

Engine, Clutch, Heating System

Date introduced	Chassis No.	Unit No.	Modification
11 Apr. 61	3 806 249	5 703 138	<u>Crankcase-ventilation</u>
8 June 61	792 098	5 870 191	Now: connection hose from the oil filler to the oil bath air cleaner Formerly: breather tube
9 June 61	3 931 154 (141/143)	5 855 551	
18 Apr. 61	764 224	5 732 007	<u>Cylinder head/crankcase</u>
18 Apr. 61	-	122-084 089	Now: cone shaped countersink for the reception of the push rod tubes Formerly: rounded countersink
21 Apr. 61	3 831 556	5 732 007	
4 May 61	770 136	5 772 654	<u>Cooling air regulation</u>
6 May 61	3 866 883	5 773 144	Now: 8 - 9 mm thick rubber stop for throttle ring Formerly: flat rubber stop
4 May 61	770 290	5 776 100	<u>Exhaust valve</u>
			Now: bimetal-valve (USA and Canada)
10 May 61	3 874 581	5 784 193	<u>Exhaust valve</u>
15 May 61	-	122-084 245	Now: modified material Formerly: cromo 193
29 May 61	0 000 016	0 000 001	<u>Flywheel</u>
			Now: Junction between plate and hub strengthened.
			<u>Gland nut</u>
			Now: Collar lengthened 1 mm thread position reduced accordingly.
29 May 61	782 557	5 840 142	<u>Exhaust pipe</u>
29 May 61	-	122-085 625	Now: the wall thickness of the exhaust pipe for Nos. 1 and 3 cylinders 2.0 mm Formerly: 1.5 mm
31 May 61	3 915 597	5 840 597	
8 June 61	792 043	5 869 983	<u>Cylinder head/Cylinder head</u>
30 Oct. 61		122-090501	<u>Cover</u>
2 Nov. 61	4 242 151	6 210 000	Now: Sealing modified. Sealing surface on cylinder head below intake manifold runs in straight line.
13 June 61	793 372	5 880 887	<u>Push rod tube seals</u>
15 June 61		122-086 726	Now: Plastic, white Formerly: rubber, red and green
16 June 61	3 959 952	5 880 887	

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15 June 61	794 677	5 891 601	<u>Exhaust valve</u> Now: bimetal valve
1 Aug. 61	803 985	4 959 575	<u>Heater junction boxes</u>
1 Aug. 61		122-087 221	
2 Aug. 61	4 011 959	5 959 575	Now: Held together with metal lugs on front half junction box. Formerly: Tapping screws.
8 Aug. 61		5 979 933	<u>Cylinder head</u> Now: Rocker shaft stud with 12.5 mm dia. shoulder. Sealing ring diameters modified.(partially) Formerly: 11.5 mm dia.
9 Aug. 61	4 040 690	4 153 177	<u>Clutch operating lever</u>
2 Oct. 61	835 705	4 229 962	Now: Operating lever with splines fixed to shaft with circlip. Formerly: Distance sleeve and clamp screw.
28 Aug. 61	0.001 400	0 000 900	<u>Heat exchanger</u> Now: Insulated with plastic shells and glass wool discontinued.
21 Sept.61	4 445 383	3 926 253	<u>Exhaust pipes</u> Now: Wall thickness 2.0 mm for exhaust pipe of No. 1 and 3 cylinders Formerly: 1.5 mm
28 Sept.61	834 154	6 120 731	<u>Automatic cooling air regulation</u>
2 Oct. 61	4 166 056	6 120 731	
21 Nov. 61		122-091 357	Now: Opening temperature of thermostat 65 - 70° C Formerly: 75 - 80° C
29 Sept.61	834 347	6 123 675	<u>Flywheel</u>
2 Oct. 61		122-089 276	
2 Oct. 61	4 165 118	6 123 675	Now: Junction between plate and hub reinforced.

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			<u>Gland nut</u> Now: Collar lengthened 1 mm thread portion reduced accordingly.
2 Oct. 61 2 Oct. 61	4 163 317	6 114 986 122-089 161	<u>Exhaust valve</u> Now: Modified armoured seating. Flatter valve heads.
12 Oct. 61 13 Oct. 61 13 Oct. 61	838 698 4 205 477	6 161 125 6 161 125 122-090 067	<u>Intake manifold</u> Now: pre-heater pipe 20 x 2.5 mm Formerly: 20 x 2.0 mm
27 Oct. 61	0 003 806	0 004 226	<u>Muffler</u> Now: Two additional cover plates, top left and right
27 Oct. 61 30 Oct. 61 31 Oct. 61 1 Nov. 61	0 003 770 849 334 4 244 394	0 004 226 122-090 886 6 209 113 6 213 300	<u>Flywheel/Crankshaft</u> Now: Sheet metal gasket Sealing surface slight inward conical shape (except Saxomat) Formerly: Paper gasket
9 Nov. 61 9 Nov. 61 11 Nov. 61	862 099 4 279 446	6 246 352 122-091 879 6 246 352	<u>Crankshaft</u> Now: Big end journal with 4.5 + 0.5 mm radius Formerly: 45° bevel
17 Nov. 61 20 Nov. 61 20 Nov. 61 21 Nov. 61	866 077 0 005 894 4 299 743	122-092 265 6 277 482 0 006 512 6 277 482	<u>Oil filler gland nut</u> Now: Height of collar 5-0.5 mm Formerly: 3.8-0.5 mm
29 Nov. 61	0 006 658	0 007 505	<u>Cooling fan</u> Now: With thrust washer 0.4 mm
4 Dec. 61	871 337	6 270 773	<u>Hose for crankcase breather</u> Now: 935 mm long Formerly: 905 mm

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4 Dec. 61		122-093 624	<u>Crankshaft</u>
5 Dec. 61	871 539	6 271 790	Now: Oil drillings on reverse side of crankshaft
5 Dec. 61	4 327 475	6 271 791	
8 Dec. 61	0 008 312	0 009 220	<u>Camshaft</u>
			Now: Material modified, identified with marking "U"
			<u>Cam followers</u>
			Now: Material modified, cam follower head 4.5 mm thick
			Formerly: 3.2 mm
			<u>Cam follower guides</u>
			Now: shortened 1 mm
11 Dec. 61	0 008 537	0 009 354	<u>Crankshaft bearing II</u>
			Now: 0.01 mm oval
27 Dec. 61	879 587	6 363 693	<u>Clutch plate</u>
			Now: Torsion spring type discontinued

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<u>1962</u>			
15 Jan. 62	889 352	6 411 578	<u>Distributor - Vacuum unit</u>
16 Jan. 62	4 423 336	6 411 578	Now: Vacuum pipe with loop between distributor/carburetor Formerly: Tube
16 Jan. 62	0 013 613	0 013 648	<u>Heat exchanger</u> Now: Insulation sprayed on, protection sheets secured with 2 clips on each side.
16 Jan. 62	-	0 015 357	<u>Cam follower</u> Now: Taper between shaft/head. Head thickness 5.4 mm Formerly: 4.5 mm head flat
			<u>Cam follower guides</u> Now: shortened 1 mm
19 Jan. 62	-	0 016 381	<u>Crankshaft pulley</u> Now: Tightening torque 13 - 15 mkg. (94.0 - 108.5 ft. lbs.) Formerly: 4 - 5 mkg. (28.9 - 36.1 ft.lbs.)
29 Jan. 62	4 464 038	6 430 518	<u>Clutch</u> Now: Clutch pressure increased to 315 - 340 kg. (716 - 772 lbs.) clutch cover marked with "B". Formerly: 300 - 325 kg. (683 - 739 lbs.)
19 Feb. 62	0 021 372	0 022 650	<u>Cooling fan</u> Now: Blade curvature radius 36.1 mm Formerly: 38.95 mm
20 Feb. 62	905 991	6 519 664	<u>Crankcase - Ventilation</u>
23 Feb. 62	4 519 277	6 502 426	Now: Breather pipe connected to reservoir of oil bath air cleaner. Formerly: on oil bath air intake
10 Mar. 62	4 545 642 (143)		
10 Mar. 62	4 545 651 (141)		
24 Mar. 62	4 547 060 (151)		
8 Mar. 62	0 024 692	0 026 219	<u>Intake manifold</u>
2 Apr. 62	925 356	6 642 051	Now: Flange for carburetor 7 mm
2 Apr. 62	4 609 565	6 642 051	Formerly: 5.5 mm

