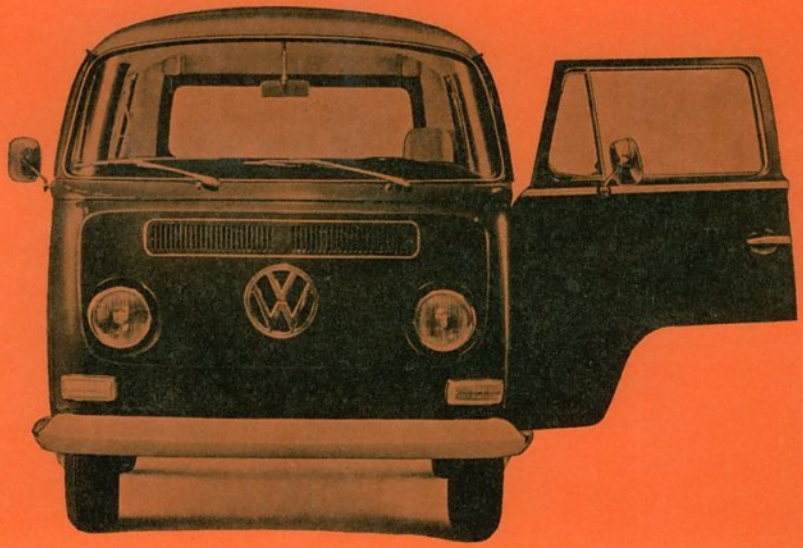
Owner's Manual



Key #

Customer identification card imprint

Customer Identification Card

This is another feature of Volkswagen Service that adds to your convenience. Just present this Manual whenever you stop for service at your Authorized Volkswagen Dealer. Your Identification Card will quickly furnish the Service Adviser with your name and address and all pertinent vehicle data.

Volkswagen Owner's Manual

1969 Models

Warranty Voucher

for the new VW automobile

Type: _____

Chassis No. _____

Engine No. _____

In accordance with the **terms of warranty** printed overleaf.

(Stamp of selling VW Dealer)

The warranty commences at the date the VW automobile is delivered to the original purchaser,

viz. on _____
(To be filled in by selling VW Dealer)

and covers a period of 24 months or the period before the vehicle has been driven 24,000 miles, whichever event shall first occur. Should any warranty claim arise, you are requested to submit this voucher to your VW Dealer.

VOLKSWAGEN OF AMERICA, INC.

No warranties, express or implied, as to Volkswagen vehicles sold in the United States are made either by Volkswagen of America, Inc. or by the manufacturer or by the selling dealer, except the following warranty by Volkswagen of America, Inc.

Warranty for new Volkswagen vehicles

This warranty is issued by Volkswagen of America, Inc. ("VWoA"), the authorized United States importer of Volkswagen vehicles.

Free repair or replacement in United States and Canada of defective parts for 24 months or 24,000 miles

1. VWoA warrants that every Volkswagen vehicle imported by VWoA and sold as a new vehicle to a retail customer by an authorized United States Volkswagen dealer will be free from defects in material and workmanship under normal use and service for 24 months after the date of delivery of the vehicle to the original retail customer or until the vehicle has been driven 24,000 miles, whichever comes first. This warranty is limited, however, to the following: If any part of the vehicle becomes defective during this period, under normal use and service and the vehicle is brought to the workshop of any authorized Volkswagen dealer in the continental United States, Hawaii or Canada, the dealer will, without charge, either repair the defective part or replace it with a new or factory reconditioned part.

Maintenance and validation by owner required to keep warranty in effect

2. In order to keep this warranty in effect the owner must do two things:
FIRST: The owner must have the vehicle maintained and serviced as prescribed in the Volkswagen Maintenance Schedule. (See page 54-55)
SECOND: Every twelve months during the warranty period the owner must obtain from an authorized United States Volkswagen dealer a Validation Stamp on the Maintenance Card to show that the vehicle has been maintained and serviced in accordance with the Volkswagen Maintenance Schedule. Validation will be made upon presentation of bills or other evidence sufficient to satisfy the dealer that the required service and maintenance have been performed. The validated Maintenance Card must be submitted whenever a claim is made under this warranty.

Items not covered by warranty

3. VWoA's warranty does not cover:
(i) Defects, damage or deterioration due to normal use, wear and tear or exposure; (ii) normal maintenance services, such as fuel system cleaning and wheel, brake or clutch adjustments; (iii) the replacement of service items, as, for instance, spark plugs, ignition points, V-belts, wiper blades or brake and clutch linings; (iv) deterioration of upholstery, soft trim and appearance items; (v) damage or defects due to misuse, alteration, negligence or accident; and (vi) damage or defects due to the repair of the vehicle by someone other than an authorized Volkswagen dealer or the installation of parts other than genuine Volkswagen parts.

Warranty outside United States and Canada

4. If the vehicle is brought to an authorized Volkswagen workshop outside the continental United States, Hawaii or Canada, VWoA's warranty will not be applicable, and defective parts will be repaired or replaced free of charge with new or factory reconditioned parts only within the terms and limitations of the warranty for new Volkswagen vehicles in effect in the country where such authorized Volkswagen workshop is located.

No other warranties made

5. This warranty is in lieu of all other express or implied warranties of VWoA, the manufacturer and the selling dealer, including any implied warranty of merchantability or fitness for any particular purpose. Neither VWoA nor the manufacturer assumes, or authorizes any person to assume, on its behalf, any other obligation or liability.

Let us explain the warranty . . .

Volkswagen of America, Inc. is proud of the quality of automobiles it imports. It warrants new vehicles for a period of 2 years or 24,000 miles from the date of purchase, whichever comes first. In general, but subject to certain exceptions stated in the warranty, the complete vehicle including battery and tires is covered under the provisions of the Volkswagen New Vehicle Warranty. It will be honored by any Authorized Volkswagen Dealer in all 50 States, the District of Columbia and Canada.

This warranty is transferable if the ownership of the vehicle changes within the above period.

In order to keep the warranty in force, you as the owner of the vehicle have certain responsibilities. It is important that the vehicle be maintained properly. To facilitate record keeping, this booklet provides on pages 56 to 58 space for listing maintenance services and oil changes as they are performed. **We recommend that maintenance services are performed by Authorized Volkswagen Dealers. They offer with their factory-trained mechanics and special tools fast, efficient service in accordance with Volkswagen quality standards.**

Validation is a requirement of the Volkswagen New Vehicle Warranty. One year after the date of delivery, the warranty must be validated for the second year. This can be done at any Authorized Volkswagen Dealership in the USA or Canada. For that purpose, you should present to the Authorized Volkswagen Dealer the maintenance record for your vehicle. Provided that maintenance services and oil changes were performed in accordance with Volkswagen specifications, dated bills of other than Authorized Volkswagen Dealers will be accepted as proof that these services were performed on time.

Not all repairs, adjustments and replacements, however, are the result of defects in material or workmanship. There are other circumstances beyond the control of the manufacturer that might make a workshop visit necessary. These depend mainly on where you drive and how you drive. They would include weather and atmospheric conditions, varying road surfaces, individual driving habits and vehicle usage.

For example, you are required to pay for the following:

Maintenance services and oil changes

Wheel alignment and wheel balancing – the frequency of such services depends on driving conditions such as rapid starts and stops, tire skidding, hitting pot holes and curbs, etc.

Mechanical adjustments – including brake, clutch, door locks are required as a matter of normal operation of a motor vehicle. This protects you against early or expensive replacements.

Brake and clutch linings – are directly affected by driving habits and use. The replacement of these linings and the reconditioning of brake drums should be performed whenever necessary.

Spark plugs and ignition points – are subject to wear. Periodic replacements ensure you of maximum engine performance and gasoline economy.

Wiper blades – life expectancy will vary widely depending on climatic conditions and extent of use. You are the best judge to decide when they should be replaced.

Light bulbs and fuses – are service items.

Paint, chrome, trim and other appearance items – are affected by normal wear and exposure. Proper care of these items can add to their appearance and durability. (Imperfections are normally apparent during New Vehicle pre-delivery inspection. For your protection, please report any imperfection to your Dealer immediately after you notice it.)

Tires and batteries – are subject to wear. If there is a defect you pay only for the amount of use you have gotten. An adjustment for tires is based on the remaining tread depth, for batteries on time used based on 36 months of service. This is known as the pro-rata method of adjustment.

Contents

All pictures are of the Volkswagen Station Wagon and the text is based on this vehicle. Where the controls, equipment and technical data of the commercial models differ considerably, attention is drawn to the difference.

Specifications are subject to alterations without notice.

This sticker assures you that your 1969 Volkswagen complies with all US Motor Vehicle Safety Standards which were in effect at the time when the vehicle was produced.

Volkswagenwerk AG
certifies to the dealer that this vehicle conforms to all US federal motor vehicle safety standards applicable at time of manufacture.

Getting acquainted

It is advisable

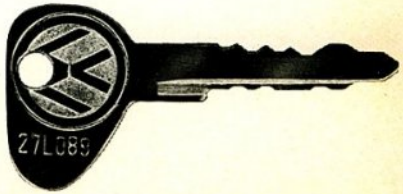
to read this Owner's Manual carefully. You will then get to know your new car quickly and will be able to start off on your trip with complete confidence. You will notice, your Volkswagen has many features designed with your safety in mind.

The first part of this manual deals with the operation of your Volkswagen. Everything about winter driving, tips on care of the vehicle and numerous points on carrying out small repairs and adjustments are given in the second half. It further contains information on lubrication and maintenance and some interesting technical data.

Additionally, this book contains the warranty voucher and the terms of warranty as well as a punchcard for the free-of-charge maintenance service and a maintenance schedule. An easy-to-use maintenance record provides a stamping field, so you can tell at a glance when a maintenance service is due. The stamps in the squares show that the oil changes and maintenance services have been carried out regularly.

Only one key

is required to open the doors and start the engine. Be sure the key number is recorded in the front of the manual. If you should lose the key, you can obtain a replacement from your Authorized Volkswagen Dealer.



All Doors

of your Volkswagen can be unlocked from the outside.

The front doors

of the Station Wagon are equipped with vent wings.

1 – Vent wing fastener

To open the vent wing, turn knob of vent wing fastener until locking catch points in driving direction, and push knob of vent wing fastener forward.

2 – Window crank

3 – Door closing grip

4 – Inside door handle with locking lever

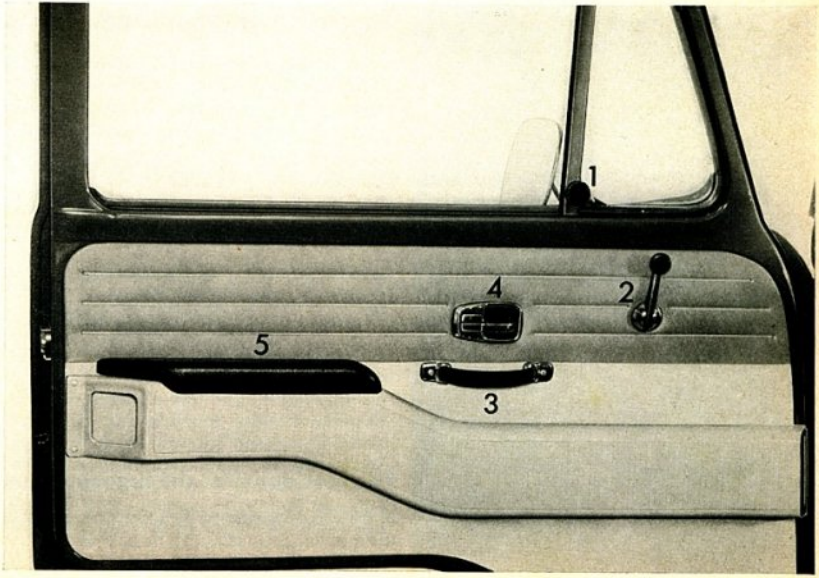
The doors cannot be opened from inside or outside unless the locking levers are pulled out.

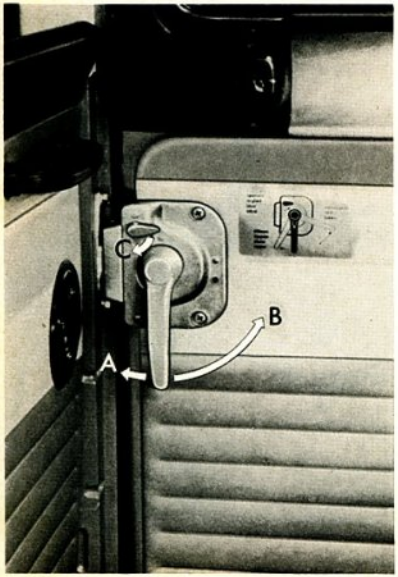
When leaving the vehicle, just push in the locking lever and pull the trigger in the outer handle as you close the door. The vehicle is then locked.

If the door closes by itself after the locking lever has been pushed in, it will not lock because the locking lever will spring out automatically. This is an additional safety measure to prevent you from being locked out if the door should accidentally slam shut while the key is still inside the vehicle.

5 – Arm rest on fresh air ventilation duct

Only Station Wagons have this equipment.





The sliding door

opens smoothly when the door handle is pressed downward. When fully open it is held in position by a hook.

To close, press the door handle down (which releases the hook) and push the door forward until it latches. Then pull the handle up firmly until the sliding door is flush with the rear panel.

To open the door from the inside, push inner handle forward -A-. To close the door, pull handle backward -B-.

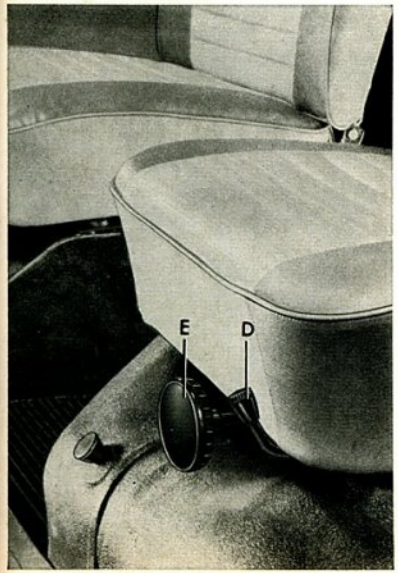
Make sure that the sliding door is fully closed while the vehicle is moving. It can be locked either from the outside with the key or from the inside by pushing the small lever to position C.

The rear door for the luggage compartment

of the vehicle is opened by depressing the push button on the lower part of the door. After pulling the door up, it is held open by springs.

To close the door, swing it down firmly. Make sure that it is properly closed.

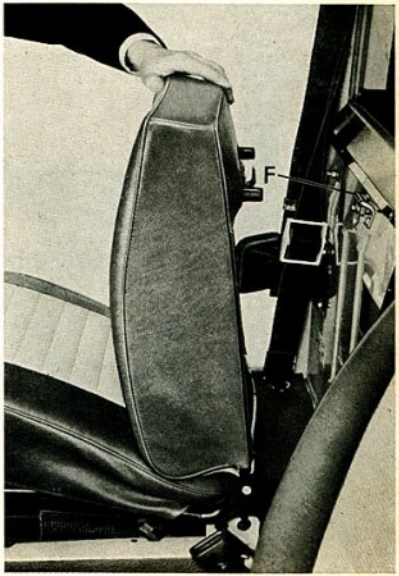
Sit down and make yourself comfortable



The seat position and back rest angle of the driver seat in your vehicle can be altered to suit your requirements. This is quite simple to do – just lift the lever - D - on the front left hand side of the seat frame and slide the seat forward or backward. After adjusting, make sure that lever is in a locked position, otherwise the seat may move during application of the brakes.

The back rest is secured and cannot tilt forward accidentally. It can be adjusted by turning the wheel - E -.

