



WOLFGANG INTERNATIONAL

Manufacturers of custom & reproduction VW products
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Hello,

Thank You for taking the time to read this catalog. Our customer's have been requesting a catalog of Off-Road parts for some time. This is our attempt to please them. If you have interests other than Off-Road vehicles, just give us a call and ask us if we have that particular catalog.

Wolfgang has been in business since 1994, although the staff and I have been in this line of work for most of our lives. If you have a question about a product, chances are we have tested it on our own cars. We will tell you the truth, good or bad what we think of the performance.

If for some reason you do not see what you are looking for in this catalog, please call; we probably have it or will be able to tell you where to get it.

Steve Phillips

Owner



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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

STOCK REPLACEMENT PARTS

NEW CRANKCASE



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

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

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
N111351 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

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 |
|-------------|-------------|-----------|

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 |
|-------------|--------------|-----|

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 |
|-------------|------|-----|

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 or 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 |
|--------------|-------------------|-----------|

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 |
|--------------|-------|-----|

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 |
|--------------|---------------|-----------|

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 |
|-------------|--------------|-----------|

CRANKSHAFT PULLEY



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 it slides on the crank.

113 105 251G

1300-1600

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 oveled, throw away the crank or flywheel, whichever one is oveled. 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

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

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

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

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

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 |

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.

| | | |
|--------------|-----------|-----------|
| 113 109 301D | Push rods | 40hp |
| 311 109 301A | Push rods | 1300-1600 |

CAM FOLLOWERS (STOCK LIFTER)



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 |
|--------------|---------------|-----------|

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.

| | | |
|-------------|----------------|-----------|
| 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 |
|--------------|----------------|-----------|

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 |

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 |
|-------------|------|-----|

OIL PUMP



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 dished 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 |
|-------------|-----|-----------|

OIL SUMP SCREEN



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 release case | 1300-1600 |
| 111 115 175B | Screen, Dual release case | 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 |
|-------------|--------|-------|

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 Gasgacinch on the gaskets and do not over tighten the nuts. 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 |

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 gets 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 |
|-------------|------|-------|

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 |
|-------------|----------|-----------|

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- |

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 this 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 |
|--------------|-----|-----|

CYLINDER HEAD DEFLECTORS



These are also known as the "forget-me-nots". When putting on your barrels, place the deflectors next to the barrels. This way you won't forget them. 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 |

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 |

FUEL PUMP FLANGE



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 it.

| | | |
|-------------|--------|-----------|
| 113 127 303 | Flange | 40hp-1600 |
|-------------|--------|-----------|

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.

| | | |
|----------------|--------------------|-----------|
| 113 127 521A | Metal line to pump | 1300-1600 |
| 113 127 521AWG | Wolfgang made | 1300-1600 |
| 311 971 913 | Grommet | 36hp-1600 |

CARBURETOR



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 031K | 34PICT3 | |
| 113 129 031KCA | 34PICT3-CA smog legal | |
| N137761 | Carb base gasket | 28PICT-30PICT |
| 113 129 707A | Carb base gasket | 34PICT |

CARBURETOR ADAPTER



TT 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- |
|----------------|---------|-----|

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- |
| 111 129 405D | Main jet #120 | 28PICT- |
| 111 129 405F | Main jet #122.5 | 28PICT-on |
| 111 129 405G | Main jet #125 | 28PICT- |
| 111 129 405H | Main jet #127.5 | 28PICT- |
| 111 129 405M | Main jet #130 | 28PICT- |
| 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- |

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 |
|--------------|-------------|-----------|

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 |
|-------------|------------|-----|

CLUTCH PRESSURE PLATE



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 025C | 200mm w/o collar | 71- |

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. The spring type has a little give before it engages, reducing the shock on the transmission. The ridged discs are good for dirt cars where you would have tire slippage in dirt or sand.

| | | |
|--------------|-----------------|-----|
| 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 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- |

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 |
|---------------|------|-----|

CLUTCH RETURN SPRINGS



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 onto the arm.

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

CLUTCH ARM



This arm or 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- |
| 002 141 701 | Shaft Bus | 68-70 |
| 002 141 701A | Shaft Bus | 71-75 |
| 091 141 701 | Shaft Bus | 76-79 |

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 bellhousing 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 |
|-------------|-------------|-------|

ENGINE GASKET SETS



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 Gaseginch on all our gaskets.

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

OIL SCREEN GASKET KIT



These gaskets are used on the sump plates of the engine. Note: We use a sealer called Gasgacinch 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.

| <u>Crank size (I.D. of bearing)</u> | <u>Case size (O.D. of big bearing)</u> |
|-------------------------------------|--|
| 2.165 to 2.164 is std | 2.560 is std |
| 2.155 to 2.154 is .010 | 2.580 is .020 |
| 2.145 to 2.144 is .020 | 2.600 is .040 |
| 2.135 to 2.134 is .030 | 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.

| | | |
|----------------|---------------|-----------|
| 111 198 461 | 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 |
| 111 198 475 | .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 |
| 111 198 481 | Std-.040-std | 40hp-1600 |
| 111 198 4810S | Std-.040+1 | 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 |
| 111 198 487 | .030-.040-std | 40hp-1600 |
| 111 198 4870S | .030-.040+1 | 40hp-1600 |
| 111 198 4910S | Std-.060+1 | 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 | Brazilian | 40hp-1600 |
| 111 198 541HD | Double thrust | 40hp-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- |
|-------------|------------------|-----|

FUEL TANKS



Note: Disconnect the battery when replacing the tank.

| | | |
|----------------|-------------------|-------|
| 113 201 075AB | 10 gal., Standard | 61-67 |
| 113 201 075ABX | 15 gal., Standard | 60-67 |
| 113 201 075AD | 10 gal., Standard | 68- |

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- |
|-------------|-------------|-----|

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- |
|-------------|--------|-----|

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

FUEL TAP



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 IN 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 you 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

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- |

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 | 63-74 |
| 113 255 292AAL | Aluminum | 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 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

HEATER BOX LEVER KIT



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 |

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 |
| 111 251 261B | Gasket head to muffler | All |
| 111 298 051GR | Tail pipe clamp kit | -74 |
| 111 251 233A | Donut crimp ring only | -74 |
| 111 251 241A | Donut ring only | -74 |

STARTER BUSHINGS



This is the bushing between the bellhousing 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 CONE



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 bellhousing 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 |
|--------------|------|-----|

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 |
|--------------|------|-----|

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 |
|-------------|------|-------|

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 |
| 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 |

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 |
|-------------|------------|-----|

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. We do not suggest front disc brakes on an off road car. 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 |
|-------------|-------|-------|

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 |
|--------------|----------|-----|

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 |
|-------------|---------|-------|

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- |
|-------------|-----------|-----|

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 |
|--------------|----------|-------|

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 |
|--------------|---------|-------|

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 |
|--------------|-------------|-------|

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 |

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- |
| 131 415 821A | Left side, inner angled RHT | 68- |
| 113 415 813E | Right side, inner w/hole LHT | 68- |
| 311 415 812C | Right side, outer RHT | 68- |
| 113 415 835 | Boots only (4) | 62- |

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 |
|-------------|---------|-------|

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- |
|-------------|---------------|-----|

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 |
|-------------|----------|-----|

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 |
|-------------|--------------|-----|

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 oval then they are bad. When you have the spindle loose, check for movement in the king pin.

| | | |
|--------------|--------------|-----|
| 111 498 051A | Link pin kit | -65 |
|--------------|--------------|-----|

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 |

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 | 69- |
| 211 501 149 | Bus CV boot | |
| 211 501 331BKT | Bus CV joint boot kit | |

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.

| | | |
|-------------|------|-----|
| 311 501 191 | 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 an other. 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- |
| 211 501 331B | Bus CV joint | |

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- |
|--------------|------|-----|

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- |

REAR SPRING PLATE BUSHING



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 |
|--------------|----------|-----|

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- |

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- |
|-------------|------|-----|

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 |

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 |
| 211 611 011J | Bus | |
| 211 611 301CM | Reservoir for Bus master | |

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 |

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 |

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- |
| 211 611 301CM | Bus (for 211 611 011J) | |

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 pedal. 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 |

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.

| | | |
|--------------|----------------------|-------|
| 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 |

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 |
|-------------|----------|-------|

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 break 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- |
|-------------|---------------|-----|

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 | 65- |

FRONT BRAKE PAD SET



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 KIT



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 |

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 standard | 65- |
| 113 698 293 | Front standard | 58-78 |

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 |
|-------------|------------|-----|

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 your car. Welding is required.

| | | |
|-------------|---------|-------|
| 113 701 173 | Bracket | 61-72 |
|-------------|---------|-------|

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 |
|--------------|-------|-----|

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- |
|--------------|------|-----|

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 |
|-------------|--------|-----|

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 |
|--------------|------|-----|

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

SHIFT ROD SHAFT



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

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 | -65 |
| 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

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.

| | | |
|--------------|-----------|-------|
| 111 721 173 | Pads | 43-55 |
| 311 721 173A | Pads | 56- |
| 311 721 173 | Automatic | 68- |

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- |

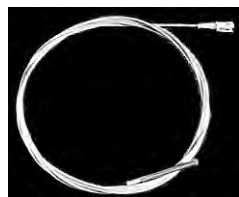
CLUTCH PEDAL



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- |
|--------------|-------|-----|

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 |
| 111 721 335A | 2250mm | 61 |
| 113 721 335A | 2260mm | 64-71 |
| 113 721 335AHD | 2260mm heavy duty | 64-71 |
| 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 | All |
|-------------|----------|-----|

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 |
|-------------|------|-----|

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- |

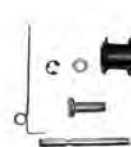
ACCELERATOR PEDAL PAD



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

| | | |
|--------------|-----|-----|
| 113 721 647A | Pad | 58- |
|--------------|-----|-----|

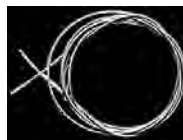
ACCELERATOR PEDAL REPAIR KITS



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 CABLES



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 1958-65 and you are using a roller pedal use the 2627mm cable.

| | | |
|--------------|---------------|-------|
| 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- |

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 |

FUEL DOOR RELEASE CABLE



This is the cable that opens the gas door.

111 809 939A Cable 68-70

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 |
| 151 819 189 | Left convertible | 68- |
| 151 819 190 | Right convertible | 68- |

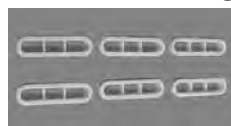
OUTSIDE VENT GRILLS



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 while not 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

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 |

DEFROSTER HOSE



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 |

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 |

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. Note: A trick here on baja bugs is to cut the spring in half and then wind the two pieces into themselves to reduce the tension on fiber glass hoods. Then snap the covers back on.

113 823 355 Pair 62-

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 | 69-72 |
| 113 823 461A | Standard w/clip | 73- |

FRONT 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. Don't stretch the rubber, as overtime it will shrink. On baja bugs we screw the seal into the fiberglass nose.

| | | |
|--------------|----------|-------|
| 111 823 731 | Standard | 46-60 |
| 113 823 731B | Standard | 61-77 |

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- |

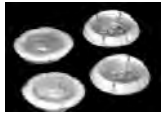
TAIL LIGHT GROMMETS



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

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 721D | Left, German | 67-77 |
| 111 831 722D | 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 |

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- |
|--------------|------|-----|

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



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



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 for CAL-LOOK STOPS.

| | | |
|--------------|------------|-------|
| 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- |
|-------------|------------------|-----|

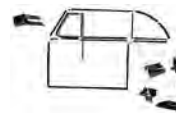
CONV. SIDE WINDOW RUBBER INSERT



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- |
|--------------|-------------|-----|

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 |

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- |
|-------------|------------------|-----|

CONV. 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- |

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- |

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- |
|-------------|---------------------------|-----|

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 lose 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 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- |

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 640B | Right | 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 |

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- |
|-------------|------|-----|

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

| | | |
|----------------|----------|-------|
| 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



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 into place.

| | | |
|----------------|------------|-------|
| 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 |
|-------------|------|-------|

POPOUT LATCH PIN SEALS



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

| | | |
|-------------|------|-------|
| 113 847 207 | Pair | 65-77 |
|-------------|------|-------|

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- |
|--------------|---------------|-----|

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 KIT



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 wrapped in duct tape to avoid scratching the paint.

| | | |
|-------------|----------|-------|
| 113 853 240 | Set of 3 | 58-67 |
|-------------|----------|-------|

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 |
| 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 |

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 |

BODY 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 extra clips.

| | | |
|--------------|--------------------|-----|
| 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- |
|-------------|----------|-----|

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.

| | | |
|--------------|----------------------------|-------|
| 111 853 911 | Script w/clips, front hood | 50-64 |
| 113 853 687K | Block w/clips, engine lid | 67-74 |
| 151 853 901 | Karmann badge (conv. only) | 50-60 |
| 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 |

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- |

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 | Grill | 52-57 |
|--------------|-------|-------|

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 |
| 111 857 511P | Black | 58-64 |
| 113 857 511P | Chrome | 65-67 |
| 113 857 511L | Black | 68- |
| 151 947 111C | Light-n-mirror | 68- |

OUTSIDE MIRRORS



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 |
| 111 857 514 | 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, right | 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 551EWH | White 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 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 |

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- |

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 |
| 113 857 641 | Black | 68-71 |

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 | Pair | 68- |
|-------------|------|-----|

SHOULDER BELT HOOKS



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

| | | |
|----------------|-------------|-------|
| 111 857 723ABK | Black, (pr) | 68-77 |
|----------------|-------------|-------|

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- |
|-------------|----------|-----|

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- |

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 and type of material you want. 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 |
| 111 863 011 | Full set w/o pockets | 56-64 |
| 113 863 011 | Full set w/pockets | 56-64 |
| 111 863 012 | Full set w/o pockets | 65-66 |
| 113 863 012 | Full set w/pockets | 65-66 |
| 111 863 013 | Full set w/o pockets | 67-77 |
| 113 863 013 | Full set w/pockets | 67-77 |
| 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 |

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. Please call for pricing. Brought to you proudly by TMI.

| | | |
|-------------|---------------|-------|
| 111 863 401 | W/o foot rest | 54-57 |
| 111 863 402 | W/o foot rest | 58-68 |
| 113 863 402 | W/foot rest | 58-68 |
| 111 863 403 | W/o foot rest | 69-72 |
| 113 863 403 | W/foot rest | 69-72 |
| 111 863 404 | W/o foot rest | 73-77 |
| 113 863 404 | W/foot rest | 73-77 |

Convertible Carpet Kits

| | | |
|-------------|---------------|-------|
| 151 863 402 | W/o foot rest | 56-68 |
| 153 863 402 | W/foot rest | 56-68 |
| 151 863 403 | W/o foot rest | 69-70 |
| 153 863 403 | W/foot rest | 69-70 |

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. 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. 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 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 |
|--------------|------|-------|

FRONT & 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 703K | Standard | 68-72 |
| 113 863 700 | Standard | 73- |

ARM RESTS & 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- |

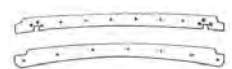
CONVERTIBLE TOP BOOTS



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. REAR HOOP W/OUTER QUARTER



This is the wooden bow in the middle of the convertible. It comes with the quarter pieces. We have tried plastic bows, but found the top doesn't tack to them very well, so we carry the wood bows.

| | | |
|-------------|-----------|-------|
| 151 871 091 | Rear hoop | 50-60 |
|-------------|-----------|-------|

CONV. ABOVE REAR WINDOW BOWS



This is the bow over the rear window. We carry wooden bows because the top doesn't tack to plastic very well.

