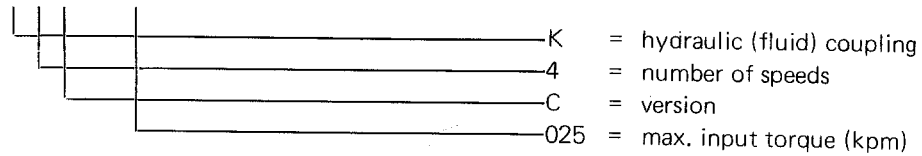


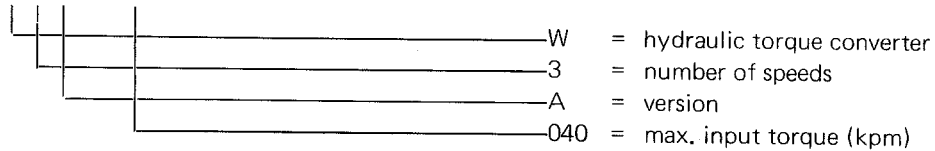
Breakdown of Transmission Designations

Example: Transmission with hydraulic (fluid) coupling and transmission with torque converter

K4C 025



W3A 040



Transmission Identification

- Possibilities:**
- Part No. punched into type rating plate or transmission housing
 - In vehicle, in accordance with vehicle model

Example: Transmission with torque converter	Model 116 as from start of series production September 1972 and Model 114/115 as from novel products date August 1973
Transmission with hydraulic (fluid) coupling	All previously manufactured vehicles, with the exception of model 107.043/044 up to June 1972 and model 108.067/068, 109.057

General

Automatic MB transmissions are fully-automatic planetary transmissions. Depending on version, they are 3- or 4-speed transmissions which require no conventional clutching and shifting.

Normally, the transmission will shift the speeds one after the other up or down in dependence of the speed and the position of the accelerator pedal. After engaging a "driving position" the driver will only either accelerate or brake.

A special feature of the automatic transmission is the possibility of influencing the automatic sequence, that is, depending on operating conditions or individuality of driver the transmission can also be "shifted" manually by means of selector lever.

Design of Transmission

Clutch and transmission housing

The clutch and transmission housing are made of a light metal alloy. The clutch housing is simultaneously the front transmission cover and contains the fluid coupling or torque converter, and the primary pump.

Internal design

The most important components are: Input shaft, intermediate shaft, hollow shaft and output shaft, 3 compound planetary gear sets on 4-speed transmission, 2 compound planetary gear sets on 3-speed transmission, 2 disc clutches as well as 3 brake drums with the respective brake bands.

The individual elements of the planetary gear sets are held stationary by the brake bands. The entire planetary gear train is interlocked by means of a disc clutch.

Rear transmission housing

The rear transmission housing cover is also made of a light metal alloy and houses the governor, the secondary pump, the modulation pressure transmitter and the parking lock.

Shift valve housing

The principal item of the hydraulic control system is the shift valve housing, which is screwed to transmission housing from below.

The shift valve housing holds a number of pistons and valves which are connected to each other by means of oil passages.