Rear Axle · Transmission

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Date introduced	Chassis No.	Unit No.	Modification
1962			
5 Jan. 62	4 388 450	4 530 936	Rear wheel bearings
1 Mar. 62	0 023 013	0 023 713	Now: Inner spacer ring thickness 6.45 - 6.65 mm Formerly: 5.9 - 6.1 mm
19 Jan. 62	891 524	4 467 263	Nuts for pinion and main drive shaft
			Now: Tightening torque 5 - 7 mkg. (36.1 - 50.6 ft.lbs.) Formerly: 5 mkg.(36.1 ft.lbs.)
1 Feb. 62	896 577	4 622 871	Gasket for rear wheel bearing cover
			Now: Paper gasket between the reduction gear housing cover and the brake back plate.
6 Feb. 62	4 477 631	4 611 625	Bonded rubber transmission mountings
8 Feb. 62	0 017 808	0 018 520	Now: Front shore hardness 60 rear shore hardness 70 Formerly: Front 53 s.h. rear 65 s.h.
15 Mar. 62	0 027 050	0 025 820	Securing rear axle nuts
			Now: Strength of cotter pin 5 x 45 increased
16 Mar. 62	4 572 833	4 763 480	Synchronizer stop ring 1, 2, 3, and 4th gears
21 Mar. 62	0 027 388	0 027 845	
27 Mar. 62	921 669	4 738 406	Now: Shoulder 5 mm wide Formerly: 3 mm
19 Mar. 62	4 581 537	-	Gearshift lever
16 Oct. 62	1 012 642	-	Now: Spring loaded, sliding round headed bolt Formerly: Soldered in guide with spring and ball
25 Apr. 62	0 038 763	0 038 125	Axle shaft
			Now: Measurement altered so that brake drum is press fit. Formerly: Sliding fit.

Date introduced	Chassis No.	Unit No.	Modification
24 May 62	0 048 700	0 049 473	Operating sleeve for 3 - 4 gear
			Now: The flanks of the teeth on the 4th gear side have been relieved.
1 Aug. 62	973 736	5 060 639	Transmission case
2 Aug. 62	4 847 970	5 087 355	Now: Clearance modified for 200 mm dia. clutch.
2 Aug. 62	0 065 567	0 066 926	
16 Aug. 62	0 074 533	0 075 050	Oil seal for main drive shaft
			Now: Neopren, colour: black Formerly: Rubber, colour: blue and brown
21 Aug. 62	0 076 300 (311)	0 076 920	Rear axle shaft and brake drum
	0 077 047 (361)	0 076 920	Now: Pilot of the rear axle shaft hub of brake drum lengthened by 16 mm.
			Now: Oil thrower Formerly: Oil deflector
			Now: Bearing cover and brake back plate provided with drilling as oil drain
			Now: Welded seam at junction of reinforcement plate-brake back plate.
29 Aug. 62	0 080 190	-	Rubber bush for spring plate hub
5 Nov. 62	5 112 045	-	Now: Modified size and increased volume.
6 Sept.62	0 085 126	0 083 402	Transmission case
11 Sept.62	993 493	5 108 834	Now: Studs for final drive cover AM 8 A x 40 Formerly: AM 8 A x 35
14 Sept.62	0 086 985 (M 267)	-	Rear wheel suspension
			Now: Auxiliary springing for Variant 460 kg.
1 Oct. 62	5 007 275	-	Rear axle shaft
			Now: Flange shortened by 1 mm
2 Nov. 62	5 093 461	5 379 025	Gearshift housing
	0 112 882	0 113 010	Now: Ribs lengthened
12 Dec. 62	5 197 603	5 471 462	Differential pinions
12 Dec. 62	0 132 380	0 133 194	
17 Dec. 62	1 043 846	5 531 484	Now: Measurement alterations (reducing load change noises)
28 Jan. 63	5 265 875	0 726 755 (stand)	

