

# OPVK Installation Instructions

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**Tools** (see example 1):

Tools recommended for installation:

- 6" rule
- Center drill
- Pilot drill ¼"
- Final drill 21/64
- 1/8 x 27 NPT Tap

**Where** (see example 2):

We recommend drilling 1" off the dip stick sealing surface. Be sure to mark your drill location properly.

**Recommendation:** If the oil pan is not removed from the motorcycle, you are going to want to plug the oil fill hole and use grease on your drill bits, as well as your oil fill hole, to ensure no metal chips fall into your oil tank.

**Drilling the hole** (see example 3):

You will start your hole using the center drill. Then, using the ¼" drill bit, drill all the way through. After that, use the 21/64" to reach your final size. Once your hole is finished, you will tap it with your 1/8" pipe tap, making sure not to go too deep. For video instructions on drilling the hole, please visit our YouTube page, or website, and watch the video titled "Oil Tank Vent Line Kit"

**Installation** (see example 4):

Install the straight fitting into the hole making sure that it is snug but not over tight to prevent leaking. Attach the 90 degree elbow to the fitting and start to route the vent kit along the side of the motor.

**Threading** (see example 5):

Using zip ties, attach the vent line kit to the fender of the motorcycle.

**Disclaimer:**

Please make sure that the oil tank is NOT over filled, whether using a stock or after market oil pan (+1/+1.5). On high speed or long runs you may notice the filter becoming moist with oil. There are typically two things that may cause excess tank pressure:

1. The oil tank is over filled
2. The motor is not scavenging oil efficiently from the bottom end

If you have installed our vent line kit and are experiencing excess amounts of oil, we recommend plugging it off until you can address the problem.

T-Man Performance is not responsible for any issue related to excess oil from the filter kits.

For any questions, please feel free to call our shop at 336-993-7068