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

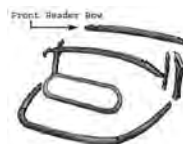
CONVERTIBLE HINGE COVERS



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 have found you can't get the top to staple to them very well, so we carry wood bows. 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



These are the bows in the quarter areas that the top staples to. There are plastic bows out there, but we prefer wood because you can't get the top to staple to plastic. You need to have your top completely apart to install any of the bows.

| | | |
|--------------|------|-------|
| 151 871 193A | Pair | 50-60 |
| 151 871 193B | Pair | 61-70 |

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- |

CONV. OUTSIDE QUARTER BOWS



These wooden bows face the outside of the quarters. We found the top doesn't tack to plastic bows very well, so we carry the wooden ones.

| | | |
|--------------|------|-------|
| 151 871 211 | Pair | 61-64 |
| 151 871 211B | Pair | 65-71 |

CONV. TOP FRAME MOUNTING PLATES



This is a replacement plate. Welding is required.

| | | |
|-------------|------|-------|
| 151 871 267 | Pair | 57-67 |
| 151 871 272 | Pair | 68-72 |

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- |

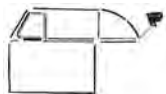
CONV. VENT WING FRAME SEALS



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- |

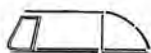
CONVERTIBLE REAR QUARTER WEDGES



These are the rear quarter wedges for your convertible.

| | | |
|--------------|------|-------|
| 151 871 357 | Pair | 54-64 |
| 151 871 357A | Pair | 65- |

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 | (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 and out last the wooden bows, but we carry the wooden bows because the top tacks better to wood than plastic. Note: Measurements are taken from extreme outside edge to the extreme outside edge of the frame.

| | | |
|--------------|-------------------|---------------|
| 151 871 449 | 9" x 28 1/8" | 53-57 |
| 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, so we carry wood. 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.

| | | |
|---------|---------------------------|-----|
| 71 957 | Rear (ea) | All |
| 71 971A | Side (pr) | All |
| 71 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 |
| 253 877 453 | Handle only | 64-77 |
| 253 877 453KIT | Handle kit | 64-67 |
| 117 877 168A | Handle only | 68-77 |
| 161 877 453KIT | Handle kit | 68-77 |
| 117 877 223C | Seals felt front & rear | 64-77 |
| 117 877 305A | Left Cable | 64-77 |
| 117 877 306A | Right Cable | 64-77 |
| 117 877 365A | Left Guide | 64-77 |
| 117 877 366A | Right Guide | 64-77 |
| 117 877 369A | Center Lower Guide | 64-77 |
| 117 877 375A | Center Upper Guide | 64-77 |
| 117 877 373 | Metal Center Guide Plate | 64-77 |
| 313 877 407 | Cable Gear | 64-77 |

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

SEAT FRAME COVER PLATES



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

| | | |
|----------------|-------------------------------|-------|
| 113 881 315L | Left or right outboard | 73-75 |
| 113 881 316R | Right, outboard | 73-75 |
| 113 881 317L/R | Left or right inboard | 73-75 |
| 113 881 317L/R | Left or right reclining seats | 73-75 |

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- |

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 KNOBS & GUIDES



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-

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- |

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-

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

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.

| | | |
|----------------|--------------------------|-------|
| 111 885 561 | Hook | 52-67 |
| 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- |
| 113 885 741D | Hold down strap | 68-77 |
| 155 885 665 | Pull strap | 68-77 |

FLOOR PAN SOUND ABSORBER KIT



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

| | | |
|-------------|---------------|-----|
| 113 898 740 | Floor pan (4) | All |
|-------------|---------------|-----|

FIREWALL INSULATION KITS



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 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



113 905 250 Clamp 40hp-1600

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.

DISTRIBUTOR O-RING



111 905 261 O-ring All

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.

SPARK PLUG WIRE SEALS



111 905 449A Each All

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.

SPARK PLUG WIRE HOLDERS



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

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.

IGNITION SWITCHES



when the key is turned on. Number 50 (red or red and black) is the wire that engages the starter.

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

| | | |
|--------------|----------------------|-------|
| 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 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 |
| 113 919 133 | Seal, Standard | 61-74 |

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 |
|--------------|--------|-----|

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 |
|-------------|------|-----------|

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 |

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 |
|-------------|-----------|----|

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 WIRING PLUG



This plug plugs to the backside of your headlight. The usual reason for replacing it's because someone has cut it off and lost it.

| | | |
|-------------|------|-----|
| 111 941 341 | Each | All |
|-------------|------|-----|

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 on the key and put the car in reverse. 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- |
|-------------|--------|-----|

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 531B | Standard | 68-70 |
| 113 941 531E | Standard | 71-77 |

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 |
| 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 |
|--------------|--------------|-----|

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- |

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- |
| 133 945 097A | Left | 73- |
| 133 945 098A | Right | 73- |

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 |
| 133 945 223 | Red/Clear/Amber, left | 73-74 1/2 |
| 133 945 224 | Red/Clear/Amber, right | 73-74 1/2 |
| 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 and step on the brakes. 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- |

DOME LIGHT



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 |
|--------------|------------|-------|

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 |
|--------------|------|-----|

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 |
|--------------|------|-------|

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 |
| 111 953 193 | Pair | 58-63 |
| 111 953 193E | Pair | 64-69 |
| 113 953 193 | Pair | 70- |

TURN SIGNAL FLASHER RELAYS



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 signals.

| | | |
|--------------|-------------------|-------|
| 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 | 68-73 |
| 111 953 235G | Switch | 74-77 |

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.

| | | |
|--------------|--------|-------|
| 141 953 517C | Switch | 62-65 |
| 141 953 517F | Switch | 66-67 |
| 311 953 513B | Switch | 68-70 |
| 111 953 513C | Switch | 71 |
| 111 953 513F | Switch | 72- |

UPPER STEERING SHAFT BEARING



This is the upper steering shaft bearing located in the steering column.

| | | |
|--------------|------|-------|
| 111 953 559C | Each | 71-79 |
|--------------|------|-------|

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 |
| 111 953 519H | Switch | 72-74 1/2 |
| 111 953 519G | Switch | 74 1/2- |

WIPER MOTORS



This is the motor that runs the wiper arms. Wiper shafts freezing up is the most common cause of a wiper motor failing. At least once a year, it's a good idea to turn on the wipers, minus the arms, and squirt a little oil on the shafts. You want to get the oil all the way down the shafts. If you are replacing a motor, pay close attention to which wire goes where.

| | | |
|----------------|---------------------|-------|
| 113 955 113DRB | Motor | 67 |
| 113 955 113DCO | Core | 67 |
| 111 955 113FRB | Motor | 68-69 |
| 111 955 113FCO | Core | 68-69 |
| 113 955 113ERB | Motor, Standard | 70-71 |
| 113 955 113ECO | Core, Standard | 70-71 |
| 113 955 113GRB | Motor, Standard | 72-78 |
| 113 955 811B | Motor Armature, 12v | |

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 |

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 |
| 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 |

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 |
| 43316 | Refill to 16" (pr) | 66- |

FUEL GAUGE VIBRATOR



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 information.

| | | |
|--------------|----------|-----|
| 113 957 099A | Vibrator | 68- |
|--------------|----------|-----|

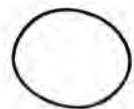
SPEEDOMETER RINGS



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 |
| 113 957 371F | Chrome, Standard | 58-77 |

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 |
|--------------|------|-------|

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 |
| 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 |
| 111 971 121 | Complete | 73 1/2-74 |

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 BOOTS



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 |
|-------------|---------|-----|

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- |

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 |

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 |

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 |

BOSCH 009 DISTRIBUTOR



This has to be the most common centrifugal advance distributor in the world for air cooled VWs. They work great in place of the single advance distributor or when you run any kind of aftermarket carburetor system. However, they don't work well with a 34PICT carburetor. We 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 |
| 0230081094 | Chrome | -74 |

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

CONDENSERS



02006
02007
02021
02039
02054
02069
02071
02074
02086

CAPS



03001
03010
03019
03037
03212

ROTORS



04004
04006
04008
04010
04012
04016
04023
04028
04029
04030
04033

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- |
| AL8275 | 12v 75 amp, new | 67- |
| AL8275POL | 12v 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 |
| 0 231 139 005 | 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 | 02054 | 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 | 02 064 | 03 001 | 04 006 |
| 0 231 163 029 | 01 011 | 02 064 | 03 001 | 04 006 |
| 0 231 167 012 | 01 011 | 02 064 | 03 010 | 04 012 |
| 0 231 167 025 | 01 011 | 02 064 | 03 010 | 04 012 |
| 0 231 167 049 | 01 011 | 02 064 | 03 010 | 04 012 |
| 0 231 167 053 | 01 011 | 02 064 | 03 010 | 04 012 |
| 0 231 167 055 | 01 011 | 02 064 | 03 010 | 04 012 |
| 0 231 167 070 | 01 011 | 02 064 | 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 | 02 064 | 03 001 | 04 006 |
| 0 231 172 011 | 01 011 | 02 064 | 03 001 | 04 006 |
| 0 231 172 019 | 01 011 | 02 064 | 03 010 | 04 012 |
| 0 231 173 001 | 01 011 | 02 064 | 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 |
| 0 231 173 009 | 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 |
| 0 231 178 009 | 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 |
| ZV/PAU4RS | 01 008 | 02 008 | 03 037 | 04 010 |
| V14BR8 | 01 001 | 02 187 | 03 019 | 04 008 |

| | |
|-------------------|------------|
| 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 |

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 |

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 |

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- |
| SR17X | 12v, automatic transmission | 68- |
| SR17XCO | Core | 68- |
| SR15HT | High Torque, 12v | 67- |

ELECTRICAL ENDS & CONNECTIONS



ECP part numbers are for the regular crimp style electrical ends. ECX part number 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 |
| ECP25B | Female end blue | 12 gauge wire |
| ECP27 | Lg. female end for regulator | 10-12 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 | |
| ESP912 | 2 on 1 male | |

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 |

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 |
| N0142154 | Door handle cover plate screw 68- |
| N0142643 | Front window handle screw 68- |

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 |
| N110085 | 8mm x 13mm |
| N113081 | 8mm x 13mm nylock |
| N110086 | 8mm x 12mm |
| N111342 | 10mm x 15mm |
| N110104 | 10mm x 17mm |
| N113102 | 10mm x 17mm nylock |
| N111351 | 12mm x 19mm |

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 |
| N115271 | 10mm, flat |
| N115317 | 12mm, flat |
| N120091 | 8mm, lock |
| N120112 | 10mm, lock |
| N120121 | 12mm, lock |
| N120141 | 14mm, split lock |
| N121051 | 6mm, wafer |
| N122343 | 7mm, wafer |
| N122311 | 10mm, wafer |
| N122412 | 8mm, wafer |

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 |
|---------|------------|-----|

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 | 3.2mm x 32mm |

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.

| | |
|----------|---------------------------------------|
| N0144021 | 6mm x 8mm x 31mm, step stud |
| N0145051 | Dual port upper inner head stud, 10mm |
| N143953 | 8mm x 45mm |
| N144003 | 8mm x 35mm |
| N144031 | 6mm x 31mm |
| N144111 | 10mm x 85mm |
| N144438 | 8mm x 38mm |
| N144832 | 8mm x 10mm x 38mm, step stud |
| N145431 | 6mm x 40mm |

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 | Licence, parking bulb, 6v |
| N177192 | Licence, 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 |
| N177381SB | Double element stop/tail bulb 6v super bright |
| N177382 | Double element stop/tail bulb 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 |
| N203551 | 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) |

AFTERMARKET PARTS

*Note: Parts listed for 1600cc engines can be used on 1600cc engines rebuilt to larger sizes.

