

Transmission housing

Transmission housing and torque converter housing are cast together from a light alloy. The single-section housing is extremely rigid and therefore insensitive to vibrations. The oil distribution plate of the valve body assy is an integral casting at the bottom of the transmission housing. This provides additional strengthening of the transmission housing.

Front cover

The front cover is likewise a light alloy casting and houses the primary pump and stator shaft. Clutch K1 is mounted at the transmission-end extension of the stator shaft. The hydraulic oil for clutch K1 is fed through the front cover.

Rear cover

The output shaft of the transmission is mounted in the rear light-alloy cover. On the 5-speed transmission, the rear transmission cover additionally contains an oil supply chamber which absorbs oil from a certain transmission oil temperature and allows it to flow back again as required. The centrifugal governor and a secondary pump are also housed in the rear cover on the 5-speed transmission.

Centrifugal governor

The centrifugal governor of the 4-speed transmissions is mounted in the rear section of the transmission housing, and in the rear cover of the 5-speed transmission. It is driven by the output shaft through a screw drive.

Oil cooler

The oil of the automatic transmissions flows continuously through an oil cooler when the engine is running, irrespective of transmission temperature.

Electrical section

The electrical equipment comprises the starter lockout switch, the kickdown solenoid valve and, on cars fitted with catalytic converter, the 2→3 transmission shift point retard switchover valve. In the case of the 5-speed transmission, the electrical equipment is enlarged by the limited slip differential (AGS) control unit, the control valve and the D-contact switch.