Engine, Clutch, Heating System

Date introduced	Chassis No.	Unit No.	Modification
1962			
15 Jan. 62	889 352	6 411 578	Distributor - Vacuum unit
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	Heat exchanger
			Now: Insulation sprayed on, protection sheets secured with 2 clips on each side.
16 Jan. 62	-	0 015 357	Cam follower
			Now: Taper between shaft/head. Head thickness 5.4 mm Formerly: 4.5 mm head flat
			Cam follower guides
			Now: shortened 1 mm
19 Jan. 62	-	0 016 381	Crankshaft pulley
			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	Clutch
			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	Cooling fan
			Now: Blade curvature radius 36.1 mm Formerly: 38.95 mm
20 Feb. 62	905 991	6 519 664	Crankcase - Ventilation
23 Feb. 62	4 519 277	6 502 426	
10 Mar. 62	4 545 642 (143)		Now: Breather pipe connected to reservoir of oil bath air cleaner. Formerly: on oil bath air intake
10 Mar. 62	4 545 651 (141)		
24 Mar. 62	4 547 060 (151)		
8 Mar. 62	0 024 692	0 026 219	Intake manifold
2 Apr. 62	925 356	6 642 051	
2 Apr. 62	4 609 565	6 642 051	Now: Flange for carburetor 7 mm Formerly: 5.5 mm

Date introduced	Chassis No.	Unit No.	Modification
13 Mar. 62	-	122-103 368	Intake manifold and pre-heater pipe
13 Mar. 62	915 559	6 580 690	
14 Mar. 62	4 570 540	6 581 746	Now: Outer surface treated with zink paint Formerly: phosphated
15 Mar. 62	4 570 162	3 936 353	
15 Mar. 62	0 026 871	0 028 362	
15 Mar. 62	916 988(M 178)	6 587 775	
20 Mar. 62	4 579 839	6 592 084	(Saxomat)
19 Mar. 62	918 413	6 598 718	Fuel pump push rod
18 Apr. 62	4 583 679	6 597 700	Now: 7.83 dia. - 0.02 Formerly: 7.9 dia. - 0.04
18 Apr. 62	0 029 038	0 030 760	
21 May 62	-	126-7 501	
21 Mar. 62	920 086	6 609 600	Cylinder head
21 Mar. 62	-	122-103 990	
24 Mar. 62	4 595 114	6 609 600	Now: Rocker shaft studs with sealing shoulder 12.5 mm dia. larger sealing ring Formerly: 11.5 mm dia.
13 Apr. 62	0 035 911	0 035 947	Clutch plate 180 mm dia.
16 Apr. 62	933 284	6 685 667	
16 Apr. 62		122 104 657	Now: Fly wheel side: Jurid or Beral Lining Pressure plate side: Textar
17 Apr. 62	4 659 008	6 684 821	
18 Apr. 62	934 616	6 695 121	Oil filler
19 Apr. 62	4 661 868	6 696 159	Now: Drain passage 6 mm dia. Formerly: 3 mm dia.
28 Apr. 62	0 000 001	0 000 001	Engine oil
10 May 62	944 000	6 754 436	
28 May 62	4 745 703	6 754 500	Now: First filling 2.5 l.SAE 10 with 1 % Lubrizol added. Formerly: 1.75 l.
3 May 62	4 683 160	6 719 146	Clutch
			Now: All pressure springs brown colour. Formerly: 3 yellow and 3 grey blue pressure springs.
3 May 62	940 152	6 731 903	Studs for oil filter cover
3 May 62	-	122-105 095	
7 May 62	4 681 788	6 730 957	Now: Quality 8 G, tightening torque 0.6 - 0.8 mkg (4.3 - 5.8 ft.lbs.) Formerly: 6 E
15 May 62	0 043 355	0 044 536	
4 May 62	0 042 222	0 041 435	Cylinder
6 Aug. 62	-	122-108 601	
7 Aug. 62	976 262	6 947 820	Now: Roughness of cylinder bore 3 up to 6 mu. Formerly: 1 mu.
23 Aug. 62	4 879 956	6 947 751	

