

TECH TIP

DIPSTICKS

In some instances you cannot use a stock type dipstick with our oil pans or the standard dipstick is not desirable. For these applications, for your convenience we provide a bung for the installation of our dipstick on the side of the pan. We recommend use of our universal dipsticks, which bolt into the dipstick fitting.

If the stock engine mounted dipstick is removed, the dipstick-mounting hole in the engine block might need to be plugged. The hole can be plugged with **an old dipstick crimped** off and sealed, a **small freeze plug**, or with a **pipe plug if the block is tapped** with threads, (tapping with threads is only recommended when pan is off and tapping debris can be cleaned.

When using our dipsticks, calibration is required. You will need to install the dipstick, add the recommended oil capacity, run the engine and then let it cool. Once cooled, pull the dipstick out. For part #20-850, if the oil level is below the full-line, you will need to trim the tube until the oil level is even with the full-line. If it is over the full-line at the original length, you will need to mark a new full-line on the dipstick. For our braided dipstick part #20-854, if the oil level is below the full-line, you will need to mark a new full-line on the dipstick. If the oil level is over the full-line, you will need to trim the dipstick from the top until the oil level is even with the full-line. You can do this by removing the dipstick stick from the handle by loosening the allen head set screw, removing the stick, cutting, then reinstalling on the handle and re-tightening the set screw.