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 |

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 | Stepped dowel pin | All |
|---------|-------------------|-----|

HEAD STUD CASE SAVERS



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 required.

| | |
|----------|-------------------------|
| 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 they do work if you're in a bind.

| | | |
|---------|---------------|-----------|
| 1101143 | Upper, 7" | 40hp |
| 1101145 | Lower, 9" | 40hp |
| 1101144 | Upper, 8" | 1500-1600 |
| 1101146 | Lower, 9 3/8" | 1500-1600 |

HEAD STUD NUT AND WASHER KIT



This kit has the correct nuts and washers to hold the heads on the engine.

| | | |
|------------|---------------------|-----------|
| 1101462KIT | For 10mm head studs | 36hp-1600 |
| 1101461KIT | Used D/P 10mm studs | 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 | Plug w/O-ring | 1500-1600 |
|---------|---------------|-----------|

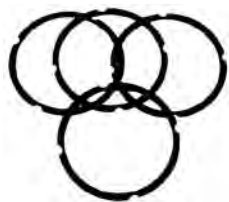
CHROME ALTERNATOR/GENERATOR STAND



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 stand | 40hp-1600 |
|---------|--------------|-----------|

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 |

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 |
|---------|------|-----------|

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 Gasgacinch 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 |
|---------|------|-----------|

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. To install see 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.

| | | |
|---------|------------------------|------|
| 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 CRANK 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 |
|---------|--------|-----------|

SAND SEALS



There are two types of sand seals. One type just bolts in, but the other style requires the case to be machined. We've had poor luck with the bolt-in style, so we machine our cases. After you have installed the seal (machined-in) spread a thin layer of JB Weld on the seal surface to the case. This

trick will keep the seal from spinning. Another trick is, if you're using an aluminum pulley, be sure you machine it down and use a steel sleeve on it. If you don't, the seal will quickly wear a groove in the pulley.

| | | |
|---------|------------------------------|-----------|
| 6105247 | Machine in seal | 40hp-1600 |
| 6105246 | Steel sleeve for AL. pulley | 40hp-1600 |
| 6105248 | Bolt on sand seal | 40hp-1600 |
| 6105249 | Replacement seal for bolt on | 40hp-1600 |

FAN BELT GUARD



If you are prone to stick your finger where they don't belong or have kids that do, it's a good idea to put a guard around the belt.

| | | |
|---------|----------|-----------|
| 6105250 | Mesh | 40hp-1600 |
| 6105251 | Louvered | 40hp-1600 |

CHROMED STOCK CRANK PULLEY



This is just a stock pulley that has been chromed. We prefer a degree pulley.

| | | |
|-----------|--------|-----------|
| 1105251CH | Pulley | 40hp-1600 |
|-----------|--------|-----------|

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 motor unless it's at high RPMs a lot. 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 |
|-----------|---------------|-----------|

POWER CRANKSHAFT PULLEY



This pulley is a lot smaller than a stock pulley. It turns the generator pulley slower, giving you more horsepower. By turning the generator pulley slower you are turning the fan slower, losing some of your cooling. If your engine is always turning high RPMs, then you can get away with this pulley. If not, don't run it.

| | | |
|-----------|---------------------------|-----------|
| 6105254BK | Black with belt | 36hp-1600 |
| 6105256BK | Black w/bolt on sand seal | 36hp-1600 |
| 6903137 | Belt | 36hp-1600 |

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 |
|---------|-------------|-----------|

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 |
|---------|-------------|-----------|

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 |
|---------|---------------|-----------|

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 CHROMOLY FLYWHEEL



Lightened 12 lb. flywheels are great 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.

| | | |
|-----------|------------|------|
| 1105273CH | 200mm, 12v | 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 | Paper | 40hp-1600 |
|---------|-------|-----------|

HD FLYWHEEL GLAND NUT WASHER



This heavy duty 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 chromoly gland nut. You do not use a washer with this nut. It's important to torque this bolt to 250 ft. lb. and make sure the endplay is set correctly.

| | | |
|----------|----------------------|-----------|
| 1105305R | 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 rods are longer than stock. They should be used on 82mm cranks to give a better rod angle. If you use shorter rods the motor will wear out prematurely.

| | | |
|----------|----------|------|
| 1105401B | Set of 4 | 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 losing a clip and scarring your cylinder.

| | | |
|---------|-------------------|-----------|
| 1107430 | Spiral locks, (8) | 1500-1600 |
| 1107431 | Tru-Arc, (8) | 1500-1600 |

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 |
| 1109010 | W110 .430 .284 |
| 1109012 | W120 .435 .294 |
| 1109013 | W125 .460 .301 |
| 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 Nite" 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

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. 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

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

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

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

CHROME PUSH ROD TUBE PROTECTORS



These shields help protect your pushrod tubes. They bolt directly to your exhaust ports, but only work if you're not running heater boxes. It's a good idea to use these if your not running a skid plate.

6109335 Pair 40hp-1600

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

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

SOLID SHAFT ROCKER KIT



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 |
|---------|----------|------|

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 |
|---------|----------|------|

DUAL VALVE SPRINGS



These springs are made for high RPM engines. If you plan on revving your engine more then 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 |
|---------|-----------|-----------|

SUPER SUCKER



Yeah, yeah, we have all heard that joke. This really is a type of pickup for the oil that sits lower in the case than a stock pickup. If you are doing a lot of off-roading, we highly recommend this item. The only bad thing about them is, they don't have a drain plug. But the advantages out weigh that disadvantage.

| | | |
|---------|-----------------------|------|
| 6115104 | Dual relief case only | 1600 |
|---------|-----------------------|------|

OIL SUMP



This oil sump is made in the USA and designed especially for off-road, racing and low-ride VW's. All sumps are sealed to prevent leaks. Reinforced internal stands for max strength. Simplified bolt on installation w/socket head allen screws.

| | | |
|---------|----------------|--|
| 6115106 | 1.5 Quart sump | |
|---------|----------------|--|

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 |
|---------|------|-----------|

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

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 COVER



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 |
| 1115142 | Steel cover | 1600 |
| 1115142HD | Heavy duty steel cover | 1600 |
| 1115140 | Outlet plug | 1600 |

CHROME OIL SUMP PLATE



This is a stock sump plate that has been chromed.

| | | |
|---------|----------|-----------|
| 1115181 | W/o plug | 40hp-1600 |
| 1115182 | W/plug | 40hp-1600 |

BILLET OIL 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 |
|---------|-----------------|-----------|

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 a waste of money. If you want good protection from debris, buy a System One oil filter and use the stock sump screen.

| | | |
|---------|------|-----------|
| 1115193 | Plug | 40hp-1600 |
|---------|------|-----------|

TYPE 3 OIL FILLER BLOCK OFF



This will block off the Type 3 oil filler hole in a universal case.

| | | |
|---------|-----------|-----------|
| 1115349 | Block off | 1500-1600 |
|---------|-----------|-----------|

T3 OIL FILLER BLOCK OFF W/TUBE



If you built your motor out of a Type 3 case, you probably noticed that once you got it all together, you're missing a dipstick tube. This block off goes on the case and has tube coming out of it so you can use a dipstick. It's not the greatest, but it'll get you out of a bind.

| | | |
|---------|------|-----------|
| 6115349 | Each | 1500-1600 |
|---------|------|-----------|

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 PRESSURE REGULATOR



This is one way to adjust your oil pressure. To increase the oil pressure, just turn the screw in.

| | | |
|---------|-----------|-----------|
| 1115420 | Regulator | 40hp-1600 |
|---------|-----------|-----------|

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 |
|---------|-----------------------|-----------|

VENTED OIL FILLER EXTENSION



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 on 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 |

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 |

SCREW IN OIL 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 |
|---------|----------|-----------|

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 up high in the engine compartment. We prefer this setup to running oily air down the carburetor(s).

| | | |
|---------|-----------------------|-----|
| 1115465 | Filter | All |
| 1115466 | Filter w/steel neck | All |
| 1115464 | Gauze filter shielded | All |

BILLET VENTED OIL BREATHER BOX



This is a breather box that vents your valve covers as well as the crank case. Make sure you mount this box above the engine. This type of box works well on street cars but is not our favorite on dirt cars. See BREATHING SYSTEM for a better one.

| | | |
|---------|-----------------------|-----|
| 6115462 | Aluminum breather box | All |
|---------|-----------------------|-----|

OIL BREATHER SYSTEM



This is the best breather system for off-road cars. We mount it above the engine. Run a hose from one valve cover into the side and another from the other valve cover into the bottom. The third hose runs from the oil filler into the side. That way when the motor is not running, the oil that gets up in the filter will drain back down into the engine.

| | | |
|---------|-----------------|-----|
| 6115466 | Breather system | All |
|---------|-----------------|-----|

CAST ALUMINUM OIL BREATHER BOX KIT



This is a breather box that vents your valve covers as well as the crank case. Make sure you mount this box above the engine. This type of box works well on street cars but is not our favorite on dirt cars. See BREATHING SYSTEM for a better one. 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 |
| 1115467H0 | Replacement hose | 1600 |

BILLET OIL BREATHER TUBE W/FILTERS



This unit is much better for off-road cars than the cast aluminum breather box. Great for sand cars.

| | | |
|----------|--------------------------------|--|
| 6115467B | With blue covers | |
| 6115467R | With red covers | |
| 6115467E | Replacement filter element | |
| 6115468 | With shielded filters | |
| 6115468E | Replacement filter with shield | |

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 ADAPTER



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.

| | | |
|---------|---------------------|-----|
| 6117004 | Adapter ports up | All |
| 2117004 | Adapter ports right | All |
| 1117008 | Adapter ports left | All |
| 1117010 | Adapter spacer | All |
| 1117005 | Replacement nipple | All |

BILLET OIL FILTER MOUNT BRACKET



This billet mount is made to bolt around 1 1/2" tubing so you can mount your remote filter adapter to it.

6117008 Each

1/2" OIL 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

OIL FILTER ADAPTER MOUNT



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 |
| 6117010 | Oil Filter Adapter Mount (ea) | 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 OIL 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 HOSE OIL 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 |
| 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 |
|---------|-----------|-----------|

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 |
|---------|----------------|-----|

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 |

BILLET COIL MOUNT



This is a billet mount made to relocate your coil. It works best when mounted to a flat surface. Take into account the length of your coil wire for placement.

| | | |
|---------|------|--|
| 6119024 | Each | |
|---------|------|--|

FAN INTAKE SCREEN



This screen attaches to the fan shroud keeping the big stuff out. It will only fit non doghouse shrouds. Keep an eye on it if you're in the mud.

| | | |
|-----------|--------|--|
| 6119025CH | Chrome | |
|-----------|--------|--|

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 than 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 |

LOW PROFILE FAN SHROUD



This fan shroud is small in size allowing more room around other parts of the engine. You can't get a cooler into this shroud, so we only use them on tube-style cars that have big external coolers.

| | | |
|---------|------------|-----------|
| 6119027 | Fan shroud | 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 |
|------------|----------|------|

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 |
|---------|------|-----------|

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 TINS



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 |

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 PUMP



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



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 |
| 1127108ALF | 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 |
|---------|----------|------|

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 |
|---------|-----------------------------|-----------|

WEBER ICT CARBURETOR KIT



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 |

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.

| | | |
|-----------|---------------------------------|------|
| 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 IDF DUAL CARBURETOR KIT



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 |
| 1129044 | 44 IDF dual kit | 1600 |
| 1129510 | Replacement hex bar linkage | 1600 |
| 1129701 | Replacement manifolds (pr) | 1600 |
| 1129802 | Replacement base gaskets (pr) | 1600 |

WEBER SINGLE IDF CARBURETOR KIT



If you're going to go with a single carburetor, then this is the way to go. The secret to this set up is the manifold. The heat riser must be working to make this carburetor kit work properly. This is a great set up for off-road, but for the street, we prefer duals. This kit is made for

dual port motors. As of this time the manifold will need to be modified to make it work properly.

| | | |
|---------|---------------|------|
| 1129046 | 40 IDF kit | 1600 |
| 1129047 | 44 IDF kit | 1600 |
| 1129710 | Manifold only | 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 |
|---------|--------------|------|

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 |
| 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 |
| 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 |
| 6129612HD9 | W/alum. top & base 9" | 1600 |
| 6129612HD9EL | Element only 9" | 1600 |

OFF-ROAD AIR CLEANERS



This is the best air cleaner for those of you playing in wet and muddy off-road areas. It's hooded so water doesn't get in and it's a great air cleaner too. The two stage cleaner comes with a paper outer element and a foam inner element. As soon as the paper element gets dirty, throw it out and replace it with a gauze element. Use a thin layer of grease on the outer edges of the element to seal it to the top and bottom. Use a roofing washer under the wing nut and drill a small hole in the stud and put a safety pin through it to keep the wing nut from backing off. You will also need to buy the rubber adapter to mount it to your carb. A stock carb has a 2" neck.

| | |
|---------|-------------------------------------|
| 6129601 | 2 stage 2" neck |
| 6129602 | 2 stage 2 5/8" neck |
| 6129605 | 1 stage 2" neck w/gauze element |
| 6129606 | 1 stage 2 5/8" neck w/gauze element |
| 6129603 | Replacement gauze element |
| 6129604 | Replacement paper element |
| 6129607 | Replacement foam inner element |
| 6129610 | 2" adapter |
| 6129611 | 2 5/8" adapter |

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, or go off road at all 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 |
|----------|---------|------|

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 |

FOAM PRE-FILTERS



Foam pre-filters have been used for years. It is a good idea to oil them down with air cleaner oil if you are in a real dusty area. You will need to do some re-jetting with these. Measurements are width by length by height.

| | | |
|--------------|----------------|------|
| 6129653473BL | 4.5 x 7 x 3.25 | Blue |
| 6129653473R | 4.5 x 7 x 3.25 | Red |
| 6129653476BL | 4.5 x 7 x 6 | Blue |
| 6129653476R | 4.5 x 7 x 6 | Red |
| 6129653593BL | 5.5 x 9 x 3.25 | Blue |
| 6129653593R | 5.5 x 9 x 3.25 | Red |
| 6129653596BL | 5.5 x 9 x 6 | Blue |
| 6129653596R | 5.5 x 9 x 6 | Red |

OUTERWEAR PRE-FILTERS



Outerwear pre-filters feature a patented 'Micro Mesh' nylon filtration system that stops sand and dirt before it gets to your air cleaner element. It stretches over your air cleaner and requires no carb adjustment. Measurements are width by length by height.