Date introduced	Chassis No.	Unit No.	Modification
10 May 62	0 041 446	0 042 930	Engine oil Now: SAE 30 Formerly: SAE 10
12 May 62	0 041 159	0 042 988	Valve springs
21 May 62	-	126- 07 501	
28 May 62	952 458	6 805 939	Now: Progressively coiled Formerly: equal pitch of coils
28 May 62	122-106 639	-	
30 May 62	4 750 946	6 850 940	
14 May 62	944 688	6 763 326	Cam follower
18 May 62	0 045 868	0 047 673	
21 May 62	-	126- 07 501	Now: One piece cast cam follower with pressed in ball socket. Thickness of head 3.9 mm Formerly: Two parts - 5,4 mm
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	VW-Industrial Type 126 Start of production
28 May 62	4 747 856	6 802 669	Engine oil
28 May 63	925 509	5 805 583	Now: SAE 20 Formerly: SAE 10
29 May 63	953 007	6 810 879	Exhaust valves Now: Modified armoured seating surfaces Identification mark: 5 mm dia. Valve head hollowed out.
1 June 62	0 052 174	0 053 839	Cam shaft
5 June 62	955 923	6 828 529	
5 June 62	-	126- 07 566	Now: Altered cam shape
19 June 62	-	122-107 859	Now: Cam shape modified
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	Cap for oil filler and breather assy
6 June 62	956 856	6 829 686	
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	Crankcase - Ventilation Now: Oil fumes lead into oil bath air cleaner. Formerly: Released to outside air.

Date introduced	Chassis No.	Unit No.	Modification
21 June 62	4 813 413	6 827 459	Flywheel/Crankshaft (Saxomat) Now: Gasket of soft metal, sealing surface tapers slightly inwards. Formerly: Paper gasket
30 July 62	4 846 836	6 916 251	Oil Cooler
30 July 62	970 990	6 916 251	
2 Aug. 62	-	122-109 307	Now: With perforated plate
			Intake manifold with pre-heating pipe Now: Tube diameter on connecting flange at cylinder head 27 mm. Formerly: 25 mm dia.
			Fan housing/Fan Now: Modified shape increased cooling air throughput.
			Cylinder head 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	6 908 640	Clutch
	0 064 916	0 066 740	Now: Heat resistant clutch pressure springs.
30 July 62	0 066 740	0 065 746	Pre-heating pipe Now: Throttle valve for regulation of flow of pre-heated air
			Exhaust valve Now: Valve head 32 mm dia. Formerly: 31 mm dia.
30 July 62	971 532	6 908 640	Clutch
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	Engine Now: Compression ratio 7,8 Formerly: 7,2

Date introduced	Chassis No.	Unit No.	Modification
2 Aug. 62	4 874 267	3 942 539	Intake and pre-heating pipe 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. Crankcase-ventilation Now: Oil fumes conducted into oil bath air cleaner Formerly: Released into open air
20 Aug. 62	-	0 078 637	Valve clearance Now: Inlet valve 0.3 mm exhaust valve 0.3 mm Formerly: 0.2 mm
24 Aug. 62	0 066 740	0 065 746	Crankcase Now: Cross web under No. 2 main bearing support
29 Aug. 62	988 771	7 020 161	Distributor drive pinion Now: 2 washers - each 0.6 mm thick on pinion shaft Formerly: 1 washer - 1.25 mm thick
3 Sept.62	4 937 241	7 020 162	
3 Sept.62	4 937 242	3 944 500	
6 Sept.62	4 958 584	-	Vacuum hose for Saxomat Now: Black rubber hose in textile sheath. Formerly: Blue plastic hose.
11 Sept.62	994 546	7 056 176	Piston and piston ring Now: The depth of the two upper piston ring grooves has been reduced by 0.6 mm Now: Piston rings chamfered on inner edge.
11 Sept.62	-	122-110 673	
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	
11 June 63	-	124- 02 501	
1 Oct. 62	1 004 567	7 115 844	Engine oil first filling Now: SAE 10 W Formerly: SAE 20 (Type 1 and 2) SAE 30 (Type 3)
4 Oct. 62	0 097 777	0 098 001	
5 Oct. 62	5 020 751	7 115 342	