Date introduced	Chassis No.	Unit No.	Modification
7 Jan. 63	1 041 014 (M216)	5 534 073	Reduction gears Now: Ratio 1.26 : 1 Now: Splines on driven gear shaft lengthened by 10 mm. Now: Mounting point for back plate and the wheel cylinder modified.
22 Jan. 63	0 147 500	0 148 258	Final drive cover
29 Jan. 63	1 061 069	5 548 108	
12 Mar. 63	5 357 922	5 679 925	Now: Mounting point for rear axle tube retainer 131 mm dia. Formerly: 134 mm dia
29 Jan. 63	1 051 069(211500)	5 548 108	Operating sleeve 1st and 2nd gear
3 Oct. 63	1 179 702(211200)	6 297 992	
8 Oct. 63	0 261 844	0 262 850	Now: Flanks of the teeth on 2nd gear side relieved
12 Feb. 63	0 153 148	0 153 243	Rear wheel bearing Now: Plastic cage Formerly: Metal cage
20 Feb. 63	5 309 050	-	Sleeve for shift rod guide
28 Feb. 63	1 074 648	-	
1 Mar. 63	0 161 810	-	Now: Vulkollan Formerly: Polyamid
4 Mar. 63	0 160 323	0 163 038	Rear wheel bearing cover Now: Securing screws lengthened 5 mm Now: Plain washer fitted Now: Tightening torque 5.5 - 6.5 mkg
4 Mar. 63	5 345 250	5 650 610	Rear wheel bearing
5 Mar. 63	0 162 500	0 162 970	
7 Mar. 63	1 080 822	5 748 218	Now: Radial play increased
15 Mar. 63	0 167 300	0 169 345	Final drive cover
18 Mar. 63	1 083 524	5 753 270	
25 Mar. 63	5 540 827	5 697 120	Now: Ribs on eye 10 mm wide Formerly: 5 mm
19 Mar. 63	0 168 498(361-362)	0 168 886	Rear axle tube with bearing flange
26 Mar. 63	0 170 845(311-314)	0 172 247	Now: Malleable iron Formerly: Pressed steel

Date introduced	Chassis No.	Unit No.	Modification
3 April 63	0 176 000	-	Shock absorber (Fichtel & Sachs) Now: Space between sealing lips of the piston rod seal filled with graphite grease
15 May 63	5 540 290	5 893 615	Gearshift housing
20 May 63	0 195 540	0 194 385	Now: Internal rib removed Now: Lower web of the breathing compartment modified
22 May 63	0 198 301	0 197 501	Rear wheel bearing Now: Open side of the plastic cage points towards the outside. Formerly: pointed inwards
12 July 63	1 145 427 (2/1t)	5 994 076	Pinion/Ring gear Now: Klingenberg toothing 8:35
5 Aug. 63	1 144 303 (2/1t)	6 002 091	1st Gear wheel
13 April 64	0 407 906	0 412 200	
14 April 64	6 284 358	6 331 710	Now: 13.55 mm wide and without oil groove Formerly: 11.8 mm with oil groove Now: Toothing 2 mm wider Now: Thrust washer between gear wheels and ball bearings on both sides two oil grooves Now: Hexagon bolts for bearing retainer 34.6 mm long Formerly: 35 mm long
15 April 64	1 285 029	6 634 106	
5 Aug. 63	1 144 303	6 002 091	Reduction gears Now: Driven gear shaft 35 mm dia. Formerly: 30 mm dia Now: Roller bearing Formerly: Ball bearing
5 Aug. 63	1 144 303 (2/1t)	6 002 091	Reduction gears Now: Ratio 4.375 (number of teeth 8.35)
5 Aug. 63	0 221 975	0 221 939	Rear wheel bearings Now: Seat of the ball bearing in the bearing flange 3 mm deeper.

Date introduced	Chassis No.	Unit No.	Modification
5 Aug. 63	0 221 975	0 221 939	Gear shift rod coupling
12 Nov. 63	5 911 561	6 344 500	Now: Sheet metal housing with two rubber guide rings. approx. 2 mm play in length-wise direction
19 Nov. 63	5 930 852(141-152)		
10 Aug. 63	5 683 957	-	Spring plates
12 Aug. 63	0 228 411		Now: Radius of spring plate flattened in two places in region of cross tube flange.
3 Sept. 63	0 239 496		Rear axle shaft
9 Oct. 63	5 829 854		Now: Shaft reinforced behind the shoulder for the tapered bearing Now: Ball shaped flange shortened 1 mm -
20 Sept. 63	1 172 655	6 390 510	Operating sleeve
			Now: Drive flanks of the teeth on the 4th gear side have been relieved
1 Oct. 63	5 813 842	-	Shock absorber for rear axle
			Now: Shock absorbers from Messrs. Hoesch with PVC synthetic protective tube, piston rod pulls out downwards.
6 Nov. 63	1 197 853	6 315 815	Spring plates
			Now: Fixing bolts secured with spring washers Formerly: Lock plates
1964			
29 Feb. 64	6 115 983	6 681 874	Rear axle shaft/larger
16 Apr. 64	1 285 367	6 634 010	differential pinion
			Now: Additional selective pairing-Parts indicated by yellow.
17 Mar. 64	6 213 182	6 720 716	Gearshift housing
	0 387 184	0 386 373	Now: Radius at the root of
29 May 64	1 308 451	6 777 338	the ribs in the region of the contact surface of the bonded rubber mounting 30 mm Formerly: 5 mm
19 Mar. 64	6 200 001	-	Spring plate adjustment
			Now: 17° 30' + 50' Formerly: 16° 30' + 50'