| | | |
|--------------|--------------------|--------|
| 6129650473BK | 4.5 x 7 x 3.5 | Black |
| 6129650473BL | 4.5 x 7 x 3.5 | Blue |
| 6129650473P | 4.5 x 7 x 3.5 | Purple |
| 6129650473R | 4.5 x 7 x 3.5 | Red |
| 6129650473Y | 4.5 x 7 x 3.5 | Yellow |
| 6129650476BK | 4.5 x 7 x 6 | Black |
| 6129650476BL | 4.5 x 7 x 6 | Blue |
| 6129650476P | 4.5 x 7 x 6 | Purple |
| 6129650476R | 4.5 x 7 x 6 | Red |
| 6129650476Y | 4.5 x 7 x 6 | Yellow |
| 6129650593BK | 5.5 x 9 x 3.5 | Black |
| 6129650593BL | 5.5 x 9 x 3.5 | Blue |
| 6129650593P | 5.5 x 9 x 3.5 | Purple |
| 6129650593R | 5.5 x 9 x 3.5 | Red |
| 6129650593Y | 5.5 x 9 x 3.5 | Yellow |
| 6129650596BK | 5.5 x 9 x 6 | Black |
| 6129650596BL | 5.5 x 9 x 6 | Blue |
| 6129650596P | 5.5 x 9 x 6 | Purple |
| 6129650596R | 5.5 x 9 x 6 | Red |
| 6129650596Y | 5.5 x 9 x 6 | Yellow |
| 6129651BK | For Kadron element | Black |
| 6129651BL | For Kadron element | Blue |
| 6129651P | For Kadron element | Purple |
| 6129651R | For Kadron element | Red |
| 6129651Y | For Kadron element | Yellow |
| 6129652BK | For Pod element | Black |

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 |
|---------|------|------|

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 |
|---------|----------|-----------|

HEAVY DUTY CLUTCH PRESSURE PLATE



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-Saturday Nite" race car.

| | | |
|---------|----------|-------|
| 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. They are hard on parts.

| | | |
|---------|-----------------------|------|
| 1141030 | 200mm 4 puck w/spring | 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.

| | | |
|---------|-------|------|
| 1141033 | 200mm | 1600 |
|---------|-------|------|

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- |
| 2141701A | Clutch arm Bus | 68-70 |
| 2141701B | Clutch arm Bus | 71-75 |
| 2141701C | Clutch arm Bus | 76-79 |

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 bellhousing 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 |

ALUMINUM FUEL TANKS



Spun aluminum gas tanks for Buggies come with either end fill or center fill option. Tanks come with a gas cap and two powder coated brackets. Gallons are an approximation.

| | |
|--------------|--------------------------------|
| 62010718C3 | Center fill 8 x 16 3.5 gallon |
| 62010718C5 | Center fill 8 x 24 5 gallon |
| 62010718C6 | Center fill 8 x 30 6 gallon |
| 62010718C7 | Center fill 8 x 33 7 gallon |
| 620107110C10 | Center fill 10 x 30 10 gallon |
| 620107110C11 | Center fill 10 x 33 11 gallon |
| 62010718E5 | End fill 8 x 24 5 gallon |
| 62010718E6 | End fill 8 x 30 6 gallon |
| 62010718E7 | End fill 8 x 33 7 gallon |
| 620107110E10 | End fill 10 x 30 10 gallon |
| 620107110E11 | End fill 10 x 33 11 gallon |
| 620107210 | Replacement bracket 10" each |
| 6201073 | Aluminum gas tank mounts 8-10" |
| 62010728 | Replacement bracket 8" each |
| 6201550 | Replacement gas cap |
| 6201550B | Billet gas cap |

FUEL TAP



This tap fits most of the aftermarket gas tanks and has a shut off valve on it. One trick we've come up with is to find a small 1" piece of tubing to fit tight in the end of the tap that goes into the tank. This way it won't pick up fuel off the bottom of the tank.

| | |
|---------|-----|
| 6201221 | Tap |
|---------|-----|

FUEL FILLER WITH FLIP TOP



This filler top was used a lot on the old Manx style fiberglass Buggies. You'll have to make some kind of adapter to get it to hook up to your gas tank.

| | |
|---------|------------|
| 6201551 | Gas filler |
|---------|------------|

ACCESS COVER



This cover bolts onto the body of the car allowing you to cover up something usually the gas filler. It come in black plastic.

| | |
|---------|--------------|
| 6201552 | Access cover |
|---------|--------------|

BAJA EXHAUST SYSTEMS



These systems work well with a single carb set up as they have provisions for the heat riser. The collector is the most important part of a header. You want a four into one system for best performance along with a single quite muffler. If you are running heater boxes check out the header flange kit.

| | |
|-------------|---------------------------------------|
| 6251000 | Header only for Heater boxes |
| 6251001 | Header only for no Heater boxes |
| 6251012 | System w/QP w/Heaters 1300-1600 |
| 6251013 | System w/QP w/o Heaters 1300-1600 |
| 6251005 | Muffler only w/o bend |
| 6251005BEND | Pipe bend Muffler to Header connector |

COMPETITION EXHAUST SYSTEMS



Systems are designed for max horsepower and to handle the punishment of off-road competition. These work well with dual carbs. They don't work well with a single carb set up as they have no provisions for the heat riser.

| | |
|-----------|--------------------------------|
| 6251002 | Off-road exhaust 1 1/2" Black |
| 6251006 | Off-road exhaust 1 1/2" Chrome |
| 6251008 | Turbo muffler kit 1 1/2" |
| 6251003 | Off-road exhaust 1 5/8" Black |
| 6251007 | Off-road exhaust 1 5/8" Chrome |
| 6251009 | Turbo muffler kit 1 5/8" |
| 6251006S | Replacement header springs (4) |
| 6251010 | 1 1/2" Black U-bend collector |
| 6251010CH | 1 1/2" Chrome U-bend collector |
| 6251011 | 1 5/8" Black U-bend collector |
| 6251011CH | 1 5/8" Chrome U-bend collector |

COMP EXHAUST SYSTEM W/SS MUFFLERS



These are off-road competition exhaust systems with stainless steel mufflers. These work well with dual carbs. They don't work well with a single carb set up as they have no provisions for the heat riser.

| | |
|-----------|---------------------------------------|
| 6251014B | 1 1/2" Blk. W/stainless steel muffler |
| 6251014C | 1 1/2" Chr. W/stainless steel muffler |
| 6251014CC | 1 1/2" Cer. W/stainless steel muffler |

BAJA 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. These have a large 3 bolt flange.

| | |
|-----------|--------------------------------------|
| 6251004 | Black |
| 6251004CH | Chrome |
| 6251003IN | Insert for straight stinger |
| 6251004IN | Insert only (not fiberglass wrapped) |

SPARK ARRESTORS



If you are running a stinger style header it is a good idea to have a spark arrester. You don't want to start a fire out in the woods.

| | | |
|---------|----------------|-----|
| 6251160 | Spark Arrester | All |
|---------|----------------|-----|

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

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

HEADER TO MUFFLER GASKET



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 |
| 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

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

FRONT & REAR TRANSMISSION STRAPS



These straps are a good idea if you have a Bug with a big engine. The rear strap keeps the bellhousing 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 |

CONVERSION STARTER BUSHING



This bushing is made to mate mismatched bellhousing 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 |

SHIFT BALL



This steel shift ball replaces the factory plastic one in Bus transmissions 1968-1979. It will last a lot longer. To replace it requires you to take the nose cone off your transaxle.

2301241 Bus 68-79

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 |

SOLID TRANSMISSION MOUNTS



These mounts should only be used on cars that are not daily drivers. The good thing about them is the transmission won't move. The bad thing is they are hard on parts and transmit a lot of noise into the car.

| | |
|---------|------------------|
| 6301263 | Kit w/strap |
| 6301264 | Kit w/o strap |
| 6301266 | Front mount only |

BUS IRS TRANS TO BUG MOUNTS



We recommend putting a Bus IRS trans into your Bug, because it comes with a lower ring and pinion stock and is a stronger trans. The only bad thing we can say is that it's a lot of work getting it in a Bug body. If you don't have a lift kit on your Bug, you will have to do some cutting on the body. Connecting the shift rod presents some problems in a Bug and the axles will have to be a custom length.

| | |
|----------|---------------|
| 6301265 | Kit w/o axles |
| 6301265A | Kit w/axles |

MAIN SHAFT BEARING THRUST PLATE



This steel thrust plate stops movement of the main shaft bearing and aids in keeping the alignment of the gears on the main and pinion shafts. We highly recommend this plate. The nosecone of your transaxle will have to be removed to install the thrust plate.

| | | |
|---------|---------|-------|
| 1311123 | Bug | 68-79 |
| 2311123 | IRS Bus | |

HD GEAR SPACER AND WASHER



This heavy duty gear spacer and washer are used between 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 transmissions.

| | |
|---------|-------|
| 1311320 | 61-66 |
|---------|-------|

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 these in, so we suggest you have someone who knows transmissions install them.

| | |
|---------|------|
| 1311321 | Pair |
|---------|------|

LONG TRAVEL FRONT END KIT



This kit extends the shock towers of your king and link pin front end, giving you more travel. Take your time setting this kit up. We suggest you tack weld it on, set the arms and shocks up and make sure everything lines up before welding it up solid. It's a good idea to buy the shock extensions for the lower arm as well as the towers. The shocks you'll use are part number 2513001.

| | |
|---------|---------------------------------|
| 6401021 | King and link front end, towers |
| 6401022 | Shock extensions |

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 and this should be done by a qualified welder (who, hopefully, has done it before). We suggest you buy two, because tightening the tension on one bar puts a larger load on the other bar.

| | | |
|----------|-----------------------|-----|
| 1401021A | Torsion bar adjusters | 66- |
| 1401021B | Torsion bar adjusters | -65 |

FRONT END CLAMPS



These clamps are made to go around your front axle beam and are used when building rail cars or stiffening up the front head of a Baja Bug.

| | |
|----------|----------|
| 6401023 | Set of 8 |
| 6401023B | Each |

ALUMINUM LINK-PIN FRONT AXLE BEAM



This beam is a weight saver on Sand Buggies. Beams come with or without shock towers. If you want to add a steering damper you'll have to buy the damper bracket. You shouldn't use these beams on Bajas or any dirt cars.

| | |
|----------|--------------------------------|
| 6401061 | Without shock towers |
| 6401061A | With shock towers |
| 6425022 | Billet steering damper bracket |

FRONT END SUPPORT BRACES



These support braces go from the front beam to the belly pan to strengthen the front beam area. The lowers are a straight bolt on, but the upper braces will require you to drill holes.

| | | |
|---------|------------|-----|
| 6401233 | Lower (pr) | All |
| 6401234 | Upper (pr) | All |

LONG TRAVEL FRONT END STOPS



This is a stop kit that welds on to the LONG TRAVEL FRONT END KIT to limit the upward and downward travel of your front arms.

| | |
|---------|-----|
| 6401273 | Kit |
|---------|-----|

FRONT ARM URETHANE 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- |
| 6401300A | Inner-outer, alum beam-45mm tubes | |
| 6401300B | Inner-outer, steel beam-46mm tubes | |

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 |
| 1405273YL | Yellow (pr) | -62 |

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 "rasing" your car by using adjusters, these eccentrics might be what you need to get that correct camber.

| | | |
|---------|------|-----|
| 1405319 | Pair | 66- |
|---------|------|-----|

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 |
|---------|------|-----|

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 guaranteed. We highly recommend KYB shocks and inserts.

| | | |
|---------|-------------------|-----|
| 1413002 | Front, Gas-A-Just | -65 |
| 1413001 | Front, Gas Rider | -65 |
| 1413003 | Front, Gas-A-Just | 66- |
| 1413004 | Front, Gas Rider | 66- |
| 1513001 | Rear, Gas-A-Just | All |
| 1413001 | Rear, Gas Rider | All |

COIL OVER SHOCKS



These shocks are oil not gas and have an adjustable spring around them. Not our favorite shocks.

| | | |
|---------|-----------------------|-----|
| 6513001 | Front K&L (pr) | -65 |
| 6413001 | Front ball joint (pr) | 66- |
| 6513001 | Rear (pr) | All |

QUICK STEER



This takes a turn and half out of your steering wheel. You'll need to drill out your pitman arm for the two bolts.

| | | |
|----------|-------------|-----|
| 6415048A | Quick steer | -67 |
| 6415048B | Quick steer | 68- |

STEERING SHAFT



This shaft is for the steering on tube style cars. The diameter of the tube is 7/8" and comes with a flange, welded on the end.

| | | |
|-----------|--------------------|--|
| 6415050 | Shaft | |
| 6415050CH | Shaft chrome | |
| 6415049 | Bearing | |
| 6415614 | Replacement flange | |

BUGGY RACK AND PINION



This rack and pinion is super compact, light weight and easy to mount on buggies or sand rails. Comes complete with rod ends and boots, but it doesn't come with tie rods. This rack should only be used on light weight Buggies and sand rails; not for Bajas.

| | | |
|----------|--------------------------------|--|
| 6415061 | Rack and pinion | |
| 6415061B | Replacement boot | |
| 6415062 | Mounting kit for rack & pinion | |
| 6415063 | U joint for 6415061 | |
| 6415064 | Splined steering stub shaft | |
| 6415065 | Broached coupler | |
| 6415812 | Tie rod kit for 6415061 | |

BILLET STEERING BOX MOUNT



This mount is used with the stock steering box. It dresses up the stock steering box.

| | | |
|----------|---------------------|-----|
| 6415060B | Mount for stock box | All |
|----------|---------------------|-----|

BILLET STEERING BOX COVER



This is a replacement cover for your stock steering box. Just another way to make the stock steering box look better.

| | | |
|----------|---------------------|-----|
| 6415060C | Cover for stock box | All |
|----------|---------------------|-----|

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 |

QUICK DISCONNECT



This unit is used when you want to take the steering wheel off in a hurry. It's a great item for a tube chassis car. Welding is required.

6415615 Each

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 |
| 1415667 | Adapter | 62-71 |

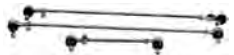
BILLET STEERING WHEELS



This billet aluminum steering wheel is precision machined and finished polished for a real shine. It bolts directly to the STEERING SHAFT or the QUICK DISCONNECT steering hub. Add the hub cover and you have a really trick set up.

| | |
|---------|------------------------|
| 6415618 | Batwing steering wheel |
| 6415619 | Vortex steering wheel |
| 6415620 | Stealth steering wheel |
| 6415660 | Hub cover only |

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- |

URETHANE TIE ROD END BOOTS



These boots are tougher than the stock boots.

6415835 Set of 4

K&L SPINDLE GUSSET KIT



If you are going to play in the dirt and don't want to bend your spindles, this gusset kit will help strengthen them. Welding is required.

6498210 Kit

AXLE TUBE RETAINERS



These retainers help stiffen the plates that bolts the tubes to the trans. They keep the plates from bending and leaking.

