

techttonics  
tuning

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## The Way We Think...

We could have called this section of the catalog "Our Philosophy of Business" or something fancy like that, but it's really just a description of the way we feel about our business. So we'll call it like it is—The way we think. Here it is: *Everything in this catalog, and we do mean everything, has been tried and tested at TECHTONICS-or it wouldn't be here.*

You may notice that this catalog is different from many VW and high performance catalogs you've seen. There's a good reason for that. TECHTONICS is probably a different sort of company from most of the other guys. We don't sell dual windshield wipers, or \$50 shift knobs, mainly because that's not what we're all about. We are performance oriented. This is what we call performance: *something that works dependably to make the car faster.* That's the sort of stuff we like to sell. TECHTONICS stuff: parts that fit and that work. That's why products like our TECHTONICS Tuned Exhaust, Big Bore Piston Kits and a huge camshaft selection have been such big sellers for us.

We drive VW's, our employees drive VW's and so do a lot of our friends—not to mention most of our customers. We like VW's, and we work hard to make and sell parts that improve them for us, and for you.

We like doing things our way, and we don't mind being different. We think you'll appreciate it too.

*Darrell Vittone*

### ABBREVIATION KEY

|                      |   |
|----------------------|---|
| 8V .....             | Engines with 8 valves   |
| 16V .....            | Engines with 16 valves  |
| Mk1 .....            | Rabbit '75-'84, Jetta I '80-'84, Scirocco I '76-'81, Scirocco II '82-'88, Cabriolet '80-'93 |
| Mk2 .....            | Golf & Jetta II '85-'92   |
| Mk3 .....            | Golf & Jetta III '93-early '99, Cabrio '95-'02  |
| Mk4 .....            | Golf & Jetta IV Late '99-'05, Beetle '98up  |
| Mk5 .....            | Jetta V '05up, GTI V & Rabbit '06up   |
| A/C .....            | Air Conditioned   |
| AT .....             | Automatic Transmission  |
| CAT .....            | Catalytic Converter   |
| Conv .....           | Rabbit Convertible '79-'84  |
| Corr .....           | Corrado   |
| Cyl .....            | Cylinder  |
| Dsl .....            | Diesel  |
| G60 .....            | Corrado with Supercharger   |
| Hyd .....            | Hydraulic   |
| Incl .....           | Includes  |
| mm .....             | Millimeter  |
| OEM .....            | Original Equipment  |
| O <sub>2</sub> ..... | Oxygen Sensor   |
| P/S .....            | Power Steering  |
| VIN .....            | Vehicle Identification Number   |
| VR6 .....            | VW's Narrow Angle V6 Engine   |
| V6 .....             | '99 and up Passat   |
| w/ .....             | With  |
| w/o .....            | Without   |



# techtonics tuning

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## *Performance Tuning for Watercooled Volkswagens!*



# Our History...

TECHTONICS Tuning opened its doors in 1981. However, our involvement in VW tuning goes back many years. TECHTONICS founder, Darrell Vittone, became a VW enthusiast at the tender age of 10 when his father, Joe Vittone, brought a shiny new beetle home in 1954. Not only did he buy the car, he also obtained a VW & Porsche franchise and started Economotors in Riverside, California.



Two years later the legendary VW accessory and tuning firm EMPI was formed by Joe. EMPI developed & produced arguably the best parts & accessories ever made for the air cooled VW's. Today the parts are collector items with some selling at 30 times the original prices. Even the catalogs and literature are worth an amazing amount of money.

Darrell's first duty at EMPI was packaging "Okrasa" kits. Okrasa was the name used by Herr Oettinger for his special cylinder heads and dual carb kits for the 36 hp VW air cooled engine. By 1963 Darrell was competing at the local drag strips with his '56 bug. He found out quickly that just bolting on a bunch of speed equipment doesn't always give the best results. However EMPI had just bought something that eliminated the guesswork. This device was an engine dynamometer.



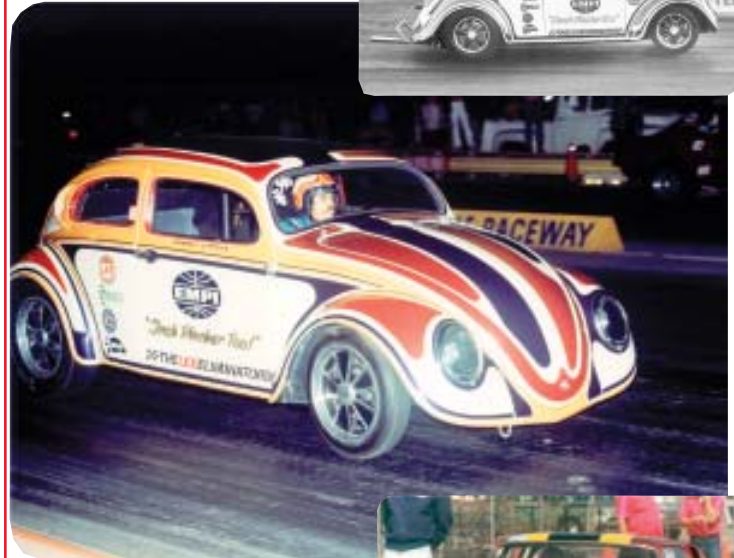
*Darrell tuning his 36hp air cooled VW on the dyno in 1963.*



*Five years later and more than double the power.*

This started Darrell's love affair with dyno testing. Darrell used to remove the engine to run dyno tests on the weekend and reinstall it for getting back and forth to work during the week. This went on for months at a time. Eventually the car was modified to the point it was no longer streetable and later became world famous as the EMPI "Inch Pincher" drag sedan. In 1971 EMPI was sold to a large conglomerate and Darrell left to head up a small tuning firm called "The Raceshop".

*Darrell ran 11.5 ET @ 115MPH in 1971 and was #1 in his class.*



*Darrell's VW powered Fiat never defeated in its class and ran 10.3 ET @ 130MPH in 1975.*



The Raceshop set new standards in VW performance. Darrell built a Fiat 850 Spider with a VW engine that was light years ahead of the competition. The car eventually ran over 130 MPH in 10.3 seconds for the quarter mile and this was well over 30 years ago! This kind of performance would not have been possible without the help of another device in addition to the dynamometer.

That device was an air flow bench. Twenty-five years ago you had to build your own and even then they were expensive. The cylinder heads developed & produced at The Raceshop are still sought after and are worth more than they originally cost new.

Darrell built his first water-cooled VW engine in 1978. Using an Oettinger 90.5mm crankshaft, the standard 1457cc engines displacement was increased to 1797cc. The engine was in a '78 Scirocco running a standard exhaust system and catalytic converter. A trip to the drag strip showed 81 MPH in 16.7 seconds.

Three years later Darrell opened TECHTONICS TUNING and started building engines & special project cars. Money earned was poured back into the business in order to buy the machinery needed to develop and build the finest & fastest VW water-cooled engines in the country. By 1982 Darrell built a street driven turbo-charged Scirocco that ran 13.7 @ 103 MPH. Although the turbo was fun, it was a nightmare to work on and it seemed to always need work!

The year 1982 was also noteworthy because Collin Gyenes came aboard as TECHTONICS' first full time employee. He became a VW enthusiast right away and soon bought a second hand MK1 Jetta (which had over 490,000 miles on the clock before it was retired). Collin already knew the basics of automotive tuning from previous jobs, but hadn't had the opportunity to work with an experienced tuner like Darrell or the chance to use an engine dyno for testing.

Collin was a fast learner and soon had his own engine on TT's dyno. Collin's Mk1 Jetta set a new standard of performance by running in the 14 second bracket at over 94 mph. Collin's Jetta was often used as TT's demo and was instrumental in selling many engines and parts.



*Collin's Mk1 Jetta ran 14.7 ET @94.7 MPH in 1986.*

TT built many exotic Oettinger 16V's including one with 48mm carbs and a one off turbo version. The performance was great, but the cost was too high for most people.

In 1986 TT worked with the Pizzo brothers on a turbo race motor that made almost 500 hp. In 1988 the Pizzo brothers set the water-cooled VW 1/4 mile record that stood for over a decade.



*Pizzo Brother's Altered Roadsters - Pink one VW Rabbit Powered.*

In 1990 Randy Roth came aboard with his good organizational talents, as well as, welding and fabricating skills.

In 1991 Darrell, Collin, and Randy moved Techtonics from Southern California to Sheridan, Oregon, 1000 miles to the north. David Baxter - IT(5/97), Matt Fischer - welder(6/99), Jeff Ashlock - sales manager(1/00), Joey Felix-sales (3/02), Josh Arnold-sales (7/03), Dustin Bean-fab and welding (6/04), John Brenna-fab and CNC operator (3/05) became important parts of the team in Oregon. Techtonics Tuning moved to a new 20,000 square foot building and purchased machinery and equipment to do our own tubing bending and manufacturing.

Collin rewrote the record books with his drag Rabbit that could run high 12's all day long. People looked in the engine compartment in Collin's Rabbit and were amazed to see a stock appearing engine with standard CIS injection. Collin used brains and skill to obtain results that many people can't get with crutches like turbos & nitrous. The car has since been sold to an ice racer who is dominating his class.



*Collin's Drag Rabbit ran 12.8 @105.5 MPH with normally aspirated 8V engine. No carbs, nitrous or turbo!*

We're always learning about the VW, our customers and ourselves. We're a small company with a big reputation, and we want to keep on earning the respect and loyalty that our customers have been kind enough to give us. We thank you.



## Air Filters

We tested air cleaner kits that replace the standard air box. The tests run on our engine dyno show a large gain in "noise" and zero gain in power. The standard filter flows more air than the engine can use. Cooler intake air will help, but the trick air cleaners draw their air from the hot engine compartment which is another strike against them. If you see a dyno test that shows gains it's because the dyno test was conducted with the hood open. Close the hood and the gains disappear. The K&N air filters we sell are washable and reusable. You only have to pay once.

- 129 105 K&N AIR FILTER (Mk1 CIS & '87-'90 FOX)**  
Fits the '75-'84 Rabbit CIS, '77-'88 Scirocco 8V & 16V, '80-'83 Pick Up, '80-'84 Jetta, '80-'93 Rabbit Convertible/Cabriolet and VW Fox '87-'90
- 129 111 K&N AIR FILTER ('97 PASSAT VR6 ONLY)**
- 129 112 K&N AIR FILTER (Mk2 '85-'87 8V & '87-'89 16V)**
- 129 113 K&N AIR FILTER (Mk2 '88-'92 8V, '90-'92 16V, CORR & PASS to '96)**  
Fits the Mk2 '88-'92 8V, '90-'92 16V, all Corrado and Passats to '96.
- 129 117 K&N AIR FILTER (Mk3 '93-'99 2.0L 8V, VR6 & TDI)**  
Fits the Mk3 Golf & Jetta '93-'99 2.0L 8V, VR6 & TDI.
- 129 118 K&N AIR FILTER (Audi A3, AUDI TT & PASSAT 3.2L/3.6L)**  
Fits the '04-'06 Audi A3 3.2L, '05-'07 TT w/3.2L and '05-'06 Passat 3.2L/3.6L.
- 129 119 K&N AIR FILTER ('05-'07 2.0T Mk5, PASSAT & AUDI A3)**  
Fits the '06-'07 Mk5 GTI & Jetta 2.0T, '06-'07 Passat 2.0T and '05-'07 Audi A3 2.0T.
- 129 120 K&N AIR FILTER (Mk4 & BEETLE - 2.0L, 1.8T, VR6 & TDI)**  
Fits the Late '99-'04 Mk4 Golf & Jetta, '98-'06 NEW Beetle - 2.0L, 1.8T, VR6 & 1.9L TDI.
- 129 121 K&N AIR FILTER (TOUAREG)**  
For the V6, V8 and V10 Touareg. Also Fits the Porsche Cayenne. The V8 and V10 require 2 filters.
- 129 122 K&N AIR FILTER ('96-'01 AUDI A4-A6 & '98-'05 PASSAT)**  
Fits the '96-'01 Audi A4-A6 & '98-'05 Passat, all engines.
- 129 123 K&N AIR FILTER (Mk5 '05-'07 RABBIT & JETTA 2.5L)**
- 129 124 K&N AIR FILTER ('02-'04 AUDI A4 1.8T & V6)**
- 129 115 K&N AIR FILTER CLEANER (12 oz. SQUIRT BOTTLE)**  
Makes cleaning the washable K & N filter easy and quick.
- 129 116 K&N AIR FILTER OIL (6.5 oz. AEROSOL CAN)**  
K & N air filter oil is the only oil specially formulated to work in combination with the cotton fabric in K & N Filtercharger elements.

## Brake Parts

### Rotors & Drums:

- 615 100 BRAKE ROTOR FRONT SOLID (239mm, 9.4")**  
Mk1 & Mk2 with solid rotors
- 615 110 BRAKE ROTOR FRONT VENTED (239mm, 9.4")**  
Good upgrade for early cars when used with the larger K-H calipers. Standard replacement for all GTI, GLI, and Scirocco models with 239mm vented rotors. Genuine ATE (German).
- 615 115 BRAKE ROTOR FRONT VENTED (256mm, 10.1")**  
Replacement rotors for Scirocco 16V, Jetta 16V '89up (after VIN #GKW240001) and Mk3 2.0L. Genuine ATE (German).
- 615 120 BRAKE ROTOR FRONT VENTED (4-LUG, 280mm, 11")**  
Replacement rotors for Corrado G60 and all vehicles with 4 lug 280mm vented rotors.
- 615 125 BRAKE ROTOR FRONT VENTED (5-LUG 280mm, 11") UP TO '95**  
Replacement rotors for Corrado SLC, VR6 GTI, Jetta GLX, and Passat GLX. Same as above rotors except for 5 lugs.
- 620 100 BRAKE DRUM REAR (180mm) '75-2/'90**  
Mk1 '75up, and Mk2 '85-'90 (180mm diameter).
- 620 105 BRAKE DRUM REAR (200mm) 3/'90up**  
Fits all Mk2 & Mk3 2.0L cars with 200mm diameter drums ('90up with production dates of March '89 and newer). Also Pick-up.
- 620 110 BRAKE ROTOR REAR (226mm, 8.9" 4-LUG) '85-early '99**
- 620 111 BRAKE ROTOR REAR (226mm, 8.9" 5-LUG) for All '92-'98 VR6**

### Zimmermann Drilled Brake Rotor Kits:

Cross-drilled sport brake discs prevent fading and warping by allowing the hot gases to escape. Zimmermann has used their racing experience to develop the best cross-drilled disc on the market. Their unique cross-drilled pattern is also counter sunk to the wear limit to easily identify when replacement is necessary. Zimmermann Sport discs are made in Germany and factory balanced. We combine these quality Zimmermann rotors with PBR Metal Master pads for the ultimate in stopping.

- 620 140 DRILLED ROTOR KIT w/PADS (239mm, 9.4")**  
Mk1 and Mk2
- 620 145 DRILLED ROTOR KIT w/PADS (256mm, 10.1")**  
16V Scirocco, Mk2 '89.5 and up GLI and Mk3 2.0L.
- 620 150 DRILLED ROTOR KIT w/PADS (4-LUG, 280mm, 11") for G60**
- 620 155 DRILLED ROTOR KIT w/PADS (280mm, 11", 5-LUG) for '92-'95 VR6**
- 620 156 DRILLED ROTOR KIT w/PADS (280mm, 11", 5-LUG) for '99 up 2.0L & TDI**
- 620 157 DRILLED ROTOR KIT w/PADS (288mm, 11.3", 5-LUG) for '96-'98 VR6**
- 620 158 DRILLED ROTOR KIT w/PADS (288mm, 11.3", 5-LUG) for '99up 1.8T & VR6**
- 620 159 DRILLED ROTOR KIT w/PADS (11.3", 5-LUG) for 7/'98-'05 PASSAT**
- 620 160 DRILLED ROTOR KIT w/PADS (12.3") for 337 and AUDI TT**  
German Zimmermann Drilled Brake Rotor Kit with PBR Metal Master Pads for VW 337 and Audi TT. If you want to upgrade your VR6 or 1.8T to 12.3" (312mm) use tt #698 160.
- 620 161 DRILLED ROTOR UPGRADE KIT w/PADS (12.3") for '99-'05 Mk4**  
Upgrade for Mk4 '99-'05 Golf, Jetta and Beetle 1.8T and VR6. Increase size of front brake rotors from 288mm (11.3") to 312mm (12.3"). German Zimmermann Drilled Rotors, New Caliper Brackets and PBR Metal Master Pads.
- 620 162 DRILLED ROTOR UPGRADE KIT w/PADS (12.3") for '98-'05 PASSAT & AUDI A4**  
Upgrade for '98-up Passat and Audi A4, From 288mm (11.3") to 312mm (12.3"). German Zimmermann Drilled, New Caliper Brackets and PBR Metal Master Pads.



#620 159

*Zimmerman Drilled Brake Rotor Kit*

- 620 116 REAR DRILLED ROTOR KIT w/PADS (226mm, 8.9" 4-LUG)
- 620 120 REAR DRILLED ROTOR KIT w/PADS (226mm, 8.9" 5-LUG) for '92-'98 VR6
- 620 125 REAR DRILLED ROTOR KIT w/PADS (9.1" 5-LUG) for '98up BEETLE, Mk4
- 620 130 REAR DRILLED ROTOR KIT w/PADS (9.6" 5-LUG) for '98up PASSAT 1.8T & V6
- 698 160 DRILLED ROTOR UPGRADE KIT (312mm, 12.3") for Mk4 1.8T & VR6  
12.3" (312mm) Drilled Brake Rotor Upgrade Kit for Mk4 1.8T/VR6. New Audi TT Brake Calipers and Brackets.

Custom Brake Kits

- 620 151 DRILLED ROTOR KIT w/PADS (CUSTOM 4-LUG, 288mm, 11.3")  
Custom 11.3 inch (288mm) Drilled/Slotted Front Brake Rotor Kit with PBR Metal Master Pads. For G60 Corrado, 1990-1997 Passat 4 cyl. and Mk3 Golf/Jetta 2.0L. Requires 1996 and later VR6/1.8T Brake Calipers and Brackets. (calipers and brackets not included)
- 620 152 4 to 5 LUG CONVERSION KIT (288mm, 11.3")  
Includes Custom 5 x 100mm Hubs, Custom 11.3" (288mm) 5-lug Drilled/Slotted Front Brake Rotors, PBR Metal Master Pads and New Front Wheel Bearing. For G60 Corrado, 1990-1997 Passat 4 cyl. and Mk3 Golf/Jetta 2.0L. May also be used on 1985-1992 Golf/Jetta equipped with 10.1 inch(256mm) rotors. Requires 1996 and later VR6/1.8T Brake Calipers and Brackets.
- 698 312 BRAKE UPGRADE KIT (312mm, 12.3") for Mk4 2.0L & TDI  
Upgrade your Mk4 2.0L or TDI Golf, Jetta or Beetle from 11" (280mm) to a massive 12.3" (312mm). Treat yourself to the same brakes as the Audi TT & "337". Kit includes knuckles, hubs, drilled & slotted 312mm rotors, OE pads, calipers and carriers. Ready to install.

Brake Lines

Premium quality brake line kits, **KEVLAR** wrapped in braided stainless steel. Our brake lines are D.O.T. approved.

- 611 100 BRAKE LINES (4 LINE SET) Mk1 & Mk2 w/REAR DRUM  
Mk1 & Mk2 with rear drum brakes '77up.
- 611 200 BRAKE LINES (6 LINE SET) Mk1 & Mk2 w/ REAR DISC  
16V Scirocco & '85-9/'88 Mk2 with rear disc brakes.
- 611 250 BRAKE LINES (6 LINE SET)  
10/'88-'92 Mk2 with rear disc brakes, Passat 16V, Passat VR6 to '95, Passat 2.0L 8V '95-'97, Corrado G-60 to '91.
- 611 275 BRAKE LINES (6 LINE SET) PASSAT VR6 '96-'97
- 611 300 BRAKE LINES (4 LINE SET) Mk3 w/REAR DRUMS
- 611 325 BRAKE LINES (6 LINE SET) Mk3 w/REAR DISC BRAKES  
Mk3 2.0L with rear disc brakes, Mk3 VR6 '94-'95 and Corrado '92up.
- 611 350 BRAKE LINES (6 LINE SET) Mk3 VR6 '96-early '99
- 611 375 BRAKE LINES (6 LINE SET) PASSAT '98-'99
- 611 380 BRAKE LINES (4 LINE SET) PASSAT '00 up



#611 250 Brake Lines

- 611 400 BRAKE LINES (4 LINE SET) BEETLE, Mk4 GOLF & JETTA  
Fits '98 up New Beetle and '99 up Mk4 Golf and Jetta.
- 611 425 BRAKE LINES (4 LINE SET) Mk5 GTI, RABBIT, JETTA & AUDI A3
- 611 500 BRAKE LINES (4 LINE SET) AUDI A4 QUATTRO ('96-'01)
- 611 525 BRAKE LINES (4 LINE SET) AUDI A4 2WD ('96-'01)
- 611 550 BRAKE LINES (4 LINE SET) AUDI TT (4 cyl. only)

PBR Metal Master Brake Pads:

Designed for applications requiring the highest performance. Premium quality, non-asbestos, semimetallic formula offers reduced brake dust, fade and squeak. Made in Australia.

- 698 145 FRONT PBR METAL MASTER BRAKE PADS (for 9.4" w/VENTED ROTORS)  
Fits all '84-'95 & up models of Scirocco 8V, Cabriolet, GTI & GLI Golf & Jetta with the 239mm x 20mm vented rotors.
- 698 165 FRONT PBR METAL MASTER BRAKE PADS (for ALL 10.1" ROTORS)  
Fits the Scirocco 16V, '89up Jetta 16V (from VIN#1GKW24001), Mk3 2.0L Golf/Jetta and Passat 16V models.
- 698 167 FRONT PBR METAL MASTER BRAKE PADS (for '87-'93 VW FOX)
- 698 170 FRONT PBR METAL MASTER BRAKE PADS (for 280mm, 11" ROTORS)  
Fits '89-'95 G-60/VR6 with 11" rotors.
- 698 175 FRONT PBR METAL MASTER BRAKE PADS (for '99 up w/11" ROTORS)
- 698 177 FRONT PBR METAL MASTER BRAKE PADS (for '96 up w/11.3" ROTORS)
- 698 180 REAR PBR METAL MASTER BRAKE PADS (226mm, 8.9" 4-lug & 5-lug)  
Fits all Mk1, Mk2, Mk3, Corrado & Passat with rear disc brakes.
- 698 185 REAR PBR METAL MASTER BRAKE PADS ( 9.1" 5-lug)  
Fits '98 up New Beetle and '99 up Mk4 Golf and Jetta.



#698 165 10.1" Brake Pads



# Clutches

We stock a complete selection of SACHS brand clutches for your water-cooled VW. If you have an older car with a 190mm clutch and want to update to a 210mm, it's no problem. Everything bolts up, but you need to replace the flywheel along with the pressure plate, disc, thrust plate, retaining ring, and flywheel mounting bolts.

## Clutch Kits:

- 141 190 SACHS CLUTCH KIT (190mm)**  
The clutch kits consists of pressure plate, clutch disc, thrust plate, thrust plate retaining ring, main shaft seal kit and alignment tool. Fits '75-'82 Rabbit, Scirocco, and Jetta gas models.
- 141 200 SACHS CLUTCH KIT (200mm)**  
As above except 200mm size fits diesel models from '78-'92. Also fits '83-'84 1.7L Rabbit, Jetta & Pick-Up.
- 141 210 SACHS CLUTCH KIT (210mm)**  
As above except 210mm size fits '83-'93 1.8L 8V's.
- 141 217 SACHS CLUTCH KIT (210mm, Mk3 2.0L 3/'94)**  
**Will not work on '94 models with Mexican made flywheels.**
- 141 218 SACHS CLUTCH KIT (210mm, 8V DISC w/16V PRESSURE PLATE)**  
For owners of vehicles with modifications that require additional holding power and are using a transaxle from a 8V car. Combines the 8V disc and a 16V pressure plate. It gives the clamping power of a Sport unit without the extra expense.
- 141 219 SACHS CLUTCH KIT (210mm, '87-'93 FOX)**  
Includes pressure plate, disc, and T/O bearing.
- 141 220 SACHS CLUTCH KIT (210mm, 16V & Mk3 2.0L from '93-2/'94)**  
For all vehicles equipped with large input shaft transaxle. 16V & Mk3 2.0L models up to a production date of 2/'94. Includes pressure plate, disc, alignment tool, thrust plate and retaining ring, and a main shaft seal kit. **Will not work on '94 models with Mexican made flywheels.**
- 141 226 SACHS CLUTCH KIT (215mm, Mk4 2.0L GOLF, JETTA & BEETLE)**  
For all Mk4 2.0L Golf, Jetta and New Beetle. Includes pressure plate, disc, and T/O bearing.
- 141 227 SACHS CLUTCH KIT (220mm, Mk4 1.8T GOLF, JETTA & BEETLE to 7/'00)**  
For all Mk4 1.8T Golf, Jetta and New Beetle to 7/'00. Includes pressure plate, disc, and T/O bearing.
- 141 228 SACHS CLUTCH KIT (228mm) for 1.8T PASSAT & AUDI A4**  
For all '98 and up 1.8T Passat and Audi A4, T/O bearing included.
- 141 229 SACHS CLUTCH KIT (228mm) for CORRADO, PASSAT, Mk3 TDI & VR6 12V**  
For all Corrado, Passat to '97, Mk3 TDI, Mk3 VR6 and Mk4 VR6 12V to '02. Includes pressure plate, disc, and T/O bearing.
- 141 240 SACHS CLUTCH KIT (240mm, 6-SPEED 225hp AUDI TT, VW GTI, GLI exc. R32)**
- 141 241 SACHS CLUTCH KIT (240mm, '98-'05 PASSAT V6, '96-'01 A4 V6, '95-'01 A6 V6)**
- 141 247 LUK CLUTCH KIT (225mm) for 8/'00-'05 GOLF, JETTA & BEETLE 1.8T**  
Includes pressure plate, disc, and T/O bearing.



#141 220  
SACHS Clutch  
Kit

## Clutch Discs, STREET:

- 141 191 SACHS CLUTCH DISC (190mm)**  
Standard clutch disc for '75-'82 Rabbit, Scirocco and Jetta I
- 141 201 SACHS CLUTCH DISC (200mm)**  
Standard clutch disc for '78-'92 diesel Rabbit, Golf, Jetta and Pick-Up. Also '83-'84 Rabbit, Jetta and all Pick-Up's.
- 141 211 SACHS CLUTCH DISC (210mm)**  
Standard clutch disc for all '83-'92 8V.
- 141 221 SACHS CLUTCH DISC (210mm) for 16V & Mk3 2.0L**  
Standard clutch disc for 16V and Mk3 Golf/Jetta 2.0L '93-early '99. Fits the **large** transmission input shaft.
- 141 230 SACHS CLUTCH DISC (210mm) for '87-'93 VW FOX**
- 141 233 SACHS CLUTCH DISC (228mm)**  
For Corrado G-60 & VR6, Passat 2.0L 16V, TDI & VR6 to '97, Mk3 TDI, Mk3 VR6 and Mk4 12V VR6 to '02.



#141 213  
4 Puck Race  
Disc



#141 613  
6 Puck Race Disc

## Clutch Discs, RACE:

- 141 193 4 PUCK RACE DISC-RIGID CENTER (190mm) for 8V**
- 141 203 4 PUCK RACE DISC-RIGID CENTER (200mm) for 8V**
- 141 213 4 PUCK RACE DISC-RIGID CENTER (210mm) for 8V**
- 141 223 4 PUCK RACE DISC-RIGID CENTER (210mm) for 16V & 2.0L Mk3**
- 141 235 4 PUCK RACE DISC-RIGID CENTER (228mm) for '02A" & "02J" Trans to '01**
- 141 613 6 PUCK STREET/RACE DISC-RIGID CENTER (210mm) for 8V**
- 141 623 6 PUCK STREET/RACE DISC-RIGID CENTER (210mm) for 16V & 2.0L Mk3**
- 141 635 6 PUCK STREET/RACE DISC-RIGID CENTER (228mm) for "02A" & "02J" Trans to '01**

## Clutch Pressure Plates STREET:

- 141 194 SACHS PRESSURE PLATE (190mm)**  
Standard pressure plate for '75-'82 gas Rabbit, Scirocco & Jetta I.
- 141 204 SACHS PRESSURE PLATE (200mm)**  
Standard pressure plate for '78-'92 diesel Rabbit, Golf, Jetta and Pick-Up. Also for '83-'84 gas Rabbit, Jetta & all Pick-Up's with 1.7 liter engine.
- 141 214 SACHS PRESSURE PLATE (210mm)**  
Standard pressure plate for '83-'84 GTI & GLI. Also '85-'92 Golf/Jetta 8V.
- 141 215 TT/SACHS SPORT PRESSURE PLATE TRIPLE STRAP (210mm)**  
Std. Pressure plates are single strap. We start with SACHS 2.0L 16V pressure plate machine and install 3 sets of triple straps.
- 141 224 SACHS PRESSURE PLATE (210mm) for 16V & Mk3 2.0L '93-2/'94**  
Standard pressure plate for 16V. Can be used as a stronger clutch for other vehicles equipped with a 210mm flywheel.
- 141 231 SACHS PRESSURE PLATE (210mm) for '87-'93 VW FOX**
- 141 238 SACHS PRESSURE PLATE (228mm)**  
For Corrado G60 & VR6, Passat 2.0L 16V, TDI & VR6 to '97, Mk3 TDI, Mk3 VR6 and Mk4 12V VR6 to '02.
- 141 239 SACHS PRESSURE PLATE (210mm) for Mk3 2.0L 3/'94-early '99**  
Fits Mk3 2.0L with a production date of 3/'94-early '99. Your production date is located in the driver's door jam.





#141 215  
Sport Pressure Plate  
Triple Strap Upgrade

### Clutch Parts:

- 141 106 FLYWHEEL MOUNTING BOLTS (228mm VR6 - Set of 10)**  
228mm VR6 Flywheel Mounting Bolts(Set of 10) "stretch" type bolts are Not recommended for re-torquing. Always Replace!
- 141 107 PRESSURE PLATE MOUNTING BOLTS (228mm "02A" - Set of 6)**  
Set of 6, 12 point bolts for mounting pressure plate to flywheel on "02A" and "02J" 12V VR6 228mm . These bolts are small diameter and under high stress. It's a good idea to replace them when replacing the clutch. Fits 1990-1995 Corrado G60 and VR6, 1990-1997 Passat 16V,TDI and VR6, 1994-early 1999 Golf Jetta VR6 TDI and 1999-2002 12V VR6 Golf Jetta.
- 141 108 PRESSURE PLATE "020" & FLYWHEEL "02A" MOUNTING BOLTS 4 cyl. (Set of 6)**  
Set of 6 OEM Stretch type mounting bolts for pressure plate to crankshaft on "020" transmission Mk1,Mk2,Mk3 2.0L. Also for flywheel to crankshaft on "02A" transmission Corrado G60, Passat 16V/TDI & Mk3 TDI (Torque 22lbs. and 1/4 turn) See TT# 812.558 for locking flywheel on "020".
- 141 109 FLYWHEEL MOUNTING BOLTS (210mm "020" - Set of 9)**  
Bolts for "020" flywheel to pressure plate. Set of 9 bolts for the 210mm clutch. These bolts are small 1diameter and under high stress. It's a good idea to replace them when replacing the clutch. Fits 1983-early 1999 Mk1, Mk2 and Mk3 with "020" transmission. (NOT for G60 -See 141.106)
- 141 110 TRANSMISSION-MAIN SHAFT SEAL KIT ('76-'92 8V)**  
Replacing these seals is often overlooked when replacing the clutch. *More clutches are changed from the clutch pushrod seal leak than for any other reason!* Failure to replace faulty seals will cause the new clutch to slip and then it's back to square one, with another clutch to buy and all of that work. The kit consists of a special clutch push rod seal made of VITON® and a main shaft seal.
- 141 111 TRANSMISSION-MAIN SHAFT SEAL KIT (16V & Mk3 2.0L 8V)**  
Same as #141 110 except fits transaxles with larger input shaft such as: '86up Scirocco 16V, '87-'92 Golf 16V, Jetta 16V & '93-early '99 Mk3 2.0L 8V transaxles.
- 141 112 TRANSMISSION-MAIN SHAFT SEAL KIT with BOLTS (All "02A", "02J" & "02M")**
- 141 305 THRUST PLATE (LATE 190, 200-210mm)**  
As above except made for the late 190mm, 200mm and 210mm pressure plates.
- 141 315 RETAINING RING (LATE 190mm, ALL 200 & 210mm)**  
As above but for later thrust plates.
- 141 316 BUSHING-CLUTCH PUSH ROD**  
Clutch push rod bushing fits inside main shaft. Fits all "020" 4 & 5-speed transaxles, '76-'98.
- 141 320 THROW OUT BEARING (Mk1 4-SPEED "020" TRANSAXLE)**
- 141 325 THROW OUT BEARING (Mk1, Mk2 & Mk3 2.0L 5-SPEED "020" TRANSAXLE)**
- 141 330 THROW OUT BEARING (5-SPEED "02A" & "02J" TRANSAXLE)**  
Not for 6-speed.

- 141 332 THROW OUT BEARING (6-SPEED "02M" TRANSAXLE)**  
6-speed. Mk4, Mk5, Passat '06-up w/"02M", Audi TT and Audi A3
- 141 331 THROW OUT BEARING (VW FOX, D ASHER & AUDI FOX)**
- 141 335 GASKET for TAILHOUSING "020" TRANSAXLE**  
Fits all 5 speeds use in '80-early'99 4 cylinder cars Mk1, Mk2 & Mk3 (except Corrado & Passat).
- 141 340 END CAP for TAILHOUSING of "020" 5 SPEED TRANSAXLE**  
The familiar green cap located at the end of the tailhousing on all "020" five speed transaxle from '80up.
- 141 400L LIGHTENED 210mm FLYWHEEL (Mk1, Mk2 & Mk3 to 2/94)**  
Reduces the rotating mass of the engine for faster response. 2.5 lbs. lighter than OEM Mk1 and Mk2 flywheels and 4.5 lbs. lighter than Mk3 2.0L flywheels. Can be used on 3/'94 and later Mk3 2.0L by using our #141 224 Pressure Plate. OEM quality and factory balanced.
- 141 403 FLYWHEEL (210mm, Mk3 2.0L 1996 - early 1999)**
- 141 405L LIGHTENED 228mm FLYWHEEL (G60, PASSAT 16V)**  
Reduces the rotating mass of the engine for faster response. 4.5 Lbs. lighter than stock.
- 141 410L LIGHTENED 228mm FLYWHEEL (VR6)**  
Reduces the rotating mass of the engine for faster response. 5 Lbs. lighter than stock.



#141 410L VR6  
Lightened Flywheel

### Clutch Cables & Hardware:

- 721 200 CLUTCH CABLE ('76-'84 Mk1 RABBIT, JETTA, PICK-UP & '80-'93 CABRIOLET)**
- 721 210 CLUTCH CABLE ('76-'87 SCIROCCO I & II, 8V & 16V)**  
Fits all Scirocco from '76up and replaces self-adjusting cable on Scirocco 16V.
- 721 215 CLUTCH CABLE ('86-'88 SCIROCCO 16V - SELF ADJUSTING)**
- 721 230 CLUTCH CABLE ('85-'86 Mk2 GOLF & JETTA)**  
Fits all Mk2 Golf and Jetta models including GTI & GLI. Includes installation kit.
- 721 235 CLUTCH CABLE ('85-'92 Mk2 GOLF & JETTA - SELF ADJUSTING)**
- 721 240 CLUTCH CABLE ('87-'92 Mk2 GOLF, JETTA)**  
Fits all '87 and newer Mk2 Golf and Jetta models including GTI and GLI 8V and 16V. Replaces self-adjusting cable.
- 721 245 CLUTCH CABLE ('93-early '99 Mk3 2.0L GOLF & JETTA - SELF ADJUSTING)**
- 721 250 CLUTCH CABLE INSTALLATION KIT-Mk1**  
Fits all Mk1 chassis cars except for Scirocco 16V.
- 721 260 CLUTCH CABLE INSTALLATION KIT-Mk2 & Mk3 2.0L**  
Fits all Mk2 and Mk3 2.0L vehicles and Scirocco 16V.
- 721 265 RUBBER GUIDE & WASHER for CLUTCH CABLE to "020" TRANSMISSION**

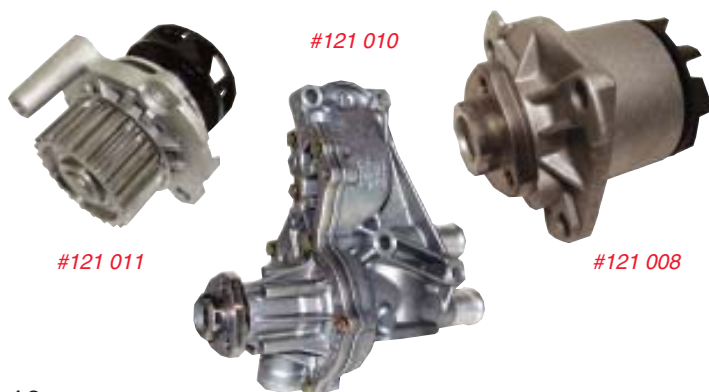
# Cooling System

Many high performance guys like to run things a little cooler than stock with a cooler 80° C coolant thermostat and fan thermostats. You'll find them here. To ease other coolant system worries, follow VW's strict recommendations for using coolant, not water, in the cooling system, and keep it in good shape. Plan ahead. With the motor out, it's a good time to replace all of the radiator hoses while it's easy!

We sell high quality OEM (original equipment) pumps, hoses, thermostats, and thermostats.

## Cooling System Parts:

- 116 100 FACTORY OIL COOLER**  
VW oil/water heat exchanger for the Mk1, Mk2, Mk3 and Mk4 2.0L.
- 121 005 WATER PUMP (30mm HUB)**  
OEM quality water pump. Fits all 4-cylinder models '82-'98 Mk1, Mk2 & Mk3 as well as Audi and Passat with "AEB" engine. 30mm hub. Includes gasket and O-ring.
- 121 007 WATER PUMP ('75-'81 40mm HUB)**  
40mm hub. OEM quality.
- 121 008 WATER PUMP ('92-'02 VR6 12V)**  
OEM quality replacement for the VR6 12V Golf, Jetta, Corrado and Passat to '97. Not for VR6 24V.
- 121 010 WATER PUMP (w/HOUSING, 30mm HUB)**  
Fits all Mk1, Mk2 and Mk3 4 cylinder models '85-early '99.
- 121 011 WATER PUMP (Mk4 2.0L & Mk4, PASSAT & AUDI A4 1.8T)**  
Water pump for All Mk4 2.0L & 1.8T inc. New Beetle. Also fits 1.8T Passat and Audi A4 with "AWM" or "AUG" engine code. If your having the timing belt done, consider replacing the water pump being it is driven by the timing belt.
- 121 040 WATER PUMP GASKET--75up Mk1, Mk2, Mk3 2.0L & "AEG" 1.8T**  
Rubber & metal gasket.
- 121 042 "O" RING for WATER PUMP HOUSING & THERMOSTAT HOUSING**  
Fits all Mk1, Mk2 and Mk3 4 cylinder models. Anytime you remove the water pump housing, this "O" ring should be changed. Fits both pump housing and thermostat housing.
- 121 043 "O" RING for WATER OUTLETS (1.8L 8V)**  
Fits water outlets on cylinder head from '83 to '92 1.8L 8V models. Also fits heater flanges on end of cylinder head for all 1.8L 8V engines. This "O" ring is made of VITON®. Not for use on '93 up 2.0L 8V.
- 121 044 "O" RING for VR6 THERMOSTAT HOUSING**
- 121 112 COOLANT THERMOSTAT (80°C)**  
OEM fits all Mk1, Mk2 and Mk3 4 cylinder models '75-early '99, 80°C (176°F).
- 121 112R COOLANT THERMOSTAT (71°C)**  
OEM fits all Mk1, Mk2 and Mk3 4 cylinder models '75-early '99, 71°C (160°F).
- 121 113 COOLANT THERMOSTAT (87°C)**  
OEM fits all Mk1, Mk2 and Mk3 4 cylinder models '75-early '99, 87°C (189°F).



