



www.vwthingregistry.com

January- March 2018

January 2018 already... This is going to be a long Newsletter this month. We have lots of great information. As always, we will start with an update about the Registry. Then we have a Question and Answer with Registry President, Eric Goodman and Jake Raby from Raby's Air-cooled Technology, one of our sponsors. Another great Accessories article from Registry member, Shawn Sitar. And the most interesting part of this newsletter is a copy of our Type 181 History book. This was a year and a half long project we have been working on. It combines all the history from our almost 30 years of Archives and new information we just learned from members from all over the world. Without the Registry none of this history information would exist in this format for everyone to enjoy...

The VW Thing Registry list is updated on our website. Click on the top Link that says, "Current Registry". Over 3,300 Type 181/182's is listed. www.vwthingregistry.com

Here is a list of the total number of Type 181's (and Type 182's) registered with the VW Thing Registry, World Wide as of December 2017.

1969- 225
1970- 220
1971- 270
1972- 135
1973- 1,000+
1974- 1,000+ (Acapulco's 47)
1975- 135
1976- 90
1977- 115
1978- 230

1979- 45

1980- 7

For members who were asking how rare is a VW Thing? They were only sold in the USA in 1973 and 1974. Total production was: 14,197 in 73 and 14,733 in 74. We don't know the exact breakdown of how many were made in each color, but if we just average the production numbers with the colors made it looks something like this:

1973:

Pumpkin Orange, 4,732 average (Second most popular color sold)

Sunshine Yellow, 4,732 average (We know Yellow was the most popular color sold)

Blizzard White 4,732 average (Least popular color)

1974:

Pumpkin Orange, 3,583 average (Second most popular color sold)

Sunshine Yellow, 3,583 average (We know Yellow was the most popular color sold)

Blizzard White, 3,583 average (Third most popular color sold)

Avocado Green, 3,583 average (Rarest color sold after the Acapulco edition)

Acapulco, 400 (Very rare because we know only 400 were made by VW).

After 45 years, how many of the three or four thousand from each year still exist... We estimate less than 5,000 Things are still around today.



Did you see Hot VWs Magazine from February 2018? A feature story about Lee Caplan's 1974 VW Thing with only 750 original miles was in the magazine. This was from our Things West event last year at Prado. The VW Thing has been getting a lot of attention lately. Congrats Lee! If you have not seen this Thing or heard about it, you will want to get a copy. I was lucky enough to drive it and put a few of the 750 original miles on it myself ☐



We get a lot of questions about the Acapulco Thing. The USA Acapulco Thing (VW option code: M660) was only made in 1974 in White/Blue (Paint codes: Cream White L90H & Delft Blue L55Z) and only 400 were made. Yes, only 400... Other Acapulco's were made in Mexico in the early 1970's for the resort trade in White/Pink and Yellow/Pink. The VW Thing Registry took over the Acapulco Thing Registry in Sept 2016. At that time the Acapulco Registry had about 20 Things on their list. Today we have 47 Acapulco Things on the Registry list. VIN's range from 184 2542 XXX-184 2625 XXX. Original Acapulco Things are very rare. If you ever have a question about the VW Thing (Type 181), please feel free to contact us at any time. You can call, email, etc. All our information is listed on the last page of this newsletter.

It's with great sadness that we announce the passing of Registry member, Cecil Pugh. He owned the Mickey Thing. Cecil was a great guy. I got to meet him and see his Thing for the first time at the Kelly Park VW show last year. The cruise at this year's Things West event will be dedicated to Cecil. Jeff Gilleland will be leading the group in his honor.





Q & A with Jake Raby from Raby Air-cooled Technology

1.Q: What year did you get your VW Thing? Which one?

A: LOL. I have a 1973 Thing that served in the German Army, I imported it in 2014. My other Thing is also a 1973, and I've had it since 1999, and I have been restoring it since 2000, having recently completed it, after all those years!

2.Q: Have you always liked German cars?

A: Yes! I came home from the hospital as an infant in a 1973 Thing! I grew up with that car, until we finally sold it in 1988. For the first 15 years that I held a driver's license, I did not own a daily driver vehicle that wasn't air-cooled and didn't have a VW or Porsche emblem on it. I have a passion for European military vehicles, as well, with a focus on German.

3.Q: What is your favorite memory with your Thing?

A: Once on the way back from Kubel Treffen East, in 2000 I was caravanning with several other Things, headed back home to Georgia. I was unsure of the route the others wanted to take, and I was watching my mirrors to see if those behind me signaled that they wanted to get off the expressway. They turned their signals on at the last minute, and I darted up the off ramp... Only to find out that they were playing a joke on me. They stayed on the expressway and buzzed right by me. Rather than doing what a logical person would do, I drove off the side of the ramp, straight through a wildflower plot! Those who had tricked me were watching their mirrors to see dirt, and wildflowers being shot into the air as I went off-roading at 65 MPH! That was the last time I drove that car until 2018!

4.Q: I know you started the T4 Conversion for the Type 181, how did that happen/history?

A: By mistake... I started my engine company in 1992, while in high school. During a stint in the US Marines I was stationed in SoCal and built engines in my barracks room. I sold them at the Pomona Swap Meet, and one day I ended up with a T3 Squareback for free. I chopped the top off and made it into a pickup truck. I painted it like a cow, and called it "The Moomobile". I used it as a daily driver, and would swap engines between it, and my sandrail that I built for the Glamis, and Pismo Beach Dunes. I got tired of making engine changes (that didn't work in most cases) and having to spend most of my precious time at the dunes working out bugs. Having the T3 as a street car, I could work out the engine issues on the street, then swap the engine into the buggy, and have fun at the dunes, with confidence. Well, I was hard on equipment, and I learned that there was more to the air-cooled VW powerplant line up than the Type 1. I bolted a stock Type 4 on the buggy, with a homebuilt fan shroud, and I never looked back... Then I started modifying the T4 engines, and I fell in love with them. I started building performance T4 engines and found out that aside from a couple of specialists, no one else was touching them. That appealed to me, as I like to be the odd man out, and I like to do things differently.

When I returned home from USMC a friend of mine, who I served with in the USMC came to work for me at my shop after he had served his time. He came up with the "Massive" logo that you'll see plastered all over my websites, etc. today. He convinced me that we only needed to be building T4 engines, and that's what we did. It was at that time that I met Joe Locicero, the developer of the DTM cooling system that I have owned the rights to, and manufactured since 2003, following Joe's passing.

