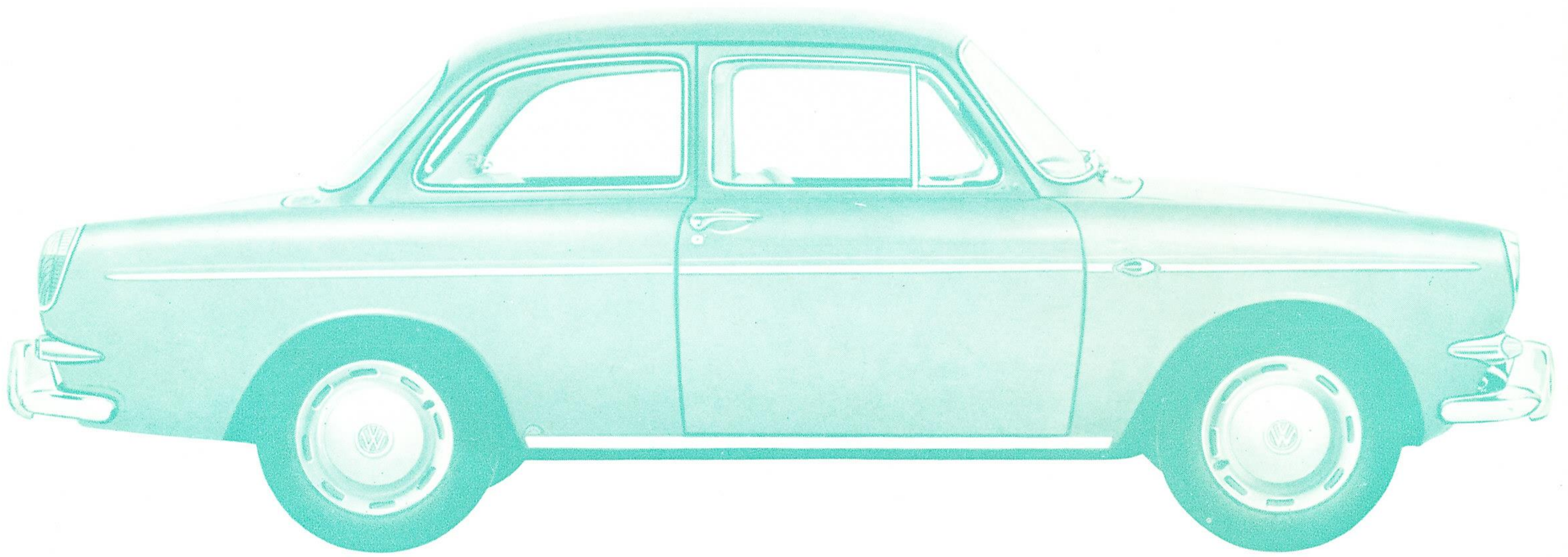




*Calling*

*all Workshops*





The 1964 model year will see an important extension of Volkswagenwerk's delivery programme by the introduction of new models in the Type 2 and 3 range. Furthermore there have been some improvements to the design and equipment on all three types – improvements which to no small degree are based on the requests and suggestions of VW owners and VW workshops and which, we hope, will meet with your approval and that of your customers.

Detailed explanations of all the improvements including hints on the replacement of new and previous versions are given in the Workshop Bulletins which have just been released. Supplements have been issued for the VW 1500 Workshop Manual – sections K and E and VW Transporter 63 – section B.

Please inform your technical staff as soon as possible about the details of the improvements so as to ensure that your customers are given the correct information.

VOLKSWAGENWERK AKTIENGESELLSCHAFT

## Type 1 VOLKSWAGEN 1200

The **De Luxe Sedan and 4-seater Convertible** will be improved with effect from August 1st, 1963. Numerous owners will appreciate that the De Luxe model is now supplied with a steel sliding roof.

**Steering wheel.** The horn half ring has been replaced by a modified steering wheel with horn lever.

**Wheels.** To improve the appearance, the VW sign on the chrome hub caps is merely embossed and no longer painted black.

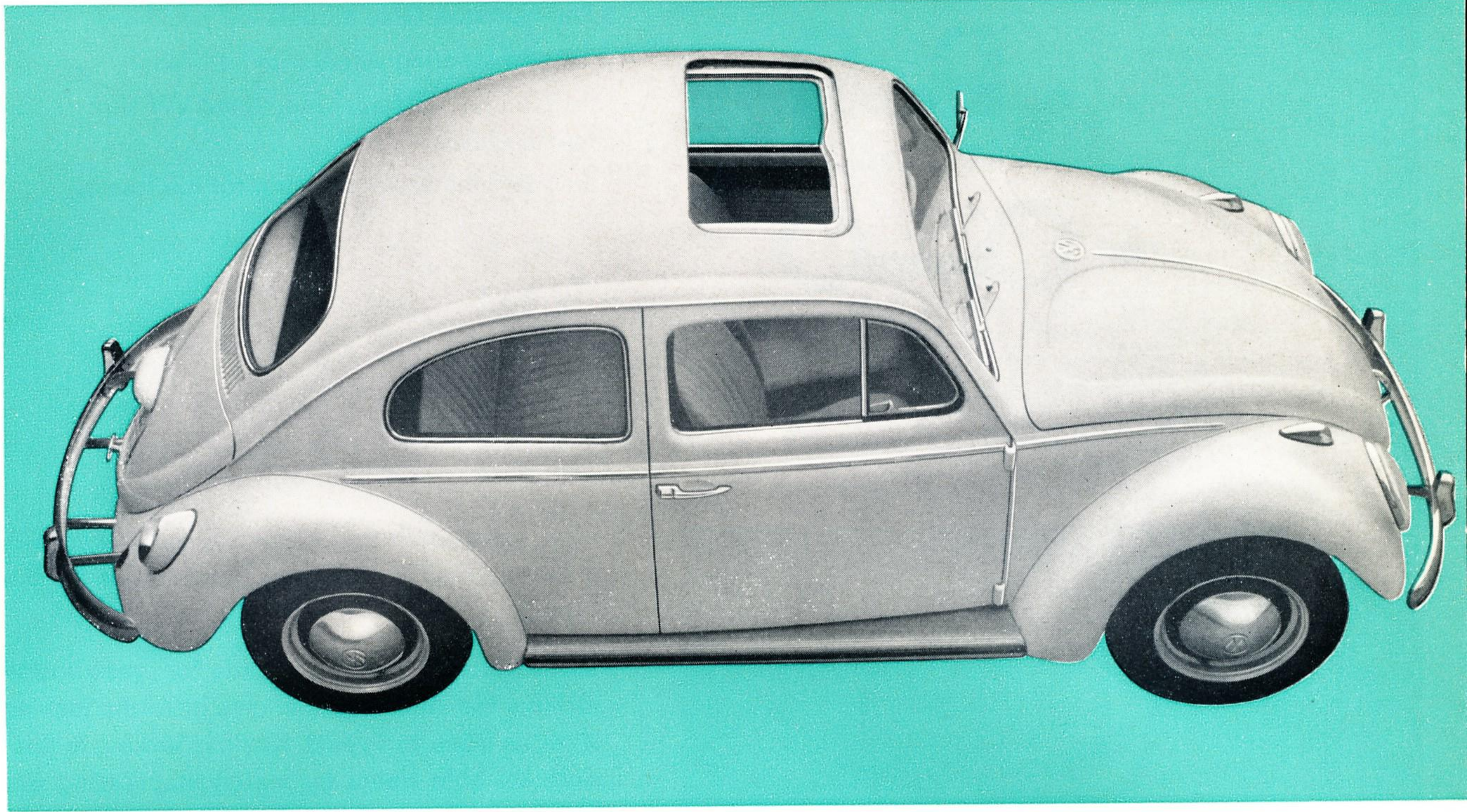
**Frame.** A new hollow weatherstrip is used between body and frame to give even better sealing properties.

**Outer door handles.** The new door handles now have a rounded-off profile and are manufactured from chrome-plated high-quality steel.

**Colours.** Some new colours will appear. Java green, Bahama blue, Panama beige and sea blue are available in addition to black, pearl white, anthracite and ruby red. The newly designed materials for door and panel trims as well as the seat upholstery have been adapted to these colours. The upholstery is available in cloth or – on request at extra charge – in a new type of air-permeable leatherette.

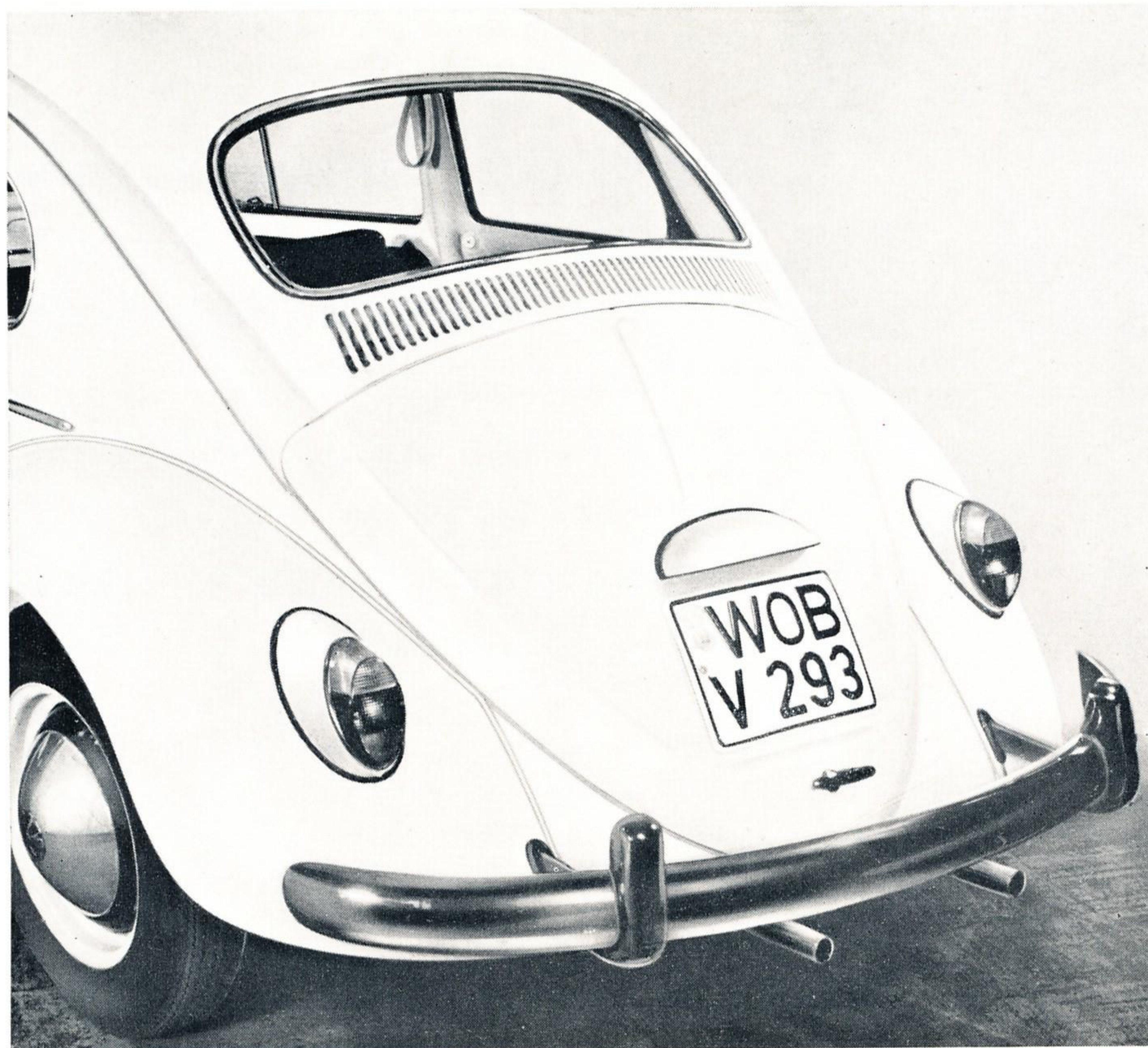
**Steel sliding roof.** Instead of the previous cloth sliding roof the De Luxe Sedan is now available on request at extra charge with a steel





sliding roof which has a recessed crank handle. The clear opening in the head lining is 665 mm (26") wide and 375 mm (14.75") long.

**Licence plate light.** The housing has a wide and slightly rounded shape. The bulb holder and lens have been taken from Type 3. The modified rib of the rear hood has been adapted to the new licence plate light.



1963

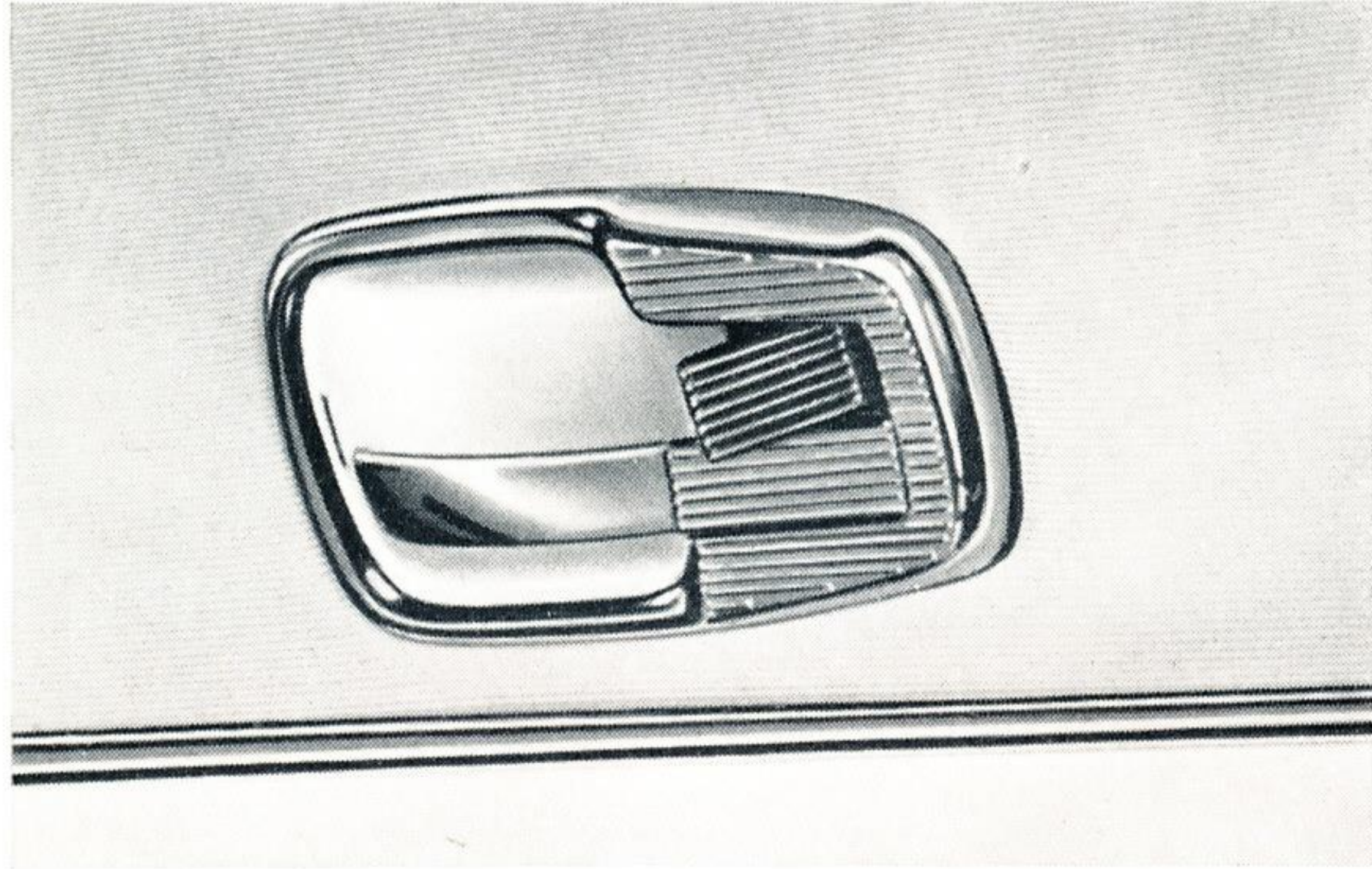


Hollow weatherstrips

1964

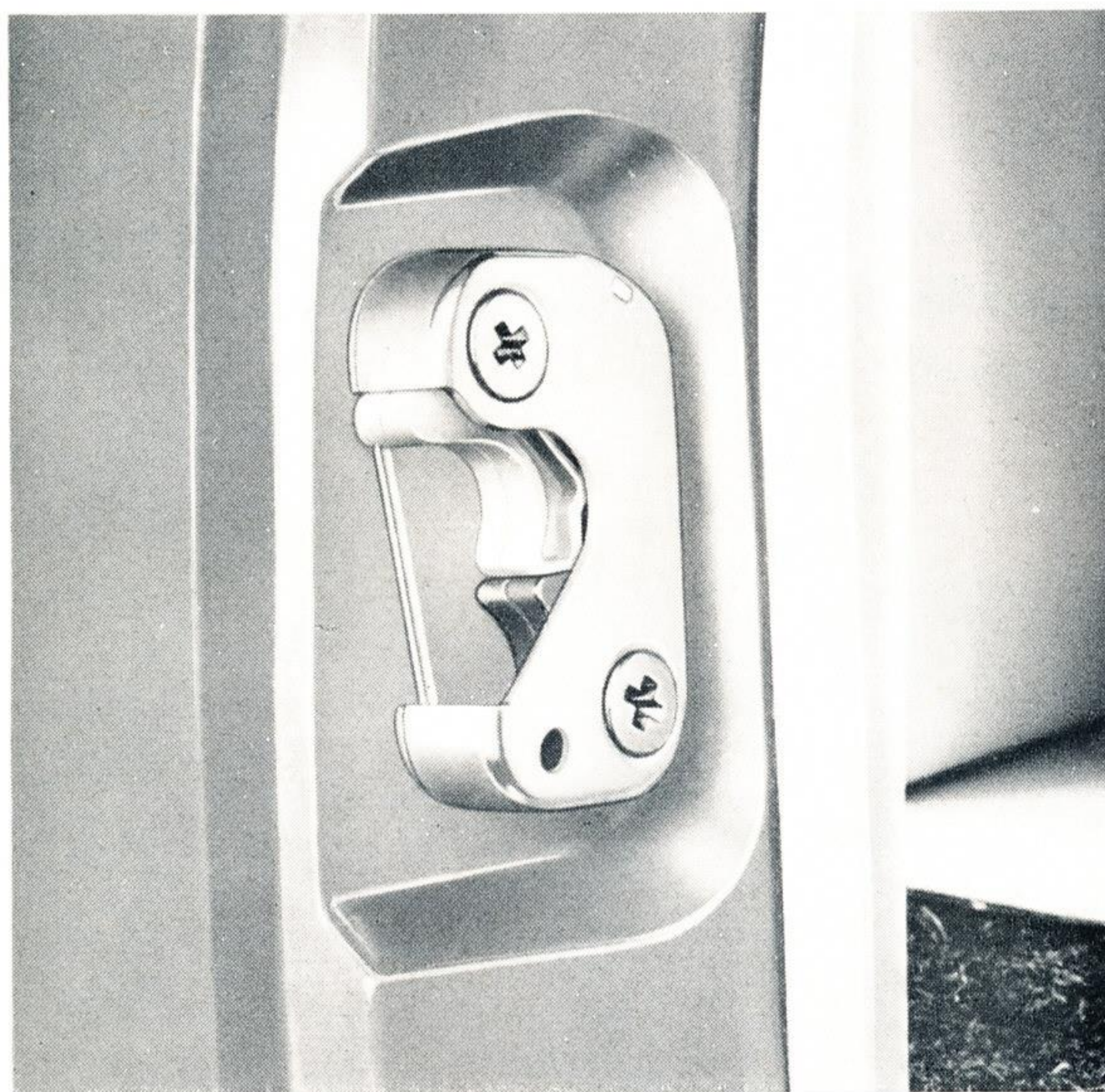


**The Karmann Ghia Models** will also have the new steering wheel with horn lever, the chrome hub caps without the VW sign painted black, the new hollow weatherstrip for the frame.