#121 116

#121 117 Coolant  
Thermostat for  
VR6



- 121 117 COOLANT THERMOSTAT for VR6 (71°C)**  
Fits the VR6 (excludes 3.2L & Eurovan). Lowers operating temps for more performance, 71°C (160°F). *Note: stock is 80°C (176°F).*
- 121 118 COOLANT THERMOSTAT for VR6 & V6 (80°C)**  
Fits the VR6, AUDI & Passat 30V V6 (excludes 3.2L & Eurovan). OEM quality.
- 121 212 COOLANT THERMOSTAT (87°C, AUDI & PASSAT 30V V6)**
- 121 213 COOLANT THERMOSTAT (87°C, Mk4 2.0L & Mk4, PASSAT & AUDI 1.8T)**  
Coolant Thermostat 87°C(189°F) for Mk4 Golf Jetta Beetle 2.0L 1.8T TDI Audi A4 Passat 1.8T
- 121 114 COOLING FAN THERMOSWITCH (75°C, Mk1 2-WIRE)**  
German-made OEM 2-wire, 75°C (167°F).
- 121 115 COOLING FAN THERMOSWITCH (82°C, Mk1 2-WIRE)**  
OEM fits all Mk1 models that use 2 wires, '75 & up, 82°C (180°F).
- 121 116 COOLING FAN THERMOSWITCH (85°/93°C, 3-WIRE, 2 SPEED)**  
Fits all '85-'93 Mk1, '85-'92 Mk2, '93-1/'94 Mk3 Golf/Jetta, '90-11/'93 Passat, '90-10/'93 Corrado & Fox with A/C. 85°/93°C (185°/199°F). A noticeable drop in temperature and a great match to our 80°C thermostats. Stock switch is 95°/102°C (203°/216°F).
- 121 116R COOLING FAN THERMOSWITCH (75°/82°C, 3-WIRE, 2 SPEED)**  
Same as #121 116 but even cooler. 75°/82°C (176°/185°F).
- 121 126 COOLING FAN THERMOSWITCH (85°/95°C, 3-WIRE, 2 SPEED "SQUARE PLUG")**  
2/'94 and up Mk3 Golf/Jetta, 12/'93-'97 Passat, 11/'93-'95 Corrado. 85°/95°C (185°/203°F). A noticeable drop in temperature and a great match to our 80°C thermostats. Stock switch is 95°/102°C (203°/216°F).
- 121 126R COOLING FAN THERMOSWITCH (75°/82°C 3-WIRE, 2 SPEED "SQUARE PLUG")**  
Same as #121 126 but even cooler. 75°/82°C (176°/185°F).
- 121 214 COOLING FAN THERMOSWITCH (Mk4 GOLF, JETTA & BEETLE)**  
102°/95°C
- 121 140 CAP, RADIATOR ('75-'89)**  
Made for Rabbit, Fox, Scirocco, Jetta, Golf, Pick-Up and Cabriolet.
- 121 141 CAP, RADIATOR with FITTING for TANK**  
Fits all models with screw on cap. Install an expansion tank if your car wasn't originally equipped.
- 121 142 CAP for ROUND LATE TANK (ALL MODELS '90up)**
- 121 150 TANK-EXPANSION--EARLY**  
Fits all cars **not** equipped with low coolant sensors. Up to '89.
- 121 155 TANK-EXPANSION W/LOW LEVEL WARNING SENSOR HOLE ('85-'89)**  
Fits '85-'89 Mk2 Golf/Jetta. Has hole for low level warning sender.
- 121 156 TANK-EXPANSION**  
Fits '90-'92 Mk2 Golf/Jetta, Corrado G60, 16V Passat and '93-early '99 2.0L Mk3 Golf/Jetta. Not for VR6.
- 121 160 HEATER VALVE (Mk1)**  
Fits all Mk1 Rabbit, Jetta I, Pick up, Scirocco I, Scirocco II and Cabriolet (all Mk1 chassis)
- 121 161 HEATER CORE (Mk1 without A/C)**
- 121 162 HEATER CORE (Mk1 with A/C)**
- 121 163 HEATER CORE (MK2, MK3, CORRADO & PASSAT to '97)**
- 121 165 BLOCK HEATER KIT**  
Heating element installs in 36.6mm freeze plug hole. Complete with heating element, cord & plug protector



### Plastic Flanges, Pipes & Adapters:

- #121 119 **VR6 12V THERMOSTAT HOUSING (Mk3, CORRADO & PASSAT)**  
Change this before it cracks and leaks. Comes with new O-rings. Fits all 12V VR6 models. OEM quality. No Mk4 VR6.
- #121 120 **VR6 12V WATER PIPE ADAPTOR (Mk3, CORRADO & PASSAT)**  
Fits all 12V VR6 models. OEM quality. No Mk4 VR6.
- #121 121 **VR6 12V Mk3 WATER PIPE (Mk3, CORRADO & PASSAT)**  
Fits all 12V VR6 models. OEM quality. No Mk4 VR6.
- #121 122 **VR6 12V THERMOSTAT COVER (Mk3, CORRADO & PASSAT)**  
Fits all 12V VR6 models. OEM quality. No Mk4 VR6.
- #121 133 **WATER OUTLET for DIGIFANT to ADD FACTORY OIL COOLER ('88-'92)**  
Add factory water cooled oil cooler in Digifant cars.
- #121 229 **COOLANT FLANGE ('88 - '92 8V DIGIFANT for TOP HOSE)**
- #121 230 **COOLANT FLANGE ('83 - '84 RABBIT, PICKUP & G60 AUTO to HEATER CORE)**
- #121 231 **COOLANT FLANGE ('85 - '93 Mk1 & Mk2 to HEATER CORE NON A/C)**
- #121 232 **COOLANT FLANGE ('90 - '92 Mk2 to HEATER CORE with A/C)**
- #121 233 **COOLANT FLANGE ('86 - '92 16V for TOP HOSE)**
- #121 234 **COOLANT FLANGE ('88 - '92 16V to HEATER CORE)**
- #121 235 **THERMOSTAT COVER (Mk1, Mk2, CORRADO G60, PASSAT 16V)**
- #121 240 **COOLANT FLANGE (Mk3 2.0L w/MANUAL)**
- #121 241 **COOLANT FLANGE (Mk3 2.0L w/AUTOMATIC)**
- #121 242 **COOLANT FLANGE (Mk3 'ABF' 2.0L 16V for TOP HOSE)**
- #121 243 **THERMOSTAT COVER (Mk3 2.0L & TDI)**
- #121 244 **THERMOSTAT COVER to HOSE ADAPTER (Mk3 2.0L & TDI)**
- #121 260 **COOLANT TEMPERATURE SENDER IN-LINE HOUSING**  
Water temperature sender housing with 20mm temp switch (has continuity when cold). This will replace the aluminum cold enrichment switches on Mk1 cars. (Also can be used for adding 20mm sending units in line.) Includes connector.



### Hoses for Mk1: #121 244

- #121 045 **HOSE, OIL COOLER-LOWER ('84-'92 8V & 16V)**  
Fits '84-'92, 1.8L engines with oil/water heat exchangers.
- #121 046 **HOSE, OIL COOLER-to WATER FLANGE (8V, NOT FOR G60)**  
As above except it's the other of the two oil cooler hoses.
- #121 050 **HOSE, LOWER for SCIROCCO 16V ('86-'88)**
- #121 051 **HOSE, RADIATOR-LOWER ('77-'84 RABBIT, SCIROCCO & JETTA)**
- #121 055 **HOSE, RADIATOR-BYPASS and OIL COOLER (16V)**
- #121 056 **HOSE, RADIATOR-BYPASS (1.8L except G60)**
- #121 056A **HOSE, RADIATOR-BYPASS (2.0L AUDI 80 "3A")**
- #121 057 **HOSE, RADIATOR-BYPASS (1.5L-1.7L w/ A/C)**
- #121 058 **HOSE, RADIATOR-BYPASS (1.5L-1.7L w/out A/C)**
- #121 059 **HOSE, HEATER PIPE to FLANGE ('77-'78 RABBIT & SCIROCCO)**
- #121 060 **HOSE, WATERPUMP to HEATER PIPE ('84 JETTA)**
- #121 061 **HOSE, HEATER CORE (ALL Mk1, 2 PER CAR)**
- #121 063 **HOSE, HEATER PIPE to FLANGE ('79-'80 RABBIT & SCIROCCO w/F.I.)**
- #121 063A **HOSE, HEATER PIPE to FLANGE ('86-'88 16V SCIROCCO U-SHAPED)**
- #121 064 **HOSE, HEATER PIPE to THERMOSWITCH (R, J, S w/Q: 1.6L & 1.7L)**  
Short hose that connects the thermoswitch to the heater pipe. All Rabbit, Scirocco and Mk1 Jettas with thermoswitch (used with fuel injected cars with oxygen sensors) '80-'84. Also see #121 065.
- #121 065 **HOSE, HEATER FLANGE to THERMOSWITCH (1.6L-1.7L, '80-'84)**
- #121 066 **HOSE, PUMP to HEATER PIPE ('75-'83 RABBIT, JETTA & SCIROCCO)**
- #121 067 **HOSE, PUMP to HEATER PIPE (Mk2 GOLF, JETTA & SCIROCCO 16V)**
- #121 070 **HOSE, GRAFTED LOWER OIL COOLER (Mk1 CHASSIS to '86)**
- #121 072 **HOSE, RADIATOR to EXPANSION TANK - 7mm (1040mm LONG)**
- #121 101 **HOSE, RADIATOR-UPPER ('77-'84 RABBIT, JETTA & SCIROCCO without A/C)**
- #121 102 **HOSE, RADIATOR-UPPER ('77-'84 RABBIT, JETTA & SCIROCCO with A/C)**
- #121 103 **HOSE, RADIATOR-UPPER (RABBIT, JETTA, SCIROCCO w/1.8L)**
- #121 106 **HOSE, RADIATOR-UPPER (SCIROCCO 16V with A/C)**
- #121 108 **HOSE, COOLANT PIPE to EXPANSION TANK ('83 R, J & S)**
- #121 109 **HOSE, COOLANT PIPE to EXPANSION TANK ('84 R, J & S)**
- #121 110 **HOSE, FLANGE to HEATER Mk1 CARS (PEACE PIPE)**



#121 100



#121 055L

Hoses for Mk2:

- 121 045 HOSE, OIL COOLER-LOWER ('84-'92 8V & 16V)  
Fits '84-'92, 1.8L engines with oil/water heat exchangers.
- 121 046 HOSE, OIL COOLER-to WATER FLANGE (8V, NOT FOR G60)  
As above except it's the other of the two oil cooler hoses.
- 121 053 HOSE, RADIATOR-LOWER (Mk2 8V/16V GOLF & JETTA '85-'92 w/o A/C)
- 121 054 HOSE, RADIATOR-LOWER (Mk2 8V/16V GOLF & JETTA '85-'92 w/ A/C)
- 121 055 HOSE, RADIATOR -BYPASS & OIL COOLER (1.8L & 2.0L 16V) to 1/'91
- 121 055L HOSE, RADIATOR -BYPASS & OIL COOLER (2.0L 16V) 2/'91-'92
- 121 056 HOSE, RADIATOR-BYPASS (1.8L 8V, NOT FOR G60)
- 121 056A HOSE, RADIATOR-BYPASS (2.0L AUDI 80 "3A ")
- 121 062 HOSE, HEATER PIPE to HEATER CORE (Mk2 '85-'92 8V)
- 121 062A HOSE, HEATER PIPE to HEATER CORE (ALL '90-'92 16V, G60)
- 121 063A HOSE, HEATER PIPE to FLANGE ('87-'89 16V GOLF & JETTA U-SHAPED)
- 121 067 HOSE, PUMP to HEATER PIPE (Mk2 GOLF/JETTA & SCIROCCO 16V)
- 121 068 HOSE, GRAFTED LOWER OIL COOLER (G60 & 2.0L 16V)
- 121 072 HOSE, RADIATOR to EXPANSION TANK - 7mm (1040mm LONG)
- 121 100 HOSE, RADIATOR-UPPER ('87-'92 Mk2 GTI & GLI 16V)
- 121 104 HOSE, RADIATOR-UPPER (Mk2 8V GOLF & JETTA w/o A/C)
- 121 105 HOSE, RADIATOR-UPPER (Mk2 8V GOLF & JETTA w/A/C)
- 121 107 HOSE, COOLANT PIPE to EXPANSION TANK ('85-'89 Mk2 GOLF & JETTA)
- 121 107L HOSE, COOLANT PIPE to EXPANSION TANK ('90-'92 Mk2 & CORRADO G60)
- 121 111 HOSE, CYLINDER HEAD to HEATER CORE ('85-'92 Mk2 8V & CORRADO G60)  
Fits Mk2 8V and Corrado G60 from '85-'92. Also looks like a "peace pipe."
- 121 111L HOSE, CYLINDER HEAD to HEATER CORE ('87-'92 16V)

Hoses for Passat 16V '90-'92:

- 121 045 HOSE, OIL COOLER-LOWER ('84-'92 8V & 16V)  
Fits '84-'92, 1.8L engines with oil/water heat exchangers.
- 121 049 HOSE, RADIATOR-LOWER (PASSAT 2.0L 16V '90-'92)
- 121 055 HOSE, RADIATOR -BYPASS & OIL COOLER (1.8L & 2.0L 16V) to 1/'91
- 121 055L HOSE, RADIATOR -BYPASS & OIL COOLER (2.0L 16V) 2/'91-'92
- 121 062A HOSE, HEATER PIPE to HEATER CORE (ALL '90-'92 16V, G60)
- 121 063P HOSE, FLANGE to TRANS OIL COOLER (PASSAT 16V AUTO)
- 121 067 HOSE, PUMP to HEATER PIPE (Mk2, SCIROCCO 16V & PASSAT 16V)
- 121 068 HOSE, GRAFTED LOWER OIL COOLER (G60 & 2.0L 16V)
- 121 099 HOSE, RADIATOR-UPPER (PASSAT 2.0L 16V '90-'92)
- 121 107P HOSE, COOLANT PIPE to EXPANSION TANK (PASSAT 16V MANUAL)
- 121 107A HOSE, COOLANT PIPE to EXP. TANK & OIL COOLER (PASSAT 16V AUTO)
- 121 111P HOSE, CYLINDER HEAD to HEATER CORE ('90-'92 PASSAT 16V)

Hoses for Corrado G60 '90-'92:

- 121 048 HOSE, RADIATOR - UPPER ('90-'92 CORRADO G60)
- 121 056C HOSE, RADIATOR - BYPASS (CORRADO G60)
- 121 062A HOSE, HEATER PIPE to HEATER CORE (ALL '90-'92 16V, G60)
- 121 063C HOSE, FLANGE to TRANS OIL COOLER (G60 & TDI AUTO)
- 121 068 HOSE, GRAFTED LOWER OIL COOLER (G60 & 2.0L 16V)
- 121 107L HOSE, COOLANT PIPE to EXPANSION TANK ('90-'92 Mk2 & CORRADO G60)
- 121 111 HOSE, CYLINDER HEAD to HEATER CORE ('85-'92 Mk2 8V & CORRADO G60)  
Fits '85-'92 Mk2 8V and Corrado G60. Also looks like a "peace pipe."

Hoses for Mk3 2.0L:

- 121 072L HOSE, RADIATOR to EXPANSION TANK 7mm (440mm)
- 121 170 HOSE, RADIATOR - UPPER (2.0L 8V '93-early '99)  
And '93-'95 California models.
- 121 172 HOSE, WATER PUMP TO COOLANT PIPE & OIL COOLER (2.0L 8V)
- 121 174 HOSE, EXPANSION TANK TO COOLANT PIPE (Mk3 2.0L 8V '93-'96)
- 121 176 HOSE, EXPANSION TANK TO COOLANT PIPE (Mk3 2.0L 8V '97-'98)
- 121 178 HOSE, RADIATOR - LOWER (Mk3 2.0L 8V w/AC)
- 121 180 HOSE, HEATER CORE RETURN (Mk3 2.0L 8V)
- 121 182 HOSE, HEATER CORE FEED (Mk3 2.0L 8V)



#121 170



#121 172



#121 174



#121 178



#121 176



#121 182



#121 180

# Cylinder Head & Related Parts

## Cylinder Heads:

### 109 029 CYLINDER HEAD for GTI (1.8L 8V CIS HYD.)

Big Valve performance with factory OEM quality and durability. Equipped with 40mm intake valves and 33mm exhaust valves. Hydraulic lifters for a quiet, low maintenance engine. The combustion chamber volume is 30cc. Includes standard cam. For best performance use our part #109 075 - 266° or #109 071 - 268° camshaft. *Be sure to use our large gear oil pump.*

### 109 030 CYLINDER HEAD (1.8L 8V DIGIFANT - HYD.)

As above except fits '88-'92 Mk2 Golf & Jetta with Digifant fuel injection.

## Camshafts

The VW engine is pretty demanding on camshaft material, and based on our experience, we insist on using only genuine chill-hardened OEM billet camshafts instead of induction-hardened U.S. billets. Like your original factory camshaft, there are no special break-in lubricants or procedures required with any chill hardened billet cam that TECHTONICS sells.

A new sport camshaft has the power to transform your motor. Unfortunately, the wrong cam can easily transform your engine from one that runs well and is a pleasure to drive to an ill-idling, torqueless wonder. Many people are confused by camshafts, and choose a cam that is too radical or poorly suited to their engine. Like our other TECHTONICS products, we've tested and tested and tested to bring you the best in camshafts.

No cam really works wonders like adding 200cc of displacement, but it can help breath life into a motor. We recommend going to a sport exhaust, like the TECHTONICS TUNED exhaust, before changing to a performance cam. All of our camshafts are made from European chill hardened billets.

## 8V Solid Lifter Camshafts

### 109 07K EURO "CADDY" (Pickup) ECONO CAMSHAFT-8V ("K" GRIND - STREET)

This cam is for low end power and torque (from idle to 4000 max rpm). OEM cam for Euro spec Caddy (pick up). Better fuel mileage than US spec cams. Intake .334" lift @ 199° duration. Exhaust .353" lift @ 209° duration.

### 109 070 TT SOLID LIFTER CAMSHAFT-8V ("G" GRIND - STREET)

Original European Solid Lifer GTI camshaft. A great all-around cam with a smooth idle and great mid-range. 228° @ .050", .423" lift.

### 109 272 TT SOLID LIFTER CAMSHAFT-8V (272° - STREET/SPORT)

A little hotter than the "G" grind cam. 238° @ .050", .427" lift.

### 109 067 TT SOLID LIFTER CAMSHAFT-8V (280°/276° - SPORT)

Aggressive grind with great mid-range and top end power 4000-7500 rpm range. Rough idle. 243°/240° @ .050", .450"/.445" lift.

### 109 066 TT SOLID LIFTER CAMSHAFT-8V (288° - RACE)

Great for rally, ice, circle track and drag racing. Very aggressive for high RPM power. Our #109 081 HD Valve Springs are needed with this cam. 250°/252° @ .050", .440" lift.

### 109 069 TT SOLID LIFTER CAMSHAFT-8V (306° - RACE)

Hottest cam you can buy that still uses STD cam followers and shims. 1.500" base circle. Our #109 081 HD Valve Springs are needed with this cam. Drag racing cam. 265° @ .050", .443" lift.



#109 075 - TT Sport Cam

## 8V Hydraulic Lifter Camshafts

### 109 072 TT HYDRAULIC LIFTER CAMSHAFT-8V (260°/256° - STREET)

Great cam std or mildly tuned Corrado G60 and turbo engines. Good idle. 219°/216° @ .050", .421"/.410" lift.

### 109 065 TT HYDRAULIC LIFTER CAMSHAFT-8V (260° - STREET)

Good mild cam for all OBD II Mk3 & Mk4 8V 2.0L cars. Will work with stock single and dual valve springs engines. 220° @ .050", .432" lift.

### 109 075 TT HYDRAULIC LIFTER CAMSHAFT-8V (266° "AKA 270°" - STREET)

This cam has a great profile for the 2.0L '93-early '99 8V engines. Retains good low end torque. Use our #109 084 Springs & #109 085 Retainers when installing this cam in your 8/95 and later Mk3 Golf/Jetta 2.0L originally equipped with single valve springs. 223° @ .050", .448" lift.

### 109 073 TT HYDRAULIC LIFTER CAMSHAFT-8V (268°/260° - STREET/SPORT)

This asymmetric (268°/260°) grind is intended for supercharged engines such as the G60 Corrado (up to 15hp). Also works great for turbo engines. 227°/221.5° @ .050", .432" lift.

### 109 071 TT HYDRAULIC LIFTER CAMSHAFT-8V (268° - STREET/SPORT)

Factory sport grind for the 8V engines with hydraulic lifters. Decent idle and the best torque & power curve available. Specifications 226° @ .050", .440" lift.

### 109 074 TT HYDRAULIC LIFTER CAMSHAFT-8V (276° - SPORT/MILD RACE)

Great high end street cam for early CIS and carbureted cars w/hyd. heads. Rough idle. Our #109 081 HD Valve Springs are a recommended with this cam. 234° @ .050", .449" lift.

### 109 068 TT HYDRAULIC LIFTER CAMSHAFT-8V (288° - RACE)

This is the hottest hydro cam we sell. Great for rally, ice, circle track and drag racing. Our #109 081 HD Valve Springs are needed with this cam. 245° @ .050", .460" lift.

## 16V Camshafts

All Techtonics 16V camshafts include camshaft gears.

### 109 077 TT 16V INTAKE CAMSHAFT (STREET)

Cam profile from the Euro "KR" 16V engine. In our extensive 16V cam testing, this cam gave a great combination of mid-range and high end power. 207° @ .050", .379" lift.

### 109 076 TT 16V CAMSHAFT SET (STREET)

Of all the 16V cams we have tested, this set provides the best gains in torque and power. Developed from VW's 150 hp "ABF" Euro Digifant cam set. Good idle. 214° @ .050", .423" lift.

### 109 568 TT 16V CAMSHAFT SET (268° - SPORT)

Hydraulic 16V 268°. Soft low end power, good mid-range and great top end power. Rough idle with fuel injection. (235° @ .050" .438" lift).

### 109 569 TT 16V CAMSHAFT SET (268°/276° - SPORT)

Hydraulic 16V 268°/276° cam set. Fair low end power, good mid-range and great top end power. Works good with Fuel Injection.

### 109 570 TT 16V CAMSHAFT SET (276° - SPORT/MILD RACE)

Hydraulic 16V 276° Soft low end power, good mid-range and great top end power. Works best with carburetors. 235° @ .050", .443" lift.

### 109 575 TT 16V CAMSHAFT SET (288° - RACE)

This is the hottest hydraulic cam we sell for the 16V. Fair mid-range and excellent top end power. Works best with carburetors. 244° @ .050", .456" lift.

### 109 576 TT SOLID LIFTER 16V CAMSHAFT SET (288° - RACE)

Solid 16V. Fair mid-range and excellent top end power. Works best with carburetors. 254° @ .050", .456" lift.



#109 076 - 16V Cam Set



#109 064 VR6 Cam Set

### VR6 12V Camshafts

- 109 064 TT VR6 12V CAM SET (264°/260° - STREET)**  
Best all around cam set for the VR6. Increases mid and upper rpm range with minimum low speed torque loss. Specifications 224°/223° @ .050", .447"/.440" lift. Includes locking plate (#832 250).
- 109 580 TT VR6 12V CAM SET (258° - TURBO)**  
223° duration @ .050", .435" lift. Includes locking plate (#832 250).
- 109 582 TT VR6 12V CAM SET (268° - SPORT)**  
228°/226° @ .050", .436"/.433" lift. Includes locking plate (#832 250).
- 109 585 TT VR6 12V CAM SET (276° - SPORT/MILD RACE)**  
234° @ .050", .449" lift. Includes locking plate (#832 250).
- 109 063 TT VR6 12V CAM SET (288° - RACE)**  
Rough idle. Soft low end power. Great top end power. Great choice for dedicated drag or road race cars. 246° @ .050", .455" lift. Includes locking plate (#832 250).



#109 592 VR6 24V Cam Set

### VR6 24V Camshaft

- 109 592 TT VR6 24V CAM SET (264°/260° - STREET)**  
VR6 264/260 cam set for all 24V 2.8-3.2L variable cam timing engines, Mk4 Golf/Jetta, R32 and Audi tt 3.2, Steel Billets, 23hp gains, 16 ft/lb torque gains. Includes locking plate (#832 251).

### Audi/VW 5 Cylinder 10V Camshaft

- 109 600 VW Audi Hyd. Camshaft 10V (272° - STREET/SPORT)**  
VW/Audi hydraulic camshaft 272°, .450" lift. For the 5 cyl. 10V Audi 4000, 5000, 90, 100, 200 and VW Quantum 5 cylinder.
- 109 601 Audi Hyd. Camshaft 10V (268°/260° - TURBO)**  
Audi hydraulic camshaft 268°-260°, .432" lift. This turbo grind works great for the Audi 5 cyl. 10V Turbos

**TECHTONICS has unground billets and custom grind camshafts available.**

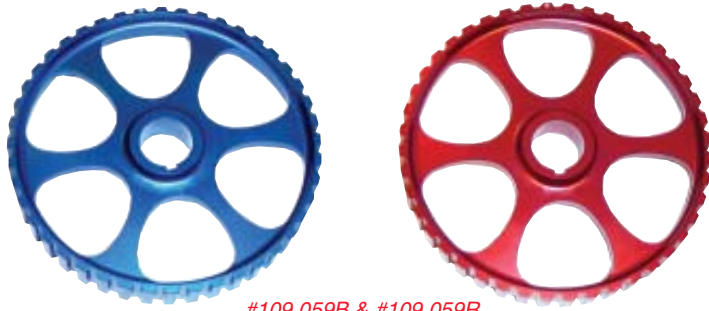
### Camshaft Timing Belts, Tensioners & Sprockets:

- 109 050 CAM TIMING DRIVE BELT ('75-'92, 8V INCLUDING G60)**  
We have seen these belts go more than 100,000 miles without incident. However, they should be changed if frayed or oil-soaked. Don't forget, if you break one with your GTI or with an earlier car equipped with a big valve head, you can bend the intake valves! Either way, you're walking!



#109 040 VR6 Timing Chain Kit

- 109 051 CAM TIMING DRIVE BELT ('86-'92, 16V)**  
The repairs are much more expensive if the belt breaks with a 16V. You are guaranteed to bend most (if not all) the intake valves. Change the belt at least every 50,000 miles.
- 109 062 CAM TIMING CHAIN ('86-'92, 16V)**  
OEM quality replacement cam timing chain. We recommend changing it at 100,000 miles or at cam change.
- 109 052 CAM TIMING DRIVE BELT ('93-early '99 Mk3 2.0L)**  
Fits the "tall block" 2.0 8V ("ABA"). Change the belt at least every 80,000 miles.
- 109 053 CAM TIMING DRIVE BELT (16V TALL BLOCK)**  
Fits the Euro 16V tall block. "ABF" engine code. ("ABA" w/ 16v heads) Change the belt at least every 50,000 miles.
- 109 049 CAM TIMING DRIVE BELT (Mk4 GOLF, JETTA & BEETLE '98-'05 2.0L)**  
Fits the '98up Beetle, Mk4 Golf & Jetta 2.0L 8V. Change the belt at least every 80,000 miles.
- 109 048 CAM TIMING DRIVE BELT (Mk4 GOLF, JETTA & BEETLE '99-'05 1.8T)**
- 109 040 VR6 12V TIMING CHAIN AND GUIDE KIT ('92-'96)**  
Kit includes upgraded tensioner rail, later style tensioner, upper plastic guide, middle plastic guide, lower chain tensioner, upper dual chain and lower chains.
- 109 041 VR6 12V TIMING CHAIN AND GUIDE KIT ('97-early '99 12V)**  
Kit includes upper tensioner rail, upper plastic guide, middle plastic guide, lower chain tensioner, upper and lower chains.
- 109 042 VR6 12V TIMING CHAIN AND GUIDE KIT (Late '99-'01 Mk4 12V)**  
Kit includes upper tensioner rail, upper plastic guide, middle plastic guide, lower chain tensioner, upper and lower chains.
- 109 039 VR6 24V TIMING CHAIN AND GUIDE KIT (2.8L & 3.2L)**
- 109 043 VR6 CAMSHAFT BOLT ('92-'02 12V)**  
We recommend changing these bolts when doing a cam change. 2 per engine.
- 109 044 VR6 HALL SENDER ROTOR UNIT (COIL PACK '93.5-11/'97 12V)**
- 109 055 CAM TIMING BELT TENSIONER (8V, '75-'93 INCLUDING G60)**  
While you are changing the timing belt, give the tensioner a spin and listen for noise. If it is noisy, or its been over 100,000 miles, do yourself a favor and change it. We have seen them freeze up. *This is the latest model tensioner and requires a special spanner to adjust the tension (our part #864 000).*
- 109 056 CAM TIMING BELT TENSIONER (16V)**  
Change this part every time you change the belt. It's not worth the risk of it failing.
- 109 057 CAM TIMING BELT TENSIONER, '93-4/'97 (8V 2.0L)**  
Fits '93-4/'97 tall block engines. Includes stud, nut and washer.
- 109 058 CAM TIMING BELT TENSIONER, 5/'97-early '99 (8V 2.0L)**  
Fits 5/'97-early '99 2.0L 8V engines.
- 109 054 CAM TIMING BELT TENSIONER (Mk4 GOLF, JETTA & BEETLE '98-'05 8V 2.0L)**
- 109 240 CAM TIMING BELT TENSIONER ROLLER (Mk4 GOLF, JETTA & BEETLE 1.8T)**
- 109 241 CAM TIMING BELT IDLER ROLLER (Mk4 GOLF, JETTA & BEETLE 1.8T)**



#109 059B & #109 059R  
8V Lightweight Cam Sprockets

## Sprockets

- 109 059B LIGHTWEIGHT CAM SPROCKET (BLUE, 8V)**  
Lightweight camshaft & intermediate sprocket. 346 grams lighter than stock sprockets. Mk1, Mk2 & Mk3
- 109 059R LIGHTWEIGHT CAM SPROCKET (RED, 8V)**  
Lightweight camshaft & intermediate sprocket. 346 grams lighter than stock sprockets. Mk1, Mk2 & Mk3
- 109 060 ADJUSTABLE CAM SPROCKET (POLISHED, 8V)**  
Some cam grinds do respond to advancing or retarding the cam timing. The results of manipulating the cam timing are predictable. If the cam is advanced, the engine will pick up horsepower at the lower rpm range and lose power at the high rpm range and vice-versa. Nothing magic, but if you have a cam that doesn't quite match your engine combination, they can be of help. Don't expect miracles! We're only talking about a few horsepower at a limited rpm range. However, it can help a "dual purpose" vehicle's performance. For example, the cam timing could be advanced for city driving, or retarded for high rpm use, such as, autocrossing. Mk1, Mk2 & Mk3
- 109 060B ADJUSTABLE CAM SPROCKET (BLUE, 8V)**  
Same as #109 060 except for blue face. Mk1, Mk2 & Mk3
- 109 060R ADJUSTABLE CAM SPROCKET (RED, 8V)**  
Same as #109 060 except for red face. Mk1, Mk2 & Mk3
- 109 061 ADJUSTABLE CAM SPROCKET (16V)**  
Same as #109 060 except for the 16V engines. Precision made face is milled on computer controlled machinery for accuracy.
- 109 061B LIGHTWEIGHT ADJUSTABLE CAM SPROCKET (BLUE, 16V)**  
TT Light weight aluminum adjustable cam sprocket for 16V & 1.8T. Only 294 grams (std 590 grams) Adjustable +8 to -8 degrees. Blue Anodized finish. Allen wrench included. Fits 1986 to 1992 1.8L(PL) & 2.0L(9A) 16v engines as well as VW & Audi 1.8T 1997-early 2000 (All AEB, ATW/AUG to 5/00)
- 109 061R LIGHTWEIGHT ADJUSTABLE CAM SPROCKET, RED-16V**  
Same as #109 061B except for red face.

#109 060 8V Adjustable  
Cam Sprocket - Polished

#109 060B 8V Adjustable  
Cam Sprocket - Red



#109 060B 8V Adjustable  
Cam Sprocket - Blue



#109 061 16V Adjustable  
Cam Sprocket - Polished



#109 061B 16V  
Adjustable Cam  
Sprocket - Blue



#109 061R 16V  
Adjustable Cam  
Sprocket - Red



## 8V Solid Lifter Valve Train Components:

- 109 078 VALVE ADJUSTMENT SHIM KIT-8V SOLID LIFTER**  
Complete set of 120 adjusting shims. Carrying case included. Top quality set. Range 3.05-4.20mm.
- 109 079 VALVE ADJUSTMENT SHIMS-8V SOLID LIFTER**  
Top quality shims available in thickness from 2.65mm to 4.30mm in increments of .05mm. Price per shim. Specify size needed.
- 109 088 CAMFOLLOWER - SOLID (Shim on top)**  
1975-1987 solid lifter engines
- 109 081S SPORT VALVE SPRINGS for 8V (SET of 8)**  
Made by a high quality valvetrain manufacturer for racing applications. Recommended for high rpm use (over 7000 rpm). Fits standard and titanium spring retainers. The valve spring seat pressure measures 90 lbs. @ 32mm installed height and 200 lbs. @ 11.4mm (.450") lift.
- 109 085 TT VALVE SPRING RETAINER (7mm - TRIPLE GROOVE)**  
Also for converting from 8mm to 7mm valves and single spring to dual springs. Made from chrome moly steel and black nitrided. Set of 8.
- 109 130 VALVE SPRING RETAINER, TITANIUM (8mm - TRIPLE GROOVE)**  
Titanium upper valve spring retainer for '81-'92 8V engines. 47% lighter than stock retainer. Set of 8.
- 109 136 VALVE SPRING RETAINER, TITANIUM (7mm - TRIPLE GROOVE)**  
For converting 8mm to 7mm valves. 47% lighter than stock retainer. Set of 8.
- 109 107S HIGH FLOW INTAKE VALVE, SOLID LIFTER (40mm, 7mm STEM)**  
Stainless steel. 7mm stem necked down to 6.5mm. 10 grams lighter than stock. Higher flow. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear. 7mm guide (109 221 intake, 109 222 exhaust), 7mm stem seal (109 310), 7mm Upper retainers (109 085 or 109 136) and 7mm keepers (109 290) are needed to install in older heads that had 8mm valves.
- 109 107 OVERSIZE INTAKE VALVE, SOLID LIFTER (41mm, 7mm STEM)**  
Stainless steel. 7mm stem necked down to 6.5mm. 10 grams lighter than stock. Higher flow. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear. Designed to work with standard seat. 7mm guide (109 221 intake, 109 222 exhaust), 7mm stem seal (109 310), 7mm Upper retainers (109 085 or 109 136) and 7mm keepers (109 290) are needed to install in older heads that had 8mm valves.
- 109 102 EXHAUST VALVE, 1.8L 8V SOLID LIFTER (33mm, 8mm STEM)**  
OEM quality. Stem diameter: 8mm.
- 109 108S HIGH FLOW EXHAUST VALVE SOLID LIFTER (33mm, 7mm STEM)**  
Stainless steel. 7mm stem for solid lifter 1.8L 8V head. 10 grams lighter than stock. Higher flow than std valve. Black nitride. 7mm guide (109 221 intake, 109 222 exhaust), 7mm stem seal (109 310), 7mm Upper retainers (109 085 or 109 136) and 7mm keepers (109 290) are needed to install in older heads that had 8mm valves.



#109 081S Heavy Duty Valve Springs

- 109 108 OVERSIZED EXHAUST VALVE, SOLID LIFTER (34mm, 7mm STEM)**  
Stainless steel. 7mm stem necked down to 6.5mm for Solid lifter 1.8L 8V head. 10 grams lighter than stock. Higher flow than std valve. Black nitride. Designed to work with std seat. 7mm guide (109 221 intake, 109 222 exhaust), 7mm stem seal (109 310), 7mm Upper retainers (109 085 or 109 136) and 7mm keepers (109 290) are needed to install in older heads that had 8mm valves.
- 109 290 TRIPLE GROOVE KEEPER (7mm) each**  
For all VR6 12V, Crossflow 2.0L or converting to valves with 7mm stems.
- 109 200 VALVE GUIDE, SOLID LIFTER 8V (8mm)**  
Finest quality aluminum silicone bronze. These are the "long" (42.6mm end to end). Oversize guides are also available in .002" and .005" increments.
- 109 210 VALVE GUIDE, HYDRAULIC OR SOLID LIFTER 8V (8mm)**  
As above except these are the "short" version (37mm end to end).
- 109 221 TAPERED INTAKE VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**  
Also can be used for converting to 7mm from 8mm.
- 109 222 TAPERED EXHAUST VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**  
Also can be used for converting to 7mm from 8mm.
- 109 300 VALVE STEM SEALS, 8V 1.5L-1.8L 8mm (OEM set of 8)**
- 109 310 VALVE STEM SEAL, 7mm (OEM, 16V, VR6 12V, '93up 2.0L 8V) each**  
Also can be used for converting to 7mm from 8mm.

### 8V Hydraulic Lifter Valve Train Components:

- 109 081S SPORT VALVE SPRINGS for 8V (SET of 8)**  
Made by a high quality valvetrain manufacturer for racing applications. Recommended for high rpm use (over 7000 rpm). Fits standard and titanium spring retainers. The valve spring seat pressure measures 90 lbs. @ 32mm installed height and 200 lbs. @ 11.4mm (.450") lift.
- 109 084R SPORT DUAL VALVE SPRINGS UPGRADE for '96up 8V (SET OF 8)**  
Same as #109 081S valve springs but includes lower spring seats. Requires #109 085 or #109 136 upper valve spring retainers.
- 109 085 VALVE SPRING RETAINER for '96up (7mm - TRIPLE GROOVE)**  
Upper valve spring retainer for converting from single to standard dual springs or converting from 8mm to 7mm valves. Set of 8.
- 109 130 VALVE SPRING RETAINER, TITANIUM (8mm - TRIPLE GROOVE)**  
Titanium upper valve spring retainer for '81-'92 8V engines. 47% lighter than stock retainer. Set of 8.
- 109 136 VALVE SPRING RETAINER, TITANIUM (7mm - TRIPLE GROOVE)**  
'93-'95 ABA Crossflow. Titanium upper valve spring retainer. Also for converting from single to dual springs '96up or converting from 8mm to 7mm valves. 47% lighter than stock retainer. Set of 8.
- 109 089 CAM FOLLOWERS (HYDRAULIC LIFTER) '96-'05**  
OEM quality replacement for the '96-'05 2.0L and 1.9 TDI '99-'05
- 109 090 CAM FOLLOWERS (HYDRAULIC LIFTER)**  
OEM quality for VW and Audi hydraulic lifter engines gas & diesel, 8V '85-'95, 16V and VR6 12V.
- 109 090L LIGHTWEIGHT CAM FOLLOWERS (HYDRAULIC LIFTER)**  
1/3 the weight of 109 090 lifter, OEM quality for VW and Audi hydraulic lifter engines gas & diesel, 8V '85-'95, 16V and VR6 12V.
- 109 093 INTAKE VALVE for 1.8L 8V HYDRAULIC LIFTER (40mm, 8mm STEM)**  
For the '85 to '92 1.8L GTI & Jetta GLI with hydraulic lifters, Corrado, and Digifant cars.