The front passenger seat and backrest can be adjusted to two positions. First, the seat is lifted up in front until the backrest becomes detached from the mounting - F - on the partition of the driver compartment. The seat then can be easily lifted and moved to fit into the other adjustment notch. Make sure that the backrest is secured on the mounting of the partition after adjusting.



Seat Belts

Each seat in your Volkswagen is equipped with a seat belt. Occupants of the vehicle should wear the belts at all times.

Shoulder belts should not be worn by persons less than approximately 55 inches in height.

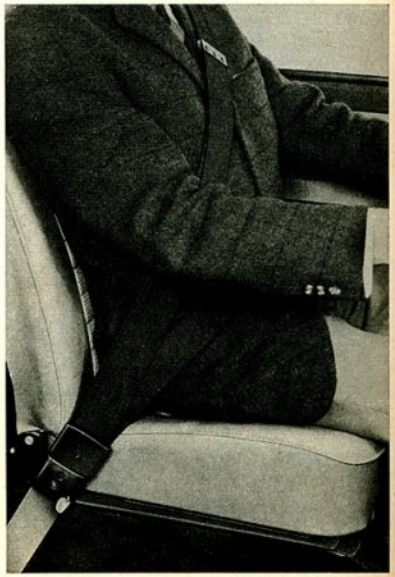
The front seats

Each of the outer front seats is equipped with a combination lap / shoulder belt. In models with a three passenger front seat, the middle seat is equipped with a lap belt, which is described on the next page. Each belt is completely adjustable to fit different sized people and to allow for seat and backrest adjustment. When not in use, the lap section of the lap / shoulder belt retracts and the belt should be hung on the hook on the door post by means of the hole in the buckle tongue. This prevents the belt from lying about and getting dirty and keeps the belts handy.

Operation: After sitting down and adjusting the seat and backrest positions, pull the belt buckle across in front of you to the center of the car. With the three passenger front seat, the inboard belt and buckle lie on the seat cushion; with the two passenger seat the inboard buckle is attached to the inboard side of the seat. In either case, insert the buckle tongue into the recess in the other buckle and press lightly together.

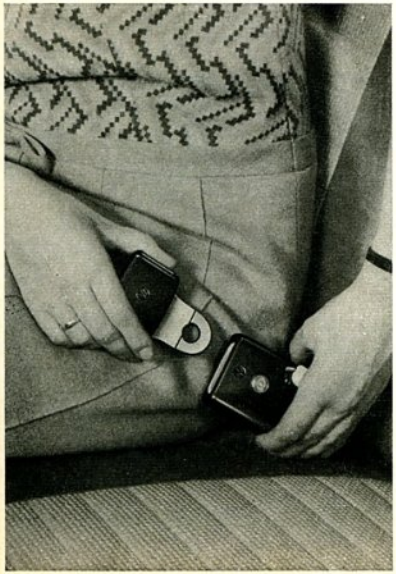
A click will be heard when the buckles interlock. Be sure the belt is not twisted. Pull lap belt through buckle until belt is completely unrolled from retractor and belt fits snugly across lap. Take up any slack by moving slide. Adjust shoulder belt by pulling belt until it fits snugly across chest. Take up any slack by moving slide. To lengthen either section of the belt, release buckles, hold buckle at a right angle to belt and pull belt through buckle. No further adjustment should be necessary if the same person uses the seat belt each time.

To release the belt, pull the unlocking lever on the inboard buckle. Only a light pull and a small movement of the lever is necessary.



The center and rear seats

Each center and rear seat is equipped with an adjustable lap belt.



Operation: After sitting down and making yourself comfortable, pull the longer section of the belt across in front of you until the buckles meet. Insert the tongue of the outboard buckle into the recess in the inboard buckle and press lightly together. A click will be heard when the buckles interlock. Be sure the belt is not twisted. Pull belt through the buckle until belt fits snugly across the pelvic area. Take up any slack by moving the slide. To lengthen the belt, release buckle, hold buckle on longer section at a right angle to belt and pull belt through buckle. No further adjustment should be necessary if the same person uses the seat belt each time.

To release the belt, pull the unlocking lever on the inboard buckle. Only a light pull and a small movement of the lever is necessary.

Each of the outer seats

is also equipped with a third mounting point to facilitate subsequent installation of combination lap/shoulder belts.

Do not strap in more than one person with each belt.

Cleaning: To keep belts clean, wash belts with mild detergent without removing from vehicle. Dry belts in the shade and do not allow lap belts to retract until completely dry. Do not bleach or dye the belts or use any other material to clean the belts because some of these agents can weaken the webbing.

Check buckles, retractors and fittings periodically to make sure they function correctly and belts to ensure that the webbing has not been damaged.

In front of you - the instrument panel

Just have a quick look at the dash and try out the various knobs and levers with the ignition switched on:

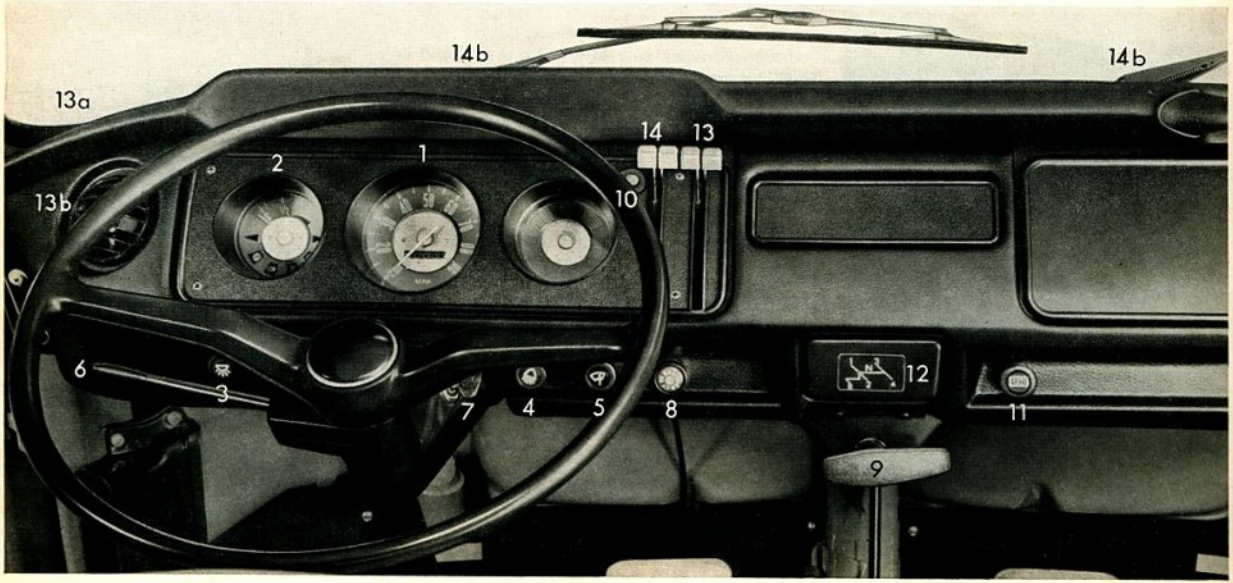
1 – Speedometer

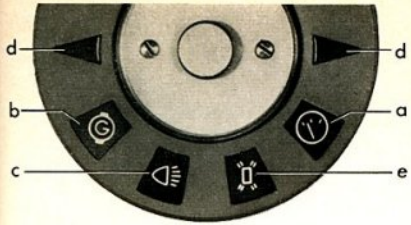
2 – Fuel gauge

When the needle is on the "R" mark, there is about one gallon of fuel left in the tank. It's time to refuel at the next opportunity.

In addition, the fuel gauge contains the following warning lights:

a – light green	– oil pressure
b – red	– generator
c – blue	– high beams
d – light green arrows	– turn signals
e – dark green	parking lights





3 – Push / pull knob for interior light at rear

When the knob is pulled out, the light in the passenger or load compartment can be switched on and off with the switch built into the lamp.

4 – Light switch

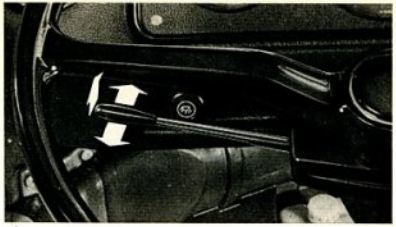
Pull the knob out to the first stop to switch on parking, license plate, tail and instrument lights. A green warning light lights up in the fuel gauge. Pulling the knob out to the next stop switches on the headlights and the green warning lamp goes out.

The brightness of the instrument lights can be adjusted by turning the lighting switch knob.

5 – Windshield wipers and washer

The two-speed wipers are controlled by turning the wiper switch knob.

The blades park automatically when turned off. By pressing the button in the center of the knob, wiper fluid is sprayed on the windshield.

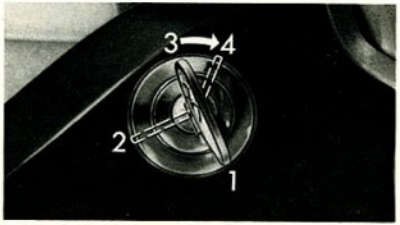


6 – Turn signal switch

Lever forward – right turn signal
Lever to rear – left turn signal
The turn signals are cancelled automatically upon completion of a turn.
Pull the lever toward steering wheel to **raise or lower headlight beams.** A blue warning light in the fuel gauge dial shows when the headlight high beams are switched on.

7 – Steering – ignition lock

1 – Ignition off – steering locked
2 – Ignition off – steering free
3 – Ignition on
4 – Starting



Important: Remove key from lock only when vehicle is stationary.

8 – Emergency blinker switch

If the vehicle is disabled or parked under emergency conditions, pull the switch to make all four turn signals blink at once. A warning light in the switch knob blinks when the system is turned on.

9 – Handbrake

To set the handbrake, just pull the handle straight out. To release it, turn clockwise and push handle in.

10 – Warning light for dual brake system

See explanation on page 18.

11 – Switch for rear window defogger

With the ignition switched on, the rear window defogger may be put into operation by pulling out the knob. A green control lamp inside the knob will light up then. After the rear window has been cleared, switch off the rear window defogger so as not to place an unnecessary drain on the battery.

12 – Ashtray

It can be removed by pressing the leaf spring downward, pulling out the ashtray at the same time.

The ashtrays – 12a – in the passenger compartment can be removed by lifting them out at the lower portion of the retaining frame. For reinstallation, insert ash trays first at the top where the leaf spring is located and push ash trays into the retaining frames.

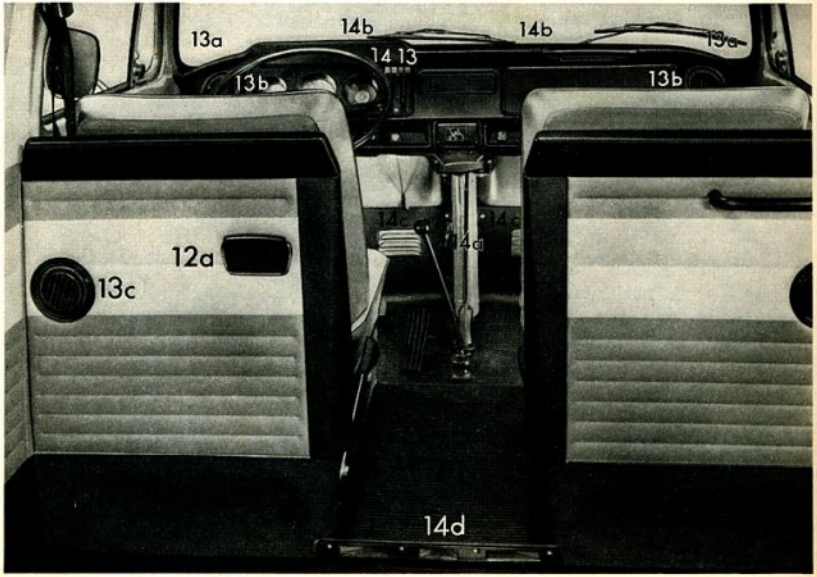
13 – Fresh air control levers

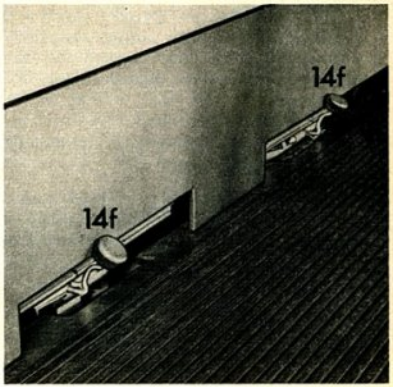
The fresh air ventilation left and right can be turned on and adjusted individually with the two blue operating levers in the dashboard.

Levers upward – Ventilation closed
Levers downward – Ventilation open

Fresh air enters through two outlets – 13a – on the lower edge of the windshield and through discharge vents – 13b – on the right and left side of the dashboard. By turning the discharge vents, the air flow can be pointed in any desired direction. Each discharge vent incorporates a flap to adjust the air volume entering the vehicle.

The Station Wagon has as standard equipment two additional adjustable discharge vents – 13c – located at the partition between driver and passenger compartments.





14 – Heating control levers

Heating for the left and right side of the vehicle can be turned on and adjusted individually by means of the two red levers in the dashboard.

Levers upward – heating off
Levers downward – heating on

The distribution of warm air in the vehicle interior can be controlled as follows:

The lever – 14a – on the front panel regulates the warm air distribution in the driver's compartment. If the lever is pulled down, warm air is discharged from the defroster vents – 14b – located at the lower edge of the windshield. If the lever is pushed up, warm air will enter the legroom from both lower outlets – 14c.

Additional warm air outlets are in the passenger compartment.

Warm air from outlet – 14d – in front of the middle seat is regulated by pulling knob – 14e – under the driver seat.

The Station Wagon has two outlets – 14f – under the rear seat bench. If the levers at the vents are moved inward, the warm air flaps are opened.

At low outside temperatures, it is suggested to keep the warm air flaps in the passenger compartment closed. By actuating the adjusting lever – 14a – the total volume of air is first distributed to the defroster vents keeping the windshield clear. Later on all remaining outlets can be opened to warm up the vehicle interior as quickly as possible.

Above you

1 – Sun visors

You can pull the visors out of the center mounting and swing them toward the door windows to prevent glare from the side.

2 – Cab light

The cab light is turned on and off with the switch on the lamp itself.

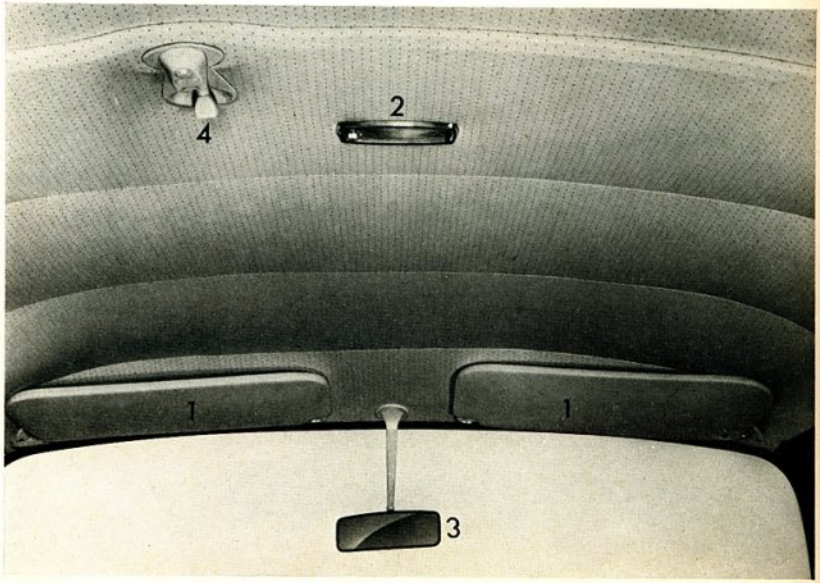
3 – Rear view mirrors

Outside and inside mirrors are adjustable so that they can be set to give clear vision to the rear at all times. The outside mirrors are hinged to fold flat upon contacting anything. The inside mirror is rimmed with plastic for safety and designed to detach upon impact.

