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016 Front Wheel Drive

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Technical data

- code letters
- application
- gear ratios

Transmission code letters	APV
Date of manufacture from	1/88
to	
Type	016
Application	Audi 200
Gear ratios final drive	35:9 = 3.889
1st gear	36:10 = 3.600
2nd gear	34:16 = 2.125
3rd gear	34:25 = 1.360
4th gear	29:30 = 0.967
5th gear	27:37 = 0.730
reverse	42:12 = 3.500
Lubrication capacity	2.7 US qt. (2.6 ltr)
specification	Gear oil API GL-4 (MIL-L-2105) SAE 80 or G50 SAE 75W-90 (synthetic)
Clutch actuation	hydraulic
disc diameter	240 mm
Drive flange diameter	108 mm
Speed in 5th gear per 1000 RPM	25 mph (40 Km/h)
Speedometer	electric

Technical data

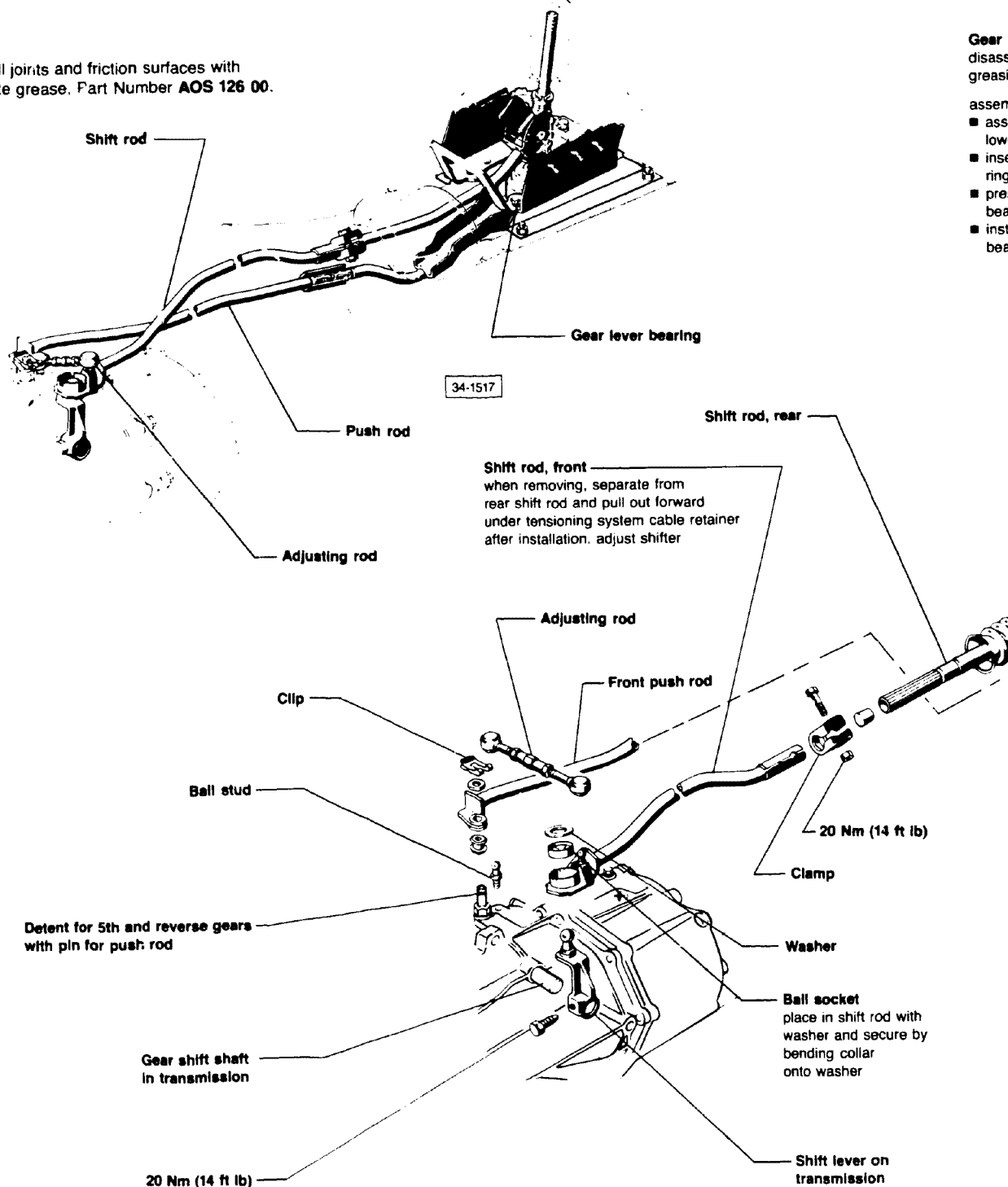
- code letters
- application
- gear ratios

