

Rear Axle · Transmission

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Date introduced	Chassis No.	Unit No.	Modification
<u>1946</u>	054 210		<u>Rear axle shaft spacer</u> Now: surface-ground Formerly: surface-turned
<u>1947</u>	065 866		<u>Bearing cover mounting</u> Now: hex. head bolt New-type bearing cover and spring washer Formerly: hex. socket screw
	from 071 595 up to 112 869	from 079 415 up to 123 230	<u>Transmission case</u> Now: narrow seat for differential bearing, right
<u>1948</u>	090 784	100 481	<u>Rear axle sealing</u> Now: modified brake drum, oil deflector and spacer Now: width of spacer 15.9 - 16.1 mm Formerly: width 12.9 - 13.1 mm
<u>1949</u>			
9 Feb.49	from 094 188 up to 094 268	from 104 955 up to 105 056	<u>Differential side gears</u> Now: without bush in a number of cases (102 transmissions)
7 Mar.49	097 121	107 180	<u>Rear axle sealing</u> Now: rubber seal, (spacer chamfered 2.9 - 2.3 mm x 45°)
March 49	from 098 396 up to 098 400	from 108 551 up to 109 028	<u>Transmission case</u> Now: made of electron in a number of cases Formerly: remelt alloy

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17 Mar.49	098 400	108 553	<u>First oil filling (transmission case)</u> Now: 2.5 ltrs. Formerly: 3 ltrs.
25 Apr.49	100 962	111 400	<u>Bearing cover</u> Now: sealing by compound Formerly: rubber seal
26 Apr.49	102 026	112 521	<u>Transmission case</u> Now: made of electron, standard equipment Formerly: remelt alloy
29 Apr.49	102 557	113 084	<u>Rear axle sealing</u> Now: baffle on propeller shaft Formerly: without baffle
6 May 49	1-0103 610	114 140	<u>Transmission mounting bracket</u> Now: center marking Formerly: without marking
9 May 49	1-0103 610	114 140	<u>Transmission mounting bracket</u> Now: with indentation, distance at least 3 mm Formerly: center marking
9 May 49	from 1-0104 955 up to 1-0105 056		<u>Differential side gears</u> Now: without bushes in a number of cases (102 transmissions)
18 May 49		from 112 389 up to 112 501	<u>Differential side gears</u> Now: without bushes in a number of cases (165 transmissions)

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8 June 49	from 1-0106 652 up to 1-0106 722	from 117 081 up to 117 114	<u>Differential side gears</u>  Now: without bushes in a number of cases (50 transmissions)
June 49	1-0108 745	119 201	<u>Oil seal (rear axle)</u>  Now: made of Perbunan (blue)
July 49	1-0110 307	120 707	<u>Transmission case, right-hand side</u>  Now: wider differential ball bearing seat in a number of cases
July 49	1-0112 868	123 230	<u>Transmission case, right-hand side</u>  Now: wider differential ball bearing seat, standard equipment
Aug. 49	1-0115 763	126 067	<u>Back plate (brake)</u>  Now: four long holes in back plate Formerly: round holes
Aug. 49	1-0116 920	127 189	<u>Bearing flange/Axle tube</u>  Now: secured by splined dowel pin Formerly: hex. head bolt with nut
Aug. 49	1-0117 053		<u>Lever-type shock absorber</u>  Now: double acting type fitted in a number of cases Formerly: single acting type
Oct. 49	1-0127 560	137 582	<u>Clutch operating lever</u>  Now: reinforced

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Oct. 49			<u>Main shaft</u>  Now: ball bearing Formerly: roller bearing on main shaft
Oct. 49	1-0127 600	134 666	<u>Lever-type shock absorber</u>  Now: marked blue or yellow (for high pressure and low pressure stage)
Nov. 49	1-0132 662		<u>Lever-type shock absorber</u>  Now: Alternatively Boge or Hemscheidt make Formerly: Hemscheidt make only
Dec. 49	1-0133 888	143 905	<u>Transmission case</u>  Now: wide differential ball bearing seat right and left, standard Formerly: narrow seat on right-hand side
Dec. 49	1-0137 594	147 606	<u>Roller bearing / pinion assy.</u>  Now: With flanged coupling pulley at pinion side Formerly: facing shift gear
Dec. 49	1-0137 970		<u>Lever-type shock absorber</u>  Now: modified shock absorber links (twisted bands) Formerly: straight band
1950			
Jan. 50	1-0142 069	152 405	<u>Oil filling (transmission case)</u>  Now: Hypoid oil
27 Jan. 50	1-0143 592	153 800	<u>Transmission case /assembly</u>  Now: 0.10 - 0.18 mm contact stress between ball bearings and differential housing

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13 Feb. 50	1-0146 673	157 175	<u>Oil deflector</u> Now: modified shape
Febr. 50			<u>Oil drain plug for transmission case</u> Now: hex. head, 19 mm span Formerly: 22 mm
March 50		000 01	<u>Transmission (Transporter)</u> Now: start of production
20 Apr. 50	1-0160 190	172 280	<u>Transmission case</u> Now: 0.25 - 0.30 mm seal between cover and transmission case Formerly: 0.10 mm
21 Apr. 50	1-0160 382	172 207	<u>Main shaft seal ring</u> Now: modified shape
May 50			<u>Differential gear</u> Now: only identical-production-method gear wheels are fitted (Gleason or Klingelberg make)
4 May 50	1-0163 261	175 688	<u>Hex. head screw for ring gear mounting</u> Now: length of shank 6.4 - 7.3 mm
16 May 50	1-0163 297	175 750	<u>Differential gear housing</u> Now: spherical thrust surface for differential bevel gear in a number of cases

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22 May 50	Type 2	from 180 242 up to 180 485	<u>Rear axle-gear shaft</u> Now: gear wheel shrunk onto shaft Formerly: keyed
28 May 50	1-0167 890	180 741	<u>Brake cylinder</u> Now: diameter 15.8 mm
1 July 50	1-0176 762	191 016	<u>Differential gear housing</u> Now: spherical thrust surface for differential bevel gear, standard
5 Aug. 50	20-001 461		<u>Lever-type shock absorber</u> Now: double acting Formerly: single acting
26 Sept. 50	1-0196 362	214 990	<u>Shift rod for 1st/2nd gear</u> Now: engaging notches: poppet: hollow seat Formerly: deeply seated.
30 Sept. 50	1-0194 649	216 225	<u>Shift rod for 3rd/4th gear</u> Now: engaging notches poppet: hollow seat Formerly: deeply seated.
29 Nov. 50		236 793	<u>Fulcrum plates/fin, rear axle shaft</u> Now: bore and pin Formerly: without bore and pin
30 Nov. 50	1-0213 420 20-007 307	236 305	<u>Pinion assy. guide sleeve</u> Now: elongated by 2 mm, spacer for 4th gear no longer provided

1951

Date introduced	Chassis No.	Unit No.	Modification
5 Jan. 51	20-008 308		<u>Spring plate adjustment</u> Now: 4-5° Formerly: 5 - 6°
13 Feb. 51	1-0231 453 20-009 671	259 012	<u>Reverse pin</u> Now: C - washer, pin with annular groove. Formerly: stop
6 Apr. 51	1-0244 003	274 520	<u>Shock absorber</u> Now: telescopic shock absorber Formerly: lever type shock absorber (for export and Convertible only)
1 June 51 from up to 1-0260 921	1-0255 662		<u>Fulcrum plates</u> Now: front inclination 20° Formerly: 30°
10 July 51	1-0266 453	301 644	<u>Differential side gear and differential bevel gears</u> With Klingelberg or Gleason teeth. Now: alternatively modulus 3.9 (formerly: 3.3). Teeth: number of differential bevel gear teeth reduced from 13 to 11, number of differential side gear teeth reduced from 20 to 17.
Aug. 51			<u>Shift pins</u> Now: eccentric shift pins for 4th gear (service part)
13 Sept. 51	1-0284 696	322 800	<u>Reverse sliding gear</u> Now: with chamfered teeth in a number of cases.

