



CSP PRODUCTS

VW BUS 1950 - 1967





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 Buses from 1950 to 1967. 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.

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 Volks-

wagens, 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 a manufacturer, 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 stand 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 Buses. They were first equipped with swing axles, brake drums and 24,5 hp motors; by the end of the rear-engined Bus era the vans had IRS, disc brakes and an impressive 112 hp powerplant. And you can improve all these Buses with CSP Products even further!





CSP PRODUCTS SHIFTER

Not all Buses built between 1950 and 1967 are the same, no doubt about this. There were some major changes such as the different engine lids and rear window sizes, but there were also some more subtle modifications such as the different shifter designs and positions in those 17 years of production. This is why we here at CSP Products offer not just one Bus shifter but three different models, matching the build year perfectly. You don't get this from any other company! Height and angle are ergonomically designed to fit the respective build year, the handle with finger grips sits higher and more towards the driver compared with the stock shifter. Besides this, the gear levers are equipped with a year-specific base and a brand new reverse lockout plate.

All CSP gear levers provide a noticeable reduction in gear change travel, 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 lettering for the handle too. 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.







711 121 5060R



711 121 5060L

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 cable, produced exclusively for this application.

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

'50 - '60 LHD	711 121 5060L
'50 - '60 RHD	711 121 5060R
'61 - '65 LHD	711 121 6165L
'61 - '65 RHD	711 121 6165R
'66 - '67 LHD	711 121 6667L
'66 - '67 RHD	711 121 6667R



711 121 6165L

adjustable handle



ergonomic grip



individual laser-engraved logos by request



real leather boot



hardened ball



polished stainless steel shaft



CSP PRODUCTS FRONT DISC BRAKE SYSTEMS

VW Buses built until 1967 have brake drums all around. 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 Bus 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 Bus that was originally equipped with 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 without modifying any axle components. Rear wheel disc brakes can be mounted to Split Screen Buses only without the stock reduction boxes but also with easy-to-install CNC-machined adapters. 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 VW Buses build between 1950 and 1967.

CSP Products disc brakes - Made in Germany!

Important notes:

Very often Buses have received spindles in their lives that do not match the build year! So please check the spindles on your Bus before you order! Cylindrical spindles point to build years from '55 to '63, conical spindles point to '64 to '67 Buses. Please order the disc brakes corresponding to the build year of the spindles!



Build years 1955-1963



Build years 1964-1970

A dual circuit master brake cylinder is always required in conjunction with our CSP Products disc brake system. Buses built until 1966 had a single circuit master cylinder, that's why we offer special adapter 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/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.