On some commercial models the inside mirror is not standard equipment.

4 – Sliding roof (optional equipment)

For safety reasons, the sliding roof crank should always be in the recess. When closing the roof turn the crank as far as it will go, then turn it back slightly until it can be folded into the recess.

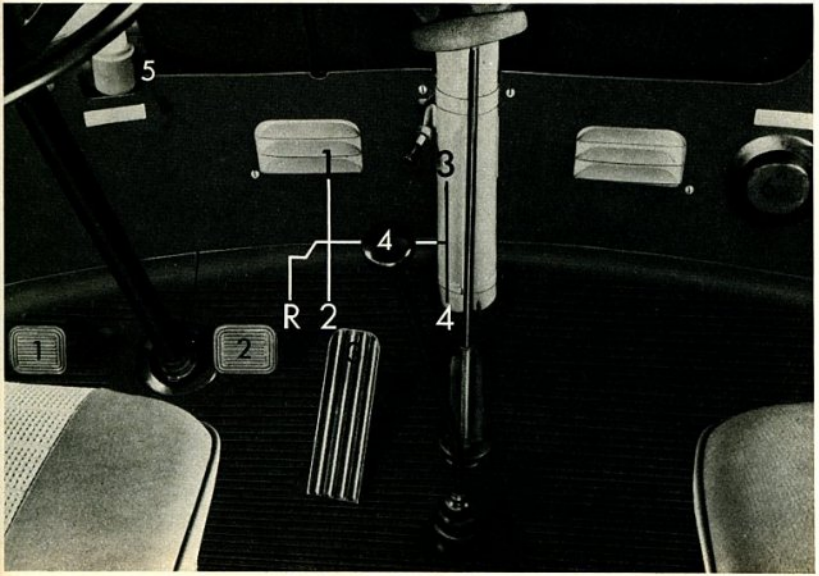


In the footwell

1 – Clutch pedal

2 – Brake pedal

3 – Accelerator pedal



4 – Gear shift lever

To engage reverse gear, press the shift lever down, move it to the left and pull it back to the stop. With the ignition switched on, the back-up lights will come on then. Do not shift into reverse gear when the vehicle is moving.

5 – Brake fluid topping-up reservoir

It should always be filled, until the brake fluid level is ¾ of an inch below thread for cap. If the level ever falls considerably below this point, the brake system should be thoroughly examined by your Authorized VW Dealer.

Brake fluid is water-absorbent and should, therefore, be **renewed every two years.** This should be performed by an Authorized VW Dealer.

6 – Container for windshield washer

To refill windshield washer container, first remove the cover and then the cap.

The container can be filled with water until it overflows. There is always room for sufficient air to operate the washer. The correct air pressure is 42 psi.

It is advisable to add a cleaning solution to the water such as Volkswagen's Windshield Washer Anti-freeze and Solvent as clear water alone is usually not adequate to ensure that the windshield is cleaned quickly and properly. If enough of this cleaning agent is put in, it also acts as a mild anti-freeze solution in the winter.

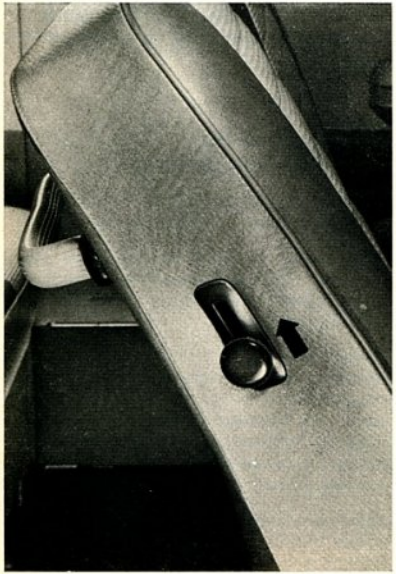
Anti-freeze fluids are also commonly available. Follow the direction on the container for the amount to be used.

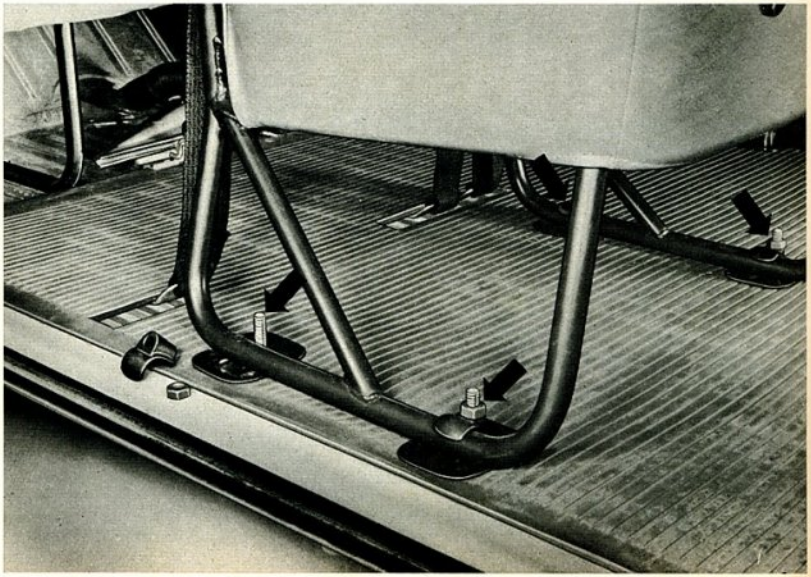
This is important too

In the passenger compartment

the back rest of the front seat can be tilted forward to facilitate entry and exit of passengers on the rear seat. The catches can be released by pulling up the knob on the side of the back rest.

All seats can be removed for transporting bulky goods. To do this, remove the side trimming for the front and rear seat frames, unscrew the nuts and take off the mounting supports. Take out the seats and the mounting plates and remove the bolts by turning them 90 °.





The spare wheel

is mounted on most models in the rear luggage compartment. On some models it is located underneath the seats in the driver's cabin.

Make sure that the spare tire pressure is always up to 44 psi. You can always partially deflate the spare tire to the recommended pressure.

The jack

is mounted with a clamping device under the right front seat. Wind jack until the end of the folded insert piece is in line with the groove on the jack (see arrow) when storing it after use.

How to operate the jack is described on page 29.

Tools and accessories

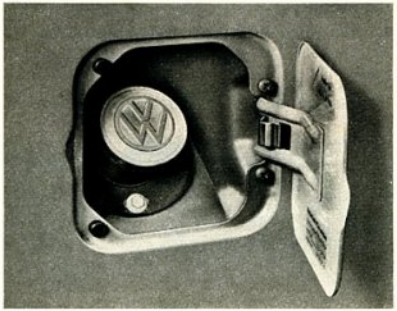
The tool kit is also kept under the right front seat. It contains:

1 fan belt
1 hub cap remover
1 pair of combination pliers
1 screwdriver with reversible blade for slotted an Phillips screws
1 open-end wrench 8 mm and 13 mm
1 double-ended socket wrench for spark plugs, fan pulley nut, wheel bolts and jack
1 long bar for socket wrench and jack
1 socket wrench 13 mm

Now you know your vehicle fairly well. Further hints on what to do before moving off and when on the move are given on pages 18 to 21.

Before moving off, check . . .

the fuel, the brakes, the lights and, at regular intervals, the oil level in the engine and the tire inflation pressures.



The fuel supply

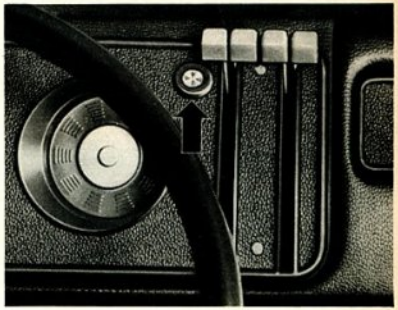
is sufficient for driving about 300 miles if the tank is filled to its capacity of 15.9 US gallons. The filler neck is located behind a flap above the right rear wheel well.

The choice of fuel is left entirely to you. The Volkswagen will run satisfactorily on all gasolines which fulfill the octane requirements of the engine (91 octane Regular).

If regular fuels with adequate anti-knock qualities are not available, premium fuels should be used or mixed with the regular fuel.

The brakes

should be checked before driving off. Your Volkswagen is equipped with a dual brake system. Both systems, front and rear, can function independently.



An indicator lamp on the instrument panel

controls the brake systems. Should the indicator lamp light up while applying the brakes, see your Authorized VW Dealer as soon as possible because one of the two brake systems may have failed. The brakes will still operate, however, a longer distance is required to bring the vehicle to a halt.

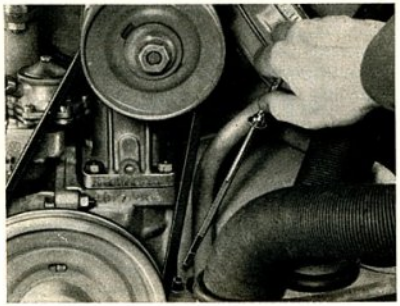
Push indicator lamp after switching the ignition on. If the lamp does not light up, the bulb should be replaced.

Please bear in mind that brakes are subject to wear. An increase in pedal travel will indicate this wear. Depending on individual operating conditions, the brakes may have to be adjusted between specified maintenance intervals.

The lights

include headlights, back-up lights, tail lights, license plate light, turn signals and brake lights. The turn signals, brake lights and back-up lamps must be checked with the ignition on.

If a turn signal is defective, the warning lights in the fuel gauge dial flash much faster than usual or go out. The brake lights only work when the brake pedal is depressed and the back-up lights when reverse gear is engaged.



The oil level

should be between the two marks on the dipstick and must never be below the lower mark. Wipe the dipstick clean before checking.

The vehicle must be on a level surface when the oil level is checked so the dipstick reading will be accurate. Do not check the oil immediately after stopping the engine. Wait at least 5 minutes to give the oil in the engine time to drain down into the bottom of the crankcase.

To top up the oil level, a well-known brand of oil should be selected. Although it is advisable to stick to one brand of oil, using a different brand to replenish the oil will not harm the engine. Details about the proper oil viscosities are given on page 41.

The correct tire pressure

is most important in the interest of safety. Too low as well as too high a tire pressure reduces the life expectancy of the tires and, furthermore, adversely affects the road holding of the vehicle. Although the tubeless tires of your car will hold the inflated tire pressure for a long time, you should check the pressure before you start out on a long trip or at least once a week.

The specified tire pressure can be found in the table on page 50 and also on the label inside the flap for the tank filler neck.

Two more important points

1 – If the vehicle is used in very dusty conditions, the oil bath air cleaner must be checked frequently, even daily if necessary.

How this is done is described on page 45.

2 – Do not drive your car with a disconnected battery. This may lead to damage to the electronic components of the electrical equipment.

Starting the engine

Before turning the ignition key, make sure that the gearshift lever is in Neutral.

At temperatures above freezing point or when the engine is still warm, depress the accelerator pedal slowly while operating the starter. When the engine is very warm, depress pedal fully but do not "pump" it.

At temperatures below freezing point or when engine is cold, depress the accelerator pedal fully once and then release it so that the automatic choke can work. Then switch ignition on and start **immediately.** When the weather is very cold, the engine may turn over slowly during starting. In this case depress the clutch while cranking; if it turns over faster, hold the clutch down until the engine starts. When starting without depressing the clutch, be sure the handbrake is on and the gearshift in Neutral.

As soon as the engine starts, release the ignition key so that the starter is switched off.

Do not try to warm the engine up by letting it idle with the vehicle stationary – drive off immediately. Do not race the engine while it is still cold.

If the engine does not start the first time or stalls at any time, the ignition will have to be switched off and then on again because the non-repeat lock in the switch prevents the starter from being operated when the engine is running and thus being damaged.

The warning lights in the fuel gauge will come on when the ignition is switched on. As soon as the engine starts, these lights will go out. Stop at once if one of these lights comes on when driving:

Red warning light for generator and cooling

Check the belt that drives the generator. If this belt breaks, the engine cooling fan also stops working. The proper way to fit a new belt is described on page 30.

If the generator stops charging for any other reason, you can drive on but try to get the vehicle to an Authorized Volkswagen Dealer as soon as possible because the battery will soon run down.

Green warning light for oil pressure

If this warning light comes on when driving, the flow of lubrication oil in the engine may be interrupted. Check the oil level first. Should the cause of the trouble be elsewhere, contact your nearest Authorized Volkswagen Dealer.

Be careful when running the engine in confined spaces. Ensure that there is ample ventilation so that the poisonous exhaust gases can escape.

. . . it runs . . . and runs . . . and runs . . . and runs . . .

You can drive your Volkswagen at full speed from the first day. There are, however, certain permissible speed ranges for the various gears:

1st gear	**0–15 mph**
2nd gear	**10–25 mph**
3rd gear	**15–45 mph**
4th gear	**30–65 mph**

When a particular traffic situation makes it essential to move rapidly, you can accelerate up to 30 mph ind 2nd gear and up to 50 mph in 3rd gear for brief periods. Bear in mind, however, that full throttle acceleration raises fuel consumption considerably. It is more economical to drive smoothly and keep the top speed fairly constant. Very fast, racy-sporty driving, alternating between full throttle and hard braking will mean more frequent visits to a gas station and increased tire and brake lining wear.

You can drive very economically between:

10 and 20 mph in 2nd gear
15 and 30 mph in 3rd gear
30 and 45 mph in 4th gear

Just a few words about the clutch while we are on the subject of driving. The clutch is a very hard-worked part of the vehicle. A good driver slips the clutch as little as possible when moving off and changing gears. He always depresses the clutch fully when changing gears, he changes down into the appropriate gear in city traffic instead of slipping the clutch and never uses the clutch pedal as a "rest" for his left foot.

Volkswagen automobiles have excellent brakes which can stop the vehicles in the shortest possible distance. But do not forget that the braking distance increases very rapidly as the speed increases. At 60 mph, for example, it is four times longer than at 30 mph. Apply the brakes in good time whenever possible but do not use too much force, locked wheels increase the braking distance.

Remember that water reduces the tire adhesion and increases braking distance. Drive carefully and remain at a safe distance behind the preceding vehicle, particularly when roads are wet and slippery.

Always set the handbrake after parking your car. On steep hills turn the front wheels toward the curb.

That just about covers the operation of the car and how to drive it properly.

The following pages deal with tips for winter driving, breakdowns and all there is worth knowing about the lubrication and maintenance of the vehicle.

When it snows and freezes

Your Volkswagen has two features which you will appreciate in the winter: Air cooling and heating. You can leave your car out in the bitter cold without fear – the aircooled engine will always start readily and supply warm air for the interior of the body.

Tires with badly worn treads are very dangerous, particularly in the winter, so ensure that they are replaced in time.

M+S tires with special heavy treads give good traction in snow and slush. They can be fitted to all four wheels but never use them on the front wheels only.

Better still are M+S tires with spikes which increase the safety margin even on hard snow and ice. These tires should always be fitted on all four wheels. Check your state laws before using spiked tires.

If winter tires are mounted, they should have the same ply rating (PR) as tires of the original equipment.

The specific characteristics of winter tires can be improved by raising the tire pressures to 3 psi above the normal operating pressure for the tire concerned. M+S tires with spikes should be run at moderate speeds when new in order to give the spikes time to settle.

