

Rear Axle · Transmission

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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
5 Sept. 61	0 001 466	0 001 106	24.5 + 0.5 mm 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 circumferential 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 relieved. 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.

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<u>1962</u>			
5 Jan. 62	4 388 450	4 530 936	<u>Rear wheel bearings</u>
1 Mar. 62	0 023 013	0 023 713	Now: Inner spacer ring thickness 6.45 - 6.65 mm Formerly: 5.9 - 6.1 mm
19 Jan. 62	891 524	4 467 263	<u>Nuts for pinion and main drive shaft</u> Now: Tightening torque 5 - 7 mkg. (36.1 - 50.6 ft.lbs.) Formerly: 5 mkg. (36.1 ft.lbs.)
1 Feb. 62	896 577	4 622 871	<u>Gasket for rear wheel bearing cover</u> Now: Paper gasket between the reduction gear housing cover and the brake back plate.
6 Feb. 62	4 477 631	4 611 625	<u>Bonded rubber transmission mountings</u>
8 Feb. 62	0 017 808	0 018 520	Now: Front shore hardness 60 rear shore hardness 70 Formerly: Front 53 s.h. rear 65 s.h.
15 Mar. 62	0 027 050	0 025 820	<u>Securing rear axle nuts</u> Now: Strength of cotter pin 5 x 45 increased
16 Mar. 62	4 572 833	4 763 480	<u>Synchronizer stop ring 1, 2, 3, and 4th gears</u>
21 Mar. 62	0 027 388	0 027 845	Now: Shoulder 5 mm wide
27 Mar. 62	921 669	4 738 406	Formerly: 3 mm
19 Mar. 62	4 581 537	-	<u>Gearshift lever</u>
16 Oct. 62	1 012 642	-	Now: Spring loaded, sliding round headed bolt Formerly: Soldered in guide with spring and ball
25 Apr. 62	0 038 763	0 038 125	<u>Axle shaft</u> Now: Measurement altered so that brake drum is press fit. Formerly: Sliding fit.

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<u>1962</u>			
24 May 62	0 048 700	0 049 473	<u>Operating sleeve for 3 - 4 gear</u> Now: The flanks of the teeth on the 4th gear side have been relieved.
1 Aug. 62	973 736	5 060 639	<u>Transmission case</u>
2 Aug. 62	4 847 970	5 087 355	Now: Clearance modified for 200 mm dia. clutch.
2 Aug. 62	0 065 567	0 066 926	
16 Aug. 62	0 074 533	0 075 050	<u>Oil seal for main drive shaft</u> Now: Neopren, colour: black Formerly: Rubber, colour: blue and brown
21 Aug. 62	0 076 300 (311) 0 077 047 (361)	0 076 920 0 076 920	<u>Rear axle shaft and brake drum</u> Now: Pilot of the rear axle shaft hub of brake drum lengthened by 16 mm. Now: Oil thrower Formerly: Oil deflector Now: Bearing cover and brake back plate provided with drilling as oil drain Now: Welded seam at junction of reinforcement plate-brake back plate.
29 Aug. 62	0 080 190	-	<u>Rubber bush for spring plate hub</u>
5 Nov. 62	5 112 045	-	Now: Modified size and increased volume.
6 Sept. 62	0 085 126	0 083 402	<u>Transmission case</u>
11 Sept. 62	993 493	5 108 834	Now: Studs for final drive cover AM 8 A x 40 Formerly: AM 8 A x 35
14 Sept. 62	0 086 985 (M 267) -		<u>Rear wheel suspension</u> Now: Auxiliary springing for Variant 460 kg.
1 Oct. 62	5 007 275	-	<u>Rear axle shaft</u> Now: Flange shortened by 1 mm
2 Nov. 62	5 093 461 0 112 882	5 379 025 0 113 010	<u>Gearshift housing</u> Now: Ribs lengthened

