



STAINLESS STEEL ENGINE DIPSTICK

For #22000 through #22070

Milodon's premium quality dipstick assembly is CNC machined from high-grade 304 stainless steel. It will resist corrosion in most all environments including salt water marine use and salted winter roads. Once installed follow the correct marking instructions and your ready to go.

For All Engines (except late model Ford, #22040)

- Remove your stock dipstick, carefully removing all the stock tubing.
- Clean the dipstick passage of all oil residue with brake clean on a rag to about a depth of one and a half inches.
- Check the Milodon dipstick for initial fit. It should be a slight push in fit. At most an easy tap on the block insert end of the dipstick should seat any snug fits.
- For final installation, evenly coat the block insert end with RTV silicone. Insert the dipstick completely into the dipstick passageway. Allow the silicone to set up for about two to three hours before starting engine.
- Attach the support tab to the block mounting position. Braided steel dipstick tubing should be mounted at least one inch from any header tubes. The Milodon dipstick can be gently bent around mounts, brackets or header tubes as needed. Avoid sharp bends that would inhibit stick movement through the tube.

For late model Ford, #22040

- Remove the stock dipstick tube by unscrewing it from the oil pan.
- Clean the threaded receptacle in the pan of all oil residue with brake clean on a rag. Drop the Milodon supplied copper washer into the receptacle. This will provide a positive seal. A small amount of silicone may be added to threads, but is not required.
- Screw your new Milodon stick assembly into the oil pan receptacle and tighten securely.
- Attach the support tab to the block mounting position. Braided steel dipstick tubing should be mounted at least one inch from any header tubes. The Milodon dipstick can be gently bent around mounts, brackets or header tubes as needed. Avoid sharp bends that would inhibit stick movement through the tube.

The Milodon dipstick is not premarked with Full and Add levels due to the many different oil pan configurations available. Factory sticks are marked because the factory knew the exact oil pan it would be used with. The current variety of aftermarket pans will all require a different optimum oil level. We do not wish to just ballpark an oil level as other generic stick do, as too much oil can be almost as bad as too little.

- To estimate the new markings, lay your original dipstick and the Milodon assembly side by side. Align the two by the area that sits against the block surface. Transfer the "Add" and Full Levels" by scribing with a file.
- To accurately calibrate your dipstick, simply find the oil capacity as listed for your oil pan. Milodon lists oil pan capacity separately. Stock oil pan capacities will have about one extra quart included for the oil filter.
- With the crankcase empty, add the listed oil pan capacity less one quart. At this time mark the oil level on your new Milodon stick for the "Add Level".
- Add one additional quart for the new "Full Level" and mark this on your dipstick.

Your installation is now complete.

Thanks for using Milodon.