



CSP PRODUCTS

BEETLE





Owners of classic Volkswagens appreciate the design, the reliability, the driving pleasure and, most importantly, the quality of their cars. CSP Products satisfy the need for quality, because they also meet the highest standards.

This catalogue gives summary of the most important parts we produce for VW Beetles. Additionally, you will find an interview with CSP Products' founder Peter Köhmann who explains the philosophy behind these high quality parts.

We hope you enjoy this catalogue,

Your CSP Products team



Born in 1965, **Peter Köhmann** is an avid fan of air-cooled Volkswagens and the owner of CSP Products. In this interview the qualified Mechanical Engineer explains the motivation, which led to the foundation of CSP Products and why the parts offered are among the best on the market.

INTERVIEW WITH PETER KÖHMANN, CSP PRODUCTS

How did CSP Products come about?

PK: My colleagues and I have been involved with air-cooled VWs since our teenage years. We wrenched on our cars and quickly realized that a lot of reproduction parts were of bad quality, made from the wrong material or fitted poorly. Sometimes we had ideas for parts that didn't exist at that time. When we noticed that only few companies took care of new development or new products we took matters into our own hands. With German efficiency! With parts developed in Germany. That's why CSP Products has been founded. One very good example of a part that wasn't available in the desired quality is the CSP Products disc brake kit with 5x205 mm PCD (Pitch Circle Diameter). Back in the late '80s and early '90s most of us drove Split Screen vans and we needed upgraded brakes to keep up with the additional horsepower in the engine bay. There was nothing on the market, no one had taken care of the old Volkswagens, so we developed our own version. It was light, very efficient and easy to install, without modifications to the stock VW suspension parts. This disc brake kit is one of our

most popular products to this day - and of course TÜV approved!

Which philosophy is behind CSP Products?

PK: We just launch products which meet our own very high expectations! To the question "Would we bolt a part from CSP Products to our own air-cooled cars", we always have to answer „Yes“ – undeniably! We want to be proud of the parts we offer! For us it's like Christmas when the first production parts of a new product arrive in our office. Everybody wants to have a look, wants to see if they came out the way we wanted them. If they aren't up to our standards, they have to be reworked - until they are perfect! Only then do they go into production and will be delivered to our customers.

Where are CSP Products developed?

PK: All CSP Products are developed in house here in Bargteheide, Germany. The usual process is like this: I have an idea, followed by a sketch. Next stop is the office of Thomas Kelm, our head of

development. I explain my new fancy and he designs the part with CAD on the computer. A hand sample and prototypes follow, built by our R&D team. Next are intensive tests in several cars, one of them is the CSP Ghia race car. Then we hold talks with suppliers to see if they can build what we want. One good example is the silencers for our exhausts. We don't use off-the-shelf mufflers, they are all made to our specifications! When we reproduce an original part, we always take measurements on an original part rather than on a bad reproduction with wrong dimensions!

Where are CSP Products produced?

PK: Many of our products are manufactured in Germany, directly here in Bargteheide on our own machines, but we leave some of the work to specialized companies. We search for these experts and latest manufacturing technologies in Germany as a high-tech location first. This helps to produce our parts cost-effective without losses in terms of quality. If we can't find them here, we check other European countries. That's why we have some components manufactured in Sweden

for example. The final assembly, the very strict final inspection and the careful packaging always takes place in Bargteheide by hand. We consider ourselves more as manufactory, not as a high-volume manufacturer.

What are the advantages of CSP Products?

PK: All CSP Products are thought through to the end and are fully suitable for daily use. Let's take the CSP Products Python exhaust as an example. Once we designed it we put it on the dyno for testing, to prove its performance. You can even use it with heat exchangers without affecting the horsepower or torque figures and still have heating in your car. The sound of the Python system is powerful but never annoying - important if you use your VW often. Of course our parts are accurately built and fit perfectly. They all come with assembly instructions and all necessary mounting hardware. While the instructions help to prevent mistakes the complete mounting material brings the potential of frustration down to zero! We all know how it is when you unpack a new part in your garage and you just want to

start installing it just to discover that you need to get bolts, seals or other pieces to install it. You will not come into a situation like this with CSP Products! There will be everything included down to the last washer!

What else characterizes CSP Products?

PK: We offer our customers a lot of technical support, for example on our website. If you want to know by how much the track of your Volkswagen will be widened or narrowed with a CSP Products disc brake kit - no problem! You can check this beforehand in our printed or online catalogue.

What can we expect from CSP products in the future?

PK: We will not standing still! We are always looking for the latest manufacturing technologies and our CSP products will always be further developed. Often the improvements are used directly in the regular production. It is no secret that you can optimize even the good things as

we have seen with the VW Beetles. They were first equipped with swing axles, brake drums and 24,5 hp motors; their highest evolution, the Super Beetles, had IRS, disc brakes and a 50 hp engine. And you can improve all these Beetles with CSP Products even further!





CSP PRODUCTS SHIFTER

The gearshift of the VW Beetle is one of the more precise designs compared to other vintage cars, but there is still room for improvement. If you want to drive your Beetle in a sporty manner the shift travel is way too long. Our CSP Products shifters provide perfect gear change in any situation, no matter if you are driving on the street, off road, on a circuit or up the quarter mile. Anyone who has tried a CSP Products shifter once, will not want to miss it anymore!

There is agreement as to the optimized technology among Beetle drivers, but there are big differences regarding looks and feel. That's why we offer CSP Products shifters in 24 different versions. With the different handles, lengths and straight or bent designs we cater for all tastes and every constitution.

CSP Products shifters are available with a black gear knob, made out of non-reactive plastic, or

with an aluminium T-handle. The T-handle is again available with either a push button or a butterfly trigger for reverse gear access. Depending on customer wishes the length of the CSP Products shifter is 275, 290 or 300 millimeters, whereas a bent design allows comfortable gear change even for tall drivers sitting far back.

All CSP Products gear levers provide a 40 percent reduction in gear change travel, the „Schnellschalter“ (quick shifter) has a 60 percent reduction. They have real black leather gear lever covers, polished shafts and polished aluminium T-handles with push buttons to access the reverse gear. The handles are meticulously and ergonomically shaped to the hand, thus providing a level of comfort never before experienced. Instead of the CSP logo you can order custom-made, laser-engraved lettering or club logos for the handle too. In this case the handle will be black anodized. The CSP T-handle gear lever can

also be supplied for right-hand drive VWs. In this case the T-handle is specially shaped for use with the left hand.

The gear lever, manufactured with precision using CNC technology, offers the best in terms of quality and finish. The shaft is manufactured from a solid stainless steel rod and features a hardened ball at the lower end. In a very painstaking procedure the rod is bored, polished and bent as required. The selector base is manufactured from steel using laser technology while the ball joint is supported by Teflon blocks. Inside the handle is a special linkage, produced exclusively for this application.

Each of our CSP shifters is supplied with hardware and detailed instructions.





711 120 202KS



711 120 201K



CSP shifter ball handle, straight (about 290 mm)
CSP Schnellschalter shifter ball handle, straight (about 290 mm)

711 120 201K
711 120 201KS

CSP shifter ball handle, angled (about 290 mm)
CSP Schnellschalter shifter ball handle, angled (about 290 mm)

711 120 202K
711 120 202KS

711 120 111L



711 120 112KSL



711 120 112GL



- CSP shifter T-handle w/push button, straight (about 300 mm)
- CSP Schnellschalter shifter T-handle w/push button, straight (about 300 mm)
- CSP shifter T-handle w/push button, straight (about 300 mm), RHD
- CSP Schnellschalter shifter T-handle w/push button, straight (about 300 mm), RHD

- 711 120 111L
- 711 120 111SL
- 711 120 111R
- 711 120 111SR

- CSP shifter T-handle w/push button, angled (about 300 mm)
- CSP Schnellschalter shifter T-handle w/push button, angled (about 300 mm)
- CSP shifter T-handle w/push button, angled (about 300 mm), RHD
- CSP Schnellschalter shifter T-handle w/push button, angled (about 300 mm), RHD

- 711 120 112GL
- 711 120 112GSL
- 711 120 112GR
- 711 120 112GSR

- CSP shifter T-handle w/push button, angled & short (about 275 mm)
- CSP Schnellschalter shifter T-handle w/push button, angled & short (about 275 mm)
- CSP shifter T-handle w/push button, angled & short (about 275 mm), RHD
- CSP Schnellschalter shifter T-handle w/push button, angled & short (about 275 mm), RHD

- 711 120 112KL
- 711 120 112KSL
- 711 120 112KR
- 711 120 112KSR



711 120 121KL



711 120 122KSL

CSP shifter T-handle w/butterfly, straight (about 275 mm)

CSP Schnellschalter shifter T-handle w/butterfly, straight (about 275 mm)

CSP shifter T-handle w/butterfly, straight (about 275 mm), RHD

CSP Schnellschalter shifter T-handle w/butterfly, straight (about 275 mm), RHD

711 120 121KL

711 120 121KSL

711 120 121KR

711 120 121KSR

CSP shifter T-handle w/butterfly, angled (about 275 mm)

CSP Schnellschalter shifter T-handle w/butterfly, angled (about 275 mm)

CSP shifter T-handle w/butterfly, angled (about 275 mm), RHD

CSP Schnellschalter shifter T-handle w/butterfly, angled (about 275 mm), RHD

711 120 122KL

711 120 122 KSL

711 120 122KR

711 120 122KSR



711 120 122KR

adjustable handle



ergonomic grip



individual laser-engraved logos by request



real leather boot



hardened ball



polished stainless steel shaft



CSP PRODUCTS EXHAUST SYSTEMS

All state-of-the-art CSP Products exhaust systems for Beetles are developed in Germany with great knowhow and are based on the latest technical advancement. Well thought-out designs ensure efficiency in terms of improved horsepower and torque, while high-quality materials (mainly stainless steel with specification 1.4512 and 1.4301) make for top notch products!

You can already see how much knowhow has been poured into the design of the CSP Products headers just from looking at them! They all have equal length tubes, leading from the cylinder heads to the collector. This way exhaust gases reach the collector with the same speed, which is important for an ideal flow, without building up back pressure. Because of the unique design of the CSP Python header we could improve the

collector with an internal deflector shaped like a pyramid for optimum flow patterns and maximum gas velocity. The latest addition to our already extensive range of exhaust systems is the CSP Products Wasp, which we developed together with JP Motorsports. It features - besides other refinements - a stepped header, the first ever to go into in serial production for air-cooled VWs.

The mufflers of all CSP Products exhaust systems are specially made for CSP Products and feature the CSP Products logo on the polished stainless steel cores. Unlike baffled silencers, these are absorption silencers which won't build up back pressure, thus having a positive effect on horsepower output. Inside you'll find a perforated tube which is produced to our specifications. It is surrounded by stainless steel wool while the rest

of the silencer is filled with mineral wool. Had we filled the muffler with mineral wool only, the hot tube would have burned the mineral wool in very short time resulting in a distinctly louder exhaust note. The coat of stainless steel wool prevents the mineral wool from burning; that's why your CSP Products exhaust will keep its distinctive, sporting sound for years to come.

As a general rule, you can use all CSP Products exhaust systems with or without heat exchangers. To prevent unnecessary back pressure we can provide you with heat exchangers and J-tubes featuring the same outer tube diameter as the CSP Products header you want to use. All products are characterized by their thick laser cut flanges to prevent warpage.





CSP PRODUCTS SINGLE MUFFLER EXHAUST SYSTEM

Our CSP Products single muffler exhaust system for Beetles combines a classic look with perfect quality. The shape of the muffler matches the shape of the Beetle bumper, because this version is specifically built for it, and it fits all Type 1 engines from 1300 cc to 1800 cc. Made out of stainless steel with specification 1.4512 and 1.4301, the single muffler will impress you with its discreet sound and eye-pleasing features, such

as the polished silencer and flared tip. Thanks to the design of this silencer, specially made for CSP Products, we could minimize back pressure compared to a stock exhaust.

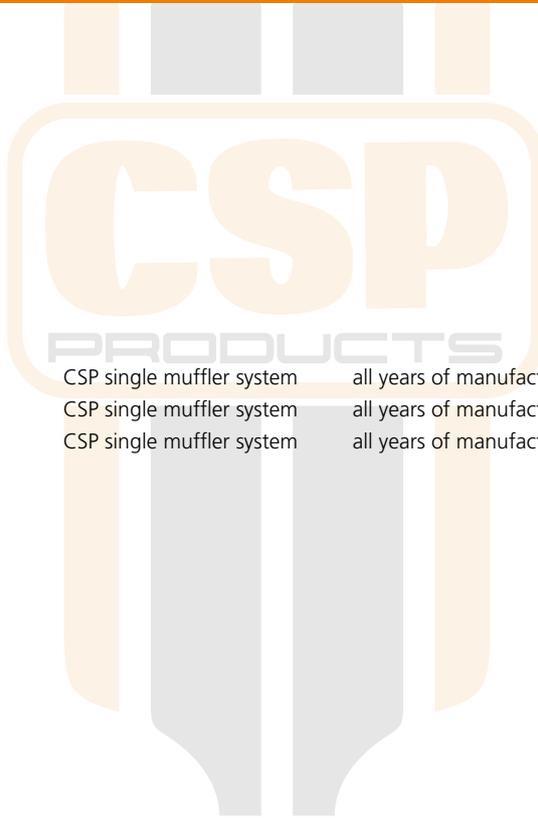
The CSP Products header features a 38 mm diameter and equal length tubes. It fits stock heat exchangers (35 mm adaptor tubes included) as well as our 38 mm CSP J-pipes and 38 mm

CSP heat exchangers. Different header models fit single or dual carburetor engines and heat exchangers.