Date introduced	Chassis No.	Unit No.	Modification
10 Dec. 62	1 040 368	7 336 420	Fresh air heating
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	-	Heating Now: Heater pipe between heater muffler and the body insulated with plastic tube.
19 Dec. 62	1 047 014	7 365 824	Cylinder head
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	Clutch plate 200 mm dia
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	Heater control cable
2 Jan. 63	5 199 980	7 337 249	Now: 3 660 mm long Formerly: 3 670 mm
10 Dec. 62	0 130 700	-	Heater control cable Now: 2 889 mm long Formerly: 2 856 mm
20 Dec. 62	5 218 324	-	Saxomat
29 Jan. 63	5 288 474(151)	-	Now: Flatter shaped vacuum tank Formerly: Round shaped vacuum tank
1963			
4 Jan. 63	1 048 283(M216)	0 143 603	Crankshaft pulley
18 June 63	1 124 435	7 771 785	Now: Joint between hub and disc, CO_2 Shielded arc welded Formerly: Projection spot welded
20 June 63	-	122-119 465	
25 June 63	5 634 074	7 772 500	
25 June 63	5 632 396(stand.)	3 957 472	

Date introduced	Chassis No.	Unit No.	Modification
4 Jan. 63	0 139 781	0 141 841	Crankshaft pulley
11 June 63	-	124- 02 501	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
4 Jan. 63	0 141 008	-	Insulating heater control box and heater pipe Now: With asbestos insulating shell
7 Jan. 63	1 041 014 (M216)	0 143 543	Exhaust valve
30 Jan. 63	5 271 918	7 434 715	Now: Valve head angle 45° + 15' Formerly: 46° + 15'
31 Jan. 63	1 061 624	7 449 377	
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)	-	Clutch cable Now: 10 mm shorter
30 Jan. 63	0 150 345	0 154 340	Heat exchanger Now: Self adhesive insulation ring
15 Feb. 63	1 070 466	7 484 343	Connecting rod
15 Feb. 63	-	122-114 941	Now: Piston pin bearing offset to connecting rod bearing 1.0 mm (1200 cc engine) 1.5 mm (1500 cc engine)
18 Feb. 63	5 301 820	7 484 424	
20 Feb. 63	1 072 658 (M216)	0 168 330	
20 Feb. 63	0 158 404	0 164 421	
28 Feb. 63	-	126- 07 969	
11 June 63	-	124- 02 501	
14 Mar. 63	-	126- 08 006	Sealing ring for exhaust pipe
15 Mar. 63	1 080 848	7 535 075	Now: Inner diameter of sealing surface 35.1 + 0.2 mm Formerly: 35.5 + 0.2 mm
18 Mar. 63	0 161 419	0 181 265	
22 Mar. 63	5 400 750	7 532 575	
11 June 63		124- 02 501	

Date introduced	Chassis No.	Unit No.	Modification
17 April 63	0 180 415	0 191 550	Heat exchanger Now: Asbestos insulation shell Formerly: Sprayed on insulation
6 May 63	1 111 315 (M216)	0 202 105	Cylinder
-	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	Cylinder cover plates, left Now: Two pieces Formerly: One piece
27 May 63	0 201 361	0 223 083	Crankcase ventilation
1 Oct. 63	5 815 778	8 046 097	Now: Condensation water pipe with rubber valve
21 June 63	-	124- 02 550	Oil cooler seal
24 June 63	0 211 638	0 261 380	Now: With thicker shoulder
1 July 63	1 139 422(211500)	0 243 326	Rocker arm mechanism
3 July 63	-	126- 08 316	Now: Inclination of the valves increased. Rocker shaft repositioned. Cylinder head, rocker arm and push rod modified.
4 July 63	0 218 027	0 266 557	
5 July 63	-	124- 02 550	
16 Dec. 63	1 219 722(211200)	3 247 714	
16 Dec. 63	-	122-124 091	
19 Dec. 63	6 009 513(Export)	8 250 020	
4 July 63	5 661 082(Export)	7 860 588	Clutch
	5 661 083(Stand.)	3 958 856	Now: Heat resistant clutch pressure springs
5 Aug. 63	0 221 975(311-314) (361-364)	0 255 001	Engine
	0 215 175(343/345)	0 255 001	Now: With two carburettors (66 SAE hp)
5 Aug. 63	0 215 175(315-318) (365-368)	0 255 340	Engine
	0 221 975(311-314) (361-364)	0 255 001	Now: Air intake thermostatically controlled.
	0 215 175(343/345)	0 255 001	