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13 Mar. 62	-	122-103 368	<u>Intake manifold and pre-heater pipe</u>
13 Mar. 62	915 559	6 580 690	
14 Mar. 62	4 570 540	6 581 746	
15 Mar. 62	4 570 162	3 936 353	<u>Now: Outer surface treated with zink paint</u>
15 Mar. 62	0 026 871	0 028 362	<u>Formerly: phosphated</u>
15 Mar. 62	916 988(M 178)	6 587 775	
20 Mar. 62	4 579 839	6 592 084	<u>(Saxomat)</u>
19 Mar. 62	918 413	6 598 718	<u>Fuel pump push rod</u>
18 Apr. 62	4 583 679	6 597 700	
18 Apr. 62	0 029 038	0 030 760	<u>Now: 7.83 dia. - 0.02</u>
21 May 62	-	126-7 501	<u>Formerly: 7.9 dia. - 0.04</u>
21 Mar. 62	920 086	6 609 600	<u>Cylinder head</u>
21 Mar. 62	-	122-103 990	
24 Mar. 62	4 595 114	6 609 600	<u>Now: Rocker shaft studs with sealing shoulder 12.5 mm dia. larger sealing ring</u>
			<u>Formerly: 11.5 mm dia.</u>
13 Apr. 62	0 035 911	0 035 947	<u>Clutch plate 180 mm dia.</u>
16 Apr. 62	933 284	6 685 667	
16 Apr. 62		122 104 657	<u>Now: Fly wheel side: Jurid or Beral Lining</u>
17 Apr. 62	4 659 008	6 684 821	<u>Pressure plate side: Textar</u>
18 Apr. 62	934 616	6 695 121	<u>Oil filler</u>
19 Apr. 62	4 661 868	6 696 159	<u>Now: Drain passage 6 mm dia.</u>
			<u>Formerly: 3 mm dia.</u>
28 Apr. 62	0 000 001	0 000 001	<u>Engine oil</u>
10 May 62	944 000	6 754 436	
28 May 62	4 745 703	6 754 500	<u>Now: First filling 2.5 l.SAE 10 with 1 % Lubrizol added.</u>
			<u>Formerly: 1.75 l.</u>
3 May 62	4 683 160	6 719 146	<u>Clutch</u>
			<u>Now: All pressure springs brown colour.</u>
			<u>Formerly: 3 yellow and 3 grey blue pressure springs.</u>
3 May 62	940 152	6 731 903	<u>Studs for oil filter cover</u>
3 May 62	-	122-105 095	
7 May 62	4 681 788	6 730 957	<u>Now: Quality 8 G, tightening torque 0.6 - 0.8 mkg (4.3 - 5.8 ft.lbs.)</u>
15 May 62	0 043 355	0 044 536	<u>Formerly: 6 E</u>
4 May 62	0 042 222	0 041 435	<u>Cylinder</u>
6 Aug. 62	-	122-108 601	
7 Aug. 62	976 262	6 947 820	<u>Now: Roughness of cylinder bore 3 up to 6 mu.</u>
23 Aug. 62	4 879 956	6 947 751	<u>Formerly: 1 mu.</u>

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10 May 62	0 041 446	0 042 930	<u>Engine oil</u> Now: SAE 30 Formerly: SAE 10
12 May 62	0 041 159	0 042 988	<u>Valve springs</u> Now: Progressively coiled Formerly: equal pitch of coils
21 May 62	-	126- 07 501	
28 May 62	952 458	6 805 939	
28 May 62	122-106 639	-	
30 May 62	4 750 946	6 850 940	
14 May 62	944 688	6 763 326	<u>Cam follower</u>
18 May 62	0 045 868	0 047 673	Now: One piece cast cam follower with pressed in ball socket. Thickness of head 3.9 mm Formerly: Two parts - 5,4 mm
21 May 62	-	126- 07 501	
31 July 62	-	122-108 729	
1 Aug. 62	4 868 581	6 930 129	
1 Sept. 62	-	KD -703 819	
11 June 63	-	124- 02 501	
21 May 62	-	126- 07 501	<u>VW-Industrial Type 126</u> Start of production
28 May 62	4 747 856	6 802 669	<u>Engine oil</u>
28 May 63	925 509	5 805 583	Now: SAE 20 Formerly: SAE 10
29 May 63	953 007	6 810 879	<u>Exhaust valves</u> Now: Modified armoured seating surfaces Identification mark: 5 mm dia. Valve head hollowed out.
1 June 62	0 052 174	0 053 839	<u>Cam shaft</u>
5 June 62	955 923	6 828 529	Now: Altered cam shape
5 June 62	-	126- 07 566	Now: Cam shape modified
19 June 62	-	122-107 859	
21 June 62	4 810 758	6 864 207	
1 Sept. 62	-	KD- 703 819	
11 June 63	-	124- 02 501	
5 June 62	-	122-106 836	<u>Cap for oil filler and breather</u>
6 June 62	956 856	6 829 686	<u>assy</u>
7 June 62	4 790 890	6 830 183	Now: Spring clip of sheet copper Formerly: Sheet steel (intermittent)
7 June 62	0 054 738	0 055 978	<u>Crankcase - Ventilation</u> Now: Oil fumes lead into oil bath air cleaner. Formerly: Released to outside air

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21 June 62	4 813 413	6 827 459	<u>Flywheel/Crankshaft (Saxomat)</u> Now: Gasket of soft metal, sealing surface tapers slightly inwards. Formerly: Paper gasket
30 July 62	4 846 836	6 916 251	<u>Oil Cooler</u>
30 July 62	970 990	6 916 251	Now: With perforated plate
2 Aug. 62	-	122-109 307	<u>Intake manifold with pre-heating pipe</u> Now: Tube diameter on connecting flange at cylinder head 27 mm. Formerly: 25 mm dia.
			<u>Fan housing/Fan</u> Now: Modified shape increased cooling air throughput.
			<u>Cylinder head</u> Now: Intake port 27 mm dia. Formerly: 25 mm dia. Now: Outside diameter of sealing area 34 mm. Formerly: 32 mm dia.
30 July 62	0 971 532 0 064 916	6 908 640 0 066 740	<u>Clutch</u> Now: Heat resistant clutch pressure springs.
30 July 62	0 066 740	0 065 746	<u>Pre-heating pipe</u> Now: Throttle valve for regulation of flow of pre-heated air
			<u>Exhaust valve</u> Now: Valve head 32 mm dia. Formerly: 31 mm dia.
30 July 62	971 532	6 908 640	<u>Clutch</u>
30 July 62	0 066 740	0 065 746	Now: 200 mm dia., 380-420 kg clutch pressure Formerly: 180 mm dia., 390-420 kg
30 July 62	0 066 740	0 065 746	<u>Engine</u> Now: Compression ratio 7,8 Formerly: 7,2

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2 Aug. 62	4 874 267	3 942 539	<u>Intake and pre-heating pipe</u> Now: St 35 Formerly: Chrome nickel steel Now: Wall thickness 2.8 mm Formerly: 1.2 mm Now: Sprayed with A 211 zinc calcium Formerly: Painted black.
			<u>Crankcase-ventilation</u> Now: Oil fumes conducted into oil bath air cleaner Formerly: Released into open air
20 Aug. 62	-	0 078 637	<u>Valve clearance</u> Now: Inlet valve 0.3 mm exhaust valve 0.3 mm Formerly: 0.2 mm
24 Aug. 62	0 066 740	0 065 746	<u>Crankcase</u> Now: Cross web under No. 2 main bearing support
29 Aug. 62	988 771	7 020 161	<u>Distributor drive pinion</u>
3 Sept. 62	4 937 241	7 020 162	Now: 2 washers - each 0.6 mm thick on pinion shaft
3 Sept. 62	4 937 242	3 944 500	Formerly: 1 washer - 1.25 mm thick
6 Sept. 62	4 958 584	-	<u>Vacuum hose for Saxomat</u> Now: Black rubber hose in textile sheath. Formerly: Blue plastic hose.
11 Sept. 62	994 546	7 056 176	<u>Piston and piston ring</u>
11 Sept. 62	-	122-110 673	Now: The depth of the two upper piston ring grooves has been reduced by 0.6 mm
21 Sept. 62	4 988 623	7 076 057	
20 Feb. 62	1 072 658 (M216)	0 168 330	
20 Feb. 62	0 158 404	0 164 421	
28 Feb. 62	-	126- 07 969	Now: Piston rings chamfered on inner edge.
11 June 63	-	124- 02 501	
1 Oct. 62	1 004 567	7 115 844	<u>Engine oil first filling</u>
4 Oct. 62	0 097 777	0 098 001	Now: SAE 10 W
5 Oct. 62	5 020 751	7 115 342	Formerly: SAE 20 (Type 1 and 2) SAE 30 (Type 3)

