



# V-TWIN ENGINE PRE-LUBER

XACT FLUID SOLUTIONS HAS DEVELOPED A SIMPLE SOLUTION TO PRE-LUBRICATE YOUR V-TWIN ENGINE FOR NEW BUILDS OR ENGINE UPGRADES. PRE-LUBRICATION ALLOWS FOR REDUCTION OF METAL ON METAL WEAR ASSOCIATED WITH ENGINE START-UPS AND INCREASES ENGINE LONGEVITY.

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## OPERATIONAL REQUIREMENTS:

- ☞ 12 VDC INPUT (POWER CORD PROVIDED)
- ☞ 40 PSI MIN - 120 PSI MAX AT 1/4" NPT INLET
- ☞ 5 FL. OZ. OF ENGINE LUBRICANT (ADD TO RESERVOIR)
- ☞ ATTACH LUBE OUTLET LINE TO ENGINE CASE
- ☞ TURN SELECTION SWITCH TO DESIRED ENGINE TYPE
- ☞ DEPRESS MOMENTARY BUTTON (RED START/STOP BUTTON)
- ☞ MONITOR PRESSURE GAGE DURING FLUID DELIVERY
- ☞ SYSTEM WILL SHUT-OFF AFTER AUTOMATIC CYCLING.

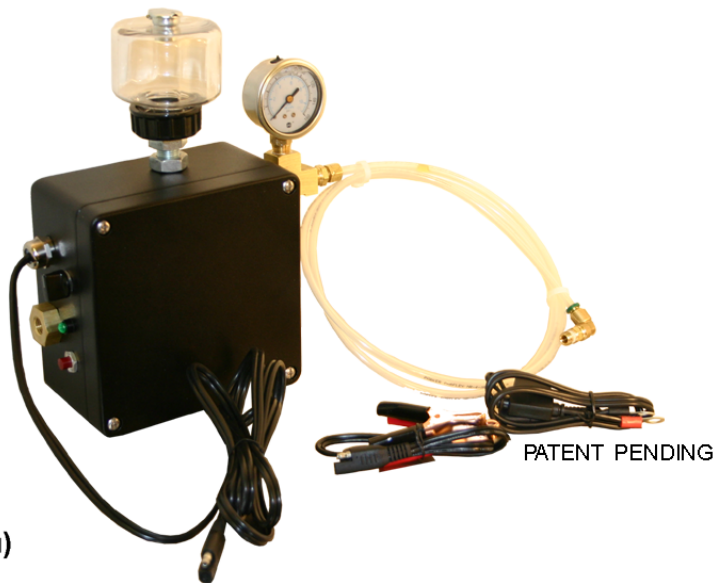
## TO MANUALLY TERMINATE LUBRICATION CYCLING:

- ☞ TURN SELECTION SWITCH TO "OFF" POSITION
- ☞ ONCE ADEQUATE LUBRICATION IS ACHIEVED...
- ☞ DEPRESS MOMENTARY BUTTON (RED START/STOP BUTTON)

IT IS WELL KNOWN THAT THE MAJORITY OF WEAR DONE TO INTERNAL ENGINE COMPONENTS OCCURS AT START-UP, NONE MORE CRITICAL THAN THE INITIAL. ENGINES ARE DESIGNED WITH MECHANICALLY DRIVEN OIL PUMPS AND REQUIRE SEVERAL REVOLUTIONS OF THE CRANK TO DELIVER OIL THROUGH PASSAGES TO BEARING AND MATING METAL SURFACES. OILS ARE DESIGNED TO HAVE PROPERTIES SUCH THAT SOME FLUID REMAINS EVEN WHEN THE BIKE IS AT REST AND ALLOWED TO DRAIN DOWN. PRE-LUBRICATION ALLOWS FOR FLUID TO BE PRESENT IMMEDIATELY AT STAR-UP AND ENSURE THAT METAL SURFACES ARE WELL LUBRICATED.

## NOTE:

IT IS BEST TO BREAK THE ENGINE IN WITH PETROLEUM-BASED OIL AND, IF A SYNTHETIC OIL IS PREFERRED, CHANGE TO SYNTHETIC AFTER BREAK-IN.



PATENT PENDING

