



**Progressive
refinements . . .**

Progressive Refinements

The most important modifications
and improvements on

Type 1

Type 2

Type 3

VOLKSWAGENWERK A.G.

Engine
Clutch
Heating System

Fuel System

Front Axle
Steering

Rear Axle
Transmission

Brakes
Wheels
Tires

Frame

Body

Electrical System

General
Modifications

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Copy No:

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Issued to

Supplements:

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Chassis- and Unit-Numbers
(Months End Figures)

1940 - 1947

Year of Manufacture	Chassis from	to	Engine from	to
1940	1-00001	1-01000	1-00001	1-01000
1941		1-05656		1-06251
1942		1-014383		1-017113
1943		1-032302		1-045707
1944		1-051999		1-077682
1945		1-053814		1-079093
1946		1-063796		1-090732
1947		1-072743		1-0100788

1948

Month	Chassis	Engine	Rear Axle	Front Axle	Frame	Body
January	73 853					
February	74 982					
March	76 185					
April	77 436					
May	78 571					
June	80 090					
July	81 896					
August	82 904					
September	85 095					
October	87 211					
November	89 615					
December	91 921	122 649				

1949

Month	Chassis	Engine	Rear Axle	Front Axle	Frame	Body
January	94 461	125 337	104 549	102 937	100 282	44 376
February	97 061	128 157	107 150	105 558	103 132	47 096
March	100 236	131 440	110 622	108 883	106 220	50 111
April	102 888	134 135	113 415	111 619	109 040	52 784
May	106 438	137 650	116 903	115 107	112 780	56 279
June	110 248	141 520	120 680	118 977	116 748	60 161
July	114 530	145 750	124 910	123 207	121 170	64 379
August	119 196	150 342	129 410	124 607	125 920	69 134
September	123 876	154 934	133 875	132 307	130 890	73 743
October	128 754	159 789	138 705	137 298	135 940	78 448
November	133 615	164 739	143 655	142 239	140 880	83 175
December	138 554	169 913	148 658	147 131	145 893	87 959

1950

January	144 319	176 032	154 644	152 939	151 870	93 558
February	149 883	182 051	160 805	158 549	157 640	98 979
March	156 683	189 501	168 255	165 431	164 676	105 664
April	162 448	196 053	174 872	171 274	170 759	111 331
May	169 063	203 321	182 142	178 027	177 537	117 821
June	176 987	212 397	191 321	185 952	185 741	125 425
July	182 236	217 562	196 183	190 254	190 195	129 573
August	189 755	227 925	206 939	198 831	199 070	137 901
September	197 738	237 607	216 847	206 666	207 075	145 182
October	205 956	247 840	226 969	215 193	215 710	153 826
November	213 957	257 818	237 027	223 346	223 774	161 755
December	220 133	265 600	244 739	229 566	230 200	167 642

1951

Month	Chassis	Engine	Rear Axle	Front Axle	Frame	Body
January	228 324	275 851	155 108	238 967	238 850	175 714
February	235 856	285 200	264 612	245 647	246 862	183 956
March	242 698	293 651	273 219	252 962	253 993	189 266
April	248 875	301 201	280 810	259 363	260 351	195 466
May	255 651	309 400	289 154	266 138	267 800	202 053
June	263 981	319 600	299 023	274 595	276 500	210 021
July	272 486	330 000	308 917	283 226	285 550	217 993
August	281 220	340 200	318 894	292 321	294 500	226 288
September	289 399	350 250	328 624	301 146	303 100	234 027
October	298 569	361 200	339 430	311 036	312 250	242 883
November	307 652	371 950	350 045	320 435	321 650	251 527
December	313 829	379 470	357 345	326 819	328 800	257 467

1952

January	322 798	390 123	367 597	335 839	337 237	266 047
February	331 318	400 481	377 391	344 487	345 926	274 279
March	339 822	410 904	387 556	352 985	354 787	282 481
April	348 714	422 195	398 361	361 888	363 949	291 011
May	358 632	434 255	410 421	371 855	374 492	300 383
June	368 640	496 267	422 475	382 830	385 035	310 006
July	375 154	454 005	430 280	388 326	391 693	315 999
August	385 990	466 885	443 360	399 227	403 360	326 343
September	397 014	480 355	A-1 227 456 613	410 428	414 700	337 454
October	408 537	494 569	A-8 324 461 735	421 868	426 563	348 672
November	418 301	506 974	A-16 312 465 916	431 888	436 746	358 168
December	428 156	519 136	A-24 736 469 555	422 001	446 790	367 730

1953

Month	Chassis	Engine	Rear Axle	Front Axle	Frame	Body
January	440 292	533 991	A- 35 618 473 255	454 251	459 253	379 360
February	451 312	547 210	A- 35 542 476 655	465 331	470 762	389 824
March	464 207	562 963	A- 58 543 479 410	478 386	484 730	402 069
April	476 152	577 544	A- 71 124 481 517	490 536	497 199	413 308
May	487 413	591 102	A- 82 698 483 657	501 936	508 687	423 829
June	501 382	607 846	A- 97 074 486 220	516 011	522 707	437 068
July	509 668	617 552	A-105 256 487 730	524 217	531 133	444 789
August	522 314	632 573	A-117 815 490 180	536 923	544 291	456 886
September	536 873	650 018	A-132 271 493 072	551 411	559 147	471 191
October	551 743	667 834	A-146 828 496 219	566 418	575 067	486 096
November	565 499	683 907	A-159 344 499 974	580 165	589 202	499 625
December	579 682	700 697	A-172 034 503 903	594 416	604 242	513 563

1954

January	594 689	718 594	A-186 768 506 934	609 486	619 094	527 627
February	609 909	737 005	A-202 724 509 500	624 666	635 031	541 891
March	627 474	758 796	A-221 180 512 398	642 265	653 185	558 718
April	643 364	778 134	A-237 604 515 143	658 300	669 226	573 917
May	660 135	798 378	A-255 147 517 961	675 135	685 583	588 783
June	676 878	818 785	A-272 627 520 782	691 945	702 589	604 731
July	687 170	831 283	A-238 331 522 440	702 239	713 366	614 378
August	703 464	850 932	A-300 458 525 127	718 544	730 645	629 679
September	722 716	870 071	A-319 985 528 571	737 728	749 938	648 061
October	742 329	897 572	A-339 982 532 178	757 434	768 021	666 144
November	761 706	921 247	A-360 083 535 440	777 234	788 347	683 979
December	781 884	945 526	A-380 323 538 982	797 194	809 236	702 331

1955

Month	Chassis	Engine	Rear Axle	Front Axle	Frame	Body
January	802 662	970 181	A-401 939 542 325	818 069	830 297	721 033
February	823 604	994 884	A-423 919 545 093	839 069	851 138	739 709
March	847 966	1023 849	A-449 934 548 039	863 603	876 663	761 863
April	869 399	1049 452	A-472 886 550 700	885 374	899 040	781 224
May	892 300	1076 697	A-497 247 553 394	908 334	922 102	802 297
June	916 456	1105 932	A-523 384 556 411	932 819		824 564
July	929 512	1121 833	A-537 429 558 296	946 104	to from to	828 328 000 001 008 056
August	953 486	1150 857	A-563 052 561 588	970 643		030 789
September	981 573	1182 658	A-591 442 564 870	997 608		055 712
October	1008 157	1213 907	A-619 979 567 848	1024 218		079 843
November	1034 731	1245 382	A-648 768 570 531	1050 973		104 231
December	1060 929	1277 347	A-677 497 573 609	1078 268		128 500

1956

January	1089 519	1311 073	A-708 286 576 517	1107 103		154 046
February	1117 569	1344 312	A-738 626 579 208	1135 298		179 277
March	1146 396	1377 738	A-769 872 581 490	1163 988		204 286
April	1173 573	1410 503	A-799 835 583 864	1191 770		228 314
May	1201 428	1443 582	A-830 284 586 080	1219 444		252 873
June	1231 530	1479 028	A-862 838 588 573	1249 297		279 212
July	1246 318	1495 945	A-878 094 598 981	1263 499		291 543
August	1276 742	1533 485	A-911 910 601 849	1294 274		318 845
September	1305 700	1569 111	A-944 076 604 789	1323 273		344 124
October	1338 159	1609 290	A-981 094 608 073	1356 043		373 163
November	1368 326	1646 240	A-1014 730 611 195	1386 153		399 924
December	1394 119	1678 209	A-1044 024 613 554	1411 994		423 122

1957

Month	Chassis	Engine	Rear Axle	Front Axle	Frame	Body
January	1427 291	1719 310	A-1082 258 616 471	1445 224		453 507
February	1457 750	1756 879	A-1114 506 618 852	1475 669		481 329
March	1490 537	1797 568	A-1152 596 621 186	1508 504		510 823
April	1521 755	1836 437	A-1189 006 623 124	1539 885		538 206
May	1555 242	1878 857	A-1228 629 625 231	1573 589		567 604
June	1584 654	1916 070	A-1262 974 627 617	1603 202	to from to	583 692 000 001 009 560
July	1600 846	1937 052	A-1282 034 629 151	1619 741		23 794
August	1637 038	1982 625	A-1324 871 631 796	1655 694		56 005
September	1671 208	2026 514	A-1365 885 634 121	1689 918		86 044
October	1709 420	2074 250	A-1410 500 636 656	1727 791		119 419
November	1742 856	2116 308	A-1450 322 638 807	1761 186		148 538
December	1774 680	2156 321	A-1488 444 640 822	1794 383		176 061

1958

January	1815 645	2206 943	A-1537 488 643 226	1836 295		211 863
February	1852 703	2252 831	A-1581 612 645 097	1873 729		243 798
March	1891 481	2300 862	A-1627 634 646 903	1912 412		277 213
April	1926 948	2345 671	A-1670 346 648 762	1948 858		307 949
May	1962 835	2390 818	A-1712 759 650 521	1984 628		338 686
June	2001 110	2439 544	A-1759 027 652 071	2023 359		364 474
July	2020 302	2463 618	A-1781 921 652 901	2042 172		
August	2060 332	2514 115	A-1829 393 655 358	2082 535		
September	2102 988	2567 730	A-1880 455 657 658	2125 241		
October	2149 028	2624 613	A-1934 870 660 280	2170 759		
November	2186 987	2671 821	A-1979 731 662 472	2208 760		
December	2226 206	2721 313	A-2027 204 664 479	2248 750		

1959

Month	Chassis	Engine	Rear axle	Front axle	Frame	Body
January	2 270 326	2 775 897	A-2 079 110 666 409	2 292 842		
February	2 312 649	2 828 764	A-2 129 671 668 199	2 335 643		
March	2 355 192	2 881 524	A-2 180 087 669 946	2 378 729		
April	2 405 422	2 943 920	A(B)2 240 909 671 767	2 429 561		
May	2 447 564	2 996 628	A(B)2 291 032 673 400	2 471 793		
June	2 498 431	3 059 836	A(B)2 351 334 675 363	2 522 173		
July	2 528 282	3 098 191	A(B)2 387 664 676 657	2 552 345		
August	2 574 497	3 152 785	A(B)2 442 042 678 107	2 597 062		
September	2 631 447	3 218 812	A(B)2 511 059 680 201	2 653 399		
October	2 690 897	3 288 594	A(B)2 583 015 682 177	2 710 961		
November	2 745 953	3 355 542	A(B)2 647 593 684 021	2 764 721		
December	2 801 613	3 424 453	A(B)2 712 903 685 788	2 819 706		

1960

January	2 862 052	3 598 973	A(B)2 780 435 687 705	2 874 732		
February	2 922 174	3 658 782	A(B)2 851 293 689 467	2 933 392		
March	2 988 365	3 726 116	A(B)2 931 154 691 256	3 000 092		
April	3 048 367	3 786 158	A(B)3 005 555 693 122	3 058 094		
May	3 115 196	3 852 394	A(B)3 086 252 695 089	3 122 843		
June	3 178 360	3 909 830	A(B)3 160 330 697 015	3 184 697		
July	3 204 566	3 927 802	A(B)3 175 096 697 382	3 203 961		
August	3 267 185	5 073 407	699 178	3 273 061		
September						
October						
November						
December						

1961

Month	Chassis	Engine	Rear axle	Front axle	Engine No. Standard
January	3 628 283	5 519 478	A(B)3 728 422 704 331	3 617 800	3 908 278
February	3 701 251	5 601 896	A(B)3 789 075 705 497	3 685 841	3 909 491
March	3 780 308	5 689 700	A(B)3 875 275 706 702	3 758 320	3 915 041
April	3 860 285	5 766 200	A(B)3 952 606 707 843	3 822 437	3 920 073
May	3 919 200	5 849 650	A(B)4 044 033 709 158	3 892 189	3 921 898
June	4 000 004	5 938 194	A(B)4 121 534 710 899	3 966 265	3 923 766
July	4 020 589	5 958 948	A(B)4 143 539 711 008	3 985 791	3 924 023
August	4 090 311	6 045 560	A(B)4 231 694 712 468	4 060 539	3 925 592
September	4 165 011	6 128 600	A(B)4 314 391 713 895	4 132 150	3 927 056
October	4 245 397	6 219 138	A(B)4 402 163 715 373	4 206 737	3 928 695
November	4 321 188	6 309 500	A(B)4 486 331 716 716	4 277 378	3 930 100
December	4 400 051	6 375 945	A(B)4 458 031 718 205	4 340 919	3 931 468

19501951

Month	Chassis	Front Axle	Body	Chassis	Front Axle	Body
January				9 542		
February				10 867		
March	1. Transporter 8.3.50			11 741		
April	372			12 519		
May	671			13 359		
June	1 300			14 337		
July	1 751			15 323		
August	2 897			16 345		
September	4 171			17 286		
October	5 622			18 355		
November	7 037			19 312		
December	8 112			20 112		

19521953

January	21 347	21 617	21 347	44 361	44 828	44 008
February	22 408	22 705	22 438	46 563	47 080	46 611
March	23 870	24 266	23 914	49 106	49 605	49 135
April	25 719	26 109	25 783	51 360	51 906	51 417
May	27 676	28 058	27 714	53 447	54 113	53 490
June	29 572	29 988	29 615	56 087	56 653	56 091
July	30 782	31 199	30 833	57 628	58 207	57 635
August	32 823	33 246	32 866	59 939	60 561	59 968
September	35 134	35 560	35 176	62 598	63 197	62 614
October	37 647	38 005	37 730	65 376	65 985	65 344
November	39 772	40 183	39 788	67 819	68 461	67 780
December	41 857	42 283	41 884	70 431	71 020	70 318

19541955

Month	Chassis	Front Axle	Body	Chassis	Front Axle	Body
January	073 148	073 968	73 086	114 525	115 620	112 794
February	076 265	077 112	76 173	118 226	119 737	116 300
March	079 978	080 876	79 823	122 491	124 121	120 154
April	083 238	084 142	83 021	126 350	127 941	123 355
May	086 613	087 566	86 276	130 518	132 189	127 045
June	090 054	091 028	89 501	135 093	136 844	131 024
July	092 166	093 120	91 499	137 605	139 261	133 080
August	095 476	096 464	94 553	141 925	143 645	136 941
September	099 251	100 276	98 192	146 689	148 521	141 185
October	102 992	104 032	101 768	151 365	153 276	145 487
November	106 736	107 820	105 367	155 966	157 520	149 731
December	110 603	111 670	109 013	160 735	162 204	153 846

19561957

January	165 518	167 114	158 131	230 857	233 936	216 645
February	170 083	171 778	162 179	237 755	240 654	223 029
March	174 402	176 437	166 200	245 131	247 830	229 747
April	178 687	181 057	170 030	252 417	254 975	236 316
May	183 006	185 781	174 048	260 394	262 620	243 630
June	188 568	190 822	178 696	267 548	269 633	249 973
July	191 466	193 569	181 106	271 675	273 596	253 571
August	197 451	199 710	186 547	280 675	282 635	261 491
September	203 492	206 043	191 715	289 447	291 411	269 045
October	210 631	213 316	197 904	298 823	301 071	277 320
November	217 330	220 160	204 013	307 428	309 537	284 479
December	223 216	226 147	209 593	315 209	317 251	290 500

Month	Chassis	Front axle	Body	Chassis	Front axle	Body
<u>1958</u>			<u>1959</u>			
January	324 344	327 053	298 546	433 713	437 635	
February	332 599	335 613	305 526	443 662	446 473	
March	341 227	344 523	314 630	453 140	455 901	
April	349 562	353 399	322 710	465 351	466 864	
May	357 978	362 243	329 495	473 664	475 683	
June	366 867	371 643	339 506	484 280	486 185	
July	371 275	376 235	344 368	490 622	492 347	
August	379 407	386 283	351 608	500 151	501 981	
September	388 976	397 823	360 380	511 539	513 154	
October	398 980	409 483	362 463	523 532	524 928	
November	407 282	418 439	-	535 079	536 181	
December	416 082	427 875	-	546 843	547 836	
<u>1960</u>			<u>1961</u>			
January	566 342	559 234		723 431	703 943	
February	576 537	570 909		739 109	717 931	
March	591 665	583 741		755 274	732 548	
April	601 918	594 707		769 247	745 063	
May	615 192	606 876		784 276	758 463	
June	623 443	613 555		802 130	772 787	
July	632 534	622 251		804 877	776 282	
August	646 458	635 461		820 741	790 001	
September	660 619	648 144		835 178	802 886	
October	678 772	660 847		850 333	816 227	
November	689 879	674 411		871 303	829 134	
December	710 069	688 468		882 314	840 894	

1961

Month	Chassis	Engine	Rear axle	Front axle
28-4-61	Start of production			
April	0 000 017	0 000 065		
May	-	-		
June	0 000 027	0 000 134		
July	-	0 000 254		
August	0 000 351	0 001 484		
September	0 002 051	0 002 728		
October	0 003 991	0 005 021	0 002 253	0 002 040
November	0 007 184	0 008 565	0 005 717	0 005 302
December	0 011 041	0 013 112	0 009 919	0 009 862

M

Engine, Clutch, Heating System

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1943</u>		020 000	<u>Engine</u> Now: 1131 cu.cm Formerly: 998 cu.cm.
<u>1946</u>	054 617		<u>Push rod tubes</u> Now: corrugated tube ends fitted in a number of cases. Formerly: with spring
<u>1947</u>	071 616	099 610	<u>Cooling air throttle ring</u> Now: with swing handle Formerly: slide
<u>1948</u>			
Apr.48	076 722	105 558	<u>Crankshaft</u> Now: with 48.5 mm centering lug for flywheel. Flywheel with a bore of 48.5 mm
<u>1949</u>			
5 Jan.49	091 914		<u>Heating control cable</u> Now: twin cable
12 Jan.49	092 498	123 184	<u>Oil pump cover</u> Now: deep-drawn sheet metal Formerly: light metal
14 Jan.49	092 918	123 564	<u>Air cleaner</u> Now: mushroom shape Formerly: pot shape
18 Jan.49	093 270	124 031	<u>Lower heater channel</u> Now: modified sheets without hinges

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Feb.49	094 554	125 426	<u>Intake manifold support</u> Formerly: none
7 Mar.49	096 978	128 051	<u>Fan housing</u> Now: without throttle ring
7 Apr.49	100 615	131 840	<u>V-belts</u> Now: 1 - modified stickers 2 - new marking
8 Apr.49	100 826	132 017	<u>Fuel pump</u> Now: with blue Solex diaphragm fitted with 4 seals
28 Apr.49	101 902	133 131	<u>Exhaust valves</u> Now: operating with inserted pressure plate (except for engine numbers 133 634 - 668)
May 49			<u>V-belts</u> Now: red marks for adjusting belt tension
June 49	1-0 106 637	137 701	<u>Vent pipe</u> Now: extended. Modified rear engine cover plate
June 49	1-0 108 091	139 293	<u>Filters</u> Now: in cylinder head vent holes
July 49	1-0 114 186		<u>Felt cone filter</u> Now: for engines in vehicles of type 11 A

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
Aug. 49	1-0 116 811	147 950	<u>Connecting rod bushes</u> Now: widened
Aug. 49	1-0 117 389	148 542	<u>Fuel pump</u> Now: genuine Solex in a number of cases
Aug. 49			<u>Push rod tubes</u> Now: several hundred engines with corrugated tube ends
Sept. 49	1-0 119 364	150 486	<u>Carburetor</u> Now: genuine Solex, standard equipment
Sept. 49	1-0 119 588	150 702	<u>Piston clearance</u> Now: 0.05 mm larger for 3rd cylinder
Sept. 49	1-0 120 959	152 050	<u>Clutch pressure plate</u> Now: offset F & S plate. Double thrust springs continue to be used for the time being
Sept. 49	1-0 119 841	150 956	<u>Heating control sheets, front</u> Now: with rubber gasket
30 Sept.49	1-0 142 902		<u>Cylinder</u> Now: higher phosphorus content
Oct. 49	1-0 127 560		<u>Clutch lever</u> Now: reinforced
Oct. 49			<u>Starting handle</u> Now: no longer supplied

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
Nov. 49	1-0 132 535	163 614	<u>Heater box</u> Now: with straps
Dec. 49	from 1-0 134 921 up to 1-0 134 966	from 166 091 up to 166 135	<u>Fuel pump</u> Now: straight push rods with conical transition
Dec. 49	from 1-0 135 268 up to 1-0 136 157	from 166 439 up to 167 412	<u>Fuel pump</u> Now: straight push rods with conical transition
Dec. 49	1-0 136 729	168 075	<u>Push rod tubes</u> Now: only corrugated tubes with cylindrical ends at both sides
<u>1950</u>			
Jan. 50	1-0 138 646	169 969	<u>Oil filler and breather assy</u> Now: with gasket
Jan. 50	1-0 138 765	170 086	<u>Crankcase</u> Now: oil can be completely drained off (passage through timing gear chamber) Oil quantity: 2.5 litres Oil deflector no longer required. 4th main bearing bore provided with a groove.
17 Jan.50	1-0 141 601	173 030	<u>Oil dipstick</u> Now: phosphatized and blackened
Jan. 50	1-0 140 243		<u>Cylinders</u> Now: gasket between cylinder and cylinder head

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
16. Jan. 50	1-0141 236	172 650	<u>Exhaust pipe</u> Now: flanges surface-ground
21 Jan. 50	1-0142 442	173 950	<u>Induction tube</u> Now: welded seam between intake manifold and preheating pipe extended on both sides by 10 mm
23 Jan. 50	1-0142 587	174 106	<u>Distributor gear</u> Now: with distance spring
Feb. 50			<u>Oil drain plug</u> Now: with 19 mm hex. head (in a number of cases)
4 Feb. 50	from 1-0145 121 up to 1-0145 450	from 176 911 up to 177 255	<u>Tapped insert for spark plugs</u> Now: with hex. head (345 engines)
Feb. 50	1-0147 713	Engine No. 181 134	<u>Oil drain plug</u>
22 Feb. 50	1-0148 529	Fr. axle No. 156 350	Now: with 19 mm hex. head (standard)
22 Feb. 50	1-0149 061	Transm. No. 159 350	
March 50			<u>Spark plug wrench</u> Now: "Special Hazet 500" with holder
March 50			<u>Fuel pump</u> Now: only black, flexible diaphragms fitted from now on.
14 Mar. 50	1-0152 857	185 196	<u>Pistons</u> Now: only "KS" pistons with 0.035 - 0.055 mm clearance fitted from now on.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
30 Mar.50	1-0 156 129	188 974	<u>Exhaust pipe</u> Now: 32 mm dia. Formerly: 31 mm dia.
3 Apr.50	1-0 156 970	189 691	<u>Intake manifold and preheating pipe</u> Now: light metal jacket for intensified preheating of mixture.
15 Apr.50	1-0 159 092	192 300	<u>Crankcase</u> Now: push rod tube eyes reinforced and lowered. Trapezoidal section gaskets fitted in a number of cases.
25 Apr.50	1-0 161 234	194 696	<u>Solex carburetor</u> Now: hinged float Float weight: 12,5 g Pilot jet air bleed: 1.0 mm dia.
ay 50	1-0 162 580	196 110	<u>Automatic cooling air regulation</u> Formerly: throttle ring with swing handle
9 May 50	1-0 164 402	198 222	<u>Muffler</u> Now: connecting tube at muffler for intensified mixture preheating (through-flow system) is standard.
13 May 50		199 321	<u>Pistons</u> Now: "Mahle Autothermik" pistons fitted in a number of cases
26 May 50	1-0 168 045	from 203 403 up to 209 190	<u>Clutch</u> Inner spring no longer fitted in a number of cases

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 June 50	1-0 169 355	203 383	<u>Exhaust valve</u> Now: armoured valves in a number of cases
2 June 50	1-0 169 704	204 025	<u>Valve seat ring</u> Now: made of V2A steel in a number of cases
13 June 50	1-0 172 368		<u>Pulley half</u> Now: inner half with spot-welded spacer
15 June 50	1-0 173 695	207 770	<u>Main bearing No. I</u> Now: with outside oil groove (bearing web in crankcase without oil groove)
19 June 50	1-0 173 719	108 481	<u>Clutch</u> Now: one spring only (standard)
June 50	1-0 176 547	from 212 437 up to 212 974	<u>Oil pump gear wheels</u> Now: remelt alloy Formerly: steel
5 July 50	1-0 177 736	from 213 301 up to 213 455	<u>Carburetor</u> Now: without hinged float in a number of cases
6 July 50	1-0 173 141	207 431	<u>Pistons</u> Now: "Mahle-Autothermik" pistons in a number of cases
1 Aug. 50	1-0 181 111	217 380	<u>Pushrod tubes</u> Now: trapezoidal section seal ring is standard

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
10 Aug.50	1-0 183 539	220 317	<u>Exhaust valves</u> Now: armoured (standard)
19 Aug.50	1-0 186 361		<u>Heating control mechanism</u> Now: hex. head screw, 9 mm Formerly: slotted screw
28 Aug.	1-0 188 291	from 225 484 up to 226 410	<u>Pistons</u> Now: "Nüral" pistons, 75 mm dia. in a number of cases
Oct. 50	1-0 285 789	285 789	<u>V-belts</u> Now: installation of 875 cable-cord belts
Oct. 50			<u>Oil filter</u> Now: mechanical oil filter (service part)
23 Oct.	1-0 203 845	245 131	<u>Valve spring</u> Now: outer spring no longer fitted in a number of cases
16 Nov.	1-0 210 317	from 252 725 up to 253 775	<u>Exhaust valves</u> Now: with brazed tip
2 Dec.	1-0 214 450	258 311	<u>Distributor pinion</u> Now: distance spring no longer fitted
Dec. 50	1-0 218 140	263 133	<u>Pistons</u> Now: 20 000 "Nüral" pistons fitted

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1951</u>			
4 Jan.51	1-0221 051	266 644	<u>Belt pulley</u> Now: Small modified shim, outer dia. 4 mm, inside dia. 3 mm Formerly: outer dia. 5 mm, inside dia. 4 mm
16 Jan.51	1-0244 171	270 484	<u>Cylinder head</u> Now: inner valve spring modified
18 Jan.51 9 Feb.51	1-0224 763 20-09 940		<u>Choke control cable</u> Now: guide sleeve for thrust spring
19 Jan.51	1-0225 376 20-09 065	272 061	<u>Crankcase</u> Now: made of electron Formerly: remelt alloy
27 Feb.51	1-0235 501	284 793	<u>Distributor drive</u> Now: distance spring fitted again
21 Mar.51	1-0241 734	287 661	<u>Camshaft gear</u> Now: made of "Resitex" plastic (for export only)
27 Mar.51	1-0242 600	293 200	<u>Muffler</u> Now: modified pipe
28 Mar.51	1-0268 333 from 324 902 up to 327 026		<u>Valve seat ring</u> Now: material VCN 25 in a number of cases
6 Apr.51	1-0243 731	294 845	<u>Heat control sheet</u> Now: front sheet relocated into heating box

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
18 Apr.51	1-0 246 090	297 815	<u>Generator</u> Now: RED 130/6 - 2600 AL 16 Formerly: AL 15
April 51		296 606	<u>Crankcase</u> Now: openings (oil throwers) provided in both crankcase halves 40 x 11, right-hand side
24 May 51	1-0 253 943	307 219	<u>Cooling system deflectors</u> Now: modified shape
28 May 51	1-0 254 576	from 307 994 up to 308 886	<u>Cylinders</u> Now: fins and deflector inside cover plate
17 July 51	1-0 268 548	352 081	<u>Valve springs</u> Now: gradation for valve springs at cylinder head
1 Aug.51	1-0 272 706	330 345	<u>Oil breather</u> Now: Filler cap with clamp spring.
21 Aug.51	1-0 278 121	336 759	<u>Cylinder head cover</u> Now: cover plate made of one piece
26 Nov.51 26 Nov.51	1-0 305 813 20- 019 034	369 483	<u>Valve seat ring</u> Now: valve seat ring for exhaust valve made of V2A steel (standard)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
26 Nov.51	1-0305 813 20-019 195	from 369 483 up to 372 422 from 381 035 up to 382 910	<u>Valve seat ring</u> Now: lead-steel material in a number of cases
27 Nov.51	1-0306 417	from 370 472 up to 370 556	<u>Valves</u> Now: with caps in a number of cases
10 Dec.51	1-0309 833 20-019 589		<u>Solex carburetor 26 VFIS</u> Now: throttle hole diameter 1.4/1.5 mm
17 Dec.51 18 Dec.51	1-0311 923 20-019 942	376 900	<u>Throttle ring</u> Now: spot-welded Formerly: screw-mounted
<u>1952</u>			
18 Jan.52	1-0320 113 20-020 804		<u>Thermostat</u> Now: simplified holder in a number of cases
21 Jan.52 28 Jan.52	1-0320 804 20-021 054	387 815	<u>Gland nut</u> Now: with felt seal to prevent loss of grease
21 Jan.52 23 Jan.52	20-020 804 1-0320 113	286 937	<u>Thermostat</u> Now: simplified holder (standard)
1 Feb.52 4 Feb.52	1-0232 132 20-021 355	390 307	<u>Intake valve</u> Now: induction-hardened Formerly: surface-hardened
5 Feb.52	1-0323 802 20-021 398	from 391 315 up to 359 379	<u>Valve seat ring</u> Now: made of lead-steel in a number of cases (3rd introduction)

Date introduced	Chassis No.	Unit No.	Modification
7 Feb.52	1-0 324 532	392 231	<u>Upper air duct</u>
7 Feb.52	20-021 506		Now: lateral support no longer fitted
21 Feb.52	1-0 328 831	397 264	<u>Intake and exhaust valve</u>
22 Feb.52	20-022 075		<u>cams</u> Now: modified transition from surface end to radius, reduced noise
4 Mar.52	1-0 331 701	400 407	<u>Hot air ducts</u>
6 Mar.52	20-022 434		Now: cover plate between ducts no longer fitted
25 Mar.52	1-0 338 059	408 661	<u>Exhaust pipe</u>
27 Mar.52	20-023 584		Now: connecting pipe between exhaust pipe and muffler no longer fitted
13 May 52	1-0 352 446	426 128	<u>Pulley</u>
13 May 52	20-026 314		Now: a) pulley I, 45.0 mm b) radial run-out: 1.0 mm c) lateral run-out: 0.2 mm Formerly: a) 58.0 mm b) 0.5 mm c) 0.1 mm
29 May 52	1-0 357 667	433 003	<u>Valve spring</u>
29 May 52	20-027 414		Now: one spring Formerly: two springs
7 June 52	1-0 360 478	436 414	<u>Oil dipstick</u>
7 June 52	20-027 952		Now: dipstick tube located higher
9 June 52	1-0 360 851	436 869	<u>Fan wheel</u>
10 June 52	20-028 063		Now: balance center relocated

Date introduced	Chassis No.	Unit No.	Modification
18 June 52 19 June 52	1-0 364 368 20-028 709	441 034	<u>Crankshaft</u> Now: thrust washer I = 0.30 ± 0.02/II = 0.35 ± 0.03 mm Formerly: 1.1 - 1.2 - 1.3 - 0.9 - 0.8 mm
20 June 52 21 June 52	1-0 365 201 20-028 853	418 210 418 102	<u>Clutch operating lever</u> Now: lever and adjusting nut with recess and chamfering
30 June 52 1 July 52	1-0 368 508 20-029 529	from 446 176 up to 451 092	<u>V-belts</u> Now: "Optiflex" material 13/8 x 50
20 Aug.52 20 Aug.52	1-0 382 029 20-032 051	462 001	<u>Oil bath air cleaner</u> Now: fitted in a number of cases
18 Sept.52 18 Sept.52	1-0 391 619 20-033 964	473 814	<u>Clutch plate</u> Now: "Textar" lining only from now on. Clutch plate 1.2 mm (formerly 1.5 mm)
23 Sept.52	20-034 214		<u>Oil bath air cleaner</u> Now: fitted in VW Ambulance (overhead arrangement)
26 Sept.52 26 Sept.52	1-0 395 441 20-034 744	478 493	<u>Throttle ring support</u> Now: guide projection for operating shaft in a number of cases Formerly: recessed
26 Sept.52 26 Sept.52	1-0 395 819 20-034 827		<u>Flywheel</u> Now: radial run-out limited to 0.2 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
26 Sept.52	1-0395 441	478 493	<u>Throttle ring</u>
26 Sept.52	20-034 827		Now: lever for operating rod with hole, screw head at lever Formerly: cotter pin. Screw head welded
Sept. 52			<u>Intake manifold</u> Now: with special jacket and jacket end (longer jacket casting). (Service part for Scandinavian countries)
1 Oct.52	1-0397 023	481 713	<u>V-belts</u> Now: no longer included in tool kit <u>Heating system</u> Now: setting by rotary knob and spindle <u>Carburetor 28 PCI</u> Formerly: carburetor 26 VFIS <u>Fuel pipes</u> Now: cross section 17 mm ² Formerly: 32 mm ² <u>Intake manifold</u> Now: with preheating tube in joint aluminum-cast jacket
Oct.52			<u>Oil bath cleaner</u> Now: two annular reinforcing grooves at the bottom
15 Oct.52	1-0402 111 20-036 112		<u>V-belts</u> Now: included in tool kit.
20 Oct.52		122-00 001	<u>VW Industrial Engine</u> Start of production
Nov. 52			<u>Felt cone air cleaner</u> Now: with flame guard screen

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
10 Nov.52	1-0 411 773 20-038 304	498 719	<u>Intake manifold support</u> Now: beaded sheet metal strip Formerly: pipe
10 Nov.52	from 20-039 360 up to 20-039 666	from 503 889 up to 506 589	<u>Starting dog</u> Now: temporarily fitted in Type 2 Formerly: fitted in VW Industrial Engine only
26 Nov.52 27 Nov.52	1-0 417 482 20-039 567	505 970	<u>Throttle ring support</u> Now: guide projection for operating shaft (standard) Formerly: recessed at collar
13 Dec.52 15 Dec.52	1-0 423 415 20-040 811	513 320	<u>Intake valve</u> Now: 4.9 dia. h 11 Formerly: 5.075 dia. h 11
31 Dec.52 2 Jan.53	20-041 546 1-0 428 221	517 651	<u>Oil bath air cleaner</u> Now: with strap
<u>1953</u>			
2 Jan.53	20-041 712	518 653	<u>Intake manifold</u> Now: longer shaping of exhaust pipe to cylinder 3/4. Longer jacket casting <u>Fuel piping</u> Now: cross section 17 mm ² dia. Formerly: 32 mm ² dia. <u>Carburetor 28 PCI</u> Formerly: carburetor 26 VFIS <u>Clutch cable</u> Now: Bowden cable. Clutch cable retaining bracket. <u>Oil bath air cleaner</u> Now: new type fitted

Date introduced	Chassis No.	Unit No.	Modification
15 Jan.53	1-0433 397	525 661	<u>Carburetor</u> Now: air correction jet 200 Formerly: 190
20 Jan.53	1-0435 509	528 095	<u>Valve play</u> Now: 0.10 mm Formerly: 0.15 mm
21 Jan.53	20-043 322		
20 Jan.53	1-0434 991	from 527 580 up to 529 045	<u>Oil pump shaft</u> Now: shaft pressed into gear (in a number of cases) Formerly: knurled shaft
21 Jan.53	1-0435 491	531 963	<u>Oil cooler</u> Now: position of damping plate offset (noise reduction). Formerly: straight
23 Jan.53	20-043 414		
13 Feb.53	1-0444 803 20-045 180	539 380	<u>Carburetor and fuel pump</u> Now: angle of nipple $40^{\circ} + 5^{\circ}$ Formerly: 60°
14 Feb.53	1-0400 000		<u>Cylinder head nuts</u> Now: with sleeves, tightened to a torque of 3.5 mkg Formerly: 3.0 mkg
20 Feb.53	1-0448 196	543 500	<u>Operating rod for heat control sheet</u> Now: left and right 217.5 and 203 ± 0.25 resp. Formerly: 221.5 and 207.5 ± 0.25
26 Feb.53	20-046 039		
25 Feb.53	1-0449 850	545 450	<u>Flywheel and crankshaft</u> Now: residual unbalance marked
17 Feb.53	1-0446 526	541 586	<u>Clutch</u> Complete. Lobes increased from 3 to 9 (improved centering)
10 Mar.53	20-047 157	551 512	

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Mar. 53	1-0451 313		<u>Cylinder head nuts</u> Now: tightening torque 3.6 - 3.8 mkg Formerly: 3 mkg
13 Mar. 53	from 1-0456 312 up to 1-0486 886	from 553 395	<u>Gland nut bush</u> Now: made of special brass and provided with graphite grooves. Lubrication changed from VW-A 51 to VW-A 052 in a number of cases
14 Mar. 53	from 20-047 552 up to 20-050 205	up to 569 876	
15 Mar. 53		122-00 335	<u>VW Industrial Engine</u> Now: fitted with hardened starting dogs
16 Apr. 53	from 1-0486 887 up to 1-0487 128	from 569 877	<u>Gland nut bush</u> Now: sinter iron bushes, previous design (about 16 000)
21 Apr. 53	from 20-050 206 up to 20-053 268	up to 590 340	
1 May 53			<u>Fuel pump intermediate flange</u> Now: inside fins reinforced to 2.5 mm. Pressing temperature increased to 170°C Formerly: 1.5 mm 165°C (Dimensions do not include textile linings)
8 May 53	1-0478 795 20-052 602	580 297 595 150 122-00 537	<u>Clutch, complete</u> Now: residual unbalance indicated by paint mark
28 May 53	1-0487 128 20-053 268	590 341 590 330	<u>Bush in gland nut</u> Now: made of special brass (standard) Formerly: sinter iron
6 June 53	20-053 960		<u>Pick up truck</u> Now: new exhaust manifold and branch. Improved sealing

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
14 June 53	1-0 494 496	599 300	<u>Fuel pipe ends</u> Now: tin-coated. Nipple made of "Pantal"
15 June 53 18 June 53	1-0 494 340 20-054 994	599 218	<u>Carburetor Solex 28 PCI</u> Now: ball valves made of bronze; pump channel accessible through screw plug Formerly: steel ball valves; steel pin tap
19 June 53	20-055 054		<u>VW Pick up</u> Now: seal ring (rubber) for intake manifold 3 x 2 mm Formerly: 2 mm dia.
11 Aug.53	1-0 512 819 20-058 075	620 552	<u>Nipple for carburetor and pump</u> Now: 33° + 5° Formerly: 40° + 5°
31 Aug.53	1-0 522 314 20-059 939		<u>Tapped insert for sparking plugs</u> Now: tightening torque increased to 7 mkg - 7.5 mkg Formerly: 4 - 5 mkg
16 Oct.53	1-0 544 004	658 442 122-01 654	<u>Oil cooler with two dampersheets</u> Now: one month's production
9 Oct.53			<u>VW Industrial Engine</u> Now: fitted exclusively with V-belts of "Höxter" make
7 Oct.53		Industrial Engine	<u>Induction manifold support</u> Now: 65 mm long Formerly: 63 mm long

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
14 Oct.53	20-063 686 1-0537 356	657 159 650 657 122-01654	<u>Fan housing</u> Now: fan wheel with blade 1.5 mm thick Formerly: 1.25 mm
19 Oct.53		122-01665	<u>VW Industrial Engine</u> Now: a) governor lever for governor shaft marked. b) governor lever: slot lengthened, better clamping.
31 Oct.53	20-065 361 1-0552 150	667 950 667-964	<u>Engine housing - engine No.</u> Now: Marking surface for engine No. 2 mm elevated. Formerly: 0.5 mm
26 Nov.53	1-0563 195	621 028	<u>Oil breather</u> Now: modified shape, larger steel wool volume
21 Dec.53	1-0575 415 20-069 409	695 282 695 356 122-019 888	<u>Engine rating</u> Now: 30 HP/1192 cm ³ Compression ratio 6.1:1 Formerly: 25 HP/1131 cm ³ Compression ratio 5.8:1 <u>Intake manifold</u> Now: heating jacket for downpipe <u>Oil bath air cleaner</u> Now: standard equipment for all models <u>V-belts</u> Now: narrow V-belts <u>Running-in instructions</u> Now: deleted

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Connecting rods</u> Now: 2 g weight tolerance Formerly: 11 g
			<u>Crankshaft bearings</u> Now: improved lubrication
			<u>Cylinder heads</u> Now: modified fins
			<u>Valve guides</u> Now: 55 mm long Formerly: 60 mm
			<u>Intake valve head</u> Now: 30 mm dia. Formerly: 28 mm dia.
			<u>Pulley</u> Now: 1.25 mm sheet metal Formerly: 1.0 mm thick
<u>1954</u>			
9 Jan.54	1-0 583 906		<u>V-belts</u> Now: 18 000 belts of Phönix make
25 Jan.54	1-0 591 433	514 590	<u>Oil dipstick assembly</u> Now: bent loop and cap
6 Feb.54	1-0 518 795	723 005	<u>Oil cooler</u> Now: marking of month and year on under side
9 Feb.54	20-073 860		
13 Feb.54	1-0 602 340 20-074 427	195 326 190 180 508 068	<u>Drive shaft</u> Now: Pilot dia. 14.91/14.88 mm Formerly: 14.95/14.88 mm
1 Mar.54	1-0 607 509 20-076 135	737 071	<u>Flywheel seal</u> Now: aluminium foil Formerly: paper seal

