



Part 1 Classic VW Changes through the Years

Beetle or Bug. Known throughout the world as a Type 1

Classic VW Year Changes 1933-1992

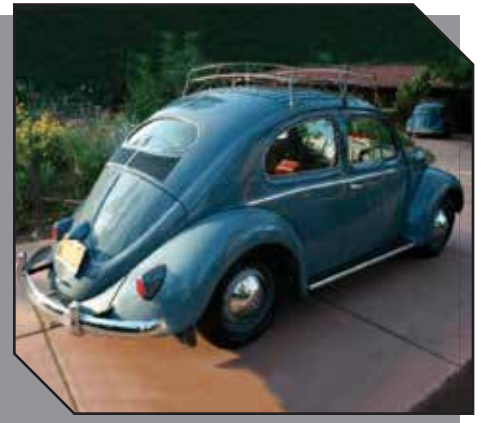
This information applies to US models, as VW changed styles and details at other times in other countries. For example the UK had Oval Bugs until 1959, 1972-1979 UK Buses were 1600cc standard with the option of the Type 4 motor as an upgrade and France had 6 Volt Bugs until 1974 on 1200cc standard models. The turn signal and taillight sizes are listed in some cases because these are common year group identifying points. All engine sizes are not listed in the year groups because in many years VW offered multiple engine options. This is not an exhaustive list of changes throughout the years; however it does cover the major upgrades. This list does not include all the Volkswagen aircooled models and types as this would take an entire book or "VW Bible".

Standard Beetle Sedan Type 1 1946 - 1953 Split Window



- 1946-1953 Split Rear Window
- Know as a "Split"
- Single tailpipe on muffler
- 1131cc 25 hp Motor until Dec 1953
- Semaphore turn signals until late 1955
- Feb 25 1947 First Bug arrives in US
- More than 21 Million Bugs produced from 1938 until 2003
- Kerb Weight 1535 lbs
- Length 159 inches
- Note Ribbed Bumpers

Standard Beetle Sedan Type 1 1953 - 1957 Oval Window



- April 1953-1957 Oval rear window, known as "Oval"
- 1192cc 36 hp motor until Late 1960
- Plain blade bumpers
- Semaphore turn signals until late 1955
- 1955 One millionth bug produced
- 1956 Ragtop sunroof introduced
- 1952-1955 Heart shaped taillights
- 1955-1957 'W' shaped decklid
- 1956 Twin tailpipe muffler introduced
- 1958-65 Smaller VW logo on hubcaps.
- 1950-1959 Pull door handles





Standard Beetle Sedan Type 1 1958 – 1964



- 1958-1964 Large rear window and bumpers with overrides introduced
- 1192cc 40bhp motor until 1965. Last 'Domed' hubcaps on Bug 1965
- Bullet shaped 6' x 1 7/8" front turn signal lens
- 1962-1967 larger taillight lens, 6 1/2" x 3 1/4"
- 1963 'Fresh air' heating and muffler introduced
- 1963 Metal sunroof offered by VW
- 1956-1970 L-shaped seat tracks
- 33mm, 1 5/8" running board molding 1950-1966
- 5x205 rims with domed hubcaps till 1965
- 1960-64 Square push button door handles

Standard Beetle Sedan Type 1 1965 – 1967



- 1965-1967 1300cc, 42 hp and 1500cc 45 hp motor Introduced.
- King & link pin front axle replaced with Ball Joints
- 2 year only 4" wide wheel rims with flatter two year only hubcaps 1966 & 1967
- Last 6 volt Bugs 1966, 1967 in Europe
- 1965 Start of VW VIN numbering system, 2nd number as model type, third number as year

- 1964-1969 Front turn signals 5 3/4" x 3 3/16"
- 1965 and 1966 One year only door handles different both years