Date introduced	Chassis No.	Unit No.	Modification
12 Dec. 62	5 197 603	5 471 462	<u>Differential pinions</u>
12 Dec. 62	0 132 380	0 133 194	Now: Measurement alterations (reducing load change noises)
17 Dec. 62	1 043 846	5 531 484	
28 Jan. 63	5 265 875	0 726 755 (stand)	
7 Jan. 63	1 041 014 (M216)	5 534 073	<u>Reduction gears</u> Now: Ratio 1.26 : 1 Now: Splines on driven gear shaft lengthened by 10 mm. Now: Mounting point for back plate and the wheel cylinder modified.
22 Jan. 63	0 147 500	0 148 258	<u>Final drive cover</u>
29 Jan. 63	1 061 069	5 548 108	Now: Mounting point for rear axle tube retainer 131 mm dia. Formerly: 134 mm dia
12 Mar. 63	5 357 922	5 679 925	
29 Jan. 63	1 061 069 (M216)	5 548 108	<u>Operating sleeve for 1st and 2nd gear</u> Now: Tooth flanks on the 2nd gear side relieved
12 Feb. 63	0 153 148	0 153 243	<u>Rear wheel bearing</u> Now: Plastic cage Formerly: Metal cage
20 Feb. 63	5 309 050	-	<u>Sleeve for shift rod guide</u>
28 Feb. 63	1 074 648	-	Now: Vulkollan
1 Mar. 63	0 161 810	-	Formerly: Polyamid
4 Mar. 63	0 160 323	0 163 038	<u>Rear wheel bearing cover</u> Now: Securing screws lengthened 5 mm Now: Plain washer fitted Now: Tightening torque 5.5 - 6.5 mkg
4 Mar. 63	5 345 250	5 650 610	<u>Rear wheel bearing</u>
5 Mar. 63	0 162 500	0 162 970	Now: Radial play increased
7 Mar. 63	1 080 822	5 748 218	
15 Mar. 63	0 167 300	0 169 345	<u>Final drive cover</u>
18 Mar. 63	1 083 524	5 753 270	Now: Ribs on eye 10 mm wide
25 Mar. 63	5 540 827	5 697 120	Formerly: 5 mm

Date introduced	Chassis No.	Unit No.	Modification
19 Mar. 63	O 168 498 (361-362)	O 168 886	Rear axle tube with bearing
26 Mar. 63	O 170 845 (311-314)	O 172 247	flange Now: Malleable iron Formerly: Pressed steel
3 April 63	O 176 000	-	Shock absorber (Fichtel & Sachs) Now: Space between sealing lips of the piston rod seal filled with graphite grease
15 May 63	5 540 290	5 893 615	Gearshift housing
20 May 63	O 195 540	O 194 385	Now: internal rib removed Now: Lower web of the breathing compartment modified
22 May 63	O 198 301	O 197 501	Rear wheel bearing Now: Open side of the plastic cage points towards the outside Formerly: pointed inwards

Date introduced	Chassis No.	Unit No.	Modification
5 Aug. 63	0 221 975	0 221 939	<u>Gear shift rod coupling</u>
12 Nov. 63	5 911 561	6 344 500	Now: Sheet metal housing
19 Nov. 63	5 930 852(141-152)		with two rubber guide rings, approx. 2 mm play in length-wise direction
10 Aug. 63	5 683 957	-	<u>Spring plates</u>
12 Aug. 63	0 228 411		Now: Radius of spring plate flattened in two places in region of cross tube flange.
3 Sept. 63	0 239 496		<u>Rear axle shaft</u>
9 Oct. 63	5 829 854		Now: Shaft reinforced behind the shoulder for the tapered bearing
			Now: Ball shaped flange shortened 1 mm
20 Sept. 63	1 172 655	6 290 510	<u>Operating sleeve</u>
			Now: Drive flanks of the teeth on the 4th gear side have been relieved
1 Oct. 63	5 813 842	-	<u>Shock absorber for rear axle</u>
			Now: Shock absorbers from Messrs. Hoesch with PVC synthetic protective tube, piston rod pulls out downwards.
6 Nov. 63	1 197 853	6 315 815	<u>Spring plates</u>
			Now: Fixing bolts secured with spring washers
			Formerly: Lock plates
<u>1964</u>			
29 Feb. 64	6 115 983	6 681 874	<u>Rear axle shaft/larger differential pinion</u>
16 Apr. 64	1 285 367	6 634 010	Now: Additional selective pairing-Parts indicated by yellow.
17 Mar. 64	6 213 182	6 720 716	<u>Gearshift housing</u>
	0 387 184	0 386 373	Now: Radius at the root of the ribs in the region of the contact surface of the bonded rubber mounting 30 mm
29 May 64	1 308 451	6 777 338	Formerly: 5 mm
19 Mar. 64	6 200 001	-	<u>Spring plate adjustment</u>
			Now: 17° 30' + 50'
			Formerly: 16° 30' + 50'