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
11 Mar.54	1-0 522 588	668 722	<u>Oil cooler</u> Now: one month's production with wide deflector plate.
22 Mar.54		122-02857	<u>Starting handle</u> Now: reinforced: a) thickness of material 3 mm formerly: 2 mm b) seamless tube
6 Apr.54 9 Apr.54	1-0 631 062 20-080 864	762 020	<u>Oil pump housing</u> Now: modified dimensions to clear the oil pump shaft.
8 Apr.54		122-03126	<u>Valve spring</u> Now: one valve spring for engines of 1500 r.p.m. and 1800 r.p.m.
21 Apr.54	1-0 637 872	770 850	<u>Ignition distributor</u> <u>VJU 4 BR 3 mk</u> Now: improved springs for centrifugal weights (marking: red point)
17 May 54	1-0 653 400	from 788 196 up to 794 174 from 806 314 up to 811 940	<u>Carburetor 28 PCI</u> Now: nylon float (11 604 floats). Marking: blue point.
14 Apr.54		122-01988	<u>Crankshaft bore / gland nut</u> Now: chamfered 5 mm Formerly: edge rounded only <u>Flywheel</u> Now: inside diameter 29.0/28.6 mm Formerly: 28.5/28.0 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Gland nut</u> Now: length 32.2/34.8 mm Formerly: 34.4/28.487 mm Now: shoulder dia.: 28.500/ 28.487 mm Formerly: shoulder dia.: 27.98/ 27.80 mm
28 May 54 1 Oct. 54	1-0 659 075 20-099 252	795 912	<u>Intake valve</u> Now: greater heat resisting material Cr. 45 Si 34 Formerly: CK 45
25 June 54	1-0 674 360 20-089 330	813 867 122-04399	<u>Flywheel gasket</u> Now: paper 0.20 - 0.25 mm Formerly: aluminum foil
1 July 54	1-678 002 20-090 138	818 838	<u>Cylinder head</u> Now: Bore and filter plug no longer required.
1 July 54	1-0 678 201 20-090 138	819 078	<u>Oil filler neck</u> Now: filter element omitted
5 July 54	1-0 678 966	from 820 415 up to 820 513	<u>Distributor drive gear</u> Now: Made of Aeterna bronze, fitted in 12 000 engines.
4 Aug. 54	1-0 689 103		<u>Thermostat</u> Now: Elongated contact surface. Elongated opening in bracket
17 Aug. 54 19 Aug. 54	20-093 601 1-0 696 501		<u>Spare V-belt</u> Now: No longer included in tool kit

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
19 Aug.54	1-0696 205 20-093 891	841 536	<u>Intermediate flange for fuel pump</u> Now: top lube hole, 4 mm dia., no longer provided
28 Aug.54	1-0702 015		<u>Crankshaft bearing</u> Now: a) Dowel pin bore 3.0 + 0.2 oversize tolerance reduced. b) 4.989/4.979 mm Formerly: a) 2.5 + 0.5 mm b) 4.989/4.975 mm
31 Aug.54	1-0702 742 20-095 422	849 905 122-05 091	<u>Piston, 77 mm dia.</u> Now: with flat crown, compression ratio 6.6:1
31 Aug.54	1-0702 742 20-095 422	849 905	<u>Carburetor 28 PCI</u> Now: with nylon float (yellow point)
18 Sept.54	1-0715 352 20-097 612	864 241 863 940 122-05379	<u>Crankcase</u> Now: oil scraper edge narrowed above camshaft gear
1 Oct. 54	1-0722 916 from 873 276 20-099 235 up to 873 456 122-05475		<u>Small pulley</u> Now: 20 mm width Formerly: 10.5 mm
13 Oct.54	from 1-0713 718 from 882 625 up to 1-0751 006 up to 906 366		<u>Carburetor (yellow point)</u> Now: with plastic float
1 Nov.54			<u>First engine oil filling</u> Now: SAE 10-W from November to March

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
12 Nov.54	1-0753 096	907 663	<u>Generator</u> Now: fan wheel and small pulley dynamically balanced.
15 Nov.54	1-0735 501 20-104 810	from 909 582 up to 912 012 122-06070	<u>Bearing shell No. II</u> Now: 2.035 engines with Al-alloy 83 A, alternatively AL 100
29 Nov.54	20-106 223	916 812	<u>Air intake elbow</u> Now: for Pick up: one-piece pipe. Intake manifold for oil bath air cleaner.
<u>1955</u>			
4 Jan.55	1-0783 227 20-110 944	from 947 472 up to 947 654 122-06677	<u>Intake manifold</u> Now: treated with special paint.
13 Jan.55	1-0792 450 20-112 005	955 511 122-06841	<u>Rocker arm shaft</u> Now: induction - hardened 0.6 - 1.2 mm Formerly: case - hardened 0.5 - 0.6 mm
2 Feb.55	20-114 690	971 506	<u>Electrical equipment</u> Now: generator, starter motor, ignition coil and ignition distributor supplied as VW parts (Garbe-Lahmeyer make.)
12 Feb.55	1-0814 430 20-116 095	980 644 980 405	<u>Fuel pump push rod</u> Now: spherically ground at both ends
14 Feb.55	1-0814 685	984 789	<u>Carburetor 28 PCI</u>
15 Feb.55	20-117 922	993 856	Now: with nylon float. Weight 5.7 g (current)
17 Feb.55		122-07472	

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Mar. 55	20-117 902	991 590	<u>Carburetor 28 PCI</u> Now: air correction jet 180 Formerly: air correction jet 195
1 Mar. 55	20-117 902	991 590	<u>Oil bath air cleaner</u> Now: overhead type, lateral arrangement
9 Mar. 55	1-0833 543		<u>Pulley</u> Now: 5,000 pulleys fitted with balance weights
28 Mar. 55	1-0848 612 20-121 769	1018 556 1018 608	<u>Oil pump</u> Now: 2 studs AM 6A x 28 for better centering
29 Mar. 55	1-0848 013 20-121 987	1021 257 1020 663	<u>Camshaft</u> Now: slot width 5.6 + 0.1 mm Formerly: 5.15 + 0.1 mm
1 Apr. 55	1-0848 900 20-122 385	1023 781 1023 367 122-08152	<u>First engine oil filling</u> Now: SAE 10-W, January - December Formerly: SAE 20W in summer
5 Apr. 55	1-0855 005 20-122 728	1027 492 122-08216	<u>Oil pump</u> Now: 4 studs AM 6A x 28 for better centering
20 Apr. 55	1-0864 001 20-124 852	1038 409 122-08216	<u>Induction manifold</u> Now: with cast light metal jacket
April 55		KD-63 311	<u>KD engine</u> Now: changed from 1131 cu.cm to 1192 cu.cm in a number of cases
30 Apr. 55 29 Apr. 55	1-0870 301 20.126 812	1048 209 122-08681	<u>Ignition distributor drive gear</u> Now: made of Aeterna bronze VL 22 Formerly: steel

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
11 June 55		122-09667	<u>Friction wheel</u> Now: keyed onto shaft
14 June 55			<u>VW Industrial Engine</u> Now: cooling fan with protective guard
11 July 55			<u>Induction manifold, 1192 cu.cm engine</u> Now: marked "30" on light metal jacket (30 = h.p.)
15 July 55 16 Aug. 55	20-137 738	1119 403 122-11220	<u>Muffler</u> Now: connecting pipe for pre-heating tube <u>Gland nut</u> Now: with needle bearing <u>Breather</u> Now: cover plate <u>Small pulley</u> Now: dynamically balanced with generator <u>Cylinder head</u> Now: hex. nut Formerly: socket screw <u>Spark plugs</u> Now: plugs W 255 T 1 (fitted in a number of cases)
4 Aug. 55	1-0929 746 20-137 738	1119 403 122-11220	<u>Muffler</u> Now: single chamber, with 2 exhaust tail pipes and connecting pipe for pre-heating tube

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Gland nut</u> Now: with needle bearing
			<u>Engine cover plates</u> Now: modified, with rubber grommet
			<u>Breather</u> Now: with cover plate
			<u>Generator pulley</u> Now: each with 2 driving lugs of different widths (total 4) Now: secured with 21 mm hexagon nut Formerly: 36 mm
			<u>Cylinder head</u> Now: hex. head nuts, sparking plugs 225 T 1 Formerly: sparking plugs 175 T 1
9 Aug. 55		122-10631	<u>Small pulley</u> Now: driving lugs, generator set dynamically balanced
11 Aug. 55	1-0938 077 20-138 990	1128 016 122-11145	<u>Oil dipstick</u> Now: brazed cap
5 Oct. 55			<u>Heater channel, lower, right-hand side</u> Now: opening in thermostat bracket reduced in size
14 Oct. 55	1-0995 357 20-148 656	- - 122-12502	<u>Crankcase</u> Now: 2 bolts 6 x 30.8 G Formerly: 6 x 28
1 Dec. 55	1-1033 950 from up to	1 231 475 1 245 817	<u>Light metal camshaft gear</u> Now: 60 000 vehicles Formerly: plastic "Resitex" gears

Date introduced	Chassis No.	Unit No.	Modification
27 Jan. 56	1 087 746 165 101	1 306 861 1 306 738 122-14774	<u>Tapped insert for sparking plugs</u> Now: 11.340 mm Formerly: 11.840 mm (total length)
15 Feb. 56	106 312 187 674	1 326 994 122-15165	<u>Fuel pump</u> Now: beaded cover plate
24 Feb. 56	1 114 318	from 1 336 623 up to 1 443 574	<u>Light metal camshaft gear</u> Now: 20 000 engines fitted with light metal gear wheels
1 Mar. 56			<u>Piston for pressure relief valve</u> Now: phosphatized
27 Apr. 56 11 May 56	1 171 490 179 401	1 404 588 122-17704	<u>Oil pump housing</u> Now, tolerance in bore: 14.068/14.050 dia. Formerly: 14.177/14.050 dia.
May 56	1 184 415 180 901	122-17821	<u>Piston pins</u> Reduced play Now, bore for bush: 20.00/20.013 mm dia. Formerly: 20.005/20.020 mm dia.
7 May 56 23 May 56	1 184 415 180 901	1 415 300 122-17821	<u>Piston pin bush</u> Now, bore 20.00/20.013 mm Formerly: 20.005/20.020 mm
16 May 56 18 June 56	1 191 375 181 623	1 426 600 122-18928	<u>Oil induction pipe</u> Now: bottom section shortened by 12 mm
25 May 56	1 198 184		<u>Cylinder, diameter 77 mm</u> Now: cylinder working surface shortened by 8 mm (1000 engines)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
5 June 56	1 210 230	1 447 496	<u>Vacuum pipe</u> Now: below throttle control cable Formerly: above air control cable. Cable rising after leaving the carburetor
12 July 56	1 243 944	1 490 629 122-22173	<u>Main bearing No. II</u> <u>(oval bearing)</u> Pressure side 0.02 mm thicker (20 000 vehicles)
4 Aug. 56 7 Aug. 56 14 Aug. 56	1 252 842 193 306	122-22352	<u>Oil strainer</u> New mesh size: 16 per 1 sq. cm Formerly: 12 per sq. cm New wire diameter: 0.26 mm Formerly: 0.24 mm Now: chamfering no longer provided
16 Aug. 56	1 259 940	1 509 953 122-22815	<u>Oil pump</u> Now: bore for shaft, Length: 25 mm Formerly: 23 mm long Now: 16.068/14.050 mm dia. Formerly: 14.077/14.050 mm Now: length of driving lug: 8-0.5 mm Formerly: 10.2-0.5 mm
21 Aug. 56	1 266 678	1 518 878	<u>Light metal camshaft gear</u> Now: for all de Luxe Sedans Formerly: resitex material Now: backlash 0.0-0.052 mm Formerly: 0.0-0.025 mm Now: tolerance 0, + 1, + 2, 0, - 1, - 2, - 3
21 Sept. 56 24 Sept. 56 26 Sept. 56	1 299 842 203 300	1 558 402 122-24249	<u>Main bearing No. IV</u> Now: play 0.047 - 0.102 mm Formerly: 0.031 - 0.083 mm New wall thickness: 4.883 - 4.972 mm Formerly: 4.989 - 4.979 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
21 Sept. 56	201 501	1 553 093	<u>Carburetor spring for</u>
27 Sept. 56	1 306 289	1 493 995	<u>butterfly valve</u>
8 Oct. 56	1 316 650 (Karmann-Ghia)		Now: spring force 48 + 7 g Formerly: 33 g
26 Sept. 56	203 163		<u>Oil bath air cleaner</u> Now: "Knecht" make with toggle-type cover (similar to Mann & Hummel make) Formerly: wing nut
29 Sept. 56	1 205 787	1 568 432	<u>Piston pin bush</u>
4 Oct. 56	204 955	122-24443	Now: rolled from strip material
3 Dec. 56	1 370 676	1 647 826	<u>Main bearing No. I</u>
12 Dec. 56	220 001	1 647 826	Now: improved design (60 000 engines), 0.03 mm lead layer. 4 oil pockets on thrust lubrication groove deepened face
10 Dec. 56	1 378 864	1 657 124	<u>Clutch</u> Now: thrust spring cross section and clutch pressure reduced. Lining: Textar 50 S
21 Dec. 56	222 401	1 666 159	<u>Heating System</u>
4 Jan. 57	1 394 917	1 666 159	Now: outlet openings for exhaust pipes in heater junction box provided with sheet metal flange and two sheet metal tabs. Modified toggle lever and operating lever
29 Dec. 56	1 395 146 224 201	1 677 480 122-26807	<u>Oil cooler</u> Now: support between oil cooler, fan housing and crankcase
29 Dec. 56		122-26807	<u>Oil strainer</u>
2 Jan. 57	1 397 440	1 677 688	Now: bell-shaped cap at oil suction pipe
5 Jan. 57	224 501	1 677 688	Bottom: oil strainer with water trap. Ring-shaped recess in crankcase bottom (in a number of cases)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
14 Jan. 57	1 408 860	1 693 804	<u>Clutch</u> Now: sleeves "Beral 1533/9 M", with square hole, for thrust springs (10,000 vehicles)
1 Feb. 57	1 429 178	1 718 770	<u>Intake manifold</u> Now: thickness of wall 20 x 2 mm Formerly: 18 x 1 mm
6 Mar. 57 8 Mar. 57	1 461 448 239 700	1 758 765 1 759 440	<u>Main bearing I</u> Now: with 0.03 mm lead. 4 oil pockets on thrust face. Deepened annular groove (60,000 engines)
10 Apr. 57 2 May 57	249 436	1 812 562 122-32927	<u>Oil cooler</u> Now: only brazed oil coolers without support, all coolers painted black. Height: 226.5 mm; 32 oil tubes Formerly: soldered, with prop. Height: 254 mm; 36 oil tubes
29 Apr. 57 29 Apr. 57 3 May 57	1 524 059 253 500	1 833 131 122-31322 1 833 211	<u>Suction pipe</u> Now: 1.5/1 mm thick iron-reinforced asbestos gaskets (3 mm thick bead at bore) for exhaust and heater pipe flange. Formerly: asbestos gaskets 1.4/1.1 mm thick
13 May 57	1 536 250	1 850 530	<u>Oil cooler</u> Now: alternatively brazed black-painted oil cooler without support, height 226 mm; 32 oil tubes. Formerly: soldered, with prop. Height 254 mm; 36 oil tubes
13 May 57 17 May 57 11 June 57	1 536 617 257 000	1 851 331 1 851 331 122-34199	<u>Main bearing I</u> Now: working surface with 0.02 - 0.03 mm hard lead. 4 oil pockets at flywheel side. Annular groove deepened. Formerly: without lead and pockets

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
21 May 57	257 373	1 207 267	<u>Clutch release bearing</u> Now: ball thrust bearing with new-type retaining springs. Formerly: carbon release bearing
12 June 57	1 569 912	1 887 696	<u>Dowel pin for flywheel</u>
12 June 57		122-34813	Now: length 14 - 0.3 mm
16 June 57	262 701	1 887 696	Formerly: 12.5 - 0.2 mm
July 57			<u>Pilot jet</u> Now: with electromagnetic shut off valve as service part
2 July 57	1 587 435	1 919 370	<u>Crankcase</u>
2 July 57		122-35470	Now: web of main bearing II reinforced, size of opening underneath web reduced.
8 July 57	269 541	1 919 370	25 mm opening between dowel pin (main bearing II) and top jointing faces
8 July 57		122-35240	<u>Cylinder, 77 mm dia.</u>
9 July 57	1 597 047	1 934 104	Now: length of working surface 125.25 mm
12 July 57	272 301	1 934 152	Formerly: 133.25 mm
10 July 57	1 585 100	1 916 146	<u>Oil cooler</u>
		-1 926 145	Now: short design, brazed Formerly: soldered
1 Aug. 57	1 600 440		<u>Oil bath air cleaner</u> Now: modified shape (higher but of smaller outside dia.)
2 Aug. 57	1 601 517	1 939 746	<u>Flywheel</u>
2 Aug. 57		122-36317	Now: overall thickness, clutch contact surface/ collar 46.5 - 0.5 mm
8 Aug. 57	274 503	1 939 746	Formerly: 46.4/45.7 mm
16 Aug. 57		122-36784	<u>Crankcase</u>
16 Aug. 57	1 624 372	1 971 537	Now: 21 mm width, camshaft bearing to crankcase bottom jointing faces, at flywheel end.
21 Aug. 57	277 917	1 971 537	Recess omitted Formerly: 10 mm

Date introduced	Chassis No.	Unit No.	Modification
26 Aug. 57	1 593 105	1 930 001 -1 950 000	<u>Oil cooler</u> Now: short design, brazed Formerly: soldered
27 Aug. 57 2 Sept. 57	1 631 980 281 900	1 978 946 1 978 946	<u>Clutch</u> Now: distance between clutch cover contact surface at flywheel and release plate 27 mm Formerly: 26 mm
2 Sept. 57	1 642 672	1 964 301 -1 970 000	<u>Oil cooler</u> Now: short design, brazed Formerly: soldered
12 Sept. 57	1 657 072	1 937 452	<u>Clutch</u> Now: reduced thrust spring cross section. Clutch linings: Textar 50 S or Beral 1533/9M. Sleeves with square holes. Less foot pressure required at clutch pedal
18 Oct. 57	1 655 524	1 997 104	<u>Oil cooler</u> Now: brazed. Support and drilling in fan housing discontinued. Height/cooler: 226.5 mm 32 oil tubes Painted black
23 Oct. 57 24 Oct. 57 29 Oct. 57	1 703 065 299 100	122-38221 2 039 743 2 059 109	<u>Exhaust flange gasket</u> Now: 1.5/1.1 mm thick iron-reinforced asbestos gaskets (3 mm thick bead at bore). Formerly: asbestos gaskets 1.4/1.1 mm thick
29 Oct. 57 29 Oct. 57 30 Oct. 57	300 700 1 709 092	2 068 883 122-38832 2 068 883	<u>Heater flange gasket</u> Now: steel-reinforced asbestos gasket (3 mm bead at bore), 1.5/1 mm thick (standard feature) Formerly: 1.4/1.1 mm asbestos gasket

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
29 Oct. 57		KD-93 938	<u>Clutch release bearing</u> Now: all exchange rear axles for VW Transporter fitted with ball bearing release bearing Formerly: release bearing with carbon ring
28 Nov. 57	1 741 696	2 111 034	<u>Exhaust valve guide</u>
28 Nov. 57	308 901	2 111 227	Now: reverted to valve guide of 60.0 mm length Formerly: 55.3 - 0.6 mm
<u>1958</u>			
2 Jan. 58	1 777 426	2 158 806	<u>Connecting rod bearing shell</u>
3 Jan. 58	-	122-41202	Now: three layer bearing
9 Jan. 58	318 411	2 158 849	Formerly: two layer bearing
2 Jan. 58	1 784 097 316 224	- -	<u>Crankshaft bearings</u> Now: running surface of the bearings 1 - 4 with hard lead coating 0.02 - 0.03 mm (Canada M 173 current)
3 Mar. 58	1 854 278	2 254 287	<u>Toggle lever in heating junction box</u>
3 Mar. 58	-	122-42495	
10 Mar. 58	335 791	2 254 263	Now: modified shape; longer arms slightly bent at ends Formerly: straight arms
20 Mar. 58	1 882 550	-	<u>Spark plug wrench</u>
18 Apr. 58	345 925	-	Now: with rubber sleeve Formerly: with holding spring
24 Mar. 58	342 168	2 290 219	<u>Clutch driven plate</u>
2 Apr. 58	-	122-43481	
3 Apr. 58	1 890 983	2 300 536	Now: sprung cushion segment design
2 June 58	361 100	2 378 726	<u>Carburetor 28 PCI</u>
5 June 58	1 975 105	2 385 613	Now: nylon venturi (current) Formerly: made of light metal
29 Aug. 58	384 875	-	<u>Starting handle</u> Now: no longer supplied in tool kit; starter dog discontinued after present stocks are exhausted

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
Sept. 58	-	-	<u>Fan belts</u> Now: Tropical fan belts as service part.
4 Sept. 58	2 068 890	2 522 526	<u>Cylinder head</u>
12 Sept. 58	389 882	2 517 920	
12 Sept. 58	-	122-47 475	Now: heli-coil-inserts for spark plug (approx. 65 % of production) Formerly: threaded bush
15 Sept. 58	2 084 715	2 542 727	<u>Flywheel</u>
15 Sept. 58	-	122-47 784	
17 Sept. 58	391 706	2 542 727	Now: chamfer omitted on starter ring teeth on starter pinion engagement side
28 Oct. 58	-	122-48 522	<u>Crankshaft pulley</u>
29 Oct. 58	2 148 240	-	Now: oil return thread, triple thread with 6 mm pitch Formerly: single trapezoidal thread
6 Nov. 58	-	122-48 519	<u>Exhaust valve guide</u>
7 Nov. 58	2 163 370	2 634 771	Now: length 55.3 - 0.6 mm Formerly: 60.8 - 0.8 mm
15 Nov. 58	2 168 007	-	<u>Cylinder head</u>
15 Nov. 58	403 131	-	Now: rib underneath the spark plug bore strengthened by addition of two cross fins (50 % of production)
Dec. 58	-	-	<u>Oil strainer</u> Now: with permanent magnet ring available for service installation
29 Dec. 58	-	122-49 701	<u>Crankcase</u>
30 Dec. 58	2 223 801	2 718 443	Now: drilling for dowel pin 18 mm deep Formerly: 10 mm (Dowel pin 7 mm longer)

Date introduced	Chassis No.	Unit No.	Modification
<u>1959</u>			
2 Jan. 59	2 228 267	2 722 333	<u>Crankshaft bearings</u>
6 Jan. 59	425 970	2 711 258	Now: main bearing 1 - 3 with steel backed shells (M 173)
5 Jan. 59	425 412	2 710 727	<u>Crankcase</u> Now: drilling for dowel pin 18 mm deep Formerly: 10 mm (Dowel pin lengthened by 7 mm)
2 Feb. 59	2 269 932	-	<u>Cylinder head</u>
2 Feb. 59	433 401	-	
2 Feb. 59	-	122-51 402	Now: heli-coil-inserts for spark plug (standard)
9 Mar. 59	-	122-52 660	<u>Muffler</u>
11 Mar. 59	2 331 207	2 847 140	
18 Mar. 59	449 484	2 842 258	Now: top surface protected with zink paint Formerly: black muffler paint
26 Mar. 59	--	122-53 201	<u>Heater junction box</u>
31 Mar. 59	2 357 120	2 876 822	
1 Apr. 59	453 100	2 871 882	Now: operating lever shaft now has four flat surfaces
7 Apr. 59	2 368 967	2 892 310	<u>Spark plugs</u>
7 Apr. 59	-	122-53 666	
15 Apr. 59	459 151	2 900 530	Now: heat valve 175 Formerly: 225
23 Apr. 59	-	122-54 401	<u>Governor</u> Now: lever for centrifugal secured to regulating lever by woodruff key and modified clamp
4 May 59	2 409 056	2 939 201	<u>Heating system</u>
4 May 59	466 690	2 944 416	Now: modified heater junction box

Date introduced	Chassis No.	Unit No.	Modification
12 May 59	2 422 426	2 955 878	<u>Fan</u>
12 May 59	469 305	2 961 407	Now: New lock washer and modified nut
12 May	-	122-54 916	
13 May 59	2 425 182	2 957 823	<u>Muffler</u>
13 May 59	-	122-54 647	Now: Connections between muffler and heater junction box, muffler and tail pipe provided with conical asbestos seals and held in position with clips
19 May 59	469 447	3 403 348	
13 May 59	2 428 094	2 958 225	<u>Muffler extension</u> Now: 10 mm shorter
19 May 59	469 447	3 400 000	<u>Engine</u> Now: Crankcase with detachable generator bracket. Now: Compression 6.6 : 1 Formerly: 6.1 : 1 Now: Crankshaft thrust support at No. 2 journal. End play: 0.064 - 0.130 mm Formerly: Thrust support at No. 1 journal. Now: Steel-lead-bronze crankshaft bearing outside dia. 60 mm. Now: Modified push rods Now: Modified cylinder head Now: Engine number stamped on flange below generator bracket. Now: 0.5 mm gasket between oil pump and transmission housing. Formerly: 0.2 mm paper gasket. Now: Modified camshaft
19 May 59	469 447	3 403 348	<u>Fan</u>
6 Aug. 59	2 528 668		Now: Ratio of crankshaft pulley/fan drive 1 : 1.75 Formerly: 1 : 2
2 July 59	-	122-56 723	<u>Fan belt</u>
3 July 59	2 503 092	3 052 042	Now: Tropical type fan belt, standard part
16 July 59	490 808	3 424 389	
6 July 59	482 895	3 415 755	<u>Oil pipe to oil pump</u> Now: 5 mm longer, deeper location in oil

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
6 July 59	482 895	3 415 755	<u>Oil pipe to oil pump</u> Now: 5 mm longer, deeper location in oil
10 July 59	2 503 370	3 640 288	<u>Clutch</u> Now: stronger pressure springs, painted light grey
6 Aug.59	2 528 668	3 072 724	<u>Oil dipstick</u> Now: distance from tip of dipstick to upper oil level mark is now 40 mm Formerly: 44 mm <u>Oil drain plug</u> Now: in bottom plate of oil strainer Formerly: oil drain plug hole in crankcase <u>Muffler</u> Now: extension pipe modified in conjunction with 2° inclined installation of engine
6 Aug.59	2 528 890	3 072 724	<u>Fan</u> Now: bore 28 mm dia. (180 Watt) Formerly: 20 mm dia. (160 Watt)
6 Aug.59 6 Aug.59	2 533 000 492 000		<u>Fan belt</u> Now: remodified, 8-11 distance washers for belt adjustment Formerly: 5-8 washers
14 Sept.59 13 Nov. 59 13 Nov. 59	508 847 2 725 501	3 440 135 3 390 949 122-61 085	<u>Exhaust valve</u> Now: valve stem strengthened at part where it joins the valve head
2 Oct. 59	519 827	3 447 323	<u>Fan</u> Now: bore 28 mm dia. (180 Watt generator) Formerly: 20 mm dia.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
9 Oct. 59	520 045		<u>Engine rear cover plate</u> Now: wider in direction of travel. Narrower rear cross member panel and modified weatherstrip
19 Oct. 59	2 668 915	3 169 889	<u>Fan pulley/Generator</u> Now: thickness of metal 2.5 mm Formerly: 2.0 mm Now: hub diameter 47.5 mm Formerly: 40 mm
11 Nov. 59	532 737	3 462 260	<u>Camshaft</u> Now: lift on intake cams raised by 0.5 mm
14 Nov. 59	536 592	3 464 486	<u>Crankcase</u> Now: thrust surface for camshaft 38 mm wide Formerly: 36 mm
26 Nov. 59	538 647	3 469 130	<u>Muffler</u> Now: perforated metal inserts installed in the muffler extensions for Nos. 1 and 3 cylinder exhaust pipes. Exhaust pipes shortened by 20 mm (.8")
3 Dec. 59	542 805	3 472 710	<u>Crankshaft bearings</u> Now: wall thickness of the crankshaft bearing shells I, II and III, has been reduced. Running clearance 0.035-0.090 mm Steel-lead-bronze bearings with red paint mark
17 Dec. 59	548 128	3 478 036	<u>Clutch driven plate</u> Torsional springing effect
<u>1960</u>			
7 Jan. 60		3 351 754	<u>Valve adjustment lock nut</u> Now: wrench size 13 mm (engine - passenger car) Formerly: 14 mm

Date introduced	Chassis No.	Unit No.	Modification
29 Jan. 60	562 857	3 491 700	<u>Crankcase</u>
26 Feb. 60	575 610	(intermittently) 3 502 659 (continuously)	Now: intermittently. Both crankcase halves provided with an aperture in the web for main bearing II Now: oil return groove behind No. 4 bearing is right angled Now: No. 4 bearings with annular oil groove and oil drain groove as spare parts
29 Jan. 60	562 857	3 491 700	<u>Crankshaft bearings</u> Now: the crankshaft thrust is now taken by No. 1 bearing Formerly: thrust taken by No. II bearing Now: end play 0.065 - 0.125 mm Formerly: 0.064 - 0.130 mm Now: steel backed bearings, outside dia. 60 mm with oil pocket
26 Feb. 60	575 498-	3 503 001-	<u>Crankshaft bearings</u>
9 Mar. 60	581 372	3 506 974	Now: 5 000 engines with a thick walled aluminium bearings. Thrust and adjustment of end play on bearing No. 1
2 Mar. 60	577 378	3 504 784	<u>Cylinder head</u> Now: holes for push rod tubes 24 + 0.2 mm dia. Formerly: 23 + 0.2 mm dia.
17 Mar. 60	584 092	3 511 710	<u>Valve spring caps</u> Now: shoulder angle increased, measurement now 2 + 0.3 mm Formerly: 1.2 + 0.3 mm
7 Apr. 60	593 761	3 519 209	<u>Cylinder head</u>
1 Aug. 60	3 192 507	5 000 001	Now: spark plug threads cut direct in head
5 Aug. 60	-	122-073 001	Formerly: heli-coil inserts
21 Oct. 60	3 386 181	3 903 100	
11 Apr. 60	595 973	3 520 333	<u>Crankshaft bearings</u> Now: all engines with thick walled aluminium bearings; outside dia. 65 mm. Thrust and end play adjustment at bearing No. 1. End play: 0.065 - 0.125 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
26 Apr. 60	599 862	3 524 892	<u>Crankshaft bearings</u>
1 Aug. 60	3 192 507	5 000 001	Now: Steel backed shells at Nos. 1, 2 and 3 bearings for countries with arctic climates (M 173). No. 4 bearing standard
9 May 60	3 060 711	-	<u>Warm air system</u> Now: Synthetic tubes with noise dampers between body and engine Formerly: Metal tubes with dampers underneath rear seats
31 May 60	614 462	5 000 491	<u>No. 4 crankshaft bearing</u> Now: With hard lead coating, annular oil groove and oil drain groove (M 173)
1 June 60	614 456	5 000 001	<u>Engine capacity</u> Now: 34 bhp./1192 cc. compression ratio: 7.0 : 1 Formerly: 30 bhp./1192 cc. compression ratio: 6.6 : 1 <u>Heater junction box</u> Now: Left junction box with connection for pre-heating pipe <u>Intake elbow</u> Now: Modified shape <u>Pistons</u> Now: Dimension from center of pin to piston crown 39 mm Formerly: 38 mm <u>Cylinders</u> Now: Upper cylinder shoulder reinforced and lengthened 1 mm <u>Cylinder head</u> Now: Holes for cylinders and rocker shaft mounting altered

Date introduced	Chassis No.	Unit No.	Modification
			<u>Front engine cover plate</u> Now: with hole and grommet for the pre-heating pipe Formerly: without hole
8 June 60	620 101	5 005 249	<u>Flywheel</u>
9 June 60	3 135 791	3 849 122	Now: ventilation hole edges cleaned up
5 Aug. 60	-	122-073 001	
23 June 60	624 263	5 009 585	<u>Camshaft</u> Now: camshaft, cam followers and valve timing altered. Minimum camshaft end-play 0.03 mm
23 June 60	624 263	5 009 663	<u>Generator pulley</u>
1 Aug. 60	3 200 001	5 016 001	Now: rear pulley disc thickness 2.5 mm Formerly: 2 mm
5 Aug. 60	-	122-073 001	
6 July 60	630 035	5 024 107	<u>Valve spring caps</u>
5 Aug. 60	-	122-073 001	Now: material thickness 2 mm Formerly: 1.75 mm
1 Aug. 60	3 192 507	5 000 001	<u>Engine</u> Now: 34 bhp engine Formerly: 30 bhp engine
			<u>Crankcase</u> Now: thrust surface for camshaft widened to 38 mm Formerly: 36 mm
1 Aug. 60	632 231	5 032 590	<u>Valve guides</u> Now: press fit min. 0.02 mm Formerly: 0.01 mm
1 Aug. 60	3 195 309	5 016 085	<u>Crankcase</u>
5 Aug. 60	633 812	5 012 820	Now: annular oil groove in camshaft thrust bearing

Date introduced	Chassis No.	Unit No.	Modification
			<u>Camshaft</u> Now: end-play minimum 0.04 mm Formerly: 0.03 mm
1 Aug. 60	3 197 504 631 810 standard	5 022 942 5 023 489 3 906 420	<u>Cap for oil filler</u> Now: softer, galvanised spring
5 Aug. 60 5 Aug. 60	3 223 145 638 491	5 042 363 5 042 363	<u>Pre-heater pipe</u> Now: gasket for left connection flange, internal dia. 6 mm Formerly: 16 mm dia.
5 Aug. 60	639 531	5 036 223	<u>Crankshaft pulley</u> Now: two marks for ignition timing (7.5 and 10° before T.D.C.) Formerly: one mark at 7.5°
5 Aug. 60	-	122-073 001	<u>Industrial Engine</u> Now: 34 bhp Formerly: 25 and 30 bhp
5 Aug. 60 15 Aug. 60 16 Aug. 60	- 639 731 3 234 439	122-073 001 5 101 291 5 056 055	<u>Cap for oil filler</u> Now: spring travel-angle on bayonet fitting reduced
18 Aug. 60	3 234 061 634 176 -	5 067 818 5 067 818 122-073 150	<u>Camshaft</u> Now: end-play 0.06 mm - 0.114 mm Formerly: 0.04 mm - 0.084 mm
22 Aug. 60	3 247 220	-	<u>Main drive shaft</u> Now: splines treated with dry Molybdenum-Disulphide powder (1 month) Formerly: paste

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
19 Sept. 60	654 600	5 146 943	<u>Cylinder head</u> Now: angle of countersink for push rod seal 60° (5 000 engines) Formerly: 55
21 Sept. 60	3 315 740	5 096 200	<u>Dipstick</u>
21 Sept. 60	-	122-075 348	Now: modified version
7 Oct. 60	666 032	5 189 082	(except Standard-Model)
27 Sept. 60	3 326 021	3 919 880	<u>Dipstick (Standard)</u> Now: from end of dipstick to upper oil level mark 40 mm, distance between marks 24.5 mm Formerly: 44 and 27.5 mm
30 Sept. 60	3 335 848	5 178 453	<u>Valve seat insert - exhaust</u>
3 Oct. 60	659 687	5 178 453	Now: material W 24-8 Formerly: FCN 335
21 Oct. 60	3 452 000	-	<u>Saxomat</u> Now: lead, gearshift lever/control valve, No. of strands in cable increased three-fold with same cross section. Bend resistance of insulation improved. Hole on gearshift lever turned 180°
8 Nov. 60	3 432 861	5 282 381	<u>Cooling fan</u>
8 Nov. 60	679 977	5 282 381	Now: 28 blades, bore 20 mm dia.
8 Nov. 60	Standard	3 904 318	Formerly: 16 blades, bore 28 mm dia.
8 Nov. 60	-	122-077 656	
24 Nov. 60	3 465 332	5 326 955	<u>No. 4 crankshaft bearing</u>
24 Nov. 60	693 495	5 326 955	Now: with annular oil groove
24 Nov. 60	-	122-078 159	and oil drain groove

Date introduced	Chassis No.	Unit No.	Modification
1 Dec. 60	689 779	5 345 121	<u>Crankcase</u>
1 Dec. 60	-	122-078 656	Now: the two thrust surfaces of the camshaft thrust bearing have been chamfered to 30° at the joint
6 Dec. 60	3 500 256	5 345 121	
16 Dec. 60	3 504 379	-	<u>Saxomat</u> Now: measurements for the adjustment of the clutch lever and adjusting nut/clutch servo rod 17 ± 2 mm and 42 ± 2 mm Formerly: 23 ± 2 mm and 36 ± 2 mm
<u>1961</u>			
25 Jan. 61	719 504	5 497 750	<u>Crankcase</u>
25 Jan. 61	-	122-080 250	Now: the thrust surface for the distributor drive shaft 5 mm deeper in left crankcase half. Distributor drive shaft with thrust shoulder
27 Jan. 61	3 616 527	5 497 750	
27 Jan. 61	721 758	5 507 794	<u>Fan pulleys</u>
30 Jan. 61	-	122-080 657	Now: ratio 1.75 : 1 Formerly: 1.8 : 1
1 Feb. 61	3 627 442	5 507 794	
3 Feb. 61	-	122-080 647	<u>Magneto</u> Now: fastened by an additional clip, secured to intake manifold (carburetor end)
14 Feb. 61	733 268	5 561 105	<u>Exhaust clips</u>
14 Feb. 61	-	122-080 770	Now: fixing screws secured with self locking nuts Formerly: hexagon nuts.
17 Feb. 61	3 681 132	5 561 105	
17 Feb. 61	3 681 132	3 908 937	
20 Mar. 61	3 752 922	5 650 250	<u>Oil capacity</u>
20 Mar. 61	749 530	3 914 031	Now: first filling 1.75 l Formerly: 1.5 l
		5 650 250	

Date introduced	Chassis No.	Unit No.	Modification
11 Apr. 61	3 806 249	5 703 138	<u>Crankcase-ventilation</u>
8 June 61	792 098	5 870 191	Now: connection hose from the oil filler to the oil bath air cleaner Formerly: breather tube
9 June 61	3 931 154 (141/143)	5 855 551	
18 Apr. 61	764 224	5 732 007	<u>Cylinder head/crankcase</u>
18 Apr. 61	-	122-084 089	Now: cone shaped countersink for the reception of the push rod tubes Formerly: rounded countersink
21 Apr. 61	3 831 556	5 732 007	
4 May 61	770 136	5 772 654	<u>Cooling air regulation</u>
6 May 61	3 866 883	5 773 144	Now: 8 - 9 mm thick rubber stop for throttle ring Formerly: flat rubber stop
4 May 61	770 290	5 776 100	<u>Exhaust valve</u>
			Now: bimetal-valve (USA and Canada)
10 May 61	3 874 581	5 784 193	<u>Exhaust valve</u>
15 May 61	-	122-084 245	Now: modified material Formerly: cromo 193
29 May 61	0 000 016	0 000 001	<u>Flywheel</u>
			Now: Junction between plate and hub strengthened.
			<u>Gland nut</u>
			Now: Collar lengthened 1 mm thread position reduced accordingly.
29 May 61	782 557	5 840 142	<u>Exhaust pipe</u>
29 May 61	-	122-085 625	Now: the wall thickness of the exhaust pipe for Nos. 1 and 3 cylinders 2.0 mm Formerly: 1.5 mm
31 May 61	3 915 597	5 840 597	
8 June 61	792 043	5 869 983	<u>Cylinder head/Cylinder head</u>
30 Oct. 61		122-090501	<u>Cover</u>
2 Nov. 61	4 242 151	6 210 000	Now: Sealing modified. Sealing surface on cylinder head below intake manifold runs in straight line.
13 June 61	793 372	5 880 887	<u>Push rod tube seals</u>
15 June 61		122-086 726	Now: Plastic, white Formerly: rubber, red and green
16 June 61	3 959 952	5 880 887	