6501141 Swing axle (pr)

COLORED 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- |

OFF-ROAD SUPER CV JOINT BOOTS



These boots and flanges are designed for axles with very long suspension travel. Kits include boot, flange and tie wrap clamps.

| | |
|-------------|----------------------------|
| 6501149100K | Kit for Bus CV joint 100mm |
| 6501149100B | Boot only 100mm |
| 6501149100F | Flange only 100mm |
| 6501149108K | Kit for 930 CV 108mm |
| 6501149108B | Boot only 108mm |
| 6501149108F | Flange only 108mm |

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- |
| 1501191YL | Yellow (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 |

HEAVY DUTY IRS AXLES



These heavy duty IRS axles are a must for long travel suspension cars. Not only are these axles stronger than stock, they have a longer spline that allows the CV joint to float on the splines.

| | |
|----------|--|
| 6501200 | 16 1/4" T1 trans w/T1 suspension |
| 6501201 | 15 5/8" T2 trans w/T1 suspension |
| 6501202 | 15 5/8" T2 trans w/T1 suspension W/930CV |
| 6501203 | 19 1/4" T2 trans w/T1 suspension W/3 x 3 arms |
| 6501204 | 19 1/4" T2 trans w/T1 susp. W/3 x 3 arms W/930 |
| 6501200L | Spiral lock for axles (4) |

HEAVY DUTY SPRING PLATES



At .250" thick, these heavy duty spring plates can handle the abuse of off-roading. See TORSION BARS for application.

| | |
|------------|--|
| 6501205SW | Swing axle plates for 21 3/4" bar (pr) |
| 6501205IRS | IRS plates for 21 3/4" bar (pr) |
| 6501206IRS | IRS plates for 24 11/16" bar (pr) |

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- |

URETHANE IRS AXLE COVERS



These IRS axle covers prevent your axles from getting chipped and they look good too. They just clip on. 10 pieces to a set.

| | |
|-----------|--------|
| 6501210YL | Yellow |
| 6501210BL | Blue |
| 6501210RD | Red |

HEAVY DUTY CV JOINT BOLTS



These are hardened aircraft quality CV joint bolts. Available with internal or external heads.

| | |
|-----------|--|
| 6501229 | 8mm x 1 3/4" internal head (ea) |
| 6501229A | 3/8"-24 x 1 3/4" internal head (6) |
| 6501229AE | 3/8"-24 x 1 3/4" external head (6) |
| 6501229BE | 3/8"-24 x 2 1/4" external head, 930 CV (6) |

SWING AXLE SPACERS



These swing axle spacers go on the axles and are much stronger than the stock spacers. They won't "mushroom" and leave your axle nut loose.

| | |
|---------|---------|
| 1501243 | Spacers |
|---------|---------|

HEAVY DUTY IRS AXLE SPACERS



These spacers for the IRS stub axles are much stronger than the stock. They won't "mushroom" leaving your axle nut loose.

| | |
|---------|-----|
| 6501243 | Set |
|---------|-----|

IRS STUB AXLES



These stub axles will convert your CV joints to Bus or 930 CV joints. The axle is the same as your Bug but the flange will take the larger CV joint.

| | |
|-------------|------------------------|
| 181 501 263 | For bus CV joints (pr) |
| 6501263 | For 930 CV joints (pr) |

930 CV JOINT



These are needed for the long travel suspension cars because, they handle more angle as well as load. You'll also have to get the correct flanges, boots, axles, bolts, etc. to run these, but they are the ultimate choice of racers.

| | |
|-----------|-------------------|
| 930332034 | 930 CV joint only |
|-----------|-------------------|

IRS BRACKETS



The brackets can be used to change a swing axle torsion housing into an IRS housing. They need to be welded on to the correct spots so there's a lot of measuring needed here. Note: By rotating the bracket up, the bottom of the tire will kick in and visa versa.

| | |
|---------|------|
| 6501500 | Pair |
|---------|------|

IRS ARM BEEF KIT



This kit is made to weld onto your stock arms to beef them up. It keeps your arms from bending. The only draw back is they are made so you have to remove the stock shock boss, so you'll need to see REAR SHOCK MOUNTS.

| | |
|---------|-----|
| 6501503 | Kit |
|---------|-----|

URETHANE IRS A-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- |
|---------|------|-----|

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. (4-130 pattern, Bug 68- and Type 3, 66-) (5-205 pattern, Bug-67 and Bus-70) (5-112 pattern, Bus 71-) (5-130 pattern, Porsche).

| | |
|---------------|---------------------------------|
| 1501602 | 4/130 - 5/130, 1" cast aluminum |
| 1501606 | 4/130 - 5/205, 3/8" steel |
| 1501608 | 5/130 - 5/205, 1/2" steel |
| 1501613 | Spacers, 5/205 - 5/205 |
| 2501602 | 5-112 to 5-205 1/2" steel |
| *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 |

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- |

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 swing axle car or just a great safety precaution for those of you who like to take corners fast.

| | | |
|---------|-----|-----|
| 1511205 | Kit | All |
|---------|-----|-----|

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 REAR 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- |
| 6511243 | 2" I.D. Knobby | |
| 6511244 | 2" I.D. Round | |

THREADED SHOCK BOSS



This threaded shock boss comes in handy when making upper shock mounts or putting on rear lower shock mounts into IRS cars.

| | |
|---------|-----------------|
| 6513029 | 12mm x 1.5 (ea) |
| 6513401 | Bolt (ea) |

REAR SHOCK MOUNT KITS



These rear shock mounts are made to get more than one shock on the back of your car. The IRS kit is made to go with the IRS arm beef kit and will take some welding. You will also need shock bosses for the IRS kit. The swing axle kit just bolts onto the axle tube. Both kits will require you to relocate your upper shock mounts.

| | |
|---------|----------------|
| 6513030 | IRS kit |
| 6513031 | Swing axle kit |

SUPER DIFFS



These super diffs add two more spider gears to your differential, plus the housing is way stronger than stock. There are two choices for swing axle diffs; threaded or snap ring. The threaded diffs hold the axles better than the snap ring, however you have to pull the whole center section of the trans apart to replace an axle. Diffs do not come with the extra spider gears you need, so you will have to get those as well. Last but not least, you have to know what you are doing to set one of these up, and we suggest you take it to someone who has experience in setting up ring and pinions. We highly recommend these diffs for those of you with big motors.

| | |
|-----------|--------------------------------|
| 1517120 | Swing axle snap ring style |
| 1517121 | Swing axle threaded style |
| 1517122 | IRS Bug |
| 651712010 | IRS Bus 002 w/10 tooth spiders |
| 651712011 | IRS Bus 002 w/11 tooth spiders |
| 6517121 | IRS Bus 091 |

FINAL DRIVE FLANGES



These conversion flanges will allow you to run bigger stronger Bus or 930 CV joints.

| | |
|--------------|-------------------------------|
| 181 517 283A | T2 joint w/T1 trans (ea) |
| 6517283 | 930 joint w/T1 trans (ea) |
| 6517283002 | 930 joint w/T2 002 trans (ea) |
| 6517283091 | 930 joint w/T2 091 trans (ea) |

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- |
| 2517289 | Pair Bus | |

4:86 RING AND PINION



This is the most popular ring and pinion combination for off-road cars. It will take a professional to put it in.

| | |
|---------|---------|
| 6517486 | Splined |
|---------|---------|

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 |

ALUMINUM SPINDLE MOUNT WHEEL



These aluminum spindle mount wheels are great for sand cars, but we don't suggest using them on dirt cars. They are really light weight.

| | |
|-----------|--|
| 6601000AL | Wheel King and Link spindle (ea) |
| 6405625 | Bearings for spindle mount King and Link (4) |
| 6405691 | Bearing caps for spindle mount wheels (pr) |

STEEL WHEELS



These are the most popular off-road wheels. 5 lug wheels come in a 5 spoke and 4 lug wheels come with an 8 spoke.

| | | |
|-----------|----------------|-------|
| 6601002WH | 15 x 5 White | 5 Lug |
| 6601002CH | 15 x 5 Chrome | 5 Lug |
| 6601003WH | 15 x 6 White | 5 Lug |
| 6601003CH | 15 x 6 Chrome | 5 Lug |
| 6601004WH | 15 x 8 White | 5 Lug |
| 6601004CH | 15 x 8 Chrome | 5 Lug |
| 6601005WH | 15 x 10 White | 5 Lug |
| 6601005CH | 15 x 10 Chrome | 5 Lug |
| 6601006WH | 15 x 12 White | 5 Lug |
| 6601006CH | 15 x 12 Chrome | 5 Lug |
| 6601012WH | 15 x 5 White | 4 Lug |
| 6601012CH | 15 x 5 Chrome | 4 Lug |
| 6601013WH | 15 x 6 White | 4 Lug |
| 6601013CH | 15 x 6 Chrome | 4 Lug |
| 6601014WH | 15 x 8 White | 4 Lug |
| 6601014CH | 15 x 8 Chrome | 4 Lug |
| 6601015WH | 15 x 10 White | 4 Lug |
| 6601015CH | 15 x 10 Chrome | 4 Lug |
| 6601016WH | 15 x 12 White | 4 Lug |
| 6601016CH | 15 x 12 Chrome | 4 Lug |

CHROME CENTER CAPS



These caps are made to dress up your wheels.

| | |
|---------|-------------------|
| 6601155 | 5 Lug wheels (pr) |
| 6601154 | 4 Lug wheel (ea) |

SAND CAR FRONT GROOVED TIRES



These front grooved tires are for the sand only and have 3 ribs in them, allowing better control in turning.

| | |
|-----------|-----------------------|
| 6601020 | Tire (ea) |
| 6601020TB | Tube for 6601020 (ea) |

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) |
| 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, shoulder (4) |
| 1601111 | 14mm x 1.50-1/2" x 20 chr nuts & studs, concave (4) |
| 1601112 | 12mm x 1.50 chr nuts & studs, shoulder (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) |
| 1601115 | Chrome stock lug bolts 14mm (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 |

ALUMINUM WHEEL WASHERS



These washers are used when you are running an aluminum wheel that just has a flat hole for the lug nut (bolt). Use a concave style nut (bolt) against these washers to hold your wheel on.

| | |
|---------|----------|
| 6601101 | Set of 5 |
|---------|----------|

PARK LOCK



This park lock is a hydraulic to lock your brakes. It's not legal for the highway in any state that we know of but it works great for the strictly off-road cars that have no emergency brake cables.

| | |
|---------|-----------|
| 6609701 | Park lock |
|---------|-----------|

E BRAKE CABLE SHORTENING KIT



This kit is made to shorten your emergency brake cables. Just cut off your cable, slip the end on and use the set screw to clamp the cable.

| | |
|---------|-----|
| 6609702 | Kit |
|---------|-----|

MASTER CYLINDER W/RESERVOIR



This master cylinder is used when you want the reservoir on top of the master cylinder and you're using stock pedals. The reservoir it comes with is plastic, so don't over tighten it and make sure the wrench you are using is thinner than the nut that holds it on.

| | |
|---------|---------------------------|
| 661101J | Kit |
| 661101K | Kit W/Alluminum reservoir |
| 2611012 | Billet reservoir |

CNC HYDRAULIC PEDAL ASSEMBLIES



These hydraulic pedal assemblies are for tube style cars. They come with the slave cylinder for the clutch. The bore size on the master cylinders is 3/4". Kits come with metric fittings.

| | |
|-----------|--|
| 661101B | Blue |
| 661101R | Red |
| 6611015 | Replacement master cylinder |
| 6721355RD | Replacement red clutch slave cylinder |
| 6721355BL | Replacement blue clutch slave cylinder |
| 6798335 | Repair kit for clutch slave cylinder |
| 6698011 | Repair kit for one master cylinder |

CNC SINGLE CYLINDER PEDAL ASSEMBLY



This single master cylinder pedal assembly works great on single seater type cars. You can use one for the brakes and one for the clutch. Kits come with metric fittings.

| | |
|-----------|--------------------------------------|
| 6611012 | Tall reservoir |
| 6721355RD | Red clutch slave cylinder |
| 6721355BL | Blue clutch slave cylinder |
| 6798335 | Repair kit for clutch slave cylinder |
| 6611301 | Easy fill cap |

CNC STEERING BRAKES



Oh yeah, these are fun! Pull the handle and your turning, right now. Do not use these on the pavement unless you want to roll over on your lid. Bore size is 3/4". Kits come with metric fittings.

| | |
|--------------|------------------------------|
| 6611100BL | Single handle straight Blue |
| 6611100RD | Single handle straight Red |
| 6611101BL | Single handle angled Blue |
| 6611101RD | Single handle angled Red |
| 6611102BL | Dual handle straight Blue |
| 6611102RD | Dual handle straight Red |
| 6611103BL | Dual handle angled Blue |
| 6611103RD | Dual handle angled Red |
| 6698109 | Repair kit for single handle |
| 6698110 | Repair kit for dual handle |
| 6611100REPKT | Repair kit for one cylinder |

BRAKE PROPORTIONING VALVE



If you're running disc brakes on the front or drive your car in the dirt and the pavement, then you should use a proportioning valve. Having lots of front brakes helps in stopping on the pavement but will get you in trouble in the dirt. So with this valve, you can adjust your front pressure for what you are driving on.

| | |
|---------|-------|
| 6611780 | Valve |
|---------|-------|

HYDRAULIC FITTINGS



Here are some hydraulic fittings that might come in handy for your pedal assemblies or steering brakes.

| | |
|---------|-----------------------------|
| 6611791 | 1/8" NPT to metric 90 |
| 6611792 | Metric to metric coupler |
| 6611793 | 1/8" NPT to metric straight |
| 6611794 | Metric plug |

RESIDUAL PRESSURE VALVES



If your calipers or wheel cylinders are higher than the reservoir then you might need a residual pressure valve. This will keep fluid in the line so you don't have to pump the pedal to activate the brakes.

| | |
|---------|-------------|
| 6611795 | 2 PSI disc |
| 6611796 | 10 PSI drum |

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- |

FRONT DISC BRAKE CONVERSION KIT



This kit allows you to bolt disc brakes onto your Bug ball joint front end. The kit comes with rotors, calipers, seals, lock tabs, and mounting bolts. We do not recommend front disc brakes for off road cars as they will get you in trouble off the pavement.

