

## **FEULING® VENTED DIPSTICK INSTALLATION INSTRUCTIONS FOR T/C DYNA**



**'06-'17 DYNA**  
**# 3089 – POLISHED CAP**  
**# 3090 – BLACK CAP**

The Feuling billet dipsticks vent/breathe excessive crank case pressure from the oil tank through a PVC style breather consisting of an oil separator system, perforated disc, replaceable filter element and umbrella flapper valve. Feuling vented dipsticks screw into the factory oil fill spout as a stock replacement part.

### **IMPORTANT NOTICE**

This installation should be done by an experienced mechanic who has access to a factory service manual and all required tools.

### **CAUTION**

Incorrect installation can cause engine damage not covered under warranty. Failure to install components correctly can cause engine seizure. Engine seizure may result in serious injury to motorcycle, operator, passenger, and/or others.

### **CAUTION**

This dipstick will get **HOT**, use a glove to remove dipstick when checking oil level

### **WARRANTY NOTE**

Feuling offers an additional 12 month warranty for a total of 2 years if product is installed by a professional V-Twin installer, oil tank is dropped and cleaned at time of install and the WARRANTY REGISTRATION form is filled out - form can be found on [www.Feulingparts.com](http://www.Feulingparts.com)

**THIS DIPSTICK WILL GET HOT, USE GLOVES WHEN CHECKING OIL LEVEL**

1.) The dipstick screws into the oil fill spout just like the stock dipstick. Make sure the main dipstick O-ring is lubed with O-ring lube or engine oil

2.) See breakdown image of how the oil separator and breather system install:



### **Starting from bottom and working up:**

- 1.) Spacer
- 2.) Smaller OD mesh screen
- 3.) Spacer
- 4.) 1 ¼" OD mesh screen
- 5.) Filter element
- 6.) Perforated disc
- 7.) Umbrella valve

3.) Install the desired vent fitting into the dipstick cap, using Loctite 545 on threads: We provide 2 venting styles to choose from:

**OPTION 1.)** 1/8 NPT breather vent fitting with internal porous filter element. This option gives a clean look however it can produce an oil misting/residue out of the element on engines with excessive leakdown/blow by.



**OPTION 2.) \*Feuling's preferred venting option**

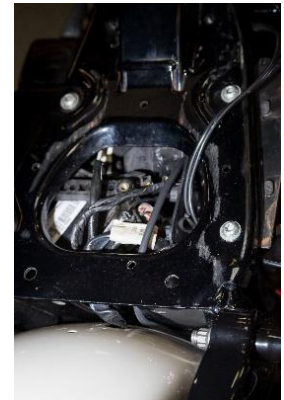
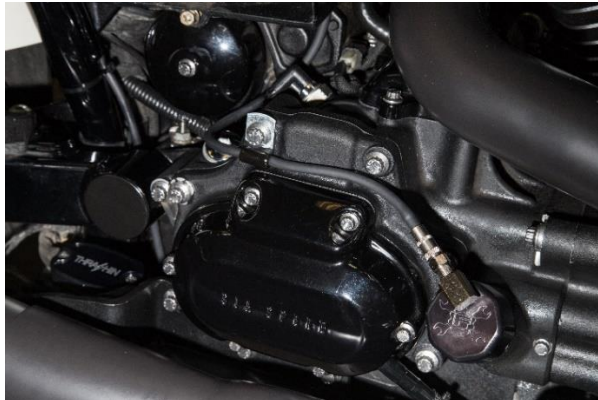
Quick disconnect fitting with rubber hose and filter element. This option will run any excessive oil misting/residue through the line and into the filter element. However this option does require disconnecting the coupler fitting in order to check the oil.