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
15 June 61	794 677	5 891 601	<u>Exhaust valve</u> Now: bimetal valve
1 Aug. 61	803 985	4 959 575	<u>Heater junction boxes</u>
1 Aug. 61		122-087 221	
2 Aug. 61	4 011 959	5 959 575	Now: Held together with metal lugs on front half junction box. Formerly: Tapping screws.
8 Aug. 61		5 979 933	<u>Cylinder head</u> Now: Rocker shaft stud with 12.5 mm dia. shoulder. Sealing ring diameters modified.(partially) Formerly: 11.5 mm dia.
9 Aug. 61	4 040 690	4 153 177	<u>Clutch operating lever</u>
2 Oct. 61	835 705	4 229 962	Now: Operating lever with splines fixed to shaft with circlip. Formerly: Distance sleeve and clamp screw.
28 Aug. 61	0.001 400	0 000 900	<u>Heat exchanger</u> Now: Insulated with plastic shells and glass wool discontinued.
21 Sept.61	4 445 383	3 926 253	<u>Exhaust pipes</u> Now: Wall thickness 2.0 mm for exhaust pipe of No. 1 and 3 cylinders Formerly: 1.5 mm
28 Sept.61	834 154	6 120 731	<u>Automatic cooling air regulation</u>
2 Oct. 61	4 166 056	6 120 731	
21 Nov. 61		122-091 357	Now: Opening temperature of thermostat 65 - 70° C Formerly: 75 - 80° C
29 Sept.61	834 347	6 123 675	<u>Flywheel</u>
2 Oct. 61		122-089 276	
2 Oct. 61	4 165 118	6 123 675	Now: Junction between plate and hub reinforced.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Gland nut</u> Now: Collar lengthened 1 mm thread portion reduced accordingly.
2 Oct. 61 2 Oct. 61	4 163 317	6 114 986 122-089 161	<u>Exhaust valve</u> Now: Modified armoured seating. Flatter valve heads.
12 Oct. 61 13 Oct. 61 13 Oct. 61	838 698 4 205 477	6 161 125 6 161 125 122-090 067	<u>Intake manifold</u> Now: pre-heater pipe 20 x 2.5 mm Formerly: 20 x 2.0 mm
27 Oct. 61	0 003 806	0 004 226	<u>Muffler</u> Now: Two additional cover plates, top left and right
27 Oct. 61 30 Oct. 61 31 Oct. 61 1 Nov. 61	0 003 770 849 334 4 244 394	0 004 226 122-090 886 6 209 113 6 213 300	<u>Flywheel/Crankshaft</u> Now: Sheet metal gasket Sealing surface slight inward conical shape (except Saxomat) Formerly: Paper gasket
9 Nov. 61 9 Nov. 61 11 Nov. 61	862 099 4 279 446	6 246 352 122-091 879 6 246 352	<u>Crankshaft</u> Now: Big end journal with 4.5 + 0.5 mm radius Formerly: 45° bevel
17 Nov. 61 20 Nov. 61 20 Nov. 61 21 Nov. 61	866 077 0 005 894 4 299 743	122-092 265 6 277 482 0 006 512 6 277 482	<u>Oil filler gland nut</u> Now: Height of collar 5-0.5 mm Formerly: 3.8-0.5 mm
29 Nov. 61	0 006 658	0 007 505	<u>Cooling fan</u> Now: With thrust washer 0.4 mm
4 Dec. 61	871 337	6 270 773	<u>Hose for crankcase breather</u> Now: 935 mm long Formerly: 905 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
4 Dec. 61		122-093 624	<u>Crankshaft</u>
5 Dec. 61	871 539	6 271 790	Now: Oil drillings on reverse side of crankshaft
5 Dec. 61	4 327 475	6 271 791	
8 Dec. 61	0 008 312	0 009 220	<u>Camshaft</u> Now: Material modified, identified with marking "U"
			<u>Cam followers</u> Now: Material modified, cam follower head 4.5 mm thick Formerly: 3.2 mm
			<u>Cam follower guides</u> Now: shortened 1 mm
11 Dec. 61	0 008 537	0 009 354	<u>Crankshaft bearing II</u> Now: 0.01 mm oval
27 Dec. 61	879 587	6 363 693	<u>Clutch plate</u> Now: Torsion spring type discontinued

Fuel System

K

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1946</u>	057 390		<u>Fuel tank</u> Now: arranged at higher level
<u>1949</u>			
18 Jan.49	092 879		<u>Fuel tap</u> Now: with "Thiokol" seal Formerly: cork seal
25 Jan.49	093 401	43 150	<u>Fuel tank support</u> Now: arranged about 4.5 mm lower
8 Apr.49	100 826	132 017	<u>Fuel pump</u> Now: with blue Solex membrane, fitted with 4 seals
9 May 49	1-0103 188		<u>Fuel tank strainer</u> Now: triple wire netting
Aug.49	1-0116 375	116 021	<u>Fuel tank</u> Modified shape. Tap arranged in center, strainer no longer fitted.
Aug.49	1-0117 389	148 542	<u>Fuel pump</u> Now: original Solex-type in a number of cases
Aug.49			<u>Tank filler cap</u> Now: with VW emblem, reinforced gasket, reinforced cap spring.
Sept.49	1-0119 364	150 486	<u>Carburetor</u> Now: original Solex-type, standard equipment.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
Nov.49	1-0131 602	809 021	<u>Fuel tank</u> Now: 4-point suspension Formerly: 3-point suspension
Dec.49	from 1-0134 921 up to 1-0134 966	from 166 091 up to 166 135	<u>Fuel pump</u> Now: push rod; flat with conical transition.
Dec.49	from 1-0135 268 up to 1-0136 157	from 166 439 up to 167 412	<u>Fuel pump</u> Now: push rod; flat with conical transition.
<u>1950</u>			
7 Feb.50	1-0145 428	94 350	<u>Tank filler cap</u> Now: cap with strainer (fitted in about 16 000 vehicles)
<u>Mar. 50</u>			
			<u>Fuel pump</u> Now: black, flexible diaphragms fitted only.
25 Apr.50	1-0161 234	194 696	<u>Solex carburetor</u> Now: hinged float, float weight 12.5 g, pilot jet air bleed 1.0 mm dia.
5 July 50	1-0177 736	from 213 301 up to 213 455	<u>Carburetor</u> Now: without hinged float
<u>1951</u>			
18 Jan.51 9 Feb.51	1-0224 763 20-009 940		<u>Throttle control valve</u> Now: sleeve for thrust spring

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
10 Dec.51	1-0309 833 20-019 589		<u>Solex carburetor 26 VFIS</u> Now: hole in butterfly, 1.4/1.5 mm dia.
12 Dec.51	1-0310 360		<u>Operating rod for fuel tap</u> Now: smaller diameter , endpiece offset as heretofore
<u>1952</u>			
4 Mar.52 6 Mar.52	1-0331 701 20-022 434	400 705	<u>Heater channels, lower</u> Now: cover plate between channels no longer fitted.
25 Mar.52 2 Apr.52	1-0338 059 20-023 905	408 661 411 473	<u>Muffler</u> Now: connecting pipe for intake manifold heating no longer fitted.
29 July 52 4 Aug. 52	1-0374 199 20-030 868	314 689	<u>Tank filler neck</u> Now: 60 mm dia. Formerly: 100 mm dia.
1 Oct.52	1-0397 023	481 713	<u>Carburetor 28 PCI</u> Formerly: carburetor 26 VFIS <u>Fuel piping</u> Now: cross section 17 mm^2 Formerly: 32 mm^2
3 Dec.52	1-0419 133	508 079	<u>Heater channel actuating linkage</u> Now: modified from 221.5 to 217.5 mm at left-hand side and from $207.5 + 0.25$ to 203.5 ± 0.25 mm at right-hand side.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1953</u>			
2 Jan.53	20-041 712	518 653	<u>Fuel lines</u> Now: cross section 17 mm ² Formerly: 32 mm
2 Jan.53	20-041 712	518 653	<u>Carburetor 28 PCI</u> Formerly: Carburetor 26 VFIS
15 Jan.53	1-0433 397	525 661	<u>Carburetor</u> Now: air correction jet 200 Formerly: 190
2 Feb.53	1-0440 792		<u>Rear heater sheets</u> Now: tongue ends bent toward each other to prevent rattling
13 Feb.53	1-0444 803 20-045 180	539 380	<u>Carburetor and fuel pump</u> Now: nipple angle 40° + 5° Formerly: 60°
7 Mar.53	20-047 002	47 040	<u>Fuel tank</u> Now: filler neck diameter 60 mm Formerly: 40 mm
10 Mar.53	1-0454 951	392 967	<u>Fuel tank</u> Now: filler neck diameter 80 mm Formerly: 40 mm
11 Mar.53	20-047 017		<u>Fuel tank</u> Now: filler opening on right hand side
1 May 53			<u>Fuel pump intermediary flange</u> Now: inner ribs reinforced to 2.5 mm. Pressing-on temperature increased to 170° Formerly: 1.5 mm, 165° (dimensions not including textile elements)

Date introduced	Chassis No.	Unit No.	Modification
14 June 53	1-0494 496	599 300	<u>Fuel line ends</u> Now: tinned, nipple made of "Pantal".
15 June 53 18 June 53	1-0494 340 20-054 994	599 218	<u>Carburetor, Solex 28 PCI</u> Now: ball valves made of bronze. Pump channel accessible through screw tap. Formerly: steel ball valves, steel pin tap.
11 Aug.53	1-0512 819 20-058 075	620 552	<u>Nipple for carburetor and pump</u> Now: 33° Formerly: 40° + 5°.
1 Dec.53			<u>Tank filler cap base</u> Now: inclination of spring tensioning surface flattened, easier opening and closing of cap.
<u>1954</u>			
2 Mar.54	1-0611 493		<u>Tank filler cap</u> Now: galvanized (Hydronalium) inside and outside
17 May 54	1-0653 400	788 196	<u>Carburetor 28 PCI</u> Now: nylon float fitted in 11 604 vehicles. Marking: blue point.
19 Aug.54	1-0696 205 20-093 891	841 536	<u>Intermediary flange for fuel pump</u> Now: top lubrication hole 4 mm dia. no longer provided.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
31 Aug. 54	1-0702 742 20-095 422	849 905	<u>Carburetor 28 PCI</u> Now: main jet 117.5 air correction jet 195 Formerly: 122.5/200
13 Oct. 54	from 1-0713 718 up to 1-0751 006	from 882 625 up to 906 366	<u>Carburetor 28 PCI</u> Now: nylon float Marking: yellow point
<u>1955</u>			
12 Feb. 55	1-0814 430 20-116 095	980 644 980 405	<u>Fuel pump push rod</u> Now: spherically ground at both ends
14 Feb. 55	1-0814 685	984 789	<u>Carburetor 28 PCI</u>
15 Feb. 55	20-117 922	993 856	Now: nylon float, weight 5.7 g, current production
17 Feb. 55		122-07472	
1 Mar. 55	20-117 902		<u>Fuel tap</u> Now: bowden cable for fuel tap in driver's compartment, fuel tap with cork seal (formerly Thiekol). Fuel tap filter no longer fitted.
1 Mar. 55	20-117 902	991 590	<u>Carburetor 28 PCI</u> Now: air correction jet 180 Formerly: 195
4 Aug. 55	1-0929 746		<u>Fuel tank</u> Now: installation and shape modified, filler 60 mm dia. Formerly: 80 mm dia. well at fuel tap <u>Fuel tap</u> Now: without filter, modified lever position

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
10 Sept.55	1-0966 001		<u>Fuel tap</u> Now: cork flush with long tube
<u>1956</u>			
15 Feb.56	106 312 187 674	1 326 994 122-12165	<u>Fuel pump</u> Now: beaded cover plate
17 Apr.56	1 165 108		<u>Fuel tank</u> Distance from center of tank to center of filler neck, Now: 215 mm Formerly: 245 mm
26 June 56	185 697		<u>Ambulance fuel tank</u> Now: fuel indicator tank unit with copper seal Formerly: cork seal
1 Aug.56	1 259 095		<u>Fuel tap cotter pin</u> Now: 3.7 + 0.2 mm Formerly: 3 mm
21 Sept.56	201 501	1 553 093	<u>Carburetor; choke poppet valve spring</u> Now: spring force 48 + 7 g Formerly: 33 g
27 Sept.56	1 306 289	1 493 995	
8 Oct. 56	1 316 650 (Karmann-Ghia)		
Sept.56			<u>Fuel tank gasket</u> Rubber gasket for diameters of 100 mm, 80 mm and 60 mm supplied as Service Part (Standard: cork gasket)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
5 Apr. 57	1 498 843 -1 533 017		<u>Fuel tap</u> Now: Seal between filter in tank and fuel tap omitted
July 57			<u>Pilot jet</u> Now: Electromagnet shut off valve as service part
1 Aug. 57	1 600 440		<u>Fuel tank</u> Now: Plastic foam layer between tank and luggage compartment Formerly: Cardboard <u>Fuel consumption</u> Now: According to DIN 70030: about 7.3 liters per 100 km (32.2 miles p. US gall., 38.6 miles p. Imp. gall.), standard consumption. Formerly: 7.5 liters per 100 km (31.4 miles p. US gall., 37.6 miles p. Imp. gall.), average consumption
2 Sept. 57	1 641 735	1 983 296	<u>Carburetor</u> Now: Plastic venturi Formerly: Light metal
1 Oct. 57 1 Oct. 57	1 630 550 290 470		<u>Fuel tap</u> Now: Gasket glued to strainer Formerly: Fitted separately
Dec. 57			<u>Carburetor 28 PCI</u> Now: High altitude corrector as service part.
<u>1958</u>			
21 Jan. 58	1 805 131 -1 855 131		<u>Tank filler cap</u> Now: Cap with modified ventilation system: recognised by "N" on underside of cap (approx 30.000 vehicles)

Date introduced	Chassis No.	Unit No.	Modification
22 Jan. 58	1 802 775 223 700	2 171 981 2 168 162	<u>Carburetor 28 PCI</u> Now: Spring for idling screw, Length: 12 mm number of coils 3.25 - 3.33 Formerly: 13.5 mm long number of coils 4.5
3 Feb. 58	VW Transporter	2 190 925	<u>Governor</u> Now: With governor (200 vehicles intermittently) as service part also optional extra.
5 Mar. 58	1 844 697	30 094 (143)	<u>Fuel tank</u> Now: Fiber gasket fixed on collar of fuel strainer.
23 May 58	361 100	2 378 726	<u>Carburetor 28 PCI</u>
29 May 58	1 975 105	2 385 613	Now: Venturi of plastic, standard. Formerly: Light metal.
11 June 58	1 976 996	-	<u>Fuel pump</u>
12 June 58	394 900	-	Now: Minimum delivery 16 l/h at 3000 - 3400 r.p.m. Maximum delivery pressure 1.8 m water column = 0.18 kg/sq.cm. (2.6 lbs/sq.in.) Measurement from middle of fixing flange to top edge of output pipe 97 mm. Formerly: 91 mm.
12 June 58	-	122-45 787	
21 June 58	1 993 128		<u>Fuel tap operating lever</u> Now: Elongated hole 6 - 0.2 mm; width: 4.5 - 0.2 mm. Formerly: Round hole 4.6 - 4.4 mm dia.
7 Oct. 58	397 080		<u>Accelerator cable</u> Now: Length 3557 mm Formerly: 3549 mm
2 Dec. 58		122-48 490	<u>Fuel pump</u>
3 Dec. 58	2 193 249	2 675 068	Now: Synthetic filter
8 Dec. 58	417 115	2 680 764	Formerly: Without filter

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1959</u>			
29 Jan. 59	2 269 017		<u>Fuel tank</u> Now: Filler cap 80 mm dia., venting through diaphragm Formerly: Labyrinth venting
23 Feb. 59	2 303 976	2 816 496	<u>Carburetor 28 PCI</u> Now: Vacuum increased to double the amount for distributors with vacuum advance <u>only</u> (5000 engines intermittently)
15 May 59	2 429 456	2 967 770	
19 May 59	469 447	3 403 348	<u>Fuel pump</u> Now: Modified design
6 Aug. 59	2 533 139 (143)		<u>Carburetor 28 PCI</u> Now: Modified and installed with distributors with vacuum advance only
6 Aug. 59	2 533 158 (141)		
5 Nov. 59	2 708 099		<u>Fuel tap</u> Now: Cork seal Formerly: "Thiokol" seal
<u>1960</u>			
11 Feb. 60	2 890 070		<u>Fuel tap</u> Now: Modified design with rubber cap
23 Feb. 60	573 258		
2 May 60	469 506	3 427 951	<u>Fuel pipe from pump to carburetor</u> Now: Synthetic material Formerly: Rubber
25 May 60	3 099 936		<u>Fuel tap</u> Now: Thiokol washer Formerly: Cork
7 June 60 up to	3 134 151		

Date introduced	Chassis No.	Unit No.	Modification
1 June 60	614 456	5 000 001	<u>Air cleaner</u> Now: Oil bath air cleaner with pre-heating Formerly: Without pre-heating
1 June 60 8 July 60	3 115 197 - 3 192 506	3 782 183 - 3 919 979	<u>Carburetor 28 PCI</u> Now: Venturi 22 mm dia. Main jet 120, air correction jet 160, pilot jet g 55 (approx. 5000 30 b.h.p. engines) Formerly: Venturi 21.5 mm dia. Main jet 117.5, air correction jet 195, Pilot jet g 50 <u>Carburetor</u> Now: 28 PICT with automatic choke Formerly: 28 PCI
7 July 60	3 186 876 (intermittently) 3 191 531 (continuously)		<u>Fuel tap</u> Now: Thiokol washer Formerly: Cork
1 Aug. 60	3 192 507	5 000 001	<u>Fuel tank (including Standard)</u> Now: Considerably flatter and deeper. Filler neck on left with ventilation pipe. Formerly: Filler neck on right, ventilation in cap <u>Fuel tap (including Standard)</u> Now: Feed pipe 87 mm dia. Formerly: 78.5 mm dia. <u>Carburetor 28 PICT</u> Now: 28 PICT with automatic choke Formerly: 28 PCI

<u>Date introduced.</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Air cleaner</u> Now: With pre-heating Formerly: Without
1 Aug. 60	2 192 507	5 000 001	<u>28 PICT Carburetor</u>
27 Sept. 60	658 784	5 168 945	Now: Vehicles with cyclone air filter have modified carburetor and distributor
5 Aug. 60	638 775	5 027 614	<u>Air filter with pre heating</u>
15 Aug. 60	3 221 788	5 054 231	Now: Connecting hose air filter/left heater junction box each connection fitted with hose clip. Formerly: Without hose clip
14 Sept. 60	3 299 968 (intermittently)		<u>Accelerator cable</u>
9 Nov. 60	3 433 280 (continuously)		Now: Synthetic tube between frame and engine.
13 Oct. 60	3 373 369	5 222 819	<u>Hose between fuel pump and carburetor</u>
13 Oct. 60	3 373 469 (stand)	3 903 001	
13 Oct. 60	667 382	5 222 819	Now: Rubber hose with woven outer covering Formerly: Synthetic hose
31 Oct. 60	3 405 001		<u>Accelerator pedal</u> Now: Higher mounting, rubber cover lengthened at the bottom
4 Nov. 60	678 336		<u>Accelerator cable</u> Now: Cable eye hooked directly into the hole in pedal lever. Formerly: Secured with bolt, washer and cotter pin.
9 Nov. 60	3 437 125		<u>Fuel tap</u> Now: Operating lever/tap secured with spring clip. Formerly: Cotter pin

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
9 Dec. 60	3 510 198	5 363 790	<u>Carburetor 28 PICT</u>
9 Dec. 60	695 548	5 363 790	Now: Retaining ring for ceramic cover modified, stronger lugs.
17 Dec. 60	701 386	5 395 035	<u>Carburetor 28 PICT</u>
21 Dec. 60	3 535 050	5 395 035	Now: Drilling and discharge opening in the discharge arm 2.4 and 3.2 mm dia. (from carburetor No. 5 508 201) Formerly: Both 2.7 mm dia.
<u>1961</u>			
16 Jan. 61	716 433	5 475 269	<u>Fuel pump</u>
16 Jan. 61	-	122-079 990	
19 Jan. 61	3 606 032	5 475 269	Now: Delivery pipe angled upwards. Gasket between filter and pump cover. Filter modified.
10 Mar. 61	746 036	-	<u>Fuel tap</u>
			Now: Thiokol washer Formerly: Cork and Thiokol from Chassis No. 674 394 (31.10.60) Formerly: Cork only.
17 Mar. 61	749 003	122-084-791	<u>Fuel tap</u>
			Now: Cable 2 mm dia. (type 261 only) Formerly: 1.5 mm dia.
11 May 61		122-084 791	<u>Carburetor 26 VFIS</u>
			Now: Air correction jet 170 (from carburetor No. 5 554 995) Formerly: 160
31 July 61	4 010 995		<u>Fuel gauge</u>
			Now: For De Luxe and Ghia models Formerly: Fuel tap

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
31 July 61	802 986		<u>Fuel gauge</u> Now: Electric fuel gauge Formerly: Fuel tap
23 Nov. 61	0 006 305	0 006 942	<u>Carburetor 32 PHN</u> Now: Angled pump lever Swivel connection by means of pin and spring clip. 0.8 mm distance washer below diaphragm.
29 Nov. 61	869 982		<u>Accelerator cable</u> Now: Plastic sleeve between body and engine

Front Axle • Steering

V

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1945</u>	055 085		<u>Steering gear cover</u> Now: made of light metal, standard equipment Formerly: pressed steel
<u>1946</u>	057-011		<u>Grease nipple of inner tie rod links</u> Now: facing toward left rear wheel Formerly: rectangular to tie rod.
	058 568		<u>Front axle beam</u> Now: reinforcing plates at left and right side plates.
<u>1947</u>	064 340	69 102	<u>Reinforced ball bearing for wheel hubs</u> Now: Outside diameter 52 mm, inside diameter 62 mm
	071 478		<u>King pin bearing cap</u> Now: modified bore
<u>1948</u>	079 503		<u>Bearing cap</u> Now: with groove for friction washer
	090 690		<u>Steering column</u> Now: with longitudinal groove for steering lock.
<u>1949</u>			
March 49			<u>Steering column tube, steering wheel</u> Now: smaller inside diameter of bush at steering wheel.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
15 Mar.49	097 580	from 106 047 up to 107 046	<u>Torsion bars</u> Now: 5 leaves at bottom, 4 leaves on top (fitted to 1000 front axles) Formerly: bottom 4 leaves, top 5 leaves.
14 Apr.49	101 322	110 007	<u>Torsion bars</u> Now: bottom 5 leaves, top 4 leaves, standard equipment. Formerly: bottom 4 leaves, top 5 leaves.
June 49	1-0108 344	117 059	<u>Bearing caps</u> Now: without top cover plate. link pin bush: outer grease groove no longer provided, grease nipple relocated.
Aug.49	1-0114 678	123 300	<u>Spacer</u> Now: reinforced spacer without collar, modified gasket (larger inside diameter, easier removal of brake drum).
Aug.49	1-0117 053	125 338	<u>Front axle</u> Now: reinforced double-acting telescopic shock absorbers on front and rear. Axle tubes and torsion bars (4/5) shortened, side plates elongated.
Sept.49	from 1-0119 797 up to 1-0120 574	from 128 526 up to 128 590	<u>Tie rod, right</u> Now: with left-hand and right-hand thread in a number of cases.
Sept.49	1-0123 476	131 907	<u>Tie rod, right</u> Now: with left-hand and right-hand thread, standard equipment.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
Nov. 49	1-0131 890	140 456	<u>Telescopic shock absorber, front</u> Now: marked blue or yellow (high pressure and low pressure stage)
<u>1950</u>			
Jan. 50	1-0138 835	147 306	<u>Torsion bars</u> Now: top 5 leaves, bottom 5 leaves Formerly: top 4 leaves, bottom 5 leaves
4 Jan. 50	1-0139 264	147 790	<u>Pitman arm</u> Now: hex. head bolt with shorter thread
16 May 50	1-0166 185	174 820	<u>Steering</u> Now: thrust spring force reduced by about 1/3
May 50	20-001 265		<u>Tie rod, right</u> Now: toe-in 2-3 mm Formerly: 2-5 mm (offset tie rod)
7 June 50	20-000 770		<u>Drag link</u> Now: grease nipple accessible from above.
27 June 50	1-0175 999		<u>Sector and sector shaft</u> Now: ball diameter increased by 2 mm, sector shaftcup modified accordingly.
Aug. 50	1-0117 052	125 336	<u>Shock absorber</u> Now: with equalizer tank, Hemscheidt make, for front axles of older design (Service Part)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
23 Oct.50	20-005 251		<u>Scraper ring</u> Now: provided additionally to seal ring
<u>1951</u>			
15 Mar.51	20-011 373		<u>Steering column</u> Now: checked for run-out during installation, max. run-out 0.35 mm. Steering gear and steering column tube checked for tension-free installation.
19 Mar.51	1-0240 961	250 713	<u>King pin</u> Now: with outer lubrication grooves. Formerly: drilling
April 51			<u>Steering damper for Type 1</u> Now: reinforced spring (Service Part)
7 May 51	20-012 511		<u>Lower king pin</u> Now: bore and grease nipple; bushes for link pins and king pins provided with lubrication grooves.
17 May 51	20-012 767	12 977	<u>Torsion bars</u> Now: 2 five-leaf torsion bars for Type 23, modified carrier position, VA - specified by the marking "A" in front of unit No., 23 ^o - 24 ^o . Formerly: top 4 leaves, bottom 5 leaves, 17 ^o - 18 ^o .
June 51	from 1-0262 866 up to 1-0302 333		<u>Torsion arm/bushes</u> Now: diameter reduced by 0.05 mm to 36.88 - 36.90 mm Formerly: 36.93 - 36.95 mm Now: original tolerance 0.15 - 0.22 mm Formerly: 0.10 - 0.17 mm. (in a number of cases)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
4 Sept.51	1-0282 951	293 076	<u>Steering gear coupling</u> Now: modified design
25 Oct.51	from 1-0296 973 up to 1-0297 320		<u>Front axle tubes</u> Now: side plates made of 2 spot-welded plates
6 Nov.51	1-0299 992	312 446	<u>Tie rod</u> Now: angular grease nipples left and right Formerly: straight nipples
2 Nov.51	from 1-0299 085 up to 1-0305 610		<u>Steering column tube</u>
9 Nov.51	from 20-018 646 up to 20-019 234		Now: without locking sleeve for steering lock
19 Nov.51	1-0303 920	316 455	<u>Steering gear case</u> Now: modified stud thread (lower thread pitch)
10 Dec.51	1-0309 480	322 255	<u>Steering gear case, top section</u> Now: dimensions 32/30 mm Formerly 37/35 mm Reduced slot depth to prevent loss of oil
12 Dec.51	1-0310 246		<u>Two-arm flange for steering column tube, bottom</u> Now: half-bore, clip, screw Formerly: bore, screw, locking plate
18 Dec.51	20-020 243	20 378	<u>Front wheel bearing</u> Now: inspection stamp (grease filling) on brake drum inside.

Date introduced	Chassis No.	Unit No.	Modification
<u>1952</u>			
15 Jan.52	1-0317 628	323 737	<u>Steering column</u> Now: steering nut made of bronze, side play 0.01 - 0.02 mm Formerly: steel nut with copper layer
31 Jan.52	1-0322 465 20-021 216		<u>Steering column tube</u> Now: locking sleeve for steering lock no longer supplied as standard equipment
1 Feb.52	20-021 254 1-0336 403	021 254 349 482	<u>Spacer for front wheel bearing</u> Now: additional groove to facilitate removal
4 Feb.52 15 Feb.52	20-022 011 1-0325 623	021 690 338 524	<u>Torsion arm/bushes</u> Now: play 0.15 - 0.22 mm, standard Formerly: 0.10 - 0.17 mm
12 Feb.52 21 Mar.52	20-021 619 1-0336 403	349 482	<u>Steering</u> Now: shaft and column made of one piece. Formerly: welded.
19 Mar.52	20-023 155	23 050	<u>King pins</u> Now: top king pin oil drilling shortened, bottom king pin oil drilling no longer provided
9 Apr.52	1-0342 533	355 553	<u>Steering</u> Now: gasket for adjusting sleeve tallow-saturated
22 Apr.52	1-0345 950	358 997	<u>Pitman arm</u> Now: reinforced (for left-hand drive only)
21 May 52	20-026 858	027 022	<u>Spring for steering damper</u> Now: reinforced.

Date introduced	Chassis No.	Unit No.	Modification
16 June 52	1-0363 554	376 688	<u>Steering</u> Now: thrust spring 60-75 kg Formerly: 93.5-126.5 (100 ± 15 %)
4 July 52	20-029 718	030 175	<u>Steering arm</u> Now: punched numbers relocated from center to the heavy end.
9 Sept. 52	20-033 426	033 834	<u>King pins</u> Now: bore in bottom king pin for accommodation of top king pin reduced from 22 mm dia to 21.5 mm dia.
27 Sept. 52	20-035 143 1-0397 014		<u>Front axle beam</u> Now: chamfered carrier for spring support (bore)
1 Oct. 52	1-0397 023	410 951	<u>Springs + front axle</u> Now: torsion bars with 6 leaves Formerly: 2 x 5 leaves Now: shock absorber travel 130 mm Formerly: 90 mm Now: sector shaft diameter, Pitman arm bore: 28 mm dia. Formerly: 22 mm dia. Now: tie rod links with rubber caps, bore left 7.5 mm, right 5.4 mm higher <u>Front axle beam</u> Now: sleeves for body bolts
7 Oct. 52	20-036 397	036 804	<u>Steering knuckle</u> Now: link pin bushes made of special brass Formerly: sinter iron
Nov. 52			<u>Shock absorber</u> Now: blue marking for high pressure stage and yellow marking for low pressure stage no longer provided.

Date introduced	Chassis No.	Unit No.	Modification
23 Dec.52	20-041 431	041 723	<u>Tie rod, right and left</u> Now: ball joints with rubber caps (Type 22,24)
<u>1953</u>			
1 Jan.53	1-0440 292		<u>Shock absorber, "Boge" make</u> Now: groove-type oil passage provided at piston
2 Jan.53	20-041 712	042 212	<u>ZF steering gear</u> Now: axial adjustment of steering from below. Splined fit for steering wheel no longer provided. Now: ball bearing, ring, spring, Woodruff key. <u>Steering worm with steering column</u> Now: made of one piece, tube solidly mounted at steering gear case. <u>Drag link</u> Now: all joint ends with rubber caps.
31 Jan.53	1-0440 066	553 960	<u>Telescopic shock absorber, front</u> Now: "Hemscheidt" make, fitted in 5,000 vehicles
23 Feb.53 27 Feb.53	20-045 916 20-046 730	46 240	<u>Steering arm, rear, top</u> Now: reinforced
Feb. 53			<u>Exchange front axles</u> Now: torsion arm diameter reduced by 0.5 mm max.
10 Mar.53 10 Mar.53	1-0454 951 20-047 102		<u>Hydraulic telescopic steering damper</u> Now: supplied as Service Part

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
7 Mar.53	20-048 618	49 117	<u>Torsion arm bushes</u> Now: play 0.20 - 0.27 mm Formerly: 0.15 - 0.22 mm
18 Mar.53	20-047 879	48 439	<u>Link pin bushes</u> Now: made of sinter iron with drift grooves and graphitized insert
11 Apr.53	1-0468 206		<u>Steering wheel</u> Now: cast-in steel bush (1000 bushes) Formerly: steering wheels with pressed-on steel bushes
16 Apr.53	20-050 073	49 990	<u>Torsion arm bushes for Micro-bus</u> Now: bore 43.200/43.150 mm dia. Formerly: 43.150/43.100 mm dia.
8 July 53	20-056 492	49 931	<u>Torsion arm bushes for Delivery Van</u> Now: bore 43.200/43.150 mm dia. Formerly: 43.150/43.100 mm dia.
9 July 53	1-0505 255	518 463	<u>Torsion arm/bush</u> Now: play 0.20/0.27 mm Formerly 0.15/0.22 mm
20 Aug.53	1-0517 304	531 623	<u>Front axle</u> Now: torsion bars 8 leaves Formerly: 6 leaves
20 Aug.53	20-058 879	59 489	<u>Front wheel bearing</u>
21 Aug.53	1-0517 880	532 264	<u>lubrication</u> Now: wheel caps no longer filled with grease

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
9 Sept.53	20-060	60 984	<u>Tie rods</u> Now: increased spring pressure in ball joint (for 24,000 sets of tie rods) Now: spring loading 35-40 kg Formerly: 28 kg
30 Sept.53	1-0536 445	from frame No. 558 536	<u>Front axle beam assembly</u> Now: sheet metal below frame end plate; spot-welding replaced by projection welding
1 Oct.53	20-062 629	63 198	<u>Needle bearing for link pins. Modifications caused by fitting needle bearing</u> (Type 21 A/E, 23 A, 25 A, 26 A) 1. Additional lubrication nipple at steering knuckle. 2. Axial lubrication drill at top king pin no longer provided. 3. Link pin "N" with dust cap, protective plate and rubber seal.
3 Oct.53	20-062 535		<u>Needle bearing for link pins (Type 22 D)</u> Formerly: Link pin bushes
5 Oct.53	20-062 919	63 257	<u>Needle bearing for link pins (Type 22 A)</u> Formerly: Link pin bushes
5 Oct.53	20-063 004	63 004	<u>Needle bearing for link pins (Type 21 D)</u> Formerly: Link pin bushes
11 Nov.53	1-0557 124	571 600	<u>Steering gear cover</u> Now: 3 ribs added.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
21 Nov.53	1-0562 054		<u>Steering wheel design</u> Now: 2 spokes pointing upward, free view of speedometer
26 Nov.53	1-0564 030		<u>Steering wheel</u> Now: 1. maximum lateral and radial run-out at steering-wheel circumference 3 mm. 2. Welding joint of crown offset 90° with reference to spoke.
<u>1954</u>			
11 Jan.54	1-0568 675		<u>Steering column tube with locking sleeve</u> Distance: from pipe end to front end of locking sleeve (service part) Now: 163 ± 1 mm Formerly: 174/173 mm
22 May 54	1-0656 098	670 320	<u>Bearing bush (torsion arm)</u> Now: 4 lubrication grooves Formerly: 3
25 Sept.54	1-0719 655	734 229	<u>Steering arm shaft, diameter 28 mm</u> Now: shims 0.88 and 2.0 mm no longer provided
25 Sept.54	20-098 586	99 172	<u>Bearing bush (torsion arm)</u> Now: 4 lubrication grooves Formerly: 3
11 Nov.54	20-100 334	.100 839	<u>Steering arm, lower</u> Now: thrust plate no longer provided (thickness 7.0/6.5 mm)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1955</u>			
9 Jan.55	from 1-0787 449	801 042	<u>Tie rod</u>
19 Jan.55	up to 1-0797 357		Now: tie rods without grease nipples for about 1000 VW standard sedans
8 Feb.55	1-0811 212	823 943	<u>Pitman arm</u>
			Now: Lifting cams no longer provided
1 Mar.55	20-117 902	118 728	<u>Front axle</u>
			Now: 9-leaf torsion springs Formerly: 4/5 or 5/5 leaves
			<u>Telescopic shock absorber</u>
			Now: F + S:TDZ 26 x 130; Boge: T 27 x 130 Formerly: 26 x 90
			<u>Steering damper</u>
			Now: standard equipment
			<u>Tie rods</u>
			Now: of equal length, lower arrangement of steering levers at steering knuckle
			<u>Axle suspension</u>
			Now: bolted to frame with two end plates
			<u>Steering wheel</u>
			Now: with 2 spokes Formerly: 3 spokes

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Apr. 55	20-122 330		<u>Steering gear ZF 532</u> Now: lateral oil filler opening at top, left
2 June 55	20-131 322		<u>Bracket (steering arm)</u> Now: lateral plates reinforced by welding
4 Aug. 55	1-0929 746		<u>Steering gear</u> Now: limited by means of lateral stops at upper axle tube <u>Steering wheel</u> Now: modified shape, lower arrangement of spokes
8 Sept. 55	20-132 902	134 140	<u>Bearing bracket</u> Now: recess at beaded top edge no longer provided
15 Sept. 55	1-0970 454 from 981 885 up to 982 985		<u>Front wheel bearings</u> Now: high melting point grease used in a number of cases Formerly: universal grease
29 Sept. 55 1 Oct. 55	1-0981 275 20-146 690		<u>Shock absorber</u> Now: S 26 x 130 (F + S) Formerly: TDZ 26 x 130
20 Oct. 55			<u>Anchor-axle tubes</u> Now: angle, top $49^{\circ} \pm 1^{\circ}$, bottom: $53^{\circ} 30' \pm 1'$ Formerly: $\pm 30'$
5 Dec. 55	20-156 782	158 365	<u>Bearing bracket (steering arm)</u> Now: welded reinforcing plate

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1956</u>			
23 Jan. 56	1 084 218		<u>Steering column tube</u> Now: draught seal at carbon brush tube, with rubber washer.
Feb. 56	166 278		<u>Steering damper mounting</u> Now: Shim between hexagonal screw head and damper eye Outside diameter: 28 mm, thickness 2 mm
13 June 56	from 1 216 466 up to 1 226 097		<u>Thrust washer (king pin)</u> Now: 10,000 vehicles fitted with polyamid washers Formerly: plastic washers
30 June 56	188 651		<u>Shock absorber</u> Now: TP 27 x 162 (Boge make) Formerly: T 27 x 130
13 Aug. 56	193 300	193 481	<u>Shock absorber</u> Now: locked inside and outside by means of serrated washers Formerly: locking plates
31 Aug. 56	1 279 013	1 292 535	
10 Oct. 56	1 320 179		<u>Steering wheel</u> Now: splined fit, 48 teeth Formerly: 24 teeth
7 June 57	1 568 040 (111)		
<u>1957</u>			
4 Jan. 57	1 401 755	1 414 764	<u>King pin bush</u> Now: Main-metal, standard equipment Formerly: special brass
6 Feb. 57	1 430 498	1 443 285	<u>Tie rod, left</u> Now: Length 354 ± 1 mm Formerly: 350 ± 1 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
28 Feb. 57	1 488 820	1 506 652	<u>Thrust washer for king pin</u> Now: Plastic washer (20,000 vehicles) Formerly: Pressed material
15 Apr. 57	1 510 337		<u>Shock absorber, front</u> (Boge make) Now: High pressure stage (pull) 154 ± 16 kg Low pressure stage (push) 48 ± 8 kg
6 May 57	250 592		<u>Steering</u> Now: ATE-Steering alternatively Formerly: ZF-Steering only
28 June 57	267 605	268 829	<u>Sector shaft bearings</u> Now: Both bushes with internal annular lubrication groove, and angular grease nipple on top. Gasket and protective cap between drop arm and tube. Thrust washer omitted, spring washer modified.
2 July 57	1 605 138	1 604 232	<u>Tie rod, left (143)</u> Now: Length 349 ± 1 mm Formerly: 354 ± 1 mm
1 Aug. 57	1 600 440		<u>Bush for steering column tube</u> Now: Plastic bush, 50 % smaller. Spring-loaded internal ribs. Formerly: Synthetic bush with rubber casing
3 Sept. 57	1 644 422	1 657 809	<u>Tie rod, left (143)</u> Now: Length 347 ± 1 mm Formerly: 349 ± 1 mm
16 Sept. 57	1 649 253	22 922	<u>Steering wheel (143)</u> Now: Steering wheel with lowered hub and horn half-ring. Shortened steering column.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
20 Dec. 57	1 769 756	1 781 718	<u>Tie rods</u> Now: Tie rod links not requiring Maintenance service. (fitted intermittently in 20,000 vehicles)
<u>1958</u>			
10 Feb. 58	1 832 100	1 845 070	<u>Steering</u> Now: Rubber seal ring, top Formerly: Felt gasket, wax dipped.
20 Mar. 58	340 469		<u>Grease nipple-drag link</u> Now: Distance measure 30 mm for hole 30 mm dia. in floor plate. Grease nipple more accessible. Formerly: Distance measure 40 mm.
29 Apr. 58	1 925 488	1 944 448	<u>King pin bush</u> Now: Split bronze bush formed by rolling process Formerly: "Main-metal".
8 May 58	1 938 979	1 954 05	<u>King pin thrust washer</u> Now: Plastic, white, 3.15/3.05 mm thickness. Formerly: Fiber, dark, 3.25/3.05 mm thickness. 3.30 mm steel thrust washer discontinued.
11 July 58	2 020 145	2 033 537	<u>Steering gear mounting clamp</u> Now: 3 mm thick sheet metal. Torque for nuts: 2.5 - 3.0 mkg. Formerly: 2.75 mm thick sheet metal. Torque 2.5 mkg.
9 Oct. 58	2 100 100		<u>Steering knuckle</u> Now: Assembled without free play or with a pre load of 0.03 - 0.07 mm. Steel thrust washer 0.05 mm. Formerly: Max. axial play 0.22 mm, thrust washer 0.1 mm.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
25 Nov. 58	2 179 586	2 196 236	<u>8 leaf torsion bar</u> Now: Leaves no longer welded. Separate leaves shortened by 7 mm, square openings in the torsion arm peened. Formerly: Leaves welded at ends.
2 Dec. 58	2 190 357	2 207 763	<u>Friction washer for king pins</u> Now: 50 % of front axles fitted with Phenolharz washer. Formerly: Only Polyamid washer.
5 Dec. 58	2 194 363	2 213 692	<u>Front shock absorber</u> Improved design (monthly 5,000 vehicles intermittently). Recognition sign "A" before the manufactures sign = ATP 27 x 162 Boge make.
<u>1959</u>			
22 Jan. 59	2 256 907	2 278 029	<u>Tie rod (RHD)</u> Now: Length of left tie rod 807 mm. Formerly: 814 mm. Now: Length of right tie rod 325 mm. Formerly: 318 mm.
12 Mar. 59	448 177	-	<u>Front axle beam</u> Now: An additional reinforcement plate welded to front axle anchor plate between lower beam and torsion arm stop.
8 July 59	2 517 139	2 532 402	<u>Friction washer for king pins</u> Now: Phenolharz washer. Formerly: Polyamid or Phenolharz washer.
6 Aug. 59	2 528 668 (113)-		<u>Stabilizer bar</u>
6 Aug. 59	2 533 099 (151)-		Now: On the front axle (De Luxe model and convertible)

Date introduced	Chassis No.	Unit No.	Modification
6 Aug. 59	2 528 668 (113)-		<u>Steering wheel</u>
6 Aug. 59	2 533 099 (151)-		
6 Aug. 59	2 533 139 (143)-		Now: 2 spoke type steering wheel with recessed hub
6 Aug. 59	2 533 158 (141)-		
			<u>Steering column</u>
			Now: With ball bearing between column and column tube
7 Oct. 59	2 648 938	2 668 581	<u>Torsion arm link pin</u>
1 Dec. 59	-2 745 953	-2 774 758	Now: 8 mm hexagon hole in end face for ease of adjusting Formerly: Wrench flats
<u>1960</u>			
15 Feb. 60	570 016	2 565 425	<u>Front wheel bearings</u>
25 Feb. 60	2 910 843	2 921 970	Now: Lubricated with lithium grease A-1060 Formerly: Universal grease A-052
2 Mar. 60	2 921 552	2 926 037	<u>Torsion arms</u>
			Now: Needle bearings at outer ends, hardened bearing surfaces. Formerly: Synthetic bushes Now: Torsion arm dia. 36.98 - 37.00 mm Turned recess for seal retainer Formerly: Dia. 36.93 to 36.95 mm
			<u>Torsion arm link pins</u>
			Now: Seal and retainer on the torsion arm side
			<u>Steering damper</u>
			Now: Between upper axle tube and long tie-rod

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Stub axle/torsion arm link</u> Now: Pre-load 0.00 - 0.04 mm Formerly: 0.03 - 0.07 mm
			<u>Adjustable tie-rods</u> Now: Eye for the steering damper. Now: Two nuts with lock plate Formerly: Clip with bolt
9 Mar. 60	2 943 831	2 949 990	<u>Steering box</u> Now: Sealing compound A 354 between housing and cover discontinued
27 Apr. 60	3 040 361	3 058 087	<u>Sector type steering</u> Now: Pin dia. 7.3 - 0.25 mm Formerly: 6.057 mm
17 May 60	3 083 907		<u>Steering damper</u> Now: Secured at the tie-rod with two flat nuts and at the axle tube bracket with a lock plate
30 Aug. 60	645 570	645 004	<u>Front axle beam</u> Now: anchor plates reinforced. Reinforcement plate discon- tinued. Formerly: reinforcement plate between lower tube and axle stop additional
3 Oct. 60	3 335 848	3 341 077	<u>Shock absorber</u> Now: approx. 26 % softer version (Make: Boge)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
31 Oct. 60	3 396 921	-	<u>Steering damper</u> Now: make "Boge" Formerly: make "Stabilus" and "Hemscheidt"
1 Dec. 60	3 477 651	-	<u>Steering damper</u> Now: make "Stabilus" discontinued
13 Dec. 60	698 969	-	<u>Steering column bracket</u> Now: with rubber beading
16 Dec. 60	700 121	682 051	<u>Support for the swing lever shaft</u> Now: support bushes with modified lubrication groove. One grease nipple in centre of support Formerly: two grease nipples
<u>1961</u>			
29 Mar. 61	3 771 982	3 -	<u>Shock absorber</u> Now: approx. 26 % softer version, make "Fichtel & Sachs"
25 May 61	3 912 101	3 872 754	<u>Front Axle Number</u> Now: In white on the right anchor plate above the top torsion arm. Letter denoting production date stamped in right torsion arm stop. Formerly: Front axle number stamped into torsion arm stop.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
30 June 61	3 933 185 (143)		<u>Steering</u>
30 June 61	3 933 247 (141)		
30 June 61	3 933 263 (151)		Now: Roller type (Germany and Export) Formerly: Worm and sector
31 July 61	4 010 995		<u>Steering</u> Now: Roller type, fixed installation position (except standard model, De Luxe Model Germany only) Formerly: Worm and sector. <u>Tie Rods</u> Now: Left and right adjustable - except standard model (Germany only) Formerly: Only right tie rod adjustable <u>Tie Rods</u> Now: Maintenance free type (Germany only) Formerly: With grease nipples
30 Aug. 61	4 089 142	4 068 130	<u>Tie Rods</u> Now: Left and right adjustable and maintenance free (export) Formerly: Only right tie rod adjustable. With grease nipples.
1 Sept.61	4 090 312	4 057 454	<u>Look nut for adjustment screw of the steering worm</u> Now: Torque 2.5 mkg
18 Sept.61	829 682	797 404	<u>Tie Rods</u> Now: Maintenance free type (only LHD) Formerly: With grease nipples
1 Nov. 61	4 236 757		<u>Steering</u> Now: Roller type steering for De Luxe sedan - export Formerly: Worm and sector steering

Date introduced	Chassis No.	Unit No.	Modification
3 Nov. 61	851 390	818 037	<u>Steering damper</u> Now: Lighter action. Directly connected to swing lever and a bracket on the lower axle tube. Formerly: Connected with clip on swing lever and bracket on the front frame-side member.
5 Dec. 61	0 007 478	0 007 834	<u>Shock absorber, front</u> Now: Painted grey. Formerly: Painted black.

