



**Progressive
refinements . . .**

Progressive Refinements

from 1962 onwards

The most important modifications
and improvements on

Type 1

Type 2

Type 3

VOLKSWAGENWERK A.G.

Engine
Clutch
Heating System

Fuel System

Front Axle
Steering

Rear Axle
Transmission

Brakes
Wheels
Tires

Frame

Body

Electrical System

General
Modifications

Copy No:

This manual is the property of VOLKSWAGENWERK AG, Wolfsburg

It is distributed against receipt on a loan basis and may be used only within the frame work of the VW organization. On request or when leaving the VW organization it has to be returned without undue delay.

Issued to

Supplements:

Chassis- and Unit-Numbers
(Months End Figures)

1962

| Month | Chassis | Engine | Rear Axle | Front Axle | Engine No. Standard |
|-----------|-----------|-----------|---------------------------|------------|---------------------|
| January | 4 464 262 | 6 463 435 | A(B) 4 533 831 720 200 | 4 416 685 | 3 933 796 |
| February | 4 534 234 | 6 547 999 | A(B) 4 619 400 721 630 | 4 490 677 | 3 935 615 |
| March | 4 609 564 | 6 642 050 | A(B) 4 714 961 723 091 | 4 569 912 | 3 937 702 |
| April | 4 681 428 | 6 726 000 | A(B) 4 794 252 724 563 | 4 636 239 | 3 938 753 |
| May | 4 790 219 | 6 819 440 | A(B) 4 884 024 726 286 | 4 714 753 | 3 940 642 |
| June | 4 835 210 | 6 904 001 | A(B) 4 970 873 728 327 | 4 787 324 | 3 942 538 |
| July | 4 854 999 | 6 935 203 | A(B) 4 998 786 728 398 | 4 812 009 | 3 942 914 |
| August | 4 932 385 | 7 032 385 | A(B) 5 096 312 729 981 | 4 893 693 | 3 944 599 |
| September | 5 007 072 | 7 116 931 | A(B) 5 182 010 731 507 | 4 967 159 | 3 946 175 |
| October | 5 092 087 | 7 215 250 | A(B) 5 280 165 733 229 | 5 049 425 | 3 948 020 |
| November | 5 168 250 | 7 313 000 | A(B) 5 372 286 734 369 | 5 128 209 | 3 949 107 |
| December | 5 225 042 | 7 373 000 | A(B) 5 438 170 734 678 | 5 184 288 | 3 949 823 |

1963

| | | | | | |
|----------|-----------|-----------|---------------------------|-----------|-----------|
| January | 5 288 727 | 7 451 023 | A(B) 5 514 032 735 995 | 5 250 367 | 3 950 852 |
| February | 5 342 227 | 7 517 180 | A(B) 5 582 005 737 320 | 5 300 750 | 3 952 532 |
| March | 5 419 800 | 7 605 922 | A(B) 5 677 044 738 940 | 5 380 837 | 3 954 241 |
| April | 5 497 061 | 7 687 919 | A(B) 5 766 157 740 413 | 5 456 672 | 3 955 722 |
| May | 5 578 121 | 7 777 337 | A(B) 5 863 073 742 142 | 5 537 602 | 3 957 472 |
| June | 5 643 229 | 7 852 564 | A(B) 5 941 424 743 457 | 5 603 141 | 3 958 756 |

| Month | Chassis | Engine | Rear Axle | Front Axle | Engine No. |
|----------|-----------|-----------|-----------------|------------|------------|
| January | 6 092 060 | 8 348 273 | A (B) 6 467 371 | 6 051 971 | 3 966 304 |
| February | 6 182 046 | 8 431 660 | A (B) 6 559 649 | 6 126 716 | 3 967 258 |
| March | 6 240 170 | 8 511 320 | A (B) 6 650 281 | 6 201 315 | 3 968 415 |
| April | 6 321 709 | 8 605 206 | A (B) 6 750 579 | 6 282 786 | 3 969 987 |
| May | 6 391 125 | 8 679 000 | A (B) 6 832 479 | 6 351 371 | 3 974 958 |
| June | 6 479 490 | 8 765 492 | A (B) 6 928 673 | 6 432 004 | *3 972 011 |
| July | 6 502 399 | 8 796 622 | A (B) 6 963 436 | 6 461 156 | 3 972 440 |

Model Year 1965

| | | | | | |
|-----------|-------------|-----------|-----------------|-----------|-----------|
| August | 115 073 129 | 8 877 988 | A (B) 7 051 272 | 6 535 269 | 3 973 458 |
| September | 115 161 387 | 8 968 669 | A (B) 7 156 437 | 6 621 924 | 3 975 990 |
| October | 115 252 151 | 9 057 000 | A (B) 7 262 094 | 6 715 916 | 3 976 971 |
| November | 115 331 160 | 9 129 760 | 7 361 634 | 6 799 388 | 3 981 431 |
| December | 115 410 000 | 9 339 890 | 7 454 229 | 6 873 511 | 3 984 729 |

1965

Engine 1200 A

| | | | | | |
|----------|-------------|-----------|-----------|-----------|------------|
| January | 115 500 000 | 9 389 000 | 7 552 095 | 6 957 154 | 3 989 871 |
| February | 115 574 322 | 9 284 780 | 7 653 509 | 7 044 273 | 3 994 992 |
| March | 115 678 203 | 9 371 458 | 7 769 967 | 7 145 359 | 4 002 980 |
| April | 115 767 035 | 9 552 548 | 7 875 264 | 7 236 786 | 4 010 965 |
| May | 115 861 066 | 9 635 887 | 7 983 793 | 7 329 550 | 4 018 015 |
| June | 115 967 150 | 9 724 765 | 8 093 038 | 7 422 827 | 3 539 951 |
| July | 115 979 202 | 9 725 086 | 8 131 843 | 7 455 788 | *3 546 988 |

Model Year 1966

| | <u>Chassis</u> | <u>Engine 1200</u> | <u>Engine 1300</u> |
|-----------|----------------|--------------------|--------------------|
| August | 116 102 780 | DO 016 999 | FO 115 030 |
| September | 116 204 348 | DO 025 804 | FO 200 258 |
| October | 116 302 145 | DO 039 099 | FO 288 690 |
| November | 116 382 728 | DO 046 362 | FO 362 495 |
| December | 116 463 103 | DO 050 314 | FO 442 242 |

* Correct! (One series of numbers was passed over in May)

* Correct! (This series of numbers from January 1960 was still free and were used in June and July 1965)

1966

| Month | Chassis | Engine 1200 | Engine 1300 | Engine 1500 |
|----------|--------------|-------------|-------------|-------------|
| January | 116 543 112 | DO 053 049 | FO 521 075 | |
| February | 116 622 320 | DO 060 706 | FO 594 000 | |
| March | 116 723 045 | DO 071 814 | FO 684 880 | |
| April | 116 809 563 | DO 080 210 | FO 763 341 | |
| May | 116 909 207 | DO 088 453 | FO 850 026 | |
| June | 116 1017 006 | DO 095 000 | FO 940 716 | |
| July | 116 1021 298 | DO 095 049 | | |

Model Year 1967

| | | | | |
|-----------|-------------|------------|------------|------------|
| August | 117 109 832 | DO 106 475 | FO 955 582 | HO 350 785 |
| September | 117 202 292 | DO 112 299 | FO 977 027 | HO 411 076 |
| October | 117 288 898 | DO 144 244 | F1 020 000 | HO 470 199 |
| November | 117 363 979 | DO 118 984 | F1 038 224 | HO 528 818 |
| December | 117 422 503 | DO 120 750 | F1 057 754 | HO 576 613 |

1967

| Month | Chassis | Engine 34 bhp | Engine 40 bhp | Engine 44 bhp | Engine M240 37 bhp | Engine M240 40 bhp |
|----------|-------------|------------------|------------------|------------------|-----------------------|-----------------------|
| January | 117 505 826 | DO 131 796 | F1 073 754 | HO 621 556 | EO 011 853 | LO 012 977 |
| February | 117 566 719 | DO 149 103 | F1 088 186 | HO 647 064 | EO 012 169 | LO 013 849 |
| March | 117 620 975 | DO 166 874 | F1 103 452 | HO 661 348 | EO 012 829 | LO 015 592 |
| April | 117 674 558 | DO 184 053 | F1 126 528 | HO 679 371 | EO 013 096 | LO 016 581 |
| May | 117 739 118 | DO 204 920 | F1 153 002 | HO 802 478 | EO 013 516 | LO 014 429 |
| June | 117 817 896 | DO 222 992 | F1 167 322 | HO 840 170 | EO 013 878 | LO 019 171 |
| July | 117 844 902 | DO 234 014 | F1 237 506 | HO 874 199 | EO 017 056 | LO 019 336 |

1967

| Month | Chassis | Engine 34 Hp | Engine 40 Hp | Engine 44 Hp | Engine M157 44 Hp | Engine M240 37 Hp | Engine M240 40 Hp |
|-------|---------|-----------------|-----------------|-----------------|----------------------|----------------------|----------------------|
|-------|---------|-----------------|-----------------|-----------------|----------------------|----------------------|----------------------|

Model year 1968

| | | | | | | | |
|-----------|-------------|------------|------------|------------|------------|------------|------------|
| August | 118 077 888 | DO 244 000 | F1 253 000 | HO 883 000 | H5 037 085 | EO 017 293 | LO 019 341 |
| September | 118 160 490 | DO 256 109 | F1 194 927 | HO 865 291 | H5 069 590 | EO 017 583 | LO 014 911 |
| October | 118 258 722 | DO 269 096 | F1 224 127 | HO 897 232 | H5 104 053 | EO 017 958 | LO 014 977 |
| November | 118 351 958 | DO 287 774 | F1 281 170 | HO 907 854 | H5 141 231 | EO 018 000 | LO 015 000 |
| December | 118 431 603 | DO 297 008 | F1 296 298 | HO 915 221 | H5 173 897 | EO 014 311 | LO 020 200 |

1968

January

February

March

April

May

June

July

1962

| Month | Chassis | Front axle |
|-----------|-----------|------------|
| January | 896 977 | 855 335 |
| February | 910 310 | 868 445 |
| March | 925 355 | 883 709 |
| April | 939 155 | 897 335 |
| May | 954 230 | 912 609 |
| June | 969 408 | 927 220 |
| July | 978 018 | 931 996 |
| August | 989 985 | 948 100 |
| September | 1 004 496 | 962 664 |
| October | 1 021 182 | 979 436 |
| November | 1 036 923 | 995 440 |
| December | 1 047 967 | 1 006 544 |

1963

| | | |
|-----------|-----------|-----------|
| January | 1 062 951 | 1 020 900 |
| February | 1 077 443 | 1 035 804 |
| March | 1 093 657 | 1 052 073 |
| April | 1 109 397 | 1 067 490 |
| May | 1 125 405 | 1 084 062 |
| June | 1 139 905 | 1 097 209 |
| July | 1 144 302 | 1 104 091 |
| August | 1 161 763 | 1 120 683 |
| September | 1 177 674 | 1 138 817 |
| October | 1 194 634 | 1 155 969 |
| November | 1 210 790 | 1 172 268 |
| December | 1 222 500 | 1 184 507 |

1964

| Month | Chassis | Front axle |
|----------|-----------|------------|
| January | 1 241 702 | 1 203 708 |
| February | 1 259 996 | 1 221 249 |
| March | 1 276 060 | 1 238 359 |
| April | 1 294 464 | 1 257 242 |
| May | 1 309 452 | 1 271 326 |
| June | 1 326 422 | 1 288 374 |
| July | 1 328 271 | 1 295 803 |

Model Year 1965

| | | |
|-----------|-------------|-----------|
| August | 215 019 888 | 1 310 508 |
| September | 215 036 650 | 1 326 824 |
| October | 215 053 460 | 1 343 606 |
| November | 215 068 246 | 1 358 596 |
| December | 215 082 480 | 1 373 451 |

1965

| | | |
|----------|-------------|-----------|
| January | 215 098 657 | 1 388 657 |
| February | 215 114 123 | 1 404 459 |
| March | 215 131 697 | 1 422 023 |
| April | 215 146 424 | 1 436 762 |
| May | 215 161 145 | 1 451 128 |
| June | 215 175 741 | 1 466 172 |
| July | 215 176 339 | 1 471 307 |

Model Year 1966

| Chassis | Engine 1500 |
|---------|-------------|
|---------|-------------|

| | | |
|-----------|-------------|------------|
| August | 216 020 494 | HO 023 158 |
| September | 216 036 844 | HO 040 045 |
| October | 216 052 244 | HO 056 071 |
| November | 216 067 992 | HO 071 688 |
| December | 216 083 207 | HO 086 211 |

1966

| Month | Chassis | Engine 1500 |
|----------|-------------|-------------|
| January | 216 098 498 | HO 102 043 |
| February | 216 113 500 | HO 117 117 |
| March | 216 130 951 | HO 134 586 |
| April | 216 145 999 | HO 150 202 |
| May | 216 162 519 | HO 166 392 |
| June | 216 178 999 | HO 183 233 |
| July | 216 179 668 | HO 183 372 |

Model Year 1967

| | | |
|-----------|-------------|--------------|
| August | 217 020 467 | HO 272 902 |
| September | 217 036 497 | * HO 194 066 |
| October | 217 051 659 | HO 283 924 |
| November | 217 066 356 | HO 297 513 |
| December | 217 079 889 | HO 309 830 |

* Correct! (One series of numbers passed over in January)

1967

| Month | Chassis | Engine 44 bhp | Engine M 240 40 bhp |
|----------|-------------|------------------|------------------------|
| January | 217 091 416 | HO 707 628 | LO 012 978 |
| February | 217 102 476 | HO 718 925 | * LO 010 805 |
| March | 217 110 815 | HO 727 703 | LO 015 593 |
| April | 217 120 469 | HO 736 607 | LO 016 582 |
| May | 217 133 866 | HO 749 267 | LO 014 430 |
| June | 217 145 796 | HO 758 952 | LO 019 172 |
| July | 217 148 459 | HO 761 325 | LO 019 337 |

* Correct! (One series of numbers passed over in January)

1967

| Month | Chassis | Engine 44 Hp | Engine 47 Hp | Engine M157 47 Hp | Engine M240 40 Hp | Engine M240 44 Hp | Engine |
|-------|---------|-----------------|-----------------|----------------------|----------------------|----------------------|--------|
|-------|---------|-----------------|-----------------|----------------------|----------------------|----------------------|--------|

Model year 1968

| | | | | | | | |
|-----------|-------------|------------|------------|------------|------------|------------|--|
| August | 218 011 837 | - | BO 010 453 | B5 001 524 | LO 019 341 | CO 000 765 | |
| September | 218 025 839 | HO 761 836 | BO 019 735 | B5 005 344 | LO 022 100 | CO 001 979 | |
| October | 218 042 257 | HO 762 510 | BO 030 463 | B5 009 993 | LO 019 342 | CO 003 050 | |
| November | 218 060 116 | HO 762 926 | BO 042 485 | B5 014 337 | LO 019 361 | CO 004 488 | |
| December | 218 073 585 | HO 763 128 | BO 051 498 | B5 017 663 | LO L9 364 | CO 005 418 | |

1968

January
February
March
April
May
June
July

1962

Volkswagen 1500

| Month | Chassis | Engine | Rear Axle | Front Axle |
|-----------|-----------|-----------|-----------|------------|
| January | 0 016 732 | 0 018 837 | 0 015 315 | 0 015 372 |
| February | 0 022 978 | 0 025 356 | 0 021 271 | 0 022 139 |
| March | 0 031 571 | 0 034 000 | 0 029 896 | 0 030 129 |
| April | 0 042 437 | 0 042 719 | 0 038 689 | 0 038 224 |
| May | 0 051 757 | 0 054 339 | 0 050 596 | 0 050 916 |
| June | 0 063 404 | 0 068 069 | 0 062 099 | 0 062 672 |
| July | 0 068 303 | 0 072 164 | 0 066 279 | 0 066 705 |
| August | 0 081 998 | 0 085 054 | 0 079 909 | 0 080 721 |
| September | 0 094 813 | 0 098 085 | 0 093 412 | 0 094 563 |
| October | 0 111 180 | 0 113 824 | 0 109 771 | 0 110 895 |
| November | 0 127 116 | 0 130 442 | 0 125 693 | 0 127 095 |
| December | 0 138 774 | 0 143 557 | 0 137 375 | 0 138 710 |

1963

| | | | | |
|----------|-----------|-----------|-----------|-----------|
| January | 0 152 847 | 0 156 965 | 0 150 591 | 0 152 380 |
| February | 0 161 506 | 0 175 686 | 0 159 432 | 0 160 544 |
| March | 0 173 700 | 0 188 479 | 0 172 209 | 0 173 337 |
| April | 0 186 894 | 0 212 221 | 0 185 335 | 0 186 471 |
| May | 0 202 878 | 0 227 033 | 0 200 722 | 0 201 739 |
| June | 0 215 416 | 0 265 438 | 0 214 310 | 0 215 248 |

1964

| Month | Chassis | Engine | Rear Axle | Front Axle |
|----------|-----------|-----------|-----------|------------|
| January | 0 346 394 | 0 441 702 | 0 345 408 | 0 347 801 |
| February | 0 372 266 | 0 477 731 | 0 371 114 | 0 373 459 |
| March | 0 347 311 | 0 513 060 | 0 396 186 | 0 398 640 |
| April | 0 425 436 | 0 555 668 | 0 423 422 | 0 425 810 |
| May | 0 447 851 | 0 584 971 | 0 447 149 | 0 448 390 |
| June | 0 476 186 | 0 625 430 | 0 474 376 | 0 475 328 |
| July | 0 483 592 | 0 639 617 | 0 485 241 | 0 485 107 |

Model Year 1965

| | | | | |
|-----------|-------------|-----------|-----------|-----------|
| August | 315 024 782 | 0 678 132 | 0 508 054 | 0 510 062 |
| September | 315 047 195 | 0 714 358 | 0 529 756 | 0 532 180 |
| October | 315 067 055 | 0 751 009 | 0 549 680 | 0 551 685 |
| November | 315 083 085 | 0 783 997 | 0 566 720 | 0 567 880 |
| December | 315 105 296 | 0 816 281 | 0 581 791 | 0 583 410 |

1965

| | | | | |
|----------|-------------|-----------|-----------|-----------|
| January | 315 121 092 | 0 849 832 | 0 597 972 | 0 600 170 |
| February | 315 132 460 | 0 883 946 | 0 614 846 | 0 616 390 |
| March | 315 152 295 | 0 919 704 | 0 635 330 | 0 636 912 |
| April | 315 172 375 | 0 954 890 | 0 655 275 | 0 656 984 |
| May | 315 193 558 | 0 989 990 | 0 676 537 | 0 678 629 |
| June | 315 215 400 | 1 026 827 | 0 699 556 | 0 699 227 |
| July | 315 220 883 | 1 029 303 | 0 707 180 | 0 706 627 |

Model Year 1966

| | <u>Chassis</u> | <u>Engine 1500</u> | <u>Engine 1600</u> |
|-----------|----------------|--------------------|--------------------|
| August | 316 027 119 | KO 004 204 | TO 027 059 |
| September | 316 054 118 | KO 007 662 | TO 051 967 |
| October | 316 079 886 | KO 011 281 | TO 074 943 |
| November | 316 111 613 | KO 016 000 | TO 101 568 |
| December | 316 140 426 | KO 020 000 | TO 126 399 |

1966

| Month | Chassis | Engine 1500 | Engine 1600 |
|----------|-------------|-------------|-------------|
| January | 316 171 291 | KO 024 328 | TO 152 405 |
| February | 316 200 496 | KO 029 729 | TO 176 711 |
| March | 316 232 523 | KO 038 226 | TO 199 647 |
| April | 316 259 374 | KO 044 535 | TO 220 502 |
| May | 316 287 049 | KO 051 068 | TO 242 586 |
| June | 316 314 892 | KO 059 880 | TO 259 894 |
| July | 316 316 238 | | |

Model Year 1967

| | | | |
|-----------|-------------|--------------|------------|
| August | 317 032 409 | KO 074 712 | TO 308 780 |
| September | 317 058 875 | KO 075 265 | TO 314 768 |
| October | 317 084 672 | * KO 064 952 | TO 337 630 |
| November | 317 110 671 | * KO 067 028 | TO 360 341 |
| December | 317 134 254 | KO 076 495 | TO 380 413 |

* Correct! (In August and September one series of numbers was passed over).

1967

| Month | Chassis | Engine 45 bhp | Engine 54 bhp | Engine M 240 41 bhp | Engine M 240 48 bhp |
|----------|-------------|------------------|------------------|------------------------|------------------------|
| January | 317 151 263 | KO 079 033 | TO 396 497 | MO 001 258 | PO 002 901 |
| February | 317 166 414 | KO 081 921 | TO 408 000 | MO 001 356 | PO 002 997 |
| March | 317 175 407 | KO 083 745 | TO 416 000 | MO 001 384 | PO 003 022 |
| April | 317 187 668 | KO 086 139 | TO 423 520 | MO 001 427 | PO 003 184 |
| May | 317 205 476 | KO 089 285 | TO 441 421 | MO 001 458 | PO 003 263 |
| June | 317 228 833 | KO 091 727 | TO 459 580 | MO 001 572 | PO 003 400 |
| July | 317 233 853 | KO 098 700 | TO 476 124 | MO 001 572 | PO 004 035 |

1967

| Month | Chassis | Engine 1.5 Hp | Engine 54 Hp | Engine M230 54 Hp | Engine M240 41 Hp | Engine M240 48 Hp | Engine |
|-------|---------|------------------|-----------------|----------------------|----------------------|----------------------|--------|
|-------|---------|------------------|-----------------|----------------------|----------------------|----------------------|--------|

Model year 1968

| | | | | | | |
|-----------|-------------|------------|------------|------------|------------|------------|
| August | 318 019 764 | KO 098 222 | TO 476 051 | UO 000 915 | MO 002 066 | PO 004 138 |
| September | 318 043 424 | KO 101 825 | TO 469 991 | UO 002 419 | MO 002 093 | PO 004 223 |
| October | 318 062 185 | KO 103 600 | TO 498 298 | UO 001 050 | MO 001 583 | PO 003 457 |
| November | 318 084 758 | KO 095 854 | TO 509 438 | UO 001 890 | MO 001 583 | PO 003 590 |
| December | 318 102 506 | KO 105 421 | TO 517 550 | UO 001 005 | MO 001 908 | PO 003 649 |