Date introduced	Chassis No.	Unit No.	Modification
16 Apr. 64	1 285 367	6 634 010	Rear axle shaft/larger differential pinion Now: Parts matched with one another. Ball and spring in axle shaft flange discontinued
13 May 64	0 433 786	0 424 291	Gearshift rod coupling Now: Bore for gearshift rod and countersink an inner gearshift lever repositioned
14 May 64	1 311 031	6 769 870	Main drive shaft oil seal
	0 434 000	0 428 120	Now: Polyacryl synthetic rubber (black) Formerly: Rubber (blue and brown)
4 June 64	6 398 720	6 936 038	Transmission case
8 June 64	1 312 279	6 782 499	Now: Final drive covers
19 June 64	0 415 336	0 468 115	securing studs with oversize flank diameter AM 8 A 1x42
3 Aug. 64	115 000 001	7 022 722	Cover for rear wheel bearing Now: Oil deflector plate in front of rear wheel oil seal Formerly: Oil deflector Now: Bearing cover and brake back plate with drain hole
3 Aug. 64	215 000 001	7 171 538	Bearing for drive pinion
	315 000 001	0 488 761	Now: Double tapered roller
3 Sept. 64	115 085 239	7 128 479	bearing Formerly: Tapered ball bearing
3 Aug. 64	115 000 001	7 022 722	Needle bearing for gears
	315 000 001	0 488 761	Now: Needles arranged in pairs Formerly: Singly
25 Aug. 64	315 021 110	0 505 690	Bonded rubber mounting for
28 Aug. 64	115 071 062	7 092 310	transmission Now: Shore hardness front 53 Formerly: Shore hardness 60 Now: Shore hardness, rear 60 Formerly: Shore hardness 70
29 Oct. 64	115 243 991	-	Rubber bush for spring plate
30 Oct. 64	315 066 422	-	hub Now: 44.5 mm inner diameter Formerly: 46.5 mm

Date introduced	Chassis No.	Unit No.	Modification
30 Oct. 64	115 241 529(1200A)	7 356 688	Volkswagen 1200 A Now: Fully synchronized transmission Formerly: Non synchronized transmission
30 Oct. 64	115 247 259(1200A)	-	Bonded rubber mounting for transmission Now: Shore hardness, rear 60 Formerly: Shore hardness 70
2 Nov. 64	115 255 191 215 053 461 315 068 326	7 377 070 7 341 122 0 553 964	Drive pinion and ring gear Now: Markings altered.
1965			
19 Jan. 65	115 375 697	7 610 463	Seal for drive shaft Now: Polyacryl rubber (black) Formerly: Rubber (blue and brown).
29 Jan. 65	215 097 629	7 487 146	Reverse sliding gear Now: Three splines spaced at 120°, the spaces between the splines was increased to 0.2 - 0.3 mm.
18 Feb. 65 8 Dec. 65	235 108 717 316 120 756	7 497 651 0 826 568	Drive pinion/Ring gear Now: Oerlikon toothing 8:33 intermittently. Formerly: Only Klingelnberg toothing 8:35.
12 Mar. 65 13 Mar. 65 17 Mar. 65	115 451 465 311 102 601 225 119 364	7 579 312 0 583 741 7 508 034	Main drive shaft Now: Splining treated with anti friction agent.
16 Mar. 65	115 635 697	-	Gearshift rod coupling Now: Intermittently slotted expanding sleeve with bolt and securing cap Formerly: Guide pin
22 Mar. 65 25 Mar. 65	115 648 983 215 126 091 315 147 986	7 849 023 7 805 097 0 632 815	Transmission case Now: Deeper guide for final drive cover. Now: Selector shaft for 1st and 2nd gear supported in two places.

