

V-Twin Mfg.
Crankcase Breather Vent Canister
VT Part No. 40-0875

This is a custom application and rider safety depends on proper installation. This product should only be installed by a knowledgeable and trained motorcycle technician. V-Twin Mfg. accepts no responsibility for improper installation.

The crankcase pressure regulating valve connects in line to your crankcase breathing system controlling the amount of air within the crankcase by creating a small amount of vacuum. This allows your piston to move up and down easier and with less air friction. This prevents the engine from working against itself and helps prevent blown or weeping gaskets. You'll gain an added benefit of 2-7% increase in usable rear wheel horsepower. You'll also find your rings seal better due to increased pressure differential across the compression rings.

Examine the CBVC vent plus and find the end with the machine tooled groove cut into it. This is the end that will be connected to the air filter. If there is no groove simply test this unit by blowing air through the opposite end (the end connecting to the crankcase hose). You should be able to blow through this end of the unit. If you inhale from this end you should feel and hear the unit close internally. Keep in mind your bike has much more vacuum ability than your lungs.

Be sure to install a crankcase filter on the grooved end due to the fact the CBVC is designed to allow some filtered air back into the crankcase when the pistons are going back up which maintains the proper amount of vacuum. In the crankcase at all times.

Installation Instructions:

Pre 1993 Crankcase Breather Models:

1. Using a new 3/8 inch hose install the CBVC "in line" on the crankcase hose between the crankcase and a small canister type filter such as a K&N brand
2. Cut the existing hose, insert the CBVC and connect the hose with the the clamps from the kit.
3. Be sure that both hose clamps are tight.

1993 and Later Head Breather Models:

1. On late model bikes equipped with the head breather ports that exit each cylinder head you will need an after market breather adapter kit and an after market air cleaner such as VT 35-1156 or 35-9254. If you have an after market carburetor then you already have installed a head breather adapter kit. Simply install the CBVC using a hose connected to the tubing outlet.
2. The lines exiting the cylinders will be connected with a "T" or crossover bar, reducing the two lines to one. A length of hose will then lead from the "T" to the bottom of the bike near the frame or curved and headed back toward the rear tire. This hose may be a couple of feet long. Attach a small canister type filter to the end of the hose and secure it to the bike. The CBVC may then be installed just prior to the filter. Make sure as always to not install the CBVC backwards. The end with the machine tooled groove cut into it leads to the filter. If you choose this installation be sure to plug any hole in the air cleaner where you disconnected the hose. Make sure there are no crimps or sharp bends in the hose. You do not want to restrict air flow.

Note: The CBVC is NOT restricted to position. It will function properly in either a horizontal or vertical position.

Notes and exceptions:

1. The CBVC is installed on the engine existing crank case breather line. On pre 1993 BT and Pre 1991 XL and all after market crank cases, this is the timed breather port that exits the rear of the crankcase. On later models equipped with breather ports that exit each cylinder head you will need an after market breathe adapter kit and after market air cleaner such as VT 35-1156 or 35-9254.
2. The CBVC valve may be serviced if for some reason foreign material causes the valve to not function properly. To check the valve blow firmly in the end without the machine tooled groove. To disassemble break valve in half with thumbs and for fingers.
3. To reassemble lube o-ring and push back together. The CBVC has been specially designed so that it is impossible for it to ever clog in a closed position. It is highly unlikely that the unit would clog at all. But if it were to it would clog in an open position thus being impossible to cause engine damage.
4. A worn oil pump check valve can cause oil to be purged from the sump and through the breather upon start-up. Especially if the breather upon start up. Especially if the engine has not been started for a while. This is normal.
5. Worn engine rings high compression or new ring not yet seated can cause oil to be purged from the engine. This is normal and the CBVC will greatly reduce these problems.