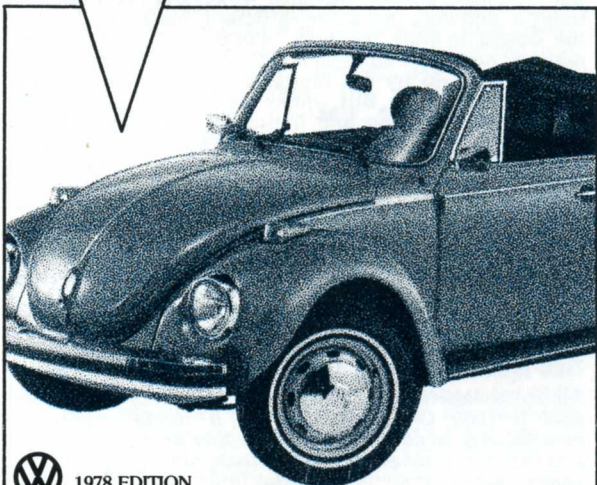


WHAT YEAR
IS IT?

**WHAT YEAR
IS IT?**



1978 EDITION

1978 Beetle Convertible

Chassis numbers: 158 2 000 001 —



1977 Beetle

Chassis numbers:
117 2 000 001 — 117 2 101 292



1977 Beetle Convertible
Chassis numbers: 157 2 000 001 — 157 2 101 292

How Old Is That Beetle? Here's How to Tell.

The photo on this page tells the story. In 1978, the Beetle ends its phenomenal success in the U.S. On top is the Beetle Convertible, one of the few four-seat convertibles being manufactured today. It is still being imported from the Karmann coach works in Germany to Beetle fans and convertible fans in this country. Yet for the famous Bug — record holder as most-produced model in the world — it's not good-bye. We'll still be seeing plenty of the Beetle for years to come, since five million of them have been sold here. And, they will continue to be produced in other countries.

Back in 1949 when the first two Bugs were sold in the U.S., no one foresaw that they would set the trend for today's smaller, more fuel-efficient vehicles. Today, the Beetle is truly the first "world car." It is just as much at home in Peoria as it is in Peru. In 1973 it broke the record held by the Model T Ford as the world's most-produced car. But, unlike the Model T, the Beetle continued to change and improve from year to year, although its distinctive shape remained the same. And that's why we've produced this guide. It lists the year-to-year changes made under the skin. The Beetle is proof that changes should never be made for the sake of change, but for the sake of improvement.

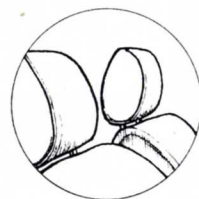
So then, why is the Beetle being discontinued in the U.S.? After 30 years, the time has come for a New Generation — Rabbit, Scirocco and Dasher — to carry on the Beetle's tradition of practical, fuel-efficient driving.

That is its legacy.

All Volkswagens were built according to calendar year prior to 1955. On August 1, 1955, a "model year" was established. In some instances, many exterior changes and inside improvements were made during a particular year's production. The older the VW, the more difficult it is to spot the changes.

1. Air cooled, rear-mounted, fuel-injected engine.
2. Four wheel independent suspension
3. Rack and pinion steering.
4. 48 HP (SAE Net), @ 4200 rpm.
5. Body hand-crafted by Karmann, custom coach builders since turn of the century.
6. Top, well-padded with hardware concealed by tailored lining.
7. Adjustable headrests.
8. Electrically heated rear window.
9. Convertible available in Chrome Yellow, Barrier Blue, Mars Red and Alpine White.

1. Adjustable headrest replaces integrated headrest.
2. Plush velour upholstery replaces houndstooth check.
3. Electrically heated rear window (Beetle Convertible).
4. Bahama Blue Metallic paint replaces Topaz Metallic.



The features listed are characteristic improvements in a given model year. The only sure-fire way of identification is to check the chassis number on the car and compare it with the numbers listed.

Locating Chassis Numbers

Effective with the 1970 model year, all VWs have 10-digit serial numbers in compliance with federal regulations. The first two digits of the serial number signify the model; the third is the last numeral of the model year; and the fourth to tenth digits indicate the consecutive production number within each type.

