars are free to turn fully left to right and right to left, and bottle cannot possibly move to a position which may restrict handlebar movement.*

STEERING MUST NOT IN ANY WAY BE RESTRICTED.

Loobman, filling and preparation

Fill bottle with oil and wipe clean with a cloth or tissue. Thick oils such as EP90 gear oil, stick better. Thin oils such as chainsaw oil, spread better. For general everyday use, Loobman recommends 10W/40 engine oil.

Put bottle into ring and twist twistlock around neck to lock into place. Fit catch tube into catch clip. Fit feed tube into catch tube.

Loobman on the road

Fill catch tube up to end of feed tube, by gently squeezing bottle. Do not squeeze Loobman too hard or catch tube will overflow.

Release and ride away! Thereafter, faster roads (30 MPH +) afford more efficient lubrication to chain and 'O' rings

Inspect chain often to ensure correct lubrication. Squeeze bottle again every 50-100 miles as necessary. **Caution.** Over use of Loobman can contaminate your rear tyre.

Do not squeeze Loobman while machine is in motion. Concentrate on your riding!

Do not squeeze Loobman less than 5-10 miles before the end of your journey as the unit may drip when the machine is parked.

Do not squeeze Loobman while machine is parked or it will drip. (Like it's supposed to!!).

Do not 'power wash' or 'jet wash' Loobman unit and NEVER 'power' or 'jet' wash the rubber 'O' rings of the chain itself.

Loobman the Squeeze 'n' Go Chainoiler.

Loobman,
PO Box 50237
EC1Y 8WT
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England.

(Mail only. No callers please)

E-mail: info@loobman.com

Cont.

Bottle - fixing examples

Mounting A
(Square section)



Mounting B
(Round section)



Mounting C
(stick on)



Mounting D
(Carb mounted)



Tech help: helpline@loobman.com

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