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# Getrag Transmission Identification Chart

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## 4 Cylinder

| Model | Year | Getrag | Identification - External | Identification - Internal |
|---|---|---|---|---|
| 2002 | 1967 - 1970 | 232 | 1) 4 Speed<br>2) 2 piece aluminum case | 1) Porche Synchronizers<br>2) Consider converting to a '71 or later gearbox |
| 2002 - 320i | 1971 - 1977 | 232 | 1) 4 Speed<br>2) 2 piece aluminum case | 1) Borg Wamer Synchronizers<br>2) 320i used fine tooth spine main shaft |
| 320i | 1978 - 1979 | 242 | 1) Wider at top of case<br>2) Male plug protrudes out of case above throw out bearing collar | 1) Has many advantages found in the 262 boxes<br>2) Reverse idle gear mechanism<br>3) Larger support bearing for 4th gear.<br>4) Roller detent for main shift rail |
| 320i | 1980 - 1982 | 245 | 1) 5 Speed<br>2) 3 piece case<br>3) Looks like earlier 4 speed (242) with intermediate housing (89mm wide) added | 1) Input main shaft bearing is a combination ball & roller bearing<br>2) The layshaft & the main shaft are both supported by a set of needle bearings in the intermediate housing<br>3) Moly synchronizers first showed up in this box.. |
| 320i - 318i | 1983 - 1985 | 240 | 1) 5 Speed<br>2) 2 piece aluminum case<br>3) Very compact and lightweight - Just slightly bigger than a 4 speed.<br>4) 318i trans have no mechanical speedo drive. | 1) Aluminum shift forks<br>2) Input main shaft bearing is a combination ball & roller bearing.<br>3) Compact roller bearings support the layshaft.<br>4) 3 different styles of sychronizers in boxes. |
| M3 | 1987 on | 265 | 1) 5 Speed<br>2) 3 piece aluminum case with removable bell housing.<br>3) Looks much like the earlier 4 speed 262 box with an intermediate housing (97 mm wide) added. | 1) Very strong gearbox for HiTorque applications<br>2) Takes about a 15 ton pull to remove 5th gear..<br>3) Moly synchronizers.<br>4) The layshaft & the main shaft are both supported by a set of needle bearings in the intermediate housing. |

## 6 Cylinder

| Model | Year | Getrag | Identification - External | Identification - Internal |
|---|---|---|---|---|
| 2800, Bavaria, 3.0s, csi | to 1974 | 262 | 1) 4 Speed<br>2) 2 piece aluminum case with removable bell housing<br>3) Clutch arm pivot ball located on front bearing housing cover. | 1) Brass shift forks<br>2) Brass tooth type synchronizers<br>3) Reverse idler gear moved by a linkage arm mechanism, a system that became standard in late 242, 245 and 265 Getrags. |
| 530i, 630, 633csi, 733i | 1975 - 1978 | 262 | 1) Clutch arm pivot ball located on bell housing. | 1) See above. |
| 528i, 633csi, 733i | 1979 | 262 | 1) See above. | 1) Used a throwout bearing affair to move the reverse idler gear. |
| 528i, 633csi, 733i, 635csi Euro | 1980 - 1981<br>1980 - 1982 | 265 | 1) 5 Speed<br>2) 3 piece aluminum case with removable bell housing<br>3) Looks much like the earlier 4 speed 262 box with an intermediate housing (97 mm wide) added. | 1) Very strong gearbox for HiTorque applications<br>2) Takes about a 15 ton pull to remove 5th gear..<br>3) Moly synchronizers.<br>4) The layshaft & the main shaft are both supported by a set of needle bearings in the intermediate housing. |
| 533i, 633csi, 733i | 1983 - 1984 | 260 | 1) 5 Speed<br>2) Lightweight 2 piece transmission with integral bell housing | 1) Aluminum shift forks<br>2) 3 different styles of sychronizers used.<br>3) Roller layshaft bearings. |
| 535i, 635csi, 735i | 1985 only | 265 | 1) 5 Speed<br>2) 3 piece aluminum case with removable bell housing<br>3) Looks much like the earlier 4 speed 262 box with an intermediate housing (97 mm wide) added. | 1) Very strong gearbox for HiTorque applications<br>2) Takes about a 15 ton pull to remove 5th gear..<br>3) For one year, '85, BMW switched from the 260 gearbox in favor of the older 265 box.<br>4) Moly synchronizers. |
| 535i, 635csi, 735i | 1986 on | 260 | 1) Cooling fins were added to the bottom of the case<br>2) The shift bracket mounts to a set of ears at the top/back of the case. | 1) Aluminum shift forks<br>2) Input shaft is supported by a combination ball & roller bearing.<br>3) The gears are wider..<br>4) The clutch-in teeth at the gear & operating sleeve are assymetrical in 2nd & 3rd gears. |
| 635csi Euro | 1979 - 1980 | Close Ratio Sport | 1) Close ratio 5 speed gear box with 1st gear out of the H pattern and dog legs down to the left.<br>2) Looks just like the 265 gearbox but the case is stamped 262.<br>3) The intermediate housing appears rough (sand cast). | 1) Shift dentents located in the back housing, (265 gearbox has them located in the intermediate housing)<br>2) 5th gear located on the input shaft..<br>3) This box is on the fragile side and it's not uncommon to see worn or damaged gears. |
| M5, M6 | 1987 on | 260 | 1) 5 speed - resembles the combination of a 260 & 265 Getrag.<br>2) Bell housing is integrated into the front section of the case, followed by a 44mm wide intermediatesection and back housing.<br>3) Rough "Sand Cast" finish. | 1) Aluminum shift forks<br>2) Moly synchronizers.<br>3) Larger gears.<br>4) Main shaft and layshaft layout similar to a 265 gearbox. |

## "Baby Six"

| Model | Year | Getrag | Identification - External | Identification - Internal |
|---|---|---|---|---|

| | | | | |
|---|---|---|---|---|
| 320/6 - 323 Euro | 1978 - 1982 | 242 | 1) 4 Speed<br>2) Bell housing has "Baby Six" bolt pattern. | 1) Has many advantages found in the 262 boxes<br>2) Reverse idle gear mechanism<br>3) Larger support bearing for 4th gear.<br>4) Roller detent for main shift rail |
| 323i Euro | 1983 on | 245 | 1) Bell housing has "Baby Six" bolt pattern. | 1) Input main shaft bearing is a combination ball & roller bearing.<br>2) The layshaft & the main shaft are both supported by a set of needle bearings in the intermediate housing.<br>3) Moly synchronizers first showed up in this box. |
| 528e | 1982 | 265 | 1) Bell housing has "Baby Six" bolt pattern. | |
| 325e, 528e | 1983 on | 260 | 1) 5 Speed<br>2) Bell housing has "Baby Six" bolt pattern.<br>3) Lightweight 2 piece transmission.<br>4) Before 1986, a stamped out sheet metal shift bracket was bolted to the back of the gearbox. After 1986, an aluminum "dog bone" shift bracket was attached to a set of ears at top/back of the rear housing. | 1) Aluminum shift forks<br>2) 3 different styles of sychronizers used.<br>3) Roller layshaft bearings. |

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