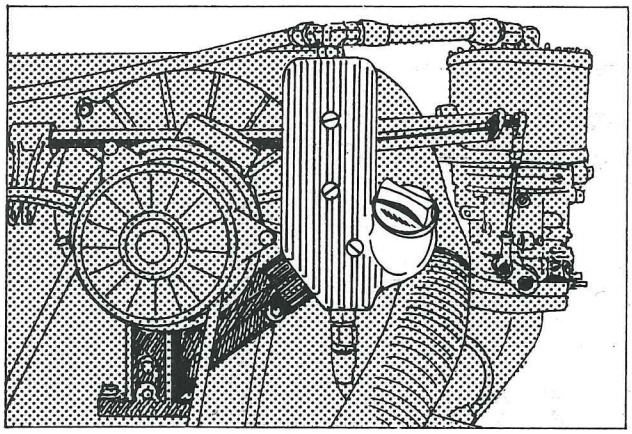
OIL FILLER BREATHER BOX - #1771

CB's Oil Filler Breather Box can be vented in several different ways. You can use it with street or off-road engines, using one or 2 carburetors. Installation is easy if you have a wrench to remove and re-tighten the oil tower gland nut. 2 types of wrenches are commonly used. The internal expander type is available in your local plumbing supply store and expands to grip the inside of the oil tower gland nut in the same manner that plumbers use it to tighten short lengths of hard to reach pipe. The other tool used to tighten the oil tower gland nut is available in most VW parts houses and is used in conjunction with a standard 3/8" socket set and ratchet drive. (CB #6509)



With the standard oil filler and vent tube removed, clean the top of the oil tower surface and threads. Place a small amount of engine sealer or silicone around the mating surfaces between the generator oil tower and your Oil Filler Breather Box. Install and tighten the oil tower gland nut. The nut must be torqued to at least 20 lbs.

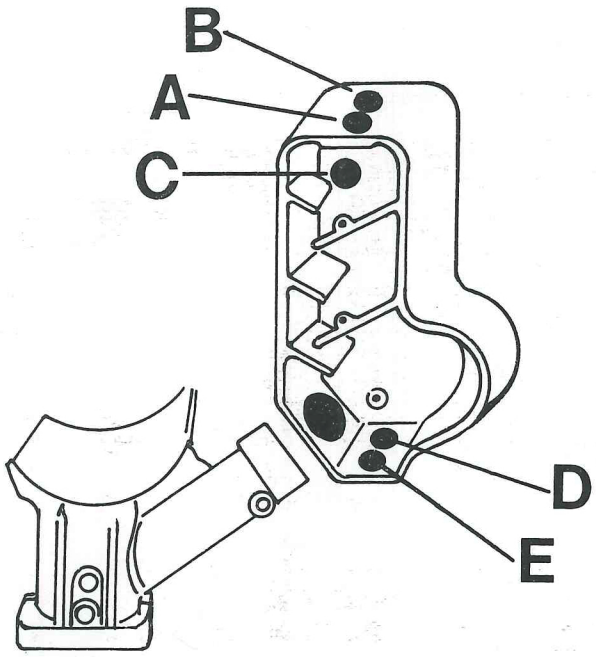
The front cover of the Oil Filler Breather Box is sealed with a rubber O-ring. Do not glue the O-ring in position. Install the 3 screws and fiber washers that hold the front cover in position. The oil filler cap is fitted with an O-ring, and screws into position. ***IMPORTANT: APPLY ANTI-SEIZE COMPOUND TO OIL CAP THREADS BEFORE USE. DO NOT USE SEALERS OR SILICONE - DO NOT OVERTIGHTEN THE OIL CAP!***

DO NOT ATTEMPT TO RUN AS A SEALED "SYSTEM". RUN AT LEAST ONE EXTERNAL TOP VENT.

Various hose connectors and plugs are supplied in each Oil Filler Breather Box Kit. There are several combinations for installing your new Breather Kit.

Your Oil Filler Breather Box functions as an oil separator. The mixture of oil/air enters the Breather Box from the engine at a high velocity. The velocity is slowed by the baffles in the Breather Box and the oil separates from the air. The oil falls to the bottom of the Breather Box and is returned to the engine by draining back through the generator tower or lower drain holes in the Breather Box.

The tapped holes (A & B) in the top of the Breather Box can be used as external vents to route crankcase pressure to single or dual carburetors. The tapped hole in the front of the Breather Box (C) can be used to vent crankcase pressure in the same manner as a stock road tube. The tube is routed downward through the stock location in the rear sheet metal pan. The lower holes (D & E) should be used only for venting to valve covers or a single oil/air return to a fuel pump block off plate.



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