Rear Axle · Transmission

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<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1946</u>	054 210		<u>Rear axle shaft spacer</u> Now: surface-ground Formerly: surface-turned
<u>1947</u>	065 866		<u>Bearing cover mounting</u> Now: hex. head bolt New-type bearing cover and spring washer Formerly: hex. socket screw
	from 071 595 up to 112 869	from 079 415 up to 123 230	<u>Transmission case</u> Now: narrow seat for differential bearing, right
<u>1948</u>	090 784	100 481	<u>Rear axle sealing</u> Now: modified brake drum, oil deflector and spacer Now: width of spacer 15.9 - 16.1 mm Formerly: width 12.9 - 13.1 mm
<u>1949</u>			
9 Feb.49	from 094 188 up to 094 268	from 104 955 up to 105 056	<u>Differential side gears</u> Now: without bush in a number of cases (102 transmissions)
7 Mar.49	097 121	107 180	<u>Rear axle sealing</u> Now: rubber seal, (spacer chamfered 2.9 - 2.3 mm x 45°)
March 49	from 098 396 up to 098 400	from 108 551 up to 109 028	<u>Transmission case</u> Now: made of electron in a number of cases Formerly: remelt alloy

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
17 Mar.49	098 400	108 553	<u>First oil filling</u> <u>(transmission case)</u> Now: 2.5 ltrs. Formerly: 3 ltrs.
25 Apr.49	100 962	111 400	<u>Bearing cover</u> Now: sealing by compound Formerly: rubber seal
26 Apr.49	102 026	112 521	<u>Transmission case</u> Now: made of electron, standard equipment Formerly: remelt alloy
29 Apr.49	102 557	113 084	<u>Rear axle sealing</u> Now: baffle on propeller shaft Formerly: without baffle
6 May 49	1-0103 610	114 140	<u>Transmission mounting</u> <u>bracket</u> Now: center marking Formerly: without marking
9 May 49	1-0103 610	114 140	<u>Transmission mounting</u> <u>bracket</u> Now: with indentation, distance at least 3 mm Formerly: center marking
9 May 49	from 1-0104 955 up to 1-0105 056		<u>Differential side gears</u> Now: without bushes in a number of cases (102 transmissions)
18 May 49		from 112 389 up to 112 501	<u>Differential side gears</u> Now: without bushes in a number of cases (165 transmissions)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
8 June 49	from 1-0106 652 up to 1-0106 722	from 117 081 up to 117 114	<u>Differential side gears</u> Now: without bushes in a number of cases (50 transmissions)
June 49	1-0108 745	119 201	<u>Oil seal (rear axle)</u> Now: made of Perbunan (blue)
July 49	1-0110 307	120 707	<u>Transmission case, right-hand side</u> Now: wider differential ball bearing seat in a number of cases
July 49	1-0112 868	123 230	<u>Transmission case, right-hand side</u> Now: wider differential ball bearing seat, standard equipment
Aug. 49	1-0115 763	126 067	<u>Back plate (brake)</u> Now: four long holes in back plate Formerly: round holes
Aug. 49	1-0116 920	127 189	<u>Bearing flange/Axle tube</u> Now: secured by splined dowel pin Formerly: hex. head bolt with nut
Aug. 49	1-0117 053		<u>Lever-type shock absorber</u> Now: double acting type fitted in a number of cases Formerly: single acting type
Oct. 49	1-0127 560	137 582	<u>Clutch operating lever</u> Now: reinforced

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
Oct. 49			<u>Main shaft</u> Now: ball bearing Formerly: roller bearing on main shaft
Oct. 49	1-0127 600	134 666	<u>Lever-type shock absorber</u> Now: marked blue or yellow (for high pressure and low pressure stage)
Nov. 49	1-0132 662		<u>Lever-type shock absorber</u> Now: Alternatively Boge or Hemscheidt make Formerly: Hemscheidt make only
Dec. 49	1-0133 888	143 905	<u>Transmission case</u> Now: wide differential ball bearing seat right and left, standard Formerly: narrow seat on right-hand side
Dec. 49	1-0137 594	147 606	<u>Roller bearing / pinion assy.</u> Now: With flanged coupling pulley at pinion side Formerly: facing shift gear
Dec. 49	1-0137 970		<u>Lever-type shock absorber</u> Now: modified shock absorber links (twisted bands) Formerly: straight band
<u>1950</u>			
Jan. 50	1-0142 069	152 405	<u>Oil filling (transmission case)</u> Now: Hypoid oil
27 Jan. 50	1-0143 592	153 800	<u>Transmission case /assembly</u> Now: 0.10 - 0.18 mm contact stress between ball bearings and differential housing

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
13 Feb. 50	1-0146 673	157 175	<u>Oil deflector</u> Now: modified shape
Febr. 50			<u>Oil drain plug for transmission case</u> Now: hex. head, 19 mm span Formerly: 22 mm
March 50		000 01	<u>Transmission (Transporter)</u> Now: start of production
20 Apr. 50	1-0160 190	172 280	<u>Transmission case</u> Now: 0.25 - 0.30 mm seal between cover and transmission case Formerly: 0.10 mm
21 Apr. 50	1-0160 382	172 207	<u>Main shaft seal ring</u> Now: modified shape
May 50			<u>Differential gear</u> Now: only identical-production-method gear wheels are fitted (Gleason or Klingelnberg make)
4 May 50	1-0163 261	175 688	<u>Hex. head screw for ring gear mounting</u> Now: length of shank 6.4 - 7.3 mm
16 May 50	1-0163 297	175 750	<u>Differential gear housing</u> Now: spherical thrust surface for differential bevel gear in a number of cases

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
22 May 50	Type2	from 180 242 up to 180 485	<u>Rear axle-gear shaft</u> Now: gear wheel shrunk onto shaft Formerly: keyed
28 May 50	1-0167 890	180 741	<u>Brake cylinder</u> Now: diameter 15.8 mm
1 July 50	1-0176 762	191 016	<u>Differential gear housing</u> Now: spherical thrust surface for differential bevel gear, standard
5 Aug. 50	20-001 461		<u>Lever-type shock absorber</u> Now: double acting Formerly: single acting
26 Sept. 50	1-0196 362	214 990	<u>Shift rod for 1st/2nd gear</u> Now: engaging notches: poppet: hollow seat Formerly: deeply seated.
30 Sept. 50	1-0194 649	216 225	<u>Shift rod for 3rd/4th gear</u> Now: engaging notches poppet: hollow seat Formerly: deeply seated.
29 Nov. 50		236 793	<u>Fulcrum plates/fin, rear axle shaft</u> Now: bore and pin Formerly: without bore and pin
30 Nov. 50	1-0213 420 20-007 307	236 305	<u>Pinion assy. guide sleeve</u> Now: elongated by 2 mm, spacer for 4th gear no longer provided

1951

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
5 Jan.51	20-008 308		<u>Spring plate adjustment</u> Now: 4-5° Formerly: 5 - 6°
13 Feb.51	1-0231 453 20-009 671	259 012	<u>Reverse pin</u> Now: C - washer, pin with annular groove. Formerly: stop
6 Apr.51	1-0244 003	274 520	<u>Shock absorber</u> Now: telescopic shock absorber Formerly: lever type shock absorber (for export and Convertible only)
1 June 51 from up to	1-0255 662 1-0260 921		<u>Fulcrum plates</u> Now: front inclination 20° Formerly: 30°
10 July 51	1-0266 453	301 644	<u>Differential side gear and differential bevel gears</u> With Klingelberg or Gleason teeth. Now: alternatively modulus 3.9 (formerly:3.3). Teeth: number of differential bevel gear teeth reduced from 13 to 11, number of differential side gear teeth reduced from 20 to 17.
Aug. 51			<u>Shift pins</u> Now: eccentric shift pins for 4th gear (service part)
13 Sept.51	1-0284 696	322 800	<u>Reverse sliding gear</u> Now: with chamfered teeth in a number of cases.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
28 Nov. 51	1-0306 724 20-019 422	348 990	<u>Pinion nut</u> Now: tightening torque 15 mkg, then loosen, then tighten again with a torque of 5 mkg Formerly: 17 mkg
5 Dec. 51 6 Dec. 51	1-0308 242 20-019 547		<u>Pinion assy., cylindrical roller bearing</u> Now: dipped for 10 minutes in hot oil (90°C) before assembling.
<u>1952</u>			
Jan. 52			<u>Gear wheels, 1st/2nd gear</u> Now: scraped gear wheels, improved side characteristics, 0.03 Formerly: 1.5 mm
8 Jan. 52	20-020 353		<u>Rear axle-gear wheel shaft</u> Now: core strength 100 - 130 kg Formerly: 80 - 110 kg
25 Jan. 52 28 Jan. 52	1-0320 804 20-021 054	365 307	<u>Drive shaft</u> Now: raised contact surface for felt seal ring Formerly: indenture in front of splined fit
15 Feb. 52 15 Feb. 52	1-0326 816 20-021 771	372 084	<u>Reverse sliding gear</u> Now: teeth chamfered 27.5/ 27.3 mm. standard Formerly: 29.1/28.9 mm
26 Apr. 52 29 Apr. 52	1-0347 064 20-025 444	396 280 397 506	<u>Pinion assy.</u> Now: groove for circlip in front of roller bearing. Circlip introduced.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
10 June 52	20-028 166	413 896	<u>Axle tube-Hose clamp</u> Now: 9 mm wide Formerly: 5 mm wide
28 July 52	20-030 390	428 501	<u>Pinion assy./ ring gear</u> Now: pinion teeth reinforced 0.4 mm (Klingelberg make). Gleason make: reinforced ring gear.
18 July 52	1-0373 460	428 181	<u>Pinion assy./ ring gear</u> Now: pinion teeth (Klingelberg make), ring gear teeth (Gleason make) reinforced 0.4 mm
Sept. 52			<u>Lock ring for guide sleeve</u> Now: whenever required, 2.4 mm wide ring to provide 3rd gear wheel axial play of 0.20 - 0.40 mm
30 Sept. 52	1-0396 588	456 170	<u>Gear shift housing</u> Now: 2 reinforcing ribs at bottom Formerly: one rib at top
1 Oct. 52	1-0397 023	A-00001	<u>Synchronized transmission</u> 2nd, 3rd, and 4th gear synchronized. Now: fitted in VW Export Sedan Formerly: standard transmission <u>Anti-vibration unit for transmission suspension</u> Now: anti-vibration unit front and rear Formerly: without anti-vibration units

Date introduced	Chassis No.	Unit No.	Modification
1 Oct.52			<p><u>Spring plate adjustment</u></p> <p>Now: $13^{\circ} + 30'$ Formerly: $8^{\circ} + 30'$</p> <p><u>Bearing flange for axle tube</u></p> <p>Now: cast-on elongated arm for shock absorber accommodation (longer spring travel, longer shock absorber).</p> <p><u>Telescopic shock absorber</u></p> <p>Now: 130 mm long Formerly: 90 mm long</p> <p><u>Pinion nut</u></p> <p>Now: tightening torque 15/6-7 mkg Formerly: 15/5 mkg</p> <p><u>Rear axle number</u></p> <p>Now: in front of contact surface for gear shift housing, right housing half Formerly: above flange for starter, right housing half</p> <p><u>Torsion bars</u></p> <p>Now: 24 mm dia. Formerly: 25 mm dia.</p> <p><u>Gear shift housing</u></p> <p>Now: breather on top Formerly: two lower holes (no longer provided)</p>
1 Oct.52	20-035 112	456 602	<p><u>Gear shift housing</u></p> <p>Now: 2 reinforcing ribs at bottom Formerly: one rib at top</p>

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Oct.52			<u>Transmission and engine suspension</u> Now: front rubber pad of reduced Shore hardness
13 Oct.52	1-0402 618	05 225	<u>1st speed sliding gear</u> Now: annular groove 4.5/4.4 mm wide Formerly: 4.3/4.1 mm wide
16 Oct.52	1-0402 727	05 300	<u>Shift sleeve for 3rd/4th gear</u> Now: 0.6 mm wider
27 Oct.52	1-0406 355	08 000	<u>Operating sleeve for 3rd/4th gear</u> Now: inside diameter enlarged by 0.07 - 0.15 mm
31 Oct.52	1-0408 342	09 301	<u>Pinion</u> Now: working surface of teeth ground over the entire length
31 Oct.52	20-037 521	461 501	<u>Pinion set</u> Now: Klingelnberg teeth only Formerly: Gleason teeth in a number of cases
10 Nov.52	1-0410 918	010 157	<u>1st gear</u> Now: 25° inclination at three points, addendum circle dia. enlarged by 0.05 mm, chamfered at both sides
11 Nov.52	1-0411 608	012 040	<u>Ring seal for rear wheel bearing cover</u> Now: outside diameter reduced by 0.05 mm; inside diameter enlarged by 0.06 mm
11 Nov.52	20-038 306	463 040	

Date introduced	Chassis No.	Unit No.	Modification
13 Nov.52	1-0412 749	012 993	<u>Pinion assy.</u> Now: length 122 ± 0.05 mm Washers 0.1/0.2 mm between cylindrical roller bearing and synchronizing unit of 1st and 2nd gear
23 Nov.52	1-0415 723	015 500	<u>Differential gear</u> Now: axle shaft gears and differential bevel gears with REVACYCLE teeth only (in a number of cases).
24 Nov.52	20-039 175	464 943	
24 Nov.52	1-0416 104		<u>Axle tube</u> Now: rubber hose ring to prevent rattling of hand brake cable (for export only)
26 Nov.52	1-0417 039	016 576	<u>2nd gear: synchronizing unit and synchronizer stop ring</u> Now: modified tolerances for better centering
15 Dec.52	1-0423 703	021 863	<u>2nd speed sliding gear</u> Now: gear width 29.65 - 0.1 mm Formerly: 29.5 - 0.1 mm
18 Dec.52	1-0425 154	023 075	<u>3rd speed sliding gear</u> Now: gear width 31.55 - 0.05 mm Formerly: 31.3 + 0.1 mm
18 Dec.52	1-0425 298	023 225	<u>4th speed sliding gear</u> Now: gear width 33.4 - 0.05 mm Formerly: 33.15+ 0.1 mm
18 Dec.52	1-0425 154	023 075	<u>3rd gear clutch</u> Now: width 15.75 + 0.1 mm Formerly: 15.6 + 0.1 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
18 Dec.52	1-0425 298	023 225	<u>4th gear clutch</u> Now: width 15.75 + 0.1 mm Formerly: 15.6 + 0.1 mm
<u>1953</u>			
1 Jan.53	1-0440 292		<u>Telescopic shock absorber</u> Now: groove at piston to prevent collection of oil
27 Feb.53	1-0450 810	from 046 280 up to 048 800	<u>First oil filling (transmission case)</u> Now: 2.5 ltrs. Formerly: 3 ltrs.
27 Feb.53	1-0450 932	046 372	<u>Bearing bush for 2nd and 3rd gear</u> Now: inside chamfer 15° + 1° at both ends Formerly: negligible chamfering only
2 Mar.53	from 1-0451 448	from 046 856	<u>Ball bearing - drive shaft</u> Now: type C3 + NC 3, Luft make Formerly: Bis C2
13 Mar.53	up to 1-0456 632	up to 052 286	
10 Mar.53	20-047 102	049 415	<u>Transmission</u> Now: synchromesh transmission Formerly: standard transmission Now: "2A" in front of unit number
11 Mar.53			<u>Mountain drive 5:27</u> Now: M-equipment Marking: "M" behind unit number

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
24 Apr. 53	1-0473 817 20-050 749	069 850	<u>Spring for lockplate</u> Synchronizing unit 3rd/4th gear Now: opening 49.6 mm instead of 20.6 mm, length of hook 1.5 ± 0.2 mm instead of 1.5 ± 0.1 mm
28 Apr. 53	1-0474 922	from 070 420 up to 078 351	<u>Selector forks</u> Now: with continuous web in a number of cases
29 May 53	1-0486 887	from 084 019 up to 084 067	<u>Locking spring for 1st/2nd speed gear wheel</u> Now: reduced hardness in a number of cases
2 June 53	20-053 497 1-0488 171 1-0488 150	083 413 084 838 483 731	<u>Spacer for rear wheel bearing</u> Now: outside diameter 44.5/44.4 mm Formerly: 44.0/43.9 mm
10 June 53	from 1-0491 996 up to 1-0492 348	from 089 212 up to 089 373	<u>Locking spring for 1st/2nd speed gear wheel</u> Now: reduced hardness in a number of cases
10 June 53	from 1-0491 996 up to 1-0404 394 from 20-054 132 up to 20-054 709	from 088 196 up to 090 919	<u>Synchronizing unit/operating sleeve 1st/2nd gear and 3rd/4th gear</u> Now: 0.0-0.15 mm side play Formerly: 0.2-0.3 or 0.1-0.2 mm
19 June 53	1-0496 293 20-054 679	484 782 (Stand.) 092 830	<u>Differential gear housing</u> Now: max. lateral runout 0.02 mm
23 June 53 2 July 53	1-0497 413 20-056 018	094 700	<u>3rd/4th gear clutch</u> Now: teeth elongated 0.4 mm. Length of wearing surface between clutch and synchronizing ring Now: 1.0 mm Formerly: 1.4 mm

Date introduced	Chassis No.	Unit No.	Modification
1 July 53	1-0501 417 20-056 049	098 201 099 003	<u>Selector fork for 3rd/4th gear</u> Now: with continuous sliding surfaces, reinforced rib (standard) Formerly: 2 separate contact surfaces
9 July 53	1-0504 723	486 767 (Stand.) 101 692	<u>Ring gear 8:35 (Gleason make)</u> Now: length of teeth 24.8/ 25.2 mm Formerly: 23.2/22.8 mm Ring gear tooth contact values: Now: 27.4/27.2 mm Formerly: 26.9/26.7 mm Ring gear - inside diameter: Now: 113.7/113.1 mm Formerly: 114.3/113.7 mm
15 July 53 16 July 53	1-0508 187 20-057 283	105 510 104 274	<u>Locking spring for 2nd gear</u> Now: reduced hardness (standard)
5 Aug. 53	1-0509 794 20-057 539	107 017 104 531	<u>Ring gear 7:31 (Klingelberg make)</u> Now: modification similar to Gleason teeth. Ring gear tooth contact values: Now: 27.8/27.6 mm Formerly: 27.5/27.3 mm
11 Aug. 53 12 Aug. 53	1-0512 980 20-058 139	109 291 110 140	<u>Selector fork for 1st/2nd gear</u> Now: with continuous sliding surfaces, standard Formerly: 2 separate contact surfaces
18 Aug. 53	20-058 669	110 670	<u>Reduction gear</u> a) upper gear wheel: Now: outside diameter 71.35 - 0.2 mm Formerly: 73.0/72.8 mm b) Lower gear wheel shaft: Now: outside diameter 95.15 - 0.2 mm Formerly: 96.7/96.5 mm

Date introduced	Chassis No.	Unit No.	Modification
4 Sept.53	20-060 280	124 001	<u>Synchronizing unit/operating sleeve for 3rd/4th gear</u>
5 Sept.53	1-0524 375	120 758	Now: lateral runout 0.0/0.7 mm in a number of cases Formerly: 0.0 - 0.15 mm
7 Sept.53	1-0525 624	121 921	<u>3rd gear wheel/pinion assy.</u>
8 Sept.53	20-060 485	124 250	Now: length of teeth 15.35/ 15.25 mm Formerly: 15.9/15.8 mm
			<u>3rd/4th gear clutch</u>
			Now: total width 15.8/15.65 mm Formerly: 15.95/15.80 mm
			<u>3rd gear stop plate/pinion assy.</u>
			Now: 0.7 mm thick
			<u>3rd/4th gear operating sleeve</u>
			Now: 19.1/19.0 mm wide Formerly: 18.7/18.6 mm
8 Sept.53	1-0526 249	122 418	<u>4th gear wheel/pinion assy.</u>
10 Sept.53	20-060 695	124 421	Now: width of teeth 17.2/ 17.1 mm Formerly: 17.75/17.65 mm Now: bore 30 mm dia. H 6 Formerly: 33 mm dia. H 6 Now: stop plate
14 Sept.53	1-0528 728	125 402	<u>Synchronizing unit/1st gear wheel</u>
14 Sept.53	20-061 012	124 800	Now: side play 0.15/0.25 mm Formerly: 0.05/0.15 mm
14 Sept.53	1-0528 628	125 422	<u>Synchronizing unit/gear operating sleeve for 3rd/4th</u>
15 Sept.53	20-061 085	124 811	Now: side play 0.0 - 0.07 mm, standard Formerly: 0.0 - 0.15 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
3 Oct. 53	20-062 732	133 500	<u>Gearshift housing</u> Now: breather at top Formerly: 2 lower vent holes
7 Oct. 53	1-0539 424	493 603 (Stand.)	<u>Ball socket for axle tube</u>
7 Oct. 53	1-0539 202	135 879	Increased inside diameter of socket Now: 5 r/ 4 r Formerly: 2 r/ 1 r
	20-063 122	133 879	
13 Oct. 53	20-063 569	138 348	<u>Rear axle-Gear shaft</u> Now: pitch circle diameter 95.15 - 0.2 mm Formerly: 96.7/96.5
24 Oct. 53	1-0548 440		<u>Spring plate</u> Now: elongated by 2 mm
11 Nov. 53	1-0557 028	152 682	<u>Differential gear housing</u> Now: improved fulcrum plate lubrication, 2 holes Formerly: guide plate at transmission case (type 1 only)
12 Nov. 53	1-0557 124	497 590 (Stand.)	
	20-066 206	149 999	
4 Nov. 53	1-0553 585	from 150 103 up to 150 618	<u>Washer between ball bearing and rear axle spacer</u> Now: spring band steel Formerly: sheet metal Now: outside diameter 45.5 mm Formerly: 58.0 - 57.8 mm
4 Nov. 53	1-0553 580	150 137	<u>Pinion nut</u> Now: tightening torque 10 mkg Formerly: 6 - 7 mkg
5 Nov. 53	20-065 585	149 380	

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
14 Nov.53	20-066 434		<u>Spring plate support</u> Now: rear axle spring stops reinforced
14 Dec.53	1-0572 240		<u>Drive shaft, 1st gear/pinion assy.</u> Now: modified tooth values, smoother operation.
21 Dec.53	1-0575 415 20-069 409	167 878 169 153	<u>Pinion assy. and drive shaft/ 3rd and 4th gear wheel</u> Now: 3rd gear 27/22 teeth Formerly: 3rd gear 28/23 teeth Now: 4th gear 22/27 teeth Formerly: 4th gear 22/28 teeth
23 Dec.53	1-0577 238 1-0577 441 20-069 834	503 406 (Stand.) 170 186 169 550	<u>Spacer for rear wheel bearing</u> Now: induction-hardened working surface Formerly: case-hardened surface
<u>1954</u>			
9 Jan.54 11 Jan.54	1-0583 792 20-070 988		<u>2nd speed sliding gear</u> Now: tooth profile narrowed on working side
9 Jan.54 11 Jan.54	1-0583 813 20-070 923		<u>Shift rod 1st/2nd gear</u> Now: 10.0 + 0.05 mm distance between idler notch and 2nd gear notch Formerly: 8.5 + 0.05 mm Length of shift rod head: Now: 31.0 + 0.5 mm Formerly: 32.5 + 0.5 mm
2 Feb.54	1-0596 335 20-073 227	190 550 189 005	<u>Selector shaft, selector fork for reverse gear</u> Now: adjustable selector fork Now: hardness 56 RC Formerly: annealed

Date introduced	Chassis No.	Unit No.	Modification
8 Feb. 54	1-0599 151	192 998	<u>Synchronizer stop ring</u>
9 Feb. 54	20-073 930	189 609	<u>for 2nd gear</u> Now: modified shape, slope angle $7^{\circ} 30'$
13 Feb. 54	1-0602 400 20-074 480	196 050 190 392	<u>Synchronizing unit for 2nd gear</u> Now: working sides of 1st gear teeth offset 0.05 + 0.03 mm, groove induction-hardened
13 Feb. 54	1-0602 340 20-074 427	195 326 190 180 508 068 (Stand.)	<u>Drive shaft</u> Now: Pilot dia. 14.91/14.88 mm Formerly: 14.95/14.88 mm
15 Mar. 54	1-0618 951 20-077 850	212 463 213 197	<u>Reserve gear bush</u> Now: 10,000 bushes made of aluminum (Main-metal) Formerly: bronze
6 Apr. 54	1-0631 159 20-080 300	223 282 236 523	<u>Pinion thrust washer</u> Now: flat steel 3.3 mm Formerly: 3.5 mm (one month's production)
9 Apr. 54	1-0632 758 20-080 680	237 003	<u>2nd gear wheel</u> Now: clutch toothing: 7° lead
9 Apr. 54	1-0632 758 20-080 680	237 003	<u>1st gear wheel</u> Now: inside teeth: 7° lead
9 Apr. 54	1-0632 892 20-080 758	236 000 237 066	<u>Selector fork / reverse sliding gear</u> Now: Retaining bolt M 7 x 12 DIN 933 / quality 8 G Tightening torque: 2 mkg
13 Apr. 54	1-0634 566 20-081 185	227 272 237 409	<u>Pinion nut</u> Now: max. tightening torque 11/12 mkg Formerly: maximum 10 mkg.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Drive shaft</u> Now: max. 4/5 mkg Formerly: 3 mkg
13 May 54	1-0651 170	246 567	<u>Selector fork for reverse gear</u>
14 May 54	20-084 549	250 246	Now: elongated fork ends
15 May 54	1-0652 171	247 554	<u>Gearshift housing</u> Now: two upper reinforcing ribs Formerly: one rib
18 May 54	1-0670 139 20-088 508	265 725 266 573 519 455 (Stand.)	<u>Washer between ball bearing and rear axle spacer</u> Now: made of spring band steel, dia. 45 mm Formerly: made of steel, dia. 58 mm
21 May 54	1-0656 120	517 019 (Stand.)	<u>Gearshift housing</u> Now: 3 upper ribs Formerly: one rib
26 May 54	1-0658 501 20-085 860	249 620	<u>Reverse sliding gear</u> Now: small gear wheel tooting chamfered 4° with reference to selector fork
31 May 54	20-086 630 1-0660 135	249 010 253 148	<u>Differential pinions</u> Now: from now on REVACYCLE teeth only (standard)
15 June 54	1-0668 727 20-088 157	265 308 266 146	<u>Selector fork for reverse sliding gear</u> Now: forged Formerly: sheet metal

Date introduced	Chassis No.	Unit No.	Modification
5 Aug.54	1-0689 025 20-092 036	283 970	<u>Synchronizing unit for 2nd gear</u> Now: groove bottom located level with or higher than tooth base. Formerly: lower location permissible
6 Aug.54	20-091 756		<u>Rear axle gear shaft</u> Now: drum mounted without play
3 Sept.54	1-0706 581 20-095 776	301 008 299 445	<u>Bearing bush for 4th gear</u> Now: surface copper-plated (24,000 bushes)
13 Sept.54 14 Sept.54	1-0712 065 20-096 998	311 284 309 290	<u>Transmission case half, right</u> Now: oil rib for 4th gear/pinion assy.
16 Sept.54	1-0713 985	311 454	<u>Anti-vibration mounting</u> Now: Shore hardness, front 60 ± 5 , rear 80 ± 5 , fitted in a number of cases Formerly: Shore hardness, front 80 ± 5 , rear 60 ± 5
1 Oct.54	1-0722 916 20-099 221	322 567 528 606 (Stand.)	<u>Bearing cover seal</u> Now: service part, 0.10 - 0.15 mm, fitted alternately
25 Oct.54	1-0740 125 20-102 400	336 900	<u>Gearshift housing cover</u> Now: 10.22/10.28 mm Formerly: 10.2/12.3 mm
11 Nov.54	1-0751 398	348 231 533 503 (Stand.)	<u>Anti-vibration mounting</u> Now: softer in front, harder in the rear (standard)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Dec. 54	1-0762 401		<u>1st gear wheels</u>
2 Dec. 54	20-106 812		Now: 0.01 + 0.01 mm recess no longer provided. Side play 0.2/0.3 mm Formerly: 0.15/0.25 mm
			<u>3rd and 4th gear wheel pair</u>
			Now: side play 0.05/0.19 mm Formerly: 0.1/0.28 mm
16 Dec. 54	1-0773 819		<u>Gearshift lever, inner</u>
			Now: 4,000 synchromesh transmissions (1,000 standard transmissions fitted with levers of the same type)
<u>1955</u>			
11 Jan. 55	20-111 722	387 204	<u>Reduction gear</u>
			Now: mountain drive 6:32 Formerly: 5:27 (service part)
			<u>Fulcrum plates</u>
			Now: service part, normal size copper-plated
1 Mar. 55	20-117 902		<u>Spring plates</u>
			Now: setting: $20^{\circ} \pm 30'$ Formerly: $4^{\circ} 30' \pm 30'$
			<u>Torsion bars</u>
			Now: 29 mm dia. Formerly: 30 mm dia.
1 Mar. 55	20-117 902		<u>Shock absorber</u>
			Now: telescopic shock absorber Formerly: lever-type shock absorber
			<u>Rear axle gear wheel shaft</u>
			Now: 80 mm long Formerly: 48 mm long

Date introduced	Chassis No.	Unit No.	Modification
			<u>Shift rod coupling, rear</u> Now: turned through 180°, cover in load compartment floor no longer provided Fastened at bottom Formerly: fastened on top
11 May 55	1-0881 293 20-128 220	551 576 (Stand.)	<u>Gearshift lever, inner</u> Now: identical for synchromesh transmission and standard transmission (standard equipment)
4 June 55	1-0899 083 20-133 618	502 690 (Stand.)	<u>4th gear wheel/pinion assy.</u> Now: without the former oil bore of 2.4 mm dia. (20,000 vehicles)
July 55	1-0916 456 20-090 054		<u>Ball bearing for pinion assy., front</u> Now: bearing with wider inner race
4 Aug. 55	1-0929 746		<u>Spring plate setting</u> Now: 12° + 30' Formerly: 13° + 30'
4 Aug. 55	1-0948 000		<u>Shift lever</u> Now: spring-loaded steel locking ball
30 Sept. 55	1-0980 518		<u>Telescopic shock absorber</u> Now: S 26 x 130 Formerly: Tdz 26 x 130
6 Nov. 55	1-1014 694 20-152 219		<u>Reduction gear 7:31, Gleason make</u> Now: 10,890 sets fitted Formerly: Gleason make, type V, ratio 8:35
<u>1956</u>			
13 Jan. 56	1 075 424	from 691 223 up to 691 775	<u>Reverse gear</u> Now: main metal bush in a number of cases Formerly: bronze bush only

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
13 Feb. 56	104 466		<u>Reduction gear, 7:31, Gleason make</u>
14 Feb. 56	167 997		Now: 16,000 of type 1, 2,000 of type 2 Formerly: Gleason reduction gear 8:35
16 Apr. 56	1163 469	785 600	<u>Hex. head screw for shift fork, reverse gear</u> Now: 6 mm long Formerly: 12 mm long
18 Apr. 56	1167 145	582 851 (Stand.)	<u>Shift pins for 3rd/4th gear, standard transmission</u> Now: with eccentrical end for 4th gear (standard) Formerly: with cylindrical end
26 Apr. 56	1170 815 178 400	799 593 583 674 (Stand.)	<u>Fulcrum plates</u> Now: with 0.002 - 0.003 mm copper plating (standard) Formerly: not copper-plated
22 May 56	1193 483	817 368	<u>Reduction gear, Gleason make</u>
26 June 56	187 401	817 368	Now: tooth ratio 7:31 (standard) Formerly: 8:35 (type 1 only)
28 May 56	183 325		<u>Telescopic shock absorber, Boge make</u> Now: TP x 291 Formerly: T 27 x 130
13 June 56	1216 555	847 012	<u>Reverse gear, synchromesh transmission</u>
26 June 56	182 500		Now: main-metal bush with annular inside groove and two oil holes Formerly: main-metal or bronze bush, alternatively Now: wheel groove with two oil holes Formerly: oil in tooth gaps
2 Aug. 56	191 842		<u>Telescopic shock absorber, Boge make</u> Now: S 26 L x 130 Formerly: Tdz 26 x 130

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
10 Aug. 56	1257 476		<u>Ball bearing for pinion assy., front</u> Now: 0.010 - 0.030 radial bearing tolerance Formerly: 0.003 - 0.020 mm (20,000 vehicles)
13 Aug. 56 5 Sept. 56	1258 990 194 201		<u>Ring gear 7:31, Klingelnberg make</u> Now: modulus 3.25 (fitted in 10,000 vehicles and available as service part) Formerly: modulus 3.00
22 Aug. 56 5 Sept. 56	1270 043 197 100	903 175	<u>Wheel toothing for 3rd and 4th gear</u> Now: all teeth with the exception of 3 offset by 180°: working sides set back 0.2 mm Now: all teeth backed off 2°
17 Sept. 56	1295 147	931 787	<u>3rd and 4th gear wheels</u> Now: gear ratio 28:23 (3rd gear), (5,000 transmissions) Formerly: 27:22 Now: 23:26 (4th gear) Formerly: 22:27
28 Sept. 56 4 Oct. 56	1304 264 204 799	942 810	<u>Transmission oil</u> Now: SAE 80 from October to March Formerly: SAE 90
1 Oct. 56 1 Oct. 56	1305 701 203 493		<u>Ring gear 7:31 Klingelnberg</u> Now: modulus 3.25, standard Formerly: m=3,00
25 Oct. 56 25 Oct. 56	1338 160 210 632		<u>Ring gear - Gleason</u> Now: tooth ratio 7:31 standard Formerly: 8:35
<u>1957</u>			
1 Jan. 57 1 Jan. 57	1394 120 223 217		<u>Pinion assy.</u> Now: 122 + 0.05 mm Formerly: 122 + 0.05 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
2 Jan. 57	223 642	1042 733	<u>Pinion assy.</u> (7,000 transmissions) Now: smaller outside diameter of shims between inner race and outer ring of roller bearing (Formerly: shim located in front of cover disc) Now: axial play of roller bearing 0.2 - 0.3 mm
4 Feb. 57	1430 323	1089 280	<u>4th gear wheel/pinion assy.</u> Now: oil bore (2.4 mm dia.) no longer provided Formerly: with oil bore
7 Feb. 57	232 522	1084 839	
6 Feb. 57	1436 285	1088 425	<u>Pinion locking plate</u> Now: locking plate tongue bent half-round Formerly: flat tongue Now: pinion flattened behind thread Formerly: without even surface; groove. (Modifications effected in a number of synchromesh transmissions)
8 Feb. 57	232 701	1090 115	
12 Feb. 57	1437 984	1100 000	<u>Shim for second speed clutch gear</u> Now: 0.1 mm and 0.15 mm shims Formerly: 0.1 mm and 0.2 mm
15 Feb. 57	234 400	1100 160	
26 Feb. 57	1454 551	1113 295	<u>Pinion locking plate</u> Now: locking plate tongue rounded, pinion flattened behind thread, nut torque reduced to 8 - 9 mkg (standard) Formerly: pinion without flattened surface, grooved. Nut torque 10 - 12 mkg
4 Mar. 57	238 500	1113 295	
4 Mar. 57	238 470	1115 487	<u>Oil drain plugs</u> Now: magnetic oil drain plugs Formerly: non magnetic drain plugs

Date introduced	Chassis No.	Unit No.	Modification
11 Mar. 57	240 800	1 132 187	<u>Reverse sliding gear</u>
13 Mar. 57	1 473 411	1 133 077	<u>(synchronesh transmission)</u> Now: shaft with a flat surface Formerly: round shaft Now: 2 oil passages and annular lubrication groove discontinued Formerly: with oil passages and annular groove, tubular material, bush with oil drilling and annular groove, die cast
13 Mar. 57	1 474 339	1 135 322	<u>Roller bearing for pinion</u>
18 Mar. 57	241 100	1 132 487	<u>assy., rear</u> Now: roller bearing No. 111 307 219 Formerly: roller bearing No. N 25 852 1
21 Mar. 57	1 483 446	1 143 220	<u>Differential pinion shaft</u> Now: two flat sections at each differential pinion contact surface (in a number of cases) Formerly: cylindrical contact surfaces
22 Mar. 57	243 700	1 141 731	<u>Anti-friction bearing</u> <u>(transmission)</u> Now: needle bearing for pinion assy., rear Formerly: roller bearing Now: needle bearing for main shaft, rear Formerly: ball bearing Now: self-aligning ball bearing for main shaft, front Formerly: normal ball bearing Now: lock pin for main shaft needle bearing, rear, <u>and</u> for reverse sliding gear shaft Formerly: lock pin for reverse sliding gear shaft only Now: reverse sliding gear shaft with groove for lock pin Formerly: bore for lock pin Now: pinion of pinion assy. 2 mm shorter <u>Differential pinion shaft</u> Now: two flat sections at each contact surface for differential pinion shaft (standard feature) Formerly: cylindrical contact surfaces

