

KNOW-HOW

MECHANICS' INFORMATION AND DATA

This chapter is a mixed bag of miscellaneous items, just handy things like how to take out studs when they break off in the crankcase, how to tell what year your VW is and like that. You will probably use the index in the rear to find what you want in it so I'll just start out and see what happens.

VOLKSWAGEN TYPE NUMBERS AND DESCRIPTION

Type I, Sedan (Bug), Super Beetle, Ghia and Safari (The Thing), Convertible

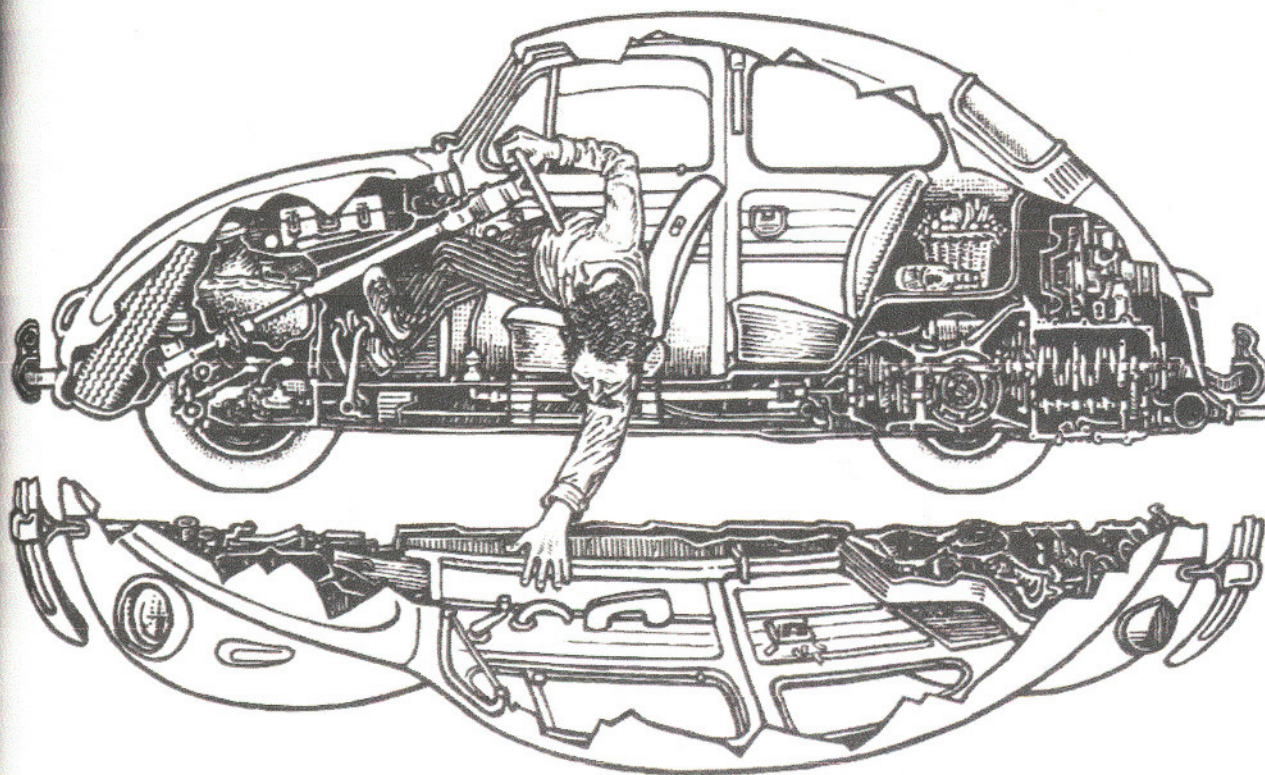
Type II, Transporter, Camper, Kombi, Station Wagon and the Commercials