1968

January

February

March

April

May

June

July

18th Supplement 2/68 - 530.210.20

N - 3/204

Engine, Clutch, Heating System

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------|-----------|---|
| <u>1962</u> | | | |
| 15 Jan. 62 | 889 352 | 6 411 578 | <u>Distributor - Vacuum unit</u> |
| 16 Jan. 62 | 4 423 336 | 6 411 578 | Now: Vacuum pipe with loop between distributor/carburetor Formerly: Tube |
| 16 Jan. 62 | 0 013 613 | 0 013 648 | <u>Heat exchanger</u> Now: Insulation sprayed on, protection sheets secured with 2 clips on each side. |
| 16 Jan. 62 | - | 0 015 357 | <u>Cam follower</u> Now: Taper between shaft/head. Head thickness 5.4 mm Formerly: 4.5 mm head flat |
| | | | <u>Cam follower guides</u> Now: shortened 1 mm |
| 19 Jan. 62 | - | 0 016 381 | <u>Crankshaft pulley</u> Now: Tightening torque 13 - 15 mkg. (94.0 - 108.5 ft. lbs.) Formerly: 4 - 5 mkg. (28.9 - 36.1 ft.lbs.) |
| 29 Jan. 62 | 4 464 038 | 6 430 518 | <u>Clutch</u> Now: Clutch pressure increased to 315 - 340 kg. (716 - 772 lbs.) clutch cover marked with "B". Formerly: 300 - 325 kg. (683 - 739 lbs.) |
| 19 Feb. 62 | 0 021 372 | 0 022 650 | <u>Cooling fan</u> Now: Blade curvature radius 36.1 mm Formerly: 38.95 mm |
| 20 Feb. 62 | 905 991 | 6 519 664 | <u>Crankcase - Ventilation</u> |
| 23 Feb. 62 | 4 519 277 | 6 502 426 | Now: Breather pipe connected to reservoir of oil bath air cleaner. Formerly: on oil bath air intake |
| 10 Mar. 62 | 4 545 642 (143) | | |
| 10 Mar. 62 | 4 545 651 (141) | | |
| 24 Mar. 62 | 4 547 060 (151) | | |
| 8 Mar. 62 | 0 024 692 | 0 026 219 | <u>Intake manifold</u> |
| 2 Apr. 62 | 925 356 | 6 642 051 | Now: Flange for carburetor 7 mm Formerly: 5.5 mm |
| 2 Apr. 62 | 4 609 565 | 6 642 051 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------|-------------|--|
| 13 Mar. 62 | - | 122-103 368 | <u>Intake manifold and pre-heater pipe</u> |
| 13 Mar. 62 | 915 559 | 6 580 690 | |
| 14 Mar. 62 | 4 570 540 | 6 581 746 | |
| 15 Mar. 62 | 4 570 162 | 3 936 353 | Now: Outer surface treated with zink paint |
| 15 Mar. 62 | 0 026 871 | 0 028 362 | Formerly: phosphated |
| 15 Mar. 62 | 916 988(M 178) | 6 587 775 | |
| 20 Mar. 62 | 4 579 839 | 6 592 084 | (Saxomat) |
| 19 Mar. 62 | 918 413 | 6 598 718 | <u>Fuel pump push rod</u> |
| 18 Apr. 62 | 4 583 679 | 6 597 700 | |
| 18 Apr. 62 | 0 029 038 | 0 030 760 | Now: 7.83 dia. - 0.02 |
| 21 May 62 | - | 126-7 501 | Formerly: 7.9 dia. - 0.04 |
| 21 Mar. 62 | 920 086 | 6 609 600 | <u>Cylinder head</u> |
| 21 Mar. 62 | - | 122-103 990 | |
| 24 Mar. 62 | 4 595 114 | 6 609 600 | Now: Rocker shaft studs with sealing shoulder 12.5 mm dia. larger sealing ring Formerly: 11.5 mm dia. |
| 13 Apr. 62 | 0 035 911 | 0 035 947 | <u>Clutch plate 180 mm dia.</u> |
| 16 Apr. 62 | 933 284 | 6 685 667 | |
| 16 Apr. 62 | | 122 104 657 | Now: Fly wheel side: Jurid or Beral Lining |
| 17 Apr. 62 | 4 659 008 | 6 684 821 | Pressure plate side: Textar |
| 18 Apr. 62 | 934 616 | 6 695 121 | <u>Oil filler</u> |
| 19 Apr. 62 | 4 661 868 | 6 696 159 | Now: Drain passage 6 mm dia. Formerly: 3 mm dia. |
| 28 Apr. 62 | 0 000 001 | 0 000 001 | <u>Engine oil</u> |
| 10 May 62 | 944 000 | 6 754 436 | |
| 28 May 62 | 4 745 703 | 6 754 500 | Now: First filling 2.5 l.SAE 10 with 1 % Lubrizol added. Formerly: 1.75 l. |
| 3 May 62 | 4 683 160 | 6 719 146 | <u>Clutch</u> |
| | | | Now: All pressure springs brown colour. Formerly: 3 yellow and 3 grey blue pressure springs. |
| 3 May 62 | 940 152 | 6 731 903 | <u>Studs for oil filter cover</u> |
| 3 May 62 | - | 122-105 095 | |
| 7 May 62 | 4 681 788 | 6 730 957 | Now: Quality 8 G, tightening torque 0.6 - 0.8 mkg (4.3 - 5.8 ft.lbs.) |
| 15 May 62 | 0 043 355 | 0 044 536 | Formerly: 6 E |
| 4 May 62 | 0 042 222 | 0 041 435 | <u>Cylinder</u> |
| 6 Aug. 62 | - | 122-108 601 | |
| 7 Aug. 62 | 976 262 | 6 947 820 | Now: Roughness of cylinder bore 3 up to 6 mu. |
| 23 Aug. 62 | 4 879 956 | 6 947 751 | Formerly: 1 mu. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-------------|--|
| 10 May 62 | 0 041 446 | 0 042 930 | <u>Engine oil</u> Now: SAE 30 Formerly: SAE 10 |
| 12 May 62 | 0 041 159 | 0 042 988 | <u>Valve springs</u> |
| 21 May 62 | - | 126- 07 501 | Now: Progressively coiled |
| 28 May 62 | 952 458 | 6 805 939 | Formerly: equal pitch of coils |
| 28 May 62 | 122-106 639 | - | |
| 30 May 62 | 4 750 946 | 6 850 940 | |
| 14 May 62 | 944 688 | 6 763 326 | <u>Cam follower</u> |
| 18 May 62 | 0 045 868 | 0 047 673 | Now: One piece cast cam follower with pressed in ball socket. |
| 21 May 62 | - | 126- 07 501 | Thickness of head 3.9 mm |
| 31 July 62 | - | 122-108 729 | Formerly: Two parts - 5,4 mm |
| 1 Aug. 62 | 4 868 581 | 6 930 129 | |
| 1 Sept. 62 | - | KD -703 819 | |
| 11 June 63 | - | 124- 02 501 | |
| 21 May 62 | - | 126- 07 501 | <u>VW-Industrial Type 126</u> Start of production |
| 28 May 62 | 4 747 856 | 6 802 669 | <u>Engine oil</u> |
| 28 May 63 | 925 509 | 5 805 583 | Now: SAE 20 Formerly: SAE 10 |
| 29 May 63 | 953 007 | 6 810 879 | <u>Exhaust valves</u> Now: Modified armoured seating surfaces Identification mark: 5 mm dia. Valve head hollowed out. |
| 1 June 62 | 0 052 174 | 0 053 839 | <u>Cam shaft</u> |
| 5 June 62 | 955 923 | 6 828 529 | Now: Altered cam shape |
| 5 June 62 | - | 126- 07 566 | Now: Cam shape modified |
| 19 June 62 | - | 122-107 859 | |
| 21 June 62 | 4 810 758 | 6 864 207 | |
| 1 Sept. 62 | - | KD- 703 819 | |
| 11 June 63 | - | 124- 02 501 | |
| 5 June 62 | - | 122-106 836 | <u>Cap for oil filler and breather assy</u> |
| 6 June 62 | 956 856 | 6 829 686 | Now: Spring clip of sheet copper |
| 7 June 62 | 4 790 890 | 6 830 183 | Formerly: Sheet steel (intermittent) |
| 7 June 62 | 0 054 738 | 0 055 978 | <u>Crankcase - Ventilation</u> Now: Oil fumes lead into oil bath air cleaner. Formerly: Released to outside air. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------------|------------------------|---|
| 21 June 62 | 4 813 413 | 6 827 459 | <u>Flywheel/Crankshaft (Saxomat)</u> Now: Gasket of soft metal, sealing surface tapers slightly inwards. Formerly: Paper gasket |
| 30 July 62 | 4 846 836 | 6 916 251 | <u>Oil Cooler</u> |
| 30 July 62 | 970 990 | 6 916 251 | Now: With perforated plate |
| 2 Aug. 62 | - | 122-109 307 | <u>Intake manifold with pre-heating pipe</u> Now: Tube diameter on connecting flange at cylinder head 27 mm. Formerly: 25 mm dia. |
| | | | <u>Fan housing/Fan</u> Now: Modified shape increased cooling air throughput. |
| | | | <u>Cylinder head</u> Now: Intake port 27 mm dia. Formerly: 25 mm dia. Now: Outside diameter of sealing area 34 mm. Formerly: 32 mm dia. |
| 30 July 62 | 0 971 532 0 064 916 | 6 908 640 0 066 740 | <u>Clutch</u> Now: Heat resistant clutch pressure springs. |
| 30 July 62 | 0 066 740 | 0 065 746 | <u>Pre-heating pipe</u> Now: Throttle valve for regulation of flow of pre-heated air |
| | | | <u>Exhaust valve</u> Now: Valve head 32 mm dia. Formerly: 31 mm dia. |
| 30 July 62 | 971 532 | 6 908 640 | <u>Clutch</u> |
| 30 July 62 | 0 066 740 | 0 065 746 | Now: 200 mm dia., 380-420 kg clutch pressure Formerly: 180 mm dia., 390-420 kg |
| 30 July 62 | 0 066 740 | 0 065 746 | <u>Engine</u> Now: Compression ratio 7,8 Formerly: 7,2 |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------|-------------|---|
| 2 Aug. 62 | 4 874 267 | 3 942 539 | <u>Intake and pre-heating pipe</u> Now: St 35 Formerly: Chrome nickel steel Now: Wall thickness 2.8 mm Formerly: 1.2 mm Now: Sprayed with A 211 zinc calcium Formerly: Painted black. <u>Crankcase-ventilation</u> Now: Oil fumes conducted into oil bath air cleaner Formerly: Released into open air |
| 20 Aug. 62 | - | 0 078 637 | <u>Valve clearance</u> Now: Inlet valve 0.3 mm exhaust valve 0.3 mm Formerly: 0.2 mm |
| 24 Aug. 62 | 0 066 740 | 0 065 746 | <u>Crankcase</u> Now: Cross web under No. 2 main bearing support |
| 29 Aug. 62 | 988 771 | 7 020 161 | <u>Distributor drive pinion</u> Now: 2 washers - each 0.6 mm thick on pinion shaft Formerly: 1 washer - 1.25 mm thick |
| 3 Sept. 62 | 4 937 241 | 7 020 162 | |
| 3 Sept. 62 | 4 937 242 | 3 944 500 | |
| 6 Sept. 62 | 4 958 584 | - | <u>Vacuum hose for Saxomat</u> Now: Black rubber hose in textile sheath. Formerly: Blue plastic hose. |
| 11 Sept. 62 | 994 546 | 7 056 176 | <u>Piston and piston ring</u> Now: The depth of the two upper piston ring grooves has been reduced by 0.6 mm Now: Piston rings chamfered on inner edge. |
| 11 Sept. 62 | - | 122-110 673 | |
| 21 Sept. 62 | 4 988 623 | 7 076 057 | |
| 20 Feb. 62 | 1 072 658 (M216) | 0 168 330 | |
| 20 Feb. 62 | 0 158 404 | 0 164 421 | |
| 28 Feb. 62 | - | 126- 07 969 | |
| 11 June 63 | - | 124- 02 501 | |
| 1 Oct. 62 | 1 004 567 | 7 115 844 | <u>Engine oil first filling</u> Now: SAE 10 W Formerly: SAE 20 (Type 1 and 2) SAE 30 (Type 3) |
| 4 Oct. 62 | 0 097 777 | 0 098 001 | |
| 5 Oct. 62 | 5 020 751 | 7 115 342 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------|-------------|---|
| 10 Dec. 62 | 1 040 368 | 7 336 420 | <u>Fresh air heating</u> |
| 15 Dec. 62 | 5 199 980 | 7 336 420 | Now: Air heated in heat exchanger. Formerly: Heated by cylinders |
| 15 Dec. 62 | 5 199 981 | 3 949 223 | |
| 15 Dec. 62 | 5 199 980 | - | <u>Heating</u> Now: Heater pipe between heater muffler and the body insulated with plastic tube. |
| 19 Dec. 62 | 1 047 014 | 7 365 824 | <u>Cylinder head</u> |
| 19 Dec. 62 | - | 122-112 939 | Now: End of thread at inner shoulder of rocker shaft now 7 mm dia. - 0.2 Formerly: 6.2 mm dia. - 0.2 |
| 20 Dec. 62 | 5 208 482 | 7 366 315 | |
| 2 Jan. 63 | 0 137 251 | 0 139 478 | |
| 11 June 63 | - | 124- 02 501 | |
| 20 Nov. 62 | 1 031 245 | 7 274 815 | <u>Clutch plate 200 mm dia</u> |
| 30 Mar. 63 | 0 171 571 | 0 186 350 | Now: Flywheel side: Jurid or Beral lining Clutch side: Textar |
| 7 Dec. 62 | 1 040 368 | 7 336 420 | <u>Heater control cable</u> |
| 2 Jan. 63 | 5 199 980 | 7 337 249 | Now: 3 660 mm long Formerly: 3 670 mm |
| 10 Dec. 62 | 0 130 700 | - | <u>Heater control cable</u> Now: 2 889 mm long Formerly: 2 856 mm |
| 20 Dec. 62 | 5 218 324 | - | <u>Saxomat</u> |
| 29 Jan. 63 | 5 288 474(151) | - | Now: Flatter shaped vacuum tank Formerly: Round shaped vacuum tank |
| <u>1963</u> | | | |
| 4 Jan. 63 | 1 048 283(M216) | 0 143 603 | <u>Crankshaft pulley</u> |
| 18 June 63 | 1 124 435 | 7 771 785 | Now: Joint between hub and disc, CO ₂ Shielded arc welded |
| 20 June 63 | - | 122-119 465 | |
| 25 June 63 | 5 634 074 | 7 772 500 | Formerly: Projection spot welded |
| 25 June 63 | 5 632 396(stand.) | 3 957 472 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|-------------|---|
| 4 Jan. 63 | 0 139 781 | 0 141 841 | <u>Crankshaft pulley</u> |
| 11 June 63 | - | 124- 02 501 | Now: 208 mm dia Formerly: 234 mm dia Now: Ratio 2.3 : 1 Formerly: 2.6 : 1 Now: Belt length 1000 mm Formerly: 1050 mm |
| 4 Jan. 63 | 0 141 008 | - | <u>Insulating heater control box and heater pipe</u> Now: With Asbestos insulating shell |
| 7 Jan. 63 | 1 041 014 (M216) | 0 143 543 | <u>Exhaust Valve</u> |
| 30 Jan. 63 | 5 271 918 | 7 434 715 | Now: Valve head angle 45° + 15' |
| 31 Jan. 63 | 1 061 624 | 7 449 377 | Formerly: 46° + 15' |
| 31 Jan. 63 | - | 122-114 194 | |
| 9 May 63 | 0 191 781 | 0 215 569 | |
| 10 June 63 | - | 126- 08 115 | |
| 11 June 63 | - | 124- 02 501 | |
| 24 Jan. 63 | 5 261 830 (Export) | - | <u>Clutch cable</u> Now: 10 mm shorter |
| 30 Jan. 63 | 0 150 345 | 0 154 340 | <u>Heat exchanger</u> Now: Self adhesive insulation ring |
| 15 Feb. 63 | 1 070 466 | 7 484 343 | <u>Connection rod</u> |
| 15 Feb. 63 | - | 122-114 941 | Now: Piston pin bearing offset to connecting rod bearing |
| 18 Feb. 63 | 5 301 820 | 7 484 424 | 1.0 mm (1200 cc engine) |
| 20 Feb. 63 | 1 072 658 (M216) | 0 168 330 | 1.5 mm (1500 cc engine) |
| 20 Feb. 63 | 0 158 404 | 0 164 421 | |
| 28 Feb. 63 | - | 126- 07 969 | |
| 11 June 63 | - | 124- 02 501 | |
| 17 April 63 | 0 180 415 | 0 191 550 | <u>Heat exchanger</u> Now: Asbestos insulation shell Formerly: sprayed on insulation |
| 6 May 63 | 1 111 315 (M216) | 0 202 105 | <u>Cylinder</u> |
| - | 0 190 806 | 0 212 582 | Now: Fitting shoulders with groove 3 x 11 mm |
| 20 May 63 | 1 123 445 | 7 762 815 | |
| 30 June 63 | 5 571 318 | 7 762 104 | |
| 13 May 63 | 0 193 603 | 0 215 182 | <u>Cylinder cover plates, left</u> Now: Two pieces Formerly: One piece |
| 27 May 63 | 0 201 361 | 0 223 083 | <u>Crankcase Ventilation</u> Now: Condensed water drain pipe with rubber valve |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------|-------------|---|
| 14 Mar. 63 | - | 126- 08 006 | <u>Sealing ring for exhaust pipe</u> |
| 15 Mar. 63 | 1 080 848 | 7 535 075 | Now: Inner diameter of sealing surface 35.1 + C.2 mm Formerly: 35.5 + C.2 mm |
| 18 Mar. 63 | 0 167 419 | 0 181 265 | |
| 22 Mar. 63 | 5 400 750 | 7 532 575 | |
| 11 June 63 | - | 124- 02 501 | |
| 21 June 63 | - | 124- 02 550 | <u>Oil cooler seal</u> |
| 24 June 63 | 0 211 638 | 0 261 380 | Now: With thicker shoulder |
| 1 July 63 | 1 139 422 (M216) | 0 243 326 | <u>Rocker arm mechanism</u> |
| 3 July 63 | - | 126- 08 316 | Now: Angle of the valves increased. Rockershaft repositioned. Cylinder head, rocker arm and push rods modified. |
| 4 July 63 | 0 218 027 | 0 266 357 | |
| 5 July 63 | - | 124- 02 550 | |
| 4 July 63 | 5 661 082 | 7 860 588 | <u>Clutch</u> |
| | | | Now: Heat proof clutch springs. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|-------------------------------------|---|
| 5 Aug. 63 | 0 221 975(311-314) 0 215 175(343/345) 0 221 975(361-364) | 0 255 001 0 255 001 0 255 001 | <u>Crankcase ventilation</u> Now: Larger aperture in retainer between filter and gland nut Now: Additional washer for oil breather. |
| 19 Aug. 63 | 0 231 920(311-314) (343/345) (361-364) | 0 274 215 | <u>Oil pressure relief valve</u> Now: Piston with annular groove Formerly: Without annular groove |
| 21 Aug. 63 | 0 233 050(211500) | 0 275 975 | <u>Crankcase</u> Now: Oil return drilling between timing wheel compartment and sump enlarged. |
| 29 Aug. 63 | 0 236 676(315-318) (365-368) | 0 282 174 | <u>Throttle for pre-heater pipe</u> Now: Segment and test lever modified |
| 28 Nov. 63 | | 124- 02 574 | |
| 2 Sept. 63 | 0 238 920 | | <u>Heating</u> |
| 24 Oct. 63 | 0 268 545(343/345) | | Now: Metal hose between heat exchanger and heat control box Formerly: Muffler |
| 17 Sept. 63 | 1 167 863(2/1200) 1 167 803(2/1500) | 7 999 653 0 302 631 | <u>Muffler</u> Now: Damper pipe now secured to muffler with support and clip Formerly: Attached to bumper bracket |
| 1 Nov. 63 | 0 280 371(311-318) (361-368) | 0 367 831 | <u>Heating</u> |
| 19 Nov. 63 | 0 282 078(343/345) | 0 361 831 | Now: Cross section of warm air pipes 60 mm dia. Formerly: 55 mm dia Now: Heat exchanger ribbed internally |
| 2 Dec. 63 | 0 297 536 | 0 385 582 124- 02 575 | <u>Generator pulley</u> Now: Dished washer between generator pulley and securing nut. Formerly: Washer and spacer sleeve. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|------------------------|---|
| <u>1964</u> | | | |
| 3 Jan. 64 | 0 325 522(single carb.) 0 325 523(twin carb.) | 0 416 064 0 411 305 | Lubrication of the rocker mechanism |
| 9 Jan. 64 | 1 227 215(2/1500) | 0 410 119 | Now: Rocker with oil drilling from bearing to the thread of the adjustment screw. Rib for drilling reinforced to 5 mm. Oil deflector ring on valve shaft, valve guides shortened 1 mm. |
| 30 Jan. 64 | 1 240 982(2/1200) | 8 339 391 | |
| 1 Feb. 64 | 6 092 111(Export) | 8 339 393 | |
| 15 Jan. 64 | - | 126-009 119 | |
| 23 Jan. 64 | - | 125-002 582 | |
| 30 Jan. 64 | - | 122-126 001 | |
| 9 Jan. 64 | 1 274 424 | 8 275 933 | Rubber plug for throttle ring |
| 7 Feb. 64 | 6 105 201 | 8 277 067 | Now: 2.5 mm drilling sealed with ball Formerly: Open |
| 23 Jan. 64 | - | 124-002 582 | Valve spring Now: Progressively wound Formerly: Evenly wound |
| 30 Jan. 64 | 1 238 208(2/1200) 1 238 882(2/1500) | 8 339 352 0 437 340 | Crankshaft Now: Diameter of the No.1 bearing journal reduced by 0.005 mm, play increased. |
| 2 Feb. 64 | 0 347 137(single carb.) | 0 437 393 | |
| 3 Feb. 64 | 0 345 679(twin carb.) | 0 439 081 | |
| 4 Feb. 64 | 6 093 564(Export) | 8 339 516 | |
| 30 Jan. 64 | - | 122-126 001 | |
| 3 Feb. 64 | - | 124 002 602 | |
| 3 Feb. 64 | - | 126 009 228 | |
| 13 Feb. 64 | 1 249 334(2/1500) | 0 455 625 | Rocker shaft studs |
| 19 Feb. 64 | 0 358 803 | 0 458 253 | Now: Guide shoulder lengthened to 39 mm. Formerly: 20 mm long. |
| 3 Mar. 64 | 6 192 906 | 8 433 871 | |
| 12 Mar. 64 | 1 260 275(2/1200) | 8 435 054 | |
| 19 Feb. 64 | - | 126-009 232 | |
| 3 Mar. 64 | - | 122-127 243 | |
| 5 Mar. 64 | - | 124-002 618 | |
| 14 Feb. 64 | 0 359 030(single carb.) 0 359 029(twin carb.) | 0 453 334 0 452 728 | Crankshaft oil seal Now: Material of the oil seal and shape of lip modified. |
| 8 May 64 | 1 296 512(2/1500) | 0 554 256 | |
| 15 Apr. 64 | 115 125 097 | 8 908 165 | |
| 16 Sept. 64 | 215 028 485(2/1200) | 8 919 214 | |
| 13 Aug. 64 | - | 126-010 171 | |
| 11 Sept. 64 | - | 122-133 921 | |
| 6 Oct. 64 | - | 124-002 631 | |
| 26 Feb. 64 | 1 256 311(2/1500) 0 365 833(twin carb.) | 0 471 421 0 470 617 | Connecting rods Now: Weight increased |
| 2 Mar. 64 | 0 371 433(single carb.) | 0 467 810 | a - 515 up to 523 g - grey marking |
| 29 Feb. 64 | - | 126-009 252 | b - 531 up to 539 g - red marking |
| 5 Mar. 64 | - | 124-002 618 | Formerly: 487 up to 495 g - brown marking |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------------|-------------|---|
| 3 Mar. 64 | 0 373 403(twin carb.) | 0 478 222 | <u>Oil strainer cover</u> |
| 11 Mar. 64 | 0 379 308(single carb.) | 0 484 834 | |
| 20 Mar. 64 | 1 271 231(2/1500) | 0 499 740 | Now: Secured with cap nuts and copper washers. |
| 20 Mar. 64 | 1 271 732(2/1200) | 8 487 015 | Formerly: Hexagon nuts and spring washers. |
| 21 Mar. 64 | 6 223 768(Export) | 8 487 010 | |
| 20 Mar. 64 | - | 122-128 230 | |
| 9 Apr. 64 | - | 126-009 412 | Now: Material for gasket improved. |
| 22 May 64 | - | 124-002 620 | |
| 31 Mar. 64 | 0 396 439(twin carb.) | 0 502 198 | <u>Pistons</u> |
| | | | Now: KS make fitted intermittently |
| | | | Formerly: Only Mahle |
| 1 Apr. 64 | 1 275 863(2/1500) | 0 513 146 | <u>Oil pump cover</u> |
| 6 Apr. 64 | 6 247 868(Export) | 8 521 756 | |
| 20 Apr. 64 | 1 278 227(2/1200) | 8 520 188 | Now: Material for gasket improved |
| 4 May 64 | 0 423 980(twin carb.) | 0 549 961 | |
| 11 May 64 | 0 426 714(single carb.) | 0 551 181 | |
| 29 May 64 | 6 391 124(Standard) | 3 974 958 | |
| 3 Apr. 64 | - | 122-128 551 | |
| 3 Apr. 64 | - | 126-009 412 | |
| 22 May 64 | - | 124-002 620 | |
| 5 Apr. 64 | 0 400 306(twin carb.) | 0 514 869 | <u>Cylinder cover - right</u> |
| | 0 400 309(single carb.) | 0 514 969 | Now: Manufactured from one piece |
| | | | Formerly: Three parts |
| 6 Apr. 64 | 6 266 626 | 8 518 509 | <u>Connecting rod screws</u> |
| | 1 278 478 | 8 518 507 | |
| 10 Apr. 64 | 0 406 711 | 0 522 107 | Now: Shaft length 38.5-1 mm |
| 3 Apr. 64 | - | 122-128 551 | Thread length 17.0-1 mm |
| 17 Apr. 64 | - | 126-009 496 | Formerly: Shaft length 36.5-1 mm |
| 22 May 64 | - | 124-002 620 | Thread length 15.0-1 mm |
| 16 Apr. 64 | 1 285 634(2/1500) | 0 530 298 | <u>Oil pump cover</u> |
| 17 Apr. 64 | 6 295 049(Export) | 8 554 958 | |
| 21 Apr. 64 | 1 288 693(2/1200) | 8 554 939 | Now: Material for the gasket improved |
| 11 May 64 | 0 426 714(single carb.) | 0 551 181 | |
| 14 May 64 | 0 432 248(twin carb.) | 0 561 605 | |
| 29 May 64 | 6 391 124(standard) | 3 974 958 | |
| 15 Apr. 64 | - | 122-129 078 | |
| 15 Apr. 64 | - | 126-009 378 | |
| 22 May 64 | - | 124-002 620 | |
| 17 Apr. 64 | 0 414 163 | 0 532 629 | <u>Cooling air regulation</u> |
| | | | Now: Right cooling air flaps with rubber buffers. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------|--------------|---|
| 20 Apr. 64 | 0 416 673(343-346) | 0 535 044 | <u>Cylinder cover - left</u> |
| 21 Apr. 64 | 0 417 749 | 0 534 749 | Now: Manufactured from one piece Formerly: Three parts |
| 11 May 64 | 0 428 490 | HA 0 428 120 | <u>Ball release bearing</u> |
| 2 Sept. 64 | 285 020 602 | HA 7 188 214 | Now: With a plastic ring |
| 7 Oct. 64 | 115 162 922 | HA 7 256 130 | Formerly: With graphite ring |
| 25 May 64 | 0 441 522 | 0 574 404 | <u>Air intake housing cover</u> Now: Secured with spring clips Formerly: Screws |
| 26 May 64 | 0 441 141 | 0 573 150 | <u>Crankcase</u> |
| | 1 304 679(2/1500) | 0 573 913 | Now: Oil return hole in the crankcase 54 mm dia. cutout in web 9.5 cc |
| 6 Aug. 64 | 235 007 325(2/1200) | 8 803 981 | Formerly: Oil return hole 29 mm dia. web without cutout. |
| 7 Aug. 64 | 115 013 672 | 8 803 980 | |
| 5 Aug. 64 | - | 122-132 927 | |
| 3 July 64 | - | 124-002 630 | |
| 13 Aug. 64 | - | 126-010 168 | |
| 26 May 64 | 1 304 679(2/1500) | 0 573 913 | <u>Crankcase ventilation</u> |
| 6 Aug. 64 | 235 007 325(2/1200) | 8 803 981 | Now: Condensation water - drain tube with rubber valve |
| 25 June 64 | 6 469 413(Standard) | 3 970 858 | |
| 27 May 64 | 1 306 308(2/1200) | 8 665 801 | <u>Heating</u> |
| | 1 306 309(2/1500) | 0 576 551 | Now: Warm air outlet on heat exchanger 60 mm dia. |
| 30 May 64 | 6 412 733(14) | 8 678 998 | Formerly: 50 mm dia. |
| | 6 412 793(15) | 8 678 999 | |
| 1 June 64 | 6 379 903 | 8 679 000 | |
| 12 June 64 | 1 318 029(2/1200) | 8 707 615 | <u>Connecting rod screws</u> |
| | 1 318 073(2/1500) | 0 594 778 | Now: Tightening torque 4.5 ± 0.5 mkg |
| 16 June 64 | 6 454 028(Standard) | 3 970 393 | Formerly: 5 ± 0.5 mkg |
| | 6 454 172(Export) | 8 706 021 | |
| | 0 469 606 | 0 598 438 | |
| 12 June 64 | - | 122-131 725 | |
| 1 July 64 | - | 124-002 621 | |
| 12 June 64 | - | 126-009 945 | |
| 15 June 64 | - | 122-131 651 | <u>Exhaust valve</u> Now: with valve rotating device (Rotocap) for operating speeds up to 2500 rpm |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|------------------------|---|
| 18 June 64 | 1 319 841(2/1200) 1 320 488(2/1500) | 8 726 800 0 607 127 | Clutch plate 180 mm and 200 mm dia. |
| 20 June 64 | 0 465 418 | 0 607 126 | Now: Hollow rivets for securing the clutch lining. Formerly: Solid rivets |
| 20 Aug. 64 | - | KD-1 064 256 | |
| 13 Nov. 64 | 115 366 664 | 9 099 857 | <u>Clutch lining combinations</u> Type 2 - Flywheel Side - Beral Clutch side - Textar Type 3 - Flywheel Side - Jurid Clutch side - Textar |
| 23 June 64 | 0 467 252(twin carb.) | 0 609 605 | <u>Valve seat for exhaust valve</u> |
| 26 June 64 | 0 467 752(single carb.) 1 324 692 | 0 609 512 - | Now: Sintered material "Como 12" Formerly: Pb-Steel W 24-8 |
| 2 July 64 | 1 327 902 | | <u>Oil bath air cleaner</u> Now: Secured with two brackets Formerly: One bracket |
| 10 July 64 | 0 481 744 | 0 663 331 | <u>Valve springs</u> |
| 3 Aug. 64 | 265 000 335(2/1500) | 0 627 579 | Now: Tensioned length 31 mm. Loading 57.2 ± 4 kg Formerly: 33.4 mm long. Loading 43.8 ± 3 kg |
| 13 Aug. 64 | - | 126-010 168 | |
| 6 Oct. 64 | - | 124-002 631 | |
| | | | <u>Valve spring caps</u> Now: Thicker walls, sharply defined guide shoulder. Formerly: Thinner walls flat- ter guide shoulder |
| 3 Aug. 64 | 215 004 262(2/1200) | 8 785 397 | <u>Automatic cooling air regulation</u> |
| | 215 004 263(2/1500) | 0 627 579 | |
| 5 Aug. 64 | 115 004 037(Export) | 8 785 398 | Now: 4 Flaps inside the fan housing on the pressure side. Formerly: Throttle ring in front of the fan. |
| 12 Aug. 64 | 215 008 675(2/1200) | 8 822 134 | <u>Crankshaft</u> |
| | 215 008 676(2/1500) | 0 651 225 | Now: The running clearance of No. 1 main bearing increased by 0.006 mm. Formerly: Bearing journal 0.005 mm smaller in diameter. |
| 14 Aug. 64 | 115 040 085(Export) | 8 822 135 | |
| 20 Aug. 64 | 315 015 978 | 0 661 055 | |
| 11 Aug. 64 | - | 122-133 001 | |
| 13 Aug. 64 | - | 126-010 168 | |
| 6 Oct. 64 | - | 124-002 631 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------------|-------------|--|
| 19 Aug. 64 | 235 009 926(2/1500) | 0 658 879 | <u>Heating</u> |
| 27 Aug. 64 | 145 031 549 | 8 841 280 | Now: Warm air hose 60 mm dia. |
| 1 Sept. 64 | 215 019 890(2/1200) | 8 877 989 | Formerly: 55 mm dia. |
| 14 Sept. 64 | 115 084 567 | 8 841 279 | Now: Heat exchanger ribbed |
| 16 Sept. 64 | 155 106 239 | 8 841 281 | internally |
| 28 Aug. 64 | 315 025 118(single carb.) | 0 672 749 | <u>Cylinder head</u> |
| | 315 025 119(twin carb.) | 0 672 698 | Now: Shorter rocker shaft |
| 29 Sept. 64 | 215 035 574(2/1500) | 0 710 800 | studs. 9 mm dia. shoulder |
| 24 Nov. 64 | 115 429 385 | 9 205 700 | Now: Square boss (formerly |
| 6 Oct. 64 | - | 124-002 631 | round) Valve clearance |
| 12 Oct. 64 | - | 126-010 455 | 0.1 mm, Deflector plate for |
| 28 Jan. 65 | - | 122-191 201 | cooling air distribution. Exhaust valve (except Types 1 and 122) marked "Livia" and material for the valve seats modified |
| 11 Sept. 64 | 315 033 604 | 0 668 034 | <u>Crankshaft</u> |
| 16 Sept. 64 | 235 024 703 | 0 687 774 | Now: Radii on No. 2 main |
| 26 Sept. 64 | - | 126-010 371 | bearing roll treated |
| 6 Oct. 64 | - | 124-002 631 | |
| 24 Sept. 64 | 115 145 488 | 8 941 958 | <u>Oil intake pipe</u> |
| | 215 033 149(2/1200) | 8 941 180 | Now: Now secured to crank- |
| | 315 025 380 | 0 705 625 | case by small bracket |
| 28 Sept. 64 | 225 034 140(2/1500) | 0 705 023 | which is spot welded to |
| 1 Oct. 64 | - | 126-010 418 | screening bell. |
| 6 Oct. 64 | - | 124-002 631 | |
| 7 Oct. 64 | - | 122-135 938 | |
| 5 Oct. 64 | 315 048 102 | 0 713 139 | <u>Heating</u> |
| 9 Oct. 64 | 345 048 166 | 0 713 140 | Now: Two additional heat exchangers on cylinders 2 and 4: Internally and externally ribbed exhaust elbows. Now: Heater control flaps in heat exchanger repositio- ned. Heater flap cable lengthened. |
| 8 Oct. 64 | 115 162 787 | 8 963 731 | <u>Clutch plate 180 and 200 mm dia.</u> Now: Splines in the hub with phosphated sliding finish. Now: Splines of the main drive shaft treated with molybdenum disulphide based coating. |
| 5 Nov. 64 | 265 055 898 | 0 756 414 | <u>Rocker arm</u> |
| | 215 051 384 | 9 058 531 | Now: Outer oil drilling on |
| 10 Nov. 64 | 315 070 469 | 0 756 415 | the valve adjustment screw |
| 12 Nov. 64 | 115 255 751(Export) | 9 068 730 | welded up. |
| 5 Nov. 64 | - | 122-136 980 | Formerly: Open |
| 18 Nov. 64 | - | 126-010 611 | |
| 30 Nov. 64 | - | 124-002 639 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------|-------------|---|
| 6 Nov. 64 | 115 262 699(Export) | - | <u>Muffler</u> Now: Dark blue enamelled muffler installed intermittently. |
| 6 Nov. 64 | 235 052 014(2/1500) | 0 759 042 | <u>Clutch lining 200 mm dia.</u> |
| 11 Nov. 64 | 315 072 262 | 0 759 036 | Now: With radial grooves on the fly wheel side |
| 6 Nov. 64 | 215 057 809(2/1500) | 0 756 859 | <u>Valve clearance 0.1 mm</u> |
| 9 Nov. 64 | 315 071 245 | 0 756 858 | Now: Marked with a sticker |
| 24 Nov. 64 | 115 429 385 | 9 205 700 | on the engine |
| 6 Nov. 64 | - | 126-010 600 | |
| 30 Nov. 64 | - | 124-002 637 | |
| 28 Jan. 65 | - | 122-141 201 | |
| 13 Nov. 64 | 115 366 664 | 9 099 857 | <u>Clutch plate 180 mm dia.</u> Now: Hollow rivets for securing lining. Formerly: Solid rivets |
| 24 Nov. 64 | 115 318 171 | 9 122 176 | <u>Clutch plate 180 mm dia.</u> Now: Several parts reinforced Now: Pressure plate pressure 320-345 kg Formerly: 315-350 kg |
| 7 Dec. 64 | 115 336 420(1200 A) | | <u>Oil bath air cleaner</u> Now: With crankcase breather connection Formerly: Without |
| 8 Dec. 64 | 265 069 841(2/1500) | 0 789 885 | <u>Cam followers</u> |
| 9 Dec. 64 | 315 087 549 | 0 792 858 | Now: Diameter of flange 28.5 mm |
| 11 Dec. 64 | 115 344 045(Export) | | Formerly: 29.5 mm dia. |
| 8 Dec. 64 | - | 122-139 276 | Now: 4.9 mm thickness |
| | - | 126-011 051 | Formerly: 3.9 mm |
| 13 Jan. 65 | - | 124-002 728 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|--------------|--|
| <u>1965</u> | | | |
| 4 Jan. 65 | - | 126-011 103 | <u>Exhaust valve</u> Now: With valve rotating device (Roto cap) for operating speeds up to 2500 rpm. |
| 26 Feb. 65 | 215 112 887 | 0 878 845 | Bearing shell for crank- |
| 1 Mar. 65 | 115 578 938 | 9 282 743 | <u>shaft bearing II</u> |
| 4 Mar. 65 | 315 135 210 | 0 878 346 | Now: Drilling for oil |
| 23 Feb. 65 | - | 122-141 671 | pocket 5 mm dia. |
| 10 Mar. 65 | - | 126-011 505 | Formerly: 4 mm dia. |
| 24 Mar. 65 | - | 124-002 804 | |
| 1 Mar. 65 | 113 579 323 | 9 282 492 | <u>Clutch lining (180 mm dia.)</u> Now: Radial groove on the flywheel side. |
| 5 Apr. 65 | 215 133 783 | 0 923 798 | <u>Heating tube in heat exchanger, right</u> Now: One piece Formerly: Two pieces welded. |
| 6 Apr. 65 | 115 685 587 | HA 7 889 618 | <u>Clutch lever</u> |
| | 225 134 863 | HA 7 812 506 | Now: Straight, Wing nut |
| 12 Apr. 65 | 315 158 980 | HA 0 641 650 | for adjustment of the clutch cable. Formerly: Bent, Hexagon nut for adjustment. |
| 7 Apr. 65 | | 122-143 507 | <u>Valve spring caps</u> |
| 12 Apr. 65 | 115 720 690 | 9 492 298 | Now: Thick walls, sharply defined guide shoulder. Formerly: Thin walls, flatter guide shoulder. |
| 18 May 65 | 315 164 528 | 0 972 001 | <u>Clutch (200 mm dia.)</u> Now: Clutch pressure plate with diaphragm type spring. Formerly: Coil springs. |
| 19 May 65 | 215 174 869 | 0 974 444 | <u>Heat exchangers</u> |
| | 115 868 415 | 9 641 761 | Now: Heater flap shafts treated with "Liqui-Moly LM 23" |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|-------------|----------------------------------|
| 10 June 65 | 235 166 081 | 1 001 372 | <u>Crankshaft bearing II</u> |
| 15 June 65 | 315 199 887 | 1 001 398 | Now: Steel backed bearing |
| 2 Aug. 65 | 116 000 002 (1300) | FO 000 001 | shells with lead coated |
| 18 Aug. 65 | - | 122-146 528 | running surface and larger |
| | | 124-002 851 | oil groove (Type 1 - inter- |
| 20 Sept. 65 | - | 126-013 767 | mittently) |
| 3 Dec. 65 | 116 384 911 | FO 352 411 | Formerly: Light alloy |
| | 116 384 950 | DO 045 916 | bearing (Type 1 - introduced |
| | | | 100%) |
| 2 Aug. 65 | 116 000 001 (1200 A) | DO 000 001 | <u>Crankcase</u> |
| | 116 000 002 (1300) | FO 000 001 | Now: Bearing shells for |
| | 216 000 001 | HO 000 001 | camshaft |
| | 316 000 001 (1500) | KO 000 001 | Formerly: Bores in |
| | 316 000 002 (1600) | TO 000 001 | crankcase |
| | - | 122-146 330 | |
| | - | 124-002 836 | <u>Cylinder - 1200 A and 122</u> |
| | - | 126-012 206 | Now: 18 cooling fins |
| | | | Formerly: 12 |
| | | | <u>Cylinder - 1500, 124 A</u> |
| | | | and 126 A |
| | | | Now: 19 cooling fins |
| | | | Formerly: 14 |
| | | | <u>Piston - 124 A and 126 A</u> |
| | | | Now: 85 mm nominal dia. |
| | | | Formerly: 83 nominal dia. |
| | | | <u>Cylinder head 2/1500,</u> |
| | | | <u>3/1500 and 3/1600</u> |
| | | | Now: Uniform versions |
| | | | <u>Connecting rod - 1.5 l</u> |
| | | | <u>and 1.6 l</u> |
| | | | Now: Fitted bolts with |
| | | | nuts |
| | | | Formerly: Big end cap se- |
| | | | cured with hex.headed bolts |
| | | | <u>Piston ring upper and</u> |
| | | | <u>lower 2/1500, 3/1500,</u> |
| | | | <u>124 A and 126 A</u> |
| | | | Now: 2 mm thick |
| | | | Formerly: 2.5 mm thick |
| | | | <u>Push rod</u> |
| | | | Now: Ball head inserted |
| | | | in rod |
| | | | Formerly: Outside |
| | | | <u>Oil pump</u> |
| | | | Now: Uniform version |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------|---|---|
| 2 Aug. 65 | 146 000 003 216 000 001 | FO 000 002 HO 000 001 | <u>Oil filler neck</u> Now: Passage made bigger |
| 2 Aug. 65 | 116 000 001 | FO 000 001 | <u>Heat exchanger</u> Now: Shaft of heater control flap galvanized |
| 26 Aug. 65 | 216 017 639 | HO 020 275 | <u>Heat exchanger</u> |
| 30 Aug. 65 | 116 095 979 | FO 097 227 | Now: Hole for shaft of heater control flap 7.5 mm dia. |
| 31 Aug. 65 | 116 102 780 | DO 016 999 | Formerly: 6.5 mm dia. |
| 2 Sept. 65 | 316 029 114 316 030 364 | TO 026 440 KO 004 348 | |
| 1 Sept. 65 | 116 105 536 | FO 114 000 | <u>Pre-heating tube - left</u> Now: Seal for the flange of the pre-heating tube has smaller diameter |
| 9 Sept. 65 | 316 035 969 316 035 970 | KO 004 775 TO 034 243 | <u>Clutch plate 200 mm dia.</u> Now: With double lining spring Formerly: Single lining spring |
| 1 Oct. 65 | - | 122-148 421 124-002 864 126-013 846 | Governor drive - 122 and <u>126 A</u> Now: By toothed belt Formerly: Friction wheel |
| | | | <u>Exhaust valve - 122</u> Now: Specially armoured (e.g. "LIVIA") |
| | | | <u>Engine cover plate, rear - 122 and 126</u> Now: With support |
| | | | <u>Muffler - 122 and 126 A</u> Now: With bolts for engine cover plate |
| | | | <u>Governor - 122 and 126 A</u> Now: With shoulder for toothed belt drive |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|--------------|--|
| 27 Oct. 65 | 216 050 728 | HO 054 231 | <u>Crankshaft</u> |
| 1 Nov. 65 | 316 079 931 | TO 072 135 | Now: Radii of main journal |
| 4 Nov. 65 | 316 084 756 | KO 010 765 | I and III rolled in |
| | 116 306 994 | FO 288 593 | Formerly: Only main journal |
| 2 Nov. 65 | - | 126-014 023 | II |
| 9 Nov. 65 | - | 124-002 870 | |
| 4 Nov. 65 | 226 054 822 | HO 056 314 | <u>Heating flap cable attachment</u> |
| 5 Nov. 65 | 116 314 087 | FO 295 592 | Now: Connection heater flap |
| 8 Nov. 65 | 316 087 040 | TO 075 515 | cable/heat exchanger modified |
| 5 Nov. 65 | 216 055 926 | HO 059 058 | <u>Crankshaft pulley</u> Now: Outer diameter 170 mm Formerly: 176 mm |
| 12 Nov. 65 | 316 093 065 | TO 084 001 | Studs AM 12 x 1,5 for |
| 19 Nov. 65 | 116 364 282 | FO 323 444 | <u>crankcase</u> |
| 15 Nov. 65 | 216 060 007 | HO 062 727 | Now: Length of 3 upper studs |
| | - | 122-149 400 | 166 mm (anchored 10 mm deeper in case) Formerly: 156 mm |
| 13 Nov. 65 | 146 350 066 | FO 304 811 | <u>Flywheel</u> Now: 130 teeth (outer diameter increased, starter and transmission case modified.) Formerly: 109 |
| 26 Nov. 65 | 116 377 154 | DO 045 573 | <u>Clutch 180 mm dia.</u> |
| | 116 374 949 | FO 346 052 | Now: Release lever and bearing modified |
| 15 Dec. 65 | 116 407 142 | HA 8 729 521 | <u>Clutch release bearing</u> |
| | 216 075 759 | HA 8 700 445 | Now: Plastic ring treated |
| 16 Dec. 65 | 316 128 719 | HA 0 836 163 | with molybdenum disulphide |
| 23 Dec. 65 | - | 124-002 885 | <u>Engine cover plate, front</u> Now: With reinforced angle |
| <u>1966</u> | | | |
| 3 Jan. 66 | 116 471 044 | FO 437 269 | <u>Oil strainer cover</u> |
| | 316 146 159 | TO 127 217 | Now: Drawn passage for drain |
| | 316 146 912 | KO 019 593 | plug thread - with shoulder |
| 11 Jan. 66 | 216 085 115 | HO 083 231 | for sealing. |
| 15 Jan. 66 | 116 503 114 | DO 051 664 | Formerly: Threaded plate |
| 4 Jan. 66 | - | 122-150 262 | welded in, no shoulder. |
| 13 Jan. 66 | - | 124-002 902 | |
| 6 Jan. 66 | - | 126-014 288 | |

