

Type 1 Engine info

Where to find these numbers: On Crankcase at Generator Support Flange

Engine and Carburetor configurations

| Year | Engine | Engine number | Carburetors Manual | Carburetors Autostick | Transmissions Manual | Transmissions Autostick |
|-----------|--------|---------------|--------------------|-----------------------|----------------------|-------------------------|
| 1960 | 1200cc | D4 | | | | |
| 1961 | 1200cc | D5 | | | | |
| 1962 | 1200cc | D6 | | | | |
| 1963 | 1200cc | D7 | | | | |
| 1964 | 1200cc | D8 | | | | |
| 1965 | 1200cc | D9 | | | | |
| 1966 | 1300cc | F, FO | | | | |
| 1967 | 1500cc | H, HO, TO | | | | |
| 1968-1969 | 1500cc | H, H5 | | | | |
| 1970 | 1600cc | B, B6 | | | | |
| 1971-1972 | 1600cc | AE | | | | |
| 1973-1974 | 1600cc | AH | | | | |
| 1975-1979 | 1600cc | AJ | L-Jetronic | | | |

Engine Serial Numbers

| <u>Model</u> | <u>Year</u> | <u>Serial Number</u> | <u>Remarks</u> |
|------------------------|-------------|----------------------|----------------|
| Beetle | 1947 | N/A | |
| Type 111,113,117 & 151 | 1948 | N/A | |
| | 1949 | 1-000,001 | 30hp |
| | 1950 | | |
| | 1951 | to | |

| | | | |
|--|-----------|----------------|-------------------------------------|
| | 1952 | | |
| | Dec 1953 | 1-695 282 | 36hp started |
| | Dec 1954 | 1-945 526 | |
| | AUG 1955 | 1-1 120 615 | |
| | Dec 1955 | 1 227 347 | |
| | Dec 1956 | 1 678 209 | |
| | Aug 1957 | 1 937 450 | |
| | Oct 1957 | 2 026 015 | |
| | Dec 1957 | 2 156 321 | |
| | Dec 1958 | 2 721 313 | |
| | Aug 1959 | 3 072 320 | |
| | Dec 1959 | 3 424 453 | |
| | Aug 1960 | 5 000 001 | 40hp started 1200cc |
| | Dec 1960 | 5 428 637 | |
| | Aug 1961 | 5 958 948 | |
| | Dec 1961 | 6 375 945 | |
| | Dec 1962 | 7 336 420 | Fresh Air Heating Started |
| | Aug 1963 | 7 893 119 | |
| | Dec 1963 | 8 264 628 | |
| | July 1964 | 8 796 622 | |
| | Aug 1964 | 8 796 623 | |
| | Dec 1964 | 9 339 890 | |
| | July 1965 | 9 800 000 | |
| | Aug 1965 | F 0 000 001 | 1300 started |
| | Dec 1965 | F 0 442 242 | "E" has M240 smog control |
| | July 1966 | F 0 940 716 | |
| | Aug 1966 | H 0 204 001 | 1500 started and 12 volt started |
| | Dec 1966 | H 0 576 613 | "L" has M240 smog control |
| | July 1967 | H 0 874 199 | |
| | Aug 1967 | H 5 000 000 | |
| | Dec 1967 | H 5 173 897 | |
| | July 1968 | H 5 414 585 | |
| | Aug 1968 | H 5 414 | |

| | | | |
|--|-----------|-----------------|---------------|
| | | 586 | |
| | Dec 1968 | H 5 648 888 | |
| | July 1969 | H 5 900 000 | 1600 Started |
| | Aug 1969 | B 6 000 001 | |
| | Dec 1969 | B 6 192 532 | |
| | July 1970 | B 6 600 000 | |
| | Aug 1970 | D 0 676 000 | the old 36 hp |
| | | AB 0 000 001 | 1300 40 HP |
| | | AD 0 000 001 | 1600 50 HP |
| | July 1971 | DO 836 000 | 34 HP |
| | | AB 0 350 000 | 40 HP |
| | | AD 0 360 022 | |
| | | AE 0 568 000 | |
| | Aug 1971 | DO 836 000 | 34 HP 1200 |
| | | AB 0 360 001 | 44 HP 1300 |
| | | AD 0 360 025 | 48 HP 1600 |
| | | AE 0 558 001 | 48 HP 1600 |
| | | AH 0 000 001 | 48 HP 1600 |
| | July 1972 | D 1 000 000 | |
| | | AB 0 699 001 | |
| | | AD 0 598 001 | |
| | | AE 0 917 063 | |
| | | AH 0 006 900 | |

| | | | |
|-------------------------|------------------------------|-----------------|----------------------------|
| | Aug 1972 | D 1 000 001 | 34 HP 1200 |
| | | AB 0 699 002 | 44 HP 1300 |
| | | AD 0 598 002 | 50 HP 1600 |
| | | AE 0 917 264 | 48 HP 1600 |
| | | AF 0 000 802 | 46 HP 1600 |
| | | AH 0 005 901 | 48 HP 1600 |
| | July 1973 | D 1 039 792 | |
| | | AB 0 820 427 | |
| | | AD 0 749 788 | |
| | AE CHANGED TO | AK 0 060 039 | AT NO. 1 000 000 |
| | | AF 0 034 850 | |
| | | AH 0 056 934 | |
| | 1974 | AK 0 239 365 | USA |
| | | AH 0 101 889 | Calif. |
| | 1975 | AJ 0 000 001 | |
| | 1976 | AJ 0 012 406 | |
| | 1977 | AJ 0 095 936 | |
| | 8/77 (1978) | AJ 0 119 688 | |
| | End of Production | | |
| Super Beetle | 1970 | AE 0 000 001 | 1600 50 HP Super Beetle |
| | 1971 | | |
| | 1972 | | |

| | | | |
|-------------------------|--------------------------|--|--|
| | 1973 | | |
| | 1974 | | |
| | 1975 | | |
| | 1976 | | |
| | 1977 | | |
| | 1978 | | |
| | 1979 | | |
| | <i>End of Production</i> | | |
| Karmann Ghia | 1956 | | |
| Type 141 & 143 | 1957 | | |
| | 1958 | | |
| | 1959 | | |
| | 1960 | | |
| | 1961 | | |
| | 1962 | | |
| | 1963 | | |
| | 1964 | | |
| | 1965 | | |
| | 1966 | | |
| | 1967 | | |
| | 1968 | | |
| | 1969 | | |
| | 1970 | | |
| | 1971 | | |
| | 1972 | | |
| | 1973 | | |
| | 1974 | | |
| | <i>End of Production</i> | | |
| The Thing | 1973 | | |
| (Type 181) | 1974 | | |
| | <i>End of Production</i> | | |

If you find any of these numbers, please [Contact Us](#), thank you webmaster