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Fuel System

Date introduced	Chassis No.	Unit No.	Modification
<u>1946</u>	057 390		<u>Fuel tank</u> Now: arranged at higher level
<u>1949</u>			
18 Jan.49	092 879		<u>Fuel tap</u> Now: with "Thiokol" seal Formerly: cork seal
25 Jan.49	093 401	43 150	<u>Fuel tank support</u> Now: arranged about 4.5 mm lower
8 Apr.49	100 826	132 017	<u>Fuel pump</u> Now: with blue Solex membrane, fitted with 4 seals
9 May 49	1-0103 188		<u>Fuel tank strainer</u> Now: triple wire netting
Aug.49	1-0116 375	116 021	<u>Fuel tank</u> Modified shape. Tap arranged in center, strainer no longer fitted.
Aug.49	1-0117 389	148 542	<u>Fuel pump</u> Now: original Solex-type in a number of cases
Aug.49			<u>Tank filler cap</u> Now: with VW emblem, reinforced gasket, reinforced cap spring.
Sept.49	1-0119 364	150 486	<u>Carburetor</u> Now: original Solex-type, standard equipment.

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Nov.49	1-0131 602	809 021	<u>Fuel tank</u> Now: 4-point suspension Formerly: 3-point suspension
Dec.49	from 1-0134 921 up to 1-0134 966	from 166 091 up to 166 135	<u>Fuel pump</u> Now: push rod; flat with conical transition.
Dec.49	from 1-0135 268 up to 1-0136 157	from 166 439 up to 167 412	<u>Fuel pump</u> Now: push rod; flat with conical transition.
<u>1950</u>			
7 Feb.50	1-0145 428	94 350	<u>Tank filler cap</u> Now: cap with strainer (fitted in about 16 000 vehicles)
<u>Mar. 50</u>			<u>Fuel pump</u> Now: black, flexible diaphragms fitted only.
25 Apr.50	1-0161 234	194 696	<u>Solex carburetor</u> Now: hinged float, float weight 12.5 g, pilot jet air bleed 1.0 mm dia.
5 July 50	1-0177 736	from 213 301 up to 213 455	<u>Carburetor</u> Now: without hinged float
<u>1951</u>			
18 Jan.51	1-0224 763		<u>Throttle control valve</u> Now: sleeve for thrust spring
9 Feb.51	20-009 940		

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10 Dec.51	1-0309 833 20-019 589		<u>Solex carburetor 26 VFIS</u> Now: hole in butterfly, 1.4/1.5 mm dia.
12 Dec.51	1-0310 360		<u>Operating rod for fuel tap</u> Now: smaller diameter , endpiece offset as heretofore
<u>1952</u>			
4 Mar.52	1-0331 701	400 705	<u>Heater channels, lower</u>
6 Mar.52	20-022 434		Now: cover plate between channels no longer fitted.
25 Mar.52	1-0338 059	408 661	<u>Muffler</u>
2 Apr.52	20-023 905	411 473	Now: connecting pipe for intake manifold heating no longer fitted.
29 July 52	1-0374 199	314 689	<u>Tank filler neck</u>
4 Aug. 52	20-030 868		Now: 60 mm dia. Formerly: 100 mm dia.
1 Oct.52	1-0397 023	481 713	<u>Carburetor 28 PCI</u> Formerly: carburetor 26 VFIS
			<u>Fuel piping</u> Now: cross section 17 mm ² Formerly: 32 mm ²
3 Dec.52	1-0419 133	508 079	<u>Heater channel actuating linkage</u> Now: modified from 221.5 to 217.5 mm at left-hand side and from 207.5 + 0.25 to 203.5 ± 0.25 mm at right-hand side.

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<u>1953</u>			
2 Jan.53	20-041 712	518 653	<u>Fuel lines</u> Now: cross section 17 mm ² Formerly: 32 mm ²
2 Jan.53	20-041 712	518 653	<u>Carburetor 28 PCI</u> Formerly: Carburetor 26 VFIS
15 Jan.53	1-0433 397	525 661	<u>Carburetor</u> Now: air correction jet 200 Formerly: 190
2 Feb.53	1-0440 792		<u>Rear heater sheets</u> Now: tongue ends bent toward each other to prevent rattling
13 Feb.53	1-0444 803 20-045 180	539 380	<u>Carburetor and fuel pump</u> Now: nipple angle 40° + 5° Formerly: 60°
7 Mar.53	20-047 002	47 040	<u>Fuel tank</u> Now: filler neck diameter 60 mm Formerly: 40 mm
10 Mar.53	1-0454 951	392 967	<u>Fuel tank</u> Now: filler neck diameter 80 mm Formerly: 40 mm
11 Mar.53	20-047 017		<u>Fuel tank</u> Now: filler opening on right hand side
1 May 53			<u>Fuel pump intermediary flange</u> Now: inner ribs reinforced to 2.5 mm. Pressing-on temperature increased to 170° Formerly: 1.5 mm, 165° (dimensions not including textile elements)