In general, winter tires only have advantages when conditions on the road are really wintry. For safety reasons, it is not advisable to drive a vehicle fitted with any type of winter tire at top speed. You cannot expect a winter tire to have the same degree of adhesion on dry, wet or snow-free roads as a normal tire. In addition, under these conditions, M+S tires wear rapidly, particularly at high speeds.

Snow chains can be fitted to the rear wheels only. Only thin chains which do not protrude from the tire tread and inner side wall more than ½ inch including tensioner, are suitable. When driving over long stretches of road which are free of snow, the chains should be removed, because they serve no useful purpose and merely damage the tires and wear out quickly.

Engine oil of SAE 30 grade will tend to thicken at temperatures around freezing point and may cause difficult starting. As soon as winter temperatures are expected, change to a thinner grade of engine oil. Details of the various oils to be used are given on page 41.

If you drive mostly short distances and in city traffic, especially in the winter, we recommend that you have the engine oil changed at shorter intervals, say every 1500 miles. At other times, these additional changes are unnecessary and uneconomical.

In countries with artic climates and temperatures below about—13° F, the engine oil should be changed every 750 miles.

Transmission oil of SAE 90 grade can generally be used all year round. Only in countries with arctic climates is it necessary to use the thinner SAE 80 transmission oil.

When the temperature is below —13° F for long periods, it is advisable to use Automatic Transmission Fluid (ATF) in the transmission. The vehicle must only be run with this fluid during the cold period. As soon as the temperature rises to near freezing point, this fluid must be replaced by SAE 80 or SAE 90 transmission oil.

The battery not only tends to drop in capacity as the temperature drops, it also has to work much harder in the cold weather. Current consumption is higher when starting and the lights are on longer. A really cold battery which may not be fully charged has only a fraction of the capacity that a battery at normal temperature has, and this might not be enough to start a cold engine. If the car is only driven short distances and in city traffic, the battery may have to be charged from an external source from time to time. For more details see page 36.

The spark plugs should not have excessively large gaps especially in the winter. The gap is normally .028 in., but when the weather is very cold, the gap can be temporarily reduced to .020 in. to facilitate starting.

Door locks can freeze in winter if water gets into the lock when washing the vehicle so do not aim the water jet directly at the locks. It is a good idea to cover the keyholes beforehand. A frozen lock can be opened by warming the key well before inserting it. An anti-freeze solution or glycerine should then be squirted into the lock cylinder as soon as possible.

It is a good idea to carry a shovel or a short-handled spade in the car to clear away snow if you get stuck. A small hand brush fo sweeping snow off the vehicle and a plastic scraper for the windshield are also useful.

Ice on windows can be removed quickly by using Volkswagen's Spray De-Icer — Part. No. ZVW 241 113.

A clean smart vehicle looks better

We have provided your vehicle with enamel which is not only extremely durable and has a very high gloss but which also has a long service life. This has been achieved by special chemical treatment of the body metal and the use of a synthetic resin enamel paint technique.

But even the finest paint requires a certain amount of care. This is easy to appreciate if you consider for a moment the influences to which the paint is exposed. Sunlight, rain, industrial fumes, soot, dirt and dust are constantly at work attacking the paintwork.

In the winter all parts of the vehicle are subjected to even more severe climatic conditions and the effect of corrosive salt solutions. It is advisable to clean and wax the vehicle more frequently in this period.

Every Authorized Volkswagen Dealership stocks car cleaning materials. These materials have been tested by us and found to give the best results. These materials are listed on page 26.

Wash a newly painted vehicle frequently with clear water particularly in the first two or three months as this will help to harden the paintwork. Use a soft sponge or hose brush for the body, a long handled brush for the wheels and plenty of water. Spray the body panels and wheels with a fine soft spray first to loosen the dirt, then start at the top and wash downward. Rinse the sponge out frequently to avoid scratching the paint.

Later on, the vehicle should always be washed when it is dirty. The longer the dirt is left on the paint, the greater is the risk of it damaging the glossy finish. The dirt particles can have a chemical effect on the paint surface or they can cause scratches if rubbed into the paint. If the dirt cannot be removed with clear water, a suitable shampoo can be added to the water. Afterward, rinse all traces of the shampoo off with clear water and then wipe the vehicle dry to avoid water spots.

Waxing should be carried out for the first time after about 8 to 10 weeks. Waxing is a means of putting back into the paint certain substances which keep it flexible and are lost in the course of time due to weathering and washing, particularly when you use a detergent. The wax coating seals the pores of the paint and makes it water-repellent.

The paint should be re-waxed when water remains in large patches on the surface and does not form beads and roll off. Regular waxing will ensure that the paint retains its original high gloss for a long time.

Another way of waxing the paint is to use a wash-and-wax solution. This is easier than waxing in the normal way. Just wash the vehicle first then put the wash-and-wax solution in a bucket of water and apply it to the paintwork. All that remains is to leather off the paint until it is dry. This type of wax will only protect the paint adequately if it is used every time the vehicle is washed and the interval between washes is not more than two or three weeks.

Polishing should only be done when the paint has lost its gloss due to weathering or lack of proper care and the gloss can no longer be restored by waxing in the normal way. After treatment with polish, wax the paint thoroughly to retain the gloss which has been obtained.

Minor paint damages, such as scratches, stone chips and the like, can easily be touched up with a paint stick available at your Authorized VW Dealer. In the driver's cab on the rear panel you will find a sticker showing a number. This is the code number for the paint color of the vehicle.

Never wash, wax or polish the car in the sunshine.

Before waxing and polishing, the vehicle must be washed and dried thoroughly.

Tar spots tend to penetrate into the paint in a very short time. They should be removed as soon as possible, preferably with a tar remover. Afterward, the area should be washed with a solution of shampoo and water, and rinsed well to remove all traces of tar remover.

Insects tend to stick on the front of the vehicle and on the windshield in the summertime. These should also be washed off the paint as soon as possible. When really dried on, the insects can be removed with an insect remover.

Afterward, the paintwork should be washed, rinsed and wiped dry with a chamois.

Parking under trees. Vehicles which are parked under certain trees in the summer are often found to be covered with sticky spots. These spots can be taken off easily with a shampoo if the treatment is not delayed too long. It is advisable to wax the paint afterward.

Chrome parts should be treated with a chrome cleaner or polish. To give lasting protection in the winter, the chrome parts can be coated with Volkswagen's Chrome Cleaner and Protection.

The windows can be cleaned with a sponge and clear water. Always use a clean chamois to dry the windows. This chamois must not be used on the paintwork in any circumstances as most paint cleaners and polishes contain ingredients which will cause unpleasant streaks to appear on the windshield when it rains, even if only the smallest trace is present. These streaks can only be removed with a good windshield cleaner. Do not forget to clean the wiper blades.

Door and window weatherstrips must be undamaged and supple to ensure that they seal properly. To retain the original flexibility of the rubber, coat the weatherstrips with talcum powder or silicone spray occasionally.

The windshield wiper blades should be taken off from time to time and cleaned with a hard brush and alcohol or a strong detergent solution. During long dry periods they tend to get clogged with tar splashes, oil and insects. New blades should be fitted as often as necessary.

The driver's seat. If the driver's seat becomes hard to slide, the runners should be lubed lightly at top and bottom after being cleaned with a cloth. The seat can be removed. To do this, push it forward out of the runners.

Car care materials for the Volkswagen

The items listed below will help you preserve the built-in beauty of your Volkswagen. Compounded especially for use on your VW. they are available at your local Authorized Volkswagen Dealer. Detailed instructions on how to use the various products are imprinted on the individual containers.

Application	Volkswagen Product
Car Washing, Upholstery Cleaning, Whitewall Tire Cleaning.	All Purpose Cleaner-ZW 243 101.
Paint Polishing and Paint Waxing.	Combination Car Cleaner and Wax-ZVW 241 109.
Paint Polishing. Paint Waxing. Care and Cleaning of Chrome Parts.	Paint Polish – 000 096 001. Paint Preservative – 00 096 011. Chrome Cleaner and Protection – 000 096 061.
Windshield Cleaning.	Windshield Washer Anti-Freeze & Solvent – ZVW 241 101.
Paint Touch up.	Touch up Paint, all colors.
Removing ice from windows.	Spray De-Icer – ZVW 241 113.

The leatherette parts of the headlining, side trim panels and seats can be cleaned best with a soft cloth or brush. When very dirty use Volkswagen's All Purpose Cleaner. Use only a dry foam cleaner on the leatherette of the seats and backrests because the material used for these parts is air-permeable and liquid cleaners would penetrate into the textile backing.

Grease or paint spots should be wiped off before they dry when possible. Once dry, they can be removed by rubbing carefully with a cloth moistened with benzine or alcohol. Shoe polish marks can be removed with turpentine but be careful because this will damage the dust repellent surface of the leatherette if allowed to work on it too long. After cleaning, rub the material dry with a soft cloth. So-called preservatives are not suitable for leatherette because they do not soak into the material and merely collect dust and make clothing dirty.

Airing the body. If the vehicle is left in the garage for long periods, the garage and car doors must be opened from time to time to prevent the formation of mold and damp stains inside the vehicle.

Tires

In addition to checking pressures regularly and driving carefully, the following points should be remembered in connection with tires:

1 – Check tires for damage occasionally and remove imbedded material.

2 – Keep oil and gasoline away from the tires.

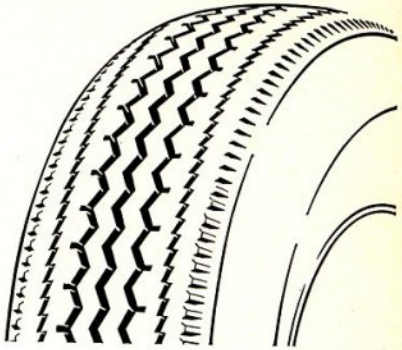
3 – Try not to expose tires to sunshine for long periods.

4 – Replace missing valve dust caps as soon as possible.

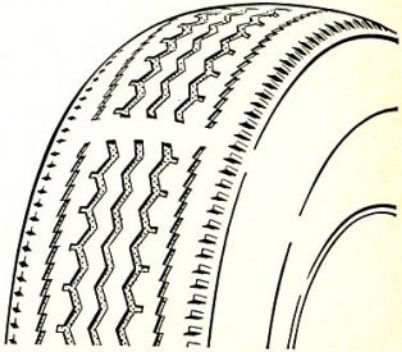
The original equipment tires on your Volkswagen incorporate built-in tread wear indicators to assist you in determining when your tires have been worn to the point of needing replacement. These indicators are molded into the bottom of the tread grooves and will appear as approximately ½-inch wide bands when the tire tread depth becomes $^1/_{16}$ of an inch. When the indicators appear in two or more adjacent grooves, tire replacement due to tread wear is recommended.

We advise you however not to let the tires wear down to this extent as tires with treads in this condition cannot grip the road surface properly when driving at high speeds on wet roads. If you notice that the tires are wearing unevenly, get advice from your Authorized VW Dealer.

Tread still good



Tread worn out



Just in case . . .

you have to carry out a repair yourself, we have included some information on the next few pages which should help you.

All other repairs should always be performed by an Authorized Volkswagen Dealer. The Volkswagen service organization offers you a wide-spread network of Authorized Volkswagen Dealerships staffed by skilled mechanics and equipped with all the special tools and appliances required. Whenever you see the familiar VW sign on the roadside, you can be sure of expert advice and quick efficient assistance.

Wheel changing

Apply the handbrake.

Remove hub cap with puller and jack bar by hooking the puller into the holes in the edge of the cap and levering against the wheel rim with the jack bar.

Loosen all wheels bolts about one turn with socket wrench and bar.

Insert jack into square socket under body and turn hexagon at top of jack until base touches ground.

Lift vehicle by turning hexagon with socket wrench and bar. Remove wheel bolts and take wheel off.

Place spare wheel against drum and raise or lower vehicle as necessary until a hole in the wheel is roughly in line with a threaded hole.

Insert the bolt and tighten it until the wheel can be swung round to align the other holes.

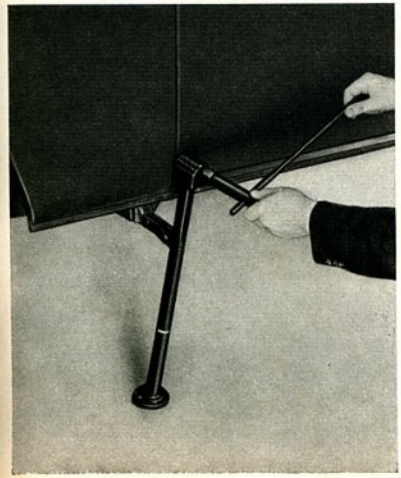
Insert remaining bolts.

Tighten bolts until the wheel, centered by the spherical shape of the bolt heads, contacts evenly all round.

Lower the vehicle.

Insert bar into wrench and tighten the wheel bolts diagonally at 95 ft. lbs. Have it checked at a service station with a torque wrench because correct tightness of the wheel bolts is important for safety.

Install hub cap with a blow of the hand. Be sure to check the pressure in the tire you have just put on. For correct tire pressure see page 50.

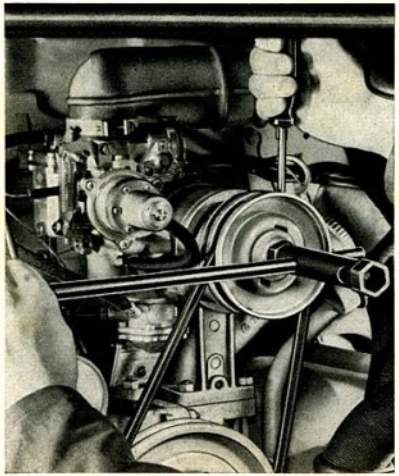


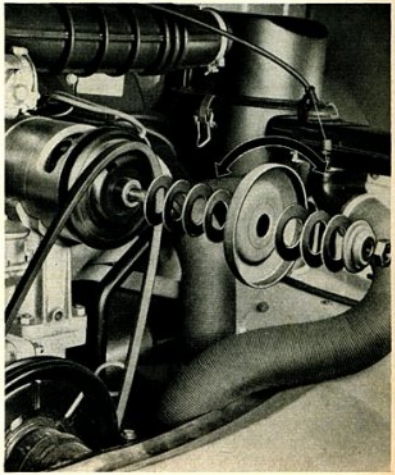
Adjusting or replacing the fan belt

The fan belt tension is correct when the belt can be pressed inward about .6 in. at the center. The belt must not be too tight or too slack. A new belt may stretch slightly at first so should be checked after about 600 miles and the tension corrected if necessary. To adjust the belt, remove the rear part of the pulley on the generator. When loosening and tightening the nut, place a screwdriver in the slot in the front half of pulley and support the screwdriver against the upper screw in the generator housing. To fit a new belt, the cover plate for the crankshaft pulley must also be removed after taking out the three screws.
The belt is tensioned by varying the number of washers between the pulley halves. Taking washers out increases the tension, putting them in decreases it. Extra washers are stored on the outside of the pulley half.

Hint:

Although the life expectancy of the fan belt of your VW is very high, you should always carry a replacement belt in the car.





Cleaning fuel pump filter

Install clip on fuel hose between tank and engine compartment.

Remove screw in cover on pump and take cover off.

Take filter out and clean it in benzine.

When installing filter, do not forget the gasket for the cover.