Date introduced	Chassis No.	Unit No.	Modification
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	Crankcase ventilation 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	Oil pressure relief valve Now: Piston with annular groove Formerly: Without annular groove
21 Aug. 63	0 233 050(211500)	0 275 975	Crankcase 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	Throttle for pre-heater pipe Now: Segment and test lever modified
2 Sept. 63 24 Oct. 63	0 238 920 0 268 545(343/345)		Heating 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	Muffler 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	Heating 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	Generator pulley Now: Dished washer between generator pulley and securing nut. Formerly: Washer and spacer sleeve.

Date introduced	Chassis No.	Unit No.	Modification
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. Rib for drilling reinforced to 5 mm. Oil deflector ring on valve shaft, valve guides shortened 1 mm.
30 Jan. 64	1 240 982(2/1200)	8 339 391	
1 Feb. 64	6 092 111(Export)	8 339 393	
15 Jan. 64	-	126-009 119	
23 Jan. 64	-	125-002 582	
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) 1 238 882(2/1500)	8 339 352 0 437 340	Crankshaft 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	
4 Feb. 64	6 093 564(Export)	8 339 516	
30 Jan. 64	-	122-126 001	
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 Now: Guide shoulder lengthened to 39 mm. Formerly: 20 mm long.
19 Feb. 64	0 358 803	0 458 253	
3 Mar. 64	6 192 906	8 433 871	
12 Mar. 64	1 260 275(2/1200)	8 435 054	
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 Now: Material of the oil seal and shape of lip modified.
8 May 64	1 296 512(2/1500)	0 554 256	
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) 0 365 833(twin carb.)	0 471 421 0 470 617	Connecting rods 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	Now: Secured with cap nuts and copper washers. Formerly: Hexagon nuts and spring washers. Now: Material for gasket improved.
20 Mar. 64	1 271 231(2/1500)	0 499 740	
20 Mar. 64	1 271 732(2/1200)	8 487 015	
21 Mar. 64	6 223 768(Export)	8 487 010	
20 Mar. 64	-	122-128 230	
9 Apr. 64	-	126-009 412	
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	Now: Material for gasket improved
20 Apr. 64	1 278 227(2/1200)	8 520 188	
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	
10 Apr. 64	0 406 711	0 522 107	Now: Shaft length 38.5-1 mm Thread length 17.0-1 mm Formerly: Shaft length 36.5-1 mm Thread length 15.0-1 mm
3 Apr. 64	-	122-128 551	
17 Apr. 64	-	126-009 496	
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	Now: Material for the gasket improved
21 Apr. 64	1 288 693(2/1200)	8 554 939	
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	Cylinder cover - left
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	Ball release bearing
2 Sept. 64	285 020 602	HA 7 188 214	Now: With a plastic ring Formerly: With graphite ring
7 Oct. 64	115 162 922	HA 7 256 130	
25 May 64	0 441 522	0 574 404	Air intake housing cover
			Now: Secured with spring clips Formerly: Screws
26 May 64	0 441 141	0 573 150	Crankcase
	1 304 679(2/1500)	0 573 913	
6 Aug. 64	235 007 325(2/1200)	8 803 981	Now: Oil return hole in the crankcase 54 mm dia. cutout in web 9.5 cc 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	Crankcase ventilation
6 Aug. 64	235 007 325(2/1200)	8 803 981	
25 June 64	6 469 413(Standard)	3 970 858	Now: Condensation water - drain tube with rubber valve
27 May 64	1 306 308(2/1200)	8 665 801	Heating
	1 306 309(2/1500)	0 576 551	
30 May 64	6 412 733(14)	8 678 998	Now: Warm air outlet on heat exchanger 60 mm dia. 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	Connecting rod screws
	1 318 073(2/1500)	0 594 778	
16 June 64	6 454 028(Standard)	3 970 393	Now: Tightening torque 4.5 ± 0.5 mkg 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	Exhaust valve
			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)	8 726 800	Clutch plate 180 mm and
	1 320 488(2/1500)	0 607 127	200 mm dia.
20 June 64	0 465 418	0 607 126	
20 Aug. 64	-	KD-1 064 256	Now: Hollow rivets for securing the clutch lining. Formerly: Solid rivets
13 Nov. 64	115 366 664	9 099 857	Clutch lining combinations
			Type 2 - Flywheel Side - Beral Clutch side - Textar Type 3 - Flywheel Side - Jurid Clutch side - Textar
23 June 64	0 467 252(twin carb.)	0 609 605	Valve seat for exhaust valve
	0 467 752(single carb.)	0 609 512	
26 June 64	1 324 692	-	Now: Sintered material "Como 12" Formerly: Pb-Steel W 24-8
2 July 64	1 327 902		Oil bath air cleaner
			Now: Secured with two brackets Formerly: One bracket
10 July 64	0 481 744	0 663 331	Valve springs
3 Aug. 64	265 000 335(2/1500)	0 627 579	
13 Aug. 64	-	126-010 168	Now: Tensioned length 31 mm. Loading 57.2 ± 4 kg Formerly: 33.4 mm long. Loading 43.8 ± 3 kg
6 Oct. 64	-	124-002 631	
			Valve spring caps
			Now: Thicker walls, sharply defined guide shoulder. Formerly: Thinner walls flatter 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	Crankshaft
	215 008 676(2/1500)	0 651 225	
14 Aug. 64	115 040 085(Export)	8 822 135	
20 Aug. 64	315 015 978	0 661 055	Now: The running clearance of No. 1 main bearing increased by 0.006 mm. 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	Heating
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: Radii 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 repositioned. 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)	-	Muffler Now: Dark blue enamalled muffler installed intermittently.
6 Nov. 64	235 052 014(2/1500)	0 759 042	Clutch lining 200 mm dia.
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	Valve clearance 0.1 mm
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	Clutch plate 180 mm dia. Now: Hollow rivets for securing lining. Formerly: Solid rivets
24 Nov. 64	115 318 171	9 122 176	Clutch plate 180 mm dia. Now: Several parts reinforced Now: Pressure plate pressure 320-345 kg Formerly: 315-350 kg
7 Dec. 64	115 336 420(1200 A)		Oil bath air cleaner Now: With crankcase breather connection Formerly: Without
8 Dec. 64	265 069 841(2/1500)	0 789 885	Cam followers
9 Dec. 64	315 087 549	0 792 858	Now: Diameter of flange 28.5 mm Formerly: 29.5 mm dia. Now: 4.9 mm thickness Formerly: 3.9 mm
11 Dec. 64	115 344 045(Export)		
8 Dec. 64	-	122-139 276	
	-	126-011 051	
13 Jan. 65	-	124-002 728	

