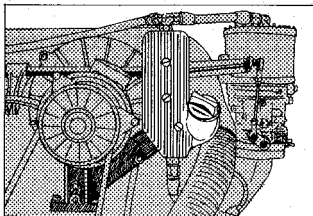
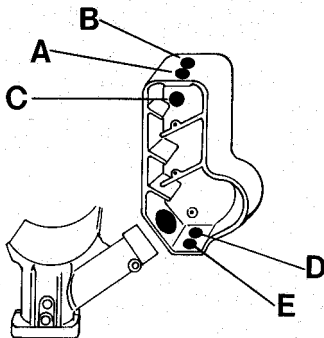


# Oil Filler — Breather Box



**Do Not Attempt To Run As A Sealed "System". Run At Least One External Top Vent.**

The new C.B. 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 lower 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 lower gland nut in the same manner that plumbers use it to tighten short length of hard to reach pipe. The other tool used to tighten the oil lower gland nut is available in most VW parts houses and is used in conjunction with a std. 3/8ths socket set and ratchet drive. (CB part #6509)

With the std. oil filler and vent tube removed, clean top of the oil lower surface and threads. Place a small amount of engine sealer or silicon around the mating surfaces between the generator oil lower and your new Oil Filler-Breather Box. Install and tighten the oil lower 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. Do not use engine sealer or silicon on the oil filler O ring.

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 new 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 lower 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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