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14 June 53	1-0494 496	599 300	<u>Fuel line ends</u> Now: tinned, nipple made of "Pantal".
15 June 53	1-0494 340	599 218	<u>Carburetor, Solex 28 PCI</u> Now: ball valves made of bronze. Pump channel accessible through screw tap. Formerly: steel ball valves, steel pin tap.
18 June 53	20-054 994		
11 Aug. 53	1-0512 819 20-058 075	620 552	<u>Nipple for carburetor and pump</u> Now: 33° Formerly: 40° + 5°.
1 Dec. 53			<u>Tank filler cap base</u> Now: inclination of spring tensioning surface flattened, easier opening and closing of cap.
<u>1954</u>			
2 Mar. 54	1-0611 493		<u>Tank filler cap</u> Now: galvanized (Hydronalium) inside and outside
17 May 54	1-0653 400	788 196	<u>Carburetor 28 PCI</u> Now: nylon float fitted in 11 604 vehicles. Marking: blue point.
19 Aug. 54	1-0696 205 20-093 891	841 536	<u>Intermediary flange for fuel pump</u> Now: top lubrication hole 4 mm dia. no longer provided.

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31 Aug. 54	1-0702 742 20-095 422	849 905	<u>Carburetor 28 PCI</u> Now: main jet 117.5 air correction jet 195 Formerly: 122.5/200
13 Oct. 54	from 1-0713 718 up to 1-0751 006	from 882 625 up to 906 366	<u>Carburetor 28 PCI</u> Now: nylon float Marking: yellow point
<u>1955</u>			
12 Feb. 55	1-0814 430 20-116 095	980 644 980 405	<u>Fuel pump push rod</u> Now: spherically ground at both ends
14 Feb. 55	1-0814 685	984 789	<u>Carburetor 28 PCI</u>
15 Feb. 55	20-117 922	993 856	
17 Feb. 55		122-07472	Now: nylon float, weight 5.7 g, standard equipment
1 Mar. 55	20-117 902		<u>Fuel tap</u> Now: Bowden cable for fuel tap in driver's compartment, fuel tap with cork seal (formerly Thiokol). Fuel tap strainer no longer fitted, fuel tank relocated, filler opening 40 mm (formerly 80 mm) fuel tank: depression at fuel tap.
1 Mar. 55	20-117 902	991 590	<u>Carburetor 28 PCI</u> Now: air correction jet 180 Formerly: 195
4 Aug. 55	1-0929 746		<u>Fuel tank</u> Now: modified shape Filler neck 60 mm dia. Formerly: 80 mm dia. Fuel tap without strainer modified tap operating positions.

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10 Sept.55	1-0966 001		<u>Fuel tap</u> Now: cork flush with long tube
<u>1956</u>			
15 Feb.56	106 312 187 674	1 326 994 122-12165	<u>Fuel pump</u> Now: beaded cover plate
17 Apr.56	1 165 108		<u>Fuel tank</u> Distance from center of tank to center of filler neck, Now: 215 mm Formerly: 245 mm
26 June 56	185 697		<u>Ambulance fuel tank</u> Now: fuel indicator tank unit with copper seal Formerly: cork seal
1 Aug.56	1 259 095		<u>Fuel tap cotter pin</u> Now: 3.7 + 0.2 mm Formerly: 3 mm
21 Sept.56	201 501	1 553 093	<u>Carburetor: choke poppet</u>
27 Sept.56	1 306 289	1 493 995	<u>valve spring</u> Now: spring force 48 + 7 g Formerly: 33 g
8 Oct. 56	1 316 650 (Karmann-Ghia)		
Sept.56			<u>Fuel tank gasket</u> Rubber gasket for diameters of 100 mm, 80 mm and 60 mm supplied as Service Part (Standard: cork gasket)