Type III, Fastback, Squareback (Variant) and Sedan

Type IV, Two door and Four door Sedans and Station Wagon

Type I starts with the Standard Bug with which we are all familiar. It has torsion bars front and rear and a "stand-up engine" 1000 cc to the present-day 1600 cc. The Super Beetle has the same body but McPherson Type front suspension which replaces the torsion bars in the front end. The Karmann Ghia sedan and convertible has a special chassis with stronger attach points and more rigidity but still has the stand-up engine and torsion bar suspension. It has a lower profile special body designed by Ghia and built by Karmann. The Safari (Thing) is an all-purpose off the road vehicle with a Ghia chassis and super heavy suspension. It has a 1967 Bus transaxle and reduction gears to give it more clearance and better gear ratio. It uses the Rommel type body which will strip to bare essentials. It can be purchased with a "limited-slip" transaxle which gives it excellent traction. It comes with a 1500 stand-up engine and is built in Mexico. The Type I convertible became a Super Beetle in 1974 and since 1978 is the only Type I being imported into the U.S.A. From 1975 on they've been equipped with AFC fuel injection. **See Changes and New Ideas.**

Type II is the Bus and commercial vehicle and has a sturdy frame and torsion bar suspension. Through 1971 the Bus used the stand-up engine, starting with 36hp, then to 1600 through the years.



In 1972, the Type IV engine was installed in the Bus with 1700 cc and the flat (pancake) profile with dual carburetors. In 1975 the Bus was given an 1800cc engine with AFC fuel injection. In 1976 its engine went up to 2000 cc. See **Changes and New Ideas**.

Type III uses the sturdy Ghia chassis with torsion bars front and rear and a "pancake engine" practically identical to the 1500 and 1600 engines used in the Types I and II but with the lowered profile and different cooling system. In 1968, Bosch Electronic Fuel Injection was installed on this engine. The Type III was discontinued as of 1974.

Type IV has a four inch longer version of the Ghia chassis but uses McPherson strut front suspension and a coil spring rear suspension. It has the 1700 engine. The older models had dual carburetors but since 1970, the Type IV has Bosch Fuel Injection. The Type IV was discontinued in 1975.

Automatic transmission is available on all models except the Safari (The Thing) and is standard equipment on the Type IV four door sedans and station wagons.

ENGINE AND CHASSIS NUMBERS

The **Type I engine number** is stamped on the crankcase under the generator support facing the rear and the **chassis (I.D.) number** is on a plate in the front compartment and is also stamped on the tunnel under the rear seat. **Safari owners see Changes and New Ideas.**

The **Type II engine number** is stamped under the generator support facing the rear, through 1971, 1972 and on, the engine number is in the same place as for Type IV. The **chassis (I.D.) number** is stamped to the right of the engine in the engine compartment.

The **Type III engine number** can be found on the rear of the crankcase between the oil cooler bracket and the crack in the crankcase. It is in **FRONT** of the fan housing. The **chassis (I.D.) number** is on a metal plate in the front compartment and is also stamped on the tunnel under the rear seat. Up to 1964, the number is preceded by 0.

The **Type IV and '72 and on Type II engine number** is stamped on the crankcase near the joining crack in front of the fan housing. The **chassis (I.D.) number** can be found on the left windshield pillar and stamped on the tunnel under the rear seat.

Starting in 1969, most VW's have a metal plate in front of the driver on top of the dash right next to the windshield with the chassis (I.D.) number stamped on it.

Starting in August, 1964 (1965 models) VW started to use a nine digit chassis number. The first three numbers give information about the kind of vehicle it is and the year it was made and the last six numbers are the chassis numbers. At the beginning of each model year (August), the last six digits start with 000,001. For example: 316,050,000 means a Type III, 1 stands for sedan or fastback and the 6 for 1966, the 50,000th made that year. In 1969 (for the '70 models), VW chassis numbers became 10 digit numbers with the addition of a 2, like 2000,001 so 361,2037,843 indicates a 1971 squareback (Variant). Similarly 211,2109,322 indicates a 1971 Bus and 113,2365,987 is a 1973 Type I Bug.

Type I

Year	Chassis Number	Engine Number	Remarks
1949	1-91,922 to 138,554	1-000,001	30 hp
1950	to 1-220,471		
1951	to 1-313,829		
1952	to 1-428,156	to	
Dec. 1953	1-575 415	1-695 282	36 hp started
Dec. 1954	1-781 884	1-945 526	
Aug. 1955	1-929 746	1-1 120 615	
Dec. 1955	1-1 060 929	1 227 347	
Dec. 1956	1 349 119	1 678 209	
Aug. 1957	1 600 440	1 937 450	
Oct. 1957	1 673 411	2 026 015	

Type I (Cont'd.)