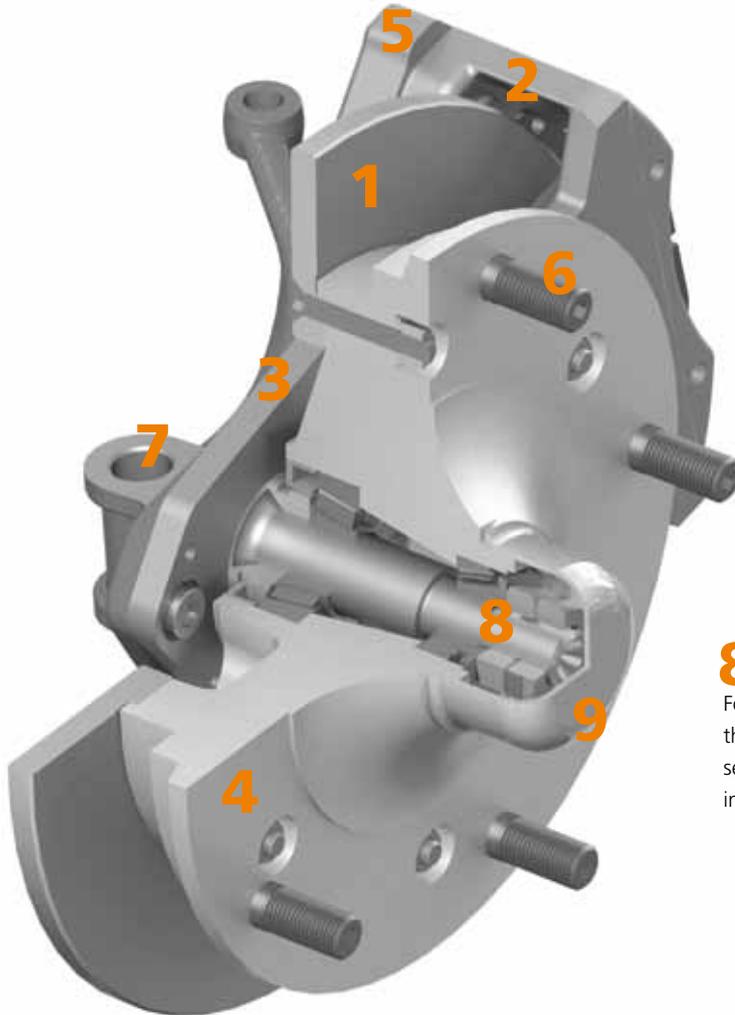
2 Brake Pads

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.

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 STOCK STEEL WHEELS AND AFTERMARKET WHEELS

This CSP Products disc brake system is specially made for Split Screen Buses from February '55 to '67 with standard 15- or 14-inch steel wheels. It is also suitable for most aftermarket wheels with 15" or larger diameter.

In essence, this is a hub-disc combination which can be mounted to all Buses from '55 to '67 with a simple 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 Buses 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 master brake cylinder separately, based on the model of your Bus.





499 263 5205L14

Important notes:

To improve the brake efficiency, we recommend the use of a brake servo as used in Bay Window Buses from '73 and later.

CSP disc brake system	Bus '55-'63	499 263 5205-14	
CSP disc brake system	Bus '55-'63	cross drilled discs	499 263 5205L14
CSP disc brake system	Bus '64-'67	499 264 5205-14	
CSP disc brake system	Bus '64-'67	cross drilled discs	499 264 5205L14

You need matching

- rear disc brakes? Go to page 30.
- rear drum brakes? Go to page 35.

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

Year Of Manufacture	Track Variation per side	compared to
'55 - '63	+2,0 mm	drum brake '55 - '63
'64 - '67	-3,5 mm	drum brake '64 - '67



CSP PRODUCTS FRONT DISC BRAKE SYSTEM 5X205 FOR AFTER-MARKET WHEELS AND FOR STOCK 16" STEEL WHEELS

If you run aftermarket wheels or 16" steel wheels from Barndoor Buses (to February '55), this CSP Products disc brake system is the one for your Bus, built between 1950 and 1967.

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 master brake cylinder separately, based on the model of your Bus.

Not compatible with 14" wheels!

Please choose the following version for this application: 499 263 5205-14





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

Year Of Manufacture	Track Variation per side	compared to
'50 - '55	+7,0 mm	drum brake '50 - '55
'55 - '63	+2,0 mm	drum brake '55 - '63
'64 - '67	-8,0 mm	drum brake '64 - '67



CSP disc brake system	Bus '50-'54	499 254 5205	
CSP disc brake system	Bus '50-'54	cross drilled discs	499 254 5205L
CSP disc brake system	Bus '55-'63	499 263 5205	
CSP disc brake system	Bus '55-'63	cross drilled discs	499 263 5205L
CSP disc brake system	Bus '64-'67	499 264 5205	
CSP disc brake system	Bus '64-'67	cross drilled discs	499 264 5205L

You need matching

- rear disc brakes? Go to page 30.
- rear drum brakes? Go to page 35..

CSP PRODUCTS FRONT DISC BRAKE SYSTEM 5x205 WITH VENTED DISCS FOR AFTERMARKET WHEELS AND 16" STOCK STEEL WHEELS

If you run aftermarket wheels or 16" steel wheels from Barndoor Buses (to February '55) this CSP Products disc brake system is the one for your Bus, built between 1950 and 1967.