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10 Dec. 62	1 040 368	7 336 420	<u>Fresh air heating</u>
15 Dec. 62	5 199 980	7 336 420	Now: Air heated in heat exchanger. Formerly: Heated by cylinders
15 Dec. 62	5 199 981	3 949 223	
15 Dec. 62	5 199 980	-	<u>Heating</u> Now: Heater pipe between heater muffler and the body insulated with plastic tube.
19 Dec. 62	1 047 014	7 365 824	<u>Cylinder head</u>
19 Dec. 62	-	122-112 939	Now: End of thread at inner shoulder of rocker shaft now 7 mm dia. - 0.2 Formerly: 6.2 mm dia. - 0.2
20 Dec. 62	5 208 482	7 366 315	
2 Jan. 63	0 137 251	0 139 478	
11 June 63	-	124- 02 501	
20 Nov. 62	1 031 245	7 274 815	<u>Clutch plate 200 mm dia</u>
30 Mar. 63	0 171 571	0 186 350	Now: Flywheel side: Jurid or Beral lining Clutch side: Textar
7 Dec. 62	1 040 368	7 336 420	<u>Heater control cable</u>
2 Jan. 63	5 199 980	7 337 249	Now: 3 660 mm long Formerly: 3 670 mm
10 Dec. 62	0 130 700	-	<u>Heater control cable</u> Now: 2 889 mm long Formerly: 2 856 mm
20 Dec. 62	5 218 324	-	<u>Saxomat</u>
29 Jan. 63	5 288 474(151)	-	Now: Flatter shaped vacuum tank Formerly: Round shaped vacuum tank
<u>1963</u>			
4 Jan. 63	1 048 283(M216)	0 143 603	<u>Crankshaft pulley</u>
18 June 63	1 124 435	7 771 785	Now: Joint between hub and disc, CO ₂ Shielded arc welded
20 June 63	-	122-119 465	
25 June 63	5 634 074	7 772 500	Formerly: Projection spot welded
25 June 63	5 632 396(stand.)	3 957 472	

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4 Jan. 63	0 139 781	0 141 841	<u>Crankshaft pulley</u> Now: 208 mm dia Formerly: 234 mm dia Now: Ratio 2.3 : 1 Formerly: 2.6 : 1 Now: Belt length 1000 mm Formerly: 1050 mm
11 June 63	-	124- 02 501	
4 Jan. 63	0 141 008	-	<u>Insulating heater control box and heater pipe</u> Now: With Asbestos insulating shell
7 Jan. 63	1 041 014 (M216)	0 143 543	<u>Exhaust Valve</u>
30 Jan. 63	5 271 918	7 434 715	Now: Valve head angle 45° + 15'
31 Jan. 63	1 061 624	7 449 377	Formerly: 46° + 15'
31 Jan. 63	-	122-114 194	
9 May 63	0 191 781	0 215 569	
10 June 63	-	126- 08 115	
11 June 63	-	124- 02 501	
24 Jan. 63	5 261 830 (Export)	-	<u>Clutch cable</u> Now: 10 mm shorter
30 Jan. 63	0 150 345	0 154 340	<u>Heat exchanger</u> Now: Self adhesive insulation ring
15 Feb. 63	1 070 466	7 484 343	<u>Connection rod</u>
15 Feb. 63	-	122-114 941	Now: Piston pin bearing offset to connecting rod bearing
18 Feb. 63	5 301 820	7 484 424	1.0 mm (1200 cc engine)
20 Feb. 63	1 072 658 (M216)	0 168 330	1.5 mm (1500 cc engine)
20 Feb. 63	0 158 404	0 164 421	
28 Feb. 63	-	126- 07 969	
11 June 63	-	124- 02 501	
17 April 63	0 180 415	0 191 550	<u>Heat exchanger</u> Now: Asbestos insulation shell Formerly: sprayed on insulation
6 May 63	1 111 315 (M216)	0 202 105	<u>Cylinder</u>
-	0 190 806	0 212 582	Now: Fitting shoulders with groove 3 x 11 mm
20 May 63	1 123 445	7 762 815	
30 June 63	5 571 318	7 762 104	
13 May 63	0 193 603	0 215 182	<u>Cylinder cover plates, left</u> Now: Two pieces Formerly: One piece
27 May 63	0 201 361	0 223 083	<u>Crankcase Ventilation</u> Now: Condensed water drain pipe with rubber valve

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14 Mar. 63	-	126- 08 006	<u>Sealing ring for exhaust pipe</u>
15 Mar. 63	1 080 848	7 535 075	
18 Mar. 63	0 167 419	0 181 265	<u>Now: Inner diameter of sealing surface 35.1 + 0.2 mm</u>
22 Mar. 63	5 400 750	7 532 575	<u>Formerly: 35.5 + 0.2 mm</u>
11 June 63	-	124- 02 501	
21 June 63	-	124- 02 550	<u>Oil cooler seal</u>
24 June 63	0 211 638	0 261 380	<u>Now: With thicker shoulder</u>
1 July 63	1 139 422 (M216)	0 243 326	<u>Rocker arm mechanism</u>
3 July 63	-	126- 08 316	
4 July 63	0 218 027	0 266 357	<u>Now: Angle of the valves increased. Rockershaft repositioned. Cylinder head, rocker arm and push rods modified.</u>
5 July 63	-	124- 02 550	
4 July 63	5 661 082	7 860 588	<u>Clutch</u>
			<u>Now: Heat proof clutch springs.</u>

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5 Aug. 63	0 221 975(311-314) 0 215 175(343/345) 0 221 975(361-364)	0 255 001 0 255 001 0 255 001	<u>Crankcase ventilation</u> Now: Larger aperture in retainer between filter and gland nut Now: Additional washer for oil breather.
19 Aug. 63	0 231 920(311-314) (343/345) (361-364)	0 274 215	<u>Oil pressure relief valve</u> Now: Piston with annular groove Formerly: Without annular groove
21 Aug. 63	0 233 050(211500)	0 275 975	<u>Crankcase</u> Now: Oil return drilling between timing wheel compartment and sump enlarged.
29 Aug. 63 28 Nov. 63	0 236 676(315-318) (365-368)	0 282 174 124- 02 574	<u>Throttle for pre-heater pipe</u> Now: Segment and test lever modified
2 Sept. 63 24 Oct. 63	0 238 920 0 268 545(343/345)		<u>Heating</u> Now: Metal hose between heat exchanger and heat control box Formerly: Muffler
17 Sept. 63	1 167 863(2/1200) 1 167 803(2/1500)	7 999 653 0 302 631	<u>Muffler</u> Now: Damper pipe now secured to muffler with support and clip Formerly: Attached to bumper bracket
1 Nov. 63 19 Nov. 63	0 280 371(311-318) (361-368) 0 282 078(343/345)	0 367 831 0 361 831	<u>Heating</u> Now: Cross section of warm air pipes 60 mm dia. Formerly: 55 mm dia Now: Heat exchanger ribbed internally
2 Dec. 63	0 297 536	0 385 582 124- 02 575	<u>Generator pulley</u> Now: Dished washer between generator pulley and securing nut. Formerly: Washer and spacer sleeve.