**Door locks.** Both doors can now be locked with a key and offer the same advantages of the Type 3.

The outer door handles provide for press button locking, the inner door handles have the locking lever as fitted to Type 3. Keyless locking is possible on both doors by merely depressing the buttons from outside.



The wedge and striker assembly are made from plastic material. The spring-mounted wedge provides for automatic adjustment in the event of wear.

## **Type 3 VOLKSWAGEN 1500**

To be in a better position to provide for the individual requirements regarding equipment and driving performance the type 3 series is being extended. With effect from August 1st two new models have been added to the previous Volkswagen 1500 sedan and the Volkswagen Variant which differ from the present models as far as exterior and interior equipment is concerned:

- **VOLKSWAGEN 1500 SEDAN**

(with simplified equipment)

- **VOLKSWAGEN 1500 S SEDAN**

(with improved equipment, S = special)

- **VOLKSWAGEN VARIANT**

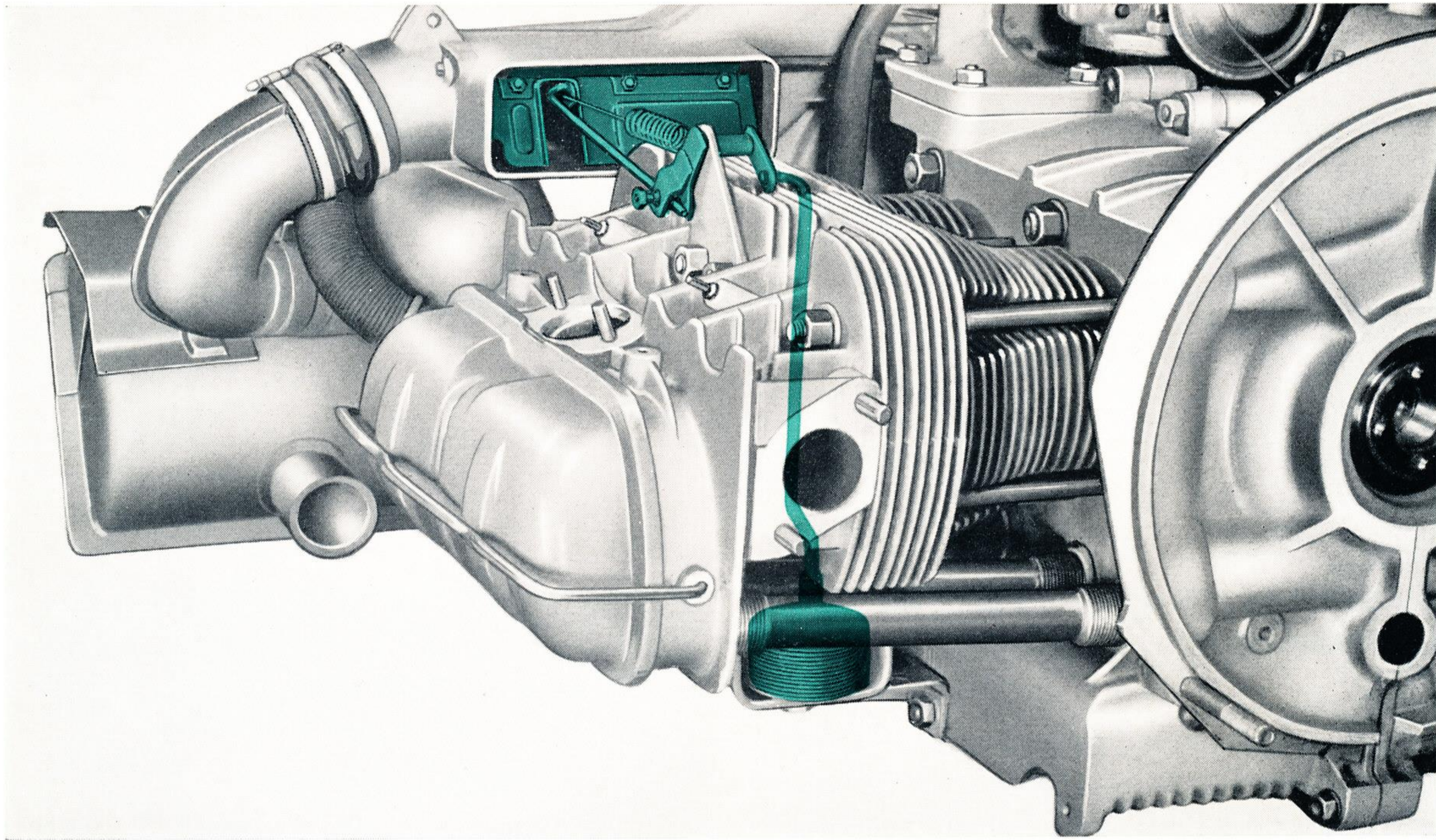
(with simplified equipment)

- **VOLKSWAGEN VARIANT S**

(with improved equipment)

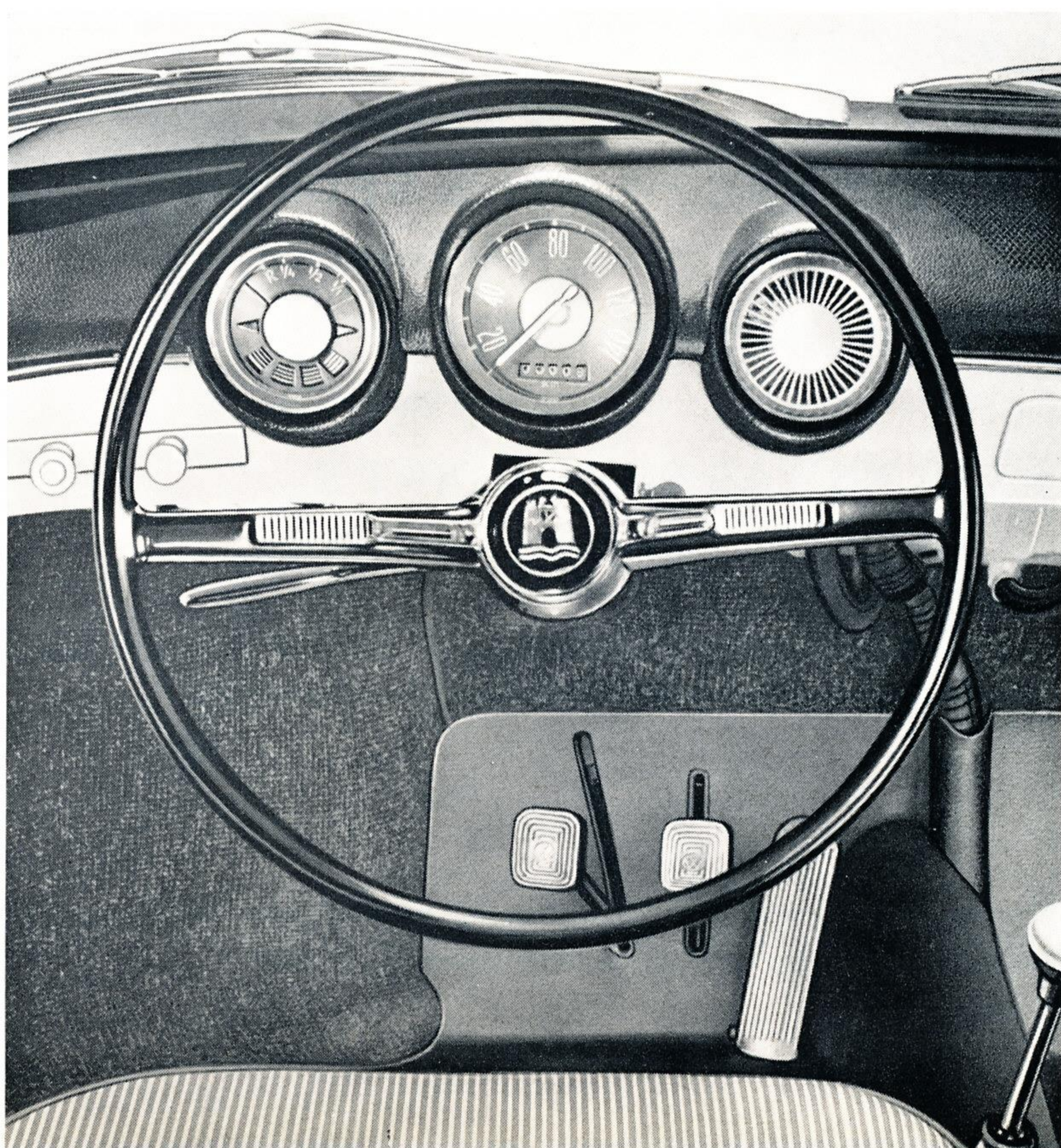
Both "S" models as well as the Volkswagen 1500 Karmann Ghia Coupé are equipped with the new **66 bhp twin carburetor** engine.

Further improvements were carried out on **all models** with a view to increasing the economy, safety and operating comfort.



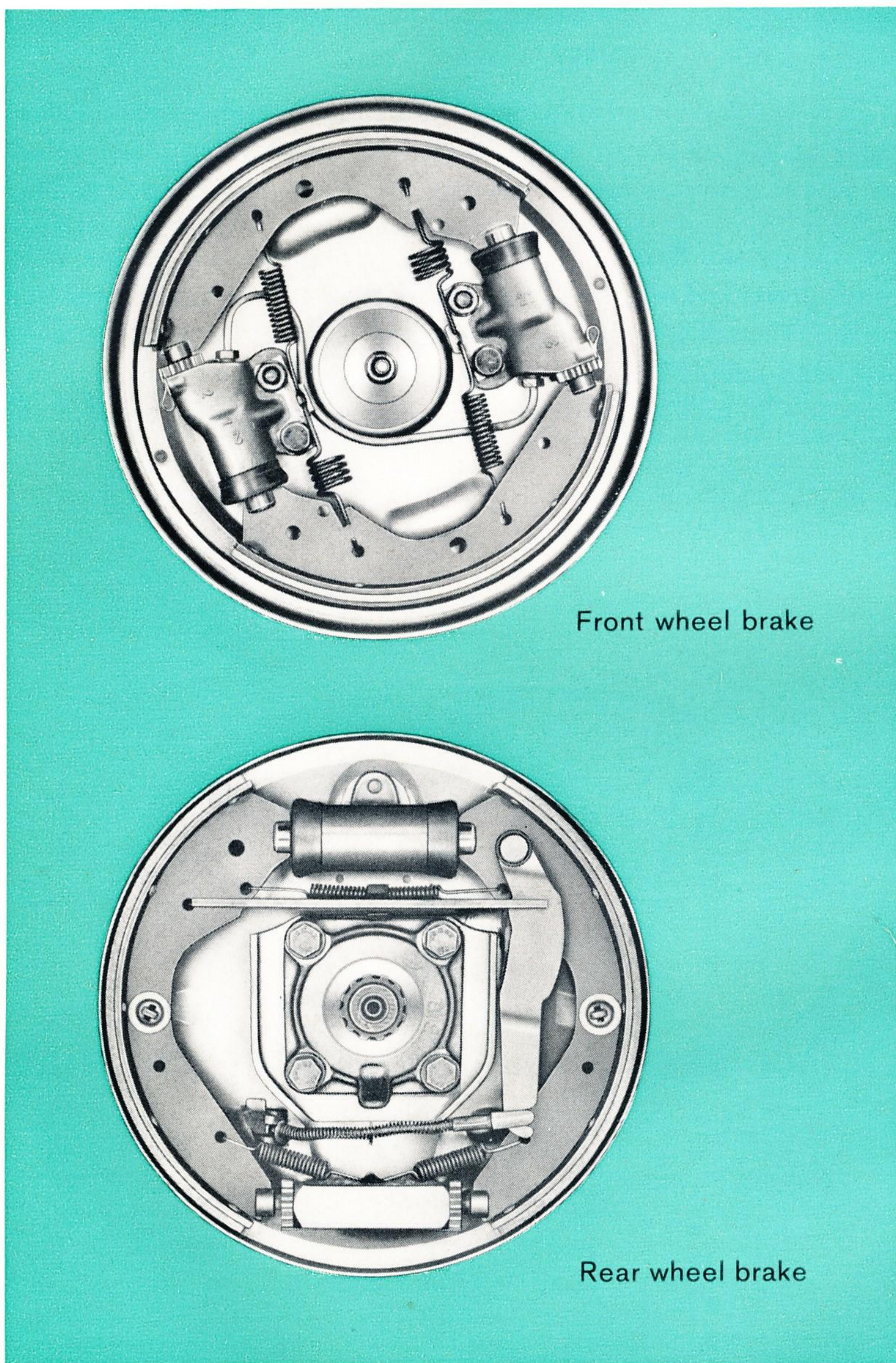
**Engine cooling.** The 1500 cc engines have been provided with a thermostat. As in the 1200 cc engine a thermostat is fitted under the right hand cylinder side which via a linkage regulates two throttle flaps which are situated in the cooling air ducts of the front half of the fan housing. The thermostat ensures that the operating temperature of the engine is attained more quickly and that it remains constant under all load conditions.

**Steering wheel.** The vehicles are equipped with a new steering wheel which as in Type 1 is provided with a horn lever instead of a half ring.





**Brakes.** All Type 3 vehicles are equipped with reinforced brakes with a brake drum diameter of 248 mm (9.8"). The effective brake surface has been increased to 960 sq. cm (149 sq. in.). This improves the efficiency and reliability and makes provision for the increased speed of the S models. The reinforced brakes are marked with a strengthening rib on the brake drums: the ribs which were previously spirally shaped are now straight. The previous master cylinder 20.64 mm dia. (.812") has been replaced by a master cylinder with a diameter of 19.05 mm (.75").



Front wheel brake

Rear wheel brake

**Variant.** The previous rear wheel brake cylinders 25.4 mm dia. (1") have been replaced by 23.8 mm dia. (.935") cylinders.

**Hub caps.** As in Type 1 the VW sign on the chrome hub caps of all Type 3 vehicles is merely embossed and no longer painted black.

**Frame.** To improve the sealing between frame and body the Type 1 hollow weatherstrips is also used.



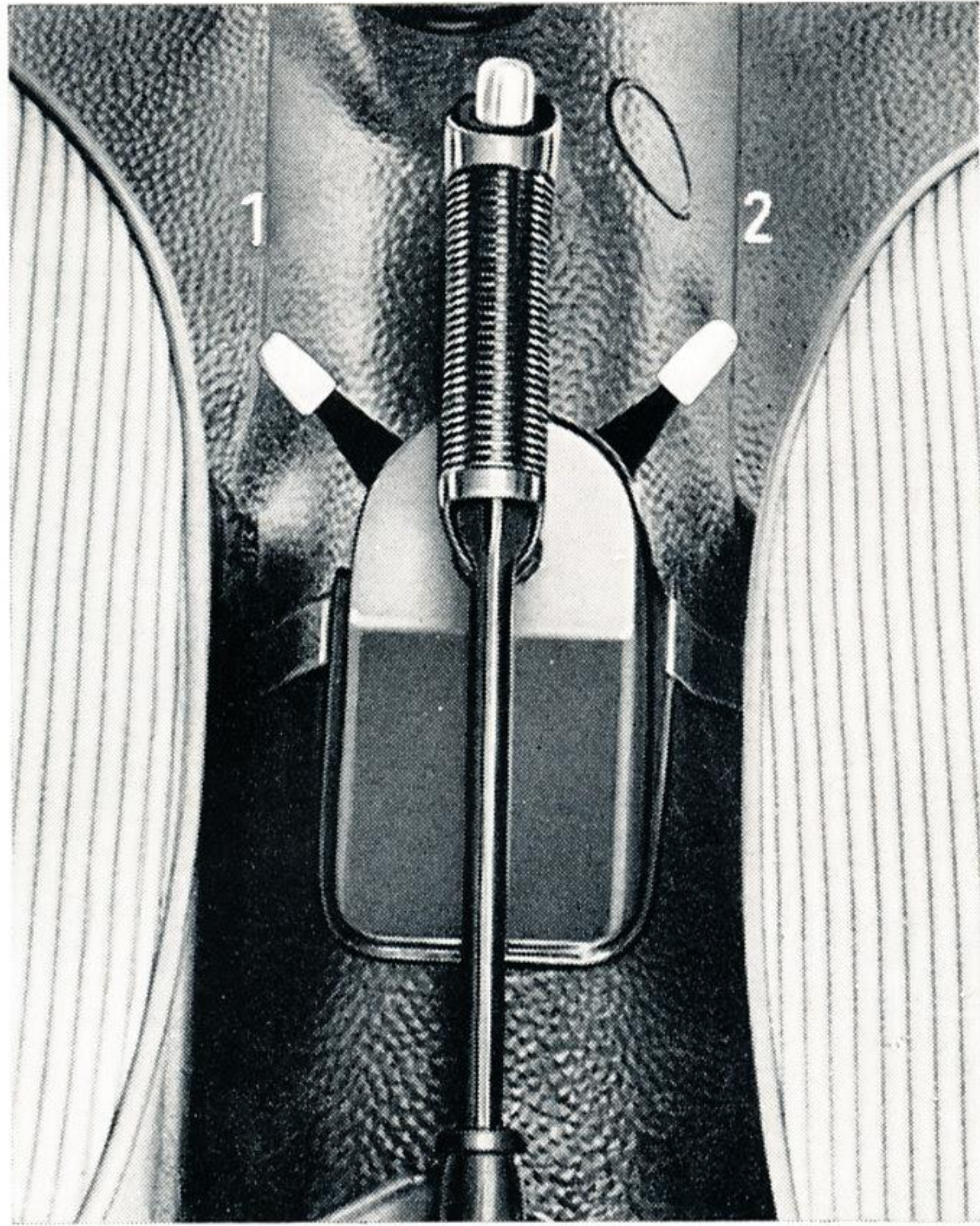
1963

Hollow weatherstrips

1964



7



**Operation of heating.** Instead of the rotary knob for the heating, two levers are now situated on the frame tunnel between the front seats. The left-hand lever (1) operates the heating – previously the knob. The right-hand lever (2) controls the heater vent flaps in the kick plates.