Date introduced	Chassis No.	Unit No.	Modification
1965			
4 Jan. 65	-	126-011 103	Exhaust valve 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 crankshaft bearing II
1 Mar. 65	115 578 938	9 282 743	
4 Mar. 65	315 135 210	0 878 346	Now: Drilling for oil pocket 5 mm dia. Formerly: 4 mm dia.
23 Feb. 65	-	122-141 671	
10 Mar. 65	-	126-011 505	
24 Mar. 65	-	124-002 804	
1 Mar. 65	113 579 323	9 282 492	Clutch lining (180 mm dia.) Now: Radial groove on the flywheel side.
5 Apr. 65	215 133 783	0 923 798	Heating tube in heat exchanger, right Now: One piece Formerly: Two pieces welded.
6 Apr. 65	115 685 587	HA 7 889 618	Clutch lever
	225 134 863	HA 7 812 506	
12 Apr. 65	315 158 980	HA 0 641 650	Now: Straight, Wing nut for adjustment of the clutch cable. Formerly: Bent, Hexagon nut for adjustment.
7 Apr. 65		122-143 507	Valve spring caps
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	Clutch (200 mm dia.) Now: Clutch pressure plate with diaphragm type spring. Formerly: Coil springs.
19 May 65	215 174 869	0 974 444	Heat exchangers
	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	Crankshaft bearing II
15 June 65	315 199 887	1 001 398	Now: Steel backed bearing shells with lead coated running surface and larger oil groove (Type 1 - intermittently)
2 Aug. 65	116 000 002 (1300)	F0 000 001	Formerly: Light alloy bearing (Type 1 - introduced 100%)
18 Aug. 65	-	122-146 528	
	-	124-002 851	
20 Sept.65	-	126-013 767	
3 Dec. 65	116 384 911	F0 352 411	
	116 384 950	D0 045 916	
2 Aug. 65	116 000 001 (1200 A)	D0 000 001	Crankcase
	116 000 002 (1300)	F0 000 001	Now: Bearing shells for camshaft
	216 000 001	H0 000 001	Formerly: Bores in crankcase
	316 000 001 (1500)	K0 000 001	
	316 000 002 (1600)	T0 000 001	
	-	122-146 330	
	-	124-002 836	Cylinder - 1200 A and 122
	-	126-012 206	Now: 18 cooling fins
			Formerly: 12
			Cylinder - 1500, 124 A and 126 A
			Now: 19 cooling fins
			Formerly: 14
			Piston - 124 A and 126 A
			Now: 85 mm nominal dia.
			Formerly: 83 nominal dia.
			Cylinder head 2/1500, 3/1500 and 3/1600
			Now: Uniform versions
			Connecting rod - 1.5 l and 1.6 l
			Now: Fitted bolts with nuts
			Formerly: Big end cap secured with hex.headed bolts
			Piston ring upper and lower 2/1500, 3/1500, 124 A and 126 A
			Now: 2 mm thick
			Formerly: 2.5 mm thick
			Push rod
			Now: Ball head inserted in rod
			Formerly: Outside
			Oil pump
			Now: Uniform version