Date introduced	Chassis No.	Unit No.	Modification
28 Nov. 51	1-0306 724 20-019 422	348 990	<u>Pinion nut</u> Now: tightening torque 15 mkg, then loosen, then tighten again with a torque of 5 mkg Formerly: 17 mkg
5 Dec. 51 6 Dec. 51	1-0308 242 20-019 547		<u>Pinion assy., cylindrical roller bearing</u> Now: dipped for 10 minutes in hot oil (90°C) before assembling.
<u>1952</u>			
Jan. 52			<u>Gear wheels, 1st/2nd gear</u> Now: scraped gear wheels, improved side characteristics, 0.03 Formerly: 1.5 mm
8 Jan. 52	20-020 353		<u>Rear axle-gear wheel shaft</u> Now: core strength 100 - 130 kg Formerly: 80 - 110 kg
25 Jan. 52 28 Jan. 52	1-0320 804 20-021 054	365 307	<u>Drive shaft</u> Now: raised contact surface for felt seal ring Formerly: indenture in front of splined fit
15 Feb. 52 15 Feb. 52	1-0326 816 20-021 771	372 084	<u>Reverse sliding gear</u> Now: teeth chamfered 27.5/27.3 mm. standard Formerly: 29.1/28.9 mm
26 Apr. 52 29 Apr. 52	1-0347 064 20-025 444	396 280 397 506	<u>Pinion assy.</u> Now: groove for circlip in front of roller bearing. Circlip introduced.

Date introduced	Chassis No.	Unit No.	Modification
10 June 52	20-028 166	413 896	<u>Axle tube-Hose clamp</u> Now: 9 mm wide Formerly: 5 mm wide
28 July 52	20-030 390	428 501	<u>Pinion assy./ ring gear</u> Now: pinion teeth reinforced 0.4 mm (Klingelberg make). Gleason make: reinforced ring gear.
18 July 52	1-0373 460	428 181	<u>Pinion assy./ ring gear</u> Now: pinion teeth (Klingelberg make), ring gear teeth (Gleason make) reinforced 0.4 mm
Sept. 52			<u>Lock ring for guide sleeve</u> Now: whenever required, 2.4 mm wide ring to provide 3rd gear wheel axial play of 0.20 - 0.40 mm
30 Sept. 52	1-0396 588	456 170	<u>Gear shift housing</u> Now: 2 reinforcing ribs at bottom Formerly: one rib at top
1 Oct. 52	1-0397 023	A-00001	<u>Synchronized transmission</u> 2nd, 3rd, and 4th gear synchronized. Now: fitted in VW Export Sedan Formerly: standard transmission  <u>Anti-vibration unit for transmission suspension</u> Now: anti-vibration unit front and rear Formerly: without anti-vibration units

Date introduced	Chassis No.	Unit No.	Modification
1 Oct. 52			<u>Spring plate adjustment</u> Now: $13^{\circ} + 30'$ Formerly: $8^{\circ} \pm 30'$
			<u>Bearing flange for axle tube</u> Now: cast-on elongated arm for shock absorber accommodation (longer spring travel, longer shock absorber).
			<u>Telescopic shock absorber</u> Now: 130 mm long Formerly: 90 mm long
			<u>Pinion nut</u> Now: tightening torque 15/6-7 mkg Formerly: 15/5 mkg
			<u>Rear axle number</u> Now: in front of contact surface for gear shift housing, right housing half Formerly: above flange for starter, right housing half
			<u>Torsion bars</u> Now: 24 mm dia. Formerly: 25 mm dia.
			<u>Gear shift housing</u> Now: breather on top Formerly: two lower holes (no longer provided)
1 Oct. 52	20-035 112	456 602	<u>Gear shift housing</u> Now: 2 reinforcing ribs at bottom Formerly: one rib at top

Date introduced	Chassis No.	Unit No.	Modification
1 Oct.52			<u>Transmission and engine suspension</u> Now: front rubber pad of reduced Shore hardness
13 Oct.52	1-0402 618	05 225	<u>1st speed sliding gear</u> Now: annular groove 4.5/4.4 mm wide Formerly: 4.3/4.1 mm wide
16 Oct.52	1-0402 727	05 300	<u>Shift sleeve for 3rd/4th gear</u> Now: 0.6 mm wider
27 Oct.52	1-0406 355	08 000	<u>Operating sleeve for 3rd/4th gear</u> Now: inside diameter enlarged by 0.07 - 0.15 mm
31 Oct.52	1-0408 342	09 301	<u>Pinion</u> Now: working surface of teeth ground over the entire length
31 Oct.52	20-037 521	461 501	<u>Pinion set</u> Now: Klingelnberg teeth only Formerly: Gleason teeth in a number of cases
10 Nov.52	1-0410 918	010 157	<u>1st gear</u> Now: 25° inclination at three points, addendum circle dia. enlarged by 0.05 mm, chamfered at both sides
11 Nov.52	1-0411 608	012 040	<u>Ring seal for rear wheel bearing cover</u>
11 Nov.52	20-038 306	463 040	Now: outside diameter reduced by 0.05 mm; inside diameter enlarged by 0.06 mm

Date introduced	Chassis No.	Unit No.	Modification
13 Nov.52	1-0412 749	012 993	<u>Pinion assy.</u> Now: length 122 ± 0.05 mm Washers 0.1/0.2 mm between cylindrical roller bearing and synchronizing unit of 1st and 2nd gear
23 Nov.52	1-0415 723	015 500	<u>Differential gear</u>
24 Nov.52	20-039 175	464 943	Now: axle shaft gears and differential bevel gears with REVACYCLE teeth only ( in a number of cases).
24 Nov.52	1-0416 104		<u>Axle tube</u> Now: rubber hose ring to prevent rattling of hand brake cable (for export only)
26 Nov.52	1-0417 039	016 576	<u>2nd gear: synchronizing unit and synchronizer stop ring</u> Now: modified tolerances for better centering
15 Dec.52	1-0423 703	021 863	<u>2nd speed sliding gear</u> Now: gear width 29.65 - 0.1 mm Formerly: 29.5 - 0.1 mm
18 Dec.52	1-0425 154	023 075	<u>3rd speed sliding gear</u> Now: gear width 31.55 - 0.05 mm Formerly: 31.3 + 0.1 mm
18 Dec.52	1-0425 298	023 225	<u>4th speed sliding gear</u> Now: gear width 33.4 - 0.05 mm Formerly: 33.15+ 0.1 mm
18 Dec.52	1-0425 154	023 075	<u>3rd gear clutch</u> Now: width 15.75 + 0.1 mm Formerly: 15.6 + 0.1 mm