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

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30 Oct. 64	115 241 529(1200A)	7 356 688	<u>Volkswagen 1200 A</u> Now: Fully synchronized transmission Formerly: Non synchronized transmission
30 Oct. 64	115 247 259(1200A)	-	<u>Bonded rubber mounting for transmission</u> Now: Shore hardness, rear 60 Formerly: Shore hardness 70
2 Nov. 64	115 255 191 215 053 461 315 068 326	7 377 070 7 341 122 0 553 964	<u>Drive pinion and ring gear</u> Now: Markings altered.
<u>1965</u>			
19 Jan. 65	115 375 697	7 610 463	<u>Seal for drive shaft</u> Now: Polyacryl rubber (black) Formerly: Rubber (blue and brown).
29 Jan. 65	215 097 629	7 487 146	<u>Reverse sliding gear</u> Now: Three splines spaced at 120°, the spaces between the splines was increased to 0.2 - 0.3 mm.
18 Feb. 65	235 108 717	7 497 651	<u>Drive pinion/Ring gear</u>
8 Dec. 65	316 120 756	0 826 568	Now: Oerlikon toothing 8:33 intermittently. Formerly: Only Klingelberg toothing 8:35.
12 Mar. 65	115 451 465	7 579 312	<u>Main drive shaft</u>
13 Mar. 65	311 102 601	0 583 741	Now: <u>Spinning treated</u> with anti friction agent.
17 Mar. 65	225 119 364	7 508 034	
16 Mar. 65	115 635 697	-	<u>Gearshift rod coupling</u> Now: Intermittently slotted expanding sleeve with bolt and securing cap Formerly: Guide pin
22 Mar. 65	115 648 983	7 849 023	<u>Transmission case</u>
	215 126 091	7 805 097	Now: Deeper guide for final drive cover.
25 Mar. 65	315 147 986	0 632 815	Now: Selector shaft for 1st and 2nd gear supported in two places.

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6 Apr. 65	115 685 587 225 134 863 315 158 980	7 889 618 7 812 506 0 641 650	<u>Final drive cover</u> Now: Rubber seal. Formerly: Paper gasket. Now: The eye on left final drive cover relocated.
8 Apr. 65	235 134 388(1t)	7 814 984	<u>Drive pinion ring gear</u> Now: Intermittently Oerlikon tothing 8:35. Formerly: Only Klingelberg tothing 8:35.
2 Aug. 65	116 000 001 216 000 001 316 000 001	8 185 079 7 871 951 0 703 650	<u>Transmission case</u> Now: An oil return thread has been cast into transmission case in front of the main drive shaft oil seal.
2 Aug. 65	116 000 038 316 000 001	- -	<u>Gearshift lever</u> Now: Ball pin 10.5 mm dia. Formerly: 9.15 mm dia.
2 Aug. 65	116 000 001 316 000 001	8 185 079 0 703 650	<u>Bonded rubber mounting, front</u> Now: Modified progressive acting stop
2 Aug. 65	216 000 001 (Fichtel & Sachs)	7 871 951	<u>Shock absorber</u> Now: Used for front and rear axle (green marking) Now: 257 mm length (pressed together) Formerly: 260 mm
1 Sept. 65	216 020 495	8 366 091	<u>Needle bearing for gear wheels</u> Now: Needles arranged in pairs Formerly: Singly
7 Sept. 65	116 114 583 226 023 528	8 424 250 8 369 477	<u>Synchronization 1st and 2nd gear</u>
9 Sept. 65	316 035 546	0 742 140	Now: The conical surfaces on the pinion and in the synchronizer rings increased in diameter by about 3 mm. Synchronizer hub now has six hardened and ground centering lugs for the operating sleeve; locking plates are now flatter and have a groove on the inside. The selector rod has been lengthened and provided with a second bearing in housing wall between transmission and differential.

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			<u>Axial play 1st gear</u> Now: Synchronizer hub hardened on both sides, on 1st gear side 0.4 mm shorter. Adjustment shims thicker.
15 Sept. 65	216 028 432	8 373 363	<u>Ring gear attachment</u>
17 Sept. 65	316 042 519	0 748 890	Now: With self-locking hexagon bolts Formerly: With steel wire
15 Sept. 65	216 028 112	-	<u>Guide for gearshift rod</u> Now: Crank of the gearshift lever altered from 20° to 10°. A welded-on piece of sheet metal with a dowel pin which locates in head of the gearshift rod and forms a support. Gearshift lever stop with additional lip for 1st and 2nd gear. Formerly: Gear rod bearing and sleeve for gear rod guide.
8 Oct. 65	216 040 949	8 276 272	<u>Thrust washer 4.0 mm, differential side pinion</u>
29 Oct. 65	116 298 201 316 079 673	8 567 900 0 785 275	Now: Cutout portion on inner diameter discontinued. Formerly: Two cutout portions
13 Nov. 65	146 350 066	8 584 749	<u>Transmission case</u> Now: Clutch housing turned out further Now: Bore for starter motor bearing bush 10.98 mm Formerly: 12.48 mm dia. (starter motor and flywheel modified)
15 Nov. 65	316 100 000	-	<u>Gearshift rod coupling</u>
20 Dec. 65	116 412 701	-	Now: Slotted, expanding sleeve with screw and securing cap. Formerly: Gearshift rod pin and intermittently new version.
<u>1966</u>			
3 Jan. 66	216 083 208	8 707 955	<u>Gearshift housing</u> Now: Inner rib removed Now: Lower web of the breather chamber modified

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18 Jan. 66 7 Feb. 66	116 488 425 316 176 630	- -	<u>Gearshift lever stop</u> Now: With two lips on stop Formerly: One
20 Jan. 66 11 Feb. 66	116 480 969 316 159 376 216 103 963	- - -	<u>Gearshift housing</u> Now: Additional seal in the neck of the housing. Neck modified.
11 Feb. 66	216 103 963	8 849 908	<u>Dust seal for transmission shift lever</u> Now: 74 mm long, 50 mm dia. Formerly: 50 mm and 40 mm
25 Feb. 66	216 122 541	8 858 010	<u>Transmission shift lever</u> Now: Angle of shift finger $25^{\circ} \pm 1$ Formerly: $13^{\circ} \pm 1^{\circ}$
4 Mar. 66 7 Mar. 66 9 Mar. 66	316 203 840 216 116 544 116 680 425	909 531 8 966 112 -	<u>Gearshift rod</u> Now: Pocket of the claw on gearshift rod head 10.0 + 0.2 mm Formerly: 10.5 + 0.18 mm
8 June 66	116 976 635	9 343 990	<u>Differential</u> Now: Countersink for reception of self-locking ring gear securing bolts. Formerly: Without countersink <u>Ring gear</u> Now: Securing bolt with captive spring washer (self-locking) Formerly: Secured with wire.

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1 Aug. 66	117 000 001 317 000 001	- -	<u>Rear axle suspension</u> Now: With equalizer spring (except Type 147 and 1/1200 with Saxomat)
1 Aug. 66	117 000 001 (1/1200) 117 000 002 (1/1300) 117 000 003 (1/1500) 147 000 006 (147) 217 000 001 317 000 001	A, B, D A, B, D A, B, C, D A, D A A, B	<u>A - Transmission</u> Now: Ratio of third gear altered Now: Clutch casing turned out further Now: Bore for starter pinion bearing 10.98 mm Formerly: 12.48 (starter and flywheel modified) <u>B - Gearshift housing</u> Now: With M 18 x 1.5 threaded bore for back up light switch <u>C - Final drive</u> Now: Drive pinion and ring gear and also differential housing taken over from Type 3 (33 : 8) <u>D - Track width - rear</u> Now: Type 1/1500 with disc brakes 1350 mm, all other Type 1 1358 mm Formerly: 1300 mm