The heating can be operated more quickly by the lever and the individual positions of the heater vent flaps can be controlled more easily. The driver can now regulate the flaps in the rear heater vents by remote control and thus adapt the temperature to the existing conditions with a great degree of accuracy.

**Colours.** Some new colours will appear. Safari beige, nutria and sea blue are available in addition to black, pearl white, birch green and ruby red. Two-tone finishes are available for the Volkswagen 1500 S and the Variant S. The newly designed materials for door and panel trims as well as the seat upholstery have been adapted to these colours. The upholstery is available in the case of the S models in cloth or – on request at extra charge – in a new type of air-permeable leatherette.

## VOLKSWAGEN 1500 SEDAN and VOLKSWAGEN VARIANT

The Volkswagen 1500 Sedan and the Volkswagen Variant are equipped with the 54 bhp (SAE) engine. Compared with the previous version the new models have been modified as follows:

**Bumpers.** The front and rear bumpers are not equipped with overriders.

**Windows.** The vent wing frames and window guide channels are painted in the colour of the car. The vent wing fastener is chrome-plated. The quarter windows are not hinged.

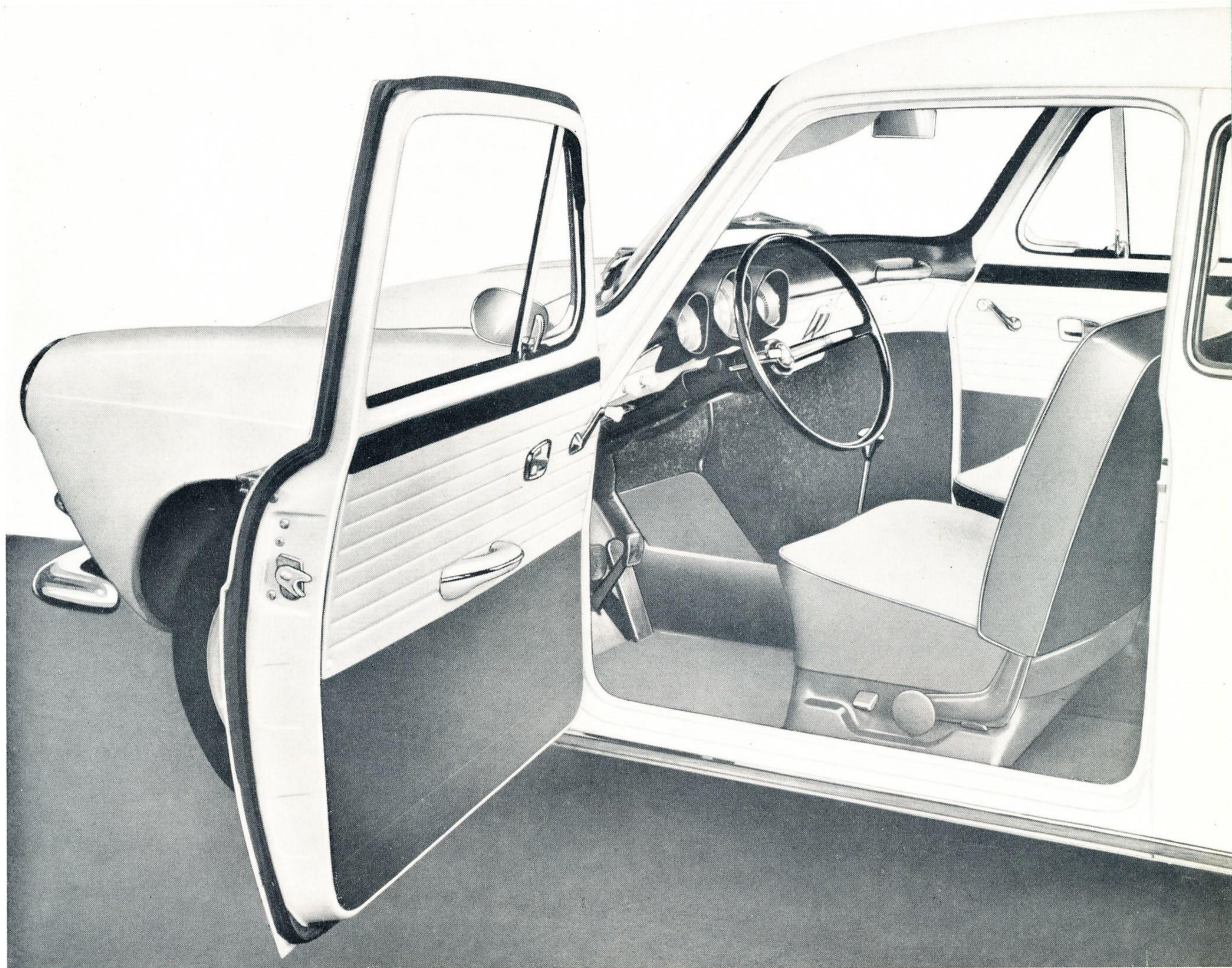
**Doors.** The right-hand door lock has no lock cylinder. The smooth scuff plate on the door frame has been discontinued.

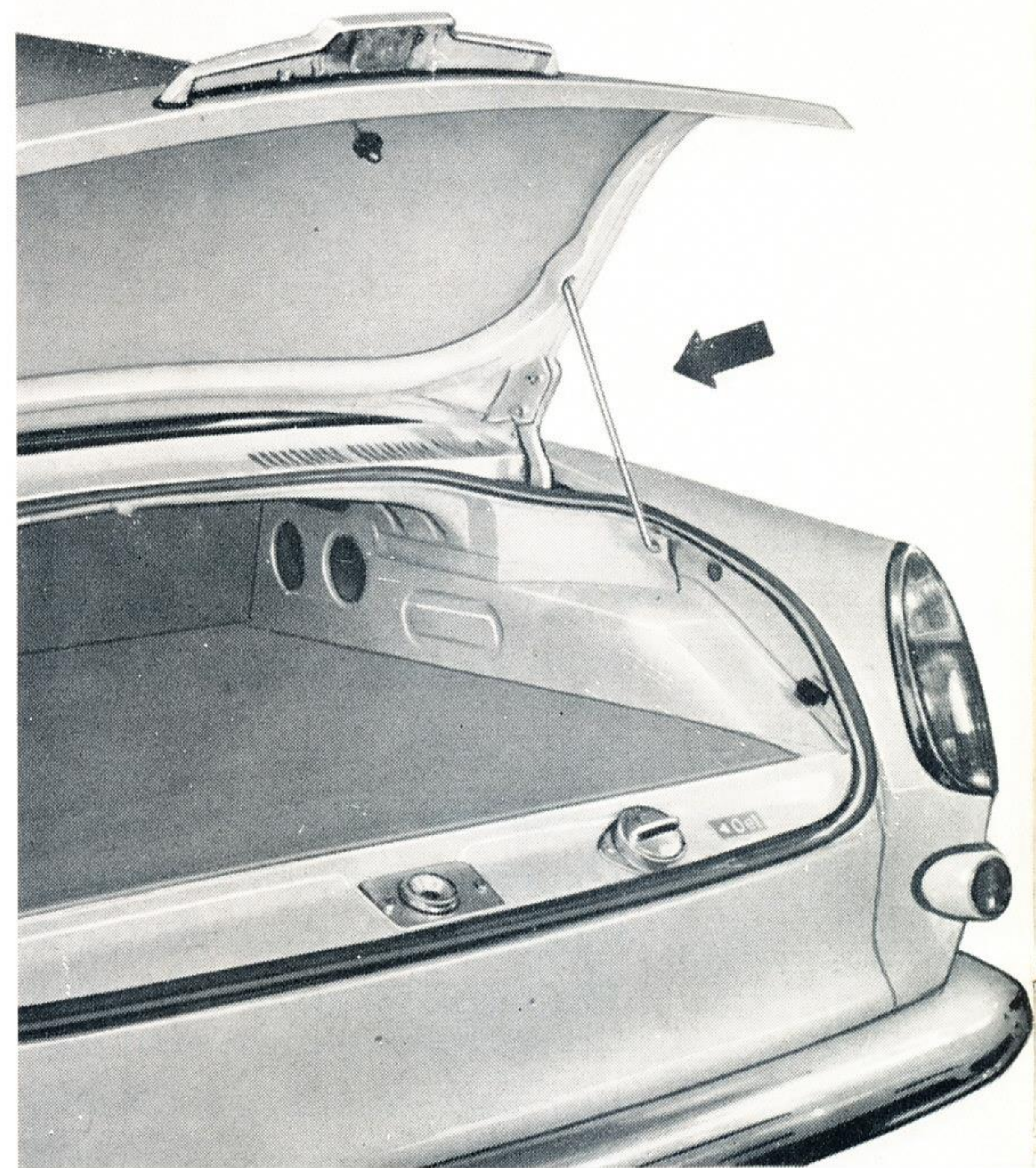
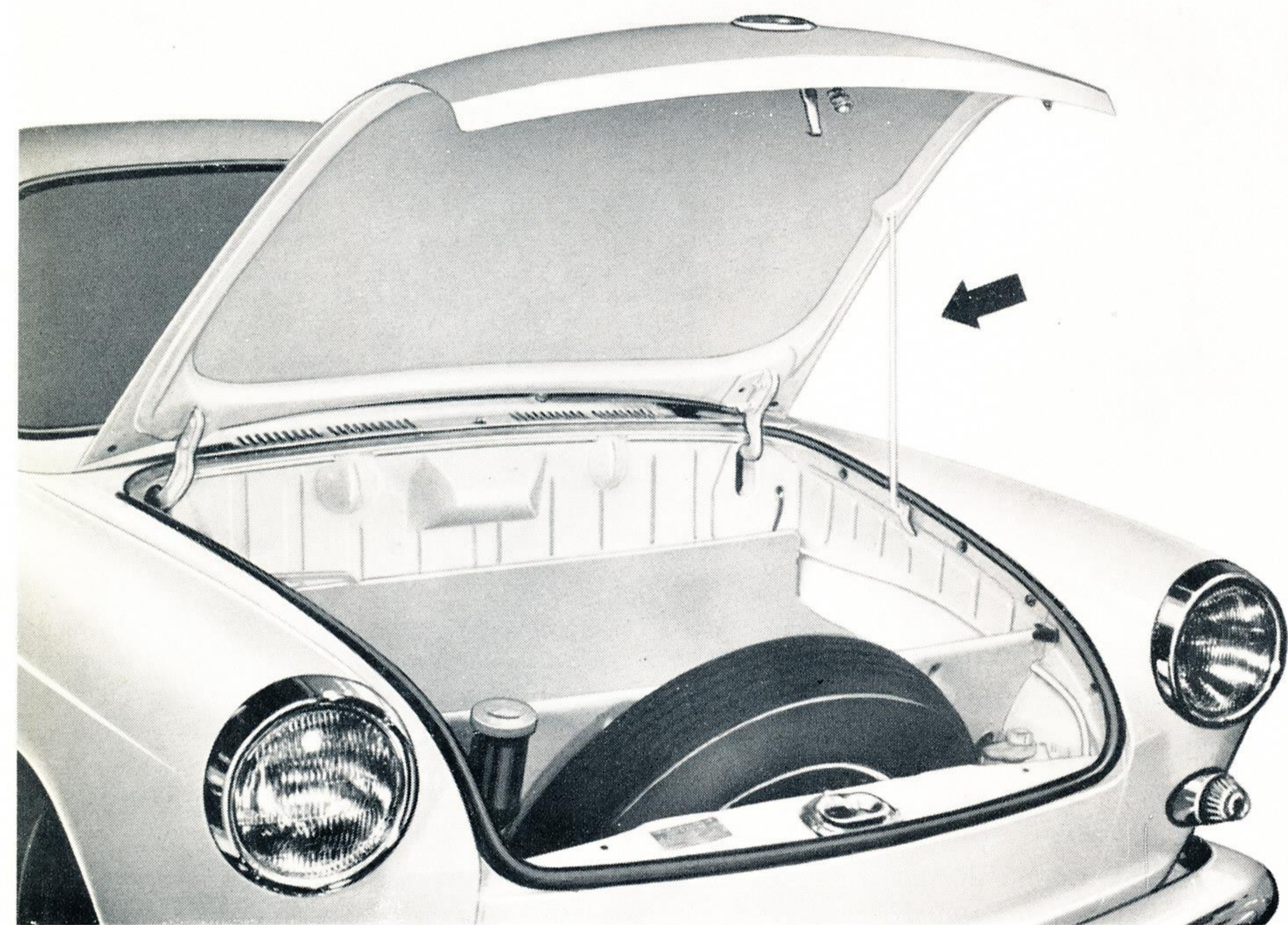
**Trim.** The door and panel trims are of plastic. The upper parts are in a bright shade and the lower parts in a dark shade. Instead of the arm rest being part of the trim panels, the doors are now equipped with the same arm rest as is used in Type 1 vehicles. The door pockets have been discontinued. The warm and fresh air ducts on the front panel in the front foot well are not lined.

**Variants.** The rear luggage compartment lining on the side and the rear door trim panel have been replaced by painted hard fibre board. The window pillars in the load compartment and the rear corner pillars are not lined.

**Seats and upholstery.** The front and rear seats have completely smooth surfaces. The rear seat backrest has no contour in the middle and the folding central armrest has been discontinued. The leatherette seat coverings are permeable to air. The backrest locking mechanism is omitted.

**Sun visor and ashtray.** The vehicles have a padded sun visor on the driver's side. An ashtray identical to that in Type 1 is situated in the right-hand quarter panel.





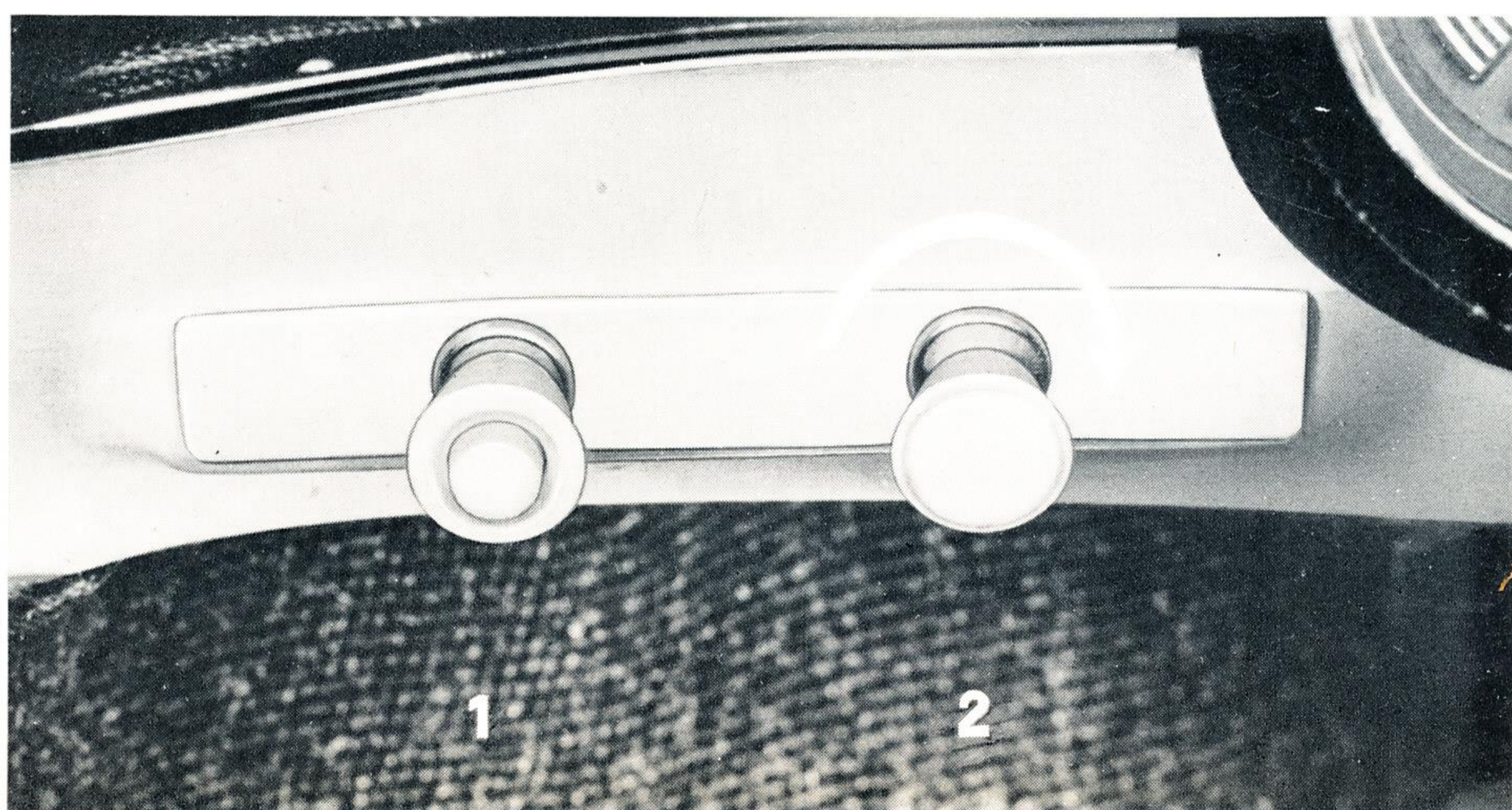
**Luggage compartments.** The front and rear hoods are held open by a hand-operated stay. The sides of both luggage compartments are not lined.

