



WOLFGANG INTERNATIONAL

Manufacturers of custom & reproduction VW products
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Hello,

Thank you for taking the time to read this catalog. This catalog contains Bug (type 1) parts. Customers who aren't interested in other types (Buses, etc) don't always feel like sifting through all the information that doesn't relate to their interests. If you have interest in parts for other types of VW's, give us a call and just ask us if we have that particular catalog.

Wolfgang has been in business since 1994, although the staff and employees here have been in this line of work for most of their lives. Every employee owns a VW and every product that we sell, has been tested on our own cars. If you have a question about a product, we will tell you what we think, good or bad. If for some reason you don't see what you are looking for in this catalog, please call; we probably have it or will tell you why we don't or we'll tell you where to find it.

***Steve Phillips
President***



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***Don't forget to check our website
for monthly specials and the most
up-to-date listings of available parts!***

www.wolfgangint.com

NEW ENGINE CASE



We only carry new dual relief cases. These cases are far superior to the old single relief cases. The oil galley of the dual relief case is twice as big in diameter and there's more webbing in the case.

043 101 025	Crankcase	1600
113 198 033	Hardware Kit	

MAIN BEARING DOWEL PINS



These pins position the main bearings in the case halves so you can line up the oil galley holes with the main bearings. On the case half with the six main studs you should have four pins. You will have just one pin in the center main on the other case half.

111 101 123	Dowel Pin	All
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CASE HALF WASHERS AND NUTS



These nuts and washers are used in the middle for the six main case studs.

043 101 129	Washer	1500-1600
N11351	12mm nut	1500-1600

CASE HALF SEALING NUTS



These nuts are used on cases without o-rings, usually 36hp, 40hp and early 1300cc. They are used for the six main case studs in the middle. The nuts should be replaced anytime the case halves are split. Note: Do not use a washer under the nuts. The red side of the nut goes towards the case. 1500 and 1600cc motors

do not use these.

113 101 131A	Sealing nut	36hp-1300
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CAM PLUG



This plug goes in the back of the case (flywheel side). We usually seal this plug into the case with 3M glue. If you have a manual transmission, put the open side of the plug in towards the cam.

If you have an automatic transmission, the open side goes towards the flywheel. Note: Don't get carried away with applying sealer, as it may fill the cam bearing on the end of the shaft.

113 101 157C	Ridged style	1300-1600
040 101 157	Smooth rubber style, new case	1600

ALTERNATOR-GENERATOR STAND



It's possible to put a generator on an alternator stand but not the other way around. This stand holds either a generator or an alternator in place. Note: If you are buying this to change from 6v to 12v don't forget that you will also need to change the strap, pulley and rear generator tin.

113 101 211G	Alt-gen. stand 12v	40hp-1600
113 101 219	Gasket	40hp-1600
113 101 221B	Deflector	1500-1600
113 115 475	Oil breather gasket	40hp-1600

CYLINDER HEADS



All of our rebuilt cylinder heads are built from non-cracked or non-welded head cores (rebuilt welded heads will usually crack again next to the weld). Bad guides are replaced and new exhaust valves are installed along with a three angle valve job. All heads are bead blasted and measured for cc volume. Flycutting is done if needed. Note: It is better to buy these in pairs so we can match up a pair by cc's. The

amount of cc's greatly affects the compression ratio. We do not believe in head shims, but recommend barrel shims to lower the compression ratio. CORES FOR REBUILT HEADS MUST NOT HAVE CRACKS OR WELDS

113 101 353ERB	Rebuilt head	40hp
113 101 353ECO	Core	40hp
113 101 353BRB	Rebuilt head	1300
113 101 353BCO	Core	1300
311 101 353ARB	Rebuilt single port head	1500-1600
311 101 353ACO	Core	1500-1600
113 101 355ARB	Rebuilt dual port head	1600
113 101 355ACO	Core	1600

New heads are just that; new. No core required.

311 101 353A	New single port head	1500-1600
113 101 355A	New dual port head	1600

VALVE GUIDES



If you're rebuilding your own heads, you will probably need guides. Oversize guides refer to the outer diameter. Note: When installing, heat the head and freeze the guide; they will go in easier. We advise you not to try this yourself

unless you have experience in replacing guides.

111 101 401B	Standard	36hp
111 101 401B02	.002 oversize	36hp
113 101 401	Standard	40hp-1600
113 101 40102	.002 oversize	40hp-1600
113 101 40105	.005 oversize	40hp-1600
113 101 40108	.008 oversize	40hp-1600

CYLINDER HEAD NUTS AND WASHERS



These nuts and washers hold the heads on. The washers are thick so they won't deform under heat and torque. The torque on 10mm nuts is 28 ft. lb. and the 8mm nuts is 18 ft. lb. One trick is to use 3M glue on the bottom of the washers in the rocker area to prevent leaking through the head.

021 101 457	10mm nut	36hp-1600
111 101 461	10mm washer	36hp-1600
043 101 457	8mm nut	1600
N154011	8mm washer	1600

VALVE COVER GASKETS



This gasket goes between the valve cover and the head. We usually put them on dry. If they leak, use a sealer called Gasgacinch on the valve cover side of the gasket only and just under the bottom of the head side. If they still leak,

replace the valve cover bail and maybe even the cover itself. Never use 3M glue on these unless you never, ever plan to get them off again.

111 101 481	Gasket	36hp
113 101 481F	Gasket	40hp-1600

REGROUND CRANKSHAFT



These are used cranks with reground rod and main journals. Each crank is checked for cracks and wallowed out dowel pin holes. We only grind to 10 under, 20 under and 30 under; any further and the bearings are getting too thick. We also grind on the high side of the scale to insure maximum life out of the crank. A 10 under crank will read 2.155; a 20/2.145, and a 30/2.135. If you mic a used crank and the last number is below a 4, then you shouldn't run it. Example: The reading you get is 2.15382. This is a worn out 10 under crank and should be turned in for a 20 under. All cranks are sold on an exchange basis, cores must be usable.

111 105 10110	.010 under	36hp
111 105 10120	.020 under	36hp
111 105 10130	.030 under	36hp
111 105 101C0	Core	36hp
113 105 101A10	.010 under	40hp
113 105 101A20	.020 under	40hp
113 105 101A30	.030 under	40hp
113 105 101AC0	Core	40hp
311 105 101B10	.010 under	1500
311 105 101B20	.020 under	1500
311 105 101B30	.030 under	1500
311 105 101BC0	Core	1500
311 105 101F10	.010 under	1600
311 105 101F20	.020 under	1600
311 105 101F30	.030 under	1600
311 105 101FC0	Core	1600

CRANKSHAFT TIMING GEAR



This is a steel gear that goes on the crank to turn the cam. To get the gear off the crank, use a puller that is designed specifically for this purpose. Never use a hammer and a punch. When the gear is removed with a punch, it distorts the teeth. This causes it to bind the cam gear. If you have the gear off the crank, look for punch marks on the beveled side before you put it back on. Note: The gear is installed with heat. Use a propane torch to heat the gear (without turning it blue). Use a big pair of channel locks pick it up and install. If you do it right, it should slide right on. If it only goes half way, pull it back off with the correct puller and try again. The bevel side always goes toward the rods. Note: Do not forget the main bearing behind the gear.

113 105 209	Timing gear	36hp-1600
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TIMING GEAR WOODRUFF KEY



This key goes into the crank to align the steel cam gear with the brass distributor drive gear. Note: Install it with a brass drift and make sure it lays flat, this will make it easier to install the gears.

111 105 213	Woodruff key	All
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DISTRIBUTOR DRIVE GEAR



This brass gear goes on the crank to turn the distributor drive shaft. When putting on a used gear, make sure that the gear is not deformed. Note: When putting the gear on we use a propane torch like we did on the cam gear. Both gears should be put on at the same time. Do not overheat or the I.D. may distort.

111 105 223	Gear	All
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DISTRIBUTOR DRIVE



This gear matches up with the brass gear that is on the crank. Please read CRANK DISTRIBUTOR DRIVE GEAR for more info. We put this gear in before we put the case halves together. To do this, install the gear into the case with the two shims. Then install the distributor and bolt it down.

Press up on the distributor drive gear and measure the endplay. You should have around .010" of play. If you have a lot more than that, add some shims until you get close. Once you've done that, align the clips of the distributor parallel to the cylinder and tighten your pinch clamp so the body of the distributor doesn't move. Now point the rotor of the distributor to the hash mark on the distributor body where the #1 cylinder would fire. Don't move anything from this point. Grab your crank by the #1 rod and set it down in the case and you will be in time.

113 105 231B	Distributor drive	40hp-1600
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DISTRIBUTOR DRIVE SHIMS



These are the shims that set the endplay of the distributor drive gear. You must have no less than two shims. Read DISTRIBUTOR DRIVE for more info.

111 105 235A	Shims	All
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OIL DEFLECTOR



This is a large concave washer that goes on the crank after you have the nose bearing on. It keeps the oil spray, that comes out of the nose bearing, from shooting out of the pulley end of the case. Note: It is installed with the I.D., convex toward the rods and the concave toward the pulley.

Be careful not to install it backwards. If you do, it will dig into the case and fill it with shavings and cause a major blow up.

113 105 241A	Oil deflector	40hp-1600
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FLYWHEEL SEAL



This seal goes behind the flywheel. It should be replaced every time the flywheel is taken off. If your seal is leaking, take the flywheel off and pry the seal out. Now remove the shims and call a friend. Have your friend push and then pull the front pulley while you look at the rear main bearing. If the bearing is moving, a new seal will not solve

your problem. The engine will have to be taken apart and the case will need to be machined. If it is not moving, then you will want to check your endplay before installing the new seal. See CRANKSHAFT ENDPLAY SHIMS for instructions on how to do this. Install the seal and make sure it's all the way in (about 1/16" past flush). If you do not have a flywheel seal installer, turn your old seal upside down and use it to drive the new one in using a hammer. Note: The endplay (amount the crank is allowed to move back and forth) is .003" to .005". This measurement is very important if you want the engine to last.

111 105 245	Seal	36hp
113 105 245FS	Silicone seal	40hp-1600
311 105 295A	Flywheel O-ring	1500-1600

CRANKSHAFT PULLEY WOODRUFF KEY



This key holds the oil deflector in place, as well as aligning the front pulley. Note: Put the key in before you install the crank in the case, use a brass drift and make sure it lays flat.

113 105 249	Woodruff key	36hp-1600
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CRANKSHAFT PULLEY



it slides on the crank.

This pulley on the end of the crank turns the fan belt. It's also used for timing and adjusting your valves. We highly suggest using a stock-size pulley, as a smaller pulley will turn the fan slower. The main reason for replacing a pulley is that your old one is bent. Note: To make the pulley slide on easier, put a little white grease on the inside of it where

113 105 251G	Pulley	1300-1600
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CRANK PULLEY BOLT AND WASHER



This is a special spring washer used behind the crankshaft pulley bolt. The concave side goes out towards the bolt.

111 105 259	Washer	36hp-1600
111 105 263A	Bolt	36hp-1600

FLYWHEEL



These flywheels have been reconditioned and are sold on an exchange basis. If your flywheel has a groove where the clutch rides, it's a good idea to replace it. Read CRANKSHAFT ENDPLAY SHIMS for important instructions on flywheel installation.

111 105 271RC	180mm w/o o-ring 6v	36hp
111 105 271CO	Core	36hp
113 105 271BRC	180mm w/o o-ring 6v	40hp
113 105 271BCO	Core	40hp
113 105 271CRC	180mm w/o o-ring 6v	40hp-1300
113 105 271CCO	Core required upfront	40hp-1300
211 105 271RC	200mm w/o o-ring 6v	40hp-1300
211 105 271CO	Core required upfront	40hp-1300
211 105 271CRC	200mm w/o o-ring 6v	1500-1600
211 105 271CCO	Core required upfront	1500-1600
311 105 273ARC	200mm w/o o-ring 12v	1600
311 105 273ACO	Core	1600

FLYWHEEL DOWEL PINS



These pins hold the flywheel in place on the crankshaft. Should the hole that these go into become ovaled, throw away the crank or flywheel, whichever one is ovaled. Attempts to fix them are risky, since it is difficult and expensive to make the surfaces flat and true.

113 105 277	Dowel pins	40hp-1600
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CRANKSHAFT ENDPLAY SHIMS



These shims set the endplay of the crankshaft. It is very important that you get this right. The endplay should be between .003" and .005". Too loose and you will beat out the rear main bearing, too tight and the flywheel will try to grab the rear main bearing and spin it. If you are going to use old shims, make sure they are not cupped. Flex them one by one to see if they pop; if they do, they're cupped.

Note: The way to set the endplay is to leave out the flywheel seal and o-ring. Find three .010" shims; install the three shims and bolt on the flywheel. Torque the flywheel to 250 ft. lb. Using a dial indicator mounted on the flywheel with the needle against the case, push the flywheel back and forth to get a reading. If you have too little or too much then take the flywheel off and figure out what you need to add or subtract to come up with the correct endplay. You may need to take out a shim(s) and add a thicker one(s). You must have a total of three shims; no more no less. After you get the correct thickness, install the seal and o-ring.

113 105 281A	O-ring .24mm (.010)	1500-1600
113 105 283A	O-ring .30mm (.012)	1500-1600
113 105 285A	O-ring .32mm (.013)	1500-1600
113 105 287A	O-ring .34mm (.0135)	1500-1600
113 105 289A	O-ring .36mm (.014)	1500-1600

FLYWHEEL GLAND NUT



It's really a bolt, but that's what everybody calls it. This bolt holds the flywheel on. If you are using an old one make sure the needle bearings in the pilot bearing are still in the end and that it's not rusted. Note: This bolt should be put on with a torque wrench and not a breaker bar with someone jumping off the roof. Impact guns are out too!

Torque the bolt to 250 ft. lb., anything less and it will come loose. Anything more and you run the risk of cracking the bolt and having the flywheel fall off.

111 105 305E	Gland nut	36hp-1600
111 105 297	Flywheel lock washer	36hp-1600
111 105 313A	Pilot bearing	36hp-1600

RECONDITIONED RODS



Most people don't realize the importance of rods. They are one of the most significant parts in the motor. When a rod is reconditioned, the cap is separated, the bolts taken out and the cap's mating surfaces ground. The rod is then put back together, now having an oval hole. This hole is then machined round again. We've seen many problems when it's not bored correctly. If the bushings are bored crooked, it throws the rod sideways when the cylinder fires. Another problem is when one rod has been reconditioned once and another several times, one rod may be longer than the others and this will affect the compression ratio. You might have a compression ratio of 9.1 in one cylinder and 7.7 in the other three. The result is an unbalanced engine causing major detonation in one cylinder. The rods we carry are checked for straightness, weighed to within 10 grams and matched for length to .005". All rods are sold in sets on an exchange basis.

111 105 401RC	Rods	36hp
111 105 401CO	Core	36hp
113 105 401A	Rods	40hp-1300
113 105 401ACO	Core	40hp-1300
311 105 401BRC	Rods	1600
311 105 401BCO	Core	1600

ROD BEARINGS



These are the shells that go in the rods and ride on the crank. To determine the size you need, mic the crank on the rod journal; 2.165 to 2.164 is standard, 2.155 to 2.154 is .010 over, 2.145 to 2.144 is .020 over and 2.135 to 2.134

is .030 over. We don't like to run a crank over a .030 undersize as the bearings are too thick. Note: When installing the bearings try not to touch the surface that the crank rides on with your fingers until you spread oil on it. Grab it by the edges and push it into place. Never oil the surface that sits in the rod, oil goes on the crank side. We use 30W oil, not grease. Make sure that the two locating tabs face each other when installing them and that the tang on the rod beam is up for that cylinder. The total torque is 28 ft. lb. starting at 15 ft. lb. When you're done torquing the rods, make sure they spin freely. If they don't, take the rod off and find out what's restricting it. Note: IT WON'T WEAR IN; IT WEARS OUT.

111 105 701A	Standard	36hp
113 105 701	Standard	40hp-1600
113 105 707	.010	40hp-1600
113 105 713	.020	40hp-1600
113 105 719	.030	40hp-1600

CAMSHAFTS



We've had no luck with regrinds, therefore we sell only new camshafts. German cams were the best, but are no longer available. These are the best stock grind cams available.

113 109 021DBR	0 Gear, flat style	40hp-1600
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PUSH RODS



These rods link the cam to the valves. If you have used rods, make sure that they are straight by rolling them on a flat surface. Inspect the ends and blow air through the tip making sure it comes out the other side. We do not recommend using steel push rods on a daily driver, because the expansion rate is different and requires you to adjust the valves more often. Note: When installing push rods, squirt some oil on the ends and down the hole.

111 109 301A	Push rods w/lifter	36hp
113 109 301D	Push rods	40hp
311 109 301A	Push rods	1300-1600

CAM FOLLOWERS (STOCK LIFTERS)



Cam followers ride against the cam. Personally we've had bad luck with regrinds. We prefer the Mahle or Scat brand cam followers. When using old cam followers, clean the head surfaces and put two together with the faces touching. Hold them up to a light to see if you can see light between them increasing from the middle out. The heads should be convex not concave or flat. Note: When installing, make sure your cam has .060" to .100" clearance from the top of the cam lobe to the cam follower. Install using cam assembly lube.

113 109 309C	Cam followers	40hp-1600
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PUSH ROD TUBES



These tubes go from the case to the heads to house the push rods. They also return the oil from the heads to the case. We highly recommend that you replace these whenever you pull the heads off a 40hp-1600cc engine. The stock tubes have a crush built into each end. If you try to stretch the old tubes, they will go back to where they were crushed as soon as they heat up and will likely leak. Note: You should be careful putting the seals on; it's real easy to cut your fingers.

111 109 335	Push rod tubes	36hp
113 109 335	Push rod tubes	40hp
311 109 335	Push rod tubes	1300-1600

PUSH ROD TUBE SEALS



These are the seals that go around the push rod tubes. We recommend you replace the tubes at this time as well, because they usually leak even though you have new seals. Wipe some white grease on the new seals and install.

113 109 345A	Inner or outer	40hp-1600
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VALVE ADJUSTING SCREWS AND NUTS



This screw rides against your valve, opening and closing it. These screws do wear out, so check the end that rides on the valve. If you see any pits in the adjusting screw, you will need to replace it. We're not big fans of the stock adjusting screws and feel you are much better off with swivel feet adjusting screws. You'll find SWIVEL FEET ADJUSTERS in the aftermarket section. Also take a look at the jam nuts. If the corners of a nut are rounded off, replace it; it'll save your knuckles. When you tighten the nuts, remember that snug is fine; you don't have to gorilla them tight. To adjust your valves; pop the cap off your distributor, turn your motor over by hand until the rotor lines up with the #1 wire. You should see a small line on the distributor body and the crank pulley notch should line up with the split in the case. Take off the valve cover on the #1 - #2 side (passenger's side). Adjust #1 intake and exhaust to .006". If you are not sure on your feel with the gauge, try and slide a .007" gauge in. If the .007" gauge fits, you're too loose. With #1 done, rotate the motor by hand counterclockwise 180 degrees and adjust #2 intake and exhaust. Clean your valve cover and install a new gasket. Put that cover back on. Now pop off the #3 - #4 valve cover. Rotate the motor again counterclockwise 180 degrees and adjust #3. Rotate motor again counterclockwise 180 degrees and do #4. Put a new gasket in the valve cover and pop it back on. Put your cap back on the distributor and you are done.

043 109 451	8mm screw	36hp-1600
N111521	8mm nut	36hp-1600

INTAKE VALVES



The two inside valves in the head are the intake valves, which let the gas into the combustion chamber. These don't normally need to be replaced unless they have been ground too far or too many times. On stainless steel valves, make sure you grind the keepers so that they don't touch each other when they're put in place. Stainless steel valves are soft and if you don't grind the keepers they will eventually pull through.

113 109 601B	31.5mm	40hp
113 109 601D	33mm	1300
311 109 601	35.5mm	1500-1600

EXHAUST VALVES



The two outside valves in the head are the exhaust valves, they let the burned fuel out of the head. We recommend that you replace them when you have a valve job done. The old valves can get brittle due to the heat and break off. On stainless steel valves, make sure you grind the keepers so that they don't touch each other when put in place. Stainless steel valves are soft and if you don't grind the keepers the valves will eventually pull through.

113 109 612	30mm	40hp-1300
113 109 612A	32mm	1500-1600

VALVE SPRINGS



These springs return the valves back to their seats. You can use your old springs, but make sure that you check them with a spring gauge to see if they still have the same tension. Heavy duty springs are recommended for high RPMs and steep cams. Dual springs are for the race tracks, not the street.

113 109 623C	Valve spring	40hp-1600
113 109 641B	Valve spring retainer	40hp-1600
113 109 651A	Valve keeper	40hp-1600

OIL PUMPS



The oil pump is the heart of the engine, so it is very important to choose the right one. When ordering a pump you will need to know if your case is a single or dual relief, if you have a dishd or a flat cam and if you want a standard or heavy duty pump. Remember that you can only pump so much oil through a certain size hole, so be careful in ordering a heavy duty pump. We feel that any pump with gears larger than 30mm is a waste of money. Note: When replacing a pump make sure you use four new sealing nuts.

311 115 107K	6mm SRC, 21mm	36hp-1300
311 115 107HD	6mm SRC, 26mm	36hp-1300
311 115 107AK	8mm SRC, 21mm	1500-1600
311 115 107AHD	8mm SRC, 26mm	1500-1600
111 115 107AHD	8mm DRC, 26mm w/flat cam	1600
111 115 107AKS	8mm DRC, 30mm w/flat cam	1600
111 115 107B	8mm DRC, 26mm w/dish cam	1600
111 115 107BHD	8mm DRC, 30mm w/dish cam	1600
111 115 111A	6mm gasket case to pump	36hp-1300
111 115 131A	6mm gasket cover to pump	36hp-1300
111 115 111B	8mm gasket case to pump	1500-1600
111 115 131B	8mm gasket cover to pump	1500-1600

OIL PUMP SEALING NUTS



These nuts prevent oil from leaking around the oil pump studs. They should be replaced every time you take the oil pump and/or cover off. Note: The red side of the nut goes towards the cover and washers are not used.

111 115 161	8mm	1500-1600
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OIL SUMP SCREENS



This screen fits in the sump around the pick up tube. It's more of a rock catcher than anything else. We recommend an external filter in conjunction with the screen. Used screens are fine as long as they are clean.

111 115 175A	Screen	36hp
113 115 175	Screen	40hp
311 115 175A	Screen, Single relief case	1300-1600
111 115 175B	Screen, Dual relief case	1600

OIL SUMP PLATE



This is the plate on the bottom of the motor. To install one on a 40hp-1600cc motor, proceed in this order: Gasket against the case, the screen, another gasket, and then the plate. Now put the copper washers on the studs and then the six cap nuts. Be sure to use Gasegacinch on the gaskets and do not over tighten the nuts. We highly recommend you use cap nuts on the studs. Note: Make sure the drain plug in the middle, is in tight.

113 115 181A	Sump plate	40hp-1600
113 115 193	Drain plug	40hp-1600

DUMP TUBE COLLAR



This rubber collar goes around the dump tube that comes from the generator stand. It keeps the tin from rubbing a hole in the tube. This tube is a vent for the crankcase; so if the tube has a hole or slice in it, fix it. An opening in the tube isn't too big of a deal if the engine is running because there is pressure and it's venting out. However this tube sucks in air when you start the engine, so if you are in the dirt you will suck dirt directly into the motor. Please see DUMP TUBE BOOT for more information.

111 115 451	Collar	60-72
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VACUUM CAP PLUG



This is a rubber plug that is used to plug off vacuum. We use it on the stock doghouse fan shrouds to block off where the hose would go to the charcoal canister.

111 115 465	12mm	All
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OIL FILLER CAP & GASKET



It caps the hole you are aiming at while pouring oil over everything else. Used caps are fine as long as the gasket is good.

111 115 485	Cap w/gasket	-74
111 115 487	Gasket only	-74
021 115 311	Cap w/gasket	75-
021 115 487	Gasket only	75-

OIL FILLER NUT



This is more of a bolt than a nut. It holds the oil filler to the generator stand. It takes a special tool to get the old one out and to get the new one tight. The most common reason to replace one is that the old nut is stripped. Don't forget the gasket that goes between the stand and the filler, not between the nut and the filler.

111 115 495	Nut	40hp-1600
113 115 475	Gasket	40hp-1600

DUMP TUBE BOOT



This boot goes on the end of the dump tube. It has a valve (or slice) in the end allowing oil pressure to vent out but nothing to get in. Many people don't realize the importance of this little rubber boot. When you are starting the engine, the tube will suck air and this boot keeps the dirt out. Note: When installing the boot, dip your finger in oil and smear it on the inside of the boot. Shove it on until the little nub on the inside finds the hole in the tube, no clamp is needed.

311 115 541	Boot	60-72
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DIPSTICK



No, this isn't that distant cousin. This is what you use to check the oil. If you're low, add oil. You're stock motor only holds 3 quarts of oil, and it needs every drop of it. This stick's your friend, so check it regularly.

113 115 611	Dipstick	36hp-1600
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OIL COOLERS AND SEALS



This stock oil cooler cools the hot oil coming from the engine. We recommend the doghouse style over the earlier one because the hot air exits the cooler and goes outside the engine compartment. The earlier cooler allows the hot air to go over the #3 & 4 cylinders, an inadequate way of cooling. Note: When installing the fan shroud over the doghouse cooler you should wrap a piece of foam over the top of the cooler to insure that air from the fan goes through the cooler and not around it. When it comes to oil cooler seals, we suggest you give us a call.

111 117 021ERB	Rebuilt, non-doghouse SRC	36hp-1600
113 117 021RB	Rebuilt, doghouse DRC	1600
113 117 021	New, doghouse DRC	1600
111 117 151	Seal/non-doghouse cooler SRC	36hp-1600
021 117 151A	Seal doghouse DRC	1600
111 198 029	Conversion seals (pr)	
113 117 303	Stand for doghouse style cooler	

COOLING FANS



This is the fan that fits inside the fan shroud. If you are running a doghouse shroud, you will need the wide fan no matter what year the car is. If you don't know what a doghouse shroud is, call us and we will explain it.

113 119 031A	Narrow, non-doghouse	-70
113 119 031B	Wide, doghouse	71-

THROTTLE TUBE TO SHROUD PLUG



On the backside of a stock doghouse shroud, where the throttle tube goes through, you will see an oval hole. This is the plug that seals that hole around the tube. It easily pops into place.

211 119 217	Shroud plug	71-
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FAN HUB KIT



This is a hub that is keyed onto the generator or alternator to mount the fan. You will need to use generator shims to space the fan out from its backing tin. Place the fan on the hub and hand tighten. Give the fan a spin and make sure it is not bent or hitting the tin. Mount the generator or alternator/fan assembly back into the fan shroud. Now put the belt on, shove your screwdriver in the front pulley and lock up the shaft. With a 36mm socket, reach around the backside of the fan shroud and torque the nut to 45 ft. lb.

111 119 270B	Kit	All
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CYLINDER HEAD DEFLECTORS



These are also known as the "forget-me-nots". When putting on your barrels, place the deflectors next to the barrels. Clip them into place before putting the heads on.

If you "forget" them, take the heads back off and put them on. They are important for cooling, as they deflect air around the bottom of the barrels.

311 119 317A	For 10mm head studs	1300-1600
113 119 317	For 8mm head studs	1600

FRONT CYLINDER HEAD DEFLECTORS



These are the short pieces that fit under the big cylinder tin towards the crank pulley. They hold the large cylinder tins in place as well as deflecting air down and around the #2 and #4 cylinders.

131 119 357	Left #4	1500-1600
131 119 358	Right #2	1500-1600

PREHEAT ELBOW



This elbow helps reduce icing issues for those of you living in cold climates. You should make sure this elbow is on your motor. It routes warm air from under your cylinders up to the stock air cleaner.

113 119 519G	50mm	68-74
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PREHEAT HOSE GROMMET



In the stock front pulley tin, there is a hole for the 1" hose coming down from the stock air cleaner. This hose sends heated air back up to the air cleaner. This is the grommet that goes around that hose to keep it from getting cut by the tin.

111 119 571	For 1" hose	61-67
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FRESH AIR HOSE BASE SEALS



These seals go over the stock H pipes where they come through the front pulley tin. They help to seal the engine compartment from hot air and dirt.

113 119 585	Pair	63-67
113 119 585B	Pair	68-

HEAT RISER INSULATION



This is the insulation that came in the heat riser shields around the intake manifold. They just slide into the shields. They fit all 40hp-1600 except 74 Cal. only.

113 119 597	Pair	62-74
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FUEL PUMPS



These stock pumps pump fuel into the carburetor. We prefer the 025B pump over all the other pumps, it seems to be the most reliable. If it fails you can easily take it apart; whereas the other ones you can't. We don't recommend aftermarket electric pumps, because if you get in an accident and there is a fire, the pump continues to feed it. Note: Before installation, put a dab of grease

on the foot that the rod rides on.

211 127 025	With threaded intake	40hp
113 127 025BCD	Universal	40hp-1600
113 127 025D	Round top	1600
113 127 025G	Use with alternator	1600
113 127 311	Gasket lower	40hp-1600
113 127 313	Gasket upper	40hp-1600
61316	Electric (fuel injection)	75-

FUEL PUMP FLANGE



it.

The fuel pump sits on this little stand and it's also the guide for the push rod. If you are going to use an old flange, make sure it's not cracked and that the end has not broken off. Note: Make sure it goes into the case easily. If it doesn't, sand the stem so that it slides into place. Do not over tighten it or you will crack

113 127 303	Flange	40hp-1600
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FUEL PUMP PUSHRODS



This rod drives the fuel pump. Used pushrods are fine; very rarely do they go bad. Note: The pointed end goes down.

113 127 307	With generator	40hp-1600
113 127 307A	With alternator	1600

FUEL LINE



This metal line goes from the pump around the fan shroud to the flex line that comes from the gas tank. It has two 90 degree bends where it comes out of the rear tin. It's function is to keep the fuel away from the heater box. Most people don't replace this, but should. We see a lot of engine fires because of a bad metal line or a flex fuel line run all the way to the pump. Note: Make sure you have a grommet in the rear tin so that the tin doesn't rub a hole in the line.

111 127 511A	Metal line to carb	36hp
111 127 521A	Metal line to pump	36hp
113 127 521A	Metal line to pump	1300-1600
113 127 521AWG	Metal line to pump, Wolfgang	1300-1600
311 971 913	Grommet	36hp-1600

CARBURETORS



This is what delivers gas and air to the engine. It would take a book to explain all of the symptoms of a bad carburetor. A simple check is to use a mirror and a flashlight to see if fuel is dripping onto the butterfly while the engine is idling. If it's dripping then there is a good chance it's bad. Another check is with the motor off, grab the throttle arm down where the butterfly shaft is and see if it moves back and forth. Again if it moves, the shaft is worn out and you should think about replacing it.

113 129 027H	30PICT single arm w/o idle cut off
113 129 027HBR	30PICT dual arm w/idle cutoff-CA smog legal
113 129 027EMP	30PICT dual arm w/idle cutoff, China
113 129 031K	34PICT3
113 129 031KCA	34PICT3-CA smog legal
113 129 031EMP	34PICT3, China
N137761	Carb base gasket 28PICT-30PICT
113 129 707A	Carb base gasket 34PICT

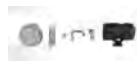
CARBURETOR ADAPTER



This adapter is used when you want to put a 30PICT carburetor on a dual port manifold. It bolts to the bottom of your carburetor.

113 129 034KIT	Adapter 71-
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CARBURETOR PARTS



Here are some of the replacement parts for your stock carburetor.

113 129 191G	12v choke	30PICT-
113 129 323B	Accelerator nozzle	28PICT-30PICT
113 129 323C	Accelerator nozzle	34PICT3
113 129 391	Float	30PICT2-34PICT3
111 129 405C	Main jet #115	28PICT-34PICT3
111 129 405B	Main jet #117.5	28PICT-34PICT3
111 129 405D	Main jet #120	28PICT-34PICT3
111 129 405F	Main jet #122.5	28PICT-34PICT3
111 129 405G	Main jet #125	28PICT-34PICT3
111 129 405H	Main jet #127.5	28PICT-34PICT3
111 129 405M	Main jet #130	28PICT-34PICT3
111 129 405N	Main jet #132.5	28PICT-34PICT3
111 129 405O	Main jet #135	28PICT-34PICT3
111 129 405P	Main jet #137.5	28PICT-34PICT3
111 129 405Q	Main jet #140	28PICT-34PICT3
111 129 405R	Main jet #135	28PICT-34PICT3
111 129 405S	Main jet #150	28PICT-34PICT3
111 129 405T	Main jet #155	28PICT-34PICT3
111 129 405U	Main jet #160	28PICT-34PICT3
111 129 405V	Main jet #165	28PICT-34PICT3
111 129 405W	Main jet #170	28PICT-34PICT3
049 129 412C	Idle cut off	34PICT3
113 129 415D	Idle jet #55	28PICT-34PICT3
113 129 415E	Idle jet #60	28PICT-34PICT3
113 129 415F	Idle jet #65	28PICT-34PICT3
N137761	Base gasket	28PICT-30PICT3
113 129 707A	Base gasket	34PICT3
113 129 881A	Return spring	30PICT1-34PICT3

PAPER AIR FILTER



This is a replacement paper element for the stock air cleaner.

113 129 620	Air filter 73-
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OIL BREATHER ELBOW HOSE



This rubber hose goes from the oil breather to the stock air cleaner.

113 129 651	Hose 72-74
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INTAKE MANIFOLD



The intake manifold has the tube that delivers the gas mixture to the heads. There's not much to that part of the intake manifold, however the heat riser tubes that are attached to the intake manifold are very important. If the heat risers are clogged and not working properly, you'll never get the car to run right. We cannot stress enough how important the heat risers on a single carburetor set up are, no matter what kind of carb you have. The way to tell if your heat risers are clear and working is to get the car running and then carefully feel the manifold just under the carb. If it is cold, it's not working. If you have the manifold off for any reason, make sure you clean the heat riser out. Note: If you have a header, make sure that it has been drilled out into the exhaust pipe where it mates up with the heat riser. Most headers don't come predrilled.

113 129 701K	Single port 1300-1600
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INTAKE MANIFOLD GASKETS



These are the gaskets used between the intake manifold and the cylinder head. We prefer using paper gaskets on dual port motors. If for any reason you take off the intake manifold, you will need to replace these gaskets. Note: If you have a single port engine, tighten the heat risers before you tighten the intake at the ports.

N138211	Single port, copper 36hp
N138231	Single port, copper 40hp
311 129 707	Single port, copper 1300-1600
113 129 717	Dual port, paper 1600

INTAKE MANIFOLD BOOTS



These two boots connect the intake manifold with the end casting on a stock dual port 1600cc engine. It's a good idea to replace them if you have the manifold apart. These are probably the number one source of intake leaks on dual port motors. We have tried the split boots and aren't pleased with them because they tend to leak. It's worth the effort to put the stock boots on. Note: Squirt some oil on the inside of the boots for easier installation.

113 129 729BS	Silicone boot 1600
113 129 730	Small clamp 1600
113 129 731	Large clamp 1600
113 198 729BS	Boot w/clamps 1600
043 133 241	FI Intake manifold hose 1600

THROTTLE CABLE TUBES



This is the tube that goes through the fan shroud that the accelerator cable threads through. We usually put a 10mm flat washer on it, then stick it through the shroud. On the backside of the shroud, use a fuel line hose clamp on the tube to keep it from pulling back through the shroud.

113 129 901	Spring for 211 129 893 -28PICT
113 129 905	Bell for 211 129 893 -28PICT
113 129 909	Clip for 211 129 893 -28PICT
211 129 893	For carb w/o spring -28PICT
043 129 893	For carb w/spring 28PICT1-34PICT3

THROTTLE CABLE LOCK



This barrel lock attaches the cable to the carburetor. They really don't go bad, but they've been known to fly away. The same barrel lock is used on the heater cables.

111 129 921	Cable lock All
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EGR FILTER



This is a smog device. We suggest you wait until a smog station says you need a filter before buying one due to the expense.

113 131 617C	EGR filter	73-74
113 131 617A	EGR filter	74
043 131 617B	EGR filter	75-
043 131 599A	EGR pipe gasket	75-
043 131 671	Connector pipe	75-
043 131 672	Valve to filter pipe	78-
113 115 249	EGR fitting	

FUEL INJECTION PARTS



These are some parts that go on fuel injected motors.

0280130214	Thermo Time switch	76-
0280140101	Auxiliary air valve	75-
0280160200	Fuel pressure regulator	75-
050239	Cylinder head temp sender	75-

FUEL INJECTION SEALS



These o-rings should be replaced whenever you replace a fuel injector, or if they are old and cracked. Four small and four large seals are required per motor.

311 133 261A	Small o-ring	All
311 133 263	Large o-ring	All

CLUTCH PRESSURE PLATES



The clutch cover is also known as a pressure plate. A lot of people replace the clutch cover when it's not necessary. To check the clutch cover, look at the surface where the disc rides, make sure it's in good condition. Now place the clutch cover on the floor and step on it (bounce on it) to see if it still has tension. Note: When putting the clutch cover on, use a clutch alignment tool in the disc and start the bolts by hand. Use wafer washers under the bolts. Tighten the bolts in a star pattern until the cover sits flat. Torque the bolts to 18 ft. lb., any more and they will break, any less and they will come loose.

211 141 025D	180mm	-65
311 141 025E	200mm w/collar	66-70
311 141 025EHD	200mm w/collar, heavy duty	66-70
311 141 025C	200mm w/o collar	71-79
311 141 025CHD	200mm w/o collar, heavy duty	71-79

CLUTCH DISCS



This disc transfers the power from the motor to the transmission. To check an old clutch disc, use a 7mm wrench and try to put the open end over the thickness of the disc. If the wrench goes on, you should think about replacing the disc. There are basically two types of discs, ridged and one with springs. The spring type has a little give before it engages, reducing the shock on the transmission. The ridged discs are good for dirt cars or someone who wants to race at the drag strip.

111 141 031E	180mm ridged	-65
111 141 031F	180mm w/springs	-65
311 141 031B	200mm ridged	66-
311 141 031D	200mm w/springs	66-

CLUTCH RELEASE BEARINGS



Also known as a throw-out bearing, this bearing's function is to disengage the clutch. When checking an old bearing, just spin it to see if it sounds dry. We suggest you use a German Sachs bearing as we have seen problems with other brands.

111 141 165A	Use w/collar cover	-70
113 141 165B	Use w/o collar cover	71-
113 141 181B	Guide sleeve for 113 141 165B	71-

CLUTCH RELEASE BEARING CLIPS



These clips hold the throw-out bearing to the arm. We prefer the spring loaded type over the original ones. Note: Put some grease on the pivots of the throw-out bearing where it rides in the arm.

111 141 177AS	Clip	-70
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CLUTCH ARMS



This shaft holds the throw-out bearing in place. Used operating shafts are fine as long as the arms aren't bent or broken. When removing an old shaft, take out the 11mm head bolt that sets the arm bushing into the trans case. Next, take off the throw-out bearing and the clutch cable nut. Push the shaft toward the cable arm, pushing out the bushing. Remove the cable arm, spring, bell and bushing.

At this point, the shaft should pull out from the inside. Note: When putting the shaft back in, grease the shaft where the bushing rides. Put the inner clip on the shaft, then install the shaft into the case. Slide the bushing from the outside over the shaft making sure you are lining up the set screw hole. Put in the set screw and then the spring bell. Put the spring over the bell, then put it over the arm. Do not put the spring over the arm until you have the outer clip on. Take a large Phillips screwdriver and wrap the spring around the arm, pull the screwdriver towards you, prying the hook of the spring around the arm.

113 141 701C	Shaft	61-67
113 141 701E	Shaft	71-72
113 141 701F	Shaft	73-

CLUTCH RETURN SPRINGS



onto the arm.

This spring returns the clutch arm. If yours is broken the throw-out bearing will wear out faster. Note: To install this spring, first take the clutch cable out of the arm and remove the clip that holds the arm to the shaft. Remove the arm and broken spring. Install the new spring leaving it off the arm. Once the arm is back on with the clip, use a large Phillips screwdriver to pry the hook end of the spring back

113 141 723	Spring	61-72
113 141 723C	Spring	72-74

ENGINE GASKET SETS



Gasginch on all our gaskets.

This kit contains most of the seals and gaskets necessary to rebuild an engine. You'll also need to purchase a flywheel seal. If your case is a dual relief motor, you'll also need another copper o-ring for the second relief plug and two more of the oil cooler seals. Note: We use a sealer called

111 198 003	Gasket set	36hp
111 198 005	Gasket set	40hp
111 198 007AF	Gasket set	1300-1600
111 198 007AFG	Gasket set German	1300-1600
N138171	Oil pressure relief gasket	40hp-1600

CLUTCH ARM BUSHING KIT

This kit contains a bushing, a clutch return spring and the retaining clips to install the throw-out bearing shaft in the transmission. The engine has to be pulled out in order to put the bushing on. Start by removing the throw-out bearing. Now take the clip off the cable arm and remove the arm. Go to the backside of the bell housing and remove the 11mm bolt that sets the bushing. Push the shaft from the inside out towards the driver's side; this will push the bushing out. Now for the fun part, grease up the shaft where the bushing rides. Install the inner clip on the shaft, then install the shaft without the bushing. Slide the new bushing from the outside over the shaft, making sure that the indent hole lines up with the hole on the backside of the transmission. Install the alignment bolt in the bushing and then replace your throw-out bearing. Now replace the clutch return spring, the bell, and the clutch cable arm. Put on the clip. Don't try to put the spring over the arm until you have this outer clip on. Take a Phillips screwdriver and wrap it around the arm; hook the spring and pry it backward. This will install the spring back on the arm without you losing your sanity or a finger.

113 198 026 Bushing kit 60-72

OIL SCREEN GASKET KIT

These gaskets are used on the sump plates of the engine. Note: We use a sealer called Gasegacinch on these gaskets. You should use cap nuts on the studs and DO NOT over tighten them.

113 198 031 Gasket kit 40hp-1600

PISTON AND CYLINDER KITS

These come in sets of four pistons with rings, four cylinders, four wrist pins and eight wrist pin keepers. We prefer the Cima Mahle brand for the 1200-1600cc engines. We do not like the wire type of wrist pin keepers and suggest you buy a set of Tru-Arc type keepers. When you get pistons and cylinders, the pistons need to be taken out of the cylinders and have the cosmoline cleaned off and the ring gaps set. Note: The arrows on the pistons go towards the flywheel. If you want your motor to last, I suggest you flip ahead and read BARREL SHIMS.

111 198 057	77mm	36hp
111 198 057A	77mm	40hp
311 198 069F	85.5mm	1600

PISTON RING SETS

Rings on the pistons are there to eliminate "blow-by". To see if your cylinders or rings are worn out, take a top ring and place it into the cylinder about an inch down from the top. Using a piston with no rings, push the ring down making sure it is sitting flat in the cylinder. With the ring in the cylinder, use a feeler gauge to measure the ring gap. If it is over .030", either the ring or the cylinder is worn out. If you feel a ridge on the top of the cylinder, then it's a bad cylinder and time for a new set of pistons and cylinders. We prefer using cast rings instead of chrome rings. Chrome rings never seem to seat. This causes a lot of "blow-by". Note: Use ring spreader pliers to put the rings on. When putting the cylinders on, make sure none of the ring gaps are lined up.

111 198 157A	77mm, 2.5 x 2.5 x 4mm	40hp
111 198 157B	77mm, 2 x 2 x 4mm	1300
111 198 157BBB	83mm, 1.5 x 1.5 x 4mm	40hp
315 198 163A	83mm, 2 x 2 x 4mm	1500
311 198 169A	85.5mm, 2 x 2 x 5mm	1600
070 198 169	85.5mm, 1.5 x 2 x 5mm	1600

MAIN BEARING SETS

The crankshaft rides in the main bearing. We prefer the K&S brand with the oil grooves on the inside of the center main bearing, thus it suspends the center main in oil. The center main bearing has to feed two rods and is saddled in the case, making it the only bearing that is not supported like the others. As of this writing, K&S bearings are hard to locate. When we can't find K&S, we use Mahle brand bearings. When ordering bearings, we need to know the crank size, the line bore size and the thrust cut of the rear main. For 40hp-1600, measurements are as follows.

Crank size (I.D. of bearing)

2.165 to 2.164 is std
2.155 to 2.154 is .010
2.145 to 2.144 is .020
2.135 to 2.134 is .030

Case size (O.D. of big bearing)

2.560 is std
2.580 is .020
2.600 is .040
2.620 is .060
2.640 is .080

Thrust cut is the measurement of the saddle where the rear main rests. This is very important. Your rear main has to fit tight on the sides or you will soon have problems. Sometimes it is necessary to cut a bearing to fit the case. Sizes are as follows:

.866 is std
.826 is +1
.786 is +2

Note: Scribe a line on the outside of the case in line with the dowel pin on the rear main bearing. Also scribe a line on the outside of the rear main bearing. When you install the crank, line up your marks. When putting the main bearings on the crank make sure the dowel pin holes face the flywheel. Use oil on the I.D. of the bearings and squirt some on the journals of the crank before putting them on. Sizes go in order of crank, case, thrust.

