



# CSP PRODUCTS

## VW BUS 1968 - 1979





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 1968 to 1979. 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 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 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 accu-

rately 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

Without a doubt, Split Screen Buses (1950-1967) and Bay Window Buses (1968-1979) show considerable differences. Not only in regards to the design, but also in regards to the seating position. This is why we here at CSP Products offer not just one Bus shifter but four different models, matching the build year perfectly. One of them is solely produced for Bay Window Buses. 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.

The CSP gear lever provides a noticeable reduction in gear change travel, has a real black leather gear lever cover, a polished shaft and a polished aluminium T-handle with push button 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.

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.

'68 - '79 LHD

711 121 6879L

'68 - '79 RHD

711 121 6879R





711-121-6879L

*adjustable handle*



*ergonomic grip*



*individual laser-engraved  
logos by request*



*real leather boot*



*hardened shaft ball*



*polished stainless  
steel shaft*



## CSP PRODUCTS FRONT DISC BRAKE SYSTEMS

VW Buses built from 1968 to 1970 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. 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. 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 1968 and 1970.

**CSP Products disc brakes - Made in Germany!**

**Important notes:**

A dual circuit master brake cylinder without a residue pressure valve is always required in conjunction with our CSP Products disc brake system. We offer conversion kits for all master brake cylinders with residue pressure valve.



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 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.

## 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!

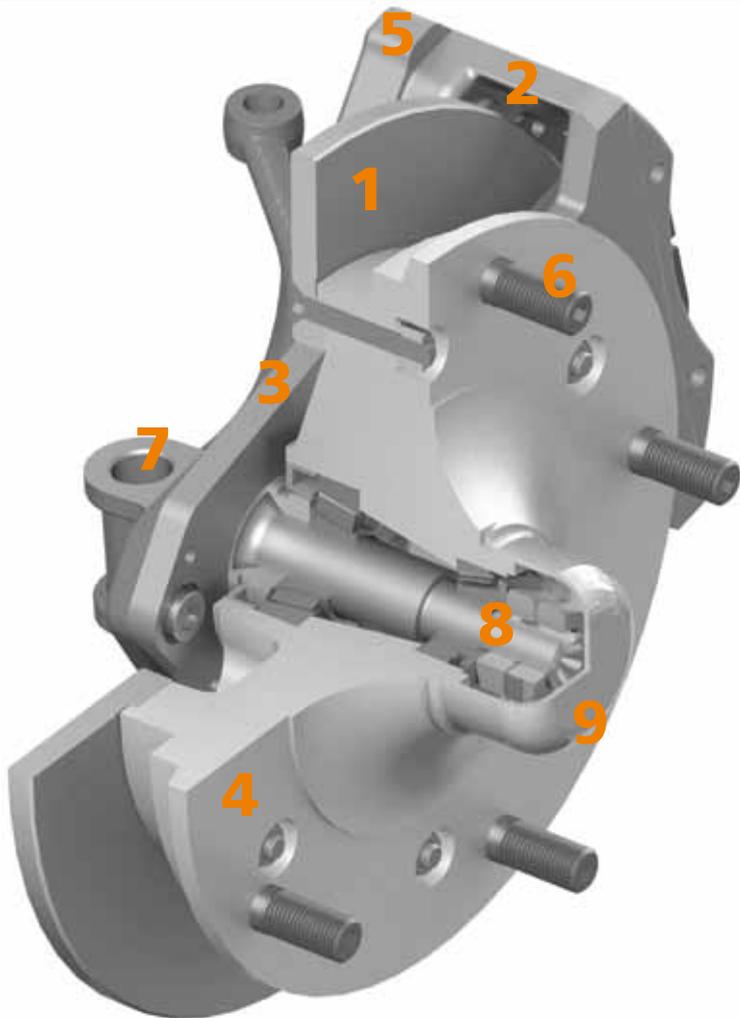
## 2 Brake Pads

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.

### 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.





## 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 Bay Window Buses from '68 to '70 with standard 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 '68 to '70 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.





499 264 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  
CSP disc brake system

Bus '68-'70  
Bus '68-'70

499 264 5205-14  
cross drilled discs 499 264 5205L14

You need matching rear drum brakes? Go to page 27.