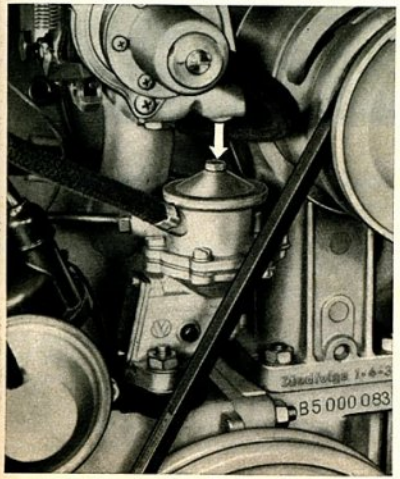
Removing and installing spark plugs

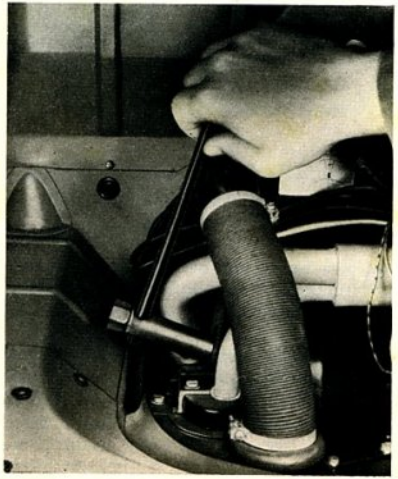
Pull connector off and screw plug out with socket wrench and bar.

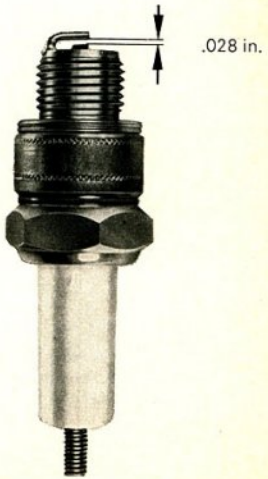
The plugs should be clean and dry inside and outside, in order to avoid shorting and tracking. Never use a wire brush for cleaning spark plugs. Instead remove residues from electrodes and insulator by means of a piece of wood. The gap can be set by bending the outside electrode. The gap should normally be .028 in. but when the weather is very cold the gap can temporarily be reduced to .020 in. to facilitate starting.

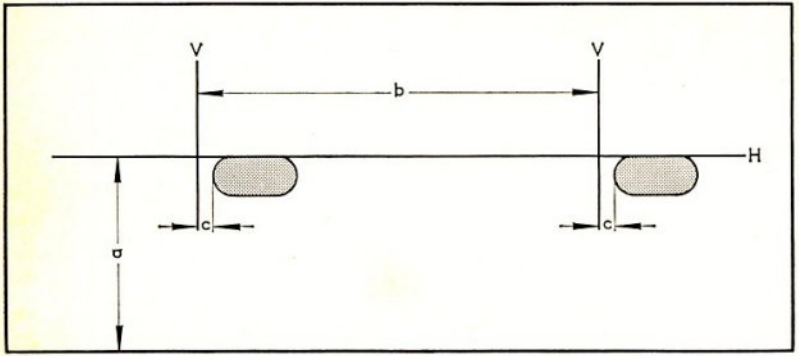
Take care not to crossthread the plugs when inserting them and tighten them firmly but do not overtighten.

New plugs should be installed every 12.000 miles.

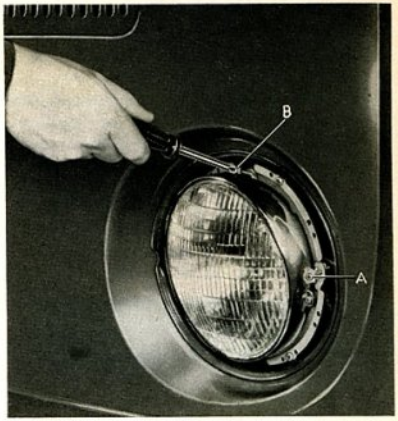








a = Height of headlight centers from ground
b = Distance between headlights = 42½ in.
c = 2 in.



A = Lateral aim
B = Vertical aim

Headlight adjustment

It is best to check the headlight alignment with a regulation screen or aiming device. If none is available, proceed as follows:

Adjust tires to correct pressures and park vehicle on level surface squarely facing a wall or screen 25 feet in front of the headlights. The drivers seat must be loaded with one person or a weight of 154 lbs.

Measure height (a) of center of headlights from ground and draw a horizontal line (H) on screen at this height the full width of the vehicle.

Opposite the center of each headlight, draw (V) vertical lines intersecting the horizontal.

These lines should be 42½ inches apart. Drawing a vertical line for the center of the vehicle might help aligning vehicle with screen.

Loosen the screw in the trim ring and take ring off.

Aim the headlights individually by turning the two aiming screws with low beams switched on. Cover up the second headlight.

The headlights are correctly aimed when the top edge of the high intensity zone is on the horizontal line H and the left edge is 2 in. to the right of the vertical line V.

Check with your State Bureau of Motor Vehicles for variations from these dimensions.

Bulb replacement

Sealed-Beam

A double filament, type 2, seven inch sealed beam unit of domestic manufacture is used in your Volkswagen. Should it become necessary to replace the unit, loosen screw in the trim ring and take the trim ring off.

Remove three screw in sealed-beam retaining ring and take ring off.

Take sealed-beam unit out of support ring and pull cable connector off.

When installing a new sealed-beam unit, ensure that the three glass lugs engage properly in the support ring.

Check headlight settings.

Front turn signal and parking light bulb

Remove two Phillips screws.

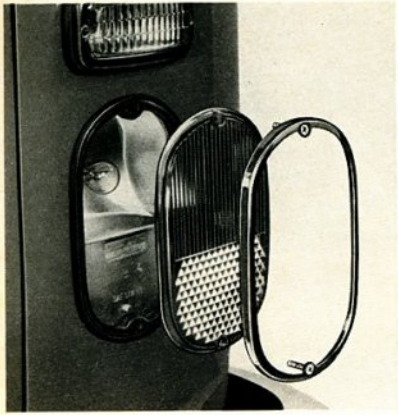
Take lens off.

Press bulb into holder lightly, turn and take out.

Install new bulb.

Ensure that gasket is located properly when installing.

Do not overtighten screws.



Rear turn signal / stop / tail light bulb

Remove two Phillips screws and take lens off.

Press bulb in lightly, turn and take out.

Insert new bulb.

When installing lens, ensure that gasket is located properly.

Tighten lens securing screws evenly but do not overtighten.

License plate light bulb

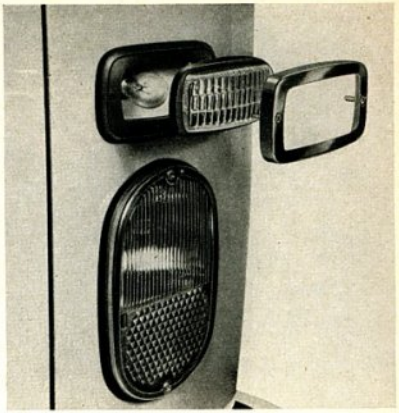
Remove two Phillips screws. Take lens and bulb holder off.

Press bulb in lightly, turn and take out.

Insert new bulb.

When installing lens, ensure that gasket is located properly.

Tighten lens securing screws evenly but do not overtighten.



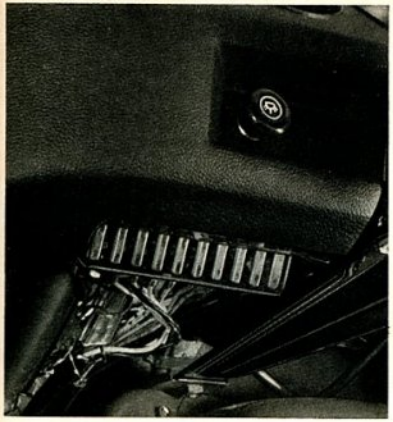
Back-up light bulb

Unscrew the two lens securing screws until the rim and lens can be taken off.

Press bulb lightly into reflector, turn and take out.

Install new bulb.

When fitting rim, ensure that rubber seal is located properly.



Replacing fuses

The fuse box is located under the instrument panel on the left.

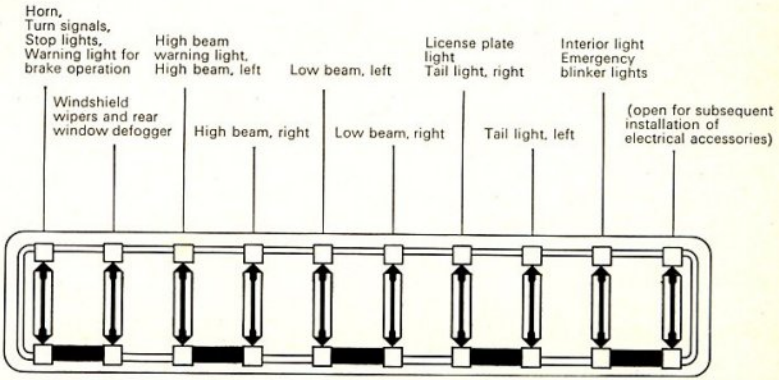
When a fuse blows, it is not sufficient to merely replace it with a new fuse. The cause of the short circuit or overload must be established. On no account should fuses be patched up with tin foil or wire as this can cause serious damage elsewhere in the electrical system.

It is advisable to always carry a few spare 8 Ampere fuses on the vehicle.

Bulb chart

Bulb for	US replacement bulb	VW Part No.
Headlight	6012	111 941 261 A
Front turn signal / parking light	1034	N 177382
Rear turn signal and stop light / tail light	1034	N 177382
License plate light	89	N 177192
Warning and instrument lights	—	N 177512
Warning lights for emergency blinker, brake operation and rear window defogger	—	N 177512
Interior lights	—	N 177232
Back up lights	1073	N 177332

Fuse box



The 8 Ampere fuse for the back-up lights is located in a separate fuse holder above the generator in the engine compartment.

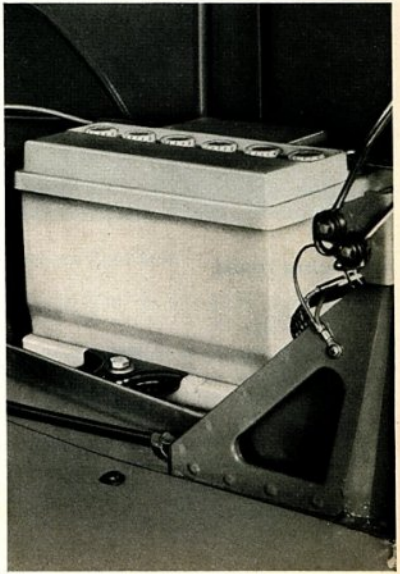
Checking battery

The ability of the engine to start readily depends to a great extent on the condition of the battery. For this reason the battery should be checked regularly and given a certain amount of attention.

The battery is fitted in the engine compartment on the right-hand side. It should be taken out for checking and maintenance purposes. To do this, the oil bath air cleaner has to be removed first. For details see page 45.

Attention

When working on the battery, take care not to short-circuit the terminals. This would cause the battery to heat up very quickly which could lead to damage.



To check the electrolyte level, remove the plugs. The electrolyte should always be just above the tops of the plates and up to the mark if there is one. Some batteries have a small plastic cup in the filler hole and others have a bar across the top of the plates. If the level is too low it must be topped up with distilled water.

The electrolyte level drops when the battery is charged due to the dissociation of the water used to dilute the acid and, to a lesser extent, to evaporation. How often the battery has to be topped up depends mainly on operating conditions and indirectly on the time of year. When a vehicle is often driven long distances in the daytime with hardly any current being used, the battery will have to be topped up with distilled water much more often than in the case of a vehicle which is operated under different conditions. As a general rule, the battery electrolyte level must be checked more often in the summer than in the winter. VW drivers in hot countries who do a lot of driving are advised to check the battery at least every week.

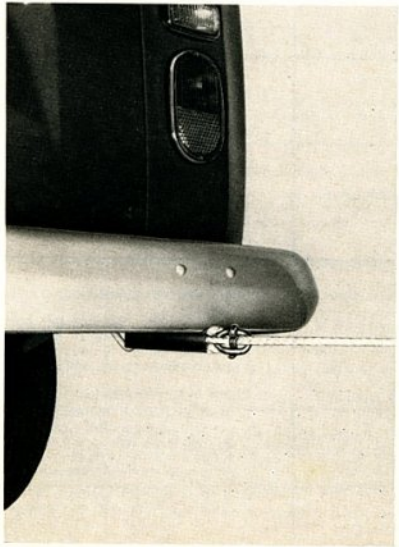
Do not put in more water than necessary because if the level is too high, the electrolyte will overflow when the battery is being charged and cause damage.

The terminals and connections should be kept clean and greased with battery terminal grease. Ensure that the ground connection to the body is free of corrosion and tight.

If you store your vehicle for a prolonged period, it is advisable to take the battery to an Authorized Volkswagen Dealer. A battery which is not in constant use will discharge itself in time and this can cause permanent damage to the plates if the battery is not checked about every four weeks and charged as necessary.

Towing

A towrope can easily be attached to all models. There are towing eyes on the right side underneath the rear and front bumpers. This holds true provided that no undue stress will be applied and that no jerking movements will occur. When towing off the road, it is possible that undue stress will cause damage to the car. The driver of the vehicle that is pulling must be particularly careful when starting off and shifting. The driver of the vehicle that is being pulled must take care to keep the towrope taut.



Here is what to do when trouble troubles you

Your Volkswagen should repay you with trouble free driving if it receives regular maintenance.

Should you ever encounter difficulty in starting your engine or have trouble on the road, there are a few simple repairs which you can make to get your VW going again. Locate the problem and probable cause of your trouble in the guide on the following pages and follow the directions on what to do.

If the trouble is serious or you are uncertain as to its origin, be sure to see an Authorized Volkswagen Dealer as soon as possible.

Note: The adjustment of idling, ignition timing and throttle positioner requires special equipment and training. We suggest that you consult your Authorized Volkswagen Dealer.