111 198 451	Std-std-std	36hp
111 198 461	Std-std-std	40hp-1600
111 198 463	.010-std-std	40hp-1600
111 198 465	.020-std-std	40hp-1600
111 198 467	.030-std-std	40hp-1600
111 198 471	Std-.020-std	40hp-1600
111 198 4710S	Std-.020+1	40hp-1600
111 198 473	.010-.020-std	40hp-1600
111 198 4730S	.010-.020+1	40hp-1600
111 198 7730S2	.010-.020+2	40hp-1600
111 198 475	.020-.020-std	40hp-1600
111 198 4750S	.020-.020+1	40hp-1600
111 198 477	.030-.020-std	40hp-1600
111 198 4770S	.030-.020+1	40hp-1600
111 198 4770S2	.030-.020+2	40hp-1600
111 198 481	Std-.040-std	40hp-1600
111 198 4810S	Std-.040+1	40hp-1600
111 198 4810S2	Std-.040+2	40hp-1600
111 198 483	.010-.040-std	40hp-1600
111 198 4830S	.010-.040+1	40hp-1600
111 198 485	.020-.040-std	40hp-1600
111 198 4850S	.020-.040+1	40hp-1600
111 198 4850S2	.020-.040+2	40hp-1600
111 198 487	.030-.040-std	40hp-1600
111 198 4870S	.030-.040+1	40hp-1600
111 198 4870S2	.030-.040+2	40hp-1600
111 198 4910S	Std-.060+1	40hp-1600
111 198 4910S2	Std-.060+2	40hp-1600
111 198 4930S2	.010-.060+2	40hp-1600
111 198 4950S2	.020-.060+2	40hp-1600
111 198 4970S2	.030-.060+2	40hp-1600
111 198 5010S2	Std-.080+2	40hp-1600

111 198 5030S2	.010-.080+2	40hp-1600
111 198 5050S2	.020-.080+2	40hp-1600

CAM BEARINGS



The cam rides in these bearings. We have tried German and Brazilian brands and have had good luck with both. If you are running a 1776cc or bigger engine, you should run the double thrust bearings. Note: The bearings are installed with the widest one towards the pulley and the narrowest one toward the flywheel. Use oil on the bearings before installing the cam.

111 198 541GR	German	40hp-1600
111 198 541BR	Mahle	40hp-1600
111 198 541HD	Double thrust	40hp-1600
111 198 542BR	Oversize	40hp-1600

FUEL PUMP REPAIR KITS



This kit allows you to rebuild your fuel pump. If you live in California and have the wonderful gas that is mandated by the state, then you need to start your car at least once a month or this wonderful gas will eat anything made out of rubber, that includes the fuel pump diaphragm and any rubber hoses.

111 198 551	36hp pump	36 hp
111 198 555	For square top (B) pump	40 hp-1600

CARBURETOR REPAIR KITS



This kit comes with the gaskets, the needle and seat, and accelerator pump diaphragm for the carburetor.

111 198 569A	28PCI	36hp
113 198 575URP	28PICT-34PICT3	40hp-1600
043 198 575	34PICT4	1600

ENGINE BOLTS



These are the bolts that hold the engine in. There are two types, the half moon style and the hex head style. You can use the half moon style or the hex head on the starter side on all Bugs. The clutch arm side used a half moon style on Bugs up to 1970 and a regular hex head style on Bugs 1971 and on.

111 199 101	Half moon, starter side	All
N105001	Hex head, starter side	All
N104701	Hex head, clutch arm side	All

ENGINE CASE NUT INSERT



This nut came on all dual relief cases. This is because with a doghouse cooler it is near impossible to get a nut off or on once the engine is in. If you're putting a dual relief case on a transmission that took a single relief case, make sure you grind off the locking boss for the bolt on the clutch arm side before you put the motor in. Be careful not to crack the case when installing. Rig up a pipe that has a notch to match the notch on the flywheel side of the case. Draw the nut into the case with a bolt.

111 199 102	Dual relief case	71-
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FUEL TANKS

Note: Disconnect the battery when replacing the tank.



113 201 075AB	10 gal., Standard	61-67
113 201 075AD	10 gal., Standard	68-
133 201 075F	10 gal., Super Beetle	71-74
133 201 075G	10 gal., Super Beetle	75-
113 201 075ABX	15 gal., Standard	60-67

FUEL FILLER FLAP



This is a rubber flap that folds out protecting the side of the car when filling it with gas. It easily wraps around the neck.

131 201 127	Filler flap	68-
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FUEL TANK FILLER NECK SLEEVE



This is a small rubber sleeve that goes on the neck of the gas tank before you slide the fuel filler hose on.

113 201 215	Sleeve	68-
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FUEL FILLER HOSE



This hose goes from the filler neck to the tank. This hose is for the tanks that had a metal elbow in the middle of the line, so two pieces are usually needed.

311 201 219A	6 1/2" long	69-
113 201 179A	Elbow between "T" fuel filler	

FUEL FILTERS



This filter goes in line with the fuel line, keeping dirt or rust out of the carburetor. The non fuel injection filter will fit either a 5mm line or a 7mm line.

803 201 511E	Filter	-74
133 133 511	Filter FI	75-

FUEL CAPS



The most common reason, for replacing a cap is forgetting to put it back on at the gas station. Rags only work in Baja, Mexico.

111 201 551A	Gas cap 80mm	56-60
343 201 551	Gas cap	61-67
211 201 551GR	Cap for new BR gas tanks	61-67
113 201 551A	Gas cap	68-72
321 201 551G	Screw in gas cap	72-
321 201 551H	Locking gas cap	72-

FUEL TANK SEAL



This is the packing that goes around the gas tank opening, sealing off air and dirt from entering the trunk. It is usually glued to the tank prior to installation.

113 201 621	Seal	All
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FUEL TAPS



This pipe comes out of the bottom of your gas tank. If you look at it, you'll see it actually sticks up into the tank. It's designed this way to prevent gas from being drawn off the bottom of the tank and to keep rust or rocks from plugging the pipe. Note: While you have the tap off, check the screen. If you don't have a screen, it's a good idea to buy one.

111 209 021F	W/reserve	55-61
131 298 221	Tap	62-

FUEL TANK SCREEN



This tube like screen is located in the bottom of the gas tank. It filters out materials that could clog your fuel pump or carburetor. On the bottom of the screen is a crush gasket for the fuel tap. We highly recommend you use one of these to keep your lines free of rocks and rust. If you already have the tank out, it's a good idea to check this screen.

111 209 147A Screen -74

FUEL LINE GROMMETS FOR PAN



This grommet goes around the fuel line to protect it from getting cut (due to vibrations) where it comes out of the tunnel through the pan. Old grommets are usually fine, but if you don't have any, buy some and get them into place.

If the fuel line gets cut, not only do you have a very hazardous bomb on your hands, but the fuel line is welded into the pan and is almost impossible to replace. This grommet is a must have.

111 209 189A Pair All

MUFFLERS



This is the exhaust silencer. If you want a stock muffler, we prefer the German made ones. They fit better and last longer. Brazilian mufflers can't compare in quality, but they're available and cheaper. Note: Once you have installed your muffler, drive the car for a day and retighten the nuts, bolts and clamps, as they will loosen up.

211 251 051B	36hp single tip	-53
111 251 051G	36hp dual tip	54-59
111 251 051L	40hp non fresh air	60-63
111 251 051H	40hp fresh air	64-65
113 251 053AKB	1600 Brazilian	66-71
113 251 053AKG	1600 German	66-71
113 251 053AJ	1600 Cont. (except CA)	72-73
113 251 053AQ	1600 CA only	72-73
113 251 053AQ	1600 Cont. (except CA)	74
113 251 053BGB	1600 CA only (Brazilian)	74
113 251 053BG	1600 CA only (German)	74
043 251 051B	1600 Cont. (except CA)	75-
043 251 051C	1600 CA only	75-

TAIL PIPES



Tail pipes route the exhaust out of the back of the stock muffler.

113 251 163D	275mm	56-67
113 251 163C	250mm	68-72
113 251 163F	225mm	73-74
043 251 187B	Fuel injected	75-

HEATER BOXES



These are your source of heat. Used heater boxes are fine, just as long as the tin of the heater box is somewhat tight around the exhaust pipe where it goes through the heater box. If you are getting exhaust fumes, it's not normally the heater box; it's usually the clamp where the muffler joins the exhaust pipe coming out of the box. We highly recommend you flange this connection. Flanging the exhaust gets rid of the stock clamp and prevents leaks. The only drawback here is it is almost impossible to flange a stock muffler; therefore a header system is needed. Note: When you have the heater boxes installed and the cables hooked up, adjust the controls so that the heater is all the way on. Crawl back under your Bug and push on the control levers, making sure the boxes are open all the way. If they are not, readjust the barrel bolt on the cables so that they are opened. If you make sure all the connections where the heat travels from fan shroud all the way up to the body are air tight, the heater will work well. That is, as well as it can without water.

043 255 105F	Left	63-71
043 255 106F	Right	63-71
043 255 105G	Left	75-
043 255 106G	Right	75-

H PIPE



This short pipe connects the heater hose from the fan shroud to the preheat air box on the stock muffler. Note: The short side goes into the air box, the long side takes the hose.

113 255 165 H pipe 63-74

HEATER HOSES



The heater hose goes from the fan shroud to the heater boxes. It is sold in a 3 foot length. When cut there is enough for both sides.

028 129 087A	Black, paper 50mm	63-74
113 255 292AAL	Aluminum 50mm	63-74
111 501 159B	Clamp for hose	63-74

The preheat hose goes from the air cleaner down through the front pulley tin.

211 255 359	Preheat 25mm x 900	-67
113 255 359	Preheat 25mm x 570	-67

LARGE BAND CLAMP



This clamp connects the preheat air box to the heater box. Note: If you can't get a good seal use two clamps with a piece of aluminum can under the clamps.

113 255 341A Clamp 63-74

BODY TO ENGINE HEATER HOSES



This is the hose that goes from the body to the engine. It takes two, one per side. They are used as a silencer.

113 255 355B	50mm to 50mm	-65
113 255 355C	50mm to 60mm	-65/1600cc motor
113 255 355D	60mm to 64mm	66-67
113 255 355M	60mm to 60mm	68-72
043 255 355A	60mm to 60mm	73-

HEATER CONTROL BOXES



The control boxes on 75-79 Super Beetles let heat into the car. They are sold separately from the main heater boxes. Note: Cable adjustment is explained under HEATER BOXES.

021 256 205K	Left	75-
021 256 206K	Right	75-

MUFFLER INSTALLATION KITS



These kits include the gaskets and hardware to install a stock muffler or tail pipes.

111 251 263A	Heat riser gasket	36hp
113 251 263	Heat riser gasket w/large hole	40hp-1600
113 251 265	Heat riser gasket w/small hole	40hp-1600
113 251 263B	Dual heat riser gasket	1600
111 251 261B	Gasket head to muffler	All
070 251 235	Gasket muffler to heater box	75-
043 251 509	Gasket for cat. converter	75-
111 298 003	Complete muffler kit	36hp
111 298 007	Complete muffler kit	60-63
111 298 009A	Complete muffler kit	64-73
111 298 009BG	Complete muffler kit, CA only	74
043 298 001	Complete muffler kit, Cont.	75-
023 298 051	Muffler to cat. converter, CA	75-
111 298 051GR	Tail pipe clamp kit	-74
070 298 051	Tail pipe clamp kit	75-
111 251 233A	Donut crimp ring only	-74
111 251 241A	Donut ring only	-74

HEATER CABLE FASTENER KIT



This kit contains a barrel bolt and bracket that hook to the control levers. Note: If you are buying a HEATER BOX LEVER KIT, they are included in the kits.

111 298 101A	Kit	All
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HEATER BOX LEVER KITS



The heater cable hooks to the heater box levers and they work the flaps in the heater boxes.

043 298 147A	Left	-74
043 298 148A	Right	-74

TORQUE CONVERTER SEALS



This seal keeps the fluid in the converter. You will need to have the converter out to change the seal. Just pry out the seal. Be careful to drive the seal in straight when installing it.

001 301 083	Seal	68-70
001 301 083B	Seal	70-

STARTER BUSHINGS



This is the bushing between the bell housing of the transmission and the starter. If you have the starter out, it's a good time to check the bushing. Note: When installing a starter, be sure you grease the bushing to prolong it's life.

111 301 155	6v	-66
113 301 155	12v	67-

FINAL DRIVE CAP & SEAL



These are the seals that go around the final drive on an IRS transmission. To get the inner one out, use a screwdriver to poke through the seal and pry it out.

113 517 289A	Inner cap	69-
113 301 189F	Inner seal	69-

NOSE CONES



This is the front of the transmission that houses the shift lever. Used ones are fine as long as the bushings are good and they're not cracked. Note: Use a new gasket with Gasegacinch for a sealer. Don't over tighten the 11mm nuts. For those of you who are putting a syncro style trans into a 53-59 Bug, you'll need the Bus nose cone and front mount. Those of you with a 60 Bug, punt.

211 301 205H	Bus syncro trans	62-67
113 301 211G	Bug syncro trans	61-72
211 301 215	Gasket for nose cone	61-67
113 301 229A	Plug for backup switch hole	61-

TRANSMISSION MOUNTS



These rubber mounts hold the transmission in place. Check your old mounts while the transmission is in the car. To check the rear mounts, take a pry bar and place it between the saddle and bell housing and pry up. If the transmission moves, the rear mounts are bad. To check the front mount, place the pry bar between one of the forks and the transmission and pry up. If the nose of the transmission moves, replace the front mount. Stick shift movement on acceleration and deceleration are symptoms of a broken front mount. Note: Don't use solid mounts on the street. The noise that's transmitted through the tunnel will drive you crazy.

111 301 265C	Front	60
311 301 265A	Front	61-65
311 301 265B	Front	66-72
113 301 265E	Front	73-
113 301 263	Rear	-72
113 301 263C	Left Rear	73-
113 301 264	Right Rear	73-

NOSE CONE TO CHASSIS BOOT



This boot goes around the nose cone to seal up the hole where it comes through the pan. It's a good idea to have this boot as it eliminates a lot of noise and keeps a great deal of dirt, grime, and grease from entering the tunnel. When the transmission is out of the car, just slip it over the nose cone, it's easy to install.

111 301 289B	Boot	All
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TRANSMISSION MAINSHAFT SEAL



This seal goes around the mainshaft. Getting the old seal out is tough, but if you have a seal puller, it makes the job a lot easier. Use a one ft. long piece of 1 1/2" pipe and drive the seal in straight.

113 311 113A	Seal	All
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TRANSMISSION MAINSHAFT BEARINGS



This is the main culprit of a noisy transmission. The way to check your bearing is to push the clutch in while you are driving. If the noise goes away, then it's the mainshaft bearing. When the clutch is in, the throw-out bearing supports the mainshaft which quiets the mainshaft bearing. If your bearing is bad, we suggest you take your transmission to someone who knows transmissions. Replacing this bearing isn't something the average person can do.

113 311 123A	Standard	60-73
002 311 123A	Standard or Automatic	73-75
002 311 123A	Standard	74-75
091 311 123	Standard	76-

TRANSMISSION GASKET SETS



This kit contains all of the gaskets needed to rebuild a transmission. If you don't have the correct transmission jigs, don't try to rebuild the transmission yourself.

111 398 005A	Manual	61-
111 501 131	Axle tube gasket (shim)	-68
113 301 185A	Final drive cover o-ring	66-

FRONT ARM SEALS



These seals go around the arms to keep the dirt out of the front beam. Used seals are fine as long as they are pliable and not cracked.

111 405 129	Set of 4	50-65
131 405 129	Lower	66-
131 405 131	Upper	66-

FRONT SUSPENSION STOPS



These are the rubber snubbers in between the front torsion bar arms that prevent the arms from topping out or bottoming out. To get the old stops off of an early king and link pin Bug, use a sharp knife. When installing the new stops, squirt some oil into the rubber and push them on.

111 405 273	Each	50-65
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BALL JOINT SPINDLES



These are new front spindles for your ball joint bug. The disc spindles are for those of you who want to convert your drum brakes to disc and you already have the rotors and calipers. If you don't have these already look in the aftermarket section under Front Disc Brake Conversion Kit.

113 405 311D	Left, disc brake	66-79
113 405 312D	Right, disc brake	66-79

BALL JOINTS



These joints are located in the ends of the control arms. You will need a press and some special tools to replace the joints on a standard Bug. Note: Remove the boot before you press the joint in the arm and then put it back on after. There are four ball joints per car on a standard Bug. Super Beetle ball joints just bolt on and there is only one per side.

131 405 361F	Upper	66-78
131 405 371G	Lower	66-78
113 407 361E	Super Beetle	-72
133 407 361	Super Beetle	73-
131 405 375	Boot only	66-

RECONDITIONED BALL JOINT ARMS



These are reconditioned arms with new ball joints pressed in. They are sold on an exchange basis and come with the alignment eccentrics. Just pull your old arms off and install the new ones. Ball joints are hard to check, especially if they are marginal. To check your ball joints, grab the top of the tire and try to shake it. If the tire moves and you see movement in the ball joint, it needs replacing.

311 405 371WG	Set of 4	66-78
311 405 371WGC	Core (4)	66-78

FRONT BRAKE DRUMS



These are the front drums that the brake shoes ride on. Note: Don't over tighten the bearing nut, just snug it down against the bearing thrust washer. Now line up the handle of your wrench with one of the five lug nut holes and back the nut off so that the handle of the wrench lines up with the next hole. If your drums are four lug, then back the nut off just before the next hole. You do this to prevent the bearings from heating up and wearing away.

113 405 615A	Standard	-65
131 405 615A	Standard	66-67
111 405 615B	Standard	68-78
113 405 615D	W/o Centering ring, SB	71-72
113 405 615H	W/Centering ring, SB	73-

FRONT WHEEL BEARINGS



These bearings go in the drum or rotor hub allowing the drum to spin. Make sure you pack the bearings well before installing them. When installing the outer race, make sure you don't scar the surface the bearing rides on. It's a good idea to buy seals and replace them at this time. Note: Tightening of wheel bearings is explained under FRONT DRUM.

111 405 627	Inner	59-65
311 405 625	Inner	66-67
311 405 625B	Inner	68-
111 405 647	Outer	59-65
311 405 645	Outer	66-

FRONT WHEEL SEALS



These are the seals for the inner bearing on drums or rotors. They should be replaced every time you take the inner bearing out. Note: Just tap them in evenly with a hammer.

111 405 641A	Seals	59-65
131 405 641A	Seals	66-67
111 405 641B	Seals	68-
311 405 641A	Seals for disc brake option	66-67
311 405 641B	Seals for disc brake option	68-

FRONT BEARING LOCK NUTS



These are the nuts that hold the front drums on. On king and link pin front ends there are two nuts and a lock plate per side. On all driver's side spindles, the nut(s) are reverse thread. See FRONT BRAKE DRUMS on how to tighten the nuts.

111 405 671	Left	-65
111 405 672	Right	-65
131 405 669	Left	66-
131 405 670	Right	66-

FRONT BEARING NUT LOCK PLATE



This plate goes between the two nuts on each of the front spindles. It is bent to lock the nuts keeping them from spinning. Install the first nut, the plate, and then the outer nut. Tighten the outer nut against the plate making sure you don't spin the inner nut. Use a large pair of channel locks to bend one tab against the inner nut and the remaining tab against the outer nut. Note: This plate should be replaced every time you pull the drum off.

111 405 681	Lock plate	-65
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FRONT DRUM BEARING CAPS



This is the cap that goes on the outside of the drum; covering up your bearing. The cap on the driver's side has a square hole in it for the speedometer cable.

111 405 691	W/hole	-65
111 405 692	W/o hole	-65
111 405 691B	W/hole	66-
111 405 692B	W/o hole	66-

FRONT DISC (BRAKE ROTOR)



This is the front brake rotor that the pads ride against on disc brake front ends. Note: Don't over tighten the bearing nut, just snug it down against the bearing thrust washer. Now line up the handle of your wrench with one of the lug nut holes and back the nut off so that the handle of the

wrench lines up just before the next hole (a fifth of a turn). You do this to prevent the bearings from heating up and wearing away. Use high temperature grease in these rotors.

113 407 075	Rotor	66-78
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A ARM BUSHING



To check yours remove the front wheels. Grab the A arm and pull it back and forth. If the arm moves they are bad. Now these bushings are pressed in on the a arms. If you don't have a press it will be difficult to install these.

133 407 183	Inner	71-79
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SUPER BEETLE STRUT STOPS



This stop keeps the strut from bottoming out. Installing it is a pain. We suggest you take it to someone who has a spring compressor.

113 412 303A	Strut stops	71-73
133 412 303A	Strut stops	74-

STEERING BOXES



If you have a lot of play in the steering, don't just assume the steering box is bad. Jack up the front of the car and place jack stands under the front beam. As you watch the shaft that comes out of the steering box, have someone turn the steering wheel back and forth. If the shaft moves sideways before it spins, it's bad.

113 415 061C	Standard	-78
113 415 061E	Super Beetle	71-74

STEERING COUPLER



This is a rubber "donut" that connects the steering shaft to the steering box. If your coupler is frayed, replace it now.

111 415 417	Coupler	50-78
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SUPER BEETLE IDLER ARM BUSHING



This is the bushing that goes into the idler arm. To replace this you will need a press.

113 415 441	Bushing	71-72
043 415 441	Bushing	73-

STEERING SHAFT WIRE PLUG



This is a plug that goes into the end of the steering shaft for the horn wire. To install this plug, pull off the horn button and run the horn wire through it, then push this plug down into the end of the steering shaft.

311 415 535	Wire plug	58-
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STEERING COLUMN GROMMET



This grommet goes in the firewall at the front of the body for the steering column to go through. This grommet is a must because it isolates the steering column from the rest of the body so that your horn works correctly. It also keeps your steering column from moving around.

111 415 601B	Firewall	50-77
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STEERING COLUMN UPPER GROMMET



This rubber bushing encases the top part of the steering column and then a bracket goes around it and attaches it to the body. It keeps the steering column isolated from the rest of the body so that the horn will work properly.

111 415 602T	Grommet	46-67
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HORN BUTTON



This is the button in the center of the steering wheel. Use a small screwdriver or a putty knife to gently pry it off. To install; just pop it into place.

113 415 669B	Horn button	60-71
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TIE RODS WITH ENDS



These two tie rods go from the steering arm to the spindles, making the car turn. To inspect the rods, have a friend turn the steering wheel back and forth a little while you place your hand on the top of one of the tie rod ends. If you can feel the end jump up and down before it pushes or pulls, it's bad. On some tie rods it's possible to change just the ends. On other tie rods, the ends are swedged on and the whole tie rod will need to be replaced. Usually you replace just the end unless the rod is bent or has the swedged ends.

113 415 801	Left	62-65
113 415 802B	Right	62-65
131 415 801B	Left	66-67
131 415 802C	Right	66-67
131 415 801F	Left	68-78
131 415 802E	Right	68-78
133 415 303	Center, Super Beetle	71-74
133 415 801	Left or right, Super Beetle	71-74
133 419 804A	Left or right, Super Beetle	75-

TIE ROD ENDS



These are the ball joints on the tie rods. To check the tie rod ends see: TIE RODS WITH ENDS. On some stock tie rods, the ends don't come off and you will need to replace the entire tie rod. We suggest you replace it with an adjustable one. We only carry adjustable tie rods.

131 415 811	Left side, outer LHT	62-67
113 415 821	Left side, inner angled RHT	62-67
113 415 813	Right side, inner w/hole LHT	62-65
113 415 813D	Right side, inner w/hole LHT	66-67
131 415 812	Right side, outer RHT	62-67
311 415 811C	Left side, outer LHT	68-
	Also fits Super Beetle	71-74
131 415 821A	Left side, inner angled RHT	68-
131 415 813E	Right side, inner w/hole LHT	68-
311 415 812C	Right side, outer RHT	68-
	Also fits Super Beetle	71-74
113 415 835	Boots only (4)	62-

U-JOINT STEERING SHAFTS



For Super Beetles, this is the shaft that connects the steering shaft to the steering box. To check the shaft, take off the driver's side front tire and have someone turn the steering wheel back and forth a little. Look for play in the joints. If you see movement, it's bad.

113 415 951B	W/u-joints	71-74
133 419 951	W/u-joints	75-

STEERING SHAFT BOOTS



These boots cover the u-joints on your Super Beetle. They keep out dirt which will make the joints last longer.

113 415 979	Super Beetle (pr)	71-
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STEERING SHAFT BUSHING



This bushing goes around the steering shaft up by the steering wheel. If your steering wheel goes up and down, this bushing is probably bad. To get to it, you will need to take off the steering wheel and then take the turn signal switch out. Locate the clip that holds the bushing in, remove it and take the bushing out. This is not a fun job.

321 419 779	Bushing	68-77
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RACK AND PINION BOOTS



These are the boots for the rack and pinion units. If you have torn boots, get them replaced as soon as you can. Water and dirt can ruin the rack and pinion and they are not cheap to replace.

823 419 831	Boot assembly	75-
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STEERING DAMPERS



This little shock goes from the tie rod end to the front axle beam. To check your damper, disconnect it from the beam and push it in and out. If it goes in and out with some resistance, it's okay. If it slams in or out for any distance, it's not and will need to be replaced.

113 425 021	Standard	-78
113 425 021J	Super Beetle	71-

SUPER BEETLE PITMAN ARM BUSHING



This bushing goes in the arm that comes off the steering box of a super beetle. It is for the steering damper. If yours is bad then the steering damper will be sloppy, rendering the damper useless. It will need to be pressed out and pressed in.

113 425 117	Bushing	71-79
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KING PIN KIT



This is the pin that goes down through the spindle allowing the spindle to turn. The bushings need to be pressed in and a groove cut into the new one. They also need to be reamed to the size of the pin. If you don't have a press and ream, don't buy this kit, get the rebuilt spindles instead.

111 498 021	King pin kit	-65
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LINK PIN KIT



This kit contains the pins, bushings and shims that attach the spindle to the axle beam on king and link pin front ends. Link pins allow the spindle to move up and down. The only way you can check your link pins is to tear them out of the spindle. If the bushing is ovoid then they are bad. When you have the spindle loose, check for movement in the king pin.

111 498 051A	Link pin kit	-65
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RECONDITIONED KING PIN SPINDLES



These spindles have reconditioned king pins and are ready to bolt back on the Bug. They're sold on an exchange basis and come with instructions on how to pull them off and put them back on. To check your king pin spindles, jack up the front of the Bug and grab the top and bottom of the tire and rock it back and forth. If you can see or feel movement, then the king pins and/or link pins are worn out and need to be replaced.

111 498 041WG	Pair	-65
111 498 041WGC	Core (pr)	-65

SWAY BAR CLAMP KITS



The main reason to replace these clamps is because you've destroyed the old ones getting them off. To put the new ones on, use a large pair of channel lock pliers to squeeze the band together and then slide the clip on. Once the clip is all the way on, bend the tab down. It is harder than it sounds.

111 498 100	Clamp kit	57-65
111 498 100A	Clamp kit	66-77
113 415 315	SB, Bushings only (4)	71-73 1/2
133 415 315	SB, Bushing only each	73 1/2-79

CV JOINT BOOT



The CV joint boot seals in the grease and seals out the dirt. If you have a ripped boot, replace it right away because dirt will ruin a CV joint very quickly. If you haven't priced a CV joint lately, let me tell you they're not cheap. In order to replace the boots, the axles and CV joints will need to be taken off. Note: Don't pack the boot full of grease. If you do, the spinning weight will rip the boot and when it does, it'll make a hell of a mess under the Bug.

113 501 149	CV Boot	69-
113 501 331BKT	CV Joint boot kit	68-
	Also fits Super Beetle	71-79


REAR SUSPENSION STOPS



This snubber keeps the rear suspension from bottoming out hard. Squirting oil on the knob makes it easier to put them on. If your looking to limit your downward travel use the bus stops.


311 501 191	Each	58-
211 501 191	Bus each	58-

REAR AXLE NUTS

 A very important nut to say the least. This nut holds the rear brake drum on, so be sure to torque the axle nut to 250 ft. lb. We don't want any wheels falling off. We also suggest you drive the car for a day and tighten the nut again, because for some reason, they always seem to loosen up the first time. Always use a cotter pin to lock the nut. If you find the hole doesn't line up, tighten it a little more until it does. Never, ever back the nut off to line up the hole.


111 501 221	W/o flange	-66
311 501 221	W/flange	67-

REAR AXLE WHEEL BEARINGS

 If a rear axle bearing is bad, you will have excessive play in the rear wheel. We find that German or SKF bearings last the longest. The biggest cause of bearing failure is lack of oil or grease.


311 501 283	Swing axle	-68
113 501 283	IRS inner	69-
113 501 277A	IRS outer	69-

CV JOINTS

 The CV joints on an IRS Bug allows the axle to move up and down and turn. To check your CV joints, take them off and tear them apart one by one. Look for pits in the cage or on the balls. Don't mix parts from one joint with another. If your CV joints are ok, put them back together. Note: When putting the CV joints together, look at the inner race and you will see a narrow gap between grooves and then a wide gap. Make sure that the narrow groove sits across from a wide groove on the outer race. Lost? Well, if you get it back together and the joint is locked up and the outer race won't move sideways on the inner one, you did it backwards. Take it apart and try again.


113 501 331	CV Joint	69-
113 501 229D	Bolt	69-

IRS PIVOT BOLT

 This bolt holds the rear suspension control arm to the car. Quite an important bolt. The torque on this bolt is 87 ft. lb. Make sure you either peen the lock tab into this bolt or safety wire it. If it comes out, you're done for.


113 501 535A	Bolt	69-
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REAR BRAKE DRUMS

 The rear wheel attaches to the rear brake drum. Make sure you torque the axle nut to 250 ft. lb., we don't want any wheels falling off. We suggest you drive the Bug for a day and tighten the nut again. For some reason the nut seems to loosen up the first time. Always use a cotter pin to lock the nut. If the hole doesn't line up, tighten it a little bit more until it does. Never, ever back the nut off to line up the hole.


113 501 615DGR	Drum	60-67
113 501 615JGR	Drum	68-

SPRING PLATE BUSHINGS

 This rubber "donut" goes around the spring plate, allowing it to move up and down. There are two bushings per side. Before replacing them, give us a call and we'll explain how to go about it.


311 511 245	Set of 4	46-68
111 511 245E	Set of 4	69-

SWING AXLE BOOT KIT

 This split boot bolts together around your swing axles on your swing axle transmission. The boots will last longer if you don't point the seam straight up when putting them on. The seam should be at an angle so when the axle goes up and down, it doesn't work the seam. The seamless boot is a lot of work to put on. You will need to press off the bearing casting in order to put them on. We prefer the aftermarket split boots over the stock seamless boots.


111 598 021A	Split boot	-68
111 598 151	Seamless boot	-68

REAR AXLE SEAL KIT

 The rear axle seal kit comes with the necessary replacement gaskets, o-rings, washer and seal for the bearing cap. On swing axle cars they should be replaced every time you take the bearing cap off. They go together in the following order: Put the new seal in the cap. Place the thin washer around the axle against the bearing and then stretch the small o-ring over the axle against the washer. Place the spacer in the bearing cap with the inner bevel cupping the small o-ring. Put a gasket around the bearing and then stretch the large o-ring around the outside of the bearing. Install the cap and be sure to torque the bolts to 42 ft. lb. Note: One of the gaskets is not used. Use Gasgacinch on the gaskets. Do not fill the transmission until the drums are torqued down to 250 ft. lb. On IRS cars, use the seal for the inner bearing only and for the outer bearing, use just the gasket and seal.


111 598 051A	Seal kit	All
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LUG BOLTS

 These bolts hold the wheel on. Always torque them to 80 ft. lb., and never use an impact gun. If you have a bolt that you can't get off, grab your biggest hammer and hit the head of the bolt on the end. Try to loosen it again, it should come out now.


111 601 139	12 x 1.5mm bolt	-67
251 601 139	14 x 1.5mm bolt	68-

HUB CAPS

 These chrome caps clip on the rim. If you're having problems with the hub caps falling off your early Bug (46-65), check to see if you still have all the clips. New clips can be attached with a pop riveter. Later Bugs have hub caps that clip onto a lug that is part of the wheel.

111 601 151	W/large emblem	46-65
113 601 151	W/small emblem	55-65
211 601 151	Gray w/small emblem	55-65
131 601 151	W/small emblem	66-67
251 601 151A	W/small emblem	68-

WHEEL BEAUTY RINGS

 Beauty rings fit under the hubcap to improve the look of your stock rim. To install the ring, just pop off the cap and place the ring on the rim and pop the cap back on. The hubcap holds the ring in place, so if your hubcap flies off, so does your beauty ring.

131 601 154	Set of 4	49-65
131 601 156	Set of 4	66-67
131 601 155	Set of 4	68-72
131 601 157	Set of 4	74-

BRAKE BACKING INSPECTION PLUGS



You will find this little plug in the backside of the rear backing plates on cars 1968 and later. It keeps dirt out of the brakes. Remove the plug to check and adjust your rear brakes.

113 609 163	Plug	68-
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BRAKE ADJUSTING STARS & SCREWS



These are the screws and adjusting stars that freeze up and keep you from adjusting your brakes. If you are replacing your brake shoes, make sure you take these out and clean them up. Grease the threads of the screw and the side of the star where it goes into the backing plate. Anti-Seize works really well.

113 609 205A	Star	58-
211 609 209	Screw	58-64
131 609 209	Screw	65-

FRONT BRAKE SHOE SETS



This set of shoes (or linings) are in the front drums and are sold on an exchange basis. A set consists of four shoes, two per drum. Note: If your Bug is 1965 or earlier, purchase two front lock tabs when you buy shoes.

113 609 237A	Standard	54-57
113 609 237ACO	Core	54-57
113 609 237D	Standard	58-64
113 609 237DCO	Core	58-64
131 609 237C	Standard	65-78
131 609 237CCO	Core	65-78
113 609 237H	Super Beetle	71-
113 609 237HCO	Core	71-

REAR BRAKE SHOE SETS



This set of shoes (or linings) are in the rear drums and are sold on an exchange basis. A set consists of four shoes, two per drum. Note: It's a good idea to purchase two new horseshoe clips and two new cotter pins as well.

113 609 237A	Standard	54-57
113 609 237ACO	Core	54-57
113 609 537B	Standard	58-64
113 609 537BCO	Core	58-64
131 609 537C	Standard	65-67
131 609 537CCO	Core	65-67
113 609 537C	Std & Super Beetle	68-
113 609 537CCO	Core	68-
N125481	Rear axle cotter pin	All

REAR BRAKE SHOE ARM CLIP AND PIN



This is the horseshoe clip that holds the emergency brake arm to the shoe. You usually destroy the old clips when you take them off. If you are replacing your rear shoes, it's a good idea to buy new clips.

211 609 619	Clip	All
211 609 601B	Pin	All

EMERGENCY BRAKE CABLES



These cables set the rear brakes. When installing the new cables use white grease on them. Make sure you adjust the rear shoes before tightening the cables.

113 609 721B	Brake cables	56-57
113 609 721F	Brake cables	58-64
113 609 721L	Brake cables	67
113 609 721M	Brake cables	68
113 609 721J	Brake cables	69-72
133 609 721	Brake cables	73-

BRAKE MASTER CYLINDERS



This hydraulic cylinder feeds all the wheel cylinders. After installing the new master cylinder, make sure the rod that pushes the plunger is properly adjusted. When adjusting it, you can't see the measurement, but you can feel it. The rod should have about an 1/8" of free play before it starts pushing. If it's too tight, it will not allow the fluid to travel back to the reservoir. This will cause the brakes to lock up, usually in the middle of an intersection.

113 611 021C	Standard	59-64
113 611 023B	Standard	65-66
113 611 015BD	Standard	67-78
113 611 015BH	Super Beetle	71-

REAR BRAKE WHEEL CYLINDERS



This hydraulic slave cylinder is found in the rear brake backing plate. The wheel cylinder pushes the brake shoes out. If you have a cylinder that is leaking, make sure you replace it and the shoes. We've found it's impossible to get brake fluid out of the shoes once it's oozed on them.

113 611 053	Standard	-57
113 611 055C	Standard	58-64
131 611 055	Standard	65-67
113 611 053B	Standard	68-78
113 611 053B	Super Beetle	71-

FRONT BRAKE WHEEL CYLINDERS



This hydraulic slave cylinder is found in the front brake backing plate. It's impossible to get brake fluid out of the shoes once they have been soaked. If you have a leaking cylinder, make sure you replace it and the shoes.

113 611 055	Standard	-57
113 611 057B	Standard	58-78
361 611 067A	Super Beetle	71-

MASTER CYLINDER BOOT



This boot goes on the end of the master cylinder. It keeps dirt and water out of the cylinder. If your boot is ripped you should replace it.

113 611 195		50-79
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BRAKE FLUID RESERVOIRS



The reservoir holds the brake fluid for the brake master cylinder. They don't normally go bad unless they have been left out in the weather without fluid.

113 611 301A	Metal	-55
113 611 301B	Metal	56-60
113 611 301G	Plastic	61-66
113 611 301L	Plastic	68-

BRAKE FLUID RESERVOIR CAPS



This cap sits on the top of the brake fluid reservoir filler hole. If you have the OE reservoir up to 1960, it takes a rubber plug. If you have a new reservoir, then it takes the screw on cap. If you over tighten the cap, it will split.

113 611 373	OE rubber cap	-60
281 611 349	Screw on cap	61-

BRAKE BLEEDER VALVES & CAPS



This valve in the wheel cylinder allows you to bleed the brakes. If the bleeder valve has broken off, we've found it's easier to replace the whole wheel cylinder because you usually ruin the cylinder before you get the valve out.

113 611 475	Bleeder valve	52-
211 611 483	Cap	52-

FRONT BRAKE HOSES



This flex hose goes from the metal brake line to the front wheel cylinder. Get your buddy to help you check the brake hose. Jack up the front of the Bug and get down and spin the wheel. Now have your friend step on the brakes, the wheel should stop. Have your friend let off the pedal and try to spin the wheel again. If the wheel spins freely right away, the hose is fine. If it's tight, crack the bleeder valve open for a second. If the wheel spins free after that, then you have a bad hose. Old hoses tend to collapse inward. Brake fluid is allowed to flow to the wheel cylinder because of the pressure. However, the return spring doesn't have as much pressure and the brake fluid can't return.

113 611 701	Drum 480mm	53-64
211 611 701	Drum 440mm	65-66
113 611 701D	Drum 390mm	67-78
311 611 701B	Disc 365mm	67-78
281 611 775B	Drum 340mm, Super Beetle	71-

METAL BRAKE LINES



These are the metal brake lines found throughout the car. We suggest you go buy a 11mm tubing wrench and a tubing bender before you start replacing lines. If you have an extra 11mm box end wrench, you can cut a slot in the box end which will allow you to slip it over the tube. When breaking the metal line loose from the brake hose, use a 17mm wrench on the hose and the 11mm wrench on the metal line. Once you have broken it free, remove the clip that holds the hose. When installing the new line, hand thread the nut into the brake hose and then install the clip and tighten. You will need to take out the driver's seat when replacing the front to rear line because it runs along the tunnel. Cut the old line in half. Unthread both ends, one at the master cylinder and the one at the rear union. Pull it out from the inside of the car. Now make the bends in the new line with the tubing bender using the old line as a pattern. Install the new line from the inside of the car starting with the front. Make sure you have grommets where the line goes through the firewalls.

Standard

113 611 723A	Front left	50-66
113 611 723G	Front left	67-78
113 611 724B	Front right	50-66
113 611 724C	Front right	67-78
113 611 763A	Rear T to flex left	-68
113 611 764B	Rear T to flex right	-68
113 611 764C	Rear T to flex right	69-
131 611 781	Rear cyl to flex	-66
113 611 781D	Rear cyl to flex	67-68
113 611 781E	Rear cyl to flex	69-
211 611 741K	Front to rear	All
803 611 755	T fitting rear	All

Super Beetle Front Lines

131 611 781	Front, control arm to LT	71-
113 611 724J	Front, control arm to RT	71-
113 611 735D	Front, control arm to cyl	71-73
113 611 735F	Front, control arm to cyl	74-

BRAKE LINE GROMMETS



These grommets go around the metal brake lines that go through the frame members and brackets. If your grommets are gone, please replace them. The metal line will wear through and you will be without brakes, not a good thing.

211 611 751	Set of 8	52-77
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MASTER CYLINDER GROMMET



This is the grommet for the reservoir line(s) where they go into the master cylinder. On Bugs 1967 and newer, the master cylinder comes with the grommets already installed. On Bugs up to 1966, you'll have to buy a grommet, as they do not come with the master cylinder. We find on the 1966 and older Bugs, it's easier to put the grommet in the master cylinder if you put a little brake fluid on the outside to help it slip in and then dip the metal line in the fluid and push it through the grommet.

113 611 817	Grommet	-66
113 611 817A	Grommet	67-

REAR BRAKE HOSES



This flex hose goes from the metal brake line on the rear fork to the metal brake line on the axle tube. To check the brake hoses, jack up the rear of the car and spin the wheel. Have your buddy step on the pedal, the wheel should stop. Now have your buddy let off the pedal and try to spin the wheel. If the wheel spins freely, the hose is fine. If the wheel is tight, crack open the bleeder valve for a second. If the wheel spins freely now, you have a bad hose. Old hoses tend to collapse inward allowing fluid out because of the pressure, but not allowing it to return because of lesser pressure from the springs.

211 611 775B	Swing axle	-68
113 611 775E	IRS	69-

FRONT BRAKE CALIPERS



Front calipers hold the brake pads that stop the rotor, which in turn stops your vehicle. Bugs never came stock with disc brakes, but a lot of people have made the change to disc brakes. Bad calipers usually leak. New calipers come with pads (loaded).

311 615 107	Left or right	66-
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BRAKE HARDWARE KITS



This kit has all the springs, pins and keepers for drum brakes. One kit does both wheels.

111 698 002	Front standard	58-64
111 698 003	Rear standard	58-64
113 698 002	Front standard	65-76
113 698 003	Rear standard & Super Beetle	65-
133 698 002	Front Super Beetle	71-

HUB CAP SPRING & RIVET KIT



This kit contains the replacement spring clips and rivets to hold hub caps on. Drill out the old rivet and remove what is left of the old clip. We suggest you pitch the rivets that come in the kit and use a pop rivet instead.

111 698 131	Set of 5	-65
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FRONT BRAKE PAD SETS



These brake pads go into the calipers and are sold in sets of four; two per caliper. Sold with no exchange.

111 698 151	Single pin square pad	67-72
111 698 151B	Single pin round pad	73-74
311 698 151B	Dual pin	72-73

MASTER CYLINDER REPAIR KITS



This is the kit to rebuild the master cylinder. We don't recommend these kits because a new master cylinder is so cheap (and besides the kit usually doesn't work anyway), and the master cylinder is usually too far gone to rebuild.

111 698 183	Standard	-64
111 698 173A	Standard	65-66
111 698 181C	Super Beetle	71-

WHEEL CYLINDER REPAIR KITS



This kit is used to rebuild a wheel cylinder. We suggest you price out wheel cylinders and don't bother trying to rebuild them.

113 698 273	Rear standard	52-64
113 698 261A	Rear std & Super Beetle	65-
113 698 293	Front standard	58-78
361 698 301	Front Super Beetle	71-

BRAKE CALIPER REPAIR KIT



This kit comes with the o-rings and dust seals to repair your calipers. If you get the calipers apart and the bores are pitted, you're probably wasting your time trying to rebuild them. When putting the kits in, use a lot of brake fluid on the o-rings.

111 698 471	Repair kit	All
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FRAME HEAD



This is the front part of the floor pan where the front end mounts. This is not an easy job to replace. You will need to weld it in place and make sure it is square with the rest of the pan. It is used alot when converting from ball joint front ends to King and Link.

113 701 037G	King and link	-65
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FLOOR PAN HALVES



This is the left and right half side of the whole pan. To put these pan halves in, you'll need to take the body off the pan and drill out the old spot welds. Now cut the old half/halves out and spot weld the new one/ones in.

111 701 061MHD	Left	56-70
111 701 062MHD	Right	56-70
111 701 061Q	Left	73-
111 701 062Q	Right	73-

FRONT TRANSMISSION BRACKET



This bracket is part of the torsion housing. Your front transmission mount bolts to it. Those of you with a 1960 Bug will want to get this bracket so you can get a decent mount on you car. Welding is required.

113 701 173	Bracket	61-72
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SHIFT ROD GUIDE



The shift rod guide holds the shift rod bushing. The guide usually doesn't go bad unless the bushing has worn out. When this happens, the shift rod rides directly on the guide and wears it out. The guide is spot welded in the tunnel. To replace it, pull your shifter out. Pull up any carpet around the shifter. If you look close you will see three spot welds on each side. Use a 1/4" drill bit and drill out the spot welds. The guide should fall down. Now for the fun part. Disconnect the rear shift rod coupler. Lift the front hood and remove the center cover plate. Under the front end you will see another cover plate between the two front axle tubes. Remove this cover. Fish the shift rod out the front. Yes, it can be done. Once out, install the new bushing in the guide and put the guide back on the rod and then put the rod back in the car. Use the bolts from the shifter to hold the guide into place. Weld the guide back in using the spot weld holes you drilled. As you can see this job sucks, so it is a good idea to keep an eye on the bushing. Be sure to use white grease on the shift rod where it rides in the bushing.