Year	Chassis Number	Engine Number	Remarks
Dec. 1957	1 774 680	2 156 321	
Dec. 1958	2 226 206	2 721 313	
Aug. 1959	2 518 668	3 072 320	
Dec. 1959	2 801 613	3 424 453	
Aug. 1960	3 192 507	5 000 001	40 hp started
Dec. 1960	3 551 044	5 428 637	
Aug. 1961	4 010 995	5 958 948	
Dec. 1961	4 400 051	6 375 945	
Dec. 1962	5 199 980	7 336 420	Fresh air heating started
Aug. 1963	5 677 119	7 893 119	
Dec. 1963	6 016 120	8 264 628	
July 1964	6 502 399	8 796 622	
Aug. 1964	115 000 001	8 796 623	
Dec. 1964	115 510 150	9 339 890	
July 1965	115 999 000	9 800 000	
Aug. 1965	116 000 001	F 0 000 001	1300 started
Dec. 1965	116 463 103	F 0 442 242	"E" has M240 Smog Control
July 1966	116 1021 300	F 0 940 716	
Aug. 1966	117 000 001	H 0 204 001	1500 started and 12 volt started
Dec. 1966	117 442 503	H 0 576 613	"L" has M240 Smog Control
July 1967	117 844 902	H 0 874 199	
Aug. 1967	118 000 001	H 5 000 001	
Dec. 1967	118 431 603	H 5 173 897	
July 1968	118 1016 100	H 5 414 585	
Aug. 1968	119 000 001	H 5 414 586	
Dec. 1968	119 474 780	H 5 648 888	
July 1969	119 1200 000	H 5 900 000	
Aug. 1969	110 2000 001	B 6 000 001	1600 started
Dec. 1969	110 2473 153	B 6 192 532	
July 1970	110 3200 000	B 6 600 000	
Aug. 1970	111 2000 001	D 0 676 000	the old 34 hp
		AB 0 000 001	1300 40 hp
		AD 0 000 001	1600 50 hp
		AE 0 000 001	1600 50 hp Super Beetle
July 1971	111 3200 000	DO 836 000	34 hp (you didn't even know they still made them)
		AB 0 350 000	40 hp
		AD 0 360 022	
		AE 0 568 000	
Aug. 1971	112 2000 001	DO 836 000	34 hp 1200
		AB 0 360 001	44 hp 1300
		AD 0 360 025	48 hp 1600
		AE 0 558 001	48 hp 1600
		AH 0 000 001	48 hp 1600
July 1972	112 3200 000	D 1 000 000	
		AB 0 699 001	
		AD 0 598 001	
		AE 0 917 063	
		AH 0 006 900	

Type I (Cont'd.)

Year	Chassis Number	Engine Number	Remarks
Aug. 1972	113 2000 001	D 1 000 001	34 hp 1200
		AB 0 699 002	44 hp 1300
		AD 0 598 002	50 hp 1600
		AE 0 917 264	48 hp 1600
		AF 0 000 802	46 hp 1600
		AH 0 005 901	48 hp 1600
July 1973	113 3200 000	D1 039 792	
		AB 0 820 427	
		AD 0 749 788	
		AE changed to AK 0 060 039	at No. 1 000 000
		AF 0 034 850	
Dec. 1973	114 2423 795	AH 0 056 934	
		AF 0 036 771	Alternator replaces generator
		AK 023 9493	
		AH 029 4654	
		AH 024 5425	
July 1974	114 2999 000	AS 010 9138	
		AF 0 092 707	
		AH 0 500 000	
Dec. 1974	115 2143 743	AS 0 171 566	
		AF 0 129 022	Fuel Injection
		AS 0 243 557	
		AJ 0 045 000	
July 1975	115 2600 000	AJ 0 012 142	
		AF 0 129 119	
		AS 0 269 030	
		AJ 0 059 664	
Dec. 1975	116 2071 467	AJ 0 012 405	
		AF 0 129 606	
		AS 0 332 893	
		AJ 0 071 682	
Aug. 1976	157 2000 001	AJ 0 012 504	
Dec. 1976	157 2006 038	AJ 0 095 936	
Aug. 1977	157 2200 0000	AJ 0 010 696	
Jan. 1978	158 2000 001	AJ 0 119 687	convertible only
July 1978	158 2100 000	AJ 0 119 688	
Aug. 1978	159 0000 001	AJ 0 132 850	
Dec. 1978	159 2018 069	AJ 0 132 851	
Aug. 1979	159 2036 063	AJ 0 136 982	
		AJ 0 143 097	