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18 Dec.52	1-0425 298	023 225	<u>4th gear clutch</u> Now: width 15.75 + 0.1 mm Formerly: 15.6 + 0.1 mm
<u>1953</u>			
1 Jan.53	1-0440 292		<u>Telescopic shock absorber</u> Now: groove at piston to prevent collection of oil
27 Feb.53	1-0450 810	from 046 280 up to 048 800	<u>First oil filling (transmission case)</u> Now: 2.5 ltrs. Formerly: 3 ltrs.
27 Feb.53	1-0450 932	046 372	<u>Bearing bush for 2nd and 3rd gear</u> Now: inside chamfer 15° + 1° at both ends Formerly: negligible chamfering only
2 Mar.53 13 Mar.53	from 1-0451 448 up to 1-0456 632	from 046 856 up to 052 286	<u>Ball bearing - drive shaft</u> Now: type C3 + NC 3, Luft make Formerly: Bis C2
10 Mar.53	20-047 102	049 415	<u>Transmission</u> Now: synchromesh transmission Formerly: standard transmission Now: "2A" in front of unit number
11 Mar.53			<u>Mountain drive 5:27</u> Now: M-equipment Marking: "M" behind unit number

Date introduced	Chassis No.	Unit No.	Modification
24 Apr.53	1-0473 817 20-050 749	069 850	<u>Spring for lockplate</u> Synchronizing unit 3rd/4th gear Now: opening 49.6 mm instead of 20.6 mm, length of hook 1.5 ± 0.2 mm instead of 1.5 ± 0.1 mm
28 Apr.53	1-0474 922	from 070 420 up to 078 351	<u>Selector forks</u> Now: with continuous web in a number of cases
29 May 53	1-0486 887	from 084 019 up to 084 067	<u>Locking spring for 1st/2nd speed gear wheel</u> Now: reduced hardness in a number of cases
2 June 53	20-053 497 1-0488 171 1-0488 150	083 413 084 838 483 731	<u>Spacer for rear wheel bearing</u> Now: outside diameter 44.5/44.4 mm Formerly: 44.0/43.9 mm
10 June 53	from 1-0491 996 up to 1-0492 348	from 089 212 up to 089 373	<u>Locking spring for 1st/2nd speed gear wheel</u> Now: reduced hardness in a number of cases
10 June 53	from 1-0491 996 up to 1-0404 394 from 20-054 132 up to 20-054 709	from 088 196 up to 090 919	<u>Synchronizing unit/operating sleeve 1st/2nd gear and 3rd/4th gear</u> Now: 0.0-0.15 mm side play Formerly: 0.2-0.3 or 0.1-0.2 mm
19 June 53	1-0496 293 20-054 679	484 782 (Stand.) 092 830	<u>Differential gear housing</u> Now: max. lateral runout 0.02 mm
23 June 53 2 July 53	1-0497 413 20-056 018	094 700	<u>3rd/4th gear clutch</u> Now: teeth elongated 0.4 mm. Length of wearing surface between clutch and synchronizing ring Now: 1.0 mm Formerly: 1.4 mm



Date introduced	Chassis No.	Unit No.	Modification
1 July 53	1-0501 417 20-056 049	098 201 099 003	<u>Selector fork for 3rd/4th gear</u>  Now: with continuous sliding surfaces, reinforced rib (standard) Formerly: 2 separate contact surfaces
9 July 53	1-0504 723	486 767 (Stand.) 101 692	<u>Ring gear 8:35 (Gleason make)</u>  Now: length of teeth 24.8/ 25.2 mm Formerly: 23.2/22.8 mm Ring gear tooth contact values: Now: 27.4/27.2 mm Formerly: 26.9/26.7 mm Ring gear - inside diameter: Now: 113.7/113.1 mm Formerly: 114.3/113.7 mm
15 July 53 16 July 53	1-0508 187 20-057 283	105 510 104 274	<u>Locking spring for 2nd gear</u>  Now: reduced hardness (standard)
5 Aug.53	1-0509 794 20-057 539	107 017 104 531	<u>Ring gear 7:31 (Klingelberg make)</u>  Now: modification similar to Gleason teeth. Ring gear tooth contact values: Now: 27.8/27.6 mm Formerly: 27.5/27.3 mm
11 Aug.53 12 Aug.53	1-0512 980 20-058 139	109 291 110 140	<u>Selector fork for 1st/2nd gear</u>  Now: with continuous sliding surfaces, standard Formerly: 2 separate contact surfaces
18 Aug.53	20-058 669	110 670	<u>Reduction gear</u>  a) upper gear wheel: Now: outside diameter 71.35 - 0.2 mm Formerly: 73.0/72.8 mm b) Lower gear wheel shaft: Now: outside diameter 95.15 - 0.2 mm Formerly: 96.7/96.5 mm

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4 Sept.53 5 Sept.53	20-060 280 1-0524 375	124 001 120 758	<u>Synchronizing unit/operating sleeve for 3rd/4th gear</u>  Now: lateral runout 0.0/0.7 mm in a number of cases Formerly: 0.0 - 0.15 mm
7 Sept.53 8 Sept.53	1-0525 624 20-060 485	121 921 124 250	<u>3rd gear wheel/pinion assy.</u>  Now: length of teeth 15.35/ 15.25 mm Formerly: 15.9/15.8 mm  <u>3rd/4th gear clutch</u>  Now: total width 15.8/15.65 mm Formerly: 15.95/15.80 mm
			<u>3rd gear stop plate/pinion assy.</u>  Now: 0.7 mm thick
			<u>3rd/4th gear operating sleeve</u>  Now: 19.1/19.0 mm wide Formerly: 18.7/18.6 mm
8 Sept.53 10 Sept.53	1-0526 249 20-060 695	122 418 124 421	<u>4th gear wheel/pinion assy.</u>  Now: width of teeth 17.2/ 17.1 mm Formerly: 17.75/17.65 mm Now: bore 30 mm dia. H 6 Formerly: 33 mm dia. H 6 Now: stop plate
14 Sept.53 14 Sept.53	1-0528 728 20-061 012	125 402 124 800	<u>Synchronizing unit/1st gear wheel</u>  Now: side play 0.15/0.25 mm Formerly: 0.05/0.15 mm
14 Sept.53 15 Sept.53	1-0528 628 20-061 085	125 422 124 811	<u>Synchronizing unit/gear operating sleeve for 3rd/4th</u>  Now: side play 0.0 - 0.07 mm, standard Formerly: 0.0 - 0.15 mm

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3 Oct. 53	20-062 732	133 500	<u>Gearshift housing</u> Now: breather at top Formerly: 2 lower vent holes
7 Oct. 53	1-0539 424	493 603 (Stand.)	<u>Ball socket for axle tube</u>
7 Oct. 53	1-0539 202	135 879	Increased inside diameter of socket Now: 5 r/ 4 r Formerly: 2 r/ 1 r
	20-063 122	133 879	
13 Oct. 53	20-063 569	138 348	<u>Rear axle-Gear shaft</u> Now: pitch circle diameter 95.15 - 0.2 mm Formerly: 96.7/96.5
24 Oct. 53	1-0548 440		<u>Spring plate</u> Now: elongated by 2 mm
11 Nov. 53	1-0557 028	152 682	<u>Differential gear housing</u> Now: improved fulcrum plate lubrication, 2 holes Formerly: guide plate at transmission case (type 1 only)
12 Nov. 53	1-0557 124	497 590 (Stand.)	
	20-066 206	149 999	
4 Nov. 53	1-0553 585	from 150 103 up to 150 618	<u>Washer between ball bearing and rear axle spacer</u> Now: spring band steel Formerly: sheet metal Now: outside diameter 45.5 mm Formerly: 58.0 - 57.8 mm
4 Nov. 53	1-0553 580	150 137	<u>Pinion nut</u> Now: tightening torque 10 mkg Formerly: 6 - 7 mkg
5 Nov. 53	20-065 585	149 380	