Date introduced	Chassis No.	Unit No.	Modification
6 Apr. 65	115 685 587 225 134 863 315 158 980	7 889 618 7 812 506 0 641 650	Final drive cover Now: Rubber seal. Formerly: Paper gasket. Now: The eye on left final drive cover relocated.
8 Apr. 65	235 134 388(1t)	7 814 984	Drive pinion ring gear Now: Intermittently Oerlikon toothing 8:35. Formerly: Only Klingelnberg toothing 8:35.
2 Aug. 65	116 000 001 216 000 001 316 000 001	8 185 079 7 871 951 0 703 650	Transmission case Now: An oil return thread has been cast into transmission case in front of the main drive shaft oil seal.
2 Aug. 65	116 000 038 316 000 001	- -	Gearshift lever Now: Ball pin 10.5 mm dia. Formerly: 9.15 mm dia.
2 Aug. 65	116 000 001 316 000 001	8 185 079 0 703 650	Bonded rubber mounting, front Now: Modified progressive acting stop
2 Aug. 65	216 000 001 (Fichtel & Sachs)	7 871 951	Shock absorber Now: Used for front and rear axle (green marking) Now: 257 mm length (pressed together) Formerly: 260 mm
1 Sept. 65	216 020 495	8 366 091	Needle bearing for gear wheels Now: Needles arranged in pairs Formerly: Singly
7 Sept. 65 9 Sept. 65	116 114 583 226 023 528 316 035 546	8 424 250 8 369 477 0 742 140	Synchronization 1st and 2nd gear Now: The conical surfaces on the pinion and in the synchronizer rings increased in diameter by about 3 mm. Synchronizer hub now has six hardened and ground centering lugs for the operating sleeve; locking plates are now flatter and have a groove on the inside. The selector rod has been lengthened and provided with a second bearing in housing wall between transmission and differential.

Date introduced	Chassis No.	Unit No.	Modification
			Axial play 1st gear Now: Synchronizer hub hardened on both sides, on 1st gear side 0.4 mm shorter. Adjustment shims thicker.
15 Sept. 65	216 028 432	8 373 363	Ring gear attachment
17 Sept. 65	316 042 519	0 748 890	Now: With self-locking hexagon bolts Formerly: With steel wire
15 Sept. 65	216 028 112	-	Guide for gearshift rod Now: Crank of the gearshift lever altered from 20° to 10°. A welded-on piece of sheet metal with a dowel pin which locates in head of the gearshift rod and forms a support. Gearshift lever stop with additional lip for 1st and 2nd gear. Formerly: Gear rod bearing and sleeve for gear rod guide.
8 Oct. 65	216 040 949	8 276 272	Thrust washer 4.0 mm, differential side pinion
29 Oct. 65	116 298 201	8 567 900	Now: Cutout portion on inner diameter discontinued.
	316 079 673	0 785 275	Formerly: Two cutout portions
13 Nov. 65	146 350 066	8 584 749	Transmission case Now: Clutch housing turned out further Now: Bore for starter motor bearing bush 10.98 mm Formerly: 12.48 mm dia. (starter motor and flywheel modified)
15 Nov. 65	316 100 000	-	Gearshift rod coupling
20 Dec. 65	116 412 701	-	Now: Slotted, expanding sleeve with screw and securing cap. Formerly: Gearshift rod pin and intermittently new version.
1966			
3 Jan. 66	216 083 208	8 707 955	Gearshift housing Now: Inner rib removed Now: Lower web of the breather chamber modified

Date introduced	Chassis No.	Unit No.	Modification
18 Jan. 66	116 488 425	-	Gearshift lever stop
7 Feb. 66	316 176 630	-	Now: With two lips on stop Formerly: One
20 Jan. 66	116 480 969	-	Gearshift housing
	316 159 376	-	Now: Additional seal in the
11 Feb. 66	216 103 963	-	neck of the housing. Neck modified.
11 Feb. 66	216 103 963	8 849 908	Dust seal for transmission shift lever Now: 74 mm long, 50 mm dia. Formerly: 50 mm and 40 mm
25 Feb. 66	216 122 541	8 858 010	Transmission shift lever Now: Angle of shift finger 25° ± 1° Formerly: 13° ± 1°
4 Mar. 66	316 203 840	909 531	Gearshift rod
7 Mar. 66	216 116 544	8 966 112	Now: Pocket of the claw on gearshift rod head 10.0 + 0.2 mm
9 Mar. 66	116 680 425	-	Formerly: 10.5 + 0.18 mm
8 June 66	116 976 635	9 343 990	Differential Now: Countersink for reception of self-locking ring gear securing bolts. Formerly: Without countersink
			Ring gear Now: Securing bolt with captive spring washer (self-locking) Formerly: Secured with wire.