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1 Aug. 66	117 000 001 (1/1500)	A	A - Operating sleeve 1st and 2 nd speed
3 Sept. 66	117 110 964 (1/all)	A	
11 Nov. 66	117 349 829 (1/all)	B	Now: Pockets on coast side towards 2 speed
11 Nov. 66	317 096 515 (3/all)	B	B - Operating sleeve and selector rods for 1st and 2nd speed Now: Reduction of operating sleeve width (engagement of clutch tothing improved) Now: Shift of the selector rod 9.0 mm Formerly: 8.5 mm
17 Oct. 66	217 044 740 (2/all)	C	C - Operating sleeve and selector rod for 1st and 2nd speed, sliding gear for reverse speed Now: Outer tothing 43 teeth; operating sleeve width 25 mm, shift travel 9 mm, sliding gear modified Formerly: 44 teeth, 26 mm wide and shift travel 8.5 mm
10 Aug. 66	117 070 876		<u>Equalizer spring</u> Now: Hose in middle of the torsion bar, clamped on. (except Type 147 and 1/1200 with Saxomat)
16 Aug. 66	217 017 231	9 569 379	<u>Concave washer, drive pinion</u>
24 Aug. 66	117 097 951	9 488 596	Now: Spring force 100 up to 150 kg.
	317 024 614	1 060 179	Formerly: 80 up to 120 kg.
24 Aug. 66	217 016 330	-	<u>Main drive shaft, rear</u>
1 Sept. 66	117 112 318	9 608 293	Now: Spraying of splines with lubricant discontinued
5 Sept. 66	317 035 194	1 052 461	

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2 Sept. 66	117 114 847	9 618 155	<u>Gear carrier and transmission case</u>
5 Sept. 66	317 035 188	1 067 494	<u>Now: Guide bores for selector rod for 1st and 2nd speed:</u>
12 Sept. 66	217 026 736	9 578 604	<u>in transmission case - 14.05 + 0.05 mm dia.</u> <u>in gear carrier - 14.05 + 0.05 mm dia.</u> <u>Formerly: Transmission case - 14.25 + 0.05 mm dia.</u> <u>Gear carrier - 14 H7</u>
21 Sept. 66	117 195 000	-	<u>Equalizer spring</u> <u>Now: Depression in lower side panel reinforcement pressed in deeper.</u>
17 Nov. 66	117 348 424 (1/1300)	9 850 687	<u>Ring gear attachment</u> <u>Now: 8 attachment bolts. Formerly: 6 attachment bolts.</u>
21 Nov. 66	217 061 681	9 724 092	<u>Synchronizer stop ring, 2nd speed</u> <u>Now: Every 10th tooth shortened by 2 mm. Formerly: All teeth the same length.</u>
<u>1967</u>			
24 Feb. 67	117 560 824 (1/1500)	-	<u>Operating sleeve and selector rod for 1st and 2nd gear, sliding for reverse gear</u>
9 May 67	117 674 786 (1/1300)	-	<u>Now: Outer tothing 43 teeth, operating sleeve width 25 mm, shift way 9 mm, sliding gear altered</u>
29 May 67	117 734 760 (1/1200)	-	<u>Formerly: 44 teeth, 26 mm wide and shift way 8.5 mm</u>
9 March 67	217 102 705	-	<u>Rear axle tube retainer</u>
14 March 67	317 170 144	-	<u>Now: Sealed with "O" ring</u>
15 March 67	117 580 250	-	<u>Formerly: Paper gaskets</u>
23 March 67	117 618 945 (1/1200)	-	<u>Release bearing</u> <u>Now: With graphite ring</u>

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23 June 67	317 224 941	-	Main drive shaft, front
26 June 67	117 812 292	-	Now: secured in gear carrier
26 June 67	217 144 066	-	with circlip and dished washer Formerly: Locking plate and nut
			Main drive shaft, rear
			Now: Oil seal with lips, sealing surface increased
			Formerly: Oil seal without lips
3 July 67	117 817 951	0 389 208	Main drive shaft, rear
6 July 67	317 230 780	1 253 314	Now: Splines for clutch plate on drive shaft rolled
1 Aug. 67	218 000 001	-	Formerly: Milled