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TECHNICAL REPORT

Assembly of the gasket with
Ajusa part number 01887100



01 introduction

In the last few years, **automatic transmissions** have become really popular because they offer a more comfortable driving experience, better fuel efficiency and more precise emissions control. Independent workshops are doing more and more maintenance and repair work on these transmissions, opening up a new product line and area of expertise for Ajusa.

Part number 01887100 is designed to replace the OEM gaskets OB5321371E and OB5321371F, fitted to OB5 gearboxes from the VAG Group, also known as DL501. This automatic transmission features a longitudinally mounted wet dual-clutch unit, delivering power to the wheels quickly, efficiently and comfortably.

The vehicles equipped with these transmissions are:



SEE PART NUMBER

BRAND	MODEL	YEAR	DRIVE	ENGINE
Audi	A4	2007-2016	7 Vel Quattro	2.0 TDI/ TFSI , 3.0 TDI/ TFSI, 4,2 TFSI
Audi	A5	2008-2016	7 Vel Quattro	2.0 TDI/ TFSI, 3.0 TDI/ TFSI, 3.2 FSI, 4,2 TFSI
Audi	A5 SPORTBACK	2009-2016	7 Vel Quattro	2.0 TDI/ TFSI, 3.0 TDI/ TFSI, 3.2 FSI
Audi	A6	2011-2016	7 Vel FWD/Quattro	2.0 TDI/ TFSI, 2.8 FSI, 3.0 TDI/ TFSI, 4.0 TFSI
Audi	A7	2010-2016	7 Vel FWD/Quattro	2.0 TDI/ TFSI, 2.8 FSI, 3.0 TDI/ TFSI, 3.2 FSI
Audi	Q5	2008-2016	7 Vel Quattro	2.0 TDI/ TFSI, 3.0 TDI/ TFSI, 3.2 FSI
Porsche	MACAN	2014-2016	7 Vel PTM	2.0, 3.0 S/Diesel

02 replacement of gasket

The DL501/0B5 transmission uses several lubrication circuits. Over time, leaks and drops in hydraulic pressure become common occurrences, making the seal integrity of the sump critical to ensuring operating temperature, gearshift quality and the durability of the transmission.



Position of 01887100 on gearbox



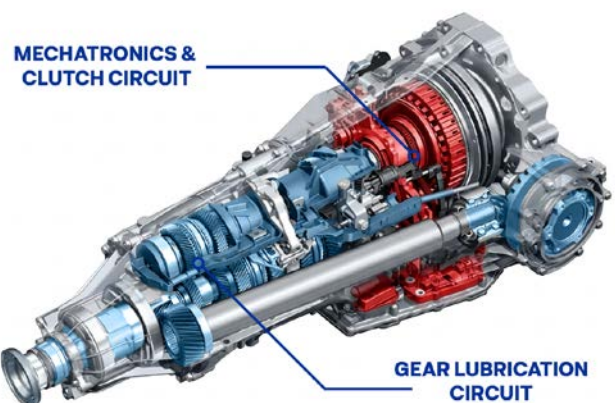
Expanded view of the ATF housing

As can be seen in the image, 0B5 gearboxes use **two separate types of oil**, each requiring specific fluids and maintenance procedures.

1. Mechatronics and clutch control circuit: This consists of a circuit covered with ATF (specific to the manufacturer/model).

This circuit has a lower sump, sealed by gasket 01887100. It features an external oil filter and an internal suction filter. It is equipped with active cooling.

2. Gear and differential lubrication system: immersed in a manufacturer-specified oil, it lubricates the moving parts. It does not have a dedicated sump, nor does it feature a filter or forced cooling.