| | | |
|---------|-----|-----|
| 1615100 | Kit | 66- |
|---------|-----|-----|

REAR DISC BRAKE KIT



This kit allows you to run disc brakes in the rear. A great way to go on off road cars. You won't get as much braking as you would with the fronts, but front disc brakes will get you in trouble off the pavement.

| | | |
|------------|---|-------|
| 1615109SWG | W/E. brake, single piston caliper | 58-67 |
| 1615109IRS | W/E. brake, single piston caliper | 68- |
| 1698152 | Pads for 1615109SWG or 1615109IRS | |
| 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 1615108 | |

2 SEAT BIG BOY CHASSIS



This chassis has a passenger compartment that is a full 3" taller, 2" wider in the floor, 7" wider across the top of the cage and extends an additional 10" forward compared to the old two seater fugitive frame. The frame still has the 101" wheelbase. The great thing about this frame is it allows you to mount Beard-style seats with no problems.

| | |
|-------------|--|
| 6701004KKL | Kit for King and Link front end |
| 6701004WKLT | Welded W/torsion for King and Link front end |

2+2 BIG BOY CHASSIS



The 2+2 design has a higher top profile than the 2 seater chassis plus additional rear cage length to keep the front seating location the same as the 2 seater Big Boy chassis. The rear seats are designed more for kids than adults. Kit form of a left and right construction cuts down on freight and doesn't take a complicated jig to assemble. Kits do not come with a torsion housing unless ordered welded with an aftermarket torsion housing.

| | |
|-------------|--|
| 6701005KKL | Kit for King and Link front end |
| 6701005WKLT | Welded W/torsion for King and Link front end |

4 SEATER BIG BOY CHASSIS



This frame has a 111" wheel base. The chassis comes in kit form or completely welded. Kit form is a left and right construction that cuts down on freight and doesn't take a complicated jig to assemble. Kits do not come with a torsion housing unless ordered welded with an aftermarket torsion housing. Unlike the 2+2 kit, this chassis will seat four adults.

| | |
|-------------|--|
| 6701003KKL | Kit for King and Link front end |
| 6701003WKLT | Welded W/torsion for King and Link front end |

CUSTOM TORSION HOUSING



A custom torsion housing is great if you don't have a stock torsion housing or want one that is lighter. Installation kit sold separately. Note: You will need custom inner spring plate bushings with this housing.

| | |
|------------|------------------------------|
| 6701010SW | Housing Swing Axle |
| 6701010IRS | Housing IRS |
| 6701011 | Installation kit |
| 6511246 | Inner urethane bushings (pr) |

REAR TORSION BAR ADJUSTERS



This rear torsion bar adjuster is designed to allow a chassis to be tuned quickly as compared to the old torsion bar adjustment method. It takes a lot of work to install the adjuster into a stock pan car. Welding is required.

| | |
|---------|----------------------------|
| 1701012 | For stock torsion housing |
| 6701012 | For custom torsion housing |

FRONT & REAR FLOOR 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 |

BAJA BUG REAR SKID PLATE



This skid plate protects the motor and transmission. We usually mount this plate to the rear bumper instead of the engine.

| | |
|---------|---------------------------|
| 6701061 | Use with heater boxes |
| 6701062 | Use with out heater boxes |

SHOW BARS



Show bars are available in 4 point or 6 point. The 4 point bars are made in 2" (.095 wall) and 6 point are 1 1/2" (.095). They fit all standard Bugs but won't fit convertibles. They have to be shipped by truck.

| | |
|---------|-----------------|
| 6703021 | 4 point bolt in |
| 6703022 | 6 point weld in |

OFFSET ROLL BAR PADDING



The offset hole location of the padding allows it to be positioned to provide more protection where you want it. Pads come in 3 foot lengths and 10 pieces per box. Made to fit 1 1/2" tubing.

| | |
|------------|--------|
| 6703113B | Blue |
| 6703113BLK | Black |
| 6703113G | Grey |
| 6703113O | Orange |
| 6703113P | Purple |
| 6703113R | Red |
| 6703113Y | Yellow |

BLACK ROLL BAR PADDING



Black foam type of padding with the hole in the middle. Comes in 6 foot lengths with 1/2" wall thickness.

| | |
|------------|-------------------------|
| 6703114BLK | Black for 1 1/2" tubing |
| 6703115BLK | Black for 2" tubing |

BAJA FRONT BUMPERS



These front bumpers are made for Baja Bugs. They bolt to two of the lower front end bolt and two tabs that will need to be welded on the shock towers.

| | |
|-----------|---------------------|
| 6707102 | Single tube |
| 6707102CH | Single tube, chrome |
| 6707103 | Double tube |
| 6707104 | Tilt bumper |

MANX CHROME FRONT BUMPER



This bumper is for the fiberglass tube cars. It is more for show than effect. It just bolts onto the front beam.

| | |
|---------|------|
| 6707105 | Each |
|---------|------|

BIG BOY CHASSIS FRONT BUMPER



This good looking bumper is made to fit the Big Boy chassis and provide added protection. It just bolts on.

| | |
|-----------|------------------------------------|
| 6707106 | For King and Link front end plain |
| 6707106CH | For King and Link front end chrome |

BAJA REAR BUMPERS



These rear bumpers are made for Baja Bugs. They just bolt on, no welding needed. There are two types of mounting; the firewall mount has stubs that bolt to the firewall and the shock mount bolts to the stock upper shock mount. Both bumpers use the lower frame horn bolts to attach the bottom. Bumpers come with hardware. Shipped by truck only.

| | |
|-----------|---|
| 6707301 | Single tube shock mount |
| 6707301CH | Single tube, chrome |
| 6707302 | Single tube heavy duty shock mount |
| 6707303 | Double tube firewall mount |
| 6707304 | Double tube shock mount |
| 6707302KT | Hardware kit for single tube shock mount |
| 6707303KT | Hardware kit for single tube firewall mount |

SHIFTER LOCK FOR STOCK SHIFTER



This shift lock is a great theft deterrent; it locks up your stock shifter. To install this product, you will need to buy a QUICK SHIFT KIT, part # 1711110A.

| | |
|---------|-----|
| 1711099 | -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 KIT



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 |

UNIVERSAL SHIFT BOOT



This universal shift boot will fit almost any type of shifter.

| | |
|----------|------------|
| 6711115A | Shift boot |
|----------|------------|

SHIFT KNOB W/EMPI LASER LOGO



These wood knobs fit all stock shifters because they come step threaded to accept the 7,10, or 12mm shifters. They have an "Empi" laser beam engraved logo.

| | | |
|-----------|-------------|-----|
| 1711140 | Walnut | All |
| 1711140BK | Black vinyl | All |
| 1711140BR | Brown vinyl | All |

PLAIN WALNUT SHIFT KNOB



This is a solid walnut shift knob with no logo or shift pattern. It comes step threaded to accept 7,10, or 12mm threaded shifters.

| | | |
|---------|--------|-----|
| 1711141 | Walnut | All |
|---------|--------|-----|

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 KNOB 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 KNOB



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 |
|----------|-----|-----|

SHIFTER BOX



This shifter box is made so you can weld it to a piece of 1 1/2" tubing and mount it to your shifter. You'll also need a bushing. Note: Try to keep your box as "in-line" with the transmission as possible.

| | |
|--------------|--------------------------|
| 6711149 | Box |
| 111 701 259A | Stock bushing |
| 6711150 | Urethane bolt in bushing |
| 6711150A | Shift rod bushing |

URETHANE SHIFT ROD COUPLER



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- |

ADJUSTABLE SHIFT ROD KIT



This shift rod kit it allows you to adjust the shift rod not only side to side but also in and out. It uses the round style coupler. Welding is required.

| | |
|----------|-------------------------|
| 6711176 | Adjuster |
| 6711176A | Adjuster with shift rod |

SAND RAIL SUPER SHIFTER



This sand rail super shifter is a must for mid-engine sand cars. It features short shift action and reverse lock out. The mid engine shift kit comes with the trans linkage, adaptors and rods that you will need.

| | |
|-----------|-----------------------------------|
| 6711177C | Chrome super shifter only |
| 6711177CL | Chrome super shifter with linkage |
| 6711178 | Mid engine shifter linkage kit |

BILLET E. BRAKE HANDLE COVER



This aluminum cover slips over your stock emergency brake handle, for that "customized" look.

| | | |
|---------|-------|-----|
| 1711301 | Cover | All |
|---------|-------|-----|

EMERGENCY BRAKE LOCK



This security lock slides over the handle of your emergency brake providing a combination to unlock the brake button. It's a great theft deterrent.

| | | |
|---------|------|-----|
| 1711300 | Lock | All |
|---------|------|-----|

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 |

PEDAL PLATE



The pedal plate allows you to use stock pedals in your rail style car.

| | |
|---------|---------------------|
| 6721071 | Mounting plate |
| 6721072 | Pedal mount bracket |

CLUTCH CABLE SHORTENING KIT



This kit allows you to shorten your clutch cable. Cut your cable and thread it through the post, then run a nut over the cable and tighten it.

| | |
|---------|-----|
| 6721335 | Kit |
|---------|-----|

HYDRAULIC CLUTCH KIT



These hydraulic clutch kits are designed to adapt to your existing clutch pedals. They come complete with a cylinder mounting bracket and a weld on tab. Slave cylinder included.

| | |
|----------|----------|
| 6721335B | Blue Kit |
| 6721335R | Red Kit |

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 |

ALUMINUM GAS PEDAL W/FOOTREST



This gas pedal has a side footrest and a built in return spring. Made with a non skid surface and three cable mounting points. This pedal is 8 1/4" overall height and is top quality casted.

| | |
|---------|-----------|
| 6721507 | Gas pedal |
|---------|-----------|

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 |
| 1721507RD | Red | 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 |
|---------|-------|-----|

HEAVY DUTY THROTTLE CABLE



This heavy duty throttle cable is indestructable. On the stock pan cars, you'll need to trim your accelerator cable tube back about an inch. The cable comes 9 feet long and has an eye at one end.

| | |
|---------|----------------|
| 6721550 | Throttle cable |
|---------|----------------|

THROTTLE CABLE WITH TUBE



This throttle cable comes with a plastic tube and mounting hardware.

| | |
|---------|-----------------------|
| 6721551 | Throttle cable w/tube |
|---------|-----------------------|

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

THROTTLE CABLE SHORTENING KIT



This throttle cable shortening kit allows you to cut your stock cable down to size.

6721555 Kit

THROTTLE CABLE EXTENSION



Oops, I missed it by that much! This will add 1" to your stock cable length.

1721556 Extension All

MORSE CABLES



These are heavy, heavy duty cables. They require mounting hardware.

| | |
|-----------|------------------------|
| 67215566 | Cable 6 feet |
| 67215567 | Cable 7 feet |
| 67215568 | Cable 8 feet |
| 67215569 | Cable 9 feet |
| 672155610 | Cable 10 feet |
| 672155611 | Cable 11 feet |
| 672155612 | Cable 12 feet |
| 6721557 | Cable ball end 3/16" |
| 6721558 | Cable clevis |
| 6721559 | Hook clamp cable mount |
| 6721560 | Clamp and shim mount |
| 6721561 | Aluminum half clamp |

CABLE SHORTENING KIT



This cable shortening kit comes with 2 E brake cable shortening kits, one throttle cable shortening kit and one clutch cable shortening kit.

6798336 Kit

LIGHTED LICENSE PLATE BRACKET



This license plate bracket is made from chrome plated heavy gauge steel. Great for Bajas and Buggies. Note: If you install it to fiberglass, be sure to ground to the chassis.

6800100 Bracket W/12v bulb

EMPI LICENSE PLATE FRAME



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 |
|---------|---------------|-----|

LIGHTED LICENSE PLATE FRAME



This is 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 |

ROOF LIGHT BAR



This roof light bar is for Baja Bugs so you can mount up to four lights on the roof. It bolts onto the rain gutter.

6801041 Each

TABS, MOUNTS AND BRACKETS



The most commonly used tabs, mounts and brackets for off-road vehicles. Most of these tabs are used for mounting just about anything.

| | |
|---------|--|
| 6801101 | Flat mount tab, 1/4" hole (4) |
| 6801102 | Flat mount tab, 5/8" hole (4) |
| 6801103 | Flat mount tab, 3/8" hole (4) |
| 6801111 | 1" Tube tab, 1/4" hole (4) |
| 6801112 | 1 1/4" Tube tab, 5/16" hole (4) |
| 6801113 | 1 1/2" Tube tab, 5/16" hole, short (4) |
| 6801114 | 1 1/2" Tube tab, 5/16" hole, long (4) |
| 6801115 | 1 1/2" Tube shock mount tab (4) |
| 6801120 | 90 degree Flat gusset (4) |
| 6801121 | 90 degree Formed gusset (4) |
| 6801122 | 90 degree Formed mount tab, 5/16" hole (4) |
| 6801123 | 90 degree Formed mount tab, 3/8" hole (4) |
| 6801200 | Universal tab, 1/2" hole |
| 6801201 | Large universal tab, 1/2" hole (pr) |
| 6801202 | Universal tab, 3/8" hole |
| 6801210 | 2 bolt flange, 1 3/8" hole (pr) |
| 6801211 | 2 bolt flange, 1 3/8" hole (ea) |
| 6801212 | 2 bolt flange, 1 1/2" hole (ea) |
| 6801213 | 2 bolt flange, 1 1/2" hole (pr) |

BILLET UNIVERSAL MOUNTS



These aluminum mounts are made to go around tubing so you can mount your "stuff" in style.

| | |
|---------|-------------|
| 6801203 | 1" hole |
| 6801204 | 1 1/4" hole |
| 6801205 | 1 1/2" hole |

BAJA KITS



These Baja kits are really thick and have a great fitting hood. The rule of thumb is to measure twice, cut once and cut long. You can always trim more off. You should mount the fenders and the front hood before cutting, this will give you an idea where to start. Kits come with wide fenders or narrow fenders. A narrow fender is just like the wide but with the outer lip cut off. Hoods and kits have to be shipped by truck.