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1964			
3 Jan. 64	0 325 522(single carb.) 0 325 523(twin carb.)	0 416 064 0 411 305	Lubrication of the rocker mechanism
9 Jan. 64	1 227 215(2/1500)	0 410 119	Now: Rocker with oil drilling from bearing to the thread of the adjustment screw.
30 Jan. 64	1 240 982(2/1200)	8 339 391	
1 Feb. 64	6 092 111(Export)	8 339 393	Rib for drilling reinforced to 5 mm. Oil deflector ring on valve shaft, valve guides shortened 1 mm.
15 Jan. 64	-	126-009 119	
23 Jan. 64	-	125-002 582	Rib for drilling reinforced to 5 mm. Oil deflector ring on valve shaft, valve guides shortened 1 mm.
30 Jan. 64	-	122-126 001	
9 Jan. 64	1 274 424	8 275 933	Rubber plug for throttle ring
7 Feb. 64	6 105 201	8 277 067	Now: 2.5 mm drilling sealed with ball Formerly: Open
23 Jan. 64	-	124-002 582	Valve spring Now: Progressively wound Formerly: Evenly wound
30 Jan. 64	1 238 208(2/1200)	8 339 352	Crankshaft
	1 238 882(2/1500)	0 437 340	Now: Diameter of the No.1 bearing journal reduced by 0.005 mm, play increased.
2 Feb. 64	0 347 137(single carb.)	0 437 393	
3 Feb. 64	0 345 679(twin carb.)	0 439 081	Now: Diameter of the No.1 bearing journal reduced by 0.005 mm, play increased.
4 Feb. 64	6 093 564(Export)	8 339 516	
30 Jan. 64	-	122-126 001	Now: Diameter of the No.1 bearing journal reduced by 0.005 mm, play increased.
3 Feb. 64	-	124 002 602	
3 Feb. 64	-	126 009 228	
13 Feb. 64	1 249 334(2/1500)	0 455 625	Rocker shaft studs
19 Feb. 64	0 358 803	0 458 253	Now: Guide shoulder lengthened to 39 mm. Formerly: 20 mm long.
3 Mar. 64	6 192 906	8 433 871	
12 Mar. 64	1 260 275(2/1200)	8 435 054	Now: Guide shoulder lengthened to 39 mm. Formerly: 20 mm long.
19 Feb. 64	-	126-009 232	
3 Mar. 64	-	122-127 243	
5 Mar. 64	-	124-002 618	
14 Feb. 64	0 359 030(single carb.) 0 359 029(twin carb.)	0 453 334 0 452 728	Crankshaft oil seal
8 May 64	1 296 512(2/1500)	0 554 256	Now: Material of the oil seal and shape of lip modified.
15 Apr. 64	115 125 097	8 908 165	
16 Sept. 64	215 028 485(2/1200)	8 919 214	
13 Aug. 64	-	126-010 171	
11 Sept. 64	-	122-133 921	
6 Oct. 64	-	124-002 631	
26 Feb. 64	1 256 311(2/1500)	0 471 421	Connecting rods
	0 365 833(twin carb.)	0 470 617	Now: Weight increased a - 515 up to 523 g - grey marking b - 531 up to 539 g - red marking Formerly: 487 up to 495 g - brown marking
2 Mar. 64	0 371 433(single carb.)	0 467 810	
29 Feb. 64	-	126-009 252	
5 Mar. 64	-	124-002 618	

Date introduced	Chassis No.	Unit No.	Modification
3 Mar. 64	0 373 403(twin carb.)	0 478 222	Oil strainer cover
11 Mar. 64	0 379 308(single carb.)	0 484 834	
20 Mar. 64	1 271 231(2/1500)	0 499 740	Now: Secured with cap nuts and copper washers.
20 Mar. 64	1 271 732(2/1200)	8 487 015	Formerly: Hexagon nuts and spring washers.
21 Mar. 64	6 223 768(Export)	8 487 010	
20 Mar. 64	-	122-128 230	
9 Apr. 64	-	126-009 412	Now: Material for gasket improved.
22 May 64	-	124-002 620	
31 Mar. 64	0 396 439(twin carb.)	0 502 198	Pistons
			Now: KS make fitted intermittently
			Formerly: Only Mahle
1 Apr. 64	1 275 863(2/1500)	0 513 146	Oil pump cover
6 Apr. 64	6 247 868(Export)	8 521 756	
20 Apr. 64	1 278 227(2/1200)	8 520 188	Now: Material for gasket improved
4 May 64	0 423 980(twin carb.)	0 549 961	
11 May 64	0 426 714(single carb.)	0 551 181	
29 May 64	6 391 124(Standard)	3 974 958	
3 Apr. 64	-	122-128 551	
3 Apr. 64	-	126-009 412	
22 May 64	-	124-002 620	
5 Apr. 64	0 400 306(twin carb.)	0 514 869	Cylinder cover - right
	0 400 309(single carb.)	0 514 969	Now: Manufactured from one piece
			Formerly: Three parts
6 Apr. 64	6 266 626	8 518 509	Connecting rod screws
	1 278 478	8 518 507	Now: Shaft length 38.5-1 mm
10 Apr. 64	0 406 711	0 522 107	Thread length 17.0-1 mm
3 Apr. 64	-	122-128 551	Formerly: Shaft length 36.5-1 mm
17 Apr. 64	-	126-009 496	Thread length 15.0-1 mm
22 May 64	-	124-002 620	
16 Apr. 64	1 285 634(2/1500)	0 530 298	Oil pump cover
17 Apr. 64	6 295 049(Export)	8 554 958	
21 Apr. 64	1 288 693(2/1200)	8 554 939	Now: Material for the gasket improved
11 May 64	0 426 714(single carb.)	0 551 181	
14 May 64	0 432 248(twin carb.)	0 561 605	
29 May 64	6 391 124(standard)	3 974 958	
15 Apr. 64	-	122-129 078	
15 Apr. 64	-	126-009 378	
22 May 64	-	124-002 620	
17 Apr. 64	0 414 163	0 532 629	Cooling air regulation
			Now: Right cooling air flaps with rubber buffers.

Date introduced	Chassis No.	Unit No.	Modification
20 Apr. 64	0 416 673(343-346)	0 535 044	<u>Cylinder cover - left</u>
21 Apr. 64	0 417 749	0 534 749	Now: Manufactured from one piece Formerly: Three parts
11 May 64	0 428 490	HA 0 428 120	<u>Ball release bearing</u>
2 Sept. 64	285 020 602	HA 7 188 214	Now: With a plastic ring
7 Oct. 64	115 162 922	HA 7 256 130	Formerly: With graphite ring
25 May 64	0 441 522	0 574 404	<u>Air intake housing cover</u> Now: Secured with spring clips Formerly: Screws
26 May 64	0 441 141	0 573 150	<u>Crankcase</u>
6 Aug. 64	1 304 679(2/1500)	0 573 913	Now: Oil return hole in the crankcase 54 mm dia. cutout in web 9.5 cc
7 Aug. 64	235 007 325(2/1200)	8 803 981	Formerly: Oil return hole 29 mm dia. web without cutout.
7 Aug. 64	115 013 672	8 803 980	
5 Aug. 64	-	122-132 927	
3 July 64	-	124-002 630	
13 Aug. 64	-	126-010 168	
26 May 64	1 304 679(2/1500)	0 573 913	<u>Crankcase ventilation</u>
6 Aug. 64	235 007 325(2/1200)	8 803 981	Now: Condensation water - drain tube with rubber valve
25 June 64	6 469 413(Standard)	3 970 858	
27 May 64	1 306 308(2/1200)	8 665 801	<u>Heating</u>
	1 306 309(2/1500)	0 576 551	Now: Warm air outlet on heat exchanger 60 mm dia.
30 May 64	6 412 733(14)	8 678 998	Formerly: 50 mm dia.
	6 412 793(15)	8 678 999	
1 June 64	6 379 903	8 679 000	
12 June 64	1 318 029(2/1200)	8 707 615	<u>Connecting rod screws</u>
	1 318 073(2/1500)	0 594 778	Now: Tightening torque 4.5 ± 0.5 mkg
16 June 64	6 454 028(Standard)	3 970 393	Formerly: 5 ± 0.5 mkg
	6 454 172(Export)	8 706 021	
	0 469 606	0 598 438	
12 June 64	-	122-131 725	
1 July 64	-	124-002 621	
12 June 64	-	126-009 945	
15 June 64	-	122-131 651	<u>Exhaust valve</u> Now: with valve rotating device (Rotocap) for operating speeds up to 2500 rpm

