

Rear gearbox and differential (transaxle unit)												OEM Wheel Size	Front axle differential				
Diff-Lock Code	1.G	2.G	3.G	4.G (Top)	G-G	R-G	Nom.	Ratio	Exact Final Drive Ratios		Engine KW (BHP)		No Diff-Lock Code	Diff-Lock Code	Ratio	Engine KW	No Diff-Lock Code
									Diff. Ratio	Diff. x Top	(1 BHP = 746 W)						
AKG	3,78	2,06	1,225	0,85	6,03	6,03	4,57	32:7	4,571428571	3,904761905	54,70,78,82	AKE	14	AKH	32:7	64,70,82	AKF
<i>Gear teeth</i>	34:9	33:16	49:40	41:48	31:9x28:16	31:9x28:16					(72,94,105,110)						
<i>Exact ratio</i>	3,777778	2,0625	1,225	0,854167	6,0277778	6,0277778											
AAN	3,78	2,06	1,225	0,85	6,03	6,03	4,86	34:7	4,857142857	4,148809524	54,57,64,70,82	AAK	14	ADH	34:7	57,70,82	ACU
6PA	3,78	2,06	1,225	0,85	6,03	6,03	5,43	38:7	5,428571429	4,636904762	54,57,64,70,82	6P	14	ADM	38:7	51,57,70,82	6N
											(72,76,86,94,110)						
AHA	3,78	2,06	1,225	0,78	6,03	6,03	5,83	35:6	5,833333333	4,55	51 TD (68)	AKK	14				(6N)
<i>Gear teeth</i>	34:9	33:16	49:40	39:50	31:9x28:16	31:9x28:16											
<i>Exact ratio</i>	3,777778	2,0625	1,225	0,780000	6,0277778	6,0277778											
ALE	3,78	2,06	1,225	0,85	6,03	6,03	5,83	35:6	5,833333333	4,982638889	64,70 (86,94)		16	AAM	35:6	64,70	AHB
AHF	3,78	2,06	1,225	0,78	6,03	6,03	5,43	38:7	5,428571429	4,234285714	51 TD	AGZ	14				(6N)
6ZA	3,78	2,06	1,225	0,85	6,03	6,03	5,43	38:7	5,428571429	4,636904762	57,70,82		14	ADN	38:7	57,70,82	
											(76,94,110)						
ALK	3,78	2,06	1,225	0,85	6,03	6,03	5,43	38:7	5,428571429	4,636904762	82(16 Zoll)		16				
AND	3,78	2,06	1,225	0,85	6,03	6,03	6,16	37:6	6,166666667	5,267361111	51 TD		16				
	3,78	1,88	1,225	0,85	6,03	6,03	4,86	34:7	4,857142857	4,148809524	57,70,82 (16 Zoll)	AVV	16				
	3,78	1,88	1,225	0,85	6,03	6,03	5,43	38:7	5,428571429	4,636904762	57,70 (76,94)	AVH	14				
AVM	3,78	1,88	1,225	0,78	6,03	6,03	5,83	35:6	5,833333333	4,55	57,70		16				
AVN	3,78	1,88	1,225	0,85	6,03	6,03	4,86	34:7	4,857142857	4,148809524	57,70,82 (16 Zoll)		14				
AVL	3,78	1,88	1,225	0,85	6,03	6,03	5,43	38:7	5,428571429	4,636904762	57,70		14				
AVR	3,78	1,88	1,225	0,85	6,03	6,03	5,43	38:7	5,428571429	4,636904762	82 (16 Zoll)		16				
	3,78	1,88	1,225	0,78	6,03	6,03	5,83	35:6	5,833333333	4,55	51 TD	AVF	14	ALN	35:6	51	ALM
	3,78	1,88	1,225	0,78	6,03	6,03	5,43	38:7	5,428571429	4,234285714	51 TD	AVJ	14				
AVS	3,78	1,88	1,225	0,78	6,03	6,03	5,83	35:6	5,833333333	4,55	51 TD		14				
AVK	3,78	1,88	1,225	0,78	6,03	6,03	5,43	38:7	5,428571429	4,234285714	51 TD		14				
AVU	3,78	1,88	1,225	0,85	6,03	6,03	6,16	37:6	6,166666667	5,267361111	51 TD		16	ANB	37:6	51	ANC
													16	AOM	37:6	51	AOL
<i>Without Viscous Coupling (manually operated 4WD)</i>																	
AAM	3,78	2,06	1,225	0,85	6,03	6,03	4,86	34:7	4,857142857	4,148809524	57,70,82	AAL	14	ADK **	34:7		ADG
6ZA	3,78	2,06	1,225	0,85	6,03	6,03 *	5,43	38:7	5,428571429	4,636904762	57,70,82	6Z	14	ADN	38:7		ADL
<i>With auxiliary power take-off (Finland only)</i>																	
AHX																	
<i>Highest top gear ratio by combining diff. unit and gearbox ratios (e.g. AKG diff/ AHA gears)</i>																	
AKG/?				0,78					4,571428571	# VALOR!							
Notes	* 6.03 since 07/84, previously the ratio from 2WD used (only used on prototypes). ** Differential only used on prototypes												Viscous Coupling Part No. 094 409 435				
Credits	Chart originally compiled by Harald Holecek, Graz, Austria. (additional calculations and amendments by Clive Smith - Club80-90)												Harald@vwbus-online.de				