



OIL TANK BREATHER KIT

FOR H-D TWIN CAM® ENGINES

- STOPS DIPSTICK BLOWOUT
- RELEASES POWER ROBBING OIL TANK & CRANKCASE PRESSURES, REDUCES BLOW BY
- PROMOTES PROPER OIL FLOW AND OIL TANK FUNCTION
- LIFETIME WARRANTED BREATHER element
- ALL NECESSARY HARDWARE AND INSTALLATION INSTRUCTIONS INCLUDED

<u>PART #</u>	<u>FINISH</u>	<u>MODEL</u>
#3070	Stainless	99 - 05 DYNA MODELS
#3071	Black	99 - 05 DYNA MODELS
#3075	Stainless	99 - 01 FLT MODELS
#3076	Black	99 - 01 FLT MODELS

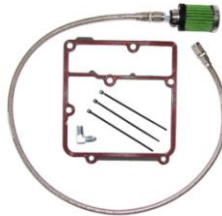
IMPORTANT NOTICE

This installation should be done by an experienced mechanic who has access to a factory service manual and all required tools. This procedure requires use of specialty tools.

CAUTION

Incorrect installation can cause engine damage not covered under warranty. Failure to install components correctly can cause engine seizure. Engine seizure may result in serious injury to motorcycle, operator, passenger, and/or others.

INSTRUCTIONS #3070/3071



- 1 Refer to the proper service manual for your model motorcycle & engine.
- 2 Remove seat
- 3 Remove transmission/oil tank cover
- 4 See figure 1 for location of hole to be drilled
- 5 Lay cover upside down on a soft towel so cover will not be scratched
- 6 Use a center punch to mark the position of the hole to be drilled. Do this on the bottom side of the cover; this will give the pilot drill a guide
- 7 Drill through cover with a pilot hole estimated size 1/8"
- 8 Drill size for final hole is .3390 drill R or 21/64 this is the correct tap drill size for 1/8 Pipe NPT
- 9 De-burr hole
- 10 Tap hole with 1/8 – 27 NPT be careful on how deep you tap the hole. The 90 degree fitting needs to be clocked pointing straight back. You can always go back and tap the hole deeper if needed to get proper position. See figure 2
- 11 Clean cover from shavings & remove old gasket before installing the fitting with the included thread sealant
- 12 Install cover with the supplied gasket using the proper torque specs and tighten sequence from your service manual

13 Bring the line up through from the bottom of the motorcycle back behind the rear transmission mount. See figure 3 for line routing. Run line up through the center hole of frame, the seat bottom, then loop back down and run line on top of the starter area and to the 90 degree fitting in the cover.

14 Use the supplied zip ties to secure the line and breather, make sure the breather is secure and will not rub on the tire or any other component.

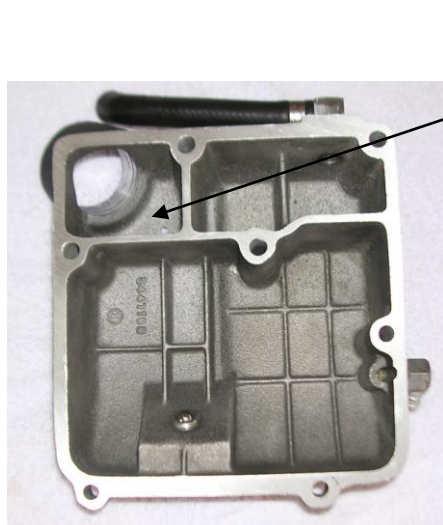


FIGURE 1



FIGURE 2

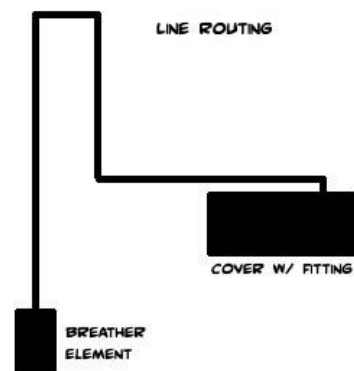


FIGURE 3

INSTRUCTIONS # 3075 / 3076



- 1 Refer to the proper service manual for your model motorcycle & engine.
- 2 Remove oil spout/dipstick housing from side of transmission
- 3 See figures 4, 5 and 6 for location of hole to be drilled, the hole should go through the housing right at the bottom of the inner shelf approx. 1 3/8" from the top
- 4 Lay housing, gasket side down on a soft towel so it will not be scratched, use a clamp to hold cover to work bench
- 5 Use a center punch to mark the position of the hole to be drilled, this will give the pilot drill a guide
- 6 Drill through cover with a pilot hole estimated size 1/8"
- 7 Drill size for final hole is .3390 drill R or 21/64 this is the correct tap drill size for 1/8 Pipe NPT
- 8 De-burr hole
- 9 Tap hole with 1/8 - 27 NPT be careful on how deep you tap the hole. The 90 degree fitting needs to be clocked pointing up & back at a slight angle. You can always go back and tap the hole deeper if needed to get proper position. (See figure 7) It is a good idea to run a mock up check on your motorcycle for your desired location. We recommend running the fitting & line up as if to blend in with the wires next to the frame rail
- 10 Clean cover from shavings & remove old gasket before installing the fitting with the included thread sealant
- 12 Install cover with the supplied gasket using the proper torque specs and tightening sequence from your service manual

13 Bring 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 90 degree fitting, screw on finger tight. Tighten the fitting after the line and element is in place.

14 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)

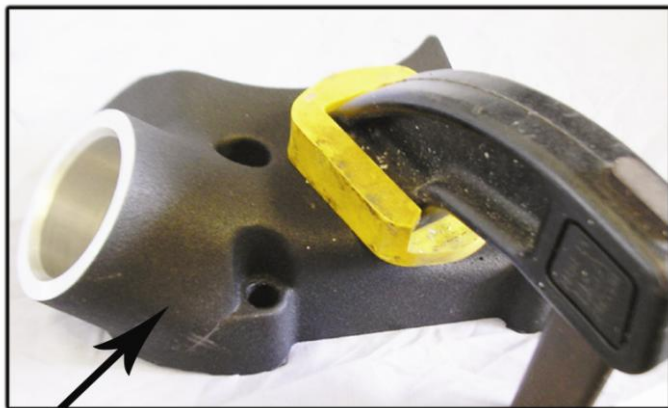


Fig. 4



Fig. 5



Fig. 6



Fig. 7

Route breather line up underseat and loop back down



Fig. 8

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

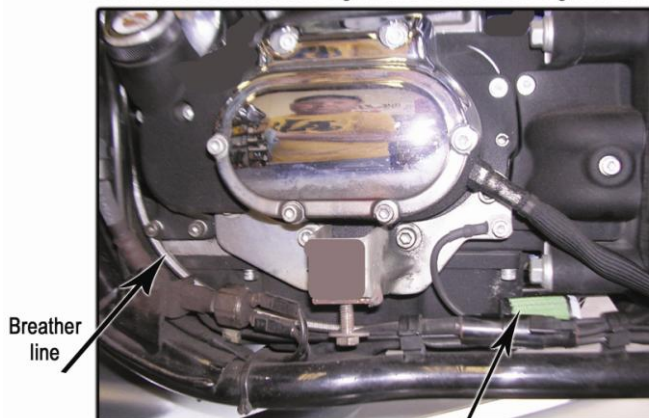


Fig. 9

Breather Element



- ▣ **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.