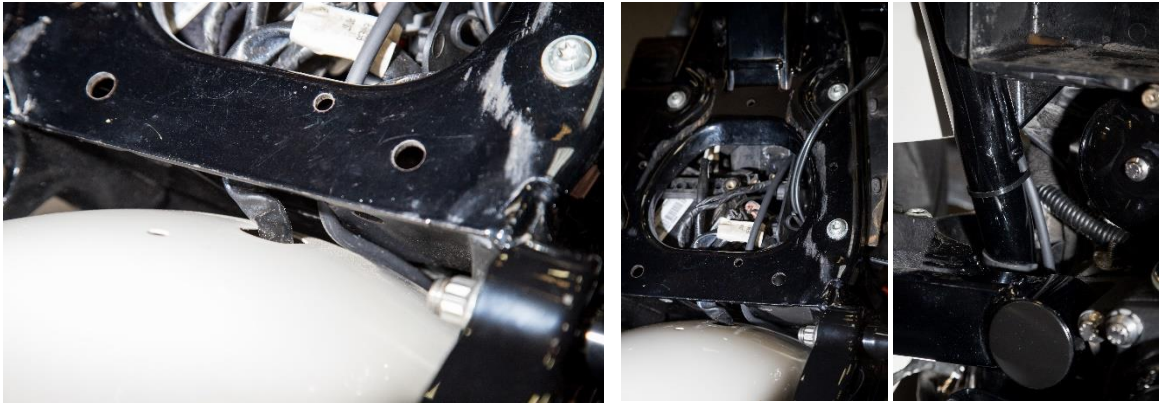
For option 2, we recommend routing the breather line along the transmission side cover using the supplied P clamp on the top left trans side plate bolt. Cleanly loop line up behind the battery box, under the seat, back down the right side frame rail and tuck the filter element up under the right side frame rail by oil pan.

We recommend starting from under the motorcycle and working backwards.

Route up over starter and up behind the inside of the battery box up the frame rail, up under the seat/abs area then back down along the right side frame rail and the filter element can fit cleanly between the engine/trans matting area on the inside of the lower right frame rail.



- Leave enough slack so you can easily remove coupler fitting when checking oil level
- Route line cleanly so it's hidden, use zip ties to fasten to frame rails



Route line under the seat pan through the opening in front of the rear fender, use zip ties to fasten the line and element to your frame rail. Route the line cleanly so the line and filter element are hidden.



4.) Screw the cap on using a dab of the 545 Loctite thread sealant on the threads, this will prevent leaking.

The dipstick cap also has a small 0.050 HEX allen head screw in the side that will need to be tightened, this will lock the cap down so it doesn't unscrew when you go to remove your dipstick, it also allows you some movement to clock the fitting and logo in a desired position, use Loctite on set screw.



5.) This dipstick will get hot, use a glove to remove dipstick when checking oil level

## Checking oil level

6.) There are two ways to read the oil level with this dipstick, with the bike on the jiffy stand (FHS) or the bike upright and level (FHU).

**FHS = FULL HOT STAND** If reading the dipstick with the bike on the jiffy stand you will take your reading from the dimples labeled FHS (Full Hot Stand).

**FHU = FULL HOT UPRIGHT** When reading the dipstick with the bike upright and level you will take the reading from the dimples labeled FHU (Full Hot Upright).



**THIS DIPSTICK WILL GET HOT, USE A GLOVE TO REMOVE DIPSTICK WHEN CHECKING OIL LEVEL**

### **OIL LEVEL - DO NOT OVERFILL OIL TANK**

It is important to get the correct hot oil level in your bike. Feuling recommends running the oil level 90%-99% full when hot.

Note: The oil pick up port is on the right side of the engine. Letting the bike idle or warm up on the kickstand will naturally fill the engine case and skew the oil level in the tank.

We recommend the following steps to achieve proper oil level:

1. Check cold oil level.
2. Ride the bike until operating temperature is reached.
3. Shut the bike off while still in the upright position. (This insures an accurate reading)
4. Once the bike is on the kickstand check oil level.
5. Add or remove oil as needed

### **WARRANTY:**

All parts are guaranteed to the original purchaser to be free of manufacturing defects in materials and workmanship for a period of twelve (12) months from the date of purchase. Merchandise that fails to conform to these conditions will be repaired or replaced at FOP's option if the parts are returned to FOP by the purchaser within the (12) month warranty period. In the event warranty service is required, the original purchaser must notify FOP of the problem immediately. Some problems may be rectified by a telephone call and need no further action. A part that is suspect of being defective must not be replaced without prior authorization from FOP. If it is deemed necessary for FOP to make an evaluation to determine whether the part was defective, it must be packaged properly to avoid further damage, and be returned prepaid to FOP with a copy of the original invoice of purchase and a detailed letter outlining the nature of the problem, how the part was used and the circumstances at the time of failure. After an evaluation has been made by FOP and the part was found to be defective, repair, replacement or refund will be granted. Excessive flywheel pinion shaft run out will damage camplate and oil pump and or cause engine damage and or failure. Damage to Feuling oil pump corporation products from excessive pinion shaft run out will void manufacturer's warranty.

### **ADDITIONAL WARRANTY NOTE**

Feuling offers an additional 12 month warranty for a total of 2 years if product is installed by a professional V-Twin installer, oil tank is dropped and cleaned at time of install and the WARRANTY REGISTRATION form is filled out - form can be found on [www.Feulingparts.com](http://www.Feulingparts.com)