Date introduced	Chassis No.	Unit No.	Modification
18 June 64	1 319 841(2/1200) 1 320 488(2/1500)	8 726 800 0 607 127	Clutch plate 180 mm and 200 mm dia.
20 June 64	0 465 418	0 607 126	Now: Hollow rivets for securing the clutch lining. Formerly: Solid rivets
20 Aug. 64	-	KD-1 064 256	
13 Nov. 64	115 366 664	9 099 857	<u>Clutch lining combinations</u> Type 2 - Flywheel Side - Beral Clutch side - Textar Type 3 - Flywheel Side - Jurid Clutch side - Textar
23 June 64	0 467 252(twin carb.) 0 467 752(single carb.)	0 609 605 0 609 512	<u>Valve seat for exhaust valve</u> Now: Sintered material "Como 12" Formerly: Pb-Steel W 24-S
26 June 64	1 324 692	-	
2 July 64	1 327 902		<u>Oil bath air cleaner</u> Now: Secured with two brackets Formerly: One bracket
10 July 64	0 481 744	0 663 331	<u>Valve springs</u>
3 Aug. 64	265 000 335(2/1500)	0 627 579	Now: Tensioned length 31 mm.
13 Aug. 64	-	126-010 168	Loading 57.2 ± 4 kg
6 Oct. 64	-	124-002 631	Formerly: 33.4 mm long. Loading 43.8 ± 3 kg
			<u>Valve spring caps</u> Now: Thicker walls, sharply defined guide shoulder. Formerly: Thinner walls flat- ter guide shoulder
3 Aug. 64	215 004 262(2/1200)	8 785 397	Automatic cooling air regulation
	215 004 263(2/1500)	0 627 579	
5 Aug. 64	115 004 037(Export)	8 785 398	Now: 4 Flaps inside the fan housing on the pressure side. Formerly: Throttle ring in front of the fan.
12 Aug. 64	215 008 675(2/1200)	8 822 134	<u>Crankshaft</u>
	215 008 676(2/1500)	0 651 225	Now: The running clearance of No. 1 main bearing increased by 0.006 mm.
14 Aug. 64	115 040 085(Export)	8 822 135	
20 Aug. 64	315 015 978	0 661 055	Formerly: Bearing journal 0.005 mm smaller in diameter.
11 Aug. 64	-	122-133 001	
13 Aug. 64	-	126-010 168	
6 Oct. 64	-	124-002 631	

Date introduced	Chassis No.	Unit No.	Modification
19 Aug. 64	235 009 926(2/1500)	0 658 879	<u>Heating</u>
27 Aug. 64	145 031 549	8 841 280	Now: Warm air hose 60 mm dia.
1 Sept. 64	215 019 890(2/1200)	8 877 989	Formerly: 55 mm dia.
14 Sept. 64	115 084 567	8 841 279	Now: Heat exchanger ribbed
16 Sept. 64	155 106 239	8 841 281	internally
28 Aug. 64	315 025 118(single carb.)	0 672 749	Cylinder head
	315 025 119(twin carb.)	0 672 698	Now: Shorter rocker shaft
29 Sept. 64	215 035 574(2/1500)	0 710 800	studs. 9 mm dia. shoulder
24 Nov. 64	115 429 385	9 205 700	Now: Square boss (formerly
6 Oct. 64	-	124-002 631	round) Valve clearance
12 Oct. 64	-	126-010 455	0.1 mm, Deflector plate for
28 Jan. 65	-	122-191 201	cooling air distribution, Exhaust valve (except Types 1 and 122) marked "Livia" and material for the valve seats modified
11 Sept. 64	315 033 604	0 668 034	Crankshaft
16 Sept. 64	235 024 703	0 687 774	Now: Rad11 on No. 2 main
26 Sept. 64	-	126-010 371	bearing roll treated
6 Oct. 64	-	124-002 631	
24 Sept. 64	115 145 488	8 941 958	Oil intake pipe
	215 033 149(2/1200)	8 941 180	Now: Now secured to crank-
	315 025 380	0 705 625	case by small bracket
28 Sept. 64	225 034 140(2/1500)	0 705 023	which is spot welded to
1 Oct. 64	-	126-010 418	screening bell.
6 Oct. 64	-	124-002 631	
7 Oct. 64	-	122-135 938	
5 Oct. 64	315 048 102	0 713 139	Heating
9 Oct. 64	345 048 166	0 713 140	Now: Two additional heat exchangers on cylinders 2 and 4; Internally and externally ribbed exhaust elbows. Now: Heater control flaps in heat exchanger repositio- ned. Heater flap cable lengthened.
8 Oct. 64	115 162 787	8 963 731	Clutch plate 180 and 200 mm dia. Now: Splines in the hub with phosphated sliding finish. Now: Splines of the main drive shaft treated with molybdenum disulphide based coating.
5 Nov. 64	265 055 898	0 756 414	Rocker arm
	215 051 384	9 058 531	Now: Outer oil drilling on
10 Nov. 64	315 070 469	0 756 415	the valve adjustment screw
12 Nov. 64	115 255 751(Export)	9 068 730	welded up.
5 Nov. 64	-	122-136 980	Formerly: Open
18 Nov. 64	-	126-010 611	
30 Nov. 64	-	124-002 639	

Date introduced	Chassis No.	Unit No.	Modification
6 Nov. 64	115 262 699(Export)	-	<u>Muffler</u> Now: Dark blue enamelled muffler installed intermittently.
6 Nov. 64	235 052 014(2/1500)	0 759 042	<u>Clutch lining 200 mm dia.</u>
11 Nov. 64	315 072 262	0 759 036	Now: With radial grooves on the fly wheel side
6 Nov. 64	215 057 809(2/1500)	0 756 859	<u>Valve clearance 0.1 mm</u>
9 Nov. 64	315 071 245	0 756 858	Now: Marked with a sticker on the engine
24 Nov. 64	115 429 385	9 205 700	
6 Nov. 64	-	126-010 600	
30 Nov. 64	-	124-002 637	
28 Jan. 65	-	122-141 201	
13 Nov. 64	115 366 664	9 099 857	<u>Clutch plate 180 mm dia.</u> Now: Hollow rivets for securing lining. Formerly: Solid rivets
24 Nov. 64	115 318 171	9 122 176	<u>Clutch plate 180 mm dia.</u> Now: Several parts reinforced Now: Pressure plate pressure 320-345 kg Formerly: 315-350 kg
7 Dec. 64	115 336 420(1200 A)		<u>Oil bath air cleaner</u> Now: With crankcase breather connection Formerly: Without
8 Dec. 64	265 069 841(2/1500)	0 789 885	<u>Cam followers</u>
9 Dec. 64	315 087 549	0 792 858	Now: Diameter of flange 28.5 mm
11 Dec. 64	115 344 045(Export)	122-139 276	Formerly: 29.5 mm dia.
8 Dec. 64	-	126-011 051	Now: 4.9 mm thickness
13 Jan. 65	-	124-002 728	Formerly: 3.9 mm