Included in the kit are the following parts: stainless steel header, polished stainless steel silencer, seals, bracket and hardware. Also included are detailed instructions in English and German.



251 001 038E



extra thick flange



heat risers optional



rugged bracket



polished silencer



CSP single muffler system
CSP single muffler system
CSP single muffler system

all years of manufacture
all years of manufacture
all years of manufacture

w/stainless steel heater hose
w/stainless steel heater hose & heat risers

251 001 038E
251 001 038EH
251 001 038EVH



Assembly kit of 251 001 038EH

You need matching

- heat exchangers? Go to page 34.
- J-tubes? Go to page 36.

CSP PRODUCTS DUAL MUFFLER EXHAUST SYSTEM

Our CSP Products dual muffler exhaust system for Volkswagen Beetles combine a classic look with perfect quality. The shape of the muffler matches the shape of the Beetle bumper, because this version is specifically built for it, it fits all Type 1 engines from 1300 cc to 2000 cc. Made out of stainless steel with specification 1.4512 and 1.4301 the dual muffler will impress you with its discreet sound and eye-pleasing features such as

the polished silencers and flared tips. Thanks to the design of these silencers, specially made for CSP Products, we could minimize back pressure down to zero.

The CSP Products header features a 38 millimeter diameter and equal length tubes. It fits stock heat exchangers (35 millimeter adaptor tubes included) as well as our 38 millimeter CSP J-pipes and 38

millimeter CSP heat exchangers. Different header models fit single or dual carburetor engines and heat exchangers.

Included in the kit are the following parts: stainless steel header, polished stainless steel silencers, seals, brackets and hardware. Also included are detailed instructions in English and German.



251 001 038DVH



*heat risers
optional*



reinforcement brace



electropolished tailpipe



rugged bracket



polished silencer

CSP dual muffler system
 CSP dual muffler system
 CSP dual muffler system

all years of manufacture
 all years of manufacture
 all years of manufacture

w/stainless steel heater hose
 w/stainless steel heater hose & heat risers

251 001 038D
 251 001 038DH
 251 001 038DVH

Assembly kit of 251 001 038DH



You need matching

- heat exchangers? Go to page 34.
- J-tubes? Go to page 36.



CSP PRODUCTS SUPER COMPETITION EXHAUST SYSTEM

Many Beetle fans love to have the exhaust pipes of their high performance exhaust exit through the standard cut-outs in the rear apron. This gives a subtle look where not everybody will immediately suspect a powerful engine under the deck lid. Our well established CSP Products Super Competition exhaust system ticks these boxes. It is also performance-enhancing and combines quality with legality, because it's available with an EC type-approval. Due to the relatively large pipe diameters of the CSP Products Super Competition exhaust, it can be used with Type 1 engines up to 2000 cc and peak revs of 6000 rpm. The maximum valve size shouldn't be bigger than 40 mm for the intake side and 35,5 mm for the exhaust valve.

Two versions are available, steel or stainless steel with specification 1.4512 and 1.4301. In both cases the CSP Products Super Competition will impress you with its discreet sound and typical details like the polished silencers and high gloss polished tail pipes. Besides their diameter of 54 mm they do appear like stock tail pipes right down to the sound baffles. Pure understatement! This is emphasized by the absorption silencers, specially manufactured for CSP Products, which are positioned high up to provide good ground clearance even for very low cars.

The CSP Products header features a 38 millimeter diameter and equal length tubes. It fits stock heat

exchangers (35 millimeter adaptor tubes included) as well as our 38 millimeter CSP J-pipes and 38 millimeter CSP heat exchangers. Different header models fit single or dual carburetor engines and heat exchangers.

Included in the kit are the following parts: stainless steel header, polished stainless steel silencers (or aluminium coated steel silencers), seals, brackets and hardware. Also included are detailed instructions in English and German. An EC type-approval (refers to engine codes AB/AR, F, B, AD/AS, 1300 to 1600 cc) is available for this CSP Products exhaust system and will be included with your order if it is of relevance in your country.



251 001 00385E



Assembly kit of 251 001 038SVH

CSP Super Competition system steel
 CSP Super Competition system steel
 CSP Super Competition system steel
 CSP Super Competition system steel

all years of manufacture
 all years of manufacture
 all years of manufacture
 all years of manufacture

w/stainless steel heater hose
 w/stainless steel heater hose & heat risers
 w/stainless steel heater hose & twin heat risers

CSP Super Competition system stainless steel
 CSP Super Competition system stainless steel
 CSP Super Competition system stainless steel

all years of manufacture
 all years of manufacture
 all years of manufacture

w/stainless steel heater hose
 w/stainless steel heater hose & heat risers



rugged
bracket

polished silencer

heat risers
optional

251 001 038S
 251 001 038SH
 251 001 038SVH
 251 001 038SDH

251 001 038SE
 251 001 038SEH
 251 001 038SEVH

You need matching

- heat exchangers? Go to page 34.
- J-tubes? Go to page 36.

CSP PRODUCTS PYTHON EXHAUST SYSTEM FOR TYPE 1 ENGINES

Thanks to this stainless steel exhaust system, CSP Products has broken new ground. Our objective was an ultimate road exhaust system for large displacement, high performance engines that still allowed the use of heat exchangers. The CSP Products Python exhaust system fulfills these requirements in every way!

It features equal length tubes and a merged four tube design that takes into account the firing order, leading to a large collector. Internally the collector features an internal deflector shaped like a pyramid for optimal flow and maximum gas velocity, which improve the torque curve all

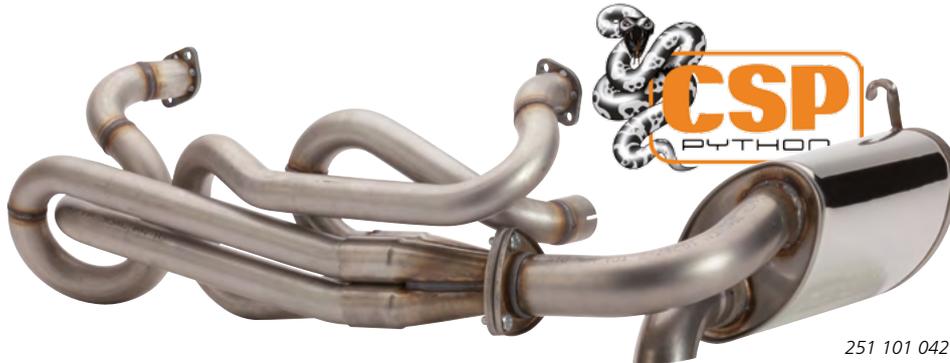
the way. To match the exhaust to the individual characteristics of every motor we offer three different conical collector inserts for ideal adjustment. These inserts purposely reduce the inner diameter of the collector.

Because of the movable header pipes, the system can be easily matched even to stroker engines. The stainless steel absorption silencer, specially manufactured for CSP Products, provides the system with a distinctive, sporting sound; it additionally offers an unobstructed path for the exhaust gases to the atmosphere. There are also no clearance problems with the right rear wheel

because of the clever construction. To ideally match your engine, we offer four outer diameters: 38 mm, 42 mm, 45 mm, 48 mm.

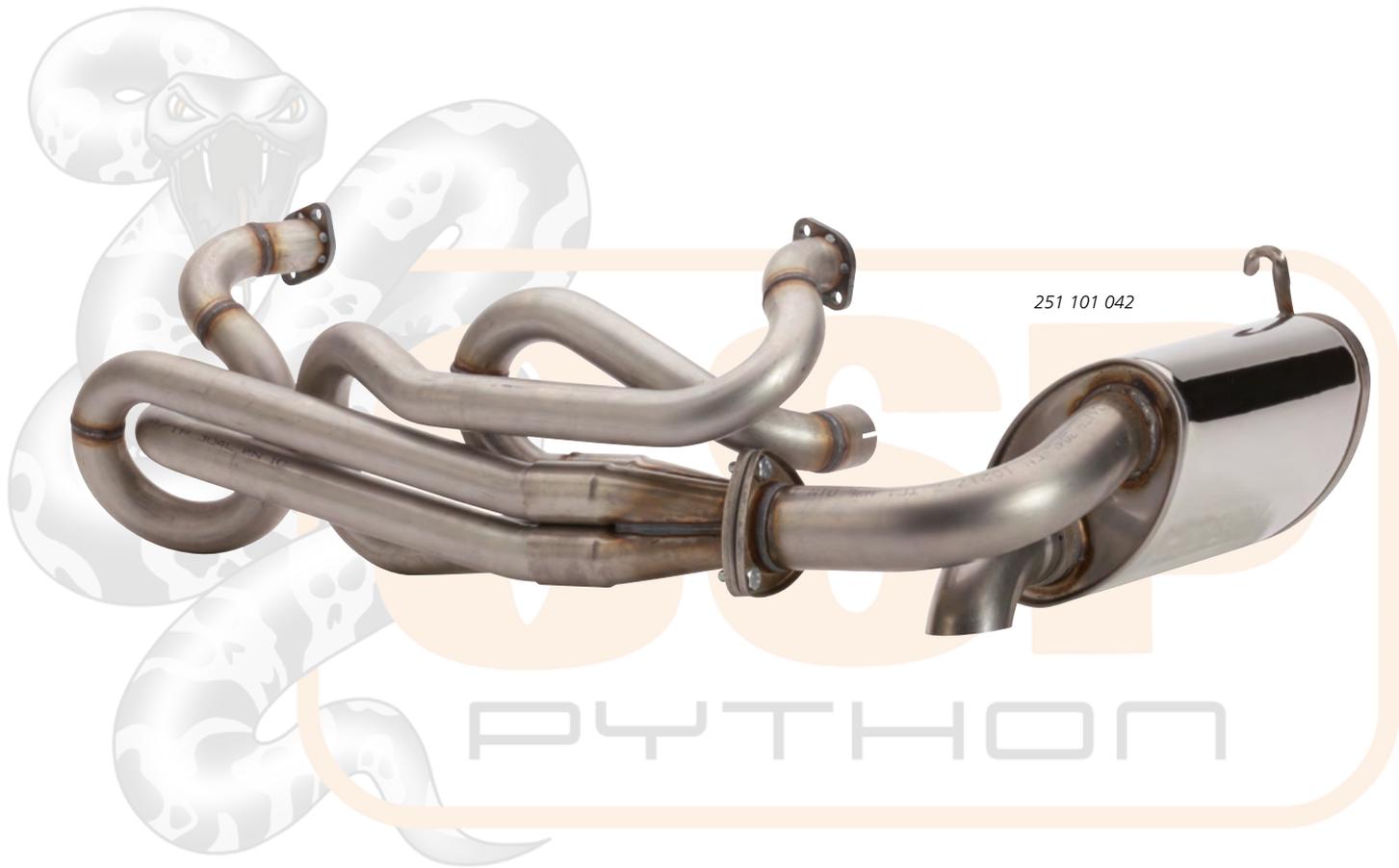
A comparison test in the British magazine „Volksworld“ (issue 12/2011) showed us that it was worth the effort. The CSP Products Python exhaust came out on top against four renowned competitors.

Included in the kit are the following parts: stainless steel header, polished stainless steel silencer, seals, bracket and hardware. Also included are detailed instructions in English and German.



251 101 042





251 101 042

PYTHON

conical collector inserts
for ideal adjustment



internal deflector shaped
like a pyramid



elaborate manufactured header

extra thick
flange



CSP Python system	all years of manufacture	w/Type 1 engine, 38 mm	251 101 038
CSP Python system	all years of manufacture	w/Type 1 engine, 42 mm	251 101 042
CSP Python system	all years of manufacture	w/Type 1 engine, 45 mm	251 101 045
CSP Python system	all years of manufacture	w/Type 1 engine, 48 mm	251 101 048

CSP Python Kollektoreinsatz 38,10 mm	251 101 150
CSP Python Kollektoreinsatz 44,45 mm	251 101 175
CSP Python Kollektoreinsatz 50,80 mm	251 101 200

You need matching

- heat exchangers? Go to page 34.
- J-tubes? Go to page 36.



Assembly kit of 251 101 042

CSP PRODUCTS PYTHON EXHAUST SYSTEM FOR TYPE 4 ENGINES

Inspired by the great success of our CSP Python exhaust system for Type 1 engines, we made the decision to develop a Python exhaust for Beetles with Type 4 engines. As a member of our Python exhaust family, it follows the same philosophy but features some construction characteristics especially adapted for the Type 4 engine.