Date introduced	Chassis No.	Unit No.	Modification
1 Apr. 57	1 493 128	612 214	<u>Pinion / ring gear (Standard)</u> Now: Gleason teeth 7:31 (standard equipment) Formerly: Gleason teeth 8:35
1 July 57	1 584 655		<u>Clutch gear for second speed</u>
1 July 57	267 549		Now: coast sides of first gear teeth offset 0.03 - 0.07 mm Slot relocated 0.8 mm in direction to first speed Formerly: coast sides of teeth offset 0.02 - 0.06 mm
8 July 57	1 595 675	1 281 019	<u>Nut for main drive shaft</u>
8 July 57	272 044	1 278 393	Now: modified locking arrangement. Main shaft groove 3 mm wider. Arched surface. Tab for lock plate modified accordingly
1 Aug. 57	1 600 440		<u>Torsion bars</u> Now: internal splines shortened
1 Aug. 57	1 600 440		<u>Reverse sliding gear</u>
1 Aug. 57	271 676		Now: plain bush, guide in gear 3 mm longer
3 Sept. 57	1 646 286	1 336 022	<u>Transmission case</u> Now: hex. head nut, top rear jointing face: BM 8 x 52, N 10 351 1 Formerly: B M 8 x 50, N 10 350 1
5 Sept. 57	282 900	1 332 227	<u>Gears, 3rd/4th speed</u> Now: tooth ratios 23:28 and 28:23 Formerly: 22:27 and 27:22
30 Sept. 57	1 669 708		<u>Gasket, gear shift housing/ frame</u> Now: elastic rubber; domed rim Formerly: flat rubber
22 Oct. 57	1 695 701	1 389 722 -1 389 821	<u>Gears, 3rd/4th speed</u> Now: tooth ratios 23:28 and 28:23 (100 transmissions intermittently) Formerly: tooth ratio 22:27 and 27:22

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
27 Oct. 57			<u>Anti friction bearing (transmission)</u> Now: special needle bearing, for synchromesh transmission (service part)
29 Oct. 57		KD-93 938	<u>Exchange rear axle (Transporter)</u> Now: needle bearings for pinion assy. and main shaft rear end. Ball thrust bearing for clutch
11 Nov. 57	1 726 006	1 429 355	<u>Needle bearing</u> Now: for pinion and main drive shaft, rear Formerly: roller bearing and ball bearing <u>Gear wheels for 3rd/4th gears</u> Now: ratios 23:28 and 28:23 Formerly: ratios 22:27 and 27:22
2 Dec. 57	1 740 686	1 451 478	<u>Transmission case</u>
3 Dec. 57	-1 745 116 308 300	1 450 276	Now: height of convex surfaces of transmission case recessed 1 mm. Polyamid packing 1 mm thick fitted intermittently
10 Dec. 57	1 757 471	1 469 035	<u>Rear axle shaft</u>
30 Jan. 58	325 101	1 528 160	Now: width of flat end of shaft 17 c 10 Formerly: 17 d 9 Now: fitting clearance 0.095 - 0.302 mm (.0037" - .0119") Formerly: 0.05 - 0.230 mm
<u>1958</u>			
9 Jan. 58	1 789 807	1 503 797	<u>Magnetic drain plugs</u> Now: all VW export sedans fitted with magnetic drain plugs Formerly: non magnetic drain plug
13 Jan. 58	1 792 577	1 511 607	<u>Ball bearing for main drive shaft, front</u> Now: diameter of balls increased by 0.5 mm, better lubrication Resistance to axial play

Date introduced	Chassis No.	Unit No.	Modification
19 Mar. 58	1 878 495	1 616 145	<u>Reverse sliding gear</u>
27 Mar. 58	342 301	1 614 092	Now: bush inner dia. 16.075/16.050 mm Formerly: 16.100/16.075 dia. Now: clearance, bush/shaft 0.050-0.093 mm Formerly: 0.075 - 0.118 mm
5 May 58	1 929 993	1 677 448	<u>Needle bearing, rear for</u>
8 May 58	353 801	1 673 765	<u>pinion and main drive shaft</u> Now: secured with dowel pin also dowel pin with sleeve Formerly: dowel pin also lock pin
6 May 58	1 934 104		<u>Gearshift rod coupling</u>
2 June 58	361 220		Now: shore hardness of rubber packing reduced to 50 + 10 each screw secured separately Formerly: 60 + 10 screws secured together
11 June 58	1 978 962	1 733 878	<u>Main drive shaft</u>
18 June 58	366 150	1 732 595	Pilot-diameter 14.8 - 14.75 mm Formerly: 14.910 - 14.880 mm
26 June 58	1 999 284	1 756 145	<u>Bonded rubber and metal</u>
28 June 58	368 826	1 748 655	<u>transmission suspension</u> Now: shore hardness for rubber packing, front 59 ± 3, (passenger cars only) rear, 78 ± 3 (passenger cars and transporters) Formerly: 63 ± 3 also 80 ± 3
28 June 58	366 002 -367 900	1 731 796	<u>Needle bearing for pinion and</u> <u>main drive shaft, rear,</u> Now: steel cage with plastic covering. T-bearing: 23 needles; needles 2 mm longer than formerly. A-bearing unaltered 18 needles (800 vehicles) Formerly: aluminium cage with- out plastic cover. T-bearing: 22 needles

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
26 Aug. 58	383 299	1 806 949	<u>Ball bearing for main drive shaft, front</u> Now: diameter of balls increased by 0.5 mm; (passenger car) better lubrication, resistance to axial play Formerly: tapered bearing with split inner ring
9 Sept. 58	2 078 055	1 844 607	<u>Transmission case</u>
10 Sept. 58	388 007	1 847 343	Height of convex surfaces of transmission case recessed 1 mm, therefore plastic packing 1 mm thick fitted
12 Sept. 58	2 081 621	647 248	<u>Shifting pin for 3rd/4th gears</u> Now: diameter of eccentric portion 6.2 mm + 0.2 mm Formerly: 5.4 + 0.25 mm
24 Sept. 58	2 100 005	1 877 265	<u>Bonded rubber and metal transmission mounting</u>
30 Sept. 58	395 248	1 866 815	Now: bearing with reduced shore-hardness marked with identification mark "B" Formerly: identification mark "A"
2 Dec. 58	2 189 548		<u>Rear shock absorber</u> Improved design (5000 vehicles monthly intermittently) identification mark "A" before manufacturers sign - ATP 27 x 163 (Make Boge)
22 Dec. 58	420 574		<u>VW Ambulance</u> Now: spring plate adjustment $18^{\circ} 40' \pm 20'$ Formerly: $20^{\circ} \pm 30'$
<u>1959</u>			
5 Jan. 59	425 461		<u>VW Fire Truck</u> Now: spring plate adjustment $21^{\circ} 30' \pm 20'$ Torsion bar: white paint ring on shaft Formerly: $20^{\circ} \pm 30'$

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
6 Jan. 59	2 232 161		<u>Spring plates</u> Now: inclination angle $11^{\circ} \pm 30'$ Formerly: $12^{\circ} \pm 30'$ Now: camber of rear wheels $3^{\circ} \pm 30'$ Formerly: $4^{\circ} \pm 30'$
19 Jan. 59 22 Jan. 59	2 256 018 430 695	2 056 542 2 055 795	<u>2nd speed gears</u> Now: drive pinion gear 33 teeth Formerly: 32 teeth Main drive shaft gear unaltered with 17 teeth
19 May 59	469 447	B-2 268 121	<u>Transmission and rear axle</u> Now: one piece transmission case. Forward gears synchronized and equipped with needle bearings. Bipartite main drive shaft. One piece differential housing encased in transmission. Now: bonded rubber front transmission mounting, shore hardness 59 ± 3 . Now: number of teeth on reduction gears changed. 25/18 Formerly: 21/15 Now: rear axle number stamped on right hand side of transmission housing behind the gearshift housing
1 Aug. 59	490 623		<u>Threaded stud for main drive shaft</u> Now: length 22 mm Formerly: 18 mm
6 Aug. 59	2 528 668		<u>Spring plates</u> Now: inclination angle $16^{\circ} 30' + 50'$. Thickness 4 mm Formerly: $11^{\circ} \pm 30'$. Thickness 5 mm Now: elongated hole in spring plate for bearing housing

Date introduced	Chassis No.	Unit No.	Modification
			<p><u>Rear axle and engine</u></p> <p>Now: final drive installed 15 mm (0.59") lower. Engine and transmission unit with 2° forward tilt, front rubber cushion, the gearshift housing, transmission shift rod and the three selector shafts modified</p>
			<p><u>Gearshift rod coupling</u></p> <p>Now: shore hardness of rubber packings reduced to 45 units Formerly: 50 units</p>
			<p><u>Torsion bars</u></p> <p>Now: 553 mm (21.77") long 22 mm (0.86") dia. Formerly: 627 mm (24.68") long 24.1 mm (0.95") dia. Now: prestressed. Marked for left or right side</p>
			<p><u>Rubber bush for spring plate hub</u></p> <p>Now: bush provided with 4 lugs on outer diameter</p>
			<p><u>Spring plate hub cover</u></p> <p>Now: recess for rubber bush; aperture for spring plate hub omitted</p>
			<p><u>Rubber bumper</u></p> <p>Now: screwed to the spring plate and the cross tube flange</p>
			<p><u>Bonded rubber and metal - front mounting</u></p> <p>Now: modified design, shore hardness 60 ± 3 E</p>
25 Aug. 59	2 567 092		<p><u>Main drive shaft</u></p> <p>Now: pilot diameter 14.910 - 14.880 mm Formerly: 14.800 - 14.750 mm</p>
2 Sept. 59	503 026	B-2 445 490	<p><u>Front bonded rubber and metal mounting</u></p> <p>Now: shore hardness 65 ± 3 Formerly: 59 ± 3</p>

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
24 Sept. 59	511 907	B-2 492 256	<u>Differential housing</u> Now: Two holes 48 mm dia. in house casting Now: Oil change 2.5 L Formerly: Oil change 2.0 L
28 Sept. 59	514 149	B-2 440 978	<u>Transmission case ventilation</u> Now: The breather passage in the gearshift housing and oil return passage in the gear carrier repositioned
6 Oct. 59	2 646 700	2 535 148	<u>Front bonded rubber mounting</u> Now: Shore hardness 53 ± 3 E Formerly: 59 ± 3 E
14 Oct. 59	520 000		<u>Drive pinion and ring gear</u> Now: Gleason toothing 8 : 33 Formerly: Only Klingelnberg toothing
19 Oct. 59	522 240	2 547 973	<u>Differential side gear thrust washer</u> Now: Thickness 3.2 mm Formerly: 3.0 mm
1 Dec. 59	535 080		<u>Threaded stud for main drive shaft</u> Now: Threaded both ends, 2 mm gap between threads
7 Dec. 59	543 946	2 666 658	<u>Differential side gears</u> Now: Chamfered edge of side gears have been omitted. Modified parts available under point No. SP 54 E
8 Dec. 59 20 Apr. 60	546 150 3 020 903	2 667 737 2 980 288	<u>Fulcrum plates</u> Now: 0.1 - 0.2 mm rounded contour lengthwise on the curved side. Play: Max. 0.05 mm between rear axle shaft/fulcrum plates/differential side gear Formerly: 0.095 - 0.302 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1960</u>			
8 Jan. 60	556 075	2 712 745	<u>Ring gear attaching screws</u> Now: Each screw provided with a spring washer in addition to securing wire
20 Jan. 60	560 704	2 758 793	<u>Gear for 3rd and 4th speed - driveshaft</u> Now: Cones with larger dia. 59.55 mm Formerly: 59.00 mm
Feb. 60			<u>Ring gear</u> Now: Altered to 0.25 mm, valid for all Transporters from Chassis No. 469 447 (19.5.59) Formerly: 0.22 mm
9 Feb. 60	563 411	2 770 915	<u>Drive pinion and ring gear</u> Now: Strengthened Klingelberg gear set. Intermittently. Adjustment the same as for Gleason 58.70 mm (2.3110") identification mark "P" on ring gear
17 Feb. 60	572 083	2 829 408	<u>Drive pinion and ring gear</u> Now: Strengthened Klingelberg gear set, standard adjustment the same as for Gleason 58.70 mm (2.3110") identification mark "P" on ring gear
15 Mar. 60	584 155	2 868 771	<u>Thrust washer for differential side gear</u> Now: Thickness 4 mm. Groove for lockring in housing moved outwards 0.8 mm Formerly: Thrust washer thickness 3.2 mm
	584 927	2 872 500	<u>Drive pinion/ring gear</u> Now: Strengthened Klingelberg gear sets, marked with a "K" on the pinion face Formerly: Marked with "P" on ring gear

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Apr. 60	589 709	2 875 352	<u>Rear axle shafts</u> Now: Sleeve with ball and spring in one of narrow faces
13 Apr. 60	596 257	2 964 944	<u>Synchro clutch gear for 3rd and 4th gears</u> Now: Groove in outer teeth, and tooth flanks set back. Operating sleeve: Retaining shoulders discontinued. Clutch gear and sleeve matched and marked with etched line. Figure 4 on clutch gear must be towards 4th gear wheel.
3 May 60	602 615	2 996 125	<u>Assembly of pinion</u> Now: Concave washer for 3rd gear wheel Formerly: Thrust washer
6 May 60	605 706	2 998 174	<u>Final drive covers</u> Now: Paper gasket between final drive covers and transmission case Formerly: Sealing compound
12 May 60	607 754	2 998 867	<u>4th gear wheel (Pinion)</u> Now: Gear wheel not symmetrical. Larger shoulder faces towards spacer sleeve
1 June 60	614 456		<u>Drive pinion/ring gear teeth</u> Now: Klingelnberg 8 : 33 Formerly: Klingelnberg and Gleason teeth 7 : 31 <u>Gear wheels pairs for 3rd and 4th speeds</u> Now: No. of teeth 3rd gear 28 : 23 No. of teeth 4th gear 23 : 28 Formerly: 3rd gear 29 : 22 4th gear 24 : 27

Date introduced	Chassis No.	Unit No.	Modification
7 June 60	3 116 871		<u>Torsion bars, rear</u> Now: Depressions in the spring plate hub to prevent movement horizontally
1 Aug. 60	3 192 507		<u>Rear axle</u> Now: One-piece housing. All forward gears synchronised and with needle bearings. Main drive shaft split. Formerly: Housing in two parts and drive shaft in one piece. 1st gear not synchronised. New: 3rd gear teeth 29 : 22, 4th gear 24 : 27 Formerly: 3rd gear 28 : 23 4th gear 23 : 28
1 Aug. 60	3 192 507		<u>Rear suspension</u> Now: Rubber bumpers lengthened by 10 mm <u>Drive pinion/ring gear</u> Now: Gleason teeth 6 : 35 Formerly: Gleason and Klingelberg teeth 7 : 31 <u>Drive pinion</u> Now: Concave washer for 3rd gear wheel Formerly: Thrust washer <u>Bonded rubber mounting, front</u> Now: Flat version with modified attachment (Shore hardness 53 ± 3) Formerly: arched version <u>Bonded rubber mounting, rear</u> Now: Shore hardness 65 ± 5 Formerly: 78 ± 5

Date introduced	Chassis No.	Unit No.	Modification
1 Aug. 60	3 192 507 632 780	3 195 487 3 198 701	<u>Ring gear mounting</u> Now: 17 mm screws Formerly: 15 mm screws with spring washers <u>Differential housing</u> Now: Flange thinner. The shim contact area on the ring gear side is no longer undercut Formerly: Recesses for screw heads.
1 Aug. 60	3 192 507 632 585		<u>4th gear wheel - main drive shaft</u> Now: Thrust washer with oil pockets (intermittently from 15 march 60 - Chassis No. 583 671 - Rear axle No. 2 869 382). Formerly: Without oil pockets
3 Oct. 60	3 335 848		<u>Shock absorber</u> Now: Approx. 35 % softer version (Make "Boge")
9 Nov. 60	3 431 598 679 888	3 458 940 3 501 450	<u>4th gear wheel - main drive shaft</u> Now: Thrust washer outside dia. 47.5 - 0.5 mm Formerly: 45.0 - 0.5 mm
9 Dec. 60	3 503 952		<u>Shock absorber</u> Now: Approx. 35 % softer version (Make "Fichtel & Sachs")
<u>1961</u>			
Jan. 61	3 700 001	3 787 854	<u>Split type dust sleeve for axle tube (spare part)</u> Now: 89 mm dia on the axle tube retainer end Formerly: 85 mm dia.
Jan. 61	738 501	3 788 500	
24 Feb. 61	736 388		<u>Torsion bar</u> Now: For ambulance 26 mm dia. Marking: blue ring Setting angle: 25° ± 20'

Date introduced	Chassis No.	Unit No.	Modification
18 Apr. 61	764 393	3 867 002	<u>Transmission case</u> Now: Initial filling 2.75 l Formerly: 2.5 l
4 July 61	802 119	4 050 671	<u>Final drive cover</u>
17 Oct. 61	0 002 902	0 003 385	Now: 10 K studs
20 Nov. 61	4 297 692	4 427 108	Formerly: 6 E Now: 6 S nuts Formerly: 5 S Now: Pulling up torque 3-3.5 mkg (22-25 ft lbs.) Formerly: 2.2 mkg (16 ft lbs.) Transporter-exchange-rear axle from 170 039 (11.9.61)
28 Aug. 61	819 556	4 064 300	<u>Fulcrum plates</u>
28 Aug. 61	4 090 034		Phosphated, Molybdum - disulphide treated Formerly: Copper plated.
28 Aug. 61	819 556	4 065 840	<u>Ring gear mounting</u> Now: With 8 screws secured with wire Formerly: 6 screws secured with wire.
1 Sept. 61	820 534	4 067 463	<u>Side gear</u>
5 Sept. 61	4 090 760	4 193 850	Now: Slot for axle shaft 24.5 + 0.5 mm
5 Sept. 61	0 001 466	0 001 106	Formerly: 22.5 + 0.5 mm
2 Oct. 61	835 088		<u>Gear shift rod</u> Now: Front gearshift rod 5 cm shorter. Front shift rod coupling discontinued. Now: Rear gear shift rod 8 cm longer. Diameter 18 mm Formerly: 22 mm Now: Guide bushes with circum- ferential ridge. Both gearshift rods secured with sleeve.

Date introduced	Chassis No.	Unit No.	Modification
3 Oct. 61	4 173 001	4 288 201	<u>Bonded rubber mounting. Front</u> Now: With progressive action by means of a lug which engages in the modified rear cross tube support. Secured to gearshift housing with M 10 studs M 105 discontinued. Shore hardness still (53 ± 5).
1 Nov. 61	4 242 621	4 463 270	<u>Nut for drive pinion and Main drive shaft</u> Now: Pulling up torque 5 - 7 mkg (36-51 ft. lbs.) Formerly: 5 mkg (36 ft. lbs.)
13 Nov. 61	0 005 153	0 005 910	<u>Operating sleeve 3/4 gear</u> Now: Both tooth flanks on the 4th gear side have been relieved. Identification: groove on outer diameter.
9 Nov. 61	4 274 401	4 371 905	<u>Synchro clutch gear</u>
17 Nov. 61	0 005 828	0 006 275	Now: Turned out to the centre web.
23 Nov. 61	867 437	4 393 211	Formerly: 2.5 mm recess
16 Nov. 61	4 289 952		<u>Gear shift lever</u> Now: conical with smaller knob.
17 Nov. 61	4 290 738	4 415 797	<u>Gearshift housing</u>
26 Jan. 62	0 005 800	0 006 523	Now: Both ribs on throat of housing lengthened
5 Dec. 61	4 325 735		<u>Rubber bush for spring plate</u> Now: excentrical shape Formerly: Concentric type.

Brakes · Wheels · Tires

B

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1946</u>	059 107		<u>Brake cables</u> Now: with grease nipple Formerly: without nipple <u>Tires</u> Now: 500 x 16 Formerly: 450 x 16
<u>1949</u>			
28 Jan. 49	093 342	Fr.a. 101 892 Red.g. 103 430	<u>Brake shoes</u> Now: modified brake shoes and modified suspension
28 Mar. 49	099 506 099 402	Fr.a. 108 027 Red.g. 109 681	<u>Brake shoes</u> Now: surface ground before assembly
Aug. 49	1-0117 469	Fr.a. 125 783 Red.g. 127 652	<u>Brakes</u> Now: stronger down-gearing
Oct. 49	1-0126 157	Fr.a. 134 717 Red.g. 136 136	<u>Brake cables</u> Now: with Mipolam sheathing Formerly: without sheathing
<u>1950</u>			
Mar. 50	1-0155 322		<u>Brakes</u> Now: oil hydraulic brake fitted in a number of cases (type 11 A + 15)
Apr. 50	1-0158 253		<u>Brakes</u> Now: oil hydraulic brake fitted as standard equipment (type 11 A + 15)
13 May 50	1-0164 460		<u>Fluid reservoir for brake fluid</u> Now: with float Formerly: with strainer

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
9 May 50	1-0164 280		<u>Hydraulic brake</u> Now: beam-shaped support head for hand brake rod
20 May 50	1-0167 890		<u>Hydraulic brake</u> Now: master brake cylinder 19.5 mm dia. Formerly: 22.2 mm dia. Now: wheel brake cylinder, rear 19.05 mm dia. Formerly: 15.9 mm dia. Now: operating rod for master brake cylinder elongated, diameter reduced
3 July 50	1-0177 344	Red.g. 191 710	<u>Brake rod, rear</u> Now: with clamp
2 Aug. 50	1-0181 671	Red.g. 196 748	<u>Brake rod, rear</u> Now: Provided with stiffening rib
16 Oct. 50	20-004 801		<u>Back plate, front</u> Now: screws of quality 10 K Formerly: 8 G
2 Aug. 50	20-005 209		<u>Hydraulic brake</u> Now: spacer behind brake shoe adjusting screw Now: brake cylinder, front 19.5 mm dia. Formerly: 22.2 mm dia.
<u>1951</u>			
3 Jan. 51	20-007 729		<u>Hydraulic brake</u> Now: enlarged cover for fluid reservoir Now: modified pipe connections

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
12 Feb. 51	20-010 109		<u>Front axle/back plate</u> Now: reinforced and mounted at steering knuckle by means of 4 bolts Formerly: 3 bolts
6 Apr. 51	1-0244 003	Red.g. 274 520	<u>Hydraulic brake</u> Now: rear wheel back plates interchanged Now: longer brake cables for handbrake
18 May 51	20-012 853		<u>Brake light switch</u> Now: reinforced by beaded edge, improved sealing
13 Sept. 51	1-0284 638	Fr.a. 295 898	<u>Brake shoe bracket</u> Now: spacer behind adjusting screw no longer provided Now: bracket elongated
6 Nov. 51	20-017 398	Red.g. 322 834	
<u>1952</u>			
26 Jan. 52	1-0318 328		<u>Front and rear wheel brake</u> Now: one return spring Formerly: two springs; angle brackets no longer provided
6 Feb. 52	20-021 329		
7 Feb. 52	1-0324 758		<u>Hydraulic brake</u> Now: fluid reservoir without float Formerly: with float
17 Mar. 52	20-022 910		
27 May 52	from 1-0356 995 up to 1-0357 106		<u>Brake shoes</u> Now: not surface-finished. Two reinforcing beads in web Formerly: finished, without beads

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
25 Sept. 52	1-0397 101		<u>Disc wheel</u> Now: maximum radial run-out 1.5 mm, maximum lateral run-out 1.5 mm
1 Oct. 52	1-0397 023	Fr.a. 410 951 Red.g.-000 001 Red.g.-456 614	<u>Tires</u> Now: 5.60 x 15. Rims 4 j x 15 Formerly: 5.00 x 16 <u>Tire pressure</u> Now: 1.1 kg./sq. cm. front, 1.4 or 1.6 kg./sq. cm. rear <u>Wheel brake cylinder, rear</u> Now: 17.5 mm dia. Formerly: 15.9 mm dia.
13 Nov. 52	20-038 475		<u>Throttle control cable</u> Now: slip-over tube in the rear, loop at front end Formerly: without tube, with hook at front end
24 Nov. 52	1-0416 104		<u>Handbrake cables</u> Now: held at axle tubes by rubber ring (for export only)
30 Dec. 52	1-0427 392	Body 366 581	<u>Rear wheel tires</u> Now: improved clearance through 5 mm shorter supports at body
<u>1953</u>			
2 Jan. 53	20-041 712	Fr.a. 042 212 Red.g. 469 390	<u>Handbrake lever</u> Now: lengthened lever

Date introduced	Chassis No.	Unit No.	Modification
5 Mar. 53	20-046 799	Fr.a. 047 270	<u>Front wheel brake drum</u> Now: reinforced hubs
19 Mar. 53	20-047 777		<u>Brake lines</u> Now: re-laid in vehicles with underfloor plates
3 June 53	20-053 673		<u>Bearing pin for hand brake lever</u> Now: total length 49.0 mm Formerly: 48.5 mm Now: distance from groove center to groove center 42 mm Formerly: 41.5 mm
1 July 53	20-056 088		<u>Brake drum/rear axle gear shaft</u> Now: reduced splined fit tolerance. Side play + 0.01 / - 0.02 mm Formerly: 0.085 mm
29 Sept. 53	1-0536 041		<u>Brake rod, front</u> Now: cotter pin hole 5.0/4.5 mm dia. Formerly: 5.4/4.5 mm dia.
16 Oct. 53	1-0544 625		<u>Brake shoe return springs</u> Now: inclined return spring position in a number of cases Formerly: horizontal position Now: oil brake fluid reservoir relocated to the rear of the spare wheel Formerly: located in front of frame end plate at master brake cylinder

Date introduced	Chassis No.	Unit No.	Modification
2 Nov. 53	1-0551 808	Red.g. 141 286	<u>Wheel disc</u> Now: metal thickness 3 mm Formerly: 2.75mm
30 Oct. 53 2 Nov. 53	20-065 155 1-0575 415	Red.g. 143 934 Red.g. 167 878	<u>Leaf spring at brake shoe bracket</u> Now: caulked Formerly: screwed
21 Dec. 53	1-0575 415 1-0575 417 20-069 409	(Exp.) Fr.a. 590 166 (Stand.) Red.g. 167 878 Fr.a. 070 257 Red.g. 169 153	<u>Brake shoe return springs</u> Now: inclined position (standard) Formerly: horizontal position
21 Dec. 53	1-0575 415		<u>Fluid reservoir for brake master cylinder.</u> Now: arranged in front luggage compartment, behind spare tire. Formerly: at master cylinder. <u>Tires 5.60 x 15</u> Now: pressure 1.1 kg./sq. cm. and 1.4 kg./sq. cm. (1-2 persons) Pressure 1.2 kg./sq. cm. and 1.6 kg./sq. cm. (3-5 persons) Formerly: 1.1 and 1.4 or 1.6 kg./sq. cm. (rear wheel tires)
23 Dec. 53	20-069 508	Fr.a. 070 027	<u>Brake shoes</u> Now: sand-blasted, improved lining adhesion
<u>1954</u>			
5 Feb. 54	1-0598 459		<u>Fluid reservoir for master brake cylinder</u> Now: plug seal diameter enlarged to 17.85 mm, seal marking: dot
24 Mar. 54	1-0623 266 1-0623 388		<u>Brake hose, front and rear</u> Now: outer diameter 10 mm Formerly: 12.2 mm Now: inside diameter 2.5 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
3 May 54	1-0645 501		<u>Wheel brake cylinder</u>
5 May 54	20-083 328		Now: with two mounting bolts Formerly: four mounting bolts
6 May 54	Stand. 1-0647 384	515 629	<u>Rear wheel brake back plate</u>
7 May 54	Exp. 1-0647 704	241 770	Now: round holes Formerly: slots
7 May 54	20-083 755	239 995	
6 Aug. 54	20-091 765		<u>Brake drum</u> Now: without spline side play, press-fitted with a maximum tolerance of 0.032 mm Formerly: spline side play up to + 0.01 mm
25 Oct. 54	1-0738 484 20-102 005		<u>Moulding wheel caps</u> Now: 3 lips at inner circumference
<u>1955</u>			
1 Mar. 55	20-117 902		<u>Brake hose, front</u> Now: mounting clip at grease nipple for top king pin
1 Mar. 55	20-117 902	Fr.a. 120 231 Red.g. 418 385	<u>Brake drums, rear</u> Now: hubs 80 mm long Formerly: 48 mm
			<u>Brake drums</u> Now: second rib at open side
			<u>Disc wheels</u> Now: with air slots between disc and rim

Date introduced	Chassis No.	Unit No.	Modification
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Tires

Now: 6.40 x 15
Formerly: 5.50 x 16

Tire pressures

Now: front 2.0 kg./sq. cm., rear
2.3 kg./sq. cm.
Formerly: 2.25 kg./sq. cm. and
2.5 kg./sq. cm.

Front wheel brake

Now: Duplex brake,
2 leading shoes,
2 brake cylinders per wheel
Formerly: Simplex-Bavart
Now: brake shoes 50 mm wide
Formerly: 40 mm

Brake lining

Now: 5 mm thick
Formerly: 4 mm thick

Braking surface

836 cm²
Formerly: 700 cm²

Master brake cylinder

Now: 22.2 mm dia.
Formerly: 19.05 mm dia.

Wheel brake cylinder, front

Now: 25.5 mm dia.
Formerly: 22.20 mm dia.

Wheel brake cylinder, rear,

Now: 22.2 mm dia.
Formerly: 19.05 mm dia.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Hand brake cables</u> Now: return spring, rear Formerly: without spring
			<u>Brake pedal</u> Now: with profiled rubber cap Now: brake rod felt seal in floor of vehicle
			<u>Wheel brake cylinder and brake shoe bracket</u> Now: mounted directly at steering knuckles and final reduction gear covers Formerly: mounted together with back plates
4 Aug. 55	1-0929 746		<u>Handbrake cables</u> Now: attached to hand brake lever (for export only). Formerly: attached to brake rod
29 Nov. 55	20-156 037		<u>Brake line to distributor</u> Now: protected by DEKAFOL tape within the range of the closed cross members
1 Dec. 55	1 040 548		<u>Brake line at frame</u> Now: additional anti-corrosion protection through D 9 coating
<u>1956</u>			
19 Feb. 56	169 193		<u>Brake lines, rear</u> Now: modified arrangement and additional holders
24 Feb. 56	170 230	Red.g.732 417	<u>Wheel brake cylinder, rear</u> Now: circlip underneath retaining bolt Formerly: spring washer

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
25 Feb. 56	1 117 200		<u>Brake shoe adjusting nut</u> Now: total length 21.0 mm Formerly: 29.5 mm
7 Mar. 56	1 125 652	Fr.a. 142 064 Red.g. 745 833	<u>Brake drum</u> Now: adjusting hole modified and relocated
20 Mar. 56	1 137 622	Fr.a. 352 468 Red.g. 757 651	<u>Brake shoe adjusting screw</u> Now: shortened by 3.5 mm
1 June 56	178 003		<u>Brake lines to distributor</u> Now: no longer protected by DEFAKOL tape near the cross members. Cross members open at bottom side
30 June 56	1 232 835		<u>Tubeless tires</u> Now: 800 vehicles fitted with tubeless tires
10 July 56	1 239 921/141		<u>Tubeless tires</u>
11 July 56	1 245 207/151		
13 July 56	1 248 030/111 + 113		Now: 5.60 x 15 (standard) Formerly: with inner tube
14 Sept. 56	200 400	Red.g. 924 350	<u>Back plate brackets, rear</u> Now: circlips for nuts Formerly: spring washers
20 Sept. 56	1 298 386		<u>Brake rod tube</u> Now: shortened by 3 mm
1 Oct. 56	1 307 200	Red.g. 950 080	<u>Brake lever</u>
8 Oct. 56	205 400		Improved clearance: Now: shoulder dimension 4+1 mm Formerly: 3.3 - 3.7 mm Now: length 40 ± 1 mm Formerly: 22.5/21.5 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
10 Oct. 56	205 985		<u>Disc wheel 4.5K x 15</u> Now: for tubeless tires 6.40 x 15 (in a number of cases)
<u>1957</u>			
2 Jan. 57	1 398 207		<u>Fluid reservoir for oil hydraulic brake</u> Now: modified fit
11 Jan. 57	1 408 577	1 423 392	<u>Brake adjusting hole</u>
16 Jan. 57	1 412 572	1 053 845	Now: round Formerly: oval
15 Jan. 57	1 409 569	1 060 746	<u>Brake cables, rear</u> Now: rubber hose over connection of spiral hose to bent end piece
18 Jan. 57	117 449		<u>Brake line, rear, right</u> Now: additionally galvanized, dull finish Formerly: copper-plated
22 Jan. 57	228 657		<u>Brake line, front, right, between master brake cylinder and brake hose</u> Now: additionally galvanized, dull finish, Formerly: copper-plated
22 Jan. 57	228 669		<u>Brake line between master brake cylinder and distributor</u> Now: additionally galvanized, dull finish Formerly: copper-plated

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
26 Jan. 57	229 787		<u>Brake lines between brake hose and wheel brake cylinders, left and right rear</u> Now: additionally galvanized, dull finish Formerly: copper-plated
29 Jan. 57	230 147		<u>Brake line, front, left, between master brake cylinder and brake hose</u> Now: additionally galvanized, dull finish Formerly: copper-plated
30 Jan. 57	1 428 171		<u>Brake line between distributor and brake hose, left, rear</u> Now: additionally galvanized, dull finish Formerly: copper-plated
1 Feb. 57	1 430 040		<u>Brake line between brake hose and wheel brake cylinder, left and right rear</u> Now: additionally galvanized, dull finish Formerly: copper-plated
1 Feb. 57	1 430 045		<u>Brake line between distributor and brake hose, right rear</u> Now: additionally galvanized, dull finish Formerly: copper-plated
8 Feb. 57	1 436 652		<u>Brake line between master brake cylinder and distributor, rear</u> Now: additionally galvanized, dull finish Formerly: copper-plated
8 Feb. 57	1 436 722		<u>Brake line between master brake cylinder and brake hose, right front</u> Now: additionally galvanized, dull finish Formerly: copper-plated

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
12 Feb. 57	1 443 032		<u>Brake line between master brake cylinder and brake hose, front left</u> Now: additionally galvanized, dull finish Formerly: copper-plated.
2 Apr. 57	1 499 089		<u>Stop ring for brake pedal shaft</u> Now: 5 mm wide Formerly: 10 mm wide. <u>Brake push rod.</u> Now: shortened by 5 mm.
11 Apr. 57	248 322		<u>Brake fluid reservoir</u> Now: rubber cap Formerly: screwed cover. Now: screwed flange, 19 mm Formerly: 27 mm.
27 June 57 1 July 57	1 584 415 268 100	1 266 192 1 261 567	<u>Brake lever anchor pin</u> Now: galvanized Formerly: Phospatized.
1 Aug. 57	1 600 440		<u>Brake back plates</u> Now: turned through 180°; brake cylinder in top section instead of bottom section (not standard). <u>Brake cables</u> Now: shortened, Inserted into brake back plates from the front end (not standard).
6 Aug. 57	273 650		<u>Hub cap</u> Now: painted (delivery van and pick-up). Formerly: chromium-plated.

Date introduced	Chassis No.	Unit No.	Modification
23 Sept. 57	1 665 213 (143)		<u>Brake.</u>
23 Sept. 57	1 665 425 (141)		<p>Now: brake cylinder, front, 22.2 mm. Brake shoes 40 mm wide, arranged horizontally; straight support. 2 return springs. Brake back plates modified in shape. Wider brake drums, with reinforcing rib at periphery. Wheel brake cylinder, rear, 19 mm. Straight brake shoe support. 2 return springs. Brake back plates modified in shape. Bearing flange turned deeper; bearing cap shortened at collar; brake drums with reinforcing rib at periphery.</p> <p>Hand brake cable with pressure spring.</p> <p>Track, front: 1305 mm. Formerly: 1290 mm. Steering angle: $28^{\circ}/34^{\circ}$ Formerly: $26^{\circ}/32^{\circ}$.</p> <p>Brake, formerly: brake cylinder, front, 19 mm. Brake shoes 30 mm wide, arranged in inclined position. Wheel brake cylinders, rear 17.5 mm, brake shoes supported obliquely. 2 return springs. Hand brake cable without pressure spring.</p>
1 Oct. 57	1 673 351		
1 Oct. 57	1 672 939		<p><u>Push rod for wheel brake cylinder</u></p> <p>Now: groove behind the collar for locating rubber boot Formerly: without groove</p>
			<p><u>Wheel brake cylinder, front</u></p> <p>Now: shape of rubber boot modified.</p>
22 Oct. 57	1 699 290	1 399 262	<p><u>Return spring for brake shoes.</u></p> <p>Now: the type of springs used so far for the front wheels is also used for the rear wheels. Formerly: front and rear wheel springs differed from each other.</p>

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Nov. 57	298 824		<u>Wheel brake cylinder, front</u> Now: Lug on wheel cylinder housing, cylinder bridge pipe located under lug
<u>1958</u>			
10 Dec. 58	2 207 270		<u>Brake master cylinder</u> Now: Secured with hex., bolt and spring washer Formerly: Studs with nuts
31 Dec. 58	2 228 250	2 035 424	<u>Rear wheel brake cylinder</u> Now: Seating of push rod rubber boot modified
<u>1959</u>			
2 Jan. 59	422 999		<u>Hub cap removal tool</u>
12 Jan. 59	2 245 160		Now: Removal tool included in tool kit
<u>1960</u>			
12 Jan. 60	2 822 646	2 833 027	<u>Front brake cable</u> Now: The protective hose 120 mm; secured to cable with wire, (standard model) Formerly: Length 65/70 mm intermittently secured with wire
29 Jan. 60	2 855 922	2 854 454	<u>Front brake back plate</u> Now: Bolts with then hex heads, each with a spring washer: inner hub of brake drum 2 mm (0.08") shorter Formerly: Bolts secured with wire
22 Feb. 60	2 907 378	HA 2 854 454 VA 2 911 546	<u>Brake cylinders</u> Now: Second manufacturer, identification mark "S", intermittently Formerly: One manufacturer, identification mark "Ate"
1 June 60	614 456		<u>Handbrake cable</u> Now: Attached to handbrake lever and adjustable from cab Formerly: Attached to equaliser lever

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
15 June 60	3 149 038		<u>Bracket for front brake hose</u> Now: Moved 50 mm to the rear. Left brake line 170 mm long Formerly: Brake line 155 mm long
1 Aug. 60	3 192 507		<u>Brake fluid reservoir</u> Now: Made of transparent sythetic material Formerly: Made of sheet metal
6 Dec. 60	695 376		<u>Hand brake lever</u> Now: Cover on lower end for brake cable attachment pin.
12 Dec. 60	3 511 065		<u>Line between reservoir and master cylinder</u> Now: Two parts connected by a flexible hose.
<u>1961</u>			
20 Jan. 61	3 607 316		<u>Brake cables, front</u> Now: Sharp edges on frame now folded back.
2 Aug. 61	4 027 181		<u>Brake pedal</u> Now: Bearing for main cylinder Operating rod lowered 5 mm. Increased power
3 Aug. 61	808 758		<u>Hand brake cable</u> Now: Maintenance free protective sleeve Formerly: With grease nipples
8 Aug. 61	4 036 536		

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
22 Sept.61	0 001 579		<u>Brake shoes</u> Now: Lighter web Formerly: Continuous web
13 Oct. 61	842 877		<u>Hand brake lever</u> Now: Hand brake lever pin with deeper groove for new spring clip Formerly: Circlip

Frame

R

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1940</u>			
3 Aug. 40	000 026		<u>Frame number</u> Now: Punched-in by hand on the flat surface at the head end of the frame
<u>1945</u>			
16 May 45	052 016		<u>Frame number</u> Now: punched-in by hand into the frame tunnel, right-hand side, underneath the rear seat Formerly: punched-in by hand on the flat surface at the head end of the frame
<u>1948</u>			
	073 816		<u>Choke control cable</u> Now: not spring loaded
<u>1949</u>			
5 Jan. 49	091 914		<u>Heating control cable</u> Now: double control cable Formerly: single control cable
18 Jan. 49	093 130	Fr. 98 705	<u>Floor plate, left and right</u> Now: with cavity underneath the rear seat
25 Jan. 49	093 834		<u>Throttle control cable</u> Now: elbow at front end Formerly: loop

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
29 Apr. 49	102 537		<u>Pedal bearing</u> Now: additional grease nipple at light metal bearings
6 May 49	1-0103 039	Fr. 109 131	<u>Heating control cable</u> Now: guide tube ends with rubber plugs
20 May 49	1-0105 175		<u>Throttle control cable</u> Now: elbow secured in front by cotter pin Formerly: circlip
22 June 49	1-0107 101	Fr. 115 523	<u>Frame Number</u> Now: punched-in with stencil in longitudinal direction into flat surface of the frame tunnel
Oct. 49	1-0124 001	Fr. 130 028	<u>Front frame cover</u> Now: gasket underneath cover
Oct. 49	1-0125 054		<u>Frame</u> Now: anti-drone agent sprayed on
Oct. 49	1-0128 058		<u>Accelerator pedal</u> Now: larger roller
Oct. 49	1-0128 116	Fr. 135 264	<u>Runner, left, for driver's seat</u> Now: raised 15 mm
Nov. 49	1-0129 619	Fr. 136 368	<u>Frame</u> Now: anti-drone agent no longer sprayed on

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1950</u>			
10 Feb. 50	1-0146 222		<u>Throttle control cable</u> Now: pin and loop at front end Formerly: elbow with cotter pin
24 Mar. 50	1-0154 928	Fr. 162 801	<u>Frame number</u> Now: punched-in by stencil into the left vertical surface of the cross member. Formerly: punched by stencil in longitudinal direction into the surface of the frame tunnel
29 Apr. 50	1-0162 444		<u>Heating control knob</u> Now: rotary knob
22 May 50	20-000 627		<u>Guide tube for clutch cable</u> Now: holder in wheel arc
5 June 50	20-000 723		<u>Hand shift lever</u> Now: wider collar
12 June 50	20-000 838		<u>Guide tube for clutch cable</u> Now: cable relocated into side member arc Formerly: located in wheel arc, with holder
13 July 50	20-001 146		<u>Spring plate (rear axle)</u> Now: shortened by 3 mm to compensate for welding deformation at cross tube

