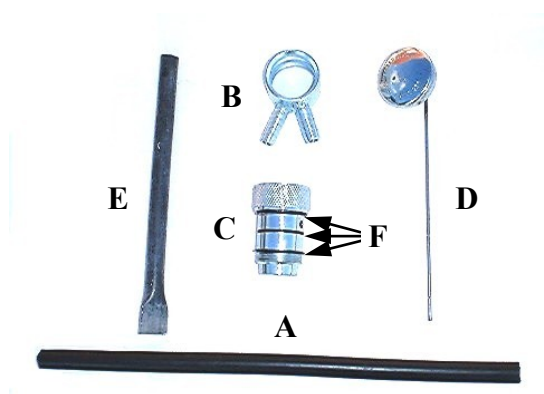


# BREATHER MODIFICATION Part Number 90060

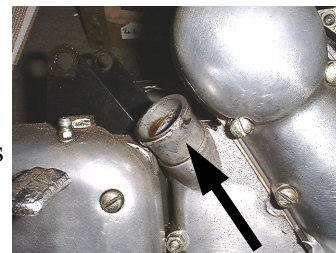


## PARTS INCLUDED

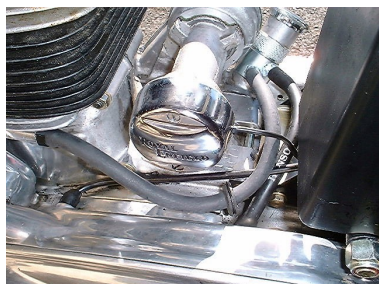
- A, Connecting Pipe 90060D
- B, Outer Sleeve 90060A
- C, Inner Sleeve 90060B
- D, Cap and Dipstick (Extended) 90060C
- E, Breather Pipe 140167
- F, O Rings (quantity 3) H77

**1,** Remove and discard the existing breather pipe(s), oil catch tank and oil filler cap/dipstick.

**2,** Unscrew the alloy oil filler neck from the oil tank, be careful not to damage this as it needs to be retained for further use. (Picture on right).



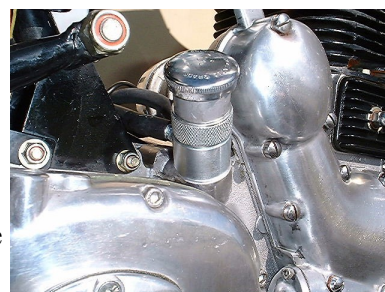
**3,** Fit 2 of the “O” rings, (F) over the inner sleeve, (C) one at the top under the knurl and the 2nd in the machined groove. Next push the outer sleeve, (B) over the inner sleeve and fit the 3rd “O” ring which will hold both parts together.



**4,** Screw the assembled sleeves into the threaded hole now left in the crankcase where you have removed the alloy oil filler neck. Tighten as much as possible by hand, ensuring that the inlet and outlet unions are positioned as in the picture on the left (if necessary use a pair of grips on the knurled section).

**5,** Refit and tighten the alloy oil filler neck and the new extended oil filler cap and dipstick. (It is essential that this new dipstick is used as it has the correct markings for the oil level).

**6,** Fit the new connecting pipe, (A) between the crankcase breather union and the LOWER union on the new sleeve. This can be run through the old support bracket, (if fitted) and trimmed down in length to avoid any tight bends or kinks.



**7,** Fit the short breather pipe, (E) to the TOP union and position the flattened, non-return end, towards the rear chain. (Any oil mist will help to lubricate this).

**8,** Start the engine and allow to tick over for a few minutes, (this will allow the return pump to clear any excess oil from the sump). Stop the engine and check the oil level.

## MAINTENANCE

Very little maintenance should be required, but an annual service should be made to the sleeve assembly by removing and degreasing if necessary. Replace any seals or pipes if required. All spares are available by quoting the part numbers above. Maintain the oil level between the upper and lower marks on the dipstick.

**This breather modification is to help prevent excess oil from releasing on to the rear wheel. It will not cure heavy “wet sumping” and if your Bullet suffers from this then inspection and repair is necessary.**

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