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14 Nov.53	20-066 434		<u>Spring plate support</u> Now: rear axle spring stops reinforced
14 Dec.53	1-0572 240		<u>Drive shaft, 1st gear/pinion assy.</u> Now: modified tooth values, smoother operation.
21 Dec.53	1-0575 415	167 878	<u>Pinion assy. and drive shaft/ 3rd and 4th gear wheel</u> Now: 3rd gear 27/22 teeth Formerly: 3rd gear 28/23 teeth Now: 4th gear 22/27 teeth Formerly: 4th gear 22/28 teeth
	20-069 409	169 153	
23 Dec.53	1-0577 238	503 406 (Stand.)	<u>Spacer for rear wheel bearing</u> Now: induction-hardened working surface Formerly: case-hardened surface
	1-0577 441	170 186	
	20-069 834	169 550	
1954			
9 Jan.54	1-0583 792		<u>2nd speed sliding gear</u> Now: tooth profile narrowed on working side
11 Jan.54	20-070 988		
9 Jan.54	1-0583 813		<u>Shift rod 1st/2nd gear</u> Now: 10.0 ± 0.05 mm distance between idler notch and 2nd gear notch Formerly: 8.5 + 0.05 mm Length of shift rod head: Now: 31.0 + 0.5 mm Formerly: 32.5 + 0.5 mm
11 Jan.54	20-070 923		
2 Feb.54	1-0596 335	190 550	<u>Selector shaft, selector fork for reverse gear</u> Now: adjustable selector fork Now: hardness 56 RC Formerly: annealed
	20-073 227	189 005	

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8 Feb.54	1-0599 151	192 998	<u>Synchronizer stop ring for 2nd gear</u>  Now: modified shape, slope angle 7° 30'
9 Feb.54	20-073 930	189 609	
13 Feb.54	1-0602 400 20-074 480	196 050 190 392	<u>Synchronizing unit for 2nd gear</u>  Now: working sides of 1st gear teeth offset 0.05 + 0.03 mm, groove induction-hardened
13 Feb.54	1-0602 340 20-074 427	195 326 190 180 508 068 (Stand.)	<u>Drive shaft</u>  Now: Pilot dia. 14.91/14.88 mm Formerly: 14.95/14.88 mm
15 Mar.54	1-0618 951 20-077 850	212 463 213 197	<u>Reserve gear bush</u>  Now: 10,000 bushes made of aluminum (Main-metal) Formerly: bronze
6 Apr.54	1-0631 159 20-080 300	223 282 236 523	<u>Pinion thrust washer</u>  Now: flat steel 3.3 mm Formerly: 3.5 mm (one month's production)
9 Apr.54	1-0632 758 20-080 680	237 003	<u>2nd gear wheel</u>  Now: clutch toothing: 7° lead
9 Apr.54	1-0632 758 20-080 680	237 003	<u>1st gear wheel</u>  Now: inside teeth: 7° lead
9 Apr.54	1-0632 892 20-080 758	236 000 237 066	<u>Selector fork / reverse sliding gear</u>  Now: Retaining bolt M 7 x 12 DIN 933 / quality 8 G Tightening torque: 2 mkg
13 Apr.54	1-0634 566 20-081 185	227 272 237 409	<u>Pinion nut</u>  Now: max. tightening torque 11/12 mkg Formerly: maximum 10 mkg.

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			<u>Drive shaft</u>  Now: max. 4/5 mkg Formerly: 3 mkg
13 May 54	1-0651 170	246 567	<u>Selector fork for reverse gear</u>  Now: elongated fork ends
14 May 54	20-084 549	250 246	
15 May 54	1-0652 171	247 554	<u>Gearshift housing</u>  Now: two upper reinforcing ribs Formerly: one rib
18 May 54	1-0670 139 20-088 508	265 725 266 573 519 455 (Stand.)	<u>Washer between ball bearing and rear axle spacer</u>  Now: made of spring band steel, dia. 45 mm Formerly: made of steel, dia. 58 mm
21 May 54	1-0656 120	517 019 (Stand.)	<u>Gearshift housing</u>  Now: 3 upper ribs Formerly: one rib
26 May 54	1-0658 501 20-085 860	249 620	<u>Reverse sliding gear</u>  Now: small gear wheel toothing chamfered 4° with reference to selector fork
31 May 54	20-086 630 1-0660 135	249 010 253 148	<u>Differential pinions</u>  Now: from now on REVACYCLE teeth only (standard)
15 June 54	1-0668 727 20-088 157	265 308 266 146	<u>Selector fork for reverse sliding gear</u>  Now: forged Formerly: sheet metal

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5 Aug. 54	1-0689 025 20-092 036	283 970	<u>Synchronizing unit for 2nd gear</u>  Now: groove bottom located level with or higher than tooth base. Formerly: lower location permissible
6 Aug. 54	20-091 756		<u>Rear axle gear shaft</u>  Now: drum mounted without play
3 Sept. 54	1-0706 581 20-095 776	301 008 299 445	<u>Bearing bush for 4th gear</u>  Now: surface copper-plated (24,000 bushes)
13 Sept. 54 14 Sept. 54	1-0712 065 20-096 998	311 284 309 290	<u>Transmission case half, right</u>  Now: oil rib for 4th gear/pinion assy.
16 Sept. 54	1-0713 985	311 454	<u>Anti-vibration mounting</u>  Now: Shore hardness, front $60 \pm 5$ , rear $80 \pm 5$ , fitted in a number of cases Formerly: Shore hardness, front $80 \pm 5$ , rear $60 \pm 5$
1 Oct. 54	1-0722 916 20-099 221	322 567 528 606 (Stand.)	<u>Bearing cover seal</u>  Now: service part, 0.10 - 0.15 mm, fitted alternately
25 Oct. 54	1-0740 125 20-102 400	336 900	<u>Gearshift housing cover</u>  Now: 10.22/10.28 mm Formerly: 10.2/12.3 mm
11 Nov. 54	1-0751 398	348 231 533 503 (Stand.)	<u>Anti-vibration mounting</u>  Now: softer in front, harder in the rear (standard)