Transmission	code letters	AUY	AUZ
Date of manufacture	from	8/89	
	to		
Type		016	
Application		Audi 200	
Gear ratios	final drive	35:9 = 3.889	35:9 = 3.889
	1st gear	36:10 = 3.600	36:10 = 3.600
	2nd gear	34:16 = 2.125	34:16 = 2.125
	3rd gear	35:24 = 1.458	34:25 = 1.360
	4th gear	30:28 = 1.071	29:30 = 0.967
	5th gear	29:35 = 0.829	28:36 = 0.778
	reverse	42:12 = 3.500	42:12 = 3.500
Speedometer drive		13:25 = 0.520	
Lubrication	capacity	2.7 US qt. (2.6 L)	
	specification	Gear oil API GL-4 (MIL-L-2105) SAE 80 or G50 SAE 75W-90 (synthetic)	
Clutch	actuation	hydraulic	
	disc diameter	240 mm	
Drive flange	diameter	108 mm	
Speed in 5th gear per 1000 RPM		25 mph (40 Km/h)	

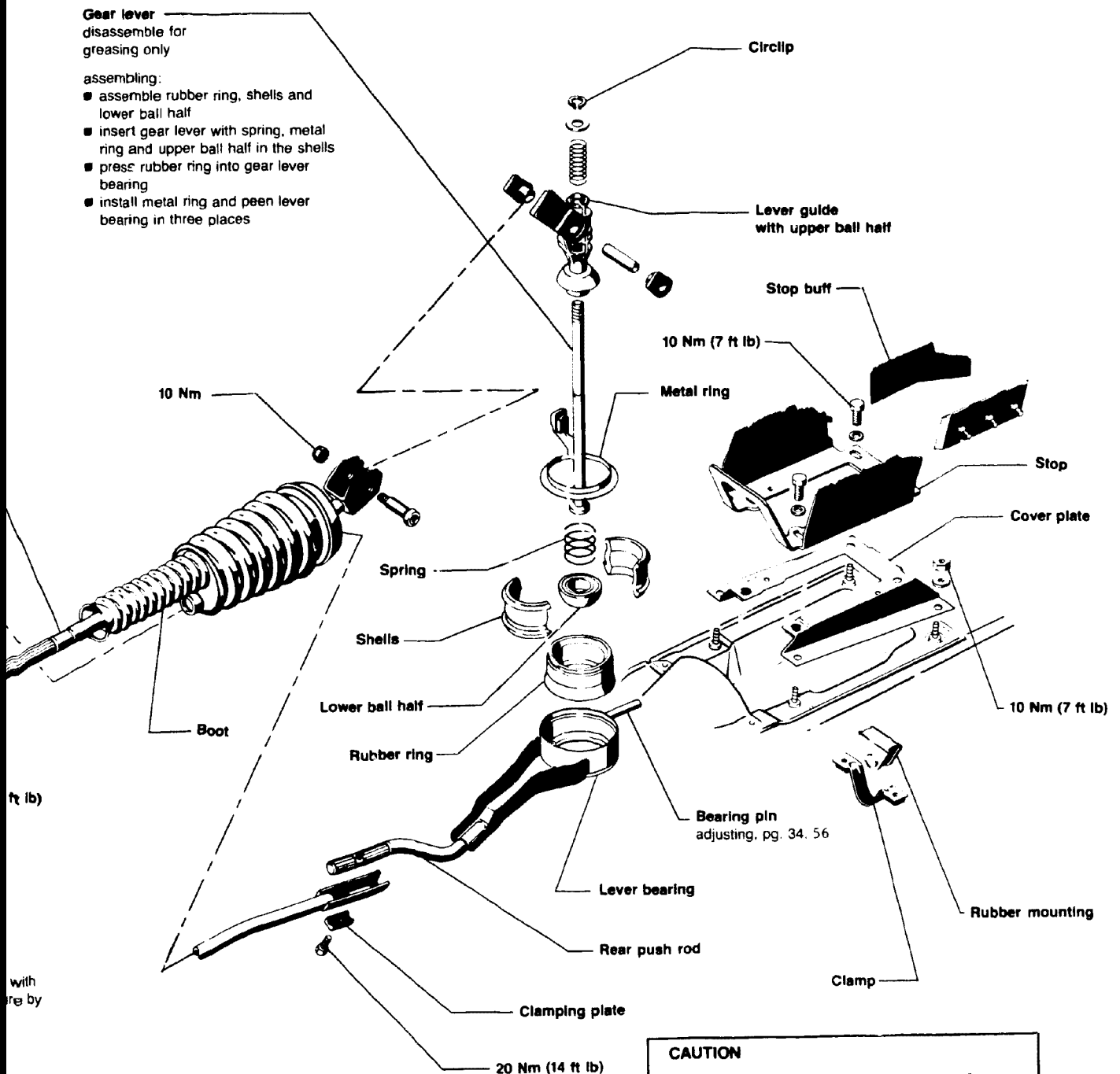
Note: Input shaft diameter at crankshaft needle bearing area = 15 mm instead of 18 mm.