Date introduced	Chassis No.:	Unit No.	Modification
1 Aug. 66	117 000 001 317 000 001	- -	Rear axle suspension Now: With equalizer spring (except Type 147 and 1/1200 with Saxomat
1 Aug. 66	117 000 001 (1/1200) 117 000 002 (1/1300) 117 000 003 (1/1500) 147 000 006 (147) 217 000 001 317 000 001	A, B, D A, B, D A, B, C, D A, D A A, B	A - Transmission Now: Ratio of third gear altered Now: Clutch casing turned out further Now: Bore for starter pinion bearing 10.98 mm Formerly: 12.48 (starter and flywheel modified)
			B - Gearshift housing Now: With M 18 x 1.5 threaded bore for back up light switch
			C - Final drive Now: Drive pinion and ring gear and also differential housing taken over from Type 3 (33 : 8)
			D - Track width - rear Now: Type 1/1500 with disc brakes 1350 mm, all other Type 1 1358 mm Formerly: 1300 mm

Date introduced	Chassis No.	Unit No.	Modification
1 Aug. 66	117 000 001 (1/1500)	A	A - Operating sleeve 1st and 2nd speed Now: Pockets on coast side towards 2 speed
3 Sept. 66	117 110 964 (1/all)	A	
11 Nov. 66	117 349 829 (1/all)	B	B - Operating sleeve and selector rods for 1st and 2nd speed Now: Reduction of operating sleeve width (engagement of clutch toothing improved) Now: Shift of the selector rod 9.0 mm Formerly: 8.5 mm
11 Nov. 66	317 096 515 (3/all)	B	
17 Oct. 66	217 044 740 (2/all)	C	C - Operating sleeve and selector rod for 1st and 2nd speed, sliding gear for reverse speed Now: Outer toothing 43 teeth; operating sleeve width 25 mm, shift travel 9 mm, sliding gear modified Formerly: 44 teeth, 26 mm wide and shift travel 8.5 mm
1o Aug. 66	117 070 876		Equalizer spring Now: Hose in middle of the torsion bar, clamped on. (except Type 147 and 1/1200 with Saxomat)
16 Aug. 66	217 017 231	9 569 379	Concave washer, drive pinion Now: Spring force 100 up to 150 kg. Formerly: 80 up to 120 kg.
24 Aug. 66	117 097 951	9 488 596	
	317 024 614	1 060 179	
24 Aug. 66	217 016 330	-	Main drive shaft, rear Now: Spraying of splines with lubricant discontinued
1 Sept. 66	117 112 318	9 608 293	
5 Sept. 66	317 035 194	1 052 461	

Date introduced	Chassis No.	Unit No.	Modification
2 Sept. 66	117 114 847	9 618 155	Gear carrier and transmission case
5 Sept. 66	317 035 188	1 067 494	
12 Sept. 66	217 026 736	9 578 604	Now: Guide bores for selector rod for 1st and 2nd speed: in transmission case - 14.05 + 0.05 mm dia. in gear carrier - 14.05 + 0.05 mm dia. Formerly: Transmission case - 14.25 + 0.05 mm dia. Gear carrier - 14 H7
21 Sept. 66	117 195 000	-	Equalizer spring Now: Depression in lower side panel reinforcement pressed in deeper.
17 Nov. 66	117 348 424 (1/1300)	9 850 687	Ring gear attachment Now: 8 attachment bolts. Formerly: 6 attachment bolts.
21 Nov. 66	217 061 681	9 724 092	Synchronizer stop ring, 2nd speed Now: Every 10th tooth shortened by 2 mm. Formerly: All teeth the same length.
1967			
24 Feb. 67	117 560 824 (1/1500)	-	Operating sleeve and selector rod for 1st and 2nd gear, sliding for reverse gear Now: Outer toothing 43 teeth, operating sleeve width 25 mm, shift way 9 mm, sliding gear altered Formerly: 44 teeth, 26 mm wide and shift way 8.5 mm
9 May 67	117 674 786 (1/1300)	-	
29 May 67	117 734 760 (1/1200)	-	
9 March 67	217 102 705	-	Rear axle tube retainer Now: Sealed with "O" ring Formerly: Paper gaskets
14 March 67	317 170 144	-	
15 March 67	117 580 250	-	
23 March 67	117 618 945 (1/1200)	-	Release bearing Now: With graphite ring

Date introduced	Chassis No.	Unit No.	Modification
23 June 67	317 224 941	-	Main drive shaft, front Now: secured in gear carrier with circlip and dished washer Formerly: Locking plate and nut
26 June 67	117 812 292	-	
26 June 67	217 144 066	-	
			Main drive shaft, rear Now: Oil seal with lips, sealing surface increased Formerly: Oil seal without lips
3 July 67	117 817 951	0 389 208	Main drive shaft, rear Now: Splines for clutch plate on drive shaft rolled Formerly: Milled
6 July 67	317 230 780	1 253 314	
1 Aug. 67	218 000 001	-	