

AFA Polo C86 1,05 33kw Achsantrieb: $64 : 15 = 4,267$ Gang 1: $38 : 11 = 3,455$ Gang 2: $48 : 23 = 2,087$ Gang 3: $47 : 32 = 1,469$ Gang 4: $46 : 41 = 1,122$ Gang 5: $41 : 46 = 0,891$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,802	CWN Polo 6N 1.05 33KW Flansch Achsantrieb: $64 : 15 = 4,267$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,802
DCD Polo 6N 1,05 33kw Flansch Achsantrieb: $64 : 15 = 4,267$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $41 : 46 = 0,891$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,802	
AHZ Polo C86 1.05 33KW Achsantrieb: $64 : 15 = 4,267$ Gang 1: $38 : 11 = 3,455$ Gang 2: $48 : 23 = 2,087$ Gang 3: $47 : 32 = 1,469$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,631	
8R Polo C86 1,3 55kw Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $48 : 23 = 2,087$ Gang 3: $47 : 32 = 1,469$ Gang 4: $46 : 41 = 1,122$ Gang 5: $41 : 46 = 0,891$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,620	

AHD Polo C86 1.3 55/57KW Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $48 : 23 = 2,087$ Gang 3: $47 : 32 = 1,469$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,457	
CEH Polo C86 1.3 55KW Flanschwelle rechts verlängert Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $48 : 23 = 2,087$ Gang 3: $47 : 32 = 1,469$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,298	CWU Polo 6N 1.3 40KW Flansch Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,298
DCJ Polo 6N 1,3 40kw Flansch Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,298	CJC Polo 6N 1.3 40KW Flansch Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,298
CWL Polo 6N 1.05 33KW Flansch Achsantrieb: $64 : 15 = 4,267$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $40 : 32 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,157	AYZ Polo C86 1.05 33KW Achsantrieb: $64 : 15 = 4,267$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,157

CEE Polo C86 1.05 33KW Flanschswelle rechts verlängert Achsantrieb: $64 : 15 = 4,267$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,157	
CWV Polo 6N 1.6 55KW Flansch Achsantrieb: $61 : 17 = 3,588$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,053	CLJ Polo 6N 1,6 55kw Flansch Achsantrieb: $61 : 17 = 3,588$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,053
8P 1.3 40/47KW Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006	CWM Golf 3 1.4 40KW Flanschswelle rechts verlängert Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006
CHX Golf 3 1.4 40/44KW Flanschswelle rechts verlängert Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006	CKR Golf 3 1,4 40kw Flanschswelle rechts verlängert Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006

AEB Polo C86 1.3 40KW Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006	CEG Polo C86 1,3 40kw Flanschwelle rechts verlängert Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006
CEC Golf 3 1,4 40/44kw Flanschwelle rechts verlängert Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006	CCK Golf 3 1.4 44KW Achsantrieb: $65 : 16 = 4,063$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 3,006
DCC Polo 6N 1,6 55kw Flansch Achsantrieb: $60 : 18 = 3,333$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $41 : 46 = 0,891$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,969	CZG Polo 6N 1,6 55kw Flansch Achsantrieb: $60 : 18 = 3,333$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $41 : 46 = 0,891$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,969
DDH Polo 6N 1.4 40/45KW Flansch Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $40 : 32 = 1,250$ Gang 4: $42 : 45 = 0,933$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,868	DHB Polo 6N 1,4 40/44kw Flansch Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $40 : 32 = 1,250$ Gang 4: $42 : 45 = 0,933$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,868

CHL Golf 3 1,6 55KW Flanschswelle rechts verlängert Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,868	CNU Golf 3 1,6 55KW Flanschswelle rechts verlängert Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,868
CWR Golf 3 1,6 55kw Flanschswelle rechts verlängert Achsantrieb: $62 : 16 = 3,875$ Gang 1: $38 : 11 = 3,455$ Gang 2: $47 : 24 = 1,958$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,868	
ATV Polo C86 1,3 83/85kw Achsantrieb: $60 : 18 = 3,333$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $47 : 32 = 1,469$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,836	CEK Polo C86 1.3 83KW Flanschswelle rechts verlängert Achsantrieb: $60 : 18 = 3,333$ Gang 1: $38 : 11 = 3,455$ Gang 2: $44 : 21 = 2,095$ Gang 3: $42 : 29 = 1,448$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,836
8S Polo C86 1.3 82/85Kw Achsantrieb: $60 : 18 = 3,333$ Gang 1: $38 : 11 = 3,455$ Gang 2: $48 : 23 = 2,087$ Gang 3: $47 : 32 = 1,469$ Gang 4: $45 : 41 = 1,098$ Gang 5: $40 : 47 = 0,851$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,836	

DCG Polo 6N 1.6 55KW Flansch Achsantrieb: $61 : 17 = 3,588$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $40 : 32 = 1,250$ Gang 4: $42 : 45 = 0,933$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,655	DDJ Polo 6N 1,6 55kw Flansch Achsantrieb: $61 : 17 = 3,588$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $40 : 32 = 1,250$ Gang 4: $42 : 45 = 0,933$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,655
CWS Polo 6N 1.6 55KW Flansch Achsantrieb: $61 : 17 = 3,588$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,655	CWT Polo 6N 1,9 47kw Flansch Achsantrieb: $61 : 17 = 3,588$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $40 : 32 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,655
CKE Polo 6N 1.6 55KW Flansch Achsantrieb: $61 : 17 = 3,588$ Gang 1: $38 : 11 = 3,455$ Gang 2: $43 : 22 = 1,955$ Gang 3: $45 : 36 = 1,250$ Gang 4: $41 : 46 = 0,891$ Gang 5: $37 : 50 = 0,740$ Gang R: $44 : 13 = 3,384$ Tacho: $12 : 20 = 0,600$ Ges. höchster Gang: 2,655	