Note

Lubricate all joints and friction surfaces with special white grease, Part Number AOS 126 00.



Gear
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CAUTION

Before removing transmission, separate front and rear shift rods. Remove transmission with front rod attached.

34-518

5-speed 016

B-5

34.4

Gearshift lever, checking adjustment

- shift into 1st gear
- push gearshift lever to left stop
- release lever
 - lever must spring back 5-10 mm (1 4-3/8 in.) to right
- shift into 5th gear
- push gearshift lever to right stop
- release lever
 - lever must spring back 5-10 mm (1 4-3/8 in.) to left

Note

When gearshift lever is placed in 1st or 5th gear and lever is pushed to left or right stop and then released, lever must spring back approximately same distance

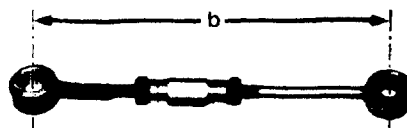
- if **NO**, move gearshift lever housing slightly in slots

If this adjustment is not sufficient

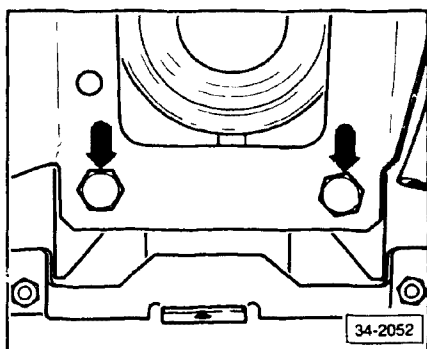
- adjust gearshift linkage

Gearshift linkage, adjusting

- place gearshift lever in neutral
- install adjusting rod
 - **b** = 134 mm (5.275 in.)

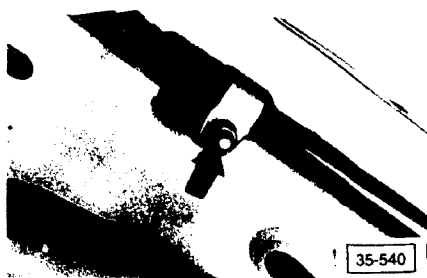


35-539

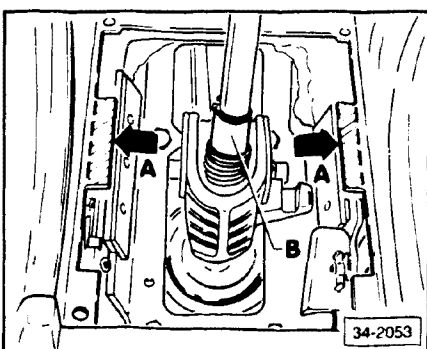


Gearshift lever, adjusting

- place transmission in neutral
- loosen support mounting bolts (**arrows**)
- push support towards side
- tighten bolts