Type II

pre 1954	to 20-069,409	(20)-945,526	36 hp
Dec. 1954	to -110,604	to	
Dec. 1955	to -160,706		
Dec. 1956	223 217	1 678 210	
Dec. 1957	315 209	2 156 321	

Year	Chassis Number	Engine Number	Remarks
Aug. 1958	374 811		
Dec. 1958	423 156	2 721 533	
June 1959	469 506	3 400 000	"B—" engine to No. 3 580 000
Dec. 1959	551 631		Modified 36 hp—No parts available
May 1960	614 456	5 000 001	40 hp started
Dec. 1960	705 619	5 407 725	
Aug. 1961	802 986	5 979 934	
Dec. 1961	882 314	6 375 945	
Aug. 1962	971 550	6 914 251	
Dec. 1962	1 048 085	7 336 420	Fresh air heating started (clean-air) engine no.
Jan. 1963			143 453—1500 eng. optional eqpt.
Aug. 1963	1 144 282		
Dec. 1963	1 222 500	8 264 628	
Aug. 1964	215 000 001	8 785 398	713 768
Oct. 1964	213 036 651	8 964 971	1500 engine standard equipment
Dec. 1964	215 082 480	816 281	
Aug. 1965	216 000 001	H 0 000 001	"L" has E240 Smog Control
Dec. 1965	216 083 207		
Aug. 1966	217 000 001	H 0 183 373	12 volt system started
Dec. 1966	217 079 889	H 0 309 830	
July 1967	217 148 459	H 0 761 325	
Aug. 1967	218 000 001	B 5 000 001	1600 engine started
Dec. 1967	218 073 585	B 5 017 663	"C" has M340 Smog Control
July 1968	218 220 000	B 5 050 173	
Aug. 1968	219 000 001	B 5 050 174	
Dec. 1968	219 098 974	B 5 079 928	
July 1969	219 200 000	B 5 116 436	
Aug. 1969	210 2000 001	B 5 116 437	
Dec. 1969	210 2106 747	B 5 144 597	
July 1970	210 2300 000	B 5 230 000	
Aug. 1970	211 2000 001	AE 0 000 001	
July 1971	211 2300 000	AE 0 529 815	Last of the 1600 Buses
Aug. 1971	212 2000 000	CA 0 000 001	1700 66 hp with M251
		CB 0 000 001	1700 66 hp with M251 & M157
			—carb version of the Type IV engine
July 1972	212 2300 000	CA 0 016 185	
		CB 0 056 205	
Aug. 1972	213 2000 001	CA 0 020 001	
		CB 0 062 006	
Dec. 1973	213 2300 000	CA 0 029 721	alternator replaces generator
		CB 0 082 876	
Aug. 1974	215 2000 001	AP 0 027 466	1800 cc
		ED 0 000 640	
Dec. 1974	215 2073 083	AP 0 037 047	fuel injection
		ED 0 011 950	
Aug. 1975	216 2000 001	CJ 0 000 001	
		GD 0 000 001	2000 cc.
Dec. 1975	216 2077 675	CJ 0 013 231	
		GD 0 010 983	

Type II (Cont'd.)

Year	Chassis Number	Engine Number	Remarks
Aug. 1976	217 2000 001	GE 0 000 001	
Dec. 1976	217 2081 316	GE 0 002 336	
June 1977	217 2300 000	GE 0 007 082	
Aug. 1977	218 2000 001	GE 0 007 083	hydraulic lifters
Aug. 1978	219 2000 001	GE 0 040 001	
July 79	219 2153 964	GE 0 055 786	
Aug. 79	24A 0013 069	CV 001 595	Vanagon
Jan. 80	24A 0090 384	CV 011 278	
Mar. 80	24A 0103 711	CV 013 149	