Date introduced	Chassis No.	Unit No.	Modification
2 Aug. 65	146 000 003	F0 000 002	Oil filler neck
	216 000 001	H0 000 001	Now: Passage made bigger
2 Aug. 65	116 000 001	F0 000 001	Heat exchanger
			Now: Shaft of heater control flap galvanized
26 Aug. 65	216 017 639	H0 020 275	Heat exchanger
30 Aug. 65	116 095 979	F0 097 227	Now: Hole for shaft of heater control flap 7.5 mm dia.
31 Aug. 65	116 102 780	D0 016 999	Formerly: 6.5 mm dia.
2 Sept. 65	316 029 114	T0 026 440	
	316 030 364	K0 004 348	
1 Sept. 65	116 105 536	F0 114 000	Pre-heating tube - left
			Now: Seal for the flange of the pre-heating tube has smaller diameter
9 Sept. 65	316 035 969	K0 004 775	Clutch plate 200 mm dia.
	316 035 970	T0 034 243	Now: With double lining spring
			Formerly: Single lining spring
1 Oct. 65	-	122-148 421	Governor drive - 122 and 126 A
		124-002 864	Now: By toothed belt
		126-013 846	Formerly: Friction wheel
			Exhaust valve - 122
			Now: Specially armoured (e.g. "LIVIA")
			Engine cover plate, rear - 122 and 126
			Now: With support
			Muffler - 122 and 126 A
			Now: With bolts for engine cover plate
			Governor - 122 and 126 A
			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	116 377 154 116 374 949	DO 045 573 FO 346 052	Clutch 180 mm dia. Now: Release lever and bearing modified
15 Dec. 65	116 407 142 216 075 759	HA 8 729 521 HA 8 700 445	Clutch release bearing 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	116 471 044 316 146 159 316 146 912	FO 437 269 TO 127 217 KO 019 593 HO 083 231 DO 051 664	Oil strainer cover Now: Drawn passage for drain plug thread - with shoulder for sealing. Formerly: Threaded plate welded in, no shoulder.
11 Jan. 66	216 085 115	122-150 262	
15 Jan. 66	116 503 114	124-002 902	
4 Jan. 66	-	126-014 288	
13 Jan. 66	-		
6 Jan. 66	-		