In essence, the construction of this disc brake system is comparable to the regular solid disc version, but it uses vented discs with a diameter of 280x21 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 master brake cylinder separately, based on the model of your Bus.

Not compatible with 14" wheels!

Please choose the following version for this application: 499 263 5205-14





499 263 5205VL



499 263 5205V

CSP disc brake system	Bus '50-'54	499 254 5205V	
CSP disc brake system	Bus '50-'54	cross drilled & grooved discs	499 254 5205VL
CSP disc brake system	Bus '55-'63	499 263 5205V	
CSP disc brake system	Bus '55-'63	cross drilled & grooved discs	499 263 5205VL
CSP disc brake system	Bus '64-'67	499 264 5205V	
CSP disc brake system	Bus '64-'67	cross drilled & grooved discs	499 264 5205VL

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

Year Of Manufacture	Track Variation per side	compared to
'50 - '55	+7,0 mm	drum brake '50 - '55
'55 - '63	+2,0 mm	drum brake '55 - '63
'64 - '67	-8,0 mm	drum brake '64 - '67

You need matching

- rear disc brakes? Go to page 30.
- rear drum brakes? Go to page 35.



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 Buses from '50 to '67.

In essence, this is a hub-disc combination which can be mounted on all Buses from '55 to '67 with a simple 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 German mass-production manufacturer. The CSP Products disc brake system can be mounted to the stock spindles of the aforementioned Buses 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 master brake cylinder separately, based on the model of your Bus.

Not compatible with 14" wheels!



CSP disc brake system	Bus '50-'54	499 254 5130	
CSP disc brake system	Bus '50-'54	cross drilled discs	499 254 5130L
CSP disc brake system	Bus '55-'63	499 263 5130	
CSP disc brake system	Bus '55-'63	cross drilled discs	499 263 5130L
CSP disc brake system	Bus '64-'67	499 264 5130	
CSP disc brake system	Bus '64-'67	cross drilled discs	499 264 5130L



499 263 5130



499 263 5130L



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

Year Of Manufacture	Track Variation per side	compared to
'50 - '55	+7,0 mm	drum brake '50 - '55
'55 - '63	+2,0 mm	drum brake '55 - '63
'64 - '67	-8,0 mm	drum brake '64 - '67

You need matching

- rear disc brakes? Go to page 32.
- rear drum brakes? Go to page 35.

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 Split Screen Buses from '50 to '67 is also available with vented discs.

In essence, the construction of this disc brake system is comparable to the regular solid disc version, but it uses vented discs with a diameter of 280x21 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 master brake cylinder separately, based on the model of your Bus.

Not compatible with 14" wheels!





499 263 5130V

CSP disc brake system
CSP disc brake system

CSP disc brake system
CSP disc brake system

CSP disc brake system
CSP disc brake system

Bus '50-'54
Bus '50-'54

Bus '55-'63
Bus '55-'63

Bus '64-'67
Bus '64-'67

499 254 5130V

cross drilled & grooved discs 499 254 5130VL

499 263 5130V

cross drilled & grooved discs 499 263 5130VL

499 264 5130V

cross drilled & grooved discs 499 264 5130VL



499 263 5130VL

You need matching

- rear disc brakes? Go to page 32.
- rear drum brakes? Go to page 35.

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

Year Of Manufacture	Track Variation per side	compared to
'50 - '55	+7,0 mm	drum brake '50 - '55
'55 - '63	+2,0 mm	drum brake '55 - '63
'64 - '67	-8,0 mm	drum brake '64 - '67



CSP PRODUCTS REAR DISC BRAKE SYSTEMS

Sadly Split Screen Buses can't be converted to rear disc brakes by simply swapping a few parts. A conversion retaining the rear axle components is impossible because of the reduction boxes. If you want to have disc brakes on your Bus you have two options: You can swap the original gearbox for either a swing axle or an IRS gearbox from a Beetle/Ghia/Type 3. There is the possibility to use Bus gearboxes from '61 and later, but you have to swap the ring gear from one side to the other to get four forward gears and one reverse. This is definitely a difficult job that should be left to professionals with the correct tools and knowhow. If you use a Beetle/Ghia/Type 3 gearbox you still have to modify it. Therefore we offer our conversion kit 598 300 200 for swing axle (resulting in a lower suspension setting); for IRS, we offer our conversions kit 598 300 202, which allows you to keep the Bus also nearly at stock height - if desired.