Main features are the screw-on exhaust stacks at the end of the header pipes. We offer them with the early oval and the later rectangular exhaust outlets, respectively matching cylinder heads until '78 and from '79 & later. The exhaust stacks are

also available separately just in case of a cylinder head swap. This way you can keep your CSP Products Python and just exchange the stacks.

It features equal length tubes and a merged four tube design that takes into account the firing order, leading to a large collector. Internally the collector features an internal deflector shaped like a pyramid for optimal flow and maximum gas velocity, which improve the torque curve all the way. The special design of the header is the result of many dyno sessions and tests involving the red drag race 1303 Beetle of Thomas Kemp. To

match the exhaust to the individual characteristics of every motor we offer three different conical collector inserts for ideal adjustment. These inserts purposely reduce the inner diameter of the CSP Products collector.

Because of the moveable header pipes, the system can be easily matched even to stroker engines. The stainless steel absorption silencer, specially manufactured for CSP Products, provides the system with a distinctive, sporting sound; it additionally offers an unobstructed path for the exhaust gases to the atmosphere. There are





also no clearance problems with the right rear wheel because of the clever construction. To ideally match your engine, we offer three outer diameters: 42 mm, 45 mm, 48 mm.

A comparison test in the British magazine „Volksworld“ (issue 12/2011) showed us that it was worth the effort. The CSP Products Python

exhaust came out on top against four renowned competitors.

Included in the kit are the following parts: stainless steel header, polished stainless steel silencer, exhaust stacks, seals, bracket, hardware and detailed instructions in English and German.



251 104 042L



*conical collector inserts
for ideal adjustment*

exhaust stack from '79

elaborate manufactured header

*exhaust stack
until '78*

CSP Python system	all years of manufacture	w/Type 4 engine until '78, 42 mm	251 104 042E
CSP Python system	all years of manufacture	w/Type 4 engine until '78, 45 mm	251 104 045E
CSP Python system	all years of manufacture	w/Type 4 engine until '78, 48 mm	251 104 048E
CSP Python system	all years of manufacture	w/Type 4 engine from '79 & later, 42 mm	251 104 042L
CSP Python system	all years of manufacture	w/Type 4 engine from '79 & later, 45 mm	251 104 045L
CSP Python system	all years of manufacture	w/Type 4 engine from '79 & later, 48 mm	251 104 048L
CSP Python Kollektoreinsatz 38,10 mm	251 101 150		
CSP Python Kollektoreinsatz 44,45 mm	251 101 175		
CSP Python Kollektoreinsatz 50,80 mm	251 101 200		

PYTHON

CSP PRODUCTS WASP EXHAUST SYSTEM

CSP Products and renowned engine builder JPM teamed up to develop a revolutionary exhaust system, for street and strip use, in a two-year development period. It is especially made for Beetles with Type 1 engines.

Until the launch of the CSP Wasp exhaust system in 2013 there wasn't a serial production stepped header available for air-cooled Volkswagens. This technology really produces horsepower. Three different pipe diameters, getting larger towards the collector, optimize the volumetric efficiency. The equal length tubes and a merged four tube

design that takes into account the firing order, leading to a large collector, fitted with a socket for an oxygen sensor. The collector features an internal deflector shaped like a pyramid for optimal flow and maximum gas velocity, which improve the torque curve all the way. Because of the movable header pipes, the system can be easily matched to every engine width.

Options are a specially made megaphone, or alternatively a muffler. These are no universal parts! We calculated and designed three different megaphones and three different mufflers for

the three versions of the CSP Wasp exhaust system! Whichever option you prefer, both - the megaphone and the muffler - create a strong suction over a wide rpm range which helps clean the primary pipes from exhaust gas particles. Result of our efforts: The 2276 cc test engine had a performance increase of 13,5 hp just by putting on the CSP Wasp exhaust system! But it wasn't all about horsepower in the specification book of this exhaust system, it was also about ease of assembly. That's why you can fit the CSP Wasp to your Beetle without any modifications to the body or the stock engine tin!







251 001 002 and 251 001 3002





elaborate manufactured header



assembly material is included



comes with oxygen sensor socket

CSP Wasp Stage 1	up to 169 kW (230 hp)	251 001 001
CSP Wasp Stage 2	from 161 to 213 kW (220 - 290 hp)	251 001 002
CSP Wasp Stage 3	from 198 kW (270 hp) onwards	251 001 003
CSP Megaphone Stage 1		251 001 3001
CSP Megaphone Stage 1		251 001 3002
CSP Megaphone Stage 1		251 001 3003



CSP PRODUCTS HEAT EXCHANGERS

For a long time, it hasn't been possible to use headers with factory heat exchangers because the latter have an outer tube diameter of just 35 mm. Connecting stock heat exchangers with your large diameter header would result in the gas velocity of cylinder 1 and 3 considerably differing from the gas velocity of cylinder 2 and 4; this would then lead to additional back pressure and therefore loss of horsepower. This

is why J-tubes were invented. They match the outer tube diameter of the header but don't work as heater boxes anymore. Now you got the performance but you lost the heating.

We weren't happy with this situation and started to develop special heat exchangers with bigger outer pipe diameters. The result are stock looking handmade CSP Products heat exchangers, which

allow you to use a high performance exhaust system without having to lose the comfort of a factory heating system.

The stainless steel J-pipes with the thick flanges are wrapped with steel jackets featuring a pressed CSP Products logo. Four outer diameters are available: 38 mm, 42 mm, 45 mm, 48 mm. The heat exchangers always come painted black.



handmade & stock appearance



They match the CSP Products single and dual mufflers, the CSP Products Super Competition and the CSP Products Python exhaust systems for Type 1 engines.

The heat exchangers are available separately and come with a copper seal in the matching diameter and special 10 mm nuts.

CSP heat exchanger 38 mm, left
CSP heat exchanger 38 mm, right
CSP heat exchanger 42 mm, left
CSP heat exchanger 42 mm, right
CSP heat exchanger 45 mm, left
CSP heat exchanger 45 mm, right
CSP heat exchanger 48 mm, left
CSP heat exchanger 48 mm, right

255 100 038L
255 100 038R
255 100 042L
255 100 042R
255 100 045L
255 100 045R
255 100 048L
255 100 048R



255 100 042L and 255 100 042R

CSP PRODUCTS J-TUBES

There is no reason to lose the comfort of a production standard heating system anymore, thanks to our CSP Products heat exchangers for high performance exhaust systems. However, if you prefer simple tubes we can offer you CSP Products stainless steel J-tubes. They will impress you with CSP Products' customary high quality; they have thick flanges to prevent warpage and are available in four outer diameters: 38 mm, 42 mm, 45 mm, 48 mm.

They match the CSP Products single and dual mufflers, the CSP Products Super Competition and also the CSP Products Python exhaust systems for Type 1 engines.

The CSP Products J-tubes come in pairs and the set includes two copper seals with matching diameter and special 10 mm nuts.

CSP J-tubes 38 mm, pair	257 100 038
CSP J-tubes 42 mm, pair	257 100 042
CSP J-tubes 45 mm, pair	257 100 045
CSP J-tubes 48 mm, pair	257 100 048



257 100 042

CSP PRODUCTS TAIL PIPE

Fast rusting tail pipes have long been a problem for the standard exhaust, because there are hardly any good quality parts available on the market. As a result we started to produce our own, 260 mm long stainless steel tail pipes, which are like the original tail pipes in quality and looks.

The CSP Products tail pipes feature not just a high-polished surface, but also a sound baffle filled with stainless steel wool. This conforms in diameter and shape to the original part and can't get loose, because it's welded to the jacket pipe.



CSP tail pipe

all years of manufacture

251 163 113DXE

CSP PRODUCTS FRONT DISC BRAKE SYSTEMS

Only the highest spec Beetles of the respective decade had disc brakes up front, all others were only supplied with drum brakes. This may have been adequate back then, but it's not for the demands of today's traffic. Improve the active safety of your VW Beetle with a CSP Products disc brake kit - invisible from the outside and of course TÜV approved! The CSP Products disc brakes are available with 5x205 mm PCD (Pitch Circle Diameter) or with 5x130 mm PCD, as solid

disc, cross drilled solid disc, vented disc and cross drilled vented disc.

When we launched the CSP Products disc brakes with 5x205 PCD in 1997, there was nothing comparable on the market! Since then we extended our range of CSP Products disc brakes and we can offer a version for every VW Beetle that was originally equipped with 5x205 PCD drum brakes. We are also the only ones who have a TÜV certification for front disc brakes with 5x205 PCD – proving the first class quality of our brake systems!

But it's not just the TÜV certification, which makes our CSP Products disc brakes so popular with our customers worldwide, it's also the considerably better degree of efficiency. They all appreciate the advantages of a disc brake kit made in Germany, regardless of whether their Volkswagen is stock or modified.

The assembly of the disc brake system is easily executed with the CNC machined adapters that go onto the stock drum brake spindles or the rear wheel bearing carrier without modifying any axle components. They allow the use of modern floating calipers from renowned mass-production manufacturers - with the possibility to return to the previous original settings of your car anytime. But who wants that? Another feature of our CSP Products disc brakes is the aluminum hubs (with steel core and internal teeth for the rear axle). The use of the latest CAD technology for the development and CNC technology for the production makes it possible to offer matching hubs for all almost all VW Beetles.

CSP Products disc brakes - Made in Germany!



Important note:

A dual circuit master brake cylinder is always required in conjunction with our CSP Products disc brake system. Beetles built until 1967 had a single circuit master cylinder, that's why we offer special mounting kits for the use of dual circuit master brake cylinders.



We offer the CSP Products disc brakes with the classic 5x205 mm PCD and with the popular 5x130 mm PCD (also known as Porsche PCD). The PCD (Pitch Circle Diameter) is the diameter of a circle drawn through the centre of the bolts for the wheel mounting. It's measured in millimeters. The first number indicates the number of studs, the second indicates the diameter.



Example: 5x205 PCD means this pitch circle diameter has five studs which are located on a circle with 205 mm diameter.

For the front axle you also have the choice of several different discs (mounted to the hubs with high-strength bolts):

- 1** vented, cross drilled
- 2** vented
- 3** solid, cross drilled
- 4** solid



You can combine the front axle CSP Products disc brakes with our rear axle CSP Products disc brakes (with solid or solid and cross drilled discs) or with the standard 5x205 PCD rear drum brakes respectively our special CSP Products rear drums in 5x205 and 5x130 PCD - depending on your individual needs and the technical requirements.

LAYOUT OF THE CSP PRODUCTS DISC BRAKE SYSTEM

1 Discs

We get our discs from a German Original Equipment Manufacturer. This guarantees high and consistent product quality and safety. The discs and hubs come pre-assembled using high-strength nuts and bolts. Once the disc is worn an inexpensive replacement is possible.

3 Brake Caliper Adapters

Our brake caliper adapters are made in Germany out of high-strength aluminum or steel (depending on the application) using modern CNC technology. The CSP Products Research & Development department uses CAD technology which allows us to manufacture a vast variety of brake caliper adapters. The basis of every design is the stock drum brake spindle, as well as the original rear wheel suspension system.

Hardware Kits

These are always part of the disc brake systems. We only use metric hardware kits with high-standard mechanical properties. They come from renowned German suppliers. Securing the bolts is done thanks to lock washers, lock nuts or thread locker. If thread locker must be used, it will be included in the disc brake kit.

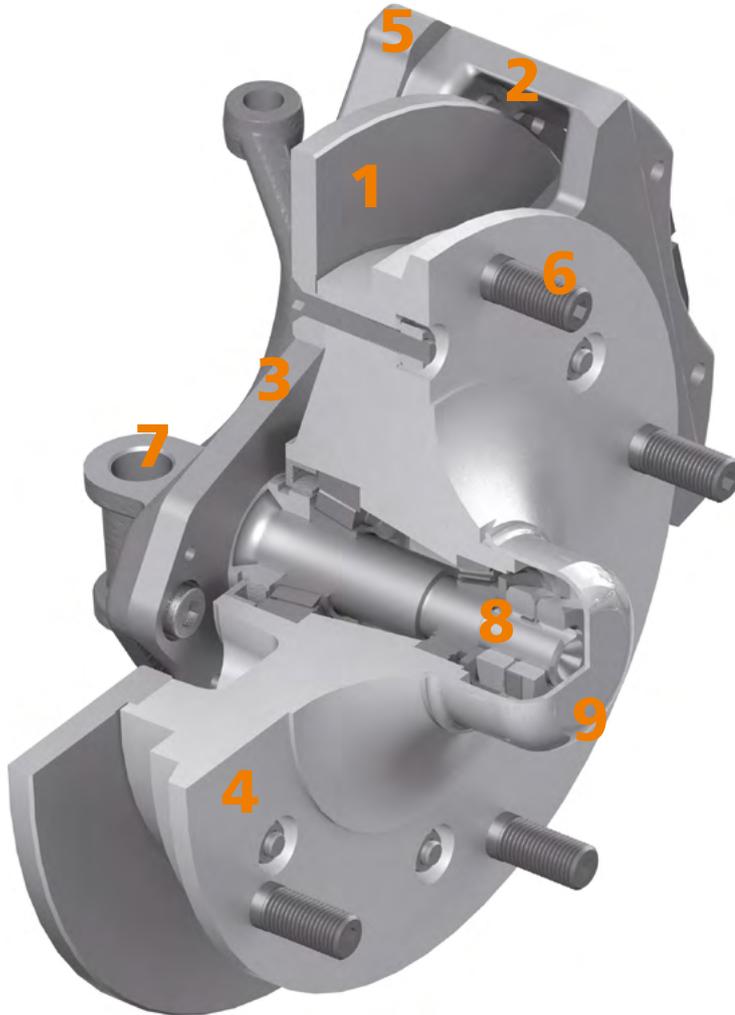
2 Brake Pads

The brake pads feature an Original Equipment Manufacturer (OEM) quality and are also used in countless production vehicles throughout the world. This ensures a reliable and reasonably-priced supply of replacement parts.