#109 112 - 8V  
Hydraulic 35mm  
Exhaust Valve

#109 111 - 8V  
Hydraulic 42mm  
Intake Valve



- 109 098 INTAKE VALVE for '93-'98 2.0L 8V (39.5mm, 7mm STEM)**  
OEM quality for "ABA" 2.0L 8V crossflow engine.
  - 109 109S HI-FLOW INTAKE VALVE for 8v HYD. LIFTER (40mm, 7mm STEM)**  
Stainless steel, '85-'92 1.8L 40mm heads and '93-'98 2.0L crossflow heads. 7mm stem necked down to 6.5mm. Black nitride.
  - 109 109 OVERSIZE INTAKE VALVE for 8V HYD. LIFTER (41mm, 7mm STEM)**  
Stainless steel, '85-'92 1.8L 40mm heads and '93-'98 2.0L crossflow heads. 7mm stem necked down to 6.5mm. Black nitride. Designed to work with standard seat.
  - 109 111 OVERSIZE INTAKE VALVE for 8V HYD. LIFTER (42mm, 7mm STEM)**  
Stainless steel, 8V 1.8L heads and 2.0L crossflow heads. 7mm stem necked down to 6.5mm. Black nitride. Requires larger seats.
  - 109 103 EXHAUST VALVE for 1.8L 8V HYD. LIFTERS (33mm, 8mm STEM)**  
OEM std replacement for all 1.8L hyd. 8V heads
  - 109 106 EXHAUST VALVE for '93-'98 2.0L 8V (33mm, 7mm STEM)**  
OEM quality for "ABA" 2.0L 8V Crossflow engine.
  - 109 110S HI-FLOW EXHAUST VALVE HYD. LIFTER (33mm, 7mm STEM)**
  - 109 110 OVERSIZED EXHAUST VALVE HYD. LIFTER (34mm, 7mm STEM)**  
Stainless, '85-'92 1.8L and '93-'98 2.0L crossflow heads. 7mm stem necked down to 6.5mm. Black nitride. Designed to work with standard seat.
  - 109 112 OVERSIZED EXHAUST VALVE HYD. LIFTER (35mm, 7mm STEM)**  
Stainless steel, 8V 1.8L heads and 2.0L crossflow heads. 7mm stem. Black nitride. Requires larger seats.
  - 109 290 TRIPLE GROOVE KEEPER (7mm) each**  
For all VR6 12V, Crossflow 2.0L and converting to 7mm valve trian.
  - 109 210 VALVE GUIDE Hyd. Lifter or solid 8V (8mm)**  
As above except these are the "short" version (37mm end to end).
  - 109 220 VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**  
These are the proper guides for 16V and '93up Crossflow 2.0L with 3.5mm step. (note guides with a step more than 3.5mm and using performance camshafts the retainers will hit the stem seals.)
  - 109 221 TAPERED INTAKE VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**  
Also can be used for converting to 7mm from 8mm
  - 109 222 TAPERED EXHAUST VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**  
Also can be used for converting to 7mm from 8mm
  - 109 300 VALVE STEM SEALS, 8mm (OEM set of 8)**
  - 109 310 VALVE STEM SEAL, 7mm (OEM, 16V, VR6 12V & '93up 2.0L 8V) each**
- ### 16V Valves & Valve Train Components:
- 109 083S SPORT VALVE SPRINGS for 16V (SET OF 16)**  
Same as #109 081S except for quantity for 16V engine.
  - 109 134 VALVE SPRING RETAINER, TITANIUM (7mm - 16V)**  
Titanium upper valve spring retainer for all single groove 16V engines. Already shortened .040" for high-lift cams. 47% lighter than stock retainer. Set of 16. For "ABF" engines use two sets of #109 136 valve spring retainer sets.
  - 109 090 CAM FOLLOWERS (HYDRAULIC LIFTER)**  
OEM quality for VW and Audi hydraulic lifter engines gas & diesel, 8V '85-'95, 16V and VR6 12V.





#109 221



#109 222

- 109 090 LIGHTWEIGHT CAM FOLLOWERS (HYDRAULIC LIFTER)**  
1/3 the weight of #109 090 lifter, OEM quality for VW and Audi hydraulic lifter engines gas & diesel, 8V '85-'95, 16V and VR6.
- 109 097 INTAKE VALVE for '86-'92 16V ENGINE (32mm, 7mm STEM)**  
OEM intake valves for the 16V engine to '92. If you've "broken" a timing belt, you will bend most, if not all, of the intake valves.
- 109 095 INTAKE VALVE for '86-'92 16V (32mm, 7mm STEM) HIGH-FLOW**  
Techtonics stainless steel undercut high flow intake valve. 7mm stem necked down to 6.5mm. 6-12 CFM more flow than std valve. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear.
- 109 099 OVERSIZED INTAKE VALVE for 16V ENGINE (32.5mm, 7mm STEM)**  
Stainless. 6-12 CFM more flow than std valve. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear. Stem undercut to 6.5mm. Designed to work with std seat.
- 109 104 EXHAUST VALVE for '86-'92 16V ENGINES (28mm, 7mm STEM)**  
OEM quality sodium-filled valve.
- 109 118 OVERSIZED INCONEL EXHAUST VALVE for 16V (28.5mm, 7mm STEM)**  
.50mm oversize designed to work with standard seat.
- 109 220 VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**  
These are the proper guides for 16V & '93up Crossflow 2.0L with 3.5mm step. (note guides with a step more than 3.5mm and using performance camshafts the retainers will hit the stem seals.)
- 109 221 TAPERED INTAKE VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**
- 109 222 TAPERED EXHAUST VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)**
- 109 310 VALVE STEM SEAL, 7mm (OEM, 16V, VR6 12V & '93up 2.0L 8V) each**

### VR6 Valves & Valve Train Components:

- 109 082S SPORT VALVE SPRINGS for VR6 (SET of 12)**  
Same as #109 081 except for quantity for VR6 engine.
- 109 138 VALVE SPRING RETAINER, TITANIUM (7mm - TRIPLE GROOVE)**  
Titanium upper valve spring retainer for all 12 valve VR6 engines. 47% lighter than stock retainer. Set of 12.
- 109 090 CAM FOLLOWERS (HYDRAULIC LIFTER)**  
OEM quality for VW and Audi hydraulic lifter engines gas & diesel, 8V '85-'95, 16V and VR6.
- 109 090L LIGHTWEIGHT CAM FOLLOWERS (HYDRAULIC LIFTER)**  
1/3 the weight of #109 090 lifter, OEM quality for VW and Audi hydraulic lifter engines gas & diesel, 8V '85-'95, 16V and VR6.
- 109 124 INTAKE VALVE for VR6 12V (39.3mm, 7mm STEM) OEM**
- 109 122 OVERSIZE INTAKE VALVE for VR6 12V (41mm, 7mm STEM)**  
Stainless steel 41mm with 7mm stem necked down to 6.5mm. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear. Requires larger seats.
- 109 128 OVERSIZE INTAKE VALVE for VR6 12V (42mm, 7mm STEM) RACE**  
Stainless steel 42mm with 7mm stem necked down to 6.5mm. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear. Requires larger seats.
- 109 125 EXHAUST VALVE for VR6 12V (34mm, 7mm STEM) OEM**
- 109 125S HIGH-FLOW EXHAUST VALVE for VR6 12V (34mm, 7mm STEM)**  
Stainless steel. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear.
- 109 123 OVERSIZED EXHAUST VALVE for VR6 12V (35.8mm, 7mm STEM)**  
Stainless steel. Black nitride treatment reduces friction, improves heat dissipation and valve guide wear.

- 109 290 TRIPLE GROOVE KEEPER (7mm) 12V VR6 ea.**
- 109 230 VALVE GUIDE VR6 12V (7mm)**  
These are the proper guides for VR6 12v with 1mm step. (note guides with a step more than 1mm and using performance camshafts the retainers will hit the stem seals.)
- 109 223 VALVE GUIDE VR6 24V - SHORT (6mm, 44mm)**  
Sold each. 12 per engine.
- 109 224 VALVE GUIDE VR6 24V - LONG (6mm, 65mm)**  
Sold each. 12 per engine.
- 109 310 VALVE STEM SEAL, 7mm (OEM, 16V, VR6 12V & '93up 2.0L 8V) each**
- 109 311 VALVE STEM SEAL, 6mm (OEM, 5V, VR6 24V, 2.0T & 2.5L 5cyl.) each**

### 1.8T, 2.7T, 2.8L 30V & 3.0L 30V Valve Train Components:

- 109 087 HEAVY DUTY VALVE SPRING KIT with TITANIUM RETAINERS for 1.8T**  
Can be used in the 2.7T, 2.8L 30V and 3.0L 30V engines (order 1.5 sets)
- 109 091 CAM FOLLOWERS INTAKE (1.8T, 2.7T, 30V V6)**  
Sold each. 3 per cylinder.
- 109 092 CAM FOLLOWERS EXHAUST (1.8T, 2.7T, 30V V6)**  
Sold each. 2 per cylinder.
- 109 126 INTAKE VALVE, 5V (26.9mm, 6mm Undercut) OEM**  
1.8T, 2.7T, 2.8L 30V & 3.0L 30V heads
- 109 119 HIGH PERFORMANCE INTAKE VALVE, 5V (26.9mm, 6mm Undercut)**  
Stainless intake valve 26.9mm, 6mm stem necked down to 5mm for 1.8T, 2.7T, 2.8L V6 30V & 3.0L V6 30V heads. Higher flow than standard valve. Black nitride treatment reduces friction, improves heat dissipation and Valve guide wear. Light Weight. Also available in single groove for ultra high rpm race.
- 109 119X OVERSIZE INTAKE VALVE, 5V (27.9mm, 6mm Undercut)**  
Same as the #109 119 but 1mm oversize. Also available in single groove for ultra high rpm race.
- 109 127 EXHAUST VALVE, 5V (29.9mm, 6mm) OEM**  
For 1.8T, 2.7T, 2.8L V6 30V & 3.0L V6 30V heads.
- 109 120 HIGH PERFORMANCE EXHAUST VALVE, 5V (29.9mm, 6mm stem)**  
Inconel exhaust valve 29.9mm, For 1.8T, 2.7T, 2.8L V6 30V and 3.0L V6 30V heads. Higher flow than standard valve. Also available in single groove for ultra high rpm race.
- 109 120X OVERSIZE EXHAUST VALVE, 5V (30.9mm, 6mm stem)**  
1mm oversize 1.8T inconel exhaust valve. Single groove for ultra high rpm race.
- 109 235 VALVE GUIDE 5V (6mm)**  
For 1.8T, 2.7T, 2.8L V6 30V and 3.0L V6 30V heads.
- 109 311 VALVE STEM SEAL, 6mm (OEM, 5V, 30V, VR6 24V, 2.0T & 2.5L 5cyl.) each**



1.8T Valve Train Components

# Engine Parts

## Connecting Rod Sets:

Connecting rods are subjected to unbelievable stresses. And we're lucky we drive Volkswagens because they have connecting rods that make Toyota and Honda rods look like cheap toys. Special rods are only needed when you plan to turn extreme rpm (over 8000) or run extreme boost over 80" (25psi).

### 105 027 SET of NEW 2.0L CONNECTING RODS

Made for early 2.0L 8V & 16V engines. Can be used in 1.8L engines as well. The rods are "rifle drilled." This refers to the oil galley drilled from the big end of the rod to the little end. This provides full pressure lubrication to the wrist pin. Wrist pin bearings aren't really a problem, but sometimes they can make noise. By pressure lubing the bearing it helps eliminate this noise. 144mm rod length. *Requires #105 050 rod bearings.*

### 105 100 RACE H-BEAM FORGED RODS with 3/8 ARP BOLTS 144mm

144mm, for 1.8L and 2.0L 16V, Audi 2.0L 8V (3A) and 1.8T w/20mm pins, Set of 4, 30 grams per rod lighter than std. 1.8 rods. Wrist pins dia. 20mm.

### 105 102 RACE H-BEAM FORGED RODS w/ARP BOLTS 159mm

608 grams each, 159mm rod length, For "ABA" and "ABF" engines, Set of 4, Wrist pins dia. 21mm.



## Connecting Rod Bolts:

Connecting rod bolts are highly stressed and create a major disaster when one fails (breaks). Fist size holes punched through the block are common with this type of failure. The forces at high RPM's try to pull the rod cap off the rod. If you intend to turn higher RPM than the normal street red line of 6500, you should consider our racing rod bolts as good insurance.

### 105 052 CONNECTING ROD BOLT SET (1.8L & 2.0L up to '00)

OEM rod bolt set with nuts. Follow factory torque specs (stretch type bolt).

### 105 053 ARP CONNECTING ROD BOLT SET (1.8L & 2.0L up to '00)

Special alloy high strength bolts for race or high performance use. Can be reused unlike the standard OEM type.

### 105 054 ARP CONNECTING ROD BOLT SET for CORRADO G60

Special alloy high strength bolts for race or high performance use. Can be reused unlike the standard OEM type. Will also work with 1.5L, 1.6L and 1.7L engines.

### 105 055 ARP CONNECTING ROD BOLT SET for VR6 12V, 24V 2.8L-3.2L

Special alloy high strength bolts for race or high performance use. Can be reused unlike the standard OEM type.



## Engine Bearing Rods:

All of the engine bearings we use and sell will stand up to severe service. We sell the following brands: Glyco, Kolbenschmidt, and Metal Leve. They are made in Germany and Brazil and they all work fine. All the main bearing sets we sell include the extra grooved bearing shell for use in #4 main bearing. We now offer bearing sets with the 6 piece center main bearing. We feel this center main bearing offers a more durable thrust bearing.

### 104 001 CONNECTING ROD BEARING SET (1.5L, 1.6L and 1.7L) STANDARD

Standard size, fits '75-'84.

### 104 005 CONNECTING ROD BEARING SET (1.5L, 1.6L and 1.7L) UNDERSIZE -.25mm

As above except .25mm (.010") undersize.

### 104 010 CONNECTING ROD BEARING SET (1.5L, 1.6L and 1.7L) UNDERSIZE -.50mm

As above except .50mm (.020") undersize.

### 104 021 CONNECTING ROD BEARING SET ('92up VR6 12V & 24V) STANDARD

### 104 022 CONNECTING ROD BEARING SET (VR6 12V & 24V) UNDERSIZE -.25mm

As above except .25mm (.010") undersize.

### 104 030 CONNECTING ROD BEARING SET (EARLY 1.8L) UNDERSIZE -.25mm

Undersize .25mm (.010"). Non-"rifle drilled" rods including G60.

### 104 040 CONNECTING ROD BEARING SET (EARLY 1.8L) UNDERSIZE -.50mm

Undersize .50mm (.020"). Non-"rifle drilled" rods including G60.

### 104 050 CONNECTING ROD BEARING SET (1.8L & 2.0L) STANDARD

Standard size. For engines with "rifle drilled" connecting rods. See part number #105 027. Also "ABA" engines.

### 104 055 CONNECTING ROD BEARING SET (1.8L & 2.0L) UNDERSIZE -.25mm

Undersize .25mm (.010"). For engines with "rifle drilled" connecting rods.

### 104 060 CONNECTING ROD BEARING SET (Mk4 2.0L & 1.8T) STANDARD

Standard size. For rods with 19mm wrist pins and fracture-splits. Late '01-'05

## Engine Bearing Mains:

### 104 100 MAIN BEARING SET (1.5L, 1.6L and EARLY 1.7L) STANDARD

### 104 105 MAIN BEARING SET (1.5L, 1.6L and EARLY 1.7L) UNDERSIZE -.25mm

Undersize .25mm (.010").

### 104 110 MAIN BEARING SET (1.5L, 1.6L and EARLY 1.7L) UNDERSIZE -.50mm

Undersize .50mm (.020").

### 104 101 MAIN BEARING SET (w/6 PIECE CENTER MAIN) STANDARD

Standard. Fits late 1.7L, 1.8L, 2.0L(No Mk4) and 1.8T to '00

### 104 106 MAIN BEARING SET (w/6 PIECE CENTER MAIN) UNDERSIZE -.25mm

Undersize .25mm (.010"). Fits late 1.7L, 1.8L, 2.0L(No Mk4) and 1.8T to '00

### 104 102 MAIN BEARING SET (Mk4 2.0L & 1.8T) STANDARD

### 104 115 MAIN BEARING SET ('92up VR6 12V & VR6 24V) STANDARD

### 104 116 MAIN BEARING SET ('92up VR6 12V & VR6 24V) UNDERSIZE -.25mm

Undersize .25mm (.010").

### 104 150 INTERMEDIATE SHAFT BEARINGS (4 CYL.)

(Set of two). *Note: These do not require align boring.* '75-'00, Mk1, Mk2, Mk3 and "AEB" 1.8T (No Mk4s).

## Engine Fasteners, Plugs & Breather Block Off Plates:

Chevy engine builders have had access to aerospace quality, ultra high strength studs and fasteners for years and finally these specialized parts are available to the VW engine builder. If you really plan to squeeze your engine for all its worth or you just want to have more peace of mind, these are for you. The material is 8740 Chromoly steel, the threads are rolled, and the tensile strength is over 190,000 PSI. A must for racing and highly recommended for high performance street use.

\*ARP's "undercut Head Studs compensates for head growth & equalizes clamping pressure throughout the varying operating temperatures. Recommended for street use.

### 103 099 ARP HEAD STUD KIT (Mk4 2.0L ENGINES)

These are aerospace quality studs that are stronger than the original equipment. Also due to the finer thread pitch, they offer greater clamping pressure. The studs are made of 8740 Chromoly steel and feature rolled threads for maximum strength.

### 103 100U ARP UNDERCUT HEAD STUD KIT (VR6 12V ENGINES)

### 103 101 ARP HEAD STUD KIT ('86-'92 16V ENGINES)

These are aerospace quality studs that are over 30% stronger than the original equipment. Also due to the finer thread pitch, they offer greater clamping pressure. The studs are made of 8740 Chromoly steel and feature rolled threads for maximum strength. The Stud Kit includes special hardened and parallel ground Chromoly washer for even distribution of load.

### 103 101U ARP UNDERCUT HEAD STUD KIT ('86-'92 16V ENGINES)

These are aerospace quality studs that are stronger than the original equipment. Also due to the finer thread pitch, they offer greater clamping pressure. The studs are made of 8740 Chromoly steel and feature rolled threads for maximum strength. The Stud Kit includes special hardened and parallel ground Chromoly washer for even distribution of load.

### 103 102 ARP HEAD STUD KIT (8V ENGINES)

1975-early 1999, 8V 1.5L-2.0L (Mk1, Mk2 and Mk3 engines) Also the 8V studs are over 40% stronger than the original equipment bolts.

### 103 102U ARP UNDERCUT HEAD STUD KIT (8V ENGINES)

1975-early 1999, 8V 1.5L-2.0L (Mk1, Mk2 and Mk3 engines)

### 103 100U ARP UNDERCUT HEAD STUD KIT (VR6 12V ENGINES)

### 103 103 HEAD BOLT 11mm OEM (1.5L-2.0L 8V Mk1, Mk2 & Mk3 GAS ENGINES)

Genuine OEM parts. Stretch type bolt with 12 point socket heads. VW started using these in '78, but they can be used in earlier engines too. Washers included. Each.

### 103 106 HEAD BOLT OEM ('86-'92 16V ENGINES)

It's not a bad idea to change these bolts any time the head is removed. They are designed to stretch which is good in our opinion. Head gaskets can be a problem with a "bimetallic engine" (aluminum head cast iron block). Springy bolts prevent crushing of the head gasket. They do not require re-torquing. Each.

### 103 107 HEAD BOLT SET OEM (VR6 12V)

The VR6 is very unusual engine. How many other V6's only have one head? The head bolts are different lengths so they are only available in sets. Set of 20.



#103 106 16V  
Head Bolts

#103 105 ARP  
Main Cap Stud Kit



### 103 111 HEAD BOLT OEM (2.0L 8V Mk4 '98-'05) Each

### 103 112 HEAD BOLT OEM (1.8T AUDI A4 & PASSAT up to 4/'00 - 11mm) Each

### 103 113 HEAD BOLT OEM (all 1.8T Mk4. PASSAT & AUDI A4 from 5/'00 - 10mm) Each

### 103 105 ARP MAIN CAP STUD KIT (8V & 16V ENGINES)

ARP's studs are 20% stronger at 190,000 PSI. Besides being stronger, they offer the added clamping force due to their fine threads. Good insurance for your high performance engine. Fits all 8V and 16V. (Mk1, Mk2 and Mk3 engines)

### 103 105L ARP MAIN CAP STUD KIT LATE 4 CYLINDER

ARP's studs are 20% stronger at 190,000 PSI. Besides being stronger, they offer the added clamping force due to their fine threads. Good insurance for your high performance engine. Mk4 2.0L, Mk4 1.8T, '01-'05 Passat 1.8T & Audi A4 1.8T '01-'05 VW/Audi 2.0T Engines.

### 103 104 ARP MAIN CAP STUD KIT (VR6 ENGINES)

All VR6 - 12V, 24V, 2.8L, 3.2L, 3.6L engines.

### 103 110 FREEZE PLUGS OEM (8V & 16V - STEEL)

It's a good idea to replace the freeze plugs when you are rebuilding your engine. These are German made and sold in sets of 4. They fit all 8V and 16V engines (Mk1, Mk2 and Mk3 engines)

### 103 120 OIL GALLEY PLUGS (1.5L, 1.6L, 1.7L, 1.8L & 2.0L)

Always remove these plugs when rebuilding your engine. It's the only way the oil galley can be properly cleaned. Once installed, the plugs cannot be reused. Be sure to add these to your list when buying parts to prepare your block for assembly. Set of 2.

### 103 125 OIL GALLEY PLUGS for CROSSDRILL CRANKSHAFT (1.5L, 1.6L, 1.7L & EARLY 1.8L)

The oil galleys drilled into 1.5L, 1.6L, 1.7L and early 1.8L crankshafts collect dirt and debris during normal operation. This is because of the centrifugal action to which the oil is subjected to flowing through the crankshaft. The only way to clean the galleys is to remove the standard pressed-in plugs. After the standard plugs are removed, the holes are drilled and tapped for these screw-in plugs. The gunk that accumulates in the galleys is truly amazing. Most people overlook this critical step in engine preparation. **Not needed in '89up 16V or late '91up 8V.**

### 103 130 BREATHER BLOCK OFF PLATE

For use when installing 2.0L Audi '80 short block in Mk1 & Mk2 cars. Also has provisions for mounting warm-up regulator.

### 103 135 BREATHER BLOCK OFF PLATE, LATE

For use when installing Mk3 2.0L tall block in Mk1 & Mk2 cars. Also has provisions for mounting warm-up regulator.

### 103 140 DISTRIBUTOR ADAPTOR BUSHING (2.0L 8V CONVERSION)

Adapts non-2.0L distributor housing to 2.0L 8V block.

### 103 145 DISTRIBUTOR GEAR (2.0L 8V CONVERSION)

For installing a 1.6L-1.8L distributor into VW 2.0L "Tall Block" (ABA) & Audi 80 2.0L (3A) engine. Includes roll pin.

### 103 146 DISTRIBUTOR ADAPTOR BUSHING & GEAR (2.0L 8V CONVERSION)

For installing a 1.6L-1.8L distributor into VW 2.0L "Tall Block" (ABA) & Audi 80 2.0L (3A) engine. Kit includes #103 140 Bushing and #103 145 Gear.

## Crankshaft Bolts & Sprockets:

### 106 100 CRANKSHAFT SPROCKET ('75-'82, 1.5L, 1.6L & 1.7L 8V)

### 106 110 CRANKSHAFT SPROCKET ('83-'98 1.7L, 1.8L & 2.0L 8V)

### 106 112 CRANKSHAFT SPROCKET ('86-'92 16V 1.8L & 2.0L)

### 106 115 BOLT for CRANKSHAFT SPROCKET ('83-'98 1.7L, 1.8L & 2.0L 8V)

### 106 117 BOLT for CRANKSHAFT SPROCKET ('86-'92 1.8L & 2.0L 16V)

## Piston Sets:

- 107 811 PISTON SET - 1.8L 8V (81mm, 10:1 CR) STANDARD**  
OEM German 1.8L 8v engines (10:1 compression ratio with a std. 86.4mm stroke). Complete with rings, pins and clips.
- 107 813 PISTON SET - 1.8L 8V (81.5mm, 10:1 CR) .5mm OVERSIZE**  
OEM German .5mm oversize piston set for 1.8L 8V with 10:1 compression ratio. Complete with rings, pins and clips.
- 107 815 PISTON SET - 1.8L 8V (82mm, 10:1 CR) 1mm OVERSIZE**  
OEM German 1mm oversize piston set for 1.8L 8V with 10:1 compression ratio. Complete with rings, pins and clips.
- 107 818 PISTON SET - 1.8L 16V (81.5mm, 10:1 CR) 0.5mm OVERSIZE**  
OEM German 0.5mm oversize piston set for 1.8L 16V with 10:1 compression ratio. Complete with rings, pins and clips.
- 107 822 PISTON SET - 2.0L 16V (83.5mm, 10.8:1 CR) 1mm OVERSIZE \*FORGED\***  
Full 1mm oversize. 2032cc engine. Wrist pin: 20mm. Compression ratio: 10.8:1. Complete with rings, pins and clips. **FORGED**
- 107 826 PISTON SET - Mk3 2.0L 8V (83.5mm, 10:1 CR) 1mm OVERSIZE \*FORGED\***  
Full 1mm oversize. 2032cc engine. **Wrist pin: 21mm.** Compression ratio: 10:1. Complete with rings, pins and clips. **FORGED**
- 107 829 PISTON SET - AUDI 80 2.0L 8V (83.5mm) 1mm OVERSIZE \*FORGED\***  
1mm oversize pistons for the Audi 80 2.0L 8V engine. Wrist pin: 20mm. Compression ratio: 10.25:1. Complete with rings, pins and clips. **FORGED**
- 107 830 PISTON SET - 1.8L 8V (83mm, 10:1 CR) 2mm OVERSIZE \*FORGED\***  
1870cc 2mm oversize pistons for the 1983-1992 VW 1.8L 8V engine. Wrist pin: 20mm. Compression ratio: 10:1. Complete with rings, pins and clips. **FORGED**
- 107 831 PISTON SET - TURBO 1.8L 8V (83mm, 8.5:1 CR) 2mm OVERSIZE \*FORGED\***  
2mm oversize turbo pistons for the 1983-1992 VW 1.8L 8V engine and can be used in the Corrado G-60 engine using tt #105 100 H-Beam rods. Wrist pin: 20mm. Compression ratio: 8.5:1. Complete with rings, pins and clips. **FORGED**
- 107 835 PISTON SET - VR6 (82mm, 10:1 CR) 1mm OVERSIZE**  
OEM 2.9L VR6 pistons for the VR6. Makes the standard 2.8L engine a 2.9L. Complete with rings, pins, & clips.
- 107 850 PISTON SET - 1.8T (82mm, 9.3:1 CR) \*FORGED\***  
1mm oversize piston set for the 1.8T. 20mm pins. Complete with rings, pins, & clips. Can be used in later 1.8t engine with connecting rod change.

#107 826 Piston Set



#107 850 Piston Set

#108 820 Piston Ring Set



## Piston Ring Sets:

Because we want our street engines to last at least 100,000 miles, we insist on piston ring sets that feature a chrome plated top ring or moly top ring, a cast iron second ring, and a cast oil ring with coil spring expander (when available). Yes, chrome rings take longer to "seat" (another word for wearing in and conforming intimately with the cylinder walls), but nothing yet out lasts them. For some applications Moly rings are used for quick seating. For the long haul we trust OEM type rings. If you're not sure which ring set you need, give us a call. We'll be glad to help.

- 108 810 PISTON RING SET - '83-'93 1.8L (81mm - Set of 4)**  
OEM quality (GOETZE). Bore size: 81mm (standard for 1.8 liter engines). *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 812 PISTON RING SET - 1.8T to EARLY '02 (81mm - Set of 4)**  
OEM quality (GOETZE). Bore size: 81mm (standard for 1.8 liter engines). *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil - 2.0mm.*
- 108 812B PISTON RING SET - 1.8T to EARLY '02 (81mm - Set of 4) Brazil**  
81mm bore. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil - 2.0mm.*
- 108 811 PISTON RING SET (81mm - Set of 6)**  
OEM quality (GOETZE). For the VR6. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 815 PISTON RING SET (81.5mm 1.8L - Set of 4)**  
OEM quality (GOETZE). Bore size: 81.5mm. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 820 PISTON RING SET (82mm 1.8L - Set of 4)**  
OEM quality. Bore size: 82mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 821 PISTON RING SET (82mm - Set of 6)**  
OEM quality. For the VR6 2.9L. Bore size: 82mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 824 PISTON RING SET (82.5mm 2.0L - Set of 4)**  
OEM quality (GOETZE). For the '90.5-'91 3A, 9A, ABA 2.0L and Mk4/Beetle 2.0L engines. Bore size: 82.5mm. Chrome top ring. *Ring widths: 1st-1.2mm, 2nd-1.5mm, oil-2.0mm.*
- 108 824B PISTON RING SET (82.5mm - Set of 4) Brazil**  
Same as the #108 824 but made in Brazil.
- 108 828 PISTON RING SET (82.5mm - Set of 4)**  
OEM quality Bore size: 82.5mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm. Was used in our older 2021cc engines*
- 108 829 PISTON RING SET (83mm - Set of 4)**  
OEM quality. Bore size: 83mm. Chrome top ring. *Ring widths: 1st-1.2mm, 2nd-1.5mm, oil-2.0mm. (83mm 2.0 16v)*
- 108 831 PISTON RING SET (82.5mm '88-6/'90 Audi 80 2.0L - Set of 4)**  
OEM quality. Bore size: 82.5mm. Audi "3A" 1988-06/1990. (up to vin #F-8A-L-400-000) *Ring widths: 1st-1.5mm, 2nd-1.5mm, oil-2.0mm.*
- 108 832 PISTON RING SET (83mm 2.0L - Set of 4)**  
OEM quality. Bore size: 83mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.5mm, oil-2.0mm. Used some in of our 2008cc engine kits and engines.*
- 108 833 PISTON RING SET (83mm 1.9L - Set of 4)**  
OEM quality. Bore size: 83mm. These are for our 1870cc cast pistons. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 835 PISTON RING SET (83mm - Set of 4)**  
OEM quality. Bore size: 83mm. These are for our 83mm forged pistons. *Ring widths: 1st-1.0mm, 2nd-1.2mm, oil-2.8mm.*
- 108 836 PISTON RING SET (83.5mm - Set of 4)**  
OEM quality. Bore size: 83.5mm. These are for our 83.5mm forged pistons. *Ring widths: 1st-1.0mm, 2nd-1.2mm, oil-2.8mm..*

## Engine Oiling System:

Trite as it may sound, oil is "the life blood" of your engine. Keep the pressure up with the right pump, keep it clean with an *OEM quality* oil filter, and keep it cool with an added cooler. The oiling system of the Volkswagen started out excellent, and has even improved over the years. Upgrade your engine to the latest factory specs.

### Oil pressure notes:

Early engines (solid lifter) had a normal operating oil pressure of about 90 psi and about 20-30 psi at idle. Late model hydraulic motors see only about 60 psi in normal operation and have pressure at idle of about 10-15 psi, so don't be alarmed.

#### 115 100 OIL PAN (4.7 QUART)

OEM factory pan as provided for the Mk1, Mk2 and Mk3, '75-early '99. Includes pan gasket and drain plug.

#### 115 101 OEM OIL DRAIN PLUG W/ COPPER WASHER (14mm)

#### 115 102 HYBRID OIL PAN KIT (Mk4 2.0L and TDI)

Hybrid oil pan kit for Mk4 Golf, Jetta & Beetle 2.0L & TDI engines. Replaces the all aluminum die cast oil pan with a two-piece aluminum/steel assembly. Use this to replace an oil pan with stripped out drain plug threads or broken due to impact. Note that some 2004 vehicles may already have this pan design. We include a tube of #198.183 gasket sealer with this product.

#### 115 103 HYBRID OIL PAN KIT (Mk4 1.8T)

Same as the #115 102 oil pan but for the Mk4 Golf, Jetta & Beetle 1.8T engine.

#### 115 110 BAFFLED OIL PAN with WINDAGE TRAY

We start with a new OEM VW 4.7 quart oil pan and add "trap door" baffling with an integrated windage tray to make the ultimate oil pan. Provides awesome oil control when you play "Hank the handler" as well as keeping the oil off the crankshaft. Yellow zinc plated with pan gasket and drain plug provided. Fits Mk1, Mk2 and Mk3, '75-early '99.

#### 115 110L BAFFLED OIL PAN with WINDAGE TRAY (2.0L 16V)

Same as #115 110 but with 2.0L 16V oil pan gasket.



#115 110 Baffled Oil Pan

#### 115 115 OIL BAFFLE (8V HEADS - TOP END)

This is the heat resistant plastic baffle developed by VW for the Mk1, Mk2 & Mk3 cars equipped with hydraulic valve lifters. It helps prevent oil loss to the breather (which ends up in the air filter element). It even helps prevent the valve cover gasket from leaking by preventing direct oil splash on it. Can be used in solid lifter heads as well.



#115 115 Upper Oil Baffle

#115 116



#### 115 116 OEM OIL FILLER CAP for ALL VW & AUDI

#### 115 120 OIL BAFFLE (CRANKCASE)

Fits std. 4.7L pans with '83 and newer oil pumps. You must have the oil pump with the removable oil pick-up pipe in order to use this baffle/windage tray. Most of the benefits of an expensive oil pan for around \$20.00! For Mk1, Mk2 & '96 up Mk3.

#### 115 125 FACTORY WINDAGE TRAY

OEM steel windage tray. Comes with molded on rubber gasket. Not for use with #115 120 oil baffle. Fits Mk1, Mk2 and Mk3, '75-early '99.

#### 115 130 BREATHER HOSE - TOWER TO VALVE COVER (Mk3 2.0L '93-early '99)

#### 115 205 OIL PUMP 8V (30mm GEAR)

Oil pumps tend to last a long time and seldom give trouble. However, if you encounter problems with the oil pressure relief valve (which cause oil filters to blow if it sticks shut) or if the clearances get excessive, replace it with a quality-made pump. This is a OEM quality unit. Fits all 8V models from '75-'87 with solid lifters. We recommend the 36mm pump for Hyd. lifter engines.

#### 115 206 OIL PUMP 8V (36mm GEAR)

OEM pump used in the "ABA" 2.0L 8V engines. It helps to cure "noisy lifter" problems in the '85-'92 models. The largest pump available for the 8V engine. Gear length is 36mm. Std. 1.8L is 30mm. Not recommended for solid lifter engines.

#### 115 208 OIL PUMP 16V (36mm GEAR)

OEM pump used in the 2.0L 16V engine. Recommended for the 1.8L 16V engine by reusing the 1.8L pickup tube or using the thicker 2.0L pan gasket or the 115 125 baffle. Higher volume & pressure than 30mm pump.

#### 115 209 OIL PUMP VR6 12V & 2.8L-3.2L 24V

OEM pump.

#### 116 100 FACTORY WATERCOOLED OIL COOLER

up to 2005 transverse engines.

#### 117 100 OEM QUALITY OIL FILTER (CORRADO G60 & '93up Mk3 2.0L)

Can be fitted to earlier models. Genuine VW filter with hex nut for easy removal. Top quality European made filter with anti-drain back valve. Helps prevent "dry" starts.

#### 117 102 OEM QUALITY OIL FILTER (12V VR6 '92-'95)

German made replacement element for the '92-'95 VR6.

#### 117 103 OEM QUALITY OIL FILTER (12V VR6 '96-'02)

German OEM oil filter for the '96-'02 VR6 12V.

#### 117 104 OEM QUALITY OIL FILTER ('06 JETTA BRM TDI & 24V VR6 - NO TUAAREG)

#### 117 105 OEM QUALITY OIL FILTER (4.2L TUAAREG)

#### 117 106 OEM QUALITY OIL FILTER (DIESEL Mk1, Mk2, Mk3 & 1.8T AUDI, PASSAT 1.8T)

This is a oversized filter recommended by VW & Audi for 1.8T engines.

#### 117 107 OEM QUALITY OIL FILTER (2005-up Mk5, PASSAT, AUDI A3 & AUDI A4)

2.0T and 2.5L engines.

#117 102



#117 106



#117 100

#117 103

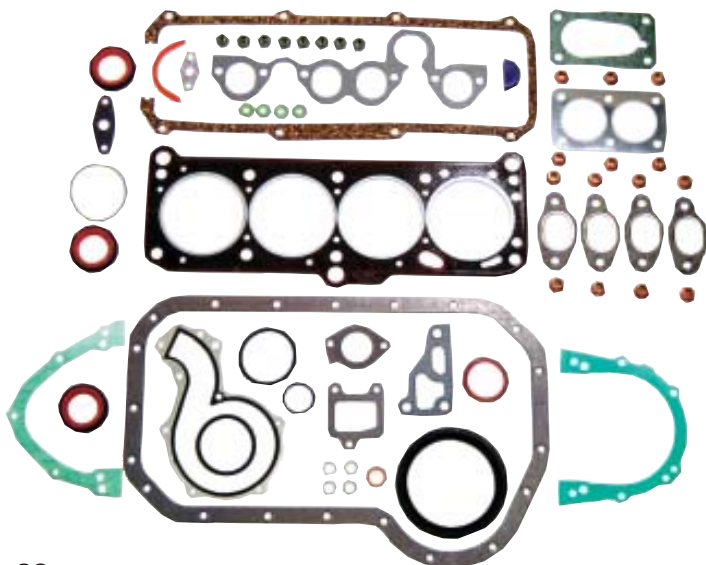


# Gasket Sets



We assemble our own kits to provide you with everything you need from injector O-rings to downpipe gaskets.

- 198 001 COMPLETE ENGINE GASKET SET ('77-'84, 1.5L-1.7L)**  
Our gasket sets are made from super quality German & European made products. We assemble all these sets in house. They have every gasket you need for the fuel injected VW water-cooled engine. For all '76-'84 1.5L, 1.6L and 1.7L fuel injected engines.
- 198 003 COMPLETE GASKET SET ('90-'92 G60)**  
Comes with multi layer metal head gasket.
- 198 005 COMPLETE GASKET SET ('83-'87 CIS 1.8L)**
- 198 006 COMPLETE GASKET SET ('88-'93 DIGIFANT 1.8L)**
- 198 010 COMPLETE GASKET SET ('86-'89, 1.8L 16V)**
- 198 011E COMPLETE GASKET SET ('90-1/91, 2.0L 16V)**
- 198 011L COMPLETE GASKET SET (2/91up, 2.0L 16V)**  
(For plastic breather and late style oil filter adaptor.)
- 198 013 COMPLETE GASKET SET ('93-'95 Mk3 2.0L 8V)**  
Includes 115 125 lower baffle and Multi layer metal head gasket.
- 198 014 COMPLETE GASKET SET ('96-'99 Mk3 2.0L 8V)**  
Comes with multi layer metal head gasket.
- 198 015 COMPLETE GASKET SET ('96-'00 AUDI A4 1.8T & '98-'00 PASSAT 1.8T)**  
Comes with multi layer metal head gasket
- 198 016 COMPLETE GASKET SET ('01-'05 AUDI A4 1.8T, PASSAT 1.8T & Mk4 1.8T)**  
Comes with multi layer metal head gasket.
- 198 021 COMPLETE GASKET SET (VR6 '92-'95)**
- 198 022 COMPLETE GASKET SET (VR6 '96-early '99)**
- 198 100 HEAD GASKET SET ('76-'84, 1.5L, 1.6L & 1.7L)**  
Top quality German & European head sets that includes the VITON® valve stem seals, intake and exhaust gaskets, throttle valve gasket, head gasket and valve cover gasket.
- 198 108 HEAD GASKET SET ('90-'92 G60)**  
Comes with multi layer metal head gasket.
- 198 109 HEAD GASKET SET (1.8T ENGINES w/large intake port)**
- 198 109L HEAD GASKET SET (1.8T ENGINES w/small intake port)**
- 198 110 HEAD GASKET SET ('83-'87 CIS, 1.8L 8V)**

#198 001 Complete Gasket Set



#198 108 Corrado G60 Head Gasket Set

- 198 111 HEAD GASKET SET ('88-'93 DIGIFANT 1.8L)**
  - 198 112 HEAD GASKET SET ('86-'89, 16V 1.8L)**
  - 198 113 HEAD GASKET SET ('90-'92, 16V 2.0L)**
  - 198 114 HEAD GASKET SET (Mk3 2.0L 8V CROSSFLOW)**  
Comes w/ Multi layer metal head gasket
  - 198 121 HEAD GASKET SET ('92-'95 VR6)**
  - 198 122 HEAD GASKET SET ('96-'99 VR6)**
  - 198 095 HEAD GASKET SET Mk4 2.0L "AEG" ('98-'00)**
- Head Gaskets:**
- 198 115 HEAD GASKET ('75-'84, 1.5L, 1.6L, & 1.7L)**  
Top quality German head gasket. 
  - 198 116 HEAD GASKET (CORRADO G60 1.8L) METAL**  
OEM head gasket for the supercharged Corrado. This is the multi layer metal head gasket version. Excellent for turbo 1.8L up to 82mm bore. #198 116
  - 198 117 HEAD GASKET OEM (Mk3 2.0L CROSSFLOW) METAL** #198 139M  
Multi layer metal head gasket. 
  - 198 118 HEAD GASKET (1.8T ENGINES)**  
Multi layer metal head gasket. All years.
  - 198 135 HEAD GASKET ('83-'93 1.8L, incl. 16V)**  
Can be used with bore sizes up to 83mm. *German made.*
  - 198 135M HEAD GASKET ('83-'93 1.8L, incl. 16V) METAL**  
Can be used with bore sizes up to 83mm. Great for boosted engines. Multi layer metal, *German made.*
  - 198 137 HEAD GASKET ('90-'92 2.0L)**  
Fits both the Audi 2.0L 8V "3A" and 2.0L 16V engines. Also use the gasket for "ABA" swaps using 1.8L heads. The spacing of the head gasket dowels in the 2.0L blocks are different from the 1.8L blocks. *German made.*
  - 198 137M HEAD GASKET ('90-'92 2.0L) METAL**  
Multi layer metal version of the 198 137. Great for boosted engines
  - 198 139 HEAD GASKET (for VR6 '92-'99)**
  - 198 139M HEAD GASKET (for Mk4 VR6 '99up) METAL**  
This gasket is thinner than the 198 139 and will raise the compression .5-1 when used on the MK3 VR6. Multi layer metal head gasket

## Valve Cover Gaskets:

Don't forget to buy a valve cover gasket when changing your cam.