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
21 Aug. 50	1-0186 361		<u>Heating system control mechanism</u> Now: hex. head screw 9 mm Formerly: slotted screw
11 Aug. 50			<u>Accelerator pedal</u> Now: pin Formerly: screw
12 Sept. 50	1-0192 742		<u>Throttle control cable</u> Now: sleeve for thrust spring (standard equipment)
17 Oct. 50	1-0202 071		<u>Handbrake lever</u> Now: shorter
1 Nov. 50	20-005 198		<u>Heating control cable, left-hand side</u> Now: cable shortened by 10 mm
14 Nov. 50	1-0208 635		<u>Bearing head for brake rod</u> Now: safety plate at hand brake cable
12 Dec. 50	20-007 501		<u>Shift rod</u> Now: greased against frost at carrier passages
<u>1951</u>			
5 Jan. 51	20-008 308		<u>Torsion bar setting</u> Now: 4 - 5 ° Formerly: 5 - 6 °
17 Jan. 51	1-0224 763		<u>Throttle control cable</u> Now: 64/63 mm long sleeve for thrust spring

Date introduced	Chassis No.	Unit No.	Modification
9 Feb. 51	20-009 940		<u>Throttle control cable</u> Now: guide sleeve for thrust spring
15 Feb. 51			<u>Engaging sleeve for heating control cable</u> Now: additional notch as intermediate stage
22 Jan. 51	1-0225 511		<u>Pin for throttle control cable</u> Now: 2.2 mm dia. Formerly: 2.1 mm dia.
21 Feb. 51	20-010 581		<u>Front side members and front end member</u> Now: raised underneath floor plate
15 Mar. 51	20-011 368		<u>Clutch cable</u> Now: arranged straight through cross members Formerly: in side member arc
25 May 51	1-0253 756		<u>Cable: battery to starter</u> Now: 965/960 mm long Formerly: 865/860 mm long
22 June 51	20-014 685		<u>Fresh air and heating control cable</u> Now: laid through seat box Now: heat control by means of rotary knob Formerly: pull handle
31 July 51	1-0272 406		<u>Handbrake lever</u> Now: covered by rubber sleeve at frame tunnel

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
8 Aug. 51	1-0274 656		<u>Handbrake lever</u> Now: covering at frame tunnel no longer provided
24 Aug. 51	20-015 938		<u>Jack socket</u> Now: rearranged at front cross member Formerly: on floor plate
<u>1952</u>			
22 Jan. 52	1-0316 900		<u>Handbrake lever</u> Now: covering provided at frame tunnel (for export only)
18 Mar. 52	20-023 100		<u>Spring plate bearing, left and right</u> Now: reinforced
20 Mar. 52	20-023 200		<u>Spring plate bearing, left and right</u> Now: marking relocated, ribs reinforced
20 June 52 21 June 52	1-0365 201 20-028 853	Red.g. 418 210	<u>Clutch cable adjusting nut</u> Now: reduced diameter, clutch lever with spherical recess
1 Oct. 52	1-0397 023	Fr. 415 437 Red.g. 000 001 Red.g. 456 614	<u>Throttle control cable</u> Now: modified lay-out arrangement; connected in front to pipe bend <u>Heating control</u> Now: rotary knob with fine regulation

Date introduced	Chassis No.	Unit No.	Modification
			<u>Transmission suspension</u> Now: softer three-point rubber suspension
			<u>Clutch cable</u> Now: Bowden cable
			<u>Frame number</u> Now, standard arrangement: on the inside of the frame end plate, right-hand side For export: on the inside of the left front brake line clamp
13 Oct. 52	20-035	233	<u>Cross tube for engine support</u> Now: new gusset plate, adapted to the bend of the cross tube
15 Oct. 52	1-0402	005	<u>Shock absorber, rear</u> Now: hex. head bolt 22 + 1 mm long Formerly: 20 + 1 mm long
8 Nov. 52	20-038	114	<u>Brake pedal</u> Now: eye recessed about 2 - 2.5 mm before calibration
10 Nov. 52	1-0411	340	<u>Bearing cover for rear axle brace</u> Now: cover plate caulked Formerly: secured by cotter pin
13 Nov. 52	20-038	475	<u>Accelerator pedal</u> Now: narrower lever

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
12 Dec. 52	1-0423	119	<u>Choke control cable</u> Now: MIPOLAM protective hose between frame and engine, 670 mm long
14 Dec. 52		Fr. 440 321	<u>Spare frame</u> Now: letters KD in front of frame number Formerly: letters KT
<u>1953</u>			
2 Jan. 53	20-041 712	Red.g. 456 602	<u>Handbrake lever</u> Now: lengthened Formerly: short lever <u>Clutch cable</u> Now: Bowden cable with sheathing Formerly: without sheathing Now: angle bracket at transmission case <u>Heating control</u> Now: rotary knob with spindle Formerly: pull knob <u>Choke control cable</u> Now: MIPOLAM protective hose for the entire cable
15 Jan. 53	20-042	861	<u>Hex. head screw for brace hub</u> Now: 10 K - DIN 267 Formerly: DIN 960 AM 12 x 1.5 x 35
5 Mar. 53	20-046	792	<u>Hub for shift rod coupling</u> Now: cylindrical bore

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
20. Mar. 53	1-0459 217	Fr. 479 217	<u>Choke control cable</u> Now: MIPOLAM sheathing for the entire length Now: guide tube 10 x 1 mm Formerly: 8 x 1 mm
1 Apr. 53	1-0464 753		<u>Front seat</u> Now: modified cam angle at sliding seat; elongated cut in guide bar
26 May 53	1-0485 001 20-053 322		<u>Pin.throttle control cable</u> Now: thickness of collar 2 mm Formerly: 3 mm
30 June 53	20-055 958		<u>Return spring for accelerator pedal</u> Spring characteristics modified Now: 0.77 kg Formerly: 0.57 kg Effective turns: Now: 17 Formerly: 22
20 Aug. 53 26 Aug. 53	1-0517 200 20-059 347		<u>Knob for heat control cable</u> Now: flattened bottom
31 Aug. 53	1-0521 870		<u>Stop for brake pedal</u> Modified bend dimensions Now: 7.5 mm Formerly: 5.5 - 6.0 mm
14 Nov. 53	20-066 434		<u>Longitudinal member, frame</u> Now: reinforcing plate above left and right front axle passage

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
3 Nov. 53	1-0552	991 Standard	<u>Heating control knob</u>
16 Nov. 53	1-0559	131 Export	Now: without lettering
4 Nov. 53	20-065	521 VW-Microbus	
4 Dec. 53	20-068	536 all VW-Transp.	
21 Dec. 53	1-0575	417	<u>Handbrake lever</u> Now: cover plate at frame tunnel (standard)
<u>1954</u>			
May 54	1-0660	000	<u>Frame front end</u> Now: autogenously welded reinforcing plates Formerly: spot-welded
6 May 54	20-083	499	<u>Handbrake lever</u>
30 June 54	1-0676	770	Now: rubber pad between push button and spring
3 June 54	1-0662	984	<u>Shift rod tube guide</u>
1 July 54	20-088	081	Now: reinforced web
9 June 54	20-086	419 Body 86 860	<u>Cross tube for engine support</u> Now: U-shaped reinforcement
<u>1955</u>			
1 Mar. 55	20-117	902	<u>Shift rod coupling</u> Now: mounted from bottom side of vehicle. Shift rod and transmission shift rod with two recesses
			<u>Reinforcing frame</u> Now: modified front end of longitudinal members Now: accelerator, clutch and brake pedals modified

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
5 Mar. 55	1-0826 740		<u>Choke control cable</u> Now: modified sleeve, better sealing at front scuttle
2 May 55	20-126 703		<u>Bowden cable / fuel tap</u> Now: wire diameter 1.5 mm dia. Formerly: 1.25 mm dia.
31 May 55		Fr. 924 002 Fr. 261 290	<u>Frame number</u> Now: no longer punched-in
25 June 55	20-134 606		<u>Clutch cable</u> Now: length 3.048 m \pm 2.5 mm Formerly: 3.038 m \pm 2.5 mm
4 Aug. 55	1-0929 746		<u>Hand shift lever</u> Now: offset, with cylindrical pin at the bottom
23 Aug. 55	1-0948 000		<u>Hand shift lever</u> Now: cylindrical pin, spring and ball at bottom
<u>1956</u>			
20 Apr. 56	178 004		<u>Engine and transmission suspension</u> Now: U-section support arms and cross members (standard) Formerly: tubes
15 Nov. 56	304 950		<u>Clutch cable</u> Now: threaded bolt lengthened by 6 mm
<u>1957</u>			
16 Apr. 57	1 509 562		<u>Conduit tube for choke control cable</u> Now: diameter 10 mm Formerly: 8 mm
1 Aug. 57	1 600 440		<u>Torsion bar bearing</u> Now: bearing body made of steel tube and sheet metal. Torsion bar splined section shortened

Date introduced	Chassis No.	Unit No.	Modification
			<u>Frame</u> Now: channel depressed near acceleration pedal
			<u>Throttle cable</u> Now: end of conduit tube in channel depression. Throttle cable 10 cm longer
			<u>Acceleration pedal</u> Now: rubber-covered pedal face, set 30 mm farther to the front Formerly: lever with roller
			<u>Clutch pedal and brake pedal</u> Now: separate bearing arrangement. Shortened clutch shaft and bearing bracket. Return spring for brake pedal 1 kg (formerly 6 kg)
			<u>Conduit tubes for hand brake cables</u> Now: relocated 50 mm toward the front at the frame fork
			<u>Acceleration pedal (standard)</u> Now: rubber-covered pedal face. Formerly: lever with roller
			<u>Brake pedal: bearing bracket standard</u> Now: modified shape; modified bracket
			<u>Frame channel (standard)</u> Now: depressed near acceleration pedal

Date introduced	Chassis No.	Unit No.	Modification
2 Dec. 57	1 746 061		<u>Accelerator pedal</u> Now: spot welded stop set 4 mm forward (LHD)
10 Jan. 58	1 789 961		Now: the same modification for RHD
4 Dec. 58	1 823 815		<u>Clutch cable</u> Now: overall length of clutch cable threaded end piece 77 + 1 mm, length of thread 56 + 0.3 mm Formerly: overall length 72 - 1 mm, length of thread 50.3 - 0.6 mm
11 Feb. 58	1 830 491 1 833 426		<u>Frame head</u> Now: fillet welding of frame head, between front axle carrier and underside of frame Formerly: butt welded
3 Mar. 58	1 862 189		<u>Frame head</u> Now: modification to profile of cable conduit aperture. Better seating of frame head cover gasket
2 May 58	1 931 072		<u>Sealing brake line - frame - frame end plate, rear, left</u> Now: rubber sleeve non split type Formerly: split rubber sleeve
6 May 58 2 June 58	1 934 104 361 220		<u>Shift rod coupling</u> Now: shore hardness of rubber packing 50 + 10 units. Screws secured individually Formerly: 60 + 10 units screws secured together
9 May 58	1 943 001		<u>Shift lever</u> Now: spring tension 4.5 kg Formerly: 5.25 kg
20 June 58	366 949	339 577	<u>Underbody protection</u> Now: additionally painted Formerly: phosphated and primecoated by dipping

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Aug. 58	2 018 789		<u>Frame</u> Now: frame head unit reinforced
13 Aug. 58	378 686		<u>Clutch cable</u> Now: bolt with riveted clamping device for connecting cable to clutch pedal Formerly: bolt with washer and split pin
14 Oct. 58	2 115 600		<u>Clutch cable conduit tube</u> Now: the end of the clutch cable conduit tube, now bell mouthed Formerly: straight tube
18 Nov. 58	2 173 883		<u>Accelerator pedal</u> Now: eye for pedal cluster bushing reinforced
20 Nov. 58	2 178 239		<u>Bracket for accelerator pedal</u> Now: eyes for accelerator pedal bracket bushes reinforced
8 Dec. 58	2 214 885		<u>Brake pedal (RHD)</u> Now: length 203 mm Formerly: 209 mm Now: crank 118 mm Formerly: 108 mm <u>Clutch pedal (RHD)</u> Now: length 203 mm Formerly: 209 mm Now: crank 67 mm Formerly: 57 mm

Date introduced	Chassis No.	Unit No.	Modification
<u>1959</u>			
6 Jan. 59	2 228 826		<u>Rear shock absorber</u> Now: mounting angle of eyes on rear cross tube flange and rear axle shaft bearing housing modified. Top mounting bolt modified, rear quarter panel recess modified. (intermittently) Standard from Chassis No. 2 232 161
1 June 59	2 448 568		<u>Shift lever - rubber boot</u> Now: design and material modified (40,000 vehicles)
17 July 59	491 959		
6 Aug. 59	2 528 668		<u>Frame</u> Now: frame fork has slight downward indication towards rear Now: two studs welded to cross tube for front transmission mounting Formerly: centre flange <u>Spring plate hub cover</u> Now: lighter, and with stop for rubber bumper <u>Rubber bush for spring plate hub</u> Now: ends of the rear cross tube with 4 recesses for location of rubber cushions <u>Floorboard</u> Now: metal bracket for kick boards
8 Aug. 59	501 707		<u>Hand levers</u> Now: shift lever and hand brake lever repositioned 150 mm forward. Improved leg clearance. Shift lever lower end, dowel pin, spring and ball, hand brake link, hand brake cable and pedal floor board modified

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
31 Aug. 59 9 Sept. 59	2 577 997 507 403		<u>Sealing - clutch cable</u> Now: Shoulder of the conduit tube strengthened
2 Sept. 59 9 Nov. 59	2 582 048 531 959		<u>Rubber boot for shift lever</u> Now: Plastic Formerly: Rubber
14 Oct. 59	521 590		<u>Pedal cluster</u> Now: Grease nipple for clutch pedal bearing (L.H.D.) For R.H.D. on foot brake pedal bearing
24 Nov. 59	2 735 755		<u>Accelerator cable</u> Now: End piece lengthened by 5 mm towards front. Total length remains the same
30 Nov. 59 7 Dec. 59	539 286 2 765 107		<u>Clutch cable</u> Now: Thread - outside diameter 7 mm Formerly: 6 mm
<u>1960</u>			
11 June 60 9 Aug. 60	3 140 046 631 071		<u>Gearshift rod guide, front</u> Now: Plastic sleeve Formerly: Leaf spring
1 Aug. 60	3 192 507		<u>Frame fork (including Standard-Model)</u> Now: Studs for front transmission mounting discontinued. Transmission now bolted to a support. Frame fork reinforced by a welded-in plate.
<u>1961</u>			
16 Jan. 61	3 597 114		<u>Gear shift lever (Saxomat)</u> Now: Stronger pressure spring in upper part

Date introduced	Chassis No.	Unit No.	Modification
31 July 61	4 010 995	-	<u>Clutch pedal</u> Now: Release travel of the clutch and leverage increased by lengthening clutch pedal shaft 1.4 mm (0.5"), except standard model
31 July 61	802 986		<u>Bushing for pedal cluster</u> Now: Maintenance free pedal cluster (except standard model and Transporter with RHD)
2 Aug. 61	4 027 181		
2 Aug. 61	4 027 181		<u>Frame</u> Now: Threaded mounting points on both sides of the tunnel for front seat safety belts. Now: The master cylinder hole and holes for cylinder securing screws lowered 5 mm (.2") (except Standard model) increased leverage
3 Aug. 61	4 027 316		<u>Gearshift rod guide</u> Now: Wire ring front for plastic bush Formerly: Without wire ring
21 Aug. 61	0 000 016		
31 Oct. 61	834 886		<u>Gearshift rod guide/Frame</u> Now: Silicon impregnated plastic bush installed
5 Oct. 61	0 002 240		
10 Oct. 61	4 192 831		

Body

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<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
<u>1946</u>	057 893	066 991	<u>Engine noise dampening</u> Now: dampening cardboard in engine compartment
<u>1947</u>	071 377	10 707	<u>Spare wheel lock</u> Now: bracket for chain and lock
<u>1949</u>	093 401	43 150	<u>Tank support</u> Now: 4.5 mm lower
25 Jan. 49	093 781		<u>Front seat</u> Now: straight back rest Formerly: inclined
9 Feb. 49	094 470	44 221	<u>Luggage compartment floor</u> Now: 2 longitudinal runners Formerly: without runners
26 Apr. 49	102 043		<u>Rear body support</u> Now: support packing of salvaged floor lining
1 May 49	1-0102 948	56 912	<u>Panel insert for car radio</u> Now: made of plastic (blank)
			<u>Front hood</u> Now: with locking device (Bowden cable) Formerly: lockable handle
			<u>Junction box</u> Now: located at lower left-side panel next to fuel tank Formerly: front, bottom

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
			<u>Rear hood</u> Now: no longer lockable Formerly: lockable handle
			<u>Front and rear bumpers</u> Now: wider design
6 May 49	1-0102 383	52 070	<u>Instrument panel</u> Now: completely altered
6 May 49	1-0103 168	52 785	<u>Window guides</u> Now: stop for window glass
9 May 49	1-0103 800	53 453	<u>Glove compartment</u> Now: made of plastic material, secured by strap Formerly: sheet metal
9 May 49	1-0103 889	53 517	<u>Rear seat back rest</u> Now: more inclined position, stops relocated 30 mm to the rear
June 49			<u>Rear view window</u> Now: plate glass Formerly: sheet glass
June 49			<u>Rear view mirror</u> Now: vibration-free mounting
2 June 49	1-0106 636		<u>Paint work</u> Now: resin-based paint Formerly: nitro paint

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
July 49	1-0110 947	60 517	<u>Body support</u> Now: arranged 5 mm higher at left and right rear
July 49	1-0111 054	60 759	<u>Rear hood</u> Now: pressed-in recess for license plate no longer provided
July 49	1-0111 255	60 869	<u>Glove compartment</u> Now: support no longer provided
Aug. 49	1-0117 406	66 727	<u>Body support</u> Now: reinforced by beads at the left and right rear, side panels with reinforcing sheet metal plates
Aug. 49	1-0117 700	67 337	<u>Arm rest, left door</u> Now: no longer provided
Oct. 49	1-0124 032	73 554	<u>Side panels, front</u> Now: modified left and right near the side plates, elongated axle beams <u>Floor lining</u> Now: brown/ beige-colored front rubber mats (profiled) and rubber wall lining. Rear mats no longer provided
Oct. 49	1-0124 250	73 837	<u>Front hood lock</u> Now: cover plate
Oct. 49	1-0125 707	74 755	<u>Coat hook</u> Now: threaded plate welded unto inner side panel

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
Oct. 49	1-0128 116	Fr 135 261	<u>Driver's seat</u> Now: outer runner raised 15 mm
Nov. 49	1-0133 399		<u>Door lock</u> Now: pull-rod with elongated covering
<u>1950</u>			
Jan. 50	1-0140 130	89 257	<u>Hood lock mechanism</u> Now: enlarged button
26 Jan. 50	1-0143 276	92 290	<u>Fenders</u> Now: sealing ring between headlight and fender
1 Feb. 50	1-0144 161	93 148	<u>Hinge carrier plate, rear hood</u> Now: with supports. On each side one hole of 80 mm dia.
10 Feb. 50	1-0146 531	95 410	<u>Body / heating pipe</u> Now: indented 4-5 mm within the range of the rear cross pipe
13 Feb. 50	1-0146 657	95 531	<u>Hair cord carpet, rear</u> Now: brown/beige colored profiled rubber mats Formerly: hair cord carpets
Feb. 50			<u>Noise muffler</u> Now: provided additionally on request between body heating pipe and heater-junction-box

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
6 Mar. 50	1-0151 008	99 717	<u>Clamps for ornamental strips</u> Now: rubber caps
13 Mar. 50	1-0152 525		<u>Front cross member</u> Now: rubber tread guard for front cross member lining, for export Sedan and Convertible
14 Mar. 50	1-0152 827	101 560	<u>Side panelling, rear</u> Now: water repellent oil paper
3 Apr. 50	1-0156 991	105 431	<u>Draught-free ventilation</u> Now: top window guide, vertical window guide, window lift and top glass modified
18 Apr. 50	1-0159 782	108 281	<u>Door latch mechanism, left</u> Now: no longer provided (pin no longer provided)
18 Apr. 50	1-0159 782	108 281	<u>Door latch mechanism, right</u> Now: lockable pin
20 Apr. 50	1-0160 268	108 850	<u>Door check strap</u> Now: reinforced buffer
4 May 50	1-0161 311	109 663	<u>Noise muffler</u> Now: fitted in a number of cases
4 May 50	1-0163 077	111 530	<u>Noise muffler</u> Now: standard equipment

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
3 June 50	1-0169 714	118 146	<u>Ash tray</u> Now: on instrument-panel and quarter panel, right rear
3 June 50	20-000 713		<u>Vent wing</u> Now: grub screw for left and right deflector mechanism
5 June 50	1-0167 213	167 213	<u>Noise muffler, Eberspächer make</u> Now: fitted in Convertible only
6 June 50	20-000 672		<u>Heat distributor in driver's cab</u> Now: with two outlets
16 June 50	20-000 795		<u>Partition</u> Now: between driver's cab and load compartment
22 June 50	1-0174 520		<u>Rubber seal</u> Now: U-section with long lips between body and frame
24 June 50	20-000 962		<u>Door check for load compartment</u> Now: additional rubber pad at side panelling
28 June 50	20-001 033		<u>Door lock, right</u> Now: with safety device
2 Aug. 50	1-0181 877	129 811 (Stand.)	<u>Glove Box</u> Now: inside sprayed with wool and silk dust mixture Formerly: textile lining

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
5 Aug. 50	20-002 730		<u>Engine cover plate</u> Now: reinforcement for battery
11 Sept. 50	20-002 818		<u>Side panel</u> Now: 3 ventilation slots on the left and right top sides
9 Oct. 50	20-004 090		<u>Micro Bus</u> Now: with interior heating
31 Oct. 50	20-005 001		<u>Spare wheel</u> Now: mounted horizontally above engine. Type plate relocated. Tank holder and cover support of modified shape
31 Oct. 50	20-005 050		<u>Rain channel</u> Now: raised to 10 mm all around; 4 water ejectors
6 Nov. 50	20-005 944		<u>Body</u> Now: cleaned in washing tank and phosphatized
11 Nov. 50	20-005 534		<u>VW emblem</u> Now: rear emblem no longer provided
6 Dec. 50	20-007 270		<u>Lid mounting, rear</u> Now: adjustable
21 Dec. 50	20-007 999		<u>Body</u> Now: 3 water drain holes, 6 mm diameter, in groove 1 in load compartment. One hole of 10 mm diameter between the two bottom latch guides

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
			<u>Window guide</u> Now: 3 water drain holes in window frame and door, diameter 5 mm, oil paper for water draining at door inside
22 Dec. 50	20-008 050		<u>Engine cover plate, right</u> Now: indenture for battery, 5 mm deep Formerly: 10 mm deep
<u>1951</u>			
6 Jan. 51	1-0221 638	168 482	<u>Ventilation</u> Now: lateral front shutters
6 Jan. 51	20-008 280		<u>Partition and support rails</u> Now: no longer provided for type 23 A
6 Jan. 51	20-008 337		<u>Instrument-panel cover plate</u> Now: handle at right-hand side in driver's compartment
11 Jan. 51	20-008 544		<u>Interior panelling</u> Now: rear side sprayed with anti-condensation agent
8 Feb. 51	20-009 900		<u>Door hinges</u> Now: each hinge reinforced by 2 beads
20 Feb. 51	20-010 422		<u>Side panelling, left and right</u> Now: continuous panelling Formerly: divided sheet metal plates

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
27 Mar. 51	1-0242 600	293 290	<u>Noise muffler</u> Now: Eberspächer make
1 Apr. 51	1-0243 731		<u>Front hood</u> Now: Wolfsburg crest <u>Rear quarter panel</u> Now: higher supports giving greater tire clearance
5 Apr. 51	20-011 831		<u>Wheel box - driver's cab</u> Now: with beaded seat
10 Apr. 51	20-011 868		<u>VW emblem, front</u> Now: made of deep-drawn sheet metal Formerly: made of aluminium
12 Apr. 51	1-0244 668	190 177	<u>Windscreen</u> Now: with ornamental frame
13 Apr. 51	1-0241 638		<u>Car Ventilation</u> Now: ventilation flaps fitted in left, and right, front side panels <u>Front hood</u> Now: bowden cable Formerly: handle on hood <u>Glove box (151)</u> Now: lockable <u>Doors (151)</u> Now: cover on door hinges (151) <u>Door trim panels (151)</u> Now: side pocket on each door trim panel
19 Apr. 51	20-012 169		<u>Body</u> Now: Luggage compartment panelled and sliding door with lock fitted, vent wing with deflector, guard strips in luggage compartment
20 Apr. 51	20-012 343		<u>Rear wall and partition</u> Now: with window (type 21 A) Type 21: front partition with window

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
26 Apr. 51	20-012 348		<u>Body</u> Now: arm rest at side panelling Now: front partition panelling Now: continuous roof lining, new ash tray
27 Apr. 51	20-012 427		<u>Window deflector arrangement</u> Now: no longer provided
27 Apr. 51	20-012 474		<u>Front seat bench and folding back rest</u> Now: continuous for type 22/23 Formerly: divided type
29 May 51	20-013 282		<u>Vent wing</u> Now: with new deflector arrangement for type 23/24, improved sealing
1 June 51	20-014 377		<u>Underfloor plates</u> Now: special bus, all designs All Micro Buses with sliding roof All Kombis with sliding roof Delivery Vans with two doors
9 June 51	20-013 483		<u>Wheel box lining</u> Now: felt Formerly: carpet material
11 June 51	20-013 673		<u>Load compartment locks</u> Now: identical locks on both sides
3 Aug. 51	20-015 400		<u>Ventilation slots</u> Now: lengthened to 350 mm
11 Aug. 51	20-015 600		<u>Partition sealing</u> Now: sealing rubber and felt strips in front
13 Aug. 51	20-015 780 20-015 629		<u>Front scuttle and door trimming</u> Now: made of pitted cardboard, painted grey (types 21 and 23)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
14 Aug. 51	1-0276 126	276 126	<u>Ventilation shutters</u> Now: wire mesh and operating lever
24 Aug. 51	20-015 938		<u>Jack socket</u> Now: reinforced, front socket now on cross member
12 Sept. 51	20-016 680		<u>Door window frame mounting</u> Now: dummy plugs for covering the holes on the hinge side
14 Sept. 51	1-0285 078	229 037	<u>Side panel, rear, left and right</u> Now: increased door lock striker plate adjustment range
19 Sept. 51	1-0286 202	230 356	<u>Running board</u> Now: ornamental strips mounted by means of clamps Formerly: screw-mounted
8 Oct. 51	20-017 540		<u>Horn bracket</u> Now: reinforced
25 Oct. 51	1-0296 592	309 965	<u>Jack socket</u> Now: reinforced
7 Nov. 51	1-0300 125		<u>Battery switch bracket</u> Now: type M 60 only
20 Nov. 51	1-0304 210		<u>Rear seat arm rests</u> Now: no longer provided

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
28 Nov. 51	20-019 214		<u>Outer panelling</u> Now: plugs at load compartment door and side panel relocated by 358 mm toward the outside
<u>1952</u>			
4 Feb. 52	1-0323 508	265 637	<u>Seal guide</u> Now: recess for easier engine removal (with new heating junction boxes);recess for starter cable
11 Feb. 52	20-021 555		
8 Feb. 52	20-021 511		<u>Engine compartment cover</u> Now: spare tire held by textile strap Formerly: held by leather strap
3 Mar. 52	1-0331 416	274 047	<u>Sliding roof</u> Now: modified transition at the ends of guide bow
3 Mar. 52	20-022 301		<u>Sliding door to load compartment</u> Now: no longer provided
4 Mar. 52	20-022 362		<u>Wing door and interior panelling</u> Now: composed of various parts (type 22 A/24 A)
17 Mar. 52	20-022 910		<u>Collapsible bracket, rear</u> Now: shortened to clear moulding
21 Apr. 52	20-024 616		<u>Ash tray</u> Now: 4 ash trays Formerly: 3 (type 22/24)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
13 May 52	20-026 364	402 577	<u>Cover and opening in luggage compartment floor above transmission</u> Now: no longer provided
23 June 52	1-0365 716	305 780	
14 May 52	1-0353 634	294 685	<u>Glove compartment</u> Now: grey and beige velvet lining on inside Formerly: sprayed with wool dust
27 May 52	20-027 226	27 275	<u>Body number</u> Now: punched into the right-hand side of partition front between beads 1 and 2 Formerly: in engine compartment, right-hand side
11 July 52	20-030 222		<u>Rear view mirror</u> Now: spring between clip and mirror. Standing type. Formerly: hanging type
14 Aug. 52	20-031 303	31 451	<u>VW Ambulance</u> Now: raised head rest
18 Aug. 52	1-0381 496	321 508	<u>Sliding roof frame</u> Now: left and right corner reinforcements at roof opening
25 Aug. 52	20-030 590		<u>VW Pick up</u> Now: rubber pads at left and right sides no longer provided
18 Sept. 52	20-034 096		<u>VW Pick up</u> Now: "Terostat" strip between loading space and wooden strips Formerly: sealing compound

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
8 Oct. 52	20-035 603		<u>Arm rest</u> Now: closed design
1 Oct. 52	1-0397 023	337 823	<u>Mirror</u> Now: more rounded <u>Door check rod</u> Now: reinforced, hinge-mounted at door post <u>Body bolts, front</u> Now: break-proof seating with rubber pad and metal plate <u>Seats</u> Now: reinforced springs, improved back rest shape <u>Vent wings</u> Now: in both doors <u>Heating system</u> Now: wider defroster nozzles for windscreen <u>Heating control cable</u> Now: with rotary knob and spindle Formerly: pull-knob <u>Noise dampening</u> Now: cardboard in engine compartment, front <u>Crank window</u> Now: 3 1/4 crank turns Formerly: 10 1/2 turns

Date introduced	Chassis No.	Body No.	Modification
			<u>Engine compartment lid</u> Now: double handle Formerly: single handle
			<u>Bumper</u> Now: wide profile, strong overriders
			<u>Mouldings</u> Now: eloxided and polished Formerly: aluminum strips
			<u>Glove compartment</u> Now: with cover and push-button Formerly: open box
1 Oct. 52	1-0397 023	337 823	<u>Instrument panel</u> Now: radically modified
			<u>Rubber foot mats</u> Now: secured by press-buttons, slip-proof
			<u>Interior appointments</u> Now: ash tray for front seat passenger, new textile patterns
13 Nov. 52			<u>Noise dampening in VW Convertible</u> Now: felt mat in luggage compartment
14 Nov. 52			<u>Mouldings</u> Now: modified clamps and holes in side panel

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
27 Nov. 52	20-039 504		<u>VW Transporter (with the exception of Pick ups)</u> Now: Rear view window temporarily made of thick glass Formerly: safety glass
1 Dec. 52	20-039 731		<u>VW Pick up</u> Now: rear view window of safety glass Formerly: thick glass
16 Dec. 52	1-0424 308	363 478	<u>Front seat back rest</u> Now: cardboard protection on rear side
17 Dec. 52	20-041 000		<u>Drain pipe at spare wheel plate/ engine compartment</u> Now: straight pipe Formerly: bent pipe
20 Dec. 52	20-041 220		<u>Sliding roof</u> Now: guide bars with plastic fillers Now: guide pieces of chrome leather
30 Dec. 52	1-0427 392	366 581	<u>Body support, rear</u> Now: modified shape and raised arrangement. Improved snow chain clearance
30 Dec. 52	20-041 457		<u>Roof ventilator</u> Now: with wide sealing strip (Ambulance, tropical design)
<u>1953</u>			
2 Jan. 53	20-041 712	041 759	<u>Rear view mirror</u> Now: lower arrangement at greater distance from body

Date introduced	Chassis No.	Body No.	Modification
			<u>Ventilation</u> Now: vent wings in both driver's compartment doors
			<u>Heat control cable</u> Now: rotary knob and spindle Formerly: pull-knob
			<u>Floor mat in driver's compartment</u> Now: profiled rubber with sealing beads at pedal openings
			<u>Acceleration pedal</u> Now: narrowed pedal, rubber-covered foot rest
			<u>Arm rests</u> Now: without handle recess (Micro Bus)
2 Jan. 53	1-0428 157		<u>Specification on type-plate</u> Now: 1/11 and 1/15 Formerly: 10/11 and 10/15
6 Jan. 53	1-0429 717	368 891	<u>Left and right rear bumper bracket</u> Now: modified design
7 Jan. 53	20-042 186		<u>Luggage compartment floor lining</u> Now: made of cardboard, with rails
7 Jan. 53	1-0430 467		<u>Floor lining</u> Now: modified press-buttons, flatter arrangement

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
Feb. 53			<u>VW Ambulance</u> Now: reinforced rear panel door hinges
2 Feb. 53	1-0440 717	379 331	<u>Sliding roof</u> Now: chromium-plated guide, dampening pads, guide bars with plastic fillers
12 Feb. 53	20-045 109	45 164	<u>Horn mountings</u> Now: horn relocated to side member, with bracket Formerly: mounted at side panel
14 Feb. 53	1-0444 708	380 257	<u>Door rubber buffer</u> Now: adjustable Formerly: not adjustable
10 Mar. 53	20-047 102	47 086	<u>VW Micro Bus De Luxe</u> Now: bumper at the rear Formerly: bumper at front only
			<u>Roof ventilator, Behr make</u> Now: service part for VW Transporter
10 Mar. 53	1-0454 951	392 967	<u>Mouldings</u> Now: made of "REFLECTAL"
			<u>Rear view window</u> Now: 23 % increase in size and arched Formerly: with center bar Now: Safety glass Formerly: Normal glass
			<u>Ash trays</u> Now: with handle, at instrument panel (also Standard)
20 Mar. 53	1-0448 117	12 410	<u>VW Convertible</u> Now: adjustable buffer Formerly: not adjustable

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
Apr. 53	1-0461 206		<u>VW Convertible</u> Now: mouldings made of REFLECTAL Formerly: made of PANTAL
15 Apr. 53	20-049 640		<u>VW Ambulance</u> Now: equipment with German Red Cross stretcher (not for export) Formerly: VW stretcher
30 Apr. 53	20-050 931		<u>VW Ambulance</u> Now: top stop edge of rear panel door reinforced through inclination. 2 additional water drain holes in rear panel door
5 May 53	20-051 463		<u>Ventilator KW 25</u> Now: fitted in VW Transporters with double seals; in VW Ambulance with sealing strip
6 May 53	20-051 173		<u>VW Ambulance</u> Now: tank filler neck made of one piece, tank flap set 10 mm lower in side panel Formerly: elbow neck
18 June 53	1-0495 968	431 450	<u>Body / windscreen wiper</u> Now: hole for wiper shaft lowered by 8 mm; shorter front lid bracket, reduced hinge angle (front hood); rubber seal for wiper shaft installed with sealing compound

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
1 July 53	20-056 000		<u>Chassis, VW Transporter</u> Now: improved prime coating
6 July 53	1-0503 371 1-0503 276	438 200 (Export) 438 295 (Stand.)	<u>Fastener, right and left, for vent wings</u> Now: with lock <u>Handle, vent wings</u> Now: cast-in Formerly: riveted
6 July 53	1-0438 634 1-0503 630	438 480 (Stand.) 438 601 (Export)	<u>Vent wing</u> Now: zinc alloy die-casting for vent wing mounting Formerly: four mounting plates for window glass
July 53	1-0509 668		<u>Rear view mirror with sun visor</u> Now: improved mounting with two rivets
1 Sept.53	20-059 112		<u>VW Ambulance</u> Now: equipment with German Red Cross stretcher for export Formerly: not for export
7 Sept.53	20-060 393	60 358	<u>Floor plate, rear</u> Now: modified release mechanism for throttle control cable
7 Sept.53	20-060 324		<u>VW Delivery Van R (21 D)</u> Now: ply-wood roof lining

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
15 Sept. 53	20-061 147 (German)		<u>Windscreen</u>
17 Sept. 53	20-061 290 (Engl.)		Now: transfer indicating the maximum speed of 80 km/h in English and German
3 Oct. 53	20-062 779		<u>VW Transporter</u>
			Now: luggage compartment floor lining with three longitudinal holding rails Formerly: one traverse holding rail, rear
1 Nov. 53			<u>VW Convertible</u>
			Now: lockable glove compartment cover Formerly: cover not lockable
11 Nov. 53	20-066 116		<u>VW Pick up</u>
			Now: indentations in the outer panel (reinforcement)
14 Nov. 53	20-066 434		<u>Chassis</u>
			Now: side members with welded reinforcements
1 Dec. 53			<u>Mouldings</u>
			Now: improved mounting clamps, better sealing
21 Dec. 53	1-0575 415 1-0575 417 (Stand.)		<u>Heat outlets</u>
			Now: enlarged, located in front and provided with protective grille Formerly: two rear outlets
21 Dec. 53			<u>Rear seat back rest</u>
			Now: held by rubber loop Formerly: no holding arrangement

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
21 Dec. 54	20-069 409		<u>Bumper, rear</u> Now: Delivery Van, Kombi, and Micro Bus Formerly: without rear bumper
<u>1954</u>			
19 Jan. 54	20-071 147		<u>VW Ambulance</u> Now: ventilation system of Behr make (standard)
6 Mar. 54	1-0613 943	544 909	<u>Door lock / remote operation</u> Now: tighter rubber sleeve (2mm), glued. Longer rivet, corrugated washer in between
9 Mar. 54	1-0614 941	545 924	<u>Head lining, fastening</u> Now: right-side tension wire ends arch-shaped, longer protective nose
1 Apr. 54	20-079 654		<u>VW Ambulance</u> Now: fuel gauge (standard)
1 Apr. 54	20-079 856		<u>VW Pick up</u> Now: rear bumper Formerly: without rear bumper
15 May 54	20-082 000		<u>Front seats - VW Transporter</u> Now: coil springs with 3 coil turns Formerly: two coil turns
25 May 54	1-0652 823	17 850	<u>VW Convertible</u> Now: resin-based painting Formerly: nitro painting

Date introduced	Chassis No.	Body No.	Modification
25 May 54			<u>VW Convertible</u> Now: rear view mirror with two sun visors, grip handle for passenger, two loop handles for rear seat passengers, stone guard, chrome deflector foldless fit of top boot, raised seat front edge, new-type seat trim
10 Aug. 54	1-0690 000		<u>Sliding roof frame</u> Now: autogenously welded front corner reinforcements Formerly: soft-soldered
23 Aug. 54	1-0698 300	622 367	<u>Luggage compartment floor</u> Now: two holding rails no longer provided
18 Sept. 54	1-0716 104	637 578	<u>Rear view window</u> Now: sheet glass fitted in 8,000 vehicles Formerly: tempered glass
20 Sept. 54	approx 1-0715 500		<u>Lid window, rear</u> Now: reinforced spring
1 Oct. 54	20-099 252		<u>Chassis - VW Transporter</u> Now: prime coat by dipping Formerly: sprayed
1 Oct. 54	1-0722 935		<u>Type plate</u>
1 Oct. 54	1-0713 433 (Conv.)		
14 Oct. 54	20-100 902 (211)		
14 Oct. 54	20-100 924 (241)		
25 Oct. 54	20-102 006 (221)		
26 Oct. 54	20-102 449 (231)		
6 Nov. 54	20-103 306 (261)		
3 Jan. 55	20-110 285 (271)		

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
13 Oct. 54	1-0730 023		<u>Windscreen</u> Now: with vision area on drivers side
18 Oct. 54	20-101 149		<u>Driver's seat</u> Now: rubber hair mat with special top layer. 3 coil spring turns Formerly: 2 spring turns Now: wire diameter 3.4 mm dia. Formerly: 3.2 mm dia.
10 Dec. 54	1-0770 501	687 285	<u>Door hinge</u> Now: oil groove for pin lubrication Formerly: oil hole
<u>1955</u>			
18 Feb. 55	20-116 472		<u>VW Micro Bus De Luxe</u> Now: corner window of tempered safety glass Formerly: Plexiglass
1 Mar. 55	20-117 902	991 590	<u>Spare wheel</u> Now: spare wheels of all models located behind back rest of driver's seat Formerly: located above engine
1 Mar. 55	20-117 902	991 590	<u>Driver's compartment floor</u> Now: front section inclined Formerly: horizontal <u>Rear panel door</u> Now, for all Transporters: width of opening 900 mm height of opening 725 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
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Load compartment

Now: cubic capacity 4.8 cu.m.
Formerly: 4.6 cu.m.
Now: height of engine compartment 480 mm
Formerly: 780 mm

Side walls

Now: higher longitudinal sections

Doors

Now: reinforced by inside plates

Passenger compartment

Now: foot recess provided in front wall

Windshield

Now: 15 mm higher

Sun visor

Now: for all Transporters

Sliding windows

Now: lock with 2 catch holes
Formerly: one catch hole

Rear view mirror

Now: arranged at lower level

Instrument panel

Now: continuous panel with ash tray and provision for radio installation, shelf

Date introduced	Chassis No.	Body No.	Modification
			<u>Driver's seat bench</u> Now: higher and softer
			<u>Roof lining</u> Now: in driver's cab, of cardboard
			<u>Ventilation system</u> Now: overhanging roof with complete ventilation fittings
5 Apr. 55	20-122 702		<u>Ventilation system</u> Now: air intake grille, 2 mm mesh, fitted in a number of cases Formerly: 4.5 mm
3 May 55	1-0896 851		<u>Lid spring, rear</u> Now: reinforced; modified socket
4 Aug. 55	1-0929 746		<u>Heat control cable</u> Now: rotary knob in front of front seats Formerly: in rear of seats
4 Aug. 55	1-0929 746		<u>Front seats</u> Now: 30 mm wider
			<u>Front seat back rest</u> Now: 3-step adjustment, for export only
			<u>Rear seats</u> Now: different spring cushion, end rail in front, curved and thinner back rest
			<u>Painting</u> Now: Nile beige, jungle green, reed green, polar silver. To continue: black, strato silver, jupiter grey Formerly: Texas brown

