



Wind Driven Motorcycle Chain Oiler- Installation and Operation

1. Preparation

- a. Before beginning the installation it is recommended that you review installation videos at [Motobriiz Installation- YouTube](#)
 - i. These videos not only show a typical installation, but also demonstrate some important features of the oiler.
 - ii. If any questions arise please contact us at info@motobriiz.com for assistance.

2. Locate and Install Reservoir Assembly

- a. Choose a location:
 - i. The recommended location is under the seating area. Choose a location that will not interfere with the proper operation of the seat or seating mechanism and has enough room for connection of the inlet and outlet tubes.
 - ii. Install the reservoir at the desired location, and test fit the seat to ensure that there are no interference issues.



- iii. Alternate locations are possible, but you must ensure that the reservoir is securely attached to the motorcycle and will not interfere with its safe operation.
 - b. Install Reservoir Assembly
 - i. Place the oil absorbent mat which is included with your kit in the selected location. This mat will absorb any unexpected drips and also provide some padding for the reservoir. The mat may be trimmed as required using scissors to fit the selected location.
 - ii. Place the reservoir on top of the oil absorbent matting.
 - iii. Ensure that the oil discharge outlet fitting is located above the normal reservoir oil level when the motorcycle is in the parked position (kickstand or center stand).
3. Route, Secure, and Connect Inlet Tube to Reservoir Inlet
 - a. Choose a location for the inlet tube mount on the front portion of the motorcycle. The location should be as close to the front of the bike as possible to eliminate turbulence. The cleaner the stream of air, the better the oiler will perform.

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- b. Ensure that the area where the inlet tube mount will be placed is clean and free of dirt and oil.
- c. Remove the adhesive backing from the inlet tube mount, position it so that the open end of the inlet tube is pointing directly forward (in the direction of travel), and apply it with firm pressure to the selected location.



- d. Route the opposite end of the inlet tubing to the reservoir location. Ensure that the tubing stays clear of engine components that could cause damage due to excessive heat and that the tubing will not be pinched when any removed components are replaced.

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- e. Ensure that the inlet tube has enough slack to allow for full steering travel.
- f. Trim the inlet tube as required and connect it to the reservoir inlet quick disconnect fitting by pushing the tube onto the barbed fitting.



- 4. Route and Install Discharge Tube
 - a. Connect one end of the discharge tube to the reservoir discharge quick disconnect fitting by pushing the tube onto the barbed fitting.

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- b. Route the opposite end of the discharge tubing using the best route for your bike to the location where the chain applicator will be installed.



- i. Ensure that the tubing is clear of any part on the motorcycle whose operation may be hampered by the tubing. The tubing will be too long and will be trimmed during the chain applicator installation.
 - ii. Ensure that the discharge tube maintains a downward slope from the reservoir discharge to the chain applicator. This will ensure even oil delivery to your chain and proper operation of the oiler
5. Prepare and Install Chain Applicator
- a. Loosen the drive chain tension using your motorcycle manufacturer's instructions enough to gain access the swing arm chain slider.
 - b. Select a suitable location for the chain applicator installation. The location should be fairly accessible as to be able to inspect the chain applicator periodically and well as facilitate replacement when necessary.

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- c. Place the chain applicator across the swing arm slider and mark the width on the raised portion of the slider.
- d. Using a utility knife (or other suitable cutting tool), carefully remove only the raised portion of the slider between the marks made in the previous step. This is where the chain applicator will be installed. Use caution when performing this step and ensure that your hands stay clear of the blade.



- e. Clean the area where the chain applicator will be installed using a degreaser. Once all dirt and oil are cleaned from the area, perform a final cleaning by wiping the area with the supplied alcohol preparation pad.
- f. Test-fit the chain applicator on the swing arm slider and trim the discharge tubing to fit. Ensure that discharge tube will have enough slack to account to swing arm travel. Press the discharge tube open end onto the chain applicator barb fitting.



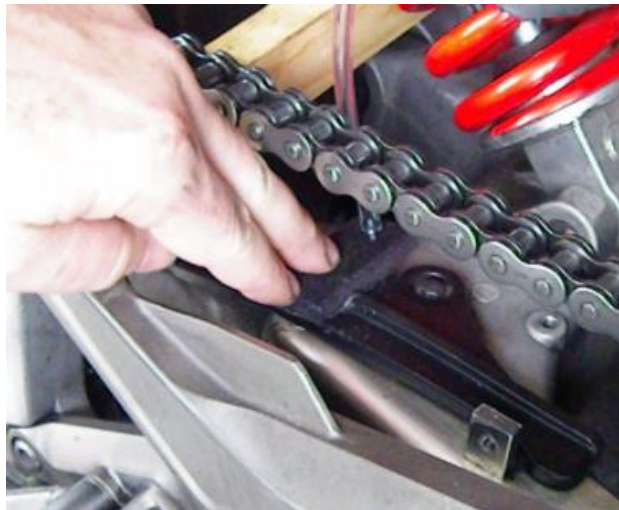
- g. Adhesive Application
 - i. Urethane Adhesive (Green and White Pack)
 - 1. Cut open both sides and squeeze onto a non-absorbent surface

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2. Mix the contents thoroughly and apply liberally to the entire underside of the chain applicator.



- h. Press the chain applicator onto the swing arm slider within 5 minutes of applying the adhesive, ensuring that the applicator covers the entire width of the swing arm slider to ensure full contact with the chain.