4 Hubs

Our hubs are made in Germany with CNC technology out of heat-treated die-cast aluminum. The high-strength aluminum blank, cast in an ingot mold, is also produced in Germany. Their main advantage is their weight. This helps to reduce the unsprung masses and to improve the driving characteristics. Using modern CAD technology gives us the opportunity to develop a wide variety of hubs. Besides the two PCDs of 5x205 and 5x130 mm, we offer up to four different discs for most applications!





5 Brake Calipers

We use modified single-piston floating calipers from a renowned mass-production manufacturer for CSP Products' disc brake system.

6 Studs

The studs, specifically manufactured for CSP Products' disc brake system, feature the necessary mechanical properties (10.9) and metric threads (M14x1,5).

7 Spindles

The brake caliper adapters are always bolted to the original mounting points of the backing plates on the stock spindle. They need to be installed with the high-strength nuts and bolts, included in our disc brake system. Because of the ingenious design there are no modifications or alterations necessary! This makes it easy to swap back to the original drum brakes if you feel so inclined. We even developed special versions for CB Performance dropped spindles.

8 Wheel Bearings

For all kits, we use conical roller bearings in OEM quality, matching the dimensions of the stock bearings in most cases. Of course a sealing ring to seal the wheel bearing towards the spindle is included in the kit.

9 Grease Caps

The grease caps are made out of polished stainless steel. The left grease cap has a square hole to insert the speedo cable.

CSP PRODUCTS FRONT DISC BRAKE SYSTEM 5x205 FOR 15" AND LARGER WHEELS

This CSP Products disc brake system is made for all Beetles except Super Beetles 1302/1303. In essence, this is a hub-disc combination which can be mounted to almost all Beetles with an ingenious adapter. The heat-treated die-cast aluminum hubs, produced with the latest CNC technology are attached to discs made in Germany with a diameter of 262x13 mm. The modified single-piston floating calipers are from a renowned



mass-production manufacturer. The CSP Products disc brake system can be mounted to the stock spindles of the aforementioned Beetles with a CNC-machined adapter. We even developed a special version for cars with CB Performance dropped spindles. There are no modifications or alterations of the axle components necessary! This makes it easy to swap back to the original drum brakes if you feel so inclined.

We also developed a version to reduce the widening of the track with Beetles built until 1965 (link pin beams). This zero offset option (ZO) is provided with different hubs and aluminium brake caliper adapters. This way we could reduce the track widening from plus 12 millimeters down to just plus 3,5 millimeters on each side. All dimensions regarding the change of track width are available in the table on the opposite page.

A TÜV certification is available for this CSP Products disc brake system and will be included with your order if it is of relevance in your country.

Included in the kit are the following parts: pre-assembled aluminum hubs and discs, wheel

bearings, stainless steel grease caps, calipers with pads and mounting hardware, adapters for the calipers, brake hoses, metric hardware kit of the correct strength category and if necessary dust sheets. Also included are detailed instructions in English and German. You just have to buy the wheel nuts and the master brake cylinder separately, based on the model of your Beetle.

Not compatible with wheels with less than 15" diameter!



499 168 5205CB



The assembly of the CSP Products disc brake system changes the track of your Beetle on the front axle. You can find the precise value in the following chart:

Model	Track Variation per side	compared to
- '65	+19,5 mm	brake drum - '57
- '65	+12,0 mm	brake drum '58 - '65
- '65 (ZO)	+11,0 mm	brake drum - '57
- '65 (ZO)	+3,5 mm	brake drum '58 - '65
'66 -	+10,5 mm	brake drum '66 - '67
'66 -	-2,0 mm	brake disc '68

CSP disc brake system Beetle -'65 499 165 5205
 CSP disc brake system Beetle -'65 cross drilled discs 499 165 5205L

CSP disc brake system Beetle -'65 zero offset 499 165 5205ZO
 CSP disc brake system Beetle -'65 zero offset, cross drilled discs 499 165 5205ZOL

CSP disc brake system Beetle -'65 CB dropped spindles 499 165 5205CB
 CSP disc brake system Beetle -'65 CB dropped spindles, cross drilled discs 499 165 5205CBL

CSP disc brake system Beetle -'65 zero offset for CB dropped spindles 499 165 5205CZ
 CSP disc brake system Beetle -'65 zero offset für CB dropped spindles, cross drilled discs 499 165 5205CZL

CSP disc brake system Beetle '66/'67 499 166 5205
 CSP disc brake system Beetle '66/'67 cross drilled discs 499 166 5205L

CSP disc brake system Beetle '68 - 499 168 5205
 CSP disc brake system Beetle '68 - cross drilled discs 499 168 5205L

CSP disc brake system Beetle '68 - CB dropped spindles 499 168 5205CB
 CSP disc brake system Beetle '68 - CB dropped spindles, cross drilled discs 499 168 5205CBL

You need matching

- rear disc brakes? Go to page 52.

- rear drum brakes? Go to page 61.

CSP PRODUCTS FRONT DISC BRAKE SYSTEM 5x205 WITH VENTED DISCS FOR FOR 15" AND LARGER WHEELS

This CSP Products disc brake system is made for all Beetles except Super Beetles 1302/1303. In essence, the construction of this disc brake system is comparable to the regular solid disc version, but it uses discs with a diameter of 282x9 mm plus different calipers.

A TÜV certification is available for this CSP Products disc brake system and will be included with your order if it is of relevance in your country.

Included in the kit are the following parts: pre-assembled aluminum hubs and discs, wheel bearings, stainless steel grease caps, calipers with pads and mounting hardware, adapters for the calipers, brake hoses, metric hardware kit of the correct strength category and if necessary dust sheets. Also included are detailed instructions in English and German. You just have to buy the wheel nuts and the master brake cylinder separately, based on the model of your Beetle.

Not compatible with wheels with less than 15" diameter!



The assembly of the CSP Products disc brake system changes the track of your Beetle on the front axle. You can find the precise value in the following chart:

Model	Track Variation per side	compared to
- '65	+21,5 mm	brake drum - '57
- '65	+13,0 mm	brake drum '58 - '65
'66 -	+10,5 mm	brake drum '66 - '67
'66 -	+1,0 mm	brake drum '68 -
'66 -	-2,0 mm	brake disc '68 -



CSP disc brake system Beetle -'65

499 165 5205V

CSP disc brake system Beetle -'65

cross drilled discs

499 165 5205VL

CSP disc brake system Beetle -'65

CB dropped spindles

499 165 5205CBV

CSP disc brake system Beetle -'65

CB dropped spindles, cross drilled discs

499 165 5205CVL

CSP disc brake system Beetle '66/'67

499 166 5205V

CSP disc brake system Beetle '66/'67

cross drilled discs

499 166 5205VL

CSP disc brake system Beetle '68 -

499 168 5205V

CSP disc brake system Beetle '68 -

cross drilled discs

499 168 5205VL

CSP disc brake system Beetle '68 -

CB dropped spindles

499 168 5205CBV

CSP disc brake system Beetle '68 -

CB dropped spindles, cross drilled discs

499 168 5205CVL



499 166 5205VL



499 168 5205V

You need matching

- rear disc brakes? Go to page 52.

- rear drum brakes? Go to page 61.

CSP PRODUCTS FRONT DISC BRAKE SYSTEM 5x130 FOR 15" AND LARGER WHEELS

This CSP Products disc brake system with the popular 5x130 PCD (also known as Porsche PCD) is suitable for all Beetles with link pin beams (build until '65). If you are looking for 5x130 PCD disc brakes for ball joint beams (from '66 onwards) or Super Beetles 1302/1303, please check our online shop (www.csp-shop.com) for matching disc brake kits.



In essence, this is a hub-disc combination which can be mounted on all Beetles with an ingenious adapter. The heat-treated die-cast aluminum hubs, produced with the latest CNC technology are attached to discs made in Germany with a diameter of 282x9 mm. The modified single-piston floating calipers are from a renowned mass-production manufacturer. The CSP Products disc brake system can be mounted to the stock spindles of the aforementioned Beetles with a CNC machined adapter. There are no modifications or alterations of the original axle components necessary! This makes it easy to swap back to the original drum brakes if you feel so inclined.

A TÜV certification is available for this CSP Products disc brake system and will be included with your order if it is of relevance in your country.

Included in the kit are the following parts: pre-assembled aluminum hubs and discs, wheel bearings, stainless steel grease caps, calipers with pads and mounting hardware, adapters for the calipers, brake hoses, metric hardware kit of the correct strength category and if necessary dust sheets. Also included are detailed instructions in English and German. You just have to buy the wheel nuts and the master brake cylinder separately, based on the model of your Beetle.

Not compatible with wheels with less than 15" diameter!

The assembly of the CSP Products disc brake system changes the track of your Beetle on the front axle. You can find the precise value in the following chart:

Modell	Track Variation per side	compared to
- '65	+21,5 mm	brake drum - '57
- '65	+13,0 mm	brake drum '58 - '65



499 165 5130ZOL



499 165 5130CB

You need matching

- rear disc brakes? Go to page 54.

- rear drum brakes? In this case we recommend high quality Sebro drum brakes with the order number 501 615 5130.

CSP disc brake system Beetle '65	zero offset	499 165 5130ZO
CSP disc brake system Beetle '65	zero offset, cross drilled discs	499 165 5130ZOL
CSP disc brake system Beetle '65	CB dropped spindles	499 165 5130CB
CSP disc brake system Beetle '65	CB dropped spindles, cross drilled discs	499 165 5130CBL
CSP disc brake system Beetle '65	zero offset for CB dropped spindles	499 165 5130CZ
CSP disc brake system Beetle '65	zero offset for CB dropped spindles, cross drilled discs	499 165 5130CZL

CSP PRODUCTS FRONT DISC BRAKE SYSTEM 5x130 WITH VENTED DISCS FOR 15" AND LARGER WHEELS

The renowned CSP Products disc brake system with 5x130 PCD for all Beetles is also available with vented discs. In essence, the construction of this disc brake system for Beetles until '65 is comparable to the regular solid disc version, but it uses vented discs with a diameter of 280x21 mm plus different calipers. The version for Beetles from '66 onwards (including Super Beetles 1302/1303) has a one piece hub-disc combination with a diameter of 278x20 mm and does not need special adapters for the oversized calipers. They fit on stock disc brake spindles, CB dropped spindles, Super Beetle disc brake spindles and - with the use of the CSP adapter 498 499 133 - also on Super Beetle drum brake spindles.

A TÜV certification is available for this CSP Products disc brake system and will be included with your order if it is of relevance in your country.

Included in the kit for Beetles up to '65 are the following parts: pre-assembled aluminum hubs and discs, wheel bearings, stainless steel grease caps, calipers with pads and mounting hardware, adapters for the calipers, brake hoses, metric hardware kit of the correct strength category and if necessary dust sheets. Also included are detailed instructions in English and German. The kit for Beetles from '66 onwards includes: discs with integrated hubs, wheel bearings, calipers with pads and mounting hardware, brake hoses and metric hardware kit of the correct strength category. You just have to buy the wheel nuts (only for Beetles up to '65) and the master brake cylinder separately, based on the model of your Beetle.

Not compatible with wheels with less than 15" diameter!





499 165 5130V



499 165 5130VL

The assembly of the vented CSP Products disc brake system changes the track of your Beetle on the front axle. You can find the precise value in the following chart:

Modell Track Variation per side compared to

- '65	+21,5 mm	brake drum - '57
- '65	+13,0 mm	brake drum '58 - '65
'66-	+5,0 mm	brake drum '66-



You need matching

- rear disc brakes? Go to page 54.

- rear drum brakes? In this case we recommend high quality Sebro drum brakes with the order number 501 615 5130.

CSP disc brake system Beetle -'65

499 165 5130V

CSP disc brake system Beetle -'65

cross drilled & grooved discs

499 165 5130VL

CSP disc brake system Beetle -'65

CB dropped spindles

499 165 5130CBV

CSP disc brake system Beetle -'65

CB dropped spindles, cross drilled discs

499 165 5130CVL

CSP disc brake system Beetle '66-

498 068 5130E

CSP disc brake system Beetle '66-

cross drilled & grooved discs

498 068 5130EL

CSP PRODUCTS REAR DISC BRAKE SYSTEMS

We also designed a rear disc brake system matching the CSP Products front disc brakes. All components of the rear CSP Products disc brake kits are also bolt-on, and go onto the the rear wheel bearing carrier without modifying any axle components. However, in this case there is a difference in design between the 5x205 PCD and the 5x130 PCD version. They both use discs with 262x9 millimeter diameter, calipers with 38 mm brake pistons and CNC machined caliper brackets made out of high-strength aluminium, but that's where the similarities end.