- 198 150 VALVE COVER GASKET SET**  
Fits '76-'79 models for non-shouldered valve cover studs. *German.*
- 198 160 VALVE COVER GASKET SET ('80-'93 8V)**  
Fits '80-'93 models for shouldered valve cover studs. *German.*
- 198 161 VALVE COVER GASKET SET ('86-'92 16V)**  
German OEM gasket set. (not for "ABF")
- 198 162 VALVE COVER GASKET (CORRADO G60)**  
OEM one piece rubber gasket.



#198 163 Rubber Valve Cover Upgrade Kit

- 198 163 RUBBER VALVE COVER GASKET KIT ('78-'93 8V)**  
Upgrade your leaky valve cover gasket with this kit. One piece rubber gasket seals much better than the old cork & rubber 3 piece originals. Includes new studs required for installation.
- 198 165 RUBBER VALVE COVER GASKET for '93up Mk3 & Mk4/BEETLE "AEG" 2.0L**  
OEM one piece rubber gasket.
- 198 166 VALVE COVER GASKET SET (VR6 '92-'95)**  
OEM one piece rubber gasket.
- 198 167 VALVE COVER GASKET SET (VR6 '96-'99)**  
OEM one piece rubber gasket.
- 198 168 VALVE COVER GASKET SET (ALL 1.8T ENGINES)**  
OEM one piece rubber gasket.
- 198 217 1.8T, 2.7T & 30V V6 CAMSHAFT CHAIN TENSIONER GASKET SET**  
Gasket and half moon seal for camshaft chain tensioner/adjuster on all VW/Audi 1.8T, 30V V6 & 2.7T engines (order 2 for V6 Applications). Recommended to replace every 60,000 miles. If you're doing the timing belt take the extra time and replace this as well as the camshaft seals #198 200 (1 seal per cam). Requires VW/Audi Special tool #3366 for compressing the tensioner. See TT# T33 660
- 198 169 VALVE COVER GASKET SET (VR6 24V)**  
OEM one piece rubber gasket plus seals for the spark plug holes.

## Oil Pan Gaskets:

- 198 170 OIL PAN GASKET ('75-early '99, 4 CYLINDER)**  
Fits all 4 cylinder engines, gas or diesel.
- 198 171 OIL PAN GASKET RUBBER ('75-early '99, 4 CYLINDER)**  
Fits Mk1, Mk2 & Mk3 4 cylinder engines. Later version helps to prevent oil leaks.
- 198 172 OIL PAN GASKET ('90-'92 16V 2.0L)**  
Consists of 2 pan gaskets with an aluminum spacer sandwiched in between. Used on the '90-'92 2.0L 16V engines.
- 198 173 OIL PAN GASKET ('92-early '99 VR6, FIBER)**
- 198 174 OIL PAN GASKET ('92-early '99 VR6, RUBBER)**  
Later version helps to prevent oil leaks.

## Intake Gaskets and Seals:

- 109 300 VALVE STEM SEALS (8mm)**  
These are the late factory VITON® seals. They are easy on the valve stems and provide excellent oil control.
- 109 310 VALVE STEM SEALS (7mm)**  
For all 16V, VR6 12V & Mk3 2.0L, Mk4 2.0L, VITON® .
- 109 311 VALVE STEM SEALS (6mm)**  
For 20V 1.8T, 5V V6, VR6 24V & 2.5L, VITON®.
- 198 175 INTAKE MANIFOLD GASKET ('76-'93 8V)**
- 198 176 INTAKE MANIFOLD GASKET (16V-LOWER)**  
1.8L and 2.0L 16V.
- 198 177 INTAKE MANIFOLD GASKET (16V-UPPER)**  
1.8L and 2.0L 16V, We recommend to change this gasket when changing the cams.
- 198 178 INTAKE MANIFOLD GASKET UPPER (Mk3 2.0L)**  
We recommend to change this gasket when changing the cams.
- 198 179 INTAKE MANIFOLD GASKET UPPER (Mk3 VR6 12V)**  
We recommend to change this gasket when changing the cams.
- 198 180 INTAKE MANIFOLD O-RING KIT (VR6 12V- UPPER Mk4 )**  
We recommend to change these o-rings when changing the cams.
- 198 181 INTAKE MANIFOLD O-RING (VR6 24V-Mk4 2.8L-2.9L)**  
We recommend to change this o-ring when changing the cams.
- 198 184 INTAKE MANIFOLD O-RING (VR6 R32, Audi A3 3.2L, Audi tt and Touareg VR6 3.2L)**  
We recommend to change this o-ring when changing the cams.

## Sealers:

- 198 182 CURIL K2 GASKET SEALER (CAN - 250ml)**  
This sealer works so nicely I decided to add it to our list of high performance items. I started using this stuff years ago on Porsche 911 engines (which are prone to oil leakage). From that moment on, oil leakage problems were greatly reduced. It's non-hardening and easy to use. Because it's sticky and not slippery (like silicone sealer), it doesn't cause gaskets to shift or squeeze out.
- 198 183 REINZOSIL GERMAN GASKET SEALER (TUBE - 70ml)**  
Reinzosil is a permanently elastic universal sealing compound with temperature resistance up to + 300c. Use this in applications that call for VW # D 176 404 A2 such as aluminum oil pans and retaining plates that do not use a gasket.

## Crank Seals:

- 198 190 SEAL for CRANKSHAFT REAR ('76-'95 4 cyl. & '92-'99 VR6 12V)**
- 198 191 SEAL for CRANKSHAFT REAR ('96-'99)**  
Complete housing with seal built-in. 4 cylinder Mk3.
- 198 200 SEAL for CAMSHAFT & CRANKSHAFT FRONT**  
Fits all 4 cylinder gas engines from '76 up. Also fits intermediate shaft.
- 198 201 SEAL for CRANKSHAFT FRONT (12V & 24V VR6)**  
Fits all 12V and 24V VR6 and early 5 cyl.



#198 191



#198 182

## TT EPROMS, Power Modules & G-60 High Performance Components

It took us a while to get into making EPROMs. We had tested various competitors' chips on the dyno and didn't really find much improvement in power. We purchased a super fast and accurate air/fuel ratio meter and found most of the chips were programmed way too rich. The timing was also over-advanced, particularly at high RPM. After finding this out we decided to give it a try.

As far as we know we are the only people in the US that are using an engine dynamometer & chassis dynamometer to aid in our quest for the optimum chip. The result is a chip that provides better driveability, response, and better acceleration. We also raise the rev limit and speed limits. Emissions data is untouched. We also change part throttle maps so you will notice a difference even when you aren't at full throttle. In most cases fuel economy is also improved!

A chip and TT exhaust is what we recommend for the 1st and most cost effective boost in performance.

**All GIAC performance software requires the car (or ECU) to be present for upgrading. There is no "chip in a box" to send like most Techtonics software upgrades. GIAC software for the 2002 and newer can be flashed through the OBD port.**

**There are camshaft versions available for most Techtonics and GIAC performance software. Call for availability. Custom set rev limits available for most Techtonics software .**

133 100 GIAC FLASH (Mk4 2.0L 8V - PUMP GAS)

133 101 GIAC FLASH (VW/AUDI VR6 & V6 - PUMP GAS)

133 102 GIAC FLASH (VW & AUDI 1.8T - PUMP GAS)

133 103 GIAC FLASH (TOUAREG V8 - PUMP GAS)

133 104 GIAC FLASH (VW & AUDI 2.0T - PUMP GAS)

133 105 GIAC FLASH (AUDI 2.7T & 4.2L - PUMP GAS)

133 106 GIAC FLASH (Mk5 VW 2.5L - PUMP GAS)

133 120 GIAC FLASH ADD-ON (STOCK)

133 121 GIAC FLASH ADD-ON (RACE)

133 122 GIAC FLASH ADD-ON (VALET)

133 123 GIAC FLASH ADD-ON (KILL)

133 124 GIAC FLASH ADD-ON (FIREWALL)

133 200 GIAC FLASHLOADER

Is used for switching between Add-on modes. Available for some 2000-2001 cars and all 2002 and newer.

133 352 TT PERFORMANCE EPROM ('98-'00 Mk4 2.0L)

Requires ECU to be sent to us.

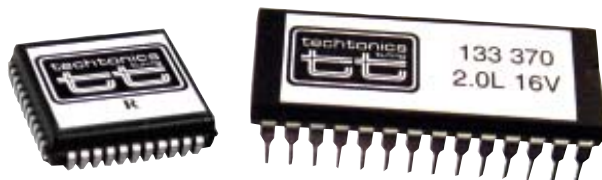
133 360 TT EPROM for 2.0L 8V '93-'95 (for '93 cars we need the ECU#)

133 362 TT EPROM for '96-early '99 with OBD II 2.0L 8V (NEED ECU#)

133 363 TT EPROM for CORRADO & PASSAT VR6 '92-early '93 w/DISTRIBUTOR

133 364 TT EPROM for CORRADO & PASSAT VR6 '93½ COIL PACK

133 366 TT EPROM for Mk3 GOLF/JETTA VR6 '94-'95 (NEED ECU#)



133 367 TT EPROM for VR6 '96-early '99 with OBD II (NEED ECU#)

133 368A TT EPROM for G60 STAGE I (PERFORMANCE EXHAUST)

133 368B TT EPROM for G60 STAGE II (PERFORMANCE EXHAUST & PULLEY)

133 368C TT EPROM for G60 STAGE III (EXHAUST, PULLEY & 268°/260° CAM)

133 368D TT EPROM for G60 STAGE IV (CUSTOM)

133 369 TT EPROM (DIGIFANT II - INCLUDES KNOCK SENSOR BUSHING)

tt EPROM for Digifant II cars. More H.P. & Torque. Improved driveability. This kit also includes knock sensor bushing and longer bolt. With reset ignition timing we are seeing about 4-5 hp grains. Will work in most Bosch and KEN ECU's. Will not run in cars with Digifant I (California models) and Digifant II Triumph-Adler (T/A) and Semmens ECU's.

133 370 TT EPROM for GTI, GLI & PASSAT 16V 2.0L (1990-1992)

Really wakes up the throttle response. Works with all control units except units starting with "893".

133 371 TT FUEL ENRICHMENT MODULE for 1.8L SCIROCCO 16V

We developed this module especially for the 1.8L 16V which tend to lean out at wide open throttle above 5000 RPM. Probably makes the most power per dollar of any modification you can do to a 1.8L 16V. Only works at full throttle so has little effect on fuel mileage.

133 372 TT FUEL ENRICHMENT MODULE for 1.8L GTI & GLI 16V

Same as the Scirocco unit except has correct wire lengths for the GTI and GLI models.

133 375 ALUMINUM KNOCK SENSOR BUSHING

This aluminum bushing bolts between block and the knock sensor. Dampens engine noise to the knock sensor for smoother running engine and most cases more power. Longer bolt included. (not for G60)

133 380 G60 68mm CHARGER PULLEY

Hard anodized aluminum for long life.

133 382 G60 71mm ALTERNATOR PULLEY

Hard anodized aluminum for long life. When used with the 68mm charger pulley the standard length belt can be used.

133 385 G60 ONE-WAY VALVE

The one-way valve allows ISV to control idle speed without bleeding off boost.

133 390 G60 KIT

The kit includes smaller diameter supercharger pulley. Unlike other kits ours also includes a larger diameter alternator pulley. This means the standard drive belt still fits. Also included is our performance EPROM and one-way valve.

133 400 G-LADER INNER TIMING BELT

These won't last forever. Replace yours before it fails & ruins your supercharger.



Scott Fuller's Mk2 Rally car on Technics's Chassis Dyno.



# exhaust systems

## Sport Exhaust Systems:

If you're interested in modifying your Audi or Volkswagen for better performance, the exhaust system should be the first step! A good sport exhaust will provide more power for the money than any other modification you can consider. Plus, a sport exhaust makes your car sound that much better. Usually, both horsepower and mileage go up when you upgrade the exhaust.

*Note: Failure to change the exhaust before you make other performance modifications can hurt performance. Most cams work best if exhaust is upgraded first.*

We are especially proud of our TECHTONICS TUNED Exhaust for the early cars. This system doesn't make as much "advertised" horsepower as our competitors claim their's does. However, in terms of "real" dyno tested power the TT system has them covered.

Another plus for the TECHTONICS TUNED exhaust is that all parts for the system are available separately. How do they fit? With more than 25 years of refinement our systems fit better than our competitors. Most of our systems have a resonator as well as a muffler (sometimes 2) to dampen out harsh sound levels.

## Exhaust Systems in T-304 Stainless Steel:

Simply the best fitting and longest lasting exhaust system available for your VW and Audi. With over 25 years of refinement and upgrading we are able to offer a Limited Lifetime Warranty on all our stainless steel cat back exhaust systems. Our latest systems are made of T-304 stainless steel. This includes the tubing, clamps, resonator, and muffler. Perfect for "salt belt" dwellers. Nobody gives you the options that TT offers. You can choose the sound level by ordering the system with 0, 1, or 2 resonators (available for the Mk2, Mk3, Passat 16V & Corrado G60).

## AUDI EXHAUST SYSTEMS

### Audi tt 1.8T Stainless Steel:

#### **252 550 TT 2½" STAINLESS EXHAUST (AUDI tt 1.8T 2WD)**

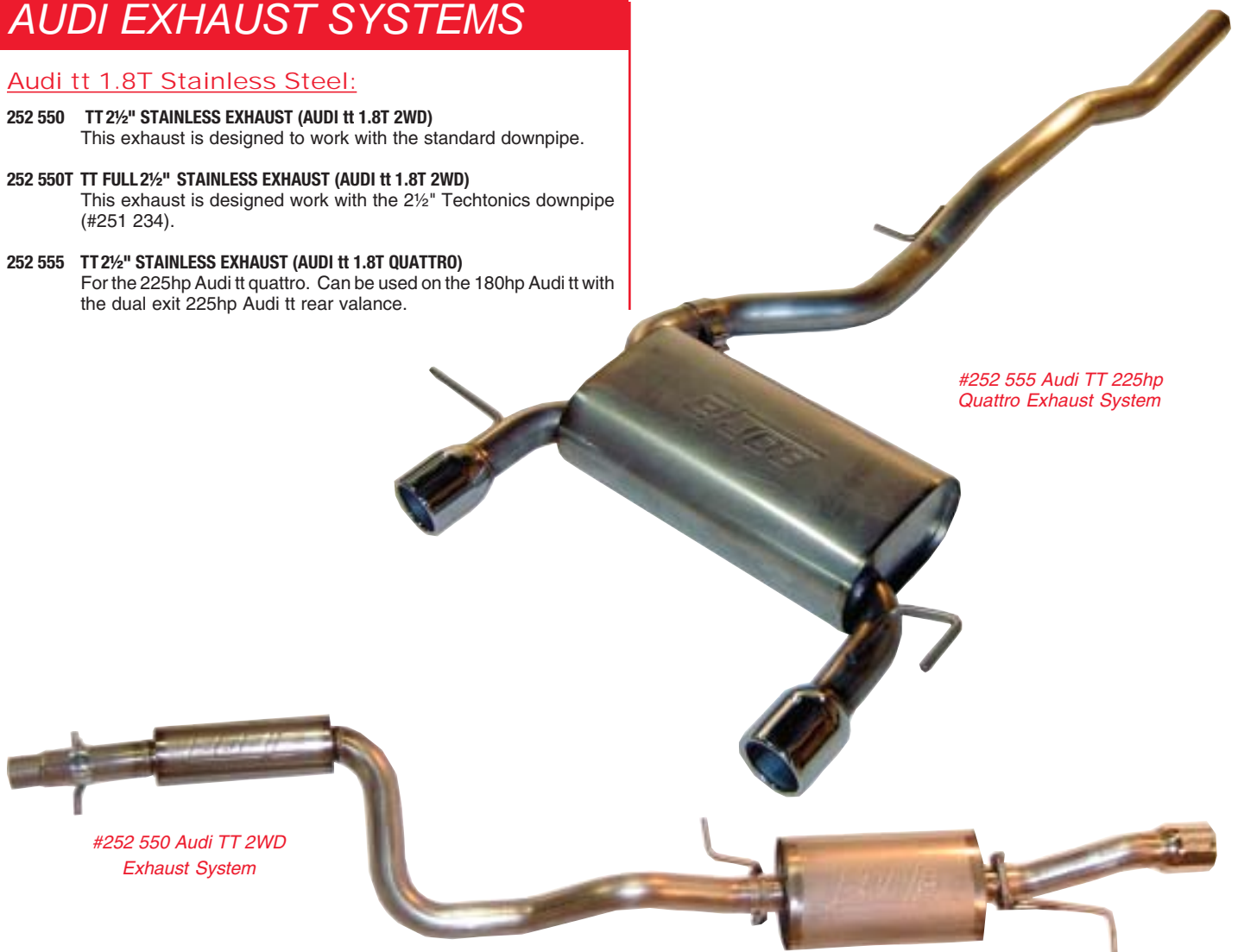
This exhaust is designed to work with the standard downpipe.

#### **252 550T TT FULL 2½" STAINLESS EXHAUST (AUDI tt 1.8T 2WD)**

This exhaust is designed work with the 2½" Techtonics downpipe (#251 234).

#### **252 555 TT 2½" STAINLESS EXHAUST (AUDI tt 1.8T QUATTRO)**

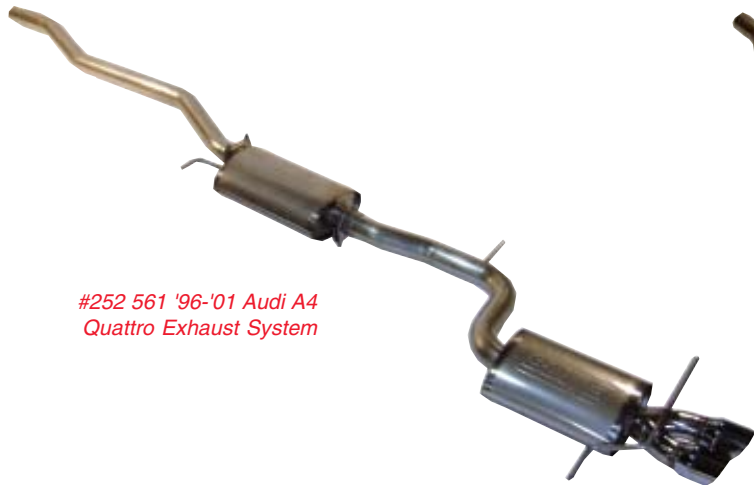
For the 225hp Audi tt quattro. Can be used on the 180hp Audi tt with the dual exit 225hp Audi tt rear valance.



#252 555 Audi TT 225hp Quattro Exhaust System

#252 550 Audi TT 2WD Exhaust System

# techtionics tuning



#252 561 '96-'01 Audi A4 Quattro Exhaust System



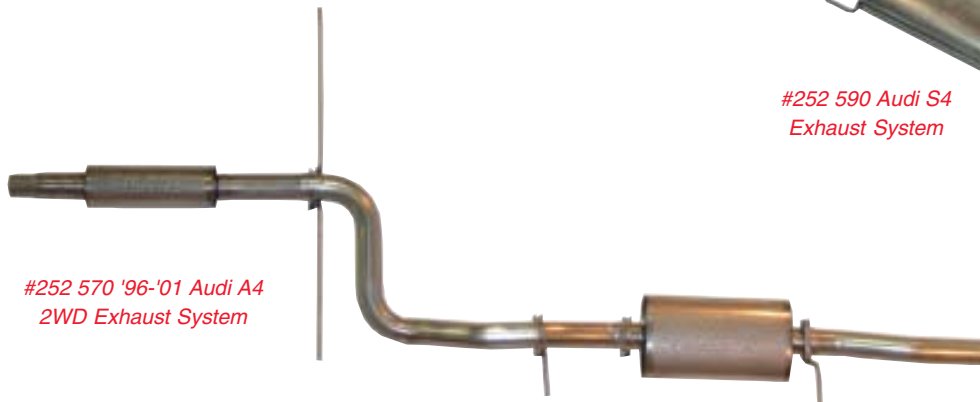
#252 575 '02-'07 Audi A4 Quattro Exhaust System

## Audi A4 '96up Quattro Stainless Steel:

- 252 560 TT DOWNPIPE BACK 2½" EXHAUST ('96-'01 AUDI A4 1.8T QUATTRO)**  
From the end of the standard downpipe back. Comes with 2 Borla stainless steel mufflers. Single exit tip.
- 252 560T TT DOWNPIPE BACK FULL 2½" EXHAUST ('96-'01 AUDI A4 1.8T QUATTRO)**  
Same as the #252 560 but with no reduction. Designed to be used with the TT 2½" #251 228 or #251 229 downpipes.
- 252 561 TT DOWNPIPE BACK 2½" EXHAUST ('96-'01 AUDI A4 1.8T QUATTRO)**  
Same as the #252 560 exhaust but with dual exhaust tips.
- 252 561T TT DOWNPIPE BACK FULL 2½" EXHAUST ('96-'01 AUDI A4 1.8T QUATTRO)**  
Same as the #252 560T exhaust but with dual exhaust tips.
- 252 565 TT DOWNPIPE BACK 2½" EXHAUST ('96-'01 AUDI A4 V6 QUATTRO)**  
TT Stainless Exhaust for '96-'01 V6 A4 Quattro, from end of stock downpipes back. Comes with 2 Borla SS mufflers. Single exhaust tip
- 252 566 TT DOWNPIPE BACK 2½" EXHAUST ('96-'01 AUDI A4 V6 QUATTRO)**  
Same as the #252 565 exhaust but with dual exhaust tips.
- 252 570 TT DOWNPIPE BACK 2½" EXHAUST ('96-'01 AUDI A4 1.8T 2WD)**  
For Audi A4 Front Trac. Designed to connect to the end of the stock downpipe.
- 252 575 TT DOWNPIPE BACK 2½" EXHAUST ('02-'07 AUDI A4 QUATTRO)**  
Designed to connect to the end of the stock downpipe.
- 252 575T TT DOWNPIPE BACK 2½" EXHAUST ('02-'07 AUDI A4 QUATTRO)**  
Same as the #252 575 but with no reduction. Designed for the #251 124, #251 125 or #251 126 downpipes.

## Audi A4 1.8T '96-'01 2WD Aluminized:

- 253 570 TT DOWNPIPE BACK 2½" EXHAUST ('96-'01 AUDI A4 1.8T 2WD)**  
For Audi A4 Front Trac. Designed to connect to the end of the stock downpipe. Uses Stainless Borla muffler



#252 570 '96-'01 Audi A4 2WD Exhaust System

## Audi A3 Stainless Steel:

- 252 580 TT SS EXHAUST ('06up AUDI A3 2.0T - DUAL BORLAS/DUAL TIP)**
- 252 585 TT SS EXHAUST ('06up AUDI A3 2.0T - SINGLE BORLA/DUAL TIP)**

## Audi S4 2.7T Quattro '00-'02 Stainless Steel:

- 252 590 TT SS EXHAUST ('00-'02 AUDI S4 2.7T DUAL 2½" EXHAUST)**  
Techtonics performance exhaust for the Audi S4. From the std. downpipes. Dual 2½"
- 252 590T TT SS EXHAUST ('00-'02 AUDI S4 2.7T FULL DUAL 2½" EXHAUST)**  
Techtonics performance exhaust for the Audi S4. Designed to work with Techtonics 2.5" High flow cat downpipes. Dual 2½"

## Audi A6 2.7T Quattro '98-'01 Stainless Steel:

- 252 595 TT SS EXHAUST (AUDI A6 2.7T DUAL 2½" EXHAUST)**  
Techtonics performance exhaust for the Audi A6 ('98-'01) with hidden tailpipes. From the standard downpipes.
- 252 595T TT SS EXHAUST (AUDI A6 2.7T FULL DUAL 2½" EXHAUST)**  
Techtonics performance exhaust for the Audi A6 ('98-'01) with hidden tailpipes. Designed to work with the Techtonics #251 129 2½" high flow cat downpipes.



#252 590 Audi S4 Exhaust System

# exhaust systems



#252 307 Mk1 Rabbit, Scirocco 2"  
Exhaust System

## VOLKSWAGEN EXHAUSTS

### Rabbit & Scirocco '75-'84 Aluminized:

- 251 307 TT CAT BACK 2" EXHAUST ('75-'84 RABBIT & SCIROCCO 8V)**  
We patterned this system on the factory "EURO" GTI system except we use 2" tubing for a 50% increase in cross-sectional area. Fits all Rabbit, Scirocco and Rabbit convertible models ('75 to early '84) equipped with a catalytic converter. Made from 2" mandrel bent aluminized steel tubing. The system is available with or without the resonator. The purpose of the resonator is to reduce the "raspberry" exhaust tone that occurs at certain engine speeds and throttle positions. To some people this "sound" is music while others may find it objectionable. The resonator we are using is actually a straight through glass-pack muffler. When combined with our turbo muffler, it does a good job of killing the "raspberries" without killing the horsepower. Our back-to-back dyno tests with and without the resonator show no difference in power or torque below 6000 rpm. Everything you will need to install the system is included (hangers, gaskets, nuts, bolts, clamps and instructions).
- 251 307B TT CAT BACK 2" EXHAUST ('75-'84 RABBIT & SCIROCCO 8V)**  
Same as our #251 307 except has Borla Stainless muffler.
- 253 320 TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO 8V)**  
Fits all Rabbits & '75-early '84 Sciroccos with stock Mk1 cat. Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler.
- 253 320B TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO 8V)**  
Same as our #253 320 except has Borla stainless muffler.
- 253 320F TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO 8V)**  
Same as our #251 320 except has Flowmaster muffler.
- 253 326 TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO w/55mm CAT)**  
Fits all Mk1 Rabbits & '75-early '84 Sciroccos with a 55mm outlet cat. Aluminized 2¼" mandrel bent tubing with a resonator and DynoMax muffler. Fits to stock Scirocco 16V downpipe, #253 155E cat and Mk1 downpipe (#251 110 or #251 112) or Mk1 non-cat downpipe (#251 116 or #251 203).
- 253 326B TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO w/55mm CAT)**  
Same as our #253 326 except has Borla stainless muffler.
- 253 326F TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO w/55mm CAT)**  
Same as our #253 326 except has Flowmaster muffler.
- 253 325B TT CAT BACK 2½" EXHAUST ('75-'84 RABBIT & SCIROCCO)**  
Full 2½" mandrel bent aluminized exhaust with Borla muffler and no resonator. This system we designed for the Turbo guys. Fits Mk1 Rabbit & Gti, Scirocco to '84 with full size spare. Will NOT connect to any standard downpipe.

### Rabbit & Scirocco '75-'84 Stainless:

- 252 307B TT CAT BACK 2" EXHAUST ('75-'84 RABBIT & SCIROCCO 8V)**  
Same as #251 307 except made of 100% stainless steel. Borla stainless steel muffler.
- 252 320B TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO 8V)**  
Fits all Rabbit & Scirocco to '84 with stock Mk1 cat. Borla stainless muffler.
- 252 326B TT CAT BACK 2¼" EXHAUST ('75-'84 RABBIT & SCIROCCO w/55mm CAT)**  
Fits all Mk1 Rabbits & '75-early '84 Sciroccos with a 55mm outlet cat. 100% stainless steel. 2¼" mandrel bent tubing and is equipped with a resonator and Borla stainless steel muffler. Fits to stock Scirocco 16V downpipe, #253 155E cat and Mk1 downpipe (#251 110 or #251 112) or Mk1 non-cat downpipe (#251 116 or #251 203).
- 252 325 TT CAT BACK 2½" EXHAUST ('75-'84 RABBIT & SCIROCCO)**  
Full 2½" mandrel bent stainless steel exhaust with Borla stainless muffler and no resonator. This system we designed for the Turbo guys. Fits Mk1 Rabbit & Gti, Scirocco to '84 with full size spare. Will NOT connect to any standard downpipe.

### Pickup Truck '80-'83 Aluminized:

- 251 308 TT CAT BACK 2" EXHAUST ('80-'83 PICKUP)**  
Same features as our #251 307 system except made specifically for the Pickup. Perfect fit and, like all TT exhausts, it hangs from the standard hangers.
- 251 308B TT CAT BACK 2" EXHAUST ('80-'83 PICKUP)**  
Same as our #251 308 except has Borla stainless muffler.
- 253 310 TT CAT BACK 2¼" EXHAUST ('81-'83 PICKUP w/55mm CAT)**  
Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler. Fits to stock Scirocco 16V downpipe, #253 155E cat and Mk1 downpipe (#251 110 or #251 112) or Mk1 non-cat downpipe (#251 116 or #251 203). **Does not fit '80 models.**
- 253 310F TT CAT BACK 2¼" EXHAUST ('81-'83 PICKUP w/55mm CAT)**  
Same as our #253 310 except has Flowmaster muffler.
- 253 310B TT CAT BACK 2¼" EXHAUST ('81-'83 PICKUP w/55mm CAT)**  
Same as our #253 310 except has Borla stainless muffler.

### Pickup Truck '80-'83 Stainless:

- 252 308B TT CAT BACK 2" EXHAUST ('80-'83 PICKUP)**  
100% stainless steel. Comes with Borla stainless muffler.
- 252 310 TT CAT BACK 2¼" EXHAUST ('81-'83 PICKUP w/55mm CAT)**  
Ultimate exhaust for Pick-Up with 16V conversion. 100% stainless steel. 2¼" mandrel bent tubing with resonator and Borla Stainless muffler. Fits to stock Scirocco 16V downpipe, #253 155E cat and Mk1 downpipe (#251 110 or #251 112) or Mk1 non-cat downpipe (#251 116 or #251 203). **Does not fit '80 models.**



#252 326B Mk1 Rabbit, Scirocco  
2¼" Exhaust System

# techtionics tuning



#252 322B Mk1 Jetta 2¼"  
Exhaust System

## Mk1 Jetta '80-'84 Aluminized:

- 251 309 TT CAT BACK 2" EXHAUST ('80-'84 Mk1 JETTA)**  
Fits '80-'84 Mk1 Jetta with stock Mk1 8V cat. Aluminized 2" mandrel bent tubing with resonator and DynoMax muffler.
- 251 309B TT CAT BACK 2" EXHAUST ('80-'84 Mk1 JETTA)**  
Same as #215 309 except has Borla stainless muffler.
- 253 321 TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA)**  
Fits Mk1 Jetta '80-'84 with stock Mk1 8V cat. Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler.
- 253 321B TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA)**  
Same as our #253 321 except has Borla stainless muffler.
- 253 321F TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA)**  
Same as our #253 321 except has Flowmaster muffler.
- 253 322 TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA w/55mm CAT)**  
Fits Mk1 Jetta '80-'84 with a 55mm outlet cat. Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler. Fits to stock Scirocco 16V downpipe, #253 155E cat and Mk1 downpipe (#251 110 or #251 112) or Mk1 non-cat downpipe (#251 116 or #251 203).
- 253 322B TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA w/55mm CAT)**  
Same as our #253 322 except has Borla stainless muffler.
- 253 322F TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA w/55mm CAT)**  
Same as our #253 322 except has Flowmaster muffler.

## Mk1 Jetta '80-'84 Stainless:

- 252 309B TT CAT BACK 2" EXHAUST ('80-'84 Mk1 JETTA)**  
Fits '80-'84 Mk1 Jetta with stock Mk1 8V cat. 100% stainless steel. 2" mandrel bent tubing with resonator and Borla stainless muffler.
- 252 321B TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA)**  
Fits '80-'84 Mk1 Jetta with stock Mk1 8V cat. 100% stainless steel. 2¼" mandrel bent tubing with resonator and Borla stainless muffler.
- 252 322B TT CAT BACK 2¼" EXHAUST ('80-'84 Mk1 JETTA w/55mm CAT)**  
Fits Mk1 Jetta '80-'84 with a 55mm outlet cat. 100% stainless steel. 2¼" mandrel bent tubing with resonator and Borla stainless muffler. Fits to stock Scirocco 16V downpipe, #253 155E cat and Mk1 downpipe (#251 110 or #251 112) or Mk1 non-cat downpipe (#251 116 or #251 203).

## Scirocco II Late '84-'88 Aluminized:

- 253 308 TT CAT BACK 2" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
This system fits late '84 and newer Scirocco's with the 8V engine. The late '84 Scirocco is identified by the "space saver" spare tire. (The earlier models used a full size spare). Same specs as our #253 307.
- 253 308B TT CAT BACK 2" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Same as our #253 308 except has a Borla stainless muffler.
- 253 323 TT CAT BACK 2¼" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Fits late '84 Scirocco to '87 – 8V with space saver spare tire. 2¼" mandrel bent tubing with resonator and DynoMax muffler.
- 253 323B TT CAT BACK 2¼" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Same as our #253 323 except has Borla stainless muffler.
- 253 323F TT CAT BACK 2¼" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Same as our #253 323 except has Flowmaster muffler.
- 253 327 TT CAT BACK 2¼" EXHAUST ('86-'88 SCIROCCO 16V)**  
Fits Scirocco 16V. Aluminized steel 2¼" mandrel bent tubing with resonator and DynoMax muffler. Larger than stock. Gains 6hp over the standard system.
- 253 327F TT CAT BACK 2¼" EXHAUST ('86-'88 SCIROCCO 16V)**  
Same as our #253 327 except has Flowmaster muffler.
- 253 327B TT CAT BACK 2¼" EXHAUST ('86-'88 SCIROCCO 16V)**  
Same as our #253 327 except has Borla stainless muffler.
- 253 329B TT CAT BACK 2½" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Full 2½" mandrel bent aluminized exhaust with Borla stainless muffler and no resonator. This system we designed for the Turbo guys. Fits 8V Scirocco with space saver spare tire. Will NOT connect to any standard downpipe.
- 253 329S TT CAT BACK 2½" EXHAUST ('86-'88 SCIROCCO 16V)**  
Same as our #253 329B except for use with the 16V Scirocco.



#253 323 Late '84-'87 Scirocco 8V  
2¼" Exhaust System

# exhaust systems



#253 307 Late '84-'89 Cabriolet 2"  
Exhaust System

## Scirocco II Late '84-'88 Stainless:

- 252 318B TT CAT BACK 2" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Fits late '84-'87 Scirocco with "space saver" spare tire. Borla stainless steel muffler.
- 252 323B TT CAT BACK 2¼" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Fits late '84-'87 Scirocco with "space saver" spare tire. Borla stainless steel muffler.
- 252 327B TT CAT BACK 2¼" EXHAUST ('86-'88 SCIROCCO 16V)**  
Fits Scirocco 16V. 100% stainless steel. 2¼" mandrel bent tubing with resonator and Borla stainless steel muffler. Larger than stock. Gains 6hp over the standard system.
- 252 329 TT CAT BACK 2½" EXHAUST (Late '84-'87 SCIROCCO 8V)**  
Full 2½" mandrel bent stainless steel exhaust with Borla Stainless muffler and no resonator. This system we designed for the Turbo guys. Fits 8V Scirocco with space saver spare tire. Will NOT connect to any standard downpipe.
- 252 329S TT CAT BACK 2½" EXHAUST ('86-'88 SCIROCCO 16V)**  
Same as our #252 329B except for use with the 16V Scirocco.

## Mk1 Cabriolet Late '84-'93 Aluminized:

- 253 307 TT CAT BACK 2" EXHAUST (Late '84-'89 CABRIOLET)**  
Fits late '84 to '89 Cabriolet with "space saver" spare tire. Same basic specifications as our #251 307 except made for the later hangers. Comes with DynoMax muffler.
- 253 307B TT CAT BACK 2" EXHAUST (Late '84-'89 CABRIOLET)**  
Same as our #253 307 except has Borla stainless muffler.
- 253 324 TT CAT BACK 2¼" EXHAUST (Late '84-'89 CABRIOLET)**  
Fits late '84 to '89 Cabriolet with "space saver" spare tire. Comes with the chambered DynoMax muffler.
- 253 324B TT CAT BACK 2¼" EXHAUST (Late '84-'89 CABRIOLET)**  
Same as our #253 324 except has Borla stainless muffler.
- 253 324F TT CAT BACK 2¼" EXHAUST (Late '84-'89 CABRIOLET)**  
Same as our #253 324 except has Flowmaster muffler.
- 253 328 TT CAT BACK 2¼" EXHAUST ('90-'93 CABRIOLET)**  
Fits Cabriolet models from '90-'93. This system is made from 2¼" aluminized tubing for free flow. Also can be used for 16V conversions on late '84-'93.
- 253 328B TT CAT BACK 2¼" EXHAUST ('90-'93 CABRIOLET)**  
Same as our #253 328 except has Borla stainless muffler.

- 253 328F TT CAT BACK 2¼" EXHAUST ('90-'93 CABRIOLET)**  
Same as our #253 328 except has Flowmaster muffler.

- 253 329C TT CAT BACK 2½" EXHAUST (Late '84-'93 CABRIOLET)**  
Full 2½" mandrel bent aluminized exhaust with Borla Stainless muffler and no resonator. This system we designed for the Turbo guys. Fits Cabriolet with space saver spare tire. Will NOT connect to any standard downpipe.

## Mk1 Cabriolet Late '84-'93 Stainless:

- 252 317B TT CAT BACK 2" EXHAUST (Late '84-'89 CABRIOLET)**  
Fits late '84 to '89 Cabriolet with "space saver" spare tire. 100% stainless steel with Borla SS muffler.
- 252 324B TT CAT BACK 2¼" EXHAUST (Late '84-'89 CABRIOLET)**  
Fits late '84 to '89 Cabriolet with "space saver" spare tire. 100% stainless steel with Borla SS muffler.
- 252 328B TT CAT BACK 2¼" EXHAUST ('90-'93 CABRIOLET)**  
Fits '90-'93 Cabriolet. 100% stainless steel with Borla SS muffler. Also can be used for 16V conversions on late '84-'93.
- 252 329C TT CAT BACK 2½" EXHAUST (Late '84-'93 CABRIOLET)**  
Full 2½" mandrel bent stainless steel exhaust with Borla stainless muffler and no resonator. This system we designed for the Turbo guys. Fits Cabriolet with space saver spare tire. Will NOT connect to any standard downpipe.

