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Vw 020 trans codes

Use the VW Transmission charts below to help you find your Transmission Code. You will need your transmission code when ordering your rebuilt transmission .If You're looking for parts only, you can click on the 020,02A,02J,02M,02T to go directly to the parts department for that style Transmission. If you still need help, please Email or Call us. NOTE: We List Automatic Transmission as a courtesy but only Rebuilt Manuals at this time. 020 GEAR RATIOS Here I will try to cover the possible gears you might find in the 020. A note on the way the tooth counts are listed....the first number is the driven gear, the second number is the driving gear. A ratio is nothing more than a division problem, dividing one number into another. You count the teeth on the gear that gets the power, the driving gear. You also count the teeth on the other gear, the driven gear. Divide the driven number by the driving number to get the ratio, or the number of times it takes the driving gear to turn the driven gear one full revolution. Example- 10:5 = 2 10 teeth on the driven gear, 5 on the driving gear, 2 turns needed of the 5T gear to spin the 10T gear one full time. The gear ratio then is 2:1, spoken as "2 to 1". DRIVING gear is on MAIN SHAFT DRIVEN gear is on PINION SHAFT 1st and 2nd Gears In the 020, the driving gears for 1st and 2nd are machined directly to the main shaft or input shaft, meaning there is no changing those gears unless you change the entire shaft. All of the 020 use the same 1st gear ratio, 38 : 11 = 3.455 For 2nd gear, you get one of 3 choices. *4-speed only 35 : 20 = 1.750* 35 : 18 = 1.944 36 : 17 = 2.118 Don't forget with the main shaft, there are also 2 different diameters, 22mm and 24mm. The larger found on 16V and MK3 8V cars. There are only 5 codes with the 24mm main shaft, AGB and 2Y for the 16V MK2, and then AMC, CHE, and DFQ for the MK3 8V boxes, 3rd Gear For 3rd gear, you get more choices, 5 in fact. 33 : 31 = 1.065 35 : 29 = 1.207 36 : 28 = 1.286 37 : 27 = 1.370 39 : 27 = 1.444 4th Gear You get one more choice for 4th gear, for a total of 6 ratios. However, the 4th gears on the 16V and MK3 boxes (the 5 codes discussed before) have a larger diameter hole than the other codes, by 2mm. This means if you run a 16V or MK3 (codes up to 01067) pinion shaft, you get 2 choices, 0.969 or 1.129. MK3 codes after June 1st, 1997 can use other ratios, VW reduced the shaft diameter back down again after then. 30 : 34 = 0.882 30 : 33 = 0.909 31 : 33 = 0.939 31 : 32 = 0.969 32 : 31 = 1.032 35 : 31 = 1.129 5th Gear The choices for 5th are more varied, you get 8 ratios to choose from. Keep in mind the 16V cars (and MK3 codes up to 01067) have a deep groove in the driven gear, and the 8V gear will fit on the 16V shaft, but cannot be properly secured. If you have a 16V or MK3 shaft, you are limited to the gears with the deep groove on the face (MK3 codes past 02067 can use the non-grooved gear). 27 : 38 = 0.711 37 : 52 = 0.712 38 : 51 = 0.745 44 : 58 = 0.759 33 : 41 = 0.805 34 : 40 = 0.850 42 : 47 = 0.894 31 : 34 = 0.912 Reverse Gear There is only one ratio for the reverse gear in the 020, but reverse uses an idler gear. It is a 3rd gear that is moved to mesh between the pinion and main shafts, effectively making the trans have 3 shafts, which will reverse the direction of the ring gear in relation to the engine direction. The main shaft is a 12T gear, the pinion shaft is a 38T gear, and the idler is a 20T gear. 20 : 12 = 1.667 38 : 20 = 1.900 When dealing with multiple ratios, you multiply the ratios together to get a final ratio. 