111 701 255B	Guide	All
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SHIFT ROD BUSHING



The shift rod bushing wraps around the shift rod. If your shifter is sloppy, this is usually the reason. Remove your shifter to check the bushing. Using a pair of needle nose pliers, pull up and down on the shift rod. If it moves, the bushing is bad. To install a new bushing, you will need to pull the shift rod out of the front, put the new bushing on the rod and push the rod back in. Yes, this job sucks but it beats replacing the guide. Note: Be sure to use white grease on the shift rod where it rides in the bushing. The bushing does not close all the way around the rod, so put the split upwards.

111 701 259A	Bushing	All
111 701 263	Snap ring for bushing	All

CLUTCH & THROTTLE TUBE BOOT



This boot goes in the pan to encase the throttle and clutch tubes that come out of the pan. It's purpose is to keep dirt, noise, grime, and grease out of the tunnel.

113 701 293C	Boot	58-
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JACK SUPPORT



This is what your stock jack goes into, to jack up the car. Welding required.

111 701 475A	Left or right	61-79
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FRONT INSPECTION COVER SEALS



This seal goes around the plate that's between the front end tubes. This seal and plate are important because they keep air, dirt and dust out of the tunnel.

113 701 571	Seal	52-65
113 701 571A	Seal	66-77

FLOOR PAN GASKET



This is the gasket that goes around the floor pan between the body and the pan. To install it, the body has to be off the pan. It was originally nailed in place and we suggest you keep the old nails. Take the new gasket and nail it down to the pan and then take a punch (a leather punch works best) and punch the gasket where all the bolts go through.

We also suggest you silicone the rubber together at the seams.

113 701 605	Gasket	All
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BUMPERS



This is what gets smashed up first in an accident. For Bugs up to 1967, American style bumpers have tubing on the top that tie into the bumper guards. The 1967 and earlier Bug Euro blades have no holes for tubing. Bumpers for Bugs 1968 and later are blade style only.

113 798 053A	Front with upper tubing	-67
113 798 053AQ	Front with upper tubing, quality-	67
113 707 111B	Front blade only (Euro)	-67
113 707 103D	Front	68-73
133 807 105B	Front	74-
113 798 073B	Rear with upper tubing	-67
113 798 073BQ	Rear with upper tubing, quality-	67
113 707 311B	Rear blade only (Euro)	-67
113 707 303C	Rear	68-73
133 807 305A	Rear, Super Beetle	74-

BUMPER REINFORCEMENT BRACKETS



This bracket is used on early bumpers. It goes between the bumper and the bumper bracket. It not only spaces the bumper out about an inch, but it also reinforces the bumper, keeping it from flexing.

111 707 121	Pair	-67
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BUMPER BRACKETS



These are the brackets that hold the bumpers on. You will need a 13mm socket to put the brackets on or take them off.

111 707 135A	Front left or right	-67
113 707 133A	Front left	68-73
113 707 134A	Front right	68-73
111 707 336B	Rear left or right	-67
113 707 333A	Rear left	68-73
113 707 334A	Rear right	68-73

BUMPER GUARDS



These are the guards on the front and rear bumpers. There are two styles, American and European. The Euro style is a small short guard for the blade bumper without overrides. The American style is just the opposite.

1707155	Euro (pr)	54-67
113 707 155B	American (4)	54-67

BUMPER BOLTS



This is a special chrome bolt that has a round head on it. Just below the head it has a square shank to hold it while you tighten it.

113 707 191B	Long	-67
113 707 191C	Short	68-

BUMPER GROMMETS



These are the grommets that go on the fenders or the body where the bumper brackets go through the body.

111 707 197A	Set of 4	46-67
111 707 197B	Set of 4	68-73
133 707 193	Set of 4, Super Beetle	71-73
133 807 397	Rear (pr)	74-
133 807 197	Front (pr)	74-

OVERRIDE TUBE BUMPER GROMMETS



These are the round grommets that go into the body for the override tube bracket.

111 707 199A	Set of 4	55-67
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FRONT & REAR BUMPER IMPACT STRIPS



This is the strip of rubber that goes in the center of the bumper.

113 707 201B	Front	68-73
133 807 225	Front	74-
415 707 401	Rear	68-73
133 807 425	Rear	74-

OVERRIDE TUBE BRACKETS



This tubular bracket goes on American style bumpers to support the upper tubing of the bumper.

113 707 233	Front, left or right	-67
113 707 391	Rear, left or right	-67

LICENSE PLATE BRACKETS



This bracket holds the license plate to the Bug.

113 943 901B	Front clamps (pr)	-67
113 707 904	Front raised	68-
211 827 905	Front	68-
113 827 903	Rear	58-63
113 827 906	Rear	67-

GEAR SHIFT BOOT



The gear shift boot goes around the gear shift lever at the base to keep dirt out of the moving parts. If you are pulling the lever apart, make sure you grease the lower ball and the upper bell; it will make the Bug shift easier.

111 711 115A	Boot	All
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SHIFT KNOBS



This is the knob on top of the shifter.

113 711 141IV	Ivory 10mm	46-60
113 711 141GY	Gray 10mm	46-60
113 711 141BK	Black 10mm	46-60
111 711 141BK	Black 7mm	61-67
111 711 141GY	Gray 7mm	61-67
111 711 141IV	Ivory 7mm	61-67
311 711 141BK	Black 12mm Tall	68-
131 711 141BK	Black 12mm Short	68-

GEAR SHIFT LEVER STOP PLATE



This plate sits under the shifter to keep you from hitting reverse gear when you shift into 2nd. When installing the guide, the small ramp goes up and forward. If the lock out doesn't work, you should check your shift rod bushing. Used stop plates work fine as long as they are in good condition.

211 711 149	Stop plate	All
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SHIFT ROD SHAFTS



This is a replacement shift rod. They rarely go bad. See SHIFT ROD BUSHINGS for details to put one in.

113 711 155	Shaft	59-64
112 711 155	Shaft	65-79

SHIFT ROD COUPLERS



This coupler attaches the shift rod to the transmission. The way to check your shift rod coupler is to take two pairs of pliers and grab the shift rod and hockey stick. Now twist the rods a little to see if you have any play. If there is play, you can have shifting problems. Better think about replacing the coupler.

111 711 175B	Round coupler	-64
311 798 119	Square bushings only	65-
311 798 211	Square coupler w/bushings	65-
211 711 189A	Screw	All

EMERGENCY BRAKE KNOBS



This is the button that you push to release the brake. To remove the old one, just unthread it.

113 711 333BBK	Black	-79
113 711 333BIV	Ivory	-79
113 711 333BGY	Gray	-79

HEATER KNOBS



This knob fits on the heater control. The early Bug knob is hard to replace without cracking it. You will see a pin that holds the knob. Drive this pin out, replace the knob, then drive the pin back in carefully. See HEATER CABLES on how to get the slide out.

111 711 611IV	Ivory	-64
111 711 611BK	Black	-64
111 711 611GY	Gray	-64
131 711 741B	Black	65-72

HEATER CABLES



Heater cables open the flaps in the heater boxes allowing heat into the car. When you install the cables use white grease. Place the control(s) in the off position and crawl under the Bug and hook up the heater boxes. (A buddy sure would be helpful.) Now get back up and put the control(s) in the full on position and then crawl back under the car and push the lever on the heater box all of the way forward and lock into place. (Remember exercise is good for you.) Now recheck the levers to make sure they are closed when the control(s) are in the off position. On 1964 and earlier Bugs, the heater cable is attached to a slide. To get the slide out, twist the knob clockwise all the way. Just under the knob you will see a knurled collar. Wrap a rag around this collar and use a pair of pliers to unthread it. Once the collar is unthreaded you will be able to pull the slide out. When putting the slide back in make sure that the slot in the slide indexes itself to the spot on the slide hole.

111 711 629B	Cables	55-62
111 711 629E	Cables	63-64
111 711 717A	Cables	65-72
111 711 713	Rear foot well	65-72
111 711 717D	W/o Fresh air fan	73-74
133 711 717	W/Fresh air fan	73-74
133 711 717B	Cables	75-
111 711 713A	Rear foot well	73-

HEATER CABLE BOOTS



These little boots fit on the end of the heater tubes where the cables run through. They prevent dirt from plugging up the tubes. The trick to getting them on is to put a drop of oil in the boot before installation.

111 711 691	Pair	All
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CONTACT POINTS FOR AUTO STICK



These are the points that are in the shifter that disengage the transmission.

113 713 145A	Contact points	68-
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BRAKE PEDAL RETURN SPRINGS



This spring returns the brake pedal, it is very important. If your spring is broken, the pedal won't come all the way back. If any pressure is on the master cylinder, the fluid won't return to the reservoir. This allows the brakes to lock up when you don't want them to.

113 721 163A	Spring	55-67
131 721 163	Spring	68-

BRAKE AND CLUTCH PEDAL PADS



These rubber pads fit over the brake and clutch pedals so your foot doesn't slip off the pedal.

311 721 173A	Pads	56-
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CLUTCH PEDAL SHAFTS



This is the shaft that the clutch pedal attaches to. This job is not fun, because you need to remove the pedal assembly, then drive the pin out that holds the clutch pedal to the shaft. Now drive the shaft out of the pedal. Use some white grease on the new shaft and install it in the reverse order. Note: It is a good idea to take the whole pedal assembly apart and regrease all the bushings while you have it out.

111 721 305C	W/dog leg	58-64
113 721 305B	Straight	64-71
111 721 305C	W/dog leg	72-

CLUTCH PEDAL



This is the clutch pedal. We are not pleased with this later style pedal, but it's the only one available. So, if you are reading this your pedal is probably broken and this is your only option. We find it's best to get a welder to box in the bottom part of the pedal to make it last longer. To replace it, see CLUTCH PEDAL SHAFT.

113 721 315C	Pedal	66-
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CLUTCH CABLES



The clutch cable pulls the arm that releases the clutch. When replacing the cable, use white grease on the clutch cable and the eye end. This will help it last longer and work better. The easiest way to replace a cable is to remove the nut(s) from the clutch arm at the transmission and pull the bowden tube out of the bracket, so the tube is straight. Then pull the bowden tube off the cable. Now go up to the front of the car, pull the pedal assembly out. Reach in the hole and pull the cable out from the front and install the new one in the reverse order. We recommend carrying a spare clutch cable in case it breaks in the middle of nowhere.

111 721 335E	2270mm	46-60
113 721 335A	2260mm	61-71
111 721 335C	2281mm	72-74
111 721 335E	2270mm	75-

CLUTCH CABLE NUTS



This adjustment nut goes on the end of the cable, back by the transmission. Always use some grease on the threads to make further adjustments easier. Tighten the nut until you can barely move the arm (about 1/8"). This adjustment translates into 2" of freeplay at the top of the clutch pedal.

131 721 349	Wing nut	66-
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CLUTCH CABLE SLEEVE (BOWDEN TUBE)



This tube goes from the metal tube coming out of the tunnel to the bracket on the transmission. It needs a slight bend in it to work properly.

311 721 361	Sleeve	46-71
211 721 361D	Sleeve	72-74
111 721 361E	Sleeve	74-

CLUTCH CABLE BOOT



The clutch cable boot goes over the end of the bowden tube where the cable moves in and out. It's purpose is to keep dirt out of the tube. The boot is a real pain to put on; the only thing that makes it easier is a drop of oil in the end of the tube.

111 721 365	Boot	All
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ACCELERATOR PEDALS



This is the pedal that works the throttle. To remove it, locate the pin that is either mounted to the floor, or (on later model cars) is part of the pedal assembly. You'll need to push the pin out, install the new pedal, and reinstall the pin. We suggest you use some white grease on the pin where it mounts to the pedal to insure that it lasts longer.

111 721 507B	Pedal	57-66
111 721 507F	Pedal	67-
111 721 507FHD	Pedal, heavy duty	67-

ACCELERATOR PEDAL PIVOT



This will replace a worn out pivot for the stock accelerator assembly, to replace this pivot you will have to remove the whole pedal assembly. Make sure you use some white grease on the pin where it mounts to the pedal to insure that it lasts longer.

311 721 509	Pivot	58-65
311 721 509A	Pivot	66-

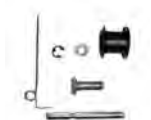
ACCELERATOR PEDAL PAD



This is the rubber pad that fits over the accelerator pedal so your foot doesn't slip off.

113 721 647A	Pad	58-
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ACCELERATOR PEDAL REPAIR KITS



This is the pin and the spring needed on the accelerator pedal. It is a good idea to buy this kit if you are replacing the accelerator pedal.

113 798 078	Repair kit	57-66
113 798 074	Repair kit	67-

THROTTLE CABLE FLEX TUBE

This flex tube goes from the floor pan to the throttle tube on the back side of the fan shroud. This tube is not necessary but it nice to have. By having this tube in place you can usually change your throttle cable with out crawling under the car.

131 721 551	Tube	All
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THROTTLE CABLES



2627mm cable.

This cable operates the carburetor(s). You should use white grease on the cable when you install it. We recommend you pack a spare accelerator cable along with your spare clutch cable. If your Bug is a 1958-65 and you are using a roller pedal, use the

111 721 555A	Cables 2630mm	-56
111 721 555C	Cables 2650mm	57-65
111 721 555E	Cables 2627mm	66-71
112 721 555	Cables 2642mm	72-74
133 721 555B	Cables 2608mm	75-

HEATER CHANNELS



The heater channel carries heat from the heater boxes to the front of the car. Welding is required.

111 801 045D	Left	-68
111 801 046D	Right	-68
111 801 045L	Left	69-
111 801 046L	Right	69-
111 801 045K	Left Super Beetle	71-
111 801 046K	Right Super Beetle	71-
111 801 171C	Heater Channel Coverplates Left	
111 801 172C	Heater Channel Coverplates Right	

CONVERTIBLE REINFORCEMENT RAILS



These are the replacement rails for convertibles. The body must come off the pan to replace these. Make sure you leave the doors on the body and check their alignment when replacing rails. Welding is required.

151 801 131B	Left	All
151 801 132B	Right	All

FRONT CLIPS



This clip goes back to the gas tank area. The fit is fair at best, so we only use them as a last resort. Welding is required.

111 805 501B	Clip	62-67
111 805 501C	Clip	68-73

FRONT APRON PANELS



job easier.

This is the front skin on the Bug. It needs to be welded in place. On Bugs up to 1967, they came with the bumper holes in the apron. When replacing the apron, we suggest you drill out as many of the spot welds as possible to make the

111 805 591B	Front Apron	-67
111 805 591C	Front Apron	68-
113 805 591A	SB, Front Apron	71-79

BUMPER END CAPS



These plastic caps mount on the ends of the later year bumpers.

133 807 145	Front, left or right	74-
133 807 345	Rear, left	74-
133 807 346	Rear, right	74-

BUMPER SHOCK BOOT



This boot keeps dirt and water out of the bumper shock. It also dresses up the bumper shock. To replace you will have to remove the bumper.

133 807 700	Boot with clamp (pr)	74-79
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FUEL DOOR RELEASE CABLES



This is the cable that opens the gas door.

111 809 939A	Cable	68-70
111 809 939C	Cable	71-77
113 809 939	Cable SB	71-72

REAR APRON PANELS



The rear apron is the panel between the rear fenders. It'll take some welding to install. We suggest you drill out as many spot welds as you can to make the job easier.

111 813 301F	Rear Apron	55-67
111 813 301J	Rear Apron	68-74

ENGINE SEALS



This rubber seal goes between the body and the engine. It's a good idea to install it before the engine is in the Bug. This seal is very important, as it keeps the exiting exhaust heat out of the engine compartment and the last thing you need is additional heat entering the cooling fan.

111 813 705A	Engine seal	49-67
111 813 705D	Engine seal	68-74
133 813 705	Engine seal	75-
111 813 741G	Firewall	All

FLOOR VENT COVERS



These are the plastic covers near the floor next to your foot. They are screwed into place. These do not come with the flap, so you will have to steal it out of your old vent covers.

111 819 189	Left sedan	68-77
111 819 190	Right sedan	68-77

OUTSIDE VENT GRILLS



This is the crescent shaped grill that goes behind the quarter windows. They just pop in place which is the good news. Pulling them out is tough. Basically you need to pry them out without scratching the paint.

113 819 447	Left	71-77
113 819 448	Right	71-77

REAR WINDOW DEFOGGER VENTS



These are the little vents near the rear window to keep it from fogging up. If you are replacing your headliner, it is a good idea to replace the vents. They easily clip into place.

311 819 467	Set of 6	72-77
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FRESH AIR CONTROL BOX GASKETS



This gasket goes around the fresh air box and seals against the hood. You should have this gasket because if you don't, when the fresh air box is turned off, the air will go inside the front hood and find it's way through the dash to you.

113 819 519C	Standard	68-
113 819 519C	Super Beetle	71-72

DEFROSTER CORNER VENT TRIM



This is an aluminum trim piece that clips over the lip of the defroster vents at the corners.

113 819 532	Aluminum Vent Trim	58-67
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DASH VENTS



These are the vents that clip into the dash. To remove an old vent, you will need to get under the dash and take off the hose(s). Then squeeze the vent together and push it out into the car.

111 255 483	Center, Std	-67
113 255 483	Center, Std	68-77
113 255 483	Center, Super Beetle	71-72
113 819 719A	Outer, (pr)	68-70
113 819 635A	Outer, Std. (pr)	71-77
113 819 635A	Outer, Super Beetle (pr)	71-72

DEFROSTER HOSES



This is the front defroster hose under the hood. They are a pain to put on and require small hands. They just push on.

113 819 723A	32mm	65-71
111 255 463C	40mm	67

FRONT FENDERS



These new front fenders are not as thick as the original German fenders. On Bugs up to 1957, you will need to weld the bullet front turn signal bases from your old fenders to the new ones. The fenders will ship UPS, but there is an additional carton charge of \$20.00.

Standard

111 821 021D	Left	-66
111 821 022D	Right	-66
111 821 021M	Left	67
111 821 022M	Right	67
113 821 021M	Left	68-73
113 821 022M	Right	68-73
113 821 021P	Left	74-
113 821 022P	Right	74-

Super Beetle

111 821 021P	Left	71-73
111 821 022P	Right	71-73
133 821 021	Left	74-
133 821 022	Right	74-
N115581F/W	Fender washer	All

REAR FENDERS



These are new rear fenders. They are not as thick as the original German fenders. The fenders will ship UPS, but there is an additional carton charge of \$20.00.

Standard

111 821 305Q	Left	61-67
111 821 306Q	Right	61-67

Standard or Super Beetle

111 821 305L	Left	68-72
111 821 306L	Right	68-72
111 821 305M	Left	73
111 821 306M	Right	73
133 821 305	Left	74
133 821 306	Right	74
133 821 305A	Left	75-
133 821 306A	Right	75-
N115581F/W	Fender washer	All

RUNNING BOARDS



The running boards go between the fenders on each side of the car. DO NOT STAND ON THEM; THEY ARE STRICTLY FOR LOOKS.

111 821 509BGR	Left, German	All
111 821 510BGR	Right, German	All
111 821 509MEX	Mexican, (pr)	All
171 121 276D	Fender spacers (4)	All

FENDER BEADING



This is the beading that goes between the fender and the body. The best way to install the beading is to loosely bolt the fender on, leaving a gap so you can get the fender beading started. Slip the beading into place and pre-fit to make sure all the holes line up and that the beading sits correctly. With the beading in place, start on one end and push it down and tighten the fender bolts one at a time.

111 821 715A	Front or rear (pr)	-79
111 821 715AWH	Front or rear, white (pr)	-79
111 821 715AOE	OE style front or rear (pr)	-79

HOODS



This is a new front hood. We found the fit to be poor, because they usually have a bad gap across the front. We suggest you buy one only as a last resort. The other problem is the hoods have to be shipped by truck. It seems most trucking companies use them as sleds before they get to you.

111 823 031A	Standard	61-67
113 823 031L	Standard	68-78
113 823 031J	Super Beetle	71-72
133 823 031A	Super Beetle	73-

HOOD SPRING COVERS



These are the covers that go over the hood springs. They help quiet the spring noise when you lift up the hood.

113 823 355	Pair	62-
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FUEL DOOR RELEASE HANDLES



This is the handle attached to the end of the cable that releases the gas door. In many cases people hang pliers or vise grips from the cable when the handle breaks. This handle is a cheap way to alleviate that kind of hassle.

111 823 461	Standard w/clip	68-72
113 823 461A	Standard w/clip	73-
	Also fits Super Beetle	71-72

DECK LID STOP



This is the rubber stop in the rear apron that the deck lid sets on. It stops the deck lid from rattling about as you drive.

131 823 499	Deck lid stop	65-
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HOOD LATCHES



The hood latch keeps the hood from flying open. It's a lot cleaner than a bungee cord wrapped around the handle. See FRONT HOOD CATCH for tips on how to adjust.

111 823 507A	Upper w/pin	55-67
111 823 507F	Upper w/pin	68-
	Also fits Super Beetle	71-

HOOD CATCHES



The hood catch is what the pin of the hood latch goes into. Adjusting the hood catch will try your patience. After you bolt it in, tie a wire around the catch lever and leave it hanging out the front. Now slide the cable into the barrel lock. With your finger, pull the lever over until it is half way through the hole or until it starts to kick back the other way. Tighten the barrel lock on the cable at this point. Now close the hood slowly making sure the pin on the hood is going to hit the center of the hole in the catch. If not, don't close the hood. Readjust the catch or the latch until it does, then push the hood close and it should latch. If you are having to slam the hood, you're out of adjustment somewhere. If you can hear the hood catch, try and pull the release and see if it opens. If it does, open it and remove your temporary wire. If it doesn't, try pulling on the temporary wire to release it. If that doesn't work, then you have to cut the handle off to get the hood open. Remember to take your time.

111 823 509B	Catch	55-67
152 823 509B	Catch	68-

HOOD RELEASE CABLE & KNOB



This is the cable you pull to release the front hood.

143 823 531BBK	Black knob w/cable	49-67
143 823 531BWH	White knob w/cable	49-67
143 823 531BGY	Gray knob w/cable	49-67
113 823 531G	Cable only	68-
411 823 665	Hood release handle	68-

HOOD HANDLES



This is the handle on the front hood. To remove the handle, open the hood and locate the two bolts holding the latch mechanism in. These also hold the handle on. Remove them and the handle will fall off.

113 823 565A	Chrome	52-67
113 823 565F	Chrome	68-

HOOD HANDLE SEALS



These seals go underneath the front hood handle. You'll need to unbolt the handle in order to install them. On Bugs 68-79 the seals from the factory were clear, but we like the black seals better. The seals come as a set.

113 823 579	Black	52-67
113 823 579ABK	Black	68-

HOOD RELEASE LEVER



This lever is found in the glove box. It is used to release the front hood. It was riveted to the glove box from the factory. To replace, you will need to drill out the three rivets. We suggest you use some nuts and bolts instead of rivets to put it back in.

111 823 651	Release lever	68-
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HOOD SEALS



This is the seal that goes on the body for the front hood to sit on. It seals the trunk compartment. Removing the old seal is just a matter of ripping it out. Before you try and put the new seal in, take some time and straighten out the groove it goes in. To put the seal in, start on one side in an upper corner, use some dish soap on the seal and slide it from one side to the other corner then down both sides. On Bugs 1961 on, stick the little nubs in the corner through the holes and use a pair of needle nose pliers to pull the nubs all the way through. On Super Beetles they have pins that hold the seal in the corners. Don't stretch the rubber, as overtime it will shrink.

111 823 731	Standard	46-60
113 823 731B	Standard	61-77
113 823 731BGR	Std, German	61-77
113 823 731B	Super Beetle	71-72
113 823 731BGR	SB, German	71-72
133 823 731B	Super Beetle	73-
133 823 719	Seal pin for Super Beetle (6)	71-

DECK LIDS



This is the lid that covers the engine. They fit ok. The lid can be shipped UPS, however there is a carton charge of \$20.00.

111 827 025AD	W/4 louvers	68-
111 827 025AE	W/o louvers	68-

REAR APRON PLUGS



These plug two of the three holes in the rear apron. Why the holes are even there, we don't know, but these plug them.

111 827 110	Pair	52-
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DECK LID THREADED HINGE MOUNTS



These threaded straps hold the deck lid hinge mounts to the body. When you take the hinge mount off, they fall out.

111 827 171	Pair	All
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DECK LID HANDLES WITH KEYS



This is the rear handle that opens the engine lid. On the early cars (55-64) it's a T-style and held in by one large nut, on the later styles (65-71) it's held on by three Phillips screws, and on the 72-79 it's held on by one screw. This is a good way to keep people from messing around in your engine compartment.

113 827 571B	T Type	55-64
113 827 503A	3 Hole mount	65-66
113 827 503F	3 Hole mount	67-71
113 827 503H	1 Hole mount	72-

DECK LID LATCH PLATE



This plate bolts onto the rear apron so your deck lid lock has something to hook to. It is held in place by two 6mm bolts. All aftermarket rear aprons up to 1967 have this style latch plate.

111 827 513B	Latch plate	66-67
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DECK LID HANDLE SEALS



This is the seal that goes under the deck lid handle.

111 827 581	Round	52-64
111 827 517	Round	65-66
111 827 517A	3 screw holes	67-71
111 827 517B	1 screw hole	72-79

REAR APRON CENTER PLUG



This is the plug in the center of the apron. The deck lid rests against it. Used in 1967 only.

111 827 527	Plug	67
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DECK LID SEAL



This is the seal that goes around the rear deck lid. Before you install the seal, make sure the groove that it slides into is in good shape. If it's not, use a screwdriver to fashion it back to the original shape. Now put a little dish soap on the seal and start at one end and slide it around. Next, bend down the metal channel at both ends to hold the seal in place.

111 827 705	Seal	All
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DOOR HINGE PINS & PLUGS



These pins are in the door hinges. They are a real pain to get out, but we've found an air hammer works the best. Sometimes that doesn't even work, so have a case of penetrating oil on hand. It's better to repair the door hinges before you paint the car. The plug is a good idea to have as well, they easily plug into the top of the hinge pin.

111 831 421	Standard size	46-67
111 831 421A	1st oversize	46-67
111 831 421C	2nd oversize	46-67
111 831 421D	Std size w/mirror thread	46-67
111 831 421E	Standard size	68-
111 831 421J	1st oversize	68-
311 831 439A	Plug (4)	68-

TAIL LIGHT GROMMETS



These grommets are for the tail light wires to go through. They are a must if you don't want to have an electrical short in the future.

111 831 449	Pair	52-79
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HINGE SCREW PLUGS



These plastic plugs hide the door hinge screws. To install them, just pop them in the hole.

113 831 449BK	Black (4)	52-59
113 831 449WH	Clear (4)	60-77
151 831 449BK	Black, Convertible (12)	65-
151 831 449WH	Clear, Convertible (12)	79
311 831 439A	Hinge Oil Hole Plug	68-77

DOOR SEALS



Front door seals keep out the wind, rain, dirt and noise. They need to be glued into place. We suggest you use 3M Super Weatherstrip Adhesive. Do not stretch or cut the seals.

111 831 721AGR	Left, German	50-66
111 831 722AGR	Right, German	50-66
111 831 721ABR	Brazilian (pr)	50-66
111 831 721DGR	Left, German	67-77
111 831 722DGR	Right, German	67-77
111 831 721DBR	Brazilian (pr)	67-77

Convertible Door Seals

151 831 721A	Left	50-64
151 831 722A	Right	50-64
151 831 721D	Left	65-
151 831 722D	Right	65-

DOOR LOCK MECHANISMS



The door lock mechanism holds the door closed. To remove the old mechanism you'll need to take the door panel off and basically gut the inside. Peel the door rubber from the door jam and remove the Phillips screw(s) that hold the handle in. Look for the three Phillips screws that hold the mechanism in and remove them. Now remove the clip that holds the inside handle rod to the mechanism. Next, take out the window (yeah, I know it's a pain). Then look at the metal channel that the felt sits in. Peel the felt up a little at the bottom and you will see a 10mm headed bolt that has to be removed. Remove the bolt and push up on the channel and it will come out. At this point, fish the lock mechanism out. To install the new mechanism, go in the reverse order.

111 837 015B	Left, Standard	60-64
111 837 016B	Right, Standard	60-64
151 837 015B	Left, Standard	68-78
	Also fits Convertible	68-78
151 837 016B	Right, Standard	68-78
	Also fits Convertible	68-78

DOOR STRIKERS



The striker is what keeps the door closed, an absolute necessary part to say the least. They are held in place by large screws. We suggest you use an impact drive to get the striker out. Note: Use masking tape to mark two sides of the old striker, so you will know where to set the new one. Before you completely tighten down the new striker, close the door and see how it lines up. If it lines up, tighten the screws. If it doesn't, start making adjustments until it does.

113 837 035B	Left	60-66
113 837 036B	Right	60-66
151 837 035C	Left	67-
151 837 036C	Right	67-

DOOR HANDLE W/KEYS



These front door handles come with keys. To get your old handle off, peel back the rubber around the door latch and locate the Phillips head screw(s). Remove the screw(s) and push the handle back towards the front of the Bug and it should fall off.

211 837 205	Left	49-55
211 837 206	Right	49-55
113 837 205A	Chrome locking left or right	56-59
113 837 205B	Chrome locking left	60-63
113 837 206B	Chrome non locking right	60-63
113 837 205D	Chrome w/key left or right	64-66
113 837 205M	Chrome w/key left or right	68-
113 837 205MPR	Chrome w/key (pr)	68-

DOOR HANDLE SEALS



This is the seal between the handle and the body of the Bug. The door handle must be removed to replace them.

111 837 211	Pair	49-59
111 837 209	Set of 4	60-65
111 837 209A	Set of 4	66-67
111 837 209B	Set of 4	68-77

DOOR HANDLE SPRING



This is the return spring in the early Bug front door handles. If it is broken the handle will not go back to the closed position making it a sure sign you need a new one.

111 837 215	Spring	50-55
111 837 215A	Spring	56-61

KEY BLANKS



The key blanks sold here are like the ones VW vehicles originally came with. The years listed don't necessarily mean it will fit your locks as the handles could have been changed. Therefore, make sure you check out the key profile when ordering your key blank.

111 837 219P	P profile	52-53
111 837 219SG	SG profile	54-59
111 837 219E	E profile	60
111 837 219SC	SC profile	61-66
111 837 219SU	SU profile	61-66
111 837 219SV	SV profile	61-66
111 837 219K	K profile	67-70
111 837 219M	M profile	71-79

INSIDE DOOR HANDLES



These handles open the front doors from the inside. To replace the handle on Bugs up to 1966, you have to push back the small plastic bezel. Now look on the side of the handle, you will see a small pin. Use a small punch or a nail with the head removed to drive the pin out. We suggest you do this in a clean area because the pin usually flies out and you will want to be able to find it. Once the pin is out, wiggle the handle and it will come off. On Bugs 1967-1979, you will have to take the door panel off the get to the door lever. To do this, pry out the plastic finger guard with a small screwdriver and remove the Phillips screw behind the guard. Now remove the window crank and then take off the door panel. You should see some 10mm headed bolts that hold the lever on. Remove the old lever and install the new lever in the reverse order. Make sure you have the lever adjusted correctly before replacing the door panel.

113 837 225	Chrome (pr)	46-66
113 837 019B	Left, Chrome	67-70
113 837 020B	Right, Chrome	67-70
111 837 019H	Left, Black	70-78
	Also fits Convertible	74-
111 837 020H	Right, Black	70-78
	Also fits Convertible	74-
111 837 291	Cone Washer	70-

DOOR HANDLE ANTI-RATTLE SPRINGS



These springs go behind the door panels to put tension on the door handle buffers. They go on with the large opening towards the handle. On Bugs up to 1966, it takes four. On Bugs 1967 and later, it takes two per car.

111 837 229C	Pair	58-
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DOOR HANDLE/WINDOW CRANK BUFFER



This plastic "donut" goes under the window crank or door handle to prevent the door panel from getting ripped. To replace the buffers, remove the handle first.

111 837 235BK	Black (4)	50-57
111 837 235GY	Gray (4)	50-57
111 837 235IV	Ivory (4)	50-57
113 837 235ABK	Black (4)	58-66
113 837 235AGY	Gray (4)	58-66
113 837 235AIV	Ivory (4)	58-66
211 837 235ABK	Black (pr)	67
211 837 235AGY	Gray (pr)	67
211 837 235AIV	Ivory (pr)	67
111 837 595A	Black (pr)	68-
111 837 231	Inside Anti-rattle buffer	46-67

INSIDE DOOR HANDLE COVER PLATES



plate.

This is the trim piece that goes around the inside front door handle. To remove the old one, use a small screwdriver to peel out the finger plate. Under that plate you will see a Phillips screw. Remove the screw and slide out the cover plate.

113 837 239BBK	Black (pr)	67-
113 837 239BCM	Chrome (pr)	67-
311 837 247BK	Black finger plate (pr)	67-

DOOR CHECK ROD STOPS, SEALS & PINS



for CAL-LOOK STOPS.

These are the stops on the check rods that prevent you from opening the doors too far. They're especially nice on windy days because they keep your doors from being sprung. The seals protect the check rods, keeping dirt and grime from getting into the doors. If you have one piece windows, these stock stops will not work. Look in the aftermarket section

111 837 257	Pins	46-64
111 837 249B	Stops (pr)	56-
111 837 267A	Seals (pr)	58-77

DOOR CENTERING WEDGES



This wedge centers the door when you close it. If the wedge is worn out or broken, you'll need to replace it because the wedge keeps the door hinges from wearing out.

111 837 277	Standard (pr)	43-57
141 837 277	Convertible (pr)	58-

DOOR LOCK KNOBS & COLLARS



These little knobs and collars go on the two front doors. To install them, unthread the knob and just push the collar into the door and thread the knob back on.

171 837 355	Collar (pr)	67-
171 837 187	Knob (pr)	67-

CONVERTIBLE DOOR WINDOW STOPS



This is a little stop that keeps the front door side windows from going up too high on convertibles. It fits on the back side of the vent wing post, just above the felt. We suggest you glue them in.

151 837 407	Convertible (pr)	65-
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CONV. SIDE WINDOW RUBBER INSERT



This rubber comes in a roll and is used when putting the metal frames back on the glass of the front door windows and the quarter windows. Don't stretch it, as over time it will shrink.

151 837 439D	Convertible	53-
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CONVERTIBLE FRONT & REAR WEDGES



These wedges seal the corners on the front doors and the quarter windows, where the metal frames meet the scrapers. They are screwed in place.

151 847 351	Quarter front (pr)	54-64
151 837 493	Front door front (pr)	54-64
151 837 497	Front door rear (pr)	54-64
151 837 497A	Front door rear (pr)	65-
151 847 351B	Quarter front (pr)	65-72
151 847 352C	Quarter front (pr)	73-

FELT CHANNEL SETS



This is the channel that the front door window rolls up into. In order to install them, you will have to take off the door panels and remove a lot of the "guts" from inside the door. If you are replacing these pieces, we suggest you also replace the channel piece in front that runs up along the vent wing. Also think about replacing all the rubber in both doors.

111 837 439D	Pair for top and rear	52-77
113 837 433	Pair for front	52-64
311 837 433A	Pair for front	65-77
151 837 433A	Pair for front, Convertible	52-
111 837 361	Clips (12)	65-77

DOOR WINDOW SCRAPERS



The front door window rolls up and down between these two rubber seals. The outer scraper is very important because it keeps water out of the door, it's also the "most fun" to put in. No kidding; installing these seals are a real chore. Start by gutting the door. When installing these seals, check the little drain holes in the bottom of the door to make sure they're clear. Note: We found the old clips that hold the scrapers in are much better than the new clips they come with.

111 837 705T	Pair	36-51
111 837 475	Inside (pr)	52-64
111 837 475A	Inside, Left	65-68
111 837 476A	Inside, Right	65-68
111 837 475B	Inside, Left	69-77
111 837 476B	Inside, Right	69-77
113 853 321A	Outside, Left, W/molding	52-64
113 853 322A	Outside, Right, W/molding	52-64
113 853 321D	Outside, Left W/molding	65-77
113 853 322D	Outside, Right W/molding	65-77

Convertible Front Door Window Scraper

151 837 475	Pair	54-64
151 837 473	Inside, (pr)	65-
151 837 475DRO	Outside, (pr) rubber only	65-
151 837 475D	Outside, Left	66-
151 837 476D	Outside, Right	66-

CONV. VENT WING BASE SCRAPERS



This is a rubber seal that goes into the door, sealing the vent wing frame to the door. You will need to have the vent wing frames out in order to install them.

151 837 471	Convertible (pr)	65-
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WINDOW REGULATORS



This is the mechanism that makes the window go up and down. Getting the mechanism out is a pain. You will have to start by taking the door panel off and then disconnect the glass from the regulator. Now you're ready for the tough part. The vent wing

post has to come loose so look for a bolt holding it to the inner skin of the door. Pay attention to how the regulator is installed in this area, as you will want to put it back the same way. Note: We lay the regulator down flat before installing, squirt some Triflow on the cable and then roll it up and down a few times. This will help the regulator last longer.

111 837 501F	Left	65-67
111 837 502F	Right	65-67
111 837 501H	Left	68-74
111 837 502H	Right	68-74
111 837 501K	Left	75-77
111 837 502K	Right	75-77
111 837 507	Sash retaining clip	55-64

WINDOW REGULATOR BUSHING SET



These are the replacement bushings for the Convertible window regulator. You will need two per car, one for each window.

151 837 507	Convertible only, 10 pcs.	65-
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DOOR WINDOW CRANKS



This is the handle you grab to roll the window up and down on the front door. On Bugs up to 1967, you will need to push back the plastic bezel and drive the pin out. Be careful, as it is really easy to loose the pin. To replace the handle on a 1968 and later Bug, peel back the plastic cover or remove the plastic cap and take out the Phillips screw. Handles for 1968 and later Bugs will interchange with each other.

113 837 581EIV	Ivory	46-66
113 837 581EBK	Black	46-66
113 837 581F	Chrome & black	67
113 837 581DCH	Chrome & black	68-69
111 837 581J	Black	68-74
1837581HD	Black heavy duty	68-74
321 837 581	Black plastic	75-

VENT WING SEALS



Vent wing seals on the front doors keep out the elements. They're a real chore to install. Start by taking the vent wing out and drilling out the rivet at the top. Replace the rubber seal and put in a new rivet.

111 837 625	Left	-64
111 837 626	Right	-64
111 837 625B	Left	65-
111 837 626B	Right	65-

Convertible Vent Wing Seal

151 837 625	Left	52-64
151 837 626	Right	52-64
151 837 625B	Left	65-72
151 837 626B	Right	65-72
151 837 625C	Left	73-
151 837 626C	Right	73-

CONVERTIBLE VENT WING PIVOT PIN SET



For convertibles, this is the upper pin that the vent wing pivots on. Be careful not to crack the glass. Use some white grease on the pivot bushing to make it last longer.

151 837 627	Convertible	52-64
151 837 628A	Convertible	65-72
151 837 627B	Convertible	73-

VENT WING FLAP SEALS



This seal goes on the back side of the front door vent wing. It fits in the window post so the vent wing glass seals against it.

111 837 629	Pair	52-64
241 837 465	Pair	65-77

VENT WING LOCKS



These locks keep the vent wing closed, therefore a must, but they're a pain to replace. Start by removing the glass and rubber. Use a 1/8" drill and drill out the original rivets.

Next, remove whatever is left of the old lock and install the new lock. Using 1/8" pop rivets, install the head of the lock from the frame side. With a hammer and dolly, very carefully flatten what's left of the rivet on the latch side. Now replace the glass and rubber.

113 837 639A	Left	52-64
113 837 640A	Right	52-64
113 837 639AHD	Left heavy duty	54-67
113 837 640AHD	Right heavy duty	54-67
111 837 639B	Left	65-67
111 837 639BHD	Left heavy duty	65-67
111 837 640B	Right	65-67
111 837 640BHD	Right Heavy duty	65-67
111 837 657A	Left	68-77
111 837 658A	Right	68-77

Convertible Vent Wing Locks

113 837 639A	Left	52-67
113 837 640A	Right	52-67
151 837 657	Left	68-
151 837 658	Right	68-

WINDSHIELDS



These windshields are cut from safety glass as required by law. It is a good idea to replace the seal at the same time. Super Beetle glass can not be shipped. Note: For instructions see FRONT WINDOW SEAL.

111 845 101H	Standard	46-57
111 845 101K	Standard	58-64
113 845 101D	Standard	65-78
133 845 101	Super Beetle	73-

WINDSHIELD SEALS



This seal goes around the front window. To remove the old glass, use a fixed-bladed knife. Stick the knife between the rubber and glass on the outside of the Bug. Now cut the rubber until you feel the point of the knife hit metal. Cut all the way around, until you have cut the rubber in half.

Peel the rubber off and slowly push the glass out from the inside. Make sure someone is on the outside to catch the windshield. Install the new rubber with the seam on the top and in the middle. Do not use any kind of lubricant, as it will cause the glass to separate. Wrap a piece of 14 gauge wire in the groove that holds the window to the Bug, overlapping the ends on the bottom at the center. Clean the body area and do any repairs needed. We use dish soap as a lubricant, but only between the rubber and body metal, never between the rubber and the glass. Smear the soap from the lip to the outside edge. At this point, grab a friend to help you. Place the window in the Bug from the outside with the two ends of the wire inside the Bug. Push the window in until the rubber hits the lip. While your friend holds the glass in place from the outside, get into the Bug and pull one end of the wire a little one way and then the other wire a little the other way. Keep doing this until you reach the top. If you miss, push the window out and start over. After the first one you'll be surprised how easy it is. If you have a lot of windows to do we offer a tool that makes it even easier. American style has groove for chrome.

113 845 121AAM	American	-57
113 845 121ACL	Cal-Look	-57
113 845 121BAM	American	58-64
113 845 121BCL	Cal-Look	58-64
113 845 121JAM	American	65-77
113 845 121JCL	Cal-Look	65-77
113 845 121JAM	American, Super Beetle	71-72
113 845 121JCL	Cal-Look, Super Beetle	71-72
133 845 121BAM	American, Super Beetle	73-77
133 845 121BCL	Cal-Look, Super Beetle	73-

Convertible Front Window Seal

151 845 121AAM	American	58-64
151 845 121ACL	Cal-Look	58-64
151 845 121BAM	American	65-72
151 845 121BCL	Cal-Look	65-72
151 845 121CL	Cal-Look	50-57
151 845 121AM	American	52-57
151 845 121CCL	Cal-Look	73-
151 845 121FAM	American	73-

INNER VENT WING SEALS



This seal goes between the vent wing glass and the metal frame it sits in. The seal comes as a roll and is very hard to install. First get the glass out without breaking it. Now cut off a strip of this seal and fold it around the glass. Press the glass back into the frame and cut off the excess with a razor blade. This roll comes with enough to do two windows.

221 845 295	Seal	50-
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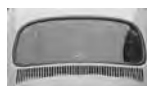
QUARTER WINDOW SEALS



This seal goes around the side window that is stationary (does not have a frame). Note: Removal and replacement are explained under FRONT WINDOW SEAL. Later seals fit standard Bugs or Super Beetles.

113 845 321CL	Cal-Look	46-52
113 845 321ACL	Cal-Look	52-64
113 845 321AAM	American	52-64
113 845 321FCL	Cal-Look	65-77
113 845 321FAM	American	65-77

REAR WINDOW SEALS



This seal is for the rear window. Note: For instructions see FRONT WINDOW SEAL. American style has groove for chrome.

113 845 521CL	Cal-Look (pr)	46-52
113 845 521AAM	American Slot	53-57
113 845 521ACL	Cal-Look	53-57
113 845 521BAM	American	58-64
113 845 521BCL	Cal-Look	58-64
113 845 521JAM	American	65-71
113 845 521JCL	Cal-Look	65-71
113 845 121AAM	American	72-77
113 845 121ACL	Cal-Look	72-77

Convertible Rear Window Seal

151 845 521ACL	Cal-Look	53-57
151 845 521AAM	American	54-57
151 845 521BAM	American	58-63
151 845 521BCL	Cal-Look	58-63
151 845 521DAM	American	64-75 1/2
151 845 521DCL	Cal-Look	64-75 1/2
151 845 521HAM	American	75 1/2-
151 845 521ECL	Cal-Look	75 1/2-

POPOUT WINDOW HINGE COVERS



This little plastic cover goes around the hinge on the rear corner window popout.

113 847 129BWH	White (pr)	53-77
113 847 129BBK	Black (pr)	53-77

POPOUT WINDOW PINCH WELT



into place.

This is the welt that goes around the rear popout windows. They are designed to hold in the headliner when the windows are open. They come in black or white. To remove, grab it with a pair of pliers and pull it out. To install the new ones, just push

113 847 131BBK	Black (pr)	53-77
113 847 131BWH	White (pr)	53-77

POPOUT WINDOW SEALS



These seals are for the side popout windows. To replace the inner seal between the frame and the glass takes a lot of work. The frame will need to be split and the little screws that hold the frame together are usually rusted in. To replace the outer seal, start one edge of the seal and then work the other edge in with a small screwdriver.

113 847 135	Outer (pr)	53-64
113 847 133	Inner (pr)	53-64
113 847 135A	Outer (pr)	65-77
113 847 133A	Inner (pr)	65-77

POPOUT INSERTS FOR HINGES



This is the little threaded button that goes through the popout glass and screws to the latch.