The **parking lamps** and the **rear luggage compartment light** have been omitted.

A **trim plate** as used for the loud speaker opening in the Karmann Ghia models is situated in the clock aperture on the instrument panel.

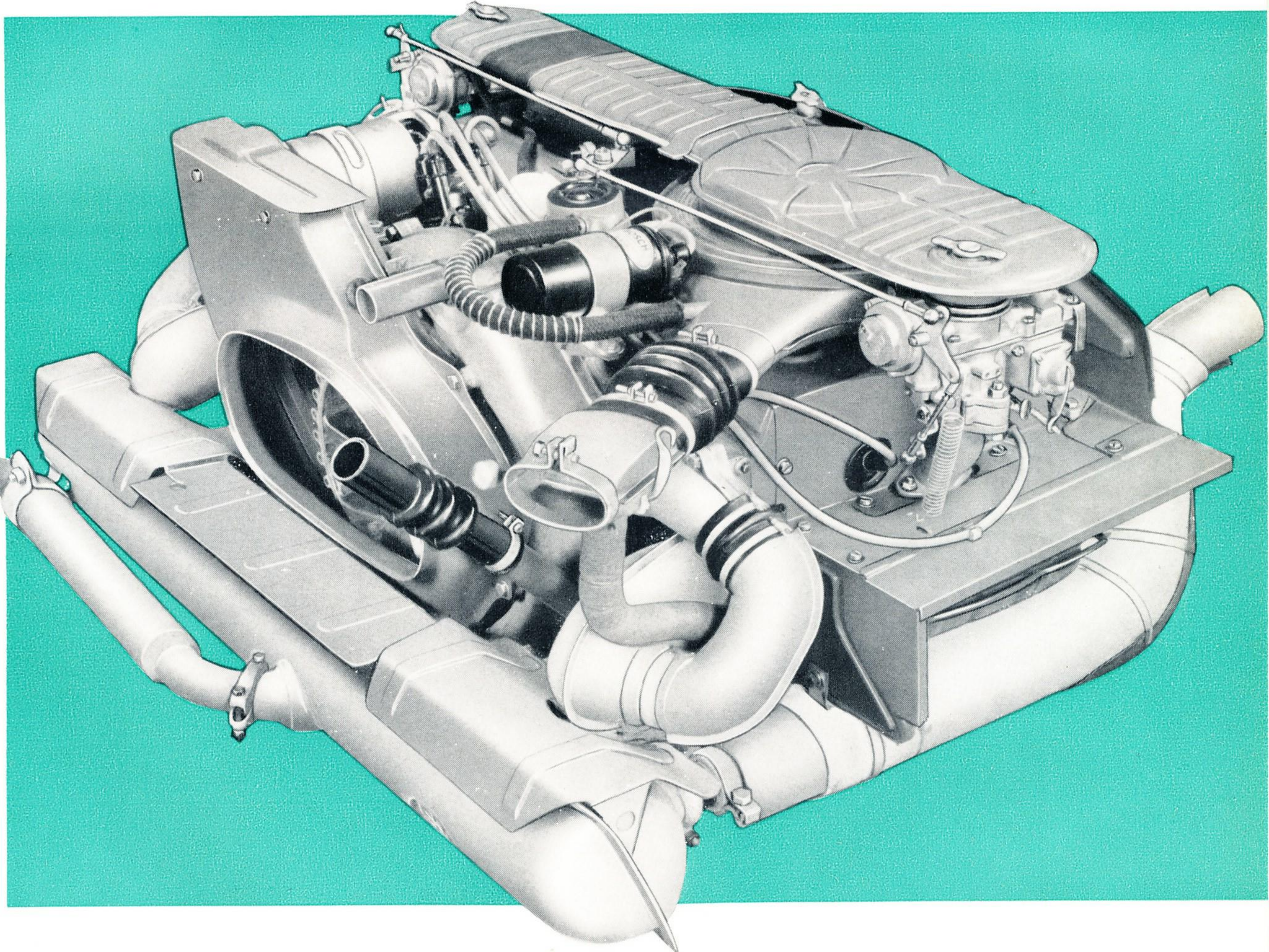
The **button in the flashing indicator** lever does not act as headlamp flasher. It only serves as a dimmer switch. The previous combined relay has been replaced by a new one which regulates the high and low beams only.

**Two push-pull switches** replace the push button switch group. The left-hand switch (1) – with push button for the windshield – operates the wipers and with the right-hand switch (2) the parking lights and headlights are operated. The knob also acts as rheostat for the instrument panel lighting. The wiper motor has been altered due to the discontinuation of the wiper speed regulation.



## **VOLKSWAGEN 1500 S SEDAN and VOLKSWAGEN VARIANT S**

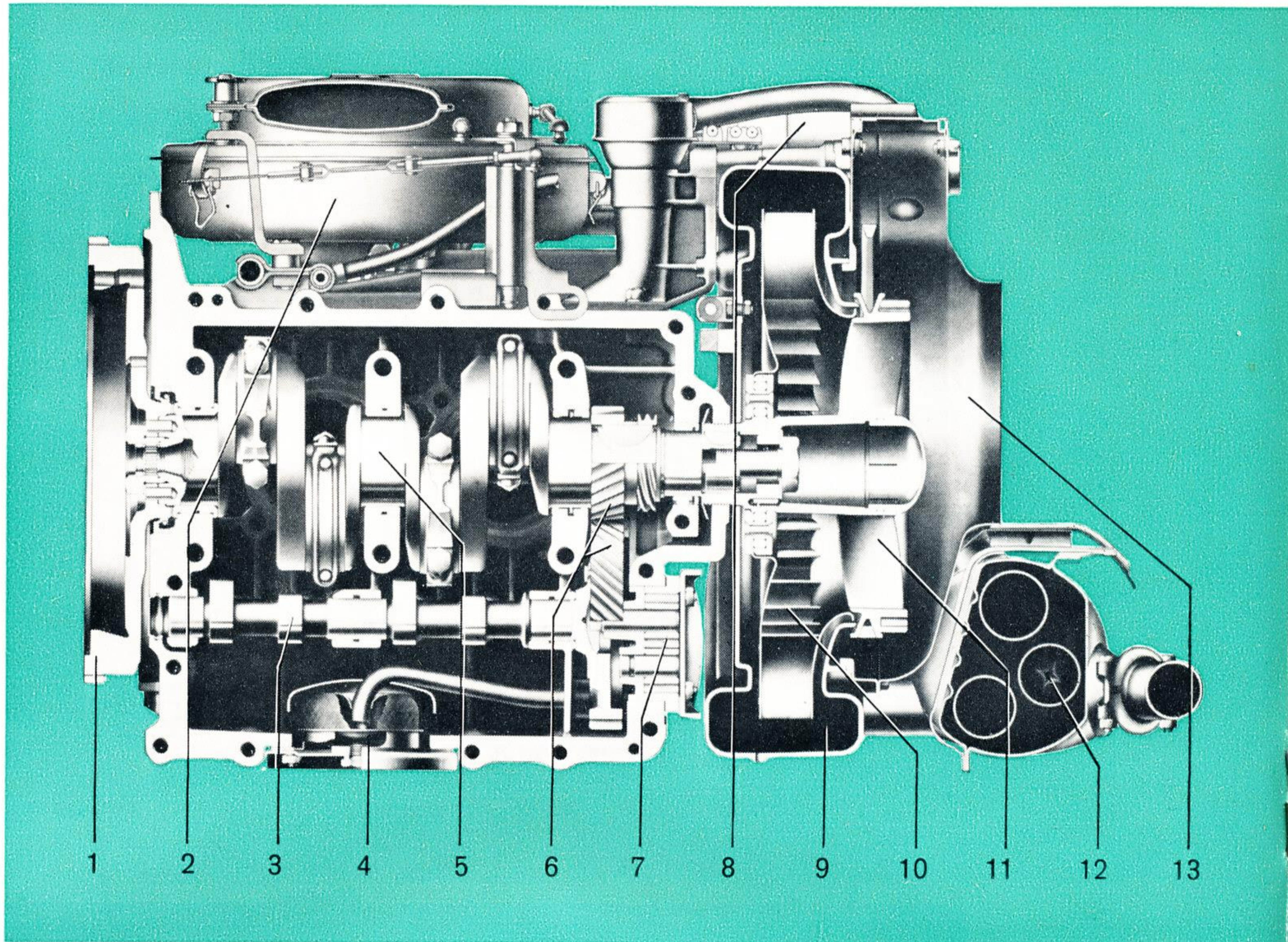
The new S models differ from the Volkswagen 1500 Sedan and Variant by reason of the increased engine output and a more generous exterior and interior equipment.



**The new 66 bhp (SAE) twin carburetor engine** with which the S models and Coupé are equipped was developed from the 54 bhp engine and is similar to it basically.

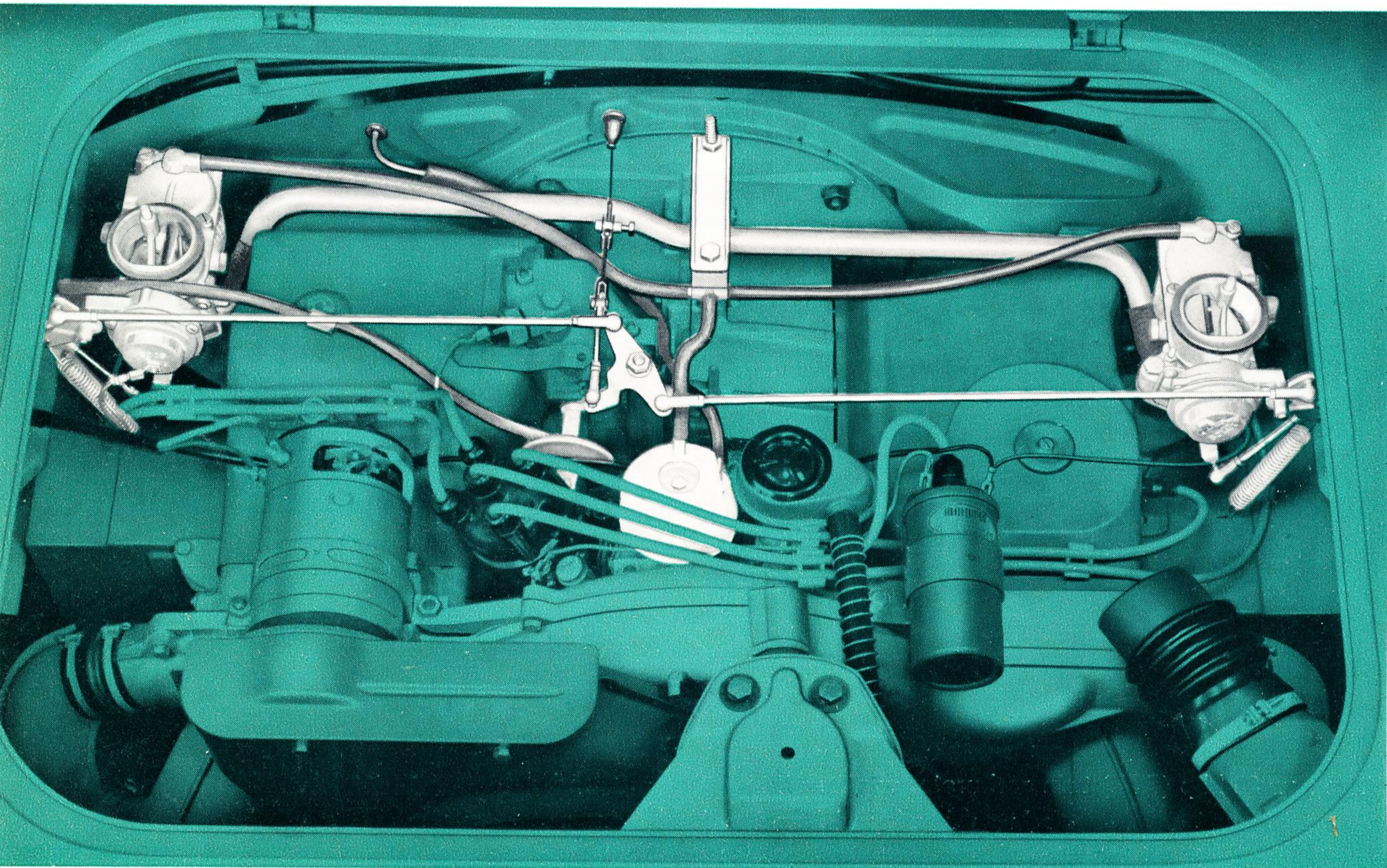
### The technical data of the engine

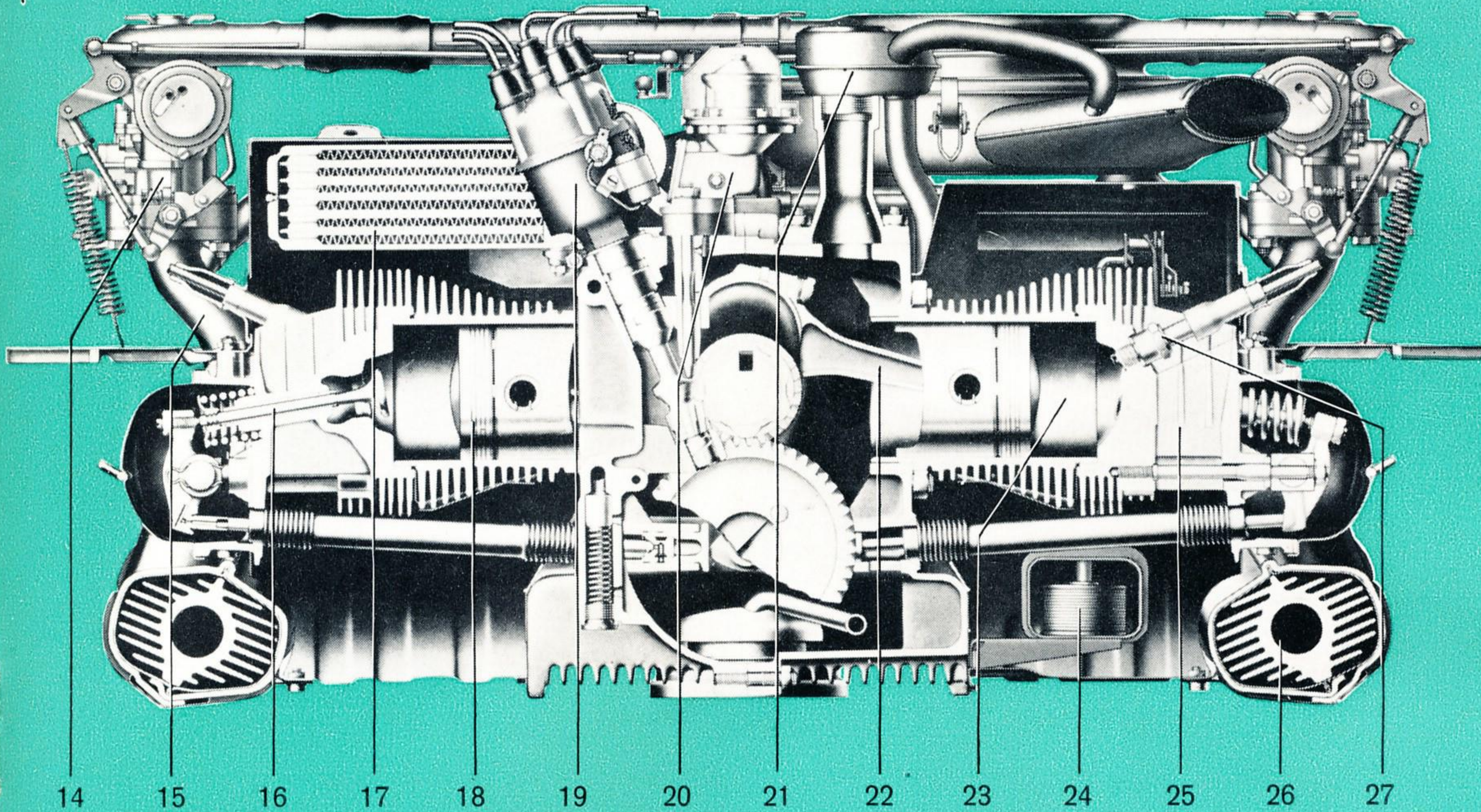
|                                     |                                   |                             |
|-------------------------------------|-----------------------------------|-----------------------------|
| Bore                                | 83 mm                             | } as in<br>54 bhp<br>engine |
| Stroke                              | 69 mm                             |                             |
| Capacity                            | 1493 cc                           |                             |
| Compression ratio                   | 8.5:1                             |                             |
| Output (SAE)                        | 66 bhp at 4800 rpm                |                             |
| Maximum torque (SAE)                | 11.5 mkg (83 ft.lbs. at 3000 rpm) |                             |
| Mean piston speed at nominal output | 9.66 m/sec (1902 ft./min)         |                             |
| Type of fuel                        | Premium                           |                             |



### Characteristics of design

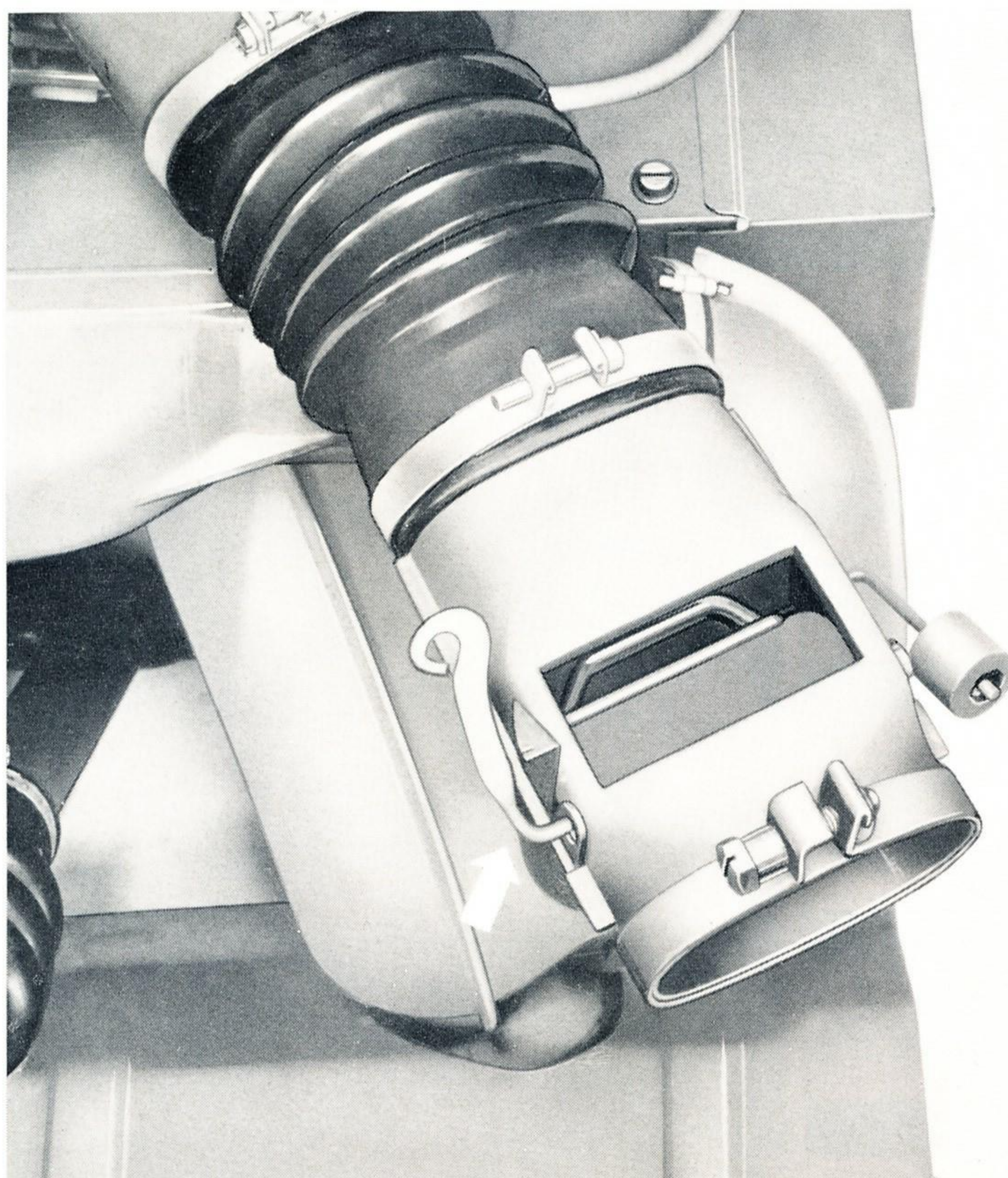
Two down-draft Solex 32 PDSIT carburetors with automatic choke and accelerator pump supply fuel to each pair of cylinders via two short intake manifolds. The intake manifolds are connected by a balance pipe. Both carburetors are operated by a swivelling linkage.