## Fox '87-'93 Aluminized:

- 253 407 TT CAT BACK 2" EXHAUST (VW FOX)**  
All the features of our original tuned exhaust for the Rabbit except fits the Fox Sedan & Wagon. All hardware & new exhaust hangers. Made from 2" mandrel bent steel. Contains everything from the catalytic converter back.
- 253 407B TT CAT BACK 2" EXHAUST (VW FOX)**  
Same as our #253 407 except has Borla stainless muffler.

## Fox '87-'93 Stainless:

- 252 407B TT CAT BACK 2" EXHAUST (VW FOX)**  
100% stainless steel with Borla stainless muffler.



#253 324B Late '84-'89 Cabriolet 2¼"  
Exhaust System

# techtionics tuning



#253 410 Mk2 Golf/GTI 2 1/4"  
Exhaust System

## Mk2 Golf & GTI '85-'92 Aluminized:

- 253 409 TT CAT BACK 2 1/4" EXHAUST (Mk2 GOLF w/45mm CAT)**  
The system is made with aluminized 2 1/4" mandrel bent tubing with resonator and DynoMax muffler. Fits all Golf models with a 45mm pipe at the end the catalytic converter. (See "Determining Your Cat Size" on page 40). Adds 5hp.
- 253 409B TT CAT BACK 2 1/4" EXHAUST (Mk2 GOLF w/45mm CAT)**  
Same as our #253 409 except has Borla stainless muffler.
- 253 409F TT CAT BACK 2 1/4" EXHAUST (Mk2 GOLF w/45mm CAT)**  
Same as our #253 409 except has Flowmaster muffler.
- 253 410 TT CAT BACK 2 1/4" EXHAUST ('85-'87 GOLF GTI 8V w/50mm CAT)**  
Larger than standard diameter pipe and high flow muffler design make this system free flowing enough to pick up 5 horses over the original system. Sound produced is deeper but not too harsh. Made with aluminized 2 1/4" mandrel bent tubing with resonator and DynoMax muffler. Fits all Golfs with a 50mm diameter pipe exiting the catalytic converter.
- 253 410B TT CAT BACK 2 1/4" EXHAUST ('85-'87 GOLF GTI 8V w/50mm CAT)**  
Same as our #253 410 except has Borla stainless muffler.
- 253 410F TT CAT BACK 2 1/4" EXHAUST ('85-'87 GOLF GTI 8V w/50mm CAT)**  
Same as our #253 410 except has Flowmaster muffler.
- 253 411 TT CAT BACK 2 1/4" EXHAUST ('87-'92 16V, '90-'92 8V GOLF GTI w/55mm CAT)**  
Fits all Golf 8V & 16V models with 55mm diameter pipe exiting the catalytic converter. Muffler used is the DynoMax Super Turbo. 8V models with twin outlet exhaust manifold and dual tube downpipes use this system.
- 253 411B TT CAT BACK 2 1/4" EXHAUST ('87-'92 16V, '90-'92 8V GOLF GTI w/55mm CAT)**  
Same as our #253 411 except has Borla stainless muffler.
- 253 411F TT CAT BACK 2 1/4" EXHAUST ('87-'92 16V, '90-'92 8V GOLF GTI w/55mm CAT)**  
Same as our #253 411 except has Flowmaster muffler.
- 253 445B TT CAT BACK 2 1/2" EXHAUST (Mk2 GOLF w/VR6)**  
2 1/2" system for the Mk2 chassis with a VR6 engine conversion. System has 2 resonators and a straight thru Borla stainless steel muffler. *Please specify if using Corrado VR6 catalytic converter.* Comes with clamping sleeve.
- 253 445F TT CAT BACK 2 1/2" EXHAUST (Mk2 GOLF w/VR6)**  
Same as our #253 445B except has Flowmaster muffler.
- 253 445TB TT CAT BACK 2 1/2" EXHAUST (Mk2 GOLF w/VR6)**  
Same as our #253 445B exhaust except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.

- 253 445TF TT CAT BACK 2 1/2" EXHAUST (Mk2 GOLF w/VR6)**  
Same as our #253 445TB except has Flowmaster muffler.
- 253 020 OPTIONAL 2ND RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd centerpipe resonator makes our 2 1/4" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM.
- 253 021 2 1/4" CENTERPIPE w/RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
This is our aluminized centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there. Aluminized.

## Mk2 Golf & GTI '85-'92 Stainless:

- 252 409B TT CAT BACK 2 1/4" EXHAUST (Mk2 GOLF w/45mm CAT)**  
Fits Golf and Golf GL models from '85-'92 with a 45mm diameter catalytic converter outlet pipe. Borla stainless muffler.
- 252 410B TT CAT BACK 2 1/4" EXHAUST ('85-'87 GOLF, GTI 8V w/50mm CAT)**  
Fits all 8V GTI models with a 50mm diameter catalytic converter outlet pipe. '85-'92 with single tube downpipe. Engine codes that use this system are RD, RV, & HT. Borla stainless steel muffler.
- 252 411B TT CAT BACK 2 1/4" EXHAUST ('87-'92 16V, '90-'92 8V GOLF, GTI w/55mm CAT)**  
Fits all '87-'92 GTI models with 55mm diameter catalytic converter outlet pipe. All 16V models and all 8V models from '87-'92 with "PF" coded engines with dual outlet manifold and twin tube downpipe. Borla stainless steel muffler.
- 252 445 TT CAT BACK 2 1/2" EXHAUST (Mk2 GOLF w/VR6)**  
Stainless Steel 2 1/2" system for the Mk2 Golf with a VR6 engine conversion. System has 2 resonators and a straight thru Borla stainless steel muffler. *Please specify if using the longer Corrado VR6 catalytic converter.* Comes with clamping sleeve.
- 252 445T TT CAT BACK FULL 2 1/2" EXHAUST (Mk2 GOLF w/VR6)**  
Same as our #252 445B exhaust except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats. Borla stainless muffler.
- 252 020 OPTIONAL 2ND STAINLESS RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2 1/4" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Stainless steel.
- 252 021 2 1/4" CENTERPIPE w/STAINLESS RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
This is our stainless centerpipe with 2nd resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.



#252 411B Mk2 Golf/GTI 2 1/4"  
Exhaust System

# exhaust systems



#252 414B Mk2 Jetta 2 1/4"  
Exhaust System

## Mk2 Jetta & GLI '85-'92 Aluminized:

- 253 412 TT CAT BACK 2 1/4" EXHAUST ('85-'89 Mk2 JETTA 8V)**  
Same specs as our #253 410 system. Gives more power and sportier sound. Muffler used is the DynoMax Super Turbo. Fits Jetta models without late bumpers and 50mm diameter pipe exiting the catalytic converter. Pipe diameter is 2 1/4". Everything you need to install the system is included.
- 253 412B TT CAT BACK 2 1/4" EXHAUST ('85-'89 Mk2 JETTA 8V)**  
Same as our #253 412 except has Borla stainless muffler.
- 253 412F TT CAT BACK 2 1/4" EXHAUST ('85-'89 Mk2 JETTA 8V)**  
Same as our #253 412 except has Flowmaster muffler.
- 253 413 TT CAT BACK 2 1/4" EXHAUST ('87-'89 Mk2 JETTA 1.8L 16V)**  
Fits 1.8L 16V models with a 55mm diameter outlet from the catalytic converter and early bumpers. Muffler used is the DynoMax Super Turbo.
- 253 413B TT CAT BACK 2 1/4" EXHAUST ('87-'89 Mk2 JETTA 1.8L 16V)**  
Same as our #253 413 except has Borla stainless muffler.
- 253 413F TT CAT BACK 2 1/4" EXHAUST ('87-'89 Mk2 JETTA 1.8L 16V)**  
Same as our #253 413 except has Flowmaster muffler.
- 253 413L TT CAT BACK 2 1/4" EXHAUST ('85-'92 Mk2 JETTA w/55mm CAT)**  
This system is a mix of #253 413 & #253 414. It fits a 55mm outlet cat. conv. & has a longer tailpipe for the '90-'92 big bumpers.
- 253 413LB TT CAT BACK 2 1/4" EXHAUST ('85-'92 Mk2 JETTA w/55mm CAT)**  
Same as #253 413L except has Borla stainless muffler.
- 253 413LF TT CAT BACK 2 1/4" EXHAUST ('85-'92 Mk2 JETTA w/55mm CAT)**  
Same as #253 413L except has Flowmaster muffler.
- 253 414 TT CAT BACK 2 1/4" EXHAUST ('90-'92 JETTA w/50mm CAT)**  
Same as our #253 412 for the Jetta II except this one has a longer tailpipe to go with the late bumpers. Fits both the 8V & 16V 2.0L models. Cat size is 50mm. Muffler used is the DynoMax Super Turbo.
- 253 414B TT CAT BACK 2 1/4" EXHAUST ('90-'92 JETTA w/50mm CAT)**  
Same as our #253 414 except has Borla stainless muffler.
- 253 414F TT CAT BACK 2 1/4" EXHAUST ('90-'92 JETTA w/50mm CAT)**  
Same as our #253 414 except has Flowmaster muffler.
- 253 455B TT CAT BACK 2 1/2" EXHAUST (Mk2 JETTA w/VR6)**  
Made for Mk2 Jetta models with VR6 engine conversion or high powered turbo. Super high flow 2 1/2" mandrel bent tubing without obnoxious noise. Has 2 resonators and straight thru Borla stainless steel muffler. *Please specify if using Corrado VR6 catalytic converter.*
- 253 455F TT CAT BACK 2 1/2" EXHAUST (Mk2 JETTA w/VR6)**  
Same as our #253 455B except has Flowmaster muffler.
- 253 455TB TT CAT BACK FULL 2 1/2" EXHAUST (Mk2 JETTA w/VR6)**  
Same as our #253 455B exhaust except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.

- 253 455TF TT CAT BACK FULL 2 1/2" EXHAUST (Mk2 JETTA w/VR6)**  
Same as our #253 455TB except has Flowmaster muffler.
- 253 020 OPTIONAL 2ND RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd centerpipe resonator makes our 2 1/4" systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM.
- 253 021 2 1/4" CENTERPIPE w/RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
This is our aluminized centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there. Aluminized.

## Mk2 Jetta & GLI '85-'92 Stainless:

- 252 412B TT CAT BACK 2 1/4" EXHAUST ('85-'89 Mk2 JETTA 8V)**  
Fits Jetta models from '85-'89 with 50mm diameter catalytic converter outlet pipe. If you own a GLI 2.0L - 16V, see #252 414B. Borla stainless steel muffler.
- 252 413B TT CAT BACK 2 1/4" EXHAUST ('87-'89 Mk2 JETTA 1.8L 16V)**  
Fits 1.8L 16V Jetta GLI models '87-'89. Borla stainless steel muffler. Fits 55mm catalytic converter.
- 252 413LB TT CAT BACK 2 1/4" EXHAUST ('85-'92 Mk2 JETTA w/55mm CAT)**  
This system is a mix of #252 413B & #252 414B. It fits a 55mm outlet cat. conv. & has a longer tailpipe for the '90-'92 big bumpers. Uses a Borla stainless steel muffler.
- 252 414B TT CAT BACK 2 1/4" EXHAUST ('90-'92 8V & 16V JETTA w/50mm CAT)**  
Has the longer tailpipe needed for late '90-'92 bumpers. Fits 50mm cat and uses the Borla stainless muffler.
- 252 455 TT CAT BACK 2 1/2" EXHAUST (Mk2 JETTA w/VR6)**  
Perfect for Mk2 Jettas with either the VR6 conversion or super hot turbo applications. 2 1/2" mandrel bent tubing. 100% stainless steel with a Borla stainless muffler. *Please specify if using Corrado VR6 catalytic converter.*
- 252 455T TT CAT BACK FULL 2 1/2" EXHAUST (Mk2 JETTA w/VR6)**  
Same as our #252 455B exhaust except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats. Borla stainless muffler.
- 252 020 OPTIONAL 2ND STAINLESS RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2 1/4" systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM. Stainless steel.
- 252 021 2 1/4" CENTERPIPE w/ STAINLESS RESONATOR (Mk2, Mk3, G60 & PASSAT 16V)**  
This is our stainless centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.



#253 455B Mk2 Jetta 2 1/2"  
Exhaust System

# techtionics tuning



#252 330B Corrado G60 2¼"  
Exhaust System

## Corrado '90-'94 Aluminized:

- 253 330B TT CAT BACK 2¼" EXHAUST (CORRADO G60)**  
Fits Corrado with the G60 engine. Center section and resonator is made from 14 gauge aluminized steel and uses Borla stainless steel muffler. You get perfect fit and maximum power with this system.
- 253 330F TT CAT BACK 2¼" EXHAUST (CORRADO G60)**  
Same as our #253 330B except has Flowmaster muffler.
- 253 331 TT CAT BACK 2½" EXHAUST (CORRADO SLC VR6)**  
Fits Corrado with the VR6 engine. 2 resonators and high flow "straight thru" Borla stainless muffler. More power, nice sound with lighter weight make this system a super value when compared to the high dollar European made systems that concentrate on "tip" cosmetics.
- 253 331F TT CAT BACK 2½" EXHAUST (CORRADO SLC VR6)**  
Same as our #253 331B except has Flowmaster muffler.
- 253 332B TT CAT BACK 2½" EXHAUST (CORRADO G60)**  
TT 2½" system for a fully modified G60 Corrado. Same specs as our #253 331 exhaust, but with hangers to fit the G60. Comes with 2 resonators and a Borla stainless muffler. Specify year when ordering.
- 253 332F TT CAT BACK 2½" EXHAUST (CORRADO G60)**  
Same as our #253 332B except has Flowmaster muffler.
- 253 020 OPTIONAL 2ND RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2¼" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Aluminized.
- 253 021 2¼" CENTERPIPE w/RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
This is our aluminized centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.

## Corrado '90-'94, Stainless:

- 252 330B TT CAT BACK 2¼" EXHAUST (CORRADO G60)**  
TT 2¼" system from cat back for the Corrado with the G60 engine. Borla stainless muffler is standard.
- 252 331 TT CAT BACK 2½" EXHAUST (CORRADO SLC VR6)**  
TT 2½" system from cat back for the Corrado SLC VR6. Consists of 100% stainless steel mandrel bent system with 2 resonators and "straight thru" stainless Borla muffler. Adds power.
- 253 331X TT CAT BACK 2½" EXHAUST (CORRADO SLC VR6)**  
2½" mandrel bent stainless steel tubing with two stainless Borlas Fits Corrado with VR6 engine. Like all our exhausts it is made with mandrel bent tubing. Excellent performance with pleasing sound. Quieter than the 252 331.
- 252 332 TT CAT BACK 2½" EXHAUST (CORRADO G60)**  
TT 2½" system for a fully modified G60 Corrado. Same specs as our #252 331 exhaust, but with hangers to fit the G60. 100% stainless steel with Borla muffler. Specify year when ordering.
- 252 332X TT CAT BACK 2½" EXHAUST (CORRADO G60)**  
Large 2½" mandrel bent stainless steel tubing with two stainless Borlas Fits Corrado with G60 engine. Excellent performance with pleasing sound. Specify year when ordering. Quieter than the 252 332.
- 252 020 OPTIONAL 2ND STAINLESS RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2¼" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Stainless steel.
- 252 021 2¼" CENTERPIPE w/ STAINLESS RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
This is our stainless centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.

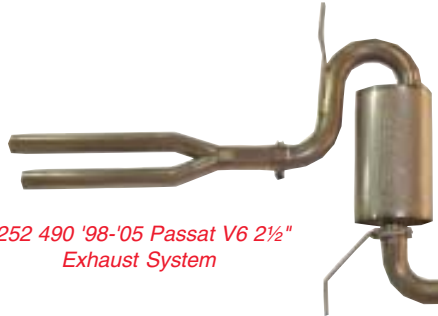


#252 331X Corrado VR6 2½"  
Exhaust System

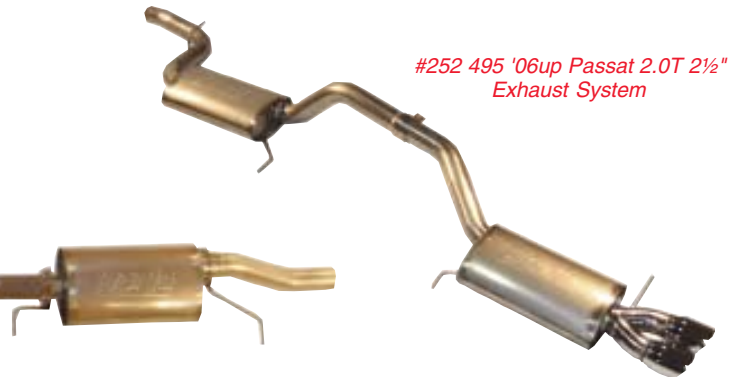


# exhaust systems

#252 490 '98-'05 Passat V6 2½"  
Exhaust System



#252 495 '06up Passat 2.0T 2½"  
Exhaust System



## Passat '90up Aluminized:

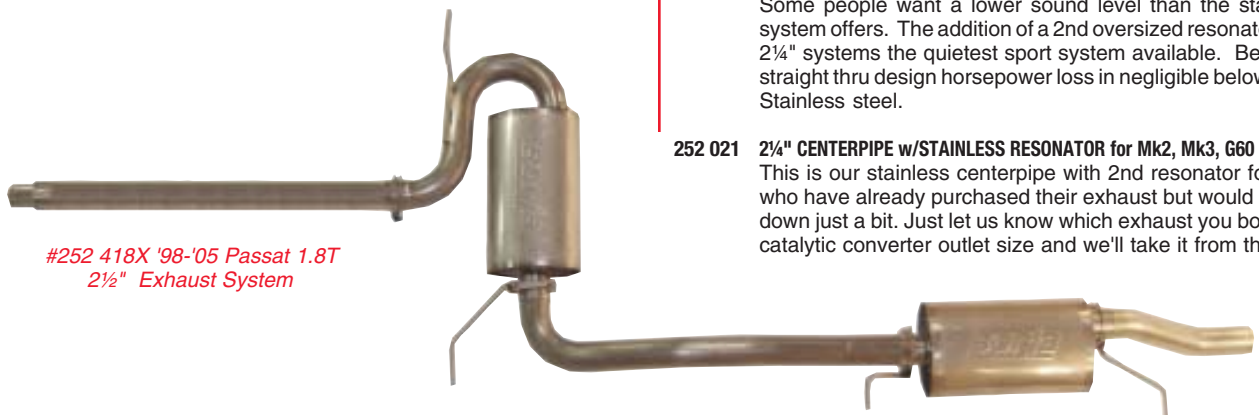
- 253 415 TT CAT BACK 2¼" EXHAUST ('90-'93 PASSAT 16V)**  
Fits Passat models from '90-'93 with the 16V 2.0L engine. Pipe diameter is 2¼" DynoMax turbo muffler.
- 253 415B TT CAT BACK 2¼" EXHAUST ('90-'93 PASSAT 16V)**  
Same as our #253 415 except has Borla stainless muffler.
- 253 415F TT CAT BACK 2¼" EXHAUST ('90-'93 PASSAT 16V)**  
Same as our #253 415 except has Flowmaster muffler.
- 253 416 TT CAT BACK 2¼" EXHAUST ('92-'94 PASSAT VR6)**  
Fits Passat models from '92-'94 with the VR6 engine. Pipe diameter is 2¼" DynoMax turbo muffler.
- 253 417 TT CAT BACK 2¼" EXHAUST ('95-'97 PASSAT VR6)**  
Fits Passat models from '95-'97 with the VR6 engine. Pipe diameter is 2¼" DynoMax turbo muffler.
- 253 418B TT DOWNPIPE BACK 2½" EXHAUST ('98-'05 PASSAT 1.8T)**  
Aluminized exhaust for '98 up Passat 1.8T 2½" with one resonator. Borla stainless steel muffler standard.
- 253 418TB TT FULL 2½" EXHAUST ('98-'05 PASSAT 1.8T)**  
FULL 2½" one resonator and Borla stainless muffler. Made to be used with our #251 233 or #251 237 downpipe. NO reduction.
- 253 419 TT CAT BACK 2¼" EXHAUST ('95-'97 PASSAT 2.0L 8V)**  
Same specs as our #253 415 but for later chassis.
- 253 419B TT CAT BACK 2¼" EXHAUST ('95-'97 PASSAT 2.0L 8V)**  
Same as our #253 419 except has Borla SS muffler.
- 253 419F TT CAT BACK 2¼" EXHAUST ('95-'97 PASSAT 2.0L 8V)**  
Same as our #253 419 except has Flowmaster muffler.
- 253 020 OPTIONAL 2ND RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2¼" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Aluminized.

- 253 021 2¼" CENTERPIPE w/RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
This is our aluminized centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.

## Passat '90up Stainless:

- 252 415B TT CAT BACK 2¼" EXHAUST ('90-'93 PASSAT 16V)**  
Fits 2.0L 16V Passat. Borla stainless steel muffler.
- 252 416 TT CAT BACK 2½" EXHAUST ('93-'94 VR6 PASSAT)**  
Large 2½" mandrel bent stainless steel tubing coupled to two Borla mufflers make this the best performing and quietest sport system available.
- 252 417 TT CAT BACK 2½" EXHAUST ('95-'97 VR6 PASSAT)**  
Same specs as our #252 416 but for later chassis.
- 252 417D TT CAT BACK 2½" EXHAUST ('95-'97 TDI PASSAT)**  
Same specs as our #252 417 but for TDI.
- 252 418X TT DOWNPIPE BACK 2½" EXHAUST ('98-'05 PASSAT 1.8T & TDI)**  
Connects to stock downpipes clamping sleeve. 2½" with dual Borla mufflers for quiet performance.
- 252 418TX TT FULL 2½" EXHAUST ('98-'05 PASSAT 1.8T & TDI)**  
FULL 2½" with dual Borla mufflers. Made to be used with our #251 233 or #251 237 downpipe. NO reduction.
- 252 419B TT CAT BACK 2¼" EXHAUST ('95-'97 PASSAT 2.0L 8V)**  
Stainless 2¼" mandrel bent tubing with resonator and Borla stainless steel muffler.
- 252 490 TT FULL 2½" CAT BACK EXHAUST ('98-'05 PASSAT V6)**  
Techtonics 2½" cat-back stainless steel exhaust for the 1998-2005 Passat V6 30V.
- 252 495 TT FULL 2½" EXHAUST ('06up PASSAT 2.0T)**  
Passat 2.0L turbo with gas engine. 2½" T304 Stainless Steel. Dual Borla mufflers. Dual angle cut tip.
- 252 020 OPTIONAL 2ND STAINLESS RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2¼" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Stainless steel.
- 252 021 2¼" CENTERPIPE w/STAINLESS RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
This is our stainless centerpipe with 2nd resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.

#252 418X '98-'05 Passat 1.8T  
2½" Exhaust System



# techtionics tuning



#253 421 Mk3 Golf 2¼"  
Exhaust System

## Mk3 Golf '93-Early '99 Aluminized:

- 253 420 TT CAT BACK 2¼" EXHAUST ('93-2/'96 Mk3 GOLF 2.0L)**  
Fits Mk3 Golf – 2.0L from '93-2/'96 (chassis # to 1H-T-084 500). DynoMax Super Turbo muffler.
- 253 420B TT CAT BACK 2¼" EXHAUST ('93-2/'96 Mk3 GOLF 2.0L)**  
Same as our #253 420 except has Borla SS muffler.
- 253 420F TT CAT BACK 2¼" EXHAUST ('93-2/'96 Mk3 GOLF 2.0L)**  
Same as our #253 420 except has Flowmaster muffler.
- 253 421 TT CAT BACK 2¼" EXHAUST (3/'96-early '99 Mk3 GOLF 2.0L)**  
Fits Mk3 Golf 2.0L from 3/'96-early '99 (chassis # from 1H-T-084 501). DynoMax Super Turbo muffler.
- 253 421B TT CAT BACK 2¼" EXHAUST (3/'96-early '99 Mk3 GOLF 2.0L)**  
Same as our #253 421 except has Borla SS muffler.
- 253 421F TT CAT BACK 2¼" EXHAUST (3/'96-early '99 Mk3 GOLF 2.0L)**  
Same as our #253 421 except has Flowmaster muffler.
- 253 440 TT CAT BACK 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Fits Golf GTI with the VR6 engine. Aluminized tubing with Borla stainless muffler. High flow, good sound, more power and lighter weight equals more performance.
- 253 440F TT CAT BACK 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Same as our #253 440 except has Flowmaster muffler.
- 253 440T TT CAT BACK FULL 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Same as our #253 440 except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 253 440TF TT CAT BACK FULL 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Same as our #253 440F except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 253 020 OPTIONAL 2ND RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2¼" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Aluminized.
- 253 021 2¼" CENTERPIPE w/RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
This is our aluminized centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.

## Mk3 Golf ('93-Early '99) Stainless:

- 252 420B TT CAT BACK 2¼" EXHAUST ('93-2/'96 Mk3 GOLF 2.0L)**  
Fits '93-2/'96 (chassis # to 1H-T-084 500) Mk3 Golf with the 2.0L engine. Tubing diameter: 2¼" Borla stainless steel muffler. You need to check the production date if you have a '96 model. If your production date is 2/'96 or earlier this is the correct system. Also fits Cabrio.
- 252 421B TT CAT BACK 2¼" EXHAUST (3/'96-early '99 Mk3 GOLF 2.0L)**  
Same as our #252 420 except it fits the 3/'96-early '99 Golf and Cabrio (Chassis # from 1H-T-084 501). Check your production date! Borla stainless steel muffler is standard.
- 252 440 TT CAT BACK 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Large diameter 2½" mandrel bent tubing and free flow performance resonators & Borla "straight thru" muffler make this system the highest flow system we have yet offered. More power, sweet sound, and lighter weight compared to the standard system.
- 252 440T TT CAT BACK FULL 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Same as our #252 440 except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 252 440X TT CAT BACK 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Large 2½" mandrel bent stainless steel tubing with two stainless Borlas Fits Mk3 Golf GTI with VR6 engine. Excellent performance with pleasing sound.
- 252 440XT TT CAT BACK FULL 2½" EXHAUST ('94-early '99 Mk3 GOLF GTI-VR6)**  
Same as our #252 440X except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 252 020 OPTIONAL 2ND STAINLESS RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2¼" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Stainless steel.
- 252 021 2¼" CENTERPIPE w/ STAINLESS RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
This is our stainless centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.



#253 440B Mk3 GTI VR6 2½"  
Exhaust System

# exhaust systems



#252 430 Mk3 Jetta 2 1/4"  
Exhaust System

## Mk3 Jetta ('93-Early '99) Aluminized:

- 253 430 TT CAT BACK 2 1/4" EXHAUST ('93-2/96 Mk3 JETTA 2.0L)**  
Fits Mk3 Jetta from '93-2/96 (chassis # to 1H-T-084 500). DynoMax Super Turbo muffler.
- 253 430B TT CAT BACK 2 1/4" EXHAUST ('93-2/96 Mk3 JETTA 2.0L)**  
Same as our #253 430 except has Borla SS muffler.
- 253 430F TT CAT BACK 2 1/4" EXHAUST ('93-2/96 Mk3 JETTA 2.0L)**  
Same as our #253 430 except has Flowmaster muffler.
- 253 431 TT CAT BACK 2 1/4" EXHAUST (3/'96-early '99 Mk3 JETTA 2.0L)**  
Fits Jetta III from 3/'96-early '99 (chassis # from 1H-T-084 501). DynoMax Super Turbo muffler.
- 253 431B TT CAT BACK 2 1/4" EXHAUST (3/'96-early '99 Mk3 JETTA 2.0L)**  
Same as our #253 431 except has Borla SS muffler.
- 253 431F TT CAT BACK 2 1/4" EXHAUST (3/'96-early '99 Mk3 JETTA 2.0L)**  
Same as our #253 431 except has Flowmaster muffler.
- 253 450 TT CAT BACK 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA GLX VR6)**  
Fits Jetta GLX with the VR6 engine. Like all our exhausts, it is made with mandrel bent tubing. It features 2 high flow resonators and a Borla stainless steel "straight thru" muffler for maximum power.
- 253 450F TT CAT BACK 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA GLX VR6)**  
Same as our #253 450 except has a Flowmaster muffler.
- 253 450D TT CAT BACK 2 1/2" EXHAUST ('95-'97 Mk3 JETTA TDI)**  
Borla SS "straight thru" muffler for maximum power.
- 253 450DF TT CAT BACK 2 1/2" EXHAUST ('95-'97 Mk3 JETTA TDI)**  
Same as our #253 450D except has a Flowmaster muffler.
- 253 450T TT CAT BACK FULL 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA GLX VR6)**  
Same as our #253 450 except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 253 450TF TT CAT BACK FULL 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA GLX VR6)**  
Same as our #253 450T except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 253 020 OPTIONAL 2ND RESONATOR to Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2 1/4" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Aluminized.

## **252 021 2 1/4" CENTERPIPE w/RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**

This is our aluminized centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.

## Mk3 Jetta ('93-Early '99) Stainless:

- 252 430B TT CAT BACK 2 1/4" EXHAUST ('93-2/96 Mk3 JETTA 2.0L)**  
Fits '93-2/96 Jetta III with the 2.0 liter engine (chassis # to 1H-T-084 500). Tubing diameter: 2 1/4" If you have a '96 model check your production date! Models built after 2/96 need part #252 431. Borla stainless steel muffler.
- 252 431B TT CAT BACK 2 1/4" EXHAUST (3/'96-early '99 Mk3 JETTA 2.0L)**  
Fits 3/'96up Jetta III 4 cylinder models (chassis # from 1H-T-084 501). Check your production date before ordering. Borla stainless steel muffler.
- 252 450 TT CAT BACK 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA GLX VR6)**  
2 1/2" mandrel bent tubing with 2 high flow resonators and Borla rear muffler as our Golf VR6 system but for the Mk3 Jetta body.
- 252 450D TT CAT BACK 2 1/2" EXHAUST ('95-'97 Mk3 JETTA TDI)**  
Same design as our 2 1/2" VR6 GLX system.
- 252 450T TT CAT BACK FULL 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA VR6)**  
Same as our #252 450 except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 252 450X TT CAT BACK 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA GLX VR6)**  
Large 2 1/2" mandrel bent stainless steel tubing with two stainless Borlas Fits Mk3 Jetta GLI with VR6 engine. Excellent performance with pleasing sound.
- 252 450XT TT CAT BACK FULL 2 1/2" EXHAUST ('94-early '99 Mk3 JETTA VR6)**  
Same as our #252 450X except has NO reduction for a clamping sleeve. Designed to be used with our #253 161 or #253 161R hi-flow cats.
- 252 020 OPTIONAL 2ND RESONATOR to Mk2, Mk3, G60 & PASSAT 16V**  
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 2 1/4" systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Stainless steel.
- 252 021 2 1/4" CENTERPIPE w/RESONATOR for Mk2, Mk3, G60 & PASSAT 16V**  
This is our stainless centerpipe with resonator for customers who have already purchased their exhaust but would like to tone it down just a bit. Just let us know which exhaust you bought and the catalytic converter outlet size and we'll take it from there.



#252 450X Mk3 Jetta VR6 2 1/2"  
Exhaust System

# techtionics tuning



#252 460T Mk4 Golf 1.8T 2½" Exhaust System with tailpipe options

## Mk4 Golf & Beetle ('98-Early '06) Aluminized:

- 253 435B TT CAT BACK 2¼" EXHAUST (Mk4 GOLF & BEETLE 2.0L)**  
2¼" mandrel bent aluminized tubing from the cat back to the tailpipe. Equipped with one resonator and a Borla stainless rear muffler. All clamps and mounting brackets are provided. Visible (exposed) tailpipe is standard but a hidden (turndown) version is available upon request.
- 253 435F TT CAT BACK 2¼" EXHAUST (Mk4 GOLF & BEETLE 2.0L)**  
Same as our #253 435B except has Flowmaster muffler.
- 253 460B TT CAT BACK 2½" EXHAUST (Mk4 GOLF & BEETLE - VR6, TDI, 1.8T & 2.5L)**  
This is the same as #253 435B except in larger 2½" mandrel bent aluminized tubing for the 1.8T, TDI & VR6. Can be ordered with hidden, visible (under non cut-out rear bumper) or 4-motion (cut-out in rear bumper) tailpipe.
- 253 460F TT CAT BACK 2½" EXHAUST (Mk4 GOLF & BEETLE - VR6, TDI, 1.8T & 2.5L)**  
Same as our #253 460B except has Flowmaster muffler.
- 253 460TB TT CAT BACK FULL 2½" EXHAUST (Mk4 GOLF & BEETLE - 1.8T & TDI)**  
Full 2½" designed to fit the tt #251 234 (1.8T) or #251 232 (TDI) downpipes (not included). See note for 253 460 EA. Comes with Borla Muffler. Can be ordered with hidden, visible or 4-motion tailpipe. We have seen 18hp gains with this system and #251 234 downpipe.
- 253 460TF TT CAT BACK FULL 2½" EXHAUST (Mk4 GOLF & BEETLE - 1.8T & TDI)**  
Same as our #253 460TB except has Flowmaster muffler.
- 253 460EA ADAPTER ("T" EXHAUST to STOCK 55mm DOWNPIPE)**  
If you are planing on upgrading to a 2.5" downpipe at a later date order this part with the "T" version exhaust.

## Mk4 Golf & Beetle ('98-Early '06) Stainless:

- 252 435 TT CAT BACK 2¼" EXHAUST (Mk4 GOLF & BEETLE 2.0L)**  
2¼" mandrel bent stainless tubing from the cat back to the tailpipe. Equipped with one resonator and a Borla stainless rear muffler. All clamps and mounting brackets are provided. Visible (exposed) tailpipe is standard but a hidden (turndown) version is available upon request.
- 252 460 TT CAT BACK 2½" EXHAUST (Mk4 GOLF & BEETLE - VR6, TDI, 1.8T & 2.5L)**  
This is the same as #253 435 except in larger 2½" mandrel bent stainless steel tubing for the 1.8T, TDI & VR6.
- 252 460T TT CAT BACK FULL 2½" EXHAUST (Mk4 GOLF & BEETLE - 1.8T & TDI)**  
Full 2½" designed to fit the tt #251 234 (1.8T) or #251 232 (TDI) downpipes (not included). See note for 252 460 EA. Comes with Borla muffler. Can be ordered with hidden, visible or rear valance cut-out tailpipe. We have seen 18hp gains with this system and #251 234 downpipe.
- 252 460EA STAINLESS ADAPTER ("T" EXHAUST to STOCK 55mm DOWNPIPE)**  
If you are planing on upgrading to a full 2.5" downpipe at a later date order this part with the "T" version exhaust.
- 252 470 TT CAT BACK FULL 2½" EXHAUST (Mk4 R32)**  
Uses 2 Stainless Borla mufflers . 3.5" Tips. Can be order with one muffler.



#252 470 Mk4 R32 2½" Exhaust System

## Mk4 Jetta (Late '99-Early '05) Aluminized:

- 253 436B TT CAT BACK 2¼" EXHAUST (Mk4 JETTA 2.0L)**  
2¼" mandrel bent aluminized tubing from the cat back to the tailpipe. Equipped with one resonator and a Borla stainless rear muffler. All clamps and mounting brackets are provided. Visible (exposed) tailpipe is standard but a hidden (turndown) version is available upon request.
- 253 436F TT CAT BACK 2¼" EXHAUST (Mk4 JETTA 2.0L)**  
This is the same as #253 436B except has Flowmaster muffler.
- 253 464B TT CAT BACK 2½" EXHAUST (Mk4 JETTA 1.8T, TDI & VR6)**  
This is the same as #253 436B except in larger 2½" mandrel bent aluminized tubing for the 1.8T, TDI & VR6.
- 253 464F TT CAT BACK 2½" EXHAUST (Mk4 JETTA 1.8T, TDI & VR6)**  
Same as our #253 464B except has Flowmaster muffler.
- 253 464TF TT CAT BACK FULL 2½" EXHAUST (Mk4 JETTA 1.8T & TDI)**  
Same as our #253 464TB except has Flowmaster muffler. See note for 253 460 EA
- 253 464TB TT CAT BACK FULL 2½" EXHAUST (Mk4 JETTA 1.8T & TDI)**  
Full 2½" designed to fit the tt #251 234 (1.8T) or #251 232 (TDI) downpipes (not included). Comes with Borla Muffler. Can be ordered with hidden, visible or 4-motion tailpipe. We have seen 18hp gains with this system and #251 234 DP.
- 253 460EA ADAPTER ("T" EXHAUST to STOCK 55mm DOWNPIPE)**  
If you are planing on upgrading to a 2.5" downpipe at a later date order this part with the "T" version exhaust.

## Mk4 Jetta Late '99-Early '05 Stainless:

- 252 436 TT CAT BACK 2¼" EXHAUST (Mk4 JETTA 2.0L)**  
2¼" mandrel bent stainless tubing from the cat back to the tailpipe. Equipped with one resonator and a Borla stainless rear muffler. All clamps and mounting brackets are provided. Visible (exposed) tailpipe is standard but a hidden (turndown) version is available upon request.
- 252 464 TT CAT BACK 2½" EXHAUST (Mk4 JETTA 1.8T, TDI & VR6)**  
This is the same as #252 436 except in larger 2½" mandrel bent aluminized tubing for the 1.8T, TDI & VR6.
- 252 464T TT CAT BACK 2½" EXHAUST (Mk4 JETTA 1.8T & TDI)**  
Full 2½" designed to fit the tt #251 234 (1.8T) or #251 232 (TDI) downpipes (not included). See note for 252 460 EA. Comes with Borla Muffler. Can be ordered with hidden, visible or 4-motion tailpipe. We have seen 18hp gains with this system and #251 234 DP.
- 252 460EA STAINLESS ADAPTER ("T" EXHAUST to STOCK 55mm DOWNPIPE)**  
If you are planing on upgrading to a 2.5" downpipe at a later date order this part with the "T" version exhaust.



#253 464 Mk4 Jetta 1.8T & VR6 2½" Exhaust System with tailpipe options

**NOTE: PLEASE LET US KNOW IF YOU HAVE A FACTORY CUT-OUT IN REAR BUMPER.**

# exhaust systems



#252 520D Mk5 Rabbit 2½"  
Exhaust System

#252 530 Mk5 Jetta 2½"  
Exhaust System

## Mk5 GTI & Rabbit (Late '06up) Stainless:

- 252 520 TT CAT BACK 2½" EXHAUST (Mk5 RABBIT 2.5L)**  
Our tt exhaust are made from T-304 stainless. Connect to the std downpipe. Uses 2 Borla stainless mufflers for the 2.5L
- 252 520D TT CAT BACK 2½" EXHAUST (Mk5 RABBIT 2.5L)**  
Same as the #252 520 except has a dual outlet tip.
- 252 522 TT CAT BACK 2½" EXHAUST (Mk5 RABBIT 2.5L)**  
Uses single Borla stainless muffler. Sporty sound but louder than stock system.
- 252 522D TT CAT BACK 2½" EXHAUST (Mk5 RABBIT 2.5L)**  
Same as the #252 522 except has a dual outlet tip.
- 252 525 TT CAT BACK 2½" EXHAUST (Mk5 GTI 2.0T)**  
Uses 2 Borla stainless muffler for the 2.0L turbo GTI. Quiet but sporty sound. Specify when ordering if for tt downpipe or std downpipe.
- 252 525D TT CAT BACK 2½" EXHAUST (Mk5 GTI 2.0T)**  
Same as the #252 525 except has a dual outlet tip.
- 252 526 TT CAT BACK 2½" EXHAUST (Mk5 GTI 2.0T)**  
Single Borla muffler for the 2.0L turbo GTI. Sporty sound but louder than stock system. Specify when ordering if for tt downpipe or std downpipe.
- 252 526D TT CAT BACK 2½" EXHAUST (Mk5 GTI 2.0T)**  
Same as the #252 526 except has a dual outlet tip.