- i. Reset the drive chain tension in accordance with your motorcycle manufacturer's instructions.
 - i. Park the motorcycle and let the adhesive cure for 1 hour before operation
6. Install Water Trap (Optional)
- a. Select a suitable location anywhere along the length of the inlet tubing.
 - b. Place the water trap assembly and ensure that it will not interfere with the safe operation of any components of the motorcycle.
 - c. Remove a section of tubing at the selected location the same length as the water trap assembly.

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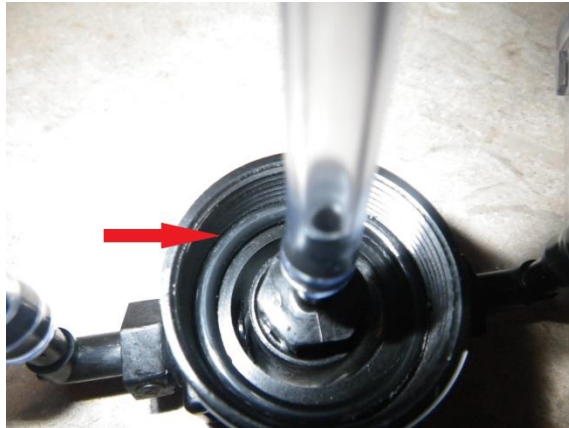


- d. Install the water trap by pressing the open ends of the inlet tubing onto the quick disconnect barbed fittings at each end of the water trap assembly.
7. Fill Reservoir and Prepare the Chain Applicator
- a. Disconnect the inlet tube and discharge tubes at the quick disconnect fittings. Remove the reservoir from the motorcycle.
 - b. Remove the reservoir cup/ bowl by unscrewing it from the reservoir.
 - c. Fill the reservoir cup/ bowl with chain oil to just below the threaded portion

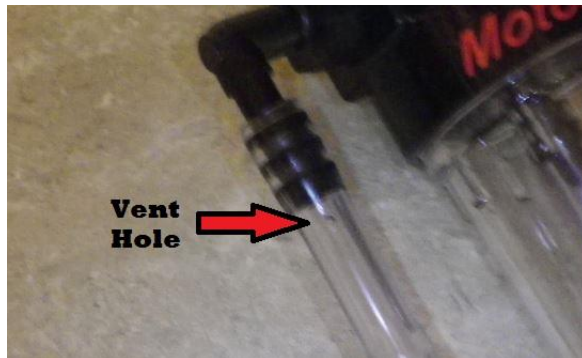


- i. Only oil is recommended. A heavier oil such as 80W or 90W gear oil may be desired in hotter climates where thinner weight oil such as Automatic Transmission Fluid (ATF) may be desired in cooler temperatures. If you need something in between a mixture of ATF and a heavier oil is recommended.
 - ii. Dry lubricants are not recommended with the Motobriiz Lubricator as they may dry inside the tubing and chain applicator and reduce flow and impede future operation. Do not use any lubricants from an aerosol can as they contain propellants which will evaporate and will cause the oiler to pressurize even when not moving.
- d. Inspect the inside of the reservoir cap to ensure that the o-ring seal is in place and in good condition.

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- e. Replace the cup/bowl and tighten against the o-ring seal.
- f. Re-install the reservoir on the motorcycle. Reconnect the inlet tube and discharge tubes at the quick disconnect fittings and tighten finger tight.
- g. Ensure that the discharge tube vent hole is clear and located on top of the tube. The vent hole is there to prevent a siphoning effect should the discharge tube partially fill with oil.



- h. Prior to the first ride with a new chain applicator apply oil to the felt by dripping oil directly onto the felt letting it absorb as you go until the felt is saturated with oil. This will prevent the pad from running dry and provide an initial chain lube.
8. Pre-ride Inspection
- a. Check the chain applicator to ensure that it is securely fastened to the swing arm slider
 - b. Ensure that all quick disconnects are finger tight and that tubing is connected to the barb fittings and is not obstructed or pinched.
 - c. Check the area around the reservoir for any evidence of oil leakage and correct prior to operation. (Any small leaks would be evident on the oil absorbent matting).
 - d. Ensure that the inlet tube mount is securely fastened.
9. Enjoy the Ride- the Motobriiz Lubricator will provide many miles of trouble-free chain lubrication.
- a. On the first operation evidence of oil will appear in the discharge tube in approximately 30-50 miles (50-80 km).



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- b. For adjustable flow model (when equipped), approximate flow as a percentage of full flow: 5 turns to full open- 100%, 4 turns open=80%, 3 turns open=60%, 2 turns open=40%, 1 turn open=20%
- c. The discharge tube will not fill during operation, but you should see oil around the discharge tube fittings.
- d. The refill intervals should be approximately 1000-1500 miles which may depend on the weight of oil used and environmental conditions in your area.
- e. The chain applicator will need to be replaced periodically (approx. 5,000 miles). The intervals will vary based on riding style and chain tension. The indication of the need to replace is when the oil stays on the felt and is no longer transferred to your chain. You may obtain replacement kits at the www.motobriiz.com shop.
- f. There are no moving parts so no other maintenance is required other than inspection as outlined in paragraph 8 above.
- g. The oil is delivered at a very controlled rate. You should see evidence of oil flow particularly at the fittings in the discharge line, but the tubing does not fill with oil. The real evidence that the lubricator is working is the nice film of oil on your chain and O-rings.



- h. If you have any questions, concerns, or other feedback, please e-mail us at info@motobriiz.com.
- i. Ride safe and enjoy your Motobriiz Chain Oiler!