Problem	Probable Cause	What To Do
VW will not start: engine will not turn over or turns over too slowly	1. Run down or dead battery	1. Push to start the vehicle (turn on ignition, put in 3rd gear at a speed of approximately 20 mph., release clutch slowly). Have battery charged and cause of high current consumption checked
	2. Loose connection A. At battery B. At starter C. At connections behind dash board	2. Make sure that all connections are tight A. Check both cable connections on battery and grounded end of ground strap B. Check connections at solenoid, mounted on starter, under right rear of vehicle C. Check push-on connectors behind dash board
	3. Starter defective	3. Have vehicle started by pushing and take it to nearest Authorized VW Dealer
VW will not start: engine turns over	4. Loose connection in ignition system	4. Check for loose connections at coil, distributor and spark plugs
	5. Loose connection in primary circuit to coil	5. Turn on ignition. Remove thin black cable from ignition coil, hold it by insulation and strike it against blower housing or other ground, **being careful of gasoline and its fumes** If no spark, electricity does not reach coil from battery. Check push-on connectors behind dash board. If still no spark, see the nearest Authorized VW Dealer
	6. If spark at black coil cable, trouble is in ignition system	6. Check in this sequence: A. Turn on ignition, remove distributor cap, and turn engine by fan belt until the ignition points are closed. Open and close ignition points several times with a nonmetal object. A visible and audible spark will appear between the points If this is not the case, the cables on ignition coil and distributor should be checked for tightness. If no spark is visible, see your nearest Authorized VW Dealer B. If spark appears at points, remove high tension wire from center of distributor cap and hold it against a metal part of the engine at a distance of approximately ¼". Switch on ignition and turn over engine or open ignition points as described under A. A strong blue spark must appear. If this is not the case, see your Authorized VW Dealer

Problem	Probable Cause	What To Do
VW will not start: engine turns over		C. If a spark appears at high tension cable, the distributor cap should be cleaned inside and outside. Reconnect high tension cable. Remove all spark plugs. If plugs are clean and dry, reconnect ignition cables to spark plugs and bring spark plugs in connection with metal (gound). **Hold cable with dry piece of cloth to avoid shock.** A spark should appear between spark plug electrodes when the engine is turned over. If not, clean and dry ignition cables and spark plug connectors and check that ignition cables are tight in distributor cap and plug connectors. See your Authorized VW Dealer if the above steps did not ensure proper ignition
		D. Dirty or wet spark plugs should be cleaned and dried. Install new plugs if necessary. Unburned gasoline on plug electrodes points to excessive fuel supply
	7. If spark is fairly good at plugs, trouble is most likely in fuel system	7. Check fuel system in the following sequence:
	A. Caused by improper starting procedure. If the gas pedal is depressed too often, the accelerator pump in the carburetor injects too much gasoline	A. Depress gas pedal completely and operate starter for a prolonged period. If engine does not start, remove and dry spark plugs, turn over engine with plugs removed for approximately 30 seconds. Reinstall plugs and start engine
	B. Carburetor may be flooded, float or needle valve may be sticking	B. Tap around outside of carburetor with wooden or plastic tool handle. Wait a few minutes and try starting again as described at 7 A
Engine stalls shortly after starting	8. Poor fuel supply	8. See paragraph 11 through 13
	9. Automatic choke does not open, excessive fuel supply	9. Check whether choke valve is in vertical position after ignition has been switched on for 2–5 minutes (depending on outside temperatures). Cover for choke unit must be hot. If choke valve is binding in a closed position open at fast idle cam and, if necessary, retain with wire. See your Authorized VW Dealer
Engine stalls while vehicle is driven	10. Defect in ignition system	10. See paragraph 4 through 6
	11. Fuel supply is exhausted	11. Check whether any gasoline is left in tank
	12. Fuel filter in pump may be clogged	12. Disconnect intake fuel line from fuel pump and plug up line. After removing the pump cover, the fuel filter can be taken out for cleaning
	13. Gasoline may be contaminated by water, dust or dirt	13. See your VW dealer for cleaning of all components of the fuel system
Green warning light comes on while you are driving	14. If green light goes on, the oil pressure is too low	14. Stop at once and check oil level. Add oil as necessary. If the oil level is sufficient and green light goes on during driving, contact the nearest Authorized VW Dealer before driving on
Red warning light comes on while you are driving	15. If red light goes on, V belt may be torn or generator does not charge	15. If belt drives generator without slipping, switch off all unnecessary electrical equipment (radio, etc.). Drive to nearest VW dealer as otherwise the battery will soon get run down. If belt is broken, replace it before driving on because engine cooling fan is no longer working

Proper lubrication . . .

means regular and careful lubrication. The list on page 54 shows you at which intervals the various lubrication points require your attention.

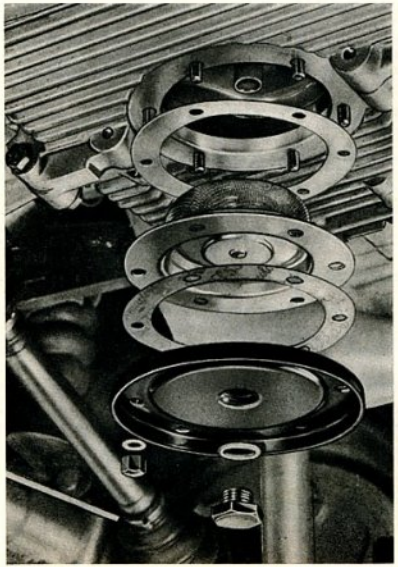
Engine

Regular oil changes are necessary even if the very best brand of oil is used because dirty oil in the engine means increased wear and reduces service life.

The oil is drained, when warm, by removing the plug in the oil strainer cover plate. Flushing is not necessary but the strainer must be removed and cleaned at every oil change. The gaskets and the copper washers under the cap nuts must be always renewed. The engine is then filled with 5.3 US pints (4.4 Imp. pints) of HD oil – labeled "For Service MS".

Due to the detergent properties of the HD oil, the fresh oil will look very dark after the vehicle has been running for only a short time. This need not worry you and under normal operating conditions there is no reason whatever to change the oil at shorter intervals than every 3000 miles. We only recommend more frequent oil changes – every 1500 miles – in the winter if you drive mainly short distances and in city traffic. If you only drive a few hundred miles a month under these conditions, it is advisable to have the oil changed every 6 to 8 weeks.

In countries with arbtic climates where average temperatures are about —13° F the oil should be changed every 750 miles.



Some more information about oil

Always use a branded HD oil – labeled "For Service MS" – for the engine of your Volkswagen. The quality of oil produced by reputable firms is so good that the choice of brand is entirely up to you. The Volkswagen engine makes no special demands in respect to oil quality which cannot be met by the well-known and popular brands. It is suggested that you select "your" brand of oil at the first oil change at 600 miles and that you stick to this brand if possible.

The classification of oil into various viscosity grades is shown by the designation SAE 30, SAE 20W/20 and so on. The viscosity of a lubricant indicates its resistance to flow at a given temperature. The VW engine usually requires only two different viscosity grades which are used, according to season of year, as follows:

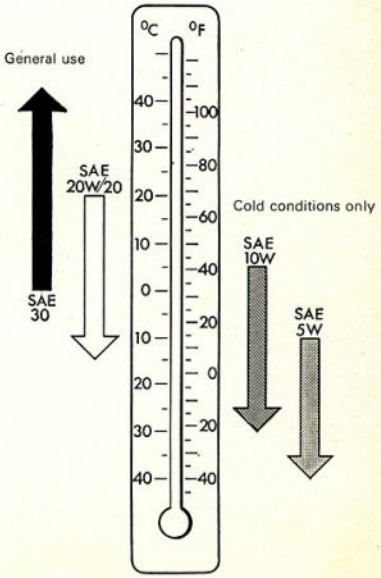
SAE 30	In warm seasons and all year round in countries with hot climates.
SAE 20W/20	In the winter.
or	
SAE 10 W *)	In areas where the average temperature is below 5 ° F.
SAE 5W *)	In countries with arctic climates and temperatures below —13 ° F.

*) Avoid driving at high speeds for long periods when using SAE 10 W oil and the outside temperature is above 32° F or if using SAE 5 W oil when temperature is above 5° F.

All SAE grades cover a temperature range of about 60 ° F and the ranges of two neighboring grades overlap by at least 30 ° F. Brief variations in temperature between seasons can therefore be disregarded. For the same reason it is also all right to mix oils of different viscosities when oil has to be added between oil changes and the viscosity of the oil in the engine no longer corresponds to the actual temperature.

No additives of any sort should be mixed with HD oil.

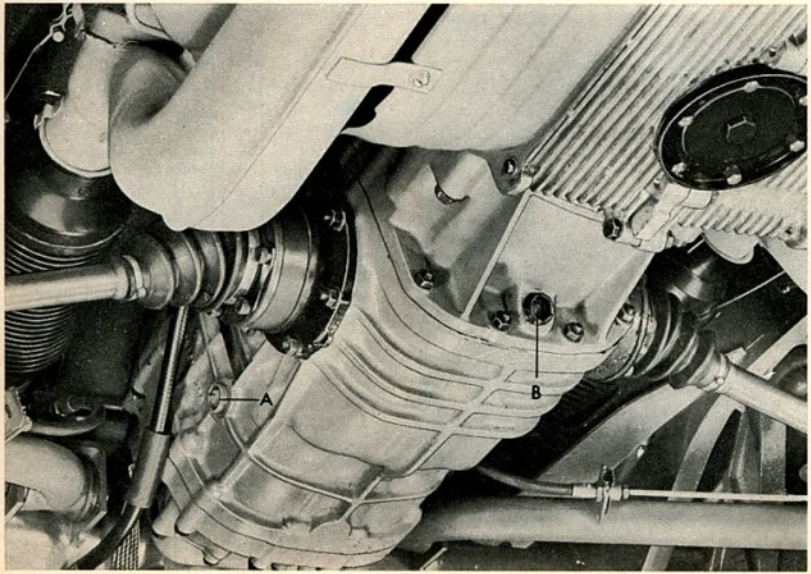
Temperature ranges of SAE grades



Transmission

Transmission and final drive are combined in one housing and both lubricated with the same **hypoid** oil. The oil should be up to the edge of the filler hole – A.

At oil changes every 30000 miles, the magnetic drain plug – B – should be removed and the old oil drained off while it is still warm. The plug must be cleaned thoroughly and 7.4 pints of good quality SAE 90 hypoid oil put in. In countries with artic climates, SAE 80 oil should be used throughout the year.



The oil sometimes runs into the transmission housing very slowly. If one attempts to put the oil in too quickly, it may overflow and give the impression that the housing is already full although actually only about 2–3 pints have been put in. It is essential to the service life and silent running of the transmission that the correct amount of oil is used.

The oil level in the transmission should be checked every 6000 miles. At the same time the transmission should be checked for leaks.

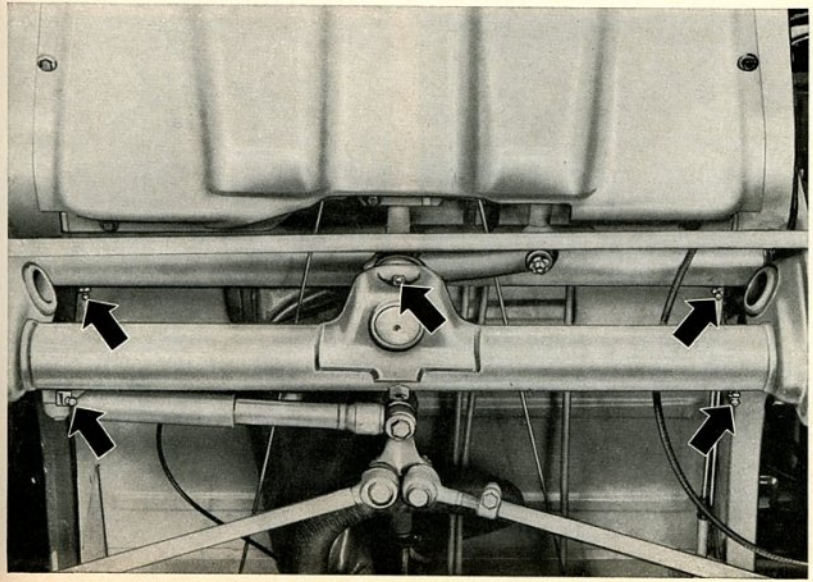
Additives should not be used with hypoid oil.

Front axle

The front axle can only be lubricated properly when the axle is free of load, that is with the front end lifted.

The four nipples on the axle tubes and the one for the swing lever shaft should be lubricated with a lithium-based **multi-purpose** grease.

The nipples and the grease gun nozzle should be cleaned carefully before greasing.
Place gun on nipples and inject grease until fresh grease starts to come out of the bearing.



Grease and oil must not be left on tires and brake hoses for long periods. Even small traces should be wiped off immediately.

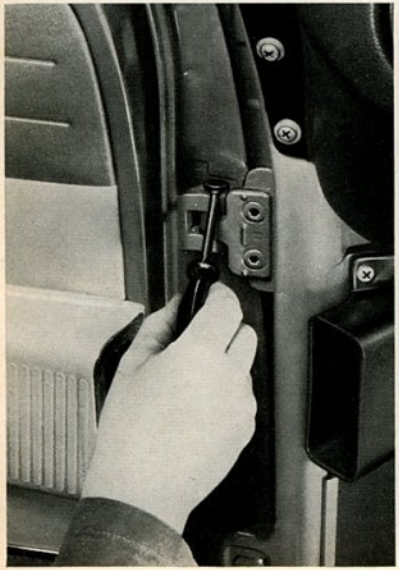
If the vehicle is driven less than 6000 miles in a year, we recommend lubricating the front axle once a year.

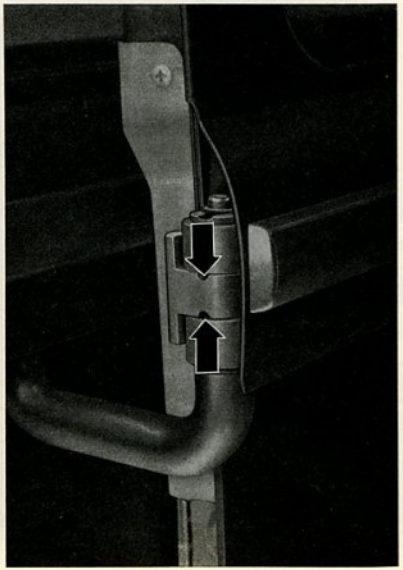
Doors and hoods

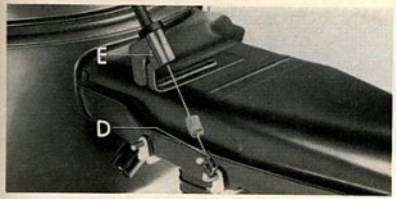
Above the door hinge pin is a small oil chamber which is sealed with a plastic plug. At least every three months, the amount of oil in the chamber should be checked after lifting the plug with a screwdriver. The chamber should be filled with SAE 30 engine oil. Press plug in and wipe off excess oil with a cloth.

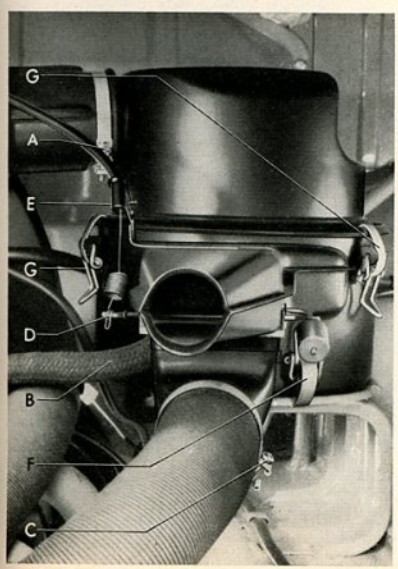
At the same time, the hinge for sliding door (see arrows), the rear door hinges and the hinges and the lock of the engine compartment lid should be oiled. The striker plates of the doors and the support spring for the engine compartment lid should be lubricated with stick lubricant.

All lock cylinders should be treated with graphite. Dip the key into the graphite, insert key and move it back and forth several times.









Oil bath air cleaner

A dirty cleaner element not only reduces the engine output, it can also cause premature engine wear. If local conditions are such that the vehicle is often driven on very dusty roads, the cleaner must be checked frequently, even daily if necessary.

The dust present in the air drawn in by the engine is retained by the filter element in the upper part of the air cleaner and washed out when the vehicle is in motion by the oil in the lower part. In time, this causes a layer of sludge to form at the bottom of the lower part. When there is only $^{3}/_{16}$ in. of oil above the sludge layer, the lower part must be cleaned and filled with fresh oil. The cleaner must be removed to do this:

Loosen clip – A – on intake elbow and take elbow off.

Pull crankcase ventilation hose – B – off.

Loosen clip – C – on hose for preheated intake air and pull hose off.

Remove retaining clamp – D – of cable for warm air control flap and disconnect cable.

Loosen screw – E – on outer cable retainer and pull cable out.

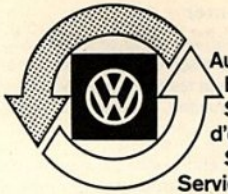
Release clips – F – securing cleaner to bracket and take cleaner off.

Loosen the three upper clips – G–, take upper part off and put it down with the filter element downward.

Clean bottom part carefully and put in .95 pint of fresh engine oil. Oil viscosity: SAE 30 all the year except in countries with arctic climates where SAE 10 W oil should be used.

The top part does not normally need cleaning. If the filter element has become so dirty due to delayed cleaning of the bottom part or oil shortage that the air inlet holes on the underside are partly blocked, the encrusted dirt should be scraped off with a piece of wood.