## Mk5 Jetta (Late '05up) Stainless:

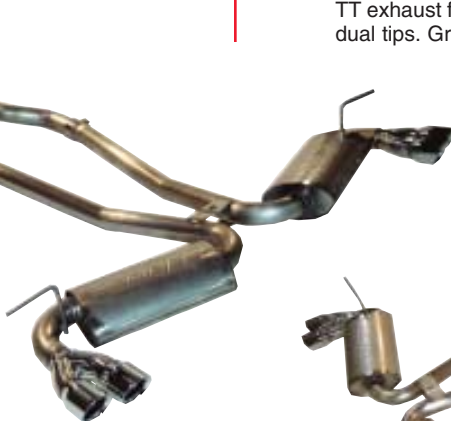
- 252 530 TT CAT BACK 2½" EXHAUST (Mk5 JETTA 2.5L)**  
Our tt exhaust are made from T-304 stainless. Connect to the std downpipe. Uses 2 Borla stainless mufflers for the 2.5L Jetta.
- 252 530D TT CAT BACK 2½" EXHAUST (Mk5 JETTA 2.5L)**  
Same as the #252 530 except has a dual outlet tip.
- 252 532 TT CAT BACK 2½" EXHAUST (Mk5 JETTA 1.9L TDI)**  
This tt exhaust connects to the standard downpipe. Uses a Borla stainless muffler.
- 252 532D TT CAT BACK 2½" EXHAUST (Mk5 JETTA 1.9L TDI)**  
Same as the #252 532 except has a dual outlet tip.
- 252 535 TT CAT BACK 2½" EXHAUST (Mk5 JETTA 2.0T)**  
Uses 2 Borla stainless mufflers. Specify when ordering if for tt downpipe or std downpipe.
- 252 535D TT CAT BACK 2½" EXHAUST (Mk5 JETTA 2.0T)**  
Same as the #252 535 except has a dual outlet tip.
- 252 536 TT CAT BACK 2½" EXHAUST (Mk5 JETTA 2.0T)**  
This uses a single Borla muffler for the 2.0L turbo GLI. Sporty sound but little louder than the stock system. Specify when ordering if for tt downpipe or std downpipe.
- 252 536D TT CAT BACK 2½" EXHAUST (Mk5 JETTA 2.0T)**  
Same as the #252 536 except has a dual outlet tip.

## Touareg Stainless Steel:

- 252 600 TT CAT BACK 2½" EXHAUST (TOUAREG V8)**  
TT exhaust for Touareg V8, Dual 2½" with 2 Borla mufflers and 2 dual tips. Great V8 sound without being too loud.
- 252 605 TT CAT BACK DUAL 2¼" EXHAUST (TOUAREG VR6)**  
TT exhaust for Touareg VR6, Dual 2¼" with 2 Borla mufflers and 2 dual tips. Great sound without being too loud.



#252 525D Mk5 GTI  
2.0T 2½" Exhaust  
System



#252 600 Touareg V8 Dual 2½"  
Exhaust System



#252 605 Touareg V6 Dual 2¼"  
Exhaust System

# MANIFOLDS AND DOWNPIPES

Our tt performance downpipes are made from T-304 stainless steel. The dual performance downpipes make as much or more power than most street headers. The cast iron dual outlet manifold lasts longer and is quieter than a tubular header. In most cases, your stock cast-iron exhaust manifold will offer excellent results when used with a TECHTONICS downpipe and a sport exhaust system. Made with laser cut flanges.

## 251 000 ADD O<sub>2</sub> SENSOR FITTING TO DOWNPIPE

To add a O<sub>2</sub> sensor fitting to any of our downpipes, just add this part number to your order.

## 251 101 DUAL OUTLET EXHAUST MANIFOLD (Mk1\*, Mk2 & Mk3 8V)

The best bet for power and durability for the Mk2 cars. Many Mk2 cars came with a single outlet manifold. All Mk3 2.0L cars came with this manifold. These manifolds are layed out in a TRI-Y design best power and torque for street use.

\*Techtonics now makes special downpipes to use this manifold in the Mk1 chassis.

### Mk1 Downpipes:

## 251 110 DUAL DOWNPIPE (Mk1 with SCIROCCO 16V EXHAUST MANIFOLD)

This is the downpipe half of our redesigned Scirocco 16V cat/downpipe now 2 piece. (cat sold separately) (Scirocco 16V requires the #253 155 cat other Mk1s require the #253 155E cat)

## 251 112 DUAL DOWNPIPE 2¼" OUTLET (Mk1 with Mk2/Mk3 EXHAUST MANIFOLD)

Designed to use the Mk2 16V or Mk2/Mk3 8V exhaust manifold in the Mk1 chassis. Comes with a special short shift lever. (cat sold separately) (Scirocco 16V requires the #253 155 cat other Mk1s require the #253 155E cat)

## 251 114 DUAL DOWNPIPE NONCAT 2" OUTLET (Mk1 with Mk2/Mk3 MANIFOLD)

Designed to use the Mk2 16V or Mk2/Mk3 8V exhaust manifold in the Mk1 chassis and will connect directly to our 2" Mk1 exhaust systems. Comes with a special short shift lever.

## 251 116 DUAL NONCAT DOWNPIPE 55mm OUTLET (Mk1 with Mk2/Mk3 MANIFOLD)

Same as the #251 114 downpipe but with a 55mm outlet to connect directly to our 2¼" Mk1 exhaust systems.

## 251 222 DUAL CAT DOWNPIPE 2" OUTLET (Mk1 with Mk2/Mk3 MANIFOLD)

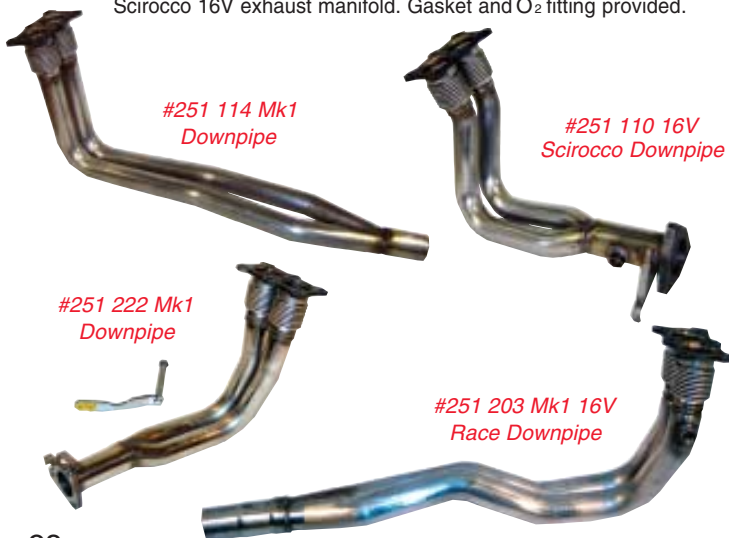
Designed to use the Mk2 16V or Mk2/Mk3 8V exhaust manifold in the Mk1 chassis. Comes with a special short shift lever. Works with stock Mk1 catalytic converter or our #253 150 cat. (cat sold separately)

## 251 223 DUAL CAT DOWNPIPE 2" OUTLET (Mk1 with Mk2/Mk3 MANIFOLD)

Same as the #251 222 downpipe but designed for the 2.0L "ABA" tallblock. (cat sold separately)

## 251 203S DUAL STAINLESS STEEL RACE DOWNPIPE (SCIROCCO 16V)

Our exclusive long tube 2" primary racing dual downpipe directly replaces the stock downpipe and catalytic converter for an instant 10hp gain. Fits 16V Scirocco, as well as, Mk1 16V conversions using the Scirocco 16V exhaust manifold. Gasket and O<sub>2</sub> fitting provided.



#251 101 Mk2 & Mk3 8V Exhaust Manifold



#251 117 Mk2 Downpipe



#251 238 Mk2 & Mk3 Audi/Passat 1.8T Conversion Downpipe



#251 235 Mk3 VR6 2" Downpipe



#251 239 Mk2 & Mk3 VW 1.8T Conversion Downpipe



#251 204S Mk2 Race Downpipe

### Mk2 & Mk3 Downpipes:

## 251 117S DUAL STAINLESS STEEL DOWNPIPE (Mk2 & Mk3 2.0L to '94)

When used with our #251 101 exhaust manifold this downpipe is terrific upgrade for Golf & Jetta models not originally equipped. Adds 5 hp to vehicles that came with single tube downpipes! Get even more power when used in conjunction with a TECHTONICS exhaust system. Mk2 cars requires large flange cat. converter (82mm bolt center) (#253 156 or #253 158) Uses factory flex coupling. Comes with sealing ring, downpipe to manifold gasket and mounting hardware.

## 251 120 DUAL STAINLESS STEEL DOWNPIPE (CORRADO G60 & '95 GOLF/JETTA)

Same as #251 117S but comes with flat gasket (#253 109) instead of sealing ring.

## 251 121 DUAL STAINLESS STEEL DOWNPIPE (Mk3 2.0L '96-early '99)

Same as #251 120 but with O<sub>2</sub> sensor fitting welded on.

## 251 204S DUAL RACE STAINLESS STEEL DOWNPIPE (Mk2 8V/16V & Mk3 2.0L)

Same design as our #251 203 but for the Mk2 & Mk3 Golf/Jetta, including, Corrado G60. If you want to install on an Mk2 8V originally equipped with a single tube downpipe, you'll need our #251 101 exhaust manifold. Outlet size is 55mm.

## 251 235 VR6 12V DUAL 2" DOWNPIPE ('92-'95 Mk3 VR6)

This performance downpipe also fits the '92-'95 VR6 Passat and Corrado. Will also fit Mk2 with OBD I VR6 engine swap.

## 251 235X VR6 12V DUAL 2" DOWNPIPE w/O<sub>2</sub> ('96-early '99 Mk3 VR6)

This performance downpipe is for the OBD II '96-early '99 Mk3 & '96-'97 Passat VR6. Has O<sub>2</sub> fitting added to downpipe. Will also fit Mk2 with OBD II VR6 engine swap.

## 251 238 2½" TURBO DOWNPIPE (Mk2 & Mk3 with AUDI/PASSAT 1.8T CONVERSION)

Connects the Audi A4/ Passat 1.8T turbo to the tt 253 161 cat in the Mk2 & Mk3 chassis.

## 251 239 2½" TURBO DOWNPIPE (Mk2 & Mk3 with Mk4 1.8T CONVERSION)

Same as the #251 238 but designed for the Mk4 VW style turbo.

## Mk4 Downpipes:

- 251 118 DUAL STAINLESS STEEL DOWNPIPE (early Mk4 2.0L)**  
For early Mk4 with dual manifold. To be used with TT cat. #253 169. (cat sold separately)
- 251 172 CATALYTIC CONVERTER DOWNPIPE ('01-'05 Mk4 2.0L)**  
Replacement cat downpipe for the '01-'05 Mk4 2.0L with a single outlet exhaust manifold. Made from 2.25" tubing (std is 2.125")
- 251 234 FULL 2½" CAT DOWNPIPE (Mk4 1.8T GOLF, JETTA & BEETLE)**  
Full 2½" stainless steel downpipe with high flow catalytic converter. Made for our 460T or 464T exhaust systems. We have seen 18hp gains when used with our full 2½" exhaust.
- 251 234R 2½" CAT DOWNPIPE (Mk4 1.8T GOLF, JETTA & BEETLE)**  
Directly replaces your OE downpipe. 2½" mandrel bent stainless steel tubing and high flow catalytic converter. (Reduction can be cut off and used with our "T" version exhaust)
- 251 234N FULL 2½" RACE DOWNPIPE (Mk4 1.8T GOLF, JETTA & BEETLE)**  
Full 2½" without catalytic converter. Made to be used with our 460T or 464T exhausts.
- 251 235L VR6 12V DUAL 2" DOWNPIPE (Late '99-'02 Mk4 VR6 12V)**  
This performance downpipe will replace the OEM one piece cat/downpipe when used with the #253 168L catalytic converter (cat sold separately). This setup is less than half the price of the OEM cat/downpipe.
- 251 236 VR6 24V DUAL 2" DOWNPIPE ('03-'05 Mk4 VR6 24V)**
- 251 460DA DOWNPIPE ADAPTOR**  
Adaptor to connect 251 234 and 251 232 downpipes to the stock clamping sleeve for the standard exhaust

## Mk5 Downpipes:

- 251 226 2½" CAT DOWNPIPE (Mk5 2.0T & AUDI A3 2.0T)**  
Full 2½" stainless steel downpipe with high flow catalytic converter. This is for the Techtonics Mk5 & Audi A3 2.0T performance exhaust.
- 251 226R 2½" CAT DOWNPIPE (Mk5 2.0T & AUDI A3 2.0T)**  
2½" stainless steel downpipe with high flow catalytic converter. This is for the stock Mk5 & Audi A3 2.0T exhaust.



## Passat 1.8T/2.0T Downpipes:

- 251 233 PASSAT 1.8T 2½" DOWNPIPE (MANUAL TRANS)**  
Bolts to the OE catalytic converter and made from 2½" T-304 stainless steel tubing. Made for our 418T exhaust systems.
- 251 233R PASSAT 1.8T 2½" DOWNPIPE (MANUAL TRANS)**  
Same as #251 233 but with reduction to fit stock exhaust. (Reduction can be cut off and used with our "T" version exhaust)
- 251 237 PASSAT 1.8T 2½" DOWNPIPE (AUTO TRANS)**  
Same specs as #251 233 downpipe but modified to clear automatic transmission. Made for 418T exhaust.
- 251 237R PASSAT 1.8T 2½" DOWNPIPE (AUTO TRANS)**  
Same as #251 237 but with reduction to fit stock exhaust. (Reduction can be cut off and used with our "T" version exhaust)
- 251 227 PASSAT 2.0T 2½" CAT DOWNPIPE**  
Passat 2.0T 2½" downpipe with High Flow Cat for standard exhaust or TT exhaust. T304 Stainless

## Audi Downpipes:

- 251 228 DOWNPIPE ('96-'01 AUDI A4 1.8T QUATTRO with AUTOMATIC)**  
Full 2½" downpipe for the #252 560T and #252 561T exhaust systems on cars with automatic transmissions.
- 251 229 DOWNPIPE ('96-'01 AUDI A4 1.8T QUATTRO with MANUAL)**  
Full 2½" downpipe for the #252 560T and #252 561T exhaust systems on cars with manual transmissions.
- 251 124 DOWNPIPE ('02-'05 AUDI A4 1.8T QUATTRO with AUTOMATIC)**  
Made for the Audi A4 with automatic transmission and the #252 575 exhaust system.
- 251 124R DOWNPIPE ('02-'05 AUDI A4 1.8T QUATTRO with AUTOMATIC)**  
Made for the Audi A4 with automatic transmission and stock clamping sleeve. (Reduction can be cut off and used with our "T" version exhaust)
- 251 125 DOWNPIPE ('02-'05 AUDI A4 1.8T QUATTRO with MANUAL)**  
Made for the Audi A4 with manual transmission and the #252 575 exhaust system.
- 251 125R DOWNPIPE ('02-'05 AUDI A4 1.8T QUATTRO with MANUAL)**  
Made for the Audi A4 with manual transmission and stock clamping sleeve. (Reduction can be cut off and used with our "T" version exhaust)
- 251 126 DOWNPIPE ('06up AUDI A4 2.0T QUATTRO with MANUAL)**  
Made for the Audi A4 with manual transmission and the #252 575 exhaust system.
- 251 126R DOWNPIPE ('06up AUDI A4 2.0T QUATTRO with MANUAL)**  
Made for the Audi A4 with manual transmission and stock clamping sleeve. (Reduction can be cut off and used with our "T" version exhaust)
- 251 128 CAT DOWNPIPE SET ('00-'02 Audi S4)**  
Audi S4 up to 2002 2.7T, 2½" Turbo Downpipes with High Flow cats (Manual trans only) (for tt 2½" dual exhaust)
- 251 128R CAT DOWNPIPE SET ('00-'02 Audi S4)**  
Audi S4 up to 2002 2.7T, 2½" Turbo Downpipes with High Flow cats (Manual trans only) Reduced to 55mm to fit the std exhaust.
- 251 129 CAT DOWNPIPE SET (Audi A6 2.7T, Allroad 2.7T)**  
Audi A6 2.7T, Allroad 2.7T, 2½" Turbo Downpipes with High Flow cats (Manual trans only) (for tt 2.5 inch dual exhaust)
- 251 129R CAT DOWNPIPE SET (Audi A6 2.7T, Allroad 2.7T)**  
Audi A6 2.7T, Allroad 2.7T, 2½" Turbo Downpipes with High Flow cats (Manual trans only) Reduced to 55mm to fit std exhaust.



# CATALYTIC CONVERTERS

## APPLICATION CHART

| Model                              | Year      | Catalytic Converter               |
|------------------------------------|-----------|-----------------------------------|
| Rabbit, Scirocco & Mk1 Jetta ....  | '75-'87   | ----- #253 150                    |
| Mk1 w/16V conversion .....         | '75-'93   | ----- #251 110 or 112 & #253 155E |
| Scirocco 16V .....                 | '86-'88   | ----- #251 110 & #253 155         |
| Cabriolet .....                    | '84-'89   | ----- #253 150                    |
| Cabriolet .....                    | '90-'93   | ----- Universal                   |
| Fox .....                          | '87-'93   | ----- #253 149                    |
| Mk2 Golf "RV" (45mm exit) ..       | '87-'92   | ----- #253 159S                   |
| Mk2 Golf GTI 8V .....              | '85-'86   | ----- Universal #253 153          |
| Mk2 Golf GTI 16V 1.8L .....        | '87-'89   | ----- #251 156 or #253 166        |
| Mk2 Golf GTI 8V 1.8L .....         | '90-'92   | ----- #251 156 or #253 166        |
| Mk2 Golf GTI 16V 2.0L .....        | '90-'92   | ----- #253 156 or #253 166        |
| Mk2 w/small flange 50mm exit ..... | '87-'92   | ----- #253 159                    |
| Mk2 Jetta 8V GLI .....             | '86-'87   | ----- #253 158                    |
| Mk2 Jetta 8V "PF" .....            | '88-'92   | ----- #253 158                    |
| Mk2 Jetta 1.8L 16V .....           | '88-'89   | ----- #251 156 or #253 166        |
| Mk2 Jetta 2.0L 16V .....           | '88-'89   | ----- #253 158                    |
| Corrado G60 .....                  | '90-2/'91 | ----- #253 160 or #253 162        |
| Corrado G60 & VR6 .....            | 3/'91-'94 | ----- #253 164                    |
| Passat 16V .....                   | '90-'92   | ----- #253 166                    |
| Passat VR6 .....                   | '92-'97   | ----- #253 162                    |
| Passat 1.8T/Audi A4 1.8T .....     | '98-'05   | ----- #253 167T                   |
| Mk3 Golf 2.0L 8V .....             | '93-'94   | ----- #253 156 or #253 166        |
| Mk3 Golf 2.0L 8V .....             | '95       | ----- #253 160 or #253 162        |
| Mk3 Golf 2.0L 8V .....             | '96-9/'98 | ----- #253 160R or #253 165       |
| Mk3 Golf VR6 .....                 | '94-'95   | ----- #253 162                    |
| Mk3 Golf VR6 .....                 | '96-9/'98 | ----- #253 165                    |
| Mk3 Jetta 2.0L 8V .....            | '93-'94   | ----- #253 156 or #253 166        |
| Mk3 Jetta 2.0L 8V .....            | '95       | ----- #253 160 or #253 162        |
| Mk3 Jetta 2.0L 8V .....            | '96-9/'98 | ----- #253 160R or #253 165       |
| Mk3 Jetta VR6 .....                | '94-'95   | ----- #253 162                    |
| Mk3 Jetta VR6 .....                | '96-9/'98 | ----- #253 165                    |
| Mk4 & Beetle 1.8T .....            | '99-'05   | ----- #251 234R                   |
| Mk4 VR6 w/tt DP .....              | '99-'05   | ----- #251 235L & #253 168L       |
| Mk4 VR6 w/Bosal header ....        | '99-'05   | ----- #253 168                    |
| Beetle, Mk4 Golf/Jetta 2.0L .....  | '01-'05   | ----- #253 172                    |
| Mk4 2.0L w/tt 251 118 downpipe     | '98-'01   | ----- #253 169                    |

Add a "B" to part number if using Bosal Header or OBX Header

### Determining Your Catalytic Converter Size:

If you aren't sure what you have, it's best to measure it. If you have calipers you can just measure the diameter directly. If you don't have calipers you can take a string or a piece of paper and wrap it around the cat outlet (the pipe coming from the tail end of the cat converter) and measure the circumference. The circumference for 45mm is 141.3mm (5.56"), for 50mm it's 157mm (6.18"), and for 55mm it's 173mm (6.81").

- 253 149 CATALYTIC CONVERTER 2" with 2 small 3-bolt flanges (FOX)**
- 253 150 CATALYTIC CONVERTER 2" with 2 small 3-bolt flanges (Mk1)**
- 253 151 CATALYTIC CONVERTER 2½" UNIVERSAL (13" LONG)**
- 253 152 CATALYTIC CONVERTER 2" UNIVERSAL (13" LONG)**
- 253 153 CATALYTIC CONVERTER 2¼" UNIVERSAL (13" LONG)**
- 253 154S CATALYTIC CONVERTER/DOWNSPIPE for SCIROCCO 16V**  
No longer available in one piece form. New design has a bolt-on cat. See the #251 110 and #253 155.
- 253 155 CATALYTIC CONVERTER for SPECIAL Mk1 DOWNPIPES (55mm OUTLET)**  
Designed for our #251 110 and #251 112 Mk1 downpipes in the Scirocco 16V.
- 253 155E CATALYTIC CONVERTER for SPECIAL Mk1 DOWNPIPES (55mm OUTLET)**  
Designed for our #251 110 and #251 112 Mk1 downpipes in the early Mk1 chassis.



- 253 156 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O<sub>2</sub>)**  
For all Mk2 1.8L 16V, '93-'94 Mk3 2.0L and '90-'92 Mk2 8V GTIs.
- 253 158 CAT 50mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O<sub>2</sub>)**  
Fits '86-'87 GLI 8V, '90-'92 16V 2.0L GLI, "PF" and some "RV" originally equipped with a 50mm outlet.
- 253 159 CAT 50mm OUTLET (19" LONG, SMALL FLANGE)**  
This uses a single outlet manifold with a removable (bolt-on) small 3 bolt flange catalytic converter.
- 253 159S CAT 45mm OUTLET (19" LONG, SMALL FLANGE)**  
Same as #253 159 but with 45mm outlet. Mk2 Golf "RV"
- 253 160 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O<sub>2</sub>)**  
Same as our #253 156 but with Corrado gasket.
- 253 160R CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, REAR O<sub>2</sub>)**  
Same as our #253 160 but with rear O<sub>2</sub> fitting.
- 253 161 CAT FULL 2½" OUTLET (19½" LONG, LARGE FLANGE, FRONT O<sub>2</sub>)**  
No reduction. Large high flow CAT. For use with '85-'95 2½" Mk2 & Mk3 "T" exhaust systems.
- 253 161R CAT FULL 2½" OUTLET (19½" LONG, LARGE FLANGE, REAR O<sub>2</sub>)**  
No reduction. Large high flow CAT. For use with '96-early '99 2½" Mk3 "T" exhaust systems.
- 253 162 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O<sub>2</sub>)**  
Large high flow CAT. Great replacement for '90-early '91 G60.
- 253 164 CAT 55mm OUTLET (29¼" LONG, LARGE FLANGE, FRONT O<sub>2</sub>)**  
The long Corrado version. 3/'91-'92 G60, All Corrado VR6, Large high flow CAT.
- 253 165 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, REAR O<sub>2</sub>)**  
For Mk3 '96-6/'98. Large high flow CAT.
- 253 166 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O<sub>2</sub>)**  
Large high flow CAT alternative for #253 156. Sealing ring.
- 253 167T CATALYTIC CONVERTER for '98-'05 PASSAT 1.8T & '96-'05 AUDI A4 1.8T**  
Replaces the stock cat. Large 2½" high flow CAT. Stainless construction.
- 253 168 CATALYTIC CONVERTER (Mk4 VR6 WITH BOSAL or OBX HEADER)**
- 253 168L CATALYTIC CONVERTER (Mk4 VR6 W/#251 235L or #251 236 DOWNSPIPE)**  
This cat and the #251 235L (12V) or #251 236 (24V) downpipe are an affordable replacement for the Mk4 VR6 12V/24V OEM downpipes. Large high flow CAT.
- 253 169 CATALYTIC CONVERTER (early Mk4 2.0 w/#251 118 DUAL DOWNSPIPE)**  
This cat and the #251 118 downpipe are an affordable replacement for the Mk4 2.0L OEM downpipe. Large high flow CAT.
- 253 172 CATALYTIC CONVERTER DOWNSPIPE ('01-'05 Mk4 2.0L)**  
Replacement cat downpipe for the '01-'05 Mk4 2.0L with a single outlet exhaust manifold. Made from 2¼" tubing (std is 2/8")



# EXHAUST TIPS

## 2" Inlet:

- 254 175 STAINLESS STEEL OVAL ANGLE TIP (WELD-ON)**  
Length: 4" Diameters: inlet: 2" outlet: 3" x 4"
- 254 180 STAINLESS STEEL OVAL ANGLE TIP (WELD-ON)**  
Length: 5½" Diameters: inlet 2" outlet: 3" x 4"
- 254 190 STAINLESS STEEL DOUBLE WALLED DUAL 3" TIP (CLAMP-ON)**  
3" Stainless Steel Dual Angle Cut Double Wall Exhaust tip for 2" exhaust. 11" long 6⅞" wide. Not recommended for cars with a short tailpipe.
- 254 195 STAINLESS STEEL DOUBLE WALLED SINGLE 3" TIP (CLAMP-ON)**  
Length: 6½" Diameters: inlet 2" outlet: 3"

## 2¼" Inlet:

- 254 210 STAINLESS STEEL TIP-SINGLE ROLLED EDGE (WELD-ON)**  
Length: 6" Diameters: inlet: 2¼" outlet: 3½"
- 254 211 STAINLESS STEEL TIP-SINGLE ROLLED EDGE (WELD-ON)**  
Length: 6" Diameters: inlet: 2¼" outlet: 3"
- 254 212 STAINLESS STEEL TIP-ANGLED CUT SINGLE ROLLED EDGE (WELD-ON)**  
Length: 6" Diameters: inlet: 2¼" outlet: 3"
- 254 215 STAINLESS DUAL DTM (CLAMP-ON)**  
Dual upturn 2½" tubing. Length: 9¾" diameters: inlet: 2¼" outlet: dual 2½"
- 254 220 STAINLESS STEEL OVAL DTM (CLAMP-ON)**  
Single upturn oval design. Length: 7" Diameters: inlet: 2¼" outlet: 3" x 4"
- 254 260 CHROMED STEEL TIP-SINGLE OVAL ANGLE CUT (WELD-ON)**  
Length: 10" Diameters: inlet: 2¼" outlet: 3" x 4"
- 254 270 CHROMED STEEL TIP-DUAL (CLAMP-ON)**  
Length: 9" Diameters: inlet: 2¼" outlets: 2⅞"
- 254 275 STAINLESS STEEL OVAL ANGLE TIP (WELD-ON)**  
Requires welding for installation. Length: 4" Diameters: inlet: 2¼" outlet: 3" x 4"
- 254 275C STAINLESS STEEL OVAL ANGLE TIP (CLAMP-ON)**  
Same as #254 275 except requires no welding .
- 254 280 STAINLESS STEEL OVAL ANGLE TIP (WELD-ON)**  
Length: 5½" Diameters: 2¼" outlet 3" x 4"
- 254 280C STAINLESS STEEL OVAL ANGLE TIP (CLAMP-ON)**  
Same as #254 280 except requires no welding .
- 254 285 STAINLESS STEEL DUAL ANGLE CUT TIP (CLAMP-ON)**  
Length: 8" Diameters: inlet: 2¼" outlet: dual 2½"
- 254 285V STAINLESS STEEL DUAL ANGLE CUT TIP w/VENTURIS (CLAMP-ON)**  
Same as #254 285 tip but with venturis in each tip. (venturi makes the exhaust quieter)
- 254 290 STAINLESS STEEL DOUBLE WALLED DUAL 3" TIP (WELD-ON)**  
3" Stainless Steel Dual Angle Cut Double Wall Exhaust tip for 2¼" exhaust. 11" long 6⅞" wide. Not recommended for the Golf or Beetle.
- 254 295 STAINLESS STEEL DOUBLE WALLED SINGLE 3" TIP (CLAMP-ON)**  
Length: 4" Diameters: inlet 2¼" outlet: 3"

#254 212



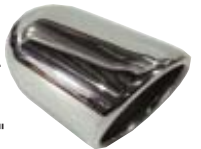
#254 195, 295 or 395

## 2½" Inlet:

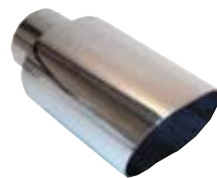
- 254 310 STAINLESS STEEL TIP-SINGLE ROLLED EDGE 3½" (WELD-ON)**  
Length: 6" Diameters: inlet: 2½" outlet: 3½"
- 254 311 STAINLESS STEEL TIP-SINGLE ROLLED EDGE 3½" (WELD-ON)**  
Length: 4" Diameters: inlet: 2½" outlet: 3½". Great for VR6 Corrado and 20th anniversary / 337.
- 254 312 STAINLESS STEEL TIP-ANGLED CUT SINGLE ROLLED EDGE 3½" (WELD-ON)**  
Length: 4" Diameters: inlet: 2½" outlet: 3½". Great for VR6 Corrado & 20th anniversary / 337.
- 254 315 STAINLESS STEEL DUAL DTM (CLAMP-ON)**  
Dual upturn 2½" tubing for a distinct European look Length: 9¾" Diameters: inlet: 2½" outlet: dual 2½"
- 254 320 STAINLESS STEEL OVAL DTM (CLAMP-ON)**  
Single upturn oval design. Length: 7" Diameters: inlet: 2½" outlet: dual 3" x 4"
- 254 375 STAINLESS STEEL OVAL ANGLE TIP (WELD-ON)**  
Length: 4" Diameters: inlet 2½" outlet: 3" x 4"
- 254 375C STAINLESS STEEL OVAL ANGLE TIP (CLAMP-ON)**  
Same as #254 375 except requires no welding.
- 254 380 STAINLESS STEEL OVAL ANGLE TIP (WELD-ON)**  
Length: 5½" Diameters: inlet 2½" outlet 3" x 4"
- 254 380C STAINLESS STEEL OVAL ANGLE TIP (CLAMP-ON)**  
Same as #254 380 except requires no welding.
- 254 385 STAINLESS STEEL DUAL ANGLE CUT TIP (CLAMP-ON)**  
Length: 8" Diameters: inlet 2½" outlet: dual 2½"
- 254 385V STAINLESS STEEL DUAL ANGLE CUT TIP w/VENTURIS**  
Same as #254 385 tip but with venturis in each tip. (venturi makes the exhaust quieter)
- 254 390 STAINLESS STEEL DOUBLE WALLED DUAL 3" TIP**  
3" Stainless Steel Dual Angle Cut Double Wall Exhaust tip for 2½" exhaust. 11" long 6⅞" wide. Not recommended for the Golf or Beetle.
- 254 395 STAINLESS STEEL DOUBLE WALLED SINGLE 3" TIP (WELD-ON)**  
Length: 4" Diameters: inlet 2½" outlet: 3"



#254 311



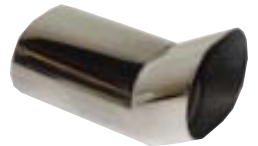
#254 312



#254 280C or 380C



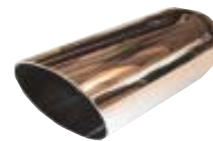
#254 180, 280 or 380



#254 220 or 320



#254 210 or 310



#254 260 Tip



#254 270 Tip



#254 215 or 315



#254 285 or 385



#254 190, 290 or 390

# RACE HEADERS

Our race headers use slip-on merged collectors with a rotational firing order. The primary pipes are mandrel bent. The flanges are one piece laser cut for precision fit. We have headers that cover all Mk1, Mk2 & Mk3 chassis with either the 8V or 16V engine and even tallblock applications.

- 251 240 TT RACING HEADERS (Mk1, 8V 1<sup>5</sup>/<sub>8</sub>" )**  
Fits all Mk1 chassis with 8V engine. Primary pipe diameter: 1.675" (1<sup>5</sup>/<sub>8</sub>") Length: 27". Will not work with OEM Style front sway bars.
- 251 241 TT RACING HEADERS (Mk1, TALLBLOCK 8V 1<sup>5</sup>/<sub>8</sub>" )**  
Fits all Mk1 chassis with 8V tallblock engines ("ABA"). Primary pipe diameter: 1.675" (1<sup>5</sup>/<sub>8</sub>") Length: 27". Will not work with OEM Style front sway bars.
- 251 242 TT RACING HEADERS (Mk1, 8V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk1 chassis with 8V engine. Primary pipe diameter: 1.750" (1<sup>3</sup>/<sub>4</sub>") Length: 30". Will not work with OEM Style front sway bars.
- 251 243 TT RACING HEADERS (Mk1, TALLBLOCK 8V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk1 chassis with tallblock 8V engine. Primary pipe diameter: 1.750" (1<sup>3</sup>/<sub>4</sub>") Length: 30" Will not work with OEM Style front sway bars.
- 251 244 TT RACING HEADERS (Mk1, 16V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk1 chassis with 16V engine. Primary pipe diameter: 1.750" (1<sup>3</sup>/<sub>4</sub>") Length: 30". Will not work with OEM Style front sway bars.
- 251 245 TT RACING HEADERS (Mk1, TALLBLOCK 16V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk1 chassis with tallblock 16V engines. Primary pipe diameter: 1.750" (1<sup>3</sup>/<sub>4</sub>") Length: 30". Will not work with OEM Style front sway bars.



#251 240 Mk1  
8V Race  
Header

#251 244 Mk1 16V  
Race Header

- 251 246 TT RACING HEADERS (Mk2, 8V 1<sup>5</sup>/<sub>8</sub>" )**  
Fits all Mk2 cars with 8V engine. Primary pipe diameter: 1.675" (1<sup>5</sup>/<sub>8</sub>") Length: 30"
- 251 247 TT RACING HEADERS (Mk2, 8V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk2 cars with 8V engine. Primary pipe diameter: 1.75" (1<sup>3</sup>/<sub>4</sub>") Length: 30"
- 251 248 TT RACING HEADERS (Mk2 & Mk3 TALLBLOCK 8V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk2 and Mk3 cars with Tallblock 8V engines. Primary pipe diameter: 1.75" (1<sup>3</sup>/<sub>4</sub>") Length: 30"
- 251 250 TT RACING HEADERS (Mk2, 16V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk2 cars with 16V engines. Primary pipe diameter: 1.750" (1<sup>3</sup>/<sub>4</sub>") Length: 30"
- 251 251 TT RACING HEADERS (Mk2 & Mk3, TALLBLOCK 8V 1<sup>5</sup>/<sub>8</sub>" )**  
Fits all Mk3 cars with 8V engine (and Mk2 w/tall block). Primary pipe diameter: 1.675" (1<sup>5</sup>/<sub>8</sub>") Length: 30"
- 251 252 TT RACING HEADERS (Mk2 & Mk3, TALLBLOCK 16V 1<sup>3</sup>/<sub>4</sub>" )**  
Fits all Mk2 & Mk3 cars with tallblock 16V engines ("ABF" 16V or "ABA" with 16V head). Primary pipe diameter: 1.750" (1<sup>3</sup>/<sub>4</sub>") Length: 30"
- 251 FLX ADD FLEX COUPLING TO HEADER**  
This add life to the header when using std engine mounts

**For racing only. Not C.A.R.B. Exempt**



#251 246 Mk2 8V Race  
Header



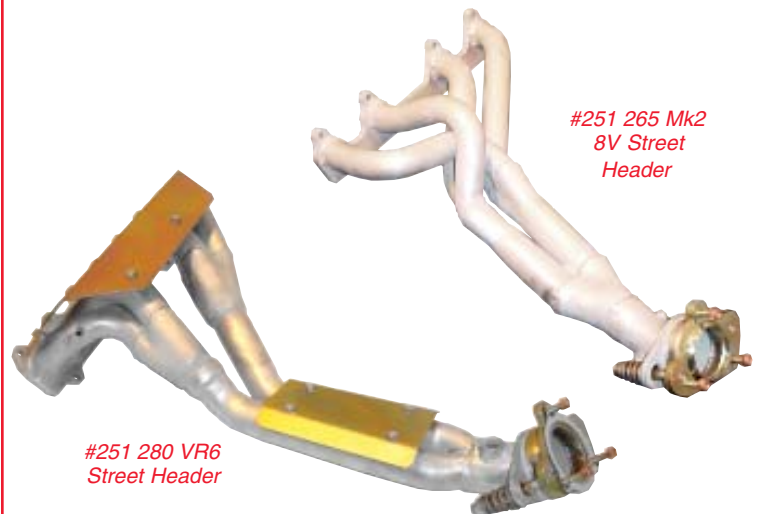
#251 250 Mk2 16V Race  
Header

# STREET HEADERS

Although most street headers only make moderate gains in performance they can be a cost effective alternative for hard to find exhaust manifolds. These headers will work with the stock cat.

- 251 265 BOSAL STREET HEADERS for Mk2 & Mk3, 8V up to '94**  
Fits all Mk2 & '93-'94 Mk3 with 8V engine. Bolts to stock\* & TT cat.
- 251 266 BOSAL STREET HEADERS for Mk3, 2.0L 8V '95-early '98**  
Fits Mk3 chassis with 8V engine. Bolts to stock\* and TT cat.
- 251 270 BOSAL STREET HEADERS for Mk2, 16V**  
Fits all Mk2 cars with 16V engine. Bolts to stock\* and TT cat.
- 251 275 BOSAL STREET HEADERS for G60**  
Fits all G60 Corrados. Bolts to stock\* and tt cat.
- 251 280 BOSAL STREET HEADERS for VR6**  
Fits all Mk2 & Mk3 VR6 12V engines. Bolts to stock\* & TT cat.

**When ordering a TT cat for a Bosal header add a "B" to the part number. (flange will be modified for header)  
\*(A modification to flange is required for stock cat.)**



#251 265 Mk2  
8V Street  
Header

#251 280 VR6  
Street Header

# EXHAUST PARTS

## Exhaust System Parts:

- 251 050 2.0" FLEX COUPLING**
- 251 060 2.25" FLEX COUPLING**
- 251 070 2.5" FLEX COUPLING**
- 251 289 STAINLESS 8V HEADER FLANGE**  
Set of 4, 3/8" Thick
- 251 290 8V Header Flange**  
1/2" Thick One Piece Laser cut
- 251 291 16V Header Flange**  
1/2" Thick One Piece Laser cut
- 251 292 20V 4 cyl. Header Flange**  
1/2" Thick One Piece Laser cut
- 253 000 OXYGEN SENSOR FITTING**  
This fitting has correct threads for the O<sub>2</sub> sensor and is machined concave on one side to fit the pipe.
- 252 000 STAINLESS STEEL OXYGEN SENSOR FITTING**
- 253 002 PLUG for OXYGEN SENSOR FITTING**
- 253 001 16V SCIROCCO FLEX COUPLING to REPAIR DOWNPIPE**  
If you've developed an exhaust leak after the exhaust manifold, then your flex coupling has probably failed. Requires welding for installation.
- 253 005 FLANGE REPAIR KIT for LARGE 3-BOLT FLANGE**  
Replaces the rotating 3 bolt flange on OEM dual downpipes. 82mm bolt centers. Fits '85-'94 Mk2/Mk3 Golf/Jetta & Passat 16V. New sealing ring and mounting bolts included.
- 253 006 FLANGE REPAIR KIT for SMALL 3-BOLT FLANGE**
- 253 095 EXHAUST GASKETS, LARGE PORT for ALL 8V ENGINES**  
The port sizes are 4mm taller and 2mm wider than standard issue pieces. Ideal for ported cylinder heads. Set of 4.
- 253 096 EXHAUST GASKET for HEAD to MANIFOLD**  
One piece large port for all '93-up 2.0L.
- 253 100 EXHAUST GASKETS for 8V (1.5L-1.8L) HEAD to MANIFOLD**  
Set of 4 gaskets that go between the exhaust manifold and cylinder head. Fits all 8V engines '75-'93.
- 253 101 GASKET CLIP ON DOWNPIPE**  
Fits exhaust outlet for single outlet manifolds from '82-'89 plus Cabriolet '82-'89.
- 253 102 EXHAUST GASKET HEAD MANIFOLD (ALL 16V)**  
OEM quality gaskets made in Germany for 1/3 less than the dealer. Plus, we have them in stock!
- 253 103 EXHAUST STUD - HEAD TO MANIFOLD (8mm) all ENGINES**  
Exhaust studs that attach the exhaust manifold to the cylinder head on all '75 & up 8V & 16V, TDI, 1.8T AND VR6 engines. OEM quality. Priced each.
- 253 104 8mm EXHAUST NUTS (COPPER PLATED, SELF-LOCKING)**  
Nice to replace when installing a new manifold or just changing the gaskets during an overhaul. 12mm wrench size. Made in Germany. Priced each.
- 253 105 GASKET U.S. DUAL DOWNPIPE**  
Gasket fits between downpipe and manifold (w/8mm studs). Fits '75-'82 Rabbit, '75-'81 Scirocco and all applications that use a U.S. spec. dual-outlet exhaust manifold.
- 253 106 GASKET for '75-'93 Mk1 CARS (DOWNPIPE to CAT)**  
For all early cars with catalytic converters.
- 253 107 10mm EXHAUST NUTS**  
Fit cars with manifolds with 10mm studs, Sold each.