Date Introduced	Chassis No.	Unit No.	Modification
1966			
3 Jan. 66	116 463 104	DO 050 315	Heater tube in heat exchanger, left
	116 463 105	FO 442 243	Now: Seamless drawn tube
	216 083 208	HO 086 211	Formerly: Two piece welded
5 Jan. 66	216 083 301	HO 086 729	Oil suction pipe
7 Jan. 66	116 475 229	FO 444 135	Now: Cut straight on
10 Jan. 66	316 144 838	KO 019 730	intake end.
	316 146 855	TO 129 763	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	Connection rod Now: Fitted bolts with nuts. Formerly: Bearing caps secured with hex. bolts.
11 Jan. 66	216 087 572	HO 090 221	Piston pin bush
12 Jan. 66	316 149 854	KO 020 400	Now: Steel backed with lead
	316 147 510	TO 133 472	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	Crankshaft/connecting rod
11 Feb. 66	316 180 561	TO 160 069	Now: Installation tolerance 13µ
	316 181 810	KO 025 517	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	Clutch plate
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 l	KD-1464 351	Flywheel for exchange engines
1 Sept.66	1.2 l	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	DO 060 707	Crankcase
	116 622 322	FO 594 001	Now: Protruding flanges for
	216 113 501	HO 117 118	attaching the oil cooler on the
	316 200 497	KO 029 730	left crankcase half have been
	316 200 498	TO 176 712	reinforced.
	-	122-151 975	Now: Deflector plate under the
	-	124-002 937	oil cooler of Types 3/1500,
	-	126-014 805	3/1600 and 124 A engines with larger cutout.

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 uni-
	116 625 936	FO 588 337	formly
18 Mar. 66	316 217 411	KO 033 506	Formerly: Different lengths
	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
	316 247 971	TO 210 167	Saxomat still with metal seal)
26 Apr. 66	116 741 602	DO 076 332	Formerly: Metal seal
	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
	316 262 826	KO 044 527	the cylinder head
	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
7 May 66	216 149 910	HO 153 536	for flywheel
10 May 66	316 265 727	KO 045 488	Now: Gland nut has been increased
	316 263 965	TO 224 035	in length by 1.5 threads (approx.
9 June 66	116 979 941	DO 084 620	2 mm).
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	Clutch 200 mm dia.
			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	Cylinder head
			Now: With separate intake ports (double ports)
			Formerly: Single port version
20 June 66	216 173 747	HO 176 639	Push rods
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	Engine
			Now: 44 bhp engine (1.5 l)
1 Aug. 66	117 000 002	FO 940 717	Crankcase breather
	117 000 003	HO 204 001	Now: Labyrinth enlarged
	147 000 006 (147)	DO 095 051	
1 Aug. 66	117 000 001	DO 095 050	Flywheel
	117 000 002	FO 940 717	Now: 130 teeth (outside dia.
	117 000 003	HO 204 001	increased, starter and
	147 000 006 (147)	DO 095 051	transmission case altered).
	217 000 001	HO 183 373	Formerly: 109 teeth
	317 000 001	KO 059 861	
	317 000 003	TO 259 826	
1 Aug. 66	317 000 001	KO 049 861	Fan housing and cooling
	317 000 003	TO 259 826	air intake housing
			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 flywheel
21 Sept.66	117 185 977	HO 381 147	Now: Seal soaked with
	317 050 618	KO 061 354	engine oil
	317 050 650	TO 274 370	
	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	Crankcase half right
	217 047 191	HO 279 071	Now: Contact surface for
25 Oct. 66	117 277 280	FI 008 611	washer of the crankcase studs
	317 081 378	KO 064 462	M 12 x 1.5 24 mm dia.
	317 081 148	TO 330 211	Formerly: 23 mm dia.
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	Oil pipe
25 Nov. 66	117 359 672	HO 507 977	Now: Seamless pipe
28 Nov. 66	117 366 946	DO 117 337	Formerly: Welded pipe.
29 Nov. 66	317 108 196	TO 355 502	
30 Nov. 66	317 110 434	KO 066 281	
2 Dec. 66	117 369 720	FI 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	Crankcase - Jointing face
	317 114 812	TO 363 237	Now: Sealing compound
1 Dec. 66	317 116 415	KO 067 245	light brown colouring
8 Dec. 66	117 377 334 (12 V)	HO 530 915	Formerly: Dark grey
7 Dec. 66	117 374 455	HO 530 628	Big end bearing cap
13 Dec. 66	117 380 699	FI 039 547	Now: Radius in region of
14 Dec. 66	217 072 541	HO 302 565	fitted bolt contact surface
15 Dec. 66	317 124 238	TO 364 705	2.5 mm
16 Dec. 66	317 124 514	KO 067 739	Formerly: 4 mm radius
12 Dec. 66	117 379 754	HO 540 328	Gasket for oil pump cover
13 Dec. 66	117 383 847	FI 042 107	New: Shape and meterial
15 Dec. 66	117 385 641	DO 120 658	altered
	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	