Joe had never tried to fit one of his DTM cooling systems into a 181, and he claimed that it was too tall, and would hit the underside of the rear deck. He was right, but that didn't stop me from taking a 74' Thing (Acapulco) that I owned at the time and making the DTM system fit. After I made the system fit, I send the modified shroud and mounts



back to Joe, and he altered the pieces, and molds, and ever since then, the DTM fits the Thing (as well as any other ACVW, Porsche 356, and 912) with ease. .

5.Q: Known as the “Type 481”, can you explain what the conversion is?

A: Well, that’s simple... It’s a VW 181, outfitted with e Type 4 based engine, resulting in the “481” designation. Honestly, it’s not really “a conversion” to fit a Type 4 into a 181, as it all bolts in with the proper components, and nothing needs to be modified, altered, or permanently modified. No cutting of the car is required. No modification of the transaxle is required, either. Just bolt it in

6.Q: You are building a Type 481 for yourself now, what are the spec?

A: It’s a basic engine. It’s my favorite of all the engines I have designed, as it is based on my oldest performance combination. The engine displaces 2,270cc, and makes 180HP @ 6,000 RPM, and 190 ft/ lb. of torque at 5,000 RPM. This engine is my most evolutionary of all, and I have been perfecting it since the mid 1990s. Back then it made 135HP and 150 ft/ lb. of torque, as an example of how far we have come.

Basically my “481” engine is the same that I built for the 2006 Hot VWs Tech article “Type 4 Torquer”, which feather my engine program over a 5-part series. Later this engine would be covered in the Hot VWs publication “All about VW Performance Engines III”.

7.Q: Why did you choose a T4 for the conversion?

A: Well, I wanted simplicity, I wanted power, and I wanted something robust. Above all else I wanted something different, and I wanted people to ask “why?”. For a guy like me, that question is an inspiration. I didn’t want the same old generic 1776cc Type 1 engine that everyone else had.... I didn’t want their problems, or the constant issues that I

faced with the T1 engine when modified. Above all else, the Thing had to remain air-cooled! I would drive it everywhere I went, and I’d alter the transaxle gearing to fit the engine’s output for the most optimum package possible.

8.Q: If someone wants to buy one of your motors, what do they need to know?

A: Well, I’ll take the elephant out of the room... It’s not cheap! It’s also not quick, and nothing is kept “in stock”. My engine company diversified into modern Porsches in the early 2000s, and the invention, and development of a series of products to literally save an engine family pulled my personal focus from the air-cooled side of the business for a few years. Today things have gone full circle, and pretty much the only thing I personally build here are the air-cooled engines, and I find myself building most of them. Today it’s done as therapy more than anything, as my pace has slowed a lot, and I take more and more time with every build.

9.Q: You mentioned that you invented something, what was that? Do you have a Patent?

A: The Porsche M96/ M97 engine family has an intermediate shaft that was supported by a ball bearing, from the factory. These proved problematic, and many would fail, leading to catastrophic loss of the engine, sometimes at very low mileage. I invented a series of procedures, tools, and bearings that allowed these bearings to be extracted (with the engine assembled) and fitted with other bearing designs. For these efforts I have been awarded 4 US Patents as of this interview, and I have 3 more pending. Ironically, I solved the problems with these Porsche engines, utilizing what I had learned from Air-cooled engines.

10.Q: What advise do you have as a professional high-performance engine builder for maintaining a motor?

A: First, it must be configured properly! Most of the exceptional nickel and dime maintenance and



repair can be avoided if the engine is designed correctly, and is well thought out, and executed. Engines that routinely give problems were often misconfigured, had sub-standard components used, or were assembled with a lack of attention to detail.

If a builder designs the engine correctly, assumes nothing, and quantifies everything during assembly, and tuning, and doesn't skimp on components, or machine work, performance engines are just as reliable as stock engines. Done right they work less and will run the same temperatures (or less) than a stock engine.

11.Q: What is the biggest challenge that you feel an engine builder faces today, in the VW industry?

A: Component quality! This isn't new in the VW industry, but it's getting worse. I try my hardest to only use USA or European made components, but today I find myself having to make, and modify my own components. That's one reason why what I build won't ever be cheap, or quick to build.

12.Q: What's the largest engine you have built for a Thing, and how powerful was it?

A: I remember it well! 2,980cc, and it made 240HP/245 ft/ lb. of torque. No, you don't need this engine for a Thing, but it was nice to drive!

13.Q: What is your favorite VW of all time? Only one!

A: Hands down, my 1944 VW Kubelwagen, with documented war history.

14.Q: You've been around VWs and Things for a long time. How have things changed for your business over these years? Is your work easier, or more difficult today, than say, 20 years ago?

A: Without a doubt it's more difficult today than ever. It's honestly not easier in any way, than it used to be. Customer relations, communication,

components, and everything are tougher for me than they used to be.

I remember doing invoices the old-fashioned way, and while computers, and technology have advanced, communication seems to have become more difficult than it used to be. It's tougher to communicate than it used to be. People don't answer the phone or reply quickly. Also, I find that buyers have a huge desire for instant gratification, much more so than I remember years ago. Due to this I also find my purchasers have become much more discerning than they used to be; but, part of that may be due to the engines we build today being more respected than they were 20 or so years ago. It's a pretty good "problem" to have.

Building the engine has gotten tougher too. It's harder to find good core engines, harder to stay on top of the constant changes with fuels, and lubricants (none of which favor our engines!), as well. I find my time having to restore old components, as they are much better than new ones in so many cases. As those older, core components age more every year, it takes more and more time to build an engine.

We also see brands that were previously good quality going downhill. I think this doesn't just apply to the engines, but the cars in general.

From a positive perspective I did find when completing my recent 181 that many of the Restoration parts for it were better quality today, than the Parts I purchased 20 years ago at the onset of the project. Many of those had rotted in their original packaging...

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VWOA Thing accessories, part 4. By Registry member, Shawn Sitar LSVWC906@gmail.com

In this installment of the VW Thing accessories series, I'll go over a few of the electrical accessories offered for The Thing by Volkswagen of America. Some of you may come across these items used at VW swap meets or online, and may need to know how to install these as originally done. I have the original installation instructions for many of the VWOA accessories and will work with Eric to get them posted on the Registry web page. I encourage those of you with these original accessories on your Things to post pictures them on the Registry Facebook page for us all to see. I'd love to see a video demonstrating the Thing winch! If you have any questions or comments on VWOA accessories, please feel free to contact me by email or through the registry Facebook page or Facebook Messenger.