After assembling the cleaner, secure it to the bracket in the engine compartment with the two clips. Before connecting the cable for the warm air control flap, check that the flaps move freely. Then push the outer cable into the retainer as far as it will go. After fixing the screw – E – attach the end of the inner cable with the clamp – D – to the lever of the non-weighted flap. Tighten intake elbow clip carefully.



Austauschdienst
Exchange Service
Service
d'échange-standard
Servizio rotazione
Servicio de Canjeo
Utbytessystem Serviço de Troca
Ruil-Systeem

Approved Accessories
Accessoires Agréés
Accessori Approvati
Accesorios Aprobados
Utprovade Tillbehör
Acessórios Aprovados
Beproefde Accessoires

GENUINE VW PARTS are the proper replacement parts for the Volkswagen. They guarantee accuracy, quality and reliability. Every part of the Volkswagen is available as a Genuine VW Part and all are naturally of the same high quality as the original parts on the vehicle when it leaves the factory. The genuine parts are expertly installed at any Authorized Volkswagen Dealership.

VW EXCHANGE PARTS are also replacement parts for your Volkswagen just like the Genuine VW Parts. They are covered by the same Warranty conditions as Genuine VW parts and are available in every VW Dealership. But there is one difference: The price. VW Exchange Parts are less expensive than Genuine VW Parts but exactly the same in quality. The exchange parts are not new parts, but parts which have been reconditioned in the Volkswagen factory. That is why you have to hand in the old repairable part to get an exchange part.

APPROVED VOLKSWAGEN ACCESSORIES are not just any old accessories. They have either been designed especially for the Volkswagen or selected from the vast range of accessories available and tested for use on the Volkswagen in the Volkswagen factory. The trademark "Approved Accessories" is your guarantee for material quality, good workmanship and reliability.
Approved VW accessories are supplied by your Authorized VW Dealer who will also install them for you if necessary. You can fit many of the accessories yourself.

Genuine Volkswagen parts, new and rebuilt, and approved Volkswagen accessories are covered by a warranty guarenteeing them to be free of defects in material and workmanship for a period of 6 months or 6,000 miles whichever comes first.

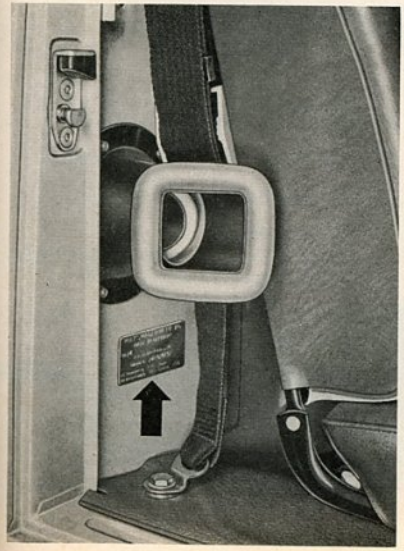
Please consult your Authorized Volkswagen Dealer on all questions concerning repairs. He will be pleased to advise you and your vehicle will be in good hands.

The identification plate

is in the cab on the right-hand side of the partition for driver cabin. The 9 digit number after the words "Fahrgest. Nr." is the chassis number. It describes the model number, model year and serial number of the vehicle as shown in this sample.

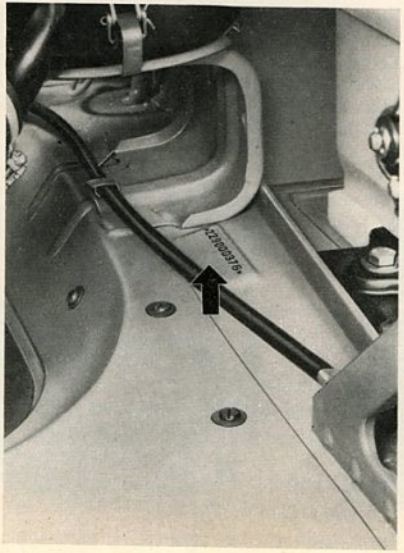
22 9 000376

Model / Year / Serial Number



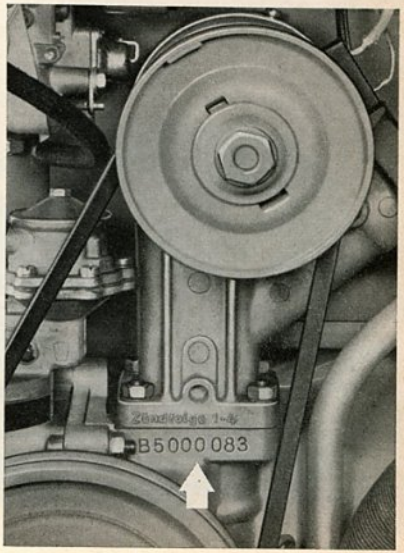
The chassis number

is also stamped on the right-hand engine cover plate.



The engine number

is on the generator support flange.



Technical data

Engine

Four cylinder, four stroke, horizontally opposed in rear
Air cooling by fan, thermostatically controlled
Pressure oil feed with gear-type pump
Oil cooler
Mechanical fuel pump
Downdraft carburetor with automatic choke
Oil bath air cleaner with thermostat controlled pre-heating
Exhaust emission control system

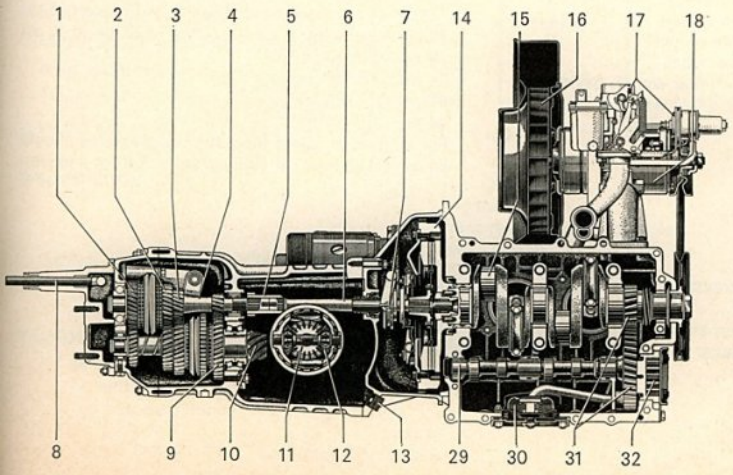
Bore	3.36 in. (85.5 mm)
Stroke	2.72 in. (69 mm)
Capacity	96.6 cu. in. (1584 cc)
Compression ratio	7.5 : 1
Maximum output SAE	57 bhp at 4400 rpm
Maximum torque SAE	81.7 ft. lb. at 3000 rpm
Valve clearance with engine cold	.004 in. (0.1 mm) intake and exhaust
Fuel consumption[1])	22.6 mpg (10.4 liters per 100 km)
Fuel rating	91 Octane Regular
Oil consumption	Approx. 1.7–4.8 US pints per 1000 miles (1.4–4.0 Imp. pints per 1000 miles)

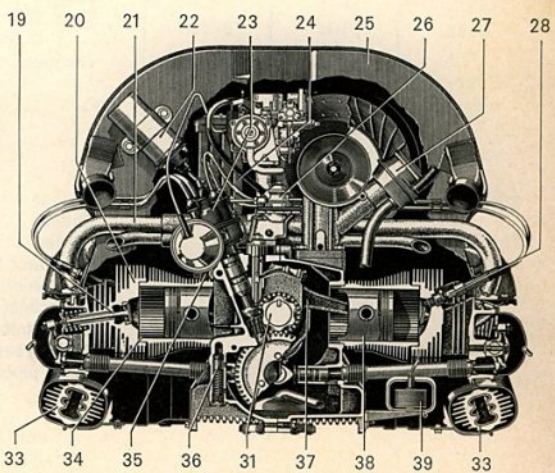
[1]) Measured consumption plus 10%, with half load at a steady ¾ of maximum speed (53 mph) on level road.

Power transmission

Single plate, dry clutch
Clutch pedal free play: ¾ in. (10–20 mm)
Baulk synchronized four-speed gearbox with bevel gear differential in one housing
Gear ratios:
1st gear 3.80 : 1, 2nd gear 2.06 : 1, 3rd gear 1.26 : 1, 4th gear 0.82 : 1, reverse gear 3.61 : 1
Differential ratio: 5.375 : 1
Drive shafts with two constant velocity joints per shaft

1 – 4th gear
2 – 3rd gear
3 – 2nd gear
4 – Drive shaft, front
5 – Reverse gear
6 – Drive shaft, rear
7 – Clutch release bearing
8 – Transmission shift lever
9 – 1st gear
10 – Drive pinion
11 – Differential side gear
12 – Differential pinion
13 – Oil drain plug
14 – Flywheel
15 – Crankshaft
16 – Fan
17 – Carburetor with throttle positioner
18 – Generator
19 – Valve
20 – Cylinder head
21 – Intake manifold
22 – Ignition coil
23 – Distributor
24 – Oil cooler
25 – Fan housing
26 – Fuel pump
27 – Oil filler and breather
28 – Spark plug
29 – Camshaft
30 – Oil strainer
31 – Camshaft drive gears
32 – Oil pump
33 – Heat exchanger
34 – Cylinder
35 – Oil pressure switch
36 – Oil pressure relief valve
37 – Connecting rod
38 – Piston
39 – Thermostat





Chassis

Unit body, frame plates reinforced with side and cross members, front axle bolted to frame side members, engine/transmission suspended in 3 rubber-metal mountings.
Independent suspension: twin cranked link arms with ball joints at front, double jointed axles with three point trailing links at rear, torsion bar springing. Telescopic shock absorbers, stabilizer at front.
Ross type steering gear with maintenance-free tie-rods and hydraulic steering damper.
Hydraulic dual-circuit foot brakes, mechanical hand brake effective on rear wheels.

Wheelbase	94.5 in. (2400 mm)
Turning circle diameter	approx. 40 ft. (12.3 m)
Track at front	54.5 in. (1385 mm)
Toe-out (wheels pressed together)	.0–.08 in. (0–2 mm)
Camber	0°40′ ± 15′
Track at rear	56.1 in. (1462 mm)
Wheels	5 JK × 14 (Wheel discs with drop center rims)
Tires: Station Wagon	7.00–14 (tubeless), load capacity 1430 lbs. at 36 psi
all other models	7.00–14 (tubeless), load capacity 1520 lbs. at 40 psi
Tire pressures: front	28 psi (2.0 kg/cm²)
rear with ¾ payload	36 psi (2.5 kg/cm²)
with full load	41 psi (2.9 kg/cm²)
spare wheel	44 psi (3.1 kg/cm²)
	For long, high speed trips, the tire pressures should be increased by 3 psi (0.2 kg/cm²) at front and rear.

Electrical system

Voltage	12 Volts
Battery	44 Ah
Starter	0.7 hp
Generator	540 Watts, early cut-in
Ignition distributor	with vacuum spark advance
Firing oder	1–4–3–2
Basic ignition timing	TDC, engine at operating temperature
Contact breaker gap	.016 in. (0.4 mm)
Spark plug	Bosch W 145 T 1 Beru 145/14 } or plugs with similar values from other manufacturers.
Plug thread	14 mm
Plug gap	.028 in. (0.7 mm)

Dimensions and weights

		Station Wagon	Kombi	Delivery Van	Pick-up		Double Cab	
					Without Tarpaulin	With Tarpaulin	Without Tarpaulin	With Tarpaulin
Length	in.	174.0	174.0	174.0	174.0	174.0	174.0	174.0
Width	in.	69.5	69.5	69.5	69.5	69.5	69.5	69.5
Height, unladen	in.	77.0	77.0	77.0	77.0	88.5	77.0	88.5
Ground clearance	in.	7.3	7.3	7.3	7.3	7.3	7.3	7.3
Unladen weight	lbs.	2723	2623	2425	2425	2502	2535	2590
Payload	lbs.	1962	2172	2370	2370	2293	2260	2205
Gross vehicle weight	lbs.	4685	4795	4795	4795	4795	4795	4795
Permissible front axle load	lbs.	2149	2149	2149	2149	2149	2149	2149
Permissible rear axle load	lbs.	2535	2646	2646	2646	2646	2646	2646
Permissible roof and trailer weights:								
Roof weights*)	lbs.	220	220	220	—	—	165	165
Trailer without brakes	lbs.	1100	1100	1100	1100	1100	1100	1100

*) Applies only to roof rack mounted to rain gutters. Distribute load evenly!

Capacities

Fuel tank	15.9 US gallons (13.2 Imp. gallons)
Engine	5.3 US pints (4.4 Imp. pints)
Transmission and final drive	7.4 US pints (6.2 Imp. pints)
Brake system	.63 US pint (.53 Imp. pint)
Oil bath air cleaner	.95 US pint (.79 Imp. pint)
Windshield washer	1.45 quarts (approx.)

Performance

Maximum and cruising speed	65 mph
Pick up with tarpaulin	59 mph
Climbing ability	1st gear 27%
	2nd gear 14%
	3rd gear 7%
	4th gear 4%

Index

Lubrication and maintenance

A. The free maintenance service at 600 miles - W 1 - consists of the following: *

Oil change

1 – Engine: Change oil, clean oil strainer. Check for leaks.

2 – Transmission: Change oil, clean magnetic drain plug. Check for leaks.

3 – Windshield washer: Check fluid.

Maintenance Service

The Mechanic:

1 – Check slotted nut of both rear brake drums, tighten if necessary.

2 – Check V-belt, adjust if necessary.

3 – Check contact points, lubricate distributor.

4 – Check and adjust valve clearance.

5 – Check and adjust clutch pedal free-play.

6 – Rear axle: Check torque of bolts for constant velocity joints.

7 – Drive shafts: Check boots for leaks.

8 – Check dust seals and proper fit of plugs on ball joints. Check dust seals on tie rod ends. Check tie rods and tighten if necessary.

9 – Check tire pressures. Check wheel bolts, tighten if necessary.

10 – Check brake system for damage and leaks, check brake fluid level, add if necessary. Adjust foot and hand brakes.

11 – Check operation of electrical system and headlight adjustment.

The Service Adviser (Quality Control)
During roadtest:

Check efficiency of braking, steering, heating and ventilation systems. Check overall performance.

After roadtest:

Adjust ignition timing with stroboscopic light. Check and adjust idling. Check throttle positioner for correct functioning. Check cylinder head covers for leaks.

*** Lubricants and fluids are paid by the customer.**

B. An oil change service every 3,000 miles - WS 5 - consists of:

1 – Engine: Change oil, clean oil strainer. Check for leaks.

2 – Door locks, door hinges and sliding door mounting points: Lubricate.

3 – Battery: Check, add distilled water if necessary. Clean and grease terminals.

4 – Windshield washer: Check fluid.

C. A lubrication and maintenance service every 6,000 miles - W10 - consists of:

Lubrication Service

Perform – WS 5 – plus the following items:

5 – Transmission: Check oil level, add if necessary. Check for leaks.

6 – Front end: Lubricate.

7 – Air cleaner: Check, clean lower part if necessary and fill with fresh oil.

Maintenance Service

The Mechanic:

1 – Check V-belt, adjust if necessary.

2 – Check contact points, replace if necessary, lubricate distributor.

3 – Check and adjust valve clearance.

4 – Clean spark plugs, check and adjust plug gap. Check compression.

5 – Check control flaps on oilbath air cleaner.

6 – Check rubber valve for crankcase ventilation, replace if necessary. Check exhaust system for damage.

7 – Check and adjust clutch pedal free-play.

8 – Rear axle: Check torque of bolts for constant velocity joints.

9 – Drive shafts: Check boots for leaks.

10 – Check dust seals and proper fit of plugs on ball joints. Check dust seals on tie rod ends. Check tie rods, tighten if necessary.

11 – Check axial play of ball joints.

12 – Check front wheel camber and toe-in.

13 – Steering gear: Check and adjust play between peg and worm.