Date introduced	Chassis No.	Unit No.	Modification
1 Dec. 54 2 Dec. 54	1-0762 401 20-106 812		<u>1st gear wheels</u>  Now: 0.01 + 0.01 mm recess no longer provided. Side play 0.2/0.3 mm Formerly: 0.15/0.25 mm
			<u>3rd and 4th gear wheel pair</u>  Now: side play 0.05/0.19 mm Formerly: 0.1/0.28 mm
16 Dec. 54	1-0773 819		<u>Gearshift lever, inner</u>  Now: 4,000 synchromesh transmissions (1,000 standard transmissions fitted with levers of the same type)
1955 11 Jan. 55	20-111 722	387 204	<u>Reduction gear</u>  Now: mountain drive 6:32 Formerly: 5:27 (service part)
			<u>Fulcrum plates</u>  Now: service part, normal size copper-plated
1 Mar. 55	20-117 902		<u>Spring plates</u>  Now: setting: $20^{\circ} \pm 30'$ Formerly: $4^{\circ} 30' \pm 30'$
			<u>Torsion bars</u>  Now: 29 mm dia. Formerly: 30 mm dia.
1 Mar. 55	20-117 902		<u>Shock absorber</u>  Now: telescopic shock absorber Formerly: lever-type shock absorber
			<u>Rear axle gear wheel shaft</u>  Now: 80 mm long Formerly: 48 mm long

Date introduced	Chassis No.	Unit No.	Modification
			<u>Shift rod coupling, rear</u> Now: turned through 180°, cover in load compartment floor no longer provided Fastened at bottom Formerly: fastened on top
11 May 55	1-0881 293 20-128 220	551 576 (Stand.)	<u>Gearshift lever, inner</u> Now: indential for synchromesh transmission and standard transmission (standard equipment)
4 June 55	1-0899 083 20-133 618	502 690 (Stand.)	<u>4th gear wheel/pinion assy.</u> Now: without the former oil bore of 2.4 mm dia. (20,000 vehicles)
July 55	1-0916 456 20-090 054		<u>Ball bearing for pinion assy., front</u> Now: bearing with wider inner race
4 Aug. 55	1-0929 746		<u>Spring plate setting</u> Now: 12° + 30' Formerly: 13° ± 30'
4 Aug. 55	1-0948 000		<u>Shift lever</u> Now: spring-loaded steel locking ball
30 Sept. 55	1-0980 518		<u>Telescopic shock absorber</u> Now: S 26 x 130 Formerly: Tdz 26 x 130
6 Nov. 55	1-1014 694 20-152 219		<u>Reduction gear 7:31, Gleason make</u> Now: 10,890 sets fitted Formerly: Gleason make, type V, ratio 8:35
1956			
13 Jan. 56	1 075 424	from 691 223 up to 691 775	<u>Reverse gear</u> Now: main metal bush in a number of cases Formerly: bronze bush only

Date introduced	Chassis No.	Unit No.	Modification
13 Feb. 56	104 466		<u>Reduction gear, 7:31, Gleason make</u> Now: 18,000 of type 1, 2,000 of type 2 Formerly: Gleason reduction gear 8:35
14 Feb. 56	167 997		
16 Apr. 56	1163 469	785 600	<u>Hex. head screw for shift fork, reverse gear</u> Now: 6 mm long Formerly: 12 mm long
18 Apr. 56	1167 145	582 851 (Stand.)	<u>Shift pins for 3rd/4th gear, standard transmission</u> Now: with eccentric end for 4th gear (standard) Formerly: with cylindrical end
26 Apr. 56	1170 815 178 400	799 593 583 674 (Stand.)	<u>Fulcrum plates</u> Now: with 0.002 - 0.003 mm copper plating (standard) Formerly: not copper-plated
22 May 56	1193 483	817 368	<u>Reduction gear, Gleason make</u> Now: tooth ratio 7:31 (standard) Formerly: 8:35 (type 1 only)
26 June 56	187 401	817 368	
28 May 56	183 325		<u>Telescopic shock absorber, Boge make</u> Now: TP x 291 Formerly: T 27 x 130
13 June 56	1216 555	847 012	<u>Reverse gear, synchromesh transmission</u> Now: main-metal bush with annular inside groove and two oil holes Formerly: main-metal or bronze bush, alternatively Now: wheel groove with two oil holes Formerly: oil in tooth gaps
26 June 56	182 500		
2 Aug. 56	191 842		<u>Telescopic shock absorber, Boge make</u> Now: S 26 I. x 130 Formerly: Tdz 26 x 130

Date introduced	Chassis No.	Unit No.	Modification
10 Aug. 56	1257 476		<u>Ball bearing for pinion assy., front</u> Now: 0.010 - 0.030 radial bearing tolerance Formerly: 0.003 - 0.020 mm (20,000 vehicles)
13 Aug. 56 5 Sept. 56	1258 990 194 201		<u>Ring gear 7:31, Klingelberg make</u> Now: modulus 3.25 (fitted in 10,000 vehicles and available as service part) Formerly: modulus 3.00
22 Aug. 56 5 Sept. 56	1270 043 197 100	903 175	<u>Wheel toothing for 3rd and 4th gear</u> Now: all teeth with the exception of 3 offset by 180°: working sides set back 0.2 mm Now: all teeth backed off 2°
17 Sept. 56	1295 147	931 787	<u>3rd and 4th gear wheels</u> Now: gear ratio 28:23 (3rd gear), (5,000 transmissions) Formerly: 27:22 Now: 23:28 (4th gear) Formerly: 22:27
28 Sept. 56 4 Oct. 56	1304 264 204 799	942 810	<u>Transmission oil</u> Now: SAE 80 from October to March Formerly: SAE 90
1 Oct. 56 1 Oct. 56	1305 701 203 493		<u>Ring gear 7:31 Klingelberg</u> Now: modulus 3.25, standard Formerly: m=3,00
25 Oct. 56 25 Oct. 56	1338 160 210 632		<u>Ring gear - Gleason</u> Now: tooth ratio 7:31 standard Formerly: 8:35
<u>1957</u>			
1 Jan. 57	1394 120		<u>Pinion assy.</u>
1 Jan. 57	223 217		Now: 122 + 0.05 mm Formerly: 122 ± 0.05 mm

Date introduced	Chassis No.	Unit No.	Modification
2 Jan. 57	223 642	1042 733	<u>Pinion assy.</u> (7,000 transmissions) Now: smaller outside diameter of shims between inner race and outer ring of roller bearing (Formerly: shim located in front of cover disc) Now: axial play of roller bearing 0.2 - 0.3 mm
4 Feb. 57 7 Feb. 57	1430 323 232 522	1089 280 1084 839	<u>4th gear wheel/pinion assy.</u> Now: oil bore (2.4 mm dia.) no longer provided Formerly: with oil bore
6 Feb. 57 8 Feb. 57	1436 285 232 701	1088 425 1090 115	<u>Pinion locking plate</u> Now: locking plate tongue bent half-round Formerly: flat tongue Now: pinion flattened behind thread Formerly: without even surface; groove. (Modifications effected in a number of synchromesh transmissions)
12 Feb. 57 15 Feb. 57	1437 984 234 400	1100 000 1100 160	<u>Shim for second speed clutch gear</u> Now: 0.1 mm and 0.15 mm shims Formerly: 0.1 mm and 0.2 mm
26 Feb. 57 4 Mar. 57	1454 551 238 500	1113 295 1113 295	<u>Pinion locking plate</u> Now: locking plate tongue rounded, pinion flattened behind thread, nut torque reduced to 8 - 9 mkg (standard) Formerly: pinion without flattened surface, grooved. Nut torque 10 - 12 mkg
4 Mar. 57	238 470	1115 487	<u>Oil drain plugs</u> Now: magnetic oil drain plugs Formerly: non magnetic drain plugs