Fog lamps (ZVW 123 202, ZVW 123 203, ZVW 123 204)

The fog lamps were a very stylish accessory offered for The Thing that came in three styles: round amber, rectangular clear above bumper, and rectangular clear below bumper. All of these were made by Bosch and were also offered for the other VWs in the model line. The back side of the fog lamp housings were matte black and a chrome bezel ring went over the lenses on the front. The lenses were made of glass. The fog lamp kit came with a wiring harness, relay, quartz-iodine bulbs, mounting hardware, and a black toggle switch that mounted on the left dash panel. The fog lamps are compatible with the front push bar or the bumper overrides. Very nice looking in my opinion and quite illuminating!





Sport horns (ZVW 123 408)

One of the more-rare accessories specific for The Thing. The Sport Horns were made by Bosch for VWoA and came with two horns in the set: a low and a high tone. There was an installation kit (ZVW 123 608) that had a wiring harness, relay, and the same black toggle switch as the fog lamps which also mounted on the left dash panel. When you turned on the toggle, you just press the horn button on the steering wheel to sound them off. They are loud! These are hard to find because these were mounted in the front fender well which exposed them to the elements making the horns prone to failure and the plastic trumpets brittle and easily broken. I have only seen an original set on an orange Thing that came with a bunch of accessories from the dealership. The installer at the VW dealership had the foresight to install them in the trunk instead of the fender well in 1974, so they were in mint condition when I saw this Thing in the mid-1990s.



Electric winch (ZVW 162 181)

The Thing winch was an accessory to help you get unstuck and could be operated from inside or outside the vehicle with a remote switch (not wireless). The winch required the rear hitch (ZVW 164 181 or ZVW 184 184) to be used with The Thing. The front hitch (ZVW 164 182) was an option to use the winch from the front. The winch came with an installation kit (ZVW 162 182) that included a wiring harness, front and rear power sockets, dash switch, hand crank, remote switch harness, and mounting plate to hang winch on hitches. I know there are a few of you out there that have the winch that may be able to add some insights. I have only been able to find (afford) an installation kit (partial) that I ended up trading a few years ago. The winch was made by Powerwinch Division of The Scott & Fetzer Company. This type of winch was very common on boat trailers.



Cigarette lighter (ZVW 171 108)

One of the most common and affordable accessories for your Thing. I have seen these mounted on Things on the right dash panel where the factory socket was for the 1973s and the same location where the block off cap was on 1974s. If you're installing one, make sure it grounds to the dash panel well to make sure it works properly. This is a nice option to have to charge your cell phones! Especially the "Automatic" lighter!

www.thingparts.com
New and used VW thing parts



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mpb181@aol.com

Call
518-630-0173
Free Advice





a VW Thing Type 181 Registry Event

Things East

formerly Kubel Treffen East



The Original

Kübel Treffen East

Volkswagen Thing Show and Tour

25 YEARS

July 14, 2018

Saturday, July 14, 2018

Mountain Inn & Suites (Exit 53, I-26) 755 Upward Road, Flat Rock, NC 28731

Phone: 828-692-7772 / Fax: 828-692-7224

www.mountaininnflatrock.com

Lodging Reservations must be made by June 15 to get the show rates of \$119!

Group Code: KTEV or mention the Thing Show for show rates!

Hosted by Mike & Mary Crisp

Tentative Time Schedule of Events...

Friday, 7/13 - Afternoon / Evening check-in Mountain Inn & Suites

Saturday - 8:30am - Set up for Show Vehicles, Swap Meet, Vendors

9:30am - 12:30pm - Show Judging, Misc. Activities

Saturday's Activities and Driving tours to be announced in early 2018

Sunday - Relaxed Sunday Tour - Concludes by mid-afternoon

THINGS WEST

VW Thing Type 181 Registry Event

formally Kubel Treffen West

June 7th - 10th 2018

Prado Regional Park
16700 S Euclid Ave.
Chino, California



June 7th - 8th

Camp at Blackstar, Prado Park
Meet, greet, and eat. All Things welcome.

June 9th

Octo show, Long Beach- Cruise & Dinner.

June 10th

El Prado Show "Special Thing area"
Awards & Raffle. Car show fee at gate.



Please register online: vwthingregistry.com

Camping area available Contact: Jeff Nall 714.326.7338

Show Contact: Eric Goodman 909.855.7625 vwthingregistry@yahoo.com

Jeff Gilleland 408.702.2309 jeffgilleland@gmail.com

Show sponsored by: Thingparts.com



The VW Thing (Type 181) Registry

Registry History: The VW Thing (Type 181) registry has been around for almost 30 years. Originally formed as the Mid-Atlantic Thing Registry located in Springfield, VA in 1990. The Registry was founded and run by Bob Miller and his family. It was a self-funded organization when it started as the Registry is today. In the mid 1990's the Millers moved to Riverside, California (very close to where the Registry is located today) and changed their name to The VW Thing, Type 181 Registry.

By this time the Registry had grown to a world-wide organization and that's why the name was changed. Bob had people from all over the world helping him with the Registry. They did not track all the Type 181/182's in the world via the VIN as we do today, but they did keep contact and vehicle information for each member. Later they did start collecting money to join the Registry and it functioned more as a club. They had a quarterly Newsletter called "Things". This was prior to the internet. Everything was mailed, and communication was harder for members back then. Now we have the internet, email and Facebook to reach the entire world in a matter of minutes!

After many years of inactivity, Eric Goodman started the Registry back in June of 2016. It is now located in Newport Beach, California. It is the only VW Thing organization in the country with thousands of members all over the world. It hosts and sponsors Thing events each year. The Things East and Things West (formally, the Kubel Treffen East and West). You can register your Type 181 or 182 and find more information about the Registry at: www.vwthingregistry.com

From the website: "The purpose of The VW Thing (Type 181) Registry is to promote the preservation and enjoyment of the Volkswagen Thing, while keeping track of all the Type 181/182 around the world. We track the VIN, owner's information, color and location. This is FREE to all Type 181/182 owners. Although we don't have formal meetings, membership does provide the opportunity to participate in various scheduled Thing activities all over the world. We network through our Facebook page and quarterly newspaper. We promote Thing and Volkswagen events and sponsor activities like cruises, parades, gatherings, etc. Our activities are made possible by our network of volunteer "Thing Ambassadors" throughout the world. Our members also receive discounts at participating VW businesses who sponsor the Thing Registry".

Please feel free to help support our official sponsors, affiliates by joining their clubs and supporting their businesses. You can also defer the basic cost of the Registry like the web page, etc. when you buy a shirt or sticker or become a sponsor. Please contact us for more information. Thank you.

The VW Thing (Type 181) Registry is a Chapter of the Vintage Volkswagen Club of America.



182's was produced by VW from about 1970 onwards, either as demonstrators or to specific order. Other type 182's was built into the middle 1970's, primarily for military use in countries where right hand drive was standard (Morocco had at least 20 units). The Type 182 was also manufactured and sold in Indonesia.

The Type 181/182 was known as many different vehicles:

Kubel- Germany

It was first manufactured in 1969 for the West German Army and not sold to the public until 1971. It was manufactured in three plants in Germany over the years. Wolfsburg, Hannover and Emden from 1968-1978. Sixteen pre-production vehicles were built in 1968, regular production started in 1969. Total production was 70,526 vehicles in Germany. Germany was the main country of production for the type 181/182 for the world.

History: During the 1960's the West German government was in need of a limited number of light, inexpensive, durable transport vehicles that could fulfill their basic needs while the Europa Jeep was being developed and put into production. Although Volkswagen had been approached during the 1950's about building such a vehicle, and had subsequently passed on the proposition, the then-current management of the company saw the project as having some amount of potential as a consumer vehicle; Mexican customers were asking for something that could handle rural roads better than the Type 1, which was a large seller in Mexico at the time, and the popularity of VW-based dune buggies within the U.S. made executives think that a durable, fun, off-road-capable vehicle would become attractive to many buyers. VW could keep cost to a minimum and thus maximize profitability by using existing parts. Like the World War II era Type 82 Kübelwagen, the Type 181 used mechanical parts and a rear-engine platform, manual transmission and a flat-4 engine derived from that of the Type 1. The Europa Jeep was the result of a NATO plan to have a vehicle whereby each European NATO makers all combined to build a light-duty patrol vehicle. The Volkswagen 181 was only supposed to fill in, until the time that the Europa Jeep was ready. From 1968 until 1979, over 50,000 Type 181s were delivered to the NATO forces. By 1979 the Europa Jeep project had fallen apart completely and was abandoned, and the West German government began supplementing their consumption of Type 181's with the new front-engined Type 183 Iltis. Despite the West German government's switch to the Type 183, European and Mexican sales of the civilian Type 181 continued through 1980, and several organizations, including NATO, continued to purchase military-spec Type 181 units through 1983, finding their reliability and low purchase and maintenance costs attractive.

Thing- USA

First sold in the USA in 1972 as a 1973 model exported from Mexico to the USA for sale by Volkswagen of America. They were only sold in the USA in 1973 and 1974 with a total production of 28,930 Things sold in the USA. The 1975 model was prohibited by the U.S. government as they could not meet crash testing standards for "passenger cars". The 1973 and 1974 were classified as "Multi-Purpose Vehicles" and were exempt from those tests. The Thing included full emissions equipment on the engine, the letter "X" (for export) following the chassis number and a U.S. DOT sticker on the left center door post. The VIN also contains and "E" for export.

The first "Name" attached to these cars was to the Type-181 that was being built, or at least assem-



bled, in Mexico, starting in late 1970. For purposes of registration, VW wanted all of these cars were to be called "The Safari", as this name had the same general meaning in all of the languages of the Americas. Unfortunately, General Motors had been using the "Safari" name on Pontiac Station wagons as early as 1955 and thereby "owned" the name Safari in the U.S. market. Volkswagen of America therefore elected to call all of its type 181 cars "The Thing". The official name "The Thing" is supported not only in all the VW literature, but in at least 42 states DMV registrations. Only 4 states are known to register these cars as "Type-181". Those Things that were sold in Canada and a few other countries, that were Volkswagen of America Things.

Acapulco- USA/Mexico

In 1974 the Thing "Acapulco" model was available, a stock Thing with a few minor trim changes. They had blue and white gloss paint and interior, running boards, usually a surrey top and either a hardtop or a soft top.

There were some Acapulco's built in Mexico in 1973 for the resort trade, including a few with a pink and white color scheme. Most all the Acapulco Things were exported to the US market in 1974 and only 400 were made. This is the rarest of all the Type 181's built.

Safari- Mexico

All Type 181's made outside of Germany were built in Mexico in the Puebla plant from 1970-1983. About 6,000 more Type 181's was built in Germany then Mexico. But most of the vehicles made in Germany were not for Civilian sales. The VW plant at Puebla, Mexico, assembled Type 181's in 1970 and 1971 from CKD's (completely knock down) kits from Germany as there were no stamping facilities in Mexico at that time. The Safari was produced for Mexican domestic sales and was also exported to countries to the south of Mexico. The Mexican domestic engines all had low compression pistons installed for about a 6.8:1 compression ratio that would run on lower grade Premex gasolines. Mexico was the largest market for civilian Type 181 sales. Total production was 64,254 vehicles in Mexico.

Trekker- U.K.

The type 182 was officially sold in Britain by VW dealers in 1974-75, under the name Trekker. Volkswagen U.K. first attempted to introduce the type 182 into England as "The Thing", but the dealers objected to the name and a "contest" was held to "name the car". Despite Press reports that 300 were being imported, current records only show surviving numbers of less than 200. Trekkers had European rear-lights and front flashers. They did not sell well in the UK based on the price and only lasted a few years.

Camat- Indonesia

Type 182's was also sold and assembled in Jakarta, Indonesia from 1972-1980. History: PT Garuda Mataram Motor Company supplied VW Safari to Indonesian Army from 1972 in limited quantity, then in large number in 1973-74 until the contract ended in 1975. VW Safari used in Indonesian Army is actually the civilian version colored in green army. Unlike the military version used by the Bundeswehr, which is equipped with a variety of standard NATO military equipment, the VW Safari used by the Army is not equipped with standard military equipment because its function is only as an official vehicle officer in the middle of the army. PT German Motor Manufacturing began to assemble new model of VW Safari to be marketed in 1975. Some CKD parts were imported from German then later from Puebla, Mexico. This was due to Type 181 was no more produced in German and all were made in Mexico. In October 1974, Solichin GP (the West Java Governor) received 60 units of VW Safari from



Col. Arifin Adil, a Director of PT Garuda Mataram. These cars then were distributed among 19 Regencies in West Java. To support the 1977 General Election, in February 1976 the government of Indonesia ordered 3,500 units of VW Safari. It was found then that they needed more so in August 1976 they ordered 2,500 units more. Total production was 5,988 units for Indonesia. In 1976, VW Safari CKD kit were ordered in large amount from Puebla plant, Mexico, to support the 1977 General Election. These cars were distributed to all 'Camat' throughout Indonesia. 'Camat' is a name for government officials (a sub-district, one level below regency). because VW Safari is used by the sub-district. In the 1970s, road conditions in the territory of Indonesia are still not as good as now. Indonesian government officials who are intensively carrying out development in various sectors, often have difficulty to reach areas that are still minimal facilities and infrastructure. Therefore, the government feels the need to equip officials in the regions with vehicles that are suitable for that purpose. There were many options at that time, but the Government decided to use the VW Type 181 as an official vehicle in the area. With the characteristic that is very easy to recognize the orange colored paint and passengers who look dashing with the uniform leader of the region (Camat), many years of this vehicle passing in Indonesia.

Pescaccia- Italy

The Type 181 was sold in Italy as the Pescaccia in the early 1970's and exported from Germany. We have very little info on the total number of Pescaccia's in Italy.

VIN numbers (Serial Numbers)-

Each model year had a specific number for the VIN (180-18C).

- 1968: 180 2645 373 (prototype)
- 1969: 180 xxxx xxx (180 2198 169, first)
- 1970: 180 xxxx xxx
- 1971: 181 xxxx xxx
- 1972: 182 xxxx xxx
- 1973: 183 xxxx xxx
- 1974: 184 xxxx xxx
- 1975: 185 xxxx xxx
- 1976: 186 xxxx xxx
- 1977: 187 xxxx xxx
- 1978: 188 xxxx xxx
- 1979: 189 xxxx xxx
- 1980: 18A xxxx xxx (18A 0100 746. Last production)
- 1981: 18B xxxx xxx
- 1982: 18C xxxx xxx

Number of Type 181/182 listed in the VW Thing Registry (World Wide):

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- 1971: 270
- 1972: 135
- 1973: 1,000+



1974: 1,000+
1975: 135
1976: 90
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As of 12/1/2017

Production figures-

Information about production figures is conflictive on the internet and in other publications. Numbers range from 90,883 to 140,768. The official number is: 140,768.

Bob Miller, founder of The VW Thing (Type 181) Registry did a lot of research into the production. Bob obtained data from VW sources, taken from actual copies of official VW production records and confirmed by Volkswagen Auto Group in 1995.

| Year | Wolfsburg | Hannover | Emden | Puebla | Indonesia | Yearly totals |
|---------------|---------------|---------------|--------------|------------------------------|--------------|----------------|
| 1968 | 16 | | | | | 16 |
| 1969 | 2,373 | | | | | 2,373 |
| 1970 | 5,386 | | | 323 | | 5,709 |
| 1971 | 11,026 | | | 4,057 | | 15,083 |
| 1972 | 6,682 | | | 3,105 | | 9,787 |
| 1973 | 21,598 | | | 18,729 (incl. 14,197 Things) | | 40,327 |
| 1974 | 10,493 | 8,747 | | 18,844 (incl. 14,733 Things) | | 38,084 |
| 1975 | | 1,882 | 307 | 6,562 | | 8,751 |
| 1976 | | | 1,506 | 4,965 | | 6,471 |
| 1977 | | | 477 | 1,480 | | 1,957 |
| 1978 | | | 33 | 3,408 | | 3,441 |
| 1979 | | | | 2,086 | | 2,086 |
| 1980 | | | | 695 | | 695 |
| Totals | 57,574 | 10,629 | 2,323 | 64,254 | 5,988 | 140,768 |

Type 181/182 Paint Color/Codes-

The paint code tag for Type 181's built in Mexico was a paper tag stuck on the body in front of the well near where the jack is stored.

Factory Paint Color and Code:

Aluminum Grey L97U

Avocado Green L60F (USA only)

Blizzard White L90H (USA only)

Bream White L90C

Canary Yellow L11E

Caribbean Blue L41G



- Canary Yellow L11E
- Caribbean Blue L41G
- Cream White L90H (USA only)
- Chrome L91
- Coral Orange L22G
- Delft Blue L55Z (USA only)
- Flamingo Red L35G
- Green L510 (Military)
- Ivy Green L60F
- L41G
- Lemon Yellow
- Malinche Blue L57G
- Olive Green L319 (Military)
- Pacific Blue L55G
- Patzuaro Blue L55G
- Pumpkin Orange L30H (USA only)
- Salmon Red L30F
- Steppe Beige L10F
- Sunshine Yellow L11E (USA only)
- Toga White L90C
- Tepetl Green L67G

All Factory Things were painted with Semi-gloss paint except for the Acapulco Thing (Cream white/Delft Blue combo) were painted in a Gloss finish.

VW of America Accessory Parts list/numbers-

| | |
|-----------------------------|-------------|
| Fog Lamps | ZVW 123 202 |
| Fog Lamps | ZVW 123 203 |
| Sport Horn Set | ZVW 123408 |
| Bosch Air Horns Set | ZVW 123 410 |
| Tunnel Console (1973) | ZVW 145 181 |
| Stripe Kit Black | ZVW 146 181 |
| Sports Shifter | ZVW 148 105 |
| Chrome Wheels | ZVW 148 184 |
| Roll Cage | ZVW 148 283 |
| Front Push Bar | ZVW 148 701 |
| Spare Tire Carrier (1973) | ZVW 149 702 |
| Stripe Kit Strobe | ZVW 149 181 |
| Bumper Overrides | ZVW 151 809 |
| Chrome Wheel Cover | ZVW 154 181 |
| Wheel Bolt Caps (set of 20) | ZVW 155 201 |
| Electric Winch | ZVW 162 181 |
| Trailer Hitch (1973) | ZVW 164 181 |
| Front Hitch | ZVW 164 182 |
| Trailer Hitch (1974) | ZVW 164 184 |
| Cigarette Lighter | ZVW 171 109 |
| Fiberglass Hardtop | ZVW 175 101 |



| | |
|--------------------------|-------------|
| Hardware Kit for Hardtop | ZVW 175 115 |
| Luggage Rack for Hardtop | ZVW 175 181 |
| Utility Light | ZVW 181 101 |
| CoCo Mats Black | ZVW 197 181 |
| Air-Conditioning Unit | ZVW 203 181 |
| AM/FM Radio | ZVW 535 075 |

All sold through dealers in the USA by Volkswagen of America.

Type 181/182 Parts interchangeability-

Many of the mechanical parts on a VW 181 are interchangeable with some other model VW. Most come from the type 1, but some type 2, 3 and 4 parts are also used. Some parts are unique to Things and other versions of the Type 181.

The list below points out which parts are VW 181-specific and which ones are interchangeable with those from other VW types.

Brake parts

Backing plate

- Front: VW part no. 181 609 139.

- Rear:

Brake cylinder

- Front:

- Rear: VW part no. 211 611 047 C

Drums

- Front: the front brake drum is the same as on the '66-'67 Bug. VW part no. 131 405 615A.

- Rear: the rear brake drums for the two transaxle set-ups were different:

o Type 181 with swing axle transaxle (plus reduction gears) is the same as on the August 1960 - July 1963 type 2 (Bus) with that transaxle layout. Note: although the Bus brake drum will interchange with the splines and brake shoes of the VW 181, the lug nuts are the larger 14 mm size.

o Mexico: the rear brake drum for the double-jointed ('IRS') transaxle is easy to identify as it has the 181- part number cast into the outside face of the drum. There just is not any other VW drum that will fit correctly. The difference all starts with the stub axle. The type 181 stub axle was designed to meet a specification for military use set down in the original NATO contract in 1966. As a result, we have an odd combination of CV joints, stub axles and drums. Only the 181 drum will properly and safely fit the 181 stub axle. VW part no. 181 501 615A.

Hose: as the Type 181 floor pans are nearly the same basic shape, Karmann Ghia brake lines fit perfectly. Front: VW part no. 181 611 701 (easily swapped for 113 611 701).

Protection plate - Front: VW part no. 181 611 369.

Shoes

- Front:

- Rear: same as August 1960 - July 1963 type 2 (Bus).

CV joint

VW part no. 113 501 331D

Bug and Bus CV joints don't have the same ability to operate at as severe a drive angle as the type 4 joint used in the type 181. Thus, will operate up to an angle of approximately 21 degrees, versus 17 degrees for the Bus joint. However, as a temporary fix, the Bus joint (VW part no. 211 501 331B) can



be made to work.

The type 4 and 181 CV joint can be fitted to a Beetle transmission. Just use the transmission flange from the original on the new transmission. It's only this flange that is different on the trans.

Flasher unit

There's only one flasher for both emergency and turn signals. Although it's a very VW only looking part, they are available as a Beetle replacement item from most VW accessory stores.

Gearbox (transaxle)

The Type 181 and Beetle transaxles are basically the same for corresponding years:

- o Mexico: the swing axle transaxle is basically a Beetle unit, but has a higher differential ratio (resulting in lower speed). Also, the differential is fitted on the opposite side because reduction gears (from the split screen Bus) have been fitted to the axle ends.

- o The double-jointed ('IRS') transaxle came in two varieties: the pre-'73 models have two side covers, the '73-onward models have only one. The transaxle is the same as on the Beetle with this rear axle layout, but it has a higher differential ratio (resulting in lower speed) and uses different CV flanges. The Beetle transaxle can be used, but note the following points:

- Retain the VW 181 CV joints and the CV joint flanges. The flanges can be easily changed over to the Beetle transaxle.
- Make sure the Beetle transaxle has the pre-'73 2-bolt nosecone so that the mount lines up. If needed, the nosecone can be changed over.
- Make sure the clutch throw out bearing is of the '71- onward type. It can be identified by the guide sleeve fitted over the driveshaft over which the bearing slides. Pre-'71 clutch throw out bearings can be used, but only with a corresponding pressure plate. This has a release pressure ring on the three release levers

Sheet metal

Apron

About the only part that is probably not available "new" any more is the front sheet metal panel known as the apron. All other parts are thought to be available from one or more of the known U.S. sources. Parts are even harder to find in Mexico than in the U.S.

Floor pans

As the VW 181 floor pan is nearly the same basic shape, the Karmann Ghia floor pans will fit with some slight modifications. Note: they do not have the stock VW 181 pressed rib pattern and the gauge of sheet metal is slightly thicker.

Starter motor

All Type 181s were originally fitted with the starter motor as found on semi-automatic ("Auto Stick") Beetles. These have just a gear on the end of the starter and not any shaft or pin protruding past the gear about 2 inches. Some of the transmissions are not even bushed for stock Beetle starter motor type (on which the aft end of the shaft is supported by a bushing in the bell housing).

Steering wheel

Type 181s, unfortunately, used two different steering columns and steering wheels. The "early type" seen mostly on 73's can be identified by the metal trim around the key switch area, the "late" version, found mostly 74's, has a plastic trim assembly in the same area. Not only is the trim different, but the steering wheel spline is different so most 73 steering wheels won't fit 74 steering columns and vice



versa.

The good news is that the “late” style (74’s) is identical in spline and other fitments to most later VWs. Of Rabbit sports wheels all the splines, compression tubes and even the horn and turn signals align between the VW 181 and the newer wheel. Also, other VWs and Audi’s steering wheels should fit right in place of the stock wheel.

Suspension, front

The Type 181 and ball joint Beetle front axles are basically the same. The main differences are that the axle beam is ‘ruggedized’ and that the trailing arms, ball joints plus spindles are changed to raise the front some 2.5”.

If your front axle needs replacement, you have the following options:

- o replace with a complete (‘spindle-to-spindle’) ball joint Beetle front suspension. Note: your VW 181 will sit lower at the front;
- o replace the axle beam with one from a Beetle and refit the VW 181 spindles plus trailing arms - if you want to go stock, remove the brackets from the VW 181 axle beam and re-weld them to your Beetle axle beam.

Below follows a listing of parts that are different from the stock ball joint Beetle front suspension plus their VW part no.’s:

Axle beam: basically, the same as the Beetle’s, but with strengthened damper support brackets and brackets for the outer axle-to-pan supports. VW part no. 181 401 021.

Ball joints: the VW 181 ball joints are unique to the car. Look at the front end versus a Beetle and you will see why. The VW 181 spindles are entirely below the trailing arms. This raises the front of the car 2.5” over the Beetle suspension. Shop for prices as they can be very expensive. But don’t let anyone tell you they are the same as any other VW part, they are a 181- part number and are unique to the VW 181.

VW part no 181 405 361A (upper ball joint) and 181 405 371C (lower ball joint). Manufacturers include Heyd of Germany (part no.’s V.03.93 and V.03.98).

Spindle: VW part no. 181 405 311A (left); 181 405 312A (right).

Stabilizer bar (sway bar): VW part no. 181 411 309.

Clamps and rubber mountings for stabilizer bar: VW part no. 181 498 101. Clamps from the Beetle will work.

Tie rod: the right tie rod is VW 181 specific, the left one is interchangeable with the VW 1302/1303. VW part no. 181 415 802 (right tie rod); (left tie rod interchangeable with 131 415 801F).

Tie rod end: all the tie rod ends are either VW 1302/1303 or type 3.

Torsion springs: VW part no. 181 411 027.

Trailing arms (torsion arms): VW part no. 181 405 103 (upper left); 181 405 104 (upper right); 181 405 151A (lower left); 181 405 152 (lower right).

Wheels and Tires

From 1970-1973 the VW 181 was fitted with 4.5J x 15” wheels and 165 R15 tires. These are the same four slotted wheels as on the split screen type 2.

From 1 March 1973 onwards VW 181s had unique 5JK x 14” wheels fitted with 185 R14 tires. These



VW 181-only (they have a 181- part number) are different from other 5JK x 14" VW wheels in two major respects:

- o The off-set dimension is greater than the other 14" wheels such as those used on the type 2. Use bus wheels on your VW 181 and everything will scrape a bunch.
- o The original VW 181 wheels are un-slotted. All other 14" VW wheels are slotted.

Largest tires that can be fitted to VW 181s are 205/75 R15 tires. This requires several things to make it work. First you will need the 15 inch wheels to have the stock offset. Next, the suspension must be in good shape with no sag to prevent rubbing. If you are staying with the 14 inch wheels, 205/75 R14s will work nice. Possibly one can use a 215/75 R14 with little problem as well.

Option Codes-

VW used modification or M-codes which to denote extra equipment fitted. Like most vehicles, the Type 181 has a variety of optional extras, and the following list identifies the more common of them. These codes appear in the microfiche, and on the Vehicle Data Sheet, but are rarely translated. Military Type 181's had the M-codes painted in white on the fan housing, others had them on metal tags common to other VWs.

| Code | Description |
|---------|---|
| M20 | Speedometer in miles. |
| M26 | Activated carbon container for absorbing fuel vapor (Mexico). |
| M27 | Compliance with US (West Coast) exhaust emission standards (USA). California state safety regulations: these included all-rubber bumper overrides for the VW Thing (VW part no. 181 807 151 A). |
| M30 | Headlamp flasher with license plate illumination (Austria). |
| M32 | Lockable Fuel Cap. |
| M34/I | White parking light and warning lamps (Italy). |
| M34/II | White parking light and warning lamps, without emergency lights (Italy). |
| M34/III | White parking light and warning lamps, without emergency lights, with left and right convex mirrors (Italy). |
| M34/IV | Without emergency lights, with left and right convex mirrors (Italy). |
| M37 | Without emergency light system (Italy, France). |
| M46 | Side-mounted flashing indicators (Denmark, Norway, Italy). |
| M47 | Back-up (reversing) light on bumper. |
| M50 | Dual circuit and hand-brake warning light. |
| M51 | Prepared for second generator. |
| M60 | Petrol heater. |
| M63/I | Special (military) equipment, consisting of: blackout lights, rear fog lamp, speedometer with 1/10th km reading, fully suppressed and watertight equipment, starting handle, laminated windshield, petrol heater. |
| M63/II | Special (military) equipment, consisting of: blackout lights, rear fog lamp, speedometer with 1/10th km reading, fully suppressed and watertight equipment, starting handle, laminated windshield, without petrol heater. |
| M69 | Rifle brackets. |
| M74 | Rear Mud Flaps. |



- M89** Laminated windshield glass.
- M105** Stiffer rubber mountings for transmission.
- M123** Specially suppressed parts (France).
- M124** Yellow headlamps and safety rear view mirror (France).
- M129** Additional third mounting-point for front seat-belt (France).
- M142** Special equipment Bundesgrenzschutz (border guard): M63.
- M153** Filter system with two oil bath air cleaners.
- M157** Exhaust emission control system and activated carbon container for absorbing fuel vapor. 48-hp engine, code AM (USA).
- M160** Revolving warning light and high-volume horn.
- M165** Painted instead of chrome parts.
- M183** Rear seat belts.
- M185** Lap belt front and rear (USA).
- M187** Headlamps for left-hand traffic.
- M208** Electric installation for trailer operation.
- M220** Limited-slip differential.
- M231** Reclining seat for passenger.
- M240** Engine (code AF) with recessed pistons for low-octane fuel.
- M267** Modified transmission ratio, 8:35 instead of 8:33.
- M335** Compliance with exhaust emission standards (Austria). Engine code AL.
- M549** Lap belt front.
- M552/I** Without heater (petrol).
- M552/II** Without heater (exhaust system without heater boxes).
- M553/I** Sealed-beam headlights, flashing indicators with side marking lights, red taillights, back-up lamps in taillight, but without headlamp flasher and steering lock (USA).
- M553/II** Sealed-beam headlights, flashing indicators with side marking lights, red taillights, back-up lamps in taillight, city horn, but without headlamp flasher and steering lock (
- M571** Rear fog lamp.
- M610** 24V alternator, engine code AL (with M51 and M63).
- M660** The Acapulco Thing (Mexico, USA).

Type 181/182 Engine's-

| Displacement (CC) | Engine no. | Compression (1:x) | Performance (hp@rpm) | Torque (mKg) | Years |
|-------------------|-----------------|-------------------|----------------------|--------------|------------------------|
| 1,493 | H 1130501(?) up | 7.5 | 44 @ 4,000 | 10.2 @ 2,000 | 1-Aug-69 to 31-Jul-70 |
| 1,584 | AG | 7.5 | 44 @ 3,800 (32kW) | 10 @ 2,000 | 01-Aug-70 to 28-Feb-73 |
| 1,584 | AL, AM | 7.5 | 48 @ 4,000 (36 kW) | 10.5 @ 2,000 | 01-Mar-73 to 1980 |
| 1,584 | AF | 6.8 | 46 | | Safari |
| 1,584 | AL | | | | |
| 1,584 | AM | 48 | | | 73, 74 Thing |



Engine serial codes include H, AF, AG, AL and AM.

The 1973 and 1974 Things had full emissions equipment on the engine. The original Thing case is a type 2 or Universal case to provide the attachment points for the skid plates that are bolted onto the bottom of Thing engines. 1973 Thing and all Military engine tin is without the holes for the heat exchanger tubes as they have gas heaters. Military engine tin also has a hole and cover flap for a starting crank. The Mexican domestic engines all had low compression pistons installed for about a 6.8:1 compression ratio that would run on lower grade Premex gasolines.