1.667 x 1.900 = 3.167 This can also be expressed without the idler gear included... 38 : 12 = 3.167 Speedo Gear Three choices for the plastic speedo gears. The MK1/MK2 cars with the actual cable used a color coded gear system, but with the MK3 cars, this stopped, and the colors no longer matter. On the MK3 cars, the electronic speedo gear will be a 15T gear, maybe red, maybe white/gray, but 15T. This makes it hard on the MK3 people who swap in a close ratio MK2 box with a lower R&P set, because they can't get that other gear for their car. 15 : 7 = 2.143 16 : 7 = 2.286 17 : 7 = 2.429 For the MK2 cars, the color code system was... 15T = RED 16T = GRAY/WHITE 17T = GREEN Ring & Pinion Gear There are six options for a R&P set, but keep in mind that the 16V and MK3 8V boxes (those 5 codes from earlier) are all 3.667, the most common ratio. If you want a lower R&P for your 16V trans, plan on sourcing an 8V MK2/MK1 4th gear set to match the smaller diameter pinion shaft. The number in (xT) is the speedo gear tooth count 62 : 17 = 3.647 (15T) 66 : 18 = 3.667 (15T) 74 : 19 = 3.894 (16T) 63 : 16 = 3.938 (16T) 67 : 17 = 3.941 (16T) 68 : 16 = 4.250 (17T) 67 : 15 = 4.467 (16T) Syncro 68 : 14 = 4.857 (16T) Syncro Country In this pic, I've tried to label what goes where and mates to what. The Input or Main Shaft on the left, with the 1st and 2nd driving gear machined directly onto the shaft....the 3-4-5 set of driving gears, and the 3-4-5 driven mates....the Output or Pinion Shaft on the right, the driving Speedo worm gear, the big 1st and 2nd driven gears, the 3 reverse gears including the green idler...and the Ring and Pinion gears. You can see the driven Reverse gear is actually the sliding collar of the 1st/2nd sync assembly, and the driving Reverse is machined directly to the Main Shaft. Grinding reverse can chip and damage all 3 of those gears, which would mean a new Main Shaft, a new Reverse Idler, a new 1/2 Sync assembly, AND, because 1st and 2nd are machined to the shaft, it means a new 1st and 2nd gear set matched to the Main Shaft! The helical design of the gear teeth cause the gears to want to slide away from each other. The direction of the gears under load is shown here... Find your trans code on the bottom of the trans, in the yellow square in this pic... the numbers after the trans code are the manufacture date, listed as D-D-M-M-Y, for more info check the Oil Change page. Chart covering MK2 models Here is a ZIP file that contains an executable calculator that does 5 functions that can be handy for tuning. It was provided to me by Collin from Techtonics. It also contains text files with the ratios for the 02A, 020, etc... Download it by clicking here. Here is a great page covering the codes, dates, and the country of mfg., taken from the A2 Resource site. Detailed charts covering the 020 and other trans can be found at This listing is from the Techtonics ZIP file above, and should be more accurate... *020* 4 & 5 Speed VW Gear Boxes Code 1st. 2nd. 3rd. 4th. 5th. R&P Notes GC 3.45 1.94 1.29 0.97 N/A 3.89 4 speed up to '80 GC,GN 3.45 1.94 1.28 0.91 N/A 3.89 4 speed from '81 GP,GL 3.45 1.75 1.06 0.71 N/A 3.89 3+E from '81 GY 3.45 1.75 1.06 0.71 N/A 4.17 3+E Pick up FO 3.45 1.94 1.29 0.97 0.76 3.89 11/78-5/79 FF, FN, FH 3.45 1.94 1.29 0.97 0.76 3.89 Up to 07/80 FF, FN, FH, FJ 3.45 1.94 1.29 0.91 0.71 3.89 From '81 FM, FD, FK 3.45 2.12 1.44 1.13 0.91 3.89 Close Ratio 6G 3.45 1.94 1.29 0.91 0.71 3.65 Euro 8/82-7/83 7G 3.45 2.12 1.44 1.13 0.91 3.65 Close Ratio, Euro 8/82-7/83 2H 3.45 2.12 1.44 1.13 0.91 3.94 Close Ratio '83 GTI 4S,AOP,AGS 3.45 1.94 1.29 0.91 0.75 3.94 86-90 1.6 