Date introduced	Chassis No.	Unit No.	Modification
11 Mar. 57	240 800	1 132 187	<u>Reverse sliding gear</u> <u>(synchronesh transmission)</u> Now: shaft with a flat surface Formerly: round shaft Now: 2 oil passages and annular lubrication groove discontinued Formerly: with oil passages and annular groove, tubular material, bush with oil drilling and annular groove, die cast
13 Mar. 57	1 473 411	1 133 077	
13 Mar. 57	1 474 339	1 135 322	<u>Roller bearing for pinion</u> <u>assy., rear</u> Now: roller bearing No. 111 307 219 Formerly: roller bearing No. N 25 852 1
18 Mar. 57	241 100	1 132 487	
21 Mar. 57	1 483 446	1 143 220	<u>Differential pinion shaft</u> Now: two flat sections at each differential pinion contact surface (in a number of cases) Formerly: cylindrical contact surfaces
22 Mar. 57	243 700	1 141 731	<u>Anti-friction bearing</u> <u>(transmission)</u> Now: needle bearing for pinion assy., rear Formerly: roller bearing Now: needle bearing for main shaft, rear Formerly: ball bearing Now: self-aligning ball bearing for main shaft, front Formerly: normal ball bearing Now: lock pin for main shaft needle bearing, rear, and for reverse sliding gear shaft Formerly: lock pin for reverse sliding gear shaft only Now: reverse sliding gear shaft with groove for lock pin Formerly: bore for lock pin Now: pinion of pinion assy. 2 mm shorter <u>Differential pinion shaft</u> Now: two flat sections at each contact surface for differential pinion shaft (standard feature) Formerly: cylindrical contact surfaces

Date introduced	Chassis No.	Unit No.	Modification
1 Apr. 57	1 493 128	612 214	<u>Pinion / ring gear (Standard)</u> Now: Gleason teeth 7:31 (standard equipment) Formerly: Gleason teeth 8:35
1 July 57	1 584 655		<u>Clutch gear for second speed</u> Now: coast sides of first gear teeth offset 0.03 - 0.07 mm Slot relocated 0.8 mm in direction to first speed Formerly: coast sides of teeth offset 0.02 - 0.06 mm
1 July 57	267 549		
8 July 57	1 595 675	1 281 019	<u>Nut for main drive shaft</u> Now: modified locking arrangement. Main shaft groove 3 mm wider. Arched surface. Tab for lock plate modified accordingly
8 July 57	272 044	1 278 393	
1 Aug. 57	1 600 440		<u>Torsion bars</u> Now: internal splines shortened
1 Aug. 57	1 600 440		<u>Reverse sliding gear</u> Now: plain bush, guide in gear 3 mm longer
1 Aug. 57	271 676		
3 Sept. 57	1 646 286	1 336 022	<u>Transmission case</u> Now: hex. head nut, top rear jointing face: BM 8 x 52, N 10 351 1 Formerly: B M 8 x 50, N 10 350 1
5 Sept. 57	282 900	1 332 227	<u>Gears, 3rd/4th speed</u> Now: tooth ratios 23:28 and 28:23 Formerly: 22:27 and 27:22
30 Sept. 57	1 669 708		<u>Gasket, gear shift housing/ frame</u> Now: elastic rubber; domed rim Formerly: flat rubber
22 Oct. 57	1 695 701	1 389 722 -1 389 821	<u>Gears, 3rd/4th speed</u> Now: tooth ratios 23:28 and 28:23 (100 transmissions intermittently) Formerly: tooth ratio 22:27 and 27:22

Date introduced	Chassis No.	Unit No.	Modification
24 Oct. 57			<u>Anti friction bearing (transmission)</u> Now: special needle bearing, for synchromesh transmission (service part)
29 Oct. 57		KD-93 938	<u>Exchange rear axle (Transporter)</u> Now: needle bearings for pinion assy. and main shaft rear end. Ball thrust bearing for clutch
11 Nov. 57	1 726 006	1 429 355	<u>Needle bearing</u> Now: for pinion and main drive shaft, rear Formerly: roller bearing and ball bearing  <u>Gear wheels for 3rd/4th gears</u> Now: ratios 23:28 and 28:23 Formerly: ratios 22:27 and 27:22
2 Dec. 57	1 740 686	1 451 478	<u>Transmission case</u>
3 Dec. 57	-1 745 116 308 300	1 450 276	Now: height of convex surfaces of transmission case recessed 1 mm. Polyamid packing 1 mm thick fitted intermittently
10 Dec. 57	1 757 471	1 469 035	<u>Rear axle shaft</u>
30 Jan. 58	325 101	1 528 160	Now: width of flat end of shaft 17 c 10 Formerly: 17 d 9 Now: fitting clearance 0.095 - 0.302 mm (.0037" - .0119") Formerly: 0.05 - 0.230 mm
1958			
9 Jan. 58	1 789 807	1 503 797	<u>Magnetic drain plugs</u> Now: all VW export sedans fitted with magnetic drain plugs Formerly: non magnetic drain plug
13 Jan. 58	1 792 577	1 511 607	<u>Ball bearing for main drive shaft, front</u> Now: diameter of balls increased by 0.5 mm, better lubrication Resistance to axial play

Date introduced	Chassis No.	Unit No.	Modification
19 Mar. 58	1 878 495	1 616 145	<u>Reverse sliding gear</u>
27 Mar. 58	342 301	1 614 092	Now: bush inner dia. 16.075/16.050 mm Formerly: 16.100/16.075 dia. Now: clearance, bush/shaft 0.050-0.093 mm Formerly: 0.075 - 0.118 mm
5 May 58	1 929 993	1 677 448	<u>Needle bearing, rear for pinion and main drive shaft</u>
8 May 58	353 801	1 673 765	Now: secured with dowel pin also dowel pin with sleeve Formerly: dowel pin also lock pin
6 May 58	1 934 104		<u>Gearshift rod coupling</u>
2 June 58	361 220		Now: shore hardness of rubber packing reduced to 50 + 10 each screw secured separately Formerly: 60 + 10 screws secured together
11 June 58	1 978 962	1 733 878	<u>Main drive shaft</u>
18 June 58	366 150	1 732 595	Pilot-diameter 14.8 - 14.75 mm Formerly: 14.910 - 14.880 mm
26 June 58	1 999 284	1 756 145	<u>Bonded rubber and metal transmission suspension</u>
28 June 58	368 826	1 748 655	Now: shore hardness for rubber packing, front 59 ± 3, (passenger cars only) rear, 78 ± 3 (passenger cars and transporters) Formerly: 63 ± 3 also 80 ± 3
28 June 58	366 002 -367 900	1 731 796	<u>Needle bearing for pinion and main drive shaft, rear</u> Now: steel cage with plastic covering. T-bearing: 23 needles; needles 2 mm longer than formerly. A-bearing unaltered 18 needles (800 vehicles) Formerly: aluminium cage without plastic cover. T-bearing: 22 needles