Date introduced	Chassis No.	Unit No.	Modification
<u>1965</u>			
4 Jan. 65	-	126-011 103	<u>Exhaust valve</u> Now: With valve rotating device (Roto cap) for operating speeds up to 2500 rpm.
26 Feb. 65	215 112 887	0 878 845	Bearing shell for crank-
1 Mar. 65	115 578 938	9 282 743	shaft bearing II
4 Mar. 65	315 135 210	0 878 346	Now: Drilling for oil
23 Feb. 65	-	122-141 671	pocket 5 mm dia.
10 Mar. 65	-	126-011 505	Formerly: 4 mm dia.
24 Mar. 65	-	124-002 804	
1 Mar. 65	113 579 323	9 282 492	<u>Clutch lining (180 mm dia.)</u> Now: Radial groove on the flywheel side.
5 Apr. 65	215 133 783	0 923 798	<u>Heating tube in heat exchanger, right</u> Now: One piece Formerly: Two pieces welded.
6 Apr. 65	115 685 587	HA 7 889 618	<u>Clutch lever</u>
	225 134 863	HA 7 812 506	Now: Straight, Wing nut
12 Apr. 65	315 158 980	HA 0 641 650	for adjustment of the clutch cable. Formerly: Bent, Hexagon nut for adjustment.
7 Apr. 65		122-143 507	<u>Valve spring caps</u>
12 Apr. 65	115 720 690	9 492 298	Now: Thick walls, sharply defined guide shoulder. Formerly: Thin walls, flatter guide shoulder.
18 May 65	315 164 528	0 972 001	<u>Clutch (200 mm dia.)</u> Now: Clutch pressure plate with diaphragm type spring. Formerly: Coil springs.
19 May 65	215 174 869	0 974 444	<u>Heat exchangers</u>
	115 868 415	9 641 761	Now: Heater flap shafts treated with "Liqui-Moly LM 23"

Date introduced	Chassis No.	Unit No.	Modification
10 June 65	235 166 081	1 001 372	<u>Crankshaft bearing II</u>
15 June 65	315 199 887	1 001 398	<u>Now: Steel backed bearing shells with lead coated running surface and larger oil groove (Type 1 - intermittently)</u>
2 Aug. 65	116 000 002 (1300)	FO 000 001	<u>Formerly: Light alloy bearing (Type 1 - introduced 100%)</u>
18 Aug. 65	-	122-146 528	
	-	124-002 851	
20 Sept. 65	-	126-013 767	
3 Dec. 65	116 384 911	FO 352 411	
	116 384 950	DO 045 916	
2 Aug. 65	116 000 001 (1200 A)	DO 000 001	<u>Crankcase</u>
	116 000 002 (1300)	FO 000 001	<u>Now: Bearing shells for camshaft</u>
	216 000 001	HO 000 001	<u>Formerly: Bores in crankcase</u>
	316 000 001 (1500)	KO 000 001	
	316 000 002 (1600)	TO 000 001	
	-	122-146 330	
	-	124-002 836	<u>Cylinder - 1200 A and 122</u>
	-	126-012 206	<u>Now: 18 cooling fins</u> <u>Formerly: 12</u>
			<u>Cylinder - 1500, 124 A and 126 A</u> <u>Now: 19 cooling fins</u> <u>Formerly: 14</u>
			<u>Piston - 124 A and 126 A</u> <u>Now: 85 mm nominal dia.</u> <u>Formerly: 83 nominal dia.</u>
			<u>Cylinder head 2/1500, 3/1500 and 3/1600</u> <u>Now: Uniform versions</u>
			<u>Connecting rod - 1.5 l and 1.6 l</u> <u>Now: Fitted bolts with nuts</u> <u>Formerly: Big end cap secured with hex. headed bolts</u>
			<u>Piston ring upper and lower 2/1500, 3/1500, 124 A and 126 A</u> <u>Now: 2 mm thick</u> <u>Formerly: 2.5 mm thick</u>
			<u>Push rod</u> <u>Now: Ball head inserted in rod</u> <u>Formerly: Outside</u>
			<u>Oil pump</u> <u>Now: Uniform version</u>

Date introduced	Chassis No.	Unit No.	Modification
2 Aug. 65	146 000 003 216 000 001	FO 000 002 HO 000 001	<u>Oil filler neck</u> Now: Passage made bigger
2 Aug. 65	116 000 001	FO 000 001	<u>Heat exchanger</u> Now: Shaft of heater control flap galvanized
26 Aug. 65	216 017 639	HO 020 275	<u>Heat exchanger</u>
30 Aug. 65	116 095 979	FO 097 227	Now: Hole for shaft of heater control flap 7.5 mm dia.
31 Aug. 65	116 102 780	DO 016 999	Formerly: 6.5 mm dia.
2 Sept. 65	316 029 114 316 030 364	TO 026 440 KO 004 348	
1 Sept. 65	116 105 536	FO 114 000	<u>Pre-heating tube - left</u> Now: Seal for the flange of the pre-heating tube has smaller diameter
9 Sept. 65	316 035 969 316 035 970	KO 004 775 TO 034 243	<u>Clutch plate 200 mm dia.</u> Now: With double lining spring Formerly: Single lining spring
1 Oct. 65	-	122-148 421 124-002 864 126-013 846	<u>Governor drive - 122 and 126 A</u> Now: By toothed belt Formerly: Friction wheel
			<u>Exhaust valve - 122</u> Now: Specially armoured (e.g. "LIVIA")
			<u>Engine cover plate, rear - 122 and 126</u> Now: With support
			<u>Muffler - 122 and 126 A</u> Now: With bolts for engine cover plate
			<u>Governor - 122 and 126 A</u> Now: With shoulder for toothed belt drive

Date introduced	Chassis No.	Unit No.	Modification
27 Oct. 65	216 050 728	HO 054 231	Crankshaft
1 Nov. 65	316 079 931	TO 072 135	Now: Radii of main journal
4 Nov. 65	316 084 756	KO 010 765	I and III rolled in
	116 306 994	FO 288 593	Formerly: Only main journal
2 Nov. 65	-	126-014 023	II
9 Nov. 65	-	124-002 870	
4 Nov. 65	226 054 022	HO 056 314	Heating flap cable attachment
5 Nov. 65	116 314 087	FO 295 592	Now: Connection heater flap
8 Nov. 65	316 087 040	TO 075 515	cable/heat exchanger modified
5 Nov. 65	216 055 926	HO 059 058	Crankshaft pulley Now: Outer diameter 170 mm Formerly: 176 mm
12 Nov. 65	316 093 065	TO 084 001	Studs AM 12 x 1,5 for
19 Nov. 65	116 364 282	FO 323 444	crankcase
15 Nov. 65	216 060 007	HO 062 727	Now: Length of 3 upper studs
	-	122-149 400	166 mm (anchored 10 mm deeper in case) Formerly: 156 mm
13 Nov. 65	146 350 066	FO 304 811	Flywheel Now: 130 teeth (outer diameter increased, starter and transmission case modified.) Formerly: 109
26 Nov. 65	116 377 154	DO 045 573	Clutch 180 mm dia.
	116 374 949	FO 346 052	Now: Release lever and bearing modified
15 Dec. 65	116 407 142	HA 8 729 521	Clutch release bearing
	216 075 759	HA 8 700 445	Now: Plastic ring treated
16 Dec. 65	316 128 719	HA 0 836 163	with molybdenum disulphide
23 Dec. 65	-	124-002 885	Engine cover plate, front Now: With reinforced angle
1966			
3 Jan. 66	116 471 044	FO 437 269	Oil strainer cover
	316 146 159	TO 127 217	Now: Drawn passage for drain
	316 146 912	KO 019 593	plug thread - with shoulder
11 Jan. 66	216 085 115	HO 083 231	for sealing.
15 Jan. 66	116 503 114	DO 051 664	Formerly: Threaded plate
4 Jan. 66	-	122-150 262	welded in, no shoulder.
13 Jan. 66	-	124-002 902	
6 Jan. 66	-	126-014 288	

