

Instructions for installing the transmission dipstick tube.

Before starting, make sure you have some extra transmission fluid or a clean container to reuse what you drain. You'll probably need a funnel, too.



I like the top one best (though the hose is easily kinked), but the middle one is a good trade-off for price and function. I suggest storing whichever you use in a plastic bag to avoid dirt and drips.

One bottle of fluid should be more than enough if you're not dropping the tranny pan. O'Reilly and Advance Auto can get the Pentosin ATF1, if they don't have it in stock, for about \$20. Febi-Bilstein is less expensive, but few stores carry it. It's usually listed under p/n 14738 or G-052-162-A2 (VW p/n, often called G62).

You'll need to remove the belly pan. Sometimes this can be done sitting on the ground, but it's easiest when the front is raised a bit. A couple of pieces of 2x6 are usually enough if you don't have ramps.

Next you'll need to drain some fluid using the drain plug on the tranny pan. Just let it drain until it almost stops flowing. You'll get 3-4 cups if the level is correct. I got just over 3.5 cups with the cooler installed and sitting on Rhino ramps (black cat optional, Moe wanted to help). If it's level, or not as high in the front, you'll get a bit less. I had grabbed a plastic 4 cup Mainstays measuring cup at Walmart for \$2.97. If you can measure this and/or keep it clean, you can add/reuse that much at the end. Otherwise you'll need to go through the procedure to check the level.

If you've been doing fluid changes and it looks a little darker, I wouldn't be worried. It's mostly leftover from any old stuff that was in there and normal use.



Remove the plastic fill tube at the front of the transmission. It snaps in with a couple of plastic ears as shown in the picture, so it may take some pull to get it out. If you've dropped the tranny pan to change the fluid and filter, it's a matter of squeezing the ears together a little while pulling from the top. Don't be too concerned if you break off a tab with the pan on. It will fall into the pan, but can't get through the filter.



Remove the bolt holding the bracket located next to the fill tube opening using a 9 or 10mm wrench or socket (I've run into both sizes). The wire looms tend to get in the way, but you can get around them.

NOTE: On the early 6-cylinder engine (AES), there's a wiring loom bracket mounted on the starter that usually gets in the way. I take it loose from the starter and let it hang so the tube will go in. I plan to add a picture when I get one.

Make sure the o-ring is on the tube, lube it with a little fluid (that you drained), and drop it down through the hole. You'll need to maneuver the top between the hoses to find the best place for it to sit. Be careful of the hot lead on the starter where Winnebago tied in for the coach! Once the o-ring gets to the hole, it will take a bit of pressure to seat it. It will drop about 1/8" fairly easily, but that's just the first step into the hole. It still needs to go in another 1/8-3/16". The hole in the tube bracket should line up with the hole where the bolt was and under the other bracket. Install the bolt through both and snug it down. Officially it's 10 Nm or 7 ft/lb, but snugged works since there's no load on it.



Add back the amount of fluid you drained initially (or finish the fluid/filter change) and you should be good to go! You can use the other file, [DipstickComparison.pdf](#), to do a quick fluid level check after getting the vehicle back on level ground.

A little fluid on the dipstick o-ring may help it move a bit easier, too.