Date introduced	Chassis No.	Unit No.	Modification
26 Aug. 58	383 299	1 806 949	<u>Ball bearing for main drive shaft, front</u> Now: diameter of balls increased by 0.5 mm; (passenger car) better lubrication, resistance to axial play Formerly: tapered bearing with split inner ring
9 Sept. 58 10 Sept. 58	2 078 055 388 007	1 844 607 1 847 343	<u>Transmission case</u> Height of convex surfaces of transmission case recessed 1 mm, therefore plastic packing 1 mm thick fitted
12 Sept. 58	2 081 621	647 248	<u>Shifting pin for 3rd/4th gears</u> Now: diameter of eccentric portion 6.2 mm + 0.2 mm Formerly: 5.4 + 0.25 mm
24 Sept. 58 30 Sept. 58	2 100 005 395 248	1 877 265 1 866 815	<u>Bonded rubber and metal transmission mounting</u> Now: bearing with reduced shore-hardness marked with identification mark "B" Formerly: identification mark "A"
2 Dec. 58	2 189 548		<u>Rear shock absorber</u> Improved design (5000 vehicles monthly intermittently) identification mark "A" before manufacturers sign - ATP 27 x 163 (Make Boge)
22 Dec. 58	420 574		<u>VW Ambulance</u> Now: spring plate adjustment $18^{\circ} 40' \pm 20'$ Formerly: $20^{\circ} \pm 30'$
1959 5 Jan. 59	425 461		<u>VW Fire Truck</u> Now: spring plate adjustment $21^{\circ} 30' \pm 20'$ Torsion bar: white paint ring on shaft Formerly: $20^{\circ} \pm 30'$

Date introduced	Chassis No.	Unit No.	Modification
6 Jan. 59	2 232 161		<u>Spring plates</u> Now: inclination angle $11^{\circ} \pm 30'$ Formerly: $12^{\circ} \pm 30'$ Now: camber of rear wheels $3^{\circ} \pm 30'$ Formerly: $4^{\circ} \pm 30'$
19 Jan. 59 22 Jan. 59	2 256 018 430 695	2 056 542 2 055 795	<u>2nd speed gears</u> Now: drive pinion gear 33 teeth Formerly: 32 teeth Main drive shaft gear unaltered with 17 teeth
19 May 59	469 447	B-2 268 121	<u>Transmission and rear axle</u> Now: one piece transmission case. Forward gears synchronized and equipped with needle bearings. Bipartite main drive shaft. One piece differential housing encased in transmission. Now: bonded rubber front transmission mounting, shore hardness $59 \pm 3$ . Now: number of teeth on reduction gears changed. 25/18 Formerly: 21/15 Now: rear axle number stamped on right hand side of transmission housing behind the gearshift housing
1 Aug. 59	490 623		<u>Threaded stud for main drive shaft</u> Now: length 22 mm Formerly: 18 mm
6 Aug. 59	2 528 668		<u>Spring plates</u> Now: inclination angle $16^{\circ} 30' + 50'$ . Thickness 4 mm Formerly: $11^{\circ} \pm 30'$ . Thickness 5 mm Now: elongated hole in spring plate for bearing housing

Date introduced	Chassis No.	Unit No.	Modification
			<u>Rear axle and engine</u> Now: final drive installed 15 mm (0.59") lower. Engine and transmission unit with 2° forward tilt, front rubber cushion, the gearshift housing, transmission shift rod and the three selector shafts modified
			<u>Gearshift rod coupling</u> Now: shore hardness of rubber packings reduced to 45 units Formerly: 50 units
			<u>Torsion bars</u> Now: 553 mm (21.77") long 22 mm (0.86") dia. Formerly: 627 mm (24.68") long 24.1 mm (0.95") dia. Now: prestressed. Marked for left or right side
			<u>Rubber bush for spring plate hub</u> Now: bush provided with 4 lugs on outer diameter
			<u>Spring plate hub cover</u> Now: recess for rubber bush; aperture for spring plate hub omitted
			<u>Rubber bumper</u> Now: screwed to the spring plate and the cross tube flange
			<u>Bonded rubber and metal - front mounting</u> Now: modified design, shore hardness 60 ± 3 E
25 Aug. 59	2 567 092		<u>Main drive shaft</u> Now: pilot diameter 14.910 - 14.880 mm Formerly: 14.800 - 14.750 mm
2 Sept. 59	503 026	B-2 445 490	<u>Front bonded rubber and metal mounting</u> Now: shore hardness 65 ± 3 Formerly: 59 ± 3

Date introduced	Chassis No.	Unit No.	Modification
24 Sept. 59	511 907	B-2 492 256	<u>Differential housing</u> Now: Two holes 48 mm dia. in house casting Now: Oil change 2.5 L Formerly: Oil change 2.0 L
28 Sept. 59	514 149	B-2 440 978	<u>Transmission case ventilation</u> Now: The breather passage in the gearshift housing and oil return passage in the gear carrier repositioned
6 Oct. 59	2 646 700	2 535 148	<u>Front bonded rubber mounting</u> Now: Shore hardness 53 ± 3 E Formerly: 59 ± 3 E
14 Oct. 59	520 000		<u>Drive pinion and ring gear</u> Now: Gleason toothing 8 : 33 Formerly: Only Klingelberg toothing
19 Oct. 59	522 240	2 547 973	<u>Differential side gear thrust washer</u> Now: Thickness 3.2 mm Formerly: 3.0 mm
1 Dec. 59	535 080		<u>Threaded stud for main drive shaft</u> Now: Threaded both ends, 2 mm gap between threads
7 Dec. 59	543 946	2 666 658	<u>Differential side gears</u> Now: Chamfered edge of side gears have been omitted. Modified parts available under point No. SP 54 E
8 Dec. 59	546 150	2 667 737	<u>Fulcrum plates</u> Now: 0.1 - 0.2 mm rounded contour lengthwise on the curved side. Play: Max. 0.05 mm between rear axle shaft/fulcrum plates/differential side gear Formerly: 0.095 - 0.302 mm
20 Apr. 60	3 020 903	2 980 288	

Date introduced	Chassis No.	Unit No.	Modification
<u>1960</u>			
8 Jan. 60	556 075	2 712 745	<u>Ring gear attaching screws</u> Now: Each screw provided with a spring washer in addition to securing wire
20 Jan. 60	560 704	2 758 793	<u>Gear for 3rd and 4th speed - driveshaft</u> Now: Cones with larger dia. 59.55 mm Formerly: 59.00 mm
Feb. 60			<u>Ring gear</u> Now: Altered to 0.25 mm, valid for all Transporters from Chassis No. 469 447 (19.5.59) Formerly: 0.22 mm
9 Feb. 60	563 411	2 770 915	<u>Drive pinion and ring gear</u> Now: Strengthened Klingelnberg gear set. Intermittently. Adjustment the same as for Gleason 58.70 mm (2.3110") identification mark "P" on ring gear
17 Feb. 60	572 083	2 829 408	<u>Drive pinion and ring gear</u> Now: Strengthened Klingelnberg gear set, standard adjustment the same as for Gleason 58.70 mm (2.3110") identification mark "P" on ring gear
15 Mar. 60	584 155	2 868 771	<u>Thrust washer for differential side gear</u> Now: Thickness 4 mm. Groove for locking in housing moved outwards 0.8 mm Formerly: Thrust washer thickness 3.2 mm
	584 927	2 872 500	<u>Drive pinion/ring gear</u> Now: Strengthened Klingelnberg gear sets, marked with a "K" on the pinion face Formerly: Marked with "P" on ring gear