14 – Check tires for wear and damage, check tire pressures.

15 – Check brake system for damage and leaks, check brake fluid level, ad if necessary. Adjust foot and hand brakes. Check operation of brake warning light.

16 – Check thickness of brake linings.

17 – Check operation of electrical system and headlight adjustment.

18 – Check wiper blades and replace if necessary.

The Service Adviser (Quality Control)

During roadtest:

Check efficiency of braking, steering, heating and ventilation systems. Check overall performance.

After roadtest:

Adjust ignition timing with stroboscopic light. Check and adjust idling. Check throttle positioner for correct functioning. Check cylinder head covers for leaks.

D. In addition, every 30,000 miles, change the transmission oil - W10 - and repack front wheel bearings - W50.

E. Every two years, replace brake fluid. Check functioning of brake warning light switch.

Maintenance Record

Maintenance is only a word. It covers many things. Proper maintenance guarantees the best economy, dependability, safety and convenience. All kinds of "maintenance" are available to you. Naturally, we believe that the best maintenance is obtainable from Authorized Volkswagen Dealers.

1 – You expect your Volkswagen to be reliable and economical and to last a long time, no matter how many miles you travel, how you drive or how bad the weather and roads are. This Maintenance Record in the Owner's Manual with its reminders for regular lubrications and maintenance services will help you achieve this.

2 – The empty spaces will tell you when oil changes, lubrications and maintenance services are due. These maintenance services keep your Volkswagen in good running condition, contribute to your safety and help retain your vehicle's value. The mileages printed in the spaces tell you at a glance when the next oil change, lubrication or maintenance service is due.

3 – Just hand this Owner's Manual to an Authorized Volkswagen Dealer – he will do the rest. The details are subject to alteration without notice.

4 – The first oil change and maintenance service at 600 miles and the oil change at 3,000 miles are particularly important for a long, trouble-free service life. The rear cover of this Owner's Manual contains a punchcard for the free-of-charge maintenance service at 600 miles.

5 – From 6,000 miles onward, the combined lubrication and maintenance service should be performed every 6,000 miles. Engine oil should be changed every 3,000 miles. If your Volkswagen is driven less than 3,000 miles in 3 months, have the oil changed every 3 months; if driven less than 6,000 miles in 12 months, have the front end lubricated once a year.

6 – Every Authorized Volkswagen Dealer at home or abroad guarantees to perform all the operations listed for maintenance and lubrication services in accordance with Volkswagen quality standards.

Delivery Inspection

(Dealer Stamp)

Date _____

Miles _____

12 months WARRANTY VALIDATION

(Dealer Stamp)

Date _____

Miles _____

Brake Fluid Renewal

and checking of brake warning light switch

after 2 years of operation

(Dealer Stamp)

Date _____

Miles _____

after 4 years of operation

(Dealer Stamp)

Date _____

Miles _____

after 6 years of operation

(Dealer Stamp)

Date _____

Miles _____

600 miles W 1

Engine and Transmission Oil change

(Dealer Stamp)

Date _____

Miles _____

Free Maintenance Service

(Dealer Stamp)

Date _____

Miles _____

3000 miles

WS 5 Oil change

(Dealer Stamp)

Date _____

Miles _____

6000 miles **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**9000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**12000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**15000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**18000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**21000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles
24000 miles **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**27000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**30000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**30000 miles** **W 50 Repack front wheel bearings Transmission Oil change** (Dealer Stamp) Date Miles	**33000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**36000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles
39000 miles **WS 5 Oil change** (Dealer Stamp) Date Miles	**42000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**45000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**48000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**51000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**54000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles

57000 miles **WS 5 Oil change** (Dealer Stamp) Date Miles	**60000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**60000 miles** **W 50 Repack front wheel bearings Transmission Oil Change** (Dealer Stamp) Date Miles	**63000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**66000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**69000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles
72000 miles **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**75000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**78000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**81000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**84000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**87000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles
90000 miles **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**90000 miles** **W 50 Repack front wheel bearings Transmission Oil change** (Dealer Stamp) Date Miles	**93000 miles** **WS 5 Oil change** (Dealer Stamp) Date Miles	**96000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	**100000 miles** **W 10 Lubrication and Maintenance Service** (Dealer Stamp) Date Miles	

The "National Traffic & Motor Vehicle Safety Act of 1966" requires manufacturers to be in a position to contact vehicle owners if a correction of a product defect becomes necessary.

Please fill in the attached postcard if you change your address or purchase a Used Volkswagen.

You need not use this card if you purchased your car through an Authorized Volkswagen Dealer.

Please quote the VW chassis number as it appears on the identification plate of the vehicle, its location is shown on page 47. Do not use the abbreviated serial number as shown on the vehicle registration.

Additional cards can be obtained from any Authorized Volkswagen Dealer.

NOTICE OF ADDRESS CHANGE

NOTICE OF USED CAR PURCHASE

please check one of the above boxes

Mo. Day Yr.

VW Chassis Number

Last Name First Name Initial

Number Street

City State Zip Code

Please print and give complete information.

FIRST CLASS
Permit No. 785
Englewood, N. J.
07631

BUSINESS REPLY MAIL
No Postage Stamp Necessary if Mailed in the United States

POSTAGE WILL BE PAID BY

VOLKSWAGEN of AMERICA, Inc.
818 Sylvan Avenue
Englewood Cliffs, N. J.

NOTICE OF ADDRESS CHANGE ☐

NOTICE OF USED CAR PURCHASE ☐

please check one of the above boxes

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Delivery Inspection

CHECKLIST FOR .....
(chassis number)

Check Mark

BEFORE ROADTEST

Engine
Oil level
V belt tension
Starting

Chassis
Cotter pin for slotted nut on rear brake drums
Wheel bolts
Tire pressures
Brake fluid reservoir
Brake lines and hoses
Steering components
Engine and transmission for leaks
ATF level (Automatic Stickshift only)

DURING ROADTEST

Clutch
Clutch pedal free-play (four speed synchromesh transmission only)

Transmission
Gear shifting

Chassis
Foot and hand brake
Steering, position of steering wheel
Heating
Fresh air ventilation

Electrical system and instruments
Warning lights
- Generator
- Oil pressure
- Turn signals
- High beam
- Brake operation
- Emergency blinker
- Rear window defogger

Horn
Windshield wipers and washer
Speedometer
Fuel gauge

AFTER ROADTEST

Engine (warm)
Idling adjustment
Functioning of throttle positioner (four speed synchromesh transmission only)

Electrical system
Headlight dimmer switch
Headlight adjustment
Tail and stop lights
License plate light
Instrument light
Interior light
Turn signal and parking lights
Emergency blinker lights
Back-up lights

Body
Paintwork
Chromium-plated parts
Upholstery, interior trim
Operation of seat adjustment
Seat belts
Windows and regulators
Mirrors
Door and hood locks
Sliding roof
Tools, jack
Spare V belt
Spare wheel

Remarks: .....

Vehicle in perfect condition .....

.....
(Signature of Service Adviser/Date)

Oil Change and Maintenance Service 600 miles

W 1

When the punch card "Free Maintenance Service — 600 miles" found in this pocket is presented to any Authorized Volkswagen Dealer, between 500 and 750 miles, the services listed on the back of this coupon will be performed without charge, except for the cost of lubricants used.

158.563.23 Printed in Germany 8. 68

Oil Change

1 – Engine: Change oil, clean oil strainer. Check for leaks. ☐

2 – Transmission: Change oil, clean magnetic drain plugs. Check for leaks. ☐

3 – Windshield washer: Check fluid. ☐

Maintenance Service

The Mechanic:

1 – Check slotted nut of both rear brake drums, tighten if necessary. ☐

2 – Check V belt, adjust if necessary. ☐

3 – Check contact points, lubricate distributor. ☐

4 – Check and adjust valve clearance. ☐

5 – Check and adjust clutch pedal free-play (four speed synchromesh transmission only) ☐

6 – Rear axle: Check torque of bolts for constant velocity joints. ☐

7 – Drive shafts: Check boots for leaks. ☐

8 – Check dust seals and proper fit of plug on ball joints. Check dust seals on tie rod ends. Check tie rods, tighten if necessary. ☐

9 – Check tire pressures. Check wheel bolts, torque to factory specifications if necessary. ☐

10 – Check brake system for damage and leaks, check brake fluid level, add if necessary. Adjust foot and hand brakes. ☐

11 – Check operation of electrical system and headlight adjustment. ☐

The Service Adviser (Quality Control)

During roadtest:

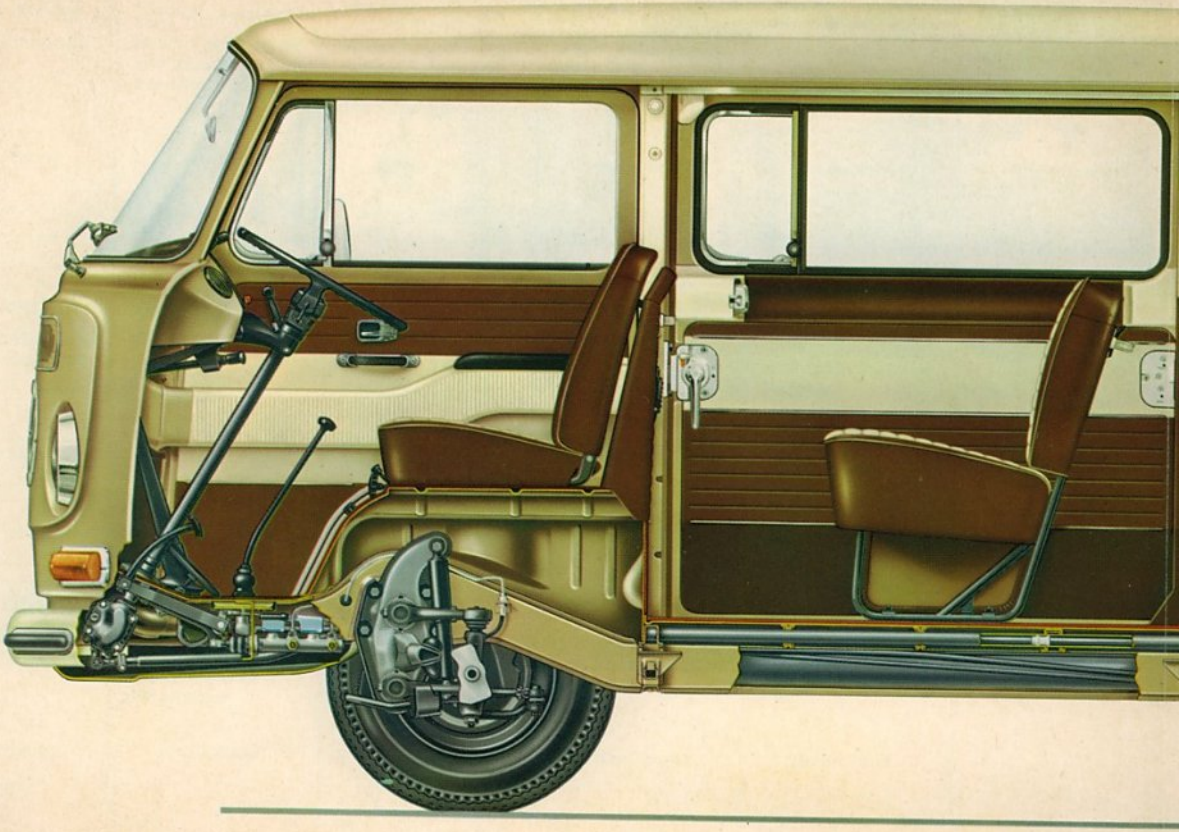
Check efficiency of braking, steering, heating and ventilation systems. Check overall performance. ☐

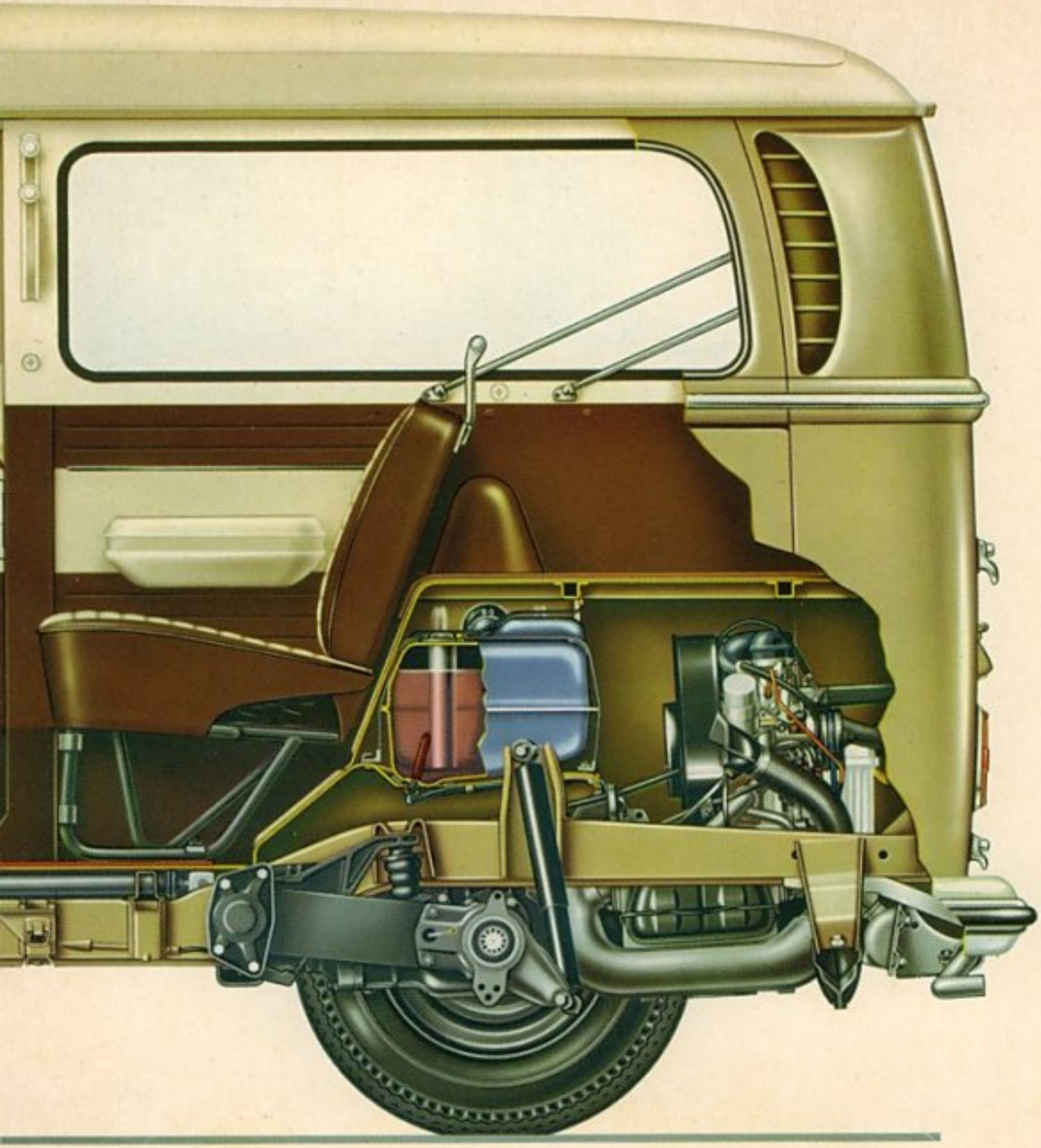
After roadtest:

Adjust ignition timing with stroboscopic light. Check and adjust idling. Check throttle positioner for correct functioning (four speed synchromesh transmission only). Check cylinder head covers for leaks. ☐

Remarks: .....

.....





USA 158.563.23