- loosen clamp between front and rear rods (**arrow**)
 - rear shift rod must move freely

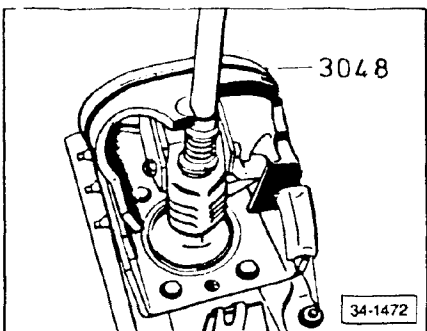


- if projections (**arrows A**) are on shifter console, saw off along dashed lines

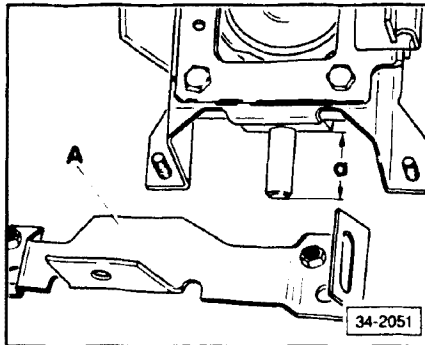
CAUTION

Cover gearshift mechanism with an oily rag to catch shavings that might fall into the shift lever bearing.

- remove spacer sleeve **B** and spring
- pull up shift lever to stop



- install tool **3048**
- tighten clamp nut
- remove tool
- engage 1st gear
- press gearshift lever to left stop
- release gearshift lever
 - lever must spring back to right
- engage 5th gear
- press gearshift lever to right stop
- release gearshift lever
 - lever must spring back to left



- adjust projection of bearing pin
 - $a = 17 \text{ mm (11/16 in.)}$

Note

Bracket **A** can be removed to adjust bearing pin. Press floor covering aside if necessary.

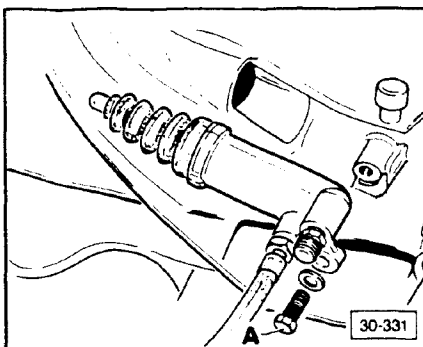
- shift through all gears and check that gears engage easily and without jamming. Be sure reverse catch works properly



- install gearshift lever boot and knot. **Boot must contact shift knob (arrow)**

CAUTION

Before removing transmission, separate front and rear shift rods. Remove transmission with front rod attached.



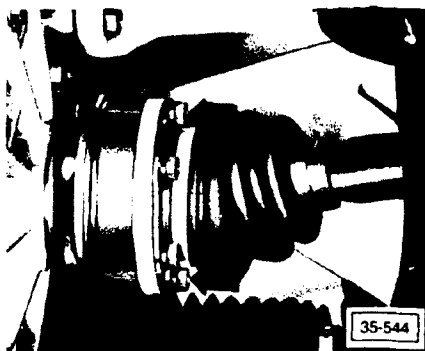
Transmission, removing (engine installed)

- disconnect battery ground strap
- remove upper engine transmission bolts
- remove connector for speedometer sender by pressing in clips
- remove bolt securing clutch slave cylinder to transmission and remove cylinder
 - leave hydraulic line connected

Manual Transmission – Controls, Assembly

- ▶
 - attach tool **10-222 A** and hold engine in place
 - remove splash shield below for motor transmission
 - remove exhaust pipe, front