The CSP Products disc brake systems can be used, if your Split Screen Bus meets the above-mentioned requirements. They are a great addition to our TÜV-approved front disc brake systems. All the CSP products disc brake com-

ponents bolt right on and there is no need to modify or alter the original VW components. Unlike the front disc brake system there is a difference in design between the 5x205 and the 5x130 PCD versions for the rear. They share common features like discs with a diameter of 262x9 mm, calipers with 38 mm brake pistons and CNC machined wheel bearing covers, but that's about it.

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!



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

These CSP Products rear disc brake systems are suitable for all Split Screen Buses with Beetle rear axles, 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.

Not compatible with 14" wheels or stock 15" wheels (pre '63)!



CSP disc brake system	Bus '50-'67 w/ Beetle swing axle	599 200 5205
CSP disc brake system	Bus '50-'67 w/ Beetle sw axle cross drilled	599 200 5205L
CSP disc brake system	Bus '50-'67 w/ Beetle IRS	599 200 5205S
CSP disc brake system	Bus '50-'67 w/ Beetle IRS cross drilled	599 200 5205SL



599 200 5205S



599 200 5205L

599 200 5205



599 200 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 Split Screen Buses with Beetle rear axles, 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 combina-

tion with integrated internal teeth. But 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, 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.

Not compatible with 14" wheels!



CSP disc brake system
CSP disc brake system
598 200 5130L

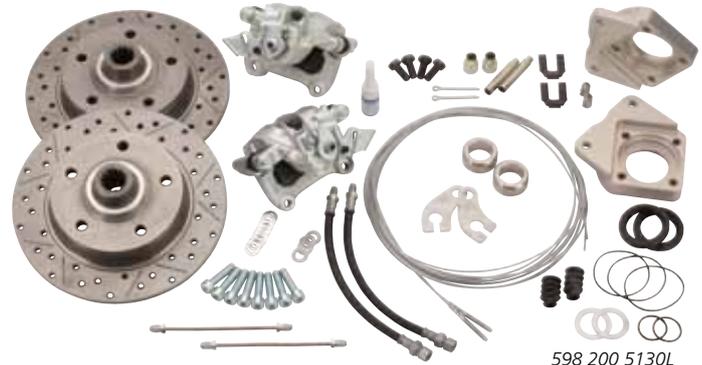
Bus '50-'67 w/ Beetle swing axle
Bus '50-'67 w/ Beetle swing axle

598 200 5130
cross drilled discs

CSP disc brake system
CSP disc brake system
598 200 5130SL

Bus '50-'67 with Beetle IRS
Bus '50-'67 with Beetle IRS

598 200 5130S
cross drilled discs



598 200 5130L



598 200 5130

CSP PRODUCTS DRUM BRAKES

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 Split Screen Buses built between '55 and '63. 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 Buses. They hit the market in 2005 and customers love them.

Next were the rear drums for Buses built between '64 and '67. It became increasingly difficult to locate quality rear brake drums for these models so we decided to have them reproduced. Together with Sebro of course! And we thought one step ahead and had not only drums produced with the stock 5x205 PCD, but also drums with the popular 5x130 PCD. These weren't available previously and they were an instant hit with our customers.

CSP Products drum brakes - made in Germany!