| Date Introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------|-------------|---|
| <u>1966</u> | | | |
| 3 Jan. 66 | 116 463 104 | DO 050 315 | <u>Heater tube in heat exchanger, left</u> |
| | 116 463 105 | FO 442 243 | Now: Seamless drawn tube |
| | 216 083 208 | HO 086 211 | Formerly: Two piece welded |
| 5 Jan. 66 | 216 083 301 | HO 086 729 | <u>Oil suction pipe</u> |
| 7 Jan. 66 | 116 475 229 | FO 444 135 | Now: Cut straight on |
| 10 Jan. 66 | 316 144 838 | KO 019 730 | intake end. |
| | 316 146 855 | TO 129 763 | Formerly: Oblique (45°). |
| 4 Jan. 66 | - | 122-150 262 | |
| 13 Jan. 66 | - | 124-002 902 | |
| 6 Jan. 66 | - | 126-014 288 | |
| 7 Jan. 66 | 116 478 507 | FO 451 421 | <u>Connection rod</u> |
| | | | Now: Fitted bolts with nuts. |
| | | | Formerly: Bearing caps secured with hex. bolts. |
| 11 Jan. 66 | 216 087 572 | HO 090 221 | <u>Piston pin bush</u> |
| 12 Jan. 66 | 316 149 854 | KO 020 400 | Now: Steel backed with lead |
| | 316 147 510 | TO 133 472 | bronze covering |
| 10 Feb. 66 | 116 561 017 | FO 541 013 | Formerly: Brass |
| 13 Jan. 66 | - | 124-002 902 | |
| 9 Feb. 66 | - | 126-014 651 | |
| 9 Feb. 66 | 216 101 895 | HO 104 872 | <u>Crankshaft/connecting rod</u> |
| 11 Feb. 66 | 316 180 561 | TO 160 069 | Now: Installation tolerance 13μ |
| | 316 181 810 | KO 025 517 | Formerly: 19μ |
| 10 Feb. 66 | 116 568 627 | FO 553 361 | |
| 3 Mar. 66 | - | 126-014 800 | |
| 4 Mar. 66 | - | 124-002 937 | |
| 10 Feb. 66 | 316 181 558 | TO 160 069 | <u>Clutch plate</u> |
| 9 May 66 | 216 151 556 | HO 154 581 | Now: Length of hub 30 + 0.3 mm |
| | | | Formerly: 34 ± 0.3 mm |
| 28 Feb. 66 | 1.5 and 1.6 1 | KD-1464 351 | <u>Flywheel for exchange engines</u> |
| 1 Sept. 66 | 1.2 1 | KD-1549 007 | Now: Relieved on the contact surface for the crankshaft. Marked with ring of approx. 4" (100 mm) dia. |
| 1 Mar. 66 | 116 622 321 | DO 060 707 | <u>Crankcase</u> |
| | 116 622 322 | FO 594 001 | Now: Protruding flanges for attaching the oil cooler on the left crankcase half have been reinforced. |
| | 216 113 501 | HO 117 118 | |
| | 316 200 497 | KO 029 730 | |
| | 316 200 498 | TO 176 712 | |
| | - | 122-151 975 | Now: Deflector plate under the oil cooler of Types 3/1500, 3/1600 and 124 A engines with larger cutout. |
| | - | 124-002 937 | |
| | - | 126-014 805 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-------------|--|
| 2 Mar. 66 | 216 113 121 | HO 114 794 | <u>Distributor drive shaft</u> |
| 3 Mar. 66 | 116 628 529 | DO 060 316 | Now: Toothing lengthened uniformly |
| | 116 625 936 | FO 588 337 | Formerly: Different lengths |
| 18 Mar. 66 | 316 217 411 | KO 033 506 | |
| | 316 217 368 | TO 186 546 | |
| 1 Mar. 66 | - | 122-152 186 | |
| 2 Mar. 66 | - | 126-014 733 | |
| 31 Mar. 66 | - | 124-002 954 | |
| 2 Mar. 66 | 316 200 754 | KO 029 629 | <u>Heat exchanger</u> |
| | 316 202 533 | TO 176 234 | Now: Seal slotted and overlapped Formerly: Cut square and butted |
| 18 Apr. 66 | 216 139 032 | HO 140 936 | <u>Seal between crankshaft and flywheel</u> |
| 20 Apr. 66 | 316 247 985 | KO 040 817 | Now: Made of rubber (vehicles with Saxomat still with metal seal) |
| | 316 247 971 | TO 210 167 | Formerly: Metal seal |
| 26 Apr. 66 | 116 741 602 | DO 076 332 | |
| | 116 796 901 | FO 741 385 | |
| 4 May 66 | - | 112-154 093 | |
| 9 May 66 | - | 126-015 401 | |
| 13 May 66 | - | 124-003 140 | |
| 2 May 66 | 216 147 398 | HO 150 203 | <u>Carburetor preheating</u> |
| 3 May 66 | 116 807 190 | DO 079 454 | Now: Hot air from heat exchanger |
| 4 May 66 | 116 852 850 | FO 767 046 | Formerly: Taken from underside of the cylinder head |
| | 316 262 826 | KO 044 527 | |
| | 316 261 940 | TO 222 425 | |
| 5 May 66 | 146 845 442 | FO 763 571 | |
| 6 May 66 | 116 861 446 | FO 774 757 | <u>Gland nut with needle bearing for flywheel</u> |
| 7 May 66 | 216 149 910 | HO 153 536 | |
| 10 May 66 | 316 265 727 | KO 045 488 | Now: Gland nut has been increased in length by 1.5 threads (approx. 2 mm). |
| | 316 263 965 | TO 224 035 | |
| 9 June 66 | 116 979 941 | DO 084 620 | |
| 9 May 66 | - | 122-154 032 | |
| | - | 126-015 401 | |
| 13 May 66 | - | 124-003 105 | |
| 26 May 66 | 316 282 728 | TO 234 199 | <u>Carburetor preheating</u> Now: Control box with balance weighted flap which can be located in position modified. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|-------------|---|
| 1 June 66 | 216 162 084 | HO 166 286 | <u>Clutch 200 mm dia.</u> Now: Pressure plate with diaphragm spring Formerly: Thrust springs Now: Clutch plate with double lining spring Formerly: Single lining spring |
| 8 June 66 | 316 293 828 | TO 244 544 | <u>Cylinder head</u> Now: With separate intake ports (double ports) Formerly: Single port version |
| 20 June 66 | 216 173 747 | HO 176 639 | <u>Push rods</u> |
| 23 June 66 | 116 975 949 | FO 904 848 | Now: 0.8 mm longer |
| | 316 307 905 | KO 055 285 | Now: 9 mm dia. |
| | 316 307 890 | TO 254 035 | Formerly: 8.14 mm dia. |
| 13 Sept. 66 | 117 168 985 | DO 098 815 | |
| 4 July 66 | - | 124-003 169 | |
| 24 Aug. 66 | - | 126-016 351 | |
| 8 Sept. 66 | - | 122-156 976 | |
| 1 Aug. 66 | 117 000 003 (113/114) (117/118) (141/144) (151/152) | HO 204 001 | <u>Engine</u> Now: 44 bhp engine (1.5 l) |
| 1 Aug. 66 | 117 000 002 | FO 940 717 | <u>Crankcase breather</u> |
| | 117 000 003 | HO 204 001 | Now: Labyrinth enlarged |
| | 147 000 006 (147) | DO 095 051 | |
| 1 Aug. 66 | 117 000 001 | DO 095 050 | <u>Flywheel</u> |
| | 117 000 002 | FO 940 717 | Now: 130 teeth (outside dia. increased, starter and transmission case altered). |
| | 117 000 003 | HO 204 001 | Formerly: 109 teeth |
| | 147 000 006 (147) | DO 095 051 | |
| | 217 000 001 | HO 183 373 | |
| | 317 000 001 | KO 059 861 | |
| | 317 000 003 | TO 259 826 | |
| 1 Aug. 66 | 317 000 001 | KO 049 861 | <u>Fan housing and cooling air intake housing</u> |
| | 317 000 003 | TO 259 826 | Now: Modified due to installation of 12 Volt generator (105 mm dia.) Now: Ratio crankshaft/generator 2.3 : 1 Formerly: 2.5 : 1 |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-------------|----------------------------------|
| 2 Aug. 66 | 117 018 982 | DO 101 334 | Crankcase studs |
| | 117 071 626 | FO 966 806 | <u>M 12 x 1.5 on bearing 2</u> |
| | 117 070 165 | HO 230 323 | Now: Sealed with self |
| | 217 003 184 | HO 255 071 | locking sealing nuts, |
| | 317 013 195 | KO 071 278 | washer discontinued. |
| | 317 013 194 | TO 287 957 | Now: Tightening torque |
| 5 Aug. 66 | - | 122 155 969 | 2.5 mkg |
| | - | 124 003 172 | Formerly: 3.5 mkg |
| 15 Aug. 66 | - | 126 016 254 | |
| 15 Aug. 66 | 117 054 916 | HO 225 117 | <u>Oil pressure relief valve</u> |
| | 217 010 233 | HO 263 648 | Now: Piston with annular |
| | 317 016 204 | KO 072 215 | groove. |
| 10 Oct. 66 | 117 231 160 | FO 994 380 | Formerly: Without groove |
| 10 Aug. 66 | - | 124-003 188 | |
| | - | 126-016 393 | |
| 17 Aug. 66 | 317 020 999 | TO 296 186 | <u>Exhaust Muffler</u> |
| | 317 032 410 | KO 074 713 | Now: Perforations in |
| | | | exhaust-pipe ends and |
| | | | exhaust cones now 1 mm |
| | | | dia. |
| | | | Formerly: 5 mm dia. |
| 20 Sept. 66 | 317 050 650 | TO 274 514 | <u>Seal for oil filler</u> |
| 26 Sept. 66 | 317 053 974 | KO 061 513 | Now: Oil and fuel resistant |
| | | | gasket paper (TL VW 456). |
| | | | Formerly: Soft packing |
| 20 Sept. 66 | 217 030 318 | HO 194 248 | Crankcase studs |
| 29 Sept. 66 | 117 197 986 | FO 991 728 | <u>M 12 x 1.5 on bearing 2</u> |
| | 117 198 502 | HO 398 526 | Now: Sealing ring between |
| 4 Oct. 66 | 117 204 283 | DO 109 385 | crankcase halves. |
| 7 Oct. 66 | 317 064 498 | TO 315 285 | Formerly: Self locking |
| 18 Oct. 66 | 317 073 160 | KO 063 382 | sealing nuts |
| 5 Oct. 66 | - | 122-157 265 | |
| 6 Oct. 66 | - | 126-016 995 | |
| 20 Oct. 66 | - | 126-003 191 | |
| 20 Sept. 66 | 117 183 619 | FO 983 621 | Gland nut for securing |
| 21 Sept. 66 | 117 185 977 | HO 381 147 | <u>flywheel</u> |
| | 317 050 618 | KO 061 354 | Now: Seal soaked with |
| | 317 050 650 | TO 274 370 | engine oil |
| | 217 030 992 | HO 186 858 | |
| 13 Oct. 66 | 117 262 576 | DO 113 558 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|--------------|---|
| 21 Oct. 66 | 117 274 348 | HO 442 517 | <u>Crankcase half right</u> |
| | 217 047 191 | HO 279 071 | Now: Contact surface for |
| 25 Oct. 66 | 117 277 280 | Fl 008 611 | washer of the crankcase studs |
| | 317 081 378 | KO 064 462 | M 12 x 1.5 24 mm dia. |
| | 317 081 148 | TO 330 211 | Formerly: 23 mm dia. |
| 14 Nov. 66 | 117 306 280 | DO 114 212 | |
| 17 Oct. 66 | - | 126-017 099 | |
| 31 Oct. 66 | - | 122-157 980 | |
| | | 124-003 197 | |
| 24 Nov. 66 | 217 063 548 | HO 203 500 | <u>Oil pipe</u> |
| 25 Nov. 66 | 117 359 672 | HO 507 977 | Now: Seamless pipe |
| 28 Nov. 66 | 117 366 946 | DO 117 337 | Formerly: Welded pipe. |
| 29 Nov. 66 | 317 108 196 | TO 355 502 | |
| 30 Nov. 66 | 317 110 434 | KO 066 281 | |
| 2 Dec. 66 | 117 369 720 | Fl 030 454 | |
| 22 Nov. 66 | - | 122-158 226 | |
| 24 Nov. 66 | - | 126-012 727 | |
| 1 Dec. 66 | - | 124-003 204 | |
| 6 Dec. 66 | 217 067 544 | HO 298 634 | <u>Crankcase - Jointing face</u> |
| | 317 114 812 | TO 363 237 | Now: Sealing compound |
| 1 Dec. 66 | 317 116 415 | KO 067 245 | light brown colouring |
| 8 Dec. 66 | 117 377 334 (12 V) | HO 530 915 | Formerly: Dark grey |
| 7 Dec. 66 | 117 374 455 | HO 530 628 | <u>Big end bearing cap</u> |
| 13 Dec. 66 | 117 380 699 | Fl 039 547 | Now: Radius in region of |
| 14 Dec. 66 | 217 072 541 | HO 302 565 | fitted bolt contact surface |
| 15 Dec. 66 | 317 124 238 | TO 364 705 | 2.5 mm |
| 16 Dec. 66 | 317 124 514 | KO 067 739 | Formerly: 4 mm radius |
| 12 Dec. 66 | 117 379 754 | HO 540 328 | <u>Gasket for oil pump cover</u> |
| 13 Dec. 66 | 117 383 847 | Fl 042 107 | New: Shape and material |
| 15 Dec. 66 | 117 385 641 | DO 120 658 | altered |
| | 217 071 764 | HO 302 716 | |
| 16 Dec. 66 | 317 126 138 | TO 371 032 | |
| 8 Dec. 66 | - | KO 067 941 | |
| 13 Dec. 66 | - | 126-017 664 | |
| 10 Febr. 67 | - | 122-158 386 | |
| | | 124-003 214 | |
| <u>1967</u> | | | |
| 2 Jan. 67 | 217 080 291 | HA 9 924 058 | <u>Clutch shaft</u> |
| 4 Jan. 67 | 317 136 769 | HA 1 163 265 | New: Lever additionally CO ₂ |
| 5 Jan. 67 | 117 406 869 | HA 9 975 142 | shielded are welded on inside |

| Date introduced | Chassis Nor. | Unit No. | Modification |
|-----------------|----------------------|-------------|-------------------------------------|
| 11 Jan. 67 | 217 085 017 | HO 307 865 | <u>Camshaft</u> |
| 20 Jan. 67 | 317 144 680 | KO 077 680 | Now: Thrust shoulder bearing 3, |
| | 317 145 134 | TO 386 635 | 36.2 mm dia. |
| 24 Jan. 67 | 117 493 539 | DO 126 605 | Formerly: 34 mm dia. |
| | 117 489 408 | F1 064 485 | |
| | 117 488 652 | HO 593 766 | |
| 20 Jan. 67 | - | 122-159 781 | |
| | - | 126-017 891 | |
| 10 Feb. 67 | - | 124-003 214 | |
| 30 Jan. 67 | 217 090 797 | LO 012 605 | |
| 9 Feb. 67 | 317 151 337 | MO 001 214 | |
| | 317 152 743 | PO 002 778 | |
| 24 Feb. 67 | 117 560 786 | EO 012 064 | |
| 22 March 67 | 117 618 523 | LO 010 899 | |
| 23 Jan. 67 | 217 088 359 | HO 703 231 | <u>Crankshaft</u> |
| 31 Jan. 67 | 317 150 915 | KO 078 230 | Now: Double oil drilling in "X" |
| 24 Feb. 67 | 117 560 696 | F1 081 423 | formation, oil pocket at start |
| 23 March 67 | 317 175 155 | TO 411 116 | of drillings |
| 26 June 67 | 117 811 587 | HO 823 800 | Formerly: Single oil drilling |
| 21 March 67 | - | 126-018 321 | |
| 26 June 67 | - | 124-003 268 | |
| 30 Jan. 67 | 217 090 547 | LO 012 625 | |
| 9 Feb. 67 | 317 151 337 | MO 001 214 | |
| 23 Feb. 67 | 117 560 786 | EO 012 064 | |
| 17 April 67 | 317 177 177 | PO 003 022 | |
| 2 June 67 | 117 740 807 | LO 014 401 | |
| 26 Jan. 67 | 317 146 838 | TO 389 424 | Heater tube in heat exchanger, |
| 31 Jan. 67 | 317 150 915 | KO 078 230 | <u>left and right</u> |
| 1 Feb. 67 | 317 151 264 | MO 001 259 | Now: Seamless drawn tube |
| | 317 151 265 | PO 002 902 | Formerly: Two parts, welded |
| 1 Feb. 67 | 317 151 264 | KO 079 034 | <u>Exhaust/rear heat exchanger</u> |
| | 317 151 265 | TO 396 498 | Now: Treat the thread of the |
| | | | gland nut with dry lubricant |
| | | | before assembling |
| 1 March 67 | 117 571 250 (6 V) | HO 646 887 | <u>Crankcase - jointing surface</u> |
| 3 May 67 | 117 707 100 | DO 182 983 | Now: Sealing compound light |
| | 117 710 493 | F1 124 726 | colour |
| 28 April 67 | - | 122-163 084 | Formerly: Dark grey |
| 2 May 67 | - | 126-018 888 | |
| 3 May 67 | - | 124-003 260 | |
| 2 Jan. 67 | 217 079 891 | LO 011 931 | |
| | 317 134 255 | MO 001 213 | |
| | 317 134 256 | PO 002 758 | |
| 1 March 67 | 117 571 251 | LO 013 850 | |
| 16 May 67 | 117 714 590 | EO 013 148 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------------|-------------|--|
| 17 March 67 | 217 107 779 | HO 723 640 | <u>Heat exchanger, left and right</u> |
| 22 March 67 | 117 615 295 | DO 159 692 | Now: Cast on mantle on inlet and outlet pipe shortened. A supplementary collar has been welded on outlet |
| | 117 614 174 | Fl 095 287 | |
| | 117 623 061 | | |
| 23 March 67 | 117 618 945 | DO 164 834 | <u>Clutch 180 mm dia</u> Now: Clutch release ring 61 mm dia. Formerly: 54 mm dia. |
| | | | <u>Release bearing</u> Now: With graphite ring Formerly: Ball bearing |
| 10 April 67 | 117 630 186 | HAO 211 071 | <u>Release bearing</u> |
| 19 April 67 | 317 177 869 | HA1 204 507 | Now: Release bearing plastic ring surface roughened and treated with molybdenum disulphide |
| 20 April 67 | 217 114 984 | HAO 145 920 | |
| 26 April 67 | - | 122-162 797 | <u>Guide for starter handle</u> |
| 20 Sept. 67 | - | 126-020 364 | Now: Metal thickness 5 mm length of throw 20 mm Formerly: 4 mm and 18 mm |
| 5 May 67 | 317 190 708 | KO 085 931 | <u>Automatic cooling air control</u> |
| 24 May 67 | 317 200 275 | TO 428 448 | Now: Wider support in intermediate lever for thermostat connecting rod |
| 16 May 67 | 317 193 758 | PO 003 135 | |
| 26 June 67 | 317 226 587 | MO 001 480 | |
| 12 June 67 | 317 215 833 | TO 445 097 | <u>Oil pump</u> |
| 16 June 67 | 317 220 586 | KO 090 195 | Now: Securing studs now M 8, cover 4 mm thick, nuts with |
| 26 June 67 | 117 811 483 | HO 822 052 | pressed-in plastic ring without washer, gaskets modified accordingly |
| 11 July 67 | 118 001 312 | DO 230 001 | Formerly: M 6 studs, cover 3 mm thick, nuts with washers |
| | 118 000 226 | Fl 225 019 | |
| 15 June 67 | - | 124-003 278 | |
| 21 June 67 | - | 126-019 755 | |
| 28 June 67 | - | 122-164 051 | |
| 9 June 67 | 317 216 005 | PO 003 323 | |
| 26 June 67 | 317 276 587 | MO 001 508 | |
| 29 June 67 | 117 816 529 | LO 014 488 | |
| 14 July 67 | 217 142 187 | LO 019 314 | |
| 7 Aug. 67 | 118 000 036 | EO 017 001 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|------------|--|
| 26 June 67 | 117 810 605 | F1 162 296 | <u>Clutch 180 mm dia</u> New: Torsion spring clutch plate |
| 12 July 67 | 317 232 853 | TO 472 194 | <u>Muffler</u> Now: Double balance system in the internal exhaust tubes |

K

Fuel System

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| <u>1962</u> | | | |
| 15 Jan. 62 | 4 432 260 | 6 424 690 | <u>Fuel Pump</u> |
| 15 Jan. 62 | 889 645 | 6 424 690 | Now: Pump rocker arm now pressed part. Longer pressure spring. Formerly: Two piece cast part. |
| 15 Jan. 62 | 0 013 986 | 0 015 974 | |
| 1 Mar. 62 | 4 528 768 | - | <u>Ventilation tube for fuel tank</u> Now: Rubber tube with textile layer Formerly: Polyurethane |
| 6 Apr. 62 | 928 307 | 6 660 556 | <u>Fuel pipe between pump and carburetor</u> Now: Pipe with hose connecting pieces Formerly: Rubber tubing with textile outer covering. |
| 9 Apr. 62 | 4 636 869 | 6 660 578 | |
| 16 Apr. 62 | 0 032 553 | 0 033 981 | <u>Carburetor pre-heating</u> Now: Warm air taken direct from right hand cylinder head. Formerly: From the right hand heat exchanger. |
| 4 May 62 | 0 040 116 | 0 041 840 | <u>Carburetor relay shaft link</u> Now: Ball sockets of steel Formerly: Plastic material |
| 14 June 62 | 0 056 581 | - | <u>Protective sleeve for carburetor cable</u> Now: Spiral shaped design and with plastic covering. |
| 5 July 62 | 0 054 702 | 0 047 417 | <u>Accelerator</u> Now: Sensitive accelerator through modification to accelerator lever and lever on operating shaft. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------|-------------|---|
| 30 July 62 | 0 065 567 | 0 065 746 | <u>Carburetor 32 PHN</u> Now: Commencement of power fuel operation at throttle valve angle of 35° - 39° Formerly: 55° - 60° Now: Pump spacer washer discontinued Now: Plunger for pump diaphragm with longer point Now: Amount injected by accelerator pump 1.35 ± 0.15 cc/stroke Formerly: 0.9 - 1.2 cc/stroke Now: Gasket under sealing plate in carburetor cover with cutaway Now: Pilot air bleed drilling 1.3 mm dia. Formerly: 1.2 mm dia. |
| 13 Aug. 62 | 980 084 | 6 965 959 | <u>Fuel pump intermediate flange</u> |
| 16 Aug. 62 | 4 896 575 | 6 964 951 | Now: Bores for studs |
| 16 Aug. 62 | 0 073 812 | 0 074 822 | 9.2 mm dia. + 0.2 Formerly: 8.4 mm dia. ± 0.2 |
| 5 Sept. 62 | 0 083 082 | 0 084 752 | <u>Carburetor</u> Now: 32 PHN - 1 Formerly: 32 PHN |
| 28 Nov. 62 | 1 035 420 (M 178) | 7 295 654 | <u>Speed limiter</u> Now: Additional damper spring and adjustment screw. |
| <u>1963</u> | | | |
| 7 Jan. 63 | 1 041 014 (M 216) | 0 143 543 | <u>Carburetor</u> Now: Electro magnetic cut-off valve with a g 45 jet |
| 7 Jan. 63 | 1 041 014 (M 216) | 0 143 543 | <u>Speed limiter</u> Now: Identified with additional "1,5" marking |
| 7 Jan. 63 | 1 041 014 (M 216) | 0 143 543 | <u>Fuel pump</u> |
| 1 June 63 | 5 578 122 | 7 777 338 | Now: Suction side: leaf spring flap valve. |
| | 1 125 406 | 7 777 338 | Formerly: Plastic valve disc |
| | 0 202 879 | 0 227 034 | |
| | - | 122-119 334 | |
| | - | 126- 08 186 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------|-------------|--|
| 1 Apr. 63 | 0 172 788 (343-345) | - | <u>Fuel pipe</u> |
| 2 Apr. 63 | 0 174 718 (361-364) | - | |
| 5 Apr. 63 | 0 176 350 (311-314) | - | Now: Hole for fuel pipe now in upper part of the front axle support Formerly: In lower part Now: Pipe bent 90° upwards Now: Petrol hose 160 mm long Formerly: 100 mm |
| 21 May 63 | 0 196 757 | 0 220 137 | <u>Carburetor 32 PHN-1</u> Now: Pre-atomizer on mixture discharge tube Now: Main jet 127.5 Formerly: 132.5 Now: Jet in vacuum pipe |
| 27 May 63 | 0 201 436 (45 PS) | 0 223 197 | <u>Intermediate flange for fuel pump</u> |
| 5 July 63 | - | 124- 02 550 | |
| 11 July 63 | - | 126- 08 348 | |
| 5 Aug. 63 | 5 700 147 | 7 860 830 | Now: Modified material |
| 5 Aug. 63 | 1 146 028 (M 216) | 0 246 332 | Colour: Red brown |
| 8 Aug. 63 | 1 141 835 | 7 868 195 | Formerly: Dark brown |
| 8 Aug. 63 | 0 220 510 (54 PS) | 0 268 475 | |
| 1 June 63 | 5 578 122 | 7 777 338 | <u>Carburetor 28 PICT</u> Now: Amount injected increased from 1.1 - 1.4 cc per stroke |
| 21 June 63 | 0 212 599 | 0 260 979 | <u>Carburetor operation</u> Now: Progressive action |

Reserved

(Missing Page)

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------------|-----------|--|
| 27 Jan. 64 | 0 339 101(twin carb.) | 0 431 396 | <u>Carburetor operation</u> Now: Reduced tension on return spring. Length of spring 88 mm. |
| 4 Mar. 64 | 1 259 098 | 0 476 323 | <u>Carburetor 28 PICT</u> Now: Larger automatic choke Now: Diaphragm Formerly: Piston |
| 6 Mar. 64 | 1 262 297 | 0 479 317 | <u>Carburetor 28 PICT-12 Volt</u> Now: Larger automatic choke Now: Diaphragm Formerly: Piston |
| 16 Mar. 64 | 6 212 132 | 8 459 858 | <u>Carburetor 28 PICT</u> Now: Without power fuel system Now: Top vacuum drilling in lower part of carburetor closed (Equipped with Cyclone filter) |
| 14 Apr. 64 | 0 408 852(twin carb.) | 0 526 943 | <u>Fuel lines</u> |
| 13 May 64 | 0 433 777(single carb.) | 0 556 177 | Now: Installation position altered. (Frame opening - Fuel pump - Carburetor) |
| 14 May 64 | 0 434 226(twin carb.) | 0 563 905 | <u>Lenkage for twin carb system</u> Now: Connecting rods without sealing paint on lock nuts. |
| 3 Aug. 64 | 315 000 001(twin carb.) | 0 633 331 | <u>Carburetor 32 PDSIT-2</u> Now: Double vacuum drilling in body of the left carburetor for modified Bosch distributor. Venturi in lower part of carburetor body secured with grub screw. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|------------------------|---|
| | | | <p style="text-align: right;"><u>Now:</u> <u>Formerly:</u></p> Venturi 23mm dia. 21.5mm dia. Main jet x 135 x 125 Power fuel jet 0.8mm dia. 0.9mm dia. Gasket for needle valve 1.5mm 1.0mm Distance for accelerator pump injection tube from jointing surface 15mm 12mm Distance of power fuel tube from jointing surface 10.5mm 9.5mm Marking of the carburetors: Left - Solex 32 PDSIT - 2 Right - Solex 32 PDSIT - 3 |
| 3 Aug. 64 | 215 000 001(2/1t) | 0 578 878 | <u>1.5 Liter Engine</u> Now: With speed limiter |
| 3 Aug. 64 | 315 000 001 | - | <u>Breather pipe for fuel tank</u> Now: Inner diameter 14 mm Formerly: 8 mm |
| 3 Sept. 64 | 315 027 916(twin carb.) 315 027 902(single carb.) | 0 678 920 0 680 039 | <u>Fuel line between fuel tank and pump</u> Now: With diaphragm valve |
| 8 Sept. 64 | 115 083 659(Export) | 8 888 105 | <u>Fuel line</u> Now: With diaphragm valve |
| 2 Oct. 64 | 315 048 102(twin carb.) | 0 713 139 | <u>Carburetor linkage</u> Now: Pull rod 99 mm (due to progressive accelerator pedal) Formerly: 102 mm long |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| 2 Oct. 64 | 315 048 102 | - | <u>Breather pipe for fuel tank</u> |
| 13 Nov. 64 | 345 070 051 | - | Now: When the Eberspächer heater BN 2 (M 119 and M 246) is installed, the breather pipe is repositioned on the left hand side of the vehicle. |
| 4 Nov. 64 | 315 080 000 | 0 756 177 | <u>Carburetor 32 PDSIT - 6 Volt</u> Now: Vacuum drilling 1.2 mm dia. Formerly: 0.95 mm dia. |
| 17 Nov. 64 | 115 286 532 | - | <u>Fuel tank</u> Now: Recess in lower part, in region of tie rods, enlarged |
| 9 Nov. 64 | 215 062 966 | - | <u>Gasket for fuel gage</u> |
| 24 Nov. 64 | 315 078 711 | - | Now: Rubber |
| 1 Dec. 64 | 115 479 289 | - | Formerly: Cork |
| <u>1965</u> | | | |
| 3 Feb. 65 | 265 100 183 | 0 846 896 | <u>Speed limiter</u> Now: Throttle valve gap 12.3 mm Formerly: 12.8 mm |
| 15 Feb. 65 | 315 124 470 | - | <u>Filler cap seal</u> |
| 20 June 65 | 115 946 462 | - | Now: Rubber. Formerly: Cork |
| 10 Mar. 65 | 315 137 520 | 0 887 907 | <u>Carburetor 32 PDSIT - 12 Volt</u> Now: Vacuum drilling 1.2 mm Formerly: 0.9 mm |
| 1 May 65 | 315 172 376 | 0 954 891 | <u>Carburetor upper part 32 PDSIT</u> Now: Choke valve shaft with two shims Formerly: Without |
| 3 June 65 | 225 162 831 | 0 993 907 | <u>Speed limiter</u> Now: Sealed with copper sealing ring. Formerly: Sealing washer with paper gasket. |
| 1 July 65 | 315 215 401 | 1 026 828 | <u>Carburetor 32 PDSIT</u> Now: The accelerator pump connecting rod now with three adjustment holes. Formerly: One hole. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|--|--|
| 2 Aug. 65 | 116 000 002(1/1300) 216 000 001 | FO 000 001 HO 000 001 | <u>Carburetor</u> Type marking - 30 PICT-1 |
| 2 Aug. 65 | 316 000 002(3/1600) | TO 000 001 | <u>Carburetor</u> Type marking - 32 PDSIT-2-3 New jet arrangement, modified carburetor |
| 2 Aug. 65 | 116 000 001(1/1200A) 116 000 002(1/1500) 316 000 001(3/1500) 316 000 002(3/1600) | DO 000 001 FO 000 001 KO 000 001 TO 000 001 | <u>Fuel pump</u> Now: Cut off valve in pump upper part, filter at side , Formerly: Valve in fuel pipe |
| 1 Oct. 65 | - - - | 122-148 421 124-002 864 126-013 846 | |
| 2 Aug. 65 | 146 000 003(141-144) | FO 000 002 | <u>Oil bath air cleaner</u> Now: On right side of engine. Lower part of the air cleaner mounted on a bracket with two spring clips Filling quantity 1.3 liter |
| 2 Aug. 65 | 316 000 001 | TO 000 001 | <u>Three arm lever</u> Now: Accelerator cable attached with a pinch bolt Formerly: With ball joint |
| 20 Aug. 65 | 316 017 876 | TO 017 831 | Pull rod for carburetor 32 <u>PDSIT-2/-3</u> Now: Rod length set at 99 ± 0.5 mm Formerly: Set according to angle |
| 14 Sept. 65 | 116 176 209 | - | <u>Fuel tank</u> Now: Larger depression in the bottom part on the left near the tie rods; fuel gauge sender unit modified |
| 6 Oct. 65 | 116 240 000(1/1500) | FO 191 336 | <u>Carburetor - 30 PICT-1</u> Now: Longer acceleration pump connecting rod which is provided with two holes for the better pin and spring. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|-------------|---|
| 29 Dec. 65 | 116 460 614(1/1300) | FO 429 814 | Return device for carburetor linkage |
| | 216 082 564 | HO 085 360 | |
| 3 Jan. 66 | 116 463 104(1/1200A) | DO 050 315 | Now: Return spring (progressively acting accelerator pedal) Formerly: Pressure spring |
| | | | <u>Carburetor 28 - and 30 PICT-1</u> Now: Carburetor body - upper part with retainer for return spring Now: Carburetor marking 28 PICT-2 Formerly: 28 PICT-1 |
| 3 Jan. 66 | 116 463 104 | DO 050 315 | <u>Intake manifold with preheating</u> Now: Vertical intake manifold tube offset on the left |
| 17 Feb. 66 | 116 579 676 | DO 057 632 | Intermediate flange for fuel pump |
| | 116 575 733 | FO 622 685 | |
| 18 Feb. 66 | 316 189 108 | KO 029 707 | Now: Both oil return drilling discontinued |
| | 316 187 488 | TO 176 582 | Now: Gasket between pump and flange modified |
| 4 Mar. 66 | 216 116 153 | HO 117 020 | |
| | - | 124-002 937 | |
| 11 Mar. 66 | - | 122-152 070 | |
| | - | 126-015 081 | |
| 17 Mar. 66 | 316 217 746 | TO 187 501 | <u>32 PDSIT-2/-3 Carburetor</u> Now: Seal for air cleaner 7 mm thick Formerly: 6 mm |
| 1 Apr. 66 | 116 723 046 | DO 071 815 | <u>Fuel pump</u> |
| | 116 723 047 | FO 684 881 | Now: Two piece plastic collar for fuel pump diaphragm |
| | 216 130 952 | HO 134 587 | Formerly: Rubber collar |
| | 316 232 524 | KO 038 227 | |
| | 316 232 525 | TO 199 648 | |
| | | | <u>Fuel pump - upper part</u> Now: Gasket between cover and cut-off diaphragm |
| 8 June 66 | 316 293 828 | TO 244 544 | <u>32 PDSIT-2/-3 Carburetor</u> Now: Jets for left and right carburetors different (double intake port cylinder heads) Formerly: Both the same Now: Both intake pipes have separate intake ports below the carburetor flange |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------|-------------|--|
| 1 Aug. 66 | 147 000 006 (147) | DO 095 051 | <u>Carburetor</u> New: Marked 28 PICT-2 Formerly: 28 PICT-1 New: Housing - upper part with retainer for return spring Return appliance for <u>carburetor controls</u> New: Pull type spring (progressive accelerator pedal) Formerly: Pressure spring Intake manifold with <u>preheating tube</u> New: Down pipe offset to the left. |
| 12 Sept. 66 | 317 043 100 | TO 197 573 | <u>Carburetor - Automatic choke</u> New: Left and right with insulation piece Formerly: Only left |
| 21 Oct. 66 | 317 077 730 | TO 328 271 | <u>Fuel hose</u> |
| 22 Oct. 66 | 217 045 893 | HO 201 927 | Now: Secured on fuel pump |
| 25 Oct. 66 | 117 272 280 | HO 447 201 | and carburetor with |
| | 317 084 060 | KO 064 340 | hose-clips |
| 22 Dec. 66 | 317 128 852 | TO 371 245 | <u>Twin carburetor system</u> Now: Only the right connecting rod is adjustable Formerly: All |
| 16 Feb. 67 | - | 122-161 066 | <u>Carburetor 26 and 28 VFIS</u> |
| | | 126-018 088 | Now: Longer throttle valve spindle and equipped with a |
| 15 June 67 | - | 124-003 278 | throttle positioner lever |
| 27 April 67 | 217 119 978 | - | <u>Gasket for fuel tank cap</u> Now: Asbestos Formerly: Cork |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-------------|---|
| 31 May 67 | 117 738 627 | DO 201 792 | <u>Carburetor upper part 30 PICT. 1</u> |
| 1 June 67 | 117 739 234 | F1 147 429 | Now: Thicker throttle valve spindle with two shims |
| | 217 133 143 | HO 748 561 | Formerly: Without |
| 6 June 67 | 117 748 359 | HO 697 585 | |
| 27 June 67 | 217 143 801 | HO 756 880 | <u>Fuel hose</u> |
| | 317 228 279 | KO 091 060 | Now: Clip with one tensioning lug |
| 29 June 67 | 117 811 969 | HO 829 835 | Formerly: With two tensioning lugs except Type 1/1200, 1 1300, 122, 124 A and 126 A |
| 30 June 67 | 117 816 884 | F1 166 240 | |
| 11 July 67 | 118 001 332 | DO 224 068 | |
| 28 June 67 | - | 122-164 051 | |
| 6 July 67 | - | 126-019 983 | |
| 17 Aug. 67 | - | 124-003 281 | |

Front Axle · Steering

v

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| <u>1962</u> | | | |
| 9 Feb. 62 | 0 018 600 | 0 019 095 | <u>Ball joint</u> Now: Pressure release drilling or groove. |
| 26 Mar. 62 | 0 028 462 | 0 029 675 | <u>Fixing bolt for ball joint</u> Now: Quality 10 K, tightening torque 3.5 mkg. (25.3 ft. lbs.) Formerly: 8 G, 3.0 mkg (21.6 ft.lbs.) |
| 6 June 62 | 0 054 615 | - | <u>Fixing of steering damper on front axle body</u> Now: With washer 3 - 0.25 |
| 30 July 62 | 971 550 | 931 354 | <u>Shock absorber mounting front</u> |
| 1 Aug. 62 | 4 847 723 | 4 818 287 | Now: Secured with M 12 x 1.5 hex. through bolt with nut and spring washer. (only type 2) |
| 11 Aug. 62 | 0 072 340 | 0 071 883 | Formerly: Threaded bush in anchor plate Now: Top hex. bolt M 12 x 1.5 Formerly: M 10 x 1.5 |
| 10 Aug. 62 | 0 072 349 | 0 074 013 | <u>Front Axle</u> |
| 22 Oct. 62 | 1 016 182 | 974 706 | Now: Lubricated with universal grease A 1060 Formerly: Lithium grease A 052 |
| 18 Aug. 62 | 0 076 097 | 0 076 988 | <u>Torsion arm, upper</u> Now: Lubrication groove extended over the radius. |
| 17 Sept. 62 | 999 305 | 2 954 889 | <u>King pin bushes</u> Now: Layers of synthetic material and sintered tin-bronze |
| 2 Oct. 62 | 0 096 442 | - | <u>Steering damper mounting on front axle</u> Now: Hex. bolt M 10 x 40 Formerly: M 10 x 45 |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------|-----------|---|
| 3 Oct. 62 | 5 015 376 | 5 015 023 | <u>Steering gear</u> |
| 17 Oct. 62 | 0 103 207 | 0 105 855 | Now: SAE 90 gear oil Formerly: SAE 90 hypoid gear oil |
| 13 Oct. 62 | 0 096 078 | 0 096 871 | <u>Steering lock of front wheels</u> Now: If necessary limited by clip on torsion arm. |
| 5 Dec. 62 | 0 127 588 | 0 128 836 | <u>Front axle beam</u> Now: Bore for lower needle bearing 50.0 mm dia. and 50.2 mm dia. Formerly: 47.0 mm dia. and 47.2 mm dia. |
| | | | <u>Lower needle bearing</u> Now: Outside diameter 50.0 mm and 50.2 mm Formerly: 47.0 mm dia. and 47.2 mm dia. |
| | | | <u>Lower torsion arm</u> Now: Needle bearing seat 43 mm dia Formerly: 40 mm dia. |
| | | | <u>Front torsion bars</u> Now: Lengthened 2 mm |
| <u>1963</u> | | | |
| 7 Jan. 63 | 1 041 014(M 216) | 1 008138 | <u>Wheel bearings</u> Now: Front wheel bearing inner 59 mm dia, outer 45 mm dia Steering knuckle, thrust washer, oil seal for inner bearing, lock washer, hub cap and nut modified. |
| 10 Jan. 63 | 5 239 191 | - | <u>Steering damper: (Hemscheidt)</u> |
| 12 Feb. 63 | 0 154 000 | - | Now: Inner sealing lip with spiral spring Now: Space between sealing and dust lips filled with Molybdenum disulphide |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|--|
| 18 Mar. 63 | 0 167 881 | 0 168 771 | <u>Upper and lower ball joints</u> Now: Maintenance free |
| 1 Apr. 63 | 0 173 955 | 0 176 243 | <u>Shock absorber (Fichtel & Sachs)</u> Now: Space between the sealing lip and the piston rod seal filled with graphite grease. |
| 28 June 63 | 0 215 416 | 0 218 997 | <u>Front wheel bearing</u> Now: End play 0.05 - 0.10 mm Formerly: 0 - 0.02 mm |

| Date introduced | Chassis No. | Unit No. | Modification |
|----------------------------------|---------------------------------|-----------|--|
| <u>1964</u> | | | |
| 21 Jan. 64 | 6 050 857 | 6 021 761 | <u>Roller steering</u> |
| 22 Jan. 64 | 0 334 975 | 0 339 942 | Now: Secured on front axle with 2 hexagon bolts Formerly: Secured with 2 studs and nuts |
| 18 Feb. 64 | 6 131 961(14) | 6 049 744 | |
| 21 Feb. 64 | 1 254 580 | 1 213 778 | <u>Front wheel bearing</u> |
| 28 Apr. 64 | 0 422 100 | 0 415 071 | Now: Sealed between the steering knuckle flange and brake back plate with sealing compound D 12 |
| 24 Feb. 64 | 6 147 942(Export) 0 367 443 | - | <u>Roller steering</u> Now: Radius of the steering worm stop in the steering gear housing 2.5 mm Formerly: 3 mm radius Now: Housing with distinguishing Mark 74" cast in. |
| 6 May 64 | 0 429 242 | - | <u>Fixing front axle to frame</u> Now: Shaped washers Formerly: Plain washers |
| 4 June 64 | 0 453 844 | 0 453 695 | <u>Stud for securing stabilizer</u> Now: Tightening torque 4.5 - 5.5 mkg (33-40 ft.lbs.) Formerly: 3 mkg (22 ft.lbs.) |
| 9 June 64 | 6 437 260 0 457 253 | - | <u>Steering wheel securing nut</u> Now: Tightening torque 5 mkg (36 ft.lbs.) Formerly: 4 mkg (29 ft.lbs.) |
| 30 June 64 up to 1 July 64 | 6 476 782 up to 6 479 287 | - | <u>Roller steering</u> Now: Filled with transmission grease. |
| 3 Aug. 64 | 315 000 001 | - | <u>Front axle beam</u> Now: Inner bushes for the upper torsion arms moved outwards 30 mm (1.2") Now: Upper grease nipple moved outwards 50 mm (2"). |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|--|
| | | | <p>Now: The front axle brackets and upper collars now have oval shaped holes.</p> <p>Now: DU bushes for upper and lower torsion arms.</p> <p>Formerly: Plastic</p> <p>Now: Thrust ring for the upper torsion arm with 15° chamfer and sealing ring.</p> <p>Now: Sealing ring for lower torsion arm vulcanized to a steel support ring.</p> <p><u>Torsion arm, upper</u></p> <p>Now: 15° chamfer on shoulder. Bearing tube shortened 22 mm. Inner bearing seat 32 mm.</p> <p><u>Torsion arm, lower</u></p> <p>Now: 15° chamfer on shoulder.</p> |
| 28 Aug. 64 | 225 018 938 | 1 307 505 | <p><u>Steering damper (Bogel)</u></p> <p>Now: Mounting eye 16 mm across</p> <p>Formerly: 14 and 13 mm</p> <p>Now: Washer 26 mm dia.</p> <p>Formerly: 28 mm dia.</p> |
| 6 Oct. 64 | 315 067 000 | 0 538 706 | <p><u>Sealing of the left upper torsion arm</u></p> <p>Now: Closed with a washer which is punched in and expanded.</p> |
| 19 Oct. 64 | 115 217 625 | 6 179 949 | <u>Steering worm</u> |
| 3 Nov. 64 | 315 067 378 | 0 554 763 | Now: With marking ring for the adjustment |
| 3 Nov. 64 | 315 068 331 | - | <p><u>Axle retainer</u></p> <p>Now: Hole in axle retainer widened to 22 mm</p> <p>Formerly: 16 mm</p> |
| 3 Nov. 64 | 315 067 551 | 0 553 955 | <p><u>Front wheel bearing</u></p> <p>Now: Sealing ring of plastic material</p> <p>Formerly: Felt</p> |
| 23 Nov. 64 | 235 064 807 | - | <p><u>Locking sleeve for steering lock</u></p> <p>Now: Outout lengthened by 5 mm.</p> |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|------------------------|--|
| 27 Nov. 64 | 315 079 951 | - | <u>Roller steering</u> |
| 30 Nov. 64 | 115 327 044 (113/114) (117/118) (14 and 15) | - | Now: Filled with 160 cc transmission grease. Formerly: Hypoid oil SAE 90. Now: Steering case cover with two filling holes, these are sealed with plastic plugs. Formerly: Oil filler screw. |
| 9 Dec. 64 | 315 088 345 | - | <u>Stabilizer</u> Now: The countersunk drilling on the left upper torsion arm for the torsion bar securing screw modified. |
| <u>1965</u> | | | |
| 4 Jan. 65 | 115 363 043 | - | <u>Shock absorber (Fa. Hoesch)</u> Now: The cutaway in the lower shock absorber eye made larger, flexibility of the protection tube increased. |
| 6 Jan. 65 | 215 080 002 | 1 372 100 | <u>Steering knuckle</u> Now: Radius between steering knuckle flange and stub axle 8 mm Formerly: Radius 3 mm Now: Flange diameter 21 mm Formerly: 22 mm |
| 22 Jan. 65 | 315 109 200 | - | <u>Steering knuckle</u> Now: Gasket between brake back plate and steering knuckle flange, steering knuckle flange 4 mm wide. |
| 28 Jan. 65 | 235 097 751 | 1 377 212 | <u>Front wheel bearing</u> |
| 4 Feb. 65 | 115 437 306 315 102 490 | 6 903 000 0 591 355 | Now: Lithium multi purpose grease. Formerly: Lithium grease. |
| 25 Feb. 65 | 225 112 901 | 1 401 216 | <u>Torsion arm</u> Now: Sealed with peened in plate. |
| 26 Mar. 65 | 225 128 588 | 1 416 608 | <u>Torsion springs</u> Now: No longer welded on end. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|--|
| 25 May 65 | 315 189 367 | O 676 024 | <p><u>Axial bearing ring</u> Now: With sheet steel support ring and four lubricant grooves.</p> <p><u>Torsion arm retaining plate</u> Now: Secured on front axle plate by means of the torsion bar securing bolt. Formerly: Welded on. Now: Torsion arm shoulder modified.</p> |
| 2 Aug. 65 | 316 000 001 | O 705 961 | <p><u>Front axle</u> Now: With disc brakes Formerly: Drum brakes Now: Steering knuckle modified</p> <p><u>Wheel bearing adjustment</u> Now: Clamp nut with socket head bolt. Diameter of the hub cap and wheel hub modified. Formerly: Hex. nuts</p> |
| 2 Aug. 65 | 216 000 001 | - | <p><u>Stabilizer</u> Now: Torsion bar - stabilizer for Transporter 18 mm dia., for VW Ambulance 16 mm dia.</p> |
| 2 Aug. 65 | 116 000 001 | - | <p><u>Front axle beam</u> Now: Spacing between axle tubes 150 mm Formerly: 120 mm</p> <p><u>Torsion bar spring</u> Now: 10 leaves Formerly: 8 leaves</p> <p><u>Torsion arm</u> Now: Inner end mounted in metal bush Formerly: Plastic bushes</p> <p><u>Steering knuckle</u> Now: Connected to the torsion arms with maintenancefree ball joints. Upper ball joint in eccentric bush with which the camber can be set exactly.</p> <p><u>Steering 1200 A</u> Now: Roller steering Formerly: Worm and sector</p> |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| | | | <p><u>Front wheel bearing</u> Now: Tapered roller bearing Formerly: Angular thrust ball bearing</p> <p><u>Wheel bearing adjustment</u> Now: Clamping nut with socket head bolt Formerly: Hex. nuts</p> <p><u>Shock absorber</u> Now: With progressive action end stop (hollow rubber spring)</p> <p><u>Tie rods</u> Now: Secured with clips. Longer tie rod with intermediate tube (simpler adjustment)</p> <p><u>Steering stop</u> Now: Limited by means of steering stop with adjustable screws, welded onto front axle beam.</p> <p><u>Steering drop arm</u> Now: With outrigger and contact surface for limiting the steering lock. Spacing between upper torsion arm and tyre 10 mm \pm 1 mm Now: The bore for the tie rod on the drop arm on the VW 1300 Karmann Ghia repositioned.</p> <p><u>Front wheel suspension</u> Now: With ball joints pressed into the torsion arms Formerly: Torsion arm link, king pins and link pins</p> |
| 2 Aug. 65 | 216 000 001 | | |
| 20 Aug. 65 | 216 014 610 | | |
| | | | <p><u>Shock absorber</u> Now: Used for front and rear axles Now: 257 mm long (pressed together) Formerly: 260 mm</p> |
| 10 Sept. 65 | 116 072 854 | F 518 219 | <p><u>Eccentric bush</u> Now: Shoulder on hexagon reduced 1 mm. Overall height 23.2 mm</p> |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------|-----------|---|
| 15 Oct. 65 | 146 232 227 316 067 583 | - | <u>Wheel bearing adjustment</u> Now: Slot of the clamping nut 2.5 + 0.5 mm Formerly: 2 - 0.5 mm |
| 8 Dec. 65 | 116 394 911 | - | <u>Ball joint</u> Now: Thread on ball pin M 12 x 1.5 Formerly: M 10 x 1 <u>Identification</u> Now: Two grooves in shoulder offset from one another by 180° Formerly: One groove <u>Hexagon nut (self locking)</u> Now: Tightening torque 36 - 50 ft. lbs. (5 to 7 mkg) Formerly: 28 - 36 ft.lbs. (4 to 5 mkg) |
| 9 Dec. 65 | 216 073 137 | - | <u>Steering gear</u> Now: Oil filling quantity 0.31 liter Formerly: 0.25 liter |
| <u>1966</u> | | | |
| 13 Jan. 66 | 116 480 078 | - | <u>Steering ball joint</u> Now: Plastic retaining ring of Type 3 for ball joint seals |
| 20 Jan. 66 | 116 492 628 | 7 974 566 | <u>Steering ball joint, upper (oversize)</u> Now: Additional 2 ^o triangular notches offset 45° Formerly: 2 grooves offset at 180° |
| 14 Feb. 66 | 316 183 590 | 0 891 878 | <u>Steering worm</u> |
| 15 Feb. 66 | 116 563 843 | 8 039 257 | Now: Material 41 Cr 4 |
| 7 Mar. 66 | 116 629 921 | - | <u>Steering damper (stabilus)</u> Now: With longer tube for compensating chamber |

| <u>Date introduced</u> | <u>Chassis No.</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|---|------------------------|--|
| 5 May 66 | 116 856 702 | | <u>Steering ball joint</u> Now: Collar 48.5 + 0.5 mm dia Formerly: 47 - 0.5 mm dia. |
| 11 May 66 | 116 866 804 | 8 296 286 | <u>Steering ball joint</u> Now: Material for the plasti retaining ring for the ball joint seal altered, internal diameter 3 mm larger |
| 1 Aug. 66 | 117 000 003 (1/1500) | - | <u>Front axle</u> Now: With disc brakes Formerly: Drum brakes Now: Steering knuckles modified |
| 1 Aug. 66 | 117 006 301 | 8 469 013 | <u>Ball joints</u> Now: Filled with special grease, designation TL VW 735 with special corrosion prevention properties |
| 26 Aug. 66 | 317 028 818 | 1 053 803 | |
| 1 Aug. 66 | 117 000 002 (111/112) (115/116) | - | <u>Steering wheel</u> Now: Two spoked wheel with recessed hub Formerly: Three spoked steering wheel |
| 29 Aug. 66 | 217 019 115 | - | <u>Steering gear</u> Now: Filled with 250 cc transmission grease Formerly: 0.31 l transmission oil |
| 2 Sept. 66 | 117 112 756 (Ehrenreich) 117 207 601 (Lemförder) | 8 590 035 8 634 809 | <u>Tie rod</u> Now: Tie rod ends secured on outer end with clip and on inner end by lock nut, intermediate tube and lock plate discontinued. Formerly: Possible to adjust on right hand tie rod end and also in the middle |
| 15 Nov. 66 | 217 060 200 | 1 697 932 | <u>Front axle number</u> Now: Embossed Formerly: Stamped in |
| 1 Dec. 66 | 317 110 672 | 1 136 001 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------|-----------|--|
| <u>1967</u> | | | |
| 6 April 67 | 217 111 490 | - | Wheel hub cap with drilling for <u>speedometer cable</u> |
| 11 April 67 | 317 175 595 117 632 001 | - - | Now: sealed with red metal cement Formerly: With sealing paint |
| 21 April 67 | 317 181 002 | 1 205 885 | Lower rubber collar for front <u>axle</u> Now: Asymmetric Formerly: Symmetric |

Rear Axle · Transmission

H



| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| <u>1962</u> | | | |
| 5 Jan. 62 | 4 388 450 | 4 530 936 | <u>Rear wheel bearings</u> |
| 1 Mar. 62 | 0 023 013 | 0 023 713 | Now: Inner spacer ring thickness 6.45 - 6.65 mm Formerly: 5.9 - 6.1 mm |
| 19 Jan. 62 | 891 524 | 4 467 263 | <u>Nuts for pinion and main drive shaft</u> Now: Tightening torque 5 - 7 mkg. (36.1 - 50.6 ft.lbs.) Formerly: 5 mkg.(36.1 ft.lbs.) |
| 1 Feb. 62 | 896 577 | 4 622 871 | <u>Gasket for rear wheel bearing cover</u> Now: Paper gasket between the reduction gear housing cover and the brake back plate. |
| 6 Feb. 62 | 4 477 631 | 4 611 625 | <u>Bonded rubber transmission mountings</u> |
| 8 Feb. 62 | 0 017 808 | 0 018 520 | Now: Front shore hardness 60 rear shore hardness 70 Formerly: Front 53 s.h. rear 65 s.h. |
| 15 Mar. 62 | 0 027 050 | 0 025 820 | <u>Securing rear axle nuts</u> Now: Strength of cotter pin 5 x 45 increased |
| 16 Mar. 62 | 4 572 833 | 4 763 480 | <u>Synchronizer stop ring 1, 2, 3,</u> |
| 21 Mar. 62 | 0 027 388 | 0 027 845 | <u>and 4th gears</u> |
| 27 Mar. 62 | 921 669 | 4 738 406 | Now: Shoulder 5 mm wide Formerly: 3 mm |
| 19 Mar. 62 | 4 581 537 | - | <u>Gearshift lever</u> |
| 16 Oct. 62 | 1 012 642 | - | Now: Spring loaded, sliding round headed bolt Formerly: Soldered in guide with spring and ball |
| 25 Apr. 62 | 0 038 763 | 0 038 125 | <u>Axle shaft</u> Now: Measurement altered so that brake drum is press fit. Formerly: Sliding fit. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------------------------|------------------------|--|
| <u>1962</u> | | | |
| 24 May 62 | 0 048 700 | 0 049 473 | <u>Operating sleeve for 3 - 4 gear</u> Now: The flanks of the teeth on the 4th gear side have been relieved. |
| 1 Aug. 62 | 973 736 | 5 060 639 | <u>Transmission case</u> |
| 2 Aug. 62 | 4 847 970 | 5 087 355 | Now: Clearance modified for 200 mm dia. clutch. |
| 2 Aug. 62 | 0 065 567 | 0 066 926 | |
| 16 Aug. 62 | 0 074 533 | 0 075 050 | <u>Oil seal for main drive shaft</u> Now: Neopren, colour: black Formerly: Rubber, colour: blue and brown |
| 21 Aug. 62 | 0 076 300 (311) 0 077 047 (361) | 0 076 920 0 076 920 | <u>Rear axle shaft and brake drum</u> Now: Pilot of the rear axle shaft hub of brake drum lengthened by 16 mm. Now: Oil thrower Formerly: Oil deflector Now: Bearing cover and brake back plate provided with drilling as oil drain Now: Welded seam at junction of reinforcement plate-brake back plate. |
| 29 Aug. 62 | 0 080 190 | - | <u>Rubber bush for spring plate hub</u> |
| 5 Nov. 62 | 5 112 045 | - | Now: Modified size and increased volume. |
| 6 Sept. 62 | 0 085 126 | 0 083 402 | <u>Transmission case</u> |
| 11 Sept. 62 | 993 493 | 5 108 834 | Now: Studs for final drive cover AM 8 A x 40 Formerly: AM 8 A x 35 |
| 14 Sept. 62 | 0 086 985 (M 267) | - | <u>Rear wheel suspension</u> Now: Auxiliary springing for Variant 460 kg. |
| 1 Oct. 62 | 5 007 275 | - | <u>Rear axle shaft</u> Now: Flange shortened by 1 mm |
| 2 Nov. 62 | 5 093 461 0 112 882 | 5 379 025 0 113 010 | <u>Gearshift housing</u> Now: Ribs lengthened |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------|----------------------|--|
| 12 Dec. 62 | 5 197 603 | 5 471 462 | <u>Differential pinions</u> |
| 12 Dec. 62 | 0 132 380 | 0 133 194 | Now: Measurement alterations (reducing load change noises) |
| 17 Dec. 62 | 1 043 846 | 5 531 484 | |
| 28 Jan. 63 | 5 265 875 | 0 726 755 (stand) | |
| 7 Jan. 63 | 1 041 014 (M216) | 5 534 073 | |
| | | | Now: Ratio 1.26 : 1 Now: Splines on driven gear shaft lengthened by 10 mm. Now: Mounting point for back plate and the wheel cylinder modified. |
| 22 Jan. 63 | 0 147 500 | 0 148 258 | <u>Final drive cover</u> |
| 29 Jan. 63 | 1 061 069 | 5 548 108 | Now: Mounting point for rear axle tube retainer 131 mm dia. Formerly: 134 mm dia |
| 12 Mar. 63 | 5 357 922 | 5 679 925 | |
| 29 Jan. 63 | 1 061 069 (M216) | 5 548 108 | <u>Operating sleeve for 1st and 2nd gear</u> |
| | | | Now: Tooth flanks on the 2nd gear side relieved |
| 12 Feb. 63 | 0 153 148 | 0 153 243 | <u>Rear wheel bearing</u> |
| | | | Now: Plastic cage Formerly: Metal cage |
| 20 Feb. 63 | 5 309 050 | - | <u>Sleeve for shift rod guide</u> |
| 28 Feb. 63 | 1 074 648 | - | Now: Vulkollan Formerly: Polyamid |
| 1 Mar. 63 | 0 161 810 | - | |
| 4 Mar. 63 | 0 160 323 | 0 163 038 | <u>Rear wheel bearing cover</u> |
| | | | Now: Securing screws lengthened 5 mm Now: Plain washer fitted Now: Tightening torque 5.5 - 6.5 mkg |
| 4 Mar. 63 | 5 345 250 | 5 650 610 | <u>Rear wheel bearing</u> |
| 5 Mar. 63 | 0 162 500 | 0 162 970 | Now: Radial play increased |
| 7 Mar. 63 | 1 080 822 | 5 748 218 | |
| 15 Mar. 63 | 0 167 300 | 0 169 345 | <u>Final drive cover</u> |
| 18 Mar. 63 | 1 083 524 | 5 753 270 | Now: Ribs on eye 10 mm wide Formerly: 5 mm |
| 25 Mar. 63 | 5 540 827 | 5 697 120 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------|-----------|---|
| 19 Mar. 63 | 0 168 498 (361-362) | 0 168 886 | <u>Rear axle tube with bearing</u> |
| 26 Mar. 63 | 0 170 845 (311-314) | 0 172 247 | <u>flange</u> Now: Malleable iron Formerly: Pressed steel |
| 3 April 63 | 0 176 000 | - | <u>Shock absorber (Fichtel & Sachs)</u> Now: Space between sealing lips of the piston rod seal filled with graphite grease |
| 15 May 63 | 5 540 290 | 5 893 615 | <u>Gearshift housing</u> |
| 20 May 63 | 0 195 540 | 0 194 385 | Now: Internal rib removed Now: Lower web of the breathing compartment modified |
| 22 May 63 | 0 198 301 | 0 197 501 | <u>Rear wheel bearing</u> Now: Open side of the plastic cage points towards the outside Formerly: pointed inwards |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|-----------|--|
| 5 Aug. 63 | 0 221 975 | 0 221 939 | <u>Gear shift rod coupling</u> |
| 12 Nov. 63 | 5 911 561 | 6 344 500 | Now: Sheet metal housing |
| 19 Nov. 63 | 5 930 852(141-152) | | with two rubber guide rings. approx. 2 mm play in length- wise direction |
| 10 Aug. 63 | 5 683 957 | - | <u>Spring plates</u> |
| 12 Aug. 63 | 0 228 411 | | Now: Radius of spring plate flattened in two places in region of cross tube flange. |
| 3 Sept. 63 | 0 239 496 | | <u>Rear axle shaft</u> |
| 9 Oct. 63 | 5 829 854 | | Now: Shaft reinforced behind the shoulder for the tapered bearing Now: Ball shaped flange shortened 1 mm |
| 20 Sept. 63 | 1 172 655 | 6 290 510 | <u>Operating sleeve</u> |
| | | | Now: Drive flanks of the teeth on the 4th gear side have been relieved |
| 1 Oct. 63 | 5 813 842 | - | <u>Shock absorber for rear axle</u> |
| | | | Now: Shock absorbers from Messrs. Hoesch with PVC synthetic protective tube, piston rod pulls out downwards. |
| 6 Nov. 63 | 1 197 853 | 6 315 815 | <u>Spring plates</u> |
| | | | Now: Fixing bolts secured with spring washers Formerly: Lock plates |
| <u>1964</u> | | | |
| 29 Feb. 64 | 6 115 983 | 6 681 874 | Rear axle shaft/larger |
| 16 Apr. 64 | 1 285 367 | 6 634 010 | <u>differential pinion</u> |
| | | | Now: Additional selective pairing-Parts indicated by <u>yellow.</u> |
| 17 Mar. 64 | 6 213 182 | 6 720 716 | <u>Gearshift housing</u> |
| | 0 387 184 | 0 386 373 | Now: Radius at the root of the ribs in the region of the contact surface of the bonded rubber mounting 30 mm |
| 29 May 64 | 1 308 451 | 6 777 338 | Formerly: 5 mm |
| 19 Mar. 64 | 6 200 001 | - | <u>Spring plate adjustment</u> |
| | | | Now: 17° 30' + 50' Formerly: 16° 30' + 50' |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------|------------------------|---|
| 16 Apr. 64 | 1 285 367 | 6 634 010 | <u>Rear axle shaft/larger differential pinion</u> Now: Parts matched with one another. Ball and spring in axle shaft flange discontinued |
| 13 May 64 | 0 433 786 | 0 424 291 | <u>Gearshift rod coupling</u> Now: Bore for gearshift rod and countersink an inner gearshift lever repositioned |
| 14 May 64 | 1 311 031 0 434 000 | 6 769 870 0 428 120 | <u>Main drive shaft oil seal</u> Now: Polyacryl synthetic rubber (black) Formerly: Rubber (blue and brown) |
| 4 June 64 | 6 398 720 | 6 936 038 | <u>Transmission case</u> |
| 8 June 64 | 1 312 279 | 6 782 499 | Now: Final drive covers |
| 19 June 64 | 0 415 336 | 0 468 115 | securing studs with oversize flank diameter AM 8 A 1x42 |
| 3 Aug. 64 | 115 000 001 | 7 022 722 | <u>Cover for rear wheel bearing</u> Now: Oil deflector plate in front of rear wheel oil seal Formerly: Oil deflector Now: Bearing cover and brake back plate with drain hole |
| 3 Aug. 64 | 215 000 001 315 000 001 | 7 171 538 0 488 761 | <u>Bearing for drive pinion</u> Now: Double tapered roller bearing |
| 3 Sept. 64 | 115 085 239 | 7 128 479 | Formerly: Tapered ball bearing |
| 3 Aug. 64 | 115 000 001 315 000 001 | 7 022 722 0 488 761 | <u>Needle bearing for gears</u> Now: Needles arranged in pairs Formerly: Singly |
| 25 Aug. 64 | 315 021 110 | 0 505 690 | Bonded rubber mounting for |
| 28 Aug. 64 | 115 071 062 | 7 092 310 | <u>transmission</u> Now: Shore hardness front 53 Formerly: Shore hardness 60 Now: Shore hardness, rear 60 Formerly: Shore hardness 70 |
| 29 Oct. 64 | 115 243 991 | - | Rubber bush for spring plate |
| 30 Oct. 64 | 315 066 422 | - | <u>hub</u> Now: 44.5 mm inner diameter Formerly: 46.5 mm |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|-------------------------------------|---|
| 30 Oct. 64 | 115 241 529(1200A) | 7 356 688 | <u>Volkswagen 1200 A</u> Now: Fully synchronized transmission Formerly: Non synchronized transmission |
| 30 Oct. 64 | 115 247 259(1200A) | - | <u>Bonded rubber mounting for transmission</u> Now: Shore hardness, rear 60 Formerly: Shore hardness 70 |
| 2 Nov. 64 | 115 255 191 215 053 461 315 068 326 | 7 377 070 7 341 122 0 553 964 | <u>Drive pinion and ring gear</u> Now: Markings altered. |
| <u>1965</u> | | | |
| 19 Jan. 65 | 115 375 697 | 7 610 463 | <u>Seal for drive shaft</u> Now: Polyacryl rubber (black) Formerly: Rubber (blue and brown). |
| 29 Jan. 65 | 215 097 629 | 7 487 146 | <u>Reverse sliding gear</u> Now: Three splines spaced at 120°, the spaces between the splines was increased to 0.2 - 0.3 mm. |
| 18 Feb. 65 | 235 108 717 | 7 497 651 | <u>Drive pinion/Ring gear</u> |
| 8 Dec. 65 | 316 120 756 | 0 826 568 | Now: Oerlikon toothing 8:33 intermittently. Formerly: Only Klingelnberg toothing 8:35. |
| 12 Mar. 65 | 115 451 465 | 7 579 312 | <u>Main drive shaft</u> |
| 13 Mar. 65 | 311 102 601 | 0 583 741 | Now: Splining treated with anti friction agent. |
| 17 Mar. 65 | 225 119 364 | 7 508 034 | |
| 16 Mar. 65 | 115 635 697 | - | <u>Gearshift rod coupling</u> Now: Intermittently slotted expanding sleeve with bolt and securing cap Formerly: Guide pin |
| 22 Mar. 65 | 115 648 983 | 7 849 023 | <u>Transmission case</u> |
| | 215 126 091 | 7 805 097 | Now: Deeper guide for final drive cover. |
| 25 Mar. 65 | 315 147 986 | 0 632 815 | Now: Selector shaft for 1st and 2nd gear supported in two places. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|-------------------------------------|---|
| 6 Apr. 65 | 115 685 587 225 134 863 315 158 980 | 7 889 618 7 812 506 0 641 650 | <u>Final drive cover</u> Now: Rubber seal. Formerly: Paper gasket. Now: The eye on left final drive cover relocated. |
| 8 Apr. 65 | 235 134 388(1t) | 7 814 984 | <u>Drive pinion ring gear</u> Now: Intermittently Oerlikon tothing 8:35. Formerly: Only Klingelberg tothing 8:35. |
| 2 Aug. 65 | 116 000 001 216 000 001 316 000 001 | 8 185 079 7 871 951 0 703 650 | <u>Transmission case</u> Now: An oil return thread has been cast into transmission case in front of the main drive shaft oil seal. |
| 2 Aug. 65 | 116 000 038 316 000 001 | - - | <u>Gearshift lever</u> Now: Ball pin 10.5 mm dia. Formerly: 9.15 mm dia. |
| 2 Aug. 65 | 116 000 001 316 000 001 | 8 185 079 0 703 650 | <u>Bonded rubber mounting, front</u> Now: Modified progressive acting stop |
| 2 Aug. 65 | 216 000 001 (Fichtel & Sachs) | 7 871 951 | <u>Shock absorber</u> Now: Used for front and rear axle (green marking) Now: 257 mm length (pressed together) Formerly: 260 mm |
| 1 Sept. 65 | 216 020 495 | 8 366 091 | <u>Needle bearing for gear wheels</u> Now: Needles arranged in pairs Formerly: Singly |
| 7 Sept. 65 | 116 114 583 226 023 528 | 8 424 250 8 369 477 | <u>Synchronization 1st and 2nd gear</u> |
| 9 Sept. 65 | 316 035 546 | 0 742 140 | Now: The conical surfaces on the pinion and in the synchronizer rings increased in diameter by about 3 mm. Synchronizer hub now has six hardened and ground centering lugs for the operating sleeve; locking plates are now flatter and have a groove on the inside. The selector rod has been lengthened and provided with a second bearing in housing wall between transmission and differential. |

| <u>Date introduced</u> | <u>Chassis No.</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|--------------------|-----------------|--|
| | | | <u>Axial play 1st gear</u> Now: Synchronizer hub hardened on both sides, on 1st gear side 0.4 mm shorter. Adjustment shims thicker. |
| 15 Sept. 65 | 216 028 432 | 8 373 363 | |
| 17 Sept. 65 | 316 042 519 | 0 748 890 | <u>Ring gear attachment</u> Now: With self-locking hexagon bolts Formerly: With steel wire |
| 15 Sept. 65 | 216 028 112 | - | <u>Guide for gearshift rod</u> Now: Crank of the gearshift lever altered from 20° to 10°. A welded-on piece of sheet metal with a dowel pin which locates in head of the gearshift rod and forms a support. Gearshift lever stop with additional lip for 1st and 2nd gear. Formerly: Gear rod bearing and sleeve for gear rod guide. |
| 8 Oct. 65 | 216 040 949 | 8 276 272 | |
| 29 Oct. 65 | 116 298 201 | 8 567 900 | |
| | 316 079 673 | 0 785 275 | <u>Thrust washer 4.0 mm, differential side pinion</u> Now: Cutout portion on inner diameter discontinued. Formerly: Two cutout portions |
| 13 Nov. 65 | 146 350 066 | 8 584 749 | <u>Transmission case</u> Now: Clutch housing turned out further Now: Bore for starter motor bearing bush 10.98 mm Formerly: 12.48 mm dia. (starter motor and flywheel modified) |
| 15 Nov. 65 | 316 100 000 | - | |
| 20 Dec. 65 | 116 412 701 | - | <u>Gearshift rod coupling</u> Now: Slotted, expanding sleeve with screw and securing cap. Formerly: Gearshift rod pin and intermittently new version. |
| <u>1966</u> | | | |
| 3 Jan. 66 | 216 083 208 | 8 707 955 | <u>Gearshift housing</u> Now: Inner rib removed Now: Lower web of the breather chamber modified |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| 18 Jan. 66 | 116 488 425 | - | <u>Gearshift lever stop</u> |
| 7 Feb. 66 | 316 176 630 | - | Now: With two lips on stop Formerly: One |
| 20 Jan. 66 | 116 480 969 | - | <u>Gearshift housing</u> |
| | 316 159 376 | - | Now: Additional seal in the |
| 11 Feb. 66 | 216 103 963 | - | neck of the housing. Neck modified. |
| 11 Feb. 66 | 216 103 963 | 8 849 908 | <u>Dust seal for transmission shift lever</u> |
| | | | Now: 74 mm long, 50 mm dia. Formerly: 50 mm and 40 mm |
| 25 Feb. 66 | 216 122 541 | 8 858 010 | <u>Transmission shift lever</u> |
| | | | Now: Angle of shift finger $25^{\circ} + 1^{\circ}$ Formerly: $13^{\circ} + 1^{\circ}$ |
| 4 Mar. 66 | 316 203 840 | 909 531 | <u>Gearshift rod</u> |
| 7 Mar. 66 | 216 116 544 | 8 966 112 | Now: Pocket of the claw on |
| 9 Mar. 66 | 116 680 425 | - | gearshift rod head 10.0 + 0.2 mm Formerly: 10.5 + 0.18 mm |
| 8 June 66 | 116 976 635 | 9 343 990 | <u>Differential</u> |
| | | | Now: Countersink for reception of self-locking ring gear securing bolts. Formerly: Without countersink |
| | | | <u>Ring gear</u> |
| | | | Now: Securing bolt with captive spring washer (self-locking) Formerly: Secured with wire. |

| <u>Date introduced</u> | <u>Chassis No.:</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|---|---|--|
| 1 Aug. 66 | 117 000 001 317 000 001 | - - | <u>Rear axle suspension</u> Now: With equalizer spring (except Type 147 and 1/1200 with Saxomat) |
| 1 Aug. 66 | 117 000 001 (1/1200) 117 000 002 (1/1300) 117 000 003 (1/1500) 147 000 006 (147) 217 000 001 317 000 001 | A, B, D A, B, D A, B, C, D A, D A A, B | <u>A - Transmission</u> Now: Ratio of third gear altered Now: Clutch casing turned out further Now: Bore for starter pinion bearing 10.98 mm Formerly: 12.48 (starter and flywheel modified) <u>B - Gearshift housing</u> Now: With M 18 x 1.5 threaded bore for back up light switch <u>C - Final drive</u> Now: Drive pinion and ring gear and also differential housing taken over from Type 3 (33 : 8) <u>D - Track width - rear</u> Now: Type 1/1500 with disc brakes 1350 mm, all other Type 1 1358 mm Formerly: 1300 mm |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|-----------|---|
| 1 Aug. 66 | 117 000 001 (1/1500) | A | A - Operating sleeve 1st and 2 nd speed |
| 3 Sept. 66 | 117 110 964 (1/all) | A | <u>and 2nd speed</u> |
| 11 Nov. 66 | 117 349 829 (1/all) | B | Now: Pockets on coast side towards 2 speed |
| 11 Nov. 66 | 317 096 515 (3/all) | B | |
| 17 Oct. 66 | 217 044 740 (2/all) | C | |
| | | | B - Operating sleeve and selector rods for 1st and 2 nd speed |
| | | | <u>and 2nd speed</u> |
| | | | Now: Reduction of operating sleeve width (engagement of clutch tothing improved) |
| | | | Now: Shift of the selector rod 9.0 mm |
| | | | Formerly: 8.5 mm |
| | | | C - Operating sleeve and selector rod for 1st and 2 nd speed, sliding gear for reverse speed |
| | | | <u>for reverse speed</u> |
| | | | Now: Outer tothing 43 teeth; operating sleeve width 25 mm, shift travel 9 mm, sliding gear modified |
| | | | Formerly: 44 teeth, 26 mm wide and shift travel 8.5 mm |
| 10 Aug. 66 | 117 070 876 | | <u>Equalizer spring</u> |
| | | | Now: Hose in middle of the torsion bar, clamped on. (except Type 147 and 1/1200 with Saxomat) |
| 16 Aug. 66 | 217 017 231 | 9 569 379 | <u>Concave washer, drive pinion</u> |
| 24 Aug. 66 | 117 097 951 | 9 488 596 | Now: Spring force 100 up to 150 kg. |
| | 317 024 614 | 1 060 179 | Formerly: 80 up to 120 kg. |
| 24 Aug. 66 | 217 016 330 | - | <u>Main drive shaft, rear</u> |
| 1 Sept. 66 | 117 112 318 | 9 608 293 | Now: Spraying of splines with lubricant discontinued |
| 5 Sept. 66 | 317 035 194 | 1 052 461 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|-----------|---|
| 2 Sept. 66 | 117 114 847 | 9 618 155 | Gear carrier and transmission case |
| 5 Sept. 66 | 317 035 188 | 1 067 494 | |
| 12 Sept. 66 | 217 026 736 | 9 578 604 | Now: Guide bores for selector rod for 1st and 2nd speed: in transmission case - 14.05 + 0.05 mm dia. in gear carrier - 14.05 + 0.05 mm dia. Formerly: Transmission case - 14.25 + 0.05 mm dia. Gear carrier - 14 H7 |
| 21 Sept. 66 | 117 195 000 | - | <u>Equalizer spring</u> Now: Depression in lower side panel reinforcement pressed in deeper. |
| 17 Nov. 66 | 117 348 424 (1/1300) | 9 850 687 | <u>Ring gear attachment</u> Now: 8 attachment bolts. Formerly: 6 attachment bolts. |
| 21 Nov. 66 | 217 061 681 | 9 724 092 | <u>Synchronizer stop ring, 2nd speed</u> Now: Every 10th tooth shortened by 2 mm. Formerly: All teeth the same length. |
| <u>1967</u> | | | |
| 24 Feb. 67 | 117 560 824 (1/1500) | - | <u>Operating sleeve and selector rod for 1st and 2nd gear, sliding for reverse gear</u> Now: Outer tothing 43 teeth, operating sleeve width 25 mm, shift way 9 mm, sliding gear altered Formerly: 44 teeth, 26 mm wide and shift way 8.5 mm |
| 9 May 67 | 117 674 786 (1/1300) | - | |
| 29 May 67 | 117 734 760 (1/1200) | - | |
| 9 March 67 | 217 102 705 | - | <u>Rear axle tube retainer</u> Now: Sealed with "O" ring Formerly: Paper gaskets |
| 14 March 67 | 317 170 144 | - | |
| 15 March 67 | 117 580 250 | - | |
| 23 March 67 | 117 618 945 (1/1200) | - | <u>Release bearing</u> Now: With graphite ring |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| 23 June 67 | 317 224 941 | - | <u>Main drive shaft, front</u> |
| 26 June 67 | 117 812 292 | - | Now: secured in gear carrier |
| 26 June 67 | 217 144 066 | - | with circlip and dished washer Formerly: Locking plate and nut |
| | | | <u>Main drive shaft, rear</u> |
| | | | Now: Oil seal with lips, sealing surface increased |
| | | | Formerly: Oil seal without lips |
| 3 July 67 | 117 817 951 | 0 389 208 | <u>Main drive shaft, rear</u> |
| 6 July 67 | 317 230 780 | 1 253 314 | Now: Splines for clutch plate on drive shaft rolled |
| 1 Aug. 67 | 218 000 001 | - | Formerly: Milled |

Brakes · Wheels · Tires

B

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------------|----------------------------|--|
| <u>1962</u> | | | |
| 11 Jan. 62 | 0 009 330 (361) | - | Brake master cylinder 20.64 dia. |
| 8 Mar. 62 | 0 024 846 | - | Now: Stroke 36 mm Formerly: 30 mm (temporary measure 33 mm) |
| 1 Feb. 62 | 0 016 896 | - | <u>Wheel disc</u> Now: Metal thickness 3 + 0.25 mm Formerly: 2.75 + 0.25 mm Now: Inside rim raised to 11 mm. Formerly: 8 mm |
| 21 Mar. 62 | 0 027 850 | 0 028 672 | <u>Wheel brake cylinder, front</u> Now: 22.2 mm dia. Formerly: 20.64 mm dia. |
| 5 Apr. 62 | 4 630 938 (111/112) (115/116) | - | <u>Brake System</u> Now: Hydraulic Formerly: Mechanical |
| 13 Apr. 62 | 0 036 000 | - | <u>Brake hose, front</u> Now: 380 mm long Brake hose holder repositioned -3 mm forward Formerly: 415 mm long |
| 28 Apr. 62 | 938 139 | - | <u>Brake fluid reservoir</u> Now: Plastic type (transparent) Formerly: Aluminium |
| 9 May 62 | 0 042 95- | 0 044 065 | <u>Front wheel cylinder connecting pipe</u> Now: 185 mm long Formerly: 230 mm |
| 14 Aug. 62 | 980 721 | HA 5 066 801 VA 938 448 | <u>Brake lining</u> Now: Jurid 120 Formerly: Jurid 828 and K3 |
| 21 Aug. 62 | 0 076 300 | - | <u>Brake shoe, rear</u> Now: 45 mm wide, effective brakelining surface 130 sq.cs. Formerly: 40 mm wide, brakelining surface 830 sq.cs. |

| Date introduced | Chassis No. | Unit-No. | Modification |
|-----------------|-------------------|----------|--|
| 10 Sept.62 | 0 086 122 | - | <u>Reservoir for brake fluid</u> |
| 18 Sept.62 | 4 978 442 | - | Now: Screw top Formerly: Stopper |
| 14 Sept.62 | 0 086 985 (M 267) | - | <u>Tires</u> Now: 6.00 - 15.6 PR Formerly: 6.00 - 15 |
| <u>1963</u> | | | |
| 7 Jan. 63 | 1 041 014(M 216) | - | <u>Brakes</u> Now: Main brake cylinder 36 mm stroke Now: Brake drum 250 mm dia Now: Brake shoes, front 55 mm wide, rear 45 mm wide Now: Straight brake shoe ends |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------------------|--------------|--|
| 5 Aug. 63 | 5 677 119(113/114) (117/118) | - | <u>Hub cap for disc wheel</u> |
| | 1 144 303(221-223) (241-251) | - | Now: VW sign no longer in colour |
| | 0 221 975 | - | |
| 5 Aug. 63 | 0 221 975(311-314) (361-364) | - | <u>Wheel</u> Now: With rim embellishers |
| 5 Aug. 63 | 0 215 175(343/345) | - | <u>Tires</u> Now: Reinforced designation 600 S 15 L |
| 5 Aug. 63 | 5 677 119 | - | <u>Tires 5.60-15</u> Now: Pressure, rear 1.7 atü (24 psi) Formerly: 1.6 atü (23 psi) |
| 5 Aug. 63 | 1 145 427(2/1t) | - | <u>Tires</u> |
| 19 Dec. 63 | 1 222 026(2/2t) 4 | - | Now: Size 700 - 14 (tubeless) Formerly: 6.40-15 (with tube) |
| 16 Oct. 63 | 0 269 000 | - | <u>Disc wheel</u> Now: Without slots Now: Pressed-in lugs to secure the wheel cap |
| <u>1964</u> | | | |
| 21 Jan. 64 | 0 335 480 | YA 0 340 764 | <u>Brake drum, front</u> Now: Inner diameter of the wheel hub 32 mm Formerly: 34 mm |
| April 64 | 0 397 311 | - | <u>Front wheel brake 248 mm dia.</u> Now: Return spring tension increased. |
| 1 Apr. 64 | 6 240 561 | HA 6 744 039 | <u>Brake lining, rear</u> Now: Jurid 120 Formerly: Jurid K 3 |
| 4 May 64 | 0 427 460 | VA 0 427 494 | <u>Brake lining, front</u> Now: Energit 334 Formerly: Jurid 825 |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|--------------|--|
| 20 May 64 | 0 437 585 | HA 0 436 735 | <u>Brake lining, rear</u> Now: Energit 334 Formerly: Jurid 825 |
| 15 June 64 | 0 469 483 | - | <u>Cap of brake fluid reservoir</u> |
| 22 June 64 | 0 458 860 | - | Now: With three ventilation holes Formerly: One ventilation hole |
| 7 July 64 | 0 481 065 | - | <u>Master cylinder</u> Now: Washer for master cylinder plug with oval hole. |
| 3 Aug. 64 | 315 000 001 | 0 485 456 | <u>Brake shoes</u> Now: End faces of the brake shoe web remachined to 90° + 1° 30' |
| 3 Aug. 64 | 115 000 001 | - | <u>Brake hose, front</u> Now: Type 2 brake hoses now installed |
| 3 Aug. 64 | 315 000 001 | - | <u>Tires</u> Now: Tire pressures altered. |
| 3 Aug. 64 | 315 000 001 | - | <u>Brake lines - Master cylinder - Brake fluid reservoir</u> Now: Larger cross section Outside diameter/wall thickness 6.00 x 0.7 mm Formerly: 4.75 x 0.72 mm <u>Fluid reservoir for master cylinder</u> Now: Brake line connected to reservoir with union nut Now: Cap with three ventilation holes and rubber sealing ring. <u>Master Cylinder</u> Now: For Variant 20.64 mm dia. Now: Master cylinder plug for 6 mm fluid line square on upper shoulder. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|-----------|---|
| 3 Aug. 64 | 115 000 001 | - | <u>Master cylinder</u> Now: 17.62 mm dia. - stroke 33 mm Formerly: 19.05 mm dia. - stroke 30 mm Now: Pressure end of operating rod relieved behind head Now: The angle of stop on the foot brake pedal 9° 30' Formerly: 7° <u>Brake hose, front</u> Now: Brake hose bracket inclined outwards and spot welded onto lower part of frame head. Hose installed without twist and hanging downwards <u>Brake back plate and brake shoes</u> Now: Additional contact surface on brake back plate (Three point contact) Now: Slots in wheel cylinder piston made wider Now: Ends of shoes angled. Brake shoe mounting box shaped <u>Brake drum, rear</u> Now: Drilling for securing oil deflector discontinued |
| 4 Aug. 64 | 265 004 735 | 7 172 236 | <u>Brake wheel cylinder, rear</u> Now: Piston lengthened 2 mm |
| 26 Aug. 64 | 315 022 105 (311-314) (343-346) (361-364) | - | <u>Wheel trim ring</u> Now: Outer diameter reduced |
| 10 Sept. 64 | 115 116 205 | 7 153 665 | <u>Brake lining, rear</u> Now: Energit 335 Formerly: Energit 717 |
| 11 Sept. 64 | 255 026 862 | - | <u>Brake pedal</u> Now: Tube for pedal lengthened. Washer for return spring discontinued. |
| 20 Nov. 64 | 115 306 919 | 6 770 070 | <u>Brake shoe retaining pin, front</u> Now: 40 mm long Formerly: 35 mm |
| 15 Dec. 64 | 315 091 887 | 0 576 701 | <u>Brake drum, rear</u> Now: Material GTS 55 Formerly: GTS 45 |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------------------|-----------|---|
| <u>1965</u> | | | |
| 4 Jan. 65 | 115 358 743 | - | <u>Master Cylinder operating rod</u> Now: 9 mm dia. Formerly: 8 mm dia. |
| 15 Jan. 65 | 315 103 591 | - | |
| 6 Jan. 65 | 315 099 066 | 0 587 660 | <u>Front brake drums</u> Now: Material GTS 55 Formerly: GTS 45 |
| 1 Feb. 65 | 115 400 026 | 7 675 524 | <u>Retaining pin rear brakes</u> Now: 32 mm long Formerly: 28 mm |
| 1 Feb. 65 | 115 400 109 | - | <u>Hand brake</u> Now: With hand brake cable equalizer, hand brake cable lengthened. |
| 19 Mar. 65 | 235 098 337 (M 36) 365 144 906 | - | |
| 3 Feb. 65 | 315 115 593 | 0 603 585 | <u>Brake lining, front-Pagid</u> Now: Quality altered (dark grey colour). |
| 4 Feb. 65 | 315 115 000 | - | <u>Disc wheel with tubeless tire</u> Now: Dynamically balanced. |
| 24 May 65 | 115 844 631 | 8 065 145 | <u>Brake lining, rear</u> Now: Jurid 334 P. Formerly: Jurid 335. |
| 9 June 65 | 115 912 780 | 7 354 433 | <u>Brake lining, front</u> Now: Jurid 334 P. Formerly: Jurid 335. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------|----------|---|
| 2 Aug. 65 | 316 000 001 | - | <u>Front wheels</u> Now: Disc brakes Formerly: Drum brakes |
| 2 Aug. 65 | 116 000 001 | - | <u>Brake drums</u> Now: Hubs with stiffening ribs; on the rear brake drums the measurement from wheel disc contact surface to drum hub contact surface has been increased Now: Track width at rear 1300 mm Formerly: 1288 mm |
| 2 Aug. 65 | 116 000 001 316 000 001 | - - | <u>Tires</u> Now: New tires pressures laid down |
| 2 Aug. 65 | 116 000 001 316 000 001 | - - | <u>Wheel discs</u> Now: Slotted wheel discs <u>Wheel bolts - Type 3</u> Now: 4 - M 14 x 1.5 tightening torque 94 ft.lbs (13 mkg); pitch circle diameter 130 mm Formerly: 5 - M 12 x 1.5; tightening torque 72 ft.lbs. (10 mkg); pitch circle 205 mm dia. <u>Wheel caps</u> Now: Modified shape <u>Wheel embellisher</u> Now: To suit the modified wheel disc. |
| 21 Sept. 65 | 216 031 533 | 1495 481 | <u>Brake drum, front</u> Now: Hardness 180-220 BE, identity mark "5" Formerly: Hardness 160-200 BE |
| 24 Nov. 65 | 316 104 -32 | - | <u>Brake hose, front</u> Now: 355 mm long Formerly: 380 mm |
| 3 Dec. 65 | 316 115 000 | - | <u>Wheel caps for disc wheels</u> Now: Holes for cap removal tool repositioned towards outside. |

| <u>Date introduced</u> | <u>Chassis</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|--|---|---|
| <u>1966</u> | | | |
| 3 Jan. 66 | 116 419 964 | 7 919 960 | <u>Brake lining, front</u> Now: Textar TE-18 Formerly: Textar V-643 |
| 1 Mar. 66 | 316 199 873 | | <u>Brake shoes, rear</u> Now: With bonded lining Formerly: Riveted Now: Brake shoe flange 3.5 mm Formerly: 3 mm |
| 6 Apr. 66 | 346 225 726 | | <u>Brake line brake master cylinder - fluid reservoir</u> Now: Shape and length modified reservoir positioned higher |
| 12 May 66 | 116 872 032 | | <u>Fluid reservoir</u> Now: With sediment trap and screw cap. Brake line to the master cylinder modified. |
| 1 Aug. 66 | 117 000 003 (1/1500) | - | <u>Front wheels</u> Now: Disc brakes Formerly: Drum brakes |
| 1 Aug. 66 | 147 000 004 157 000 005 347 000 005 | | <u>Brake system</u> Now: Dual circuit system |
| 14 Dec. 66 | 217 072 466 317 000 001 367 000 004 117 000 001 |) only for) certain) export countries | |
| 1 Sept. 66 | 217 019 924 |) | |

| Date | Chassis No. | Unit No. | Modification |
|-----------|----------------------|---|---|
| 1 Aug. 66 | 117 000 001 (1/1200) | | <u>Drum brakes</u> |
| | 117 000 002 (1/1300) | | Now: Brake hose bracket |
| | 117 000 003 (1/1500) |) only for cer- tain export countries | on lower part of frame |
| | 157 000 005 | | head repositioned, brake |
| | | | hose altered. |
| | | | |
| | | | <u>Brake back plates, rear</u> |
| | | | Now: With two adjusting holes and two inspection holes |
| | | | <u>Increased width of track</u> |
| | | | Now: Hand brake cable longer brake lines modified. |
| 1 Aug. 66 | 317 000 001 | | <u>Brake line between fluid reservoir and master cylinder</u> |
| | | | Now: Thickness of gal- vanized coating 25 Formerly: 12 |
| 1 Aug. 66 | 317 000 001 | | <u>Brake line between fluid reservoir and master cylinder</u> |
| | | | Now: Cross section in- creased outer dia./wall thickness 6.00 x 0.7 mm Formerly: 4.75 x 0.72 mm Now: Fluid reservoir and sealing plug for brake line modified |
| 1 Aug. 66 | 117 000 003 (1/1500) | - | <u>Disc wheels for disk brakes</u> |
| | | | Now: 4 wheel bolts M 14x1.5, tightening torque 13 mkg. Hole pitch circle 130 mm. Formerly: 5 - M12x1.5, tightening torque 10 mkg, hole pitch circle 250 mm. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|----------|--|
| | | | <u>Wheel caps</u> Now: Shape modified |
| | | | <u>Tim rings</u> Now: Made to fit the modified wheel discs |
| 15 Sept.66 | 117 180 343 (11) | - | <u>Stop plate for brake and clutch pedals</u> Now: Stop increased in height to 11 mm Formerly: 10 mm |
| 16 Sept.66 | 147 157 415 (14, 15) | - | |
| 16 Sept.66 | 317 047 326 | - | <u>Hole in rear cross member for brake line</u> Now: Sealing sleeve modified |
| 3 Oct. 66 | 147 245 980 (141-144) | - | <u>Tires</u> Now: Marked 5.60 S 15 4 PR Formerly: 5.60-15 4 PR |
| 17 Nov. 66 | 117 349 409 (11/1500) | - | <u>Brake fluid reservoir for single circuit brake system</u> Now: Positioned 17 mm higher |
| 27 Dec. 66 | 117 398 501 | - | <u>Wheel caps</u> Now: Shape modified |
| 6 Jan. 67 | 317 139 333 | | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-------------------------|--|
| <u>1967</u> | | | |
| 5 Jan. 67 | 117 469 710 | (single circuit brakes) | Feed line from reservoir to |
| 18 Jan. 67 | 117 488 486 | (single circuit brakes) | <u>the master cylinder</u> |
| 6 April 67 | 317 175 741 | (dual circuit brakes) | Now: Cross section 8.00 x 0.7mm |
| 7 April 67 | 117 626 506 | (dual circuit brakes) | Formerly: 6.00 x 0.7 mm |
| 17 April 67 | 147 657 893 | (dual circuit brakes) | |
| | 157 658 059 | (dual circuit brakes) | |
| 19 April 67 | 347 173 855 | (dual circuit brakes) | |
| 26 April 67 | 317 186 575 | - | <u>Wheel disc</u> |
| 10 Oct. 67 | 118 227 175 | - | Now: Hump type rim |
| 26 May 67 | 217 131 259 | - | Brake line between T piece and <u>brake hose, rear, right</u> Now: Distance to the trans- mission maintained by a bracket |

Frame

R

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------------------|----------|---|
| <u>1962</u> | | | |
| 12 Jan. 62 | 4 419 042 | - | <u>Frame head cover</u> Now: Wider Type 76 + 0.5 mm Formerly: 67 + 0.5 mm |
| 29 Mar. 62 | 0 030 573 | - | <u>Front brake hose holder</u> Now: Turned 30° to vehicle longitudinal axis |
| 18 Apr. 62 | 0 036 000 | - | <u>Front brake hose holder</u> Now: Bent upwards 117° Formerly: 90° |
| 1 June 62 | 4 706 884 (113) | - | <u>Pedal cluster</u> |
| 1 June 62 | 4 757 105 (114) | - | Now: Lithium grease |
| 1 June 62 | 0 047 312 (311) | - | Formerly: Special grease |
| 6 June 62 | 0 052 298 (312) | - | |
| 8 June 62 | 7 790 944 | - | <u>Brake pedal</u> Now: Slot depth 12 + 0.5 mm Formerly: 11 + 0.5 mm |
| 1 Nov. 62 | 0 111 150 (left hand drive) | | <u>Front brake lines</u> Now: Protective plate underneath the master cylinder. |
| 9 Nov. 62 | 5 120 731 | - | <u>Guide tube for clutch cable</u> Now: Moved 2 mm inwards and upwards. |
| 4 Dec. 62 | 0 128 676 (right hand drive) | | <u>Front brake lines</u> Now: Brake lines from frame to master cylinder are routed above the fuel line. Now: Protective plate underneath the master cylinder. |
| 8 Dec. 62 | 1 040 288 | - | <u>Hand brake lever</u> Now: Covering of P.V.C. Formerly: Sheet steel |
| 15 Dec. 62 | 5 218 096 (left hand drive) | | <u>Brake pedal stop</u> |
| 15 Dec. 62 | 0 133 800 | | Now: Uniformity of pedal stop |
| 19 Dec. 62 | 5 189 187 (141, 143, 151) | | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|----------|---|
| <u>1963</u> | | | |
| 3 Jan. 63 | 0 139 539 | - | <u>Clutch pedal shaft</u> |
| 8 Jan. 63 | 5 225 301 | - | Now: Cable hook inclined 3° backwards |
| 24 Jan. 63 | 5 261 830 (Export) | - | <u>Clutch cable</u> Now: 10 mm shorter |
| 17 May 63 | 1 118 800 | - | <u>Underbody paint</u> Now: Hot spraying primer layer thickness: 150 μ Formerly: Regenerated paint layer thickness: 40 - 80 μ |
| 12 June 63 | 0 206 700 | - | <u>Foot support left and right</u> Now: Additionally secured with metal screws. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|----------|---|
| <u>1964</u> | | | |
| 2 Jan. 64 | 6 012 630 | - | <u>Push rod for master cylinder</u> |
| 14 Jan. 64 | 1 229 874 | - | Now: Thread M 8 x 15 |
| 20 Jan. 64 | 0 335 064 | - | Formerly: M 8 |
| 15 Jan. 64 | 0 331 157 | - | <u>Hand brake lever</u> Now: The lug on the retainer lengthened 2.5 mm Now: The rib moulded in the hand grip has been lengthened to 9 mm. Formerly: 6 mm Now: Slot in the hand brake lever lengthened 3 mm |
| 18 June 64 | 0 466 068 | - | <u>Clutch pedal shaft</u> |
| 24 June 64 | 6 465 663 | - | Now: Hook on clutch pedal straight Formerly: Cranked Now: Clutch cable guide tube rerouted in frame tunnel. |
| 3 Aug. 64 | 315 000 001 | - | <u>Frame tunnel</u> Now: Warm air pipe for the center defroster vent discontinued <u>Front cross member</u> Now: The hole in the front cross member for master cylinder lowered 4 mm <u>Chassis No. on frame tunnel</u> Now: A star is now stamped in front and behind number <u>Brake pedal</u> Now: Pressure ratio of hydraulic brake 210:33 Formerly: 210:30 |
| 3 Aug. 64 | 115 000 001 | - | <u>Heating operation</u> Now: Guide sleeve for heat flap cables discontinued Now: Lever mounted on either side of brake lever. Right lever (red knob) controls all the heating. Left lever (white knob) controls the heater vents in rear. Now: Both heater cable guide tubes repositioned on right side of frame tunnel |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|---|
| | | | <p>Now: Two additional guide tubes which run along the left hand side and emerge from the tunnel behind the kick board, have been fitted for the rear outlet cables.</p> <p><u>Bracket for brake hose, front</u> Now: Bracket spot welded on lower portion of frame head and inclined outwards.</p> <p><u>Chassis No. on frame tunnel</u> Now: Star stamped at beginning and end of Chassis No.</p> <p><u>Brake pedal</u> Now: The angle of stop on brake pedal $5^{\circ} 30'$ Formerly: 7°</p> |
| 7 Sept. 64 | 315 031 035 | - | <p><u>Push rod for accelerator pedal</u> Now: 5 mm longer</p> |
| 21 Sept. 64 | 315 040 094 | - | <p><u>Guide tube for left heater flap</u> Now: Rear end repositioned more towards the outside.</p> |
| 2 Oct. 64 | 315 043 102 | O 713 139 | <p><u>Progressive accelerator pedal</u> Now: Welded on curved plate, on which the roller on the accelerator lever runs.</p> |
| 8 Oct. 64 | 315 050 376 | - | <p><u>Guide ring for gearshift rod coupling</u> Now: Spacer sleeve of plastic material Formerly: Steel</p> |
| 21 Oct. 64 | 115 224 816 | - | <p><u>Adjustment nut for clutch cable</u> Now: Wing nut. Formerly: Hexagon nut.</p> |
| 2 Dec. 64 | 115 331 768 | - | <p><u>Retaining plate for transmission</u> Now: Reinforced</p> |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------|----------|--|
| <u>1965</u> | | | |
| 4 Jan. 65 | 115 358 743 | - | <u>Connecting piece for operating rod</u> Now: Modified shape, better accessibility to the slot of the brake pedal. |
| 7 Jan. 65 | 315 100 273 | - | <u>Floor plates</u> |
| 18 Jan. 65 | 365 100 608 345 096 823 | - | Now: Raised points on the body contact surface. |
| 10 Feb. 65 | 145 540 882 | - | <u>Side member</u> |
| 11 Feb. 65 | 155 540 891 115 543 024 | - | Now: Threaded plates on side member. Formerly: Welded nuts. |
| 2 Feb. 65 | 115 400 391 | - | <u>Boot for gear lever</u> Now: With cast on support tube. |
| 10 Feb. 65 | 315 119 407 | - | <u>Carburetor cable</u> Now: Steel cable 1.6 mm dia. Formerly: Steel wire. |
| 23 Mar. 65 | 315 146 288 | - | <u>Rubber boot for hand brake lever</u> Now: Plastic. Formerly: Rubber. |
| 6 Apr. 65 | 225 134 863 | - | <u>Adjustment nut for clutch cable</u> |
| 7 Apr. 65 | 315 158 900 | - | Now: With wing nut. Formerly: Hexagon nut. |
| 2 Aug. 65 | 116 000 001 | - | <u>Frame head</u> Now: Altered to suit modified front axle |
| | | | <u>Floor plates, left and right (1200A)</u> Now: Runners for adjustable front seat Formerly: Seats bolted on |
| 12 Aug. 65 | 116 066 601 | - | <u>Clutch cable guide</u> |
| 18 Aug. 65 | 316 015 998 | - | Now: Protected with 60 mm rubber hose |
| 28 Dec. 65 | 216 081 788 | - | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|----------|---|
| 22 Sept. 65 | 116 186 024 | - | <u>Bolt for push rod</u> Now: Locking washer for push rod Formerly: Circlip |
| 29 Nov. 65 | 316 107 599 | - | <u>Front axle brackets</u> Now: Paint and water drain holes made larger |
| 29 Nov. 65 | 316 107 735 | - | <u>Frame head</u> Now: Opening in region of front axle bracket enlarged. Cover plate and gasket modified |
| 13 Dec. 65 | 316 125 561 | - | <u>Clutch cable</u> Now: Shank of eye 50 mm long; guide tube shortened at front Formerly: 39 mm long |
| 26 Jan. 66 | 116 538 284 | - | |
| 29 Dec. 65 | 116 460 614 (111-118)- (141-144) (151/152) | - | <u>Progressive accelerator pedal</u> Now: With welded-in curved plate on which a roller on the accelerator lever runs. |
| 14 Apr. 66 | 116 777 481 | - | <u>Seal frame head cover plate</u> Now: 3 mm thick Formerly: 2mm |
| 3 May 66 | 116 851 572 | - | <u>Pedal cluster</u> Now: Brake and clutch pedal cluster fabricated from metal strips Formerly: Grey cast iron |
| 1 June 66 | 316 284 690 | - | <u>Frame tunnel</u> Now: Water drain hole with rubber valve in front of the frame fork |
| 1 Aug. 66 | 117 000 001 | - | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------------|----------|--|
| 1 Aug. 66 | 117 000 001 | - | <u>Brake hose bracket on frame head</u> Now: Positioned 86 mm towards the outside and 20 mm towards the rear |
| 1 Aug. 66 | 317 000 001 | - | <u>Heating controls</u> Now: Levers arranged vertically (as Type 1) Formerly: Horizontal |
| 23 Aug. 66 | 147 067 574 (147) | - | <u>Pedal cluster</u> Now: Brake and clutch pedal of sheet metal Formerly: Grey cast iron Now: Pin for the operating rod on the brake pedal is repositioned 3.5 mm further to the rear as compared with Type 1 and 3 |
| 25 Aug. 66 | 117 101 112 317 063 049 | - | <u>Shift lever</u> Now: Shift lever ball conically reinforced below the ball housing |
| 23 Sept. 66 | 217 023 206 | - | <u>Clutch cable</u> Now: The eye of the cable has been widened by 0.2 mm Formerly: 5.1 mm |
| 29 Sept. 66 | 117 239 925 | - | <u>Clutch pedal</u> Now: Stop edge re-aligned (Offset of approx. 25 mm between clutch and brake pedal) |
| 15 Dec. 66 | 117 384 751 (dual circuit brake) | - | <u>Push rod, for master cylinder</u> Now: Adjustable |
| | | | <u>Travel of the clutch pedal</u> Now: Type 1 - limited by stop behind the pedal (only lefthand drive) Now: Type 3 - limited by stop on front partition on frame head. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------------------------|----------|--|
| <u>1967</u> | | | |
| 20 April 67 | 117 666 265 (single circuit brakes) | | <u>Push rod for master cylinder</u> Now: Adjustable |
| | | | <u>Clutch pedal travel</u> Now: With stop behind the plate to limit travel (only left hand drive) |
| 20 June 67 | 317 222 150 | - | <u>Cables</u> |
| 22 June 67 | 117 811 235 | - | Now: Low temperature - grease AOF 051 000 Formerly: Universal grease Shell S6508 |

Body

A

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|----------|---|
| <u>1962</u> | | | |
| 3 Jan. 62 | 0 011 011 | - | <u>Drivers seat for right hand steering</u> Now: Right back rest reinforced 15 mm. Left set back 5 mm |
| 3 Jan. 62 | 0 011 536 | - | <u>Rear luggage compartment</u> Now: Insulated with spun glass wool 10 + 2 mm and adhesive aluminium foil. Formerly: Plastic foam. |
| 8 Jan. 62 | 4 391 365 | - | <u>Luggage compartment cardboard lining and instrument panel cover</u> Now: Impregnated (only left hand steering) |
| 9 Jan. 62 | 0 012 300 | - | <u>Floor plate insulation</u> Now: Additionally with plastic foam insulated bitumen felt cardboard. |
| 15 Jan. 62 | 889 534 | - | <u>Spare wheel mounting</u> Now: With clip, bolt and wing nut on front partition wall. |
| 16 Jan. 62 | 4 420 885 | - | <u>Doors</u> Now: Lower and side holes for door trim equipped with rubber caps. Now: Oil paper stuck on inside of door panels. Now: Rubber seal for glass and window lift channel lengthened: Serves as water drain channel. Now: Additional guide plate for window winder-rubber seal. |
| 14 Feb. 62 | 904 316 | - | <u>Door hinge - Drivers cab</u> Now: Hing pin phosphated and treated with Molybden disulphide lubricant. Formerly: Oiled. |

| <u>Date introduced</u> | <u>Chassis No.</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|--------------------|-----------------|---|
| 22 Feb. 62 | 4 513 596 | - | <u>Tensioning wire for heater slides</u> Now: Modified tensioning wire retained in two 3 mm holes. |
| 7 Mar. 62 | 0 024 772 | - | <u>Fresh air system</u> Now: Rubber seals on fresh air flaps have larger lips. |
| 22 Mar. 62 | 0 028 883 | - | <u>Hinged quarter window, rear</u> Now: Wider weather strips on frame Formerly: In window opening Now: Beading in window opening Formerly: On frame |
| 26 Mar. 62 | 0 029 809 | - | <u>VOLKSWAGEN 1500 Sedan</u> Now: Steel sliding roof. |
| 2 Apr. 62 | 925 253 | - | <u>Fresh air system</u> Now: Clamping strip in rear opening to secure head-lining. |
| 2 Apr. 62 | 4 606 977 | - | <u>Front seats</u> Now: Runners on seat frame with 2 verticle plates on inside |
| 3 Apr. 62 | 0 032 420 | - | <u>Cover front panel - Horn</u> Now: Secured with wing nuts Formerly: Hex. nuts |
| 13 Apr. 62 | 0 035 957 | - | <u>Front seat, spring core</u> Now: Reinforced type |
| 18 Apr. 62 | 931 574 (M 199) | - | <u>Mounting points for safety belts</u> Now: For driver and passenger in vehicle with divided seat |
| 19 Apr. 62 | 0 037 602 | - | <u>Door lock</u> Now: With cover plate on door lock and pull rod. |

| <u>Date introduced</u> | <u>Chassis No.</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|----------------------|-----------------|---|
| 28 Apr. 62 | 4 671 926 | - | <u>Door hinges</u> Now: Each secured with 3 screws. Formerly: 4 screws |
| 28 Apr. 62 | 4 672 922 | - | <u>Window lifter, left and right</u> Now: Held in window lift channel by spring. |
| 11 May 62 | 0 042 251 (343) | - | <u>Steering wheel</u> Now: Angle of steering column increased. Steering wheel positioned 20 mm higher. |
| 16 May 62 | 4 723 425 | - | <u>Heater hose, rear</u> Now: Support cage in hose replaced by wire mesh hose with 2 asbestos rings Formerly: Plastic |
| 25 May 62 | 951 103 | - | <u>Remote control lock left</u> Now: Stop fitted against straining the remote control rod |
| 21 June 62 | 0 056 943 | - | <u>Steel sliding roof</u> Now: Rear weather seal secured on roof Formerly: On slide |
| 26 June 62 | 0 054 088 (343-345) | - | <u>Front seats</u> Now: Back rest adjustment with hand wheel at front of seat. Now: Reinforced seat runners |
| 13 Juli 62 | 0 050 282 (345) | - | <u>Karmann Ghia Coupé</u> Now: Steel sliding roof |
| 30 Juli 62 | 4 764 157 (151, 152) | - | <u>Rear window:</u> Now: Enlarged 30 % |
| 30 Juli 62 | 4 846 836 | - | <u>Handle for sliding roof</u> Now: Flatter and with hinge |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|-----------------------------------|--|
| | | | <u>Window guide channel</u> Now: Plastic Formerly: Woolen material |
| 30 July 62 | 4 846 836 | (113, 114, 117, 118, 151, 152) | <u>Insulation of floor plates</u> Now: Thicker Bitumen insulation |
| 30 July 62 | 971 550 | - | <u>Spare wheel recess</u> Now: Recess in front partition is now deeper. |
| | | | <u>Driver's seat</u> Now: Separate seats Formerly: Bench seat |
| | | | <u>Wheel arch</u> Now: Front and rear arches enlarged, rear arches provided with rib. |
| 30 July 62 | 971 550 | (261, 263, 264) | <u>Spare wheel mounting and location</u> Now: With bracket in locker under the platform. |
| 30 July 62 | 4 764 158 | (141-144) | <u>VW sign</u> |
| 30 July 62 | 0 058 490 | (343-345) | Now: Lettering "VOLKSWAGEN" |
| 15 Oct. 62 | 1 012 332 | (211-251) | |
| 15 Oct. 62 | 1 011 558 | (261-268) | |
| 16 Oct. 62 | 1 007 315 | (271-274) | |
| 23 Nov. 62 | 0 123 140 | (311-314) | |
| 15 Dec. 62 | 0 006 827 | (361-362) | |
| 13 Mar. 63 | 1 084 162 | (261-264) | |
| 1 Aug. 62 | (141, 143, 343, 345) | | <u>Paint work</u> Now: Polar blue, terra brown, Manila yellow, emerald green. Still available: Black, pearl white, ruby, anthracite, sea blue, Pacific blue. Discontinued: Paprika red, lavender, pampas green, sierra beige. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|----------|---|
| 7 Aug. 62 | 0 070 533 | - | <u>Steel sliding roof</u> Now: Left and right water drain tubes shortened |
| 14 Aug. 62 | (311-314; 361-362) | | <u>Paint work</u> Now: Birch green |
| 24 Aug. 62 | 0 064 317 (343) | | <u>Ventilation</u> Now: Mounting point of the fresh air box repositioned Now: Two piece fresh air flaps |
| 4 Sept. 62 | 0 066 012 (343) | - | <u>Body bolts</u> Now: Both outer bolts on rear cross member screwed in from outside Formerly: From inside vehicle |
| 20 Sept. 62 | 0 087 078 (343) | - | <u>Door window glass</u> Now: Vent window frame and wind up window repositioned 2 mm towards rear Now: Window glass 2 mm shorter |
| 1 Oct. 62 | 5 010 448 (113-118) 0 095 100 (311-314; 361-362) | | <u>Front hood</u> Now: VW sign redesigned Formerly: Coat of arms Now: Trim moulding lengthened |
| 30 Oct. 62 | 1 019 925 (211-251; 271-274) | | <u>Door locks</u> Now: The locking bars are angled more at the ends |
| 1 Nov. 62 | 0 106 200 (343-345) | | <u>Front seat - Backset adjustment</u> Now: Hand wheel repositioned 45 mm higher Now: Spindle and thread modified Now: With additional pull rod spring |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------------|----------|---|
| 1 Nov. 62 | 0 112 203 (M268) | - | <u>Variant</u> Now: Hinged windows rear |
| 3 Nov. 62 | 0 106 700 (343-345) | | <u>Rear foot well heating</u> |
| 6 Nov. 62 | 0 113 558 (311-314) (361-362) | | Now: Outlet controlled with regulating lever |
| 13 Dec. 62 | 5 188 470 (141-144) | | |
| 13 Dec. 62 | 5 188 510 (151-152) | | |
| 15 Dec. 62 | 5 199 980 (111-118) | | |
| 12 Nov. 62 | 0 109 825 (343) | - | <u>Door weatherstrip, front</u> Now: Weatherstrip fixed on door Formerly: On the hinge pillar |
| 19 Nov. 62 | 0 120 900 (311-314) (361-362) | | <u>Door</u> Now: Threaded hole in door for rear view mirror is now sealed with a plastic plug to prevent paint from getting on to thread |
| 20 Nov. 62 | 1 031 726 (211-251)- | | <u>Door locks</u> |
| 28 Nov. 62 | 1 035 006 (271-274) | | Now: Thicker locking bars and angled more at the ends |
| 28 Nov. 62 | 0 119 850 (343) | - | <u>Fastener for vent wing</u> Now: Bolt secured with pin Formerly: Sleeve and rivet Now: Contour of plate and hole for fastener modified |
| 5 Dec. 62 | 0 128 943 | - | <u>Heating</u> |
| 20 Dec. 62 | 0 133 545 (343-345) | | Now: Heater muffler between heat exchanger and heat control box Formerly: Metal tube |
| 12 Dec. 62 | 1 042 996 | - | <u>Headlight housing</u> Now: Flatter (increased leg room) |
| 17 Dec. 62 | 1 045 237 | - | <u>Seat, front</u> Now: Plastic cover for wheel well |
| 18 Dec. 62 | 0 133 280 (343-345) | | <u>Battery ventilation</u> Now: Two holes in the cross reinforcement panel and front emergency seat support. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------------|----------|--|
| <u>1963</u> | | | |
| 4 Jan. 63 | 0 141 008 | - | <u>Heating</u> Now: Insulating shells for heater control box and connection tube to body |
| 28 Jan. 63 | 5 264 811 | - | <u>Door hinges</u> Now: Lubricated with acid free oil |
| 1 Feb. 63 | (111-112) (115-116) | - - | <u>Painting</u> Now: Gulf blue Still available: Jupiter grey, Reed green |
| 8 Feb. 63 | 0 152 500 (343-345) | - | <u>Cooling air duct</u> Now: Weatherstrips with longer lips |
| 6 Mar. 63 | 1 080 104 (211-251) | - | <u>Side panels</u> Now: Air slots now pressed inwards Formerly: Pressed outwards |
| 7 Mar. 63 | 0 163 420 (311-314) (361-362) | - | <u>Defroster vents</u> Now: Modified shape - quieter flow |
| 8 Mar. 63 | 0 163 930 (311-314) (361-362) | - | <u>Foot well heating</u> Now: Heater vents moved 10 mm inwards |
| 16 Mar. 63 | 0 167 741 (Left hand drive) | | <u>Glove compartment</u> Now: Mounting basket for retaining strap. Now: Retaining strap shortened. Now: Set back 4 mm at lower contact point. |
| 30 Mar. 63 | 0 173 683 (Right hand drive) | | |
| 18 Mar. 63 | 1 078 941 (M 152) | - | <u>Rear flap</u> Now: Held with hinged supports Formerly: Chains |
| 18 Mar. 63 | 1 081 736 (271-274) | - | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------------|----------|--|
| 18 Mar. 63 | 5 377 334 (111-118) | - | <u>Door check rod cover</u> |
| 28 Mar. 63 | 5 393 245 (151-152) | - | Now: Additional sealing lip |
| 1 Apr. 63 | 5 419 871 (111-118) | - | <u>Seals for bumper brackets</u> |
| 5 Apr. 63 | 5 429 603 (151-152) | - | Now: Synthetic |
| 8 Apr. 63 | 5 429 855 (141-144) | - | Formerly: Rubber |
| 3 Apr. 63 | 5 440 221 | - | <u>Front seat backrest adjustment</u> |
| | | | Now: Contact surfaces of the adjustment cam enlarged |
| 3 Apr. 63 | 0 174 773 | - | <u>Glove box lid</u> |
| | | | Now: Catch and striker plate modified |
| 5 Apr. 63 | 0 176 384 | - | <u>Hood lock front</u> |
| | | | Now: Hood lock, upper part with round holes 10 mm |
| | | | Formerly: Elongated holes |
| 16 Apr. 63 | 1 096 222 (211-216) | - | <u>Load compartment door</u> |
| | | | Now: Sliding door (M 161) |
| 22 Apr. 63 | 0 182 450 | - | <u>Front seat backrest adjustment</u> |
| | | | Now: Flats provided on the curved surface of the cam |
| 23 Apr. 63 | 1 101 164 (221-228) (241-244) | - | <u>Headlining</u> |
| | | | Now: Leatherette (M72) |
| 23 Apr. 63 | 0 182 720 | - | <u>Door check rod</u> |
| | | | Now: Rubber buffer 11 mm thick |
| | | | Formerly: 8 mm |
| 24 Apr. 63 | 5 479 829 | - | <u>Headlining</u> |
| | | | Now: Tensioning wire with synthetic caps |
| | | | Formerly: With rubber tubing |
| 29 Apr. 63 | 5 468 894 | - | <u>Sliding roof</u> |
| | | | Now: One piece runners |
| | | | Formerly: Divided runners |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------------------------|----------|---|
| 30 Apr. 63 | 0 187 000 (311-314) - (361-362) | - | <u>Front seats</u> Now: Retained in the fully forward position |
| 6 May 63 | 0 188 310 | - | <u>Rear hood lock</u> Now: Steel wire with a guide tube Formerly: Bowden cable |
| 10 May 63 | 0 183 839 (343-345) - | - | <u>Rear water drain plate</u> Now: The air duct and side drain holes covered with a protective grille |
| 13 May 63 | 5 531 818 | - | <u>Striker plate</u> Now: Upper grooving shortened by 8 mm |
| 13 May 63 | 0 193 690 | - | <u>Securing screws for sub-frame and front axle</u> Now: A- Sub-frame to frame 2.5 mkg (18 ft.lbs.) B- Sub-frame to body 4.5 mkg (32 ft.lbs.) C- Sub-frame to frame 4.5 mkg (32 ft.lbs.) (from below) D- Engine support on body 1.0 - 1.5 mkg (7 - 11 ft. lbs.) |
| 15 May 63 | 0 195 275 | - | <u>Engine compartment insulating</u> Now: Heat-screening plates |
| 25 May 63 | 1 117 418 (271-274) - | - | <u>Lock for rear flap</u> Now: Modified lock |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|----------|--|
| 27 June 63 | 1 137 188(M 80/83) - | | <p><u>Spare wheel cover for vehicle with divided seats</u></p> <p>Now: Covered with PVC sheeting with 10 mm thick Moltopren backing Formerly: Leatherette</p> |
| 3 July 63 | 0 218 989(311-314) - | | <p><u>Quarter panel</u></p> <p>Now: Water drain with Water drain grommet</p> |
| 4 July 63 | 5 652 156(151/152) - | | <p><u>Hood lock cable - front</u></p> <p>Now: Knob moved 10 mm. towards outside</p> |
| 5 Aug. 63 | 5 677 119(111/112) - | | <p><u>Operating knobs and steering wheel</u></p> <p>Now: Colour, silver beige Formerly: Black</p> <p><u>Headlining</u></p> <p>Now: With plastic headlining Formerly: Textile</p> <p><u>Seats</u></p> <p>Now: With plastic seat coverings Formerly: Textile</p> |
| 5 Aug. 63 | 0 221 975(311-314) - | | <p><u>Exterior trim</u></p> <p>Now: Mouldings, grip moulding on front hood Now: The reflector housing has been redesigned and is chrome-plated. Now: The licence plate light with chrome-plated trimplate.</p> |
| 5 Aug. 63 | 0 221 975(315-318) - | | <p><u>Exterior trim</u></p> <p>Now: Window channels and vent-wing frames painted Now: Narrower window mouldings Now: Sill panels modified Now: Bumpers without overriders, passenger door without lock cylinder</p> |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|--------------------------|--|
| | | | <u>Interior trim</u> Now: Simpler version |
| 5 Aug. 63 | 5 677 119 | (113/114) - (117/118) | <u>Headlining</u> Now: One piece headlining |
| 5 Aug. 63 | 5 677 119 | (111-118) - (151/152) | <u>Door sealing</u> Now: Seal between the door inner panel and the trim panel Formerly: Beading and oiled paper on the door trim panel |
| 5 Aug. 63 | 5 677 119 | (111/113) - | <u>Volkswagen 1200 Sedan</u> Now: Steel sliding roof Formerly: Folding sliding roof |
| 5 Aug. 63 | 5 677 119 | (113/114) - (117/118) | <u>Hood-rear</u> Now: Centre rib modified |
| | 5 718 438 | (151/152) - | Now: License plate light mounting holes repositioned |
| 5 Aug. 63 | 5 718 489 | (141-144) | <u>Door lock</u> Now: Operation from inside modified |
| 5 Aug. 63 | 5 677 119 | - | <u>Seal between frame and body</u> |
| | 0 221 975 | - | New: Modified profile |
| 5 Aug. 63 | 0 221 975 | - | <u>Engine compartment</u> Now: Widened |
| 5 Aug. 63 | 0 221 975 | (363/364) - (367/368) | <u>Volkswagen 1500 Variant</u> Now: Steel sliding roof |
| 5 Aug. 63 | 0 221 975 | (311-318) - (361-368) | <u>Hood lock-top part-front</u> Now: Safety hook made from one piece. |
| 5 Aug. 63 | 0 221 975 | (311-318) - (361-368) | <u>Hoods-front and rear</u> Now: With adjustable rubber buffer |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|----------|--|
| 5 Aug. 63 | 0 221 975(315-318) (365-368) | - | <u>Hoods-front and rear</u> Now: Folding strut |
| 5 Aug. 63 | 0 221 975(311-318) (361-368) 0 215 175(343/345) | - | <u>Modifications to heating controls</u> Now: Two Levers Formerly: Rotary knob |
| 5 Aug. 63 | 1 144 303(211-216) (221-251) (281-285) 1 145 421(2/IT) | - | <u>Rear loading door</u> Now: Door and / window enlarged Now: Press button lock. Now: Torsion bar Formerly: Door support bracket |
| 5 Aug. 63 | 5 677 119(111/112) (115/116) | - | <u>Paintwork</u> Now: Sea blue, Anthracite, Pearl white, Ruby red Discontinued: Reed green, Jupiter, Golf blue |
| | 5 677 119(113/114) (117/118) | - | Now: Sea blue, Panama beige, Java Green, Bahama blue |
| | 5 718 488(151/152) | - | Still Available: Pearl white, Ruby red, Black, Anthracite Discontinued: Gulf blue, Beryl green, Turquoise, Pacific blue |
| | 5 718 489(141-144) 0 215 175(343/345) | - | Still Available: Black, Pearl white, Ruby red, Anthracite, Sea blue, Pacific, Emerald, Terra brown, Polar blue, Manila yellow |
| | 1 144 303(211-216) (231-238) (261-268) (281-285) | - | Still available: Pigeon blue, Lead grey, Light grey, Turquoise, Pearl white, Ruby red |
| | 1 144 303(221-228) (241-244-251) | - | Still available: Lead grey, Beige grey, Sealing wax red, Turquoise, Blue white, Mouse grey, Pearl white |
| | 1 144 303(271-274) | - | Still available: Ivory, Lead grey |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------------------|----------|---|
| 5 Aug. 63 | 0 221 975(311-318) (361-368) | - | Now: Nutria, Sea blue, Safari beige Still available: Ruby red, Pearl white, Black, Birch green Discontinued: Anthracite, Gulf blue |
| 7 Aug. 63 | 0 223 000(315-318) (365-368) | - | <u>Crackle finish paint for the front seat base</u> Now: Two component crackle finish paint (Colour: Lava grey) Formerly: Three component crackle finish paint (Colour: Colourless) |
| 13 Aug. 63 | 0 228 633 | - | <u>Engine compartment-Insulation</u> Now: Bitumen felt on the engine compartment cover |
| 15 Aug. 63 | 5 699 145 | - | <u>Door</u> Now: Door check rod bent at angle of 90° at rubber buffer end. Formerly: Split pin |
| 6 Sept. 63 | 1 164 517(211-216) | - | <u>Sliding door</u> Now: Inner emergency lever been turned 180°. Now points upwards Formerly: Pointed downwards |
| 11 Oct. 63 | 5 834 782 | - | <u>Door, sealing</u> Now: Lips in region of door lock lengthened by 20 mm. |
| 12 Oct. 63 | 1 178 188(221-228) (281-285) | - | <u>Seats and backrests</u> Now: Handrail on front bench type seat modified Now: Seats and backrests have now bound edges Now: Various upholstered parts welded together Formerly: Sewn together |
| 17 Oct. 63 | 5 851 362(151/152) | - | <u>Top boot</u> Now: Lower side of boot lengthened |
| 17 Oct. 63 | 0 269 423 | - | <u>Rear door lock</u> Now: Eccentric pin reinforced |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------------------|----------|---|
| 21 Oct. 63 | 1 271 232 | - | <u>Heater controls</u> Now: Plastic washers between the levers Formerly: Friction washers |
| 31 Oct. 63 | 5 888 135(111-115)- | | <u>Front fenders and side panels</u> Now: Holes in fenders altered due to re location of turn indicators |
| 1 Nov. 63 | 0 272 123(343/345)- | | <u>Engine compartment lid</u> |
| 4 Nov. 63 | 0 281 488(311-318)- (361-368)- | | Now: Stronger hinges |
| 5 Nov. 63 | 0 282 176(313/314)- (317/318) | | <u>Steel sliding roof</u> Now: Flatter version |
| 11 Nov. 63 | 0 287 789 | - | <u>Deflector plate in air duct</u> Now: Sand deflector plate in air duct near the combustion air intake flange |
| 11 Nov. 63 | 1 200 098 | - | <u>Identification plate</u> |
| 14 Nov. 63 | 1 202 225(261-268) | | Now: In drives cab on right-hand side of ventilator channel Formerly: In engine compartment |
| 28 Nov. 63 | 1 035 006(211-251)- (265-274) | | <u>Door lock - load compartment and double cab door</u> Now: Lock housing strengthened |
| 3 Dec. 63 | 0 302 680 | - | <u>Trim moulding for sill panel</u> |
| 5 Feb. 64 | 6 130 478(151/152)- | | Now: Chrome steel |
| 2 Mar. 64 | 6 132 047 | - | Formerly: Aluminium |
| 3 Dec. 63 | 0 303 380(311-318)- (361-368) | | <u>Door</u> Now: Cover for door check rod |
| 16 Dec. 63 | 5 998 907(141-144)- (151/152) | | <u>Packing between body-cross tube flange</u> Now: Rubber disc discontinued |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|----------|---|
| 18 Dec. 63 | 1 222 026 | - | <u>Support for rear lid and flap in side panel</u> Now: Support spring with rollers Formerly: Simple support |
| 18 Dec. 63 | 1 218 059(271-274) | - | <u>Enlarged rear flap</u> Now: Flap enlarged to 1230 mm x 730 mm Now: Stretcher table modified (sliding plates discontinued) |
| 18 Dec. 63 | 1 222 026 | - | <u>Cab doors</u> Now: Press button handle Now: Door check strap |
| 19 Dec. 63 | 1 222 031 | - | <u>Cab door trim panels</u> Now: Secured with clips Formerly: Screwed on |
| <u>1964</u> | | | |
| 13 Jan. 64 | 6 082 878(141/142) | - | <u>Rear view window</u> Now: Welded in Formerly: Sewn in |
| 21 Jan. 64 | 1 233 993 | - | <u>Eberspächer-Heater</u> Now: Cable harness and bowden cable for operation of the heater repositioned below vehicle floor (M-119, M-151, M-203) |
| 4 Mar. 64 | 1 260 107 | - | <u>Handle for sliding roof</u> Now: Flat handle Formerly: Curved |
| 25 Mar. 64 | 0 394 280 | - | <u>Door</u> Now: Polyethylene foil on inside of door panels Formerly: Oiled paper |
| 11 Apr. 64 | 6 264 621(141/142) | - | <u>Top frame</u> Now: Main bow - lower part and main hinge pressed sheet metal parts Formerly: Malleable cast iron. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------|----------|--|
| 13 Apr. 64 | 0 407 950 | - | <u>Luggage compartment - Sealing</u> Now: Polyethylene foil between passenger compartment and rear of luggage compartment |
| 14 Apr. 64 | 1 285 211 | - | <u>Heating</u> Now: Heating channel in foot well of drivers cab altered. Warm air regulation by a lever operated flap between defroster vent and foot well vent |
| 28 Apr. 64 | 0 421 607 | - | <u>Fresh air control box</u> Now: Mounting bracket 1.5 mm thick Formerly: 0.88 mm |
| 13 May 64 | 0 432 939 | - | <u>Steel sliding roof</u> Now: Bearings for cable drive greased Formerly: Pre-lubricated |
| 20 May 64 | 1 303 440 | - | <u>Outside handle for sliding door</u> Now: Guide 9 mm dia. Formerly: 6.5 mm dia. Now: Socket for square rod lengthened 3 mm |
| 1 June 64 | 0 449 076 | - | <u>Mounting for safety belts</u> |
| 3 June 64 | 0 447 793(34) | - | Now: Threaded bush for safety belt mountings 7/16" |
| 3 Aug. 64 | 115 000 001 | - | Formerly: M 24 x 1.5 mm |
| 3 June 64 | 0 453 250 | - | <u>Fresh air controls</u> Now: Cables secured to actuating lever with 2.5 mm dia. special pin. Formerly: 20 mm dia. special pin. |
| 24 June 64 | 0 468 653 | - | <u>Luggage compartment - Sealing</u> Now: Installation opening sealed with plastic grommets Formerly: Pieces of leatherette stuck on |
| 24 June 64 | 0 469 616(34) | - | <u>Sealing for door windows</u> Now: Profile modified |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------|----------|---|
| 29 June 64 | 0 474 625 | - | Headlining for steel sliding roof |
| 30 June 64 | 6 477 593 | - | Now: 20 mm wide additional leatherette strip stuck on at rear Now: Headlining extended 20 mm at rear so that it reaches the front groove. |
| 1 July 64 | 6 483 093 | - | <u>Wax preservation</u> |
| | 0 479 915 | - | Now: Full preservation Formerly: Partial preservation |
| 1 July 64 | 6 426 451(14) | - | <u>Moulding</u> |
| | | | Now: Secured with plastic clips Formerly: Metal clips |
| 2 July 64 | 0 478 034 | - | <u>Armrest for door</u> |
| | | | Now: Support strengthened |
| 3 Aug. 64 | 115 000 001 | - | <u>Windows</u> |
| | 155 000 001 | - | Now: Window area increased |
| 3 Aug. 64 | 315 000 001 | - | <u>Front hood lock - Lower part</u> |
| | | | Now: Latch firmly mounted. |
| 3 Aug. 64 | 155 000 001 | - | <u>Top</u> |
| | | | Now: Pivot points of the main hinge have been moved. Now: Left and right roof frame shortened Now: Opened top 40 mm lower and overhang at rear shortened 50 mm Now: Swivelling sun vizer on lower parts of the top locks |
| 3 Aug. 64 | 115 000 001 | - | <u>Rear hood with lock</u> |
| | 155 000 001 | - | Now: Press button lock Formerly: Hood lock with handle and lock carrier Now: Hood spring with toggle link Now: The stops on the hood hinges increased in height to 12 mm Formerly: 7 mm |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-----------|--|
| 3 Aug. 64 | 115 000 001 | - | <u>Interior trim</u> Now: Front seat backrests are thinner and more flexible. Outer tubes of backrest are attached to the spring core Now: To increase luggage capacity backrest can be folded down and secured with an adjustable strap Now: Sun vizors are larger and of a different shape, secured on roof member at the outer ends Formerly: Mounted on rear view mirror bracket |
| | 155 000 001 | - | |
| 3 Aug. 64 | 315 000 001 | - | <u>Front cross panel</u> Now: Embossed portion for installing bracket formerly used only for attaching rear registration plate Now: Two struts for supporting the lock carrier plate and stiffening the cross panel Now: Horn sound slots with cover and sealing plate. Horn below front bumper Now: Hole for gearshift rod closed with inner and outer cover plate |
| 3 Aug. 64 | 115 000 001 | 8 796 623 | <u>Heater operation</u> Now: Lever Formerly: Rotary control knob <u>Heater pipe</u> Now: 62.5 mm dia. Formerly: 50 mm dia. |
| | 145 000 001 | 8 769 624 | |
| | 155 000 001 | 8 796 625 | |
| 3 Aug. 64 | 155 000 001 | - | <u>Rear body bow</u> Now: Bolted to the body side panel and top hinge support plate with six countersunk 6 x 45 screws and nuts Formerly: Nailed in position Now: Three fixing brackets Formerly: Nine |
| 3 Aug. 64 | 115 000 001 | - | <u>Window lifter</u> Now: Cable type window lifter Formerly: Single arm window lifter |
| | 155 000 001 | - | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------------------|----------|--|
| 3 Aug. 64 | 155 000 001 | - | <u>Door lock with remote control</u> Now: Both doors can be locked and fastened from inside Formerly: Left door locked and right door fastened from inside |
| 3 Aug. 64 | 315 000 001(315-318) (365-368) | - - | <u>Hoods, front and rear</u> Now: Supported by spring tension Formerly: Hood supports |
| 3 Aug. 64 | 315 000 001 | - | <u>Defroster vent</u> Now: Warm air supply taken from side defroster vent Formerly: Air channel through frame tunnel |
| 3 Aug. 64 | 115 000 001 315 000 001 | - - | <u>Vehicle jack</u> Now: With a lever socket for raising and a lever socket for lowering Formerly: One lever socket |
| 3 Aug. 64 | 115 000 001 315 000 001 | - - | Headlining for steel <u>sliding roof</u> Now: With tensioning wire at rear Now: Five tabs for securing Now: Headlining extended 20 mm on frame |
| 3 Aug. 64 | 275 000 261 | - | <u>Headlining for ambulance</u> Now: With zip fastener (subsequent installation of aerial) |
| 3 Aug. 64 | 115 000 001(1200A) | - | <u>Paintwork</u> Now: Fontana grey still available: Ruby red, Sea blue, Pearl white Discontinued: Anthracite |
| | (Export) | - | Now: Fontana grey still available: Black, Ruby red, Sea blue, Pearl white, Panama beige, Java green, Bahama blue Discontinued: Anthracite |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|----------|---|
| | 145 000 001 | - | Now: Bermuda, Sea sand, Smoke grey, Fontana grey, Cherry red, Henna red, Roulette green, Arcone white. Still available: Black, Ruby red, Pearl white, Anthracite, Polar blue, Terra brown, Emerald green, Pacific blue |
| | 155 000 001 | - | Now: Fontana grey still available: Black, Ruby red, Sea blue, Pearl white, Panama beige, Java green, Bahama blue, Discontinued: Anthracite |
| | 215 000 001(21,23,26) | - | Now: Velvet green still available: Pearl white, Dove blue, Light grey Discontinued: Ruby red, Turquoise, Lead grey. |
| | (22,24,28) | - | Now: Sea blue/Blue white, Velvet green/Blue white still available: Sealing wax red/Beige grey Discontinued: Mouse grey/Pearl white Turquoise/Blue white |
| | (27) | - | Still available: Ivory Discontinued: Lead grey |
| | 315 000 001(31,36) | - | Now: Velvet green, Baltic blue, Sea sand, still available: Black, Ruby red, Sea blue, Pearl white, Safari beige Discontinued: Birch green, Nutria brown |
| | (34) | - | Now: Bermuda, Sea sand, Smoke grey, Fontana grey, Sherry red, Henna red, Roulette green, Arcona white Still available: Sea blue, Manila yellow Discontinued: Black, Pearl white, Ruby red, Anthracite, Polar blue, Terra brown, Emerald green, Pacific blue |
| 4 Aug. 64 | 365 002 719 | - | <u>Variant</u> Now: Letter "E" for vehicle with "S" equipment but one carburetor |
| 4 Aug. 64 | 345 001 646 | - | <u>Quarter window with channel</u> Now: Glass seated deeper in channel |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|----------|--|
| 6 Aug. 64 | 345 001 364 | - | <u>Seat adjustment</u> Now: Catch for seat runner 4 mm thick Formerly: 3 mm |
| 11 Aug. 64 | 215 010 333 | - | <u>Undersealing</u> Now: Underside of body partly treated with zinc paint |
| 12 Sept. 64 | 345 031 101 | - | <u>Front cross panel</u> Now: Modified mounting for vehicle jack (Stowed hori- zontally at right angles to driving direction) Formerly: Secured on inner wheel housing |
| 14 Sept. 64 | 215 035 040 | - | <u>Window lifter</u> Now: Guide rail shortened Now: Deflector plate on window lifter discontinued Now: Lifter channel and weather strip modified |
| 15 Sept. 64 | 345 033 220 | - | <u>Bearing seal for windshield wiper shaft</u> |
| 17 Sept. 64 | 315 037 674 | - | Now: One piece Formerly: Two pieces |
| 21 Sept. 64 | 215 031 090 | - | <u>Wing doors, left</u> Now: Additional rubber buffer on the left door of drivers cab and on the left front wing door |
| 25 Sept. 64 | 115 148 174 | - | <u>Headlining for steel sliding roof</u> |
| 14 Oct. 64 | 315 053 950 | - | Now: Plastic guides on frame |
| 30 Sept. 64 | 225 035 391(22,28) | - | <u>Roof and upper side panel lining</u> Now: Leatherette Formerly: Cloth |
| 30 Sept. 64 | 145 108 104 | - | <u>Lock for front hood</u> Now: Upper and lower part replaced by hood lock as used on Type 3. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|----------|---|
| 1 Oct. 64 | 115 161 388 | - | <u>Outside rear view mirror</u> |
| 28 Oct. 64 | 145 215 599 | - | Now: Adhesive tape applied |
| 10 Dec. 64 | 345 080 859 | - | to back of the mirror glass |
| 5 Oct. 64 | 315 048 102 | - | <u>Heating</u> |
| 9 Oct. 64 | 345 048 166 | - | Now: Warm air mixer |
| | | | Formerly: Warm air control boxes |
| 8 Oct. 64 | 215 042 141 | - | <u>Reinforcement plates and underside of body</u> |
| | | | Now: Treated with zinc paint |
| 15 Oct. 64 | 215 046 056 | - | <u>Check strap for driver's cab door</u> |
| | | | Now: Retaining strength increased |
| 16 Oct. 64 | 345 050 802 | - | <u>Drive shaft for steel sliding roof</u> |
| | | | Now: Space between motor and the drive gear reduced by 10 mm |
| 1 Nov. 64 | 315 067 292 | - | <u>Door</u> |
| | | | Now: Water drain openings repositioned on side |
| 30 Nov. 64 | 315 081 724 | - | <u>Fastener for hinged window</u> |
| | | | Now: Secured against loosening by threaded pin |
| 1 Dec. 64 | 115 482 434 | - | <u>Ornamental grille for front fender</u> |
| | | | Now: Plate under ornamental grille of plastic |
| | | | Formerly: Steel |
| 11 Dec. 64 | 315 089 163 | - | <u>Door weatherstrip</u> |
| | | | Now: Secured in region of upper hinge with two clips |
| 15 Dec. 64 | 365 091 559 | - | <u>Roof</u> |
| | | | Now: Contour of cowl panel modified between air intake slots. |
| | | | <u>Fresh air control box</u> |
| | | | Now: Made to match new contour. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|----------|--|
| 30 Dec. 64 | 115 509 682 | - | <u>Door trim panel, left</u> Now: PVC foil on the reverse side of the pocket. |
| 30 Dec. 64 | 115 510 000 | - | <u>Hinge pillars</u> Now: Rubber seal for door contact switch. |
| <u>1965</u> | | | |
| 2 Jan. 65 | 315 105 296(31/36) | - | <u>Outside mirror</u> |
| 15 Mar. 65 | 345 137 570 | - | Now: Adhesive tape stuck on the back of the mirror glass. |
| 13 Jan. 65 | 215 089 493 | - | <u>Body - Joints</u> Now: Sealed from outside with jointing compound. |
| 18 Jan. 65 | 115 460 398 | - | <u>Trim moulding for door windows</u> Now: Plastic guide plugs discontinued. |
| 27 Jan. 65 | 215 097 422 | - | <u>Drivers cab door</u> Now: Metal thickness of the lower hinge reinforcement 1.5 mm. Formerly: 1.0 mm. |
| 2 Feb. 65 | 115 400 026 | - | <u>Boot for hand brake lever</u> Now: PVC material. Formerly: Rubber. |
| 3 Feb. 65 | 215 099 006 | - | <u>Interior rear view mirror</u> Now: Mirror surface increased. Mirror arm bent sideways and mounted on rubber pads. <u>Partition</u> Now: Windows 25 mm lower. |
| 9 Feb. 65 | 315 119 350(31/36) | - | <u>Wheel housing and side member, front</u> |
| 18 Feb. 65 | 345 112 055 | - | Now: Shape altered slightly toward the inside giving greater clearance for wheel on full lock. |

| Date introduced | Chassis No. | Unit No. | Modification | | | | | | | | |
|-----------------|------------------------------------|----------|--|-------------|------------------|-------------|----|-------------|----|-------------|----|
| 12 Feb. 65 | 155 541 227 | - | <u>Headlining</u> | | | | | | | | |
| 15 Feb. 65 | 145 541 315 | - | Now: Perforated leatherette. Formerly: Material. | | | | | | | | |
| 16 Feb. 65 | 215 108 049 | | <u>Rotary latch locks for drivers cab doors</u> Now: With 5 + 0.5 mm lubrication hole. | | | | | | | | |
| 1 Mar. 65 | 315 131 497 | | <u>Glove box lid.</u> Now: Opened by spring loading. Formerly: Opened by own weight. | | | | | | | | |
| 15 Mar. 65 | 155 631 143 (only USA) | | <u>Doors</u> | | | | | | | | |
| 9 Apr. 65 | 115 719 603 (only USA) | | Now: Locking plate on end face of door. | | | | | | | | |
| 2 Aug. 65 | 116 000 001 156 000 004 | | | | | | | | | | |
| 31 Mar. 65 | 315 152 271 (31/36) | - | <u>Eberspächer heater BN 2</u> Now: Protection plate for left heater tube. Formerly: Grille. | | | | | | | | |
| 31 Mar. 65 | 115 623 180 | - | <u>Door trim left and right</u> Now: PVC foil on the back. | | | | | | | | |
| 2 Apr. 65 | 115 676 900 | - | <u>Eberspächer heater B 2</u> | | | | | | | | |
| 13 Apr. 65 | 115 710 271 | - | The connections of the cables on the main switch have been interchanged. <table> <tr> <td><u>Now:</u></td> <td><u>Formerly:</u></td> </tr> <tr> <td>Terminal 30</td> <td>58</td> </tr> <tr> <td>Terminal 56</td> <td>30</td> </tr> <tr> <td>Terminal 58</td> <td>56</td> </tr> </table> | <u>Now:</u> | <u>Formerly:</u> | Terminal 30 | 58 | Terminal 56 | 30 | Terminal 58 | 56 |
| <u>Now:</u> | <u>Formerly:</u> | | | | | | | | | | |
| Terminal 30 | 58 | | | | | | | | | | |
| Terminal 56 | 30 | | | | | | | | | | |
| Terminal 58 | 56 | | | | | | | | | | |
| 6 Apr. 65 | 315 156 150 | - | <u>Door hinge</u> Now: With special washer. | | | | | | | | |
| 7 Apr. 65 | 215 136 525 | - | <u>Hinge for rear flap</u> Now: Short arm lengthened by 68 mm. | | | | | | | | |
| 28 Apr. 65 | 315 170 012 (313/314) (317/318) | - | <u>Steel sliding roof</u> | | | | | | | | |
| 31 May 65 | 365 192 477 (363/364) (367/368) | - | Now: Guide tube for cable. | | | | | | | | |
| 16 June 65 | 115 929 751 (117/118) | - | | | | | | | | | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------------------------|----------|--|
| 11 May 65 | 145 806 650(141/142) | - | <u>Roof frame</u> Now: Roof frame and upper guide bar and roof frame to main guide bar rivited. Formerly: Bolted. |
| 18 May 65 | 215 156 147 | - | <u>Vehicle jack socket</u> Now: Two additional grooves pressed into it. |
| 1 June 65 | 145 904 320(143/144) | - | <u>Door window seal</u> Now: One piece, profile modified. Formerly: Two parts. |
| 4 June 65 | 115 910 040(113/114) (117/118) | - | <u>Roof members/side portion - rear</u> |
| 2 Aug. 65 | 316 000 001(311-318) | - | Now: In the region of the quarter window filled with plastic foam Formerly: Sound absorbing material |
| 15 June 65 | 115 928 504(1200 A) | - | <u>Front hood support</u> Now: Now held open by spring. Formerly: Folding support. |
| 22 June 65 | 215 171 616 | - | <u>Mounting bracket for rear view mirror</u> Now: Lubricated with special grease. Formerly: With heavy duty grease A-1061. |
| 6 July 65 | 145 908 542(141/142) | - | <u>Rubber seal and trim moulding for windshield</u> Now: Profile modified |
| 8 July 65 | 145 874(147) | - | <u>Sliding door</u> Now: With wording inside Verriegeln - entriegeln. (lock) (unlock) |
| 8 July 65 | 145 542 892(147) | - | <u>Hinge for sliding door</u> Now: Return spring in hinge reinforced. |
| 28 July 65 | 146 031 382(141-144) 346 159 242 | - | <u>Cover for torsion bar opening, inner</u> Now: Plastic Formerly: Steel |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--------------------|----------|--|
| 2 Aug. 65 | 316 000 001(31/36) | - | <u>Eberspächer stationary heater BN 2</u> Now: Mounted in luggage compartment Formerly: In front of spare wheel |
| 2 Aug. 65 | 316 000 002(1600) | - | Heater vents in front foot wells Now: Remote controlled flaps Formerly: Slides |
| | 366 000 003(1500) | - | |
| | 366 000 004(1600) | - | |
| 2 Aug. 65 | 116 000 002(1300) | - | <u>Front seat</u> Now: Front seats frame with trim panel. Now: Seat backs fitted with locking device. |
| | 156 000 004 | - | |
| 2 Aug. 65 | 146 000 003 | - | <u>Interior trim</u> Now: Instrument panel cover, grab handle and steering wheel in three different colours. Formerly: Instrument panel cover, grab handle black, light coloured steering wheel. Now: Sun visor with make-up mirror for front seat passenger. |
| | | | <u>Instrument panel</u> Now: With 33 mm wide moulding. Windshield wiper and light switch on left near the speedometer. Loudspeaker aperture modified. Now: Pull-out type ash-tray below instrument panel Formerly: Pivot type ash-tray |
| 2 Aug. 65 | 146 000 003 | - | <u>Side member and hinge pillar, right</u> Now: Without cable tube |
| | | | <u>Cover plate for engine compartment</u> Now: Modified (due to installation of the 1300 cc engine) |
| 2 Aug. 65 | 316 000 001 | - | <u>Engine compartment hood</u> Now: With push button lock Formerly: T handle lock |
| 2 Aug. 65 | 116 000 001 | - | <u>Rear hood</u> Now: With lettering |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|----------|--|
| 2 Aug. 65 | 316 000 001 | - | <u>Rear hood and rear flap</u> Now: Lettering altered |
| 2 Aug. 65 | 266 000 002 | - | <u>Rear window</u> Now: Larger <u>Cooling air intake louvers</u> Now: In side panel. Number of louvers increased. Formerly: In rear corner panel. |
| 2 Aug. 65 | 316 000 001(31/36) | - | <u>Interior trim</u> Now: Sun visor over driver's seat equipped with pocket. Now: Rear view mirror attached by special spring (safety mirror) Formerly: Bolted on Now: Shape of front and rear seat backrests altered. |
| 2 Aug. 65 | 116 000 002 | - | <u>Heating</u> |
| | 156 000 004 | - | Now: Additional heater vent in instrument panel |
| 1 Dec. 65 | 116 386 031(1200) | - | |
| 2 Aug. 65 | 316 000 001(31/36) | - | <u>Window runner and window channel</u> Now: Front window runner has been strengthened. Window channels with vent wing made wider. <u>Vent wing seal and window slot seal</u> Now: Modified version |
| 2 Aug. 65 | 146 000 003(141-144) | - | <u>Rear view mirror, outer</u> Now: Double jointed arm-mirror mounted on door. Formerly: Mirror with ball joint and rigid arm on windshield upper part. |
| 2 Aug. 65 | 316 000 001(31/36) | - | <u>Door trim panel</u> Now: One piece Formerly: Two piece Now: Armrest modified |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------------------|----------|---|
| 2 Aug. 65 | 316 000 001(31/36) | - | <u>Spare wheel well carrier</u> Now: With pressed out support for the fuel tank Formerly: Support spot welded on |
| 2 Aug. 65 | 116 000 001(1/1200 A) | - | <u>Paintwork</u> Still available: Fontana grey, Ruby red, Sea blue, Pearl white Discontinued: Panama beige |
| | 145 000 003(141-144) | - | New: Black Still available: Sea blue, Manila yellow, Bermuda, Sea sand, Cherry red, Henna red, Roulette green, Acona white Discontinued: Fontana grey, Smoke grey |
| | (147) | - | Still available: Light grey, Dove blue |
| | 156 000 004 | - | New: Sea sand Still available: Fontana grey, Black, Ruby red, Sea blue, Java green, Bahama blue, Pearl white Discontinued: Panama beige |
| | 216 000 001(21,23,26) | - | Still available: Pearl white, Dove blue, Light grey, Velvet green |
| | (22,24,25,28) | - | New: Sea blue/Cumulus white, Velvet green/Pearl white, Titian red/Beige grey, Lotus white Discontinued: Sealing wax red/Beige grey, Sea blue/Blue white, Velvet green/Blue white |
| | (27) | - | Still available: Ivory |
| | 316 000 001(311-314) (361-364) | - - | New: VW blue, Granada red, Delta green Still available: Black, Pearl white, Sea sand, Baltic blue Discontinued: Ruby red, Sea blue, Velvet green, Safari beige |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|-------------|---|
| | (315-318) (365-368) | - - | New: VW blue, Granada red, Delta green Still available: Pearl white, Sea sand Discontinued: Black, Ruby red, Sea blue, Baltic blue, Safari beige |
| | (34) | - | New: Black Still available: Bermuda, Sea sand, Cherry red, Henna red, Roulette green, Arcana white, Sea blue, Manila yellow Discontinued: Fontana grey, Smoke grey |
| 2 Aug. 65 | 146 000 003 156 000 004 346 000 005 | - - - | <u>Paintwork</u> Now: Work sequence altered 1. Dip primer 2. Under body spraying 3. Hot spray primer 4. First coat 5. Finishing coat |
| 6 Aug. 65 | 316 006 448 | - | <u>Sealing of lock remote control</u> Now: Foam rubber packing 35 mm thick Formerly: 20 mm thick |
| 9 Aug. 65 | 316 007 041 | - | <u>Hinge for rear door</u> Now: Hinge stay lengthened |
| 13 Aug. 65 | 146 033 120(141-144) 156 033 130 346 003 265 | - - - | <u>Body - underside</u> Now: Now sprayed with thinned down primer (airless process) Formerly: With primer and first coat. Wheel housings treated with sound damping compound. |
| 16 Aug. 65 | 116 073 288 | - | <u>Door trim, left and right</u> Now: PVC foil stuck on inside of door panel Formerly: PVC foil with foam rubber seal on back of trim panel |
| 25 Aug. 65 | 146 034 669(141/1-2) 156 034 663 | - - | <u>Top cover</u> Now: Welded joints of the lateral seams on the PVC top cover have been reinforced. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|----------|--|
| 3 Sept. 65 | 316 029 853(31/36) | - | <u>Eberspächer stationary heater BN 2</u> Now: Time switch with built-in clock-work. Two relays on the front cross panel - upper part under instrument panel. |
| 7 Sept. 65 | 216 023 969 | - | <u>Rotary latch lock for driver's cab door</u> Now: Lubricated with special grease (lubricant for locks and doors No. G 4) |
| 10 Sept. 65 | 146 164 826(141-144) | - | <u>Sealing fender/headlight housing</u> Now: Sealing compound discontinued |
| 24 Sept. 65 | 346 042 885 | - | <u>Instruments on instrument panel</u> Now: Trim knobs on instruments chromed Formerly: Brass coloured |
| 29 Sept. 65 | 266 037 821 | - | <u>Load platform - side board</u> Now: Folded edge treated with zinc paint |
| 11 Oct. 65 | 316 063 420 | - | <u>Eberspächer stationary heater BN 2</u> Now: Connecting elbow of the fuel pressure line turned downwards about 45°. |
| 19 Oct. 65 | 216 046 096 | - | <u>Driver's cab doors</u> Now: With fixed inner handle Now: Opening lever (opening-locking) Formerly: Door handle |
| 1 Nov. 65 | 316 080 00- | - | <u>Clips for trim moulding on outside of lower side member</u> Now: Plastic Formerly: Steel |
| 9 Nov. 65 | 316 088 5-5 | - | <u>Sub frame - Attachment</u> Now: Lock washer welded onto sub frame mounting washer Formerly: Separate parts |
| 11 Nov. 65 | 146 349 635 | - | <u>Front seats</u> Now: Can be pushed back a further 20 mm |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|----------|---|
| 16 Nov. 65 | 246 061 295 | - | <u>Retainer for sliding door</u> Now: Material for the cheese head screws 8 G Formerly: 4 S |
| 23 Nov. 65 | 316 103 668 | - | <u>Hood lock cable</u> |
| 1 Dec. 65 | 116 382 728 | - | Now: Galvanized |
| 24 Nov. 65 | 316 104 122 | - | <u>Lock plate</u> Now: Bosses on the contact surface |
| 29 Nov. 65 | 366 111 025 | - | <u>Door hinges</u> Now: Attached to mounting bracket welded to pillar Formerly: Attached to loose threaded plates in the hinge pillars. |
| 3 Dec. 65 | 316 113 788(31/36) | - | <u>Eberspächer stationary heater BN 2</u> Now: Clip for a fuse holder on the heater wiring harness |
| 9 Dec. 65 | 216 073 205 | - | <u>Door handle for wing and sliding door</u> Now: Locking pin in lock cylinder has square cross section Formerly: Round |
| 15 Dec. 65 | 316 127 300 | - | <u>Eberspächer stationary heater BN 2</u> Now: Filter in heater plug support tube |
| 16 Dec. 65 | 316 128 750 | - | <u>Door</u> Now: Felt anti-rattle pads between remote control rod and door inner panel |
| <u>1966</u> | | | |
| 12 Jan. 66 | 116 524 315 | - | <u>Heating</u> |
| 1 Feb. 66 | 156 603 815 | - | Now: Retaining plate on cowl panel and spring clip for the center defroster vent discontinued |
| 13 Jan. 66 | 146 530 703(143/144)- | - | <u>Wetherstrips and trim frame for windshield and rear window</u> Now: Profile modified |

| <u>Date introduced</u> | <u>Chassis No.</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|--|-----------------|--|
| 20 Jan. 66 | 216 092 662 | - | <u>Hinge for sliding door</u> Now: Double ended return spring Formerly: Single ended return spring |
| 21 Jan. 66 | 116 525 573 | - | <u>Door lock</u> Now: Lubricated with Mobiplex 47 Formerly: Universal grease |
| 26 Jan. 66 | 346 147 893 | - | <u>Paint work</u> Now: Lotus white Formerly: Arcona white |
| 28 Jan. 66 | 146 603 572(141-144)- | - | |
| 3 Feb. 66 | 316 172 510 | - | <u>Backrest for front seat</u> Now: 4 attaching tongues for cover on cross tube of the frame Formerly: 3 |
| 3 Feb. 66 | 346 159 828(345/346)- | - | <u>Sliding roof</u> Now: Water drain pipe treated with spot welding paint |
| 10 Feb. 66 | 316 181 755 | - | <u>Window guide, rear</u> Now: Channel widened and hole drilled in region of attaching clip Now: Clip modified |
| 14 Feb. 66 | 146 532 271(147) | - | <u>Retainer for sliding door</u> Now: Fillester head screws material 8 G Formerly: 4 S |
| 17 Feb. 66 | 316 189 238 | - | <u>Quarter panel, outer</u> Now: Sprayed with cold zinc paint from inside in region of lower side member |
| 25 Feb. 66 | 116 680 470(117/118)- | - | <u>Steel sliding roof</u> Now: Sealing between sliding roof panel and roof with elastic rubber seal Formerly: Special sealing compound |
| 21 Apr. 66 | 316 249 508(313/314)- (317/318) (363/364) (367/368) | - | |
| 1 Mar. 66 | 156 686 839 | - | <u>Lock hook and release lever for backrest lock</u> Now: Shape altered |
| 25 Apr. 66 | 116 795 561(1/1300) | - | |
| 1 Mar. 66 | 156 686 744 | - | <u>Door handle</u> Now: Shape modified; covering of Nirosta steel |
| 2 May 66 | 116 809 564 | - | |

| Date introduced | Chassis No. | Unit-No. | Modification |
|-----------------|----------------------------|----------|---|
| 1 Mar. 66 | 216 122 911 | - | <u>Anchorage for safety belts</u> Now: Threaded bush of the anchorage point 7/16" Formerly: M 24 x 1.5 mm |
| 8 Mar. 66 | 146 687 593 (141-144)- | - | <u>Inscription, hood rear</u> Now: Dimensions of drill holes for "VW 1300" and "Volkswagen" the same |
| 9 Mar. 66 | 316 209 954 (31/36) | - | <u>Door</u> Now: Installed parts secured with a dished washer |
| 10 Mar. 66 | 316 212 220 | - | <u>Door window slot - sealing</u> Now: Shape of the retaining wire altered |
| 18 Mar. 66 | 316 218 141 | - | <u>Window channel, front</u> Now: Secured at top with one screw Formerly: with 2 screws |
| 18 Mar. 66 | 316 218 360 (31/36) | - | <u>Door hinge</u> Now: With oil chamber |
| 1 Apr. 66 | 316 230 000 (31/36) | - | <u>Door hinge</u> Now: Door half and pillar half interchanged with one another |
| 12 Apr. 66 | 146 032 316 (147) | - | <u>Paint work</u> Now: Velvet green paint |
| 29 Apr. 66 | 216 145 358 366 258 492 | - | <u>Rear Door</u> Now: Material for hinge bearing altered |
| 18 May 66 | 366 275 753 | - | <u>Rear Door</u> |
| 23 May 66 | 216 159 439 | - | Now: Material for bearing bush of support altered |
| 20 May 66 | 116 888 459 | - | <u>Window slot sealing</u> Now: Made to suit rear of window opening (hinge type sealing lip) |
| 26 May 66 | 316 282 634 | - | <u>Quarter panel, outer</u> Now: Marking on the contact surface for lock wedge |
| 1 June 66 | 216 161 814 | - | <u>Remote control for sliding door</u> Now: Lug in lower pull rod. Depression in lock corner for accurate location Formerly: Elongated hole in lower pull rod |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|----------|---|
| 3 June 66 | 116 962 505 | - | <u>Safety belts</u> |
| 1 Aug. 66 | 317 000 001 | - | Now: Type 1 - anchorages for lap belts are on the inside of the quarter panels. |
| | 217 000 001 | - | Type 3 - anchorages for lap belts are on the left and right on the luggage compartment floor under the rear seat. The center anchorages are still on the luggage compartment floor. Formerly: Upper anchorages for diagonal safety belts on the rear seats (Model 11, 15, 31 and 36) |
| | | | <u>Following Optional equipment supplied:</u> |
| | | | Type 1 and 3 - M 27, M 76, M 185, M 186 |
| | | | Type 2 - M 25, M 41 |
| 21 June 66 | 316 305 757 | - | <u>Steel sliding roof</u> |
| | | | Now: Water drain hose plug slotted |
| | | | Formerly: Water drain hose valve |
| 1 Aug. 66 | 317 000 001 | - | <u>Door lock</u> |
| | 117 000 001 | - | Now: Striker plate attached with 4 screws. |
| | | | Formerly: 3 screws |
| 1 Aug. 66 | 217 000 425 | - | <u>Sliding door</u> |
| | | | Now: Contact surface for the outer door handle escutcheon 16.2 mm |
| | | | Formerly: 10.2 mm |
| 1 Aug. 66 | 367 005 266 | - | <u>Lock for rear door</u> |
| | | | Now: Striker plate and lock cover plate with safety tongues |
| | | | Now: The striker plate catch reinforcement is discontinued. |

| <u>Date introduced</u> | <u>Chassis No.</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|---|-----------------------|---|
| 1 Aug. 66 | 147 000 004 (141-144) | - | <u>Guide tube for rear hood cable</u> Now: Plastic Formerly: Steel |
| 1 Aug. 66 | 117 000 003 (113/114) (117/118) 157 000 005 317 000 003 (311/314) 367 000 004 | - - - - - | <u>Trim moulding, outer</u> Now: Narrower profile, secured with plastic clips. (except sill panel trim moulding and sill panel cover) holes for clips smaller. |
| 1 Aug. 66 | 147 000 004 (141-144) | - | <u>Side panel and wheel housing - rear</u> Now: Cutout for wheel in side panel enlarged. Wheel housing made to suit new shape (wider track) |
| 1 Aug. 66 | 117 000 001 157 000 005 | - - | <u>Engine compartment</u> Now: Apron inner shortened engine cover plates smaller wider seal on the engine cover plate. Now: Sound proofing around the rear view window has been reinforced at the bottom. At front sound proofing by means of 3 cemented layers of material |
| 1 Aug. 66 | 117 000 001 317 000 001 | - - | <u>Door locks</u> Now: Uniform version Now: Interior operation modified Now: One key system |
| 1 Aug. 66 | 117 000 001 317 000 001 157 000 005 367 000 002 | - - - - | <u>Interior equipment</u> Now: Control knobs of elastic plastic, ash tray with grip moulding. Now: Type 1 - remote control of door lock countersunk, door and panel trim modified. Now: Type 3 - floor covering and hand brake lever cover modified. Backrest frame inclined further towards the rear. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------------------|----------|---|
| 1 Aug. 66 | 147 000 004 (141-144) - | | <u>Backrest, front</u> Now: With lock mechanism (similar version as with Volkswagen 1600) |
| | 347 000 005 (343-346) - | | <u>Interior equipment</u> Now: Control knobs of elastic plastic. Now: Instrument panel covered with PVC foil (imitation wood grain) "Karmann Ghia" in centre Formerly: Painted with trim moulding. |
| | | | <u>Only Model 14</u> Now: Instrument panel redesigned arrangement of instrument altered. Now: Ignition lock on right of steering column tube let into the instrument panel. Formerly: Ignition lock on frame tunnel Now: More padding in seats and backrests. |
| | | | <u>Only Model 34</u> Now: Exterior mirror foot and frame painted a dark colour. Frame of plastic. Now: Attachment of the insert for the loudspeaker aperture simplified. |
| 1 Aug. 66 | 117 000 001 | - | <u>Quarter panel</u> Now: Shape of reinforcement in wheel housing altered for installation of equalizer spring. |
| | 157 000 005 | - | |
| 1 Aug. 66 | 117 000 001 | - | <u>Rear hood</u> Now: Shape modified |
| | 157 000 005 | - | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|------------------|--|
| | | | <u>Rear apron</u> Now: Made to fit hood. Inner panel of rear apron narrower, and provided with a modified ledge to take wider weather strip. |
| 1 Aug. 66 | 117 000 003 (11/1500) | only certain | |
| | 157 000 005 (15/1500) | export countries | <u>Front fenders</u> Now: Vertical headlight housings. Installation of Type 3 sealed beam headlights. |
| 1 Aug. 66 | 117 000 001 | - | |
| | 157 000 005 | - | <u>Rear fender attachment</u> Now: Captive nut on rear cross member Formerly: Stud |
| 1 Aug. 66 | 317 000 001 (31/36) | - | <u>Seat travel limiting stops</u> Now: A stop on the inner left and right seat runner Formerly: Stops on the seat frame |
| 1 Aug. 66 | 217 000 001 | - | <u>Drivers cab door</u> Now: Modified rotary latch lock Now: One key system |
| | | | <u>Rear Door</u> Now: Press button lock with grip Formerly: Without grip |
| | | | <u>Side panel lid (Pick-up)</u> Now: Rotary latch lock with lock cylinder Formerly: Case lock with square key |
| | | | <u>Tank filler cover</u> Now: With spring catch Formerly: Lock with square key. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|----------------------------|--|
| | | | <u>Sliding door</u> Now: Top guide roller modified (maintenance free) |
| | | | <u>Engine cover plate</u> Now: Through installation of 12 volt battery, attachment modified. |
| 1 Aug. 66 | 317 000 001 | - | <u>Door lock</u> Now: Striker plate covered by lock cover plate |
| 1 Aug. 66 | 117 000 001 | (111/112) - (115/116) - | <u>Paintwork</u> Now: VW blue still valid: fontana grey, ruby red, pearl white discontinued: sea blue |
| | | (113/114) | Now: Savanna beige, zenith blue, VW blue, lotus white, still valid: fontana grey, black, ruby red, java green, discontinued: sea sand, bahama blue, sea blue, pearl white |
| | 147 000 004 | (141-144) - | Now: Savanna beige, vulcan grey, castilian yellow, neptune blue, still valid: bermuda, cherry red, roulette green, lotus white, discontinued: sea sand, black, manila yellow, sea blue, henna red. |
| | | - | Still valid: Dove blue, light grey, velvet green. |
| | 157 000 005 | (151/152) - | Now: Savanna beige, zenith blue, VW blue, lotus white, still valid: fontana grey, black, ruby red, java green. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|--|--|
| | 217 000 001 | (211-216) - (231-237) (261-268) | Still valid: pearl white, dove blue, light grey, velvet green |
| | | (221-228) (241, 244, 251, 281, 285) | Still valid: sea blue/ cumulus white, velvet green/ pearl white, tizian red/ beige grey, lotus white |
| | | (271, 274) - | Still valid: ivory |
| | 217 000 001 | (311-318) - (361-364) | Still valid: black, pearl white, VW blue, sea sand, baltic blue, granada red, delta green |
| | | (365-368) | Still valid: pearl white, sea sand, VW blue, granada red, delta green |
| | 347 000 005 | (343-346) - | Now: Savanna beige, vulcan grey, castilian yellow, neptune blue. Still valid: lotus white, roulette green, cherry red, bermuda. Discontinued: sea sand, black, manila yellow sea blue, henna red |
| 8 Aug. 66 | 217 008 251 | - | <u>Inner handle - cab door</u> Now: Assembled with two washers. |
| 9 Aug. 66 | 317 011 535 | - | <u>Window winder</u> Now: Window channel attachment bolt lengthened and tightening torque increased. |
| 23 Aug. 66 | 367 024 300 | (361-364) - | <u>Hinge sleeve for hinged window</u> Now: Shaped like a pocket closed on one side. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|----------|---|
| 25 Aug. 66 | 217 017 726 | - | <u>Holes for reception of trailer towing equipment</u> Now: In cross member for engine mounting. |
| 1 Sept.66 | 147 067 378 (141-144) | - | <u>Cover for torsion bar opening outer</u> Now: Plastic Formerly: Steel |
| 1 Sept.66 | 147 067 337 (141-144) | - | <u>Guide tube for sliding roof drive cable - rear</u> Now: Three attachment points Formerly: Secured at one point |
| 21 Sept.66 | 117 195 000 | - | <u>Right quarter panel</u> Now: Aperture for the equalizer spring in the quarter panel reinforcement now pressed in deeper |
| 4 Oct. 66 | 317 061 808 | - | <u>Window winder</u> Now: Lifter channel 10 mm lengthened. |
| 6 Oct. 66 | 117 254 050 | - | <u>Inner control for doorlock</u> |
| 20 Oct. 66 | 317 075 905 | - | Now: Return spring for lever |
| 10 Oct. 66 | 117 222 137 | - | <u>Foot well heating rear</u> |
| 15 Oct. 66 | 317 098 016 | - | Now: Sealing on warm air vent modified |
| 17 Oct. 66 | 117 255 759 | - | <u>Warm air hose between engine and body</u> Now: Sealed with adhesive at the connection points. |
| 20 Oct. 66 | 317 075 905 | - | <u>Instrument panel covering</u> Now: Strut in region of the loud-speaker opening Formerly: Loud-speaker grille |

| <u>Date introduced</u> | <u>Chassis No.</u> | <u>Unit No.</u> | <u>Modification</u> |
|------------------------|------------------------------------|-----------------|---|
| 31 Oct. 66 | 157 250 033 | - | <u>Top cover</u> Now: Secured at rear panel and the side panels with tensioning cable Formerly: By means of nailed mouldings |
| 15 Nov. 66 | 147 343 997 (141-144) | - | <u>Body</u> Now: Zink phosphated Formerly: Iron phosphated |
| | 157 343 984 (151/152) | - | |
| | 347 095 659 (343-346) | - | |
| 18 Nov. 66 | 317 102 146 | - | <u>Plugs for luggage compartment floor</u> Now: Shape altered |
| 21 Nov. 66 | 117 349 001 | - | <u>Warm air hose between engine and body</u> Now: Additionally fastened with hose clips |
| 25 Nov. 66 | 317 107 627 | - | <u>Steel sliding roof</u> Now: Vertical adjustment by means of countersunk head screws. Formerly: Knurled nut |
| 29 Nov. 66 | 317 109 480 | - | <u>Seal for rear view window</u> Now: Shape of sealing lip modified |
| 1 Dec. 66 | 117 425 908 | - | <u>Front seat backrest lock</u> Now: Control on left and right hand side near the top of the backrest Formerly: In seat frame |
| 15 Dec. 66 | 217 073 697 | - | <u>Sliding door retainer</u> Now: Attaching screws M 8 Formerly: M 6 |
| <u>1967</u> | | | |
| 9 Jan. 67 | 117 470 115 | - | <u>Hood handle, front</u> Now: Intermittently of aluminium Formerly: Nirosta |
| 18 Jan. 67 | 117 493 034 (111-118) (151/152) | - | <u>Door hinge</u> Now: Small oil chamber |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|----------|---|
| 25 Jan. 67 | 367 147 781 | - | <u>Side member</u> |
| 20 Feb. 67 | 317 158 400 | - | Now: 3 water drain holes in the top of the side member, at the location covered by the molding |
| 25 Jan. 67 | 317 148 000 | - | <u>Sealing for door lock remote control</u> Now: Airtight foam rubber |
| 31 Jan. 67 | 317 150 811 | - | <u>Footwell heating</u> Now: Connecting pipe, control flap and spring clip on outlet modified |
| 14 Feb. 67 | 317 154 757 | - | <u>Hinged window</u> Now: Countersunk fillester head tapping screws Formerly: Countersunk fillester head screws |
| 15 Feb. 67 | 117 518 456 | - | <u>Heater vent, centre</u> Now: Shape altered and warm air hose repositioned |
| 16 Feb. 67 | 277 094 210 | - | <u>Emergency seat for ambulance and fire truck</u> Now: Folds upwards Formerly: Folded downwards |
| 16 Feb. 67 | 317 157 333 (311-314) | - | <u>Roof</u> |
| 21 Feb. 67 | 317 159 501 (315-316) | - | Now: 3 air inlet slots, left front, shortened |
| 23 March 67 | 367 175 282 | - | |
| 22 Feb. 67 | 217 099 526 | - | <u>Retainer for sliding door</u> Now: Attaching screws M 8 Formerly: M 6 |
| 14 March 67 | 117 575 355 | - | <u>Steel sliding roof</u> Now: Vertical adjustment by means of countersunk screw Formerly: Knurled nut |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|-------------|--|
| 22 March 67 | 147 010 910 | - | <u>Top cover</u> Now: With tensioning cable secured to the rear panel and quarter panel Formerly: By means of trim mouldings |
| 25 April 67 | 347 180 160 | - | <u>Cover for torsion bar opening, outer</u> Now: Plastic Formerly: Steel |
| 26 April 67 | 317 186 273 | - | <u>Underseal for wheel housing</u> Now: With PVC undersealed in region of the tyre spray |
| 8 May 67 | 367 191 798 | - | <u>Side quarter panel, outer</u> Now: Aperture for hinged window smaller |
| 10 May 67 | 147 704 678 157 704 641 347 187 244 | - - - | <u>Side member</u> Now: Painted internally with special primer with a synthetic resin base |
| 24 May 67 | 117 726 788 | - | <u>Front seat - Upholstery padding (M 86)</u> Now: Coconut fibre and hair bonded in latex Formerly: Wadding |
| 30 May 67 | 317 203 890 (315-318) | - | <u>Upholstery padding, rear seat</u> |
| 23 June 67 | 367 224 640 (365-368) | - | Now: Coconut fibre and hair bonded in latex Formerly: Wadding |
| 30 May 67 | 147 345 718 (147) | - | <u>Vehicle jack socket, right</u> Now: Positioned further towards the front |
| 16 June 67 | 317 220 490 | - | <u>Window channel</u> |
| 5 July 67 | 117 840 750 | - | Now: Positioned further towards the front |
| 13 July 67 | 118 041 380 | - | <u>Windshield glass (laminated glass)</u> Now: Foil 0.76 mm thick Formerly: 0.38 mm |

Electrical System

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------|-----------|--|
| <u>1962</u> | | | |
| 23 Jan. 62 | 891 205 | - | <u>Speedometer cable</u> |
| 5 Feb. 62 | 4 463 485 (LHD) | - | Now: Metal casing with plastic sheathing |
| 20 Feb. 62 | 0 020 915 | - | Formerly: Plastic tube |
| 27 Feb. 62 | 4 525 456 (RHD) | - | |
| 15 May 62 | 947 980 | - | <u>Bosch Starter EEF 0.5/6 L 1</u> |
| 30 May 62 | 4 753 580 | - | Now: Meshing force increased. |
| 29 May 62 | 0 051 312 | - | <u>Relay for headlight flasher</u> |
| | | | Now: Impulse through manual operation of headlight flasher button. |
| | | | Formerly: Automatic |
| 4 June 62 | 0 052 710 | - | <u>Door contact switch</u> |
| 13 June 62 | 4 793 801 | - | Now: Drilling for securing screw without countersink |
| | | | Formerly: Countersunk |
| 12 July 62 | 0 050 139 (343) | - | <u>Indicator switch mounting</u> |
| | | | Now: Rubber packing with 2 lips and mounting plate cemented on |
| 30 July 62 | 4 846 836 | - | <u>Flasher unit</u> |
| 30 July 62 | 971 662 | | Now: Secured by tapping screws |
| 31 July 62 | 0 067 350 | | Formerly: Spring clip |
| 30 July 62 | 4 846 836 | - | <u>Tube for windshield washer system</u> |
| 8 Oct. 62 | 099 411 | - | Now: Pioneer tube |
| | | | Formerly: Plastic tube |
| 1 Aug. 62 | 0 C65 567 | - | <u>Ignition timing adjustment</u> |
| | | | Now: 12.5° before T.D.C. |
| | | | Formerly: 10° |
| 27 Aug. 62 | 4 917 917 | - | <u>Windshield washer water container</u> |
| | | | Now: With neck welded on |
| 11 Sept. 62 | 0 084 752 | 0 087 417 | <u>Ignition timing adjustment</u> |
| | | | Now: 10° before T.D.C. |
| | | | Formerly: 12.5° |
| 17 Sept. 62 | 4 981 020 | 3 945 210 | <u>Vacuum pipe</u> |
| | | | Now: 375 mm long |
| | | | Formerly: 310 mm |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------|-----------|--|
| 27 Sept. 62 | 1 002 040 (271-274) | | <u>Reversing light</u> Now: Operated by speedometer cable switch Formerly: Switch on gear shift rod |
| 1 Oct. 62 | 5 012 112 | - | <u>Lead to terminal 50 of the steering ignition lock</u> Now: Red lead between steering ignition lock and cable connector shortened 40 mm Now: Red lead of the main cable harness lengthened 40 mm |
| 1 Oct. 62 | 0 091 500 (343-345) | | <u>Speedometer cable</u> Now: 1100 mm long Formerly: 1164 mm |
| 15 Oct. 62 | 1 011 980 | 5 198 800 | <u>Starter</u> |
| 29 Oct. 62 | 110 110 | - | Now: Bush for starter shaft lubricated with lithium grease A 1060 |
| 7 Nov. 62 | 5 117 083 | - | Formerly: High melting point |
| 25 Oct. 62 | 1 017 934 (241) | - | <u>Speedometer</u> |
| 2 Nov. 62 | 5 094 272 | - | Now: Gear change markings for speedometer in miles |
| 17 Dec. 62 | 1 045 214 (265) | - | |
| 1 Nov. 62 | 1 021 547 | - | <u>Windshield wiper motor</u> Now: Mounted at 2 points between the fork of the heater support Formerly: 3 points mounting |
| 1 Nov. 62 | 111 360 | - | <u>Lead for starter motor</u> Now: 850 mm long Formerly: 900 mm |
| 26 Nov. 62 | 5 107 171 (141-144) | - | <u>Interior light</u> |
| 26 Nov. 62 | 5 107 167 (143-144) | - | Now: Push on connectors Formerly: Screw type connectors |
| 28 Nov. 62 | 1 033 235 (M-140) | - | <u>Windshield wiper motor</u> Now: Fixed with 2 screws Formerly: 3 screws |

12

6/64

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------|-------------|---|
| 29 Nov. 62 | 1 035 884 (211-221) | - | <u>Emergency light (USA)</u> |
| 29 Nov. 62 | 1 035 885 (222) | - | Now: Control light for |
| 13 Dec. 62 | 1 043 117 (214) | - | emergency light (M 24) |
| 13 Dec. 62 | 1 043 238 (224) | - | |
| 10 Dec. 62 | 1 040 368 | 7 336 420 | <u>Spark plug connectors</u> |
| 15 Dec. 62 | 5 199 980 | 7 336 420 | Now: With plastic caps |
| <u>1963</u> | | | |
| 7 Jan. 63 | 1 041 014 (M 216) | 0 143 543 | <u>Generator</u> |
| | | | Now: 200 W |
| | | | <u>Variode regulator</u> |
| | | | Now: Mounted on right hand wheel housing |
| | | | Formerly: On the generator |
| | | | <u>Starter</u> |
| | | | Now: 0.6 bhp |
| 23 Jan. 63 | 5 262 078 | - | <u>Windshield wiper motor (Bosch)</u> |
| | | | Now: New Version |
| 6 Apr. 63 | 1 097 234 | - | <u>Flashing indicator relay</u> |
| 17 Apr. 63 | 5 465 318 | - | <u>6 and 12 Volt</u> |
| 19 June 63 | 0 210 340 | - | Now: Simplified control system |
| 16 Apr. 63 | 0 179 299 | - | <u>Front cable harness</u> |
| | | | Now: The cable for front turn indicator routed through headlamp housing |
| | | | Formerly: Straight through wheel housing |
| 18 Apr. 63 | 0 180 870 | - | <u>Cable for parking light</u> |
| | | | Now: Lengthened and secured in wheel housing with two metal clips |
| 4 June 63 | 1 125 697 | 7 777 636 | <u>Vacuum pipe</u> |
| | | | Now: With bend |
| | | | Formerly: With loop |
| 11 June 63 | - | 124- 02 501 | <u>Caps for ignition cables</u> |
| | | | Now: PVC |
| | | | Formerly: Rubber |

Reserved

(Missing Page)

Reserved

(Missing Page)

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|------------------------|---|
| 3 Dec. 63 | 1 208 677 | 8 209 813 | <u>Generator - Bosch</u> |
| 4 Dec. 64 | 5 967 385 | 8 209 702 | Now: The connecting cables to the voltage regulator through holes in housing Now: Voltage regulator modified |
| 10 Dec. 63 | 5 998 024(141/142) 5 998 100(143/144) | - - | <u>Protective tube for speedometer cable</u> Now: Protective tube discontinued |
| <u>1964</u> | | | |
| 13 Jan. 64 | 0 341 651 | - | <u>Warning lights</u> |
| 29 Feb. 64 | 0 365 540 | - | Now: For additional headlamps Formerly: For parking lamp |
| 10 Mar. 64 | 1 262 976 | - | <u>Spot light</u> Now: Attached to inside of windshield Formerly: Mounted outside on upper door hinge |
| 23 Mar. 64 | 0 393 250(twin carb.) 0 386 001(34) | 0 502 572 0 502 573 | <u>Bracket for ignition support</u> Now: Shortened |
| 29 Apr. 64 | 0 423 140(twin carb.) | - | <u>Individual switches</u> |
| 18 May 64 | 0 425 853(34) | - | Now: Pull push switch for windshield wiper motor with valve for windshield washer Now: Pull push switch for lights with regulator for instrument panel illumination Formerly: Press button switches |
| 30 Apr. 64 | 0 410 978(34) | - | <u>Brake light switch</u> |
| 4 May 64 | 0 427 377 | - | Now: With protection cap |
| 30 Apr. 64 | 6 317 836(11) | - | <u>Battery clip</u> |
| 11 May 64 | 6 337 511(15) | - | Now: Now fastener for battery clip repositioned on top of band Formerly: On side |
| 4 May 64 | 0 427 568 | - | Regulator-Type Bosch RSTVA |
| 5 May 64 | 1 296 714 | - | <u>200/6/3</u> Now: Reduced Voltage drop |
| 6 May 64 | 0 425 172(345/346) | - | <u>Motor for steel sliding roof</u> Now: Connecting cable 2.5 mm ² Formerly: 1.5 mm ² |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------------|-----------|--|
| 3 Aug. 64 | 215 000 001 | - | <u>Windshield wiper</u> Now: Larger wiper blade with fir tree profile, windshield wiper motor with self parking switch. Motor and windshield wiper shafts mounted on windshield wiper frame |
| 3 Aug. 64 | 315 000 001 | - | <u>Horn</u> |
| 12 Sept. 64 | 345 031 101 | - | Now: Secured on bumper Formerly: On front cover plate |
| 3 Aug. 64 | 115 000 001 | - | <u>Pull push light switch</u> |
| | 145 000 001 | - | Now: Square shape |
| | 155 000 001 | - | Formerly: Round |
| 3 Aug. 64 | 115 000 001 | - | <u>Windshield wiper</u> |
| | 155 000 001 | - | Now: Spring loaded windshield wiper blade Now: Parked on left Formerly: Right |
| 3 Aug. 64 | 115 000 001 | - | <u>Main cable harness</u> |
| | 155 000 001 | - | Now: Positioned on left lower side member Formerly: In left roof member or with convertible, in right lower side member |
| 3 Aug. 64 | 145 000 001 | - | <u>Interior light</u> |
| | 155 000 001 | - | Now: Located in rear view mirror bracket |
| 3 Aug. 64 | 315 000 001 | 0 633 331 | <u>Distributor</u> |
| | 365 000 001 | 0 633 332 | Now: Bosch 311 905 205 D |
| | 345 000 001 | 0 633 333 | Formerly: Bosch ZWCU - RS |
| 3 Aug. 64 | 115 000 001 | 8 788 071 | <u>Distributor</u> |
| | 215 000 001(2/1200) | 8 789 312 | Now: Contact breaker cam |
| | 315 000 001(single carb.) | 0 629 796 | assymetric. The lobe for |
| | 215 000 002(2/1500) | 0 629 795 | no 3 cylinder is offset 2° in the retard direction |
| 3 Aug. 64 | 215 000 001(2/1t) | - | <u>Windshield washer</u> Now: Water container with hand operated pump |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|-------------------------------------|---|
| 2 Sept. 64 | 345 020 908 | - | <u>Speedometer</u> Now: Larger |
| 19 Nov. 64 | 235 062 966 | - | <u>Fuel gauge</u> |
| 24 Nov. 64 | 315 078 711 | - | Now: Rubber seal |
| 1 Dec. 64 | 115 479 289 | - | Formerly: Cork seal |
| 25 Nov. 64 | 315 080 110(twin carb.) | - | <u>Distributor</u> |
| 7 Dec. 64 | 315 086 121(single) | - | Now: Suppressed |
| 26 Nov. 64 | 365 081 070 | - | <u>Brake light switch</u> |
| 7 Dec. 64 | 315 085 257 | - | Now: Two compartment system Formerly: Single compartment system |
| 1 Dec. 64 | 115 331 161 215 068 247 315 083 086 | 9 129 761 0 783 999 0 783 998 | <u>Spark plug</u> Now: Champion L 87 y Still used: Bosch W 175 T 1 Beru 175/14 and Champion L 85 |
| 2 Dec. 64 | 315 084 370(twin carb.) | 6 784 310 | <u>Ignition cables</u> |
| 7 Dec. 64 | 315 086 121(single carb.) | 0 786 020 | Now: With copper core resistance for spark plug cap (1 Kilo - Ohm) Formerly: Resistance type cables |
| 16 Dec. 64 | 115 349 565 | - | <u>Windshield wiper arm</u> Now: Tension spring Formerly: Compression spring |
| <u>1965</u> | | | |
| 19 Jan. 65 | 315 106 205(twin carb.) | 0 830 266 | <u>Carburetor-automatic choke</u> Now: Connection with insulation piece. |
| 24 Feb. 65 | 265 112 490 | 0 873 571 | <u>Distributor</u> |
| 9 Mar. 65 | 115 574 730 | 9 273 966 | Now: Suppressed. |
| 26 Feb. 65 | 315 131 044 | 0 878 104 | <u>Generator Pulley</u> Now: Hub provided with an additional milled slot. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---------------------|-------------|---|
| 26 Feb. 65 | 245 112 991 | 0 878 764 | <u>Ignition cable</u> |
| 5 Mar. 65 | 115 594 027 | 9 285 001 | Now: With copper core, resistor for the spark plug connector (1 kilo ohm) and suppressed distributor. |
| | 115 594 028(1200 A) | 3 994 721 | Formerly: Resistor type ignition cable. |
| 26 Feb. 65 | 315 131 044 | 0 878 104 | <u>Generator with pulley</u> |
| 24 Mar. 65 | | 124-002 804 | Now: Residual unbalance max. 3 cmg. Formerly: Not laid down. |
| 10 Mar. 65 | 315 137 610 | 0 878 373 | <u>Generator 12 Volt</u> Now: With early cut-in type regulator. Formerly: Variode regulator. |
| 2 Aug. 65 | 146 000 003 | FO 000 002 | <u>Generator</u> |
| | 216 000 001 | HO 000 001 | Now: Housing 105 mm dia., support and fan modified. Pressure ventilated Formerly: Housing 90 mm dia., suction ventilation |
| | | | <u>Regulator</u> Now: Altered, in Karmann Ghia Coupé installed on left in engine compartment. Formerly: Mounted on generator |
| | | | <u>Connections</u> Now: Push on terminals Formerly: Screwed connection |
| 2 Aug. 65 | 116 000 001 | DO 000 001 | <u>Distributor</u> |
| | 116 000 002 | FO 000 001 | Marking: |
| | 216 000 001 | HO 000 001 | Type/Engine Distributor/setting |
| | 316 000 001 | KO 000 001 | 1/1200 Bosch 111 905 205 N) 10 |
| | 316 000 002 | TO 000 001 | VW 113 905 205 J) 10 1/1300 Bosch 113 905 205 K) 7 VW 113 905 205 L) 7 2/1500 Bosch 131 905 205 7. 3/1500 Bosch 111 905 205 N 10 3/1600 Bosch 311 905 205 F 7. |
| 2 Aug. 65 | 116 000 001 | - | <u>Headlights</u> |
| | 216 000 001 | - | Now: Flat cable connector combination (guide piece for flat connector and 3 right angled push-on terminals) |
| | 316 000 001 | - | Formerly: Connection through press button connectors |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------|----------|--|
| 2 Aug. 65 | 116 000 001 | - | <u>Emergency warning light system</u> Now: All the turn indicator lights can be turned on at the same time by means of red switch on instrument panel (only for certain export countries) |
| | 216 000 001 | - | |
| | 316 000 001 | - | |
| 2 Aug. 65 | 146 000 003 | - | <u>Main cable harness</u> Now: Routed in a groove in left side member Formerly: In right side member Now: Battery on left in engine compartment Formerly: Right |
| 2 Aug. 65 | 116 000 001(1/1300) | - | <u>Horn</u> Now: Operated through horn ring Formerly: Horn button |
| | 316 000 001 | - | |
| 2 Aug. 65 | 216 000 001 | - | <u>Windshield wiper motor</u> Now: With two speed adjustment Formerly: Not adjustable |
| | | | <u>Windshield wiper switch</u> Now: Rotary switch with 3 positions Formerly: Pull push switch |
| 2 Aug. 65 | 116 000 001 | - | <u>High and low beam</u> Now: Hand dimmer switch on headlight flasher lever Formerly: Foot dimmer switch |
| | 216 000 001 | - | |
| 2 Aug. 65 | 316 000 001(31/36) | - | <u>Main cable harness</u> Now: Routed in groove on outside of left side member Formerly: In a tube in side member Now: The cable to terminal 15 on the ignition coil on twin carburetor engines modified. |
| | 366 000 003(36/1500) | - | |
| 2 Aug. 65 | 116 000 001 | - | <u>Flasher relay</u> Now: With ground connection for flat connector |
| | 216 000 001 | - | |
| | 316 000 001 | - | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|----------|---|
| 2 Aug. 65 | 316 000 001 | - | <u>Windshield wiper shaft</u> Now: Cowl panel has been moved forward 2 mm (improved sealing of windshield). At same time wiper shafts with cranks and the wiper shaft bearings were altered. |
| 21 Sept. 65 | 316 044 673 | - | <u>Turn indicator, front</u> Now: Lamp socket in region of the fender cutout provided with a web. |
| 13 Nov. 65 | 146 350 066 (141-144) | - | <u>Starter</u> Now: With smaller diameter pinion (flywheel and transmission case modified) |
| 29 Nov. 65 | 366 111 025 | - | <u>Door contact switch</u> Now: With spacer |
| <u>1966</u> | | | |
| 31 Jan. 66 | 146 603 882 | - | <u>Headlight housing</u> Now: Rubber grommet 13 mm dia. Formerly: 10 mm dia. |
| 23 Mar. 66 | 346 220 394 | - | |
| 2 May 66 | 116 809 564 | - | |
| | 156 845 079 | - | |
| 21 Mar. 66 | 316 222 000 | - | <u>Wiper blade</u> Now: Smaller cross section |
| 1 Aug. 66 | 117 000 002 | - | <u>Steering wheel</u> Now: Turn signal switch and horn button modified (two spoke steering wheel) |
| 1 Aug. 66 | 117 000 001 | - | <u>Starter</u> Now: Smaller diameter pinion (flywheel and transmission case modified) |
| | 217 000 001 | - | |
| | 317 000 001 | - | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------|------------------------------------|---|
| 1 Aug. 66 | 117 000 002 | FO 940 717 | <u>Generator</u> |
| | 117 000 003 | HO 204 001 | Now: Housing 105 mm dia. |
| | 147 000 006 (147) | DO 095 501 | support and cooling fan |
| | 157 000 005 | HO 204 003 | modified, pressure ventilation |
| | | | <u>Regulator</u> |
| | | | Now: Modified, installed under the rear seat. |
| | | | With Model 147, in engine compartment on the right |
| 1 Aug. 66 | 217 000 001 | HO 183 373 | <u>Generator</u> |
| | 317 000 001 | KO 059 861 | Now: 12 volt, housing 105 mm dia. |
| | 317 000 003 | TO 259 826 | Formerly: 6 volt, housing 90 mm dia. |
| 1 Aug. 66 | 147 000 004 (141-144) - | | <u>Instruments</u> |
| | | | Now: Speedometer modified |
| | | | Now: Clock smaller |
| | | | Now: Electric fuel gauge |
| | | | Formerly: Mechanical |
| 1 Aug. 66 | 117 000 001 | - | <u>Steering ignition lock</u> |
| | 147 000 004 (141-144) - | - | Now: Plate tumblers, lock cylinder is removable (one key system) |
| | 217 000 001 | - | Formerly: Pin type tumblers (separate ignition key) |
| | 317 000 001 | - | Now: Model 14 steering - starter lock |
| | | | Formerly: Switch lock with ignition starter switch. |
| 1 Aug. 66 | 117 000 001 |)for certain export countries only | <u>Headlights</u> |
| | 157 000 005 | | Now: Arranged vertically (sealed beam headlights) front lens discontinued. Parking lights combined with front turn signals. Fenders modified. |
| 1 Aug. 66 | 217 000 001 | - | <u>Electrical system</u> |
| | 317 000 001 | - | Now: 12 volt |
| | 117 000 001 (M 610, M 611) | - | Formerly: 6 volt |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|---|--|---|
| 1 Aug. 66 | 217 000 001 317 000 001 | - - | <u>Battery</u> Now: Type 2 - 12 volt 45 Ah Formerly: 6 V - 77 Ah Now: Type 3 - 12 volt 36 Ah Formerly: 6 V - 77 Ah |
| 1 Aug. 66 | 117 000 001 317 000 001 | - - | <u>Fuse box</u> Now: Type 1 - 10 fuse holders Formerly: 8 Now: Type 3 - 12 fuse holders Formerly: 10 Now: Cover with symbols stamped into it. |
| 1 Aug. 66 | 117 000 001 117 000 002 117 000 003 217 000 001 317 000 001 317 000 003 | DO 095 050 FO 940 717 HO 204 001 HO 183 373 KO 059 861 TO 259 826 | <u>Distributor</u> Now: Modified <u>Ignition coil</u> Now: With 3 connectors on terminal 15 (except Type 147) Formerly: Two connectors |
| 1 Aug. 66 | 117 000 001 (111-118) - (151/152) - | - - | <u>Tail lights</u> Now: Bulb holder for brake light modified |
| 1 Aug. 66 | 117 000 001 147 000 004 (141-144) - 157 000 005 - 317 000 001 - 147 000 006 - | - - - - - | <u>Windshield wiper motor</u> Now: Model 14 - two speeds (same modification with Models 11 and 15 with M equipment 12 V) Formerly: Not regulatable Now: Type 3 - two speeds Formerly: Stageless regulation <u>Switch for windshield wiper motor</u> Now: Rotary switch Formerly: Pull switch |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|------------------------------------|-------------|--|
| | | | <u>Windshield wiper blade</u> Now: Modified on Model 14 and Type 3 |
| | | | <u>Windshield wiper shaft</u> Now: Reinforced on Model 147. Wiper arm modified. |
| 1 Aug. 66 | 237 000 030 | - | Two tone horn and <u>revolving light</u> Now: Switch with transistors |
| 1 Aug. 66 | 117 000 001 (111/118) (151/152) | - - - | <u>Back up light (M 47)</u> Now: 2nd back up light mounted on rear bumper |
| | 317 000 001 | - | |
| 22 Aug. 66 | 117 050 500 | - | <u>Fuel gauge</u> Now: Bowden cable secured with a clip |
| 23 Aug. 66 | 317 025 085 | - | <u>Generator - regulator</u> Now: Red cable lengthened |
| 29 Sept. 66 | 217 035 490 | HO 192 830 | <u>Ignition coil 12 volt</u> Now: With three connectors on terminal 15 Formerly: One connector |
| 4 Oct. 66 | 117 203 554 (M 610, M 611) | HO 404 312 | |
| 30 Oct. 66 | 117 199 633 | FO 993 239 | <u>Ignition coil 6 volt</u> Now: With two connectors on terminal 15 Formerly: One connector |
| | 117 206 242 | HO 404 977 | |
| 4 Oct. 66 | 117 204 283 | DO 109 385 | |
| 20 Oct. 66 | - | 124-003 191 | |
| 5 Oct. 66 | 117 207 566 | FO 950 336 | <u>Ignition coil 12 volt</u> Now: With two connectors on terminal 15 Formerly: One connector |
| 20 Oct. 66 | 117 278 652 | DO 112 451 | |
| 5 Oct. 66 | - | 122-157 265 | |
| 7 Oct. 66 | - | 126-016 874 | |
| 24 Oct. 66 | 117 282 135 (111-118) (151/152) | - | <u>Back up light (M 47)</u> Now: Cable secured by clip |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-------------|--|
| 11 Nov. 66 | 317 099 550 | - | <u>Windshield wiper arm</u> Now: Tensioning piece with pull spring. Formerly: Pressure spring |
| 23 Nov. 66 | 317 105 685 | - | <u>Windshield wiper motor</u> Now: With 16 A fuse Formerly: 8 A |
| 5 Dec. 66 | 217 068 026 | HO 298 660 | <u>Spark plugs</u> Now: Heat range 145 (only on engines with battery ignition Type 122 and 126 A) Formerly: 175 |
| 6 Dec. 66 | 317 113 661 | TO 363 120 | |
| 8 Dec. 66 | 117 383 344 | HO 533 523 | |
| 13 Dec. 66 | 317 121 496 | KO 066 994 | |
| | 117 380 730 | Fl 040 462 | |
| 27 Dec. 66 | 117 398 207 | DO 122 089 | Formerly: 175 |
| | | 124-003 213 | |
| 30 Dec. | - | 122-159 180 | |
| | | 126-017 768 | |
| 13 Dec. 66 | 317 121 345 | - | <u>Turn signal and warning light relay</u> Now: Smaller dimension housing |
| <u>1967</u> | | | |
| 9 Feb. 67 | 317 151 510 | - | <u>Regulator - Suppression (M - 97)</u> Now: Suppressor combination below the regulator Formerly: Condenser |
| 13 Feb. 67 | 117 513 117 | - | |
| 28 Feb. 67 | 117 566 239 | - | <u>Flasher relay</u> Now: Housing dimensions smaller |
| 3 May 67 | 217 121 262 | - | |
| 26 April 67 | 317 182 678 | - | <u>Windshield wiper motor</u> Now: Earth connection through pointed screw Formerly: Hexagon headed screw |
| 22 May 67 | 217 128 680 | HO 742 964 | <u>Bracket for ignition distributor</u> Now: Top surface cadmium finished or zink coated Formerly: painted |
| 25 May 67 | 117 729 424 | Fl 140 886 | |
| 29 May 67 | 117 733 711 | DO 196 876 | |
| 5 June 67 | 117 743 336 | HO 694 116 | |
| 1 June 67 | 317 205 477 | KO 089 286 | |
| | 317 205 478 | TO 441 422 | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-------------|-------------|--|
| 12 June 67 | - | 112-163 726 | <u>Spark plugs</u> |
| 14 June 67 | - | 126-019 690 | Now: Engines with a magneto have a sticker giving details of spark gap |

General Modifications

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|----------|---|
| <u>1962</u> | | | |
| 26 Mar. 62 | 0 029 809 | - | <u>VOLKSWAGEN 1500 Sedan</u> Now: Steel sliding roof |
| 5 Apr. 62 | 4 603 938 | - | <u>Standard Model</u> Now: Track width, front 1305 mm Formerly: 1290 mm Now: Toe in with unloaded weight 2 - 4 mm Formerly: 1 - 3 mm Now: Smallest turning circle about 11.0 m Formerly: 11.5 m |
| 13 July 62 | 0 050 282 (345) | - | <u>Karmann Ghia Coupé</u> Now: Sliding steel roof |
| 30 July 62 | 4 846 836 4 764 156 (114-115) 971 550 0 066 740 | - | <u>Beginning of 1963 model year</u> <u>(Export)</u> |
| 30 July 62 | 4 846 836 971 550 0 066 740 | - | <u>General modifications</u> For detailed information please refer to the various assembly groups |
| 14 Sept. 62 | 0 086 985 (M 267) | - | <u>Rear wheel suspension</u> Now: Auxiliary springing for Variant 460 kg |
| 1 Oct. 62 | 5 007 275 1 003 599 0 094 816 | - | <u>Beginning of 1963 model year</u> <u>(Germany only)</u> |
| 1 Nov. 62 | 0 112 203 (M 268) | - | <u>Variant</u> Now: Hinged window, rear. |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|----------------------------------|-------------|--|
| 7 Jan. 63 | 1 041 014 (M 216) | 0 143 543 | <u>Volkswagen-Transporter</u> Now: 1.5 litre engine further details under the separate assembly group |
| 22 Jan. 63 | - | 122-113 603 | <u>Tool kit</u> |
| 6 Mar. 63 | 5 348 759 | - | Now: A screwdriver with double ended blade |
| 7 Mar. 63 | 1 080 215 | - | Formerly: two screwdrivers |
| 11 Mar. 63 | 0 164 700 | - | |
| 25 Apr. 63 | 0 183 000 (311-314) (361-362) | - - | <u>Volkswagen 1500</u> Now: With stationary heater Type Eberspächer (M 119/3) |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|--|----------------------------|--|
| <u>1964</u> | | | |
| 13 Jan. 64 | 0 341 651(344) 0 342 081(346) | - - | <u>Coupé 1500</u> Now: Type 34 - RHD |
| 17 Jan. 64 | 6 041 854(11) 0 330 991(31,36) | - - | <u>Under sealing</u> Now: All vehicle with a wax base underseal |
| 10 Mar. 64 | 1 263 002(21-28) | - | |
| 22 Oct. 64 | 145 214 682 155 214 709 345 053 447 | - - - | |
| 3 Aug. 64 | 115 000 001 215 000 001 315 000 001 145 000 001 155 000 001 345 000 001 | - - - - - - | <u>Beginning of 1965 model year Chassis Numbers</u> Now: System of numbering altered for all Types Now: Nine figure numbers with a star at beginning and end Formerly: Six figure number without star |
| 3 Aug. 64 | 115 000 001 315 000 001 | - - | <u>Tool kit</u> Now: Vehicle jack with socket for raising and separate socket for lowering Formerly: One socket for both operations |
| 19 Aug. 64 | 265 013 016 | - | <u>Tool kit</u> Now: Jack casing of sheet metal Formerly: Cast housing |
| 1 Oct. 64 | 215 036 379 | 0 713 768 | <u>Volkswagen Transporter</u> Now: Payload 1 t and 1.5 liter engine (series) Formerly: M 215 and M 216 |
| 2 Oct. 64 | 315 048 102 | - | <u>Heating</u> |
| 13 Nov. 64 | 345 070 051 | - | Now: Eberspächer heater BN 2 (M 119 and M 246) |
| 30 Oct. 64 | 115 247 529(1200 A) | 7 356 688 | <u>Volkswagen 1200 A</u> Now: Fully synchronized transmission |
| 11 Dec. 64 | - | 122-139 310 126-011 081 | <u>Starting handle</u> Now: Cranking radius 2-0 mm Formerly: 181.5 mm |

| Date introduced | Chassis No. | Unit No. | Modification | | | | | | | | | | | | | | |
|-------------------------|---|--|---|-------------------------|----------------|----------------|-----|------------------|-----|----------------|-----|----------------|-----|------------------|-----|----------------|---|
| <u>1965</u> | | | | | | | | | | | | | | | | | |
| 16 Feb. 65 | 265 107 301 | 0 867 179 | <u>Identification of Engines</u> Now: All engines are marked with a letter which corresponds to the h.p. A VW sign is stamped in before the letter. | | | | | | | | | | | | | | |
| 18 Feb. 65 | 115 553 822 | 9 247 364 | | | | | | | | | | | | | | | |
| | 115 558 010(1200 A) | 3 991 433 | | | | | | | | | | | | | | | |
| | 315 125 092(one carb.) | 0 867 737 | | | | | | | | | | | | | | | |
| | 315 124 961(twin carb.) | 0 878 040 | | | | | | | | | | | | | | | |
| 24 Feb. 65 | 315 137 113(M 249) | 0 878 190 | | | | | | | | | | | | | | | |
| | | | <table border="1"> <thead> <tr> <th>Engine according to DIN</th> <th>Identification</th> </tr> </thead> <tbody> <tr> <td>30 hp (36 SAE)</td> <td>A</td> </tr> <tr> <td>34 hp (41.5 SAE)</td> <td>D</td> </tr> <tr> <td>42 hp (51 SAE)</td> <td>G</td> </tr> <tr> <td>45 hp (54 SAE)</td> <td>K</td> </tr> <tr> <td>52 hp (63.5 SAE)</td> <td>N</td> </tr> <tr> <td>54 hp (65 SAE)</td> <td>R</td> </tr> </tbody> </table> | Engine according to DIN | Identification | 30 hp (36 SAE) | A | 34 hp (41.5 SAE) | D | 42 hp (51 SAE) | G | 45 hp (54 SAE) | K | 52 hp (63.5 SAE) | N | 54 hp (65 SAE) | R |
| Engine according to DIN | Identification | | | | | | | | | | | | | | | | |
| 30 hp (36 SAE) | A | | | | | | | | | | | | | | | | |
| 34 hp (41.5 SAE) | D | | | | | | | | | | | | | | | | |
| 42 hp (51 SAE) | G | | | | | | | | | | | | | | | | |
| 45 hp (54 SAE) | K | | | | | | | | | | | | | | | | |
| 52 hp (63.5 SAE) | N | | | | | | | | | | | | | | | | |
| 54 hp (65 SAE) | R | | | | | | | | | | | | | | | | |
| 15 Apr. 65 | 145 395 733 | 9 190 053 | <u>VW Micro Van</u> Start of production. | | | | | | | | | | | | | | |
| 2 Aug. 65 | 116 000 001 216 000 001 316 000 001 | - - - | <u>Beginning of 1966 model year</u> Further details under the individual groups. | | | | | | | | | | | | | | |
| 2 Aug. 65 | 316 000 001(3/1600) | TO 000 001 | <u>VW sedan 1600 TL</u> Start of production | | | | | | | | | | | | | | |
| 2 Aug. 65 | 116 000 001(1/1200 A) 116 000 002(1/1300) 216 000 001(2/1500) 316 000 001(3/1500) 316 000 002(3/1600) | DO 000 001 FO 000 001 HO 000 001 KO 000 001 TO 000 001 | <table border="1"> <thead> <tr> <th>Engine DIN Hp</th> <th>Identification</th> </tr> </thead> <tbody> <tr> <td>34 Hp</td> <td>- D</td> </tr> <tr> <td>40 Hp</td> <td>- F</td> </tr> <tr> <td>44 Hp</td> <td>- H</td> </tr> <tr> <td>45 Hp</td> <td>- K</td> </tr> <tr> <td>54 Hp</td> <td>- T</td> </tr> </tbody> </table> | Engine DIN Hp | Identification | 34 Hp | - D | 40 Hp | - F | 44 Hp | - H | 45 Hp | - K | 54 Hp | - T | | |
| Engine DIN Hp | Identification | | | | | | | | | | | | | | | | |
| 34 Hp | - D | | | | | | | | | | | | | | | | |
| 40 Hp | - F | | | | | | | | | | | | | | | | |
| 44 Hp | - H | | | | | | | | | | | | | | | | |
| 45 Hp | - K | | | | | | | | | | | | | | | | |
| 54 Hp | - T | | | | | | | | | | | | | | | | |
| 2 Aug. 65 | - | 124-002 '836 126-012 206 | <u>Type designation</u> Now: 124 A (1.6 liter Flat engine) Formerly: 124 (1.5 liter Flat engine) Now: 126 A (1.6 liter) Formerly: 126 (1.5 liter) | | | | | | | | | | | | | | |
| 21 Dec. 65 | 116 417 035 | - | <u>Tool kit</u> | | | | | | | | | | | | | | |
| 3 Jan. 66 | 316 139 500 | - | Now: Shape of wheel cap | | | | | | | | | | | | | | |
| 21 Jan. 66 | 216 094 055 | - | puller altered | | | | | | | | | | | | | | |

| Date introduced | Chassis No. | Unit No. | Modification |
|-----------------|-----------------------|-------------|---|
| 5 Jan. 66 | 216 083 934 | - | <u>Tool kit</u> |
| 1 Feb. 66 | 116 543 113 | - | Now: Box wrench 13 mm |
| | 316 171 292 | - | Formerly: 14 mm |
| | - | 122-150 556 | |
| 19 Jan. 66 | - | 124-002 888 | |
| | - | 126-014 464 | |
| 1 Aug. 66 | 117 000 001 | - | <u>Beginning of 1967 model year</u> |
| | 217 000 001 | - | Further details under the individual groups |
| 1 Aug. 66 | 117 000 003 (113/114) | HO 204 001 | <u>VOLKSWAGEN - Type 1</u> |
| | (117/118) | | Now: 1.5 Liter engine |
| | (141-144) | | (44 bhp) |
| | (151/152) | | |
| 1 Aug. 66 | 117 000 001 | - | <u>Eberspächer Aux. heater B 2</u> |
| | 157 000 005 | - | Now: Circulatory heating |
| 1 Aug. 66 | 317 000 001 (31,36) | - | Eberspächer Aux. heater |
| | 217 000 001 (211-251) | - | <u>BN 2 and BN 4</u> |
| | (265-285) | - | Now: 12 Volt operating current |
| | | | Formerly: 6 Volt |
| <u>1967</u> | | | |
| 10 Jan. 67 | 117 483 306 | DO 121 136 | <u>VW Sedan 1200 (M 86)</u> |
| | | | Start of production |
| 3 July 67 | 117 839 015 | DO 222 312 | <u>Clutch - Saxomat (M 5)</u> |
| | | | Production stopped |