- 1 Flywheel
- 2 Oil bath air cleaner
- 3 Camshaft
- 4 Oil strainer
- 5 Crankshaft
- 6 Camshaft drive gears
- 7 Oil pump
- 8 Ignition coil
- 9 Fan housing
- 10 Fan
- 11 Crankshaft pulley
- 12 Muffler
- 13 Cooling air intake housing
- 14 Carburetor
- 15 Intake manifold
- 16 Valve
- 17 Oil cooler
- 18 Piston
- 19 Ignition distributor
- 20 Fuel pump
- 21 Crankcase breather
- 22 Connecting rod
- 23 Cylinder
- 24 Thermostat
- 25 Cylinder head
- 26 Heat exchanger
- 27 Spark plug

The intake air is cleaned by a common air cleaner. Two flat ducts extend from the cleaner to the two carburetors. A hand-operated second flap in the air intake duct makes it possible for warmer air to be drawn out of the engine compartment in cold weather.



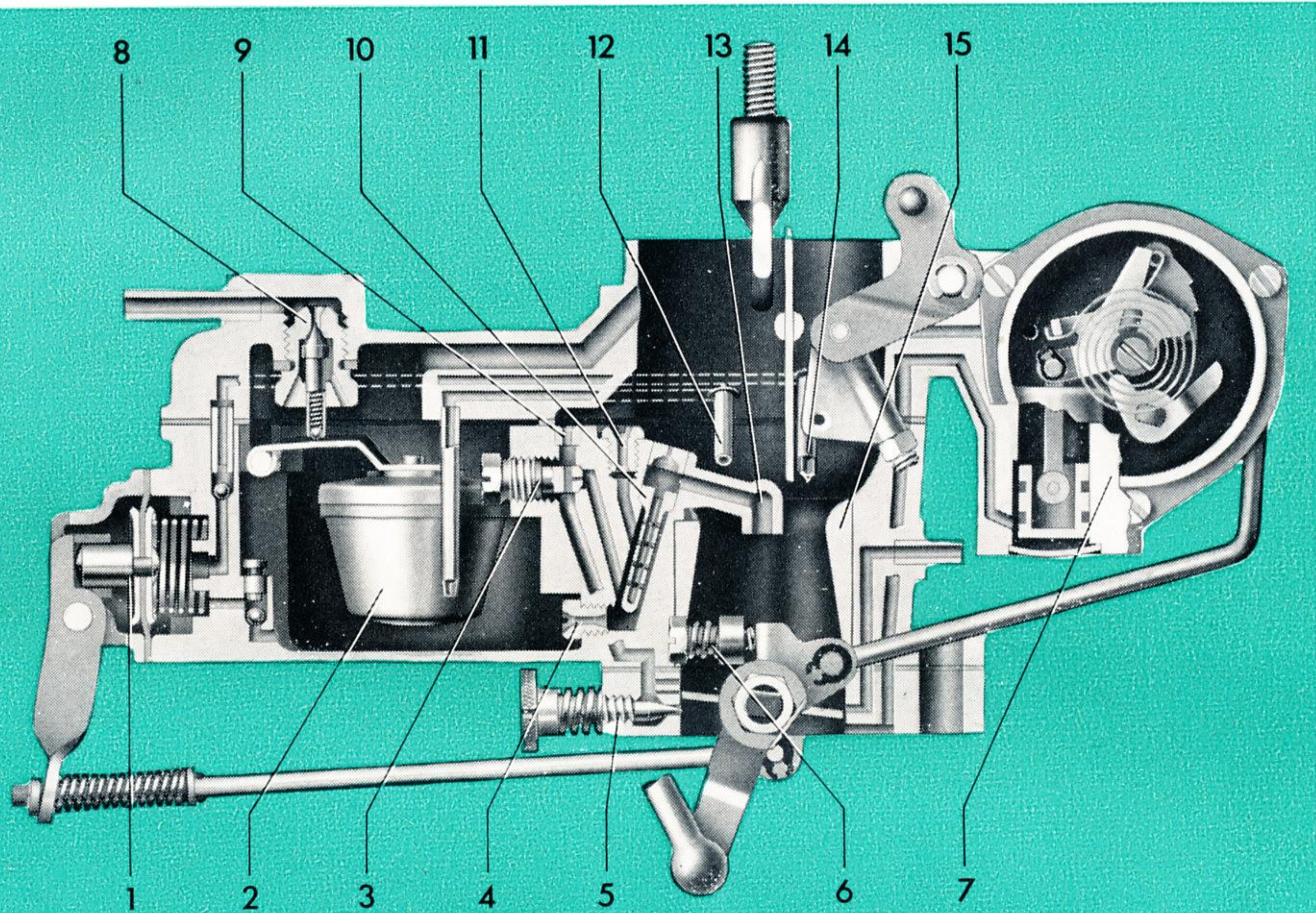
The compression ratio of 8.5:1 was achieved by the use of pistons with higher crowns. The cylinders and cylinder heads are identical with those used in the 54 bhp engine.

The new Bosch ignition distributor ZV/JCU 4 R 3 is a combined centrifugal/vacuum unit. The vacuum is drawn from the left-hand carburetor.

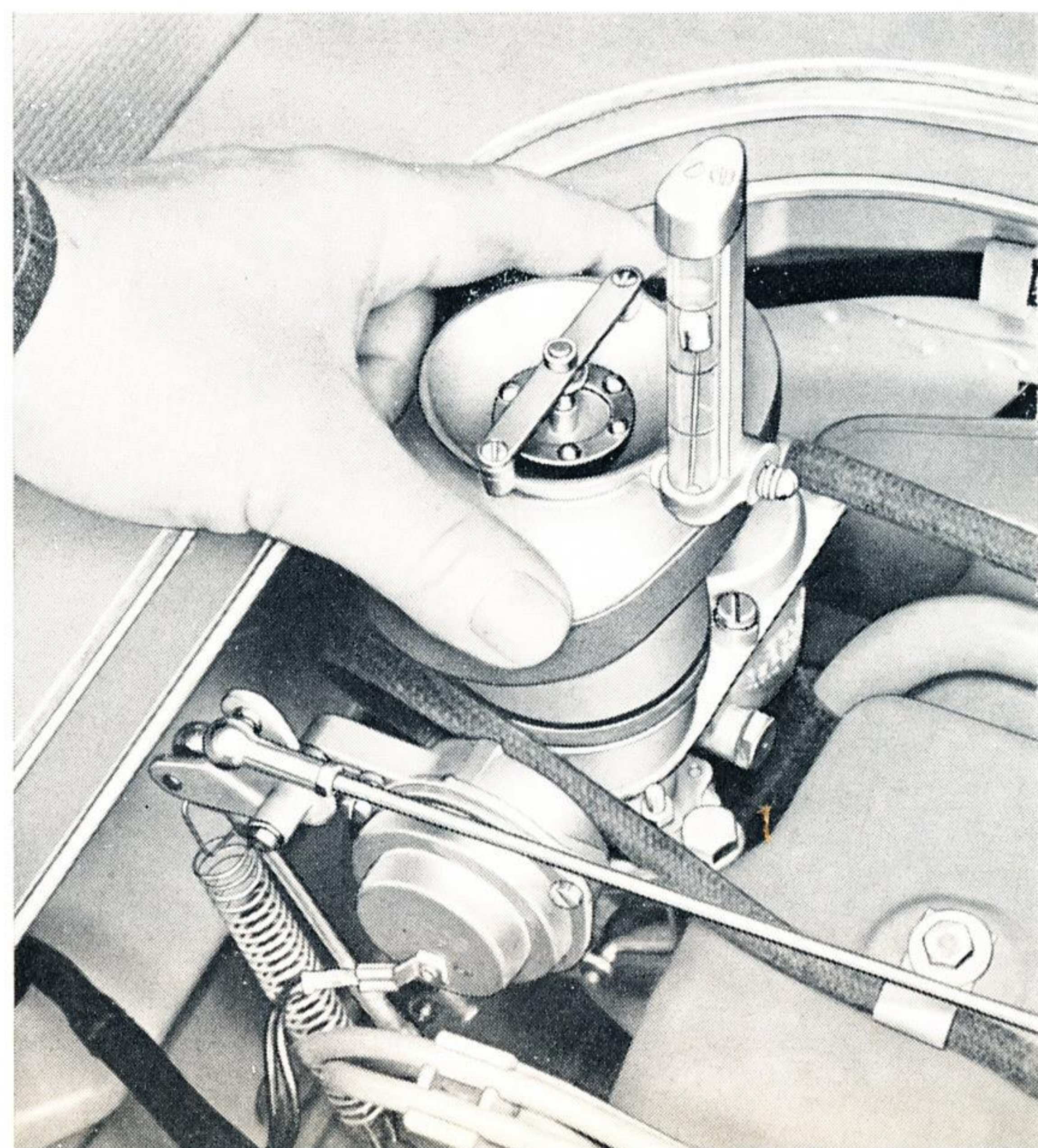
### Solex Carburetor 32 PDSIT

|                              |                         |
|------------------------------|-------------------------|
| Venturi (removable)          | 21.5 mm dia.            |
| Main jet                     | 125                     |
| Air correction jet           | 180                     |
| Pilot jet                    | 45                      |
| Pilot air bleed              | 2 mm dia.               |
| Power fuel jet               | 0.9 mm dia.             |
| Float needle valve with ball | 1.2 mm dia.             |
| Float weight                 | 7.3 grammes             |
| Pump delivery quantity       | 0.45–0.65 cc per stroke |
| Injector tube                | 0.5 mm dia.             |
| Float level                  | 14–16 mm                |

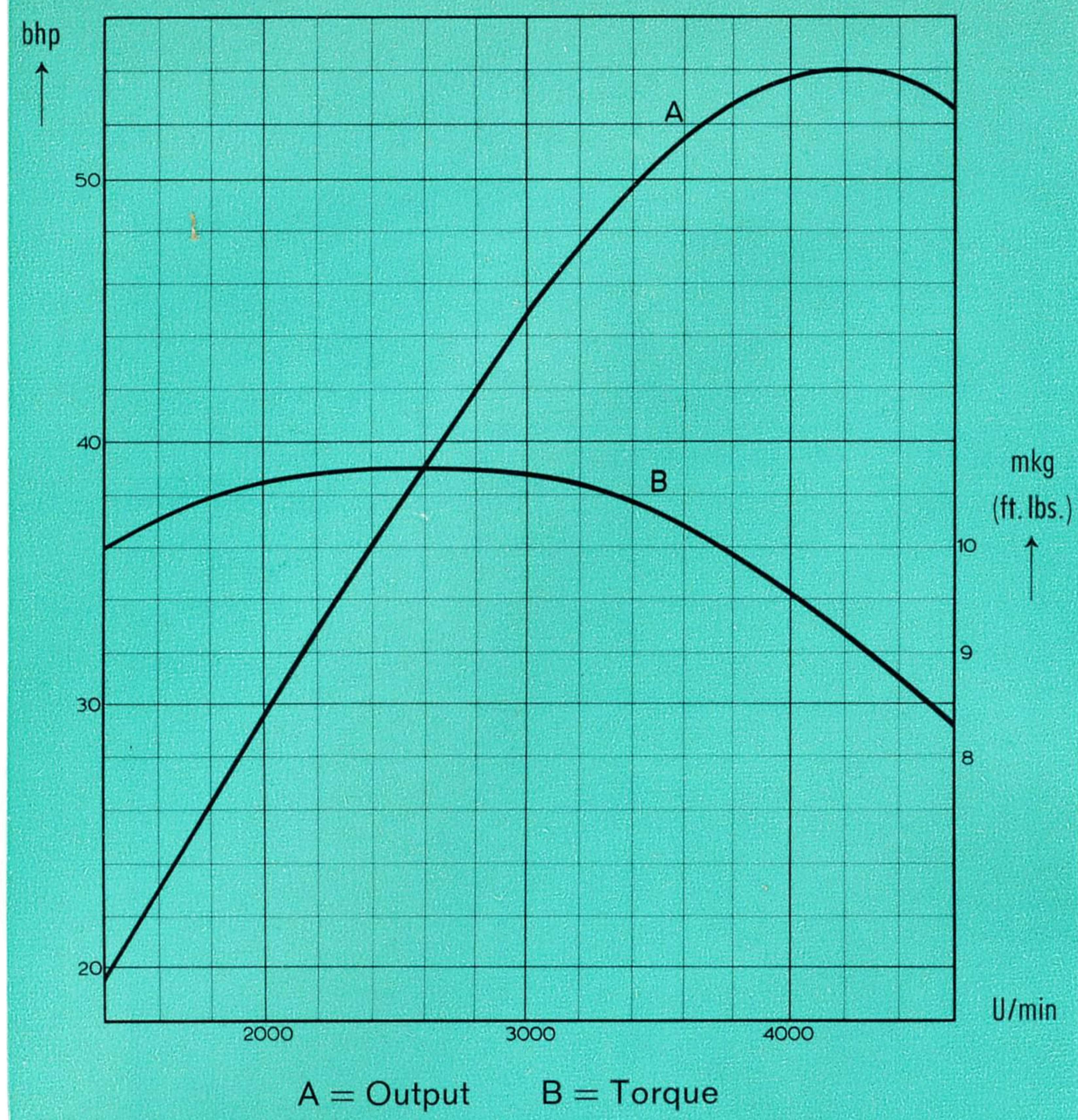
- 1 Accelerator pump
- 2 Float
- 3 Pilot jet
- 4 Main jet
- 5 Volume control screw
- 6 Idling adjustment screw
- 7 Automatic choke
- 8 Float valve
- 9 Pilot air bleed
- 10 Emulsion tube
- 11 Air correction jet
- 12 Discharge pipe for power fuel
- 13 Discharge arm
- 14 Injector tube for accelerator pump
- 15 Venturi



**The adjustment** of the twin carburetor with the help of the carburetor synchronizer is described in the 7th supplement to the VW 1500 Workshop Manual Section "K".



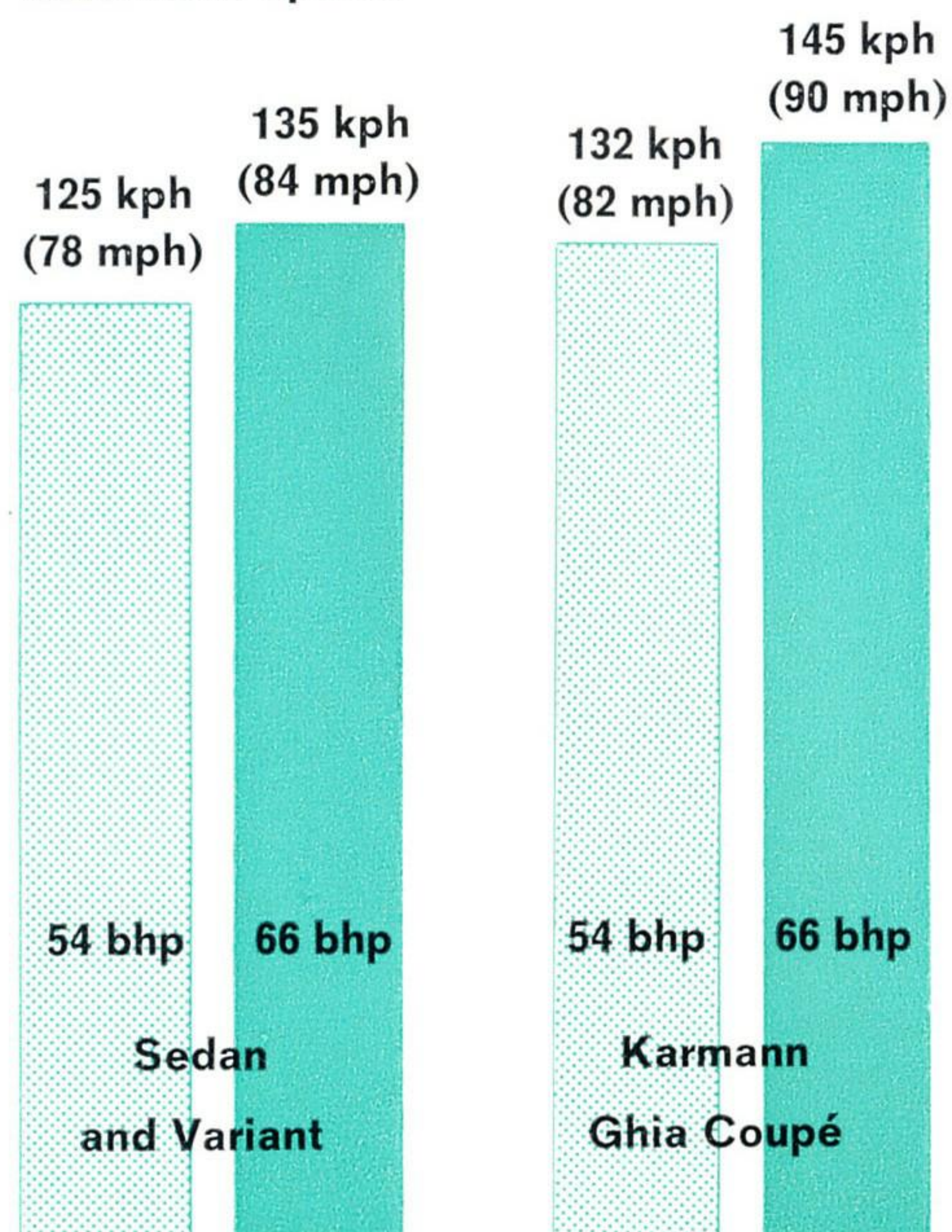




### Output Characteristics and Performance

The increased output of the twin carburetor engine permits higher speeds but also in comparison to the 54 bhp engine the increased flexibility provides for improved acceleration and an extension of the speeds in the individual gears. The diagram shows the torque of the twin carburetor engine is more than 10 mkg (72 ft.lbs.) over a wide range from 1400 to 3700 rpm. (54 bhp engine: 1500–2800 rpm).