Date Introduced	Chassis No.	Unit No.	Modification
<u>1966</u>			
3 Jan. 66	116 463 104 116 463 105 216 083 208	DO 050 315 FO 442 243 HO 086 211	<u>Heater tube in heat exchanger, left</u> Now: Seamless drawn tube Formerly: Two piece welded
5 Jan. 66	216 083 301	HO 086 729	<u>Oil suction pipe</u>
7 Jan. 66	116 475 229	FO 444 135	Now: Cut straight on
10 Jan. 66	316 144 838 316 146 855	KO 019 730 TO 129 763	intake end. Formerly: Oblique (45°).
4 Jan. 66	-	122-150 262	
13 Jan. 66	-	124-002 902	
6 Jan. 66	-	126-014 288	
7 Jan. 66	116 478 507	FO 451 421	<u>Connection rod</u> Now: Fitted bolts with nuts. Formerly: Bearing caps secured with hex. bolts.
11 Jan. 66	216 087 572	HO 090 221	<u>Piston pin bush</u>
12 Jan. 66	316 149 854 316 147 510	KO 020 400 TO 133 472	Now: Steel backed with lead bronze covering
10 Feb. 66	116 561 017	FO 541 013	Formerly: Brass
13 Jan. 66	-	124-002 902	
9 Feb. 66	-	126-014 651	
9 Feb. 66	216 101 895	HO 104 872	<u>Crankshaft/connecting rod</u>
11 Feb. 66	316 180 561 316 181 810	TO 160 069 KO 025 517	Now: Installation tolerance 13μ Formerly: 19μ
10 Feb. 66	116 568 627	FO 553 361	
3 Mar. 66	-	126-014 800	
4 Mar. 66	-	124-002 937	
10 Feb. 66	316 181 558	TO 160 069	<u>Clutch plate</u>
9 May 66	216 151 556	HO 154 581	Now: Length of hub 30 + 0.3 mm Formerly: 34 + 0.3 mm
28 Feb. 66	1.5 and 1.6 1	KD-1464 351	<u>Flywheel for exchange engines</u>
1 Sept. 66	1.2 1	KD-1549 007	Now: Relieved on the contact surface for the crankshaft. Marked with ring of approx. 4" (100 mm) dia.
1 Mar. 66	116 622 321 116 622 322 216 113 501 316 200 497 316 200 498	DO 060 707 FO 594 001 HO 117 118 KO 029 730 TO 176 712	<u>Crankcase</u> Now: Protruding flanges for attaching the oil cooler on the left crankcase half have been reinforced.
	-	122-151 975	Now: Deflector plate under the oil cooler of Types 3/1500,
	-	124-002 937	3/1600 and 124 A engines with larger cutout.
	-	126-014 805	

Date introduced	Chassis No.	Unit No.	Modification
2 Mar. 66	216 113 121	HO 114 794	Distributor drive shaft
3 Mar. 66	116 628 529	DO 060 316	Now: Toothing lengthened uniformly
	116 625 936	FO 588 337	Formerly: Different lengths
18 Mar. 66	316 217 411	KO 033 506	
	316 217 368	TO 186 546	
1 Mar. 66	-	122-152 186	
2 Mar. 66	-	126-014 733	
31 Mar. 66	-	124-002 954	
2 Mar. 66	316 200 754	KO 029 629	Heat exchanger
	316 202 533	TO 176 234	Now: Seal slotted and overlapped Formerly: Cut square and butted
18 Apr. 66	216 139 032	HO 140 936	Seal between crankshaft and flywheel
20 Apr. 66	316 247 985	KO 040 817	Now: Made of rubber (vehicles with Saxomat still with metal seal)
	316 247 971	TO 210 167	Formerly: Metal seal
26 Apr. 66	116 741 602	DO 076 332	
	116 796 901	FO 741 385	
4 May 66	-	112-154 093	
9 May 66	-	126-015 401	
13 May 66	-	124-003 140	
2 May 66	216 147 398	HO 150 203	Carburetor preheating
3 May 66	116 807 190	DO 079 454	Now: Hot air from heat exchanger
4 May 66	116 852 850	FO 767 046	Formerly: Taken from underside of the cylinder head
	316 262 826	KO 044 527	
	316 261 940	TO 222 425	
5 May 66	146 845 442	FO 763 571	
6 May 66	116 861 446	FO 774 757	Gland nut with needle bearing for flywheel
7 May 66	216 149 910	HO 153 536	
10 May 66	316 265 727	KO 045 488	Now: Gland nut has been increased in length by 1.5 threads (approx. 2 mm).
	316 263 965	TO 224 035	
9 June 66	116 979 941	DO 084 620	
9 May 66	-	122-154 032	
	-	126-015 401	
13 May 66	-	124-003 105	
26 May 66	316 282 728	TO 234 199	Carburetor preheating
			Now: Control box with balance weighted flap which can be located in position modified.

Date introduced	Chassis No.	Unit No.	Modification
1 June 66	216 162 084	HO 166 286	<u>Clutch 200 mm dia.</u> Now: Pressure plate with diaphragm spring Formerly: Thrust springs
			Now: Clutch plate with double lining spring Formerly: Single lining spring
8 June 66	316 293 828	TO 244 544	<u>Cylinder head</u> Now: With separate intake ports (double ports) Formerly: Single port version
20 June 66	216 173 747	HO 176 639	<u>Push rods</u>
23 June 66	116 975 949	FO 904 848	Now: 0.8 mm longer
	316 307 905	KO 055 285	Now: 9 mm dia.
	316 307 890	TO 254 035	Formerly: 8.14 mm dia.
13 Sept. 66	117 168 985	DO 098 815	
4 July 66	-	124-003 169	
24 Aug. 66	-	126-016 351	
8 Sept. 66	-	122-156 976	
1 Aug. 66	117 000 003 (113/114) (117/118) (141/144) (151/152)	HO 204 001	<u>Engine</u> Now: 44 bhp engine (1.5 l)
1 Aug. 66	117 000 002 117 000 003 147 000 006 (147)	FO 940 717 HO 204 001 DO 095 051	<u>Crankcase breather</u> Now: Labyrinth enlarged
1 Aug. 66	117 000 001 117 000 002 117 000 003 147 000 006 (147) 217 000 001 317 000 001 317 000 003	DO 095 050 FO 940 717 HO 204 001 DO 095 051 HO 183 373 KO 059 861 TO 259 826	<u>Flywheel</u> Now: 130 teeth (outside dia. increased, starter and transmission case altered). Formerly: 109 teeth
1 Aug. 66	317 000 001 317 000 003	KO 049 861 TO 259 826	<u>Fan housing and cooling air intake housing</u> Now: Modified due to installation of 12 Volt generator (105 mm dia.) Now: Ratio crankshaft/generator 2.3 : 1 Formerly: 2.5 : 1

Date introduced	Chassis No.	Unit No.	Modification
2 Aug. 66	117 018 982	DO 101 334	Crankcase studs
	117 071 626	FO 966 806	M 12 x 1.5 on bearing 2
	117 070 165	HO 230 323	Now: Sealed with self
	217 003 184	HO 255 071	locking sealing nuts,
	317 013 195	KO 071 278	washer discontinued.
	317 013 194	TO 287 957	Now: Tightening torque
5 Aug. 66	-	122 155 969	2.5 mkg
	-	124 003 172	Formerly: 3.5 mkg
15 Aug. 66	-	126 016 254	
15 Aug. 66	117 054 916	HO 225 117	Oil pressure relief valve
	217 010 233	HO 263 648	Now: Piston with annular
	317 016 204	KO 072 215	groove.
10 Oct. 66	117 231 160	FO 994 380	Formerly: Without groove
10 Aug. 66	-	124-003 188	
	-	126-016 393	
17 Aug. 66	317 020 999	TO 296 186	Exhaust Muffler
	317 032 410	KO 074 713	Now: Perforations in
			exhaust-pipe ends and
			exhaust cones now 1 mm
			dia.
			Formerly: 5 mm dia.
20 Sept. 66	317 050 650	TO 274 514	Seal for oil filler
26 Sept. 66	317 053 974	KO 061 513	Now: Oil and fuel resistant
			gasket paper (TL VW 456).
			Formerly: Soft packing
20 Sept. 66	217 030 318	HO 194 248	Crankcase studs
29 Sept. 66	117 197 986	FO 991 728	M 12 x 1.5 on bearing 2
	117 198 502	HO 398 526	Now: Sealing ring between
4 Oct. 66	117 204 283	DO 109 385	crankcase halves.
7 Oct. 66	317 064 498	TO 315 285	Formerly: Self locking
18 Oct. 66	317 073 160	KO 063 382	sealing nuts
5 Oct. 66	-	122-157 265	
6 Oct. 66	-	126-016 995	
20 Oct. 66	-	126-003 191	
20 Sept. 66	117 183 619	FO 983 621	Gland nut for securing
21 Sept. 66	117 185 977	HO 381 147	flywheel
	317 050 618	KO 061 354	Now: Seal soaked with
	317 050 650	TO 274 370	engine oil
	217 030 992	HO 186 858	
13 Oct. 66	117 262 576	DO 113 558	