Chassis numbers are located (1) under the back seat, stamped on the frame tunnel; (2) on the chassis identification plate and (3) on all vehicles produced since January 1, 1969, on a vehicle identification plate fastened to the dashboard near the lower left hand corner of the windshield.

On 1965 through 1969 models, a 9-digit chassis number was used (one more digit was added where production passed one million). These numbers start with the first two digits of the model number; the third digit designates the model year. The remaining digits comprise the production numbers. All models prior to 1965 feature a seven digit chassis number.

1971 and 1972 Beetles and larger Type 113 models were numbered in the same series. In 1973, the first three digits for the Beetle were 113, while the Type 113's were 133. 1974 Beetle chassis numbers began 114 as the first three digits; while Type 113 started with 134. For 1975, Beetle chassis numbers were from 115 2000 001 through 115 226 7815. For 1975 Type 113, the Beetle's chassis numbers were 135 2000 001 through 135 226 7815. 1975 VW Convertible series was 155 2000 001 through 155 2266 824. For 1976 the standard Beetle's serial numbers were 116 2000 001 through 116 2176 287. The VW Convertible's serial numbers for 1976 were 156 2000 001 through 156 2175 675. For 1977 the Beetle's serial chassis numbers were 117 2 000 001 — 117 2 101 292; the Convertible's were 157 2 000 001 — 157 2 101 292. For '78, the Convertible's numbers begin 158 2 000 001. The Beetle is discontinued.

7
6

Chassis numbers:
116 2 000 001 — 116 2 176 287

1976 Beetle Convertible

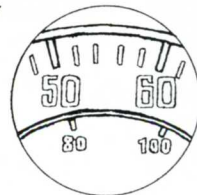
Chassis numbers:
156 2 000 001 — 156 2 175 675

1. Beetle has plush appearance with many luxury "extras" as standard equipment: Two-coat metallic paint (Silver Metallic, Lime Green, Topaz Metallic);



full carpeting; sports-style wheel rims; rear window defogger.

2. New speedometer with outer scale in miles per hour and inner scale in kilometers per hour (on most '76 models).
3. Redesigned front seats with improved back adjustment, for added comfort and body support.
4. Two-speed fresh air blower.
5. All trim components chrome-plated.
6. Automatic stick shift (option) discontinued.

7
5

Chassis numbers:
115 2 000 001 — 115 2 267 815
Type 113 Chassis numbers:
135 2 000 001 — 135 2 267 815

1. Electronic fuel injection, with "fuel injection" insignia on rear deck lid.
2. Single tailpipe.
3. Increased horsepower; 48 hp, up from 46 (SAE net).
4. Clutch pedal pressure eased.



5. Larger exhaust valve stems for better heat transfer.
6. New heat exchangers for greater heater output.
7. Installation of battery ground cable with diagnosis contact for more accurate computer analysis readings.
8. Odometer triggers red warning light "EGR" in speedometer to notify driver of service requirements.
9. California models with catalytic converter require lead-free gasoline; fuel filler neck has smaller opening for nozzle.
10. Maintenance intervals extended to 15,000 miles.

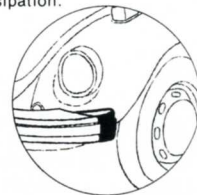
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4

Chassis numbers:
114 2 000 001 — 114 2 818 456
Type 113 Chassis numbers:
134 2 000 001 — 134 2 798 165

1. Self-restoring, energy-absorbing front and rear bumpers.



2. Ignition interlock prevents engine from being started before safety belts are fastened.
3. New cylinder head alloy for better heat dissipation.
4. Additional Computer Analysis sensor reads ignition timing and top dead center.
5. Front seat headrests redesigned and made slightly smaller.
6. Steering wheel made more elastic to "give" more in the event of an accident.
7. "Park" position for Automatic Stick Shift.
8. Warning light for hand brake.