35-564

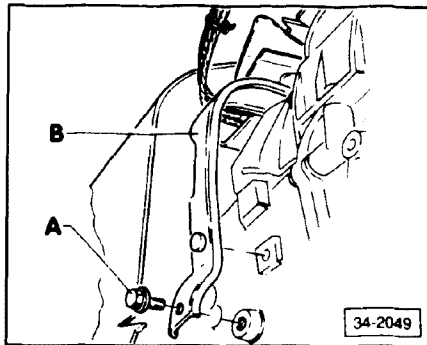


- ▶
 - remove right side guard plate
 - disconnect axle shafts from flanges
 - rest both axle shafts on top of subframe
 - disconnect wire from back-up light switch
 - pry off shift and adjusting rods
 - remove lower engine transmission bolts
 - remove starter
 - remove guard plate from subframe



- ▶
 - install tool **US 618** plus **US 618 1** on hoist or jack and lift transmission slightly
 - remove both rear subframe mounting bolts (**right arrow**)
 - remove both transmission support bolts from subframe (**left arrow**)

Manual Transmission – Controls, Assembly



- remove bracket **B** from transmission and push tensioning system cable and bracket off retainer on transmission
 - **A** = 40 Nm (29 ft lb)

Note

Retainer can only be removed with transmission out of vehicle. See Repair Group 68.



- remove right side transmission bracket (**arrows**)
- pull transmission off dowel sleeves
- lower transmission and take out (from below)

Note

While removing transmission, make sure hoses are out of way.

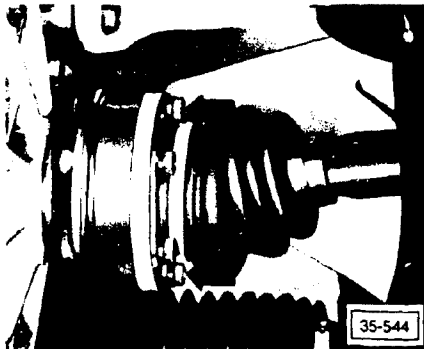
Transmission, installing (engine installed)

- rest both axle shafts on top of subframe
- lubricate main shaft splines lightly with MoS₂ powder
- install transmission onto engine dowels and bolt on lower bolts
- install tensioning system bracket and cable to transmission
- tighten transmission bracket, subframe and upper bolts
- realign transmission if necessary (see Repair Group 10)
- check gear shift adjustments
- complete installation by installing all parts removed during transmission removal

Tightening torques

- transmission/engine ... 55 Nm (40 ft lb)
- axle shaft/drive flange 80 Nm (58 ft lb)
- bracket/transmission ... 40 Nm (29 ft lb)
- transmission support subframe ... 40 Nm (29 ft lb)
- subframe/body 110 Nm (80 ft lb)

Manual Transmission – Controls, Assembly

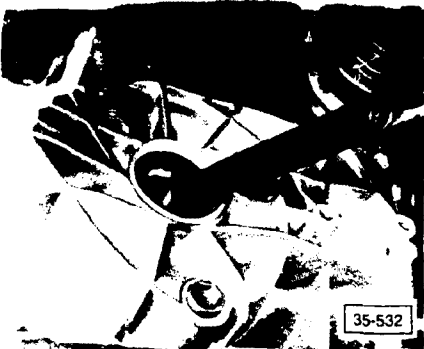


Drive flange oil seal, removing (transmission installed)

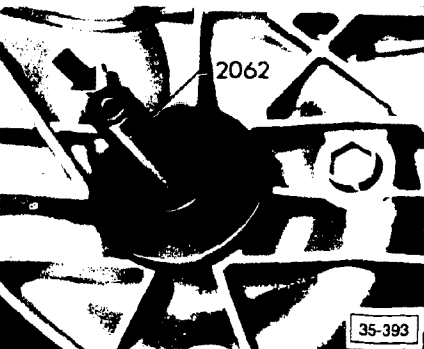
- remove axle shaft from flange (arrow)
 - on right side remove cover plate first



- remove drive flange bolt
 - hold flange with drift



- pry out seal



Drive flange oil seal, installing (transmission installed)

- drive oil seal in until fully seated
 - on right side use drive sleeve 30-20
- fill lips of new seal with multi-purpose grease
- install drive flange
- tighten bolt to **25 Nm (18 ft lb)**
- install axle shaft and tighten bolts to **80 Nm (58 ft lb)**

Note

For replacement of drive flange oil seal with transmission removed, see Repair Group 35.