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5 Apr. 57	1 498 843 -1 533 017		<u>Fuel tap</u> Now: Seal between filter in tank and fuel tap omitted
July 57			<u>Pilot jet</u> Now: Electromagnet shut off valve as service part
1 Aug. 57	1 600 440		<u>Fuel tank</u> Now: Plastic foam layer between tank and luggage compartment Formerly: Cardboard
			<u>Fuel consumption</u> Now: According to DIN 70030: about 7.3 liters per 100 km (32.2 miles p. US gall., 38.6 miles p. Imp. gall.), standard consumption. Formerly: 7.5 liters per 100 km (31.4 miles p. US gall., 37.6 miles p. Imp. gall.), average consumption
2 Sept.57	1 641 735	1 983 296	<u>Carburetor</u> Now: Plastic venturi Formerly: Light metal
1 Oct. 57	1 630 550		<u>Fuel tap</u> Now: Gasket glued to strainer Formerly: Fitted separately
1 Oct. 57	290 470		
Dec. 57			<u>Carburetor 28 PCI</u> Now: High altitude corrector as service part.
<u>1958</u>			
21 Jan. 58	1 805 131 -1 855 131		<u>Tank filler cap</u> Now: Cap with modified ventilation system: recognised by "N" on under-side of cap (approx 30.000 vehicles)

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22 Jan. 58	1 802 775 223 700	2 171 981 2 168 162	<u>Carburetor 28 PCI</u> Now: Spring for idling screw, Length: 12 mm number of coils 3.25 - 3.33 Formerly: 13.5 mm long number of coils 4.5
3 Feb. 58	VW Transporter	2 190 925	<u>Governor</u> Now: With governor (200 vehicles intermittently) as service part also optional extra.
5 Mar. 58	1 844 697	30 094 (143)	<u>Fuel tank</u> Now: Fiber gasket fixed on collar of fuel strainer.
23 May 58	361 100	2 378 726	<u>Carburetor 28 PCI</u>
29 May 58	1 975 105	2 385 613	Now: Venturi of plastic, standard. Formerly: Light metal.
11 June 58	1 976 996	-	<u>Fuel pump</u>
12 June 58	394 900	-	Now: Minimum delivery 16 l/h at 3000 - 3400 r.p.m. Maximum delivery pressure 1.8 m water column = 0.18 kg/sq.cm. (2.6 lbs/sq.in.) Measurement from middle of fixing flange to top edge of output pipe 97 mm. Formerly: 91 mm.
12 June 58	-	122-45 787	
21 June 58	1 993 128		<u>Fuel tap operating lever</u> Now: Elongated hole 6 - 0.2 mm; width: 4.5 - 0.2 mm. Formerly: Round hole 4.6 - 4.4 mm dia.
7 Oct. 58	397 080		<u>Accelerator cable</u> Now: Length 3557 mm Formerly: 3549 mm
2 Dec. 58		122-48 490	<u>Fuel pump</u>
3 Dec. 58	2 193 249	2 675 068	Now: Synthetic filter
8 Dec. 58	417 115	2 680 764	Formerly: Without filter

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<u>1959</u>			
29 Jan. 59	2 269 017		<u>Fuel tank</u> Now: Filler cap 80 mm dia., venting through diaphragm Formerly: Labyrinth venting
23 Feb. 59	2 303 976	2 816 496	<u>Carburetor 28 PCI</u>
15 May 59	2 429 456	2 967 770	Now: Vacuum increased to double the amount for distri- butors with vacuum advance <u>only</u> (5000 engines intermittent- ly)
19 May 59	469 447	3 403 348	<u>Fuel pump</u> Now: Modified design
6 Aug. 59	2 533 139 (143)		<u>Carburetor 28 PCI</u>
6 Aug. 59	2 533 158 (141)		Now: Modified and installed with distributors with vacuum advance only
5 Nov. 59	2 708 099		<u>Fuel tap</u> Now: Cork seal Formerly: "Thiokol" seal
<u>1960</u>			
11 Feb. 60	2 890 070		<u>Fuel tap</u>
23 Feb. 60	573 258		Now: Modified design with rubber cap
2 May 60	469 506	3 427 951	<u>Fuel pipe from pump to carburetor</u> Now: Synthetic material Formerly: Rubber
25 May 60	3 099 936		<u>Fuel tap</u>
7 June 60 up to	3 134 151		Now: Thiokol washer Formerly: Cork