Date introduced	Chassis No.	Body No.	Modification
			<u>Seat runners</u>
			Now: 7 seat positions Formerly: 2 seat positions
			<u>Luggage space</u>
			Now: Front - 3 cu.ft. Formerly: 2.47 cu.ft. Now: Rear - 4.24 cu.ft. Formerly: 4.59 cu.ft.
			<u>Sliding roof</u>
			Now: shorter, rounded corners; one bow; plastic lining, plastic rollers Formerly: longer; straight edges, 2 bows, leather slide fittings; textile material
			<u>Vent wing</u>
			Now: collar at mounting bracket, hook-shaped latch Formerly: without collar, straight latch
			<u>Doors</u>
			Now: lock and striker plate, foam-rubber door seals (endless), check rod with damping washer
			<u>Hood, front</u>
			Now: improved lock and front hood bracket; hood lock release knob relocated farther to the left front
			<u>Interior trim</u>
			Now: door and side panel with leatherette strips and moulding Formerly: without strips Now: plastic assist straps Formerly: textile loops Now: frame tunnel with extended rubber covering (export) (standard: covering only on front section of frame tunnel)
			<u>Luggage compartment, front</u>
			Now: volume increased by 20 %.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
2 Aug. 55	1-0929 746		<u>VW Convertible</u> Now: Inca red
10 Oct. 55	20-147 824		<u>Ventilator</u> Now: air intake grille, 2 mm mesh current Formerly: 4.5 mm
30 Oct. 55	20-156 184		<u>Ventilator</u> Now: modified roof frame, smaller air intake with collar (collar width 4 mm)
December 55	1-0998 255		<u>Karmann-Ghia Coupé</u> Now: rubber seal with reinforced lip for rear lid; exhaust tail pipes 200 mm long Formerly: 170 mm long
19 Dec. 55	1 053 294		<u>Front seats</u> Now: runners with new type transverse bracing, deeper grooves
15 Dec. 55	20-158 350		<u>Seal for hinged window, rear</u> Now: modified profile
<u>1956</u>			
14 Jan. 56	1075 548		<u>Front seats</u> Now: additional support springs, rear, for spring core

Date introduced	Chassis No.	Body No.	Modification
19 Jan. 56	1 081 556		<u>Front seat back rest</u> Now: lateral upholstery beads more rounded Formerly: less rounded beads
2 Feb. 56	1 092 980		<u>Front seat back rest</u> Now: with cardboard protection in the rear
24 Feb. 56	1 110 980		<u>Outer door panel</u> Now: reinforced near the vent wing
March 56	1 128 610		<u>Karmann-Ghia Coupé</u> Now: front bottom hot air outlets relocated 270 mm toward the rear
19 Mar. 56	169 193		<u>Transmission suspension</u> U-section support arms and cross members
3 Apr. 56	1 149 147		<u>Colours</u> Now: prairie beige, coral red, horizon blue, diamond green Also available as heretofore: black and polar silver
3 Apr. 56	1 149 147		<u>Front seats</u> Now: rubber hair mat lengthened 15 mm in front (seat cushion layer)
20 Apr. 56	177 495		<u>Outer door panel</u> Now: reinforcing angle at load compartment door / bead

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
25 Apr. 56	1 173 160		<u>Hood, front</u> Now: thickness of material 0.80 mm Formerly: 0.75 mm (one month's production only)
26 Apr. 56	1 119 252 1 120 835		<u>Inner door panel clamps</u> Now: modified hardness Formerly: softer
May 56	1 158 165		<u>Karmann-Ghia Coupé</u> Now: 3-piece bumper front and rear, overriders open, with one mounting plate
7 May 56	1 181 041	218 687	<u>Sliding roof</u> Now: rounded rear stretching strip with welded studs. Slotted holes running in driving direction; fastening by means of washers and nuts
16 May 56	1 192 213		<u>Door and side wall cardboard</u> Now: hardboard of medium hardness Formerly: cardboard (one month's production)
1 July 56	all types		<u>Identification plates</u> Now: size and identification markings modified
18 June 56	1 222 269		<u>Door lock for right-hand drive vehicles</u> Now: safety lock, right Formerly: safety lock, left

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
July/Sept.56	189 296		<u>Seats with Napa-Flex artificial leather</u> Now: fitted in 50 VW Micro Buses in November and December 1956 and January 1957 (alternatively)
6 Aug. 56		6951	<u>Karmann-Ghia Coupé</u> Now: ventilator screen fitted additionally (1 mm mesh)
6 Aug. 56	1 252 386		<u>Colour</u> Now: "agave" for VW Export Sedan
8 Aug. 56	1 257 230		<u>Door lock</u> Now: tumblers with adjustable striker plates (in a number of cases) Formerly: striker plate not adjustable
4 Sept.56	VW-Pass.Car VW-Transporter		<u>Ornamental wheel caps</u> Now: VW emblem in black only Formerly: various colours
6 Sept.56	1 283 328	32 065	<u>VW Convertible</u> Now: brass pins and nails for top mounting Formerly: iron pins and nails
12 Sept.56	199 370	187 270	<u>Flap for fuel filler opening</u> Now: two rubber plugs Formerly: rubber seal

Date introduced	Chassis No.	Body No.	Modification
8 Oct. 56	205 501	192 869	<u>Opening for tank filler flap</u> Now: 2 holes for rubber plugs Formerly: seal
19 Oct. 56	1 329 017		<u>Rear view mirror (outside mirror)</u> Now: fitted in all VW Passenger Cars for the domestic market (except convertible)
20 Oct. 56	208 029		<u>Outside mirror</u> Now: plane mirror surface Formerly: convex surface <u>Rear view mirror (outside mirror)</u> Now: 2 outside mirrors (except for VW Micro Bus De Luxe)
23 Oct. 56	1 326 040	32 880	<u>Door hinges (151)</u> Now: grease nipples omitted <u>Outside mirror</u> Now: standard equipment
23 Oct. 56	1 330 627		<u>Cardboard dampeners / engine compartment</u> Now: reinforced
31 Oct. 56	210 840		<u>Rear window glass</u> Now: safety glass for Delivery Vans, Kombis and Micro Buses (for the domestic market) Formerly: thick glass
29 Nov. 56	1 360 248 249 251 256 261 266 269 276 278 284		<u>Floor covering</u> Now: made of PVC in luggage compartment, for front wheel boxes, tunnel, side members and front scuttle
1 Dec. 56	VW-Conv.		<u>Colours</u> Now: pearl blue and bamboo Formerly: iris blue and sepia silver

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
1 Dec. 56	1 371 001		<u>Outside rear view mirror</u> Now: rubber tube behind mirror glass Formerly: coil spring Now: thickness of glass 3 mm Formerly: thinner
3 Dec. 56	1 371 078		<u>Striker plate for door lock</u> Now: with adjustable wedge (standard)
7 Dec. 56	218 898		<u>Side panel</u> Now: side panel reinforced below waist moulding / 4th pillar nearer loading door
19 Dec. 56 9 Jan. 57	1 385 974 1 394 163	397 084 34 347 (Conv.)	<u>Heating system</u> Now: heating pipes in side members, hot air outlets in front foot space, set back. Side panelling modified accordingly.
14 Feb. 57	1 444 260		<u>Sliding roof cover (PVC)</u> Now: length 1380 mm Formerly: 1350 mm
1 Mar. 57	1 457 751		<u>Window run channel</u> Now: inside width of channel 3.5 mm Formerly: 5.0 - 5.5 mm
1 Mar. 57 3 Mar. 58	1 461 126 -1 862 188		<u>Body and frame seals</u> Now: additional foam rubber seal on raised portion of frame end plate over frame tunnel, between seal already installed

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
29 Mar. 57	245 501	229 291	<u>Outside mirror</u> Now: improved angular arrangement of mirror arm, about 60 mm lower
8 Apr. 57	247 199		<u>Direction indicators (Pick-up)</u> Now: arranged at lower level below the moulding Formerly: above the moulding
8 Apr. 57	1 501 676		<u>Door window</u> Now: rear window run channel modified
24 Apr. 57	1 516 457		<u>Seats and backrests</u> Now: improved design
30 Apr. 57	249 220 -252 834		<u>VW Pick-up</u> Now: floor runners of hard wood
7 May 57	253 967		<u>VW Ambulance</u> Now: enlarged reflector surface in spot light
13 May 57	1 522 941	18 105	<u>Door lock (143)</u> Now: return spring and arm at remote control lock lengthened Formerly: return spring at lock; omitted
22 May 57			<u>Door lining</u> Now: hardboard sheet available as spare Formerly: cardboard
29 May 57	1 555 301		<u>Window run channel, rear</u> Now: self-tapping standard screws Formerly: self-tapping counter-sunk raised head screws

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
18 June 57	263 527		<u>Wing doors (Kombi, eight-seater)</u> Now: reinforcing metal sheet underneath moulding of outer panelling, near door handle
2 July 57	1 587 862		<u>Front seat (Standard Sedan)</u> Now: quilted top. Two retaining side clamps Cotton wadding omitted
4 July 57	269 000	250 363	<u>Load compartment doors, rear (Delivery Van)</u> Now: reinforcing metal sheet underneath moulding of outer panelling, near door handle. 160 x 22 x 1.25 mm
9 July 57 20 Aug. 57	1 597 688 1 607 677	563 967 39 493 (151)	<u>Front hood lock</u> Now: dia. of hole in lid 6.5 ± 0.2 mm. Rubber pad. Formerly: hole dia. 8.1 mm. No pad.
1 Aug. 57	1 600 440		<u>Cooling air intake</u> Now: modified openings and improved water drainage <u>Rear lid</u> Now: improved water seal, modified license plate lamp. Convertible: air intake slots horizontal instead of vertical. Water baffle on inside, drain pipes
1 Aug. 57	1 600 440		<u>Windshield glass</u> Now: enlarged upward and laterally <u>Rear view window</u> Now: enlarged upward and laterally

Date introduced	Chassis No.	Body No.	Modification
			<p><u>Paintwork</u></p> <p>Now: light bronze, diamond-grey, glacier blue and capri. Continuing to be available: black, coral red and agave</p> <p><u>Paintwork (151)</u></p> <p>Now: alabaster and atlas-blue. Continuing to be available: black, shetland-grey, inca-red and bamboo</p> <p><u>License plate, rear</u></p> <p>Now: distance between lamp and top edge of plate: 45 ± 5 mm</p>
16 Sept.57	1 649 253	229 22	<p><u>Paintwork (143)</u></p> <p>Now: aero-silver and cardinal-red. Continuing to be available: bamboo, brilliant red, cognac, dolphin blue and black</p> <p><u>Defroster vent</u></p> <p>Now: on the inside, below rear view window</p> <p><u>Front seats</u></p> <p>Now: adjusting cams for three positions. Reinforced upholstery of seat front edge. Plastic foam top layer</p> <p><u>Noise dampening</u></p> <p>Now: 12 mm thick glass-Wool mat between engine compartment rear wall and dampening cardboard. Impregnated felt lining with noise absorbing layer on rear wheel housing</p>

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
14 Nov. 57	303 436		<u>Vent wing-door</u>
18 Nov. 57	303 929 (241)		Now: fastener strengthened, triangular plate at vent wing frame curved downwards Formerly: curved upwards
25 Nov. 57	306 726		<u>Shift rod, rear</u> Now: installed in tube, tube ends sealed with rubber sleeve, plastic bushes fitted over each end of shift rod
26 Nov. 57	1 739 363		<u>Doors</u> Now: the long hole in inner door panel omitted, modified installation of door lock
17 Dec. 57	313 913 (211)		<u>Load compartment door</u>
27 Dec. 57	135 606 (231)		Now: additional 2 leaf springs in lock carrier
2 Jan. 57	316 265 (221)		
<u>1958</u>			
1 Jan. 58		27 435 (143)	<u>Apron rear</u>
1 Jan. 58		150 (141)	Now: reinforcement between apron and engine cover plate, rear, for bumper bows
3 Jan. 58	1 764 743	27 435 (143/ 141)	<u>Bumpers</u> Now: with bumper guards front and rear (U.S.A.)
7 Jan. 58	1 775 526	27 844 (143)	<u>Door check spring</u> Now: hex. nut as lock nut for check spring bolt
7 Jan. 58	1 786 160		<u>Disc wheels-painting</u> Now: for convertible, Coupé and Chia convertible, pearl white lacquer: (for 10 colour combinations)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
8 Jan. 58	316 357		<u>Fire truck and ambulance</u> Now: combined switch for rotating emergency light and alarm system Formerly: operated separately
13 Jan. 58	1 793 278		<u>Windshield</u>
18 Feb. 58	1 812 365	29 101 (143)	Now: sekurit (large vision area)
18 Feb. 58	1 818 035	43 256 (151)	Formerly: visurit (small vision area)
15 Jan. 58	1 788 180	28 198 (143)	<u>Defroster vent - rear view window</u> Now: with deflector Formerly: without
17 Jan. 58	321 935		<u>VW Delivery Van (M 183)</u> Now: ventilation slots at rear, side and outside panel slots omitted
20 Jan. 58	1 804 134	165 283	<u>Doors</u> Now: rear glass run channel now has spring clips mounted in top section of window opening Formerly: sheet metal tabs
6 Feb. 58	1 817 605	29 251 (143)	<u>Windscreen-top part</u> Now: roof member left and right
10 Feb. 58	1 816 990	43 331 (151)	<u>Interior fitting</u> Now: coat hooks
17 Feb. 58	329 579		<u>VW Ambulance</u> Now: hinged window opening outwards at rear Formerly: opening outwards at front

Date introduced	Chassis No.	Unit No.	Modification
3 Mar. 58	1 862 189		<u>Body and frame seals</u> Now: two rear body cross tubes left, and right provided with beadings, frame end inspection cover secured by two lugs and self tapping screw. Sound absorbing material now smaller, Now: modified rubber packing Formerly: additional seal at rear frame end plate
11 Apr. 58	1 897 635	31 710 (143)	<u>Rear lid weather strip</u> Now: larger cross section
11 Apr. 58	1 897 965	1 110 (141)	
14 Apr. 58	1 904 235		<u>Installation of fenders</u> Now: 13 mm hex. bolts used for securing fender/body, fender/sill panel, and horn Formerly: 14 mm
2 May 58	352 263		<u>VW Delivery Van</u> Now: sealing wax red and light grey lacquer in addition to dove blue Formerly: dove blue
12 May 58	352 881		<u>VW Ambulance</u> Now: retaining link fitted to each rear hinged window Formerly: hand strap and coat hook
20 June 58	366 949	339 577	<u>Body underside</u> Now: additionally painted
30 June 58	369 185		<u>Maximum speed</u> Now: transfer for maximum speed 90 km/h. Pick up 85 km/h. Formerly: 80 km/h.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Body No.</u>	<u>Modification</u>
30 June 58	369 640		<u>Sliding roof</u> Now: P.V.C. synthetic top cover Formerly: cotton fabric top cover
7 July 58	2 013 042	348 065	<u>Warm air outlets on side member, front</u> Now: two rear deflector plates omitted
10 July 58	2 003 052		<u>Ashtray for instrument panel</u> Now: P.V.C. seal between ashtray and instrument panel, cemented in position
31 July 58	375 089		<u>Paintwork for Micro Bus</u> Now: beige grey/sealing wax red color Formerly: chestnut brown/sealing wax red Now: padded sun vizor Flexible grab handle on instrument panel. Reinforced outside door handles with recesses. Reinforced chrome plated die-cast inner handles for cab and passenger compartment. Flexible handle in passenger compartment. Hand rail on seats in passenger compartment with ribbed plastic covering. Frame trimming for center and rear seats with new leatherette and alu beading. Enlarged arm rest of plastic material with foam filling in passenger compartment. Now coat hooks and lighter colored carpet in luggage compartment.
31 July 58	375 089		<u>Paint finish</u> Now: seven and eight seater micro bus painted in seagull grey/mango green Formerly: palm green/sand green

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
31 July 58	2 007 616		<u>Paint finish (VW export)</u> Now: mignonette green, kalahari beige, fiord and garnet red. Still available, black, capri, and diamond grey. Formerly: agave, light bronze glacier blue and coral red <u>Paint finish (VW standard)</u> Now: reed green, still available: jupiter green Formerly: medium blue
6 Aug. 58		364 475	<u>Body number</u>
6 Aug. 58		47 935 (151)	Now: omitted, no longer stamped in
29 Aug. 58		39 601 (141/143)	
29 Aug. 58	384 816		<u>Bumpers</u> Now: stronger design Now: starting handle no longer supplied
29 Aug. 58	384 875		<u>Bumpers</u> Now: stronger bumpers with bows (U.S.A. and others) Now: starting handle no longer supplied
2 Sept. 58	2 071 106		<u>Front hood lock</u> Now: modified lock carrier with pin Now: lock on apron, can only be exchanged as a unit
19 Sept. 58	2 086 310 (151)-		<u>Front hood</u> Now: hood lock operating cable knob relocated nearer to steering column
7 Oct. 58	397 288	362 464	<u>Body number</u> Now: omitted, no longer stamped in partition behind front passenger seat
8 Oct. 58	2 120 000		<u>Sliding roof</u> Now: lock bow operating rod support and screw omitted, felt strip modified

Date introduced	Chassis No.	Unit No.	Modification
15 Oct. 58	2 120 400 (141)		<u>Rear view window</u> Now: protective flannel cloth to cover plastic rear window when top is lowered
21 Oct. 58	2 125 345 (141)		<u>Top header</u> Now: plastic anti squeak washers and sleeves fitted between header and side rails
28 Oct. 58	2 134 818 (141)-		<u>Nail moulding - rear body bow</u> Now: both ends 20 mm shorter
31 Oct. 58	2 149 710		<u>Outside rear view mirror</u> Now: modified mounting, larger mirror
1 Nov. 58	2 149 029		<u>Front hood</u> Now: rear edge with folded seam Formerly: spot welded
3 Nov. 58	2 154 170		<u>Rear quarter panel</u> Now: pressed contour projection as support for rear seat back Formerly: support and rubber buffer spot welded Now: projections as supports for rear seat cushion. Rear seat cushion cross support lengthened Formerly: cross support with support bracket
11 Nov. 58	405 290		<u>VW ambulance</u> Now: foam rubber weather strip at bottom of rear panel Formerly: without weatherstrip
1 Dec. 58	412 872		<u>VW ambulance</u> Now: retaining chain and hex. Screw galvanized. Chain covered with pieces of hose

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1959</u>			
8 Jan. 59	2 232 780 (151)		<u>Side window</u> Now: weather strip for side rails and main bow provided with additional sealing lip
19 Jan. 59	2 252 455 (141)		<u>Sun visor</u>
20 Jan. 59	2 251 310 (143)		
22 Jan. 59	2 252 685 (151)		Now: padded design Formerly: transparent plastic
26 Jan. 59	2 257 235 (141)		<u>Instrument panel</u>
26 Jan. 59	2 261 050 (143)		Now: with covering, edge upholstered
26 Jan. 59	2 257 980 (141)		<u>Top</u> Now: the header moulding has been discontinued, modified top cover and header, weather strip modified
26 Jan. 59	2 261 050 (141/143)		<u>Grab handle for front passenger</u> Now: flexible design
27 Feb. 59	2 307 370 (151)		<u>Door window compartment sealing</u> Now: modified profile
5 Mar. 59	2 317 172 (143)		<u>Door window weatherstrip, top</u> Now: modified profile, air chamber instead of the previous sealing lip
10 Mar. 59	2 317 671 (151)		<u>Rear seat</u> Now: spring core modified, upholstered raised, softer.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
19 Mar. 59	2 345 141		<u>Door window compartment sealing</u> Now: the end towards door lock pillar follows radius of door window opening. The lip is reinforced by longitudinal ribs
20 Mar. 59	2 336 614 (151)		<u>Interior lining of top header</u> Now: leatherette lining for top header strip where top handle and lock mechanism are located Formerly: head lining material
23 Mar. 59	2 336 743 (143)		<u>Door mouldings</u> Now: secured by moulding clips Formerly: pushed over screw heads
23 Mar. 59	2 336 801 (141)		
28 Apr. 59	2 395 181 (143)		<u>Door glass and window regulator</u> Now: wider lift channel, greater stability of window glass and guide channel <u>Door hinges and check strap</u> Now: plastic check strap Now: light metal door hinges, requiring no maintenance
28 Apr. 59	2 395 234 (141)		
11 May 59	467 279		<u>Sliding roof</u> Now: a guide piece has been attached to longitudinal guide plates
19 May 59	469 447	B-2 268 121	<u>Front transmission mounting</u> Now: bonded rubber and metal Formerly: rubber cushion
18 June 59	481 562		<u>Sliding roof guide rails</u> Now: guide rails with sealing lip Formerly: with PVC beading
6 July 59	2 490 635 (143)		<u>Instrument panel cover</u> Now: retaining plate for defroster vents also retaining strip at lower edge
6 July 59	2 490 960 (141)		

Date introduced	Chassis No.	Unit No.	Modification
17 July 59	480 280		<u>VW Pick up</u> Now: sealing of engine compartment, dust free air intake as optional extra (M-4)
6 Aug. 59	2 528 668		<u>Paint finish (VW de luxe model)</u> Now: jade green, mango green, ceramic green, flint grey, arctic, indigo blue, indian red. Black is still available. Formerly: mignonette green, kalahari beige, fiord blue, garnet red, capri and diamond grey <u>Paint finish (VW convertible)</u> Now: jade green, sargasso green, slate blue, rock grey and paprika red. Black and alabaster are still available. Formerly: atlas blue, inca red, shetland grey and bamboo <u>Paint finish (Chia-Coupé)</u> Now: seagull grey, mango green, paprika red, strato blue, midnight blue, malachite green. Black still available. Formerly: aero silver, cardinal red, bamboo, brilliant red, cognac, dolphin blue <u>Paint finish (Chia-convertible)</u> Now: platinum grey, paprika red, ferrite brown, malachite green, sea blue. Black and pearl white still available. Formerly: graphite silver, amazon, diamond grey, bernina and cardinal red
6 Aug. 59	2 528 668		<u>Door handle, outside</u> Now: rigid design, push button operated Formerly: pull type <u>Door lock and striker plate</u> Now: modified to facilitate easy closing

Date introduced	Chassis No.	Unit No.	Modification
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Arm rest, passenger side

Now: with grip recess

Front seat back rest

Now: contoured design

Sun visor

Now: padded design

Floor mats

Now: two section floor mat
Formerly: five section floor mat

Foot support

Now: on the front passenger side

Kick board

Now: for the opening underneath the rear seat

Sound deadening

Both floor plates are now covered with cemented bitumen felt.
Sound absorbing felt on wheel housing, luggage compartment floor, region of rear view window

Front heating pipes

Now: 38 mm dia.
Formerly: 32 mm dia.

Front fenders

Headlight housing support discarded. Headlight cables routed through rubber conduits

Date introduced	Chassis No.	Unit No.	Modification
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Engine compartment water drain channel

Now: water disposal direct at both drain channels
Formerly: through two drain pipes

Door and rear quarter panel linings

Now: alteration as regards color, trim and grain. Mouldings have been discontinued

6 Aug. 59	2 533 139 (143)		
6 Aug. 59	2 533 158 (141)		

Doors

Now: enlarged window glass. Plastic sealing plug for outer retaining strip. Buffer at bottom of door
Now: arm rest, left hand side

Sound deadening

Now: the sound absorbers for floor plate and frame have been thickened
Now: haircord carpets on front partition, frame tunnel and side member
Formerly: rubber covering

Foot support

Now: on front seat passenger side

Heater pipes

Now: plastic pipe with muffler between the engine and body
Formerly: metal tube

Fresh air inlets, front

Now: larger fresh air inlets with trim frame and fly screen

Rear quarter panel

Now: opening for the new combined stop/tail/flashing light enlarged. Lock pillar is provided with a recess for door buffer housing

Date introduced	Chassis No.	Unit No.	Modification
			<u>Front fender</u> Now: opening for the headlight located 45 mm (1.78") higher as well as further forward. Size of wheel arc increased
			<u>Front seats</u> Now: seats straightened at the door sides
			<u>Hinged rear quarter window (143)</u> Now: opening outwards
			<u>Right hand drive</u> Now: types 144 and 142
6 Aug. 59	2 528 668 (141)		<u>Top</u> Now: rear section of roof with window now replaceable
11 Aug. 59	2 539 142		<u>Mouldings</u> Now: secured with rubber caps fitted from the outside of the panel Formerly: rubber caps cemented in position from inside the panel
24 Aug. 59	499 515		<u>Fresh air ventilator</u> Now: handle for distributor; flap with four adjustment positions. Spring washer in place of pressure spring
- 24 Aug. 59	2 555 602 (141/142)		<u>Front seat back rest</u> Now: improved access to vehicle, better shape
24 Aug. 59	2 555 605 (143/144)		
28 Aug. 59	501 707		<u>Hand levers</u> Now: shift lever and handbrake lever lengthened by 150 mm

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
29 Aug. 59	2 575 176		<u>Vent wing handle</u> Now: stronger design. Inner triangular plate at the vent wing handle has been strengthened
9 Sept. 59	2 577 839 (151)		<u>Doors</u> Now: a buffer now provided on lower part of door
14 Sept. 59	2 600 823 (151)		<u>Front hood</u> Now: soldered between cowl and side panel
24 Sept. 59	2 616 071 (151)		<u>Sound deadening</u> Now: sound absorbing felt in the region of rear view window and on floor of luggage compartment
7 Oct. 59	511 713		<u>Ambulance</u> Now: support tubes for automatic step with 2 greasers. Modified lock and covering. Sliding plate for stretchers. Larger rollers for sliding seat (50 mm instead of 18 mm dia.) and a guide channel with stops. Warm air distributor with knob for cab and ambulance compartment. Emergency seat supports reinforced. Windshield washer included in M 150.
9 Oct. 59	520 045		<u>Engine rear cover plate</u> Now: widened in driving direction, end cross member and engine compartment sealing modified
23 Nov. 59	2 731 797		<u>Sliding roof</u> Now: lower lock plate of the roof lock with two guides for operating rod

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
2 Dec. 59	2 736 784 (143)		<u>Front wheel arc</u>
2 Dec. 59	2 736 789 (141)		Now: edge turned up about 2 - 4 mm over a length of 400 mm (16")
7 Dec. 59	2 754 990		<u>Doors</u> Now: rubber plug for remote control rod installed at side of hole in inner panel
18 Dec. 59	2 783 954		<u>Window winder</u> Now: window channel and weather strip 100 mm shorter
30 Dec. 59	2 799 685		<u>Run channel, rear</u> Now: 80 mm shorter, fastened in channel retainer with clips. Retainer channel secured with fillister head screw and spring washer <u>Run channel, front</u> Front run channel and channel retainer 70 mm shorter
31 Dec. 59	551 631		<u>Wing door - hinges</u> Now: safety shield, front, upper and lower hinges
<u>1960</u>			
5 Jan. 60	554 147		<u>Rear bumper</u> Now: standardized design for all transporters, including VW pick ups
2 Feb. 60	2 859 216 (143)		<u>Hood lock front and rear</u>
2 Feb. 60	2 859 237 (141)		Now: modified lock pin, 8 mm dia. Formerly: 15 mm dia.
10 Feb. 60	2 882 789		<u>Door handle lock cylinder</u> Now: chromium plated Formerly: zinc die cast, not chromium plated

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
8 Mar. 60	2 924 649 (141) 2 924 772 (143)		<u>Radio aperture</u> Now: Plastic packing for cover plate
16 Mar. 60	584 674		<u>Inside door handles</u> New: Plastic material, except on De Luxe and Ambulance Models
16 Mar. 60	2 940 783 (141) 2 940 880 (143)		<u>External mirror</u> Now: Without plastic beading. Larger field of view.
25 Mar. 60	2 960 114 (143) 2 960 127 (141)		<u>Door window glass</u> Now: Screws for window lifter-guide channel moved. Better sealing at window slot.
29 Mar. 60	2 967 161 (141) 2 967 166 (151)		<u>Top</u> Now: Wire cables in hollow part of top cover side seams along roof frame to main bow
2 May 60	602 642		<u>Cab</u> Now: Roof frame reinforcement modified against draft
9 May 60	3 060 711		<u>Warm air svstem</u> Now: Synthetic tubes and noise dampers between engine and body Formerly: Metal tubes and dampers underneath rear seats
1 Aug. 60	3 192 507		<u>Finish (VW De Luxe)</u> Now: Black, Pastel blue, Ruby, Beryl green, Turquoise, Pearl white and Gulf blue Formerly: Black, Jade green, Mango green, Ceramic green, Flint grey, Arctic, Indigo blue and Indian red

Date introduced	Chassis No.	Unit No.	Modification
1 Aug. 60	3 192 507		<p data-bbox="654 407 927 428"><u>Finish (VW Convertible)</u></p> <p data-bbox="654 443 1019 596">New colors: Black, Pastel blue, Ruby, Beryl green, Turquoise, Pearl white and Gulf blue Formerly: Jade green, Sargasso green, Slate blue, Rock grey, Paprika red, Black and Alabaster</p> <p data-bbox="654 642 1008 684"><u>Finish (Ghia Coupé and Convertible)</u></p> <p data-bbox="654 699 1029 915">New colors: Black, Paprika red, Sea blue, Sierra beige, Lavender, Anthracite, Pacific blue, Pampas green, Ruby and Pearl white Formerly: Platinum grey, Mango green, Paprika red, Strato blue, Midnight blue, Malachite green, Ferrite brown, Sea blue and Pearl white</p> <p data-bbox="654 961 808 982"><u>Interior trim</u></p> <p data-bbox="654 997 1029 1083">Now: 2nd sun vizer, grab handle for passenger, modified ashtray. All interior trim colors match outside finish</p> <p data-bbox="654 1129 1008 1150"><u>Sill panel covers and beadings</u></p> <p data-bbox="654 1165 997 1207">Now: Sill panel covers and beadings match vehicle finish</p> <p data-bbox="654 1253 1008 1295"><u>Luggage compartment (including Standard)</u></p> <p data-bbox="654 1310 1019 1417">Now: Fuel tank supports angled, larger recess in reinforcement plate for water and brake fluid containers. Luggage compartment 2/3 larger</p> <p data-bbox="654 1463 964 1505"><u>Luggage compartment lining (including Standard)</u></p> <p data-bbox="654 1520 915 1541">Now: Lining lengthened</p>

Date introduced	Chassis No.	Unit No.	Modification
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Front axle mounting

Now: Threaded bushes 7 mm longer. Securing bolts moved to rear.

Door handles (including Standard)

Now: Door handles and lock cylinder modified. Key slot horizontal, with taper and dust excluder flap. Three new key profiles SC, SU and SV.

Top snap catches (VW Convertible)

Now: Altered shape, secured with screws
Formerly: Riveted

Top lock (VW Convertible)

Now: Lock modified to make it more accident-proof

Hood lock cable (Type 142, 144 and 152)

Now: Lock cable on right for right hand drive vehicles
Formerly: Lock cable on left

Rear apron (Type 113/151)

Now: Altered to suit longer engine

Engine cover plates (Type 141/143)

Now: Altered to suit longer engine

Interior trim (Standard)

Now: Sun vizor for driver, adjustable backrest for driver's seat

Front seat and backrest

Now: Improved spring interior, frame and padding

Luggage space

Now: Front: 4.94 cu.ft.
Formerly: 3 cu.ft.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
9 Sept. 60	3 298 031		<u>Door check rod</u> Now: Spring between door check rod and mounting.
27 Sept. 60	3 273 002 (143/144)		<u>Roof frame</u> Now: Rubber packing at upper end of channel between quarter and door windows.
30 Sept. 60	3 340 032 (151)		<u>Door striker plate</u> Now: Rubber washer between wedge and shoulder of stop steeve.
3 Oct. 60	660 509		<u>Floor of load compartment</u> Now: 14 rubber grommets against entry of water.
10 Oct. 60	3 361 751		<u>Hood lock, front</u>
21 Nov. 60	3 412 075 (151)		Now: Pin guide lengthened 5 mm and provided with curved collar. Formerly: Shorter and not curved.
27 Oct. 60	673 946		<u>Bench seat in cab</u> Now: Shape of cushion and back rest modified, both adjustable in three positions.
14 Nov. 60	3 411 395 (143/144)		<u>Paintwork</u> Now: Body paintwork preserved with wax.
18 Nov. 60	684 381		<u>Hinged window, rear</u> Improved sealing by modified weather strip with additional lip.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
21 Nov. 60	684 866		<u>Wooden slats, Pick-up</u> Now: Fastened with rivets Formerly: With screws
22 Nov. 60	3 412 150 (141)		<u>Hinge pillar cover plate</u> Now: Improved sealing through third securing screw at top. Top corner welded
29 Dec. 60	705 620		<u>Loading compartment doors</u> Now: Hinges shortened, upper hinge lowered. Self lubricating hinges <u>Driver's cab doors</u> Now: Handle recesses made deeper, handles and locks modified.
<u>1961</u>			
2 Jan. 61	3 550 952		<u>VW Sign</u> Now: Secured by 3 grooved pins, sealed with plastic thimbles. Formerly: Secured by 4 hooks and sealed with sealing compound
30 Jan. 61	3 621 636		<u>Front hood</u> Now: Seals in the corners of the cowl panel
11 Feb. 61	3 666 506		<u>Front hood handle</u> Now: Plastic packing between handle ends and hood, handle modified shape.
20 Feb. 61	735 060		<u>Sun visor</u> Now: Plastic mounting plate for the mirror holder. Formerly: Die cast
3 Mar. 61	743 767		<u>Lock for wing door</u> Now: Stops and bars in lock modified, locking plate reinforced.

Date introduced	Chassis No.	Unit No.	Modification
16 Mar. 61	3 711 714 (141)		<u>Door stiker plate</u>
29 June 61	3 932 912 (143)		Now: Plastic in die-cast housing
25 Mar. 61	3 712 664 (151)		<u>Door weather strip</u>
			Now: Lip in region of the striker plate approx. 4 mm wider than formerly (from 20 Feb. 61 intermittently)
28 Mar. 61	3 771 255		<u>Front seats</u>
			Now: Backrest secured on bolt with a cap nut
1 Apr. 61			<u>Paint finish</u>
			Now: Seven and eight seater micro bus painted in turquoise/blue white also mouse grey/pearl white Formerly: sea gull grey/mango green
11 Apr. 61	761 997		<u>Instrument panel - parcel shelf</u>
			Now: Deeper surround with larger radii
			<u>Steering column bracket</u>
			Now: Elongated holes extended 7 mm to the rear
			<u>Drivers cab - rear panel</u>
			Now: Trim moulding on Kombi and the Pick-up with double cab
			<u>Driver's door</u>
			Now: Pocket discontinued, holder for square key in front panel. Material for door, trim modified
28 Apr. 61	768 939		<u>Grab handle</u>
			Now: Flexible grab handle on all models
28 Apr. 61	0 000 001 (311) -		<u>Paint work</u>
			Now: Black, Ruby, Gulf, Blue, Pearl white

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
4 May 61	3 862 489		<u>Front hood seal</u> Now: One piece
6 May 61	770 862		<u>Sliding seat</u> Now: For driver in Transporter with divided seat and divided rear panel (LHD only)
2 June 61	784 631		<u>Front bench seat</u> Now: equipped with grab handle Formerly: Fixed rod
30 June 61	3 933 168 (143)		<u>Door weather strip</u> Now: Outer lip larger, securing hole moved inwards 10 mm
30 June 61	3 933 181 (141)		
30 June 61	3 933 263		<u>Paintwork (VW Convertible)</u> Now: Anthracite and pacific blue Still available: Black, ruby, beryl green, turquoise, pearl white and gulf blue Discontinued: Pastel blue
31 July 61	802 986		<u>Grab handle</u> Now: Elastic grab handle on rear panel of drivers seat in eight and seven seater bus Formerly: Fixed rod
31 July 61	802 986		<u>Wing door lock</u> Now: additional safety device with lever below the inner door handle
31 July 61	802 986		<u>Sun Visor</u> Now: For front seat passenger

Date introduced	Chassis No.	Unit No.	Modification
31 July 61	4 010 995		<u>Heating</u> Now: Vents with slides in front foot well (except standard model) Now: Kick board with warm air vents (only De Luxe model)
31 July 61	4 010 995		<u>Mounting points for safety belts</u> Now: For driver and front seat passenger
31 July 61	4 010 995		<u>Front Seats</u> Now: Seat runners lengthened towards rear. Adjustment range 120 mm (except Standard model) Formerly: 100 mm.
31 July 61	4 010 995		<u>Doors</u> Now: Door check (except Ghia models) Formerly: Check rod
31 July 61	4 010 995		<u>Front hood</u> Now: Supported in opened position by means of two spring loaded supports (except Standard model)
31 July 61	4 010 995		<u>Paintwork (De Luxe Model)</u> Now: Anthracite Still available: Black ruby, beryl green, turquoise, pearl white and gulf blue. Discontinued: Pastel blue.
21 July 61	4 057 923		<u>Front seat - Backrest</u> Now: Adjustable further backwards and forward through cam modification. (Also drivers seat in Standard Model)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
23 Aug. 61	4 060 506		<u>Door check rod</u> Now: Check rod with pin
1 Sept. 61			<u>Paintwork</u> Now: Turquoise and pearl white for Delivery Van, Kombi and Pick-up. Ruby red replaces sealing wax red.
26 Sept. 61	832 733		<u>Window fastener</u> Now: Flatter shape with plastic knobs.
27 Sept. 61	(311)	-	<u>Paintwork</u> Now: Anthracite
9 Nov. 61	0 004 880		<u>Rear luggage compartment</u> Now: Underside of engine compartment lid insulated with foam rubber and aluminium foil.
24 Nov. 61	0 006 390		<u>Interior</u> Now: Headlining with 6 tension wires. Rear seat flatter. Backrest lengthened. Formerly: 5 tension wires. Higher seat.
1 Dec. 61	0 006 630 (341)		<u>Front hood</u> Now: Retaining plate installed on front cross panel for hood safety hook.
11 Dec. 61	0 008 520		<u>Fender-Fixing screws</u> Now: Rubber sealing washer with textile layer. Formerly: Without textile layer.
14 Dec. 61	4 357 893		<u>Door hinges</u>
14 Dec. 61	0 009 046		Now: Hinge pin phosphated also treated with Molybdenum disulphide. Formerly: with oil.

