



ROSSWULF

Thank you for purchasing our Locking Dipstick for VW. Each Ross Wulf dipstick is constructed of the highest quality stainless steel shaft, and 6061 T-6 aluminum spacers and cam.

How it Works:

The Locking Dipstick consists of 3-Viton O-rings that expand and contract with the application and release of mechanical pressure from the “Oil/Lock” cam. When the cam is released in the fully upright position, the shaft and all 3 O-rings will insert into the dipstick receiver tube on the case.

Installation:

It's important to make sure that all 3 O-rings insert fully inside the tube – Hold the cam lever when you insert the shaft to seat all 3 O-rings - This may require twisting or moving back and forth under some conditions. Once the dipstick spacer labeled “Ross Wulf” is seated against the receiver tube, use your thumb to depress the cam in the direction of the “Lock” The cam should only require thumb force to move to the fully locked position – **Don't Force It!** If you are having issues, we have included some troubleshooting tips below.

Removal:

Flip the locking cam up in the direction of “Oil” - Holding the cam, the unit should release and lift out of the receiver tube. In some instances, the O-rings will temporarily be in a slightly compressed form, and twisting or back and forth movement while holding the locking cam may be required to fully release.

Notes:

It's normal for the cam to become easier to lock over time. We designed to piece with a tighter tolerance to allow for some level of wear-in. All of the mechanical moving parts are made of aluminum and may show signs of friction scuffing on the cam radius – this is by design and will not affect the operation of the dipstick.

It's important to note that the spacer labeled “Ross Wulf” is the pressure mechanism for the O-rings. Pushing on this during installation can expand the O-rings and make it more difficult to install. We recommend you hold the cam with your right hand and guide the shaft and spacer with your left hand. This piece is also free floating, and twisting it will not aid installation or removal issues.

Troubleshooting:

1. Make sure the receiver in the case is properly flared. This should not be an issue on stock cases but is a known issue on all aluminum cases.
2. Make sure all 3 O-rings are in the tube and the “Ross Wulf” spacer is bottomed out on the receiver tube. You can feel each O-ring enter the tube when they are slightly expanded. Simply make sure all 3 are fully in the tube.
3. Some lube on the cam and O-rings can be a big help when having difficulties
4. Brand new dipsticks may need to be conditioned a bit when the receiver tube is on the tight side. With the dipstick free from the vehicle – lock and unlock the cam several times to help the O-ring become properly pliable. You can roll the O-rings with your finger to further assist pliability.
5. Contact us - We're here to help. Your product is fully guaranteed – so don't worry. Ross Wulf will make it right!

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