CSP PRODUCTS FRONT DRUM BRAKES 5x205

You can still find good quality front drum brakes for Buses from '64 to '67, but it was a nightmare to find high quality drums for earlier Buses from '55 to '63. As a consequence, we logically commissioned Sebro, the renowned German brake

manufacturer, to produce new reproductions. We have been selling countless of CSP Products front drum brakes since 2005, because there is nothing comparable on the market - in every aspect!



CSP drum brake

Bus '55-'63

405 615 211A

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 Split Screen Buses built between

'64 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 2012.

CSP drum brake	Bus '55-'63	501 615 211A
CSP drum brake	Bus '64-'67	501 615 211E



501 615 211E

CSP PRODUCTS REAR DRUM BRAKES 5x130

When we commissioned Sebro to produce new 5x205 PCD drums we already thought one step ahead and wanted to satisfy another demand: We also ordered drum brakes with the popular

5x130 (Porsche) PCD. These didn't exist until we had them made! And they are of the same high quality as all other CSP Products! That's why you like it "Made in Germany"!

CSP drum brake	Bus '64-'67	501 6467 5130
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CSP PRODUCTS EXHAUST SYSTEMS

All state-of-the-art CSP Products exhaust systems for Split Screen Buses 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 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 Buses from '50 to '67 combines a classic look with perfect quality. It is made especially for the Bus, lines up with the bumper perfectly and 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 system.

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 with our 38 mm CSP J-pipes and 38 mm

CSP heat exchangers. Different 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.



251 002 038E



extra thick flange



funnel-shaped tailpipe

rugged bracket



polished silencer



Assembly kit of 251 002 038EH

You need matching

- heat exchangers? Go to page 50.
- J-tubes? Go to page 52.

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

Bus '50-'67
 Bus '50-'67
 Bus '50-'67

251 002 038E
 w/ stainless steel heater hose 251 002 038EH
 w/ stainless steel heater hose & heat risers 251 002 038EVH

CSP PRODUCTS DUAL MUFFLER EXHAUST SYSTEM

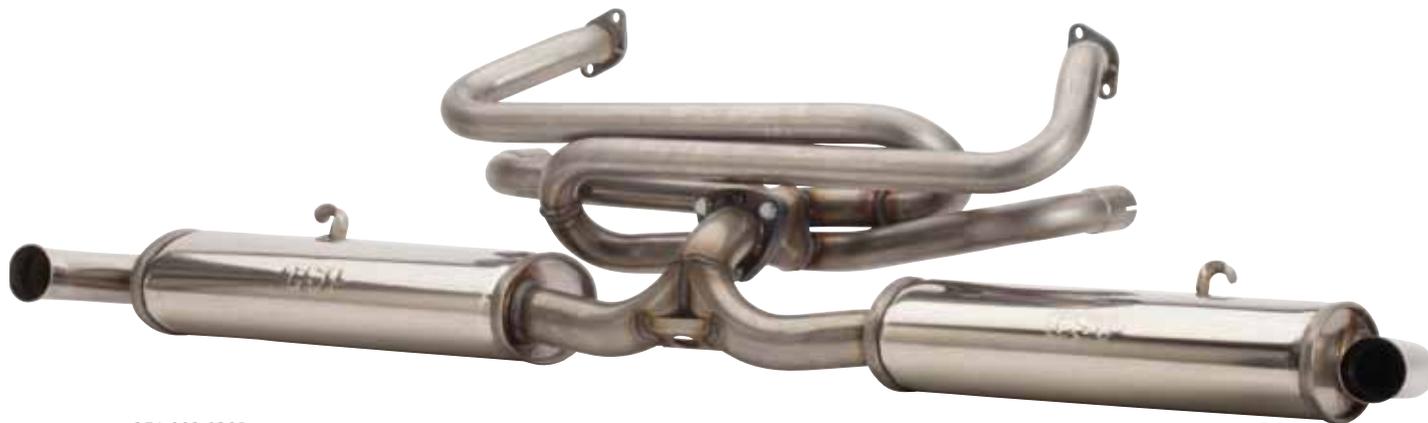
Our CSP Products dual muffler exhaust system for Buses from '50 to '67 combines a classic look with perfect quality. It is made especially for the Bus, lines up with the bumper perfectly and fits all Type 1 engines from 1300 cc to 2000 cc. Made out of stainless steel with specification 1.4512 and 1.4301 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 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 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.



