

### Timing Side Crankcase:

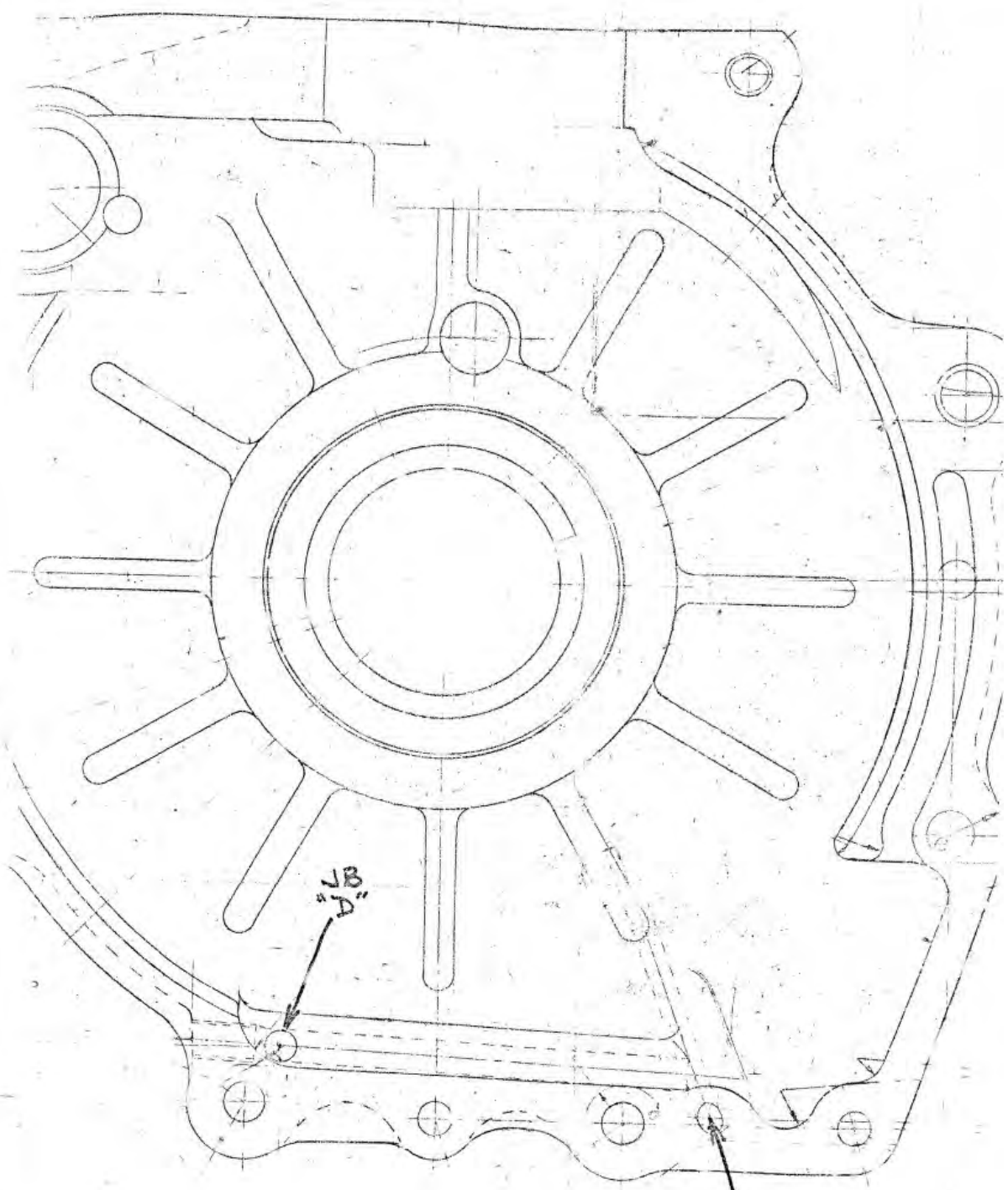
Drill 2 x 12mm holes through the crankcase at "A", taking care not to drill into the mainbearing support webs in the inside of the crankcase.

Drill 1 x 9mm hole at "B" also avoiding the mainbearing support webs.

Drill 1x 3mm hole through from the timing chamber into the crankcase below the mainbearing at point "C".

Block off the Combat oil scavenge hole at "D" by tapping and fitting a blanking plug using Permanent Loctite.

Make a flat plate (or, alternatively, buy [06.1542](#) from Andover Norton) to fit onto the old magneto mounting point at the rear of the crankcase, and fit the Combat breather body to the plate. The breather body must be vertical when the engine is fitted into the frame.



21A

21B

### Drive Side Crankcase:

Fettle or machine away the shaded area "E" just enough to expose the drilling "F" in the timing side crankcase when the crankcase halves are bolted together. This modification moves the scavenge point from the front to the rear of the engine which is important when using the engine for racing and in conjunction with the racing breather arrangement.

Make a plate to blank off the Combat breather hole at the rear of the crankcase.

With these modifications the engine breathing and scavenging are improved at racing operating speeds enabling the engine breather to discharge into atmosphere with safety. However, the first time the scavenge is used it is advisable to route the breather pipe into a small catch tank to check if there is any excess engine oil being passed up the pipe, and if the modifications have been carried out correctly.

