

# TEMP-STICK

(VALKYRIE)

There are several features of the TEMP-STICK by Motorcycle Accessory Design that may be unique and contribute to a superior product.

1. The thermometer/probe unit is made in the USA by a well respected manufacturer Tel-True Manufacturing Co. - ensuring overall accuracy of +/- % accuracy at midrange.
2. The Temp-stick is machined/manufactured as three distinct parts.
  - (A) The thermometer/probe - made with stainless steel for long lasting durability and appearance with a hermetically sealed lens.
  - (B) The chromed billet fixture which serves as a relatively lightweight, good looking handle and houses the two internal "O" rings that provide seal as well as vibration and thermal isolation advantages.
  - (C) The stainless steel threaded nib that screws into the dipstick hole that captures & compresses the lower internal "O" ring. Adjustment of the nib into the fixture/handle with the (included) 5 mm hex "L" key provides a positive seal and prevents inadvertent rotation but still allows rotation of the dial for optimum readability.
3. Not "overkill" or "high-tech" but just well engineered to ensure:
  - A. Good information with accuracy and longevity
  - B. No flaking chrome deposited in engine
  - C. Ability to replace individual components.
  - D. Adjustability or replacement of "O" rings (spare included).
  - E. Oil level marks calibrated to OEM (Don't take this for granted in other products.
4. The Tem-Stick is shipped fully assembled and ready to replace your old dipstick. You may want to do any or all of the following.

Compare oil level marks on "Temp-Stick" with those on OEM dipstick.

With the bike level (not on kickstand) measure oil level with the "Temp-Stick".

(Yes, it is hard to read in the shade unless your oil is so dirty it should have been changed many, many miles ago.)

Retract the probe in the fixture until the end is at ¼" inside the nib, insert the 5mm hex "L" key & tighten (or loosen) the compression on the lower internal "O" ring.

Wear glove or use rag when removing "Temp-Stick" from a "warmed up" engine.

NOTE: Internal "O" rings (2) are: 105 EE 75) All vitron for higher endurance to heat.

External "O" ring (1) EE 75) All vitron for higher endurance to heat

NOTE: Never start/run engine with "Temp-Stick")or (OEM dipstick) loose. Unthreaded the dipstick could, under certain conditions, come into contact with moving parts.