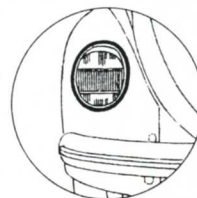
7
3

Chassis numbers:
113 2 000 001 — 113 3 021 954
Type 113 Chassis numbers:
133 2 000 001 —
133 3 021 860

1. Large, circular taillight complex combining stop light, turn signal, tail and backup lights.



2. Stronger bumpers add an inch to overall length.
3. Front seats adjustable to any of 77 different positions.
4. More durable, easier-to-operate clutch; softer transmission mounting.
5. Improved intake air pre-heating for faster cold-weather starts.
6. Windshield wiper arms have black finish.
7. Inertia-reel safety belts.
8. 6.00 x 15L tires with 4 1/2 inch wide wheels.

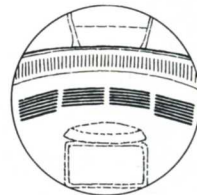
7
2

Chassis numbers:
112 2 000001 — 112 2 961362

1. Larger rear window.
2. Air intake slots on engine compartment increased from two to four.
3. Smoother engine warm-up after cold-weather start.
4. New safety steering wheel with collapsible hub.

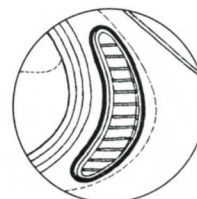


5. Lever mounted on steering column for fingertip control of both windshield wiper and washer.
6. Hinged parcel shelf to cover rear-end luggage well.
7. Restyled and easier-to-read speedometer.
8. Automatic electronic check of dual brake system warning light each time the engine starts.
9. VW Computer Analysis socket.

7
1

Chassis numbers:
111 2 000001 — 111 3 143118

1. Increased horsepower, from 57 to 60.
2. Flow-through ventilation with exhaust ports behind rear side windows.
3. Headlights automatically go off and parking lights stay on when ignition is turned off.
4. Larger taillights.



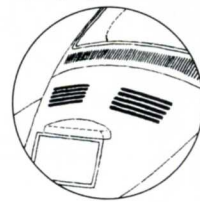
70

Chassis numbers:
11 0 200001 — 11 0 3096945



1. Air intake slots on engine lid.
2. Increased horsepower (from 53 to 57) and displacement (from 1500 cc to 1600 cc).

3. Enlarged front turn signals (combined with side marker lights).
4. Reflectors mounted on rear bumper.
5. Side reflectors built into taillight housing.
6. Tenths of mile indicator on odometer (also appears on late '69 models).
7. Head restraints reduced in size.
8. Buzzer sounds when door is opened and key is left in ignition.
9. Remote control knobs for warm air outlets discontinued.
10. Lock in glove compartment door.



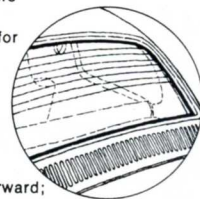
69



Chassis numbers:
119 000 001—119 1 093 704

1. Rear window defogger and defroster; electric heating wires on inner surface of glass.
2. Double-jointed rear axle for improved ride and handling.

3. Warning lights in speedometer identified by letters or symbols.
4. Ignition lock is combined with a locking device for the steering wheel.
5. Gas tank filler neck flap has lock which has a release under the right side of the dash panel.
6. Front hood release is located in the glove compartment.
7. Day/night rear view mirror.
8. Warm air outlets at base of the doors moved rearward; remote control knobs on door columns.



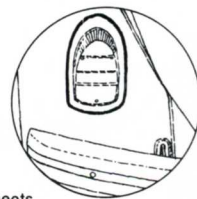
68



Chassis numbers:
118 000 000—118 1 016 098

1. One-piece bumpers; bows and overrides eliminated (bumper height raised).
2. Head restraints combined with front seat backrests.
3. Automatic Stick Shift (optional) introduced.

4. External gas tank filler; spring-loaded flap.
5. Front hood air intake louver; push-button front hood catch.
6. Fresh air ventilating system.
7. Collapsible steering column.
8. Exhaust emission control system.
9. Flattened door handles with built in trigger release.
10. Back-up/brake lights and rear turn signals in single housing.
11. Certification sticker on door post that vehicle meets federal safety standards.