Type 181/182 Gearbox ratios-

Ratios listed below are for gearboxes fitted to Type 181's. Depending on destination, gearbox ratios could differ. For example, VW 181s destined for Europe and the USA were geared higher than those for Germany and Mexico.

| Model year | 1970 | 1971 - February | 1973 | March 1973 up | '73, '74 Thing |
|-------------------------|-------|-----------------|--------------|---------------|----------------|
| Gear box code letter | | .. | .. | .. | AV |
| Part number.. | .. | .. | 181.300.044F | | |
| Reduction ratios | | | | | |
| 1st gear | 3.80 | 3.80 | 3.78 | 3.78 | |
| 2nd gear | 2.06 | 2.06 | 2.25 | 2.06 | |
| 3rd gear | 1.22 | 1.22 | 1.26 | 1.26 | |
| 4th gear | 0.82 | 0.82 | 0.88 | 0.93 | |
| reverse gear | | 3.61 | 3.80 | 3.78 | |
| differential | 3.875 | 3.875 | 4.375 (*) | 4.125 | |
| reduction gears | | 1.39 | 1.26 | (none) | (none) |

(*) Specified for Germany and Mexico only. VW 181s for Europe and the USA had a 1:4.125 ratio differential. Option code M267 (from 183 2346 525 to 184 2818 496) denoted a modified transmission ratio, 1:4.375 instead of 1:4.125.

Gearbox code letters-

Other gearbox codes (Type 1 VWs for USA)

| Gearbox code | Ring and pinion ratio | Notes |
|--------------|--------------------------------|-------|
| AT and BG | 3.875 .. | |
| AH and DC | 4.125 .. | |
| BA and GA | 4.375 .. | |
| AV | 4.125 part number 181.300.044F | |

Type 181 Road test-

Road and Track Road Test for the Volkswagen 181
October 1973.

PRICE

- List Price, all POE.....\$2750
- Price as tested.....\$2858
- Price as tested includes AM radio (\$65), dealer prep (\$43)



Road and Track Road Test for the Volkswagen 181

October 1973.

PRICE

- List Price, all POE.....\$2750
- Price as tested.....\$2858
- Price as tested includes AM radio (\$65), dealer prep (\$43)

IMPORTER

VW of America
600 Sylvan Ave.
Englewood Cliffs, NJ 07632

GENERAL

- Curb weight, lb.1920
- Test weight2290
- Weight distribution (with driver), front/rear, %.....44/56
- Wheelbase, in.94.5
- Track front/rear53.3/56.9
- Length148.8
- Width64.6
- Height63.8
- Ground Clearance11.0
- Overhang front/rear ...21.2/33.1
- Usable trunk space, cu ft. ..10.7
- Fuel capacity, U.S. gallons 10.6

ENGINE

- Typeohv flat 4
- Bore x stroke, mm ...85.5 x 69.0
- Equivalent, in ...3.37 x 2.72
- Displacement, cc/cu in1584/96.7
- Compression ratio7.3:1
- Bhp @ rpm, net46 @ 4000
- Equivalent mph76
- Torque @ rpm, lo-fi ...72 @ 2800
- Equivalent mph53
- Carburetion ...1 Solex 34 PICT 3
- Fuel Req.regular, 91-oct
- Emissions, gram/mile:
 - Hydrocarbons1.8
 - Carbon Monoxide26.9
 - Nitrogen Oxides2.6

DRIVE TRAIN

- Transmission4-sp manual
- Gear ratios: 4th (0.93) ..3.83:1



3rd (1.26)5.19:1
2nd (2.06)8.49:1
1st (3.78)15.57:1
Final drive ratio4.12:1

CHASSIS & BODY

Layout ...rear engine/rear drive
Body/frameplatform frame/separate steel body
Brake system.....9.6 x 1.7-in. drums front, 9.1 x 1.7 in. drums rear
Swept area, sq. in.111
Wheelssteel disc, 14 x 5 JK
Tires185 SR-14
Steering typeworm & roller
Overall ratio19.4
Turns, lock-to-lock2.75
Turning circle, ft.36.1
Front suspension: trailing arms, torsion bars, tube shocks
Rear suspension: trailing & diagonal arms, torsion bars, tube shocks

INSTRUMENTATION

Instruments: 100-mph speedometer, 99,999.9 odometers, fuel level
Warning lights: oil pressure generator, hazard, high beam, directional

ACCOMMODATION

Seating capacity, persons4
Seat width f/r2 x 20.0/52.0
Head room f/r37.0 x 37.0
Seat back adjustment, deg10

MAINTENANCE

Service intervals, mi:
Oil change3000
Filter change6000
Chassis lubenone
Tune-up12,000
Warranty, mo./mi24/24,000

CALCULATED DATA

Lb./bhp (test weight)49.8
Mph/1000 rpm (4th gear)18.8
Engine revs/mi (60 mph)3200
Piston travel, ft./mi1451
R&T steering index0.99
Brake swept area, sq. in./ton ..97



ROAD TEST RESULTS

ACCELERATION

Time to distance, sec:
0-100 ft.4.4
0-500 ft.12.1
0-1320 ft. (1/4 mile)22.5
Speed at end of 1/4 mi, mph .59.0
Time to speed, sec:
0-30 mph6.3
0-40 mph9.7
0-50 mph15.3
0-60 mph23.2
0-70 mph42.2

BRAKES

Minimum stopping distances, ft.:
From 60 mph165
Control in panic stopgood
Pedal effort for 0.5g stop, lb..65
Fade: percent increase in pedal effort to maintain 0.5g deceleration
in 6 stops from 60 mph15
Parking: hold 30% grade?yes
Overall brake ratinggood

SPEEDS IN GEARS

4th gear (3850)73
3rd (4700)67
2nd (4700)40
1st (4700)22

INTERIOR NOISE

All noise readings in dbA:
Idle in neutral65
Maximum, 1st gear92
Constant 30 mph75
50 mph81
70 mph90

SPEEDOMETER ERROR

30 mph indicated is actually 28.0
50 mph46.0
60 mph56.0
70 mph65.0
75 mph69.0



Type 181 History and Facts from The VW Thing (Type 181) Registry

Eric Goodman, President

Jeff Gilleland, VP

The VW Thing Registry

1024 Bayside Dr. #120

Newport Beach, CA 92660

909-855-7625

vwthingregistry@yahoo.com

www.vwthingregistry.com

Source: German Federal Army Manual, The VW Thing Parts Manual, The VW Thing (Type 181) Registry, Bob Miller (USA), Jeff Gilleland (USA), Eric Goodman (USA), Wisynu Wibhisana (Indonesia), Pedro Sarda (Mexico), and Andy Talbot (UK). 2017