

Front Axle · Steering

V

Date introduced	Chassis No.	Unit No.	Modification
3 Nov. 61	851 390	818 037	<u>Steering damper</u> Now: Lighter action. Directly connected to swing lever and a bracket on the lower axle tube. Formerly: Connected with clip on swing lever and bracket on the front frame-side member.
5 Dec. 61	0 007 478	0 007 834	<u>Shock absorber, front</u> Now: Painted grey. Formerly: Painted black.

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1962			
9 Feb. 62	0 018 600	0 019 095	<u>Ball joint</u> Now: Pressure release drilling or groove.
26 Mar. 62	0 028 462	0 029 675	<u>Fixing bolt for ball joint</u> Now: Quality 10 K, tightening torque 3.5 mkg. (25.3 ft. lbs.) Formerly: 8 G, 3.0 mkg (21.6 ft. lbs.)
6 June 62	0 054 615	-	<u>Fixing of steering damper on front axle body</u> Now: With washer 3 - 0.25
30 July 62	971 550	931 354	<u>Shock absorber mounting front</u>
1 Aug. 62	4 847 723	4 818 287	Now: Secured with M 12 x 1.5 hex. through bolt with nut and spring washer. (only type 2)
11 Aug. 62	0 072 340	0 071 883	Formerly: Threaded bush in anchor plate Now: Top hex. bolt M 12 x 1.5 Formerly: M 10 x 1.5
10 Aug. 62	0 072 349	0 074 013	<u>Front Axle</u>
22 Oct. 62	1 016 182	974 706	Now: Lubricated with universal grease A 1060 Formerly: Lithium grease A 052
18 Aug. 62	0 076 097	0 076 988	<u>Torsion arm, upper</u> Now: Lubrication groove extended over the radius.
17 Sept. 62	999 305	2 954 889	<u>King pin bushes</u> Now: Layers of synthetic material and sintered tin-bronze
2 Oct. 62	0 096 442	-	<u>Steering damper mounting on front axle</u> Now: Hex. bolt M 10 x 40 Formerly: M 10 x 45

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3 Oct. 62	5 015 376	5 015 023	<u>Steering gear</u>
17 Oct. 62	0 103 207	0 105 855	Now: SAE 90 gear oil Formerly: SAE 90 hypoid gear oil
13 Oct. 62	0 096 078	0 096 871	<u>Steering lock of front wheels</u> Now: If necessary limited by clip on torsion arm.
5 Dec. 62	0 127 588	0 128 836	<u>Front axle beam</u> Now: Bore for lower needle bearing 50.0 mm dia. and 50.2 mm dia. Formerly: 47.0 mm dia. and 47.2 mm dia.  <u>Lower needle bearing</u> Now: Outside diameter 50.2 mm and 50.2 mm Formerly: 47.0 mm dia. and 47.2 mm dia.  <u>Lower torsion arm</u> Now: Needle bearing seat 43 mm dia Formerly: 40 mm dia.  <u>Front torsion bars</u> Now: Lengthened 2 mm
<u>1963</u>			
7 Jan. 63	1 041 014(M 216)	1 008138	<u>Wheel bearings</u> Now: Front wheel bearing inner 59 mm dia, outer 45 mm dia Steering knuckle, thrust washer, oil seal for inner bearing, lock washer, hub cap and nut modified.
10 Jan. 63	5 239 191	-	<u>Steering damper: (Hemscheit)</u>
12 Feb. 63	0 154 000	-	Now: Inner sealing lip with spiral spring Now: Space between sealings and dust lips filled with Molybdenum disulphide

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18 Mar. 63	O 167 881	O 168 771	<u>Upper and lower ball joints</u> Now: Maintenance free
1 Apr. 63	O 173 955	O 176 243	<u>Shock absorber (Fichtel &amp; Sachs)</u> Now: Space between the sealing lip and the piston rod seal filled with graphite grease.
28 June 63	O 215 416	O 218 997	<u>Front wheel bearing</u> Now: End play 0.05 - 0.10 mm Formerly: 0 - 0.02 mm