#### Maximum speed



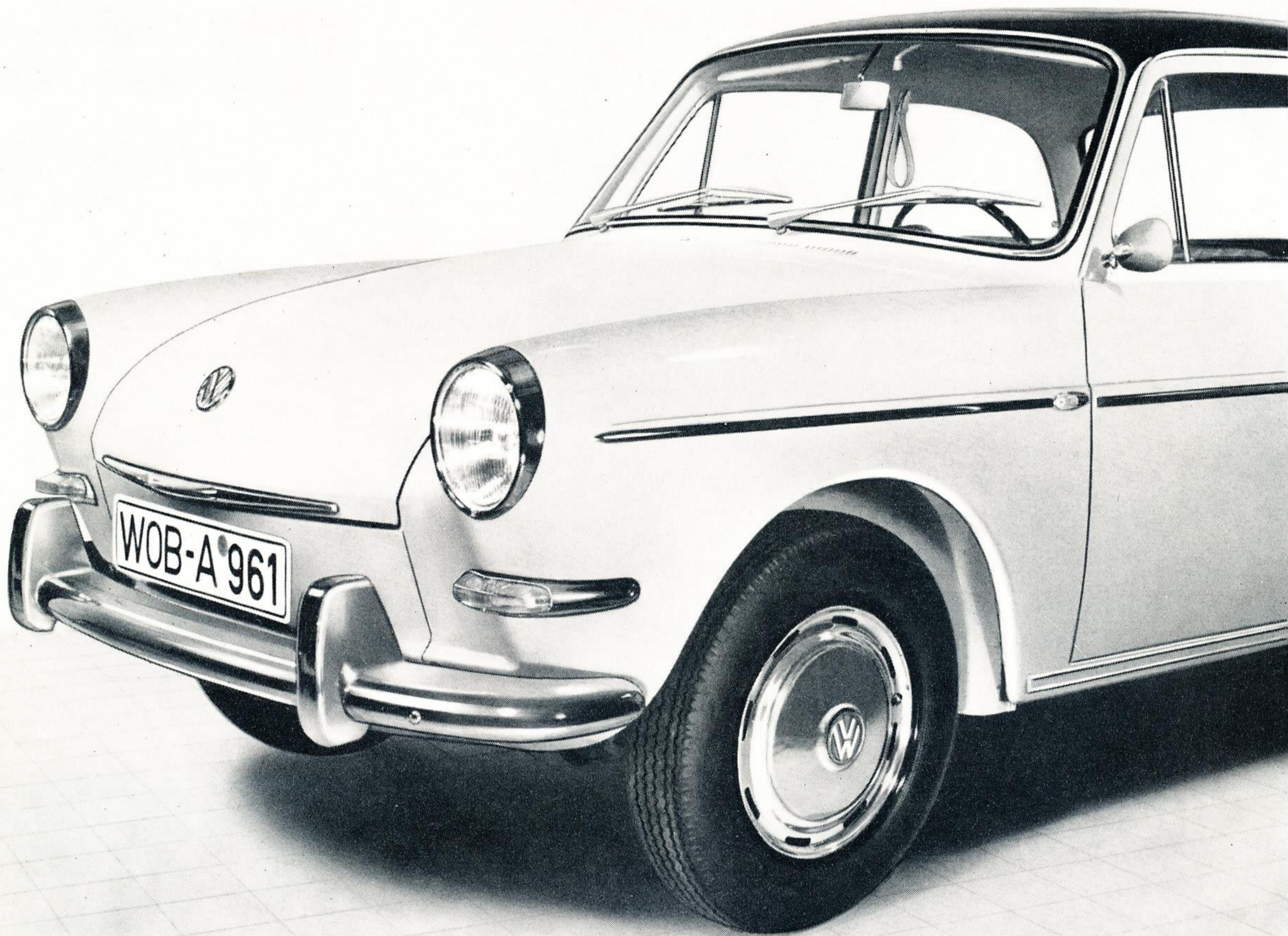
#### Acceleration

##### Sedan and Variant

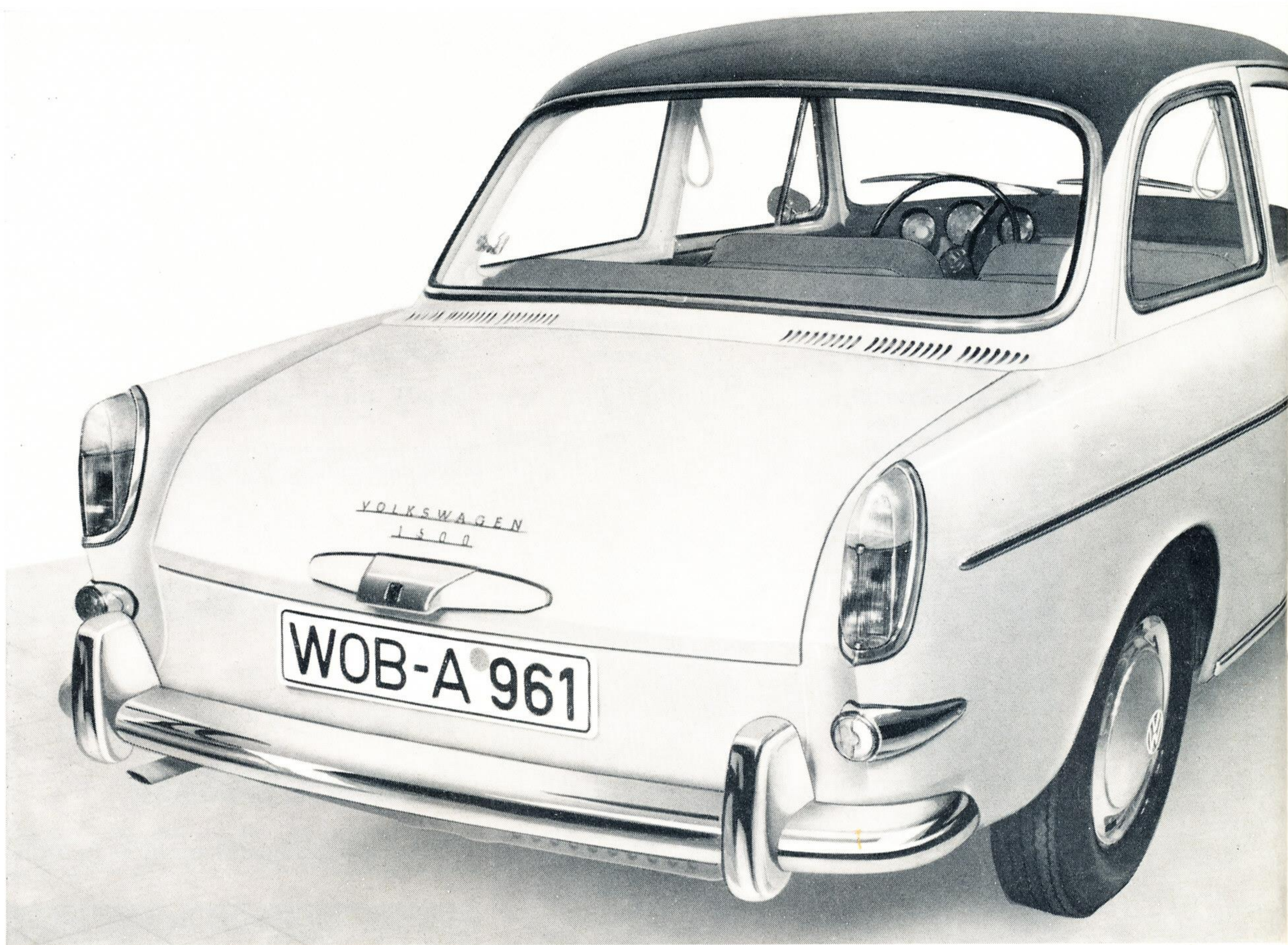
|        |                      |         |
|--------|----------------------|---------|
| 54 bhp | 0 – 80 kph (50 mph)  | 15 sec. |
| 66 bhp | 0 – 80 kph (50 mph)  | 13 sec. |
| 54 bhp | 0 – 100 kph (62 mph) | 25 sec. |
| 66 bhp | 0 – 100 kph (62 mph) | 21 sec. |

##### Karmann Ghia Coupé

|        |                      |         |
|--------|----------------------|---------|
| 54 bhp | 0 – 80 kph (50 mph)  | 14 sec. |
| 66 bhp | 0 – 80 kph (50 mph)  | 12 sec. |
| 54 bhp | 0 – 100 kph (62 mph) | 24 sec. |
| 66 bhp | 0 – 100 kph (62 mph) | 20 sec. |



**Exterior Equipment.** Polished parts improve the appearance.



There is a chrome **grip moulding** on the front edge of the front hood.

Anodized mouldings as in Type 1 are fitted to the sides of the vehicles.

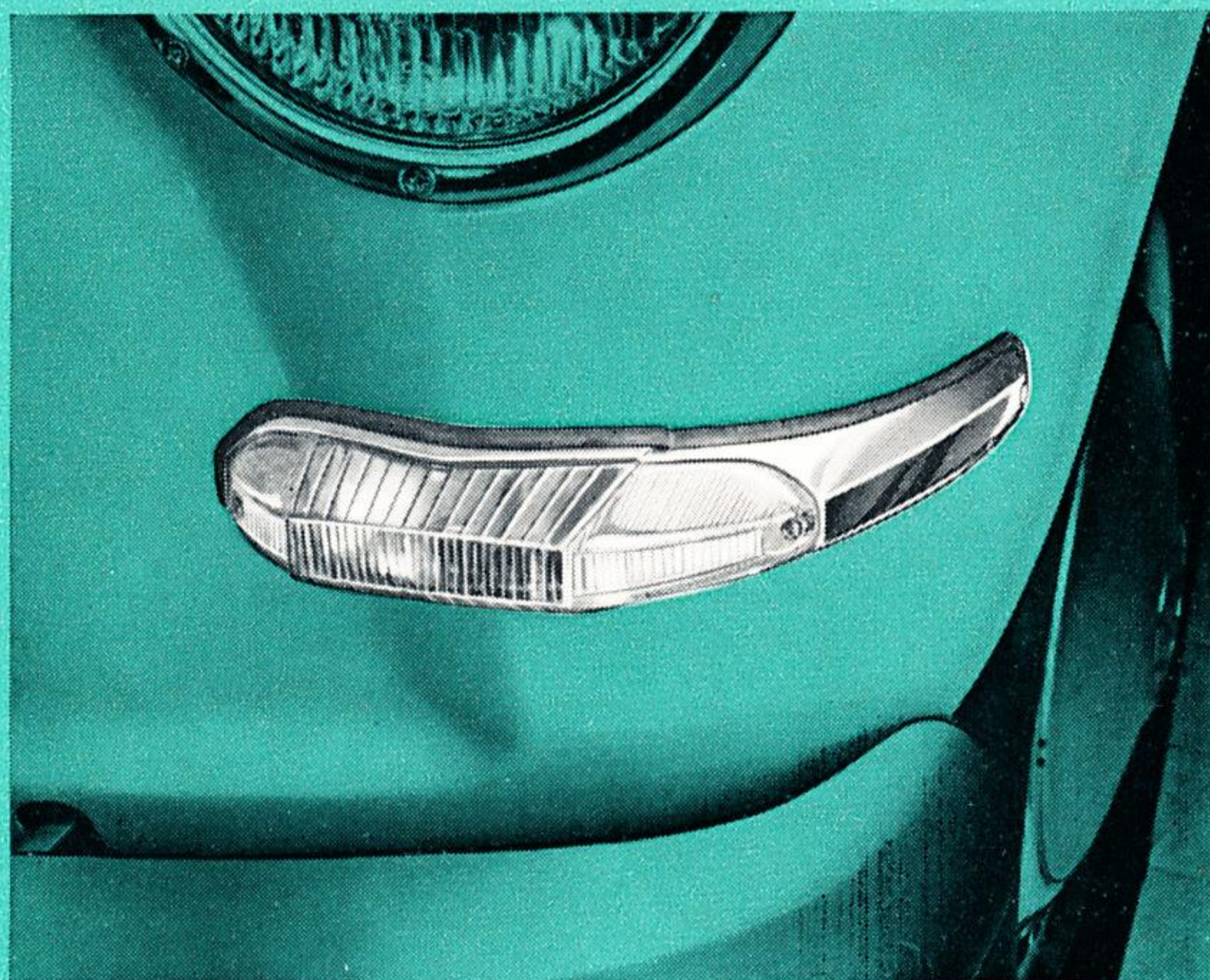
The wheels now have the same **embellishers** with which previously only the Karmann Ghia models were equipped.

**The Variant S** now has two front **hinged quarter windows**. In addition the vehicle also has a **second rear view mirror** on the passenger's side.

#### **Interior Equipment** (including Karmann Ghia Coupé)

Instead of the cloth trim previously used the lower parts of the door and panel trims are now provided with a new type of plastic material with a lengthwise pattern. All surfaces of the trim panels are now washable and are easier to keep clean. The kick plates under the rear seat of the Sedan and Variant are now lined with haircord carpeting.



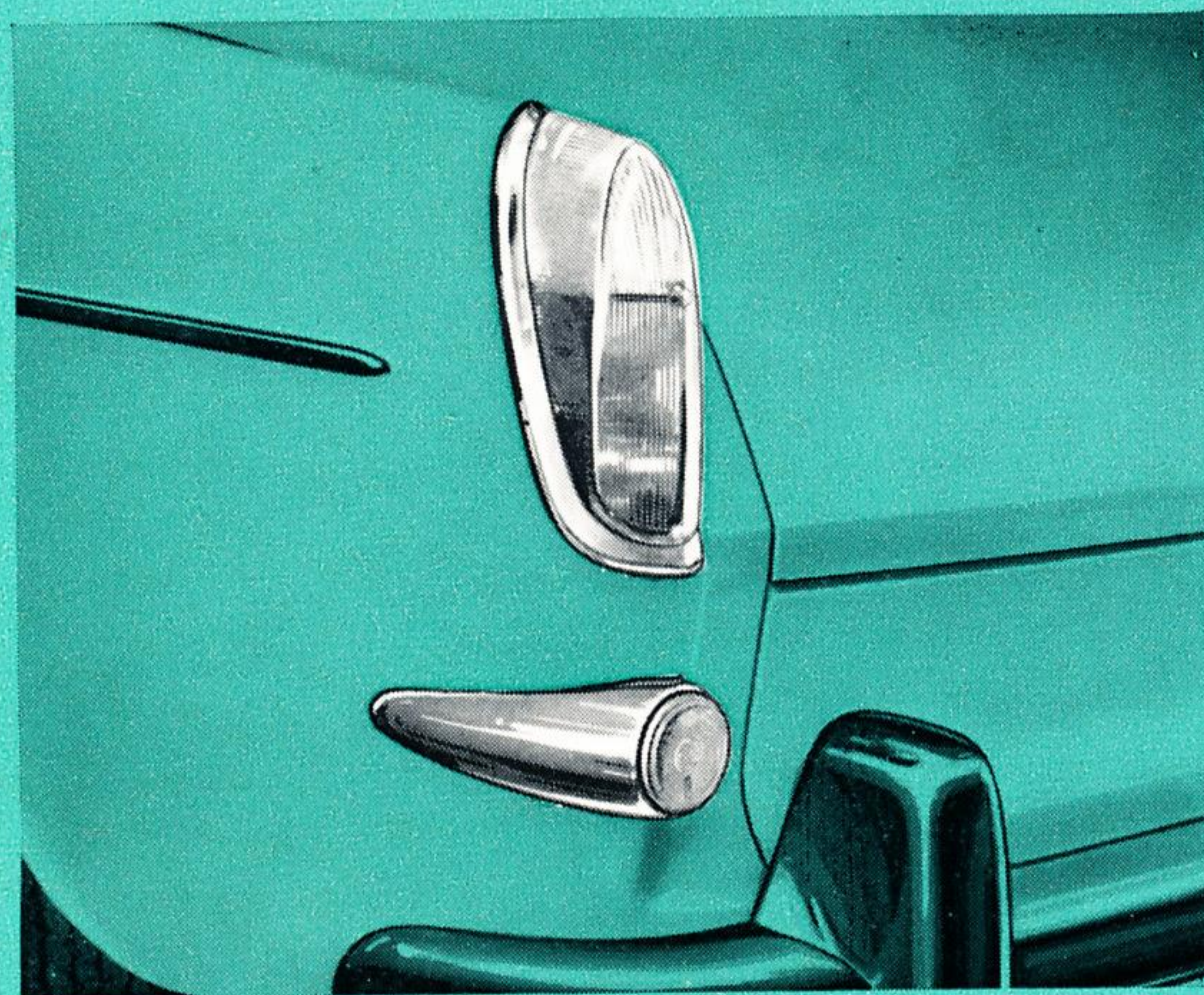


### Electrical System

The **front flashing indicators** are now narrow in shape. The chrome housing extends round the fenders and has been adapted in style to the roundness of the bumpers and the new reflector housing at the rear.