- 253 108 SEALING RING for Mk2 & Mk3 2.0L (DOWNPIPE to CAT)**  
Fits all Mk2 16V's and all Mk2 8V'S with dual outlet exhaust manifolds & downpipe and Mk3 2.0L up to '94. Located between the catalytic converter and the downpipe.
- 253 109 GASKET for CAT G60, '95up Mk3 & VR6 CARS (DOWNPIPE to CAT)**  
Fits G60 Corrado, '95-early '99 Mk3 2.0L & all Mk3 VR6 cars. Located between catalytic converter and downpipe.
- 253 110 GASKET for EURO-GTI DUAL DOWNPIPE-Mk1**  
Fits the EURO-GTI downpipe. (The EURO-downpipe is similar to the U.S. version except it has 10mm studs instead of 8mm and it has a larger flange area).
- 253 111 GASKET for BEETLE, Mk4 GOLF/JETTA 1.8T (TURBO TO DOWNPIPE)**
- 253 112 GASKET for PASSAT & AUDI A4 1.8T (CAT TO DOWNPIPE)**
- 253 113 GASKET for VR6 12V (HEAD TO MANIFOLDS) SET OF 2**
- 253 115 GASKET for DUAL OUTLET MANIFOLD '86up (Mk2, Mk3 & Mk4)**  
Fits all '86 and up 16V and 8V models equipped with dual outlet manifold. Includes Passat 16V & G60.
- 253 116 GASKET for VR6 12V DOWNPIPE to MANIFOLDS**  
Be sure to order 2!
- 253 117 10mm EXHAUST STUD for EXHAUST MANIFOLD**
- 253 120 SMALL 3-BOLT FLANGE (66mm Bolt Spread 2" Hole)**
- 253 125 LARGE 3-BOLT FLANGE (82mm Bolt spread 2½" Hole)**
- 253 130 TUBE of EXHAUST SEALANT (1 oz. BOTTLE)**
- 253 135 TUBE of EXHAUST SEALANT (5 oz. TUBE)**
- 253 137 EXHAUST HANGER Front Mk4 GOLF, JETTA & BEETLE**  
Be sure to order 2!
- 253 138 EXHAUST HANGER Front of Muffler Mk4 GOLF, JETTA & BEETLE**
- 253 139 EXHAUST HANGER Rear of Muffler Mk4 GOLF, JETTA & BEETLE**
- 253 140 EXHAUST HANGER Mk1 (STANDARD)**  
Original equipment hangers (made in Germany). Holds up well with lighter exhaust systems.
- 253 141 EXHAUST HANGER (STANDARD, JETTA)**  
Mk2 Jetta models use two of these and 2 of the above (part #253 140).
- 253 142 EXHAUST HANGER Mk1 & Mk2 (with CHAIN)**  
The ultimate exhaust hanger. Has a roller chain molded inside to provide the last word in strength. This hanger won't fail. Mk1 and Mk2
- 253 143 EXHAUST HANGER (GOLF '85-'92)**
- 253 144 EXHAUST HANGER (Mk1 Late '84-'93 SCIROCCO & CABRIOLET)**  
OEM replacement for all '85-'88 Scirocco and '85-'93 Cabriolet. If your '84 has the small "space saver" spare tire, it is a late model. Three required per vehicle.
- 253 145 EXHAUST HANGER ('90-'92 PASSAT 2.0L 16V)**  
Three per vehicle.
- 253 146 EXHAUST HANGER (Mk3 GOLF & JETTA, 4 & 6 CYLINDER)**



#253 111

#253 112

#253 144



#253 140

#253 141

#253 142

Cutaway of  
#253 142

#253 143

#253 145

#253 146

## Exhaust Clamps:

There is a lot of hype going around regarding exhaust clamps. The flat strap type of clamps seem like a good idea, but they don't have the power to properly seal and hold super tough stainless steel tubing. The shell type clamps are made for metric size pipe not the type of tubing used in the USA which is made in inch sizes (i.e. 2 1/4", 2 1/2" etc.). It's true, if you overtighten the clamps they can indent the pipe. The strap type clamps don't because they aren't strong enough. Our new clamps are a compromise between flat clamp and bar clamp.

254 030 EXHAUST CLAMP, HD 2"

254 032 EXHAUST CLAMP, HD 2 1/8"

254 035 EXHAUST CLAMP, HD 2 1/4"

254 040 EXHAUST CLAMP, HD 2 1/2"

254 045 EXHAUST CLAMP, HD 2" STAINLESS STEEL

254 050 EXHAUST CLAMP, HD 2 1/4" STAINLESS STEEL

254 055 EXHAUST CLAMP, HD 2 1/2" STAINLESS STEEL

254 060 OEM CLAMPING SLEEVE (55mm)

254 065 STAINLESS BAND CLAMP (2 1/4")

254 070 STAINLESS BAND CLAMP (2 1/2")



#254 055 HD 2 1/2" Clamp



#254 060 Clamping Sleeve

## Mufflers—Replacements for TT Exhausts:

254 001 DYNAMAX SUPER TURBO MUFFLER, 2" — ALUMINIZED STEEL

Fits all 2" TT systems for Mk1 cars, including '75-'84 Rabbit, '75-'87 8V Scirocco, '80-'84 Jetta I, '80-'83 Pick-Up, Cabriolet '80-'89 and Fox '87up.

254 004 DYNAMAX SUPER TURBO MUFFLER, 2 1/4"—ALUMINIZED STEEL

Fits all 2 1/4" TT systems used on Mk1, Mk2, Mk3 and Passat 2.0L 16V's. Excellent flow with good sound dampening.

254 007 DYNAMAX SUPER TURBO MUFFLER, 2 1/4"—ALUMINIZED STEEL

Fits our 2 1/4" aluminized Pick-Up exhaust system.

254 010 DYNAMAX SUPER TURBO MUFFLER 2 1/4"—ALUMINIZED STEEL

Fits our aluminized system for the Scirocco-16V and Cabriolet late '84-'93.

254 011 FLOWMASTER 2 1/4" C/C ALUMINIZED MUFFLER

Fits our Mk1 2 1/4" systems to '84, as well as, our 2 1/4" Mk2, Mk3 & Mk4 2.0L.

254 015 FLOWMASTER 2 1/4" C/O ALUMINIZED MUFFLER

Fits our '84up Cabriolet & Scirocco.

254 019 FLOWMASTER 2 1/2" C/C ALUMINIZED MUFFLER

Fits our Golf and Jetta 2 1/2" systems.

254 022 BORLA 2" C/O STAINLESS STEEL MUFFLER

Considered by many to be the finest muffler available due to its all welded stainless steel construction. Our experience has been excellent in terms of performance and durability. Fits all 2" TT systems up to '84, as well as, VW Fox. "Straight thru" design for maximum flow. Made of T-304 stainless steel.



#254 015 Cutaway of Flowmaster Muffler



#254 026 Borla Muffler

254 023 BORLA 2 1/4" C/O STAINLESS STEEL MUFFLER

Fits our '84up 2 1/4" Scirocco 8V systems & 2 1/4" Cabriolet from late '84-'93.

254 024 BORLA 2 1/4" C/C STAINLESS STEEL OVAL MUFFLER

Fits all our 2 1/4" systems except Scirocco & Cabriolet.

254 025 BORLA 2 1/2" C/O STAINLESS STEEL OVAL MUFFLER

Designed to fit our Mk3 VR6 Golf, Jetta, Passat 1.8T & VR6.

254 026 BORLA 2 1/2" C/C STAINLESS STEEL OVAL MUFFLER

Fits our 2 1/2" Mk4 Golf/Jetta & Beetle, as well as, Corrado VR6.

254 027 BORLA 2 1/4" C/O STAINLESS OVAL MUFFLER

Fits our exhaust systems for Scirocco 16V and 2 1/4" pick up systems.

254 028 BORLA 2" C/O STAINLESS OVAL MUFFLER

Fits our '84up 2" Cabriolet & Scirocco 8V.

## FUEL INJECTION & RELATED PARTS

### Fuel Delivery System:

The BOSCH CIS and CIS-E fuel injection systems do an excellent job with both stock and high performance motors. We highly recommend that you stay with your stock injection system and not change to more troublesome carburetors. It seems clear to us that the stock system does an excellent job of maintaining the correct fuel/air ratio for both normal and high performance use, so put your high-performance budget where it will work—in an exhaust or cam. What's involved in making the stock injection work for high performance? One thing that's important is keeping the stock system in good condition. Make sure that your air cleaner is clean. Double-check the injector seal O-rings occasionally to make sure that they're not dried out and causing a vacuum leak. *Try and stay with stock injection settings as well—most modified settings don't add horsepower but do hurt fuel mileage.*

On '80-'84 oxygen sensor cars fitted with the smaller 60mm airflow sensor, there's some power to be gained from fitting the larger 80mm sensor plate. TECHTONICS offers a range of OEM quality and genuine BOSCH injection parts that can repair or replace broken ones to help restore your car's performance level to as good as new. Follow common sense with your injection: don't use questionable fuel, and avoid water in the gas like the plague. An occasional container of Chevron's Tech-ron® seems to help keep injectors cleaner, too.

### Fuel Filters:

134 014 FUEL FILTER ('77 RABBIT & SCIROCCO)

Fits all '77 models with fuel injection.

134 021 FUEL FILTER ('78-'80 RABBIT & SCIROCCO)

Fits '78-'79 California models and '78-'80 49 state cars with fuel injection.

134 030 FUEL FILTER ('88-'92 Mk2 DIGIFANT, '93-'95 Mk3, CORRADO & PASSAT VR6)

All cars with Digifant injection. Includes '88-'92 Mk2 Golf, Jetta, '90-'93 Cabriolet, Corrado G60, Corrado VR6 and Passat VR6. All Mk3's both 4 and 6 cylinder models up to '95. '90up VW Fox.

134 056 FUEL FILTER ('96-early '99 Mk3, 4 & 6 CYLINDER)

134 401 FUEL FILTER ('80-'84 Mk1 JETTA, RABBIT & SCIROCCO)

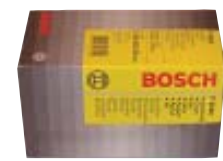
Fits all '80-'84 with fuel injection.

134 601 FUEL FILTER (all '85-'92 w/CIS INJECTION)

Fits all '85-'92 Mk2 Golf/Jetta, Scirocco, Passat 16V and '85-'89 Cabriolet. 8V and 16V engines.



#134 014 Fuel Filter



#134 030 Fuel Filter





## Fuel Injection Parts:

- 133 240 BOSCH UNIVERSAL 3 WIRE OXYGEN SENSOR**  
Can save up to \$60 compared to OEM replacements. Features a revolutionary patented connection system requiring no special tools. Instructions provided.
- 133 245 BOSCH UNIVERSAL 4 WIRE OXYGEN SENSOR**  
Same as #133 240 except made for 4 wire oxygen sensor.
- 133 250 BOSCH OXYGEN SENSOR**  
For all models with single wire sensors.
- 133 255 BOSCH OXYGEN SENSOR (3 WIRE)**  
For '85-'87 Mk2 8V, '87-'92 Mk2 16V, Scirocco 16V, '87-'90 Fox & '90 Passat 16V. (2 plugs.)
- 133 260 BOSCH OXYGEN SENSOR (3 WIRE-LATE)**  
Fits '88-'92 Mk2 Golf/Jetta with Digifant injection (RV & PF engine codes). (One 3-pin plug.)
- 133 265 BOSCH OXYGEN SENSOR (Mk3 GOLF/JETTA '93up)**  
Too many versions. Please call and tell us if its front or rear and the year, model and engine.
- 133 270 BOSCH OXYGEN SENSOR (G60 CORRADO 4-WIRE)**
- 133 300 BOSCH INJECTION NOZZLE (EARLY)**  
Fits all fuel injected cars to 1984. Can be used with the 3 bar (45 psi) fuel accumulator.
- 133 301 BOSCH INJECTION NOZZLE (AIR SHROUDED)**  
Fits '85-'89 Golf, Jetta, Scirocco and Cabriolet with CIS and CIS-E injection. BOSCH switched to the air-shrouded injector nozzles to improve fuel mileage and low rpm performance.
- 133 302 BOSCH INJECTION NOZZLE (FINE THREAD)**  
For '90-'92 Mk2 Golf/Jetta and Passat 16V with CIS Motronic fuel injection.
- 133 310 INJECTION NOZZLE O-RING KIT (EARLY)**  
The O-rings should be changed regularly. They shrink, deform and get hard with age causing vacuum leaks which result in poor idle and throttle response. Fits '77 to '84.
- 133 315 CIS INJECTION NOZZLE O-RING KIT ('85-'92)**  
Fits all with CIS injection from '85-'92. Set of 4 large & 4 small.
- 133 316 INJECTION NOZZLE O-RING KIT ('92up VR6)**  
Fits all VR6 models from '92up. Set of 12.
- 133 317 INJECTION NOZZLE O-RING KIT w/DIGIFANT, G60, Mk3 & Mk4**  
Fits all '88 and up 4 cylinder cars with electronic injectors (excluding Mk4 "AEG" and "AWD" engines). Set of 8.
- 133 330 AUXILIARY AIR REGULATOR VALVE (EARLY)**  
Its purpose is to let more air in the intake manifold when the engine is cold. If your car idles too slow when it's cold but okay when it's hot, the problem is most likely the auxiliary air valve. When they "get old" the bimetallic spring inside the valve gets weak and the valve does not open as far as it should. Less opening equals less idle speed when cold. For Mk1 cars with CIS injection.



- 133 340 INSULATOR, FUEL INJECTION NOZZLE**  
Fits all '77-'84 CIS injected cars (except for '84 GTI & GLI models).
- 133 341 INSULATOR, FUEL INJECTION NOZZLE**  
Fits '84 GTI & GLI models. Includes gasket.
- 133 342 INSULATOR CUP**  
Fits '85-'92 vehicles with KE JETRONIC fuel injection.
- 133 343 O-RING SET for INSULATOR CUP**  
For above cup. Fits '85-'92 with CIS.
- 133 344 BRASS INSULATOR for CIS**  
Fits '85-'92 vehicles with KE JETRONIC fuel injection.
- 133 345 DIGIFANT INSULATOR ('88-'93)**  
For '88-'92 Mk2 Golf/Jetta 8V, '91-'93 Fox and Corrado G60.
- 133 350 FOX FUEL PUMP RELAY w/o REV LIMITER**  
OEM fuel pump relay for the Fox that doesn't include a RPM limiting device. With this relay installed in your VW Fox, you can extend your rev range to what you desire. Replaces the original without any modifications. Will also fit some Golf and Jetta II models.
- 133 386 FUEL PRESSURE REGULATOR 3.5 bar (DIGIFANT I, II & G60)**  
Standard fuel pressure regulator is 3.0 bar.

## Throttle Cables:

- 720 100 THROTTLE CABLE ('77-'82 Mk1 w/FUEL INJECTION)**  
Fits all Rabbit, Scirocco, Jetta I, Cabriolet, and Pick Up models with fuel injection and manual transmission. OEM quality.
- 720 105 THROTTLE CABLE ('83-'84 GTI, GLI, '83-'87 SCIROCCO 8V & '83-'93 CABRIOLET)**
- 720 110 THROTTLE CABLE ('86-'88 SCIROCCO 16V)**
- 720 115 THROTTLE CABLE ('85-'92 GOLF, GTI, JETTA, GLI, PASSAT 16V & G60)**

## IGNITION PARTS, PLUGS & WIRES

The guys at Robert Bosch did an excellent job designing the stock VW ignition. So good a job, in fact, that we don't offer any high-performance ignitions.

*Do we really believe that the stock electronic module is good enough for race use?* Well, the 500 bhp alkyl-burning, turbocharged and Hilborn-injected motor we built for drag racing is dependably fired under 30 pounds of spark-killing boost with - you guessed it - a stock VW electronic ignition. Stock cap, stock wires, stock coil, too.

What the stock VW ignition system does require is quality parts to keep it in top condition. Aftermarket wires and caps can have a tendency to leave you stranded, so we only carry factory OEM quality. Double check your plugs wires occasionally to make sure they're tight. Loose wires can cause arcing that will lead to a destroyed distributor cap and most likely a stranded driver. Avoid both with proper maintenance.

### Ignition Parts:

- 945 100 DISTRIBUTOR ROTOR (POINTS TYPE)**  
Fits all Rabbit, Scirocco '75-'80. *Genuine BOSCH.*
- 945 102 DISTRIBUTOR ROTOR (ELECTRONIC, w/ VACUUM ADVANCE DIST)**  
The factory VW "breakerless" electronic ignition doesn't have "points" to burn up, but the rotor has a harder life and it shows. You should inspect yours for burning and erosion every 15,000 miles. Be sure to replace with the correct rotor (distributors with contact points use a rotor with a different resistance value). Fits all '80up electronic ignition models with vacuum advance distributor. *Genuine BOSCH.*
- 945 103 DISTRIBUTOR ROTOR ('85-early '99 Mk1, Mk2 & Mk3)**  
Fits '85-'87 GTI/GLI 8V, all 16V, Corrado G60, '85-'93 Digifant and '93-early '99 Mk3 2.0L. *Genuine BOSCH.*
- 945 104E DISTRIBUTOR ROTOR (VR6 from 8/'91-7/'92)**  
Fits the '92 models with the VR6 engine. *Genuine BOSCH.*
- 945 104L DISTRIBUTOR ROTOR (VR6 from 8/'92-'93)**  
Fits the '93 VR6 models with a distributor equipped engine. *Genuine BOSCH*
- 945 105 DISTRIBUTOR CAP (FITS '75-'84)**  
Should be changed when cracked, corroded, or burned. They are usually changed more often than necessary. *Genuine BOSCH.*
- 945 106 DISTRIBUTOR CAP (GTI & GLI '85-'89)**  
Fits all '85-'89 4 cylinder models including 16V. *Genuine BOSCH*
- 945 106L DISTRIBUTOR CAP ('90-early '99)**  
Fits all '90-early '99 Mk2 8V/16V, Mk3 2.0L 8V, G60 and Passat 16V models. *Genuine BOSCH*
- 945 108 DISTRIBUTOR CAP (VR6)**  
Fits all VR6 models (Corrado SLC, Passat GLX) equipped with a distributor. *Genuine BOSCH*
- 945 110 ALUMINUM KNOCK BUSHING**  
This aluminum bushing bolts between block and the knock sensor. Will dampen engine noise to the knock sensor for smoother running engine and most cases more power. Longer bolt included. (not for G60)

- 945 150 KNOCK SENSOR (BOSCH 3 PIN-GREEN END)**

- 945 155 KNOCK SENSOR (BOSCH 3 PIN-BLUE END)**

### Ignition Distributors & Coil Packs:

- 905 200 NEW IGNITION DISTRIBUTOR (2.0L 8V)**  
For 2.0L swaps in '85-'92 cars with original knock sensor ignition. Cap & rotor included.
- 905 201 NEW IGNITION DISTRIBUTOR (1.8L 8V CIS w/KNOCK SENSOR & DIGIFANT)**
- 905 202 NEW IGNITION DISTRIBUTOR ("ABA" 2.0L 8V)**



#905 205

- 905 205 NEW BOSCH IGNITION DISTRIBUTOR (16V)**  
BOSCH factory new for 1.8L & 2.0L 16V. If you've got oil inside your distributor cap, this is the only way to fix it for good. Comes with cap & rotor included.
- 905 205A NEW IGNITION DISTRIBUTOR (16V)**
- 905 210 NEW VR6 IGNITION COIL PACK ('93-early '99)**  
If you've changed spark plugs and wires trying to fix that miss in your VR6 and had no success, then it's time to buy a new coil pack. Fits Corrado, Golf, Jetta & Passat VR6.
- 905 211 NEW VR6 IGNITION COIL PACK (Late '99-'02 Mk4)**
- 905 212 IGNITION COIL (Mk3 2.0L, PASSAT VR6 & CORRADO VR6 w/DISTRIBUTOR)**

### Spark Plugs:

- 944 100 BOSCH PLATINUM G-60**
- 944 180 BOSCH PLATINUM +4, CROSSFLOW & VR6 & 16V**
- 944 770 BOSCH PLATINUM +4, ALL 4 CYL. '75-'92**
- 944 780 BOSCH OEM REPLACEMENT ('06 up 2.0T Mk5 & AUDI 2.0T A3 & 2.0T A4)**
- 944 800 NGK IRIIDIUM IX (16V & TURBO ABA)**
- 944 801 NGK IRIIDIUM IX (2.0L 8V CROSSFLOW)**
- 944 802 NGK IRIIDIUM IX (1.5L-1.8L STANDARD HEAT RANGE)**
- 944 803 NGK IRIIDIUM IX (1.5L-1.8L ONE HEAT RANGE COOLER & G-60)**
- 944 805 NGK LASER PLATINUM (VR6)**
- 944 810 NGK OEM REPLACEMENT (VR6)**
- 944 815 NGK OEM REPLACEMENT (1.8T)**



### Spark Plug Wires:

Techtonics tuning spark plug wires are OEM Quality. All of the aftermarket wires that we have examined until these were not as good as the OEM wires. The main features of these wires are the 19 strand tinned copper core covered by two layers of 100% pure silicone. This material resists temperatures of 600°F. The ends are the original factory OEM. Also, they are backed by a lifetime warranty.

**Choose your color and add letter the end of the part number, Add B for Blue, R=Red, Y=Yellow & BK=Black**

- 945 111 TECHTONICS TUNING PLUG WIRES ('87-'93 VW FOX)**
- 945 112 TECHTONICS TUNING PLUG WIRES ('75-'84 8V)**  
8mm, Mk1 Jetta, Rabbit and Scirocco to '84.
- 945 113 TECHTONICS TUNING PLUG WIRES ('85-'93 Mk1 & Mk2 8V)**  
8mm, Fits '85-'93 Mk2 Golf/Jetta 8V, Scirocco 8V and Cabriolet.
- 945 114 TECHTONICS TUNING PLUG WIRES ('86-'92 16V)**  
7mm, Fits '86-'89 GTI, GLI and Scirocco 1.8L 16V engines. \*without sensor on #4 plug wire. '90-'92 2.0L 16V engines with sensor on #4 plug wire, should order #945 114S
- 945 114S TECHTONICS TUNING PLUG WIRES ('90-'92 2.0L 16V)**  
7mm, Fits 2.0L 16V engines from '90-'92 GTI and GLI. #4 plug wire sensor included.
- 945 115C TECHTONICS TUNING PLUG WIRES ('92-'93 VR6)**  
8mm, Fits '92-'93 Corrado & Passat models with a distributor.
- 945 115 TECHTONICS TUNING PLUG WIRES (VR6 12V w/COIL PACK)**  
8mm, Fits all VR6 '93½-early '99. Mk3, Corrado and Passat VR6s. This set fits the models without a distributor.
- 945 116 TECHTONICS TUNING PLUG WIRES (Mk3 2.0L)**  
8mm, Fits Mk3 2.0L liter '93-early '99.

- 945 117 **TECHTONICS TUNING PLUG WIRES (Mk4 2.0L w/AEG ENGINE CODE)**  
8mm, 2.0L Mk4 Golf/Jetta and Beetle w/engine code 'AEG'.
- 945 117L **TECHTONICS TUNING PLUG WIRES (Mk4 2.0L w/'AVH' or 'AZG' ENGINE CODE)**  
8mm, 2.0L Mk4 Golf/Jetta and Beetle w/engine codes 'AVH' or 'AZG'.
- 945 118 **TECHTONICS TUNING PLUG WIRES ('99-'02 Mk4 VR6 12V, 7mm)**
- 945 119 **TECHTONICS TUNING PLUG WIRES ('98up PASSAT V6, 8mm)**

## MOTOR MOUNTS


If you own a '76-84 Rabbit, Jetta I or a '75-88 Scirocco or Cabriolet, and it seems like the dash and steering wheel are vibrating excessively (usually most noticeable at idle), one or more of your motor mounts have deteriorated and sagged. The mount's "designed-in" air gap disappears and the vibration is fed into the chassis (dash & steering wheel). It will make the car sound like it's ready for the junk yard. The good news is that by changing the affected mounts the car will feel (and sound) like new. To test your car see text at part #199 120.

### Mk1 Motor Mounts:

- 199 100 **HD HEAVY-DUTY FRONT MOTOR MOUNT Mk1 (ROAD)**  
This is the famous TECHTONICS heavy duty motor mount manufactured from premium quality neoprene rubber. It's of a higher density and larger diameter than the standard unit. We developed this piece originally to cut down on exhaust system fatigue due to the engine rocking when accelerating and decelerating but we find that it helps prevent failure of the passenger side mount as well. Fits '75-'84 Rabbit, '80-'84 Jetta, '80-'83 Pick-Up, '75-'88 Scirocco and '80-'93 Cabriolet. Standard mount has shore hardness of 45, this has shore hardness of 65.
- 199 100R **HD FRONT MOTOR MOUNT Mk1 (RACE)**  
Same mold design as our #199 100 but with a much harder rubber compound. Shore hardness of 80.
- 199 112 **HD SIDE MOUNT Mk1 (DRIVER'S SIDE)**  
This mount has a fairly easy life during normal use and is usually the last of the four mounts to cause trouble. On the '76-'78 models this mount is used on both sides (left & right). The diameter of the mount is 64.4mm.
- 199 120 **HEAVY-DUTY SIDE MOTOR MOUNT Mk1 (STREET)**  
Fits at timing belt end of engine (passenger side of car). Made for '79 and later models using a large (74.6mm) diameter mount. This factory mount is made of harder rubber to avoid premature sagging that is a characteristic of the original mount. *If you are getting a lot of vibration from your dashboard or steering wheel, the side mount has probably failed.* You can determine if your original mount has failed by a simple test. Place a floor jack under the engine oil pan and raise the engine about one inch. Start the engine and check for vibration in the cockpit. If the vibration is reduced or disappears, the mount is shot and needs replacing. The mounts aren't easy to replace, but they really make the car feel like new. So drag out the floor jack and give your car the test.
- 199 120B **HEAVY-DUTY SIDE MOTOR MOUNT Mk1 (STREET) in NEW BRACKET**  
#199 120 mount in new bracket.
- 199 121 **SIDE MOTOR MOUNT SCIROCCO 16V**  
OEM side mount with offset metal bushing for Scirocco-16V.
- 199 121B **SIDE MOTOR MOUNT SCIROCCO 16V in NEW BRACKET**  
#199 121 mount in new bracket.
- 199 140 **HEAVY-DUTY MOUNT, TRANSAXLE Mk1 (REAR)**  
These mounts often suffer damage from engine or transaxle oil leaks. Replace when installing new engine or transmission. *Fits all Rabbit, Scirocco, Jetta I, Cabriolet & Pick-up. Now fits cars with power steering too. Shore hardness of 65.*
- 199 141 **MOUNT, TRANSAXLE Mk1 (REAR) RACING**  
Hard rubber mount similar to VW Motorsport. Racing only, too noisy for the street. Shore hardness of 80.
- 199 150 **MOTOR MOUNTS Mk1 (SET of 4)**  
Fits all '79-'93 Mk1 chassis. This set offers more control over the engine "torquing", but without the extra noise of race type mounts.

- 199 151 **MOTOR MOUNTS SCIROCCO 16V (SET of 4)**  
OEM side mounts combined with TT's harder rubber front and side mounts to reduce engine "torquing."

### Mk2 Motor Mounts:

- 199 159 **RACE SOLID FRONT MOUNT (Mk2)** #199 159  

- 199 160 **MOTOR MOUNT SET (Mk2 - SET of 3)**  
Includes #199 161, #199 163 and #199 165. Some applications will require #199 162 and/or #199 164 brackets. OEM quality.
- 199 161 **MOTOR MOUNT Mk2 OEM HYDRAULIC FRONT**  
Hydraulic front mount requires bracket on US built cars (Golf & GTI's). Shore hardness of 45.
- 199 161R **MOTOR MOUNT Mk2 HD HYDRAULIC FRONT**  
Shore hardness of 65.
- 199 162 **BRACKET for UPGRADING '85-'88 U.S. BUILT Mk2 GOLF & GTI**  
Allows later upgraded mount (#199 161 & #199 161HD) to be used in the '85-'88 US built Golfs and GTI's.
- 199 163 **MOTOR MOUNT - TRANS (Mk2 & Mk3 2.0L)**
- 199 164 **BRACKET FOR RUBBER REAR MOUNT (Mk2, G60 & PASSAT 16V MANUAL)**  
Needed when upgrading from hydraulic rear mount. Used with the #199 165 or #199 165HD motor mount.
- 199 165 **MOTOR MOUNT REAR RUBBER for Mk2 (BACK of BLOCK)**  
Shore hardness of 45.
- 199 165HD **MOTOR MOUNT REAR HD RUBBER for Mk2 (BACK of BLOCK)**  
Shore hardness of 65.
- 199 166 **MOTOR MOUNT REAR HYDRAULIC (Mk2, G60 & PASSAT 16V MANUAL)**  
For a heavy duty upgrade use #199 164 with #199 165 or #199 165HD mount.

### Mk3 Motor Mounts:

- 199 163 **TRANS MOUNT (Mk2 & Mk3 2.0L)**
- 199 170 **FRONT MOTOR MOUNT ('93-early '99 Mk3 2.0L)**
- 199 172 **REAR MOTOR MOUNT ('93-early '99 Mk3 2.0L)**
- 199 175 **ENGINE MOUNT SET ('93-early '99 Mk3 2.0L)**
- 199 174 **TRANS MOUNT (ALL VR6 '92-early '99 - Mk3, CORRADO & PASSAT)**
- 199 180 **MOTOR MOUNT FRONT (ALL VR6 '92-early '99 - Mk3, CORRADO & PASSAT)**
- 199 182 **MOTOR MOUNT REAR (ALL VR6 '92-early '99 - Mk3, CORRADO & PASSAT)**
- 199 183 **MOTOR MOUNT SET (ALL VR6 '92-early '99 - Mk3, CORRADO & PASSAT)**
- 199 192 **POLY FRONT MOUNT INSERT for Mk3 2.0L/VR6**  
Limits engine movement under hard acceleration.
- 199 194 **VF ENG. FRONT MOTOR MOUNT (Mk3 2.0L/VR6, CORRADO & PASSAT to '97)**
- 199 196 **VF ENG. REAR MOTOR MOUNT (Mk3 2.0L/VR6, CORRADO & PASSAT to '97)**
- 199 198 **VF ENG. TRANS MOUNT (Mk3 2.0L/VR6, CORRADO & PASSAT to '97)**





#199 200



#199 262

### Mk4 Motor Mounts:

- 199 200 POLY DOG-BONE LOWER MOUNT SET (Mk4 GOLF/JETTA & BEETLE)
- 199 205 SIDE MOTOR MOUNT (Mk4 2.0L, TDI & 1.8T)
- 199 210 SIDE MOTOR MOUNT (Mk4 VR6 12V & 24V)
- 199 215 TRANS MOUNT (Mk4 ALL ENGINES - 5 SPEED)
- 199 220 TRANS MOUNT (Mk4 ALL ENGINES - AUTO)
- 199 230 VF ENG. LOWER PENDULUM MOUNT (Mk4 - ALL ENGINES)
- 199 232 VF ENG. SIDE MOTOR MOUNT (Mk4 2.0L, TDI & 1.8T)
- 199 234 VF ENG. SIDE MOTOR MOUNT (Mk4 VR6)
- 199 236 VF ENG. TRANS MOUNT (Mk4 ALL ENGINES - 5 SPEED & AUTO)

### Mk5 Motor Mounts:

- 199 250 LOWER MOTOR MOUNT INSERT (Mk5 RABBIT, GTI & JETTA)
- 199 260 VF ENG. LOWER PENDULUM MOUNT (Mk5 - ALL ENGINES)
- 199 262 VF ENG. SIDE MOTOR MOUNT (Mk5/AUDI A3 - 2.5L & V6)
- 199 264 VF ENG. SIDE MOTOR MOUNT (Mk5/AUDI A3 - 2.0T)
- 199 266 VF ENG. TRANS MOUNT (Mk5/AUDI A3 - ALL ENGINES)

## SERPENTINE & V-BELTS

- 110 005 SERPENTINE BELT for Mk3 G/J 2.0L for A/C MODELS (1153mm)
- 110 010 SERPENTINE BELT for BEETLE, G/J IV, INC. 1.8T (1195mm)
- 110 015 SERPENTINE BELT for '92-'02 12V VR6 with A/C (1360mm)
- 110 016 SERPENTINE BELT to DELETE A/C ('92-'02 12V VR6)
- 110 020 SERPENTINE BELT TENSIONER with ROLLER (12V VR6)
- 110 025 SERPENTINE BELT TENSIONER with ROLLER (Mk4 2.0L & 1.8T)
- 110 040 SERPENTINE BELT & PULLEY- A/C DELETE KIT (Mk3 'ABA' 2.0L)
- 110 050 SERPENTINE BELT ROLLER (Mk3 2.0L)
- 110 111 SERPENTINE BELT (G60 for A/C MODELS) 1760mm
- 110 115 SERPENTINE BELT IDLER (G60, 2 USED PER ENGINE)
- 110 120 V-BELT KIT ('85-'92 8V & 16V with A/C & POWER STEERING - SET OF 3)
- 110 125 V-BELT 10 X 950 (NON A/C - NO POWER STEERING)
- 110 126 V-BELT 11.5 X 755 (Mk3 2.0L POWER STEERING BELT)



#110 020  
Tensioner



#900 115



#901 804

## SERVICE MANUALS

There are service manuals and there are service manuals. As far as we're concerned, these manuals are the Gospel when it comes to working on your Rabbit, Scirocco, Jetta or other VW's. Accurate information, clear line drawings, photographs, and complete wiring information make them irreplaceable. Make sure you have one for your car.

### Manuals:

- 900 104 BENTLEY SERVICE MANUAL '80-'84 RABBIT & SCIROCCO GAS  
Also '80-'84 gas Jetta 1, GTI and Pick-Up.
- 900 107 BENTLEY SERVICE MANUAL ALL '85-'92 Mk2 GOLF & JETTA
- 900 115 BENTLEY SERVICE MANUAL '99-'05 Mk4 GOLF & JETTA  
Mk4 Golf, GTI & Jetta. Includes 2.0L, TDI, TDI PD, VR6 12V/24V and 1.8T.
- 900 501 BENTLEY SERVICE MANUAL '87-'93 VW FOX (SEDAN & WAGON)
- 900 600 BENTLEY SERVICE MANUAL '85-'93 CABRIOLET & SCIROCCO
- 900 805 BENTLEY SERVICE MANUAL '90-'93 PASSAT 16V
- 900 806 BENTLEY SERVICE MANUAL '98-'05 PASSAT  
1.8T, 2.8L V6 and 4.0L W8. Wagon and 4motion models.
- 900 810 BENTLEY SERVICE MANUAL '90-'94 CORRADO G60 & VR6  
First comprehensive manual to include the VR6. Contains information that could be helpful for someone who wants to install a VR6 into an Mk2 vehicle.
- 900 815 BENTLEY SERVICE MANUAL ALL '93-early '99 Mk3 GOLF & JETTA
- 900 820 BENTLEY SERVICE MANUAL '98-'07 NEW BEETLE  
2.0L, 1.9L TDI, 1.8T and 2.5L.
- 900 825 BENTLEY SERVICE MANUAL '05-'06 Mk5 JETTA 2.0T, 1.9L TDI & 2.5L
- 900 840 BENTLEY SERVICE MANUAL '96-'01 AUDI A4

### Manuals on CD-ROM, DVD-ROM:

- 901 120 BENTLEY REPAIR MANUAL on CD-ROM ('99-'06 MK4)  
'99-'06 Mk4 Golf, GTI & Jetta. Includes 2.0L, TDI, VR6 & 1.8T and Jetta wagon.
- 901 804 BENTLEY REPAIR MANUAL on CD-ROM ('90-'94 PASSAT)  
'90-'94 Passat 16V and VR6.
- 901 806 BENTLEY SERVICE MANUAL on CD-ROM ('95-'97 PASSAT)  
'95-'97 Passat including 2.0L, TDI and VR6.
- 901 807 BENTLEY REPAIR MANUAL on DVD-ROM ('98-'05 PASSAT)  
'98-'05 Passat including 1.8T, 2.8L V6, 4.0L W8. Wagon and 4motion models.
- 901 815 BENTLEY REPAIR MANUAL on CD-ROM ('93-early '99 Mk3)  
Mk3 Golf, Jetta '93-early '99 and '95-'02 Cabrio.
- 901 821 BENTLEY REPAIR MANUAL on CD-ROM ('98-'06 BEETLE)  
'98-'06 Beetle 2.0L, TDI & 1.8T. Includes convertible.
- 901 825 BENTLEY REPAIR MANUAL on DVD-ROM ('04-'07 Touareg)  
'04-'07 Touareg. 3.2L, 3.6L, 4.2L and 5.0L TDI.
- 901 826 BENTLEY REPAIR MANUAL on DVD-ROM ('04 R32)



# SHIFT LINKAGE

Sometimes it's the little things that matter—like worn shift linkage bushings, for example. Or just how far you have to move the shifter to engage a gear. It might seem frivolous at first, but many VW owners find that a short shift kit makes a significant difference in making for a more sporty feel. You'll find the parts you need listed below.