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1964			
21 Jan. 64	6 050 857	6 021 761	<u>Roller steering</u>
22 Jan. 64	0 334 975	0 339 942	Now: Secured on front axle with 2 hexagon bolts
18 Feb. 64	6 131 961(14)	6 049 744	Formerly: Secured with 2 studs and nuts
21 Feb. 64	1 254 580	1 213 778	<u>Front wheel bearing</u>
28 Apr. 64	0 422 100	0 415 071	Now: Sealed between the steering knuckle flange and brake back plate with sealing compound D 12
24 Feb. 64	6 147 942(Export)	-	<u>Roller steering</u>
	0 367 443	-	Now: Radius of the steering worm stop in the steering gear housing 2.5 mm
			Formerly: 3 mm radius
			Now: Housing with distinguishing Mark 74" cast in.
6 May 64	0 429 242	-	<u>Fixing front axle to frame</u>
			Now: Shaped washers
			Formerly: Plain washers
4 June 64	0 453 844	0 453 695	<u>Stud for securing stabilizer</u>
			Now: Tightening torque 4.5 - 5.5 mkg (33-40 ft.lbs.)
			Formerly: 3 mkg (22 ft.lbs.)
9 June 64	6 437 260	-	<u>Steering wheel securing nut</u>
	0 457 253	-	Now: Tightening torque 5 mkg (36 ft.lbs.)
			Formerly: 4 mkg (29 ft.lbs.)
30 June 64	6 476 782	-	<u>Roller steering</u>
up to	up to	-	Now: Filled with transmission grease.
1 July 64	6 479 287	-	
3 Aug. 64	315 000 001	-	<u>Front axle beam</u>
			Now: Inner bushes for the upper torsion arms moved outwards 30 mm (1.2")
			Now: Upper grease nipple moved outwards 50 mm (2").

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			<p>Now: The front axle brackets and upper collars now have oval shaped holes.</p> <p>Now: DU bushes for upper and lower torsion arms.</p> <p>Formerly: Plastic</p> <p>Now: Thrust ring for the upper torsion arm with 15° chamfer and sealing ring.</p> <p>Now: Sealing ring for lower torsion arm vulcanized to a steel support ring.</p> <p>Torsion arm, upper</p> <p>Now: 15° chamfer on shoulder. Bearing tube shortened 22 mm. Inner bearing seat 32 mm.</p> <p>Torsion arm, lower</p> <p>Now: 15° chamfer on shoulder.</p>
28 Aug. 64	225 018 938	1 307 505	<p>Steering damper (Bogel)</p> <p>Now: Mounting eye 16 mm across</p> <p>Formerly: 14 and 13 mm</p> <p>Now: Washer 26 mm dia.</p> <p>Formerly: 28 mm dia.</p>
6 Oct. 64	315 067 000	0 538 706	<p>Sealing of the left upper torsion arm</p> <p>Now: Closed with a washer which is punched in and expanded.</p>
19 Oct. 64	115 217 625	6 179 949	Steering worm
3 Nov. 64	315 067 378	0 554 763	<p>Now: With marking ring for the adjustment</p>
3 Nov. 64	315 068 331	-	<p>Axle retainer</p> <p>Now: Hole in axle retainer widened to 22 mm</p> <p>Formerly: 16 mm</p>
3 Nov. 64	315 067 551	0 553 955	<p>Front wheel bearing</p> <p>Now: Sealing ring of plastic material</p> <p>Formerly: Felt</p>
23 Nov. 64	235 064 807	-	<p>Locking sleeve for steering lock</p> <p>Now: Cutout lengthened by 5 mm.</p>