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2 Jan. 67	217 080 291	HA 9 924 058	Clutch shaft
4 Jan. 67	317 136 769	HA 1 163 265	New: Lever additionally CO_2
5 Jan. 67	117 406 869	HA 9 975 142	shielded are welded on inside

Date introduced	Chassis Nor.	Unit No.	Modification
11 Jan. 67	217 085 017	HO 307 865	Camshaft
20 Jan. 67	317 144 680	KO 077 680	Now: Thrust shoulder bearing 3,
	317 145 134	TO 386 635	36.2 mm dia.
24 Jan. 67	117 493 539	DO 126 605	Formerly: 34 mm dia.
	117 489 408	F1 064 485	
	117 488 652	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	MO 001 214	
	317 152 743	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	Crankshaft
31 Jan. 67	317 150 915	KO 078 230	Now: Double oil drilling in "X"
24 Feb. 67	117 560 696	F1 081 423	formation, oil pocket at start
23 March 67	317 175 155	TO 411 116	of drillings
26 June 67	117 811 587	HO 823 800	Formerly: Single oil drilling
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	Heater tube in heat exchanger,
31 Jan. 67	317 150 915	KO 078 230	left and right
1 Feb. 67	317 151 264	MO 001 259	Now: Seamless drawn tube
	317 151 265	PO 002 902	Formerly: Two parts, welded
1 Feb. 67	317 151 264	KO 079 034	Exhaust/rear heat exchanger
	317 151 265	TO 396 498	Now: Treat the thread of the gland nut with dry lubricant before assembling
1 March 67	117 571 250 (6 V)	HO 646 887	Crankcase - jointing surface
3 May 67	117 707 100	DO 182 983	Now: Sealing compound light
	117 710 493	F1 124 726	colour
28 April 67	-	122-163 084	Formerly: Dark grey
2 May 67	-	126-018 888	
3 May 67	-	124-003 260	
2 Jan. 67	217 079 891	LO 011 931	
	317 134 255	MO 001 213	
	317 134 256	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	Heat exchanger, left and right
22 March 67	117 615 295	DO 159 692	Now: Cast on mantle on inlet and
	117 614 174	F1 095 287	outlet pipe shortened. A sup-
	117 623 061		plementary collar has been welded on outlet
23 March 67	117 618 945	DO 164 834	Clutch 180 mm dia
			Now: Clutch release ring 61 mm dia.
			Formerly: 54 mm dia.
			Release bearing
			Now: With graphite ring
			Formerly: Ball bearing
10 April 67	117 630 186	HAO 211 071	Release bearing
19 April 67	317 177 869	HA1 204 507	Now: Release bearing plastic ring
20 April 67	217 114 984	HAO 145 920	surface roughened and treated with molybdenum disulphide
26 April 67	-	122-162 797	Guide for starter handle
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	Automatic cooling air control
24 May 67	317 200 275	TO 428 448	Now: Wider support in intermediate
16 May 67	317 193 758	PO 003 135	lever for thermostat connecting
26 June 67	317 226 587	MO 001 480	rod
12 June 67	317 215 833	TO 445 097	Oil pump
16 June 67	317 220 586	KO 090 195	Now: Securing studs now M 8,
26 June 67	117 811 483	HO 822 052	cover 4 mm thick, nuts with
11 July 67	118 001 312	DO 230 001	pressed-in plastic ring without
	118 000 226	F1 225 019	washer, gaskets modified ac-
15 June 67	-	124-003 278	cordingly
21 June 67	-	126-019 755	Formerly: M 6 studs, cover 3 mm
28 June 67	-	122-164 051	thick, nuts with washers
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