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
'68 - '70	-3,5 mm	drum brake '68 - '70



## CSP PRODUCTS FRONT DISC BRAKE SYSTEM 5X205 FOR 15" AND LARGER AFTERMARKET WHEELS

This CSP Products disc brake kit fits all Bay Window Buses from '68 to '70 as long as 15" or larger aftermarket wheels are used.

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
'68 - '70	-8,0 mm	drum brake '68 - '70



CSP disc brake system  
CSP disc brake system

Bus '68-'70  
Bus '68-'70

499 264 5205  
cross drilled discs 499 264 5205L

You need matching rear drum brakes? Go to page 27.

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

This CSP Products vented disc brake kit fits all Bay Window Buses from '68 to '70 as long as 15" or larger aftermarket wheels are used.

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





499 264 5205VL

CSP disc brake system  
CSP disc brake system

Bus '68-'70  
Bus '68-'70



499 264 5205V

499 264 5205V  
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
'68 - '70	-8,0 mm	drum brake '68 - '70

You need matching rear drum brakes? Go to page 27.



## 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 '68 to '70.

In essence, this is a hub-disc combination which can be mounted on all Buses from '68 to '70 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  
 CSP disc brake system

Bus '68-'70  
 Bus '68-'70

499 264 5130  
 cross drilled discs 499 264 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
'68 - '70	-8,0 mm	drum brake '68 - '70

499 264 5130



499 264 5130L



You need matching rear drum brakes? Go to page 27.

## 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 Bay Window Buses from '68 to '70 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!**





499 264 5130V

CSP disc brake system  
CSP disc brake system

Bus '68-'70  
Bus '68-'70

499 264 5130V  
cross drilled & grooved discs 499 264 5130VL



499 264 5130VL

You need matching rear drum brakes? Go to page 27.

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
'68 - '70	-8,0 mm	drum brake '68 - '70



## CSP PRODUCTS REAR 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 rear drum brakes for bay Window Buses built between '68 and '70. 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.

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 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 Bay Window Buses built between

'68 and '70. 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.



501 615 211F

CSP drum brake	Bus '68	to VIN 218 109 82	501 615 211F
CSP drum brake	Bus '68-'70	from VIN 218 109 824	501 615 211G

## 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 '68-'70	from VIN 218 109 824	501 6870 5130
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## CSP PRODUCTS EXHAUST SYSTEMS

All CSP Products Python exhaust systems for Bay Window 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 Python 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 Python 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 Python exhaust systems with Type 1 engines fitted with or without heat exchangers. To prevent unnecessary back pressure we can provide you with heat exchangers and J-tubes featuring the same outer diameter as the CSP Products Type 1 header you want to use. All products are characterized by their thick, laser cut flanges to prevent warpage. CSP Products Python exhaust systems for Type 4 engines can be combined with either stock heat exchangers or our own CSP Products stainless steel header tubes.



## CSP PRODUCTS PYTHON EXHAUST SYSTEM BUS '68 -'71 WITH TYPE 1 ENGINE

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

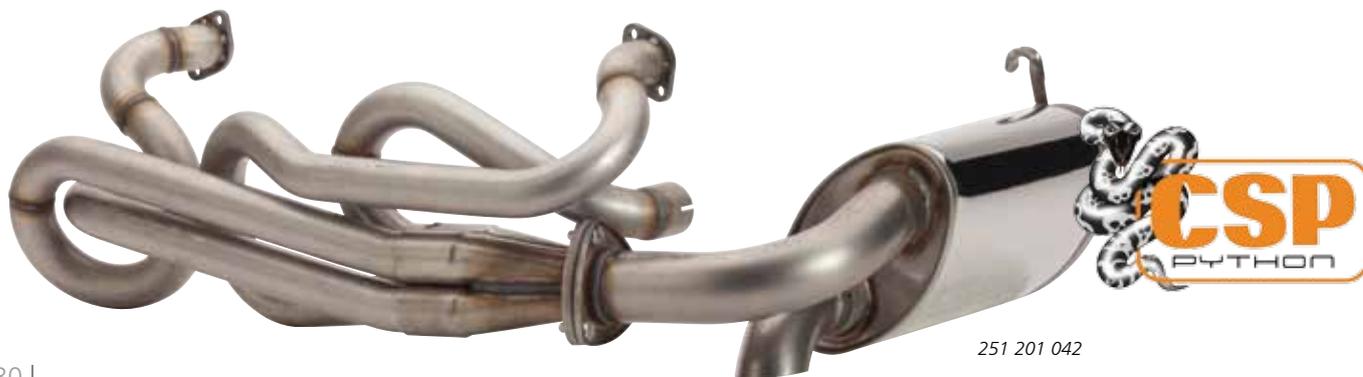
the way. To match the exhaust to the individual characteristics of every motor we offer three different conical collector inserts for ideal adjustment. These inserts purposely reduce the inner diameter of the collector.

