



- 1 Refer to the proper service manual for your model motorcycle & engine.
2. Remove stock vent hose and ¼ NPT fittings. The vent hose is located on the right side of the motorcycle and is the line between the oil tank dipstick housing and the rear of the engine case.
3. Install the 2 new Feuling ¼ NPT -6 fittings into the dipstick housing and rear of engine case. Use a dab of the supplied thread sealant on the ¼ NPT threads of the fittings. Install and torque into position.
4. Use the thread sealant ONLY on the NPT threads do not apply to the AN threads
5. Install the breather line tee off fitting, install the female side into the fitting on the dipstick housing with the tee off port facing up. We recommended having the small 1/8 NPT -3 fitting already installed with thread sealant on the 1/8 NPT threads into the tee off fitting, facing up.
6. Install the -6 line onto the tee off fitting and onto the fitting in the rear of the engine case. (see figure 10)
7. Install the breather line, routing the line up from the bottom of the right frame rail in line with the wiring harness, pushing the line up behind the starter (see figure 8) below the seat there is a plate connecting the frame and there is a gap just large enough to push the breather line up in there creating a loop. Bring the line down towards the -3 fitting, screw on finger tight. Tighten the fitting after the line and element is in place.
8. The filter element should fit on the inside of the right frame rail in the area between the engine and transmission. Use the supplied zip ties to hold the filter and breather line in place, make sure the breather and line is secure and will not interfere with any components. (see figure 9)

Route breather line up underseat and loop back down

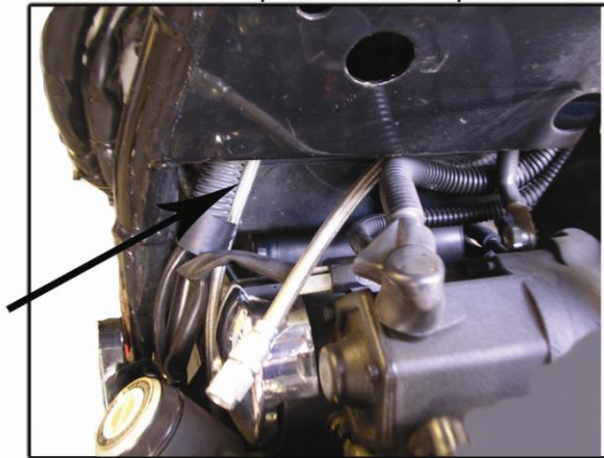


Fig. 8

Mount breather to the inside right frame rail between engine & trans



Fig. 9

Breather Element



Fig. 10



- ▣ **FEULING® REAPER® CAMSHAFTS HAVE WIDE LOBE SEPARATIONS PRODUCING VERY WIDE POWER BANDS**
- ▣ **SMOOTH CAMSHAFT LOBE RAMPS ARE EASIER ON VALVE-TRAIN COMPONENTS ELIMINATING EXCESSIVE VALVE-TRAIN NOISE AND WEAR.**
- ▣ **BETTER THROTTLE RESPONSE**
- ▣ **INCREASED MPG**
- ▣ **EASY STARTING**
- ▣ **UNIQUE IDLE SOUND**
- ▣ **MADE IN U.S.A.**

GRIND	VALVE LIFT	OPEN	CLOSE	DURATION @.053°	LIFT @ TOC	LOBE CENTERLINE	FITMENT
525 INTAKE EXHAUST	525" 535"	4° 51°	42° 5°	226° 236°	.099° .112°	.109° .113°	525 Cams are a direct bolt in replacement for T/C 88", 95" 96" & 103" engines, can be used with stock valve springs, pushrods & lifters
543 INTAKE EXHAUST	543" 553"	15° 56°	43° 12°	238° 248°	.160° .140°	.104° .112°	543 Cams are a direct bolt in replacement for T/C 96", 103" & 110" engines. '99-'04 T/C 88" & 95" engines require higher lift valve springs, can be used with stock pushrods and lifters
574 INTAKE EXHAUST	574" 574"	15° 61°	45° 14°	240° 255°	.163° .143°	.105° .113.5°	574 Cams are a direct bolt in replacement for T/C 96", 103" & 110" engines. Performance pushrods and lifters are recommended but not required. '99-'04 model 88" & 95" require higher lift valve springs
594 INTAKE EXHAUST	594" 604"	19° 64°	56° 16°	255° 260°	.190° .167°	.108.5° .114°	594 Cams require performance valve springs, pushrods, lifters, clutch and increased compression ratio.
630 INTAKE EXHAUST	630" 630"	20° 60°	58° 19°	258° 263°	.188° .171°	.109° .112.5°	630 Cams require performance valve springs, pushrods, lifters and increased compression ratio.