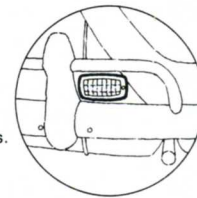


67



Chassis numbers:
117 000 001—117 844 892

1. Increased horsepower (from 50 to 53) and displacement (from 1300 cc to 1500 cc).
2. Single-unit headlights with chrome rim; fender indented.
3. Dual brake system; front/rear operate independently.
4. Back-up lights.
5. Parking light incorporated into front turn signals.
6. Locking buttons on doors.
7. 12-volt electrical system (36-amp battery).
8. VOLKSWAGEN nameplate on engine lid.

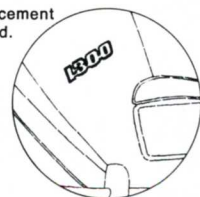


66



Chassis numbers:
116 000 001—116 1 021 298

1. Increased horsepower (from 40 to 50) and displacement (from 1200 to 1300 cc), number 1300 on engine lid.
2. Ventilating wheel slots; flat hub caps.
3. Emergency blinker switch.
4. Headlight dimmer switch mounted on turn signal.
5. Center-dash defroster outlet.
6. Semi-circular horn ring.

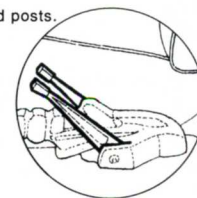


65



Chassis numbers:
115 000 001—115 979 200

1. Windows enlarged; slimmer door and windshield posts.
2. Heat control levers mounted on tunnel; heater efficiency improved.
3. Rear seatback converts to platform.
4. Push-button catch on engine lid.
5. Thinner, deeply contoured front seats; increased rear seat knee room.
6. Swivel mounted sun visors.

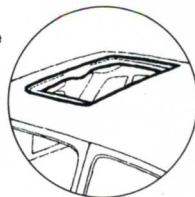


6
4



Chassis numbers:
5 677 119—6 502 399

1. Crank-operated sliding steel sunroof replaces the fabric sunroof.
2. Horn actuated by two thumb buttons, formerly by half-ring.
3. Larger license plate light.
4. Aerated vinyl material replaces nonporous leatherette seat upholstery.

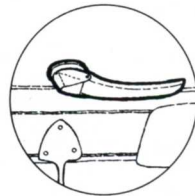


6
3



Chassis numbers:
4 846 836—5 677 118

1. Leatherette headliner introduced.
2. Wolfsburg hood crest dropped.
3. Folding handle for sunroof.
4. Foam insulated floor.
5. Fresh air heating.
6. Nylon window guides.



6
2



Chassis numbers:
4 010 995—4 846 835

1. Spring-loaded hood.
2. Larger taillights.
3. Sliding covers on heat outlets.
4. Compressed air windshield washer.
5. Seat belt mounting points added.
6. Gas gauge; formerly reserve fuel tap.

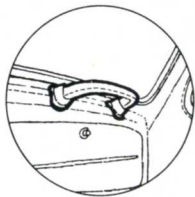


6
1



Chassis numbers:
3 192 507—4 010 994

1. Sunvisor and grab handle provided for passenger's side.
2. Increased horsepower; from 36 to 40.
3. Automatic choke introduced.
4. Transmission synchronized in all forward speeds.
5. Flatter gas tank yields increased luggage space.
6. "Quick-check" transparent brake fluid reservoir.
7. Pump-type windshield washer.
8. Non-repeat starter switch.

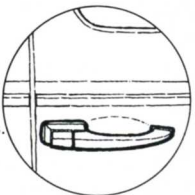


6
0



Chassis numbers:
2 528 668—3 192 506

1. Steering wheel "dished."
2. Door handles become grab-handles with pushbuttons; were formerly pull-out lever type.
3. Padded sunvisor; formerly transparent plastic.
4. Generator output increased from 160 to 180 watts.
5. Steering damper added for improved handling.
6. Seat back contoured for greater comfort.



5
9



Chassis numbers:
2 007 616—2 528 667

1. Stronger clutch springs.
2. Improved fan belt.
3. Frame reinforced for greater strength.

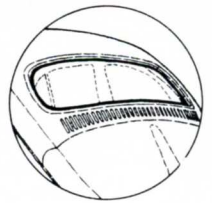


58

Chassis numbers:
1 600 440—2 007 615



1. Brake drums and shoes widened for faster, surer stops.
2. Rear window and windshield enlarged.
3. Front turn signal lights moved to top of fender.
4. Radio grille moved left, in front of driver.
5. Flat accelerator pedal replaces roller type.