The 5x205 version sticks with the regular basic concept of all CSP Products disc brake systems. It also uses a two piece hub-disc combination. The aluminum hub has a steel core with internal teeth. As opposed to 5x205 kits, the 5x130 version uses a one piece hub-disc combination with integrated internal teeth.

Both versions have emergency brake mechanics integrated into the caliper. This way you can retain the proper function of the emergency brake!

CSP Products disc brakes - Made in Germany!





Important notes:

If your car is a swing axle model, there are some important measurements that you need to check prior to installing the CSP Products disc brake system or race disc brake system with 5x205 PCD.

1. Please measure distance x, making sure the wheel bearing sits all the way in the wheel bearing carrier

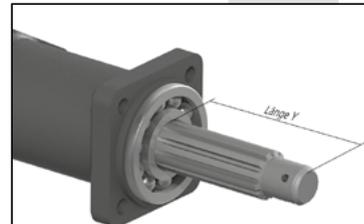
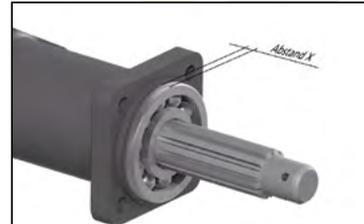
- 9 millimeter correlates to swing axle until 1967

- 6 millimeter correlates to swing axle from 1968 onwards

2. Check the length of the splined end of the axle shaft (y).

Two results are possible: 85,5 millimeter or 102 millimeter.

When you know these two measurements you can check with the help of the table to the right which version of the CSP swing-axle rear disc brake system you need for your Beetle.



5x205 mm PCD**Bearing Carrier x**

9 mm

6 mm

6 mm

Axle Shaft y

85,5 mm

85,5 mm

102 mm

Order Number

599 167 5205

-

599 168 5205

Car

stock combination until '67

installation not possible

stock combination from '68 onwards

5x130 mm PCD**Bearing Carrier x**

9 mm

6 mm

6 mm

Axle Shaft y

85,5 mm

85,5 mm

102 mm

Order Number

599 167 5130

-

599 000 5130

Car

stock combination until '67

installation not possible

stock combination from '68 onwards

**WARNING!**

Avoid pulling on the axle shafts because there is a risk of moving the fulcrum plates from their position in the end gears.

CSP PRODUCTS REAR DISC BRAKE SYSTEM 5x205 FOR 15" AND LARGER WHEELS

These CSP Products rear disc brake systems are suitable for all Beetles, as long as 15" or larger wheels are used.

In essence, the construction of this rear disc brake system is comparable to the front disc brake version, but it uses discs with a diameter of 262x9 mm plus different calipers.

Included in the kit are the following parts: pre-assembled aluminum hubs and discs, wheel bearings, calipers with pads and mounting hardware, aluminum wheel bearing covers with brackets for the calipers, brake hoses, emergency brake cables and metric hardware kit of the correct strength category. Also included are detailed instructions in English and German. You just have to buy the wheel nuts separately.

Not compatible with wheels with less than 15" diameter!





599 168 5205



599 168 5205SL

CSP disc brake system Beetle -'67 with swing axle
 CSP disc brake system Beetle '68- with swing axle
 CSP disc brake system Beetle '68- with IRS

CSP disc brake system Beetle -'67 with swing axle
 CSP disc brake system Beetle '68- with swing axle
 CSP disc brake system Beetle '68- with IRS

The assembly of the CSP Products disc brake system changes the track of your Beetle on the rear axle. You can find the precise value in the following chart:

Modell	Track Variation per side	compared to
-'57	+6,0 mm	brake drum -'57
'58-'67	-4,0 mm	brake drum '58-'67
'68-	-5,0 mm	brake drum '68-



cross drilled discs 599 167 5205L
 cross drilled discs 599 168 5205L
 cross drilled discs 599 168 5205SL

CSP PRODUCTS REAR DISC BRAKE SYSTEM 5x130 FOR 15" AND LARGER WHEELS

These CSP Products rear disc brake systems with the popular 5x130 (Porsche) PCD are suitable for all Volkswagen Beetles, as long as 15" or larger wheels are used.

Unlike all other CSP Products disc brake systems, this brake system features a different design. The 5x130 version uses a one piece hub-disc combination with integrated internal teeth. Both rear disc brake systems come with disc diameters of 262x9 mm, calipers with integrated emergency brake mechanics and CNC machined aluminum wheel bearing covers.

Included in the kit are the following parts: discs with integrated hubs, wheel bearings, calipers with pads and mounting hardware, aluminium wheel bearing covers with brackets for the calipers, brake hoses, emergency brake cables and metric hardware kit of the correct strength category. Also included are detailed instructions in English and German. You just have to buy the wheel nuts separately.

Not compatible with wheels with less than 15" diameter!





CSP disc brake system Beetle '67 with swing axle 598 167 5130
 CSP disc brake system Beetle '68- with swing axle 598 168 5130
 CSP disc brake system Beetle '68- with IRS 598 168 5130S

CSP disc brake system Beetle '67 with swing axle cross drilled & grooved discs 598 167 5130L
 CSP disc brake system Beetle '68- with swing axle cross drilled & grooved discs 598 168 5130L
 CSP disc brake system Beetle '68- with IRS cross drilled & grooved discs 598 168 5130SL



The assembly of the CSP Products disc brake system changes the track of your Beetle on the rear axle. You can find the precise value in the following chart:

Modell Track Variation per side compared to

'57	+11,0 mm	brake drum '57
'58-'67	+1,0 mm	brake drum '58-'67
'68 - (swing axle)	+1,0 mm	brake drum '68-
'68 - (IRS)	-6,0 mm	brake drum '68-



598 167 5130

CSP PRODUCTS DRAG RACE REAR DISC BRAKE SYSTEM 5X205 FOR 15" AND LARGER WHEELS

Our CSP Products Drag Race rear disc brake system with 5x205 PCD has been strictly developed for drag race use. This system is also installed to our CSP Ghia drag race car and combines high efficiency with very low weight. The rotational mass has been reduced by about 4390 gram and the unsprung weight by about 6440 gram per side compared to original brake drums.

To get this result the hub has been machined out of solid billet and combined with a lightweight and slotted disc. The two piece construction results in a track decrease by 5 mm per side compared to a pre '67 brake drum! This gives more clearance for wider slicks under the stock wings.

We use very light, but at the same time high-strength, T7075 billet for the caliper brackets.

They combine the bracket and wheel bearing cover in one piece like all other CSP Products rear disc brake systems. The bearing covers are also prepared for any wheel sensors that might be required by Racepak Data-System. The two-pod alloy calipers are from a renowned racing parts manufacturer and also made out of lightweight aluminium.

Included in the kit are the following parts: pre-assembled aluminum hubs and discs, calipers with pads and mounting hardware, aluminium wheel bearing covers with brackets for the calipers and metric hardware kit of the correct strength category.





CSP Drag Race disc brake system Beetle -'67

599 167 5205RC

CSP PRODUCTS MASTER BRAKE CYLINDER MOUNTING KITS FOR CSP PRODUCTS DISC BRAKE SYSTEMS

Most of the time you have to change the master brake cylinder when assembling a CSP Products disc brake system. You'll find the correct versions for your setup on our website www.csp-shop.com. To simplify the installation of the the needed

master brake cylinder we offer special mounting kits wich are designed especially for these models. Originally those master brake cylinders were designed to be used in conjunction with a brake servo unit. Problem: The servo master brake

cylinders do not come with a dust cover which is necessary when they are to be used in a Beetle. Our CSP Products mounting kits are designed for a subsequent installation of the dust cover. That means the suggested master brake cylinders are built as a servo-compatible unit but will be used here without a brake servo. The kits are available for left and right hand drive cars.



611 017 111

CSP master brake cylinder mounting kit	Beetle (except Super Beetle 1302/1303), LHD	611 017 111
CSP master brake cylinder mounting kit	Beetle (except Super Beetle 1302/1303), RHD	611 018 111
CSP master brake cylinder mounting kit	Super Beetle 1302/1303 -'74, LHD	611 017 133
CSP master brake cylinder mounting kit	Super Beetle 1303 '75-, LHD & all RHD Super Beetles 1302/1303	611 018 133

CSP PRODUCTS BRACKET FOR BRAKE FLUID RESERVOIR

You will automatically encounter a problem when you want to convert your pre-'68 Beetle to a dual circuit brake system: You can't mount the necessary brake fluid reservoir in the same location as the old one because of a lack of space. Beetles from '68 onwards always left the factory with a dual circuit brake system and had the

brake fluid reservoir fitted to the drivers side inner front panel. With our stainless steel CSP Products bracket you can easily fit the reservoir at the same location just by using two longer wing mounting bolts - no welding or drilling required! The bracket is designed for an original 1968 and later brake fluid reservoir.



CSP bracket for dual circuit brake fluid reservoir

Beetles -'67

809 021 111

CSP PRODUCTS BRAKE DRUMS

CSP Products is mainly known for its high performance parts but we also manufacture high quality reproductions of stock parts. In the early 2000s, we were already heavily involved in the development of brake kits when we noticed a lack of quality front drum brakes for Beetles built until '57. There were only poor quality versions from Asia and South America on the market, which didn't meet our standards. Consequently we talked to the people of Sebro, a renowned German brake manufacturer, and commissioned them to produce drum brakes for said Beetles. They hit the market in

2005 and customers love them. Next was a lack of front drums for Beetles built between '58 and '65. Again we decided to have them reproduced, again together with Sebro of course!

A very clever part is our rear drum brake with 5x205 PCD for Beetles from '68 onwards. Those weren't available from factory, but they make it easy to use wheels with the classic PCD on more modern Beetles without a big effort. Of course we developed them together with Sebro, just like the other drums for Beetles build between '58 and '67.

CSP Products brake drums - Made in Germany!



CSP
PRODUCTS

CSP PRODUCTS FRONT DRUM BRAKES 5x205

For a long time it was very difficult to get drum brakes for Beetles build until '65. Nothing was available, or just drums of questionable quality. As a consequence, we logically commissioned Sebro, the renowned German brake manufacturer, to produce new drums. We received the first batch

already in June 2005 and since then we have been selling countless of CSP Products front drum brakes, because there is nothing comparable on the market - in every aspect!

CSP brake drum	Beetle '57	405 615 111
CSP brake drum	Beetle '58-'65	405 615 113A



501 615 113A

CSP PRODUCTS REAR DRUM BRAKES 5x205

An increasing number of suppliers stop producing parts for our air-cooled Volkswagens. As a result cheap reproductions made in Asia show up on the market or nothing at all happens. This is what happened with rear drum brakes featuring the 5x205 PCD for Beetles built between '58 and '67. For a long time, nothing was available, or just drums of questionable quality. We put an end to this dilemma and commissioned Sebro, the renowned German brake manufacturer, to produce new high quality drum brakes in 2013.

Something really special are the drum brakes for Beetles from '68 onwards featuring 5x205 PCD. Kit cars especially are often based on modern chassis with 4x130 PCD, but with these drums and a matching set of CSP Products disc brakes you can give them a more authentic look.

CSP brake drum	Beetle '58-'67	501 615 113D
CSP brake drum	Beetle '68-	501 615 211AG



501 615 211AG

CSP PRODUCTS CHASSIS COMPONENTS

Modifying the chassis has always been a defining issue within the Beetle fans, and of course we here at CSP Products are concerned about it too. On the following pages you will find everything for improving the Beetles handling and - in our opinion - what wasn't available on the market in a sufficient quality.

Naturally all these parts possess the typical CSP Products characteristics of quality and functionality. These attributes are priority from the development right through to production and are what makes them stand out. It's the quality of the materials used, combined with the perfection in the production using state of the art manufacturing technologies, which guarantee maximum durability and operational reliability.

Before CSP Products are taken into mass production they get tested in motorsports – for which we have the CSP Ghia and the famous red Kemp Super Beetle - and on the street. As well as with our company car, a black turbo charged 1600 Mexican Beetle, new parts get also tested in the air-cooled cars of our employees. Our CSP shifters, for example, had to survive more than 6.000 miles in every day use before we decided putting them into production. This kind of development guarantees well thought out construction right down to the smallest detail.





CSP PRODUCTS ADJUSTABLE BEAM

Lowering a Beetle is one of the most popular modifications. While you don't need any additional parts to lower it in the back (you can do that by just turning the torsion bars), you have to have an adjustable beam up front. Unlike a stock beam they are fitted with adjusters in the center of the axle tubes, which allow the spring leaves and at the same time the trailing arms to be turned.