To improve the appearance, the **parking lamps** have been repositioned level with the mouldings on the side of the vehicle.



The **stop/tail/flashing indicator lights** are new. The lenses have been extended – an aspect of styling which gives an appearance of greater length.

The housing of the new **reflectors** is chrome-plated. The housing which extends along the fenders harmonizes with the shape of the bumpers and the new front flashing indicators.



The new **licence plate light** housing has a chrome cap bearing the model designation "S" in the form of a black emblem. This improves the appearance of the back of the car.

The vehicles have a **speedometer** with a reading of up to 160 kph (100 mph).

## Type 2

# VOLKSWAGEN TRANSPORTER

On August 1st the numerous requests for increased loading possibilities and engine output in the Transporter will be fulfilled. After having equipped the Micro Buses and VW Kombis at the beginning of the year with the 1.5 litre engine at extra cost, the 51 bhp engine is now available for all Transporter models. In the case of the truck versions of the Transporter the production programme has been doubled by the inclusion of the 1 ton models which as a result of reinforcements to the frame and heavy-duty tires have been adapted to the increased payload. As in the case of the 51 bhp engine the 1 ton Transporter too will on request be available – depending on model – with a payload from 910 to 1000 kg (2006 to 2204 lbs.) whereby the vehicles with a payload of 1 ton will be equipped with the 1.5 litre engine only. In addition all the Type 2 models have been improved so as to give increased road safety and to provide for simple and quicker loading and unloading.

### Front Axle

**All Type 2 models** will be equipped with the front axle which has been further developed for the 1 tonner. The most important distinguishing features of the new front axle are:

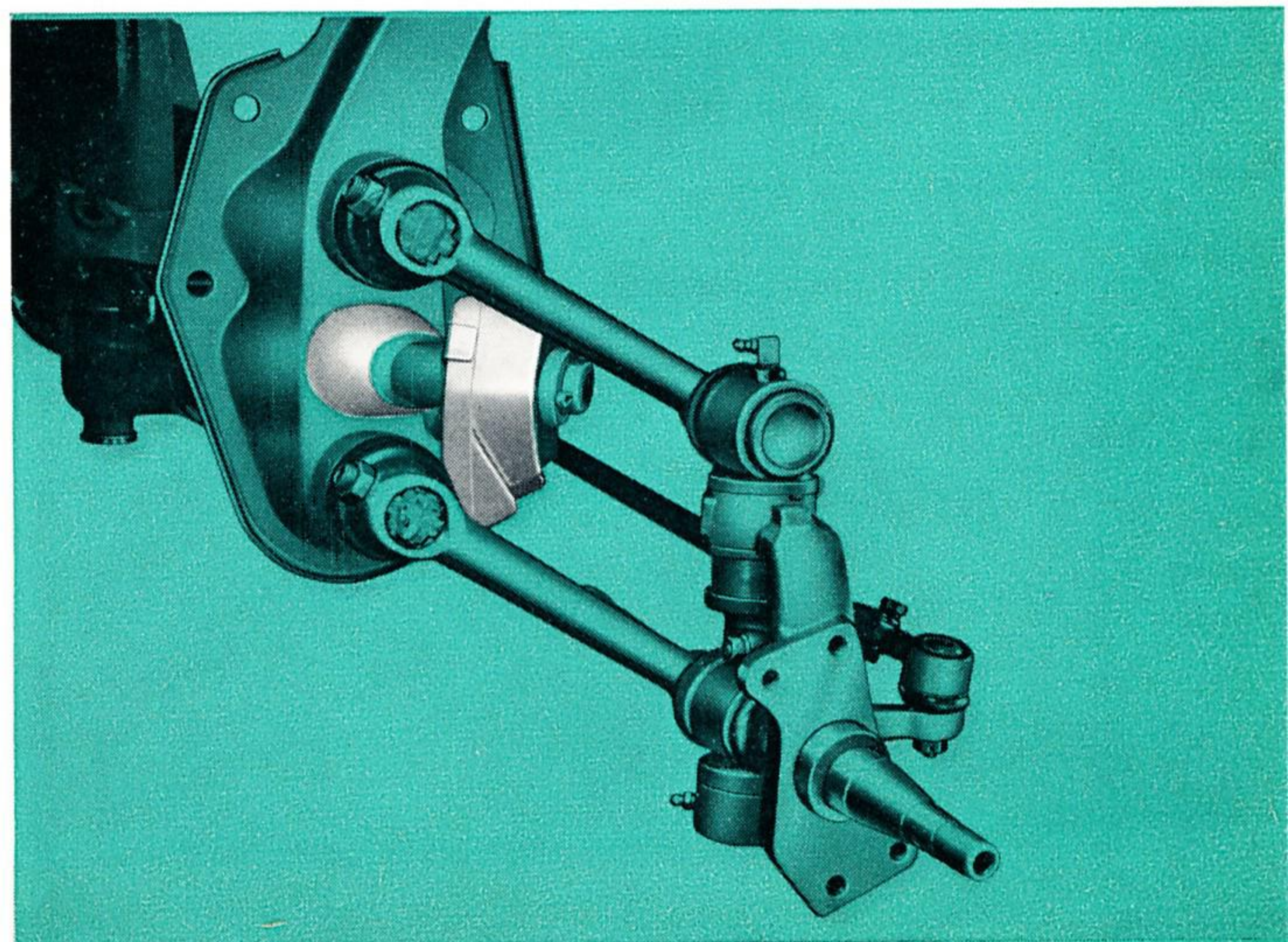
- The outer and inner diameter of the front axle tubes has been increased in the region of the outer torsion arm bearings.
- New torsion arms with a larger seat diameter for the outer bushes. The bushes too have been reinforced.
- Reinforced torsion arm link pins.
- Reinforced king pins.

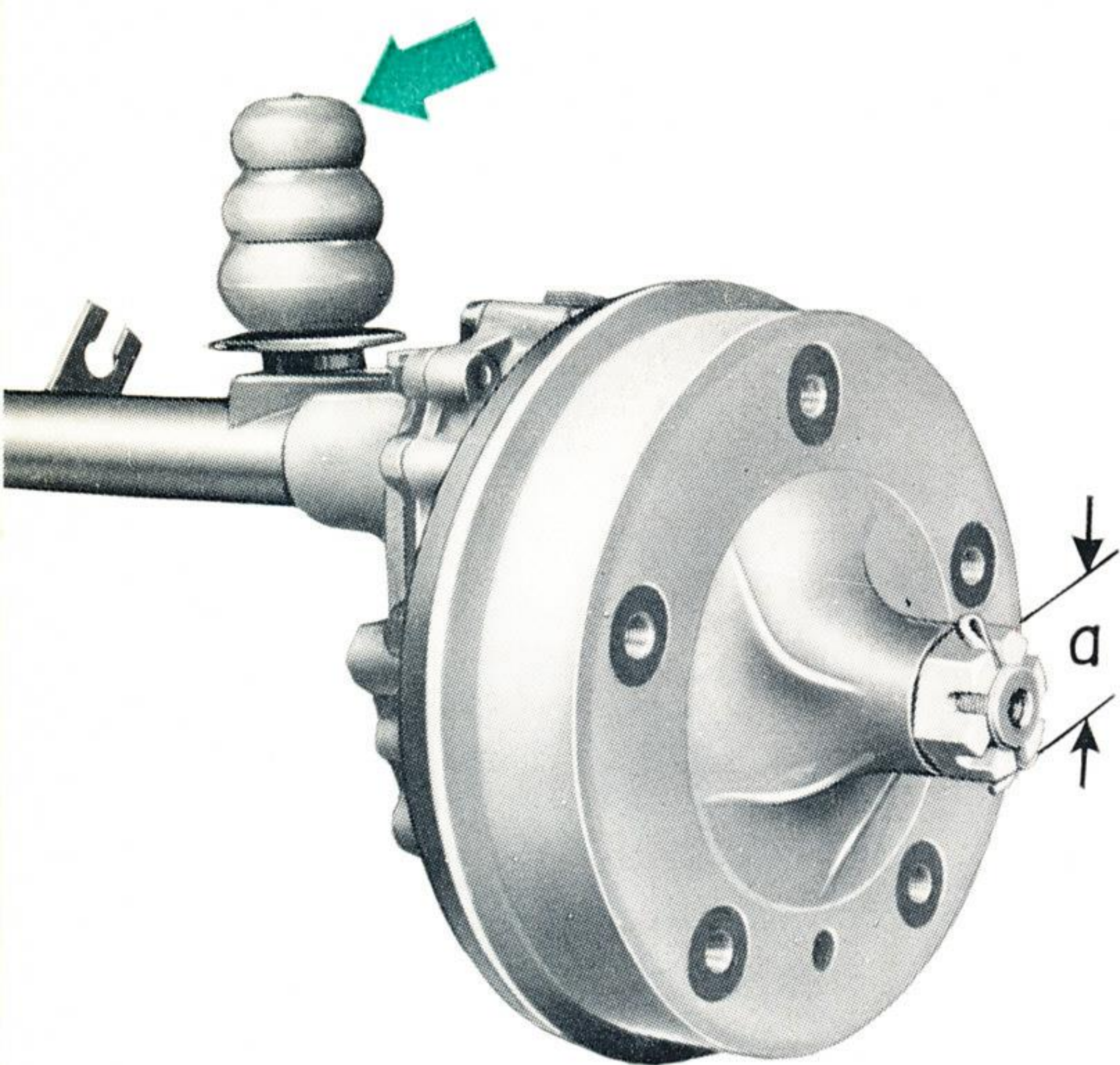
The previous conical rubber for the torsion arm stop has been replaced by a modified pyramid-shaped rubber buffer. The new rubber buffer acts as an auxiliary spring. Two guide noses at the side prevent the rubber from being deflected when under load. The front axle springing thus has a progressive action.

**Needle bearings** are now being used for the torsion arms of the **1 ton models and the VW Ambulance** instead of the outer bushes. The torsion arm buffer mounting has been adapted to the larger full load shocks by welding on a reinforcement at the anchor plates.

### Rear Axle

**All Type 2 models** are being equipped with the reinforced rear axle which has been developed for the 1 ton vehicles. Whereas the transmission and final drive remain unchanged, the main components of the **reduction gear** i. e. reduction gear case, driven gear and shaft, brake drum and wheel bearings have been reinforced.





a = 46 mm (1.8")

**Hollow rubber buffers** situated on the axle tubes of the **1 tonner** reinforce the rear wheel suspension and prevent bottoming under full load. The corresponding stops are located on the frame side member. According to engine and payload, the final drive and reduction gear ratios of the Transporter versions are as follows:

| Ratio  | Type 2/1200     | Type 2/1500<br>¾ ton | Type 2/1500<br>1 ton |
|--|-----------------|----------------------|----------------------|
| Number of teeth  |                 |                      |                      |
| Final drive  | 1:4.125<br>8/33 | 1:4.125<br>8/33      | 1:4.375<br>8/35      |
| Reduction gear<br>(normal ratio)                       | 1:1.39<br>18/25 | 1:1.26<br>19/24      | 1:1.26<br>19/24      |
| Reduction gear<br>(Ratio for mountainous<br>districts) | 1:1.69<br>16/27 | 1:1.39<br>18/25      | 1:1.39<br>18/25      |

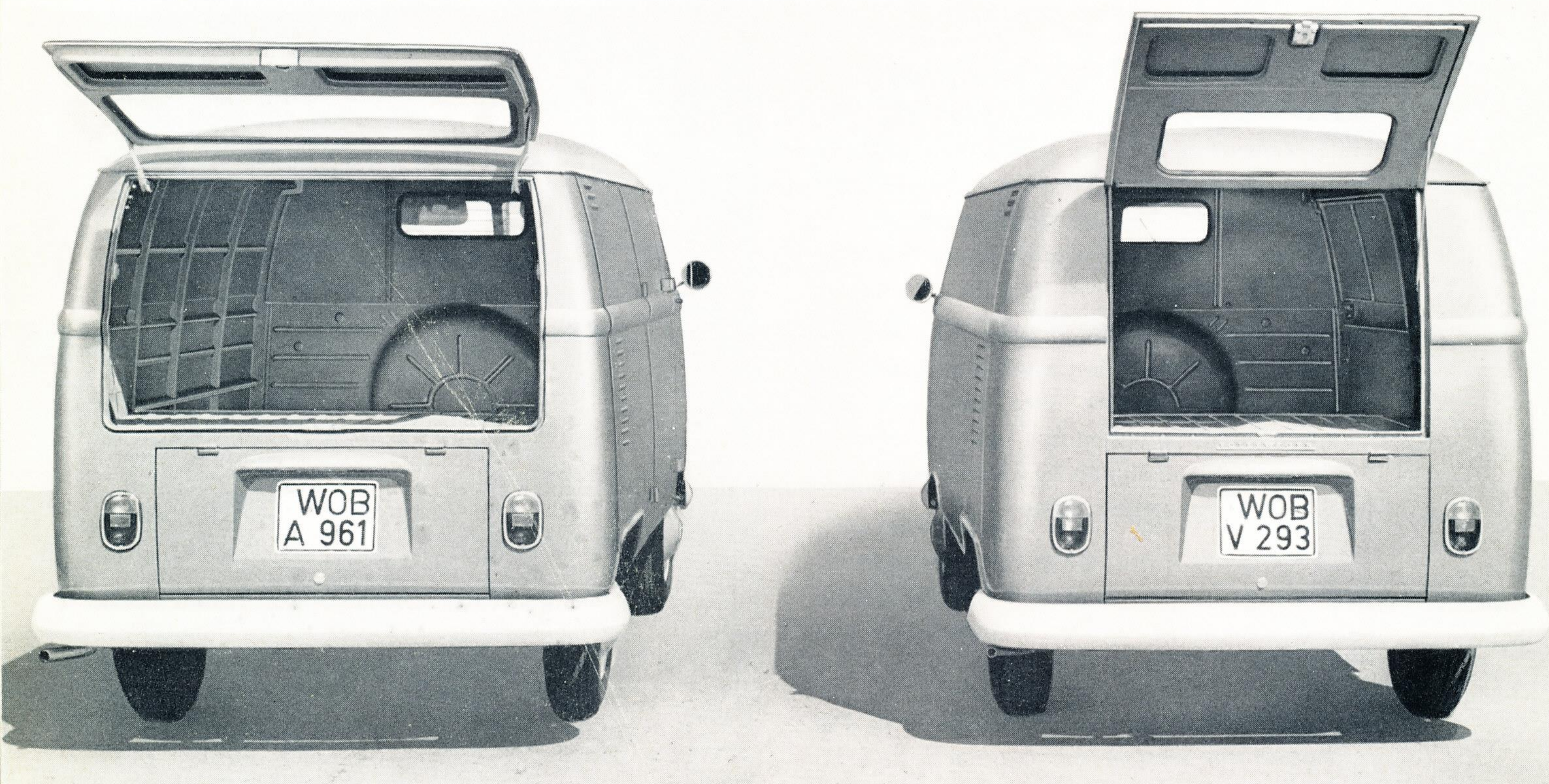
### Brakes

**All Type 2 models** will be equipped with the reinforced brakes with a brake drum diameter of 250 mm (9.8") and an effective brake area of 1028 sq.cm (159 sq.in.) which have been installed in Type 2/1500 vehicles since January 1963.

### Wheels and Tires

**The 1 ton models** are equipped with 7.00-14 tubeless low section tires. The corresponding wheel discs bear the size designation 5 JK-14.

As in Types 1 and 3 the Micro buses are equipped with hub caps the VW sign on which is merely embossed and no longer painted black.



### Body

The rear panel flap of the VW Delivery Van and the Kombi models – with the exception of the high-roofed Delivery Van models and Am-

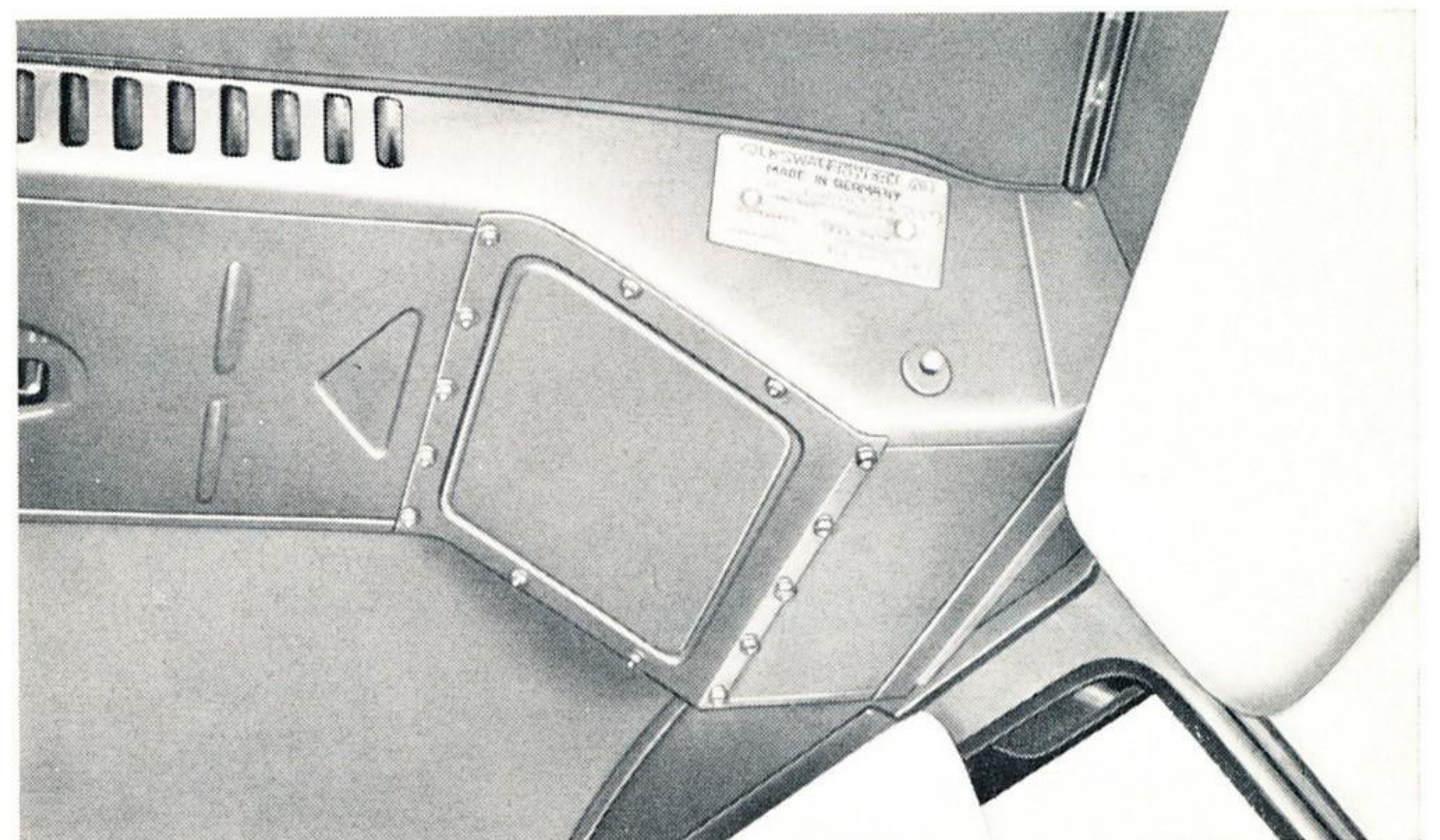
balances – has been enlarged and the rear window enlarged accordingly. This has considerably improved loading and unloading conditions as well as the vision to the rear.