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.



251 201 042

conical collector inserts for ideal adjustment



internal deflector shaped like a pyramid



Assembly kit of 251 201 042

extra thick flange



CSP Python system	Bus '68-'71	w/ Type 1 engine, 38 mm	251 201 038
CSP Python system	Bus '68-'71	w/ Type 1 engine, 42 mm	251 201 042
CSP Python system	Bus '68-'71	w/ Type 1 engine, 45 mm	251 201 045
CSP Python system	Bus '68-'71	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 36.
- J-pipes? Go to page 38.

## CSP PRODUCTS PYTHON EXHAUST SYSTEM BUS '72-'79 WITH TYPE 1 ENGINE

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 engine we offer three different conical collector inserts for ideal adjustment. These collector 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 12/11) showed us that it was worth the effort. The CSP Products Python exhaust came out on top against four renowned competitors.



Assembly kit of 251 201 042B



internal deflector shaped like a pyramid



elaborate manufactured header

extra thick flange



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.

CSP Python system	Bus '72-'79	w/ Type 1 engine, 38 mm	251 201 038B
CSP Python system	Bus '72-'79	w/ Type 1 engine, 42 mm	251 201 042B
CSP Python system	Bus '72-'79	w/ Type 1 engine, 45 mm	251 201 045B
CSP Python system	Bus '72-'79	w/ Type 1 engine, 48 mm	251 201 048B

You need matching

- heat exchangers? Go to page 36.
- J-pipes? Go to page 38.

PYTHON

## CSP PRODUCTS PYTHON EXHAUST SYSTEM BUS '72-'79 WITH TYPE 4 ENGINE

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 Bay Window Buses 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.

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 engine we offer three different conical collector inserts for ideal adjustment. These collector 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. Moreover there are no ground clearance problems. 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 ex-



haust 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 251 204 042B

conical collector inserts for ideal adjustment



CSP Python system  
CSP Python system

Bus '72-'79  
Bus '72-'79

w/ Type 4 engine, 42 mm  
w/ Type 4 engine, 45 mm

251 204 042B  
251 204 045B

You need matching  
- heat exchangers? You can use the stock components!  
- header tubes? Go to page 39.

## 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. 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 42mm, right  
CSP heat exchanger 45 mm, left  
CSP heat exchanger 45 mm, right  
CSP Wheat 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



## 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 HEADER TUBES

You can use our CSP Products Python exhaust system for Type 4-powered '72-'79 Buses either with stock heat exchangers or with our own CSP Products stainless steel header tubes. They feature the well-known CSP products quality, thick flanges and screw-on exhaust stacks made out of steel. 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 header tubes and just exchange the stacks. The CSP Products header tubes are available with two outer diameters - 42 mm and 45 mm, therefore matching the CSP Products Python exhaust system for Buses from '72-'79 with Type 4 engines.

The CSP Products header tubes come in pairs and the set includes all necessary metric hardware and seals.



exhaust stack from '79

exhaust stack until '78



CSP header tubes, pair	Bus '72-'79	w/ Type 4 engine until '78, 42 mm	257 204 042E
CSP header tubes, pair	Bus '72-'79	w/ Type 4 engine from '79 & later, 42 mm	257 204 042L
CSP header tubes, pair	Bus '72-'79	w/ Type 4 engine until '78, 45 mm	257 204 045E
CSP header tubes, pair	Bus '72-'79	w/ Type 4 engine from '79 & later, 45 mm	257 204 045L

## 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 '68 - '79

401 021 268





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