Standard Beetle Sedan Type 1 1968 – 1970



- Padded dash and gas filler door on front panel moved from under hood. 1600cc 48 hp single port engine.
- Larger taillights and from 1970 front turn signals. "Europa" box shaped bumper introduced.
- 1968 High back seats introduced with 2 buttons below headrest till 1972
- Taillight lens 7 3/4" x 4 1/4"
- 1969 First IRS (CV joint) rear suspension on manual shift bugs.
- 1967-1972 18mm, 1 1/16" running board molding
- Dual circuit master cylinder from 1968
- 1968-1978 Paddle style door handles

Standard Beetle Sedan Type 1 1971 – 1974



- 1600cc 50 hp Dual port engine
- 1973 start of plastic seat frame covers
- 1973 start of mounting front seat in 'volcano' pedestal
- 1971-1972 Taillight lens 8 3/4" x 4 1/2".
- Reflectors on side of taillight housings
- 1973-1978 'Round' taillight lens 9 1/4" x 6 7/8"
- 1970-1978 Larger front turn signals 7 3/4" x 4 1/16"

- 1972-1974 Dash pad changed
- 1971-1978 Slightly larger rear window
- 1971-1972 'T' shaped seat tracks
- 1973-1978 9mm, 3/8" running board molding
- 1970 Wheel width increased 4" to 4 1/2"
- 1971-1978 Larger indent in door for fingerplate.
- 1972 first year paper element air filter

Standard Beetle Sedan Type 1 1975 – 1978



- 1974 Larger round impact shock bumpers mounts, US and Canada only
- 1974 Heavier larger bumper introduced to comply with FDA regulations
- 1975 First fuel injected bugs
- Return to single tailpipe on muffler with single outlet on right side of rear apron
- Rear apron bulged to prevent muffler heat fading paint
- 1977-1978 Seat tilt lever moved to side of backrest
- 1977-1978 Detachable headrests
- 1975-78 GT Sports wheels by Lemmerz available

Super Beetle Sedan Type 1 1971 – 1972





- Spare tire lays flat under hood
- Flat windshield.
- Macpherson strut front suspension, coil springs.
- Known in Europe as 1303 (1300cc model) and 1303S (1600cc model)
- From door hinge pillar back same as standard bug.
- T Shaped seat track rails
- Taillight lens $8 \frac{3}{4}'' \times 4 \frac{1}{2}''$.
- Reflectors on side of taillight housings
- Three bolt ball joints
- 1972 Marathon wheels by Lemmerz introduced

Super Beetle Sedan Type 1 1973 - 1978



- 1973 on curved windshield.
- Spare wheel lays flat under hood
- Heavier front bumper from 1974
- Impact Bumper shocks introduced 1974
- Fuel injected from 1975
- 1978 Last German manufactured sedans.
- 1974-1975 'Jeans Beetle' available in Europe. 1200cc Blue jeans finish to seats. All moldings, handles and bumpers black anodized finish. Jeans decal on door and rear panel available in yellow and orange only with GT Sports wheels by Lemmerz

Beetle Convertible, Cabriolet or "Vert."

1948 Wilhelm Karmann in Osna-bruck converted first Bug to Convertible. Production approved by VW and started in 1949. 331,847 cabriolets manufactured with production ending 10 January 1980.

Standard Beetle Convertible Type 1



- Single tailpipe on muffler
- 1131cc 25 hp motor until Dec 1953 followed by 1192cc 36hp
- Semaphore turn signals until late 1955
- Feb 25 1947 First Bug arrives in US
- More than 21 Million Bugs produced from 1938 until 2003
- Kerb Weight 1755 lbs
- Length 159 inches
- Note ribbed bumpers
- Clean air intakes on decklid convertible only
- 1950-1960 Many small details on decklid design

Standard Beetle Convertible Type 1



- Paul Newman's 1963 Convertible
- 300hp Mid Engine Ford V8
- Raised sills to assist structural stability
- Built by Jerry Eisart Indy racecar builder
- Rear mounted 5 Speed ZF transmission
- Suspension, brakes and steering all from 1963 era Indy racecars
- Finned front drums to assist brake cooling

