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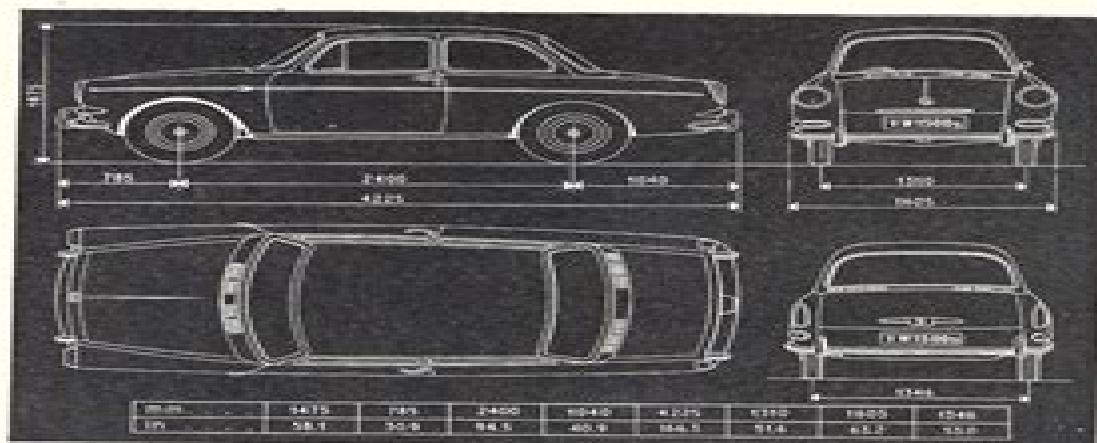
CONTINENTAL SERVICE DATA No. 10/CSD

VOLKSWAGEN 1500S SEDAN

Manufacturers: Volkswagenwerk A.G., Wolfsburg, Western Germany

U.K. Concessionaires: Volkswagen Motors, Ltd., Lords Court, 32-34, St. John's Wood Road, London, N.W.8

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Dimensioned views of the car showing measurements in English and Metric equivalents

INTRODUCED in 1963, the "S" series sedan model has much in common with the 1500 car, but there are important mechanical differences which necessitate that they should be considered separately.

Type numbers used for this series of cars are 312 and 314, and, as is usual, chassis are numbered in serial, as are engines and transmissions. The model identification plate bearing these numbers, together with relevant chassis numbering, is to be found under the front bonnet, beside the bonnet lock. Chassis serials are to be found on the frame member under the rear seat. It is important that these chassis and/or component serials should be quoted when referring to the concessionaire, or when ordering spare parts.

Unit replacements are available from the concessionaire, and these include such items as engines, transmissions, gearboxes and final drives, together with front axle assemblies.

Chassis layout of the mechanical components is similar to that of the other cars in the range, and features a rear-mounted engine/transmission unit driving the rear road wheels through a final drive unit mounted within the transmission housing. Suspension is independent front and rear, by torsion bars.

Major unit removal, brief notes:

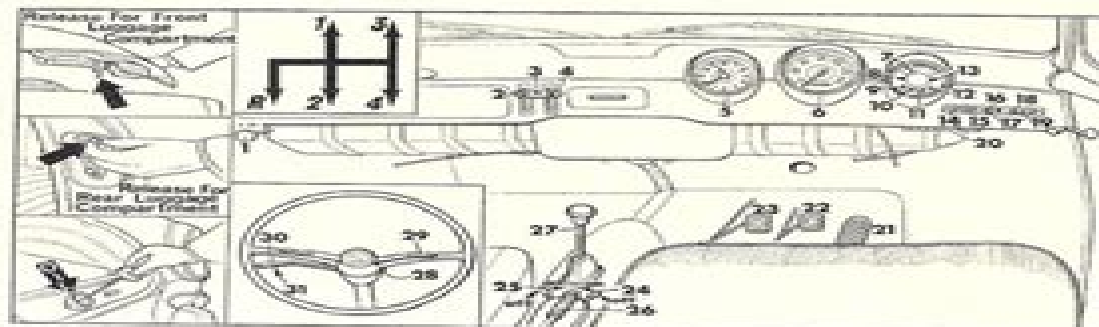
Engines: may be taken out after removal of four bolts at top, two from underneath, disconnecting all pipes, wires and controls to unit, and removing downwards. Access to clutch is achieved after taking out engine and removing six securing bolts.

Gearbox: may be removed after taking out engine, removing bolts at rear axle flanges and shock absorbers, two bolts in front mounting and two bolts in carrier, brake connections and gearchange coupling.

Final drive: this unit is incorporated in gearbox, and access to it is achieved after taking out gearbox.

Brakes: require a drum puller to gain access to internal parts, and note that left-hand side units have LEFT-HAND threads. Access to rear brake may be obtained after removal of half-shaft nuts, etc., and use of drum puller.

Power output quoted is: 66 b.h.p. at 4,800 r.p.m., with 24.17 lb ft torque at 3,000 r.p.m. (both S.A.E.).



INSTRUMENTS, CONTROLS, GEAR POSITIONS AND BONNET LOCK:

- | | | |
|--|--|--|
| 1. Front luggage compartment release latch | 15. Main beam warning light (blue) | 21. Accelerator |
| 2. Left-hand brake air control lever | 16. Generator warning light (red) | 22. Brake pedal |
| 3. Central brake air control lever | 17. Oil pressure warning light (green) | 23. Clutch pedal |
| 4. Right-hand brake air control lever | 18. Indicator warning light (green) | 24. Rear compartment heating control |
| 5. Check | 19. Screen washer control | 25. Heating "on-off" lever |
| 6. Speedometer | 20. Screen washer control | 26. Gearbox lever |
| 7. Fuel gauge | 21. Wiper speed variation control | 27. Gear lever |
| 8. Indicator warning light (green) | 22. Parking lights switch | 28. Steering/lighting lock (steering disarmed) |
| 9. Parking lights warning light (green) | 23. Parking lights switch | 29. Flashing indicator switch |
| | 24. Headlight switch | 30. Dip/Headlamp flasher switch |
| | 25. From front | |

Inserts left show method of releasing front and rear luggage compartments, location of engine/transmission dip when, operative position of centre mounted gearlever, and rilling of steering column mounted controls. Note: operative position of heating control lever are shown on main diagram adjacent to Nos. 24 and 25.

Manual For Classic Vw

AN Whitehead



Manual For Classic Vw:

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Table of Contents Manual For Classic Vw

1. Understanding the eBook Manual For Classic Vw
 - The Rise of Digital Reading Manual For Classic Vw
 - Advantages of eBooks Over Traditional Books
2. Identifying Manual For Classic Vw
 - Exploring Different Genres
 - Considering Fiction vs. Non-Fiction
 - Determining Your Reading Goals
3. Choosing the Right eBook Platform
 - Popular eBook Platforms
 - Features to Look for in an Manual For Classic Vw
 - User-Friendly Interface
4. Exploring eBook Recommendations from Manual For Classic Vw
 - Personalized Recommendations
 - Manual For Classic Vw User Reviews and Ratings
 - Manual For Classic Vw and Bestseller Lists
5. Accessing Manual For Classic Vw Free and Paid eBooks
 - Manual For Classic Vw Public Domain eBooks

- Manual For Classic Vw eBook Subscription Services
- Manual For Classic Vw Budget-Friendly Options
- 6. Navigating Manual For Classic Vw eBook Formats
 - ePub, PDF, MOBI, and More
 - Manual For Classic Vw Compatibility with Devices
 - Manual For Classic Vw Enhanced eBook Features
- 7. Enhancing Your Reading Experience
 - Adjustable Fonts and Text Sizes of Manual For Classic Vw
 - Highlighting and Note-Taking Manual For Classic Vw
 - Interactive Elements Manual For Classic Vw
- 8. Staying Engaged with Manual For Classic Vw
 - Joining Online Reading Communities
 - Participating in Virtual Book Clubs
 - Following Authors and Publishers Manual For Classic Vw
- 9. Balancing eBooks and Physical Books Manual For Classic Vw
 - Benefits of a Digital Library
 - Creating a Diverse Reading Collection Manual For Classic Vw
- 10. Overcoming Reading Challenges
 - Dealing with Digital Eye Strain
 - Minimizing Distractions
 - Managing Screen Time
- 11. Cultivating a Reading Routine Manual For Classic Vw
 - Setting Reading Goals Manual For Classic Vw
 - Carving Out Dedicated Reading Time
- 12. Sourcing Reliable Information of Manual For Classic Vw
 - Fact-Checking eBook Content of Manual For Classic Vw
 - Distinguishing Credible Sources
- 13. Promoting Lifelong Learning
 - Utilizing eBooks for Skill Development
 - Exploring Educational eBooks

14. Embracing eBook Trends

- Integration of Multimedia Elements
- Interactive and Gamified eBooks

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