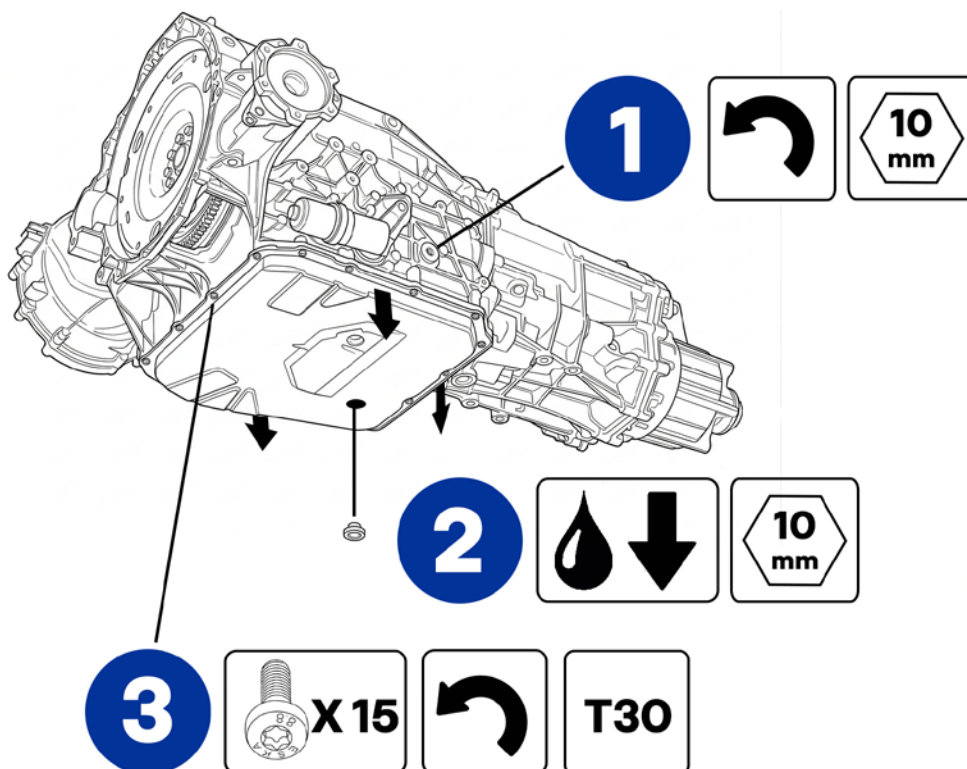
Separate circuits in 0B5

disassembly

To remove the sump and **take out the gasket**, involves draining the oil. This must be done whilst the oil is cold to avoid personal injury.

- 1. Remove the filler cap**, this allows air to enter and the oil to drain out easily and cleanly through the drain plug at the bottom of the sump.
- 2. Remove the drain plug** from the bottom of the sump and allow the oil to drain out until it stops dripping.
- 3. Remove the 15 bolts** from the sump. Hold the metal sump in place whilst removing the screws to prevent the sump, gasket and any remaining oil from falling out.

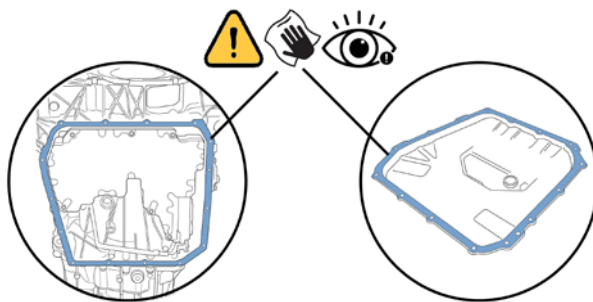
* Please check the magnet for removing metal shavings in the sump, as well as the washer on the bottom plug



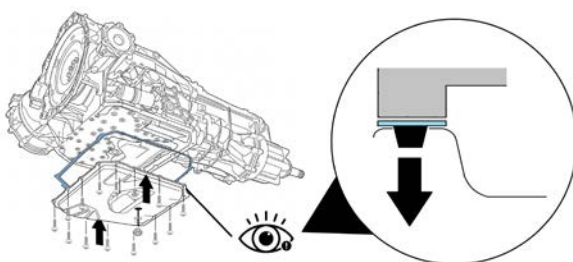
assembly

Oil sump should be reassembled in the **reverse order** to its removal, taking certain precautions to ensure a complete seal and avoid other problems with the system:

1. Cleaning and inspection of contact areas: it should be cleaned, ensuring that there are no traces of the old seal or any external debris, either on the edge of the case body or on the edge of the housing.



2. Correct positioning of alignment guides: ensure the gasket is correctly positioned, insert the rubber centre guides into the appropriate holes in the sump, and fit it to the gearbox, fastening it with the 15 M6 bolts.



3. Tightening: then tighten the 15 bolts in the order shown in the diagram to 10 Nm.

4. Replace the washer that comes with the drain plug. Tighten to 45 Nm