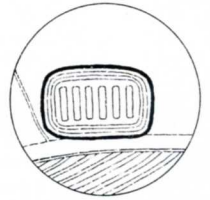


57

Chassis numbers:
1 246 619—1 600 439



1. Tubeless tires replace tube-type tires.
2. Adjustable striker plates fitted to doors.
3. Front heater outlets moved back to within five inches of door for better heat distribution.



56

Chassis numbers:
929 746—1 246 618



1. Chromed dual tail pipes added; formerly single tail pipe.

2. Taillight housing moved two inches higher.
3. Bumper overrider "bows" added.
4. Sunroof made of plastic fabric; formerly cloth.
5. Steering wheel diameter spoke (horizontal) moved lower, off-center.
6. Heater knob moved forward.
7. Adjustable front seat backs.
8. Redesigned gas tank yields larger luggage space.

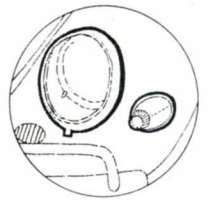


55

Chassis numbers:
722 935—929 745



1. Flashing directional indicators mounted low on front fenders replace the semaphore turn indicators.



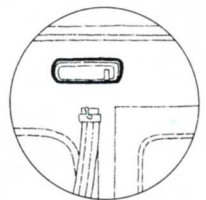
54

Chassis numbers:
575 415—722 934



1. Starter now incorporated with ignition switch; formerly separate button on dashboard.

2. Increased horsepower (from 30 to 36) and displacement (from 1131 cc to 1192 cc).
3. Oil bath air cleaner introduced; formerly felt element filter.
4. Break-in driving requirement dropped for engine.
5. Automatic three-way courtesy light added.
6. Top window in taillight housing dropped.



53

Chassis numbers:
428 157—575 414



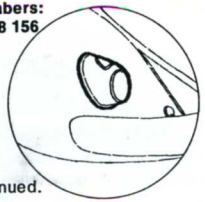
1. Oval, one-piece rear window replaces split window.
2. Lock button added to vent window handles.
3. Brake fluid reservoir relocated behind spare tire; formerly at master cylinder.



52



Chassis numbers:
313 830—428 156

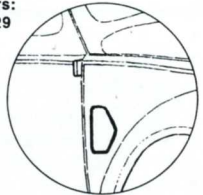


1. Vent windows added, vent flaps in front-quarter body panels discontinued.
2. Heating control by rotary knob; formerly pull-knob.
3. "T" type rear hood handle introduced, formerly loop-type.
4. Two brake and taillights; formerly one brake and stoplight in center of rear hood.
5. Window crank makes 3½ turns; formerly 10½ turns.
6. Glove compartment gets door; formerly open bin.
7. Turn signal control moved to steering wheel from dashboard.
8. 5.60 x 15 inch tires replace 5.00 x 16 tires.
9. 2nd, 3rd and 4th gears synchronized; formerly crashbox.

51



Chassis numbers:
220 472—313 829

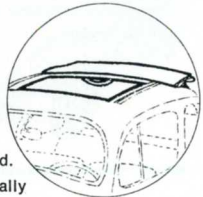


1. Chrome garnish molding added to windshield.
2. Wolfsburg crest added to front hood above hood handle.
3. Vent flaps added to front-quarter body panels.

50



Chassis numbers:
138 555—220 471

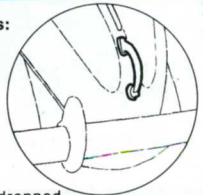


1. Hydraulic brakes introduced; formerly mechanical brakes.
2. Sunroof introduced.
3. Noise mufflers for heating ducts added.
4. Automatic air cooling by thermostatically controlled throttle ring.
5. Fuel mixture heating device (heat riser) introduced.

49



Chassis numbers:
91 922—138 554



1. License plate indentation on rear deck dropped.
2. Inside pull cable release for front hood; no lock on hood handle.
3. Solex carburetor introduced as standard equipment.
4. Starting crank hole dropped.