Electrical System

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1949</u>			
6 May 49	1-0102 848	Body 56 612	<u>Fuse box</u> Now: at left front panel Formerly: below instrument panel
May 49	1-0106 463	Body 56 064	<u>Speedometer</u> Now: improved design
May 49	1-0106 483	Body 56 078	<u>Stop light bulb</u> Now: 6 Volts, 15 Watt
June 49	1-0106 717	Body 56 343	<u>Rear reflector</u> Now: improved anti-condensation protection
Oct. 49	1-0124 196	Body 73 620	<u>Protective housing for horn</u> Now: modified for types 11a, 14, and 15
Dec. 49	1-0136 368		<u>Starter wiring</u> Now: holder
<u>1950</u>			
Jan. 50	1-0140 537	Body 89 656	<u>Control lights at instrument panel</u> Now: for direction indicators, left of high beam control light, for generator and oil control on the right-hand side
24 Mar. 50	1-0155 020	Body 103 707	<u>Headlights</u> Now: Bosch make (type 11 a + 15) Formerly: VW headlights

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1951</u>			
4 Jan. 51	1-0221 051	266 644	<u>Small pulley</u> Now: modified to prevent faulty V-belt operation
March 51			<u>Ignition distributor / dog</u> Now: radial play of spring washer increased by 0.2 mm
March 51			<u>Ignition distributor</u> Now: marked with number and letters representing month and year of construction
13 Apr. 51	1-0241 638		<u>Interior lamp (151)</u> Now: door contact switch Now: contact breaker switch (open top)
18 Apr. 51	1-0246 090 20-012 232	297 815 298 030	<u>Generator</u> Now: RED 130/6 - 2 600 AL 16 Formerly: AL 15
25 May 51	1-0253 756		<u>Starter wire</u> Now: lengthened by 100 mm, leading downward from the side of the battery cover Formerly: leading toward the rear
29 Nov. 51	20-019 355		<u>Speedometer</u> Now: unit number of shaft revolutions: 0.48 Formerly: 0.49 (permissible tolerance 2 %.)
1 Dec. 51	1-0308 653		<u>Control lamps at instrument panel</u> Now: 6 Volts, 0.6 Watt Formerly: 6 Volts, 1.2 Watt

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1952</u>			
11 Feb. 52	20-021 555		<u>Main harness</u> Now: relocated into the right side member Formerly: in roof frame Now: roof lamp cable no longer included
20 Feb. 52	20-021 890 1-0322 639	Body 257 151	<u>Parking light with headlight</u> Now: parking light, terminal 58 (STVZO) Formerly: terminal 57
March 52	20-022 500		<u>Foot dimmer switch</u> Now: with rubber seal Formerly: without rubber seal
31 Mar. 52	20-023 750		<u>Rear reflector</u> Now: two red reflectors (STVZO) Formerly: one rear reflector on left-hand side
4 June 52 3 June 52	1-0359 115 20-027 589		<u>Battery cover</u> Now: cardboard mounted with retainer tongues Formerly: riveted
9 July 52	20-030 074	Body 030 139	<u>Cable between battery and starter</u> Now: shortened cable, one clip Formerly: four clips
1 Sept. 52	20-032 790		<u>Windscreen wiper arm with blade</u> Now: chromium-plated Formerly: painted

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
6 Sept. 52	20-033 236		<u>Main harness</u> Now: cable sockets of VW design Formerly: standardized part
17 Sept. 52	from 1-0391 801 to 1-0392 163	from eng. 473 981 to eng. 474 460	<u>Ignition distributor</u> Now: distributor clamp made of spring steel or spring wire
1 Oct. 52	1-0397 023	481 713	<u>Stop lights</u> Now: two lateral lamps combined with tail light and rear reflectors Formerly: one lamp in center of rear lid
1 Oct. 52	1-0397 023	481 713	<u>Fuse box for stop and tail lights</u> Now: on rear side of instrument panel Formerly: in engine compartment
			<u>Windscreen wiper</u> Now: of stronger design, with a larger wiping angle and automatic return (for export only)
			<u>Battery</u> Now: 70 amp.h. Battery strap running in driving direction Formerly: 84 amp.h. Battery strap running transversely
			<u>Speedometer cable</u> Now: MIPOLAM protective coat Formerly: without protective coat

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
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Starter button

Now: on the instrument panel to the left of the steering wheel

Formerly: to the right of the steering wheel

Dimmer switch

Now: 5 kg pressure required for foot operation

Formerly: 8 kg required

Direction indicator switch

Now: lever on the left-hand side of steering column

Formerly: switch on instrument panel

Lighting and wiper switches

Now: one pull-switch for each operation

Formerly: rotary switch

Interior lighting and instrument panel illumination

Now: tumbler switch underneath instrument panel

Speedometer

Now: larger design with control lamps within driver's field of vision

Interior lighting

Now: lamp above left door post

Formerly: above rear view window

Horn

Now: concealed (standard and export models), with ornamental grille

Formerly: mounted on the outside

Date introduced	Chassis No.	Unit No.	Modification
			<u>Plug socket for hand lamp</u> Now: no longer provided Formerly: fitted below instrument panel
			<u>Horn button / steering wheel</u> Now: with coat of arms Formerly: without coat of arms
15 Oct. 52	1-0402 111		<u>V-Belt</u> Now: included in tool kit
15 Oct. 52	20-036 172		
13 Nov. 52	1-0412 822	122-000 001	<u>Ignition distributor</u> Now: rubber seal at shaft (outside)
13 Nov. 52	20-038 566		
20 Nov. 52			
10 Dec. 52	1-0422 138	Body 361 201	<u>Tail light casing</u> Now: brake light window with TEROSTAT sealing tape, 3 mm dia. Formerly: rubber seal (after the rubber seals have been used up, tape seals will be used also for the rear reflector glass)
30 Dec. 52	20-041 596		<u>Horn button</u> Now: modified shape, button more dome-shaped
<u>1953</u>			
2 Jan. 53	20-041 712		<u>Foot dimmer switch</u> Now: 5 kg operating pressure required Formerly: 8 kg required
			<u>License plate illumination</u> Now: lamp glass on the inside Formerly: on the outside
			<u>Starter push button</u> Now: chromium-plated Formerly: plastic

Date introduced	Chassis No.	Unit No.	Modification
			<u>Horn</u> Now: with angle bracket Formerly: without bracket
			<u>Speedometer cable</u> Now: with MIPOLAM coat
3 Feb. 53	1-0441 556	Body 380 297	<u>Fuses</u> Now: with brass strips
12 Feb. 53	20-045 109	45 164	<u>Horn</u> Now: relocated from side panel to longitudinal member, with clamp
Feb. 53	1-0451 312		<u>Ignition distributor</u> Now: with oil feed thread Marking: 2 j (February 53)
10 Mar. 53	1-0454 951	Body 392 967	<u>Speedometer / direction indicator arrows</u> Now: fitted jointly; wider Formerly: fitted separately
			<u>Interior light</u> Now: with cut-out switch 10 Watt lamp Formerly: 5 Watt
4 June 53	20-052 721		<u>Main harness</u> Now: starter cable cross section 2.5 sq. mm (type 29 + 26)
17 June 53	20-054 829		
27 June 53	20-055 710		<u>Cable between battery and starter</u> Now: 780 mm long Formerly: 860 mm long

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
from 26 Sept. 53 up to 17 Oct. 53	1-0534 986	from eng. 647 490 to eng. 654 500	<u>Ignition distributor</u> Now: MP-condenser inside distributor housing Formerly: mounted outside
9 Oct. 53 13 Oct. 53	1-0541 307 20-063 417		<u>Generator</u> Now: 9 N, 3 Li/REF 160 Watt - 2 500 L (fitted in a number of cases)
21 Dec. 53	1-0575 417 20-069 409	695 282 695 356	<u>Generator</u> Now: 160 Watt (fitted in all types) Formerly: 130 Watt <u>Ignition distributor</u> Now: with vacuum adjustment (for VW Passenger Cars only) Formerly: without vacuum adjustment <u>Battery strap</u> Now: with spring catch Formerly: clamp with springs <u>Door and ignition lock</u> Now: same lock and depression Formerly: two different locks <u>Instrument panel illumination</u> Now: automatic and regulatable with exterior lighting Formerly: not regulatable, fitted with tumbler switch

Date introduced	Chassis No.	Unit No.	Modification
			<p><u>Interior light</u></p> <p>Now: door contacts and three switch positions Formerly: tumbler switch for interior light below instrument panel</p> <p><u>Speedometer</u></p> <p>Now: range 100 km/h (fitted in VW Transporters only) Formerly: range 80 km/h</p> <p><u>Windscreen wiper</u></p> <p>Now: flat-section arms herring-bone-section blades, painting, metallic effect. Formerly: chromium-plated</p> <p><u>V-belts</u></p> <p>Now: narrower, with synthetic fibre inserts. No longer included in tool kit Formerly: rubber cord</p> <p><u>Ignition and starter lock</u></p> <p>Now: combined lock and starter push button Formerly: operated separately</p>
<u>1954</u>			
29 Jan. 54	1-0593 730	from r.axle 505 953 to r.axle 506 872	<p><u>Starter</u></p> <p>Now: starter with dip-painted field coils (1000 units fitted)</p>
12 Feb. 54	1-0601 810		<p><u>Horn button housing</u></p> <p>Now: wall reinforced by 1 mm</p>

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
4 Mar. 54	20-076 614		<u>Interior light</u> Now: mounting socket for lamp housing turned through 180°
April 54		Engine 695 282	<u>Ignition distributor</u> Now: dust-proof distributor with sealing plate and distributor plug (service part)
21 Apr. 54	1-0637 872	Engine 770 850	<u>Ignition distributor</u> <u>VJU 4 BR 3 Mk</u> Now: improved springs for centrifugal weights, marking: red dot
17 Aug. 54 19 Aug. 54	20-093 601 1-0696 501		<u>Spare V-belt</u> Now: included in tool kit Formerly: not included
31 Aug. 54	1-0702 742 20-095 422	122-05091	<u>Ignition distributor</u> Now: VJU 4 BR 8 and VJ BR 8: distributor arm with groove for dust-protection cap
Aug. 54	1-0690 000 20-094 000		<u>Cable between battery and starter</u> Now: cable end at starter with sheet metal sleeve
1 Oct. 54	1-0722 916		<u>Stop and tail light casing</u> Now: stop light window no longer provided Now: bifilament bulb (USA, Canada, Guam)
18 Oct. 54	1-0734 000		<u>Stop and tail light casing</u> Now: with water drain hole at the bottom

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
1 Nov. 54 3 Nov. 54	from 1-0741 525 up to 1-0745 941		<u>Speedometer</u> Now: 15,000 units with modified control lights
<u>1955</u>			
2 Feb. 55	20-114 690	Engine 971 506	<u>Starter, generator, ignition coil and ignition distributor</u> Now: VW parts, fitted in a number of cases
4 Feb. 55	1-0805 122		<u>Horn button housing</u> Now: reinforced outer ring
24 Feb. 55	1-0821 263		<u>Cable between battery and starter</u> Now: modified sleeve shape at frame, improved sealing
1 Mar. 55	20-117 902		<u>Speedometer</u> Now: larger, with control lights in the driver's field of vision. Regulatable illumination <u>Battery</u> Now: 77 amp.h. with lever-type lock Formerly: 84 amp.h. with clamp and spring Now: stronger windscreen wiper motor <u>Ignition and starter lock</u> Now: combined ignition and starter lock Formerly: operated separately <u>Direction indicator switch</u> Now: on left-hand side at the steering column

Date introduced	Chassis No.	Unit No.	Modification
			<u>Interior light</u> Now: tumbler switch for load compartment light left of speedometer
1 Apr. 55	1-0847 967		<u>Flashing direction indicators</u>
1 Apr. 55	20-122 492		Now: optional for USA, Canada and Guam Formerly: indicator arms
4 Apr. 55	20-122 677		<u>Headlights</u> Now: with sealed-beam insert for USA, Canada and Guam
19 Apr. 55	1-0860 576		<u>License plate light</u> Now: modified glass and lamp holder for USA, Canada and Guam
3 May 55	1-0871 207		<u>Flashing direction indicator system</u>
12 May 55	20-128 357		Now: without bulbs for USA, Canada and Guam
10 May 55	1-0878 861		Now: with bulbs
12 May 55	20-128 376		<u>Ignition and starter switch</u> Now: lock number on mounting tongue
11 June 55	1-0904 566		
22 June 55	20-133 259		
14 July 55	1-0927 373	Body 826 637	<u>License plate light</u> Now: K6V/ 10 Watt Formerly: L6V/5 Watt
4 Aug. 55	1-0929 746		<u>Battery</u> Now: 66 amp.h. Formerly: 70 amp.h.
4 Aug. 55	1-0929 746		<u>Stop and tail lights</u> Now: 60 mm higher Now: brake light lens no longer provided Now: bifilament bulb 5/20 Watt Now: spark plugs 225 T1 Formerly: 175 T1

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
9 Aug. 55		122-10 631	<u>Industrial Engine</u> Now: spark plugs 225 T1 Formerly: 175 T1
23 Aug. 55	1-0950 000 20-141 000		<u>Horn</u> Now: strainer in front of body, and water drain slots (Hella make)
24 Nov. 55	1-1031 297		<u>Carbon brush at steering column tube</u> Now: filled with H.M.P. bearing grease
<u>1956</u>			
4 Jan. 56	1 161 362		<u>Generator, ignition distributor, starter, ignition coil</u> Now: VW parts fitted in a number of cases
5 Jan. 56		122-14 137	<u>Magneto</u> Now: eye for holder symmetrically rolled Formerly: rolled upward
17 Feb. 56	1 109 359		<u>Ground contacts</u> Now: improved contacts at chassis and body (galvanized)
22 Feb. 56	1 113 449	Engine 1 333 500	<u>Ignition distributor</u> Now: centrifugal force and vacuum curve in top speed range lowered by 3° and 5° respectively
March 56	1 117 573		<u>Horn</u> Now: short circuit ring underneath coil (Hella make) Formerly: condenser

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
23 Apr. 56	1 168 937		<u>Flashing direction indicator</u>
25 May 56	1 182 409		Now: sealed with D 15 between blinker and lens
5 June 56	1 210 230	Engine 1 447 496	<u>Vacuum pipe between ignition distributor and carburetor</u>
			Now: larger bend, inclination starting directly at carburetor
22 June 56	1 227 367		<u>Direction indicating arrows</u>
			Now, for Inca red Convertible: yellow and reddish shade
12 July 56	1 243 559	Body 274 630	<u>Windscreen wiper motor</u>
			Now: permanent magnet type (SWF make), fitted in 10,000 vehicles
3 Aug. 56	192 231		<u>Ground strap connection / frame</u>
			Now: screw, spring washer and shim galvanized (improved cold-starting)
14 Aug. 56	1 261 493	Engine 1 510 980	<u>Ignition coil</u>
5 Sept. 56	194 839	1 513 547	Now: TE6 B1 (improved ignition) Formerly: TE6 A3
20 Aug. 56			<u>Direction indicating arrows</u>
			Now, for Inca red Convertible: yellowish shade only Formerly: reddish shade also available

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
21 Aug. 56	1 266 617		<u>Windscreen wiper motor</u> Now: 10,000 "AVOG" motors fitted alternatively
31 Aug. 56	(L) 1 278 049	Body	<u>Main harness</u>
1 Sept. 56	(R) 1 277 554	302 750	Now: cable number 15 (ignition starter lock to ignition coil) 1.5 sq.mm Formerly: 0.75 sq.mm
11 Sept. 56	198 809		<u>Main harness</u>
1 Oct. 56	1 303 180/151		Now: cable between ignition lock and ignition coil 1.5 sq.mm Formerly: 0.75 sq.mm
1 Oct. 56	1 304 132/141		
29 Sept. 56	1 304 939	Engine 1 568 512	<u>Ground strap, Coupé</u> Now: 360 mm long Formerly: 240 mm long Now: connected directly with engine filler neck Formerly: at cover plate Now: screw and washer cadmium-plated (improved cold-starting)
8 Oct. 56	1 318 040	Engine	<u>Spark plug</u>
12 Oct. 56	206 500	1 578 314	Now: electrodes made of "Ni-Mn-Si" (improved cold-starting)
10 Oct. 56	1 320 559	r.axle	<u>Starter</u>
17 Oct. 56	207 441	958 555	Now: EED 0.5/6L4/0.5 PS-4 collector brushes
22 Oct. 56	1 329 174/151	Body 32 879	<u>Ground strap for battery</u> Now: mounted at floor plate Formerly: screw-mounted at body Now: 170 mm long Formerly: 180 mm long

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
20.12.56	1 365 900		<u>Scheibenwischer-Motor</u> Neu: 5.000 Motore "AVOC", (wahlweise).
<u>1957</u>			
23.1.57	229 066	HA 1 070 277 M. 1 703 247	<u>Lichtmaschine, Zündspule,</u> <u>Zündverteiler und Anlasser</u> Neu: VW-Aggregate (1.000 St.) Kennzeichen: Schwarze Lackierung.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
13 Mar. 57	1 467 385	35 644	<u>Cable harness (151)</u> Now: conduit tube in longitudinal member made of "Westaflex" material Formerly: metal tube
5 Apr. 57	246 964	230 222	<u>Stop light / license plate light</u> Now: 2 stop lights (USA) Formerly: stop light on rear lid Now: angle of incidence for license plate lamp, (Hella make) 8 degrees
9 Apr. 57	1 427 120	34 989	<u>Windshield wiper motor (SWF-152)</u> Now: with permanent magnet brake Formerly: motor with brake band
18 Apr. 57	1 509 943		<u>Windshield wiper motor (AVOG)</u> Now: with permanent magnet brake (fitted in 10,000 vehicles) Formerly: exclusively with shoe-type brake (Export Sedan)
24 Apr. 57	1 517 414	1 188 832	<u>Starting motor</u> Now: sealed-off by cover plate when not in operation. Width of flange: 113.5 mm, maximum (EED 0.5/6 L 34/1). Formerly: not sealed. Width of flange: 122 mm, maximum (AL/EED 0.5/6 L 4).
30 Apr. 57	252 629	1 184 364	
17 May 57	1 532 758	(151) 32 253	<u>Flasher unit</u> Now: cylindrical-shaped Formerly: box-shaped Now: metal strip ground connection between casing and holder (to negative terminal) Formerly: ground cable Now: no starting-up period after switching on
17 May 57	1 532 758	(143) 18 267	
5 Aug. 57	273 412		
16 Aug. 57	1 621 657		

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
28 June 57	1 584 631		<u>Battery</u>
2 July 57	268 311		
11 July 57	1 605 265	(143) 20 607	Now: 6 V 88 Ah (Canada, Alaska)
8 Aug. 57	1 605 945	(151) 39 314	M-Equipment Formerly: 6 V 77 Ah (M-Equipment) Normal: 6 V 66 Ah - Type 1 6 V 77 Ah - Type 2
3 July 57	1 592 055		<u>Windshield wiper motor</u> (SWF-114/118) Now: with permanent magnet brake Formerly: with brake band
1 Aug. 57	1 600 440		<u>Windshield wiper</u> Now: distance between wiper arms reduced. Longer blades, larger swept area
1 Aug. 57	1 600 440		<u>License plate light</u> Now: arranged at higher level, with light dispersion lens. 5-watt lamp. Improved license plate illumination
			<u>Cable harness</u> Now: modified length; laid in left roof member (formerly in right member). Separate harness for generator and starting motor
16 Sept. 57	1 649 253	(143) 22 922	<u>Fuel gauge</u> Now: fitted between speedometer and clock on instrument panel. With tank unit
			<u>Flashing direction indicator switch</u> Now: switch with automatic return, combined with light signal
16 Oct. 57	1 676 789	(143) 24 203	<u>Licence plate light</u> Now: round bulb Formerly: festoon

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
19 Oct. 57	1 708 050	(143) 24 781	<u>Brake - indicator light</u> Now: round bulb Formerly: festoon
1 Nov. 57	1 709 421		<u>Battery</u>
1 Nov. 57	298 824		Now: acid level 5 mm above top edge of plates, or exactly at acid level mark Formerly: 10 - 15 mm
1 Nov. 57	1 713 058		<u>Horn button</u> Now: lock ring shackles longer and wider
6 Nov. 57	1 713 583		<u>Battery mounting strap</u> Now: length 464 mm Formerly: 468 mm
17 Dec. 57	1 764 741		<u>Speedometer cable</u> Now: length 1.575 - 5 mm (Right Hand Drive) Length 1.225 - 5 mm (Left Hand Drive) Formerly: 1.615 - 5 mm and 1.266 - 5 mm
19 Dec. 57	1 770 158		<u>Horn</u> Now: cover with 8 screws Formerly: 6 screws (Hella)
<u>1958</u>			
8 Jan. 58	316 357		<u>Fire truck</u> Now: the emergency light and alarm signal coupled, and controlled by one switch. Control light for emergency light on instrument panel (DIN 14 530) Formerly: separate switches
17 Feb. 58	1 838 658		<u>Windshield wiper motor</u> Now: intermittently SWF and AVOG motor (type 113, 151)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
30 Apr. 58 19 May 58	351 736 (intermittently) 357 388 (standard)		<u>Stop and licence plate lights</u> Now: stop light re-located nearer to side. More efficient lighting of the licence plate. Licence plate recess and rear lid modified. (From Chassis No. 353 925, standard vehicle without blink light)
2 May 58	352 263		<u>VW Delivery Van</u> Now: sealing wax red with pendulum type direction indicator (Export M 193)
26 June 58 30 June 58 3 Nov. 58	368 390 1 994 320 2 153 001	2 430 505 2 425 147 2 622 727 (standard)	<u>Suppression equipment</u> Now: suppressed rotor and suppressed spark plug connectors
3 Oct. 58 3 Oct. 58	2 103 015 (143) 2 103 325 (141)		<u>Direction indicator, front</u> Now: lower part secured with studs Formerly: secured by mean of a bracket and central nut
13 Nov. 58	2 169 084	652 268 -652 840	<u>Starter</u> Now: with modified overrunning clutch, marked with red paint on intermediate flange. Housing for overrunning clutch 18 mm wide behind the pinion Formerly: housing for overrunning clutch 14 mm wide behind the pinion
18 Dec. 58	421 020		<u>Tail lights</u> Now: height above ground level 640 mm unladen (positioned 100 mm lower). Repositioned 12 mm nearer to outside (VW Pick up)

Date introduced	Chassis No.	Unit No.	Modification
29 Dec. 58	422 670		<u>Tail lights</u> Now: height above ground level 635 unladen (positioned 100 mm lower). Repositioned 12 mm nearer to outside (all types of Delivery Vans, also the Eight seater and Seven seater de Luxe Micro Bus)
<u>1959</u>			
24 Feb. 59	2 303 976 -2 307 253	2 816 496	<u>Ignition distributor</u> Now: with vacuum spark timing advance <u>only</u> and carburetor with additional drilling in lower part of the body (5000 engines intermittently)
6 Apr. 59	2 368 910	2 892 310	<u>Spark plugs</u> Now: with heat range of 175 Formerly: 225
6 Apr. 59		122-53 666	
13 Apr. 59	457 338	2 900 530	
10 Apr. 59	2 369 927		<u>Windshield wiper</u> Now: connecting rod now provided with a stop, thus avoiding jamming of wiper motor
4 May 59	2 417 101	2 938 464	<u>Ignition cables</u> Now: fastened in pairs by three rubber holders, which are inserted in corresponding holes in fan housing Formerly: conduit
4 May 59	468 258	2 945 026	
4 May 59		122-55 480	
12 June 59	2 477 022		<u>Windshield wiper</u> Now: windshield wiper arm and blade are now separate parts, and interchangeable (irrespective of make) Formerly: SWF arm/blade = 1 part AVOG arm/blade = 2 parts
25 June 59	483 965	3 415 816	<u>Generator</u> Now: 180 watt Formerly: 160 watt

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
6 Aug. 59	2 528 668 (113)		<u>Indicator switch</u>
6 Aug. 59	2 533 099 (151)		Now: self cancelling indicator switch
			<u>Horn system</u>
			Now: steering wheel now equipped with a half ring, modified cable routing
			<u>Windscreen wiper</u>
			Now: operates only when ignition is switched on
			<u>Head lights</u>
			Now: modified cable routing
			<u>Dim beam</u>
			Now: protected by 2 fuses in front fuse box
			<u>Indicator</u>
			Now: fitted with rubber buffer for sound deadening
6 Aug. 59	2 533 139 (143)		<u>Dim beam</u>
6 Aug. 59	2 533 158 (141)		Now: protected by 2 fuses in front fuse box
6 Aug. 59	2 528 890	3 072 724	<u>Fan</u>
			Now: holes 28 mm dia. (180 watt) Formerly: 20 mm dia. (160 watt)
			<u>Generator</u>
			Now: 180 watt Formerly: 160 watt
			<u>Windshield wiper motor</u>
			Now: installed with a frame
			<u>Ignition lock</u>
			Now: positioned 10 mm deeper on instrument panel

Date introduced	Chassis No.	Unit No.	Modification
			<u>Combined tail/stop/indicator lights</u> Now: modified shape: one bulb for each function Formerly: indicator light, also stop and tail light
			<u>Windshield washer</u> Now: current production. Operated through the windshield wiper switch
			<u>Indicator switch with headlamp flasher</u> Now: self cancelling switch with press button for headlamp flasher
			<u>Generator</u> Now: 180 watt Formerly: 160 watt
6 Aug. 59	2 533 139	(143)	<u>Ignition distributor</u> ZV/JUR 4 R 1 with new vacuum advance, installed with modified carburetor
6 Aug. 59	2 533 158	(141)	
30 Sept. 59	2 626 976		<u>Windshield wiper blade</u> Now: blade pressure 170 + 50 g Formerly: 150 - 20 g
1 Oct. 59	2 615 684	(151)	<u>Speedometer</u> Now: with one light Formerly: two lights
7 Oct. 59	2 633 088	(141)	
7 Oct. 59	2 633 226	(143)	
2 Oct. 59	519 827	3 447 323	<u>Fan</u> Now: bore 28 mm dia. for 180 W generator Formerly: 20 mm dia.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
27 Nov. 59	539 268		<u>Flashing type direction indicators</u> Now: sealing wax red coloured delivery vans also fire trucks now fitted with flashing type indicators Formerly: pendulum type indicators
<u>1960</u>			
22 Jan. 60	2 949 651	3 262 188 (141/143)	<u>Ignition cables</u> Now: resistor type ignition cables Formerly: suppressed spark plug connectors and distributor rotor
8 Feb. 60	2 880 160	3 604 932 (111/113)	
29 Feb. 60	575 830	3 503 634	
22 Jan. 60	2 849 651	3 262 188	<u>Ignition distributor</u> Now: Bosch ZV/PAU R 4 R 1 with vacuum advance <u>only</u> (Ghia models) Formerly: ZV/JUR 4 R 1
3 Feb. 60	565 868		<u>Pendulum type indicators</u> Now: for fire trucks Formerly: flashing type direction indicators
10 Feb. 60	569 929		<u>Fuse box beside fuel tank</u> Now: two fuses for low beam totalling 8 fuses in box Formerly: 6 fuses in box
4 Mar. 60	579 519		<u>Windshield wiper motor</u> Now: stronger design Now: wiper arm with increased blade pressure; detachable blade
14 Mar. 60	580 201	3 502 979	<u>Electrical system</u> Now: genuine VW parts - Starter, generator, coil and distributor Formerly: Bosch parts only

Date introduced	Chassis No.	Unit No.	Modification
1 May 60	3 048 368		<u>Direction Indicators</u> Now: Switch function improved
1 June 60	614 456		<u>Speedometer</u> Now: Range from 0 to 120 kph. Without red marks for permissible speeds in individual gears Formerly: Range from 0 to 100 kph. With red marks
1 June 60 1 Aug. 60	614 456 3 192 507		<u>Electric cables</u> Now: Push-on connectors Formerly: Screw connections
1 June 60	614 456		<u>Flashing direction indicators</u> Now: For all Transporter Models Formerly: Trafficators <u>Headlamps</u> Now: With asymmetric low beams Formerly: Symmetric low beams <u>Ignition/starter switch</u> Now: With non-repeat lock Formerly: Without
1 June 60	614 456	5 000 001	<u>Distributor</u> Now: Only vacuum spark advance Formerly: Centrifugal advance

Date introduced	Chassis No.	Unit No.	Modification
			<u>Fuse box</u> Now: Transparent 8-point fuse box under parcel shelf
			<u>Oil pressure switch</u> Now: Non-adjustable Formerly: Adjustable
23 June 60	632 416 625 448	5 010 201 5 010 366	<u>Push-on connection for terminal 50</u> Now: Intermittently Bosch EED 0.5/6 L 49 Bosch EEF 0.5/6 L 1 (20 mm shorter) Formerly: Bosch EED 0.5/6 L 49 and VW
23 June 60	3 160 457 (111)		<u>Carbon brush for horn</u> Now: Modified cable attachment
1 Aug. 60	3 192 507		<u>Oil pressure switch (including Standard)</u> Now: Non-adjustable Formerly: Adjustable <u>Stop light switch (including Standard)</u> Now: Push-on connections Formerly: Screw connections <u>Dimmer switch (including Standard)</u> Now: Moved 10 mm to the left <u>Fuse box (including Standard)</u> Now: 8 point, transparent box near steering column Formerly: Fuse box behind instrument panel

Date introduced	Chassis No.	Unit No.	Modification
			<u>Speedometer</u> Now: Range from 0 to 140 kph and without marks for speed limits in gears Formerly: Range from 0 to 120 kph
			<u>Protective tube for speedometer cable (including Standard)</u> Now: Tube discontinued
			<u>Windshield washer system (including Standard)</u> Now: Windshield washer system combined with wiper switch Formerly: Without washer
			<u>Ignition/starter switch (including Standard)</u> Now: Non-repeat lock for starter switch Formerly: Without lock
			<u>Door contact switch</u> Now: Screw for ground connection Formerly: Spring clip
			<u>Starter (including Standard)</u> Now: Intermittently Bosch EED 0.5/6 L 49 Bosch EEF 0.5/6 L 1 (20 mm shorter) "VW" Push-on connection for terminal 50 Formerly: Bosch EED 0.5/6 L 49 "VW"
			<u>Headlamps (including Standard)</u> Now: Asymmetric low beams Formerly: Symmetric low beams

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
			<u>Flashing indicators</u> (including Standard) Now: For all Models Formerly: Trafficators
1 Aug. 60	3 192 507		<u>Electric cables</u> Now: All with solderless push-on connectors Formerly: Soldered on screw connections
			<u>Distributor</u> Now: Vacuum spark advance only Formerly: Vacuum and centrifugal advance
19 Aug. 60	642 655	5 105 302	<u>Ignition timing</u> Now: 10° before T.D.C. Formerly: 7.5° before T.D.C.
19 Aug. 60	3 248 025	5 105 302	
4 Oct. 60	-	122-075 900	<u>Oil pressure switch</u> Now: not adjustable, screw connection. Wrench size 24 mm Formerly: adjustable, with screw connection. Wrench size 27 mm
20 Oct. 60	3 390 251	5 242 646	<u>Resistor type ignition cables</u> Now: orange-red as well as dark red Formerly: light red (two shades)
20 Oct. 60	670 763	5 233 427	
20 Oct. 60	3 390 251	3 903 620	
17 Nov. 60	3 411 658 (143)	-	<u>Flashing indicator, front</u> Now: yellow lens Formerly: white
17 Nov. 60	3 411 659 (141)	-	
17 Nov. 60	3 411 668 (144)	-	
18 Nov. 60	3 411 800 (142)	-	

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1961</u>			
12 Jan. 61	713 860		<u>Flashing indicator, side</u> Now: for Fire Truck (TSPT-T, type 211, M 140)
13 Feb. 61	731 468	5 552 894	<u>Ignition coil</u>
14 Feb. 61	3 672 005	5 552 894	Now: rubber caps for ignition leads discontinued
2 May 61	3 856 472		<u>Stop/tail/indicator light</u> Now: two compartment version for De Luxe and standard model (Germany only)
4 May 61	3 862 145		<u>Speedometer</u>
6 May 61	774 540		Now: red line on scale for 50 km marking (only speedometers with km indicator)
29 May 61	3 924 800	5 843 201	<u>Oil pressure switch</u>
29 May 61	782 623	5 843 201	Now: Switch pressure 0.15 - 0.45 atü (2.1 - 6.4 psi)
29 May 61		122-085 625	Formerly: 0.3 - 0.6 atü (4.3 - 8.5 psi)
8 June 61	791 893	5 870 247	<u>Resistance type ignition cables</u>
13 June 61	3 960 131	5 870 247	Now: only blue version
13 June 61		3 922 582	Formerly: Various colour red.
17 Aug. 61	0 000 032	0 000 109	
30 June 61	3 933 185 (147)		<u>Gearshift lever lock with ignition switch</u>
30 June 61	3 933 347 (141)		Now: With non repeat starter switch as optional extra (Germany only)
30 June 61	3 933 262 (151)		<u>Steering ignition lock</u>
31 July 61	4 010 995		Now: For all Volkswagens except Ghia models as optional extra. Germany only.

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
31 July 61	802 986		<u>Rear Lights</u> Now: Two compartment type
31 July 61	4 010 995		<u>Rear lights</u> Now: Two compartment type for De Luxe model (export)
31 July 61	4 010 995		<u>Horn System</u> Now: Connection on fuse box and ground return cable altered. Operation only when ignition is switched on.
31 July 61	4 010 995		<u>Windshield Washer System</u> New: Pneumatic system for all models. Press button on wiper switch for windshield washer.
31 July 61	802 986		<u>Steering/ignition lock</u> Now: For all models.
31 July 61	4 010 995		<u>Speedometer</u> Now: Green indicator light for flashing indicator warning lamp. Formerly: Red Now: speedometer starts at 10-15 km/h.
31 July 61	803 456		
18 Aug. 61	828 000	6 024 500	<u>Distributor</u> Now: Breaker contacts condenser and low tension connection rearranged.
23 Aug. 61	4 057 000	3 924 900	
23 Aug. 61	4 057 001	6 024 501	
7 Sept. 61	0 001 024	0 001 573	
21 Aug. 61	815 634		<u>Dimmer Switch</u> Now: Moved forward about 100 mm (3.9"). Front board and mat modified accordingly (R.H.D. only)

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
4 Oct. 61	0 000 596		<u>Clock</u> Now: Connection tab for lamp fitting with insulation sleeve bent 60°.
1 Nov. 61	4 245 396	3 928 696	<u>Vacuum Unit for Distributor</u>
1 Nov. 61	4 245 399	6 219 139	
1 Nov. 61	850 334	6 219 140	Now: Improved material for diaphragm
1 Nov. 61	0 003 992	0 005 022	
13 Dec. 61	0 008 500 (341)		<u>Clock</u> Now: Tube holder for bulb fitting repositioned 180°. Insulation sleeve and connection tab discontinued

General Modifications

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1942</u>			<u>Amphibian military vehicle</u> Production: 511 vehicles
<u>1943</u>			<u>Amphibian military vehicle</u> Production: 8258 vehicles
<u>1944</u>			<u>Amphibian military vehicle</u> Production: 458 vehicles per month
<u>1947</u> 13 Oct. 47	073 348		<u>Chassis number</u> Now: punched-in by stencil at frame tunnel between shift lever and hand brake lever
<u>1948</u> 19 Mar. 48	075 840		<u>Chassis number</u> Now: punched-in by stencil at frame tunnel between shift lever and hand brake lever
<u>1949</u> 28 Apr. 49	1-0102 651		<u>Chassis number</u> Now: 7-digit numbers Formerly: 6-digit numbers
23 May 49	1-0105 290		<u>Grease nipple</u> Now: no longer marked red
2 June 49	1-0106 636		<u>VW Sedan, export model</u> Beginning of production

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
6 June 49	1-0099 906		<u>VW Convertible</u> Beginning of production
22 June 49	1-0109 101		<u>Chassis number</u> Now: punched transversely into the raised surfaces of the frame tunnel underneath the rear seat
Aug. 49	1-0116 616		<u>Windshield transfer picture with running-in instructions</u> Now: no longer provided
Oct. 49			<u>Tool kit</u> Now: starting handle no longer included
<u>1950</u>			
8 Mar. 50	20-00 001		<u>VW Transporter</u> Beginning of production
28 Apr. 50			<u>VW Sedan / sliding roof</u> Now: Beginning of batch production
<u>1951</u>			
5 Feb. 51	1-0229 182		<u>VW Standard Sedan</u> Now: from now on run-in on the test stand only (for the domestic market)
10 Apr. 51	20-011 868		<u>VW Kombi</u> Beginning of production
27 June 51	20-012 908		<u>VW Micro Bus with sliding roof, and De Luxe</u> Beginning of production

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
24 Sept. 51	1-0287 416		<u>Tool kit</u>
24 Sept. 51	20-017 045		Now: wheel bolts no longer included
13 Dec. 51	20-019 498		<u>VW Ambulance</u> Now: Beginning of production at our own works Formerly: supplied by Messrs. Miesen, Bonn
<u>1952</u>			
22 Jan. 52	20-020 829		<u>Tool kit</u> Now: grease-gun no longer provided
27 Feb. 52	20-027 276	Body 27 275	<u>Chassis number</u> Now: rear, right-hand side above engine cover plate. Body number behind front passenger
19 Mar. 52	1-0336 561		<u>Tool kit</u> Now: jack, type "Klettermaxe"
March 52			<u>Chassis Number</u> Now: projection in metal sheet to prevent damage (VW Passenger Cars)
25 Aug. 52	20-030 59C	Body 30 787	<u>VW Pick up</u> Beginning of production
1 Oct. 52	1-0397 023	Engine 481 713 Fr.a. 410 951 Red.g. 00 001 R.a. 456 614 Fr. 415 437 Body 337 823	<u>General modifications</u> For detailed information please refer to the various assembly groups
1 Oct. 52	1-0397 023		<u>Tool kit</u> Now: spare V-belts no longer included

Date introduced	Chassis No.	Unit No.	Modification
15 Oct. 52	1-0402 111 20-036 172		<u>Tool kit</u> Now: spare V-belt included in kit
20 Oct. 52		122-00 001	<u>VW Industrial Engine</u> Now: Beginning of production
<u>1953</u>			
2 Jan. 53	20-041 712	Engine 518 653 Fr.a. 042 212 R.a. 469 390 Body 041 759	<u>General modifications</u> For detailed information please refer to the various assembly groups
10 Mar. 53	1-0454 951	Engine 551 113 Fr.a. 468 941 Red.g. 039 042 R.a. 477 843 Fr. 466 381 Body 392 967	<u>General modifications</u> For detailed information please refer to the various assembly groups
10 Mar. 53	20-047 102	Engine 550 354 Fr.a. 047 604 R.a. 049 415 Body 047 086	<u>General modifications</u> For detailed information please refer to the various assembly groups
21 Dec. 53	1-0575 415	Engine 695 282 Fr.a. 590 166 Red.g. 167 878 Fr. 600 849 Body 508 701	<u>General modifications</u> For detailed information please refer to the various assembly groups
21 Dec. 53	20-069 409	Engine 659 356 Fr.a. 070 257 R.a. 169 153 Body 069 434	<u>General modifications</u> For detailed information please refer to the various assembly groups
<u>1955</u>			
1 Mar. 55	20-117 902	Engine 991 590 Fr.a. 120 231 R.a. 418 385 Body 116 137	<u>General modifications</u> For detailed information please refer to the various assembly groups
31 May 55		924 002	<u>Frame-number</u> Now: Numbering discontinued
15 July 55	20-137 738		<u>General modifications</u> For detailed information please refer to the various assembly groups

Date introduced	Chassis No.	Unit No.	Modification
4 Aug. 55	1-0929 746		<u>General modification</u> For detailed information please refer to the various assembly groups
4 Aug. 55	1-0929 746		<u>Vehicle tools</u> Now: Spark plug wrench also suitable for 21 mm generator pulley nut. Formerly: 36 mm ring wrench (now deleted)
4 Aug. 55	20- 137 976		
16 Aug. 55		122-11 220	<u>General modifications - Industrial Engine</u> For detailed information please refer to the various assembly groups
11 Aug. 55	1-0906 481 Engine	1 092 791	<u>Karmann-Ghia Coupé</u> Beginning of production
30 Dec. 55	1 060 930(111-117)	1 275 601	<u>Identification plate</u> Now: Type - chassis and engine number discontinued.
	1 043 869(143)	1 275 601	
	1 05C 002(151)	1 275 601	
	0 160 736	1 274 981	
<u>1956</u>			
Feb. 56			<u>VW Seven seater bus</u> Start of production
Mar. 56			<u>Ground clearance</u> Now: 155 mm (VW Sedan, export model) Formerly: 172 mm
8 Mar. 56	178 004	-	<u>VW Transporter</u> Production begins at Hanover (continuous)
<u>1957</u>			
1 Aug. 57	1 600 440		<u>General modifications</u> For detailed information see the various assembly groups

Date introduced	Chassis No.	Unit No.	Modification
1 Aug. 57	1 626 393		<u>Karmann-Ghia Cabriolet (141)</u> New: start of production of two-seaters in the following colors: black, pearl-white, diamond grey, colorado, amazonas, graphite silver, bernina Now: top in the following colors: black or light grey, brown, beige, light green, light grey and blue.
16 Sept. 57	1 649 253	22 922	<u>Karmann-Ghia Coupé</u> For detailed information see the various assembly groups
<u>1958</u>			
29 Aug. 58	384 875		<u>Tool kit</u> Now: Starting handle no longer supplied. Starting dog omitted after stocks have been used up.
1 Sept. 58	2 068 178		<u>Tool kit</u> Now: Casting with hole for tommy bar on load bracket operating rod of vehicle jack.
21 Oct. 58	400 397		<u>VW Pick up</u> Now: With wooden platform (produced Hannover - M 201)
22 Oct. 58	400 552		<u>VW Pick up</u> Now: With wider metal platform (M 200)
3 Nov. 58	404 236		<u>VW Pick up</u> Now: With double cab (M-16)
1 Nov. 58	2 150 222		<u>Beginning of 1959 Model year</u>
1 Nov. 58	404 491		
3 Nov. 58	397 288		<u>VW Pick up</u> Now: Start of production of double cab
15 Dec. 58	2 207 350(151)		<u>Identification plate</u> Now: Stamped "Made in Germany" special plate discontinued. Model numbers modified e.g.: 1/11 or 2/21 now 11 and 21.
2 Jan. 59	2 230 317		
1 Jan. 59	422 999		

<u>Date introduced</u>	<u>Chassis No.</u>	<u>Unit No.</u>	<u>Modification</u>
<u>1959</u>			
2 Jan. 59	422 999		<u>Tool kit</u>
12 Jan. 59	2 245 160		Now: Hub cap removal tool included
19 May 59	469 447	Engine No. 3 400 000 Rear Axle No. 2 268 121	<u>General modification</u> To engine and transmission. Details under individual headings
19 May 59	469 447		<u>Chassis number</u> Now: Stamped on right underside of engine cover plate.
6 Aug. 59	2 533 158 (141)		<u>Karmann Ghia Convertible</u> Now: Right hand drive - 142
6 Aug. 59	2 533 139 (143)		<u>Karmann Ghia Coupé</u> Now: Right hand drive - 144
6 Aug. 59	2 528 668		<u>General modification</u>
6 Aug. 59	2 533 099 (151)		For detailed information please refer to the various assembly groups
6 Aug. 59	2 533 139 (143)		
6 Aug. 59	2 533 158 (141)		
30 Sept. 59	514 885		<u>Start of 1960 model</u>
1 Oct. 59	2 632 801		
<u>1960</u>			
31 Mar. 60	2 983 906		<u>Identification plate</u> Now: Permissible maximum weight 1120 kg Formerly: 1110 kg Now: Permissible rear axle load 670 kg Formerly: 660 kg

Date introduced	Chassis No.	Unit No.	Modification
1 June 60	614 456	5 000 001	<u>General modification</u> Details under individual headings
1 Aug. 60	3 205 272 (151)		<u>Saxomat clutch</u>
5 Aug. 60	3 205 531 (141)		Start of production (M 5)
15 Aug. 60	3 223 622		
1 Aug. 60	3 192 507	5 000 001	<u>General modification</u>
1 Aug. 60	3 205 272 (151)		Details under the individual headings
4 Aug. 60	3 205 531 (141)		
5 Aug. 60		122-073 001	<u>General modification</u> Details under the individual headings
12 Aug. 60	3 233 148		<u>Identification plate</u>
15 Aug. 60	640 050		Now: Year of manufacture not marked (including vehicles for home market)
1 Oct. 60	3 335 848		<u>Beginning of 1961 model year</u>
14 Nov. 60	3 411 395		<u>Preservation</u> Now: Ghia-Coupé
<u>1961</u>			
30 Mar. 61	754 736		<u>Total weight and axle load</u> Now: Delivery van, Pick-up and Pick-up with double cab-axle loads painted on right hand side and total weight front, right (Germany only)
28 Apr. 61	0 000 001	-	<u>Volkswagen 1500 Sedan</u> Start of production
30 June 61	3 933 185 (143)		<u>General Modifications</u> For detailed information please refer to the various assembly groups.
30 June 61	3 933 247 (141)		
30 June 61	3 933 263 (151)		