These aftermarket beams never match the quality of an original VW beam. Even worse, the quality got worse over the years! That's why we have, for

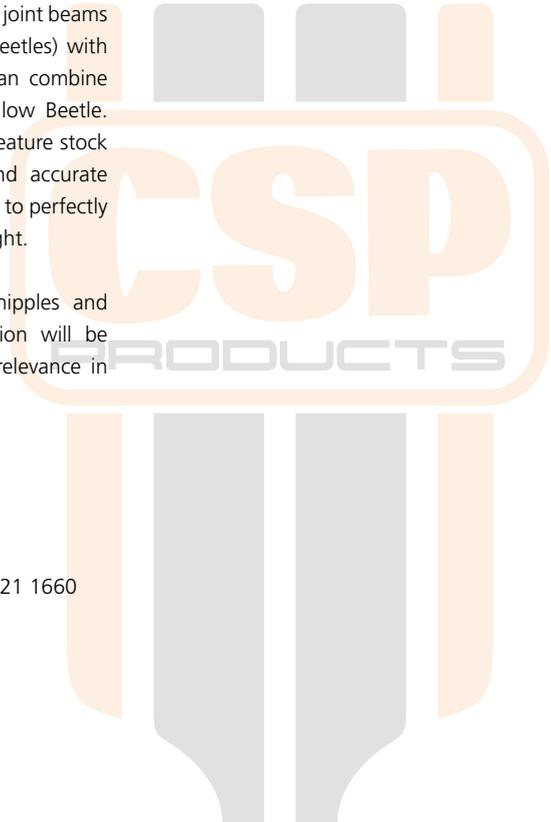
a long time now, provided original ball joint beams (from '66 onwards - except Super Beetles) with our beam adjusters. This way you can combine high quality with your desire for a low Beetle. Our CSP Products adjustable beams feature stock tolerances, high quality bearings and accurate teeth in the adjusters which allow you to perfectly tweak the spring rate and vehicle height.

The beam comes without grease nipples and trailing arm seals. A TÜV certification will be included with your order if it is of relevance in your country.

CSP adjustable beam

Beetle '66- (except Super Beetle 1302/1303)

401 021 1660



Important note:

We recommend the usage of caster shims (page 72) between the lower axle tubes and the frame head to improve directional stability. We would also like to point out that the installation of eccentric camber nuts (page 72) with an enlarged adjustment range is advisable.



CSP PRODUCTS BEAM ADJUSTERS

With our high quality beam adjusters you can convert a stock VW beam into an adjustable one, which enables you to lower your car at the front. The accurate teeth allow a very fine adjusting of the vehicle height.

Despite the very flat design the beam adjuster, it still has enough material thickness and can be welded on easily with the MIG/MAG welding process. The radius of the plates corresponds exactly to the radius of the Beetle axle tubes.

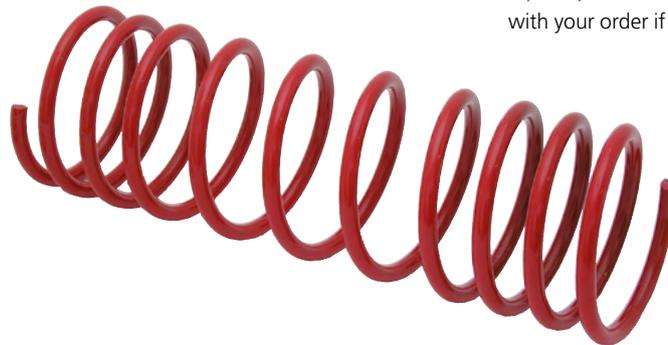
Please use two CSP Products beam adjusters per beam to ensure the best ride comfort.



CSP beam adjusters all Beetles (except Super Beetle 1302/1303)

401 021 100

CSP PRODUCTS LOWERING SPRINGS



If you want to lower the front of a Super Beetle 1302/1303, which features McPherson struts as opposed to regular Beetles, you have to use shorter springs. The rear can be lowered just by turning the stock torsion bars, which does not require additional parts. The CSP Products springs will lower the front by 50 mm and the stock shocks can be retained.

You need a spring compressor for removing and refitting the springs which you will find on www.csp-shop.com. A TÜV certification will be included with your order if it is of relevance in your country.

CSP lowering springs

Super Beetle 1302/1303 only 411 105 050

CSP PRODUCTS FRONT SUSPENSION STIFFENER

In the 1970's you could have ordered a „bad roads“ option for your Beetle from the factory which included a front suspension stiffener. However, these brace bars are not only good for farm lanes but also for Beetles which can go faster than Volkswagen ever intended. The suspension stiffener avoids flexing of the front beam which leads to an amazing improvement of axle rigidity and road performance.

Our CSP Products front suspension stiffener is a perfect reproduction of the original item down to the smallest detail. It is made out of three millimeter matt black powder coated steel and fits perfectly all beetles (except Super Beetles), no matter if they have a link pin or ball joint beams, adjustable beams or caster shims!

All necessary hardware is included in the kit.

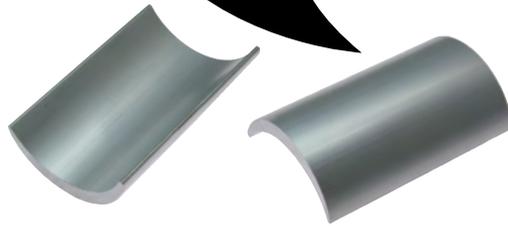


CSP front suspension stiffener all Beetles (except Super Beetle 1302/1303)

498 001 111A

Important note:

If you use CSP Products caster shims you have to swap the mounting screws for the lower axle tube to the frame head for longer versions. These are available with the order number 010 190 N4L.



CSP caster shims all Beetles (except Super Beetle 1302/1303) 401 021 113NACH

CSP PRODUCTS CASTER SHIMS

Caster shims are needed when you use an adjustable front beam. They are put between the lower axle tube and the frame head after lowering the car. The result is a greater caster angle which improves the directional stability.

The CSP Products caster shims are suitable for link pin and ball joint front beams, but not for Super Beetles 1302/1303.

CSP PRODUCTS ECCENTRIC CAMBER NUTS

We recommend using eccentric camber nuts, for a larger range of adjustment, in conjunction with an adjustable front beam to make camber adjustments possible even on very low Beetles.

The CSP Products eccentric camber nuts are made out of special steel which is produced in Germany and prevent dissimilar metal corrosion when mounted to the spindles! Supplied in pairs.



CSP eccentric camber nuts Beetle '66- (except Super Beetle 1302/1303) 405 319 131S

CSP PRODUCTS ECCENTRIC SCREW

If you want to adjust the camber on the front suspension of Super Beetles 1302/1303 you need eccentric screws.

Our CSP Products eccentric screws have the correct strength and come with laser cut discs made from high-grade steel and all-steel locknuts.

CSP eccentric screw Super Beetle 1302/1303 up to '73 only

407 159 113B



CSP PRODUCTS SAFETY TAB



The CSP Products safety tabs provide a proper securing of the ball joints used on Super Beetles 1302/1303. You must mount these tabs - they are necessary for safety!

CSP safety tab

Super Beetle 1302/1303 only

412 153 113

CSP PRODUCTS SWAY BAR CLAMP



CSP sway bar clamp Super Beetle 1302/1303 only 411 333 133

We reproduced the sway bar clamps for the Super Beetles 1302 & 1303 which are no longer available

through Volkswagen. The CSP Products sway bar clamps are in no way inferior to the original parts in quality or design.

CSP PRODUCTS SWAY BAR CLAMPS

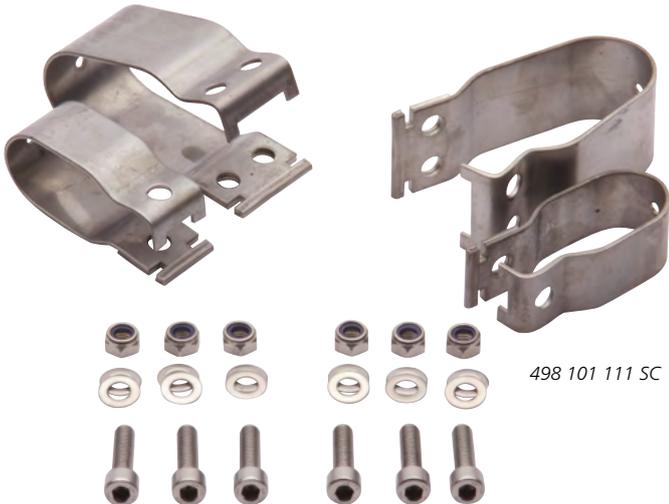
The Beetle (not Super Beetle) sway bar clamps are known to be parts which are difficult to install. It's already a struggle to mount the stock rubber bushings with the original construction clamps. If you want to use urethane bushings the use of the stock clamps is close to impossible.

This is why we developed the CSP Products stainless steel sway bar clamps, which are very easy to install. As opposed to the original clamps they don't use sliding sleeves but screws, which do not bend the clamps when tightened.

The set contains four stainless steel sway bar clamps and all necessary hardware, also made from stainless steel.

Owners of Super Beetles 1302/1303 will like the fact that we reproduced the original sway bar clamps as they are no longer available from Volkswagen. They are in no way inferior to the original parts in quality or design.

CSP sway bar clamps	Beetle '65	98 101 111CSP
CSP sway bar clamps	Beetle '66- (except Super Beetle 1302/1303)	498 101 111SC
CSP sway bar clampsSuper	Beetle 1302/1303	411 333 133



CSP PRODUCTS TORQUE BARS

Torque bars were originally invented to stiffen the rear shock towers for circuit racing, but they are also suited for supporting the frame horns on drag race cars. They prevent the frame horns from getting bent, and minimize wheel hop.

The CSP Products torque bars are produced in Germany and consist of three CNC-machined aluminium struts with hollow bored clevis ends. Three clevis ends have a left-handed thread, the other three a right-handed thread to adjust every strut free of play. The set also contains weld-on CNC-machined mounting tabs, which can be

located individually. They are not prefabricated because of the large variety of different exhaust and heater systems and different bodies. That's why we recommend adapting the tabs only with a completely assembled car! For our own cars we use the heavy duty transmission mount with order code 301 255 111HD (without the support band) and weld the tabs to it.

The set contains three CNC-machined aluminium struts, six clevis ends, weld-on tabs and all hardware of the necessary strength.





CSP torque bars
CSP torque bars

Beetle -'60
Beetle '61-

301 255 160
301 255 100

CSP PRODUCTS TRANSAXLE GASKET KITS

Like so many times before, a lack of quality on the market led us to the development of our own CSP product. Until the end of 2013 there were just swing axle gasket kits on the market of which only very few gaskets could have been used for an IRS gearbox. Other parts were missing, like the oil seals for the stub axles for example.

The CSP Products transaxle gasket kits are especially adapted for either swing axle or IRS. They include only the seals which are actually necessary and - most importantly - have the correct specifications! The axle tube gaskets for example feature the correct thickness of 0,2 and 0,1 mm and moreover all the needed oil seals and o-rings are contained. All components are made from high quality materials and all rubber parts are produced in Germany of course.

The swing axle kit includes two o-rings for side covers, two axle tube o-rings, two side covers gaskets, one end plate gasket, one 0,1 mm nose cone gasket, two 0,1 mm axle tube gaskets, six

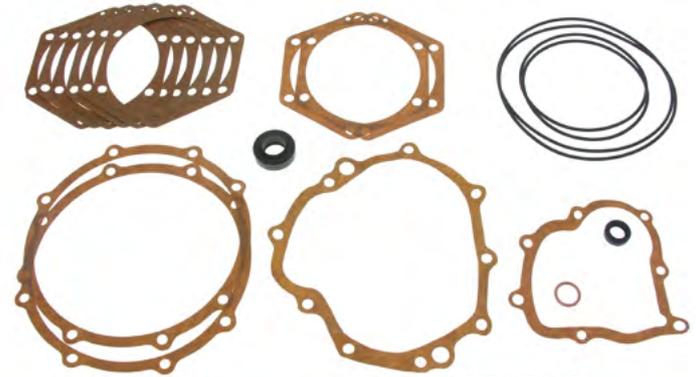
0,2 mm axle tube gaskets, one oil seal for the shift rod, one backlight switch seal, one main shaft seal and one nose cone seal.

The IRS axle kit includes one end plate gasket, one 0,1 mm nose cone gasket, two o-rings for side covers, one backlight switch seal, one main shaft seal, two rear stub axle seals, two rear stub axle caps and nose cone seal.

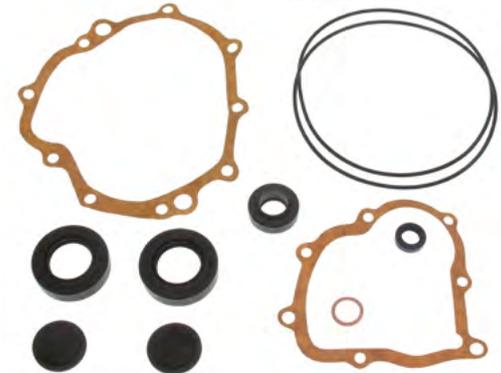




Never be satisfied with less! Seal your gearbox
with a CSP Products transaxle gasket kit!