- Aluminum radiator in front with cooling fans
- Later restoration cut air ducts in front hood to assist cooling

Standard Beetle Convertible Type 1



- 1965 Major body changes and upgrades through 1970
- Kerb weight 1671.5 lbs
- 1965-1967 1300cc, 42 hp and 1500cc 45 hp motor Introduced.
- King & link pin front axle replaced with ball joints
- Flatter one year only hubcaps 1966 & 1967
- Last 6 volt Bugs 1966
- 65 Start of VW VIN numbering system, 2nd number as model type, third number as year
- 1964-1969 Front turn signals $5 \frac{3}{4}'' \times 3''$
- 1962-1967 taillight lens, $6 \frac{1}{2}'' \times 3 \frac{1}{4}''$

Super Beetle Convertible Type 1 1971-1972



- 1971-72 Convertibles were all Super Beetles with flat windshield and spare wheel laying flat
- Macpherson Strut coils springs on front.
- T Shaped seat track rails
- Taillight lens $8 \frac{3}{4}'' \times 4 \frac{1}{2}''$.
- Reflectors on side of taillight housings
- Three bolt ball joints
- 1972 Marathon, Lemmerz, wheels introduced





Super Beetle Convertible Type 1 1974 – 1979



- All convertibles were Super Beetles with curved windshield.
- Spare wheel lays flat under hood
- 1973 Major changes to trim and moldings.
- 1974 Impact shock bumper mounts
- 1974-1979 Larger impact bumpers.
- 1975 First fuel injected bugs
- Impact Bumper shocks introduced 1974
- Fuel Injected from 1975
- 1975-78 GT Sports wheels by Lemmerz available (shown)
- 1979 Last German manufactured Convertibles

Karmann Ghia

Type 14 produced from 1955-1974 in Sedan and Convertible body styles. 445,238 produced in Germany and 41,600 produced in Brazil between 1962 and 1975. Styling by Italian, Ghia. Body handmade by Karmann. Floor pan similar to Bug but 12" wider. Engine and transmission changes followed bug production dates.

Karmann Ghia Coupe / Sedan Type 14 1956 – 1974



- 1956 Coupe shown
- 1192 cc 30hp until 1962
- 1493cc 49hp 1963-1967

- Kerb Weight 1887 lbs
- Blade style bumpers 1956-1971
- Brakes: 4 drums, single circuit until 1967
- Front suspension king and link until 1964
- 1965-1974 Ball joint front suspension
- Brake Rotors on front 1965-1974
- Dual circuit Master Cylinder 1968-1974
- 5x205 rims with domed hubcaps until 1965

Karmann Ghia Coupe / Sedan Type 14 1956 – 1974



- 1972 Sedan shown
- 1968-1970 1588cc 50hp Single port engine
- 1971-1974 1588cc 54 hp Dual port engine
- 1960-1969 Taillight lens 8 3/8" x 3 1/4"
- 1970-1971 Taillight lens 10 1/2" x 3 1/2"
- 1972-1974 Square "Europa" Style Bumpers.
- 1971-74 Flat hubcaps have 1/2" raised edge.
- 4 x130 rims 1966-1974. 4" wide 1966-1970; 4.5" wide 1971-1974

Karmann Ghia Convertible Type 14 1956 – 1974



- 1963 Convertible shown
- 1965-71 Blade style bumpers or bumpers with overrides offered

- 1960-69 Smaller retro style taillights.
- 1964-1969 Front turn signals 2 1/4" diameter
- 1972-1974 Taillight lens same as Type 3; 13 1/4" x 4 1/8"
- Length of Ghia 165"
- Width 64"
- Height 52"

Type 34 Karmann Ghia 1961-1969, "Razor's Edge Ghia", "Der Grosse Ghia" in Germany and "European Ghia" in the US.

Type 34 Karmann Ghia 1961-1973



- 42,505 produced in Sedan and convertible form.
- Type 3 Flat engine. 1500cc single carb from 1961-1963, twin carbs from 1964, 1600cc motor from 1966-69, 12 Volt 1967-69.
- 1500S had high compression domed pistons.
- With the four headlights and high spec engine the Type 34 was the VW flagship model in the early 1960s. Type 34s were not officially imported into the US





Bus known as a Type 2

Produced in various body configurations 1950–1979. Transporter, Samba, Pickup, Half-Cab and other names were used to describe the bus in various body configurations.

Split Window Bus Type 2



- April 1947 Dutchman Ben Pon sketched first Bus.
- The first Bus came off production line March 1950. Known as Split Window because of Split Front Windshield as opposed to Split Bug Rear window.
- 1131cc 24 bhp Bug Engine.
- 1953 Engine upgraded to 1192cc 30 bhp.
- 1959 Upgraded to 1192cc 40hp
- 1963 1493cc 51hp introduced
- 1967–1970 1588cc 54hp
- 1971 1588cc 56hp



- 1956 "Samba" or 23 Window Bus used mostly for airport transportation.
- Small windows in roof are to enable travelers to see scenery better. Also has full length canvas sunroof. 1956 production moved from Wolfsburg to Hanover.
- In Australia Samba was officially named the "Alpine."
- Note Small 2 1/2" diameter front turn signals



- 1961 Westy conversion Westfalia-Werke Camper Conversion.
- Westfalia converted approx 1,000 Buses between 1951 and 1958.
- Panel vans were also made as double door with cargo doors both sides.
- 1964 President Johnson imposed a 25% tariff on all light trucks imported into the US because the Europeans had imposed a tax on US chicken exports. After this most VW Buses imported were campers

Split Window Bus-Pickup Type 2



- The pickup was very successful as a construction truck in Europe as was the Doka (Double Cab)
- Note the painted hubcaps that VW used on all base models including the later commercially available Vanagons
- No overrides on base model
- Storage boxes under rear bed commonly called "Treasure Chests". These run right through to other side so longer heavy items could be stored along with tools.

Split Window Bus Type 2

- 1963 Camper.
- Models named unofficially by number of windows, 11 window, 15 window, 21 window and Samba 23 window.
- Note larger round front turn signals 3.5" diameter



- 1967 Split window Bus production ended
- Note Bumper overrides on later Split Buses
- 1963–1971 Bus taillight lenses 6 5/8" x 4 1/2"

Bay Window Bus, Early – Type 2 1968 – 1971



- "Bay window" Bus introduced in 1968 with one piece windshield, 12 volt electrics and ball joint front suspension.
- Curved bumpers from 1968–1972.
- Front drum brakes 1968–1970.
- Domed early style hubcaps until 1971.
- 1600cc Single port engine 1968–1970.
- 1971–72 Body style upgraded. Larger rear taillights, box shaped bumpers, front brake rotors, wheels changed to 5/112 pattern with flat hubcaps.
- 1971–72 Crossover model with late wheels but curved bumpers and turn signals low down. Last 1600cc motors in US, Dual Port for one year only.
- 1968–1972 Front turn signals 8 3/4" x 3 5/8"
- 1968 Engine air intakes moved to behind rear windows





Bay Window Bus, Late – Type 2
1972 - 1979



- 1973-79 Body style remained same.
- 1972-74: 1700-1800cc, 62-67 hp
Type 4 "Pancake" motor with dual carbs.
- 1975-79: 2000cc 70 bhp,
Fuel Injected motor.
- 1973-1979 Front turn signals
5 ⁹/₁₆" x 4 ¹/₄"
- 1973-1979 Rear taillights
12 ¹/₄" x 4 ⁵/₈"
- 1971 Engine air intakes made larger
to supply larger engines
- 1972 Front and rear wheel arches
given rounded flare for styling and
to keep body cleaner

MAM