251 002 038D



reinforcement brace



electropolished tailpipe



rugged bracket



polished silencer

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

Bus '50-'67
 Bus '50-'67
 Bus '50-'67

251 002 038D
 w/ stainless steel heater hose
 w/ stainless steel heater hose & heat risers
 251 002 038DH
 251 002 038DVH



Assembly kit of 251 002 038DH

You need matching
 - heat exchangers? Go to page 50.
 -- J-tubes? Go to page 52.



CSP PRODUCTS PYTHON EXHAUST SYSTEM FOR TYPE 1

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 charac-

teristics of every motor we offer three different conical collector inserts for ideal adjustment. These inserts purposely reduce the inner diameter of the collector.



251 201 042





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.



Assembly kit of 251 201 042



251 201 042



conical collector inserts for ideal adjustment

internal deflector shaped like a pyramid

elaborate manufactured header

extra thick flange

CSP Python system	Bus '50-'67	w/ Type 1 engine, 38 mm	251 201 038
CSP Python system	Bus '50-'67	w/ Type 1 engine, 42 mm	251 201 042
CSP Python system	Bus '50-'67	w/ Type 1 engine, 45 mm	251 201 045
CSP Python system	Bus '50-'67	w/ Type 1 engine, 48 mm	251 201 048
CSP Python conical collector insert 1 1/2"		251 101 150	
CSP Python conical collector insert 1 3/4"		251 101 175	
CSP Python conical collector insert 2"		251 101 200	

You need matching
 - heat exchangers? Go to page 50.
 - J-tubes? Go to page 52.

CSP PRODUCTS PYTHON EXHAUST SYSTEM FOR TYPE 4

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 Type 4 engines in Split Screen Buses. 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 different conical collector inserts for ideal adjustment. These inserts purposely reduce the inner diameter of the 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 „Volks-world“ (issue 12/2011) showed us that it was worth the effort. The CSP products Python exhaust system 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 and hardware. Also included are very detailed instructions in English and German.



251 204 042L





conical collector inserts for ideal adjustment



exhaust stack from '79



elaborate manufactured header



exhaust stack until '78



CSP Python system	Bus '50-'67	w/ Type 4 engine until '78, 42 mm	251 204 042E
CSP Python system	Bus '50-'67	w/ Type 4 engine from '79 & later, 42 mm	251 204 042L
CSP Python system	Bus '50-'67	w/ Type 4 engine until '78, 45 mm	251 204 045E
CSP Python system	Bus '50-'67	w/ Type 4 engine from '79 & later, 45 mm	251 204 045L
CSP Python system	Bus '50-'67	w/ Type 4 engine until '78, 48 mm	251 204 048E
CSP Python system	Bus '50-'67	w/ Type 4 engine from '79 & later, 48 mm	251 204 048L

CSP Python conical collector insert 1 1/2"	251 101 150
CSP Python conical collector insert 1 3/4"	251 101 175
CSP Python conical collector insert 2"	251 101 200

PYTHON

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 hea-

der 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. They match the single and dual mufflers and the 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.



handmade & stock appearance



CSP
PRODUCTS

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 single and dual mufflers and the 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 AXLE ADJUSTERS

You can transform an original Bus front beam with the help of our high quality CSP Products adjusters into an adjustable version. With the accurate fine tothing you will find the perfect stance of your Bus right away.

Despite the flat design there is enough material thickness and they can be fitted by MIG/MAG welding. There is also enough room for the shift rod and the pitman arm. The radius of the adjusters matches exactly the radius of the original Bus beam.

The CSP Products axle adjusters should always be fitted in pairs for best riding comfort.



CSP axle adjuster

Bus '50 - '67

401 021 267

IMPRESSUM

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