398 005 111P



398 005 111S

CSP transaxle gasket kit
CSP transaxle gasket kit

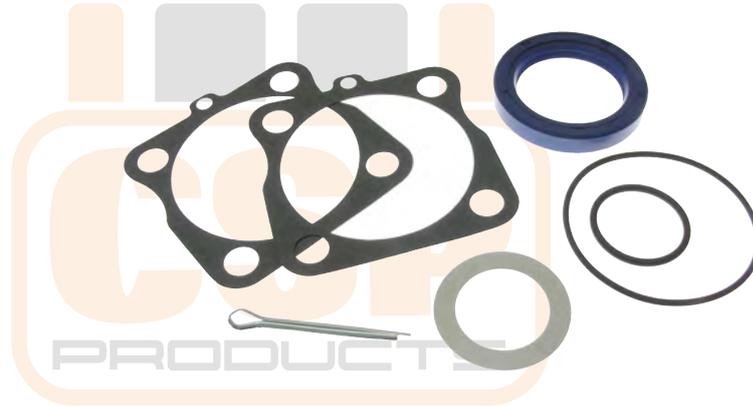
swing axle
IRS

398 005 111P
398 005 111S

CSP PRODUCTS WHEEL BEARING GASKET KITS

For quite some time there were no wheel bearing kits on the market that even began to compare to original VW quality. A good sealing is very important especially with swing axle cars, because otherwise the oil in the axle tubes can flow into the brake drums. As opposed to many kits our shim is not made out of thin metal sheeting but out of hardened steel which is important to prevent damages on the tothing of the drive shaft. Don't save on the wrong things!

Our CSP Products wheel bearing kits include two oil seals, one o-ring and a split pin (IRS) or for swing axle one oil seal, one shim made out of hardened steel, two o-rings, two gaskets and a split pin.



CSP wheel bearing gasket kit
CSP wheel bearing gasket kit

swing axle
IRS

598 051 311
501 315 113F





CSP PRODUCTS BODY COMPONENTS

Even when it comes to body components we here at CSP Products do not remain inactive when it is necessary to implement fresh ideas or launch high quality products.

For years we used to get fenders made out of GRP, short for glass fibre reinforced plastic, from an external supplier. In our opinion they delivered the best available GRP fenders on the market. When they stopped production, we decided to buy the molds for fenders, dashboards and the popular "W" deck lid to produce them autonomously.

Something else entirely are our bumper brackets. Besides reproductions of original bumper brackets we also produce brackets for later Beetles (from 1968 onwards) which allow you to mount bumper blades from earlier models (until 1967) - without any modifications on fenders or aprons! You'll find these and other products on the following pages.





CSP PRODUCTS FRONT FENDERS

Are you tired of rusted fenders? Do you want to put on wider wheels and need to cover them to keep your car road legal? Then you need the CSP Products GRP, short for glass fibre reinforced plastic, fenders!

You get our perfectly fitting and high quality GRP fenders in stock width, but also as inner widened or outer widened versions. We can offer fenders for sloping headlights ('67), upright headlights ('68-) and Super Beetles 1302/1303.

All fenders come with a laminated headlight bucket and predrilled mounting holes. Openings for bumper brackets, horn grills and indicators are not present and can be cut individually.



821 067 000L



821 071 000L

CSP GRP fender front left	Beetle -'67, standard	821 067 000L
CSP GRP fender front right	Beetle -'67, standard	821 067 000R
CSP GRP fender front left	Super Beetle 1302/03, standard	821 071 000L
CSP GRP fender front right	Super Beetle 1302/03, standard	821 071 000R

CSP GRP fender front left
CSP GRP fender front right
CSP GRP fender front left
CSP GRP fender front right

Beetle '67-, inner widened +2,5 cm
Beetle '67-, inner widened +2,5 cm
Beetle '68-, inner widened +4,0 cm
Beetle '68-, inner widened +4,0 cm

821 067 025IL
821 067 025IR
821 068 040IL
821 068 040IR



821 067 025IL



821 068 040IL





821 071 020IL



821 071 040IL

Important note:

As with any steel fender you also have to trial fit the GRP fenders before painting. We recommend using spray filler to close the pores of the GRP surface before filling and painting.

CSP GRP fender front left
 CSP GRP fender front right
 CSP GRP fender front left
 CSP GRP fender front right

Super Beetle 1302/03, inner widened +2,0 cm
 Super Beetle 1302/03, inner widened +2,0 cm
 Super Beetle 1302/03, inner widened +4,0 cm
 Super Beetle 1302/03, inner widened +4,0 cm

821 071 020IL
 821 071 020IR
 821 071 040IL
 821 071 040IR

CSP GRP fender front left	Beetle -'67, outer widened +4,0 cm	821 067 040AL
CSP GRP fender front right	Beetle -'67, outer widened +4,0 cm	821 067 040AR
CSP GRP fender front left	Beetle '68-, outer widened +4,0 cm	821 068 040AL
CSP GRP fender front right	Beetle '68-, outer widened +4,0 cm	821 068 040AR
CSP GRP fender front left	Super Beetle 1302/03, outer widened +4,0 cm	821 071 040AL
CSP GRP fender front right	Super Beetle 1302/03, outer widened +4,0 cm	821 071 040AR



821 067 040AL



821 068 040AL



821 071 040AL

CSP PRODUCTS REAR FENDERS

Besides the front fenders we also offer matching rear fenders made out of GRP, short for glass fibre reinforced plastic. These are in no way inferior to the front fenders for quality and fit. They are available for all Beetles as inner widened, outer widened and inner and outer widened versions, and in stock width for Beetles from '73 onwards.

All rear fenders come without openings for the tail lights except the models for '73 and later Beetles. Openings for bumper brackets and mounting holes for tail lights have to be cut or drilled individually.

CSP GFK fender rear left
CSP GRP fender rear right

Beetle '73-, standard
Beetle '73-, standard

821 373 000L
821 373 000R

CSP GRP fender rear left
CSP GRP fender rear right

Beetle -'72, inner widened +2,0 cm
Beetle -'72, inner widened +2,0 cm

821 372 020IL
821 372 020IR



821 373 000R



821 372 020IR

CSP GRP fender rear left	Beetle -'72, inner widened +4,0 cm	821 372 040L
CSP GRP fender rear right	Beetle -'72, inner widened +4,0 cm	821 372 040R
CSP GRP fender rear left	Beetle -'72, inner widened +6,0 cm	821 372 060L
CSP GRP fender rear right	Beetle -'72, inner widened +6,0 cm	821 372 060R
CSP GRP fender rear left	Beetle -'72, inner widened +10,0 cm	821 372 100L
CSP GRP fender rear right	Beetle -'72, inner widened +10,0 cm	821 372 100R



821 372 040R



821 372 060R



821 372 100R



821 373 020IR



821 373 040IR



821 373 070IR

Important note:

As with any steel fender you also have to trial fit the GRP fenders before painting. We recommend using spray filler to close the pores of the GRP surface before filling and painting.

CSP GRP fender rear left	Beetle '73-, inner widened +2,0 cm	821 373 020IL
CSP GRP fender rear right	Beetle '73-, inner widened +2,0 cm	821 373 020IR
CSP GRP fender rear left	Beetle '73-, inner widened +4,0 cm	821 373 040IL
CSP GRP fender rear right	Beetle '73-, inner widened +4,0 cm	821 373 040IR
CSP GRP fender rear left	Beetle '73-, inner widened +7,0 cm	821 373 070IL
CSP GRP fender rear right	Beetle '73-, inner widened +7,0 cm	821 373 070IR

CSP GRP fender rear left	Beetle -'72, inner and outer widened +7,0 cm	821 372 070IAL
CSP GRP fender rear right	Beetle -'72, inner and outer widened +7,0 cm	821 372 070IAR
CSP GRP fender rear left	Beetle '73-, outer widened +4,0 cm	821 373 040AL
CSP GRP fender rear right	Beetle '73-, outer widened +4,0 cm	821 373 040AR
CSP GRP fender rear left	Beetle '73-, inner and outer widened +7,0 cm	821 373 070IAL
CSP GRP fender rear right	Beetle '73-, inner and outer widened +7,0 cm	821 373 070IAR



821 372 070IAR



821 373 040AR



821 373 070IAR

CSP PRODUCTS "W" DECK LID

The "W" deck lid, probably the most beautiful deck lid ever made for the Beetle, is named after the characteristic W-like stamping. Original "W" deck lids are very rare and expensive today. We can offer this deck lid, as the Oval window version

('53 - '57), as a high quality GRP reproduction, all be it missing the hinge supports. This makes it most suitable for race cars or Beetles which are fitted with quick release fasteners.



CSP "W" deck lid

Beetle '53-'57

827 025 111GFK

Important note:

As with any steel deck lid you also have to trial fit the GRP "W" deck lid before painting. We recommend using spray filler to close the pores of the GRP surface before filling and painting.

CSP PRODUCTS SPARE TIRE WHEEL WELL COVER

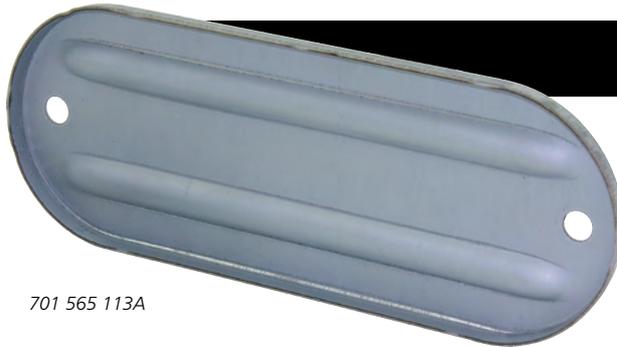


Super Beetles used to have a cover in the spare wheel well, which tends to rust through, due to its exposed position.

Our CSP Products spare wheel well cover has a perfect fit and has to be glued to the spare wheel well with body sealant just like the original cover.

CSP spare wheel well cover Super Beetle 1302/1303 only 803 595 411

CSP PRODUCTS INSPECTION COVER



701 565 113A

CSP inspection cover Beetle -'65, 68 mm high

CSP inspection cover Beetle -'65, 77 mm high

CSP inspection cover Beetle '66- (except Super Beetle 1302/1303)

701 565 113A

701 565 113B

701 565 131

Quality is our top priority and that's why our CSP Products inspection covers match the original parts in every aspect. They are made out of one millimeter thick mild steel and are available in two height varying versions for Beetles up to '65 and in one universal size for Beetles from '66 onwards.

CSP PRODUCTS DASHBOARDS

You can easily restyle the interior of your Beetle with our CSP Products dashboards and dashboard covers made out of GRP, short for glass fibre reinforced plastic. While the covers can be glued on the existing dashboard, you have to cut out the standard dash for our 911 style dashboards.

All versions are available with glove box covers, but

not all of them feature openings for gauges and radios. Some are completely smooth and leave the styling and layout up to your imagination. Under certain circumstances modifications to your car are necessary, depending on the way you attach them to your Beetle.



CSP dashboard cover, smooth, w/o openings

Beetle '68- (except Super Beetle 1303)

857 050 000



CSP dashboard 911 style, smooth, w/o openings

Beetle '68- (except Super Beetle 1303)

857 050 110



CSP dashboard 911 style, smooth, w/ open radio slot

Super Beetle 1303 only

857 050 130





857 050 115



857 050 135

CSP dashboard 911 style, embossed cut-outs for gauges

CSP dashboard 911 style, open cut-outs for gauges

Beetle '68- (except Super Beetle 1303)

Super Beetle 1303 only

857 050 115

857 050 135

CSP PRODUCTS CONVERTIBLE HINGE COVER

These convertible hinge covers are made out of GRP, short for glass fibre reinforced plastic. They fit Beetle convertibles from '68 upwards and are available in black and white.



CSP convertible hinge cover, left, white
CSP convertible hinge cover, right, white
CSP convertible hinge cover, left, black
CSP convertible hinge cover, right, black

Beetle '68-
Beetle '68-
Beetle '68-
Beetle '68-

871 197 151E
871 198 151E
871 197 151ES
871 198 151ES

CSP PRODUCTS BUMPER BRACKETS

Ever since the Beetle was fitted with its heavy looking angular bumpers in 1968, countless owners have thought about fitting the more vintage looking pre '67 bumpers to these cars. A simple exchange isn't possible, because of the different mounting points for the bumper brackets, and also the way the bumper brackets are led through the body: while they go through the apron on pre '67 cars, '68 and later Beetles have the openings for the brackets in the fenders. You would have to heavily modify your Beetle to do the bumper swap.

For that reason we developed the CSP Products bumper brackets, which fit exactly to the mounting points of '68 and later Beetles but do

accept pre '67 bumpers on the other end. Now you just have to disassemble the angular bumpers including brackets and swap them for pre '67 bumpers and CSP Products brackets - that's it! There is no need to modify the fenders or aprons whatsoever!

But we do also offer stock bumper brackets in our CSP Products range. For one thing we have stainless steel brackets for pre '67 Beetles, for another thing we reproduce versions for Beetles from '75 onwards.

If you don't like bumpers at all we also still stock CSP products T-bars!