Date introduced	Chassis No.	Unit No.	Modification
21 Oct. 66	117 274 348	HO 442 517	<u>Crankcase half right</u>
	217 047 191	HO 279 071	<u>Now: Contact surface for</u>
25 Oct. 66	117 277 280	Fl 008 611	<u>washer of the crankcase studs</u>
	317 081 378	KO 064 462	<u>M 12 x 1.5 24 mm dia.</u>
	317 081 148	TO 330 211	<u>Formerly: 23 mm dia.</u>
14 Nov. 66	117 306 280	DO 114 212	
17 Oct. 66	-	126-017 099	
31 Oct. 66	-	122-157 980	
		124-003 197	
24 Nov. 66	217 063 548	HO 203 500	<u>Oil pipe</u>
25 Nov. 66	117 359 672	HO 507 977	<u>Now: Seamless pipe</u>
28 Nov. 66	117 366 946	DO 117 337	<u>Formerly: Welded pipe.</u>
29 Nov. 66	317 108 196	TO 355 502	
30 Nov. 66	317 110 434	KO 066 281	
2 Dec. 66	117 369 720	Fl 030 454	
22 Nov. 66	-	122-158 226	
24 Nov. 66	-	126-012 727	
1 Dec. 66	-	124-003 204	
6 Dec. 66	217 067 544	HO 298 634	<u>Crankcase - Jointing face</u>
	317 114 812	TO 363 237	<u>Now: Sealing compound</u>
1 Dec. 66	317 116 415	KO 067 245	<u>light brown colouring</u>
8 Dec. 66	117 377 334 (12 V)	HO 530 915	<u>Formerly: Dark grey</u>
7 Dec. 66	117 374 455	HO 530 628	<u>Big end bearing cap</u>
13 Dec. 66	117 380 699	Fl 039 547	<u>Now: Radius in region of</u>
14 Dec. 66	217 072 541	HO 302 565	<u>fitted bolt contact surface</u>
15 Dec. 66	317 124 238	TO 364 705	<u>2.5 mm</u>
16 Dec. 66	317 124 514	KO 067 739	<u>Formerly: 4 mm radius</u>
12 Dec. 66	117 379 754	HO 540 328	<u>Gasket for oil pump cover</u>
13 Dec. 66	117 383 847	Fl 042 107	<u>New: Shape and material</u>
15 Dec. 66	117 385 641	DO 120 658	<u>altered</u>
	217 071 764	HO 302 716	
16 Dec. 66	317 126 138	TO 371 032	
8 Dec. 66	-	KO 067 941	
13 Dec. 66	-	126-017 664	
10 Febr. 67	-	122-158 386	
		124-003 214	
<u>1967</u>			
2 Jan. 67	217 080 291	HA 9 924 058	<u>Clutch shaft</u>
4 Jan. 67	317 136 769	HA 1 163 265	<u>New: Lever additionally CO₂</u>
5 Jan. 67	117 406 869	HA 9 975 142	<u>shielded arc welded on inside</u>

Date introduced	Chassis Nor.	Unit No.	Modification
11 Jan. 67	217 085 017	HO 307 865	<u>Camshaft</u>
20 Jan. 67	317 144 680 317 145 134	KO 077 680 TO 386 635	Now: Thrust shoulder bearing 3, 36.2 mm dia. Formerly: 34 mm dia.
24 Jan. 67	117 493 539 117 489 408 117 488 652	DO 126 605 F1 064 485 HO 593 766	
20 Jan. 67	-	122-159 781 126-017 891	
10 Feb. 67	-	124-003 214	
30 Jan. 67	217 090 797	LO 012 605	
9 Feb. 67	317 151 337 317 152 743	MO 001 214 PO 002 778	
24 Feb. 67	117 560 786	EO 012 064	
22 March 67	117 618 523	LO 010 899	
23 Jan. 67	217 088 359	HO 703 231	<u>Crankshaft</u>
31 Jan. 67	317 150 915	KO 078 230	Now: Double oil drilling in "X" formation, oil pocket at start of drillings Formerly: Single oil drilling
24 Feb. 67	117 560 696	F1 081 423	
23 March 67	317 175 155	TO 411 116	
26 June 67	117 811 587	HO 823 800	
21 March 67	-	126-018 321	
26 June 67	-	124-003 268	
30 Jan. 67	217 090 547	LO 012 625	
9 Feb. 67	317 151 337	MO 001 214	
23 Feb. 67	117 560 786	EO 012 064	
17 April 67	317 177 177	PO 003 022	
2 June 67	117 740 807	LO 014 401	
26 Jan. 67	317 146 838	TO 389 424	<u>Heater tube in heat exchanger,</u> left and right
31 Jan. 67	317 150 915	KO 078 230	Now: Seamless drawn tube Formerly: Two parts, welded
1 Feb. 67	317 151 264 317 151 265	MO 001 259 PO 002 902	
1 Feb. 67	317 151 264 317 151 265	KO 079 034 TO 396 498	<u>Exhaust/rear heat exchanger</u> Now: Treat the thread of the gland nut with dry lubricant before assembling
1 March 67	117 571 250 (6 V)	HO 646 887	<u>Crankcase - jointing surface</u>
3 May 67	117 707 100 117 710 493	DO 182 983 F1 124 726	Now: Sealing compound light colour Formerly: Dark grey
28 April 67	-	122-163 084	
2 May 67	-	126-018 888	
3 May 67	-	124-003 260	
2 Jan. 67	217 079 891 317 134 255 317 134 256	LO 011 931 MO 001 213 PO 002 758	
1 March 67	117 571 251	LO 013 850	
16 May 67	117 714 590	EO 013 148	

Date introduced	Chassis No.	Unit No.	Modification
17 March 67	217 107 779	HO 723 640	<u>Heat exchanger, left and right</u>
22 March 67	117 615 295	DO 159 692	Now: Cast on mantle on inlet and outlet pipe shortened. A supplementary collar has been welded on outlet
	117 614 174	F1 095 287	
	117 623 061		
23 March 67	117 618 945	DO 164 834	<u>Clutch 180 mm dia</u> Now: Clutch release ring 61 mm dia. Formerly: 54 mm dia.
			<u>Release bearing</u> Now: With graphite ring Formerly: Ball bearing
10 April 67	117 630 186	HAO 211 071	<u>Release bearing</u>
19 April 67	317 177 869	HA1 204 507	Now: Release bearing plastic ring surface roughened and treated with molybdenum disulphide
20 April 67	217 114 984	HAO 145 920	
26 April 67	-	122-162 797	<u>Guide for starter handle</u>
20 Sept. 67	-	126-020 364	Now: Metal thickness 5 mm length of throw 20 mm Formerly: 4 mm and 18 mm
5 May 67	317 190 708	KO 085 931	<u>Automatic cooling air control</u>
24 May 67	317 200 275	TO 428 448	Now: Wider support in intermediate lever for thermostat connecting rod
16 May 67	317 193 758	PO 003 135	
26 June 67	317 226 587	MO 001 480	
12 June 67	317 215 833	TO 445 097	<u>Oil pump</u>
16 June 67	317 220 586	KO 090 195	Now: Securing studs now M 8, cover 4 mm thick, nuts with pressed-in plastic ring without washer, gaskets modified accordingly
26 June 67	117 811 483	HO 822 052	Formerly: M 6 studs, cover 3 mm thick, nuts with washers
11 July 67	118 001 312	DO 230 001	
	118 000 226	F1 225 019	
15 June 67	-	124-003 278	
21 June 67	-	126-019 755	
28 June 67	-	122-164 051	
9 June 67	317 216 005	PO 003 323	
26 June 67	317 276 587	MO 001 508	
29 June 67	117 816 529	LO 014 488	
14 July 67	217 142 187	LO 019 314	
7 Aug. 67	118 000 036	EO 017 001	

Date introduced	Chassis No.	Unit No.	Modification
26 June 67	117 810 605	F1 162 296	Clutch 180 mm dia New: Torsion spring clutch plate
12 July 67	317 232 853	TO 472 194	Muffler Now: Double balance system in the internal exhaust tubes