

# ENGINE ID CODES

“CODE” below, denotes the engine serial number “prefix.”

## TYPE 1

<u>CODE</u>	<u>YEAR</u>	<u>ENGINE</u>	<u>REMARKS</u>
4	1960	1200	40 HP
5	61	1200	40 HP
6	62	1200	40 HP
7	63	1200	40 HP
8	64	1200	40 HP
9	65	1200	40 HP
FO	66	1300	8mm Oil-Pump Studs
HO/TO	67	1500	8mm Oil-Pump Studs
H5	68-69	1500	8mm Oil-Pump Studs
B6	70	1600	Dual Relief, Single-Port
AE	71-72	1600	Dual Relief, Dual-Port
AH	73-74	1600	8mm Head Studs w/Case Savers
AJ	75	1600	Fuel Injected, w/o Fuel Pump Mount

## Replacement Cases

All cases service parts only – sold only over the counter, not supplied in new cars. All are dual relief and have 10mm oil passages.

FI		13/1600	
F2		13/1600	
DO			40-HP part when last digit is “X”
DI			Sometimes a 40-HP part
AB	66-79	1600	Built since '73 in Mexico, Brazil, Germany
AD		1600	
AK	67-74	15/1600	
AM		1600	
AS			Sometimes listed as Super Beetle original case, '73 on

## TYPE 2

<u>CODE</u>	<u>YEAR</u>	<u>ENGINE</u>	<u>REMARKS</u>
<b>EARLY BUS*</b>			
Numerals	61-63	1200	See Type 1, 40-HP listings
O	64	1500	Based on 1200, no cam bearings
H	65	1500	
HO	66-67	1500	No Crossmember holes
B5	68-69	1600	8mm oil-pump stud, single-relief
B5	70	1600	Dual Relief
AE	71	1600	W/Crossmember holes

### LATE BUS\*\*

CB	72-73	1700	Dual Carb, Manual Transmission
CD	73	1700	Dual Carb, Automatic Transmission
AW	73-74	1800	Dual Carb, Manual or Automatic Transmission
AW	75	1800	Fuel Injected
ED	75	2000	
GD	76-79	2000	'79 has Vanagon Heads
GE	79	2000	California only, Vanagon Heads

### VANAGON

CV	80-83	2000	Unique case and heads
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\* All Early Bus engines are similar to Type 1 & are single-carbureted.

\*\* Late Bus engines are Type 4 style and are either dual carbureted or Fuel Injected. Late Bus engines w/ carburetors have the fuel pump hole in the lower right-front case half. Fuel injected versions do not. The dipstick and oil fill hole are on the right, rear case half.

## TYPE 3

<u>CODE</u>	<u>YEAR</u>	<u>ENGINE</u>	<u>REMARKS</u>
O	63-65	1500	Based on 1200. No cam bearings
TO	66-67	1500	6mm Oil Pump Studs
UO	68-69	1600	Fuel Injected. '69 has crossmember holes
UO	70	1600	Crossmember holes. Dual Relief
U5	71-73	1600	Crossmember holes. 7.7:1 Compression
X	72	1600	7.3:1 Compression

Type 3 cases have no dipstick or oil pressure sending unit holes. Can be added by machine shop.

## TYPE 4

<u>CODE</u>	<u>YEAR</u>	<u>ENGINE</u>	<u>REMARKS</u>
W	71	1700	
EA	72-74	1700	
EB	73	1700	California only
EC	73	1700	

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<b>CODE</b>	<b>YEAR</b>	<b>ENGINE</b>	<b>REMARKS</b>
W	70-71	1700	8.2:1 Compression, D-Jetronic
EA	72-73	1700	8.2:1 Compression, D-Jetronic
EB	73	1700	7.3:1 Compression, D-Jetronic
EC	74	1800	California only, 7.3:1 Compression, L-Jetronic
AN		1800	8.6:1 Compression, D-Jetronic
GA	73-74	2000	7.6:1 Compression, 3 Intake Studs, D-Jetronic
GB		2000	8.0:1 Compression, 3 Intake Studs, D-Jetronic
VO		1700	European only, magnesium,
		1800	some brought into U.S. in
		2000	core engines, hardens and cracks like Type 1-3 case