## Linkage Parts:

720 022 RELAY ROD with 24mm BALL (Mk1, 4 SPEED)

720 024 SHIFT ROD – SHORT (Mk1, 4 SPEED)

720 026 SHIFT ROD – LONG (Mk1, 4 SPEED)

720 000 RELAY ROD WITH BALL (Mk1, 5 SPEED)

720 001 SHIFT ROD – SHORT (Mk1, 5 SPEED)

720 002 SHIFT ROD – LONG (Mk1, 5 SPEED)

720 010 Mk1 SHIFT ROD BUSHING in BRACKET

720 020 PIVOT BEARING (Mk1 '76-'93, LEVER BEARING ASSEMBLY)

720 005 UNDER CHASSIS SHIFT BOOT (ALL Mk1)

720 006 COVER for SHIFT BOOT—PART #720 005

720 003 SHIFT ROD – SHORT (Mk2, 5 SPEED)

720 004 SHIFT ROD – LONG (Mk2, 5 SPEED)

720 007 RELAY SHAFT WITH BALL (Mk2, 5 SPEED)

720 008 Mk2 SHIFT ROD BUSHING (ORANGE)

720 009 WEIGHTED SHIFT ROD ('85-'92 Mk2 CONNECTING LINK)

720 736 HAND SHIFT LEVER ARM ('85-'92 Mk2 GOLF & JETTA)

720 032 SHIFT ROD – SHORT (Mk3 2.0L, 5 SPEED)

720 034 SHIFT ROD – LONG (Mk3 2.0L, 5 SPEED)

720 035 RELAY SHAFT WITH BALL (Mk3 2.0L, 5 SPEED)



#720 000



#720 010



#720 020



#720 007



#710 120 Mk2 Short Shift Kit



#710 110 Mk1 Short Shift Kit



#798 230 Mk3 Deluxe shift Kit



#798 210 Mk1 Deluxe Shift Kit

## Short Shift Kits:

710 110 SHORT SHIFT KIT Mk1 (4 or 5 SPEED)

Differs from the "normal" short throw kit by only reducing the "to and fro" distance and not the "side to side" throw. Shortening the side to side movement makes shift linkage adjustment next to impossible. Anyway, we like the way it shifts (it's not as notchy). Costs less, too. Plated to resist corrosion. Has three positions to adjust shift lever travel. The travel can be either 12%, 31%, and 50% shorter than standard.

710 120 SHORT SHIFT KIT-'85-'92 Mk2 GOLF & JETTA

Same deal for the '85-'92 Mk2 Golf and Jetta models. Chrome.

710 130 SHORT SHIFT KIT-'93-early '99 Mk3 GOLF & JETTA 2.0L

Similar to our Mk2 kit except made to the Mk3 cars. Offers you a choice of 15% and 35%.

710 136 SHORT SHIFT LEVER-Mk4 ('00-'05 5-SPEED 2.0L, TDI, 1.8T & VR6)

798 205 DELUXE SHORT SHIFT KIT for Mk1 ('75-'78, 4 SPEED)

798 210 DELUXE SHORT SHIFT KIT for Mk1 ('79-'93, 5 SPEED)

Everything you need to completely rebuild your shift linkage to like new specs.

798 220 DELUXE SHORT SHIFT KIT for Mk2 ('85-'92, 5 SPEED)

Everything you need to completely rebuild your shift linkage to like new specs. Shift gate alignment tool included!

798 230 DELUXE SHORT SHIFT KIT for Mk3 ('93-early '99, 2.0L, 5 SPEED)

Everything you need to completely rebuild your shift linkage to like new specs. Shift gate alignment tool included!

## Shift Repair Kits:

798 100 SHIFT LINKAGE BUSHING KIT for Mk1 (4 or 5 SPEED)

Replace those worn out shift linkage bushings and get that "new car" feel back again. This kit has all the bushings for either 4 or 5-speed transmissions. Fits all Mk1 models.

798 101 SHIFT LINKAGE BUSHING KIT for Mk2 & Mk3 2.0L (5 SPEED, ROD TYPE) '85-early '99 rod type shift linkage.

798 200 SHIFT LEVER REPAIR KIT for Mk2 & Mk3 2.0L

If your Golf, GTI, or Jetta shifts into reverse gear without depressing the lever, it needs to be repaired before you damage the transmission. This kit has the parts needed to make the repair. Keep in mind: to install this kit, the exhaust system must be dropped to remove the shift lever assembly. A good time to install this kit is when you replace the exhaust system.

# SUSPENSION

## Control Arms & Bearings:

- 407 153 CONTROL ARM ('85-'92 GOLF, JETTA)**  
This is what you need after an off road slide-for-life or a episode of smack-the-curb. They are symmetrical, so the left and right sides are interchangeable.
- 407 154 CONTROL ARM ('75-'93 RABBIT, JETTA I, SCIROCCO, CABRIOLET)**  
All Mk1 cars from '75-'93. They are symmetrical, so the left and right sides are interchangeable.
- 407 155 CONTROL ARM ('93-Early '99 Mk3 2.0L GOLF & JETTA)**  
They are symmetrical, so the left and right sides are interchangeable.
- 407 156 CONTROL ARM LEFT ('92-Early '99 VR6 GOLF, JETTA & CORRADO) NO PASSAT**
- 407 157 CONTROL ARM RIGHT ('92-Early '99 VR6 GOLF, JETTA & CORRADO) NO PASSAT**
- 407 158 CONTROL ARM (Late '99-'05 Mk4 BEETLE, GOLF & JETTA - 2.0L, 1.8T, VR6 & TDI)**  
All Mk4 cars from late '99-'05. They are symmetrical, so the left and right sides are interchangeable.
- 440 105 FRONT 'A' ARM BUSHINGS (OEM for Mk1 CHASSIS)**  
Standard replacement bushings. OEM quality. Fits all Rabbit, Scirocco, Jetta I, Cabriolet, and Pick-Up.
- 440 106 FRONT 'A' ARM BUSHINGS (OEM - Mk2, Mk3, CORRADO & PASSAT to '97)**  
Standard replacement bushings. Includes alignment sleeves.
- 440 107 HEAVY-DUTY FRONT 'A' ARM BUSHINGS (Mk2, Mk3, CORRADO & PASSAT to '97)**  
Heavy-duty front bushings with soild rubber race rear bushings. A must for hard street driving and race.
- 445 300 BALL JOINT – 15mm ('75-MID '78 RABBIT & SCIROCCO)**  
When these parts wear out, they affect the handling and cause the vehicle to "wander." Sometimes they start to seize up and cause hard steering. These are the early 15mm ball joints. (The 15mm diameter is measured at the ball joint shank.) Fits '75-'78 Rabbit and Scirocco. The joints were changed to a stronger 17mm shank in mid '78. To check your car, look at the bolt that retains the ball joint to the bearing housing. If it's a small shank, it will have a 8mm bolt—a large shank ball joint has a 10mm bolt. *If you race your vehicle you should update to the later ball joints with the 17mm shank size. (We have seen the 15mm units break after a couple seasons of road racing.)*
- 445 310 BALL JOINT ('78-'93 Mk1)**  
Same as #445 300 except fits late '78-'84 Rabbit, '78-'88 Scirocco, '80-'84 Jetta, Pickup and '80-'93 Cabriolet. Features a 17mm shank. If you own a '78 and your production date is before 12/'77, you need the earlier pieces.

- 445 311 BALL JOINT ('85-'87 Mk2, 17mm)**  
Fits '85-'87 Mk2 Golf/Jetta. OEM quality.

- 445 312 BALL JOINT ('88-early '99 w/4-CYLINDER, 19mm)**  
Fits '88-'92 Mk2 Golf/Jetta '88-'92 and '93-early '99 Mk3 2.0L. OEM quality.

- 445 313 BALL JOINT ('92-early '99 VR6)**  
Fits all Corrado VR6, Passat VR6 and Mk3 Golf/Jetta VR6.

- 445 314R BALL JOINT- LEFT (Mk4 1998-2006)**



- 445 314R BALL JOINT- RIGHT (Mk4 1998-2006)**

- 445 315 HARDWARE KIT to INSTALL BALL JOINT ('75-'84 Mk1)**  
For installation in '75-'84 Rabbit, '75-'88 Scirocco, '80-'84 Mk1 Jetta, '80-'93 Cabriolet, and '80-'84 Pick-Up. The kit consists of special high-strength 7mm bolts, nuts and washers for installation of replacement ball joints. Your original ball joints are riveted from the factory. To replace the ball joints the original rivets are drilled out and replaced with these special high-strength nuts and bolts. Don't use inappropriate hardware for this high stress application. *(Needless to say, this is dangerous and not recommended).*

- 445 998 12pc MULTILINK SUSPENSION REPLACEMENT KIT**  
Make for car have A car new feel again. For '98-'03 Passat, Audi A4 '96-'01, Audi S4 '00-'02, Audi A6 '98-'02

## C.V. (Constant Velocity) Joints:

- 407 010 FRONT AXLE NUT (ALL 4 CYLINDERS '75-early '99) 6 POINT**

- 407 011 FRONT AXLE NUT ('92up VR6 & ALL Mk4 CARS) 12 POINT**

- 407 015 INNER C.V. JOINT BOLT (12 POINT 8mm)**

- 407 140 C.V. JOINT KIT (OUTER - 90mm, '75-'80)**  
Early Mk1 '75-'80, New German Joint, Boot, Grease and Axle nut. (Early clip style)

- 407 141 C.V. JOINT KIT (OUTER - 90mm, '81-'87)**  
'81-'87 Knock off Style. New German Joint, Boot, Grease and Axle nut.

- 407 142 C.V. JOINT KIT (INNER - 90mm, '75-'87)**  
90mm Inner 1975-1984 Mk1, 1985-1987 Std Mk2, German Joint, Boot, C.V. bolts, Grease and Axle nut.

- 407 145 C.V. JOINT KIT (OUTER - 100mm, '85-early '99)**  
Mk1, Mk2 and Mk3 4 cyl. New German Joint, Boot, Grease and Axle nut.

- 407 146 C.V. JOINT KIT (LEFT INNER-100mm, '85-early '99)**  
Late Mk1, Mk2 GTI, GLI and '88-'92, Mk3 4 cyl. German Joint, Boot, C.V. bolts, Grease and Axle nut.

- 407 147 C.V. JOINT KIT (RIGHT INNER-100mm, '85-early '99)**  
Late Mk1, Mk2 GTI, GLI and '88-'92, Mk3 4 cyl. German Joint, Boot, C.V. bolts, Grease and Axle nut.

## C.V. (Constant Velocity) Boot Kits:

- 445 100 C.V. BOOT KIT (OUTER - 90mm, '75-'87)**  
If you let one of these go too long with a hole or tear, the expensive C.V. (constant velocity) joint will be ruined from grease loss and contamination. It's a good idea to check your C.V. boots when you change oil. Kit includes both clamps, boot, axle nut, concave washer, snap ring and grease. Fits all '75-'87 models with 90mm diameter C.V. joints. *German made, OEM quality.*

- 445 105 C.V. BOOT KIT (OUTER - 100mm, '85up)**  
As above except made for the later cars with the 100mm diameter C.V. Joints. Mk1, Mk2 and Mk3.

- 445 200 C.V. BOOT KIT (INNER - 90mm, '75-'87)**  
The rubber boots that protect the inner C.V. joints. Kit includes boot with metal flange, clamp, concave washer, snap ring, grease and new bolts. Fits all '75-'87 with a C.V. joint diameter of 90mm.

- 445 205 C.V. BOOT KIT (INNER - 100mm, LEFT - DRIVER SIDE)**  
'85-early '99 Mk1, Mk2, Mk3 2.0L and Mk3 TDI with 100mm diameter C.V. joints. Also fits the Passat 2.0L and TDI up to '97.

- 445 206 C.V. BOOT KIT (INNER - 100mm, RIGHT - PASSENGER SIDE)**  
As above except for right-passenger-side (long drive shaft).



## Upper Strut Bearings & Bump Stops:

### **412 110 UPPER STRUT BEARING SET (All Mk1 CARS)**

These are the strut bearings that VW started using in '78. They get old and tired like anything else and need changing every 60-100,000 miles. Since this is like many parts that tend to go slowly, you may not notice how bad your strut bushings have gotten. You'll appreciate the big improvement in handling that the new bushings make.

### **412 125 STRUT BEARING SET (Mk2 & Mk3 2.0L to 12/'95, OEM QUALITY)** OEM quality replacement strut bearings.

### **412 127 STRUT BEARING & BUSHING SET (G60 & PASSAT 16V, OEM QUALITY)** Also an upgrade for Mk2 & Mk3 2.0L to 12/'95.

### **412 130 HEAVY DUTY STRUT BEARINGS SET (Mk2 & Mk3 2.0L to 12/'95)** This kits allows you to upgrade the strut bearings by adapting the VR6 units. The VR6 type has a harder rubber than the original. Great for high performance use.

### **412 135 STRUT BEARINGS SET (VR6 '92-'98 & Mk3 2.0L '96-early '99)** OEM quality replacement strut bearings for '92-'98 VR6 & '96 and up Mk3 2.0L cars. Fits Golf, Jetta, Corrado & Passat.

### **412 140 UPPER STRUT BEARING & BUSHING SET (Mk4)**

### **412 145 UPPER STRUT BEARINGS for VW FOX** OEM quality. Set of 2.

### **450 116 OEM RUBBER BUMP STOP for FRONT STRUT (Mk1 '75up, SET of 2)** When its time to replace the strut cartridges, don't forget to put in new bump stops too! Fits all Mk1 chassis.

### **450 118 OEM RUBBER BUMP STOP for FRONT STRUT (Mk2 '85-'92, SET of 2)**

## Tie Rods & Steering Rack Boots:

### **445 320 COMPLETE TIE ROD (Mk1 CHASSIS MANUAL STEERING)** Fits '75-'93 non power steering Mk1 chassis vehicles. Fits left or right sides.

### **445 325 COMPLETE TIE ROD (Mk1 CHASSIS POWER STEERING)** Fits Mk1 chassis with power steering includes Rabbits up to '84, Cabriolet up to '93 and Scirocco up to '88. Fits left or right sides.

### **445 330 COMPLETE TIE ROD (Mk2 CHASSIS MANUAL STEERING, LEFT)**

### **445 335 COMPLETE TIE ROD (Mk2 CHASSIS MANUAL STEERING, RIGHT)**

### **445 340 COMPLETE TIE ROD (Mk2 CHASSIS POWER STEERING, LEFT)**

### **445 345 COMPLETE TIE ROD (Mk2 CHASSIS POWER STEERING, RIGHT)**

### **445 350 COMPLETE TIE ROD (Mk3 2.0L POWER STEERING, LEFT)** For the Mk3 2.0L with TRW steering rack, left side.

### **445 355 COMPLETE TIE ROD (Mk3 2.0L POWER STEERING, RIGHT)** For the Mk3 2.0L with TRW steering rack, right side.

### **445 360 COMPLETE TIE ROD (Mk3 VR6 POWER STEERING, LEFT)** For the Mk3 VR6 with ZF steering rack, left side.

### **445 365 COMPLETE TIE ROD (Mk3 VR6 POWER STEERING, RIGHT)** For the Mk3 VR6 with ZF steering rack, right side.

### **445 370 COMPLETE TIE ROD (Mk4 POWER STEERING, LEFT)**

### **445 375 COMPLETE TIE ROD (Mk4 POWER STEERING, RIGHT)**

### **445 400 TIE ROD END (Mk1 LEFT or RIGHT)**

### **445 410 TIE ROD END (Mk2, Mk3, CORRADO & PASSAT to '97, LEFT)** For cars with power steering only.

### **445 420 TIE ROD END (Mk2, Mk3, CORRADO & PASSAT to '97, RIGHT)**

### **445 430 TIE ROD END (Mk4 GOLF/JETTA & BEETLE, LEFT)**

### **445 440 TIE ROD END (Mk4 GOLF/JETTA & BEETLE, RIGHT)**

### **445 450 TIE ROD END ('96-'08 A4, '98-'04 A6 & '98-'05 PASSAT - LEFT or RIGHT)** For '96-'08 Audi A4, '98-'04 Audi A6 and '98-'05 VW Passat.

### **450 100 STEERING RACK BOOT KIT SET (Mk1 MANUAL)**

This kit includes both boots and the required clamps. German OEM quality. Fits Rabbit '75-'84, Scirocco '75-'88, Mk1 Jetta '80-'84, Pick-Up '80-'84 and Cabriolet '80-'93. Manual steering only.

#450 105



### **450 105 POWER STEERING RACK BOOTS (Mk1, Mk2, Mk3 2.0L & G60 - EACH)** Steering rack boots for power steering equipped vehicles. Fits all Mk1, Mk2, Mk3 2.0L and Corrado G60. Per side, including clamp.

## Stress Bars:

If you have upgraded your tire/wheel package and like to "use them," stress bars will help keep the added grip from distorting your chassis (body structure) in the suspension attaching point areas. Steering response is noticeably improved. *You will feel the difference immediately.*

### **430 100 EUROSPORT UPPER TIE BAR ('75-'84 RABBIT, JETTA & SCIROCCO II)** Fits '75-'84 Rabbit, '80-'84 Jetta & Pick-Up, '80-'93 Cabriolet and '82-'87 8V Scirocco.

### **430 110 EUROSPORT UPPER STRESS BAR (16V SCIROCCO)**

### **430 120 EUROSPORT UPPER STRESS BAR (Mk2 GOLF/JETTA - 8V & 16V)**

### **430 130 EUROSPORT UPPER STRESS BAR (Mk3 GOLF/JETTA - 2.0L & VR6)**

### **430 132 EUROSPORT UPPER STRESS BAR (Mk4 GOLF/JETTA - 2.0L, 1.8T & VR6)**

### **430 135 EUROSPORT UPPER STRESS BAR (CORRADO G60)**

### **430 140 EUROSPORT UPPER REAR STRESS BAR (Mk1 RABBIT, SCIROCCO & JETTA)** Fits all Mk1 models except Cabriolet.

### **430 140S TT STAINLESS STEEL REAR STRESS BAR (Mk1 RABBIT, SCIROCCO & JETTA)**

### **430 150 EUROSPORT REAR STRESS BAR (Mk2 & Mk3 GOLF, Mk2 JETTA & CORRADO)** Will not fit the Mk3 Jetta.

### **430 150S TT STAINLESS STEEL REAR STRESS BAR (Mk2 & Mk3 GOLF, Mk2 JETTA & CORRADO)** Will not fit the Mk3 Jetta.

### **430 160 EUROSPORT UPPER REAR STRESS BAR (Mk4 GOLF & JETTA)**

#430 300



### **430 300 TECHTONICS LOWER STRESS BAR (TRIANGULATED)**

Don't overlook the lower stress bar just because it doesn't show. Most knowledgeable people agree that the lower bar is the more important of the two front stress bars (upper & lower). This bar is a blatant copy of the factory Scirocco 16V lower stress bar. Besides attaching at the pivot bolts for the "A" arms it also bolts to the chassis at two points in the chassis to provide extra stiffness through triangulation. Powder-coated black. Fits '75-'84 Rabbit, Scirocco, Jetta I, Pick-Up and Cabriolet to '93. *Will not fit vehicles with automatic transmissions.*

### **430 310 EUROSPORT LOWER FRONT STRESS BAR (Mk2, Mk3, CORRADO & PASSAT to '97)**

### **430 320 EUROSPORT LOWER FRONT STRESS BAR (Mk4 GOLF/JETTA & BEETLE)**

# TOOLS

Having the right tool can make all the difference in the world in getting a job done quickly and efficiently. We've always been "tool junkies" with a habit that only the owner of a Snap-on Truck could appreciate. We stock a full selection of the specialty tools that are needed on the late model VW's. Some are just nice to have. Others are essential if you want to get the job done. A good way to make tools more affordable is to split the cost with your VW friends or club members. It makes everybody's work that much easier and keeps the cost down. All tools listed below are professional quality and should not be confused with some of the low quality tools offered elsewhere.

- 102 20A ENGINE SUPPORT HANGER BAR (ALL TRANSVERSE ENGINES EXCEPT VR6)**  
Great tool to aid clutch jobs, timing belts and engine mounts. Allows you to fully suspend the engine without the need of a jack. Two threaded with hooks hang engine and allow height and tilt adjustment. Will work with 8V, 16V, 1.8T and TDI engines. Does not work with VR6. (VW tool #10-220A)
- 305 900 "020" 5TH GEAR ADJUSTING TOOL (VW TOOL #3059)**  
Heat treated tool steel.
- 319 100 G60 BELT TENSIONER TOOL**
- 409 201 "020" DRIVE FLANGE COMPRESSOR (VW TOOL #201)**  
Not for limited slip differentials.
- 624 000 SPANNER WRENCH for LATE TENSIONER ('98up 2.0L BEETLE, G/J IV)**
- 711 000 Mk2 & Mk3 2.0L SHIFT ALIGNMENT GAUGE TOOL (VW TOOL #3104)**  
A definite must for adjusting shift linkage.
- 799 100 OIL PUMP PRIMER DRIVE ('75-early '99 8V ENGINES)**  
When installing a new engine or after major repairs, priming the lubrication system is a must. By using this shaft and a power drill you can pump up the oil pressure before the engine even turns over.
- 799 105 CO<sub>2</sub> ADJUSTMENT TOOL – 3mm "T" HANDLE HEX (ALL with CIS)**
- 812 510 CLUTCH ALIGNMENT TOOL ('75-'93 Mk1 & Mk2 8V)**  
If you don't have it when installing a new clutch, you'll know why you need it. We include one with our clutch kits.
- 812 515 CLUTCH ALIGNMENT TOOL (ALL "020" 16V & Mk3 GOLF/JETTA 2.0L)**  
Same as the #812 510 but made for larger input shaft.
- 812 520 CLUTCH ALIGNMENT TOOL (ALL "02A", "02J" & "02M")**
- 812 525 CLUTCH ALIGNMENT TOOL (VW DASHER, VW FOX, AUDI FOX & 4000 4 cyl.)**  
Will also work in the air-cooled Type 1, 2 and 3.
- 812 558 CLUTCH PRESSURE PLATE & FLYWHEEL LOCKING TOOL (VW TOOL #558)**  
Locks everything up so you can properly torque the mounting bolts. For use on all "020" transmissions. *Refer to your Bentley manual for work procedures.*
- 822 500 VALVE STEM SEAL INSTALLING TOOL for 7mm and 8mm seals**  
Will install either the factory valve stem seals or the aftermarket Teflon® seals. An interference fit holds the seal to the tool allowing it to be lowered down into the confined area of the valve guide and thus easily tapped on with the use of a rubber mallet. A clearance hole through the tool allows installation of the seal with the valves in place. For Mk1, Mk2, Mk3 & Mk4 8V. All VR6 12V, 1.8L and 2.0L 16V.
- 822 501 VALVE STEM SEAL INSTALLING TOOL for 6mm**  
Same as 822 550 but for 1.8T, 2.0T, 2.7T & VR6 24V heads
- 832 250 VR6 12V CAM LOCKING PLATE (VW TOOL #3268)**  
This tool is a must for anyone who is installing a cam set in a VR6. Much better than the plastic factory tool. This tool fits the slots machined in VR6 cams tightly for more accuracy. Plus, it's made of steel so it's more durable.
- 832 251 VR6 24V CAM LOCKING PLATE (VW TOOL #T10068)**

- 832 000 DIESEL CAM LOCKING PLATE (NON TDI)**  
This tool has been designed to aid in the changing of the camshaft drive belt. In operation it locks the camshaft in the correct timing position allowing the drive belt to be removed. This camshaft locking plate has been made with a precision ground finish for an accurate fit. For use on VW and Audi diesels.
- 832 500 DIESEL INJECTION PUMP LOCKING PIN (NON TDI)**  
When changing the timing belt on the diesel engine the injection pump needs to be locked in the proper position. This pin allows the belt to be removed without the injector losing its general timing position as called for in the belt installation instructions.
- 833 000 DIESEL TIMING KIT with DIAL INDICATOR (NON TDI)**  
This tool allows for the accurate setting of the BOSCH diesel fuel injection pump timing. In operation it screws into the back of the injection pump giving a dial indicator reading necessary for setting the correct pump timing. This quality tool comes complete with a dial indicator which reads in graduations of 0.01mm. This makes the timing easy to set as the timing has a range from 0.83mm to 1.15mm. For use on VW and Audi diesels.



**834 000 FUEL INJECTION NOZZLE PULLER**

A must for all owners of vehicles with CIS (Continuous Injection System) as used on '77-'84 Rabbit, '77-'87 Scirocco 8V, '80-'87 Jetta I & II, '85-'87 Golf, '80-'88 Cabriolet and '80-'83 Pick-Up. An inexpensive tool to help prevent costly damage to fuel lines when removing injectors for routine maintenance or inspection. Will not fit 16V models.

**864 000 SPANNER WRENCH for TENSIONER ADJUSTMENT**

This quality tool has been designed for adjusting the cam belt tension on 8V & 16V engines. Made from heat treated alloy steel with a black finish and a soft grip handle. Used with Mk1, Mk2 and Mk3 to 3/'97 as well as the Corrado G60 and Passat 2.0L to '97.

**872 500 SOCKET for REMOVING the TIMING PLUG**

For removing the plug (located in the transmission bellhousing). It is necessary to remove this plug to view the timing marks on the flywheel. Fits all "020". Also removes selector shaft cover on 5 speed transmission.

**873 000 VW & AUDI SHOCK NUT SOCKET (Mk2 & Mk3 GOLF/JETTA up to 12/'95)**

Removes the slotted nuts on the front struts

**881 500 CYLINDER HEAD STAND (UNIVERSAL)**

This is one of those tools that once you use it, you don't know how you got along without it. Keeps the surface of the head off the bench to prevent damage. Perfect for holding the cylinder head while doing valve adjustments or grinding the valve seats. Can be used with any automotive cylinder head.

**883 000 VISE MOUNT HEAD STAND (UNIVERSAL)**

Designed to hold cylinder heads up and away from the work bench which allows clearance for exhaust and/or intake manifolds to be left on the heads. This is a "two in one" tool that will also work as a conventional bench head stand. Can be used with any type or brand of cylinder head.

**887 500 OXYGEN (LAMBDA) SENSOR WRENCH**

For removing and installing the oxygen sensor fits all models. 3/8" drive ratchet required (not included).



#901 XXX  
ARP Tapered Ring  
Compressor  
(#901 835 Shown)

**892 500 MASTER CYLINDER PRESSURE CAP**

For pressure bleeding your brakes. Universal cap fits all models. Makes bleeding the brakes quick and easy.

**901 100 POWER BRAKE BLEEDER**

Pressure bleed your brakes by yourself like the Pro's. Simple one-man operation. No external power source needed. Pressure gauge for safe operation. Flush entire system without refilling. Professional quality at a "Do-it-yourself" price.

**901 XXX ARP TAPERED RING COMPRESSOR**

CNC machined from 6061-T6 Aluminum then anodized for long life. This tool makes installing pistons very easy. Available sizes are 76.5mm-83.5mm in .5mm increments. To order size needed add size to end of number (901) 77mm = #901 770, 77.5mm = #901 775

**911 000 BRAKE CALIPER PISTON RETRACTING TOOL ('88up VW & AUDI)**

This is a must for retracting the rear brake caliper when changing pads. Failure to turn piston while pushing it in will ruin caliper.

**914 000 VALVE SPRING COMPRESSOR (UNIVERSAL)**

This universal valve spring compressor has been developed for use on all water cooled VW's, Audi 4000 & 5000 cylinder heads. Heavy duty, designed for the professional mechanic. Works with 8V, 16V, 20V and VR6 12V & 24V!

**916 022 FRONT STRUT NUT SOCKET--22mm**

This clever socket allows holding the strut shaft while loosening or tightening the strut nut. If you don't have compressed air and a impact gun you need this to change strut inserts. This socket fits 22mm nuts.

**923 500 VALVE STEM SEAL REMOVAL PLIERS**

These unique pliers have been developed to remove the valve stem seals which are used on all VW & Audi 4 and 5 cylinder water-cooled engines. They feature "gripping" serrations in the tip allowing them to grasp the seal firmly for easy removal. The pliers are made from quality heat-treated steel and come with easy grip handles.

**945 000 METAL SPARK PLUG WIRE REMOVAL & INSTALLATION TOOL**

For use on Mk3 2.0L, Beetle 2.0L, Mk4 Golf/Jetta 2.0L, VR6 and a lot of late Audi's.

**955 001 TEST HARNESS for CHECKING CIS-KE & MOTRONIC INJECTION ('85-'92)**

Finally a reasonably priced test harness for checking the all important milliamperes at the pressure differential regulator. This measurement directly relates to the fuel air ratio and is important to be sure you are running at the optimum.

**962 800 POWER STEERING & WATERPUMP PULLEY TOOL (Mk1 & Mk2)**

Holds water pump & power steering pulley for easy bolt removal.

**968 000 UNIVERSAL CAMSHAFT PULLEY HOLDING TOOL****981 800 HD METAL PLUG WIRE REMOVAL TOOL**

Heavy duty stainless spark plug wire removal and installing tool. For use on Mk3 2.0L, Beetle 2.0L, Mk4 Golf/Jetta 2.0L, VR6 and a lot of late Audi's.

**T10 070 POLY DRIVE HEAD BOLT TOOL (VW TOOL #T10070)****T33 660 5V CAMSHAFT CHAIN ADJUSTER COMPRESSOR (VW TOOL #33660)**

# TRANSAXLE PARTS

## 311 110 TRANSMISSION-MAIN SHAFT SEAL KIT ('76-'92 8V)

Replacing these seals is often overlooked when replacing the clutch. *More clutches are changed from the clutch pushrod seal leak than for any other reason!* Failure to replace faulty seals will cause the new clutch to slip and then it's back to square one, with another clutch to buy and all of that work. The kit consists of a special clutch push rod seal made of VITON® and a main shaft seal.

## 311 111 TRANSMISSION-MAIN SHAFT SEAL KIT (16V & Mk3 2.0L 8V)

Same as #311 110 except fits transaxles with larger input shaft such as: '86-'92 Scirocco, Golf, Jetta with 16V and '93-early '99 Mk3 2.0L 8V transaxles.

## 311 112 CV DRIVE FLANGE SEAL KIT ('83 GTI ONLY, "2H" CODE)

## 311 114 CV DRIVE FLANGE SEAL KIT ('75-'82)

Fits 4 or 5 speeds.

## 311 115 CV FLANGE SEAL KIT ('84-early '99 "020")

Fits '84-early '99 "020" 5 speed transaxles.

## 311 247 SYNCHRO RING ("020" TRANS, 1ST GEAR)

## 311 295 SYNCHRO RING ("020" TRANS, 2ND or 3RD GEAR - COATED)

Worn sychros are the main cause of 2nd and 3rd gear shift grinding.

## 311 296 SYNCHRO RING ("020" TRANS, 4TH OR 5TH GEAR)

## 398 001 TRANSAXLE GASKET & SEAL SET (4-SPEED)

Fits all '76-'84 4-speed transaxles.



#311 296

## 398 004 TRANSAXLE GASKET & SEAL SET (5-SPEED, '83 GTI)

For '83 GTI close ratio transaxle. "2H" code

## 398 005 TRANSAXLE GASKET & SEAL SET (5-SPEED, '79-'84)

For all wide ratio 5-speed Rabbit, Scirocco, Jetta, Pick-Up.

## 398 006 TRANSAXLE GASKET & SEAL SET (5-SPEED, '84-'92)

For all 8V close and wide ratio transaxles from '84-'92.

## 398 007 TRANSAXLE GASKET & SEAL SET (5-SPEED, '86-'92 16V & Mk3 2.0L)

For "020" transaxles that came with the 16V engine. Also fits Mk3 2.0L 8V transaxles.

## 398 008 TRANSAXLE GASKET & SEAL SET ('89-early '99 "02A")

For all "02A" transaxles. Corrado, Passat and Mk3 VR6.

## 498 070 BEARING SET ("020" TRANSAXLE - SET of 4)

2 differential bearings, small and large pinion bearings.

## 498 088 DIFFERENTIAL NUT & BOLT KIT ("020" TRANS)

Necessary when changing ring & pinion or differential.

## 498 089 DIFFERENTIAL NUT & BOLT KIT ("02A" & EARLY "02J" TRANS)

For Mk4 up to 2/'04 5 speed with 114mm ring gear. Necessary when changing ring & pinion or differential.

## 498 089L DIFFERENTIAL NUT & BOLT KIT (LATE "02J" TRANS)

Necessary when changing ring & pinion or differential. For 3/'04 up Mk4 & Mk5 2.5L & 2.0T 5 speed with 113mm ring gear. (12.25mm ring gear hole and 10x1.5mm thread)

## 498 090 DIFFERENTIAL NUT & BOLT KIT ("02M" & "02Q" TRANS)

Necessary when changing ring & pinion or differential. Mk4 & Mk5



#398 008



#398 006



#498 084

## Peloquin Differentials

### 498 080 PELOQUIN 80% MINI-SLIP KIT ('84-early '99 "020" TRANSAXLE)

This kit increases the factory 20% limited slip effect to 80%. For the '84-early '99 "020" transmission.

### 498 082 LIMITED-SLIP DIFFERENTIAL ('84-early '99 "020" TRANSAXLE)

Peloquin's "020" limited-slip differential for the '84-early '99 clutch cable type 5-speed gearbox. Comes with bearings and a bolt kit. **NOTE** -Peloquin mini slip (#498 080) will work with this differential. (for 90mm flanges call for more info) Lifetime Warranty.

### 498 084 LIMITED-SLIP DIFFERENTIAL ("02A" TRANSAXLE)

Peloquin's "02A" limited-slip differential for G-60 and VR6 with 5-speed manual gearbox. Comes with bearings, seals and a bolt kit. Lifetime Warranty.

### 498 086 LIMITED-SLIP DIFFERENTIAL (EARLY "02J" TRANSAXLE)

Peloquin's "02J" limited-slip differential for Mk4 up to 2/'04 5 speed with 114mm ring gear. Comes with bearings, seals and a bolt kit. Will need VIN# when ordering. Lifetime Warranty.

### 498 086B LIMITED-SLIP DIFFERENTIAL (LATE "02J" TRANSAXLE)

Peloquin's "02J" limited-slip differential for 3/'04 up Mk4 & Mk5 2.5L & 2.0T 5 speed with 113mm ring gear. Comes with bearings, seals and a bolt kit. Will need VIN# when ordering. Lifetime Warranty.

### 498 087 LIMITED-SLIP DIFFERENTIAL (Mk4 "02M" TRANSAXLE)

Peloquin's "02M" limited-slip differential for 6 speed front wheel drive VW's. Comes with bearings, seals and a bolt kit. Will need VIN# when ordering. Lifetime Warranty

### 498 100 LIMITED-SLIP DIFFERENTIAL (Mk5 "02Q" TRANSAXLE)

Peloquin's "02Q" limited-slip differential for 6 speed front wheel drive Mk5 2.0T models . Bearings Extra, bolt kit included. Will need VIN# when ordering. Lifetime Warranty.

### 498 102 LIMITED-SLIP FRONT DIFFERENTIAL (Mk4 R32 & '04-'06 AUDI TT 3.2L)

Peloquin's limited-slip front differential for Mk4 R32 & '04-'06 Audi TT 3.2L. Seals and a bolt kit included. Lifetime Warranty.

### 498 103 LIMITED-SLIP REAR DIFFERENTIAL (Mk4 R32 & '04-'06 AUDI TT 3.2L)

Peloquin's "02M" limited-slip for rear differential for R32 Mk4 & '04-'06 Audi TT 3.2L ('06 will need transaxle #). Seals and a bolt kit included. Lifetime Warranty

# WHEEL BEARINGS & HUBS

People don't pay any attention to these items until they hear unusual noises coming from the front end. Grinding or humming noises usually indicate a bad wheel bearing or a tire with cupped tread wear. Clunking noises, especially when accelerating around a corner in low gear, indicate worn or loose C.V. joints. If the clunks only happen with the brakes applied, look for missing brake pad spring clips or a bent hub. If you are fixing up an older "classic" and plan to keep it, bite the bullet and change all 4 C.V. joints and wheel bearings and then you are set for 100,000+ miles.

## 400 100 FRONT WHEEL BEARINGS (ALL Mk1 MODELS)

Bad front wheel bearings cause a grinding or growling noise from the front end. Changing the wheel bearings requires the use of special tools. Make sure the noise you hear is not from the tires. Fits all Rabbit, Scirocco 8 & 16V, Cabriolet to '93, Pick-Up and Jetta I models.

## 400 105 FRONT WHEEL BEARINGS ('85-'87 GOLF, JETTA)

For the '85-'87 Golf and Jetta II models.

## 400 107 FRONT WHEEL BEARINGS ('88up Mk2, Mk3, CORRADO & PASSAT to '97)

Fits all '88up Mk2/Mk3 Golf/Jetta and all Corrado and Passat s to '97 (both 4 & 6 cylinder).

## 400 110 FRONT WHEEL BEARINGS (DASHER, FOX & QUANTUM)

Front wheel bearings for the Dasher, Fox, 4000 and Quantum.

## 400 112 FRONT WHEEL BEARINGS (Mk4 GOLF, JETTA & BEETLE - ALL ENGINES)

## 405 625 REAR WHEEL BEARINGS (Mk1, Mk2, Mk3, PASSAT to '97 & CORRADO-INNER)

Fits Mk1 Scirocco, Rabbit, Jetta, Mk2 Golf/Jetta, Mk3 Golf/Jetta, Pick Up, Dasher, Fox, Passat to '97 and Corrado. Makes the same kinds of noise as the front wheel bearings when they go bad. Easier to check and to change. This is the inner (larger of the two wheel bearings).

## 405 645 REAR WHEEL BEARINGS (Mk1, Mk2, Mk3, PASSAT to '97 & CORRADO-OUTER)

The companion to the above bearing. It is located in the outer position in the rear hub. The outer bearing is smaller than the inner.

## 405 650 REAR WHEEL SEALS (Mk1, Mk2, Mk3, PASSAT to '97 & CORRADO)

Fits Mk1 Scirocco, Rabbit, Mk2 Golf/Jetta, Mk3 Golf/Jetta, Pick Up, Dasher, Fox, Passat to '97 and Corrado. It's a must to replace these when you repack or replace your wheel bearings. Bad rear seals can cause lubricant loss and brake lining or pad contamination.

## 407 120 FRONT HUB ('75-'93 Mk1)

This is the part that the front wheel lugs screw into and the brake rotor attaches to. It's sometimes damaged due to wheel bearing failure or driving with the hub nut loose. Fits all Mk1 models including Rabbit, Scirocco, Jetta I, Pick Up, Cabriolet.

## 407 125 FRONT HUB ('85-'87 Mk2)

Same as above except fits '85-'87 Mk2.

## 407 130 FRONT HUB ('88-early '99 Mk2 & Mk3 2.0L w/o ABS)

For Golf and Jetta '88-early '99, Corrado G60 & Passat 16V.

## 407 135 FRONT HUB (CORRADO VR6, PASSAT VR6 to '97 & Mk3 VR6 - w/ABS)

## 407 140 FRONT HUB (Mk4 GOLF/JETTA & BEETLE)

## 407 150 REAR HUB/BEARING ASSEMBLY (Mk4 GOLF/JETTA & BEETLE)



#400 107



#407 130



#950 115



#950 125 & 130



#950 145



#950 120



#950 136, 138 & 137



#950 135

# STICKERS, T-SHIRTS & HATS

## 950 110 TT WINDSHIELD STICKER

Available in the following colors: white, red, yellow, blue, black, and silver. Die cut. Goes on outside of windshield.

## 950 115 TT DECAL WHITE on BLACK - 3½" X 1½"

## 950 120 TT LICENSE PLATE FRAME

Not legal in all states. Check your local laws. Black plastic with white lettering.

## 950 125 TT T-SHIRT (BLACK w/WHITE PRINT- M, L, XL & XXL)

Show your support with a 100% preshrunk cotton t-shirt. Available in Medium, Large, XLarge and XXLarge.

## 950 127 TT T-SHIRT (NAVY BLUE w/WHITE PRINT - M, L, XL & XXL)

## 950 130 TT T-SHIRT (GREY w/BLACK PRINT- M, L, XL & XXL)

## 950 134 TT EMBROIDERED HAT (BLACK HAT w/WHITE LOGO - S/M)

## 950 135 TT EMBROIDERED HAT (BLACK HAT w/WHITE LOGO - L/XL)

## 950 136 TT EMBROIDERED BEANIE (BLACK w/WHITE LOGO)

## 950 137 TT EMBROIDERED BEANIE (NAVY BLUE w/WHITE LOGO)

## 950 138 TT EMBROIDERED BEANIE (RED w/WHITE LOGO)

## 950 140 TT LONG SLEEVE T-SHIRT (BLACK w/WHITE PRINT - M, L, XL & XXL)

## 950 145 TT LONG SLEEVE T-SHIRT (NAVY BLUE w/WHITE PRINT - M, L, XL & XXL)

## 950 150 TT LONG SLEEVE T-SHIRT (GREY w/BLACK PRINT - M, L, XL & XXL)

## 950 160 TT EMBROIDERED SWEAT SHIRT (NAVY BLUE w/WHITE PRINT - L, XL & XXL)