Type III

Apr. 1961	000 001	000 001	1500 engine
Dec. 1961	011 041	013 112	
Aug. 1962	064 916	065 746	
Dec. 1962	138 774	143 557	
Aug. 1963	221 975	255 340	
Dec. 1963	321 076	406 183	
July 1964	483 592	633 330	
Aug. 1964	315 000 001	633 331	
Dec. 1964	315 105 296	816 281	
July 1965	315 220 883	1 100 000	
Aug. 1965	316 000 001	T 0 000 001	1600 engine started
Dec. 1965	316 140 226	T 0 126 399	
July 1966	316 500 000	T 0 260 000	
Aug. 1966	317 000 001	T 0 160 001	12 volt system started
Dec. 1966	317 134 254	T 0 380 413	
July 1967	317 233 853	T 0 476 124	
Aug. 1967	318 000 001	U 0 000 001	Fuel Injection started
Dec. 1967	318 103 144	U 0 036 005	
July 1968	318 500 000	U 0 093 651	
Aug. 1968	319 000 001	U 0 093 652	
Dec. 1968	319 108 899	U 0 154 029	
July 1969	319 500 000	U 0 230 433	
Aug. 1969	310 2000 001	U 0 230 434	
Dec. 1969	310 2111 451	U 0 168 080	
July 1970	310 2500 000	U 0 366 020	
Aug. 1970	311 2000 001	U 0 366 021	
Dec. 1970	311 2108 457	U 0 412 693	
July 1971	311 2500 000	U 0 502 000	
Aug. 1971	312 2000 001	U 0 502 001	
		U 5 000 001	
July 1972	312 2500 000	U 0 507 000	European
		U 5 057 000	U.S. with Smog Control
Aug. 1972	313 2000 000	U 0 507 001	
		U 5 057 001	
Dec. 1972	313 2500 000	U 0 510 144	
		U 0 069 142	
1973	313 2000 001	X	

Type IV

Year	Chassis Number	Engine Number	Remarks
Aug. 1968	419 000 000	V 0 000 001	411
July 1969	419 100 000	V 0 100 000	
Aug. 1969	410 2000 001	Z 0 000 001	68 hp
		W 0 000 001	80 hp
July 1970	410 2100 000	Z 0 009 406	
		W 0 057 034	
Aug. 1970	411 2000 001	Z 0 009 407	
		W 0 057 035	
July 1971	411 2100 000	Z 0 017 418	
		W 0 129 581	
Aug. 1971	412 2000 001	Z 0 017 419	68 hp
		W 0 129 582	
		EA 0 000 001	80 hp with M127 & M553
July 1972	412 2100 000	Z 0 020 000	
		W 0 163 426	
		EA 0 051 162	
Aug. 1972	413 2000 000	Z 0 020 001	68 hp 412
		W 0 163 427	80 hp
		EA 0 051 163	80 hp with M127 & M 553
		EB 0 000 001	72 hp Calif.
Dec. 1972	413 2100 000	Z 0 021 151	
		W 0 194 331	
		EA 0 071 929	
		EB 0 004 209	
Aug. 1973	413 2100 000	EB	1800 cc.
1974	414 2000 001	EC	

VOLKSWAGEN MODEL NUMBERS

We won't try to list them all as they appear nowhere except on part numbers and in VW literature but there are a few things about them of interest. The odd numbers are left-hand drive and even numbers are right-hand drive. They start with the good old 111 which is the original sedan, left-hand-drive. 113 is the Deluxe Sedan (Export) and can arrive with a 1200, 1300 or 1500 engine. The 115 is the old sun roof and the 117 has the new steel sliding roof. 141 indicates the Karmann Ghia Convertible; 143 the coupe, 151 is the model number for the VW convertible, 181 for the Safari.

In the Type II, Transporter Series, it gets complicated, starting with the 211 and going all out to the 2252, a Standard Model Sunroof Microbus not sold in the U.S.

VOLKSWAGEN PART NUMBERS

This is another rat's nest and of only passing interest. The part number for any part is a nine-digit number, like 000-000-000. The first three digits are for the model number the part was first used on, like 113 (see above). In newer parts, the third digit in the first three may indicate the year of part origin.

The other six digits make up the part number, with the first number being the Main Group number, the next two numbers the Sub-Group number, then three digits for the part number itself and finally any letters indicate the change number if any. Thus 113-105-279-A is the metal gasket