| | |
|----------|----------------------------|
| 6805025N | Kit (7pc) w/narrow fenders |
| 6805025W | Kit (7pc) w/wide fenders |
| 6805591 | Nose piece |
| 6821021N | Front fender narrow left |
| 6821021W | Front fender wide left |
| 6821022N | Front fender narrow right |
| 6821022W | Front fender wide right |
| 6821305N | Rear fender narrow left |
| 6821305W | Rear fender wide left |
| 6821306N | Rear fender narrow right |
| 6821306W | Rear fender wide right |
| 6823031 | Front hood |
| 6827025 | Rear scoop |

BAJA ONE PIECE FRONT END



This has the hood, nose and fenders all in one. If your racing your baja, this is cool. But if you are using your Baja as a daily driver, we don't recommend this front end. Too much air coming through the dash and painful access to your gas tank are two draw backs to this front end. However, they do make a tilt bumper if you choose to use one. Must be shipped by truck.

| | |
|---------|------|
| 6805600 | Each |
|---------|------|

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 |
|---------|------|-----|

ALUMINUM FIREWALL KIT



This is a aluminum firewall that dresses up your engine compartment. We like to run insulation behind these firewalls on Bugs to deaden the engine noise.

| | |
|----------|----------------|
| 1813113A | Bug 3pc. |
| 6813111 | Universal 1pc. |

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 bellhousing 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 |

BAJA CAR COVER



This cover is made of high quality cotton poly material and offers superior protection against ultraviolet rays that can cause paint to fade. 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.

| | | |
|---------|------------|-----|
| 6817020 | Baja cover | 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. Made for a sedan but will work on a baja.

| | | |
|---------|--------------|-----|
| 1817021 | Deluxe cover | All |
|---------|--------------|-----|

BAJA SIDE BARS



These side bars mount where your running boards where. They're made out of thin tubing so they are more for show than any type of protection. For stronger bars check out the HEAVY DUTY BARS.

| | |
|-----------|------------------------|
| 6821509 | Raw steel short (pr) |
| 6821509B | Black short (pr) |
| 6821510 | Raw steel tall (pr) |
| 6821510B | Black tall (pr) |
| 6821509HD | Heavy duty 1 1/4" (pr) |

COLOR FENDER BEADING



This colored 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 |

CHROME HOOD HINGES



These are the spring loaded hinges for the front hood. They're a great way to dress up the underside of your luggage compartment. A trick here on Baja Bugs is to cut your hinge springs in half with a cut off wheel. Then you can "thread" on half into the other and reduce the tension of the spring. Snap the cover back on and you are done. This way it won't rip off your fiberglass hood when you open it.

1823301CH Hood hinges All

DZUS FASTENERS



These fasteners take some time to put in, but they're worth the effort. A twist of a screwdriver and off it comes. All types of race cars use this kind of fastener.

6823501 Tab w/spring
6823502 Spring only
6823503 Ejecting stud only

BAJA HOOD HOLD DOWNS



There are two types of hold downs, rubber and steel. We prefer the steel ones, they last longer than the rubber ones.

6823564 Steel chrome (pr)
6823565 Rubber (pr)

HOOD PINS



If you don't like the hood hold downs, you can use hood pins. In order to mount these pins you'll have to put a strap of steel across the hood opening to hold the pins.

6823566 Chrome (pr)
6823567 Chrome locking (pr)

ROOF SCOOP



This scoop mounts on top of the Bug and holds an oil cooler. It works really well to cool the oil. One drawback is that you can't drive under any low branch trees.

6827023 Large scoop only
1117023 72 plate Mesa cooler for large scoop
6827024 Small scoop only
6117022 Cooler for small scoop tube and fin style

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
1831053 Sill Cover, wide -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, chrome with a wood knobs or billet style. Sold in pairs.

1837187 Chrome and black 67-
1837189 Chrome and wood 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-

DOOR WINDOW CRANKS AND 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

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

UNIVERSAL VENT WING 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

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.

| | | |
|------------|------------------------|-----|
| 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- |

TINTED QUARTER WINDOW GLASS



This is tinted gray glass for the rear quarter windows on your standard Bug. We suggest you buy new rubber before installing. See FRONT WINDOW SEAL for installation help.

| | | |
|------------|------|-------|
| 1845301AGY | Pair | 58-64 |
| 1845301BGY | Pair | 65-77 |

CHROME CUSTOM 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 |

ALUMINUM DASH



This panel goes across the whole dash. You'll have to cut holes for gauges, switches and knobs.

| | | |
|----------|---------------|-------|
| 6857050A | Aluminum dash | 58-65 |
| 6857050B | Aluminum dash | 65- |

ALUMINUM SWITCH BOXES



These aluminum switch boxes can hold all your gauges, switches etc. for your Buggy. They come with holes or plain, so you can cut your own holes.

| | |
|------------|---|
| 6857051A4 | 4" box with out holes |
| 6857051A9 | 9" box without holes |
| 6857051AH4 | 4" box with holes 2) 3/4" 4) 1/2" |
| 6857051AH9 | 9" box with holes 2) 2 1/8" 2) 3/4" 4) 1/2" |

ALUMINUM BUGGY DASH PANEL



Aluminum Dash Panel has 2 gauge holes (2 1/8") and 2 light holes (3/4") and four switch holes (1/2").

| | |
|---------|------------|
| 6857052 | Dash panel |
|---------|------------|

PLASTIC GLOVE BOX



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- |

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- |

BILLET REAR VIEW MIRRORS



These are nice looking mirrors for your off-road car. They're designed to clamp on 1 1/2" tubing or to screw on.

| | |
|----------|----------|
| 6857511 | Clamp on |
| 6857511B | Screw on |

BILLET SIDE VIEW MIRRORS



These polished billet aluminum side view mirrors let you hit the dunes in style. Can have a clamp on mount for 1 1/2" tubing or screw on mount.

| | |
|----------|----------|
| 6857513 | Clamp on |
| 6857513B | Screw on |

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 |
|---------|---------|-----|

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 |
|----------|---------|-----|

BILLET GRAB BAR



This billet grab bar is made to fit 1 1/2" tubing and will give your petrified passenger something to hang on to.

| | |
|---------|----------|
| 6857641 | Grab bar |
|---------|----------|

ADJUSTABLE GRAB BAR



This adjustable bar gives your passenger something to grab onto other than your neck. Both styles have a telescope length adjustment for comfort, and are designed to work on 1 1/2" tubing.

6857642 Chrome steel adjustable bar
6857643 Billet aluminum adjustable bar

BILLET FOOT REST



This billet foot rest keeps your passenger's feet planted while they hold on for some off-road fun.

6857645 Foot rest

LAP BELTS



It's the law to have seat belts. Besides you really do want a good set of seat belts if you are going to be out playing off-road.

6857700 2" crotch strap
6857701 3" lap only

FIVE POINT HARNESS



This five point harness is actually acceptable for some types of racing. The highest quality materials are used for this off-road belt kit.

6857704 5 point racing harness

HARNESS WITH LAP BELTS



Not approved for competition use.

6857705 Black
6857705RD Red

HARNESS ASSEMBLY W/SEWN IN PADS



Not approved for competition use. Comfortable straps with pads sewn in.

6857706BK 4 point seat belt assy w/pads black
6857706BL 4 point seat belt assy w/pads blue
6857706GY 4 point seat belt assy w/pads gray
6857706RD 4 point seat belt assy w/pads red

ALUMINUM DOOR PANELS



These aluminum door panels won't warp when they get wet and mud washes off easily.

6863010AL Front door panels (pr) 56-64
6863011AL Front door panels (pr) 65-
6863110AL Rear door panels (pr) 56-64
6863111AL Rear door panels (pr) 65-

ALUMINUM CONSOLES



This is a console with two or three gauge holes (2 1/16"). Great for sand cars.

6863604 Low rise console w/holes
6863605 Low rise console w/o holes
6863606 High rise console w/holes
6863607 High rise console w/o holes



EMPI MINI SPYDER MIRROR



These mirrors come in black with blue non-glare glass or clear glass. These are replicates 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 MIRROR



These mirrors come in a black housing with a blue non-glare glass or clear glass. These are replicates 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 MIRROR



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

EMPI SPYDER RACE MIRROR



This mirror set has that formula race look but at a very reasonable price.

1857515 Set All

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 COVER



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-

FRONT FLOOR MATS



Front floor mats provide carpet protection.

1863701 W/Empi logo (pr) All
1863702 Black w/white VW (pr) All

SUPER SEATS



These are the real deal. If you are doing any kind of off-road racing or just want a safe comfortable seat, this is the one and only. It has a steel tube frame with a sling of sorts, that supports you butt and back. That way, when you bottom out, your butt doesn't. These seats also accommodate 5-point seat belts. Basic mounting is done with tabs off the frame of the seat or can be mounted to a universal seat mount. We highly recommend these seats. Believe us, it's worth the price.

| | |
|-------------|---|
| 6881400BKBK | Super Seat Black vinyl/Black cloth (ea) |
| 6881400BKGY | Super Seat Black vinyl/Gray cloth (ea) |
| 6881401 | Universal seat slider only (pr) 1 seat |
| 6881402 | Seat mount kit Slide/Tilt |
| 6881403 | Seat mount kit Slide/Slide |

FIBERGLASS SEATS



These fiberglass seats are the most popular seats out there, but we do not recommend these seats for serious off-roaders. Seats and covers are sold separately.

| | |
|-------------|---|
| 6881407 | Shell, low back |
| 6881407ABK | Cover, low back, square, black |
| 6881407ARBK | Cover, low back, square, red & black |
| 6881407ATN | Cover, low back, square, tan |
| 6881407BBK | Cover, low back, breathable, black |
| 6881407CBK | Cover, low back, diamond, black |
| 6881407CTN | Cover, low back, diamond, tan |
| 6881408 | Shell, high back |
| 6881408ABK | Cover, high back, square, black |
| 6881408ATN | Cover, high back, square, tan |
| 6881408BBK | Cover, high back, square, breathable, black |
| 6881408CBK | Cover, high back, square, diamond, black |
| 6881408CTN | Cover, high back, square, diamond, tan |

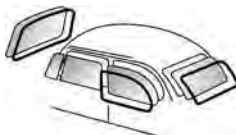
POLY SEATS



These poly seats are better than the fiberglass, but still no where near as good as super seats. We don't recommend these seats. Seats and covers are sold separately.

| | |
|------------|-----------------------|
| 6881409 | Shell high back |
| 6881409ABK | Cover high back black |
| 6881410 | Shell low back |
| 6881410ABK | Cover low back black |

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 |

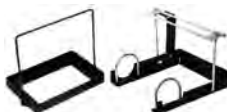
BATTERY DISCONNECT SWITCH



This battery disconnect switch provides safety and security. It comes with a removable key. There's also a seal kit for cars that see a lot of water.

| | |
|----------|--------------------------------|
| 6900002 | Switch only |
| 6900002S | Seal kit for 6900002 (two pcs) |

BATTERY MOUNTS



These battery mounts are to give the battery a place to sit on a tube chassis. One style clamps to the torsion housing and the other will have to be welded on. We highly suggest a dry-cell battery for off-roading.

| | |
|---------|------------------------------------|
| 6900005 | Weld on mount 5 1/4" x 7 5/8" |
| 6900006 | Bolt on mount for standard battery |

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 |
|---------|-----------|-----|

ALTERNATOR/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 |
|-----------|--------|-----------|

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 |
|---------|----------|-----------|

ALT/GEN FINNED BACKING PLATE COVERS



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 |

"SPIN TRU" 12V ALT/GEN 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 |

CHROME 12V ALT/GEN 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

ALT/GEN FINNED PULLEY COVERS



This plastic finned cover fits on the 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 |

CHROME ALT OR GEN STRAP



This chrome strap holds the alternator or generator to the stand.

1903141 12v 1500-1600

HEAVY DUTY ALT OR GEN 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

CHROME ALT OR GEN NUT AND SPACER



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 installation.

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



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 engine.

1905250B Clamp 40hp-1600

SPARK PLUG WIRE SEPARATORS



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 holders in it, you should use these.

| | | |
|-----------|--------|-----|
| 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

UNIVERSAL IGNITION SWITCH



This universal ignition switch is the way to go if you want a keyed ignition switch for you Buggy or tube car. It mounts by drilling a hole and threading a collar on the end. This switch has an accessory position.

6905811 Switch

PUSH BUTTON STARTER SWITCH



This button switch can handle the amps for the starter. Comes with a rubber head to keep dirt and water out.

6905821 Starter Switch

HARD START



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 if this is what you need or whether it's another problem.

1911021 12v All

6 PANEL FUSE BOX



This 6 panel fuse box is like the old style Bug fuse boxes. It takes the German style fuses.

6937505 Fuse box

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

BAJA HEADLIGHT BUCKETS



This is the headlight bucket you use in a fiberglass fender of a Baja Bug. Make a pattern out of cardboard before you start cutting up your fender. Take your time, measure carefully and cut small. You can trim as you go.

6941045 each

CHROME HEADLIGHT HOUSINGS



These are the headlight shells you would use on a Manx style or tube car.

6941046 7" round shell (ea)
6941046A 7" round shell w/H4 bulb (ea)
6941044 Rectangle shell (ea)

ALUMINUM HEADLIGHT HOUSINGS



This is a triple-chromed, die-cast aluminum headlight housing, that has been made for the ultimate clean look. Housings measure 4 1/2" in diameter.

6941044F Flamed (ea)
6941044S Smooth (ea)
6941161 Headlight for 6941044F or S

CHROMED OFF-ROAD LIGHTS



This is a rubber mounted style off-road light. They should never be turned on while driving on the highway. Comes with bulb.

6941047 5" light
6941048 6" light
6941161 Headlight only

SEALED TOGGLE SWITCHES



These sealed toggle switches are great for off-road. They can be used for all kinds of things. Being sealed, they keep dirt and water out.

6941531 OFF-ON
6941532 OFF-ON-ON
6941533 OFF-ON-MOMENTARY ON
6941534 ON-OFF-ON
6941531C Replacement boot

LIGHT COVERS



Protect your off-road car glass lenses during your daytime fun runs with these cool vinyl covers.

6941051 5" Plain (pr)
6941052 5" Eyes (pr)

OFF-ROAD TAIL LIGHT COVERS



These chrome steel bolt-on covers go right over the existing lense to give your tail lights "billet" look protection.