Diesel 4T,8A 3.45 1.94 1.29 0.91 0.75 3.67 Euro From 8/83 7A 3.45 1.94 1.29 0.91 0.71 3.94 From 8/83 4K 3.45 2.12 1.44 1.13 0.89 3.94 Close Ratio 4Y 3.45 2.12 1.44 1.13 0.89 3.67 Close Ratio 1.8 8v 9A,AEN,ACD 3.45 2.12 1.44 1.13 0.89 3.67 Close Ratio '85-'89 ACH 3.45 1.94 1.37 1.03 0.75 3.94 '85 1.6 Diesel AGB,2Y 3.45 2.12 1.44 1.13 0.91 3.67 Close Ratio,16v ACN,AON,ASF,ACL 3.45 1.94 1.37 1.03 0.75 3.67 1.8 8v AUG,DGF,DGT 3.45 1.94 1.44 1.13 0.89 3.67 1.8 8v '90-'93 AWY 3.45 1.94 1.44 1.13 0.89 3.94 '90 Diesel AVX 3.45 1.94 1.29 0.91 0.75 4.25 1.6 TD ECO CHB,APW,DFN 3.45 1.94 1.37 1.03 0.85 3.67 From '93 1.8 CHD,DFP,ATH 3.45 1.94 1.28 0.91 0.75 3.67 From '93 1.9 TD 75hp CHE,DFQ,DGD,AMC 3.45 1.94 1.28 0.97 0.80 3.67 From '93 115hp, Large input shaft 4Z 3.45 1.944 1.286 0.909 0.745 4.467 02.86-12.88 Syncro AWD 020 ARM 3.45 1.944 1.286 0.909 0.745 4.467 08.89-10.91 Syncro AWD 020 ATZ 3.45 1.944 1.286 0.909 0.745 4.467 08.89-10.91 Syncro AWD 020 AXR 3.45 1.944 1.286 0.909 0.745 4.857 02.86-12.88 Syncro Country AWD 020 VW Motorsport 2.50 1.79 1.42 1.17 1.03 Std. Input Shaft VW Motorsport 2.72 2.06 1.68 1.43 1.26 Large Input Shaft (16v & A-3) 02K 3rd 37/27-1.370 5th 32/42-0.762 R&P 62/15-4.13 VW Motorsport R&P options for 22mm Input Shaft Trans 3.32 4.20 4.46 4.64 4.81 5.07 Stolen chart from another site, thanks to whomever rightfully made this, but I changed the 4K R&P ratio to the correct 3.94 ratio, and the AOP 3rd + 4th ratios! I don't vouch for how accurate this chart is, there may be other errors! 020 Transmission Specifications CODE R&P 1st 2nd 3rd 4th 5th Overall Flanges Switch Mount 2H 3.94 3.45 2.12 1.44 1.13 0.91 3.59 90mm Large Stud 2Y* 2Y(16v) 3.67 3.45 2.12 1.44 1.13 0.91 3.34 100mm Small Both* 4K 3.94 3.45 2.12 1.44 1.13 0.89 3.46 90mm Large Stud 4S 3.94 3.45 1.94 1.29 0.91 0.75 2.96 90mm Large Hole 4T 3.67 3.45 1.94 1.29 0.91 0.75 2.75 90mm Large Stud 4Y 3.67 3.45 2.12 1.44 1.13 0.89 3.34 90mm Large Stud 6G 3.65 3.45 1.94 1.29 0.91 0.71 2.59 90mm Large Stud 7A 3.94 3.45 1.94 1.29 0.91 0.71 2.80 90mm Large Stud 7D 3.94 3.45 1.94 1.25 0.91 0.71 2.80 90mm Large Stud 7G 3.65 3.45 2.12 1.44 1.13 0.91 3.32 90mm Large Stud 8A 3.67 3.45 1.94 1.29 0.91 0.75 2.75 90mm Large Stud 9A 3.67 3.45 2.12 1.44 1.13 0.89 3.27 100mm Large Hole ACD 3.67 3.45 2.12 1.44 1.13 0.89 3.27 100mm Small Both* ACH 3.94 3.45 1.94 1.37 1.03 0.75 2.96 90mm Large Hole ACL 3.67 3.45 1.94 1.37 1.03 0.75 2.75 100mm Large Hole ACN 3.67 3.45 1.94 1.37 1.03 0.75 2.75 90mm Large Hole AEN 3.67 3.45 2.12 1.44 1.13 0.89 3.27 100mm Small Both* AGB* 3.67 3.45 2.12 1.44 1.13 0.91 3.34 100mm Large Both* AGS 3.94 3.45 1.94 1.29 0.91 0.75 2.96 100mm Small Hole AMC 3.67 3.45 1.94 1.29 0.97 0.80 2.94 100mm Small Hole AON 3.67 3.45 1.94 1.37 1.03 0.75 2.75 100mm Small Hole AOP 3.94 3.45 1.94 1.29 0.91 0.75 2.96 100mm Small Hole AWY 3.94 3.45 1.94 1.44 1.13 0.89 3.51 90mm Small Hole CHE 3.67 3.45 1.94 1.29 0.97 0.80 2.94 100mm Large Hole ASF 3.67 3.45 1.94 1.37 1.03 0.75 2.75 100mm Small Hole ATH 3.67 3.45 1.94 1.29 0.91 0.75 2.75 90mm Large Stud FH 3.89 3.45 1.94 1.29 0.91 0.71 2.76 90mm Large Stud FJ 3.89 3.45 1.94 1.29 0.91 0.71 2.76 90mm Large Stud FK 3.89 3.45 2.12 1.44 1.13 0.91 3.54 90mm Small Stud FM 3.89 3.45 2.12 1.44 1.13 0.91 3.54 90mm Small Stud FN 3.89 3.45 1.94 1.29 0.91 0.71 2.76 90mm Large Stud FO 3.89 3.45 1.94 1.29 0.97 0.76 2.96 90mm Small Stud Gear Up! -online RPM-MPH calculator from www.Scirocco.org but it is the same chart as above, and contains errors. A thread showing the Dodge Omni trans, which looks to be a VW 4 speed, thanks to Shrttrackr... HOME

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