Date introduced	Chassis No.	Unit No.	Modification
1 Apr. 60	589 709	2 875 352	<u>Rear axle shafts</u> Now: Sleeve with ball and spring in one of narrow faces
13 Apr. 60	596 257	2 964 944	<u>Synchro clutch gear for 3rd and 4th gears</u> Now: Groove in outer teeth, and tooth flanks set back. Operating sleeve: Retaining shoulders discontinued. Clutch gear and sleeve matched and marked with etched line. Figure 4 on clutch gear must be towards 4th gear wheel.
3 May 60	602 615	2 996 125	<u>Assembly of pinion</u> Now: Concave washer for 3rd gear wheel Formerly: Thrust washer
6 May 60	605 706	2 998 174	<u>Final drive covers</u> Now: Paper gasket between final drive covers and transmission case Formerly: Sealing compound
12 May 60	607 754	2 998 867	<u>4th gear wheel (Pinion)</u> Now: Gear wheel not symmetrical. Larger shoulder faces towards spacer sleeve
1 June 60	614 456		<u>Drive pinion/ring gear teeth</u> Now: Klingelnberg 8 : 33 Formerly: Klingelnberg and Gleason teeth 7 : 31
			<u>Gear wheels pairs for 3rd and 4th speeds</u> Now: No. of teeth 3rd gear 28 : 23 No. of teeth 4th gear 23 : 28 Formerly: 3rd gear 29 : 22 4th gear 24 : 27

Date introduced	Chassis No.	Unit No.	Modification
7 June 60	3 116 871		<u>Torsion bars, rear</u> Now: Depressions in the spring plate hub to prevent movement horizontally
1 Aug. 60	3 192 507		<u>Rear axle</u> Now: One-piece housing. All forward gears synchronised and with needle bearings. Main drive shaft split. Formerly: Housing in two parts and drive shaft in one piece. 1st gear not synchronised. New: 3rd gear teeth 29 : 22, 4th gear 24 : 27 Formerly: 3rd gear 28 : 23 4th gear 23 : 28
1 Aug. 60	3 192 507		<u>Rear suspension</u> Now: Rubber bumpers lengthened by 10 mm  <u>Drive pinion/ring gear</u> Now: Gleason teeth 8 : 35 Formerly: Gleason and Klingelnberg teeth 7 : 31  <u>Drive pinion</u> Now: Concave washer for 3rd gear wheel Formerly: Thrust washer  <u>Bonded rubber mounting, front</u> Now: Flat version with modified attachment (Shore hardness 53 ± 3) Formerly: arched version  <u>Bonded rubber mounting, rear</u> Now: Shore hardness 65 ± 5 Formerly: 78 ± 5

Date introduced	Chassis No.	Unit No.	Modification
1 Aug. 60	3 192 507 632 780	3 195 487 3 198 701	<u>Ring gear mounting</u> Now: 17 mm screws Formerly: 15 mm screws with spring washers  <u>Differential housing</u> Now: Flange thinner. The shim contact area on the ring gear side is no longer undercut Formerly: Recesses for screw heads.
1 Aug. 60	3 192 507 632 585		<u>4th gear wheel - main drive shaft</u> Now: Thrust washer with oil pockets (intermittently from 15 march 60 - Chassis No. 583 671 - Rear axle No. 2 869 382). Formerly: Without oil pockets
3 Oct. 60	3 335 848		<u>Shock absorber</u> Now: Approx. 35 % softer version (Make "Boge")
9 Nov. 60	3 431 598 679 888	3 458 940 3 501 450	<u>4th gear wheel - main drive shaft</u> Now: Thrust washer outside dia. 47.5 - 0.5 mm Formerly: 45.0 - 0.5 mm
9 Dec. 60	3 503 952		<u>Shock absorber</u> Now: Approx. 35 % softer version (Make "Fichtel & Sachs")
<u>1961</u>			
Jan. 61	3 700 001	3 787 854	<u>Split type dust sleeve for axle tube (spare part)</u> Now: 89 mm dia on the axle tube retainer end Formerly: 85 mm dia.
Jan. 61	738 501	3 788 500	
24 Feb. 61	736 388		<u>Torsion bar</u> Now: For ambulance 26 mm dia. Marking: blue ring Setting angle: 25° ± 20'

Date introduced	Chassis No.	Unit No.	Modification
18 Apr. 61	764 393	3 867 002	<u>Transmission case</u> Now: Initial filling 2.75 l Formerly: 2.5 l
4 July 61	802 119	4 050 671	<u>Final drive cover</u>
17 Oct. 61	0 002 902	0 003 385	Now: 10 K studs
20 Nov. 61	4 297 692	4 427 108	Formerly: 6 E Now: 6 S nuts Formerly: 5 S Now: Pulling up torque 3-3.5 mkg (22-25 ft lbs.) Formerly: 2.2 mkg (16 ft lbs.) Transporter-exchange-rear axle from 170 039 (11.9.61)
28 Aug. 61	819 556	4 064 300	<u>Fulcrum plates</u>
28 Aug. 61	4 090 034		Phosphated, Molybdenum - disulphide treated Formerly: Copper plated.
28 Aug. 61	819 556	4 065 840	<u>Ring gear mounting</u> Now: With 8 screws secured with wire Formerly: 6 screws secured with wire.
1 Sept. 61	820 534	4 067 463	<u>Side gear</u>
5 Sept. 61	4 090 760	4 193 850	Now: Slot for axle shaft 24.5 + 0.5 mm
5 Sept. 61	0 001 466	0 001 106	Formerly: 22.5 + 0.5 mm
2 Oct. 61	835 088		<u>Gear shift rod</u> Now: Front gearshift rod 5 cm shorter. Front shift rod coupling discontinued. Now: Rear gear shift rod 8 cm longer. Diameter 18 mm Formerly: 22 mm Now: Guide bushes with circum- ferential ridge. Both gearshift rods secured with sleeve.

Date introduced	Chassis No.	Unit No.	Modification
3 Oct. 61	4 173 001	4 288 201	<u>Bonded rubber mounting. Front</u> Now: With progressive action by means of a lug which engages in the modified rear cross tube support. Secured to gearshift housing with M 10 studs M 105 discontinued. Shore hardness still (53 ± 5).
1 Nov. 61	4 242 621	4 463 270	<u>Nut for drive pinion and Main drive shaft</u> Now: Pulling up torque 5 - 7 mkg (36-51 ft. lbs.) Formerly: 5 mkg (36 ft. lbs.)
13 Nov. 61	0 005 153	0 005 910	<u>Operating sleeve 3/4 gear</u> Now: Both tooth flanks on the 4th gear side have been reliev- ed. Identification: groove on outer diameter.
9 Nov. 61	4 274 401	4 371 905	<u>Synchro clutch gear</u>
17 Nov. 61	0 005 828	0 006 275	Now: Turned out to the centre web.
23 Nov. 61	867 437	4 393 211	Formerly: 2.5 mm recess
16 Nov. 61	4 289 952		<u>Gear shift lever</u> Now: conical with smaller knob.
17 Nov. 61	4 290 738	4 415 797	<u>Gearshift housing</u>
26 Jan. 62	0 005 800	0 006 523	Now: Both ribs on throat of housing lengthened
5 Dec. 61	4 325 735		<u>Rubber bush for spring plate</u> Now: excentrical shape Formerly: Concentric type.