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27 Nov. 64	315 079 951	-	<u>Roller steering</u>
30 Nov. 64	115 327 044 (113/114) (117/118) (14 and 15)	-	Now: Filled with 160 cc transmission grease. Formerly: Hypoid oil SAE 90. Now: Steering case cover with two filling holes, these are sealed with plastic plugs. Formerly: Oil filler screw.
9 Dec. 64	315 088 345	-	<u>Stabilizer</u> Now: The countersunk drilling on the left upper torsion arm for the torsion bar securing screw modified.
<u>1965</u>			
4 Jan. 65	115 363 043	-	<u>Shock absorber (Fa. Hoesch)</u> Now: The cutaway in the lower shock absorber eye made larger, flexibility of the protection tube increased.
6 Jan. 65	215 080 002	1 372 100	<u>Steering knuckle</u> Now: Radius between steering knuckle flange and stub axle 8 mm Formerly: Radius 3 mm Now: Flange diameter 21 mm Formerly: 22 mm
22 Jan. 65	315 109 200	-	<u>Steering knuckle</u> Now: Gasket between brake back plate and steering knuckle flange, steering knuckle flange 4 mm wide.
28 Jan. 65	235 097 751	1 377 212	<u>Front wheel bearing</u>
4 Feb. 65	115 437 306 315 102 490	6 903 000 0 591 355	Now: Lithium multi purpose grease. Formerly: Lithium grease.
25 Feb. 65	225 112 901	1 401 216	<u>Torsion arm</u> Now: Sealed with peened in plate.
26 Mar. 65	225 128 588	1 416 608	<u>Torsion springs</u> Now: No longer welded on end.



Date introduced	Chassis No.	Unit No.	Modification
25 May 65	315 189 367	0 676 024	<p><u>Axial bearing ring</u> Now: With sheet steel support ring and four lubricant grooves.</p> <p><u>Torsion arm retaining plate</u> Now: Secured on front axle plate by means of the torsion bar securing bolt. Formerly: Welded on. Now: Torsion arm shoulder modified.</p>
2 Aug. 65	316 000 001	0 705 961	<p><u>Front axle</u> Now: With disc brakes Formerly: Drum brakes Now: Steering knuckle modified</p> <p><u>Wheel bearing adjustment</u> Now: Clamp nut with socket head bolt. Diameter of the hub cap and wheel hub modified. Formerly: Hex. nuts</p>
2 Aug. 65	216 000 001	-	<p><u>Stabilizer</u> Now: Torsion bar - stabilizer for Transporter 18 mm dia., for VW Ambulance 16 mm dia.</p>
2 Aug. 65	116 000 001	-	<p><u>Front axle beam</u> Now: Spacing between axle tubes 150 mm Formerly: 120 mm</p> <p><u>Torsion bar spring</u> Now: 10 leaves Formerly: 8 leaves</p> <p><u>Torsion arm</u> Now: Inner end mounted in metal bush Formerly: Plastic bushes</p> <p><u>Steering knuckle</u> Now: Connected to the torsion arms with maintenancefree ball joints. Upper ball joint in eccentric bush with which the camber can be set exactly.</p> <p><u>Steering 1200 A</u> Now: Roller steering Formerly: Worm and sector</p>

Date introduced	Chassis No.	Unit No.	Modification
			<p><u>Front wheel bearing</u> Now: Tapered roller bearing Formerly: Angular thrust ball bearing</p> <p><u>Wheel bearing adjustment</u> Now: Clamping nut with socket head bolt Formerly: Hex. nuts</p> <p><u>Shock absorber</u> Now: With progressive action end stop (hollow rubber spring)</p> <p><u>Tie rods</u> Now: Secured with clips. Longer tie rod with intermediate tube (simpler adjustment)</p> <p><u>Steering stop</u> Now: Limited by means of steering stop with adjustable screws, welded onto front axle beam.</p> <p><u>Steering drop arm</u> Now: With outrigger and contact surface for limiting the steering lock. Spacing between upper torsion arm and tyre 10 mm <math>\pm</math> 1 mm Now: The bore for the tie rod on the drop arm on the VW 1300 Karmann Ghia repositioned.</p> <p><u>Front wheel suspension</u> Now: With ball joints pressed into the torsion arms Formerly: Torsion arm link, king pins and link pins</p>
2 Aug. 65	216 000 001		<p><u>Shock absorber</u> Now: Used for front and rear axles Now: 257 mm long (pressed together) Formerly: 260 mm</p>
20 Aug. 65	216 014 610		
10 Sept. 65	116 072 854	F 518 219	<p><u>Eccentric bush</u> Now: Shoulder on hexagon reduced 1 mm. Overall height 23.2 mm</p>

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15 Oct. 65	146 232 227 316 067 583	- -	<u>Wheel bearing adjustment</u> Now: Slot of the clamping nut 2.5 + 0.5 mm Formerly: 2 - 0.5 mm
8 Dec. 65	116 394 911	-	<u>Ball joint</u> Now: Thread on ball pin M 12 x 1.5 Formerly: M 10 x 1  <u>Identification</u> Now: Two grooves in shoulder offset from one another by 180° Formerly: One groove  <u>Hexagon nut (self locking)</u> Now: Tightening torque 36 - 50 ft. lbs. (5 to 7 mkg) Formerly: 28 - 36 ft.lbs. (4 to 5 mkg)
9 Dec. 65	216 073 137	-	<u>Steering gear</u> Now: Oil filling quantity 0.31 liter Formerly: 0.25 liter
1966			
13 Jan. 66	116 480 078	-	<u>Steering ball joint</u> Now: Plastic retaining ring of Type 3 for ball joint seals
20 Jan. 66	116 492 628	7 974 566	<u>Steering ball joint, upper (oversize)</u> Now: Additional 2 <sup>o</sup> triangular notches offset 45° Formerly: 2 grooves offset at 180°
14 Feb. 66	316 183 590	0 891 878	<u>Steering worm</u>
15 Feb. 66	116 563 843	8 039 257	Now: Material 41 Cr 4
7 Mar. 66	116 629 921	-	<u>Steering damper (stabilus)</u> Now: With longer tube for compensating chamber

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5 May 66	116 856 702		<u>Steering ball joint</u> Now: Collar 48.5 + 0.5 mm dia Formerly: 47 - 0.5 mm dia.
11 May 66	116 866 804	8 296 286	<u>Steering ball joint</u> Now: Material for the plasti retaining ring for the ball joint seal altered, internal diameter 3 mm larger
1 Aug. 66	117 000 003 (1/1500)	-	<u>Front axle</u> Now: With disc brakes Formerly: Drum brakes Now: Steering knuckles modified
1 Aug. 66	117 006 301	8 469 013	<u>Ball joints</u>
26 Aug. 66	317 028 818	1 053 803	Now: Filled with special grease, designation TL VW 735 with special corrosion prevention properties
1 Aug. 66	117 000 002 (111/112) (115/116)	-	<u>Steering wheel</u> Now: Two spoked wheel with recessed hub Formerly: Three spoked steering wheel
29 Aug. 66	217 019 115	-	<u>Steering gear</u> Now: Filled with 250 cc transmission grease Formerly: 0.31 l transmission oil
2 Sept. 66	117 112 756 (Ehrenreich) 117 207 601 (Lemförder)	8 590 035 8 634 809	<u>Tie rod</u> Now: Tie rod ends secured on outer end with clip and on inner end by lock nut, intermediate tube and lock plate discontinued. Formerly: Possible to adjust on right hand tie rod end and also in the middle
15 Nov. 66	217 060 200	1 697 932	<u>Front axle number</u>
1 Dec. 66	317 110 672	1 136 001	Now: Embossed Formerly: Stamped in

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<u>1967</u>			
6 April 67	217 111 490	-	Wheel hub cap with drilling for speedometer cable
11 April 67	317 175 595 117 632 001	- -	Now: sealed with red metal cement Formerly: With sealing paint
21 April 67	317 181 002	1 205 885	Lower rubber collar for front axle Now: Asymmetric Formerly: Symmetric