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1 June 60	614 456	5 000 001	<u>Air cleaner</u> Now: Oil bath air cleaner with pre-heating Formerly: Without pre-heating
1 June 60	3 115 197	3 782 183	<u>Carburetor 28 PCI</u>
8 July 60	- 3 192 506	- 3 919 979	Now: Venturi 22 mm dia. Main jet 120, air correction jet 160, pilot jet g 55 (approx. 5000 30 b.h.p. engines) Formerly: Venturi 21.5 mm dia. Main jet 117.5, air correction jet 195, Pilot jet g 50 <u>Carburetor</u> Now: 28 PICT with automatic choke Formerly: 28 PCI
7 July 60	3 186 876 (intermittently) 3 191 531 (continuously)		<u>Fuel tap</u> Now: Thiokol washer Formerly: Cork
1 Aug. 60	3 192 507	5 000 001	<u>Fuel tank (including Standard)</u> Now: Considerably flatter and deeper. Filler neck on left with ventilation pipe. Formerly: Filler neck on right, ventilation in cap <u>Fuel tap (including Standard)</u> Now: Feed pipe 87 mm dia. Formerly: 78.5 mm dia. <u>Carburetor 28 PICT</u> Now: 28 PICT with automatic choke Formerly: 28 PCI

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			<u>Air cleaner</u> Now: With pre-heating Formerly: Without
1 Aug. 60	2 192 507	5 000 001	<u>28 PICT Carburetor</u>
27 Sept. 60	658 784	5 168 945	Now: Vehicles with cyclone air filter have modified carburetor and distributor
5 Aug. 60	638 775	5 027 614	<u>Air filter with pre heating</u>
15 Aug. 60	3 221 788	5 054 231	Now: Connecting hose air filter/left heater junction box each connection fitted with hose clip. Formerly: Without hose clip
14 Sept. 60	3 299 968 (intermittently)		<u>Accelerator cable</u>
9 Nov. 60	3 433 280 (continuously)		Now: Synthetic tube between frame and engine.
13 Oct. 60	3 373 369	5 222 819	<u>Hose between fuel pump and carburetor</u>
13 Oct. 60	3 373 469 (stand)	3 903 001	
13 Oct. 60	667 382	5 222 819	Now: Rubber hose with woven outer covering Formerly: Synthetic hose
31 Oct. 60	3 405 001		<u>Accelerator pedal</u> Now: Higher mounting, rubber cover lengthened at the bottom
4 Nov. 60	678 336		<u>Accelerator cable</u> Now: Cable eye hooked directly into the hole in pedal lever. Formerly: Secured with bolt, washer and cotter pin.
9 Nov. 60	3 437 125		<u>Fuel tap</u> Now: Operating lever/tap secured with spring clip. Formerly: Cotter pin

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9 Dec. 60	3 510 198	5 363 790	<u>Carburetor 28 PICT</u>
9 Dec. 60	695 548	5 363 790	Now: Retaining ring for ceramic cover modified, stronger lugs.
17 Dec. 60	701 386	5 395 035	<u>Carburetor 28 PICT</u>
21 Dec. 60	3 535 050	5 395 035	Now: Drilling and discharge opening in the discharge arm 2.4 and 3.2 mm dia. (from carburetor No. 5 508 201) Formerly: Both 2.7 mm dia.
<u>1961</u>			
16 Jan. 61	716 433	5 475 269	<u>Fuel pump</u>
16 Jan. 61	-	122-079 990	
19 Jan. 61	3 606 032	5 475 269	Now: Delivery pipe angled upwards. Gasket between filter and pump cover. Filter modified.
10 Mar. 61	746 036	-	<u>Fuel tap</u>
			Now: Thiokol washer Formerly: Cork and Thiokol from Chassis No. 674 394 (31.10.60) Formerly: Cork only.
17 Mar. 61	749 003	122-084-791	<u>Fuel tap</u>
			Now: Cable 2 mm dia. (type 261 only) Formerly: 1.5 mm dia.
11 May 61		122-084 791	<u>Carburetor 26 VFIS</u>
			Now: Air correction jet 170 (from carburetor No. 5 554 995) Formerly: 160
31 July 61	4 010 995		<u>Fuel gauge</u>
			Now: For De Luxe and Ghia models Formerly: Fuel tap

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31 July 61	802 986		<u>Fuel gauge</u>
			Now: Electric fuel gauge Formerly: Fuel tap
23 Nov. 61	0 006 305	0 006 942	<u>Carburetor 32 PHN</u>
			Now: Angled pump lever Swivel connection by means of pin and spring clip. 0.8 mm distance washer below diaphragm.
29 Nov. 61	869 982		<u>Accelerator cable</u>
			Now: Plastic sleeve between body and engine