The flap is attached by interior hinges to the roof frame and to an additional roof member and is held open by two torsion bars. A lockable press button catch has replaced the T handle. This alteration will facilitate opening and closing the flap.

| <b>Dimensions</b> |             | <b>1964</b>                                      | <b>1963</b>                          |
|-------------------|-------------|--|--------------------------------------|
| Rear panel flap   | max. width  | 1230 mm (48.37")                                 | 900 mm (35.43")                      |
|                   | max. height | 730 mm (28.74")                                  | 730 mm (28.74")                      |
| under the hinges  | height      | 690 mm (27.16")                                  | –                                    |
|                   | width       | 1090 mm (42.9")                                  | 660 mm (25.98")                      |
| Rear window       |             |  | (De Luxe Micro Bus<br>810 mm/31.88") |
|                   | height      | 330 mm (13")<br>(De Luxe Micro Bus 360 mm/14.2") | 265 mm (9.86")                       |

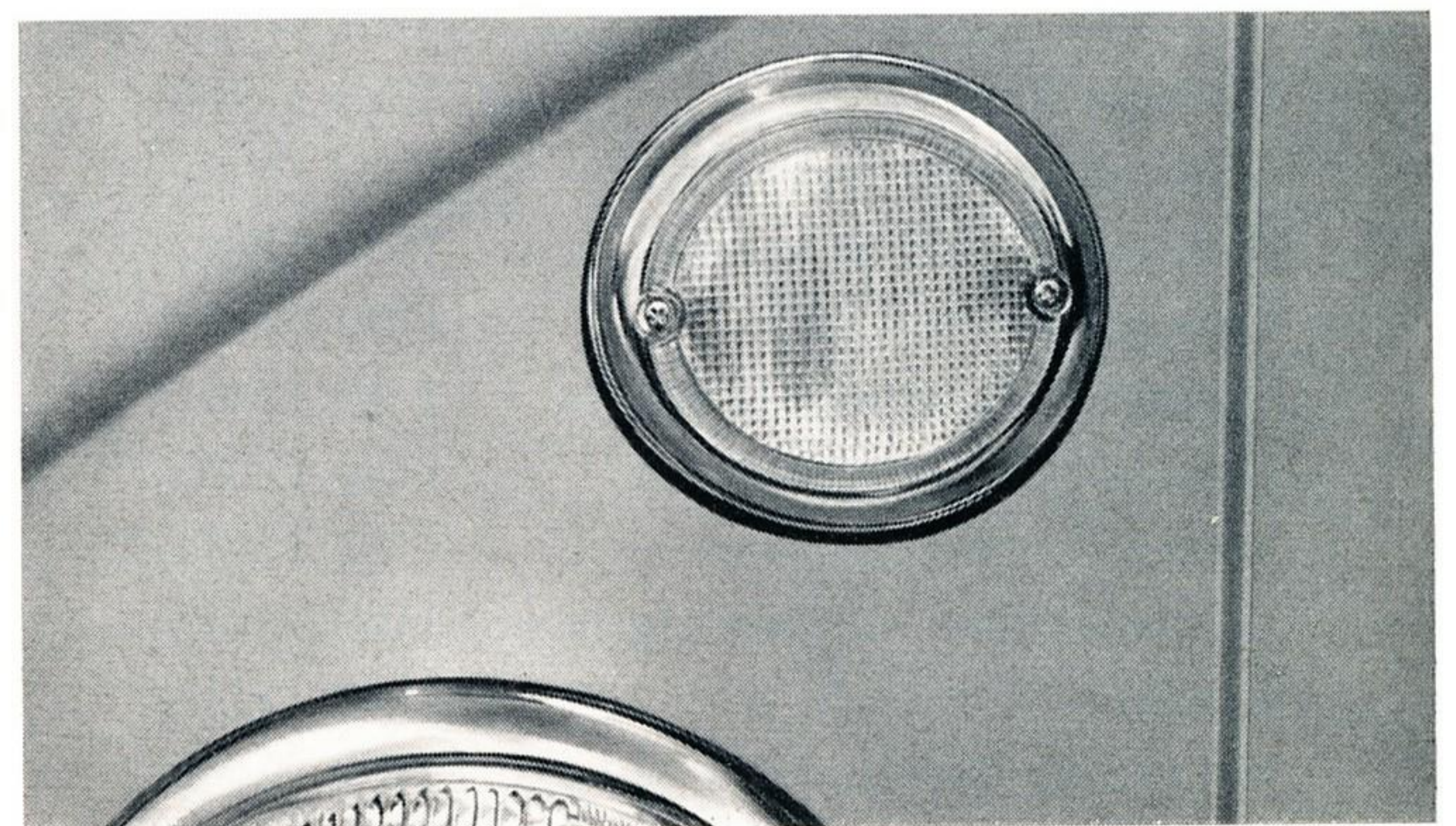
**De Luxe Micro Bus.** For reasons of rigidity and on account of the larger rear panel flap the corner windows have been discontinued.

**Location of Identification Plate.** To make it easier to check the chassis and engine numbers, the identification plate has been moved from the engine compartment to the driver's cab. It is now situated on the right-hand side of the fresh air duct.



#### **Electrical System**

**All Type 2 models** now have larger **front flashing indicators** the lenses of which now have a flatter oval shape. This type of flashing indicator has already been used for some export markets – for instance for the USA.



A modified **speedometer** is fitted to the **1 ton models** which has been adapted to suit the smaller dynamic rolling radius of the 7.00-14 tires.

# TECHNICAL DATA Modifications as from August 1st, 1963

**Type 1** Chassis (all models)  
Tire pressure at rear, fully laden 1.7 kg/sq. cm (24 psi)

### Dimensions and Weights

| Weights<br>in kg (lbs.)     | VW 1200 Sedan<br>VW 1200<br>De Luxe Sedan | VW 1200<br>4-seater Convertible | Karmann Ghia<br>1200 models |
|-----------------------------|---|---------------------------------|-----------------------------|
| Unladen weight              | 760 (1675)                                | 810 (1786)                      | 820 (1808)                  |
| Max. load                   | 380 (838)                                 | 360 (794)                       | 320 (705)                   |
| Permissible total<br>weight | 1140 (2513)                               | 1170 (2580)                     | 1140 (2513)                 |
| Permissible axle load       |   |                                 |                             |
| front                       | 480 (1058)                                | 480 (1058)                      | 480 (1058)                  |
| rear                        | 700 (1543)                                | 700 (1543)                      | 700 (1543)                  |

**Type 2** **Final drive** 1500 Transporter with a payload of 1 ton  
ratio . . . . . 1:4.375

### Frame

1500 Transporter with a payload of 1 ton

Wheels . . . . . 5 JK x 14  
Tyres . . . . . 7.00-14 tubeless  
Tyre pressure, front . . . . . 2.0 kg/sq. cm (28 psi)  
rear up to <sup>3</sup>/<sub>4</sub> ton  
payload . . . . . 2.3 kg/sq. cm (33 psi)  
with full payload . . . . . 2.8 kg/sq. cm (40 psi)

1200 and 1500 Transporter with <sup>3</sup>/<sub>4</sub> ton payload

Tyre pressure, front . . . . . 2.0 kg/sq. cm (28 psi)  
rear up to <sup>3</sup>/<sub>4</sub> ton  
payload . . . . . 2.3 kg/sq. cm (33 psi)  
with full payload . . . . . 2.5 kg/sq. cm (35 psi)

(VW Ambulance as previously, front and rear 1.8 kg/sq. cm (26 psi))

Track, front (all models) . . . . . 1375 mm (54.1")

### Dimensions and Weights

| Weights in kg (lbs.)          | Unladen<br>weight<br>(ready for<br>operation) | Payload                         |             | Permissible total<br>weight     |             |
|-------------------------------|---|---------------------------------|-------------|---------------------------------|-------------|
|                               |   | <sup>3</sup> / <sub>4</sub> ton | 1 ton       | <sup>3</sup> / <sub>4</sub> ton | 1 ton       |
| Delivery Van                  | 1070 (2359) *                                 | 830 (1830)                      | 1000 (2205) | 1900 (4189)                     | 2070 (4564) |
| High-roofed Delivery Van      | 1110 (2447) *                                 | 790 (1742)                      | 960 (2117)  | 1900 (4189)                     | 2070 (4564) |
| Pick-up without tarpaulin     | 1085 (2392) *                                 | 815 (1797)                      | 985 (2172)  | 1900 (4189)                     | 2070 (4564) |
| Pick-up with tarpaulin        | 1120 (2469) *                                 | 780 (1720)                      | 950 (2095)  | 1900 (4189)                     | 2070 (4564) |
| Double Cab without tarpaulin  | 1130 (2491) *                                 | 770 (1698)                      | 940 (2073)  | 1900 (4189)                     | 2070 (4564) |
| Double Cab with tarpaulin     | 1150 (2535) *                                 | 750 (1654)                      | 920 (2029)  | 1900 (4189)                     | 2070 (4564) |
| With enlarged platform        | 1130 (2491) *                                 | 770 (1698)                      | 940 (2073)  | 1900 (4189)                     | 2070 (4564) |
| With enlarged wooden platform | 1160 (2557) *                                 | 740 (1632)                      | 910 (2007)  | 1900 (4189)                     | 2070 (4564) |
| Kombi                         | 1140 (2514) **                                | 760 (1675)                      | 930 (2050)  | 1900 (4189)                     | 2070 (4564) |
| Micro Bus (9-seater)          | 1150 (2535)                                   | 750 (1654)                      | —           | 1900 (4189)                     | —           |
| Micro Bus (7-seater)          | 1150 (2535)                                   | 750 (1654)                      | —           | 1900 (4189)                     | —           |
| Ambulance                     | 1250 (2756)                                   | 650 (1433)                      | —           | 1900 (4189)                     | —           |
| Ambulance                     | 1280 (2822)                                   | 620 (1367)                      | —           | 1900 (4189)                     | —           |
| Fire Truck                    | 1200 (2645)                                   | —                               | 950 (2095)  | —                               | 2150 (4740) |

\* with driver \*\* with seats and driver



|   | Front                           |                | rear                            |                |
|---|---------------------------------|----------------|---------------------------------|----------------|
|   | <sup>3</sup> / <sub>4</sub> ton | 1 ton          | <sup>3</sup> / <sub>4</sub> ton | 1 ton          |
| Permissible axle loads in kg. . . . .<br>(lbs.) | 950<br>(2094)                   | 950<br>(2094)  | 1050<br>(2315)                  | 1150<br>(2535) |
| Fire Truck . . . . .                            | —                               | 1000<br>(2205) | —                               | 1200<br>(2645) |

**Exterior Dimensions**

| 1500 Transporter<br>with 1 ton payload       | Delivery Van<br>Kombi<br>Fire Truck | Pick-up<br>Double Cab<br>without<br>tilt | with<br>tilt   | High roofed<br>Delivery<br>Van | with enlarged<br>wooden platform<br>with enlarged<br>platform |
|--|-------------------------------------|--|----------------|--------------------------------|---|
| Height, empty mm (ins)                       | 1925<br>(75.8)                      | 1910<br>(75.2)                           | 2200<br>(86.6) | 2285<br>(90.0)                 | 1910<br>(75.2)  |
| Ground clearance<br>laden . . . . . mm (ins) | 200<br>(7.9)                        | 200<br>(7.9)                             | 200<br>(7.9)   | 200<br>(7.9)                   | 200<br>(7.9)  |

All Pick-ups with 1 ton payload  
Height of platform from ground (unladen) 970 mm (38.2)

**Performance**

1500 Transporter <sup>3</sup>/<sub>4</sub> and 1 ton payload

|   |                  |                                  |                                  |
|---|------------------|----------------------------------|----------------------------------|
| Maximum speed . . . . .                                       | 105 kph (65 mph) |                                  |                                  |
| Pick-up with tarpaulin,<br>high-roofed delivery van . . . . . | 95 kph (60 mph)  |                                  |                                  |
|   |                  | <sup>3</sup> / <sub>4</sub> ton  | 1 ton                            |
| Climbing ability fully laden . . . . .                        | 1st gear         | 28 <sup>o</sup> / <sub>o</sub>   | 26 <sup>o</sup> / <sub>o</sub>   |
|   | 2nd gear         | 14.5 <sup>o</sup> / <sub>o</sub> | 13.5 <sup>o</sup> / <sub>o</sub> |
|   | 3rd gear         | 7.5 <sup>o</sup> / <sub>o</sub>  | 7 <sup>o</sup> / <sub>o</sub>    |
|   | 4th gear         | 4 <sup>o</sup> / <sub>o</sub>    | 4 <sup>o</sup> / <sub>o</sub>    |

**Fuel consumption**

1500 Transporter with 1 ton payload

|   |   |
|---|---|
| Fuel consumption according to<br>DIN 70030                            |   |
| Delivery Van, 9-seater, 7-seater,<br>Kombi, Pick-up without tarpaulin | 9.9 litres per 100 km<br>(28 Imp. / 24 US mpg)  |
| Pick-up with tarpaulin, high-roofed<br>Delivery Van                   | 10.3 litres per 100 km<br>(27 Imp. / 23 US mpg) |

**Type 3 S Models and Karmann Ghia Coupé**

**Engine**

|                                |  |
|--------------------------------|--|
| Compression ratio . . . . .    | 8.5 : 1  |
| Maximum output (SAE) . . . . . | 66 bhp at 4800 rpm   |
| Carburetor . . . . .           | 2 down-draft carburetors<br>Solex 32 PDSIT                         |
| Ignition distributor . . . . . | Bosch ZV/JCU 4 R 3<br>with combined centrifugal/<br>vacuum advance |

**Frame**

Tyres, Karmann Ghia Coupé only 6.00 S – 15 L

**Dimensions and Weights**

Variant Models  
(valid also for models 365 – 368)

|                                       |                     |
|---------------------------------------|---------------------|
| Permissible front axle load . . . . . | 550 kg (1213 lbs.)  |
|                                       | Karmann Ghia-Coupé  |
| Maximum load . . . . .                | 380 kg ( 838 lbs.)  |
| Permissible total weight . . . . .    | 1280 kg (2822 lbs.) |
| Permissible front axle load . . . . . | 550 kg (1213 lbs.)  |
| Permissible rear axle load . . . . .  | 750 kg (1653 lbs.)  |

| <b>Fuel</b>                                       | Sedan and Variant                    | Coupé                              |
|---|--------------------------------------|------------------------------------|
| Fuel consumption according to DIN 70030 . . . . . | 7.8 l/100 km<br>(36 Imp / 30 US mpg) | 8 l/100 km<br>(35 Imp / 29 US mpg) |
| Test speed . . . . .                              | 101 kph (63 mph)                     | 109 kph (68 mph)                   |
| Type of fuel . . . . .                            | Premium grade                        |                                    |

**Capacities**

|                                |   |
|--------------------------------|---|
| Oil bath air cleaner . . . . . | 0.4 litres of engine oil<br>(0.70 Imp. / 0.85 US pints) |
|--------------------------------|---|

**Performance**

|                              | Sedan and Variant | Coupé            |
|------------------------------|-------------------|------------------|
| Maximum and cruising speed . | 135 kph (84 mph)  | 145 kph (90 mph) |

|                  |          | Sedan* | Variant, payload<br>375 kg (827 lbs.)** | Variant, payload<br>460 kg (1013 lbs.)** | Coupe* |
|------------------|----------|--------|---|--|--------|
| Climbing ability | 1st gear | 45.5%  | 40%                                     | 38%                                      | 45.5%  |
|                  | 2nd gear | 23.5%  | 20%                                     | 19%                                      | 23.5%  |
|                  | 3rd gear | 14.0%  | 12%                                     | 11.5%                                    | 14.0%  |
|                  | 4th gear | 7.5%   | 6.5%                                    | 6%                                       | 8.0%   |

\* with two occupants \*\* with half payload

## Lubrication Service and Inspection

Modifications as from August 1st, 1963 (all Types)

- At 2 500 km (1 500 miles)** the checking of the transmission oil level and the cleaning of the magnetic oil drain plugs has been discontinued.
- At 5 000 km (3 000 miles)** the transmission oil is changed and the magnetic oil drain plugs cleaned. The oil in the reduction gear housings of Type 2 vehicles is also changed.

Non-synchronized transmissions: Check oil level.

- On all vehicles with fully synchronized transmissions** the transmission oil change and the cleaning of the magnetic oil drain plugs is not carried out every 25 000 km (15 000 miles). Instead the transmission oil level is only checked. The transmission oil of these vehicles is now only changed every 50 000 km (30 000 miles).
- On all vehicles with partially and non-synchronized transmissions** the transmission oil is changed every 25 000 km (15 000 miles) as usual.

The exceptions are Volkswagen Transporters up to Chassis No. 238 469 on which the oil in the transmission and reduction gears has to be changed every 12 500 km (7 500 miles) unless magnetic oil drain plugs have been service installed.

- From 5 000 km (3 000 miles)** onwards the oil level of the air cleaner has to be checked every 5 000 km (3 000 miles). In the event of dirt, clean the lower part only and fill in clean oil. The cleaning of the upper part has been discontinued.
- From 5 000 km (3 000 miles)** onwards the rubber valve for the crank-case ventilation has to be checked every 5 000 km (3 000 miles).

The alteration to the Lubrication Services and Inspections will be included in the new editions of the Service Booklets and Instruction Manuals.