113 847 206	Pair	65-77
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POPOUT LATCH PIN SEALS



These seals go around the latch pins of the popout rear windows. They keep the water and wind from coming in the car.

113 847 207	Pair	65-77
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CONV. QUARTER WIN. UPRIGHT SEALS



This is the seal that goes between the rear quarter window and the front door side window on a convertible. This seal is very important if you want to keep your window in.

151 847 341A	Upright seals	50-
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CONV. QUARTER WINDOW SCRAPERS



These scrapers found on convertibles are for the rear quarter windows. Putting them in is a real chore.

151 847 345B	Left	66-
151 847 346B	Right	66-
151 847 476BRO	Pair, rubber only	66-

DASH CHROME MOLDING SET



These are the three pieces of chrome that run along the dash. They just clip into place. If you are trying to remove them, use a stiff putty knife and be careful not to scratch the paint.

113 853 240	Set of 3	58-67
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FRONT COWL TRIM



These are the wide trim pieces that fit on the front quarter panels of a Super Beetle.

133 853 265	Pair	73-79
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WINDOW CHROME MOLDINGS



These chrome moldings for American style seals go around the windows and are just for looks. They are a real pain to put in and need to be installed before you put the window back in the car.

113 853 325A	Front	53-57
113 853 325B	Front	58-64
113 853 325C	Front	65-77
133 853 325D	Front, Super Beetle	73-77
113 853 345B	Quarter (pr)	53-64
113 853 345C	Quarter (pr)	65-77
113 853 355A	Rear	53-57
113 853 355B	Rear	58-64
113 853 355C	Rear	65-71
113 853 355D	Rear	72-77

Convertible Window Chrome Moldings

151 853 325A	Front	53-57
151 853 325B	Front	58-64
151 853 325C	Front	65-72
151 853 325D	Front	73-77
151 853 355	Rear	53-57
151 853 355A	Rear	58-63
151 853 355C	Rear	63-75 1/2
311 853 309	Molding Clips Only 6pcs.	52-77

HOOD CHROME MOLDING



This is the front strip that goes down the front hood. To remove the old strip, use a good stiff putty knife with some duct tape on one side to keep from scratching the paint. Slide the knife under the strip and work it up to a clip and gently pry up. To install the new one just pop into place.

113 853 505C	Standard	53-63
113 853 505F	Standard	64-66
113 853 505G	Standard	67
113 853 505H	Standard	68-72
113 853 505H	Super Beetle	71-
113 853 505K	Standard	73-

CONV. SIDE CHROME MOLDING & CLIPS



These are the molding strips that go on top of the front doors and quarters. They are held in by clips. To remove, use a stiff putty knife with duct tape on one side so as to not scratch the paint.

151 853 535	Molding & Clips Kit	50-64
151 853 530	Molding (8)	50-64
151 853 698	Clips (100)	50-64

BODY CHROME MOLDING KITS



This is the chrome trim that went on the front and sides of the Bug to dress it up. Be careful when installing, once it's clipped into place it likes to stay there. See FRONT HOOD

CHROME STRIP for a hint on removal.

113 853 535A	Kit (7)	53-63
113 853 535B	Kit (7)	64-66
131 853 535	Kit (7)	67
113 853 535C	Kit (7) w/o emblem	68-77
131 853 535C	Kit (7) w/emblem	68-77
133 853 535C	Kit (7) Super Beetle	71-

RUNNING BOARD CHROME MOLDING



These are the correct trim moldings for your running boards. New running boards come with thin molding. You will need to order the correct clips to put these on. We usually put the clips on the molding first, then put them through the running board.

113 853 555B	36mm wide (pr)	46-64
113 853 555C	18mm wide (pr)	65-72
113 853 555D	10mm wide (pr)	73-

CHROME MOLDING CLIPS



These are the clips that hold the various chrome moldings on. On the body clip of a Bug 1967 and later, you push the clip into the body first, then push the little nub into the clip until it is flush. When ordering, it is a good idea to order a couple of extras.

113 853 559	Running boards (10)	46-64
113 853 559A	Running boards (10)	65-72
113 853 559B	Running boards (10)	73-
113 853 585B	Body (ea)	-66
113 857 219A	Seal for clip (ea)	-66
113 853 585C	Body (ea)	67-

HOOD EMBLEMS



This part is the pride of the car and one of the most likely be stolen.

113 853 605A	4 tab	52-59
113 853 601A	3 prong	60-63 1/2
113 853 601B	3 prong	63 1/2-

HOOD EMBLEM CLIPS



These are three little plastic pieces that push into the front hood to hold the emblem in place. When buying a new emblem it's a good idea to buy these too.

113 853 615	Set of 3	60-
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HORN GRILL



This is the little grill that is on the front fenders of 67 and earlier Bugs. It is held in by four little tabs. To install, put the grill onto the fender and with one hand hold it in place, with the other hand bend the little tabs over. On the passenger side of the car there is a tiny plate that goes behind the horn grill, keeping the air from going through. It is not a big deal if yours is gone. On the driver's side it is open in order for the horn to blare through.

113 853 641A	Horn grill	53-67
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SCRIPTS



These scripts were found on the front hood or on the deck lid of your Bug. They are held in place with clips. To remove or install, use a pair of pliers and screw the clip on or off.

113 853 687K	Block w/clips, engine lid	67-74
141 853 901B	Karmann badge (conv. only)	61-
111 853 695	Script clips (3)	50-74

PADDED DASHES



These are the padded dashes that came on the 1968 and later Bugs. They are a real pain to replace. There are a lot of screws and nuts holding it on. This is not for the faint of heart. We carry the best quality we can get. Truth: They are still not as good as the factory dash.

113 857 050A	Standard	68-70
113 857 050B	Standard	71-74
113 857 052C	Standard	75
113 857 050B	Standard	76-77
113 857 050B	Super Beetle	71-72

GLOVE BOX TRIM RING & PINS



This is the plastic trim in the dash that goes around the glove box. It keeps the padded dash from being damaged. It is held in place by 7 pins.

113 857 111	Trim ring w/pins	68-77
113 857 117B	Pins only (7)	68-

GLOVE BOX LOCKS



This lock holds the glove box closed. Some are keyed, so you can lock it.

111 857 131	Push button	-67
111 857 131L	W/keys	-67
133 857 131	W/keys	68-
133 857 131	W/keys, Super Beetle	71-72
133 857 131B	W/keys, Super Beetle	73-

GLOVE BOX AND FUEL DOOR STOPS



These rubber stops keep the glove box or gas door from slamming into the body. To install them, just pull the little nubs through the holes with a pair of pliers.

111 857 145A	Glove box (pr)	55-
	Gas door (pr)	68-

SPEAKER GRILL



This is the grill you stare at while you are driving down the road. It easily pushes into place. Have someone hold it from inside of the car while you're in the trunk bending the tabs.

113 857 207A		52-57
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INSIDE REAR VIEW MIRRORS



This is the mirror you look in to see if the kids are behaving in the back seat. On Bugs 58-67, it is held in by three screws. On Bugs 68 and on, all you need to do is give it a twist sideways and it should pop out.

113 857 511	Chrome	-57
113 857 511A	Chrome	58-64
111 857 511P	Black	58-64
113 857 511P	Chrome	65-67
113 857 511L	Black	68-
151 947 111C	Conv. light-n-mirror	68-
151 947 133	Mount for Conv. mirror	68-

OUTSIDE MIRROR



These mirrors mount outside on the doors or door hinges so you can see what's behind you. If you want to put a mirror on the right side of your 50-67 you will need to buy a threaded hinge pin. On Bugs 68-79 you will need to buy a special nut, part #111 857 517C. Drill a large hole in your door and fish the nut up into the door. Mount kits come with the mirrors. Early mirrors do not include the threaded hinge pin.

111 857 513	Round, left	50-67
111 857 513WCM	Round, Left	50-67
111 857 514	Round, right	50-67
111 857 514WCM	Round, Right	50-67
113 857 513A	Oval, left	50-67
113 857 514A	Oval, right	50-67
113 857 513D	Rectangular, left	68-77
113 857 514D	Rectangular, light	68-77
111 857 513K	Mount kit for round mirror	50-67
113 857 513K	Mount kit for oval mirror	65-67
151 857 501B	Rectangular Left, Convertible	68-
151 857 502B	Rectangular Right, Convertible	68-
151 857 513K	Mount kit for Convertible	68-
111 857 517C	Nut for mounting right side	68-77
111 857 543	Mirror to door seal	68-

SUNVISORS



These are the visors you pull down to keep the sun out of your eyes. If you are replacing the visor, now is a good time to check the clips too.

111 857 550	Right, dark plastic	46-60
111 857 551	Left, dark plastic	46-60
113 857 551ABK	Black (pr)	58-64
113 857 551AWH	White (pr)	58-64
113 857 552LBK	Black (pr)	65-67
113 857 552LWH	White (pr)	65-67
113 857 552EBK	Black (pr)	68-77
113 857 552EWH	White (pr)	68-77
113 857 551LWH	White w/mir. (pr)	65-67
113 857 551LBK	Black w/mir. (pr)	65-67
113 857 551EWH	White w/mir. (pr)	68-77
113 857 551EBK	Black w/mir. (pr)	68-77

Convertible Visors

151 857 552EBK	Black, (pr)	65-72
151 857 552EWH	White, (pr)	65-72
151 857 551EBK	Black, w/mirror (pr)	65-72
151 857 551EWH	White, w/mirror (pr)	65-72
113 857 552EBK	Black, (pr)	73-
113 857 552EWH	White, (pr)	73-

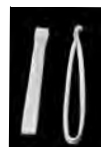
SUNVISOR CLIPS



These clips hold the sunvisor up. Broken clips will drive you nuts, not to mention the visor will eventually break. Clips are a lot cheaper than visors. Held on by one screw.

111 857 561BK	Black (pr)	65-67
111 857 561WH	White (pr)	65-67
111 857 561BBK	Black (pr)	68-
111 857 561BWH	White (pr)	68-

ASSIST STRAPS



This is a strap, not a handle. It's mounted on the door post to help you get in and out of the back of the Bug. Remove the strap by prying up the assist strap cover to get to the main screws holding it on.

113 857 611BBK	Black (pr)	58-67
113 857 611BWH	White (pr)	58-67
113 857 611EBK	Black (pr)	68-77
113 857 611EWH	White (pr)	68-77

Convertible Assist Strap

151 857 611A	White (pr)	54-
151 857 623	Mount (pr)	54-

ASSIST STRAP COVERS



This cover hides the screws on the assist straps. They just pop on and off.

113 857 637ABK	Black (pr)	58-67
113 857 637AWH	White (pr)	58-67
113 857 635CBK	Black (pr)	68-77
113 857 635CWH	White (pr)	68-77

DASH GRAB HANDLE



Also known as the "oh crap" bar.

151 857 641CIV	Ivory	58-67
151 857 641CGY	Gray	58-67
151 857 641CBK	Black	58-67

SEAT BELTS



It's the law and a good idea to have seat belts. These belts come with a hardware kit to mount them.

111 857 704TN	Chrome & Tan, Lap	46-
111 857 704BK	Chrome & Black, Lap	46-
111 857 704GY	Chrome & Gray, Lap	46-
111 857 704RD	Chrome & Red, Lap	46-
111 857 704KT	Chrome & Black, Lap (cheap)	46-
111 857 706BK	Chrome & Black, Lap\Shoulder	68-
111 857 706GY	Chrome & Gray, Lap\Shoulder	68-
111 857 706RD	Chrome & Red, Lap\Shoulder	68-
111 857 706TN	Chrome & Tan, Lap\Shoulder	68-
111 857 707BK	Lap\Shoulder retractable	68-
111 701 700	Seat belt anchors (pr)	62-66

SEAT BELT ANCHOR COVERS



This little cover hides the seat belt anchor bolt at your shoulder. They just pop on and off.

171 857 719	Set of 4	68-
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HOOKE FOR SHOULDER BELTS



The shoulder belt hook mounts on the door post and holds just the front shoulder belt.

111 857 723ABK	Black, (pr)	68-77
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SEAT BELT MOUNT COLLARS



This collar goes under the head of the bolt that anchors the seat belt.

111 857 781	Set of 4	62-
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DOOR PANELS



These are the interior panels of a Bug. We could write a book on this subject alone. The part numbers listed here are just the basic number. When you place your order, you will be asked for the color. Smooth Leatherette color choices: Black, Brown, Tan, Beige, Off White, Grey, Red, Blue, Bright White, Charcoal, Cream White, Dark Green, Chalk White, Saddle, and Bright Red. OEM Classic Series color choices: Brown, Grey, Brick Red, Water Blue, Pea Green, and Off White. Brought to you proudly by TMI.

Sedan Door Panels

111 863 010	Full set w/o pockets	49-55
113 863 010	Full set w/pockets	49-55
1863010	Full set OEM	49-55
111 863 011	Full set w/o pockets	56-64
113 863 011	Full set w/pockets	56-64
1863011	Full set OEM	56-64
111 863 012	Full set w/o pockets	65-66
113 863 012	Full set w/pockets	65-66
1863012	Full set OEM	65-66
111 863 013	Full set w/o pockets	67-77
113 863 013	Full set w/pockets	67-77
1863013	Full set OEM	67
111 863 121	Rear only	56-64
111 863 122	Rear only	65-77

Convertible Door Panels

151 863 010	Full set w/o pockets	50-55
153 863 010	Full set w/pockets	50-55
151 863 011	Full set w/o pockets	56-64
153 863 011	Full set w/pockets	56-64
151 863 012	Full set w/o pockets	65-66
153 863 012	Full set w/pockets	65-66
151 863 013	Full set w/o pockets	67-72
153 863 013	Full set w/pockets	67-72
151 863 014	Full set w/o pockets	73-
153 863 014	Full set w/pockets	73-
151 863 120	Rear only	50-55
151 863 121	Rear only	56-64
151 863 122	Rear only	65-72
151 863 123	Rear only	73-

Sedan or Convertible Door Panels

111 863 110	Frt only w/o pockets	49-55
113 863 110	Frt only w/pockets	49-55
111 863 111	Frt only w/o pockets	56-64
113 863 111	Frt only w/pockets	56-64
111 863 112	Frt only w/o pockets	65-66
113 863 112	Frt only w/pockets	65-66
111 863 113	Frt only w/o pockets	67-77
113 863 113	Frt only w/pockets	67-77
111 863 120	Rear only	49-55

DOOR PANEL CLIPS & BOOTS



These are the clips and boots that hold on the door panels.

N0143893	Clip	54-77
113 857 219A	Boot	50-77

EMERGENCY BRAKE BOOTS



This boot goes over the E-brake handle to hide the cables. To put the boot on, just slide it over the handle.

311 863 341A	46-64
311 863 341B	65-

REAR SEAT FRAME COVER PLATES



These rear kick panels go between the rear seat frame and floor. They easily pop into place.

113 863 374	W/o heater holes (pr)	49-61
113 863 374D	Gray/black (pr)	62-77
151 863 376	Convertible (pr)	56-59
151 863 377	Convertible (pr)	60-64
151 863 378	Convertible (pr)	65-

CARPET KITS



We personally like the quality of these carpet kits. The part numbers are just the basic numbers. We will need to know the color and type of material you want. Styles of carpet include, Loop, Cutpile, and Square Weave. Color choices for Loop: Black, Brown, Salt and Pepper, Blue, Charcoal, Red, Saddle, Maroon, and Oatmeal. Color choices for Cutpile: Black, Light Blue, Brown, Red, Saddle, Maroon, Grey, Royal Blue, Beige, and Silver. Color choices for Square Weave: Oatmeal, Brown, Salt and Pepper, Black, and Red. All carpet kits come with emergency brake and heater vent grommets sewn in. The deluxe kits also include heater control and shifter grommets. Please call for pricing. Brought to you proudly by TMI.

111 863 401	W/o foot rest	54-57
111 863 701	Deluxe, w/o foot rest	54-55
111 863 702	Deluxe, w/o foot rest	56-57
111 863 402	W/o foot rest	58-68
113 863 402	W/foot rest	58-68
111 863 703	Deluxe, w/o foot rest	58-61
113 863 703	Deluxe, w/foot rest	58-61
111 863 704	Deluxe, w/o foot rest	62-64
113 863 704	Deluxe, w/foot rest	62-64
111 863 705	Deluxe, w/o foot rest	65-67
113 863 705	Deluxe, w/foot rest	65-67
111 863 706	Deluxe, w/o foot rest	68
113 863 706	Deluxe, w/foot rest	68
111 863 403	W/o foot rest	69-72
113 863 403	W/foot rest	69-72
111 863 707	Deluxe, w/o foot rest	69
113 863 707	Deluxe, w/foot rest	69
111 863 708	Deluxe, w/o foot rest	70-72
113 863 708	Deluxe, w/foot rest	70-72
111 863 404	W/o foot rest	73-77
113 863 404	W/foot rest	73-77
111 863 709	Deluxe, w/o foot rest	73-77
113 863 709	Deluxe, w/foot rest	73-77
131 863 404	W/o foot rest, Super Beetle	71-72
133 863 404	W/foot rest, Super Beetle	71-72
111 863 711	Deluxe, w/o foot rest, S/Beetle	71-72
113 863 711	Deluxe, w/foot rest, S/Beetle	71-72
133 863 405	W/foot rest, Super Beetle	73-77
113 863 712	W/foot rest, Super Beetle	73-77

Convertible Carpet Kits

151 863 701	Deluxe, w/o foot rest	54-55
151 863 402	W/o foot rest	56-68
153 863 402	W/foot rest	56-68
151 863 702	Deluxe, w/o foot rest	56-57
153 863 702	Deluxe, w/foot rest	56-57
151 863 703	Deluxe, w/o foot rest	58-61
153 863 703	Deluxe, w/foot rest	58-61
151 863 704	Deluxe, w/o foot rest	62-64
153 863 704	Deluxe, w/foot rest	62-64
151 863 705	Deluxe, w/o foot rest	65-67
153 863 705	Deluxe, w/foot rest	68
151 863 706	Deluxe, w/o foot rest	68
151 863 403	W/o foot rest	69-70
153 863 403	W/foot rest	69-70
151 863 707	Deluxe, w/o foot rest	69
153 863 707	Deluxe, w/foot rest	69

151 863 708	Deluxe, w/o foot rest	70
153 863 708	Deluxe, w/foot rest	70
153 863 404	W/foot rest, Super Beetle	71-72
151 863 709	Deluxe, w/o foot rest	71-72
153 863 709	Deluxe, w/foot rest	71-72
153 863 405	W/foot rest, Super Beetle	73-
153 863 710	Deluxe, w/foot rest	73-79

ORIGINAL STYLE CARPET KITS



These carpet kits are to be used with the original rubber floor mats. We personally like the quality of these carpet kits. The part numbers are just the basic numbers. We will need to know the color and type of material you want. Styles of carpet include, Loop, Cutpile, and Square Weave. Color choices for Loop: Black, Brown, Salt and Pepper, Blue, Charcoal, Red, Saddle, Maroon, and Oatmeal. Color choices for Cutpile: Black, Light Blue, Brown, Red, Saddle, Maroon, Grey, Royal Blue, Beige, and Silver. Color choices for Square Weave: Oatmeal, Brown, Salt and Pepper, Black, and Red. All carpet kits come with emergency brake and heater vent grommets sewn in. The deluxe kits also include the heater control and shifter grommets. Please call for pricing. Brought to you proudly by TMI.

Sedan Carpet Kit

112 863 401	Sedan	54-57
112 863 402	Sedan	58-68
112 863 403	Sedan	69-72
112 863 404	Sedan	73-77

Convertible Carpet Kit

152 863 402	Convertible	56-68
152 863 403	Convertible	69-70
152 863 404	Convertible	71-72
152 863 405	Convertible	73-

REAR WELL CARPET KITS



This carpets the area behind the rear seat. We personally like the quality of these carpet kits. The part numbers are just the basic numbers. We will need to know the color and type of material you want. There are three styles to choose from, Loop, Cut Pile, and Square Weave. Color choices in Loop: Black, Brown, Salt and Pepper, Blue, Charcoal, Red, Saddle, Maroon, and Oatmeal. Color choices in Cutpile: Black, Light Blue, Brown, Red, Saddle, Maroon, Grey, Royal Blue, Beige, and Silver. Color choices in Square Weave: Oatmeal, Brown, Salt and Pepper, Black, and Red. Please call for pricing. Brought to you proudly by TMI.

Sedan Carpet Kit

111 863 410	Sedan	54-57
111 863 411	Sedan	58-64
111 863 412	Sedan	65-72
111 863 413	Sedan	73-77

Convertible Carpet Kit

151 863 410	Convertible	56-70
151 863 412	Convertible	71-72
151 863 413	Convertible	73-

TRUNK CARPET KITS



This carpet goes under the front hood to cover the trunk area. We personally like the quality of these carpet kits. The part numbers are just the basic numbers. We will need to know the color and type of material you want. There are three styles to choose from, Loop, Cut Pile, and Square Weave. Color choices in Loop: Black, Brown, Salt and Pepper, Blue, Charcoal, Red, Saddle, Maroon, and Oatmeal. Color choices in Cutpile: Black, Light Blue, Brown, Red, Saddle, Maroon, Grey, Royal Blue, Beige, and Silver. Color choices in Square Weave: Oatmeal, Brown, Salt and Pepper, Black, and Red. Please call for pricing. Brought to you proudly by TMI.

111 863 501	Standard	54-59
111 863 502	Standard	60-67
111 863 503	Standard	68-78
131 863 503	Super Beetle	71-72
131 863 504	Super Beetle	73-

TRUNK LINERS



This is the replacement cardboard liner for under the front hood. The quality is poor. We prefer the FRONT TRUNK CARPET KITS.

113 863 505	Standard	61-67
113 863 505B	Standard	68-78

INSTRUMENT PANEL COVER NUTS



These two nuts hold the cover over the wiring in the trunk. They are knurled so you can take them on and off with your fingers.

113 863 527A	Pair	58-77
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FRONT AND REAR FLOOR MATS



These rubber mats go on the front and rear floors. We suggest you do some rust prevention to the floors before laying the mats down.

113 863 703B	Standard	60-67
113 863 701K	Standard	68-72
113 863 701K	Super Beetle	71-72
113 863 700	Standard & Super Beetle	73-

ARM RESTS AND BRACKETS



This allows you to pull the front doors closed and rest your arm when driving.

111 867 169BK	Left, black	60-67
111 867 170BK	Right, black	60-67
111 867 169WH	Left, white	60-67
111 867 170WH	Right, white	60-67
111 867 171DBK	Left or right black	68-72
111 867 171DWH	Left or right white	68-72
111 867 171FBK	Left or right black	73-
111 867 168	Arm rest bracket	60-67
111 867 168A	Arm rest bracket	68-72

HEADLINERS



This is the vinyl covering for the inside roof and sides of the Bug. We suggest you take it to a professional for installation. The headliner installation is a difficult job and it takes a heat gun to get the wrinkles out. The part numbers are just the basic numbers. We will need to know the color and type of material you want. Please call for pricing. Brought to you proudly by TMI.

Sedan

111 867 500	Easy	47-67
111 867 501	Easy	68-77
113 867 500	Original style	47-52
113 867 501	Original style	53-60
113 867 502	Original style	61-62
113 867 503	Original style	63
113 867 504	Original style	64-67
113 867 505	Original style	68-72
113 867 506	6 bow style	73-77
113 867 507	5 bow style	74

Sedan with Sunroof

171 867 500	Easy	64-67
171 867 501	Easy	68-77
117 867 500	Vinyl sliding 48.75"	47-54
117 867 501	Vinyl sliding 41"	55-57
117 867 502	Vinyl sliding 41"	58-63
117 867 503	Metal sliding sunroof	64-67
117 867 505	Metal sliding sunroof	68-72
117 867 506	Metal sliding sunroof	73-77

Convertible

151 867 500	Headliner	50-57 1/2
151 867 501	Headliner	57 1/2-58
151 867 502	Headliner	59-63
151 867 503	Headliner	64
151 867 504	Headliner	65-70
151 867 505	Headliner	71
151 867 506	Headliner	72
151 867 507	Headliner	73-

CONVERTIBLE TOPS



This is the outside material of your convertible. The part numbers are just the basic numbers. We will need to know the color and type of material you want. Please call for pricing. Brought to you proudly by TMI.

151 871 030	Top	50-57
151 871 031	Top	58-62
151 871 032	Top	63-67
151 871 033	Top	68-72
151 871 034	Top	73-

CONVERTIBLE TOP BOOTS



This boot keeps the wind from ripping up your top when it is down. We recommend you have one. The part numbers are just the basic numbers. We will need to know the color and type of material you want. Please call for pricing. Brought to you proudly by TMI.

151 871 041C	Boot	50-62
151 871 042C	Boot	63-64
151 871 043C	Boot	65-70
151 871 044C	Boot	71
151 871 045C	Boot	72
151 871 046C	Boot	73-77 1/2
151 871 047C	Boot	77 1/2-

CONVERTIBLE HEADER BOW COVERS



This is what you see when you look up at the header bow. It is just a trim piece to cover the bow.

151 871 049A	White plastic	65-67
151 871 049B	White plastic	68-71
151 871 049C	White plastic	72

CONV. ABOVE REAR WINDOW BOWS



This is the bow over the rear window. We carry the quality synthetic-wood bows because the top doesn't tack to plastic very well and unlike wood bows, they don't rot.

151 871 093	Bow	50-64
151 871 093B	Bow	65-71
151 871 093C	Bow	72-

CONVERTIBLE HINGE COVERS

These cover the hinges in the back by the rear seat.



151 871 182A	Wood (pr)	50-64
151 871 182B	Plastic (pr)	65-67
151 871 182C	Plastic (pr)	68-

CONVERTIBLE FRONT HEADER BOWS



The top staples to this front bow. There are plastic bows out there, but we prefer to use quality synthetic-wood bows because it's hard to get the top to staple to plastic and unlike wood bows, these bows don't rot. You need to have your top completely apart to install any of the bows.

151 871 189A	Bow	50-57
151 871 189D	Bow	58-64
151 871 189E	Bow	65-67
151 871 189F	Bow	68-72

CONVERTIBLE INSIDE QUARTER BOWS



install any of the bows.

These are the bows in the quarter areas that the top staples to. There are plastic bows out there, but we prefer to use quality synthetic-wood bows because it's hard to get the top to staple to plastic and unlike wood bows, these bows don't rot. You need to have your top completely apart to

151 871 193B	Pair	61-70
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CONVERTIBLE TOP PADS



This is the pad between the top material and the headliner. Your top must be apart in order to replace these pads.

151 871 195A	Top pad	50-57
151 871 196A	Top pad	58-62
151 871 197A	Top pad	63-64
151 871 198A	Top pad	65-71
151 871 199A	Top pad	72
151 871 200A	Top pad	73-

CONVERTIBLE OUTSIDE QUARTER BOWS



These bows face the outside of the quarters. We found the top doesn't tack to plastic bows very well, so we carry the quality synthetic-wood bows that don't rot.

151 871 211B	Pair	65-71
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CONV. TOP FRAME MOUNTING PLATES



This is a replacement plate. Welding is required.

151 871 272	Pair	68-72
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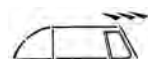
CONVERTIBLE METAL INSERT STRIPS



These strips screw to the top. They hold the rubber seal that seals the top to the windows.

151 871 341	Top to front	68-72
151 871 351	Door post	53-64
151 871 351A	Door post	65-72
151 871 351B	Door post	73-
151 871 359	Top to side	50-64
151 871 359A	Top to side	65-71
151 871 359B	Top to side	72
151 871 359C	Top to side	73-

CONV. TOP TO WINDOW FRAME SEALS



This seals the leading edge of the top to the front window frame.

151 871 349A	Seal	58-67
151 871 349B	Seal	68-72
151 871 349C	Seal	73-

CONV. VENT WING FRAME SEALS



This seal goes on the windshield post to seal the vent wing. They are held in with a metal insert and lots of little screws.

151 871 353A	Pair	50-64
151 871 353C	Pair	65-

CONVERTIBLE REAR QUARTER WEDGES



These are the rear quarter wedges for your convertible.

151 871 357	Pair	54-64
151 871 357A	Pair	65-
151 871 204	Super Beetle only (pr)	71-

CONV. DOOR FRAME TO TOP SEALS



This seals the top to the side window(s). They are held in by a metal insert with a lot of little screws.

151 871 357B	Pair	50-64
151 871 357C	Pair	65-

CONVERTIBLE TOP ALIGNMENT PINS

These pins position the top into the front windshield post.



141 871 371	Standard (pr)	68-72
151 871 371A	Super Beetle (pr)	73-

CONVERTIBLE CENTERING SLEEVES



This is a sleeve that goes in the front window frame for the guide pins to sit in. They just pop into place.

151 871 373A	Pair	68-72
153 871 373A	Pair	73-

CONVERTIBLE LOCK ASSEMBLY



This is what holds the top closed. They are bolted on.

151 871 383D	Complete assembly (ea)	68-
155 871 401	Hook only (ea)	68-

CONV. SUNVISOR & TOP LATCH MOUNTS



This is what the sunvisor attaches to as well as what the top hooks into to hold it up. They are held in place with screws.

151 871 386 Pair 68-72

CONV. REAR QUARTER BASE SEALS



These seal the base of the rear quarter windows on early convertibles.

151 871 410 Pair 52-64

CONVERTIBLE REAR WINDOW BOWS



This bow goes into the metal frame of the rear window. The convertible top fastens to it. Plastic bows are available, but we carry the quality synthetic-wood bows because the top tacks better to them than plastic and they don't rot.

Note: Measurements are taken from extreme outside edge to the extreme outside edge of the frame.

151 871 449A	11 1/2" x 28 3/4"	58-63 1/2
151 871 449C	13 1/2" x 32 3/4"	63 1/2-75 1/2
151 871 449E	13 1/2" x 33 1/2"	75 1/2-

CONVERTIBLE REAR BOWS



The top staples to the rear bow. There are plastic bows out there, but we have found it hard to staple the top to them. We carry quality synthetic-wood bows that don't rot. You need to have your top completely apart to install any of the bows.

151 871 911	Set of 3	50-64
151 871 911A	Set of 3	65-67 1/2
151 871 917	Set of 3	67 1/2-71

CONVERTIBLE TENSION WIRES



These wires keep the top taught when the top is up. You must have the top apart to replace them.

151 871 957	Rear (ea)	All
155 871 971A	Side (pr)	All
155 871 953A	Spring for side wire (pr)	56-

SUNROOF COVERS



This is the cover (or top) for 53-63 sunroof Bugs. It's a chore putting this cover on, so follow the instructions carefully or take it to a professional. The part numbers are just the basic numbers. You will need to tell us the color and kind

of material you want. Brought to you proudly by TMI.

117 875 573	4 square corners	47-55
117 875 574	Frt. round corners, rear sq.	56
117 875 575	4 round corners	57-63

SUNROOF PARTS



As of now, these are all the parts for the sunroof Bugs that we can get our hands on. When taking the sunroof apart, pay close attention, so you can get it back together again.

Standard and Super Beetle

117 877 169	Repair Kit rollers & rivets	56-63
117 877 335	Slider bushings kit	56-63
117 877 209A	Rubber seal rear	64-77
117 877 223C	Seals felt front & rear	64-77
	Also fits Super Beetle	71-72
117 877 305A	Left Cable	64-77
	Also fits Super Beetle	71-72
117 877 306A	Right Cable	64-77
	Also fits Super Beetle	71-72
117 877 365A	Left Guide	64-77
	Also fits Super Beetle	71-72
117 877 366A	Right Guide	64-77
	Also fits Super Beetle	71-72
117 877 369A	Center Lower Guide	64-77
	Also fits Super Beetle	71-72
117 877 375A	Center Upper Guide	64-77
	Also fits Super Beetle	71-72
117 877 373	Metal Center Guide Plate	64-77
	Also fits Super Beetle	71-72
313 877 407	Cable Gear	64-77
	Also fits Super Beetle	71-72

Super Beetle Only

133 877 209	Seals felt front & rear	73-77
133 877 305	Left Cable	73-77
133 877 306	Right Cable	73-77

SEAT TRACK BUSHINGS



These are the bushings on the seat track that keep the seats from rocking and rolling. To install, remove your seat and clip the new bushings on. It is a good idea to put a small amount of grease on them. Now reinstall your seats. On Bugs 71-72 the seats come out forward. On Bugs 73-79 the seats come out backwards. In both cases there is a clip that will have to be depressed to get the seats out all the way.

113 881 213	Set of 4	71-72
111 881 213	Set of 6	73-

SEAT SLIDE HANDLE KNOB



This knob goes on the handle that moves the bottom of the seat forwards and backwards. Installation is easy, it pops right on the handle.

111 881 251B	Black	52-74
111 881 251BIV	Ivory	52-74

SEAT FRAME COVER PLATES



These are the cover plates that go on the bottom of the seat frame.

113 881 315L	Drivers side outside	73-76
113 881 316R	Passenger outside	73-76
113 881 317D	Passenger inside	73-76
113 881 318D	Driver side inside	73-76
113 881 477C	Driver side inside	77-79
113 881 478C	Passenger inside	77-79
113 881 479B	Driver side outside	77-79
113 881 480B	Passenger outside	77-79

SEAT PADDING



This is the padding that sits on top of the springs of the seat. It's made out of foam, not horse hair like the original padding. Before we lay the padding down, we take a chunk of old carpet and lay it face down on the springs. Then we place the pad on top of the carpet. This keeps the springs from chewing up the pad. If you are ordering seat covers, it's a good idea to check your padding. Brought to you proudly by TMI.

111 881 361	Frt seat bottom (pr)	54-67
111 881 363	Frt seat bottom (pr)	68-72
111 881 364	Frt seat bottom (pr)	73-76
111 881 365	Frt seat back	77-
111 881 366	Frt seat bottom	77-
111 881 371	Frt bottom & back	54-64
111 881 372	Frt bottom & back	65-67
111 881 373	Frt bottom & back	68-72
111 881 374	Frt bottom & back	73
111 881 375	Frt bottom & back	74-76
111 885 371	Rear bottom & back	56-64
111 885 372	Rear bottom & back	65-77

Convertible

151 885 371	Rear bottom & back	58-64
151 885 372	Rear bottom & back	65-
111 881 360	Sisel Spring Cover 28" x 6'	

SEAT COVERS



Like the door panels, seat covers are a long subject; so here's the basics. The seat covers are designed as replacements, so you must remove any old material on the seat. If you need to, repad the seat first and then slip the new cover on and hog ring the bottom. We personally like the quality of TMI covers. The part numbers listed are just the basic numbers. We'll also need to know the color and type of material you want. Please call for pricing. Brought to you proudly by TMI.

Sedan and Convertible

111 881 401	Front (pr)	54-55
111 881 402	Front (pr)	56-64
111 881 403	Front (pr)	65-67
111 881 404	Front (pr)	68-69
111 881 405	Front (pr)	70-72
111 881 406	Front (pr)	73
111 881 407	Front (pr)	74-76
111 881 408	Front Rabbit style (pr)	76

Sedan

111 883 401	Full set	54-55
111 883 402	Full set	56-57
111 883 403	Full set	58-64
111 883 404	Full set	65-67
111 883 405	Full set	68-69
111 883 406	Full set	70-72
111 883 407	Full set	73
111 883 408	Full set	74-76
111 883 409	Full set w/rabbit style frt	76
111 883 410	Full set	77-78
111 885 401	Rear set	54-57
111 885 402	Rear set	58-64
111 885 403	Rear set	65-73
111 885 404	Rear set	74-78

Convertible

151 883 401	Full set	54-55
151 883 403	Full set	56-64
151 883 404	Full set	65-67
151 883 405	Full set	68-69
151 883 406	Full set	70-72
151 883 407	Full set	73
151 883 408	Full set	74-76

151 883 410	Full set	77-
151 885 401	Rear set	54-64
151 885 403	Rear set	65-73
151 885 404	Rear set	74-

SEAT BACK RELEASE CABLES



These are the cables that release the back of the seats. They are very difficult to replace, the back of the seat will have to be disassembled for installation.

171 881 595A	Outer	76-
171 881 596A	Inner	76-78
171 881 596C	Inner	79

SEAT BACK RELEASE GUIDES & KNOBS



This is the knob and guide that allows you to release the back of the front seat. Installation is a breeze, they snap right in.

113 881 607A	Guide for round knob	67-72
113 881 633C	Round knob	67-72
371 881 607	Guide for square knob (pr)	73-
113 881 633E	Square knob (pr)	73-
311 881 247	Clip for knob	67-

SEAT BACK ADJUSTER KNOBS



This is the knob you turn to adjust the back of the seat.

171 881 671	Pair	73-
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HEAD REST COVERS



These are covers for the seat headrests. We will need to know your choice of color and material. Brought to you proudly by TMI.

111 881 717	Pair	77-
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REAR SEAT BACK STOPS



These are the stops that the back of the rear seat rests on. They are held in place by a Phillips screw.

113 885 553	Pair	56-77
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REAR SEAT STRAP ASSEMBLY



These are the parts needed to hold the back of the rear seat up. The hook and strap are held in with a Phillips screw.

111 885 583	Strap	52-67
111 885 589	Retaining plate w/screw	52-67
111 885 590KIT	Strap, plate w/screw kit	52-67
113 885 583	Strap	68-
155 885 665	Pull strap	68-77

BODY TO PAN HARDWARE KIT



111 898 061	Kit	All
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FLOOR PAN SOUND ABSORBER KIT



These stock replacement tarboards will quiet the interior of the car.

113 898 740	Floor pan (4)	All
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FIREWALL INSULATION KIT



This is a great way to quiet your car down. To install, you will need to pull the engine out, and take out the rest of the old insulation. Next use a pair of pliers and straighten out all the sharp metal hooks. Install the sides, then very carefully install the middle. As you push it into place the hooks will pierce the insulation. Once you have them flat, use your pliers and bend the sharp ends back towards the front of the car. Use a hammer and bend them flat once you have the point turned around.

113 898 805 Fire wall (3) All

REAR BODY SHOCK PADS



This is a little square pad that goes on the torsion housing where the body mounts. It keeps the body from tearing as well as reducing noise. The body will have to be away from the pan to install these pads.

113 899 115A 10mm (4) All
111 899 117B 17mm (4) All

FRONT BEAM SHOCK PADS



This is a little rubber pad that goes on the front beam where you attach the beam to the body. They are located under the gas tank (except Bugs-58). You will need to put them on the two threaded nuts that are part of the beam, then mount the beam. Put the other two pads on from the gas tank side and then the

plates and bolts. One pair does one side, you will need to order two pairs for the car.

111 899 123A Standard (pr) All

ALTERNATOR OR GENERATOR PULLEY



This is the pulley on the generator that holds the belt. When replacing the pulley, make sure you have a total of eight shims. Place the pulley half, with the key way in it, on the generator. Install three shims, the belt and the other pulley half. Now place the other five shims on the generator, then the bell and the nut. Tighten the nut, letting the belt slip and the engine turn. Once the belt has ridden all the way

up, use a screwdriver in the slot and tighten the nut. Check the tension of the belt. If it's too loose, take out a shim in the middle and add it to the outside. If it's too tight, add one from the outside to the middle. Note: If you run the belt too tight, you will ruin the bearings in the generator. It is imperative you have a total of eight shims, otherwise you will be throwing pulleys and buying a new generator.

042 903 109ABR 6v Brazilian -66
043 903 109BR 12v Brazilian 67-
043 903 109GR 12v German 67-
N127051 Generator/Alternator Woodruff key

ALTERNATOR OR GENERATOR PULLEY SHIMS



Probably the most common cause of generator pulleys coming apart is the shortage of shims. It is very important that you have a total of eight shims. Whatever shims you don't use between the pulley halves, you need to use under the bell. If you don't, you're going to have problems. The belt can fall down between the pulley halves and appear tight but in fact there may not be enough pulley shims to tighten against. Therefore it can't tighten up and it will fly apart then you will have to buy another generator. Read GENERATOR PULLEY for more instructions.

111 903 131A .50mm All

FAN BELTS



This is the belt that turns the generator. We found German belts are the only belts with the correct width. Wider belts tend to ruin the generator pulley. Note: See GENERATOR PULLEY for instructions. Make sure you always carry a spare belt and the tools to change it.

111 903 137B 10 x 900mm 40hp
111 903 137D 9.5 x 905mm 1300-1600
111 903 137E 11.3 x 912 for ALT. 1600

GENERATOR STRAPS



The generator strap goes around the generator and holds the generator in the stand.

113 903 141A 6v -66
113 903 141B 12v 67-

GENERATOR PULLEY BELL



This is the bell shaped spacer that hold the outer half of the generator pulley on. For more info please read Generator Pulley Shims. It's important.

211 903 183 6v or 12v All

GENERATOR BEARINGS AND BRUSHES



These are the bearings and brushes for your generator. Replacing bearings will require you to take the generator apart, so pay close attention to where all the parts go. The brushes can be replaced with the generator still on the Bug. The bottom brush is tricky, so lay a rag under the opening in case you drop the

screw.

111 903 221A Bearings All
111 903 515A 6v brushes (pr) All
113 903 515 12v brushes (pr) All

DISTRIBUTOR CLAMP



This clamp goes around the distributor. It holds the distributor in the case and keeps it from turning once the timing has been set. Now this is really important; before you install the distributor, bolt the clamp down and make sure it sits flat. If it doesn't, bend the clamp until it does.

113 905 250 Clamp 40hp-1600

DISTRIBUTOR O-RING



This o-ring goes around the shaft of the distributor. If you're replacing the distributor, you should replace the o-ring. Stretch the o-ring around the shaft and smear some motor oil on it. Now put the distributor in the case, it'll be a tight fit.

111 905 261 O-ring All

SPARK PLUG WIRE SEALS



These seals keep dirt out and air flowing over the cylinders on your shrouds. To install them, unscrew the wire ends, install the new seal and screw the ends back on.

111 905 449A Each All

SPARK PLUG WIRE HOLDERS



These plastic plugs go into the fan shroud to hold the spark plug wires off the block and heat risers. It takes three holders per engine on upright motors. Note: When pushing the wires into the holders, first put some oil on the wires. If you don't oil them, you'll probably rip the wire when rolling them into the holder.

113 905 451A	2 wire	61-
113 905 451	3 wire	61-

IGNITION SWITCHES



On the back of the switch, you'll normally see three numbers. Number 30 (red wire) is the main power. Number 15 (black wire) is the feed to the fuse box. It turns on the coil and anything else that comes on when the key is turned on. Number 50 (red or red and black) is the wire that engages the starter.

111 905 803D	W/keys	54-67
113 905 853A	Lock cylinder w/keys	68-70
311 905 865A	Electrical part	68-70
211 905 855C	Lock cylinder w/keys	71-
111 905 865F	Electrical part	71
111 905 865K	Electrical part	72-73
111 905 865L	Electrical part	74-

FUEL PUMP RELAY



This is what supplies power to the fuel pump. We suggest you take your car to a professional to see if your relay is good or not before ordering a new one. Relays are not cheap and not returnable.

021 906 059	Relay	75-
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FUEL GAUGE



Why is it whenever you get into the car after your significant other has driven it, the gas gauge always reads empty? Maybe the gauge is broken. To test a mechanical gauge, pop the cap off the sending unit and push and pull the cable. If the needle goes up and down, it's not the gauge. For electrical gauges, read GAS TANK SENDING UNITS.

113 919 029	Mechanical	61-67
113 957 063B	Electrical	68-

FUEL TANK SENDING UNITS & SEALS



The sending unit registers the fuel level on the gauge. There were two types, mechanical for Bugs up to 1967 and electrical for Bugs 1968 and on. There is no such thing as 6v or 12v electrical sending units, as they have a floating ground. Before replacing the electrical unit, take the wire off of it and hold it to ground (a bolt or metal on the body). CAUTION: WHENEVER WORKING AROUND LIVE WIRES AND GAS BE VERY, VERY CAREFUL. Turn the key on. If the gauge goes to full, the sending unit is bad. If it doesn't, the gauge and or the vibrator is bad.

113 919 049C	Mechanical	61-67
113 919 049D	Electrical, Standard	68-78
113 919 051F	Electrical, Super Beetle	71-
113 919 133	Seal, Standard	61-74
113 919 131A	Seal, Super Beetle	71-

OIL PRESSURE SWITCH



This switch (located on the side of the block), turns the idiot light out on the dash. If the oil pressure drops to 3- 5 lb., the light will come back on. If the light should come on while you are driving, pull over and shut the engine off as soon as possible, you're doing damage to your engine. These switches are famous for leaking after a year or so. Note: Don't over tighten them.

021 919 081B	Switch	All
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FUSE BOX CLIP



This clip holds the fuse box in place. If you don't have one get one. We see a lot of electrical problems from fuse boxes not mounted correctly.

111 937 391	Clip	61-71 1/2
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FUSE BOXES



This is a replacement fuse box. Be sure you know what you are doing and have a good understanding of wiring before attempting this task. It is very important that this box is clipped in place because a hanging fuse box will insure major problems.

111 937 505A	Fuse box, 8 panel	62-66
181 937 555A	Cover, 8 panel	62-66
111 937 505F	Fuse box, 10 panel	67-71
181 937 555	Cover, 10 panel	67-71
111 937 505M	Fuse box, 12 panel	73-77
111 937 555D	Cover, 12 panel	73-77

HEADLIGHT BUCKETS



This is the bucket that the bulb fits into. Used ones are fine as long as they're not rusted out or the adjustment screws aren't stripped.

111 941 037C	W/o bulb	55-66
141 941 041	W/o bulb	67-
111 941 037CQ	Quality W/o bulb	55-66

BACKUP LIGHT



These lights came stock on a 1967 Bug. They have a little bracket that attaches it to the bumper. You can fit them to an earlier Bug. The wiring on a 1967 Bug went from the positive side of the coil to a fuse holder, then to the back up light switch on the transmission. Then from the back up light switch to the lights.

111 941 072	W/housing	67
111 941 351	Bracket left	67
111 941 352	Bracket right	67

HEADLIGHT COVER (GLASS)



This glass cover goes over the headlight on Bugs 1966 and earlier. When replacing the glass, it's a good idea to buy new seals.

111 941 115H	Each	-66
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HEADLIGHT SEALS



These seals go in the headlight buckets of Bugs up to 1966. The inner one is fun to put on, as it needs to be stretched around the glass. It goes on the opposite way you may think it should. The two square lips face outward.

111 941 119	Inner glass to ring, (pr)	-66
111 941 119Q	Inner glass to ring, (pr), quality	-66
111 941 191	Outer bucket to body, (pr)	-66
111 941 191Q	Outer bucket to body, (pr), quality	-66

CHROME HEADLIGHT RINGS



This metal ring goes around the headlight.

111 941 111	Chrome screws 4-8 O'clock	-66
111 941 111HD	Chrome screws 4-8 O'clock, HD	-66
211 941 111	Chrome screws 2-8 O'clock	-66
211 941 111HD	Chrome screws 2-8 O'clock, HD	-66
311 941 177	Chrome	67-
311 941 177H	Hella Chrome	67-
311 941 195A	Ring screw	67-

HEADLIGHT BUCKET CLIPS



This clip holds the headlight in the bucket, as well as, holding the headlight ring to the bucket. The main reason for replacing them is you've lost some of the old clips. When putting new ones on, we suggest you wear safety glasses,

as they tend to go flying.

111 941 125	Clip	-66
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HEADLIGHT BUCKET DRAIN TUBES



This is a type of valve that lets water out of your headlight buckets. It also keeps water and dirt out that gets splashed up by the tires. To install, just slide it through the hole from the bucket side and pull it until it locks.

141 941 147	Pair	58-
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HEADLIGHTS



These are a sealed unit. Changing the headlight bulb on Bugs up to 1966 isn't much fun because you'll have to take the bucket out and remove the clips to replace it. On Bugs 1968-1979, it's much easier. Remove the headlight ring and take out the three

small Phillips screws holding the headlight to the bucket.

111 941 161A	6v 7" round	-66
111 941 261A	12v 7" round	67-

HEADLIGHT WIRE TUBES



These are the rubber tubes the headlight wires go through. Getting the wires in the tubes is not fun. Use some dish soap as a lubricant.

111 941 185	Pair	58-66
111 941 185C	Pair	67-

HEADLIGHT SCREWS AND SPACERS



These screws hold the headlight bucket to the body on Bugs up to 1966. There is a spacer that goes between the body and the tab that the screw goes through.

111 941 195	Screw (pr)	-65
111 941 197	Spacer (pr)	-65

HEADLIGHT WIRING PLUG



This plug plugs to the backside of your headlight. The usual reason for replacing it, is because someone has cut it off

and lost it.

111 941 341	Each	All
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BACKUP LIGHT LENSES & SEALS



This is the replacement lens and seal for the backup lights. The seal that goes on the lens is round and will need to be stretched over the lens.

111 941 371	Lens, glass (ea)	67
211 941 323	Seal, glass to ring (pr)	67

BACKUP LIGHT SWITCH



This switch, located on the transmission towards the nose cone, turns on the backup lights. To check the switch, pull off both wires and connect them together. Now turn the key on. Have a friend check to see if the backup lights come on. If the lights come on, the switch is bad. If the lights don't come on, it's most likely a problem with the wire that comes from the positive side of the coil.

211 941 521	Switch	67-
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HEADLIGHT SWITCHES



This switch turns on the headlights, as well as, dims the dash lights. It takes a special tool to get the switch out of the dash on all pull style switches. If you don't have this tool you can make one out of an old stiff putty knife. Grind the end round to the radius of a quarter. Then grind a slot up the middle of the radius 1/4" wide and about 3/4" deep. Take the knob off the switch by unthreading it. Now you should be able to see the aluminum nut that you will have to unscrew. Note: DISCONNECT THE BATTERY BEFORE WORKING ON THE SWITCH. The red wires on the switch are hot at all times and you could easily fry one of the main wires that run through the car. Just pull one wire off at a time, paying close attention to the number on each terminal so you can install the new switch correctly.

311 941 531A	Standard	58-67
311 941 531AHD	Standard, heavy duty	58-67
311 941 531B	Standard	68-70
113 941 531E	Standard	71-77
113 941 531E	Super Beetle	71-72
133 941 531B	Super Beetle	73-

DASH KNOBS



These are the knobs for the wiper and light switches on the dash. They just unscrew and screw back on. For Bugs 1968 and on, you will need the cap that goes in the knob as well.

113 941 541BK	4mm black wiper switch	53-66
113 941 541IV	4mm ivory wiper switch	53-66
113 941 541GY	4mm gray wiper switch	53-66
113 955 541BIV	Wiper switch w/button	58-66
111 955 541BK	5mm black light switch	53-66
111 955 541IV	5mm ivory light switch	53-66
111 955 541GY	5mm gray light switch	53-66
113 955 441IV	Radio ivory (pr)	53-66
111 941 541B	Black light switch	68-77
111 941 543F	Cap for emergency switch	68-77
111 941 543G	Cap for light switch	68-77
113 955 549A	Cap for wiper switch	68-77
113 819 661G	Fresh air knob	68-
133 819 663	Cap for fresh air knob	68-

DIMMER SWITCH



This switches the high beam to low beam. Power is supposed to go into the middle and then is transferred to one side or the other. Here's how to check your switch using a test light. Turn your headlights on and use your test light to probe the middle wire; you should have power. If you have power in the middle wire, continue by testing either of the outside wires. Push the switch and the wire you're testing should have power. If it has power the switch is good and not the problem; check your fuses. If it doesn't have power, the switch is bad or it is wired wrong. The wire that comes from the headlight switch goes in the middle.

111 941 561B	Floor switch	-65
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HEADLIGHT RELAY



This relay switches the headlights from high beam to low beam. To test the relay, find the relay and locate the S terminal which should have a brown wire with a white stripe. Turn your headlights on. Run a jumper wire to the S terminal and strike it to a good ground. You should hear the relay click and the headlights should change beams. **DO NOT HOLD THE WIRE ON THE GROUND; JUST TAP IT ON THE GROUND.** If nothing happens, the relay is bad. If

it works then the switch in the turn signal is bad. Note: If your old relay has only four terminals, you will need to call for further instructions. All new relays come with five terminals and require a jumper wire from terminal #56 to terminal #30.

311 941 581C	6v	66
111 941 583A	12v	67-

LICENSE PLATE HOUSING



This housing mounts on the deck lid to hold the light assembly for the license plate. The quality is poor but it's better than nothing.

111 943 023B	Housing	67-
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LICENSE PLATE LIGHT LENSES & SEALS



This is the lens and seal for the light that shines on the license plate. They are held in by two small Phillips screws.

111 943 121	Lens	46-52
111 943 121A	Lens	53-57
111 943 119	Lens	58-63
311 953 121A	Lens	64-
111 943 191	Seal housing to deck lid	46-52
111 943 191A	Seal housing to deck lid	53-57
111 943 191C	Seal housing to deck lid	58-63
113 943 191	Seal housing to deck lid	64-66
111 943 191E	Seal housing to deck lid	67-
311 943 131	Seal lens to housing	64-

COMPLETE TAIL LIGHT ASSEMBLY



This assembly comes with the bulb holder and lens. It does not come with bulbs.

111 945 095N	Left	62-67
111 945 096N	Right	62-67
133 945 096	Universal left or right	73-79
133 945 096H	Universal left or right Hella	73-79
133 945 097A	Left	73-79
133 945 098A	Right	73-79

TAIL LIGHT REFLECTORS



These reflectors came on the side of the 71-72 Bug tail light housings. They just clip into place.

113 945 109	Left	71-72
113 945 110	Right	71-72

TAIL LIGHT SEALS



This seal goes between the tail light housing and the body of the car.

111 945 191	Fender-housing (pr)	51-54
111 945 191B	Fender-housing (pr)	55-61
111 945 191E	Fender-housing (pr)	62-67
111 945 192A	Fender-housing (pr)	68-70
113 945 191	Fender-housing (pr)	71-72
135 945 191	Fender-housing (pr)	73-74
135 945 191A	Fender-housing (pr)	75-
111 945 116	Chrome ring (pr)	62-67
111 945 117A	Chrome ring (pr)	68-70
411 945 235	Lens gaskets (pr)	73-

TAIL LIGHT LENSES



These are the rear lenses for the tail light, brake light and turn signal light. They are held in place with two Phillips screws.

111 945 121B	Heart shape, left or right	50-53
111 945 241B	Red, left or right	50-53
111 945 231	Red, left or right	54-61
111 945 241D	Red, left or right	62-67
111 945 241C	Amber/Red Euro style, lt/rt	62-67
111 945 241J	Red/Clear, left or right	68-70
111 945 243J	Amber/Red Euro style, left	68-70
113 945 241A	Red/Clear, left	71-72
113 945 242A	Red/Clear, right	71-72
133 945 223A	Red/Clear/Amber, left	74 1/2-
133 945 224A	Red/Clear/Amber, right	74 1/2-
N141341	Tail light lens screw, lower	62-67
N141251	Tail light lens screw, lower	68-72
N441301	Tail light lens screw, upper	68-70
N441291	Tail light lens screw, upper	71-72

BRAKE LIGHT SWITCHES & BOOTS



When you apply the brakes, the brake light switch activates the brake lights. To check your switch, start by locating the master cylinder behind the driver's side tire. Pull off the black wires with the red stripe and hook them together.

Note: Later model Bugs have a plastic plug and you will need to rig up a jumper wire. Turn the key to the on position. Have a friend see if the brake lights come on. If they do, the switch or switches are bad. If they don't, you have another problem and you will need to start tracing wires with a test light.

113 945 515H	2 Prong Switch	-69
113 945 515G	3 Prong Switch	70-
111 945 355	Boot (ea)	46-66
411 941 539	Boot (pr)	67-

DOMELIGHT



A dome light comes in handy when trying to find that missing piece of clothing. It does not come with a bulb.

111 947 111E	Dome light	58-77
151 947 111C	Convertible, lens only	68-

DOOR JAM SWITCHES



This is the switch in the door jam that turns the dome light on. The switch is held in place by a small Phillips screw. If you pull out the switch, be sure to hold onto the wire(s), it has a tendency to spring back into the door jam and it's not fun fishing it back out. The wire(s) work off ground so they're never hot. The year breaks are general, so take yours out to see what style pin you have.

113 947 561G	Single, wide pin	61-67
113 947 561H	Single, thin pin	68-71
113 947 565A	Switch seals (pr)	61-

HORNS



This little unit goes beep-beep. Your horn, if it's there, is located under the front driver's side. Once you have found the horn, locate the brown wire that hooks to the horn. Turn the key on and jump that terminal to ground. If the horn is good, it should scare the heck out of you. Don't hold the wire on the ground for any length of time, just tap it to the ground. If nothing happens, use your test light to make sure you have power going to the black wire with the yellow stripe. If you do have power, the horn is bad. If you do not, then start tracing your wires.

111 951 111H	6v	-66
111 951 113A	12v	67-

HORN WIRE BOOTS



These boots go around the wires that hook to the horn. They keep the horn connections from rusting. It's almost impossible to get the boots on over the wire ends; so use a razor blade and cut a small slit in the boot, just enough to get the wire end through. Also before slipping the boot over the horn, smear some grease on the connections.

111 951 195A	Pair	All
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HORN RING



This is the ring that is normally broken on your steering wheel. To replace it, pry up the horn button. You will see three screws holding it on. Don't loose the springs or the screws.

113 951 531F	Ring	60-71
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FRONT TURN SIGNAL ASSEMBLY



This is the whole unit, lens and bulb holder. It does not come with the bulb(s).

111 953 041A	Left	-57
111 953 042A	Right	-57
113 953 041A	Left or Right	58-63
113 953 041J	Left or Right	64-69
113 953 041N	Left	70-
113 953 042N	Right	70-

FRONT TURN SIGNAL LENSES



These are the lenses that go over the front turn signal bulb holders. Don't over tighten the screws or the lens will crack.

111 953 161CL	Clear (pr)	54-57
111 953 161AM	Amber (pr)	54-57
111 953 161A	Clear (ea)	58-63
111 953 161C	Amber (ea)	58-63
111 953 161JCL	Clear (ea)	64-69
111 953 161JAM	Amber (ea)	64-69
113 953 161B	Amber, left	70-
113 953 162B	Amber, right	70-

FRONT TURN SIGNAL SEALS



This seals the front turn signal housing from the fender. It comes with a rubber tail for the wires.

111 953 165	Pair	55-57
111 953 175	Pair, wire boots	55-57
111 953 193	Pair	58-63
111 953 193E	Pair	64-69
113 953 193	Pair	70-

TURN SIGNAL FLASHER RELAYS



signals.

This relay makes the turn signal flash. Before you change the relay, use a test light and make sure you have power going into the relay. Also if you have an emergency flasher switch, check that too. The turn signal flasher wires run through the emergency flasher switch and if it is bad, you will have no turn

111 953 225B	6v 3 prong	-66
211 953 227B	12v (aftermarket)	67
211 953 215C	12v 4 prong	68-70
111 953 227D	12v 3 prong	71-

EMERGENCY FLASHER SWITCHES



This is the switch that makes all of the turn signals work at the same time. The switch has an effect on the flasher relay as well, please see TURN SIGNAL FLASHER. Before you go and spend a lot of money on parts that you can't return, start probing and tracing wires with a test light.

211 953 235A	Switch	68-77
133 953 235	Switch, Super Beetle	73-

TURN SIGNAL SWITCHES



This switch tells the flasher which way to send the current. To test the switch, take a test light and locate the black wire with the green and white stripe. This wire is the main wire from the flasher to the switch. If you have power here, check each side of the switch by doing the following. Turn the switch on, find and probe the black wire with a green stripe; this is one side. The black wire with the white stripe is the other side. If you find the current is flowing correctly through both sides, it's not the switch.

113 953 517B	Switch	60-61
141 953 517C	Switch	62-65
141 953 517F	Switch	66-67
311 953 513B	Switch	68-70
111 953 513C	Switch	71

STEERING SHAFT UPPER BEARING



This is the upper steering shaft bearing located in the steering column.

111 953 559C	Each	71-79
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WIPER SHAFTS



The wiper arms are connected to these shafts. You will need the whole assembly disconnected in order to get the shafts out. While you have the assembly out, use a small amount of white grease on all moving parts.

111 998 162A	Single pin, left	58-64
111 998 162	Double pin, right	58-64
111 998 161A	Double pin, left	65-67
111 998 162A	Single pin, right	65-67
111 998 161B	Single pin, left	68-69
111 998 162B	Double pin, right	68-69
111 998 161C	Single pin, left	70-78
111 998 162C	Double pin, right	70-78
111 998 161C	Single pin, left, SB	71-72
111 998 162C	Double pin, right, SB	71-72
135 998 161	Single pin, left, SB	73-
135 998 162	Double pin, right, SB	73-

WIPER SHAFT PARTS



This is a list of available parts for the wiper shafts and/or wiper related parts.

111 955 261A	Seals (4)	46-57
111 955 265A	Seals (pr)	58-64
111 955 261B	Seals (pr)	65-69
311 955 261A	Seals (pr)	70-77
	Also fits Super Beetle	71-72
133 955 261	Seals, Super Beetle (pr)	73-
111 955 993	Spray nozzle w/seal	61-
211 955 417A	Wiper arm nut (pr)	70-72
211 955 275A	Cap, base cone (pr)	70-
133 955 435	Cap, top (pr)	73-

WIPER ARMS



The arms extend from the shaft to hold the wiper blades, very rarely do they fail.

113 955 407B	Left or Right	58-64
113 955 407D	Left or Right	65-67
111 955 407D	Left	68-69
111 955 408	Right	68-69
111 955 407F	Left	70-72
111 955 408B	Right	70-72
111 955 407H	Left	73-77
111 955 408H	Right	73-77
111 955 407F	Left, Super Beetle	70-72
111 955 408B	Right, Super Beetle	70-72
133 955 409	Left, Super Beetle	73-
133 955 410	Right, Super Beetle	73-

WIPER BLADES



We carry Bosch blades for Bugs 1965 on. For Bugs up to 1965, we carry whatever we can get our hands on.

113 955 421A	Pair	53-57
113 955 425B	Pair	58-64
113 955 425BBR	Each, Brazilian	58-64
111 955 425B	Each, Standard	65-67
111 955 425F	Each, Standard	68-78
111 955 425F	Each, Super Beetle	71-72
133 955 425C	Each, Super Beetle	73-
43316	Refill to 16" (pr)	66-

WASHER BOTTLE RETAINING PINS



These two pins hold the washer bottle on the spare tire. The biggest reason for replacing them is they've gone astray. They probably ended up in the field adjacent to where you had your last flat tire.

111 955 467	Pair	68-
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WIPER SWITCHES



This switch controls the wiper motor. You will need a special tool to get the switch in and out. See HEADLIGHT SWITCH for instruction on how to make that tool. Before replacing the switch, grab your test light and probe the plain black wires. One black wire is the hot going to the switch. The other black wire goes to

the relay in the wiper motor that stops the wiper motor in a set position. The wires with stripes are for the motor speeds. The brown wire is the ground for the relay.

141 955 517	Switch	62-67
141 955 517A	Switch	68-71

WIPER MOTOR ARMATURE



This armature is used to turn your 6v wiper motor into a 12v when upgrading your electrical system to a 12v. It only works in SWF motors.

113 955 811B	12v	-65
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FUEL GAUGE VIBRATOR



information.

When you go around a corner, this unit keeps the needle in the fuel gauge from jumping around radically. It also reduces the juice that the gauge gets. If you hook up the gauge directly, without the vibrator, you will fry the gauge. This only applies to Bugs 68-79. See GAS TANK SENDING UNITS for more

113 957 099A	Vibrator	68-
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SPEEDOMETER RINGS



This ring goes around the speedometer head. You will need to take the speedometer out of the dash to put this ring on. It is held in place by tabs you fold over.

113 957 371	Chrome	52-57
113 957 371EBK	Black, Standard	58-77
	Also fits Super Beetle	71-72
113 957 371F	Chrome, Standard	58-77
	Also fits Super Beetle	71-72

SPEEDOMETER HEAD SEAL



This seal goes around the speedometer. You will need to install the seal around the speedometer head before you mount it to the body.

111 957 375A	Seal	46-77
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DASH BULB HOLDER



This holds the dash lights into the speedo head. These will fit into a 53-61, however take the spade style connector on the wire, instead of the screw type.

111 957 397		53-77
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SPEEDOMETER CABLES



This cable goes from the speedometer to the driver's side front wheel. New cables come dry. We've found if you oil the cable first, you'll get more life out of it. So before replacing the new cable, hang it up by the end that goes to the speedometer and squirt some oil into the cup. While you add oil, have someone turn the other end. If you put a new cable in and it busts right away, either your speedometer head is frozen or you have one heck of a bend in the cable.

111 957 801H	Standard	52-57
111 957 801J	Standard	58-65
111 957 801K	Standard	66-74
113 957 809	Upper, Standard	75-78
113 957 809A	Lower, Standard	75-78
113 957 801A	Super Beetle	71-74
133 957 809	Upper, Super Beetle	75-
133 957 809A	Lower, Super Beetle	75-
111 957 855B	Speedometer cable grommet	71-

SPEEDOMETER CABLE SEAL



This seal sits in the body for the speedometer cable to go through. We put the seal in first with the nub down. Then put a light coat of oil on the cable housing and slide the cable through the seal. This seal keeps dirt and water (kicked up by the driver's side tire) out of the hood.

111 957 861 Seal All

WIRING HARNESS



The electrical harness runs everything on the car. It's real easy to get lost here, so put the beer down while installing the harness. If you do get lost, just call and we'll do our best to get you back on the right track. It's a good idea to buy a Bentley manual to help you. One trick is to cut the old harness an inch away from each connection, so you will have some color codes to follow to hook the new harness up.

Sedan

111 971 012	Main	58-60
111 971 013	Main	61
111 971 014	Main	62-64
111 971 015	Main	65-66
111 971 016	Main	67
111 971 017	Main	68-71
111 971 018	Main	72-73
111 971 019	Main	74

Sedan and Convertible

111 971 108	Complete	53
111 971 109	Complete	54-55
111 971 110	Complete	56-57
111 971 111	Complete	58-59
111 971 112	Complete	60
111 971 113	Complete	61
111 971 114	Complete	62-64
111 971 115	Complete, Std & Conv.	65
111 971 116	Complete, Std & Conv.	66
111 971 117	Complete, Std & Conv.	67
111 971 118	Complete	68-69
111 971 119	Complete	70-71
111 971 120	Complete	72-73 1/2

Super Beetle Only

133 971 019	Main	71-72
133 971 020	Main, w/gen	73
133 971 021	Main, w/alt	74
133 971 022	Main, w/alt	75-
133 971 119	Complete	71
133 971 120	Complete	72

Convertible Only

151 971 111	Complete	58-59
151 971 112	Complete	60
151 971 113	Complete	61
151 971 114	Complete	62-64

POSITIVE BATTERY CABLE



This cable goes from the battery to the starter. Please make sure you have the grommet where the cable goes through the sheet metal. We've seen some major meltdowns when the battery has shorted out because the grommet was missing and the sheet metal cut into the cable.

211 971 225C Cable -79

NEGATIVE BATTERY STRAPS



This is the strap that goes from the negative post of the battery to the pan of the car. This is the negative ground for your battery, NOT a strap to keep the battery in place. But perhaps this is a good time to discuss securing your battery. The original battery hold down is no longer available, so you'll have to use some ingenuity to make one. If you're ever in a wreck, you don't want that battery flying around.

111 971 235A	8" long
113 971 235A	11" long
141 971 235A	16" long

TRANSMISSION GROUND STRAP



This is a strap that goes between the front transmission mount and the body. This strap makes sure that the engine and transmission are grounded properly. If you don't have a strap, you should consider getting one.

111 971 237A Strap All

ALTERNATOR OR GENERATOR WIRE BOOT



This boot goes over the wire and the terminal of the generator or alternator. It keeps moisture and corrosion off the wire and terminal.

113 971 901A 12v All

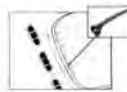
BATTERY CABLE GROMMET



This grommet goes around the main battery cable that goes to the starter. It's a must! Without this grommet, the tin of the body will slice into the cable. When this happens, it can cause the battery to blow up, leaving you stranded or worse catch your car on fire.

111 971 905 Grommet All

REAR WINDOW DEFROSTER TUBE



This rubber tube encases the wires that connect to the rear window defroster.

143 971 919 Tube (pr) 69-77

HUB CAP REMOVAL TOOL



This is a slick tool for getting your hub caps off. It has two fingers that go into two drain holes in the edge of the hub cap. Just pull the tool back and the cap comes off without the usual screwdriver marks. The nice thing about this tool is it fits into the jack ports on the side of the Bug.

311 012 243 Pair -79

CIGARETTE LIGHTER



If you don't have a cigarette lighter, you will need to drill a hole in the dash. Hook up the red wire to the fuse box where you see solid red wires plugged in. This will allow the lighter to work whether the key is in the on position or not.

111 012 525	W/white knob	-66
111 012 525BK	W/black knob	-66

RADIO ANTENNA



A broken antenna can give bad reception and using a coat hanger doesn't work much better. We understand the dealerships put the antennas on, so the location can vary from Bug to Bug up to 1967. Most Bugs up to 1958 had the double mount, whereas 1959 and on had the single mount.

111 012 900	Double side mount	-67
211 012 900	Single side mount	-67
113 012 900	Top mount	68-

BOSCH DISTRIBUTOR PARTS

These are the parts found in the distributor. Please refer to the chart to find which parts fit your distributor. If your distributor number is not on the chart, give us a call. If we can't find it right away, allow us some time and we will research it for you and get back to you. Points are set with a gap of .016" with the point block on a lobe.

POINTS



01001
01003
01006
01009
01011
01013
01016
01030
01052

CONDENSERS



02006
02007
02021
02039
02054
02069
02071
02074
02086
02187

CAPS



03001
03005
03010
03019
03037
03212
03214

ROTORS



04004
04006
04008
04010
04012
04016
04023
04028
04029
04030
04033
04038
04138

with rev. limiter	5,400 RPMS
with rev. limiter	6,500 RPMS
with rev. limiter	7,100 RPMS
with rev. limiter	7,300 RPMS
with rev limiter	5,800 RPMS

BOSCH BLUE COIL



This is a hotter coil than the original stock coil. They work very well, improving horsepower and mileage. We highly recommend using a Bosch coil.

00016	6v
00012	12v

009 DISTRIBUTOR



This has to be the most common centrifugal advance distributor in the world for air cooled VWs. The 009 we get now is the Canadian made one. We have had good luck with these; however, there is two advance spings in these. We suggest you remove one of them. The Bosch 009 only had one spring. They work great in place of the single advance distributor or when you run any kind of aftermarket carburetor system. We also suggest you buy a Compufire kit for this distributor. As far as timing goes, we set our motors at 28 degrees full advance, not at an idle. To set the timing, you'll need a degree pulley or a timing light with an advance dial. If you need more information, please call us.

0231178009	Each	-74
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SPARK PLUG WIRES



The plug wires run from the distributor cap to the spark plugs and coil. We carry Bosch wires because they're high quality wires and they have a lifetime guarantee. When putting the wires in the wire separators on the fan shroud, use some oil on the wire before pushing them in place. If you don't use oil, you will rip the wire causing it to ground out and void the warranty.

09001	Set	All
113 035 255A	Plug end	All

VOLTAGE REGULATORS



This little box tells the generator what to do. To test the regulator, use a voltmeter on the battery. The voltage should read 12v to 12.5v. Now start the car and rev up the motor. The meter should now read 13.5v to 14v. If the meter doesn't move, either the regulator or the generator is bad. If you see the voltmeter go backwards, then the generator needs to be polarized.

30020	Generator mounted, 6v	-64
30019	30 Amp 12v	67
30049	Alternator regulator	74

ALTERNATORS



This unit supplies the battery with voltage. To test your alternator see VOLTAGE REGULATORS.

AL82NC	12v 50 amp, new	67-
AL8275	Special 75 amp, new	67-
AL8275POL	Special 75 amp, polished, new	67-

BOSCH PARTS CHART				
DISTRIBUTOR	POINTS	CONDENSER	CAP	ROTOR
0 231 115 040	01 002	02 187	03 019	04 008
0 231 115 056	01 011	02 021	03 001	04 006
0 231 115 078	01 011	02 021	03 010	04 012
0 231 129 019	01 001	02 170	03 019	04 008
0 231 137 005	01 009	02 007	03 001	04 006
0 231 137 009	01 009	02 069	03 001	04 006
0 231 137 011	01 009	02 069	03 001	04 006
0 231 137 015	01 009	02 069	03 001	04 006
0 231 137 017	01 009	02 069	03 001	04 006
0 231 137 021	01 013	02 069	03 001	04 006
0 231 137 035	01 013	02 069	03 010	04 012
0 231 137 036	01 013	02 069	03 010	04 012
0 231 139 002	01 006	02 006	03 037	04 010
0 231 139 006	01 006	02 006	03 037	04 010
0 231 147 002	01 009	02 007	03 001	04 006
0 231 163 001	01 011	02 039	03 001	04 006
0 231 163 003	01 011	02 039	03 001	04 006
0 231 163 008	01 011	02 039	03 001	04 006
0 231 163 011	01 011	02 054	03 010	04 012
0 231 163 016	01 011	02 039	03 001	04 006
0 231 163 018	01 011	02 039	03 001	04 006
0 231 163 027	01 011	02 054	03 001	04 006
0 231 163 029	01 011	02 054	03 001	04 006
0 231 167 012	01 011	02 054	03 010	04 012
0 231 167 029	01 011	02 054	03 010	04 012
0 231 167 049	01 011	02 054	03 010	04 012
0 231 167 053	01 011	02 054	03 010	04 012
0 231 167 055	01 011	02 054	03 010	04 012
0 231 167 070	01 011	02 054	03 010	04 012
0 231 168 005	01 011	02 074	03 010	04 016
0 231 170 034	01 011	02 074	03 010	04 012
0 231 170 036	01 011	02 074	03 010	04 033
0 231 170 093	01 052	02 074	03 010	04 033
0 231 172 009	01 011	02 054	03 001	04 006
0 231 172 011	01 011	02 054	03 001	04 006
0 231 172 019	01 011	02 054	03 010	04 012
0 231 173 001	01 011	02 054	03 010	04 021
0 231 173 005	01 011	02 071	03 010	04 016
0 231 173 007	01 011	02 071	03 010	04 016
0 231 173 008	01 011	02 071	03 171	04 016
0 231 176 028	01 011	02 074	03 010	04 033
0 231 176 033	01 011	02 074	03 010	04 033
0 231 176 044	01 011	02 074	03 010	04 033
0 231 176 048	01 011	02 074	03 010	04 033
0 231 176 053	01 011	02 074	03 010	04 033
0 231 176 055	01 011	02 074	03 010	04 033
0 231 176 059	01 011	02 086	03 010	04 033
0 231 178 003	01 011	02 074	03 010	04 016
0 231 181 005	01 011	02 074	03 010	04 016
0 231 181 007	01 011	02 074	03 010	04 016
0 231 181 012	01 011	02 074	03 010	04 016
0 231 181 014	01 011	02 074	03 016	04 016
2V/PAU4R5	01 008	02 008	03 037	04 010
V14BR6	01 001	02 187	03 019	04 008

GENERATORS



Generators supply the battery with voltage. To test a 12v generator, take the wires off the D+ and the DF terminals. Grab a voltmeter and hook it up so the positive lead goes to the D+ and the negative to the DF. Now run a jumper wire from the DF to the D-. Start the car and rev the motor.

If the meter pegs, the generator is good and if it doesn't, then it's bad. Now if the meter jumps the opposite way (negative voltage), then the generator may need to be polarized. To polarize a generator, make sure the voltage regulator wires are still disconnected. Take off the generator belt. Using a battery with jumper cables, hook up the positive to the D+ and the negative to the D-. Now with a jumper wire, go from the DF to the body of the generator. Hold the wire there just long enough to see the generator spin like a motor; no longer, or you will burn up the generator. Some generators are sold on exchange.

GR11X	6v w/regulator	-66
GR11XCO	Core	-66
GR15NC	12v 30 amp, new	67-73

STARTERS



This is what starts the car. It usually quits the furthest place from home. To bench test a starter is tough, as they can work but are weak. In other words, it will work on the bench, but as soon as it has the drag of the engine on it, it won't. The way we test starters is in the car with a remote starter button (a push button with two long wires).

Disconnect the battery. Hook up one of the wires to the big post that the battery cable is hooked to and the other wire to where the push-on wire is located. Now connect the battery back up and make sure the E-brake is on and the car is out of gear. Push the remote starter button. If the engine turns over the starter is good, and if it doesn't, it's bad. If you find the starter works with the remote starter but not with the key, call us. You might need a hard start relay or a new electrical part in the ignition switch. Some starters are sold on exchange.

SR11X	6v	-66
SR11XCO	Core	-66
SR15NC	12v, new	67-
SR15HT	High torque, 12v, new	67-
SR17X	12v, automatic transmission	68-
SR17XCO	Core	68-

SPARK PLUGS



When replacing the spark plugs, use anti-seize on the threads. To start the plug in the hole, use a short piece of rubber hose that fits over the porcelain part of the plug. The gap on the plug should be .028". One last note, the smaller the number the colder the plug.

We use 8's on most engines. Heads from the factory came with short reach plugs, however some aftermarket big valve heads have the long reach plugs.

W8AC	Short reach	40hp-1600
W7AC	Short reach	40hp-1600
W8CC	Long reach	1600
W7CC	Long reach	1600

ELECTRICAL ENDS & CONNECTIONS



ECP part numbers are for the regular crimp style electrical ends. ECX part numbers are the factory style ends. You will need a special pair of pliers (see ELECTRICAL END PLIERS in TOOL SECTION) to install ECX ends. The ECX are better than the regular crimp ends.

ECP10B	Wire splice blue	12 gauge wire
ECP11B	Ring 5mm blue	12 gauge wire
ECP11Y	Ring 5mm yellow	10 gauge wire
ECP12B	Ring 8mm blue	12 gauge wire
ECP12Y	Ring 8mm yellow	10 gauge wire
ECP13B	Ring 10mm blue	12 gauge wire
ECP25B	Female end blue	12 gauge wire
ECP27	Lg. female end for regulator	10 gauge wire
ECX25B	Female end	12 gauge wire
ECX25BL	Female end w/locking tab	12 gauge wire
ECX35L	Male end w/locking tab	12 gauge wire
ECX43	Ring 4mm hole	12 gauge wire
ECX44	Ring 5mm hole	12 gauge wire
ECX46	Ring 8mm hole	12 gauge wire
ECX95	Piggy back connector	
EFH930	Fuse holder German type	
ESP911	1 on 1 male connector	
ESP912	2 on 1 male connector	
ESP913	2 on 2 male connector	

MISC. BOLTS



This is a list of the most common bolts used on a Bug.

N102107	6mm x 10mm
N102154	6mm x 15mm
N102212	6mm x 35mm
N102174	6mm x 40mm
N102281	7mm x 15mm
N102401	8mm x 20mm
N102425	8mm x 25mm
N102473	8mm x 35mm
N103404	8mm x 40mm
N102461	8mm x 45mm
N103421	6mm x 20mm
N103483	6mm x 43mm
N104701	10mm x 70mm
N105001	10mm x 110mm
N161371	T bolt seat mounting

MISC. SCREWS



This is a list of the most common screws you might need.

N107101	Tin screw w/washer	
N107101GWAS	Tin screw w/oversized washer	
N107101PHPH	Tin screw w/Phillips head	
N109061	Counter sunk screw, 4mm x 6mm	
N185163	Counter sunk screw, 4mm x 8mm	
N0142154	Door handle cover plate screw, 5mm x 10mm	68-
N109062	Counter sunk screw, 5mm x 8mm	
N109801	Sunroof track, 5mm x 10mm	-63
N139612	Sunvisor clip screw	65-

MISC. NUTS



This is a list of the most common nuts used on a Bug.

N0111633	Tie rod jam nut, right hand thread
N0111636	Tie rod jam nut, left hand thread
N110623	6mm, Cap nut for oil sump
N110062	6mm x 10mm
N110063	6mm x 10mm nylock
N110071	7mm x 11mm
N110085	8mm x 13mm
N113081	8mm x 13mm nylock
N110086	8mm x 12mm
N111521	8mm x 13mm, valve adjust nut
N111342	10mm x 15mm
N110104	10mm x 17mm
N113102	10mm x 17mm nylock
N111351	12mm x 19mm
N113121	12mm x 19mm nylock

MISC. WASHERS



This is a general rule for washer use, wafer washers are used against aluminum and lock washers are used against steel.

N115244	6mm, flat
N115252	8mm, flat
N115581F/W	8mm, flat for fenders
N115271	10mm, flat
N115317	12mm, flat
N120091	8mm, lock
N120112	10mm, lock
N120121	12mm, lock
N120141	14mm, lock
N121051	6mm, wafer
N122343	7mm, wafer
N122412	8mm, wafer
N122311	10mm, wafer
N120501	8mm, internal star lock

REAR AXLE COTTER PIN



This pin is a must because it holds the axle nut on. It will not prevent a loose nut from ruining a drum, but it will keep the wheel on the car. We recommend tightening the axle nuts to 250 ft. lb., drive the Bug around the block and retighten the axle nut. Drive the Bug around the block again. If the nut moves when you torque it, drive around the block again. When it no longer moves, install the cotter pin. If the hole doesn't line up, tighten it up to the next hole. Whatever you do, don't loosen the axle nut to make the pin fit. Air wrenches DO NOT let you skip the trip around the block.

N125481	5mm x 55mm	All
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COTTER PINS



These are the more common cotter pins used on a Bug. They are used in tie rod ends and steering coupler bolts.

N125221	2mm x 22mm
N125321	3mm x 25mm

MISC. STUDS



Here are some of the most common studs used on a Bug. The best way to get a stud in or out is to double nut it. Take one nut and tighten it against the other and screw the stud in or out.

N145415	6mm x 15mm
N144031	6mm x 31mm
N144021	6mm x 8mm x 31mm, step stud
N145431	6mm x 40mm
N144003	8mm x 35mm
N144438	8mm x 38mm
N144832	8mm x 10mm x 38mm, step stud
N143953	8mm x 45mm
N144691	8mm x 46mm
N144111	10mm x 85mm
N0145051	Dual port upper inner head stud, 10mm

MISC. VACUUM CAP PLUGS



Here is a list of vacuum cap plugs you may need for your Bug.

VCP12	1/8"
VCP18	3/16"
VCP25	1/4"
VCP50	12mm

FUSES & BULBS



The following is a list of fuses and bulbs for a Bug. If you have questions about the correct amp fuse to use, refer to your maintenance manual or give us a call. There's a reason for certain amp fuses being where they are. If you blow a fuse and are thinking of using the tin foil trick, price out a new wiring harness first.

N171211	8 amp fuse
N171214	16 amp fuse
N177171	Marker, 6v
N177172	Marker, 12v
N177191	License, parking bulb, 6v
N177192	License, parking bulb, 12v
N177221	Dash light bulb, 6v
N177222	Dash light bulb, 12v
N177251	Dome light bulb, 6v
N177252	Dome light bulb, 12v
N177321	Single element turn bulb, 6v
N177322	Single element turn bulb, 12v
N177381	Double element stop/tail bulb 6v
N177382	Double element stop/tail bulb 12v
N177383	Double element for frt turn signals in bumper 12v

MISC. HOSES



We only carry metric hose. This type of hose has cloth wrapped around it. We see more engine fires from people running an American-sized fuel hose than for any other reason. The cloth on the outside of the hose is supposed to make the hose tighter as it swells. If you run an American-sized fuel hose, even with a clamp, it will swell and come off. Hoses are sold by the foot.

N203532C	3.5mm, black vacuum
N203751	4.5mm, green vacuum
N203551C	5mm, fuel
N203571	7mm, fuel
N203741	12mm, breather
N203711	14mm
N203501	7mm, blue brake hose

MISC. CLIPS



These are some of the most common clips you may need when putting your Bug back together.

N0124342	Speedometer cable, 4mm
N0143893	Door panel clip
N0128101	Inside door handle pins (4)

ALTERNATOR OR GENERATOR WOODRUFF KEY

These are some of the most common woodruff keys you may need.

N127051	Generator or Alternator key
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GREASE ZERT FITTINGS



These fittings fit on the front end so you can pump grease in the front suspension.

N185161	8mm straight
N185112	8mm 90 degree
N185301	10mm straight
N185101	10mm 90 degree

AFTERMARKET PARTS

*Note: Parts listed for 1600cc engines can be used on 1600cc engines rebuilt to larger sizes.

CHROME REAR ENGINE BRACE



this is a must.

This brace bolts up in the rear fender wells to hold up the rear end of the engine. It relieves some of the transmission fork flex, which in turn reduces much of the wheel hop and clutch chatter. If you plan on burning the tires off,

1101000	Chrome	All
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SUPER ENGINE CASE

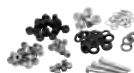


There's not much "super" about this case other than it's a dual relief case that have been machined and is ready to go for a big motor. It comes with the center main shuffle pinned, the bores opened up for 90.5 pistons and cylinders, full flowed, and clearanced for an 82-stroke crank. The only other machine work that we usually do is clearance the lifter bosses for the cam and install 10mm case savers.

If you let us know what cam you are running and what brand lifter, we can finish the machine work here so you will be ready to build. This is a great case for a 2007cc motor, which in our minds is the best "grunt" motor there is. For more info, please contact us here.

1101025	Case	1600
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ENGINE HARDWARE KIT



Included in this kit are all the bolts, nuts and washers required for the "out to head" assembly of the engine.

1101030	For 8mm head studs	1600
1101031	For 10mm head studs	1500-1600

OIL GALLEY PLUG KIT



This kit has all the oil galley plugs in it. To install these plugs you will have to remove the factory plugs and then tap all the holes with NPT taps. This is a great idea for motors that are torn apart frequently

1101113KT	Plugs	40hp-1600
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MAIN BEARING STEPPED DOWEL PIN



This pin is needed for cases where the main bearing has spun, ovaling out the pin hole. When installing, make sure the step doesn't stick up into the main bearing.

1101123	Dowel pin	All
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HEAD STUD CASE SAVERS



required.

A case saver is an insert that repairs worn or stripped head stud holes in a case. They prevent head studs from pulling under normal use. If you don't already have case savers, you should consider having them installed. 16 are

1101130	10mm ID x 1/2 OD, (8)
1101131	10mm ID x 14mm OD, (8)
1101131B	10mm ID x 14mm OD, (ea)
1101132	8mm ID x 14mm OD, (16)

SELF-TAPPING HEAD STUDS



These cheater studs will replace the head studs that pulled from the case. We don't recommend using them, but in a bind they do work.

1101143	Upper, 7"	40hp
1101145	Lower, 9"	40hp
1101144	Upper, 8"	1500-1600
1101146	Lower, 9 3/8"	1500-1600

BILLET CAM PLUG WITH O-RING



This cam plug is made out of billet aluminum and has an o-ring on it. It's reusable, so it comes in handy if you take your engine apart frequently.

1101157		1500-1600
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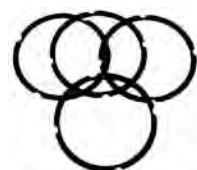
CHROME ALTERNATOR OR GENERATOR STAND



This chrome stand dresses up your engine. It can be used for either an alternator or 12v generator. You can use a generator on a stock alternator stand but you can't use an alternator on a stock generator stand.

1101211	Chrome	40hp-1600
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BARREL SHIMS



Whether your motor lives or not can depend upon this little shim. Many people tend to overlook this part, but the shim controls the compression ratio. Compression equals heat and heat destroys motors. Take the time to figure your compression ratio and get the proper shims for that desired compression. Figuring compression ratios and getting the

right shims is a long subject, so for help, just call. We find that 99.9% of all engines need barrel shims. Shims are sold in sets of 4.

85.5mm	1600
1101381	.010"
1101382	.020"
1101383	.030"
1101384	.040"
1101386	.060"
1101389	.090"
90.5mm or 92mm	1600
1101391	.010"
1101392	.020"
1101393	.030"
1101394	.040"
1101396	.060"
1101399	.090"
94mm	1600
1101352	.020"
1101353	.030"
1101354	.040"
1101356	.060"
1101357	.090"

BIG VALVE CYLINDER HEADS



Here's another long subject, but it'll give you a little something to think about. 75% of your horsepower comes out of the heads. Why would you build a big engine and not increase the size of the valves? Only so much fuel and exhaust can go through a certain size hole. So, if you are putting on larger pistons and cylinders, you're wasting your time, unless you do something about the heads. Remember, a good engine is a combination of parts that work well together. These heads come with 40mm intakes and 35.5mm exhaust valves. These are the best valve sizes for a reliable street engine. For more information, please call when you have some extra time. We could write a book on this subject alone.

1101355	Unpolished, (ea)	1600
1101355P	Ported and polished, (pr)	1600

COPPER HEAD SHIMS



This is a shim that is used between the head and barrel. We suggest you only run these on a friday saturday night car. We feel if you plan on putting a lot of miles on your motor the expansion characteristics will cause the heads to come loose after many miles. Now for drag cars and the

Friday/Saturday night car they are great. Make sure you take in consideration the thickness for your compression ratio.

1101440	.040	90.5mm
1101441	.050	90.5mm
1101442	.060	90.5mm
1101446	.040	94mm
1101448	.060	94mm

HEAD STUD NUT AND WASHER KIT



This kit has the correct nuts and washers to hold the heads on the engine.

1101462KIT	Nuts and washers 10mm	36hp-1600
1101461KIT	Used D/P 10mm head studs	1600

VALVE COVER VENTS



If you have high compression, you will need to vent the valve covers into a breather box. These are the fittings you will need for the stock valve covers. We suggest that after you bolt the vents into your covers, use 3M glue to seal them.

1101468	Pair	40hp-1600
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STAINLESS STEEL VALVE COVERS



If you like clip on valve covers these are the best that we have seen. They are deeper than stock to clear different rocker arms.

1101472	Pair	40hp-1600
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RACING ALUMINUM VALVE COVERS



These are good bolt on valve covers. They don't leak like the cheap ones. To install these covers, start by removing your old valve covers and bails. Now remove the shaft nuts one at a time and replace them with the long nuts that come in the kit. Readjust the valves and place a new gasket in the cover. Take the bolt that comes in the kit and place a washer on it and then stretch the small o-ring over the bolt. Place the cover on the head and hand tighten the bolts. Snug the bolts up with a wrench but do not over tighten or you will squeeze the gasket out. We use Gascacinch on the gasket.

1101473	Pair	1300-1600
1101473OR	Replacement o-rings (4)	1300-1600
1101482	Replacement hardware kit	1300-1600

BOLT ON ALUMINUM VALVE COVERS



These covers look good but have a tendency to leak. We suggest using Channel Style or Racing Aluminum Valve Covers. To install see RACING ALUMINUM VALVE COVERS.

1101474	Pair	1300-1600
1101473OR	Replacement o-rings (4)	1300-1600
1101482	Replacement hardware kit	1300-1600

CHROME VALVE COVERS



These are just stock valve covers that have been chromed. They come with chrome bails.

1101475CH	Chrome (pr)	40hp-1600
1101475BL	Chrome bails only (pr)	40hp-1600
1101478	Black w/chrome bails (pr)	40hp-1600

CHANNEL STYLE VALVE COVERS



These are great valve covers. They're deep enough to accommodate most style rockers. They have a channel style gasket that can be reused. The only problem we've seen is that people tend to over tighten the cover and that rips the gasket. We run the bolt down until it just hits the cover, then one more turn with the wrench.

1101476	Covers and gasket kit (pr)	1300-1600
1101481	Replacement gaskets (pr)	1300-1600
1101482EMP	Replacement mounting hardware	

RUBBER VALVE COVER GASKETS



This is like a stock gasket except it is made out of rubber instead of cork. Some people swear by them but we don't think they're all that great. The only difference is that you can use them more than once.

1101484	Pair	40hp-1600
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CLIP ON ALUMINUM VALVE COVERS



These covers look good but have a tendency to leak. We suggest using Channel Style or Racing Aluminum Valve Covers.

1101477	Pair	40hp-1600
1101477BL	Replacement bails (pr)	40hp-1600

COUNTERWEIGHTED CRANKSHAFTS



These cranks are made from stock German core cranks. This is the way to go if you plan to rev your engine past 5K RPMs. The crank comes 8 doweled and both main journals have been ground. A core is required.

1105164	64mm	40hp
113 105 101ACO	Core for 64mm	40hp
1105169	69mm	1600
311 105 101FCO	Core for 69mm	1600

STROKER CRANKSHAFTS



This crankshaft is made of E4340 chromoly forging, one of the strongest metals known to man. These cranks are fully balanced, magnafluxed and micro-polished. Machine work to the case will be required. It has been our experience that if you are going to run an 82mm stroke crank you should run the longer rods that are 5.5" in length.

1105174	74mm w/VW rod journals	1600
1105178	78mm w/VW rod journals	1600
1105182	82mm w/VW rod journals	1600

CRANKSHAFT PULLEY DEGREE RINGS



These fit most aftermarket, standard-size pulleys. They will need to be glued in place.

1105200	Stock	40hp-1600
1105199	Power	40hp-1600

HEAVY DUTY CRANKSHAFT GEAR SPACER



This spacer goes between the steel cam gear and the brass distributor gear on the crank. The stock spacer is a split ring but this one is a solid ring.

1105219	Spacer	40hp-1600
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CHROMED STOCK CRANKSHAFT PULLEY



This is just a stock pulley that has been chromed. We prefer a degree pulley.

1105251CH	Pulley	40hp-1600
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POLISHED STOCK SIZE DEGREE PULLEY



These pulleys are marked in degrees to assist in timing and valve adjustment. Besides that, they just look cool! Unless you like spending money on rebuilding your motor, NEVER, EVER use a power pulley on your Bug unless it's a drag car. Power pulleys turn the fan slower, which means less cooling and more heat, neither are good for an air-cooled motor.

1105252BK	Black numbers w/oval holes	40hp-1600
1105253BK	Black numbers w/holes	40hp-1600
1105253BL	Blue numbers w/holes	40hp-1600
1105253RD	Red numbers w/holes	40hp-1600
1105254BK	Black numbers solid	40hp-1600
1105254BL	Blue numbers solid	40hp-1600
1105254RD	Red numbers solid	40hp-1600

ANODIZED DEGREE CRANKSHAFT PULLEY



This is a very nice pulley; the numbers are etched in and do not wear off. They're like the Polished Stock Size Degree Pulleys, just better quality. Highly recommended.

1105255BK	Black w/holes	40hp-1600
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BILLET CRANKSHAFT PULLEY BOLT



This is a billet, zinc-plated, crankshaft pulley bolt that has a 3/8" drive hole broached into the center. It's great for working on your motor, just snap in your 3/8" ratchet and you can turn your motor over by hand.

1105257	Pulley bolt	40hp-1600
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BROACHED CRANKSHAFT PULLEY BOLT



This stock style, zinc-plated, crankshaft pulley bolt has a 3/8" drive hole broached into the center. This is great for working on your motor, just snap in your 3/8" ratchet and you can turn your motor over by hand.

1105258	Pulley bolt	40hp-1600
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CHROME CRANKSHAFT PULLEY BOLT & WASHER



This is a chromed stock bolt and washer that holds on the crankshaft pulley. Note: The concave of the washer goes outward.

1105259	Bolt & washer	40hp-1600
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8 DOWELED FLYWHEEL



If you are going to run a counterweighted crank, then you will want to have your flywheel 8 doweled or get a flywheel that has been 8 doweled. These flywheels have been resurfaced. They are sold on exchange. For more info read CRANKSHAFT ENDPLAY SHIMS.

1105271	Stock weight (200mm,12v)	1600
311 105 273ACO	Core	1600

LIGHTENED FLYWHEELS



Lightened 12 lb. flywheels are great for getting off the line faster or for faster acceleration. They're not good if you do a lot of freeway driving. When picking out a flywheel, you'll need to decide what you're going to be doing with the car. If you're not sure which flywheel you'll need, give us a call and we'll help you

with your decision. We've had major problem with new Brazilian flywheels and feel the chromoly ones are much better.

1105273BR	200mm, 12v Brazilian	1600
1105273CH	200mm, 12v Chromoly	1600

EXTRA LENGTH FLYWHEEL PINS



Here are some flywheel pins that give you more contact surface on the flywheel. Most cranks and flywheels are 8mm unless someone has oversized them for some reason. It's important you make sure they don't stick out of the flywheel when it's installed.

1105277	8mm (8)	40hp-1600
1105278	11/32" (8)	40hp-1600

8 DOWEL FLYWHEEL GASKET



This gasket is only used if you're having problems with your endplay. Lets say you have three .010" flywheel shims and when you torque the flywheel, the motor locks up. You'd use this gasket to give you more endplay.

1105279	Metal	40hp-1600
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HEAVY DUTY GLAND NUT WASHER



This washer is larger in diameter than stock, so it gives you more surface coverage over the dowel pins. You should use this washer anytime your crank has been 8 doweled. It is very important that you torque the bolt to 250 ft. lb.

1105297	Washer	40hp-1600
1105305	Washer w/gland nut	40hp-1600

RACING FLYWHEEL GLAND NUT



This is a large thrust surfaced gland nut made out of chrome moly. You do not use a washer with the 1105305CM. It's important to torque this bolt to 250 ft.lb. and make sure the endplay is set correctly.

1105305R	36mm head diameter	40hp-1600
1105305CM	1 7/8" head diameter	40hp-1600

BALANCED STOCK RODS



These are stock connecting rods that have been re-machined and balanced for use in a stock stroke motor. They are sold on an exchange basis.

1105400	Set of 4	1600
311 105 401BCO	Core (4)	1600

STROKER STOCK RODS



These connecting rods have been re-machined, clearanced and balanced for use on a 78mm crank. They are sold on an exchange basis.

1105401	Set of 4	1600
311 105 401BCO	Core (4)	1600

5.5" STROKER RODS



These connecting are made of ?????? are much stronger than stock. They also come with ????????? bolts. These connecting rods are longer than stock. They should be used on 82mm cranks to give a better rod angle. If you use shorter rods on your motor the angle is such that, the motor

will wear out prematurely.

1105401B	Set of 4	1600
1105425	Bolts (???? strong) 8	1600

PISTON PIN KEEPERS



There are two types of keepers we like to use. One is a spiral lock keeper, which locks by overlapping itself. The other keeper is a Tru-Arc clip, which is a clip that has a square edge instead of a wire round edge. We highly recommend using either one of these keepers. It's cheap insurance against loosing a clip and scarring your cylinder.

1107430	Spiral locks, (8)	1500-1600
1107431	Tru-Arc, (8)	1500-1600

PISTON TEFLON BUTTONS



Not our favorite type of piston pin keeps. There good for a friday saturday car. The reason we don't like them is after many miles they tend polish the sides of the barrel. Rings will not seat on a polished surface. Sold in sets of 8.

1107432	For 85.5mm pistons	1600
1107433	For 87/88mm pistons	1600
1107434	For 90.5mm pistons	1600
1107435	For 94mm pistons	1600

PAUTER CAMSHAFT



We've had good luck with this cam and prefer it over new stock cams. This is a great cam for engines using stock carburetion or Kadrons. It has good low and mid range power. It not only gives a little more power, it lasts longer then a new stock cam. This cam comes with the three bolts for the gear but doesn't come with the gear.

1109009	Lift .394 Duration .274	1500-1600
1109002	Cam gear w/o bolts	

ENGLE PERFORMANCE CAMSHAFTS



Engle cams are one of the most popular performance camshafts made for the air-cooled Volkswagen. All shafts are ground from new billet castings and many sizes and profiles are available. The cams listed below are designed for use with stock ratio rockers. Note: Always check for lifter boss clearance. We have many years of experience with performance Bug engines, so please call for advice when choosing a cam. Never use any of these cams with stock carburetion. Engle cams do not come with a gear or bolts.

	Lift	Duration	
1109000	W100 .420	.276	1600
1109010	W110 .430	.284	1776-2007
1109012	W120 .435	.294	2007
1109013	W125 .460	.301	2110
1109014	W130 .460	.308	
1109001	Cam gear bolt (ea)		
1109002	Cam gear w/o bolts		
1109003	Cam gear w/bolts		

STRAIGHT CUT CAM GEARS



These gears give just a hair more horsepower. The only real difference you'll notice is the noise they create. They're a great idea if you are going for the "Friday-Saturday Night" car, but if your car is a daily driver and you want to hear the stereo, don't use them.

1109006	Gear set	1600
1109004	Replacement washer and bolts	1600

3/8" ALUMINUM PUSH RODS/UNCUT



These push rods are made out of aluminum and expand at a better rate than steel. When you use aluminum push rods, you can set your valves at .006" and they won't start rattling as the motor warms up. The rods come uncut, so you'll need a lathe to cut them or you can call us with the measurements and we'll cut them for you. You must set up your rocker geometry first, as this determines the length of the push rods. If you don't know how to do this, call us and we will talk you through it.

1109301	Set of 8	1600
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3/8" CHROMOLY PUSH RODS/UNCUT



These push rods are made out of steel and do not expand at the same rate as aluminum. With these, you have to set your valves at .003" so they don't rattle as the motor gets warm. We do not recommend steel push rods unless you are running a large cam and dual valve springs, at which point, your Bug is now more of a toy than a reliable daily driver. At .003" clearance you will need to adjust your valves frequently. The rods come uncut, so you'll need a lathe to cut them or you can call us with the measurements and we'll cut them for you. You must set up your rocker geometry first, as this determines the length of the push rods. If you don't know how to do this, call us and we will talk you through it.

1109302	Set of 8	1600
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LIGHTENED LIFTERS



These lifters lighten the load on the valve train giving you a little faster RPM. When we say little, we mean not noticeable except on a dyno. Use these lifters only in an all out race motor.

1109309	Set of 8	40hp-1600
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SCAT LUBE-A-LOBE PERFORM. LIFTERS



These lifters are lightened and have a small hole in the end of them that allows oil to be pumped onto the cam lobe and lifter face. These are nice when using dual valve springs.

1109310	Set of 8	40hp-1600
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STAINLESS STEEL PUSH ROD TUBES



These stock-style tubes are made of stainless steel. If you take the heads off, you should replace the old tubes with new ones.

1109335	Set of 8	1300-1600
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QUICK-CHANGE NYLON P/ROD TUBES



These push rod tubes are spring loaded and are great for replacing bent tubes without having to pull the head(s) off. However, they should be used only in an emergency, as they tend to leak a little. We found the stock push rod tubes are the best.

1109337	Nylon (8)	40hp-1600
1109336	Nylon (ea)	40hp-1600
1109335OR	Replacement o-rings (8)	40hp-1600

ADJUSTABLE PUSH ROD TUBES



These push rod tubes are spring loaded and are great for replacing bent tubes without having to pull the head(s) off. These are better than the nylon push rod tubes, but we find they still leak a little. The stock push rod tubes are the best.

1109338	Aluminum, (8)	40hp-1600
1109339	Aluminum, (ea)	40hp-1600
1109340	Aluminum, SCAT brand	40hp-1600

BIG-MOUTH ADJUST. PUSH ROD TUBES



These aluminum push rod tubes feature a big mouth end at the head allowing for monster cams.

1109341	Push rod tubes	1600
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CHROMOLY ROCKER STUD KIT



These rocker studs are much stronger than the stock studs and are .100" longer to allow more flexibility when setting your rocker arm geometry.

1109398	Stud kit	1300-1600
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SOLID SHAFT ROCKER KITS



This kit eliminates the clips and spring washers in a rocker shaft set up. It's a must on engines running heavy duty springs and big cams. We recommend using solid shaft rockers on any engine with a larger cam. Note: Proper shimming, as well as the geometry setup are very important.

1109400	Kit	40hp-1600
1109400SC	Chromoly kit	40hp-1600

ROCKER ARM SHIMS



These shims are used with the Solid Shaft Rocker Kit. Even though the rocker kit comes with shims, you may need more. When you run solid shafts, it's very important they are shimmed correctly.

1109410	.010", (8)	40hp-1600
1109405	.015", (8)	40hp-1600
1109403	.030", (8)	40hp-1600
1109406	.060", (8)	40hp-1600

ROCKER ARM STAND SHIMS



These shims are used under the rockers to set the geometry. This is a very important step, so if you need help, call and we will be happy to explain it to you.

1109415	.015", (4)	40hp-1600
1109430	.030", (4)	40hp-1600
1109460	.060", (4)	40hp-1600
1109461	Kit (all of the above)	40hp-1600

SWIVEL FOOT VALVE ADJ. SCREWS



This style of adjusting screw has a ball with a flat side on the end. It's the flat side that hits the valve. They're a must if you are using stainless steel valves. Some clearancing of the rocker is necessary to run these screws and the valve geometry is very important. When you get them set up correctly, they're the trick way to go. The screws are 8mm.

1109451	Set of 8	40hp-1600
1109451EA	Each	40hp-1600

STAINLESS STEEL VALVES



Stainless steel valves are used in the big valve heads. So if you have big valve heads and need to replace the valves, this is what you will need. If you are planning on building your own big valve heads, I suggest you price out all the parts first. You can usually buy complete heads cheaper than buying all the parts separately.

1109611	32mm (4)	1600
1109612	35.5mm (4)	1600
1109613	37.5mm (4)	1600
1109603	40mm (4)	1600
1109605	42mm (4)	1600

VALVE SEATS



Valve seats are used in the big valve heads. So if you have big valve heads and need to replace the valve seats, this is what you will need. If you are planning on building your own big valve heads we suggest you price out all the parts first, complete heads are usually cheaper.

1109512	35.5mm (4)	1600
1109513	37mm (4)	1600
1109602	40mm (4)	1600
1109604	42mm (4)	1600

HARDENED LASH CAPS



These caps go on the ends of the valve. Use them if you are running stock valve adjusting screws on stainless steel valves or running ratio rockers that don't have a swivel foot set up on the valve end.

1109601	Set of 8	1600
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HEAVY DUTY SINGLE VALVE SPRING



These are single heavy duty valve springs which are used on engines with Engle 110 or larger cams. If you don't need to rev the motor past 7k RPMs, there is no need for dual springs. Dual springs are too hard on the valve train.

1109623	Set of 8	1600
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DUAL VALVE SPRINGS



These springs are made for high RPM engines. If you plan on revving your engine more than 7k RPMs, use these springs. If you run dual springs, we suggest you run steel push rods. Dual springs are hard on the valve train but it's the only way to keep the lifters on the cam at high RPMs.

1109622	Set of 8	1600
1109624	Kit (springs, retainers & keepers)	1600
1109626	Racing dual valve springs	(8)

VALVE SPRING RETAINERS



If you are going to run dual springs we suggest you use these valve spring retainers as well. The chromoly retainers work fine, but if you are going all out and want to lighten up the valve train then titanium is the way to go.

1109641	Chromoly (8)	1600
1109642	Titanium (8)	1600

HARDENED VALVE STEM KEEPERS



We have had good luck with stock keepers on single springs. These are a must for dual springs. If you are going to be running stainless steel valves, it is important that you grind the keepers. Take a stainless steel valve and wrap two keepers in their grooves. You will notice the sides of the keepers touch and you can spin the valve. Grind the sides of the keepers so they do not touch. You must make the keepers fit tight to the valve stem.

1109651	Set of 16	40hp-1600
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1.5 CAPACITY OIL SUMP



A great way to increase the oil capacity of your engine is to bolt on a deep sump. This sump adds 1.5 quarts of oil to your system. An oil sump eliminates oil starvation and increases cooling by keeping the oil cycle time down. Sumps are cast from aluminum for maximum heat dissipation.

We highly recommend using an oil sump, it's much cheaper than a new engine.

1115106	Sump	40hp-1600
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3.5 CAPACITY OIL SUMP



This is a great way to increase the oil capacity of your engine. Bolting on this sump will add 3.5 quarts of oil to your system. An oil sump eliminates oil starvation and increases cooling by keeping the oil cycle time down. Sumps are cast from aluminum for maximum heat dissipation. We highly recommend using an oil sump.

1115106A	Sump	40hp-1600
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SLIP-IN WINDAGE TRAY



This tray keeps the oil in the engine case from moving around too much, thereby reducing oil starvation. You should use one of these if you are not running a deep sump and drive corners too hard.

1115107	Tray	40hp-1600
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OIL THERMOSTAT



This oil thermostat goes in line on your external oil cooler system. We don't usually run these thermostats, but if you live in a really cold climate you might consider doing so.

1115109	W/fittings & clamps	All
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FAN THERMOSTATS



These thermostats turn your electric fan on automatically. There are two types, an in-line style that activates at 180 degrees and is made for 1/2" hose and an electronic type that has a probe which you would place in the fins of the cooler. The electronic style is adjustable from 150 degrees to 240 degrees.

1115110	In-line style	All
1115110E	Electronic style	All

FULL FLOW OIL PUMP COVERS



This oil pump cover comes with a threaded boss. You will need to plug the outlet side of the oil pump, which will force the oil out of the cover. From this cover, the oil is routed to a filter, then to a cooler and back into the case. The case must be full flowed, in other words, machined for the return line. This is the optimal way to run an external cooler, while maintaining the stock cooler. We recommend using this cover with a System One oil filter and the Mesa 72 plate oil cooler. You should also use the stock 1971 on doghouse internal oil cooler.

1115141	Aluminum cover	1600
1115141BL	Billet cover	1600
1115142HD	Heavy duty steel cover	1600
1115140	Outlet plug	1600

CHROME SUMP PLATES



A stock sump plate that has been chromed.

1115181	W/o plug	40hp-1600
1115182	W/plug	40hp-1600

BILLET SUMP PLATE



This plate is made out of a solid piece of aluminum. It's a lot thicker than the stock sump plate.

1115183	W/plug and nuts	40hp-1600
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MAGNETIC OIL DRAIN PLUG



This plug for the bottom of the sump plate has a magnet in it. Some people swear by them. We feel if you have steel in the bottom of your motor, it's already a waste. If you want good protection from debris, buy a System One oil filter and use the stock sump screen.

1115193	Plug	40hp-1600
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TYPE 3 OIL FILLER BLOCK OFF



This plate will block off the Type 3 oil filler hole in a universal case.

1115349	Block off	1500-1600
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SYSTEM ONE OIL FILTERS



This is the last oil filter you will ever buy. The System One filter can be used on any motor or adapter that takes a spin on filter. It uses a stainless steel screen to filter the oil down to 60 microns. The high flow inlet will not restrict lubricant flow or contribute to a reduction of pressure. The die-cast aluminum housing is not only strong but also good looking. It's easy to clean, use soap or solvent. Tattle tale inspection, quick removal and easy to read filtration screen gives you an early warning of internal problems. High flow by-pass maintains maximum efficiency to 5 microns before activation. One of the best purchases you will ever make.

1115351	Short black	All
1115351A	Tall black	All
1115351BUL	Replacement 3 7/8" micro	All

ADJUSTABLE OIL PRESS REGULATOR



This is one way to adjust your oil pressure. To increase the oil pressure, just turn the screw in.

1115420	Regulator	40hp-1600
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OIL PRESSURE BOOST SPRINGS



These stronger springs were designed to boost the oil pressure in your motor.

1115421	Single relief case	-70
1115422	Dual relief case	71-

CASE RELIEF PLUG



This hex drive replacement plug is for the case relief spring(s). Compared to the stock plug, these hex drive plugs are much easier to work with.

1115431	Hex size is 22mm (pr)	40hp-1600
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VENTED OIL FILLER EXTENSIONS



The oil filler extension screws into the generator stand and comes with a fitting to vent the crankcase. You can get extensions without a vent, but we don't carry them because you need to vent the crankcase. This style comes with a screw on cap.

1115450PL	Polished	40hp-1600
1115450BL	Blue	40hp-1600
1115450RD	Red	40hp-1600
1115450BC	Billet Alum. replacement cap	40hp-1600
1115450CP	Replacement cap	40hp-1600

VENTED OIL FILLER EXTENSION



The oil filler extension screws into the generator stand and comes with a fitting to vent the crankcase. These extensions have a push in cap.

1115451PL	Polished	40hp-1600
1115451CP	Replacement cap (rubber)	40hp-1600

CHROME OIL FILLER AND CAP



This stock oil filler and cap has been chromed. Never plug the draft tube! The crankcase relieves it's pressure through the draft tube. If you plug the tube, oil will just blow out somewhere else. Note: Always run a dump tube boot on the end of the tube or your engine will eat dirt.

1115452	W/cap	40hp-1600
1115453	W/o cap	40hp-1600

SCREW IN CAP WITH VENT



This cap screws into the generator stand where your stock oil filler was. It has a fitting in the center to vent the crankcase.

1115454	Polished	40hp-1600
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BILLET OIL FILLER AND CAP



The smooth flow design has a nice look and comes with a knurled cross-groove or smooth billet grooved cap for a good grip when it is wet or oily. The Vertical design makes it easier to pour oil into your motor and also comes with a smooth or grooved cap. All are vented. Rubber gaskets in the cap and rubber o-rings for the base seal included.

1115455	Vertical w/groove cap	40hp-1600
1115456	Vertical w/smooth cap	40hp-1600
1115457	Smooth flow w/groove cap	40hp-1600
1115458	Smooth flow w/smooth cap	40hp-1600

OIL BREATHER FILTER



This air filter is made to protect the crankcase. Air that builds up in the case is let out of the filter, while keeping dirt from entering the case. Remember, dirt can be damaging and shortens the life of your motor. We use a hose to connect the air filter to the tube coming out of the oil filler. The hose should go around the fan shroud on the #1-2 side and through the tin, so that the filter is next to the heater box. We prefer this setup to running oily air down the carburetor(s).

1115465	Filter	All
1115466	Filter w/steel neck	All

CAST ALUMINUM OIL BREATHER KIT



This is a breather box that will give excess "blow-by" a place to go. If you are running a motor with more than 9 to 1 compression ratio you will need this box. Motors with lower compression don't need this box, no matter what size the engine.

1115467	Kit	1600
1115467HO	Replacement hose	1600

CHROME OIL CAPS



We have two different styles of chrome caps to choose from.

1115485D	Domed	40hp-1600
1115485CH	Stock	40hp-1600

CHROME DIPSTICKS



Chrome dipsticks come in different lengths and styles.

1115610	Billet	40hp-1600
1115611	Stock length	40hp-1600
1115612	2" longer	40hp-1600
1115613	4" longer	40hp-1600

REMOTE OIL FILTER ADAPTERS



This adapter is used to mount an oil filter either by itself or in line with an oil cooler. We usually mount them in the driver's side fender well, just under the tail light wires. If you find your running into the bumper bracket mount, you can use the adapter spacer to push it out enough to clear the filter.

2117004	Adapter ports right	All
1117008	Adapter ports left	All
1117010	Adapter spacer	All
1117005	Replacement nipple	All

1/2" OIL PRESSURE HOSE



This is the high-temp/pressure hose used for routing oil to coolers and filters. It is sold by the foot.

1117007	Rubber, per foot	All
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OIL FILTER ADAPTER MOUNT KITS



These bolt on mounts allow you to bolt the filter adapter under the driver's side fender or hang it off the exhaust flange.

1117011	Under fender mount kit	All
1117012	Header mount kit	All

BRAIDED STAINLESS STEEL 1/2" HOSE



This is the high-temp/pressure hose wrapped with braided stainless steel. It can be used to route the oil to the cooler and/or a filter. You'll need to buy the fittings that go with this hose because they're not the same as regular rubber hose fittings.

1117007SS	Per foot	All
1117007S8	8 feet	All

MESA OIL COOLERS



Mesa coolers are the state of the art oil coolers. They're the strongest oil cooler on the market. Manufactured from aircraft quality aluminum, the fluxless, oven braised construction provides excellent strength and vibration resistance. In fact, they're so strong, you can stand on them without damaging them. Normally cooling is achieved by the heat transferring from the oil to the tube, then onto the fins and finally to the air. Problems occur because only a very small portion of the fin is in contact with the tube, so heat loss is minimal. In the Mesa design, depending on cooler size, oil passes within an embossed plate and travels along as many as sixteen different paths. This method spreads the oil across the whole surface area of the plate. In turn, this plate is exposed directly to the air, so the heat loss is from the oil to the air. We use this product a lot and recommend the 72 plate cooler. Never mount the cooler in front of the fan.

1117024	96 plate	All
1117023	72 plate	All
1117022	48 plate	All
1117021	24 plate	All

MESA COOLER WITH FAN



This is the same as the Mesa cooler, but with a fan mounted to it. You can get this in a 72 plate cooler or a 96 plate cooler. Keep in mind, due to the fan, you will need a little more space when mounting. Make sure you leave an air gap between the cooler and any flat surface. See FAN THERMOSTATS for automatic switching of the fan.

1117023FAN	72 plate cooler with fan	All
1117024FAN	96 plate cooler with fan	All
1119031	Replacement cooler fan	All

OIL FITTINGS



When plumbing the oil filter, oil cooler and/or case, these are the fittings you will need. Always use teflon tape on your fittings. Whatever you do, don't "muscle" them in, especially the 90 degree fitting on the case. We like to use quick fittings by the oil pump and case. If you use quick fittings, you won't have to cut hoses when you pull the engine.

1115139	Oil passage plug 3/8" pipe
1117098	Quick male splice
1117099	Quick male 1/2" pipe
1117100	90 3/8" pipe
1117101	45 3/8" pipe
1117102	Barbed 1/2" hose 3/8" pipe
1117103	Barbed 1/2" hose 1/2" pipe
1117104	Quick male 3/8" pipe
1117105	Cap for quick male
1117106	90 1/2" pipe (pr)
1117107	Hose clamp for hose
1117108	Quick female barbed 1/2" hose (pr)
1117111	45 1/2" pipe
1117112	1/2" to 3/8" adapter

STAINLESS STEEL OIL HOSE FITTINGS



These fittings are used for the stainless steel hose. Keep in mind there will be two fittings per connection. On the pipe thread end use teflon tape and don't "muscle" them. Turn them as tight as you can by hand, then one more full turn with a wrench.

1117101ALF	Hose end 45 degree, 8AN	
1117101ALM	Adapter end 90 degree 3/8 pipe to 8AN	
1117102ALF	Hose end 90 degree, 8AN	
1117103ALM	Adapter end 1/2 pipe to 8AN	
1117105ALM	Adapter end 1/4 pipe to 8AN	
1117104ALM	Adapter end 3/8 pipe to 8AN	
1117106ALM	Adapter end 90 degree 1/2 pipe to 8AN	
1117108ALF	Hose end straight, 8AN	

OIL COOLER BLOCK OFF



This block off plate is made to loop the oil back into the case in place of the stock oil cooler. You will have to contrive a new method of cooling the oil using a big external cooler with a big fan on it. We do not recommend this product.

1117109	Block off	40hp-1600
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OIL COOLER BY-PASS



This oil by-pass adapter replaces the stock oil cooler with two hoses to reroute the oil to an external oil cooler. This allows you to mount an external oil cooler without machining the case. We do not recommend this method unless you're using a big external oil cooler with a big fan attached. There are two styles of by-pass adapters. The old style took the stock type oil seals and the new style takes

a gasket. If your by-pass has a shoulder in the oil passage, it takes the stock seals. If yours is just straight holes, then you use the gasket below. Kits come with the correct seal type.

1117110	By-pass	40hp-1600
1117113	Gasket	40hp-1600

OIL COOLER MOUNTING STUD



These rubber mounted studs are used when mounting the oil cooler above the transmission. Using these special studs spaces the cooler off the deck and allows air to pass through the oil cooler. You will need four of these studs to mount your cooler correctly. Note: Never mount an oil cooler flush with the deck, doing so will not allow the air to flow through the cooler and the heat to dissipate properly.

1117698	Set of 4	All
1117699	Each	All

FAN SHROUD SPACER KIT



This spacer kit uses 1 1/4" thick aluminum spacers to close the gap between the fan shroud and the cylinder tins where the sheet metal screw attaches. It improves cylinder tin fit for better cooling. Frequently used when building stroker motors.

1119023	1/4" thick kit	All
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REMOTE COIL MOUNTS



Remote coil mounts are used when you want to keep the coil on the motor, yet out of the way of down linkage on dual carburetors.

1119024	Fan shroud mount	40hp-1600
1119029	Block mount	40hp-1600

36HP STYLE DOGHOUSE FAN SHROUD



This style fan shroud combines the small shroud of the 36hp and the later doghouse style shroud. The doghouse shroud had the oil cooler ducting on the back and came on the 1971 Bus or 1971 and later Bug, Ghia, or Thing. The nice thing about this smaller shroud is that it gives you more room around dual carburetors. It also has better cooling then pre 1970 fan shrouds.

1119026CH	Chrome w/o heater ducts	40hp-1600
1119026BK	Black w/o heater ducts	40hp-1600
1119025CH	Chrome w/heater ducts	40hp-1600
1119025BK	Black w/heater ducts	40hp-1600

36HP STYLE FAN SHROUD



This small fan shroud came on the 36hp motor. The nice thing about this shroud is that it gives you more room around dual carburetors. This shroud is okay, but we prefer the doghouse shroud, because of it's better cooling system.

1119027CH	Chrome w/heater ducts	40hp-1600
1119027BK	Black w/heater ducts	40hp-1600
1119028CH	Chrome w/o heater ducts	40hp-1600
1119028BK	Black w/o heater ducts	40hp-1600

WIDE WELDED "RACE" COOLING FAN



Motors with high horsepower and motors that rev fast run the risk of exploding a stock fan. This fan has been welded and balanced to prevent it from coming apart. This fan fits the doghouse style shroud.

1119031BHD	Race fan	1600
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FAN SHROUD HEATER HOSE PLUGS



These plugs fit into the fan shroud, plugging off the heater ducts. Either plug off the ducts or hook up the hoses to the heater boxes. If you don't seal the ducts, you'll lose valuable cooling air that's suppose to go over the cylinders.

1119100	Pair	40hp-1600
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CYLINDER HEAD SHROUDS



These cylinder head tins sit under the fan shroud. They're not great, but they'll work with some custom fitting. They're sold in pairs.

1119302CH	Chrome, single port	1500-1600
1119302BK	Black, single port	1500-1600
1119303CH	Chrome, dual port	1600
1119303BK	Black, dual port	1600

CYLINDER HEAD COOL TIN



Cool tins are a must for those of you with high performance exhaust systems without heater boxes. They will fit most big bore kits. Unfortunately the fit is poor.

1119317CH	Chrome (pr)	1500-1600
1119317BK	Black (pr)	1500-1600

HEATER CHANNEL TINS



These three pieces of tin go from the heater boxes to the case. Yes, they are important if you are running heater boxes, so don't leave them off. Unfortunately the fit is poor.

1119352CH	Chrome	1500-1600
1119352BK	Black	1500-1600

REAR DOGHOUSE DUCTING TINS



These are the two pieces of tin that attach to a doghouse style fan shroud. They duct the hot air out the back of the shroud and onto the ground. Having a doghouse shroud does you no good without these in place. A tight fit here is real important, so make sure it seals properly.

1119431CH	Chrome exhaust/cooler cover	1600
1119431BK	Black exhaust/cooler cover	1600
1119432CH	Chrome exhaust tin	1600
1119432BK	Black exhaust tin	1600
1119433CH	Chrome cooler cover	1600
1119433BK	Black cooler cover	1600

REAR BELL HOUSING ENGINE TINS



This piece of tin goes behind the engine towards the flywheel and screws down to the cylinder tins. The doghouse tin has a hole in the back of it for the ducting tin to fit into.

1119516CH	Chrome	1500-1600
1119516BK	Black	1500-1600
1119517CH	Chrome doghouse	1600
1119517BK	Black doghouse	1600

LARGE CRANK PULLEY ENGINE TINS



This tin goes from one piece of cylinder tin to the other. It mates up with the tin that is behind the crank pulley. They make two styles of crank pulley tin, so it's very important that you use the early, short style tin with one of these. The fit is poor.

1119525CH	Chrome w/heater w/o heat riser	40hp-1600
1119525BK	Black w/heater w/o heat riser	40hp-1600
1119526CH	Chrome w/o heater w/heat riser	40hp-1600
1119526BK	Black w/o heater w/heat riser	40hp-1600
1119527CH	Chrome w/o heater or heat riser	40hp-1600
1119527BK	Black w/o heater or heat riser	40hp-1600
1119528CH	Chrome w/heater & heat riser	40hp-1600
1119528BK	Black w/heater & heat riser	40hp-1600

CRANK PULLEY ENGINE TINS



This tin goes behind the crank pulley. It is the earlier, short style. Make sure it matches the larger pulley tin. The fit is poor.

1119533CH	Chrome	40hp-1600
1119533BK	Black	40hp-1600

FUEL PUMP BLOCK-OFF



This block off is used in conjunction with an electric fuel pump and mounts in place of the manual fuel pump. One type comes with a threaded boss so you can put a fitting in to attach a breather vent.

1127023	W/boss	40hp-1600
1127022	Flat, w/o boss, billet	40hp-1600

FACET ELECTRIC FUEL PUMPS



This electric pump replaces your stock pump. We are not fond of electric pumps and suggest you do not run one unless necessary. In case of an accident, unlike the manual pump, the electric pump continues to pump fuel. However, if your case doesn't have a pump boss, one of these pumps will be necessary.

We strongly urge you to run a fuel pressure regulator with this pump. The needle and seat in the carburetor can only handle 3.5 lb. of pressure and it's common for electric pumps to put out much more than that. The mount will mount the pump where the stock pump was located.

1127025	W/fittings	40hp-1600
1127025A	W/o fittings	40hp-1600
1127024	Mount	40hp-1600

FUEL PRESSURE REGULATOR



This regulator adjusts the fuel pressure to the carburetor. It prevents fuel from blowing by the needle and seat, flooding your motor with gas. This is crucial when running an electric fuel pump.

1127026	Regulator	40hp-1600
1127027	Mount	40hp-1600
1127111	90 degree fittings/Pair	40hp-1600
1127112	Straight fittings/Pair	40hp-1600

STAINLESS STEEL FUEL LINE & FITTINGS



This is stainless steel braided fuel line. We do not recommend this line unless you are using the screw in fittings everywhere. Don't use clamps because they're too loose and might come off. The hose size is 6AN.

1127101S5	5 feet	All
1127101ALF	Hose end #6 45 degrees	All
1127101ALM	Adapter #6 90 degrees	All
1127102ALF	Hose end #6 90 degrees	All
1127103ALM	Adapter #6 1/8 MPT stght	All
1127104ALM	Adapter Weber #6 IDA stght	All
1127105ALM	Fitting IDF Carb	All
1127106ALM	Adapter tee #6	All
1127108ALM	Hose end #6 straight	All

BRASS FUEL LINE TEE



This is a brass tee for dual carburetors. We recommend you use a brass tee instead of a plastic tee.

1127100	Fuel line hose clamp	All
1127109	1/4" tee	All
1127110	5/16" tee	All

D/PORT UNIVERSAL INTAKE MANIFOLD



This is the center section of an intake manifold for dual port heads. You can run a 30PICT carburetor or a 34PICT carburetor on it. If you have a single carburetor set up, make sure the heat riser is working properly.

1129025	Manifold	1600
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CARBURETOR SPACER KIT



This raises a stock 28-30PICT carburetor to clear a 12v alternator or generator.

1129027	Kit w/studs, nuts & gaskets	40hp-1300
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WEBER ICT CARBURETOR KITS



We have found this to be a good, cheap dual carburetor kit for a stock motor. The only bad thing we found, is that the throttle bushings wear out over time. We suggest you change the fuel hose in the kit to a German hose.

1129033	Single port kit	1600
1129034	Dual port kit	1600
1129034E	Empi brand dual port kit	1600
1129513	Linkage kit only	1600

KADRON CARBURETOR KIT



This is a good, cheap dual carburetor kit for a 1600cc motor. What we don't like is the throttle bushings wear out over time and you need to change the fuel hose it comes with to a German hose. For jets see Stock Carburetor Parts. The jets for the stock solex carbs fit in the Kadrons.

1129039	Kadron carb kit for d/port	1600
1129511	Linkage kit	1600
1129511A	S link of linkage with ends	1600
1129611	Air cleaner kit w/housing, (pr)	1600
1129611EL	Replacement a/c element, (ea)	1600
1129700	Manifolds only	1600
1129804	Carb base gaskets, (pr)	1600
1129139	Replacement butterfly assembly	1600

WEBER DUAL CARBURETOR KITS



We prefer these dual carburetors over any other single carburetor set up. We've done extensive tests on different carburetors and it would take hours to explain the pros and cons of them all. Nevertheless, if you would like more information on different combinations, just give us a call

and we'll give you the details. Here are a couple of things to think about. Carburetors don't care about the size of your engine. All that a carburetor knows is vacuum. That's it. Period! Now after saying that, we have to state that we find a lot of people over carbureting big engines. We recommend 40 IDF Webers on built-up 1600cc motors, as well as, 2007cc motors with compression ratios of 8.5 or lower and 44 IDF for engines with compression ratios over 9. We have found Weber carbs give the best horsepower and reliability over any other carb set up we have tried. Yes, we know they're spendy; but we feel it's the last carburetor set up you'll buy for your engine. Kits come with carbs, hex bar linkage, manifolds, air cleaners and fuel line. However, the fuel line and the plastic tee are two things we don't like about these kits. Note: NEVER, EVER run American-sized fuel line on your motor unless you like engine fires.

1129040	40 IDF dual kit	1600
1129040E	Empi 40 IDF dual kit	1600
1129044	44 IDF dual kit	1600
1129044E	Empi 44 IDF dual kit	1600
1129510	Replacement hex bar linkage	1600
1129701	Replacement manifolds (pr)	1600
1129802	Replacement base gaskets (pr)	1600

IDF CARBURETOR REBUILD KIT



This kit has the gaskets, o-rings, accelerator pump, needle and seat to rebuild an IDF carburetor.

1198578	For one carb	1600
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WEBER JETS



These are some of the most common jets used. We'll be happy to help you with your jetting, but we'll need to know some details. So before you call us, get some information ready about your engine, like size, compression ratio, etc.

ICT JETS

1129304040	Idle 040 (ea)	ICT
1129304045	Idle 045 (ea)	ICT
1129304050	Idle 050 (ea)	ICT
1129304055	Idle 055 (ea)	ICT
1129304060	Idle 060 (ea)	ICT
1129404150	Air 150 (ea)	ICT
1129404160	Air 160 (ea)	ICT
1129404170	Air 170 (ea)	ICT
1129404175	Air 175 (ea)	ICT
1129404180	Air 180 (ea)	ICT
1129404185	Air 185 (ea)	ICT
1129404190	Air 190 (ea)	ICT
1129504115	Main 115 (ea)	ICT
1129504120	Main 120 (ea)	ICT
1129504125	Main 125 (ea)	ICT
1129504130	Main 130 (ea)	ICT
1129504135	Main 135 (ea)	ICT
1129504140	Main 140 (ea)	ICT
1129504145	Main 145 (ea)	ICT
1129504150	Main 150 (ea)	ICT

IDF JETS

1129305040	Idle 040 (pr)	IDF
1129305045	Idle 045 (pr)	IDF
1129305050	Idle 050 (pr)	IDF
1129305055	Idle 055 (pr)	IDF
1129305060	Idle 060 (pr)	IDF
1129305065	Idle 065 (pr)	IDF
1129305070	Idle 070 (pr)	IDF
1129324	Acc pump jet (blank)	IDF
1129405150	Air 150 (pr)	IDF
1129405160	Air 160 (pr)	IDF
1129405170	Air 170 (pr)	IDF
1129405175	Air 175 (pr)	IDF
1129405180	Air 180 (pr)	IDF
1129405185	Air 185 (pr)	IDF
1129405190	Air 190 (pr)	IDF
1129405200	Air 200 (pr)	IDF
1129405210	Air 210 (pr)	IDF
1129405220	Air 220 (pr)	IDF
1129505115	Main 115 (pr)	IDF
1129505120	Main 120 (pr)	IDF
1129505125	Main 125 (pr)	IDF
1129505130	Main 130 (pr)	IDF
1129505135	Main 135 (pr)	IDF
1129505140	Main 140 (pr)	IDF
1129505145	Main 145 (pr)	IDF
1129505150	Main 150 (pr)	IDF
1129505155	Main 155 (pr)	IDF
1129505160	Main 160 (pr)	IDF
1129505165	Main 165 (pr)	IDF
1129505170	Main 170 (pr)	IDF
1129505175	Main 175 (pr)	IDF
1129505180	Main 180 (pr)	IDF
1129505185	Main 185 (pr)	IDF
1129505190	Main 190 (pr)	IDF
1129505195	Main 195 (pr)	IDF
1129505002	Emulsion tube F2 (pr)	IDF
1129505007	Emulsion tube F7 (pr)	IDF
1129505011	Emulsion tube F11 (pr)	IDF
1129508	IDF Choke block off plate	

IDF AIR CLEANERS



This is the replacement air cleaner for the Weber IDF. When they get dirty, just wash them in dish soap and let them drip dry. Once they're dry, re-oil and pop them back on. Never use air to blow them out or you will ruin them. They are sold separately.

1129601	A/c assembly 3 1/2"	1600
1129601HD	W/alum. top & base 3 1/2"	1600
1129601BIL	Billet 3 1/2"	1600
1129600	Element only 3 1/2"	1600
1129601HD6	W/alum. top & base 6"	1600
1129601EL6	Replacement element 6"	1600

ROUND AIR CLEANERS



This air cleaner takes the place of a stock air cleaner. They flow better than the original air cleaner. If you live on a dusty road, we suggest you buy a better air cleaner than this or stay with stock and clean it frequently. These air cleaners are basically for street driven vehicles.

1129602	2 3/8" tall, paper	1600
1129602EL	Replacement element	1600
1129603	2 3/8" tall, gauze	1600
1129603EL	Replacement element	1600
1129604	2 1/2" tall, gauze	1600
1129604EL	Replacement element	1600
1129606	2" tall, paper	1600
1129606EL	Replacement element	1600
1129605	3 1/2" gauze	1600
112605EL	Replacement element	1600
1129607	3 5/8" gauze	1600
1129607EL	Replacement element	1600
1129608	4 7/8" gauze	1600
1129608EL	Replacement element	1600
1129609	2 3/4" foam	1600
1129609EL	Replacement element	1600
1129610	3" paper	1600
1129610EL	Replacement element	1600

UNIVERSAL NYLON BREATHER FITTING



This fitting can be used when routing your breather hose into your air cleaner. We don't like doing that because your carburetor will now be sucking oily air. We suggest using some kind of breather filter instead. See BREATHER FILTER

for more information.

1129614F	Fitting	1600
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POD STYLE AIR CLEANERS



This air cleaner is a sealed unit; the top and bottom do not come off, but they're washable. There is no tube for the crankcase breather, so we suggest you buy a breather filter as well.

1129616	2" neck	40hp-1600
1129617	2 5/8" neck	40hp-1600

INTAKE MANIFOLD END CASTINGS



This pair of aluminum end castings are for use with a center section manifold. They're available for single port or dual port heads. They come with boots and intake gaskets.

1129708	Dual port (pr)	1600
1129709	Single port (pr)	1600

PAPER INTAKE GASKETS



These gaskets are for dual port engines. Never use any type of sealer on these gaskets. Stock, metal dual port gaskets are junk and only fit well in the garbage can.

1129717	Pair	1600
1129718	Large OD, (pr)	1600

SPLIT BOOTS FOR INTAKE MANIFOLD



These boots can be put on without taking the dual port intake manifold apart and should be used only in an emergency. They really suck and that's an understatement. We find they don't stay on and they leak air because they

fit poorly.

1129729	Pair	1600
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URETHANE INTAKE MANIFOLD BOOTS



These boots are better than stock. We highly recommend using these boots. For use on a dual port intake manifold.

1129729RD	Red (pr)	1600
1129729BK	Black (pr)	1600

HEAVY DUTY PRESSURE PLATE BOLTS



These are hardened bolts, 10.9 instead of the stock 8.8. If you are using a 2600 lb. pressure plate, we recommend using these heavy duty bolts. The torque on these bolts is 18 ft. lb., no more, no less.

1141024	Set of 6	40hp-1600
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HEAVY DUTY CLUTCH PRESSURE PLATE



Saturday Night" race car.

We only offer brand new pressure plates because so-called rebuilt pressure plates never quite come up to factory pressure specs. We use a 1700 lb. pressure plate on most big-engined, daily driver's. Heavier ones should only be used on your "Friday-

1141025	1700 lb.	200mm
1141026	2600 lb.	200mm

FERAMIC CLUTCH DISC



These clutch discs do not slip. You'll need a good pressure plate to go along with them. We do not recommend them for the street unless your car is a "Friday-Saturday Night" special. They are hard on parts.

1141030	200mm 4 puck w/springs	1600
1141031	200mm 4 puck	1600
1141032	200mm 3 puck	1600

CUSHION CLUTCH DISC



This is a great disc when a stock disc is not enough and a feramic disc is too hard on your other parts. We suggest using this disc for high horsepower street cars.

1141033	200mm	1600
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HEAVY DUTY CLUTCH ARM



This heavy duty arm is a good idea if you need a new clutch arm. See URETHANE CLUTCH ARM BUSHING KIT for installation. Note: Before installing, try the splined arm to make sure it fits well. If it doesn't, you'll need to do a little spline cleaning with a file.

1141701A	Clutch arm	61-70
1141701B	Clutch arm	71-72
1141701C	Clutch arm	73-

URETHANE CLUTCH ARM BUSHING KIT



This kit contains a quality urethane bushing, a clutch return spring and retaining clips needed to install the throw-out bearing arm in the transmission. The engine has to be pulled out in order to put the bushing on. Start by removing the throw out bearing. Now take the clip off the cable arm and remove the arm. Go to the backside of

the bell housing and remove the 11mm bolt that sets the bushing. Push the arm from the inside out towards the driver's side; this will push the bushing out. Now for the fun part, grease up the arm where the bushing rides. Install the inner clip on the arm, then install the arm without the bushing. Slide the new bushing from the outside over the arm, making sure that the indent hole lines up with the hole on the backside of the transmission. Install the alignment bolt in the bushing and then replace your throw-out bearing. Now replace the clutch return spring, the bell, and the clutch cable arm. Put on the clip. Don't try to put the spring over the arm until you have this outer clip on. Take a Phillips screwdriver and wrap it around the arm; hook the spring and pry it backward. This will install the spring back on the arm without you loosing your sanity or a finger.

1198026	16mm	61-72
1198026A	20mm	73-

DUAL PORT HEAD STUD KIT



If you are converting a single port engine to a dual port or if you have a brand new case; these are the head studs you're looking for. We prefer using 10mm studs over the 8mm studs, because 10mm will hold it's torque, whereas the 8mm doesn't. Make sure your case has the appropriate

case savers. These kits come with studs, nuts and washers. Torque 8mm studs at 18 ft. lb. and the 10mm at 28 ft. lb.

1198035	8mm dual port kit	1600
1198036	10mm single port kit	1300-1600

BIG BORE PISTON AND CYLINDER KITS



All kits come with pistons, cylinders, rings, wrist pins and clips. Many of the kits will require machine work to the heads and case. Before you buy a kit, you should have a good understanding of how to set the compression ratio.

Many people think that bigger motors are unreliable. This is just not true. When a motor is properly designed and built, it can be very dependable. You will not realize the full potential of the bigger pistons, unless you run big valve heads. There is a lot of information needed, so call us and we will gladly help. Note: The only thing we don't like about these kits are the rings and the wrist pin clips.

1198083	83mm slip-in	40hp
1198087	87mm slip-in	69 stroke
1198088A	88mm machine-in	69 stroke
1198090A	90.5mm machine-in	69 stroke
1198090B	90.5mm machine-in	78-82 stroke
1198092A	92mm machine-in	69 stroke
1198092B	92mm machine-in	78-82 stroke
1198094A	94mm machine-in	69 stroke
1198094B	94mm machine-in	78-82 stroke

CAST PISTON RING SETS



These rings are cast iron. We prefer them over the chrome rings that come in the above big bore kits. It's true that with chrome rings your barrels won't wear as much, but that's because they never seat. We suggest you take the rings off the piston and give them to your girlfriend for bracelets. They're a cheap gift and she won't be around much longer anyway if you don't stop spending so much time on your motor. Be careful putting the rings on, as they can break. Always use spreader pliers. They are sold in sets.

1198159	2 x 2 x 5	87mm
1198159B	1.5 x 1.5 x 5	87mm
1198160	1.5 x 1.5 x 5	88mm
1198160B	2 x 2 x 5	88mm
1198161	1.5 x 2 x 4	90.5mm
1198161A	2 x 2 x 4	90.5mm
1198162	1.5 x 2 x 4	92mm
1198163	2 x 2 x 4	94mm
1198163A	1.5 x 2 x 4	94mm

HEADER SYSTEMS



We like to run EMPI deluxe headers because they have the best fit, as well as, a good merge on the collector. The collector is the most important part of a header. We suggest using a single quiet muffler on engines that have a stock carburetor or two, one-barrel carbs. You should run dual mufflers or one giant muffler on engines that have two, two-barrel carbs. If you're using the stock intake manifold, you'll need to drill out the heat riser stands on the header.

1251000	Header only	1300-1600
1251000CC	Header only, ceramic coated	1300-1600
1251001	Header only, flanged	1300-1600
1251001CC	Header only, flanged, cer. coated	1300-1600
1251005	Single muffler only	1500-1600
1251006	Dual muffler only	1500-1600
1251006CC	Dual muff. only, ceramic coated	1500-1600
1251010	Hide out muffler	1600
1251004	Phat Boy header only	1600
1251009	Phat Boy muffler for 1251004	1600
1251007	Racing header 1 1/2" w/stinger	1600
1251008	Racing header 1 5/8" w/stinger	1600
1251008CC	Racing header 1 5/8" w/stinger	1600
1251013	Racing header 1 3/4"	1600
1251013CC	Racing header 1 3/4", cer. coated	1600
1251014	Phat Boy muffler for racing head.	1600
1251014CC	Phat Boy muffler for racing head.	1600

STINGERS



A stinger (depending on your motor combo) makes horsepower at 5K RPM and above. A quiet muffler will make more horsepower down in the lower RPMs.

1251160	Black	1500-1600
1251161	Chrome	1500-1600
1251263	Insert	1500-1600

CHROME EXHAUST TIPS



These fit all stock mufflers and come in four different styles.

1251163	Flared (pr)	40hp-1600
1251167	Diagonal cut (pr)	40hp-1600
1251164	Tapered/Baffled (pr)	40hp-1600
1251165	Straight/Baffled (pr)	40hp-1600

CHEESE GRATER EXHAUST BRACKET



This is a reproduction of an accessory that was offered by the dealer. It goes on your stock muffler tips, running from one side to the other.

1251166	Chrome	36hp-1600
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HEADER TO HEATER BOX FLANGE KIT



This kit comes with four flanges, two for the heater boxes and two for the header. We hear people complain about exhaust fumes in their Bug, especially when the heater is on. This is because the stock-style clamps tend to leak. Loose heater boxes are another cause of a leaking exhaust.

We urge you to flange your heater boxes and header. Flanging is the best way to get rid of the leaking stock-style clamp set up and to tighten up the connection to the heater boxes. We suggest you use the stock metal exhaust gaskets between the flanges instead of the paper gaskets.

1251200	Kit	40hp-1600
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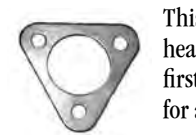
HEAT RISER BLOCK-OFF PLATES



When you upgrade to dual carburetors, use these plates to block off the heat risers on your headers or stock exhaust system. We suggest you throw the paper gaskets away and use the stock metal gaskets instead.

1251201	Pair	40hp-1600
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HEADER TO MUFFLER GASKETS



This is the 3-bolt gasket that goes between the muffler and the header. Hint: The bolts tend to come loose after they heat up the first time. Therefore, after you replace the gasket, drive the car for a day and tighten the bolts again.

1251202	Small gasket, (pr)	1500-1600
1251202D	Small gasket premium	1500-1600
1251202C	Small copper gasket, (ea)	1500-1600
1251202FL	Small metal flange, (ea)	1500-1600
1251203	Large gasket, (pr)	1500-1600
1251199	Large metal flange (ea)	1500-1600

EXHAUST NUTS



These are two of the different types of exhaust nuts. If you are running a larger tubing size on your exhaust, then we suggest using the 12mm or the 11mm nuts. The copper ones don't back off, but when you want to take them off, they tend to pull the stud. We prefer the steel ones.

1251210	Copper 12mm OD (8)	All
1251211	Steel 11mm OD (8)	All

EXHAUST GASKETS



Paper gaskets are not our favorite, but if you are running larger ports, you have to use them. If you are not running larger ports, we suggest you stick with stock gaskets. We've had good luck with the copper gaskets as long as your flanges are flat.

1251261	1 3/8", paper stock (4)	40hp-1600
1251261C	1 1/2" copper (4)	40hp-1600
1251262	1 5/8", paper (4)	40hp-1600

HEATER BOX REPAIR PIPE



This repair pipe fixes the end of your heater box. You'll need to cut your old pipe back, then drive this pipe into the end and weld it. This will give you a new surface for the clamp.

1255107	Repair pipe	1300-1600
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PLASTIC FRESH AIR HOSES



These hoses are made to go from the fan shroud to the H pipes of your motor. They last longer than the paper hose, but aren't as flexible.

1255292PL	Pair	40hp-1600
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HEATER BOX TUBES



Also called J-tubes, these tubes fit most header systems and replace the stock heater boxes, so you will lose your heat and defroster.

1256091	Pair	40hp-1600
1256093CC	For 1251001CC	1300-1600
1256092	Weld on tabs for tin (4)	1300-1600

FRONT & REAR TRANSMISSION STRAPS



These straps are a good idea if you have a Bug with a big engine. The rear strap keeps the bell housing from twisting and the front strap keeps the nose of the transmission from breaking the front mount. We suggest you use these in conjunction with the urethane transmission mounts. The straps we carry are rubber insulated, which allows for slight movement in the transmission in order to keep mounts and horns from breaking.

1301048	Front	All
1301049	Rear	All
1301050	Kit	All

RHINO TRANSMISSION CASE



High performance street cars have been known to crack stock transmission cases. This Rhino case is just like the stock case but it has added webbing which gives it more strength. You will need someone who has knowledge of VW transmissions to put your parts into this case.

1301051	Case	61-72
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CONVERSION STARTER BUSHINGS



This bushing is made to mate mismatched bell housing and starter combinations. When installing, be careful not to "mushroom" the inner diameter.

1301103	6v starter to 12v trans
1301104	12v starter to 6v trans

HD TRANSMISSION SIDE PLATES



This heavy duty side plate keeps the ring and pinion where it's supposed to be. Cars with high horsepower will flex the stock side plate on the ring gear side, not a good thing. This side plate will cure that problem. There's no need to have a heavy duty plate on the non ring gear side of the transmission. This plate isn't something you just slam on because it'll affect your ring and pinion set up. Please take it to someone who knows how to set up the ring and pinion.

1301184	IRS trans Bug alum.	69-
1301185	Swing axle trans Bug alum.	-68

URETHANE TRANSMISSION MOUNTS



These mounts made of urethane never wear out. The good thing about them is they don't break; the bad thing is they transmit more noise through the tunnel. If you are running a larger motor, we urge you to use these mounts along with the front and rear transmission straps.

1301263	Kit w/Hardware	-59, 61-72
1301265	Front mount only	-59, 61-72

MAINSHAFT BEARING THRUST PLATE



plate.

This steel thrust plate stops movement of the mainshaft bearing and aids in keeping the alignment of the gears on the main and pinion shafts. The nose cone of your transaxle will have to be removed to install the thrust plate. We highly recommend this

1311123	Plate	68-
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HD GEAR SPACER AND WASHER



This heavy duty gear spacer and washer are used between the 3rd and 4th gear in the swing axle transmission. This spacer keeps the gears from walking on the pinion shaft. This is not something most people can do, so we suggest you take it to someone who knows VW transmissions.

1311320	Spacer and washer	61-66
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HEAVY DUTY GEAR KEYS



These heavy duty gear keys are rated at twice the strength of stock keys. Your transmission will have to come apart to put the keys in, so we suggest you have someone who knows transmissions install them.

1311321	Pair	
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FRONT TORSION BAR ADJUSTERS



This is the way to go if you want an adjustable front beam. These adjusters take the place of the stock anchor in the middle of each one of the front tubes. They need to be welded in. This should be done by a qualified welder (who hopefully has done it before). We suggest you buy two, because lessening the tension on one bar puts a larger load on the other bar.

1401021A	Bar adjusters	-65
1401021B	Bar adjusters	66-

FRONT BEAM WITH ADJUSTERS



the ride.

This is a brand new axle beam with adjusters already installed. Adjustment is achieved by moving the center block. Note: The farther you adjust it down, the rougher

1401021CL	King and Link style	-65
1401021DL	Ball joint style	66-

CASTER SHIMS



If the front end of your car sits further down than the rear end, caster shims will help by pushing out the bottom of the beam. This puts caster back into the front beam, allowing you to steer your car better at high speeds.

1401022	Pair	All
1401023	Longer bolts (pr)	All

URETHANE FRONT ARM BUSHINGS



If your stock bushings are worn out or you have an aluminum beam, we offer the following urethane bushings and replacements.

1401300	Outer K&L w/marcata bgs	-65
1401300A	Outer K&L w/needle bearings	-65
1401300B	Outer bushings	66-
1401301	Inner-outer K&L marcata bgs	-65
1401301A	Inner-outer K&L needle brgs	-65
1401301B	Inner-outer bushings	66-

URETHANE FRONT ARM SEALS



These seals are far better than the stock arm seals.

1405129A	For K&L front ends (4)	-65
1405129B	For Ball joint front ends (4)	66-

URETHANE FRONT SUSPENSION STOPS



These snubbers last a lot longer than stock snubbers. To install them, you will have to get the upper arm off the snubber. If the old snubber is there, cut it off. Put some oil in the hole of the new snubber and drive it on. If that doesn't work, boil some water and set the snubber in it. This will soften up the urethane and make it easier to put on.

1405273BK	Black (pr)	-62
1405273RD	Red (pr)	-62

LOWERED SPINDLES



Do you have a lowered beam now? They should have come with a kidney belt and a mouth guard. Here's the answer to your prayers. Put lowered spindles on your Bug and it'll ride like it did when it was stock. These spindles come with a 2 1/2" drop. Reconditioned spindles are sold on an exchange basis. Sold in pairs.

1405310	Reconditioned K&L for drum	-65
1405311	Reconditioned K&L for disc	-65
111 498 041WGC	K&L Spindle core (pr)	-65
1405310A	K&L spindles only for drum	-65
1405311A	K&L spindle only for disc	-65
1405313	Ball joint spindles for drum	66-
1405314	Ball joint spindles for disc	66-

BALL JOINT SPINDLE ECCENTRICS



The eccentrics set the camber on ball joint front ends. These eccentrics have more of an off-set than the stock eccentrics. By rotating this eccentric, it moves the bottom of the tire in or out. For those of you "slamming" your car by using adjusters and not using lowered spindles, these eccentrics are what you need to get that correct camber.

1405319	Pair	66-
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LOWERED BALL JOINTS



These ball joints have more travel in them than stock ball joints. If you are lowering your beam with adjusters or "slamming" your car, you need lowered ball joints.

1405361	Upper	66-
1405371	Lower	66-

BALL JOINT ARMS W/LOWERED JOINTS



These are new lowered ball joints pressed into reconditioned arms. They are sold in sets of 4 on an exchange basis and come with the alignment eccentrics. Just pull your old arms off and install the new ones. Ball joints are hard to check, especially if they are marginal. To check your ball joints, grab the top of the tire and try to shake it. If the tire moves and you see movement in the ball joint, it's wasted and needs to be replaced.

1405371WG	Set of 4	66-78
311 405 371WGC	Core (4)	66-78

LINK PIN CLAMP NUT



These aluminum nuts are fashioned after the ball joint style nut. They'll eliminate the jam nuts and lock tabs. To put them on, just spin the nut down and tighten it with an Allen wrench. Note: When tightening the bearing nut, snug it down against the bearing thrust washer, then line up the handle of your wrench with one of the lug bolts and back the nut off so that the handle of the wrench lines up with the next bolt, and then tighten the Allen bolt. This will prevent the wheel bearings from heating up and wearing out.

1405671	Pair	-65
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SUPER BEETLE CONTROL ARM BUSHINGS



This is almost a must for Super Beetles. These bushings are made out of urethane, so they will last a lot longer. You'll have to take them to a machine shop to press the old bushings out of the central arm, but the new ones can be driven in with a rubber mallet.

1407182	Super Beetle (pr)	71-73
1407183	Super Beetle (pr)	73-79
1407184	Front control arm & sway bar bushings	71-73
1407185	Front control arm & sway bar bushings	74-79

SB LOWERING STRUTS & SPRINGS



This is the only correct way to lower the front end of a Super Beetle. There's no such thing as an adjuster for a Macpherson strut front end.

1411105	Lowered springs (pr)	71-
1412031A	Strut insert (ea)	71-73
1412031B	Strut insert (ea)	74-
1412032A	Strut (pr)	71-73
1412032B	Strut (pr)	74-

HD SWAY BAR CLAMP KITS



Have you ever fought the stock sway bar clamps? If you're replacing a sway bar, you might think about these clamps because they're much easier to put on. Kits come with urethane bushings.

1411297AD	Bushings only stk (4)	All
1411297HD	Bushings only 3/4" (4)	All
1411298A	Clamps only (4)	-65
1411298B	Clamps only (4)	66-
1411299	Clamps & bushings stk bar	All
1411298C	Clamps & bushings 3/4" bar	All

SWAY BARS



These heavy duty sway bars help eliminate swaying. We find Sway-A-Way bars fit and work the best. The stock bar flexes rather than transfers the lateral pressure to the other side. Combine this sway bar with a set of KYB shocks and you're set. We highly recommend these bars for those of you who live in windy areas. For Bugs 1968 and earlier see REAR CAMBER KIT for rear application.

1411300A	Front 3/4"	-65
1411300AL	Front lowered 3/4"	-65
1411300B	Front 3/4"	66-
1411300BL	Front lowered 3/4"	66-
1411300C	SB Front 7/8"	71-73
1411300CL	SB Front lowered 7/8"	71-73
1411300D	SB Front 7/8"	74-
1511301	Rear, sway bar 3/4"	69-
1511301AKT	Hardware kit for 3/4" rear sway bar	

SUPER BEETLE STRUT TIE BAR



This bar goes under the hood of a Super Beetle, to tie the tops of the struts together. It keeps the struts from flexing when going around corners.

1412300	Super Beetle Kit	71-
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KYB SHOCKS



These are the best selling mono-tube replacement shocks in the U.S.A.. The Gas-A-Just's mono-tube design and high pressure gas absolutely eliminate the age old problem of performance fade. This fade is caused in two-tube style shocks, when air is allowed to mix with fluid and it produces foaming. KYB's Gas-A-Just shocks constantly push downward, seeking adhesion to the road. Stock shocks depend on gravity or springs to re-extend them, leaving you with less rubber on the road through turns or bumps. Combine KYB's with heavy duty sway bars for ultimate stability. You might be slow, but you don't have to be blown off the road. Super Beetle front ends use the strut inserts. KYB's have a lifetime guarantee. We highly recommend KYB shocks and inserts.

1413002	Front, Gas-A-Just	-65
1413001	Front, Gas Rider	-65
1413000	Front, Gas Rider, lowered	-65
1413003	Front, Gas-A-Just	66-
1413004	Front, Gas Rider	66-
1413005	Front, Gas Rider, lowered	66-
1513001	Rear, Gas-A-Just	All
1413001	Rear, Gas Rider	All

Super Beetle

1413007	Strut insert, Gas Rider	71-72
1413006	Strut insert, Gas Rider	73-

URETHANE STEERING COUPLER



This coupler goes from the steering shaft to the steering box. It's made of urethane, so it should never wear out.

1415417RD	Red	All
1415417BK	Black	All

GRANT STEERING WHEELS



These slick steering wheels have black hand-stitched, leather-grained vinyl grips with black or silver anodized aluminum spokes with machined racing holes.

14156143	3 spoke, 12", 13" Black/Black
14156144	3 spoke, 13" Black/Silver

FOAM STEERING WHEELS



This steering wheel is a very cheap steering wheel in comparison to the Lecarra steering wheels. After a few years the foam starts to deteriorate and peel off.

141564712	4 spoke 11.75" diameter, 3.75" deep	62-71
141564610D	3 spoke 10" diameter, 5.5" deep	62-71
141564612	3 spoke 12.5" diameter, 3.5" deep	62-71
141564613	3 spoke 13.5" diameter, 3.5" deep	62-71
141564614	3 spoke 14.75" diameter, 4" deep	62-71
1415666	Adapter	49-59
1415667	Adapter	62-71
1415668	Adapter	74-79

CUSTOM STEERING WHEELS



These are custom steering wheels. We recommend a 15" or smaller wheel because anything bigger just doesn't feel right on a Bug. These leather wheels are made by Lecarra of France. They are very nice but are not cheap. The hardest thing about putting the new steering wheel on is getting the old one off. Before you get out the sledge hammer please call us and we'll give you some helpful tips. When ordering we'll need to know the color of the leather and whether you want the spokes painted black or polished.

1415661	Adapter, black	59-73
1415661PL	Adapter, polished	59-73
1415662	Adapter, black	74-
1415662PL	Adapter, polished	74-
141565214	Mark 4, Supreme 14", 15"	
141565414	Mark 4, Elegante 14", 15"	
141565514	Mark 4, Standard 12", 13", 14"	
141565614	Mark 4, GT 13", 14", 15"	
141565712	Mark 8, Thick Grip 12", 13", 14"	
141565814	Mark 9, Standard 13", 14"	
141565914	Mark 9, Elegante 14"	
1415660	Horn button, black	All

CHROME TIE RODS WITH ENDS



This is a great way to dress up the front end of your car. These are stock tie rods that have been chromed.

1415801A	Left	-67
1415801B	Left	68-
1415802	Right w/o damper hole	-67
1415802A	Right w/damper hole	-67
1415802B	Right w/damper hole	68-
1415802C	Right w/o damper hole	68-

TIE ROD RELOCATION BUSHING KIT



This kit allows you to drill out your tie rod end holes and flip your tie rod end over, giving you a better tie rod angle. Kit comes with two bushings. You will need to have 1968 on year tie rod ends.

1415811	Pair	All
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COLORS IRS BOOTS



These neoprene boots are a nice way to dress up the under side of a 69 and later Bug. Do not pack the boot with grease or it will fly around as you drive and cause the boot to rip, which makes one heck of a mess.

1501149BK	Black (4)	69-
1501149BL	Blue (4)	69-
1501149RD	Red (4)	69-
1501149YL	Yellow (4)	69-

URETHANE REAR SUSPENSION STOPS



This urethane snubber keeps the rear suspension from bottoming out hard. They slip over a knob that is on your rear suspension. Just squirt some oil on the knob and push the snubber on.

1501191BK	Black (pr)	62-
1501191RD	Red (pr)	62-

HEAVY DUTY SWING AXLES



These axles are much stronger than the stock axles. If you have a high horsepower car and are breaking the stock swing axles, you might think about trying the heavy duty ones.

1501201A	Short axle short spline (pr)	61-66
1501201B	Short axle long spline (pr)	67
1501201C	Long axle long spline (pr)	68

ADJUSTABLE SPRING PLATES



Now you can dial in your suspension in an instant. The external adjustment makes it possible to use one torsion bar setting and fine tune it with the adjuster. Includes special grommets to complete the installation. See TORSION BARS for application. Sold in pairs.

1501205SW	Swing axle plates 21 3/4" bar	-68
1501205IRS	IRS plates 21 3/4" bar	69-
1501206IRS	IRS plates 24 11/16" bar	69-
1501207IRS	IRS plates 26 9/16" bar	69-

SWING AXLE SPACERS



These spacers go on the axles and are much stronger than the stock spacers. They won't "mushroom" and leave the axle nut loose.

1501243	Set of spacers	-68
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URETHANE IRS CONTROL ARM PIVOT BUSHINGS



These control arm bushings on IRS control arms are a good way to stiffen up the flex that goes into the arms. You'll need a press to get the old bushings out and put the new bushings in.

1501541	Pair	69-
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WHEEL ADAPTERS



We make wheel adapters for some of the more common drums and wheels. Many people think that wheel adapters are weak and you will have problems. Well, that's only partially true. If you go from a small pattern drum to a large pattern wheel, or a small pattern wheel to a small pattern drum, then the adapter is flat and is as strong as the drum or stronger. *But if you go from a large pattern drum to a small pattern wheel, the adapters are weaker (they have to flower out) and we do not recommend those adapters. When ordering adapters, the first number is the drum or rotor size and the second number is the wheel size. Wheel adapters are sold in pairs.

1501602	4/130 - 5/130, 1" cast aluminum
1501606	4/130 - 5/205, 3/8" steel
1501608	5/130 - 5/205, 1/2" steel, Porsche
1501613	Spacers, 5/205 - 5/205
*Also offered	
1501607	5/205 - 4/130, stamped steel
1501610	5/205 - 5/CHEVY, stamped steel
1501611	5/205 - 5/FORD, stamped steel
1501612	4/130 - 5/CHEVY, aluminum
1501614	5/205 - 5/130, Porsche

TORSION BARS



These super torsion bars are made from ultra light tensile certified aircraft alloy steel, heat treated to exacting standards and ground with a #12 micro finish. Use the application chart listed to select the right bars for your car. Stiffer bars will help keep you from bottoming out your suspension. Sold in pairs.

15111526	26mm 21 3/4" long	60-68
15111527	27mm 21 3/4" long	60-68
15111528	28mm 21 3/4" long	60-68
15111529	29mm 21 3/4" long	60-68
15111530	30mm 21 3/4" long	60-68
15111626	26mm 24 11/16" long	69-72
15111627	27mm 24 11/16" long	69-72
15111628	28mm 24 11/16" long	69-72
15111726	26mm 26 9/16" long	73-
15111727	27mm 26 9/16" long	73-
15111728	28mm 26 9/16" long	73-
15111729	29mm 26 9/16" long	73-

CHROME SPRING PLATE RETAINER



This strap kit holds the spring plate on it's stop, literally keeping the car from being catapulted onto it's roof. The retainer welds to the torsion housing. It's a must on any car that hits the drag strip or just a great safety precaution for those of you who like to take corners fast.

1511205	Kit	All
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CHROME SPRING PLATE CAPS



This cap goes over the torsion bar end of the spring plate holding the grommet. It's a great way to dress up the undercarriage of your Bug. Sold in pairs.

1511227	Swing Axle	-68
1511228	IRS	69-

URETHANE SPRING PLATE GROMMETS



These grommets go on the spring plates in the torsion housing of your car. They don't flex like the original stock rubber ones and unfortunately they transmit a lot of noise into the car. Sold in pairs.

1511242	Outer	50-60
1511241	Outer	61-68
1511245	Outer	69-
1511243	Inner	50-60
1511242	Inner	61-

REAR CAMBER KIT



This is a type of rear sway bar for swing axle cars. If you have KYB shocks and a heavy duty front sway bar, then this is the last link. It installs onto the side plates of your transmission. We find they work very well.

1511300	Kit	-67
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URETHANE FINAL DRIVE SEAL



These seals fit into the CV joint flange to keep the axle from beating the transmission cups and to keep the transmission oil out of the CV joint.

1517289	Pair	68-
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SWING AXLE BOOT KITS



These boots are great for your swing axle because they last longer than stock boots. They come in a variety of colors. Installation hardware is included. The boots will last longer if you don't point the seam straight up. The seam should be at an angle, so when the axle goes up and down it doesn't work the seam. Sold in pairs.

1598021BL	Blue	-68
1598021RD	Red	-68
1598021YL	Yellow	-68
1598021BK	Black	-68

TIRES



These three tire sizes are the most popular tires people put on the street cars. Now we only run the 135 tires on a friday saturday night car. They are really small and you loose a lot of traction in the corners.

1601020	135 each	All
1601021	140 each	All
1601022	165 each	All

EMPI 5-SPOKE WHEELS



These are the most popular five lug mag wheels. They take a shoulder type lug nut.

1601027BK	Black	-67
1601027PL	Polished	-67
1601027SL	Silver	-67
1601150	Replacement cap, black	-67
1601150CH	Replacement cap, chrome	-67

EMPI 8-SPOKE WHEELS



These are the most popular four lug mag wheels. They take a concave type of lug nut.

1601028SL	Silver	68-
1601028BK	Black	68-
1601028GL	Gold	68-
1601028PL	Polished	68-
1601150	Replacement cap, black	68-
1601150CH	Replacement cap, chrome	68-

BRM WHEELS



These are a reproduction of the famous BRM racing wheel. They come with a black center and are 5 1/2" wide.

1501029	Each	-67
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FUCHS POLISHED WHEELS



These are a reproduction of the famous Porsche Fuchs wheel. The pattern is 5 x 130, which is porsche only. We do have rotors and rear drums to fit these to your car.

1601030	15x4.5 w/o cap
1601031	15x5.5 w/o cap

CHROME KNOCK-OFFS



These are dress up caps for mag wheels. Sold in sets of 4.

1601151	2-spoke (4)
1601152	3-spoke (4)

WHEEL STUDS AND NUTS



These are studs and nuts for different types of wheels. Sold in sets for 4 lug or 5 lug wheels.

1601100	Press in stud 14mm x 1.50 x 1.855mm long (5)
1601101	Press in stud 14mm x 1.50 x 2.20mm long (5)
1601101B	Press in stud 14mm x 1.50 x 2.20mm long (ea)
1601102	14mm x 1.50 nuts only, concave (5)
1601099	14mm x 1.50 nuts only 3/4" long, concave (5)
1601103	14mm x 1.50 studs only (4)
1601104	12mm x 1.50 studs only (5)
1601105	1/2" x 20 chr nuts only, concave (4)
1601106	1/2" x 20 chr nuts only, shoulder (4)
1601107	12mm x 1.50 chr nuts only, concave (5)
1601108	12mm x 1.50 chr nuts only, shoulder (5)
1601109	12mm x 1.50 chr nuts & studs, concave (5)
1601110	14mm x 1.50-1/2" x 20 chr nuts & studs, shlder (4)
1601111	14mm x 1.50-1/2" x 20 chr nuts & studs, cncve (4)
1601112	12mm x 1.50 chr nuts & studs, shoulder (5)
1601124	14mm Aluminum Porsche style lug nut (5)
1601125	14mm Black Aluminum Porsche style lug nut (5)
1601122	Ball seat conversion washer
1601123	Washer for 5 spoke wheel

CHROME LUG BOLTS



This is just a stock style bolt that has been chromed. They're handy if you have any kind of mag that takes a concave style bolt. Sold in sets for 4 lug or 5 lug wheels.

1601113	Chrome stock lug bolts 12mm (5)
1601114	Chrome stock lug bolts 12mm, long (5)
1601115	Chrome stock lug bolts 14mm (4)

EMPI WHEEL CENTER CAPS



These are polished aluminum caps with an Empi logo. A nice touch on your 5 or 8 spoke mags. Short caps may not clear on the I.D. of some applications.

1601150AL	Aluminum short (4)
1601150ALT	Aluminum tall (4)

CHROME WHEEL LOCKS



These protect your mags from theft. Sold in sets of 4.

1601116	Nut, shoulder 1/2" x 20
1601117	Nut, concave 1/2" x 20
1601118	Nut, concave 12mm x 1.50
1601119	Nut, shoulder 12mm x 1.50
1601120	Bolt, concave 14mm x 1.50
1601121	Bolt, concave 12mm x 1.50

EMPI WHEEL CAP BADGE



These decals have the Empi logo on them. They are used on knock-offs or as a replacement for the decals on your center caps. They have an adhesive back for easy application.

1601155	Set of 4
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CHROME HUB CAPS WITH EMBLEM



These are the most popular hub caps for chrome rims. They're also known as nipple caps.

1601157	5 lug wheel w/Empi logo	-67
1601158	5 lug wheel w/Stuttgart logo	-67
1601157B	4 lug wheel w/Empi logo	68-
1601158B	4 lug wheel w/Stuttgart logo	68-

STAINLESS STEEL BRAKE LINES



These stainless steel braided flex lines don't swell like the original rubber hoses and they make the undercarriage look a lot nicer. Don't forget to buy some brake fluid when purchasing these lines. See BRAKE MASTER CYLINDERS for a hint on bleeding your brake system.

1611701A	Front (pr)	58-65
1611701B	Front (pr)	66-
1611775A	Rear (pr)	-68
1611775B	Rear (pr)	69-
1611750A	Kit (4)	58-65
1611750B	Kit (4)	66-68
1611750C	Kit (4)	69-
1611750D	Kit, Super Beetle (4)	71-73 1/2
1611750E	Kit, Super Beetle (4)	73-1/2-79

FRONT DISC BRAKE CONVERSION KIT



This kit allows you to bolt disc brakes onto your Bug king and link pin or ball joint front end. The kit comes with rotors, calipers, seals, lock tabs, and mounting bolts. Non lowered kits also come with front wheel bearings. If your Bug is a 66 or earlier, you'll need the master cylinder off a 1967 or later Bug. Also the reconditioned spindle kit is sold on an exchange basis.

1615100A	Kit lowered w/RC K&L spindles	-65
1615100B	Kit lowered w/spindles only	-65
1615100C	Kit lowered w/RC K&L spindles 5x130 pattern	-65
1615100D	Kit lowered w/spindles only 5x130 pattern	-65
111 498 041WGC	K&L spindles, core	-65
1615100	Kit std spindles	66-
1615101B	Kit lowered spindles	66-
1615102	Kit, Super Beetle	71-
1405075	Replacement 5 x 130 rotor	

REAR DISC BRAKE KIT



This kit allows you to run disc brakes in the rear. We suggest you buy the front kit first, before you buy the rear kit. 70% of you braking comes from the front. This kit's a nice way to complement the front kit and it's a bolt-on application.

1615109SWG	W/E. brake, single piston caliper	58-66
1615109IRS	W/E. brake, single piston caliper	67-
1698152	Pads for the above	
1615108	W/o E. brake, dual piston caliper	68-
1615107	Caliper bracket only (ea) for the above	
1615106	One pc., rotor only (ea) for the above	
1698151	Pads for the above	
1609721LON	Replacement E brake cable for 67-	
1609721SHT	Replacement E brake cable for 58-66	

FRONT & REAR FLOOR REPAIR PANS



These pans will replace those rusted out parts of the front or rear floors. They need to be welded in place, which is quite a bit of work but well worth it. If both the front and the rear are rusted completely out, check FLOOR PAN HALVES.

1701061	Left, front
1701062	Right, front
1701063	Left, rear
1701064	Right, rear

REAR TRUSS BAR



This bar kit keeps the transmission forks from flexing when you burn out. This is a great item for a friday saturday night car.

1702001	Kit
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FRONT BUMPER WITH TURN SIGNALS



This bumper is perfect for 1968-73 cars when the turn signals have been shaved off the front fenders. Bumpers do not come with the turn lens assembly.

1707103	Front blade only	68-73
1953161	T/S assembly w/o bulbs (ea)	68-73
N177383	Bulb	

CONVERSION BUMPER BRACKETS



If you have a 1968 through 1973 bug and want the eariler style bumpers on it, these are the brackets that will get you there.

1707134F	Front (pr)	68-73
1707134R	Rear (pr)	68-73

T BARS



This is one of the original bumper options that was used on the first Cal-Look Bugs back in the 70's. These are illegal for street use in most states.

1707135APL	Polished Aluminum (pr)	-67
1707135ABK	Black (pr)	-67
1707135ACH	Chrome (pr)	-67
1707135BBK	Black (pr)	68-72
1707135BCH	Chrome (pr)	68-72

CHROME BUMPER BRACKETS



These are just stock bumper brackets that have been chromed to dress up your bumper area.

1707136ACH	Front (pr)	56-67
1707336BCH	Rear (pr)	56-67

EURO BUMPER GUARDS



These short bumper guards came stock on Bugs in Europe. They bolt on where the old ones did.

1707155	Pair	-67
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OVERRIDE HOLE PLUGS



When you take the front and rear bumper assemblies off to install Euro blade bumpers and guards, you're left with holes in the front and rear aprons. If your car is painted already, this is a quick way to plug the holes. They come in black.

1707199	Set of 4	55-67
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SHIFTER EXTENSIONS



Gear shift extensions angle back and add about 5" of length to your stock shifter. This allows you to reach the shifter without leaning forward.

1711098	L Bend 7mm	55-67
1711098PL	L Bend polished 7mm	55-67

CUSTOM SHIFTERS



The aftermarket shifters listed here, shorten the shift pattern considerably. This gives you a sensation of performance and it gets rid of that sloppy feel of the stock unit. All shifters have reverse lockout.

1711101	Empi T-handle, chrome, std.	-79
1711100	T-handle for Empi shifter only	
1711102	Empi T-Handle, Short	-79
1711103	Scat Drag Fast, straight	68-
1711104	Scat Drag Fast, angled	-67
1711105	Empi Trigger, standard	-79
1711106	Empi Trigger, short	-79
1711107	Empi T-handle, polished alum., std.	-79

QUICK SHIFT KITS



This kit mounts under your stock shifter to shorten the throw. They're very easy to install. Note: Use some white grease on all moving parts.

1711110A	Aluminum	-79
1711110P	Plastic	-79

SHIFT KNOBS WITH SHIFT PATTERN



These knobs are made to fit all stock shifters and come with the shift pattern. They're step threaded and accept 7,10, or 12mm threaded shifters.

1711142BK	Black vinyl	All
1711142BR	Brown vinyl	All

SHIFT KNOBS WITH EMPI LOGO



These knobs with the Empi logo are made to fit all stock shifters. They come step threaded so they'll accept 7,10, or 12mm threaded shifters.

1711143BK	Black vinyl	All
1711143BR	Brown vinyl	All

BILLET SHIFT KNOBS



These knobs come step threaded so they'll fit all stock 7,10, or 12mm shifters. They are made from aluminum and have no logo.

1711144B	Billet knob	All
1711144BR	Billet round knob	All

REPLACEMENT STOCK SHIFTER KIT



This kit contains a stock style shifter and shift plate. When you install the shift plate, make sure you grease the sides of the plate and that the ramp goes up on the passenger side. Also if you have the shifter out, now would be a good time to check your shift rod bushing.

1711149A	Kit	-67
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URETHANE SHIFT ROD COUPLERS



This coupler joins the shift rods. The nice thing about this coupler is that it lasts longer than a stock coupler, but the draw back is that it transmits more noise than the stock one. Note: Make sure you safety wire the set screw(s) after you've tightened it up.

1711175	Rear	-64
1711176	Rear	65-

BILLET E. BRAKE HANDLE COVER



This aluminum cover slips over your stock emergency brake handle, for that "customized" look.

1711301	Cover	All
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EMERGENCY BRAKE HANDLE



This is a stock emergency brake handle that has been chromed, it really dresses up the interior of your Bug.

1711303	Chrome kit	
1711303KT	Hardware kit for 1711303	

CUSTOM PEDAL PAD COVERS



This chrome and rubber pedal pad kit fits over your stock pedals. They keep your feet from slipping off the pedals and they look good too!

1721315	Brake & Clutch	All
1721500	Brake, Clutch, & Accel.	All
1721507	Accelerator only	All

ROLLER PEDALS



This gas pedal comes with a roller on the end of it. Many people say it's strange to use at first, but once you get use to the feel of it, you'll find it's very comfortable and very responsive. Back in the early 50's, Bugs came stock with them.

1721507BK	Black	All
1721507BL	Blue	All
1721507YL	Yellow	All
1721507BIL	Billet style	All

FOOT PEDAL FOR ROLLER PEDAL



This aluminum pedal is made to go over a roller pedal. It works well if you don't like the feel of a roller on the bottom of your foot. The bad thing is it sits too close to the brake pedal, but this can be cured by trimming the foot pedal down. Installation is simple, take out one of the pedal assembly bolts (one closest to you) and bolt the new pedal in, using the supplied bolt.

1721508	Pedal	-79
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UNIVERSAL THROTTLE CABLE



If you have a unusual carburetor set up or don't know what cable length to get, this cable will work for you. It comes with a dog leg end on one side and an eye end on the other. Use the end you prefer on the pedal and then measure and cut the other end off and then attach the included adaptor.

1721555	Cable	All
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THROTTLE CABLE EXTENSION



Oops, I missed it by that much! This will add 1" to your cable length.

1721556	Extension	All
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EMPI LICENSE PLATE FRAMES



This is a copy of the original EMPI license plate frame that was made years ago. They're chrome and blue.

1800100F	Front	All
1800100R	Rear	All

CHROME LICENSE PLATE FRAME



This is a "no frills", plain chrome license plate frame.

1800101	Front or rear	All
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LIGHTED LICENSE PLATE FRAMES



This a license plate frame with a light built into it. When you shave the original rear license plate frame off, you can use this frame to go around your license plate.

1800102P	Plastic	All
1800102A	Aluminum	All

"D" ORIGIN PLATE W/BACKET



This is the "D", for Deutschland or Germany, plate of origin for that Euro look. They were originally used to show other motorists what country you were from.

1800103	W/bracket	
1800103B	Bracket only	

BRAS



These bras are made of the highest quality material available for their use. They come in one piece and two piece and half hood and full hood.

1805002	1pc. half hood, Super Beetle	71-76
1805005	1pc. half hood, Super Beetle	77-
1805001	1pc. full hood	58-77
1805003	1pc. full hood, Super Beetle	71-73
1805004	1pc. full hood, Super Beetle	73 1/2-76
1805006	1pc. full hood, Super Beetle	77-
1805007	2pc. half hood	49-54
1805008	2pc. half hood	55-57
1805009	2pc. half hood	58-66
1805010	2pc. half hood	67
1805011	2pc. half hood	68-73
1805012	2pc. half hood	74-77
1805013	2pc. half hood, Super Beetle	71-73
1805014	2pc. half hood, Super Beetle	73 1/2-
1805015	2pc. full hood	-57
1805016	2pc. full hood	58-64
1805016A	2pc. full hood	65-66
1805017	2pc. full hood	67
1805018	2pc. full hood	68-73
1805019	2pc. full hood	74-77
1805020	2pc. full hood, Super Beetle	71-73
1805021	2pc. full hood, Super Beetle	73 1/2-

SPEAKER PANELS



These plastic panels are used to mount small, round speakers in the footwell of a Bug. They're formed perfectly to the shape of the car and allow you to run speakers down low and in the front out of the way.

1805051	Pair	All
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STAINLESS STEEL FIREWALL KITS



This polished stainless steel firewall dresses up your engine compartment. We like to run insulation behind these firewalls because it helps to quiet the engine noise. The white side goes out. Once installed, remove the white protective coating covering the stainless steel. Note: Take your rear bell housing engine tin and trace it onto the bottom of the new firewall, and then cut it out. This will allow the engine to go in easier. Be careful, the metal is sharp.

1813111	Smooth 1pc.	All
1813112	Louvered 1pc.	All
1813113	Smooth 3pcs.	All
1813110	Louvered 3pcs.	All

CAR COVERS



This is a cover that goes over the whole car. These covers are made to keep dust off, but aren't waterproof. If your car cover gets wet, take it off the car and dry it. If you don't dry it, the car cover could start molding and ruin your paint job.

1817020	Cover	All
1817022	Cover medium weight	All
1817022HD	Cover heavy duty	All

DELUXE CAR COVER



This is a deluxe cover, not a cheap cover. It consists of four materials, offering the highest level of protection against all weather conditions. The three, thick water resistant outer layers provide protection from the sun and rain, yet maintains a high level of breathability. The inner layer is

diaper soft and protects against scratches. They're custom tailored and have mirror pockets.

1817021	Deluxe cover	All
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MUD FLAPS



These mud flaps come with the Empi logo. They're available either in black with a white logo or white with a black logo. Sold in pairs.

1817805BK	Black with white logo	All
1817805WH	White with black logo	All

FRONT & REAR FENDER GUARDS



These were originally sold as an accessory by the dealer. They keep down the number of rock chips that appear on the fender edges. Sold in pairs.

1821306ASS	Front, stainless steel	All
1821306AAL	Front, aluminum	All
1821305A	Rear, aluminum	All
1821305C	Rear, stainless steel	All
1821305S	Rear, stainless steel, vintage	All

ALUMINUM RUNNING BOARDS



These thick billet-style boards will really jazz up your car and they'll never rust. Do not stand on them; they're strictly for looks.

1821531AL	Billet aluminum (pr)	All
1821531PLRBS	Black with polished ribs (pr)	All

STAINLESS STEEL RUNNING BOARDS



There are two styles of stainless steel running boards, smooth and louvered. These boards don't rust and are a great way to dress up the outside of your Bug. The boards are not made to hold weight, so don't stand on them; they're strictly for looks.

1821531S	Smooth (pr)	All
1821531SL	Louvered (pr)	All

COLORED FENDER BEADING



This fender beading comes in a 25 foot roll. You'll need to cut it to length and cut out around the fender bolts.

1821715BK	Black	All
1821715WH	White	All

FRONT & REAR VENT TRIM



This is a dress-up kit for the front and rear air intakes on your Bug or Super Beetle.

1823032	Aluminum, front	68-77
	Also Fits Super Beetle	71-72
1823021	Aluminum, rear	58-77
	Also Fits Super Beetle	71-72
1823022	Aluminum, rear, Super Beetle	73-75

CHROME HOOD HINGES



These are the spring loaded hinges for the front hood. They're a very nice way to dress up the underside of your luggage compartment.

1823301CH	Hinges	61-
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HOOD STRUT KIT



These replace the stock front hood springs with gas charged struts. Installation requires you drill out the stock rivet on the hood hinge, then just bolt them in.

1823319	Pair	61-77
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HOOD HANDLE GUARDS



This guard goes underneath the front hood handle to prevent your fingernails from scratching the paint.

1823565	Stainless Steel	-67
1823566	Aluminum	68-

MEXICAN STYLE HOOD SEAL



This seal clips on the hood instead of the body. It covers the sides down to the front. So you will still need the factory seal across the top.

1823731	Seal	All
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DECK LID TRIM



These are the aluminum trim pieces that go over the deck lid louvers.

1827025	Aluminum (2)	69-71
1827026	Aluminum (4)	72-

ENGINE RAIN DEFLECTORS



Rain deflectors allow air into your engine compartment to cool it, but still keep the rain out. Hardware included.

1827027	Deflector	All
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CHROME DECK LID HINGE MOUNTS



These brackets, that the hinges mount to in the engine compartment area, are a nice way to dress it up.

1827151	Pair	All
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DECK LID STAND OFFS



These are a must if you live in an area where the temperature reaches 100 degrees or more. By kicking up the deck lid with stand offs, a scoop is formed. This forces air down to your engine and through the fan. It helps keep the engine from over heating. Note: Even with stand offs it's not a good idea to idle your car for long periods of time when it is

extremely hot outside. If you are getting the stand offs, check out our HOODLUM.

1827152	Stand offs	
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HOODLUM



This extension allows you to run the deck lid spring when using the deck lid stand offs.

1827331	Hoodlum	All
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DECK LID HINGE QUICK PINS



Looking for quick access to your engine, quick release pins are the answer. These pins make removing and reinstalling your engine deck lid easy. You'll need to drill out the old pins in the hinge and slip these in.

1827153	Pair	All
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CHROME DECK LID SPRING



This spring replaces the stock spring you might have thrown away when you put the deck lid stand offs on. Take the deck lid off to install this spring. Put the hooks of the spring into the two holes closest to the edge of the deck lid. The coil of the spring goes up. Then put the loop part of the spring into the body and press down on the lid. Line up the holes and install the bolts in your hinges. Call your friend because this process takes two people.

1827329	Chrome	All
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MEXICAN STYLE DECK LID SEAL



Just like the front Mexican style seal, this seal clips to the deck lid instead of the body.

1827705	Seal	All
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DOOR VENT SHADES



These fit on the front doors giving a little shade. They come chrome plated.

1831000	Pair	53-64
1831001	Pair	65-78

DOOR TRIM COVERS



These trim covers are for the interior of your car where your feet are likely to hit. They keep the carpet and paint inside your vehicle looking nice. Sold in pairs.

1831050	Corner	-77
1831051	Pillar	-77
1831052	Sill Cover, aluminum	-77
1831054	Sill Cover, stainless steel	-77

DOOR LOCK PULLS



If your original door lock pulls are broken or faded, these are really nice replacements. They come either chrome with black knobs or billet style. Sold in pairs.

1837187	Chrome and black	67-
1837188	Billet style	67-

DOOR HANDLE GUARDS



This guard goes underneath the door handle to keep your fingernails from scratching the paint. Sold in pairs.

1837202	Stainless Steel	56-59
1837203	Stainless Steel	60-67
1837204	Stainless Steel	68-70
1837200	Aluminum	68-70
1837201	Aluminum	71-

WINDOW CRANKS AND DOOR HANDLES



These window cranks and door handles are a nice way to give the interior of your car a sporty look. They're much stronger than the stock window cranks and door handles. They come chrome with black knobs. Sold in pairs.

1837225	Door handles, black	-67
1837581A	Window crank, black	-67
1837581B	Window crank, black	68-

BILLET STYLE CRANKS AND HANDLES



These window cranks and door handles are made of aluminum. They really dress up the interior of your car. Sold in pairs.

1837226	Door handle	-67
1837581	Window crank	-79

HD STOCK STYLE WINDOW CRANKS



These cranks look just like the factory ones but last a lot longer.

1837581HD	Black (pr)	68-79
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DOOR STOPS



Door stops are used with one piece-windows, they replace the check rod and stops that are removed for the installation of the windows. The stops prevent the door from springing open too far and eventually ruining your hinges.

1837249	Pair	All
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UNIVERSAL VENT LOCK



This aftermarket lock secures your vent wing and helps prevent it from being opened. If your car is a 1966 or 67, it doesn't have the little push button locks on it, which makes it very easy to break into. This lock will help put a stop to that problem.

1837639	Pair	All
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ONE PIECE WINDOW KITS



This kit comes with everything you need to eliminate your vent wing window; the tempered glass, felt window channels, inner and outer snap in scrapers and instructions. On bugs up to 1964 you will need the window regulators and sashes from a bug 1965-1967.

1845201A	Snap-In kit, clear	-64
1845201AGY	Snap-In kit, tinted	-64
1845201B	Snap-In kit, clear	65-
1845201BGY	Snap-In kit, tinted	65-
1837433	Replacement felt (ea)	All
1837475A	Snap-in scrapers (set)	-64
1837475B	Snap-in scrapers (set)	65-
1845201SASHS	Window sashes only (pr)	65-67

TINTED QUARTER WINDOW GLASS



This is tinted gray glass for the stationary rear quarter windows on your standard Bug. We suggest you buy new rubber before installing. See FRONT WINDOW SEAL for installation help.

1845301BGY	Pair	65-77
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CHROME SCRIPTS



These aftermarket scripts easily attach to your hood or anywhere else you choose to put them.

1853601	Cal-Look	All
1853602	Street Machine	All
1853603	Hot Rod	All
1853604	Street Rod	All
1853605	Empi	All
1853606	Empi GTV	All

PLASTIC GLOVE BOXES



This durable, plastic box replaces the stock cardboard glovebox. They're very easy to install. On 1968 and later Bugs you'll have to drill out the rivets for the hood release latch and remove it. We suggest you use bolts and nuts instead of rivets to put the latch back on.

1857100	Box	53-57
1857101	Box	58-64
1857102	Box	65-67
1857103	Box	68-
1857104	Box w/stereo mount	58-64

DASH PANELS FOR VDO GAUGES



These panels go in the dash so you can install gauges. You'll have to trim some metal behind the panel in order to put your gauges in.

1857207BK	Left, Black 2 gauge, 1 tach	58-
1857207CH	Left, Chrome 2 gauge, 1 tach	58-
1857208BK	Left, Black 3 gauge	58-
1857208CH	Left, Chrome 3 gauge	58-
1857227BK	Right, Black 2 gauge	58-
1857227CH	Right, Chrome 2 gauge	58-
1857228BK	Right, Black 1 gauge	58-
1857228CH	Right, Chrome 1 gauge	58-

5 PANEL INTERIOR MIRROR



This mirror allows visibility of the whole rear area of your car. They work extremely well for watching on-ramps. Comes with mounting hardware.

1857511	5-Panel	All
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SS LOUVERED MIRROR COVER



This is a polished stainless steel cover to dress up your 5 panel mirror. It just clips over the back of the mirror.

1857511C	5-Panel	All
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EMPI MINI SPYDER MIRRORS



These mirrors come in black with blue non-glare glass or clear glass. These are replicas of the Baby Turbo mirror, but not near the cost. They fit the left or right side and have a universal mount. They are easy to install.

1857512	Blue glass (ea)	All
1857519	Clear glass (ea)	All

EMPI MINI SPRINT MIRRORS



These mirrors come in a black housing with a blue non-glare glass or clear glass. These are replicas of the Baby Tornado mirror, but not near the cost. They have universal mounting and are easy to install.

1857513	Left, blue glass	All
1857514	Right, blue glass	All
1857517	Left, clear glass	All
1857518	Right, clear glass	All

EMPI BRAVA MIRRORS



These mirrors have that European high performance look but at a very economical price. They have a black housing and are sold as a set.

1857516	Set	All
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EMPI SPYDER RACE MIRRORS



This mirror set has that formula race look but at a very reasonable price.

1857515	Set	All
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CUSTOM DOOR PANELS



Custom door panels are a great way to customize the interior of your Bug. The part numbers listed are the basic numbers, we will ask you for the color and type of material you want when you order. Brought to you proudly by TMI.

1863010CU	W/o pocket	49-55
1863011CU	W/o pocket	56-64
1863012CU	W/o pocket	65-66
1863013CU	W/o pocket	67-72

COLORED EMERGENCY BRAKE BOOTS



Replace that old worn out brake boot with one of these. They come in a variety of colors so you can customize your Bug.

1863341BY	Yellow	65-
1863341BB	Blue	65-
1863341BR	Red	65-
1863341BW	White	65-
1863341BG	Gray	65-
1863341BP	Neon Pink	65-

WIRE COVERS



This plastic cover under the front hood, covers up all the wiring. Bugs came stock with wire covers; however, they were cardboard and usually have disintegrated by now. These plastic covers should never wear out.

1863515A	Cover	-67
1863515B	Cover for standard only	68-

FLOOR CONSOLES



These ride on the tunnel from the shifter forward. They give you a place to put stuff once you glove box is full.



186360111	Deluxe black	54-64
186360211	Deluxe black	65-67
186360311	Deluxe black	68-79
186360411	Basic black	56-64
186360511	Basic black	65-79
186360611	Standard black	54-57
186360711	Standard black	58-64
186360811	Standard black	65-67
186360911	Standard black	68-70
186361011	Standard black	71-72
186361111	Standard black	73-79

FRONT FLOOR MATS



Front floor mats provide carpet protection.

1863701	W/Empi logo (pr)	All
1863702	Black w/white VW (pr)	All
1863703F	W/lady bug front (pr)	All
1863703R	W/lady bug rear (pr)	All

UNIVERSAL DOOR PULLS



If you don't want arm rests on your door panels or don't like pulling the door closed with them, then this is the way to go. They just screw into the door above the door panel.

1867169	Chrome (pr)	All
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PRO CAR SEATS



We really like the style and comfort that these seats provide. You can get them in different styles to suit your needs. Keep in mind they do not mount to the factory seat rails. Seat mounting is sold separately.

Rally vinyl colors are: Red, Blue, Black, Grey, White

Rally velour colors are: Black, Grey, Beige, Maroon

Elite vinyl colors are: Red, Blue, Black, Grey, White

Elite velour colors are: Black, Grey, Beige, Maroon

Pro-90 vinyl colors are: Black, Grey, Beige, White

Pro-90 velour colors are: Black, Grey, Beige, White

Lowback vinyl colors are: Black, Grey

Lowback velour colors are: Black, Grey, Beige, White

Xtreme vinyl colors are: Black

Xtreme velour colors are: Black, Grey, Red, Blue, Yellow

Rave vinyl colors are: Black

Rave velour colors are: Black, Grey, Red, Yellow

F-series vinyl colors are: Black

F-series velour colors are: Black, Grey, Red, Blue, Yellow

Rave X vinyl colors are: Black

Rave X velour colors are: Black, Grey, Red, Blue, Yellow

Prices vary.

1881020	Rally, passenger side	All
1881021	Rally, drivers side	All
1881030	Elite, passenger side	All
1881031	Elite, drivers side	All
1881040	Pro-90, passenger side	All
1881041	Pro-90, drivers side	All
1881050	Lowback, passenger side	All
1881051	Lowback, drivers side	All
1881060	Xtreme, passenger side	All
1881061	Xtreme, drivers side	All
1881070	Rave, passenger side	All
1881071	Rave, drivers side	All
1881080C	C-series, passenger side	All
1881081C	C-series, drivers side	All
1881080F	F-series, passenger side	All
1881081F	F-series, drivers side	All
1881090	Rave X, passenger side	All
1881091	Rave X, drivers side	All
1881210	Seat mount, passenger side	48-55
1881211	Seat mount, drivers side	48-55
1881212	Seat mount, passenger side	56-70
1881213	Seat mount, drivers side	56-70
1881214	Seat mount, passenger side	71-72
1881215	Seat mount, drivers side	71-72
1881216	Seat mount, passenger side	73-79
1881217	Seat mount, drivers side	73-79

CUSTOM SEAT COVER SETS



Like the custom door panels these car seat covers are a great way to customize the interior of your Bug. The part numbers are the basic numbers and we will ask you for the color and material you want when you order. We personally like the quality of these TMI car seat covers.



Sedan and Convertible

1881401CU	Front (pr)	54-55
1881402CU	Front (pr)	56-64
1881403CU	Front (pr)	65-67
1881404CU	Front (pr)	68-69
1881405CU	Front (pr)	70-72
1881406CU	Front (pr)	73
1881407CU	Front (pr)	74-76
1881408CU	Front (pr)	77-79

Sedan Only

1883401CU	Full set	54-55
1883402CU	Full set	56-57
1883403CU	Full set	58-64
1883404CU	Full set	65-67
1883405CU	Full set	68-69
1883406CU	Full set	70-72
1883407CU	Full set	73
1883408CU	Full set	74-76
1883409CU	Full set	77-78

Sedan Only

1885401CU	Rear set	54-57
1885402CU	Rear set	58-64
1885403CU	Rear set	65-73
1885404CU	Rear set	74-78

CAL-LOOK WINDOW RUBBER KITS



These window seals don't have the groove in them for the chrome trim. They give your Bug that Cal-Look. Kits come with the front window, rear window and the two quarter window seals. See FRONT WINDOW SEALS for installation

instructions.

1898119	Standard	53-57
1898120	Standard	58-64
1898121	Standard	65-71
1898121	Super Beetle	71
1898122	Standard	72-77
1898122	Super Beetle	72
1898123	Super Beetle	73-77

BATTERY MAT KIT



This mat goes under the battery to help prevent corrosion. It's not needed if you have a dry cell battery. Comes with terminal pads.

1900010	3 pc. kit	All
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ALTERNATOR OR GENERATOR BACKING PLATE



This is one of the three-pieces of the Alternator or Generator Tin Set, it's the large flat plate that is seen. This backing plate fits an alternator or the 30 amp generator. For 12v only.

1903031CH	Chrome	1500-1600
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ALTERNATOR OR GENERATOR TIN SETS



These are the three pieces of tin that go on the back of the generator or alternator. Install the flat backing plate on first with the hole down. Then place the small ring on top of that and then the last piece with the vent facing down.

When you install the generator into the fan shroud, the wiring posts should be at 2 o'clock. For 12v only.

1903032	3pc. kit	1500-1600
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ALTERNATOR OR GENERATOR FINNED BACKING PLATE



This transparent cover comes in five different colors and fits over the stock or chrome backing plate to dress it up.

1903031BL	Blue	1500-1600
1903031CL	Clear	1500-1600
1903031GL	Gold	1500-1600
1903031RD	Red	1500-1600
1903031SM	Smoke	1500-1600

"SPIN TRU" 12V ALTERNATOR OR GENERATOR PULLEY



The best quality pulleys available. As the name implies they spin true. See stock GENERATOR PULLEY for installation.

1903109BHD	Black	12v
1903109CHD	Chrome	12v

BILLET LOOK 12V ALTERNATOR OR GENERATOR PULLEY



This is a stock generator pulley that has been chromed with a billet cover on the outside.

1903109BIL	Billet	12v
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CHROME 12V ALTERNATOR OR GENERATOR PULLEY



This is a stock generator pulley that has been chromed. Make sure that you use eight shims on all pulleys. If you don't, you will likely destroy the pulley and generator. See stock GENERATOR PULLEY for installation.

1903109CH	Chrome	12v
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ALTERNATOR OR GENERATOR FINNED PULLEY COVERS



This plastic finned cover fits on the alternator/generator pulley. It comes in five different colors and is for looks only.

1903110BL	Blue	1600
1903110CL	Clear	1600
1903110GL	Gold	1600
1903110RD	Red	1600
1903110SM	Smoke	1600

CHROME ALTERNATOR OR GENERATOR STRAP



This chrome strap holds the alternator or generator to the stand.

1903141	12v	1500-1600
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HEAVY DUTY ALTERNATOR OR GENERATOR STRAP



This strap is much stronger than the stock strap, not that you need a super strap to hold the alternator or generator. We like this strap because it's easier to put on and tighten up.

1903141B	12v	1500-1600
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CHROME ALTERNATOR OR GENERATOR NUT & SPACER



installation.

This aftermarket chrome cap nut and spacer hold the alternator/generator pulley on. Make sure you use a total of 8 shims or you will destroy the pulley and possibly the alternator/generator. See stock GENERATOR PULLEY for

1903183 Nut and spacer 40hp-1600

GENERATOR BRUSH COVER



This plastic cover goes over the top opening of the generator to keep the dirt out of the motor. If you are going to use this cover, use only one so that the generator can vent. If you cover both openings, the generator will overheat.

1903531 12v 1500-1600

STAINLESS STEEL GENERATOR COVER



This is a cover that fits around a 30 amp generator to give it a chrome look.

1903532 Cover w/bracket 12v

CHROME COIL COVER AND BRACKET



This chrome cover with bracket goes over a coil to dress it up.

1905115 Cover All

CHROME DISTRIBUTOR CLAMP



This chrome clamp holds the distributor in time, as well as holding it onto the case. It should sit flat to the case when it's bolted down.

1905250 Clamp 40hp-1600

BILLET DISTRIBUTOR CLAMP



engine.

This machined aluminum clamp holds the distributor in time, as well as holding it onto the case. It should sit flat to the case when it's bolted down. This adds a "hi-tech" look to your

1905250B Clamp 40hp-1600

SPARK PLUG WIRE SEPARATORS



holders in it, you should use these.

This is a good way to keep your spark plug wires separated. Never tie-strap plug wires together. Separators come in five different colors and work on all Bugs for all years. If you have an aftermarket fan shroud that doesn't have the stock plug wire

1905451BK	Black	All
1905451BL	Blue	All
1905451CH	Chrome	All
1905451RD	Red	All
1905451YL	Yellow	All

COMPUFIRE ELECTRONIC IGNITION



The points we get today aren't what they used to be, so the Compufire is the best way to go. Wearing points gradually and constantly will untune your engine. With the Compufire, your timing remains constant and your motor always runs like it's been freshly tuned. You don't have to

do anything else, except replace the cap and rotor and set the valves. The Compufire easily installs under the distributor cap, just remove the points and condenser and follow the instructions. I was skeptical, so I kept my points and condenser in the glove box. They've been there eight years and I've only checked the timing once. After installation, make sure you time the motor. We've had really good luck with the Compufire and highly recommend it. You can burn a Compufire up though if you install it backwards or leave the key in the on position with out starting the motor. This unit fits the 009 distributor or the dual vacuum distributors.

1905530	For 009
1905530VA	For dual vac.

COMPUFIRE DISIGNITION SYSTEM



This ignition system eliminates points, rotor, condenser and even the cap. It has a high energy coil which fires directly to the plugs. It's water, dust and dirt proof. It fires alternate cylinders simultaneously for a cleaner, more efficient fuel burn. This system works only with a Bosch

009 distributor.

1905531BL	Ignition system with blue wires
1905531YL	Ignition system with yellow wires
1905531RO	Replacement rotor
1905531WR	Extension wire loom
1905531TA	Tach adaptor

ACCU-FIRE ELECTRONIC IGNITION



This is a cheap knock-off of the Compufire Electronic Ignition. It'll work with the late model vacuum advance or the 009 distributors.

1905532 Accu-Fire

HARD START



if this is what you need or whether it's another problem.

This relay fits next to the starter and shortens the travel of amperage needed to engage the starter. Normally, 30 amps travel from the battery up to the front and then back to the starter. Amperage is commonly lost going this long distance. With a relay, a shorter loop is created with the necessary 15 amps to kick in the starter. If you are having starting problems call us. We'll tell you how to determine

1911021 12v All

ROSSI STYLE HEADLIGHT BUCKETS



These Rossi-style buckets are made to replace the stock headlight bucket assemblies on Bugs up to 1966. There's no glass in front of the headlight bulb.

1941000A Pair -66

H4 HEADLIGHTS



H4 headlights are a lot brighter than the stock headlight and the bulb is removable from the lens. The 7" round headlamp fits where your stock headlight is now.

1941001	Headlight with bulb	12v
1941002	Replacement bulb	12v

HEADLIGHT EYEBROWS



This little cover goes between the glass and the chrome ring on your headlight bucket making the car look like it has eyebrows. They're not the best fitting item and some bending is usually needed to get them to fit correctly. They come chrome plated, black or stainless steel. Up to 1966 Bugs will take a little work to make them fit. Sold in pairs.

1941100	Smooth, chrome	All
1941103	Smooth, black	All
1941104	Smooth, stainless steel	All
1941101	Louvered, chrome	All
1941105	Louvered, black	All

CAT EYES



These are chrome pieces that go over the stock headlights giving the illusion of cat eyes.

1941102	Pair	All
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FLUTED HEADLIGHT GLASS



This is a copy of the European fluted headlight glass. We suggest you buy new seals when putting this glass in the headlight.

1941115	Pair	-67
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BLACK HEADLIGHT RINGS



These rings go around the headlights on later cars. If you are going for the Euro look, then this is the way to go. The rings come in black, so just sand lightly and paint them the color of your car. This is much better than painting over chrome.

1941177	Pair	67-
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FLAT TAIL LIGHT LENSES



These lenses are flat instead of protruding like stock lenses for that new custom look.

1945097	Lenses (ea)	73-79
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CLEAR TAIL LIGHT ASSEMBLY



These assemblies have that clear Euro look to them.

1945097A	Left	73-79
1945098A	Right	73-79

TEAR DROP TAIL LIGHTS



These were popular back in the 50's. On cars up to 1961, they'll go right on with no problem. On cars later than 1961, you'll have a problem with the turn signals because the lights require a turn signal switch from a 1961 or earlier car. For more info give us a call.

1945245	Pair	All
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BLUE DOTS



Blue dots were popular back in the 50's. Just drill a hole in your stock tail light lens and put in this blue dot. It makes your red tail lights appear purple.

1945246	Pair	All
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CAL-LOOK TURN SIGNALS



When the large stock turn signals are removed most people purchase these small lights and mount them down low for that Cal-Look. The pair comes with everything needed to assemble; housings, bulbs and seals.

1953162	Amber, (pr)	All
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VOLTAGE DROP



This is used to drop the voltage on wiper motors when changing the car from 6v to 12v. They work, but they're not that great. You're much better off finding a 12v wiper motor. The voltage drop will get you by until you do.

1955113	Drop	-66
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ELECTRIC WINDSHIELD WASHER KIT



This windshield washer kit has a 12v motor and all mounting hardware and wiring is included.

1955400	Kit	All
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TERMINAL BLOCK



These blocks are great for wiring. We use them on the firewall in the engine compartment.

1971104	4 position	All
1971106	6 position	All
1971108	8 position	All
1971110	10 position	All
1971112	12 position	All
1971102	Jumper	All

BATTERY TERMINAL COVERS



We highly recommend using the positive terminal cover, as it can keep the terminal from hitting the rear seat springs and shorting out the battery. The negative terminal cover is optional.

1971225	Red positive	All
1971226	Black negative	All

ROOF RACKS



This rack fits on the roof of your Bug and clamps down in the rain gutter. Most people like the look of wood slats and we have to say they do look good. One piece racks have to be shipped by truck but the bolt together rack can be shipped by UPS.

1070274	Wood, one piece	All
1070274K	Wood, break down	All
1070274LK	Roof rack locks	All

TRANSPARENT DISTRIBUTOR CAPS



These caps look cool and come in different colors, but that's the only good thing we can say about them. They fit most late model distributors and the 009. If you're going to run this cap, put it on for the car show and then take it off and put your Bosch cap back on for daily driving.

1B03010BL	Blue
1B03010CL	Clear
1B03010RD	Red
1B03010YL	Yellow
1B03010SM	Smoke

COLORLED SPARK PLUG WIRES



These are like the transparent caps, not that great but they look cool. We've found no improvement in power over a good set of Bosch wires. The one thing we did notice is that they tend to fall off the spark plugs.

1B09001BL	Blue copper
1B09001BLS	Blue suppressed
1B09001OR	Orange copper
1B09001ORS	Orange suppressed
1B09001RD	Red copper
1B09001RDS	Red suppressed
1B09001YL	Yellow copper
1B09001YLS	Yellow suppressed

VDO PERFORMANCE INSTRUMENTS

Gauges monitor your engine and let you know what's really going on. We highly recommend an oil temperature, an oil pressure and a tach. Air-cooled engines like to run between 3200 and 3800 RPMs for any extended time. Normal operating oil temperature should be between 180 and 210 degrees. Oil pressure at RPM should be 35 to 45 psi.

XTREME RACING TACHOMETER



This tachometer is used by many serious racers and is a pick of NHRA, IHRA and NASCAR circuits. We like it so much that we put one in our dragster. It's one of the most complete recording tachs ever built. It can be mounted on a bracket, as well as, in the dash.

VDO333937	Black 11,000 RPM
VDO333939	White 11,000 RPM

STREET ELIMINATOR TACHOMETER



This tachometer has a big face like the Xtreme Tach but not the recording features. It also comes with a manual shift pointer. It can be mounted on a bracket, as well as, in the dash.

VDO333911	Black 11,000 RPM
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MEGA SHIFT LIGHT



This light uses 8 LED lights. It hooks up easily to the Xtreme or Eliminator tachs and works with any MSD activated switch.

VDO600895	Light
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COCKPIT



These are VDO's most popular gauges and the ones that made VDO famous. They have a black background with white numbers and a red pointer. *Means you need a sending unit.

VDO190031	Ampmeter 60 AMP 2 1/16"
VDO301020	Fuel 2 1/16"
VDO310012	Oil temperature 300 Degree 2 1/16"
VDO310039	Water temp 2 1/16"
VDO310901	Cylinder head temp 600 Degree (Kit) 2 1/16"
VDO331020	Hour meter 2 1/16"
VDO332041	Voltmeter 2 1/16"
VDO333051	7K RPM 3 1/8"
VDO333055	7K RPM 3 3/8"
VDO333959	8K RPM 2 1/16"
VDO350040	Oil pressure 80 PSI 2 1/16"
VDO350041	Oil pressure 150 PSI 2 1/16"
VDO437050	Speedo 3 1/8" electronic

VISION



VDO has taken it's "through-the-dial" lighting technology and added it to the red pointer by using fiber optics, it's now possible to illuminate the pointer. In addition, the mounting system has been completely redesigned to offer maximum flexibility and installation ease. Gone are the metal brackets, nuts, and washers.

The new VDO Spin-lok 360 degree mounting system consists of a spin-on clamp that actually holds the instrument with 360 degree of force, preventing panel warping or gauge rotation. *Means you need a sending unit.

VDO190103	Ampmeter 30 Amp 2 1/16"
VDO190104	Ampmeter 60 Amp 2 1/16"
VDO301104	Fuel 2 1/16"
VDO310106	Oil temperature 300 Degree 2 1/16"
VDO332103	Voltmeter 2 1/16"
VDO333151	7K RPM 3 1/8"
VDO333159	8K RPM 2 1/16"
VDO350104	Oil pressure 80 PSI 2 1/16"

COCKPIT WHITE



These gauges are just like the cockpit but have a white face with black numbers and red pointer. They have a universal mount and are easy to install. *Means you will need a sending unit.

VDO301216	Fuel 2 1/16"
VDO301228	Fuel gauge 2 1/16"
VDO310242	Oil temperature 300 Degree 2 1/16"
VDO310902	Cylinder head temp kit 2 1/16"
VDO332241	Voltmeter 2 1/16"
VDO333251	Tachometer 7K RPM 3 1/8"
VDO333255	Tachometer 7K RPM 3 3/8"
VDO350240	Oil pressure 80 PSI 2 1/16"

SERIES 1



These gauges are the best match to the stock gauges. They have a chrome bezel, black background and the numbers and needle are white. *Means you will need a sending unit.

VDO190302	Ampmeter 30 AMP 2 1/16"
VDO301304	Fuel 2 1/16"
VDO310312	Oil temperature 300 Degree 2 1/16"
VDO332341	Voltmeter 2 1/16"
VDO333301	Tachometer 7K RPM 3 3/8"
VDO350303	Oil pressure 80 PSI 2 1/16"

COCKPIT ROYALE



These gauges have a chrome ring, white background and black needle and numbers. They have a 30's look to them. *Means you will need a sending unit.

VDO301736	Fuel 2 1/16"
VDO310709	Oil temperature 300 Degree 2 1/16"
VDO332702	Voltmeter 2 1/16"
VDO333707	Tachometer 7K RPM 3 1/8"
VDO350702	Oil pressure 80 PSI 2 1/16"

ADAPTERS



This T-adapter is needed to hook up the oil pressure and oil temperature gauges. It screws into the side of the engine case where your old stock oil pressure sending unit was. Do not over tighten the adapter. The oil pressure sending unit will face the driver's side fender and the oil temperature will face the rear bumper.

VDO240850	T-adapter	All
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SENDING UNITS



These are the most common sending units. If you have questions about where they go, just call us.

VDO240701	Cylinder head temp wire only, (15 feet long)
VDO323057	Oil temperature 300 1/8-27 NPT adapters
VDO323701	Cylinder head temp sender only, 14mm ID
VDO323705	Cylinder head temp sender only, 12mm ID
VDO360001	Oil pressure 0-80PSI w/o light, 10mm x 1.0
VDO360006	Oil pressure 0-80PSI w/light, 10mm x 1.0
VDO360021	Oil pressure 0-150 PSI w/o light, 10mm x 1.0
VDO360023	Oil pressure 0-150 PSI w/light, 10mm x 1.0
VDO150855	Turbo tubing kit 16'

MOUNTING BRACKETS



VDO offers a variety of mounting brackets to choose from.

VDO110860	Mini console 1 Gauge 2 1/16"
VDO110861	Mini console 2 Gauge 2 1/16"
VDO110862	Mini console 3 Gauge 2 1/16"
VDO110869	Custom console 1 Gauge 2 1/16"
VDO110870	Custom console 2 Gauge 2 1/16"
VDO110871	Custom console 3 Gauge 2 1/16"
VDO240027	Metal 1 Gauge 2 1/16" Black
VDO240028	Metal 2 Gauge 2 1/16" Black
VDO240029	Metal 3 Gauge 2 1/16" Black
VDO240034	Metal 1 Gauge 2 1/16" Chrome
VDO240035	Metal 2 Gauge 2 1/16" Chrome
VDO240036	Metal 3 Gauge 2 1/16" Chrome
VDO240100	Cup 2 1/16" short
VDO240101	Cup 2 1/16" long
VDO240102	Cup 3 1/8"
VDO240802	Rubber 1 Gauge 2 1/16"
VDO240803	Rubber 2 Gauge 2 1/16"
VDO240804	Rubber 3 Gauge 2 1/16"

TOOLS

The following are some of the specialty tools needed to work on a Bug.

ENGINE STAND



If you're going to rebuild your own motor, it's a good idea to get an engine stand. It makes your life a lot easier. If you buy the bench mount stand, make sure the bench you're mounting it to is also mounted to a wall. These stands are for light duty.

T1101024	Bench mount
T1101026	Floor stand
T1101027	Floor stand tray

ENGINE DOLLY



If you're like us and have a few motors laying around, these dollies come in real handy when you have to move them around. The front side is open so you can get your floor jack under the motor.

T1101025	Dolly	40hp-1600
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OIL FILLER NUT TOOL



out of the groove.

This 1/2" drive tool takes off the oil filler. Use a small screwdriver to clean out the groove in the oil filler so this tool fits properly. We normally use a small 1/2" extension and impact gun to get the nut off. Hint: Push down really hard so the tool doesn't slip

T1101211	Oil filler nut tool keyed
T1101211INT	Oil filler nut tool internal

SPARK PLUG TAP



tap, make sure it goes in straight.

This tap is used for chasing the threads in the spark plug holes in your cylinder heads. Use some white grease on the tap for catching filings. Be very careful when starting the

T1101353A	Spark plug 14mm thread tap/chaser
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VALVE GUIDE DRILL



you leave this up to the machine shop because replacing a head is expensive.

This drill is used to thin out the wall of the valve guide so that it will come out without cracking the head. We suggest

T1101401	Drill
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CRANKSHAFT GEAR PULLER



This tool gets the crank gears off. It's the only tool that will take the gears off without destroying them. Don't forget to take off the snap ring first or you could damage the tool, crank or both.

T1105209	Gear puller
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FLYWHEEL SEAL INSTALLER



If you're going to be putting more than one engine together, we highly recommend getting this seal installer. Set the flywheel seal in place, then tighten the bolt until it stops and you are done. Note: The seal sits farther than flush into the case.

T1105245	Seal installer
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CRANKSHAFT PULLEY PULLER



This is a light duty puller for removing the crank shaft pulley.

T1105253	Pulley puller
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36MM SOCKET



This socket fits the flywheel nut, the fan nut, and the rear axle nuts. It's a very handy socket to have. It comes with a 1/2" drive.

T1105272 Socket

FLYWHEEL LOCK



This lock works on both 6v and 12v flywheels. It's the right way to lock up the flywheel when setting the endplay or torquing it. Note: A screwdriver wedged against one of the bottom studs does not work.

T1105274 Lock

ENDPLAY TOOL



This tool can be used to measure the endplay of your crankshaft. Bolt it to the case and use a feeler gauge to check how much endplay you have. We prefer using a dial indicator instead of this tool.

T1105281 Endplay tool

LIFTER CLIPS



These clips hold the lifters in place when putting the case halves together. They're worth the money.

T1109309 Pair

FEELER GAUGE



This gauge is used for adjusting valves, we use it a lot around here. When the end gets bad, just trim it off.

T1109606 Feeler Gauge .006" x 12" long

VALVE ADJUSTING TOOL



This is a 13mm wrench/screwdriver combo for adjusting your valves.

T1109612 Valve adjusting tool

VALVE SPRING REMOVAL TOOL



This tool will allow you to change the valve spring(s) with the head(s) still on the car.

T1109623 Spring removal tool

OIL PUMP PULLER



This tool pulls out the oil pump with out marring the case like pry bars do.

T1115107 Oil pump puller

OIL PISTON PULLER



This is a tool for pulling out a stuck oil pressure piston.

T1115411 Oil piston puller

CARBURETOR AIR FLOW METER



This meter is used for synchronizing your dual carburetors. Set the meter in one of the carb throats and take a reading and then set it in the throat of the other carb. If they do not read the same, then you will want to adjust the idle screws and linkage arms until they do.

T1129026 Flow meter

JET SIZERS AND REAMS



This is a great way to get larger jets without having to buy a lot of new jets. When reaming, go slow. It's easy to get too big, too fast. The sizers are to check the size of your jets and your progress as you ream them.

T1129305 Reams
T1129306 Sizer .45 to 1.5
T1129307 Sizer 1.5 to 3.0

CLUTCH ALIGNMENT TOOL



This tool is like a small mainshaft. Stick the tool through the clutch disc and slide the disc and the tool into the end of the gland nut. Then install the pressure plate and torque the bolts in a star pattern. This tool keeps the disc centered. Once the pressure plate is torqued pull the tool out. Don't forget to take off the flywheel lock at this time.

T1141031 Alignment tool

RING COMPRESSOR



This cheap tool allows you to get the cylinder barrels over the pistons and rings. Make sure the ring gaps do not line up on the piston. Get your oiling can and squirt some oil on the rings and into the bore of the cylinder barrel, smearing it around the whole inside surface. Put some oil on the inside of this tool and place it around the piston rings, squeezing them together with vise grips or channel locks. Not too tight now, just enough to compress the rings. Slide the cylinder barrel on over the piston. Once the cylinder barrel has gone past the rings you can let go and remove the band.

T1198083 83mm to 87mm
T1198088 88mm to 94mm

DECK HEIGHT TOOL



This is a tool for checking deck height. It's made to use with a feeler gauge, but we prefer to use a depth mic, which is much more accurate. Note: We can not stress how important this step is. This is part of calculating your compression ratio. This will help prolong the life of your motor.

T1198101 Deck height tool

TRANSAXLE DRAIN AND FILLER TOOL



This is a "must" for your toolbox. They come in two different styles; a big Allen wrench or a socket. We have tried both and have no preference.

T1301141 Socket
T1301142 Allen wrench

STARTER BUSHING PULLER



This is a slick tool for getting your starter bushing out with the engine still in the Bug.

T1301155 12v

TOW BARS



This is a great way to tow your car. Hook up is really easy. This bar slides up onto the lower front end beam of standard cars. Super Beetles use a two piece application consisting of a mounting plate that attaches to the body and then the tow bar attaches to it. The biggest problem we have is that once you have one, everyone wants to borrow it. Too often they forget who they borrowed it from. Comes complete with hardware.

T1401021	Standard 1 7/8"
T1401022	Standard 2"
T1401024	Super Beetle 1 7/8"
T1401025	Super Beetle 2"
T1401027	Super Beetle mounting plate
T1401023	Replacement pin set for standard
T1401026	2" ball

TIE ROD END PULLER



This is a really slick tool. It works great for getting tie rod ends out. Unlike a pickle fork, it will not ruin the boot. If you find you can't tighten the bolt on this tool anymore and the end isn't free yet, use a hammer and hit the side of the arm where the end goes through it. This works every time.

T1415811 Tie rod tool

CV JOINT SOCKET



If you plan to take off your CV joints, you will need this socket. We suggest you take a small screwdriver and dig the grease and dirt out of the head of the bolts before using this tool; it'll keep the bolts from stripping.

T1501331	12 point socket	69-
T1501332	6 point socket	69-

REAR AXLE NUT HAMMER TOOL



This is a great little tool for getting the rear axle nut off. Just place it over the nut and hammer on it. It will take off nuts that an impact gun can't. It's another "must" for your toolbox.

T1501615 Rear axle nut tool

HELPER BAR



flywheel.

This replaces your buddy Fred. It will hold the drum so you can get the axle nut off. It also works for holding the

T1501616 Helper bar

ANGLE FINDER



outer splines on the torsion bar until you get the desired angle on the spring plates. One degree makes a difference.

T1511205 Angle finder

CLUTCH WING NUT TOOL



This is a tool that grabs the ears of your clutch wing nut, making it easier to adjust. The proper adjustment is when you have 1 1/2" to 2" of free play at the pedal. If you are spinning the nut and the cable is spinning too, put a pair of vise grips on the cable where the adjustment sleeve is crimped on.

T1721349 Wing nut tool

WINDOW SEAL INSTALLATION TOOL



If you're planning on putting in more than one window, we advise you to purchase this tool. This is how it works; once you have the rubber on the glass, you place the tip of the tool in the groove that the body lip sits in. Leave a few inches of string, so that it hangs out of the groove. Then run around the seal with the tip of the tool in the bottom of the groove, letting the string pass through the tool as you go. Go all the way around and overlap the string when you come to the other end. Now hang onto the overlapped area and pull the tool back. That's it. Now you're ready to install the window. For more instruction read, FRONT WINDOW SEAL.

T1845121 Window seal tool

HOG RING TOOL



This is a tool you will need when putting on seat covers. It comes with the pliers and 100 hog rings.

T1881012 Hog ring kit

DISTRIBUTOR DRIVE PULLER



This puller removes the distributor drive shaft. You will need to take the fuel pump, fuel pump push rod and the stand out in order to remove the drive. Be careful, there are two shims under the drive shaft, so don't lose them.

T1905200 Drive puller

ELECTRICAL END PLIERS



This tool attaches the factory style electrical connections onto the wire ends. We prefer this method to using the crimp on connectors.

T1971940 Pliers

BOOKS



These are some of the books that might help you repair your Bug. We find the Bentley books to be superior to anything else on the market.

B1090110	Muir "Idiot" book	All
B1090113	Bentley	61-65
B1090111	Bentley	66-69
B1090112	Bentley	70-

FLUIDS & SEALERS



degrees.

These are the glues, oils and sealers we use. Our theory on oil is to use straight grade 30 weight under 90 degrees outside temperature and straight grade 40 weight over 90

F1001	3M super weather strip glue
F1002	Gascacinch 4 oz. can
F1008	Teflon tape roll
F1010	Hand cleaner
F1101	White grease
F1102	Engine degreaser
F1129032	Fuel injector cleaner 12 oz.
F1129600	Oil for gauze air cleaners 12.25 oz.
F1129601	Cleaner for gauze air cleaner elements
F1129602	Oil for gauze air cleaners 6.5 oz.
F1129610	Carb cleaner 16 oz.
F1130	30W oil
F1140	40W oil
F1380	80-90W oil pint
F1405	High temp disc brake grease
F1415049	Steering box lube 16 oz.
F1501	CV joint grease
F1610	Brake cleaner 12 oz.
F1611	Brake fluid 12 oz.
F1612	Brake fluid 32 oz.
F1837	Liquid wrench 11 oz.

APPAREL

STICKERS



Stickers for you car or toolbox .

ST1004	Small
ST1005	Large
ST1110000	Shift pattern sticker
ST1110007	12 volt sticker

T-SHIRTS WITH WOLFGANG LOGO

Standard issue uniform around here.*



APWG100	W/red-yellow logo, white	Small
APWG101	W/red-yellow logo, white	Medium
APWG102	W/red-yellow logo, white	Large
APWG103	W/red-yellow logo, white	X Large
APWG104	W/red-yellow logo, white	2X Large
APWG105	W/red-yellow logo, white	3X Large
APWG110BK	W/logo, black	Small
APWG110BL	W/logo, blue	Small
APWG111BK	W/logo, black	Medium
APWG111BL	W/logo, blue	Medium
APWG112BK	W/logo, black	Large
APWG112BL	W/logo, blue	Large
APWG113BK	W/logo, black	X Large
APWG113BL	W/logo, blue	X Large
APWG114BK	W/logo, black	2X Large
APWG114BL	W/logo, blue	2X Large
APWG115BK	W/logo, black	3X Large
APWG115BL	W/logo, blue	3X Large

*Back of shirt shown.

WOMENS T-SHIRTS W/WOLFGANG LOGO

Ok you got a shirt for yourself better get one for the misses.



APWG500BK	W/logo, black	Small
APWG510	W/red-yellow logo, white	Small
APWG501BK	W/logo, black	Medium
APWG511	W/red-yellow logo, white	Medium
APWG502BK	W/logo, black	Large
APWG512	W/red-yellow logo, white	Large
APWG503BK	W/logo, black	X Large
APWG513	W/red-yellow logo, white	X Large
APWG504BK	W/logo, black	2X Large
APWG514	W/red-yellow logo, white	2X Large

LONG SLEEVED SHIRTS WITH LOGO



Good looking shirts with the Wolfgang logo for those cooler nights. They glow in the dark so your friends can find you when you're working late in the garage. All black with logo.*

APWG170	Small
APWG171	Medium
APWG172	Large
APWG173	X Large
APWG174	2X Large
APWG175	3X Large

*Front of shirt shown.

TANK TOPS WITH WOLFGANG LOGO



Standard 100 degree summer wear.*

APWG150	W/red-yellow logo, white	Small
APWG151	W/red-yellow logo, white	Medium
APWG152	W/red-yellow logo, white	Large
APWG153	W/red-yellow logo, white	X Large
APWG154	W/red-yellow logo, white	2X Large
APWG155	W/red-yellow logo, white	3X Large
APWG161BK	W/logo, black	Medium
APWG161BL	W/logo, blue	Medium
APWG162BK	W/logo, black	Large
APWG162BL	W/logo, blue	Large
APWG163BK	W/logo, black	X Large
APWG163BL	W/logo, blue	X Large
APWG164BK	W/logo, black	2X Large
APWG164BL	W/logo, blue	2X Large
APWG165BK	W/logo, black	3X Large
APWG165BL	W/logo, blue	3X Large

*Back of shirt shown.

WOLFGANG RACING SHIRTS



Cool shirts that we wear to the track.*

APWG130	Small
APWG131	Medium
APWG132	Large
APWG133	X Large
APWG134	2X Large
APWG135	3X Large

*Back of shirt shown.

WOLFGANG RACING TANK TOPS



Standard 100 degree summer track wear.*

APWG141	Medium
APWG142	Large
APWG143	X Large
APWG144	2X Large
APWG145	3X Large

*Back of shirt shown.

SWEATSHIRTS



For those really chilly days. They glow in the dark.*

APWG190	Small
APWG191	Medium
APWG192	Large
APWG193	X Large
APWG194	2X Large
APWG195	3X Large

*Back of shirt shown.

WOLFGANG BEANIES



Keep your head and ears warm in style with this Wolfgang beanie.

APWGBEANIE	One size fits most
------------	--------------------

WOLFGANG HATS



Cover that bald spot with a stylish Wolfgang hat.

APWG HAT	One size fits most
----------	--------------------

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