6945200 Tail light covers (pr)

OFF-ROAD TAIL LIGHTS



These tail lights work well on off-road cars. They have two elements, so you can use them for brake and tail lights. We use a universal mounting tab to mount them to tubing in the rear of the car.

6945201 Pair

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

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

MINI LIGHTS



These mini lights are ideal for off-road cars. They're small, rugged and can be used for a variety of functions, like turn signal, tail lights, brake lights or clearance lights. The mini lights measure 2 1/2" x 1 3/4" x 2" and come with a dual element bulb. The Micro Mini measures 1 3/4" x 1" x 1 1/2" and comes with a single element bulb.

| | |
|----------|------------------------------|
| 6945202A | Mini light amber (ea) |
| 6945202B | Mini light blue (ea) |
| 6945202G | Mini light green (ea) |
| 6945202P | Mini light purple (ea) |
| 6945202R | Mini light red (ea) |
| 6945203A | Micro mini light amber (ea) |
| 6945203B | Micro mini light blue (ea) |
| 6945203G | Micro mini light green (ea) |
| 6945203P | Micro mini light purple (ea) |
| 6945203R | Micro mini light red (ea) |

NEW WAVE LIGHTS



These lights come with an aluminum triple chrome plated die cast housing. The outside diameter of the New Wave 1 light is 1 3/8" and the New Wave 2 measure 2 1/4". The lights with the halogen bulb are 50 watt and can be used for driving lights, while the LED lights can be used for running, turn or brake lights.

| | |
|------------|--|
| 6945204HF | New Wave 1 flamed w/halogen clear (pr) |
| 6945204HS | New Wave 1 smooth w/halogen clear (pr) |
| 6945204LFA | New Wave 1 flamed w/led amber (pr) |
| 6945204LFR | New Wave 1 flamed w/led red (pr) |
| 6945204LSA | New Wave 1 smooth w/led amber (pr) |
| 6945204LSR | New Wave 1 smooth w/led red (pr) |
| 6945205HF | New Wave 2 flamed w/halogen clear (pr) |
| 6945205HS | New Wave 2 smooth w/halogen clear (pr) |
| 6945205LFA | New Wave 2 flamed w/led amber (pr) |
| 6945205LFR | New Wave 2 flamed w/led red (pr) |
| 6945205LSA | New Wave 2 smooth w/led amber (pr) |
| 6945205LSR | New Wave 2 smooth w/led red (pr) |

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

UNIVERSAL TURN SIGNAL SWITCH



This universal turn signal switch has a chrome plated housing and includes an emergency flasher. It can mount on a flat or rounded surface and comes with a wiring schematic.

6953517 Switch

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

ELECTRIC WINDSHIELD WASHER KIT



This windshield washer kit has a 12v motor and all mounting hardware and wiring is included.

1955400 Kit All

DASH INDICATOR LIGHTS



These dash indicator lights let you know what's on or happening with various parts of your car.

| | | |
|----------|--------------------|-----------|
| 6957351A | Amber light | 1/2" hole |
| 6957351B | Blue light | 1/2" hole |
| 6957351G | Green light | 1/2" hole |
| 6957351R | Red light | 1/2" hole |
| 6957352A | Amber light, Super | 3/4" hole |
| 6957352G | Green light, Super | 3/4" hole |
| 6957352R | Red light, Super | 3/4" hole |

UNIVERSAL WIRE HARNESS



This universal wire harness is a cheap way to wire an off-road car, but we don't suggest using this harness on a Baja Bug. The kit comes with wire, fuses, fuse box, tape and instructions. The color codes do not match factory codes.

6971001 Kit

TERMINAL BLOCK



These blocks are great for wiring. We use them on the firewall in the engine compartment.

| | | |
|---------|-------------|-----|
| 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 |

BUGGY POLE



This pole has a light on the top of it, just above the flag. It's a good idea to have a Buggy pole if your off-roading. In many areas, it's required.

| | | |
|-----------|--|-----|
| 60129008 | 8 ft. pole | All |
| 60129005 | 5 ft. pole | All |
| 6012901 | Spring mount | All |
| 6012902 | Quick mount | All |
| 6012903 | Billet mount 1 1/2" | All |
| 6012903L | Billet mount laydown 1 1/2" | All |
| 6012904B | Lamp shield blue | All |
| 6012904C | Lamp shield clear | All |
| 6012904G | Lamp shield green | All |
| 6012904R | Lamp shield red | All |
| 6012904Y | Lamp shield yellow | All |
| 6012905Y | Long life 12v tube light yellow | |
| 6012905YF | Long life 12v tube light yellow flashing | |
| 6012906 | Cap for lamp shield | |

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 |

WATERPROOF KIT FOR COIL AND DIST.



This waterproof kit for coil and distributor comes with boots that are made to keep water and dirt out. They're a real pain to put on.

| | |
|-----------|--------|
| 6B03010BK | Black |
| 6B03010BL | Blue |
| 6B03010RD | Red |
| 6B03010WH | White |
| 6B03010YL | Yellow |

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 |
|-----------|------------------|

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"* |
| VDO370021 | Clock 2 1/16" |

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"* |
| VDO370221 | Clock 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"* |
| VDO370301 | Clock 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"* |
| VDO370702 | Clock 2 1/16" |

MEGA SHIFT LIGHT



This shift light has 8 LED lights in it. Hooks up easily to the VDO Xtreme tachs, Eliminator series tach or any MSD activated switch.

VDO600895 Shift light

MINI GAUGES



These mini gauges are made to screw right into a 1/8" NPT connection. Can be used for fuel or oil pressure. Outside diameter of the gauges are 1 1/2".

| | |
|-----------|-----------------|
| VDO153002 | White 0-15 lb. |
| VDO153003 | White 0-100 lb. |
| VDO153006 | Black 0-15 lb. |
| VDO153009 | Black 0-100 lb. |

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

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 |

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

OIL FILLER NUT TOOL



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 out of the groove.

T1101211 Oil filler nut tool

SPARK PLUG TAP



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 tap, make sure it goes in straight.

T1101353A Spark plug 14mm thread tap/chaser

VALVE GUIDE DRILL



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 you leave this up to the machine shop because replacing a head is expensive.

T1101401 Drill

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

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

CRANKSHAFT PULLEY PULLER



This is a light duty puller for removing the crank shaft pulley.

T1105253 Pulley puller

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 Valvew 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 Size .45 to 1.5
T1129307 Size 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 STRAP



A great idea to keep one of these in your car. Never know when you'll need it.

T6401021 Strap 15 ft by 1 3/4" wide

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

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



T1501616

Helper bar

This replaces your buddy Fred. It will hold the drum so you can get the axle nut off. It also works for holding the flywheel.

ANGLE FINDER



T1511205

Angle finder

This is a must for setting your spring plates. The biggest problem we have had with this tool is people borrowing it and forgetting to return it. Before you use the angle finder, make sure your vehicle is level front-to-rear and side-to-side. Set the angle finder on the top flat edge of your spring plate and read the degrees. Keep playing with your inner and outer splines on the torsion

bar until you get the desired angle on the spring plates. One degree makes a difference.

CLUTCH WING NUT TOOL



T1721349

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.

WINDOW SEAL INSTALLATION TOOL



T1845121

Window seal 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.

HOG RING TOOL



T1881012

Hog ring kit

This is a tool you will need when putting on seat covers. It comes with the pliers and 100 hog rings.

CONDENSER DRIVER TOOL



T1905199

Driver tool

On distributors where the condenser comes in from the bottom, this driver will put the condenser in without ripping up the wires. We suggest you save your money and buy an 009 distributor instead.

DISTRIBUTOR DRIVE PULLER



T1905200

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.

ELECTRICAL END PLIERS



T1971940

Pliers

This tool attaches the factory style electrical connections onto the wire ends. We prefer this method to using the crimp on connectors.

BOOKS



These are some of the books that might help you repair your car. 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- |
| B6090110 | Baja bugs & buggies | All |
| B6090111 | How to build a dune buggy | All |

FLUIDS & SEALERS



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 degrees.

| | |
|----------|--|
| F1001 | 3M super weather strip glue |
| F1002 | Gasgacinch 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. |

PROMOTIONAL

PARKING SIGNS



Use these signs to express how you feel about your beloved off-road car and let others know where not to park.

| | |
|-----------|-------------|
| AP611100B | Baja Blue |
| AP611100G | Baja Gray |
| AP611100R | Baja Red |
| AP611100Y | Baja Yellow |
| AP641100B | Manx Blue |
| AP641100G | Manx Gray |
| AP641100R | Manx Red |
| AP641100Y | Manx Yellow |
| AP681100B | Rail Blue |
| AP681100G | Rail Gray |
| AP681100R | Rail Red |
| AP681100Y | Rail Yellow |

STICKERS



Stickers for you car or toolbox .

| | |
|-----------|-----------------------|
| ST1004 | Small |
| ST1005 | Large |
| ST1110000 | Shift pattern sticker |
| ST1110007 | 12 volt sticker |

WOLFGANG T-SHIRTS



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.

WOLFGANG LONG SLEEVED SHIRTS



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.

WOLFGANG TANK TOPS



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.

WOLFGANG 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 melon warm in style with this Wolfgang beanie.



| | |
|------------|--------------------|
| APWGBEANIE | One size fits most |
|------------|--------------------|

WOLFGANG HATS

Cover that bald spot with a stylish Wolfgang hat.



| | |
|---------|--------------------|
| APWGHAT | One size fits most |
|---------|--------------------|

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COMPANY POLICIES

We at Wolfgang try to be as fair as possible to all customers. Our markup on parts is as competitive as possible. If you see someone offering the same part for less, let us know as we will try to match it if we can. In some cases, if we can't compete, we will tell you where to get the best part at the best price. We have built this business on honesty, and feel it is the best policy.

On orders; if you pay with a credit card we will not bill your card until the day we ship. It's your money not ours, until we get a product(s) coming your way. On COD fees, we charge you what UPS charges us to collect the money. All COD's are money order only, as we can not chase bounced checks all over the country. We hope you understand.

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If you could order by part number it will speed things up a great deal and is a big help to us. If you're not sure of the number or need help, we will gladly help you with this. Sorry, no collect calls will be accepted. All orders are shipped by UPS unless you would like another carrier. All orders are shipped at UPS's cheapest rate. If you want your order sent air, please let us know. If you want your order insured, you must let us know. Again, we try to get your product to you as cheap as possible, as paying freight doesn't make your car run any better. If your package is lost or damaged, you will have to take it up with UPS. We will provide you with all the necessary information to take care of the problem. COD orders are shipped out money order only. Please be ready for delivery. Please provide daytime phone number and address where someone will be able to accept a COD delivery during UPS delivery hours (9am to 6pm). No COD's on used parts or special ordered parts. All truck orders must be prepaid for total of parts ordered. Wolfgang ships out all truck orders COD for the freight charges only...no exceptions. Customer is responsible for all truck freight bills. Wolfgang usually makes all shipping arrangements with the freight companies. All truck companies have a 100 pound minimum weight charge. Wolfgang is happy to ship by truck; but we do not accept any responsibility for the length of time of delivery or pick up & delivery charges. Allow at least 10-14 days for truck delivery.

FOREIGN ORDERS

Foreign customers please request information on overseas shipments, current prices, payment, and best shipping methods. Please provide full address and day time phone number with your order. Wolfgang ships orders via parcel post or UPS. Please request information on freight charges for your order. Please be sure to request which means of shipment you desire. No COD orders can be shipped internationally. Freight must be prepaid. All duties and

freight charges are paid by the customer. All APO/FPO orders must be shipped via parcel post.

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We try to process orders as promptly as possible. Most UPS orders are processed the same day. UPS can not be shipped to a P.O. Box, so please provide a physical street address for UPS delivery. Cut off time for UPS Air service (1 and 2 day Air Service) is 12:00 noon Monday-Friday. Air shipments require payment by credit card; No COD air shipments. UPS usually provides fast service at reasonable freight charges. Parcel post orders are shipped once a week. Truck orders are bulked together for pick up to save single pick up charges. Please allow time for "Used Parts" orders to be pulled & inspected to guarantee top quality used parts.

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Damaged merchandise or shortages must be reported to Wolfgang immediately upon arrival of shipment. When an order leaves our shipping dock the responsibility is covered by the carrier. If damage occurs during shipment, it is the customers responsibility to handle the damaged merchandise in the following manner.

UPS Shipments: If there is visible damage to a box or package, be sure to note it on the UPS delivery persons ledger when you sign for delivery. Call your local UPS office immediately to report the damage or loss. UPS will send a UPS representative to inspect your package right away. Be sure to retain all shipping containers and all packing materials for UPS inspection. Only after the carrier has been made aware of the damage claim; contact Wolfgang to report what item was damaged or shorted. Please provide invoice number. Only after these steps have been taken can Wolfgang help you with your claim.

Truck shipments: If you receive a truck shipment with damage or shortage, have the truck driver note the damage and sign the truck delivery bill at the time of delivery. Call carrier to report claim immediately. Retain all copies of bill of lading and invoice.

RETURNS

Please call us if you have a problem with an order or a product. We value every customer and would like you to stay happy with us. We work on a very low profit margin and often the freight charges exceed our profit. Therefore we cannot afford to pay the charges for returns. A raise of 5 or 10% in our prices would make free returns possible, but our customers would rather have lower prices and chance an occasional return. If the part

is under warranty, we will pay the freight back to you but you are responsible for the freight to us. It's unfortunate that you may have to pay shipping charges for something that isn't your fault, but please keep in mind that without this policy, prices would have to be increased.

WOLFGANG INTERNATIONAL WARRANTY POLICY

All parts are guaranteed against defects in material and workmanship by the original equipment manufacturer or by Wolfgang International for a period of 90 days. The warranty period starts from the date of purchase, not the date of installation. If a part fails within this time period, Wolfgang will be happy to replace this part. Warranty does not cover labor, failure to related components, failure resulting from faulty installation, nor would the liability of Wolfgang International exceed the cost of the original part. If you have a problem with any item from Wolfgang International please call or write to us with a full explanation. Please provide a copy of the original invoice and include your daytime phone number. We will be happy to contact you and advise you on how to handle the warranty. No returns on any electrical part or "used" parts. No COD's will be accepted on returned parts. Wolfgang does not pay freight charges for returns.

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