

Here's a comparison of the original VW transmission dipstick (top) to the ones that I've modified. The dots are in the correct place. I made lines representing the upper and lower (right) curves of the VW stick plastic part for reference. At cold start and idling in Park, the fluid will be around the lower curve/line. At full operating temp on mine, around 170°F, it's near the upper curve/line. It's a good idea to verify these levels so you don't have to get to the correct temp to be between the dots every time.

On mine, cold and engine off, the fluid is usually about 2 inches above the upper curve/line. It does vary some though because the exact same amount of fluid doesn't drain back into the pan every time. It's best to check it idling.

You can safely ignore any writing on the dipstick since it applies to the original Dodge tranny.