707 136 067



707 335 067



707 136 068



707 335 068

CSP PRODUCTS BUMPER BRACKETS

These CSP products bumper brackets allow you the use of pre '67 bumpers on Beetles from '68 onwards (except Super Beetle 1302/1303). The conversion can be accomplished without any modifications to the fenders or aprons. You can just swap the original brackets and bumpers for the CSP Products brackets and pre '67 bumpers -

that's it! The brackets are available in a steel and a stainless steel version.

The bumper brackets for the front come with a drilling template and a chromed bolt for an additional hole in the bumper blade.

707 136 067E



707 135 068





707 335 067



707 335 068

CSP bumper bracket front left	Beetle '68- w/pre -'67 fenders (sloping headlights)	707 135 067
CSP bumper bracket front right	Beetle '68- w/pre -'67 fenders (sloping headlights)	707 136 067
CSP bumper bracket front left	Beetle '68- w/pre -'67 fenders (sloping headlights), stainless steel	707 135 067E
CSP bumper bracket front right	Beetle '68- w/pre -'67 fenders (sloping headlights), stainless steel	707 136 067E
CSP bumper bracket front left	Beetle '68- w/'68 and up fenders (upright headlights)	707 135 068
CSP bumper bracket front right	Beetle '68- w/'68 and up fenders (upright headlights)	707 136 068
CSP bumper bracket front left	Beetle '68- w/'68 and up fenders (upright headlights), stainless steel	707 135 068E
CSP bumper bracket front right	Beetle '68- w/'68 and up fenders (upright headlights), stainless steel	707 136 068E
CSP bumper bracket rear left	Beetle '68- w/pre -'67 fenders (small implementation)	707 335 067
CSP bumper bracket rear right	Beetle '68- w/pre -'67 fenders (small implementation)	707 336 067
CSP bumper bracket rear left	Beetle '68- w/pre -'67 fenders (small implementation), stainless steel	707 335 067E
CSP bumper bracket rear right	Beetle '68- w/pre -'67 fenders (small implementation), stainless steel	707 336 067E
CSP bumper bracket rear left	Beetle '68- w/'68 and up fenders (big implementation)	707 335 068
CSP bumper bracket rear right	Beetle '68- w/'68 and up fenders (big implementation)	707 336 068
CSP bumper bracket rear left	Beetle '68- w/'68 and up fenders (big implementation), stainless steel	707 335 068E
CSP bumper bracket rear right	Beetle '68- w/'68 and up fenders (big implementation), stainless steel	707 336 068E

CSP PRODUCTS T-BARS

T-bars were invented in the USA back in the 1960's. To be as fast as possible on the quarter mile all unnecessary parts of the Beetles were removed to save weight and this included the bumpers. But this was against the law in California. You had to have a certain protection on your body shell.

That problem had to be solved! Finally it was Greg Aronson of FAT Performance fame who came up first with T-bars on his Beetle.

Originally the CSP Products T-bars were developed as a limited edition for the European Bug-In, provided with an engraving of Greg Aronson's signature, but then we got more and more enquiries for a regular version. This induced us to produce regular T-bars without engraving and limitation, mainly used as a bumper replacements on typical California Look cars.

The four T-bars are made out of high polished aluminium and are TIG welded. The bars for the front and the rear T-bars are different in length and angle, matching the line of the front and rear apron.



CSP T-bars

Beetle -'67, polished aluminium

700 100 067A

CSP PRODUCTS BUMPER BRACKETS

One would think regular bumper brackets are easy to get - but it's not so. Again a case for CSP Products! For this reason we produce front and rear bumper brackets for pre '67 Beetles and for

VW Beetles from '75 onwards. They are made out of 2,5 millimeter thick mild steel and have a perfect fit and finish. The bracket for the '75 onwards Beetles can be used on all four corners.



807 115 111



707 335 111BE & 707 135 111AE

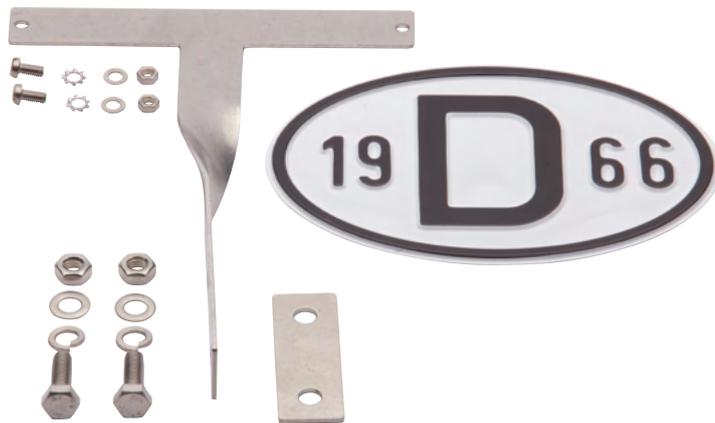
CSP bumper bracket front	Beetle -'67, stainless steel	707 135 111AE
CSP bumper bracket rear	Beetle -'67, stainless steel	707 335 111BE
CSP bumper bracket	Beetle '75-	807 115 111

CSP PRODUCTS BRACKET FOR D-SIGN

One of the most popular accessories for Beetles is the D-sign and bracket. This CSP Products version is made out of stainless steel as is all the included hardware.

The bracket is available in three different versions, the D-sign can be ordered with or without the year of manufacture (1950 - 2000). If you want to have the D-sign with the year of manufacture please add the year to the order code. For example a D-sign for an '54 Oval window with towel rail bumpers would have the order code 000 966 1954E.

The set contains a D-sign, a bracket and hardware, all made out of stainless steel! All components are also available separately.



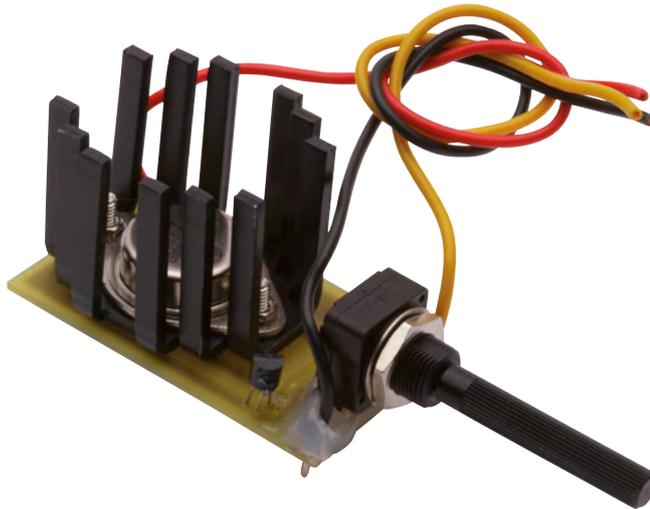
Sets:

D-sign w/bracket	Beetle -'67 w/towel rail bumper	000 966 000
D-sign w/bracket and build year	Beetle -'67 w/towel rail bumper	000 966 xxxxE
D-sign w/bracket	Beetle -'67 and '68-'74 standard	000 967 000
D-sign w/bracket and build year	Beetle -'67 and '68-'74 standard	000 967 xxxx
D-sign w/bracket	Beetle '68-	000 968 000
D-sign w/bracket and build year	Beetle '68-	000 968 xxxx

Individual components:

D-sign		000 960 000
D-sign w/build year		000 969 xxxx
bracket for towel rail bumper	Beetle -'67	000 966 967E
bracket for standard bumper	Beetle -'67 and '68-'74 standard	000 967 967
bracket for standard bumper	Beetle '68-	000 968 968

CSP PRODUCTS WIPER CONVERSION 6V TO 12V



When you convert your car from 6 Volt to 12 Volt it's recommended to continue running the wiper motor with 6 Volt otherwise it will wipe at double the speed. This would reduce the motor's life expectancy in the long run. Finding a matching 12 Volt wiper motor for the 6 Volt system is very difficult, especially with the older models.

Our wiper conversion is easy to install and adds a variable speed feature. Included in the kit is a detailed instruction.

CSP wiper conversion 6V to 12V

all Beetles with 6 Volt system

955 531 113WC

First published in March 2014 by Custom & Speed Parts Autoteile GmbH, Am Redder 3, D-22941 Bargteheide, Germany

Concept by Editorial Office Georg Otto / Julia Lehmenkühler

Layout by Julia Lehmenkühler

Words by Georg Otto

Cover Photo by Stephan Szantai

Photos by Stefan Bau and Pierre Farrugia

Composition by Julia Lehmenkühler

Printed and bound by Schipplück + Winkler Printmedien GmbH, Lübeck

The information in this catalogue is true and complete to the best of our knowledge. All recommendations are made without any guarantee on the part of the Author or Publisher, we also disclaim any liability incurred in connection with the use of this data or specific details. Subject to changes and errors excepted.

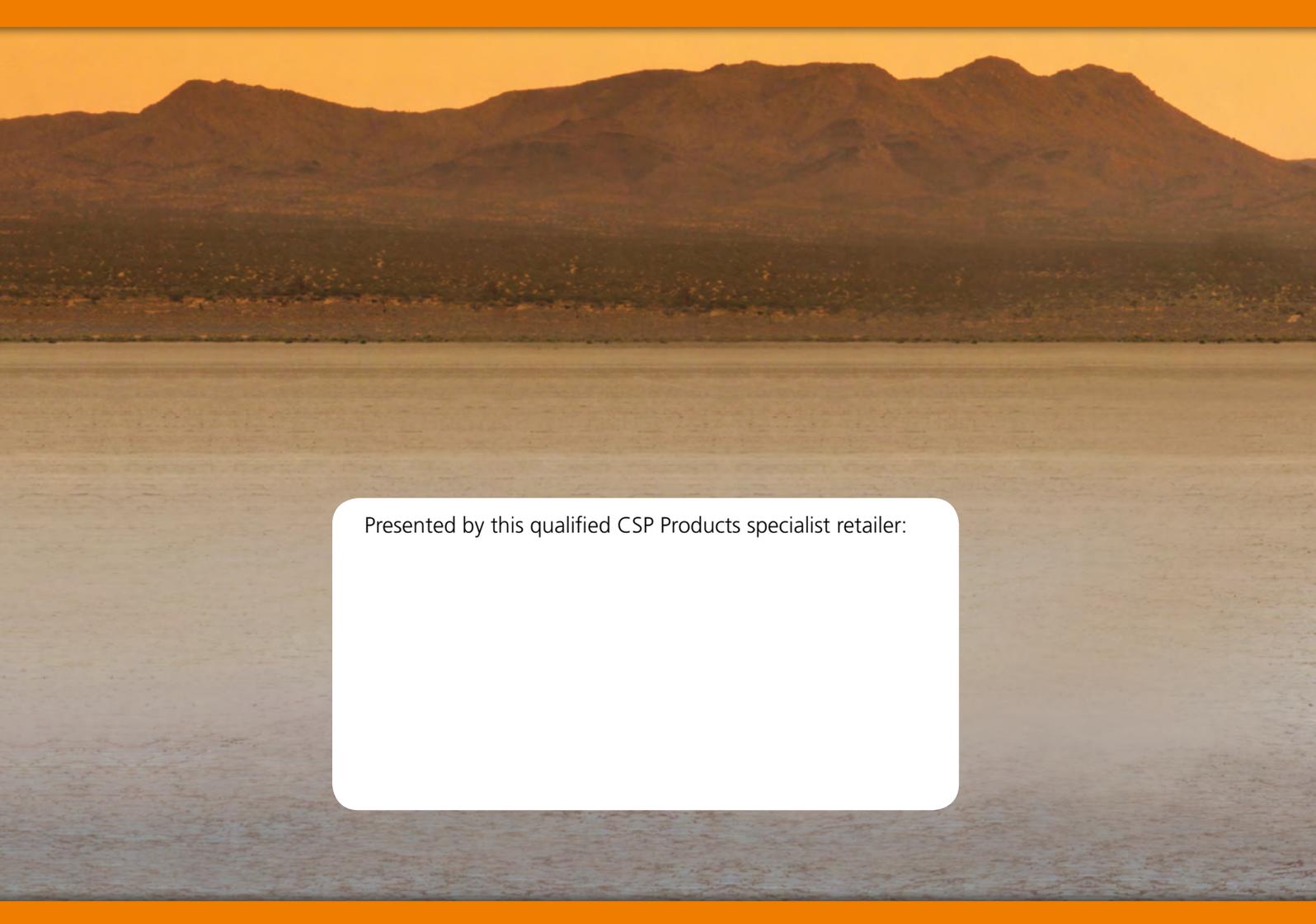
We recognize, further, that the words „VW“, „Karmann“, „Ghia“ and „Porsche“ mentioned herein are the property of the trademark holder. We use them for identification purposes only. This is not an official publication.

Copyright by Custom & Speed Parts Autoteile GmbH, Am Redder 3, D-22941 Bargteheide, Germany

The translation, duplication and distribution in any form, even in a revised edition or in extracts, in particular as a reprint, are prohibited without the consent of Custom & Speed Parts Autoteile GmbH.

Special Thanks to: Stefan Bau, Pierre Farrugia, Stephan Szantai the staff of Custom & Speed Parts Autoteile GmbH





Presented by this qualified CSP Products specialist retailer: