

techtotonics
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 and our Big Bore Kits 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
A1	Rabbit '75-'84, Jetta I '80-'84, Scirocco I '76-'81, Scirocco II '82-'88, Cabriolet '80-'93
A2	Golf II '85-'92, Jetta II '85-'92
A3	Golf III '93-early '99, Jetta III '93up, Cabriolet III '95up
A4	Golf & Jetta '99 1/2up
AC	Air Conditioned
AT	Automatic Transmission
CAT	Catalytic Converter
Conv	Rabbit Convertible '79-'84
Corr	Corrado
Cyl	Cylinder
Dsl	Diesel
G-60	Corrado with Supercharger
Hyd	Hydraulic
Incl	Includes
mm	Millimeter
OEM	Original Equipment
O ₂	Oxygen Sensor
P/S	Power Steering
VIN	Vehicle Identification Number
VR6	V6 Engine
V6	'99 and up Passat
w/	With
w/o	Without



techtionics tuning

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Performance Tuning for Watercooled Volkswagens!

Who We Are...



Darrell Vittone & Rocky



Collin Gyenes

David Baxter

Randy Roth

Jeff Ashlock

Keith Martin

Joey Felix

Matt Fischer

Josh Arnold

Our History...

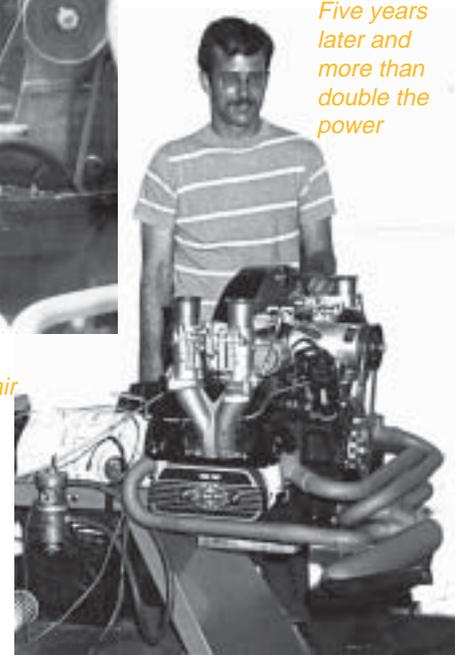
TECHTONICS Tuning opened its doors in 1981. However, our involvement in VW tuning goes back many years. TECHTONICS founder, Darrell Vittone, became a VW enthusiast at the tender age of 10 when his father, Joe Vittone, brought a shiny new beetle home in 1954. Not only did he buy the car, he also obtained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



Darrell tuning his modified 36hp air cooled VW on the dyno in '63



Five years later and more than double the power



Darrell ran 11.5 ET @ 115 MPH in 1971 and was the #1 car in it's class



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.

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".

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 20 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

Darrell's VW powered Fiat was never defeated in it's class and ran 10.3 ET @ 130 MPH in 1975

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 turbocharged 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 Jetta I (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 Jetta I 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.

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.

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 (5/97), Matt Fischer (6/99), Jeff Ashlock (1/00), Keith Martin (4/00), Joey Felix (3/02) and Josh Arnold (7/03) became important parts of the team in Oregon.

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.

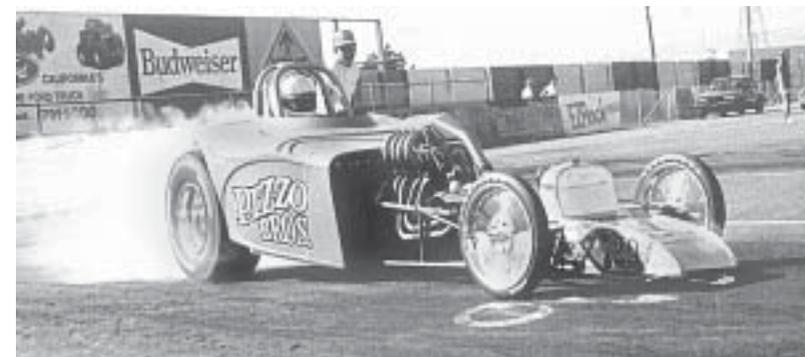
We're always learning about the VW, our customers and ourselves. We're a small company with a big reputation, and we want to keep on earning the respect and loyalty that our customers have been kind enough to give us. We thank you.



Collin's Jetta runs 14.7 ET @ 94.7 MPH in 1986



Turbo Scirocco



Pizzo Brothers' Altered Roadster-VW Rabbit Powered



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

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.

- 129 105 K & N AIR FILTER (RABBIT, ALL SCIROCCO, JETTA I, CABRIOLET AND VW FOX)
Washable and reusable. You only have to pay once.
- 129 112 K & N AIR FILTER (GOLF/JETTA '85-'87 8V & '87-'89 16V)
- 129 113 K & N AIR FILTER (GOLF/JETTA '88-'92 8V, '90-'92 16V, all CORRADO and PASSAT to '96)
- 129 117 K & N AIR FILTER (GOLF/JETTA III '93-'99 2.0L 8V, VR6 & TDI)
- 129 111 K & N AIR FILTER ('97 PASSAT VR6 ONLY)
- 129 120 K & N AIR FILTER (NEW BEETLE, G4 & J4, ALL ENGINES)
- 129 122 K & N AIR FILTER ('98up AUDI A4-A6 & '98up PASSAT, ALL ENGINES)
- 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.

Armor Door Plates

- Made of super tough stainless steel that contains DSR72™ (dynamic surface reinforcement).
- Only door plates on the market that have internal flanges to help protect lock mechanism.
- Black turbo texture finish matches trim.
- If you have already been ripped off the plates will usually cover the damage

- 260 002 ARMOR DOOR PLATES® for A1 & A2-FRONT
Fits all Rabbit, Scirocco I & II, Jetta I & II, Golf II, Cabriolet (to '93), Dasher, Quantum and Pick Up.
- 260 003 ARMOR DOOR PLATES® for A3-FRONT & REAR
Fits all Golf & Jetta III models. Order 2 if you have a 4-door.
- 260 004 ARMOR DOOR PLATES® for A1, A2-REAR
Fits the rear doors of all A1 & A2 models.

Don't let this happen to you!

Actual photo of pry-in damage



#260 002 Door Plate

#260 003 Door Plate

Brake Parts

Rotors & Drums:

- 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 A3 2.0L. Genuine ATE (German).
- 615 120 BRAKE ROTOR FRONT VENTED (280mm, 11") CORRADO G-60
Replacement rotors for Corrado G-60 and all vehicles with 4 lug 280mm vented rotors.
- 615 125 BRAKE ROTOR FRONT VENTED (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
A1 '75up, and A2 '85-'90 (180mm diameter).
- 620 105 BRAKE DRUM REAR (200mm) 3/'90up
Fits all A2 & A3 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

#620 145
Zimmermann
Drilled Brake Rotor



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 BRAKE ROTOR KIT w/PADS (239mm, 9.4")
- 620 145 DRILLED BRAKE ROTOR KIT w/PADS (256mm, 10.1" GERMAN)
- 620 150 DRILLED BRAKE ROTOR KIT w/PADS (280mm, 11" 4-LUG) for G-60
- 620 155 DRILLED BRAKE ROTOR KIT w/PADS (280mm, 11" 5-LUG) for '92-'95 VR6
- 620 156 DRILLED BRAKE ROTOR KIT w/PADS (280mm, 11" 5-LUG) for '99up 2.0L & TDI
- 620 157 DRILLED BRAKE ROTOR KIT w/PADS (288mm, 11.3" 5-LUG) for '96-'98 VR6
- 620 158 DRILLED BRAKE ROTOR KIT w/PADS (288mm, 11.3" 5-LUG) for '99up 1.8T & VR6
- 620 159 DRILLED BRAKE ROTOR KIT w/PADS (288mm, 11.3" 5-LUG) for 7/'98up PASSAT
- 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, GOLF/JETTA IV
- 620 130 REAR DRILLED ROTOR KIT w/PADS (9.6" 5-LUG) for '98up PASSAT 1.8T & V6



#611 325 A3 Brake Lines

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 STAINLESS STEEL BRAIDED (4 LINE) A1 & A2 w/REAR DRUM A1 & A2 with rear drum brakes '77up.
- 611 150 BRAKE LINES STAINLESS STEEL BRAIDED (4 LINE) PICK-UP
- 611 175 BRAKE LINES STAINLESS STEEL BRAIDED (4 LINE) VW FOX SEDAN
- 611 180 BRAKE LINES STAINLESS STEEL BRAIDED (4 LINE) VW FOX WAGON
- 611 200 BRAKE LINES STAINLESS STEEL BRAIDED (6 LINE) A1 & A2 W/ REAR DISC 16V Scirocco & '85-'97 A2 with rear disc brakes.
- 611 250 BRAKE LINES STAINLESS STEEL BRAIDED (6 LINE) 10/'88-'92 A2 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 STAINLESS STEEL BRAIDED (6 LINE) PASSAT VR6 '96-'97
- 611 300 BRAKE LINES STAINLESS STEEL BRAIDED (4 LINE) A3 w/REAR DRUMS
- 611 325 BRAKE LINES STAINLESS STEEL BRAIDED (6 LINE) A3 2.0L with rear disc brakes, A3 VR6 '94-'95 and Corrado '92up.
- 611 350 BRAKE LINES STAINLESS STEEL BRAIDED (6 LINE) A3 VR6 '96-early '99
- 611 375 BRAKE LINES STAINLESS STEEL BRAIDED (6 LINE) PASSAT '98-'99
- 611 380 BRAKE LINES STAINLESS STEEL BRAIDED (4 LINE) PASSAT '00 up
- 611 400 BRAKE LINES - BRAIDED STAINLESS (4 LINE) BEETLE, GOLF/JETTA IV Fits '98 up New Beetle and '99 up Golf and Jetta IV.

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), 2.0L Golf/Jetta III 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 A1, A2, A3, 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 Golf and Jetta 4.

SACHS 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 1.7 liter Rabbit, Jetta & Pick-Up.
- 141 210 SACHS CLUTCH KIT (210mm) As above except 210mm size fits '83-'93 1.8 liter 8V's.
- 141 217 SACHS CLUTCH KIT (210mm) for A3 2.0L 3/'94up **Will not work on '94 models with Mexican made flywheels.**
- 141 218 SACHS CLUTCH KIT (210mm, 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) for '87-'93 FOX Includes pressure plate, disc, and T/O bearing.
- 141 220 SACHS CLUTCH KIT (210mm) for 16V & A3 2.0L from '93-2/'94 For all vehicles equipped with large input shaft transaxle. 16V & A3 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) for 2.0L BEETLE, GOLF IV & JETTA IV For all 2.0L '98 and up New Beetle, Golf IV and Jetta IV. Includes pressure plate, disc, and T/O bearing.
- 141 227 SACHS CLUTCH KIT (220mm) for 1.8T BEETLE, GOLF IV & JETTA IV For all 1.8T '99 and up New Beetle, Golf IV and Jetta IV. 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, A3 TDI & VR6 12V For all Corrado, Passat to '97, A3 TDI and VR6 12V '92up. Includes pressure plate, disc, and T/O bearing.



#141 210 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 & A3 2.0L**
Standard clutch disc for 16V and Golf/Jetta III 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, Passat to '97, A3 TDI and 12V VR6 '92up.

Clutch Discs, RACE:

- 141 213 **4 PUCK RACE DISC-RIGID CENTER (210mm) for 8V**
- 141 223 **4 PUCK RACE DISC-RIGID CENTER (210mm) for 16V & 2.0L A3**
- 141 235 **4 PUCK RACE DISC-RIGID CENTER (228mm)**
- 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 A3**
- 141 635 **6 PUCK STREET/RACE DISC-RIGID CENTER (228mm)**

#141 213
Race Disc



Clutch Pressure Plates:

- 141 194 **SACHS PRESSURE PLATE (190mm)**
Standard pressure plate for '75-'82 gas Rabbit, Scirocco and 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.
- 141 224 **SACHS PRESSURE PLATE (210mm) for 16V & A3 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, Passat to '97, A3 TDI and 12V VR6 '92up.
- 141 239 **SACHS PRESSURE PLATE (210mm) for A3 2.0L 3/'94-early '99**
Fits A3 2.0L with a production date of 3/'94-early '99. Your production date is located in the driver's door jam.

Clutch Parts:

- 141 300 **THRUST PLATE (EARLY 190mm)**
This highly stressed part is subject to wear and should be replaced when the clutch is changed.
- 141 305 **THRUST PLATE (LATE 190, 200-210mm)**
As above except made for the late 190, 200mm and 210mm pressure plates.
- 141 310 **RETAINING RING (EARLY 190mm)**
Wire ring that retains the thrust plate to the pressure plate. Because it also wears it should be replaced when the thrust plate is changed.
- 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 up.
- 141 320 **THROW OUT BEARING (4-SPEED)**
- 141 325 **THROW OUT BEARING (5-SPEED)**
- 141 330 **THROW OUT BEARING for "02A"/"02J" CORR,PASS,GOLF & JETTA**
No 6-speed.
- 141 331 **THROW OUT BEARING for VW FOX, DASHER & AUDI FOX**
- 141 335 **GASKET for TAILHOUSING "020" TRANSAXLE**
Fits all 5 speeds use in '80up 4 cylinder cars (except Corrado & Passat).
- 141 340 **END CAP for TAILHOUSING "020" TRANSAXLE**
The familiar green cap located at the end of the tailhousing on all "020" five speed transaxle from '80up.
- 141 400 **FLYWHEEL 210mm A1, A2, & A3 to 2/'94**
New factory flywheel. Fits all cars with 1.8L or 2.0L engines (except Corrado, Fox and Passat).
- 141 400L **LIGHTENED 210mm FLYWHEEL (A1, A2 & A3 to 2/'94)**
Reduces the rotating mass of the engine for faster response. 2.5 lbs. lighter than OEM A1 and A2 flywheels and 4.5 lbs. lighter than A3 2.0L flywheels. Can be used on 3/'94 and later A3 2.0L by using our #141 224 Pressure Plate. OEM quality and factory balanced.
- 141 405L **LIGHTENED 228mm FLYWHEEL (G-60, 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.

Clutch Cables:

- 721 200 **CLUTCH CABLE ('76up RABBIT, CABRIOLET, JETTA I & PICK-UP)**
- 721 210 **CLUTCH CABLE ('76-'87 SCIROCCO I & II, 8V & 16V)**
Fits all Scirocco from '76up and replaces self-adjusting cable on Scirocco 16V.
- 721 230 **CLUTCH CABLE ('85-'86 GOLF & JETTA II)**
Fits all Golf and Jetta II models including GTI & GLI includes installation kit.

721 240 CLUTCH CABLE ('87-'92 GOLF, JETTA II)
Fits all '87 and newer Golf and Jetta II models including GTI and GLI 8V and 16V. Replaces self-adjusting cable.

721 250 CLUTCH CABLE INSTALLATION KIT-A1
Fits all A1 chassis cars except for Scirocco 16V.

721 260 CLUTCH CABLE INSTALLATION KIT-A2
Fits all A2 chassis vehicles and Scirocco 16V.



#721 260

721 265 RUBBER GUIDE & WASHER for CLUTCH CABLE to 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 thermostitch. 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 thermostitches

Cooling System Parts:

121 005 WATER PUMP (30mm HUB)

OEM quality water pump. Fits all 4-cylinder models '82 up including A3 2.0L. 30mm hub. Includes gasket and O-ring.

121 007 WATER PUMP ('75-'81)
40mm hub. OEM quality.

121 008 WATER PUMP for '92up VR6
OEM quality.

121 010 WATER PUMP (w/HOUSING, 30mm HUB)
Fits all 4 cylinder models '85 & up, including A3 2.0L.

121 040 WATER PUMP GASKET-'89up A2 & A3 2.0L
Rubber & metal gasket for A3's. Will fit earlier models.

121 042 "O" RING for WATER PUMP HOUSING & THERMOSTAT HOUSING
Fits all models from '75 and up 4 cylinder. 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 '93up 2.0L 8V.

121 044 "O" RING for VR6 THERMOSTAT HOUSING

121 112 COOLANT THERMOSTAT (80°C)
OEM fits all 4 cylinder models '75 & up, 80°C (176°F).

121 112R COOLANT THERMOSTAT (71°C)
OEM fits all 4 cylinder models '75 & up, 71°C (160°F).

121 113 COOLANT THERMOSTAT (87°C)
OEM fits all 4 cylinder models '75 & up, 87°C (189°F)



121 117 COOLANT THERMOSTAT for VR6 (71°C)
Fits the VR6. Lowers operating temps for more performance, 71°C (160°F).
Note: stock is 80°C (176°F).

121 118 COOLANT THERMOSTAT for VR6 (80°C)
Fits all VR6 models '92up. OEM quality

121 114 COOLING FAN THERMOSWITCH (75°C)
German-made OEM 2-wire, 75°C (167°F).

121 115 COOLING FAN THERMOSWITCH (82°C)
OEM fits all 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-'92 A1 & L, '93-1/'94 A3 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 A3 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).

121 119 VR6 THERMOSTAT HOUSING
Change this before it cracks and leaks. Comes with new O-rings.

121 120 VR6 WATER PIPE ADAPTOR
Fits all VR6 models '92up. OEM quality.

121 121 VR6 WATER PIPE
Fits all VR6 models '92up. OEM quality.

121 133 WATER OUTLET for DIGIFANT to ADD FACTORY OIL COOLER ('88-'92)
Add factory water cooled oil cooler in Digifant car.

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.

121 155 TANK-EXPANSION ('85-'89)
Fits '85-'89 Golf & Jetta II. Has hole for low level warning sender.

121 156 TANK-EXPANSION
Fits '90-'92 Golf/Jetta II, Corrado G-60, 16V Passat and '93-early '99 2.0L G/J III.

121 160 HEATER VALVE
Fits all Rabbit & Jetta I, Pick up & Scirocco, all A1 chassis.



#121 160
Heater Valve



#121 117
Coolant
Thermostat for
VR6



#121 133

Hoses for A1:

- 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 G-60)
- 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 A1, 2 PER CAR)
- 121 063 HOSE, HEATER PIPE to FLANGE ('79-'80 RABBIT & SCIROCCO w/F.I.)
- 121 064 HOSE, HEATER PIPE to THERMOSWITCH (R, J, S w/O₂ 1.6L & 1.7L)
Short hose that connects the thermoswitch to the heater pipe. All Rabbit, Scirocco and Jetta I's 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 (GOLF, JETTA II & SCIROCCO 16V)
- 121 070 HOSE, GRAFTED LOWER OIL COOLER (A1 CHASSIS to '86)
- 121 072 HOSE, RADIATOR to EXPANSION TANK, 7mm
- 121 101 HOSE, RADIATOR-UPPER ('77-'84 RABBIT, JETTA & SCIROCCO w/o AC)
- 121 102 HOSE, RADIATOR-UPPER ('77-'84 RABBIT, JETTA & SCIROCCO w/AC)
- 121 103 HOSE, RADIATOR-UPPER (RABBIT, JETTA, SCIROCCO w/1.8L)
- 121 106 HOSE, RADIATOR-UPPER (SCIROCCO 16V w/AC)
- 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 A1 CARS (PEACE PIPE)

Hoses for A2:

- 121 045 HOSE, OIL COOLER-LOWER
Fits '85-'92, 1.8 engines with oil/water heat exchangers. Golf and Jetta II models only.
- 121 046 HOSE, OIL COOLER-to WATER FLANGE
As above except it's the other of the two oil cooler hoses.
- 121 053 HOSE, RADIATOR-LOWER (GOLF & JETTA II '85-'92 w/o AC)
- 121 054 HOSE, RADIATOR-LOWER (GOLF & JETTA II '85-'92 w/AC)
- 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)
- 121 062 HOSE, HEATER PIPE to HEATER CORE ('85-'92 8V)
- 121 067 HOSE, PUMP to HEATER PIPE (GOLF, JETTA II & SCIROCCO 16V)
- 121 072 HOSE, RADIATOR to EXPANSION TANK, 7mm
- 121 100 HOSE, RADIATOR-UPPER ('87up GTI & GLI 16V)
- 121 104 HOSE, RADIATOR-UPPER (GOLF & JETTA II w/o A/C)
- 121 105 HOSE, RADIATOR-UPPER (GOLF & JETTA II w/A/C)
- 121 107 HOSE, COOLANT PIPE to EXPANSION TANK (GOLF & JETTA II)
- 121 111 HOSE, CYLINDER HEAD to HEATER CORE ('85-'92 8V)
Fits Golf & Jetta 8V from '85-'92. Also looks like a "peace pipe."

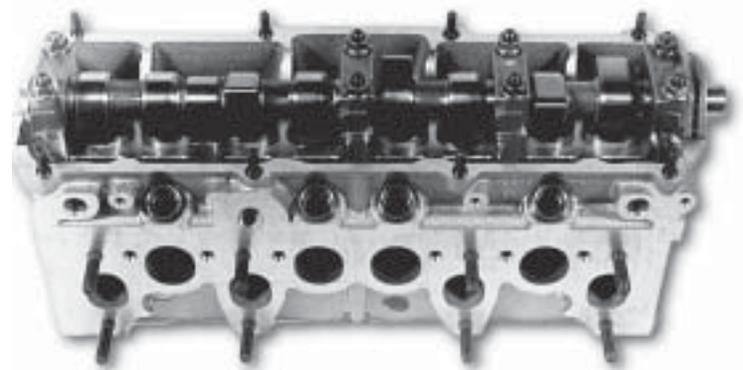
Hoses for A3 2.0L:

- 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 (2.0L 8V '93-'96)
- 121 176 HOSE, EXPANSION TANK TO COOLANT PIPE (2.0L 8V '97-'98)
- 121 178 HOSE, RADIATOR - LOWER (2.0L 8V w/AC)
- 121 180 HOSE, HEATER CORE RETURN (2.0L 8V)
- 121 182 HOSE, HEATER CORE FEED (2.0L 8V)

Cylinder Head & Related Parts

Cylinder Heads:

- 109 029 CYLINDER HEAD for GTI (1.8 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.*



#109 029 – Cylinder Head (1.8 GTI hydraulic lifter)

- 109 030 CYLINDER HEAD (1.8 DIGIFANT-HYD.)
As above except fits '88 and newer 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 to bring you the best in camshafts.

No cam really works wonders like adding 200cc of displacement, but it can help breathe 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

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

Original European 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)

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 for mildly tuned Corrado G-60. Good idle. 219°/216° @ .050", .421"/.410" Lift.

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

Good mild cam for all OBD II A3 & A4 8V 2.0L cars. Will work with stock single and dual valve springs. 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 A3 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 super-charged engines such as the G-60 Corrado. Works well for turbos also. 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 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. *Not for street use!* Our #109 081 HD Valve Springs are needed with this cam. 245° @ .050", .460" lift.

#109 076 - 16V Cam Set



16V Camshafts

109 077 TT 16V INTAKE CAMSHAFT (STREET)

Cam profile as used on the EURO 16V's. 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 Euro Digifant cams. Good idle. 214° @ .050", .423" lift.

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

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.

#109 064 VR6 Cam Set



VR6 Camshafts

109 064 TT VR6 CAM SET (264°/260° - SPORT)

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.

109 585 TT VR6 CAM SET (276° - SPORT/MILD RACE)

Specifications 234° @ .050", .449" lift.

109 063 TT VR6 CAM SET (288° - RACE)

Rough idle. Soft low end power. Great top end power. Great choice for dedicated drag cars. 246° @ .050", .455" lift.

TECHTONICS has unground billets and custom grind camshafts available.

Camshaft Belts, Tensioners & Sprockets:

109 050 CAM TIMING DRIVE BELT ('75-'92, 8V)

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!

109 051 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.

109 052 CAM TIMING DRIVE BELT ('93-early '99 2.0 LITER)

Fits the "tall block" 2.0 8V. 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. Change the belt at least every 50,000 miles.

109 049 CAM TIMING DRIVE BELT ('98-'04 2.0L)

Fits the '98up Beetle, Golf & Jetta 4 2.0L 8V. Change the belt at least every 80,000 miles.

109 055 CAM TIMING BELT TENSIONER (8V)

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-early '99 tall block engines. Includes stud, nut and washer.

109 058 CAM TIMING BELT TENSIONER, 5/'97-early '99 (8V 2.0L)

Fits 4/'97-early '99 2.0L 8V engines.

109 059B LIGHTWEIGHT CAM SPROCKET, BLUE (8V)

Lightweight camshaft & intermediate sprocket. 346 grams lighter than stock sprockets.



109 059R LIGHTWEIGHT CAM SPROCKET, RED (8V)

Lightweight camshaft & intermediate sprocket. 346 grams lighter than stock sprockets.

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.



109 060B ADJUSTABLE CAM SPROCKET, BLUE-8V
Same as #109 060 except for blue face.

109 060R ADJUSTABLE CAM SPROCKET, RED-8V
Same as #109 060 except for red face.

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.



109 062 CAM TIMING CHAIN-16V

OEM quality replacement cam timing chain. We recommend changing it at 100,000 miles or at cam change.

109 040 VR6 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 chain.

109 041 VR6 TIMING CHAIN AND GUIDE KIT ('97 and up 12V)

Kit includes upper tensioner rail, upper plastic guide, middle plastic guide, lower chain tensioner, upper and lower chain.

Valves & 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.

109 080 STANDARD DUAL VALVE SPRINGS (SET of 8)

OEM type valve springs on 8V and 16V engines. If you are doing a valve job and you have over 100,000 miles, you should change valve springs. Good for 7000 rpm (when installed at the correct height). The valve spring seat pressure measures 56 lbs. @ 32mm installed height and 168 lbs. @ 11.4mm (.450") lift.



#109 081
Sport Valve
Springs

109 081 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.

109 082 SPORT VALVE SPRINGS for VR6 (SET of 12)

109 083 SPORT VALVE SPRINGS for 16V (SET OF 16)

Same as #109 081 except for quantity for 16V engine.

109 084 STREET DUAL VALVE SPRINGS UPGRADE for '96up 8V (SET OF 8)

Same as #109 080 valve springs but includes lower spring seats. Requires #109 085 or #109 136 upper valve spring retainers.

109 084R SPORT DUAL VALVE SPRINGS UPGRADE for '96up 8V (SET OF 8)

Same as #109 081 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. 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.

109 134 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 #109 136 valve spring retainer sets.



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. 47% lighter than stock retainer. Set of 8.

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.

109 089 CAM FOLLOWERS (HYDRAULIC LIFTER) '96up
OEM quality replacement for the '96up 2.0L.

109 090 CAM FOLLOWERS (HYDRAULIC LIFTER)
OEM quality for VW and Audi hydraulic lifter engines gas & diesel, 8V '85-'95, 16V and VR6.

8V Solid Lifter Valves

109 094 INTAKE VALVE for 1.8L 8V SOLID LIFTER (40mm, 8mm STEM)
'83 and '84 GTI and GLI engines plus '84 and up Scirocco and Cabriolet from '84 to '87.

109 107 OVERSIZE INTAKE VALVE for SOLID LIFTER (41mm, 7mm STEM)
Stainless. 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.

109 102 EXHAUST VALVE for 1.8L 8V SOLID LIFTER (33mm, 8mm STEM)
OEM quality. Stem diameter: 8mm.

109 108 OVERSIZED EXHAUST VALVE SOLID LIFTER (34mm, 7mm STEM)
Stainless. 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.

8V Hydraulic Lifter Valves

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.

109 098 INTAKE VALVE for '93-'98 2.0L 8V (39.5mm, 7mm STEM)
OEM quality for ABA 2.0L 8V crossflow engine.

109 109 OVERSIZE INTAKE VALVE for HYD. LIFTER (41mm, 7mm STEM)
Stainless, '85-'92 1.8L 40mm and '93-'98 2.0L crossflow heads. 7mm stem necked down to 6.5mm. Black nitride. Designed to work with standard seat.

109 103 EXHAUST VALVE for 1.8L 8V HYD. LIFTERS (33mm, 8mm STEM)

109 105 EXHAUST VALVE for G-60 (33mm, 8mm STEM)
Sodium-filled. Great for turbos too!

109 106 EXHAUST VALVE for '93-'98 2.0L 8V (33mm, 7mm STEM)
OEM quality for ABA 2.0L 8V Crossflow engine.

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. Designed to work with std seat.

#109 099 Oversized 16V Intake Valve



#109 118 Oversized Iconel 16V Exhaust Valve



16V Valves

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
Technics 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. 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 ICONEL EXHAUST VALVE for 16V (28.5mm, 7mm STEM)
Stainless. 6-12 CFM more flow than std valve. Stem undercut to 6.5mm. Designed to work with standard seat.

#109 122 Oversize VR6 Intake Valve



#109 123 Oversize VR6 Exhaust Valve



VR6 Valves

109 124 INTAKE VALVE for VR6-12V (39.3mm, 7mm STEM)

109 122 OVERSIZE INTAKE VALVE for VR6-12V (41mm, 7mm STEM)
Stainless. 7mm stem necked down to 6.5mm. Black nitride.

109 128 OVERSIZE INTAKE VALVE for VR6-12V (42mm, 7mm STEM) RACE

109 125 EXHAUST VALVE for VR6-12V (34mm, 7mm STEM)

109 123 OVERSIZED EXHAUST VALVE for VR6-12V (35.8mm, 7mm STEM)
Stainless. 7mm stem necked down to 6.5mm. Black nitride.

1.8T Valves

STANDARD & OVERSIZE AVAILABLE - PLEASE CALL.

Valve Guides

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 LIFTER 8V (8mm)
As above except these are the "short" version (37mm end to end).

109 220 VALVE GUIDE 16V & '93up CROSSFLOW 2.0L (7mm)

109 230 VALVE GUIDE VR6-12V (7mm)

109 235 VALVE GUIDE 1.8T-5V (6mm)

Engine Parts

Connecting Rod Sets:

Connecting rods are subject 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).

105 026 SET of REBUILT CONNECTING RODS

For the '83up 1.8 liter 8V and 16V engines. Has the same treatment as our part #105 001 rods. Includes new bolts. *Exchange.* Core charge of \$75.00.

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.*

#105 027
Rifle Drilled Connecting Rod



#105 101
Light-Weight H-Beam
Connecting Rod

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

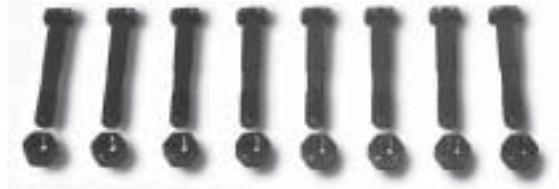
144mm, for 1.8L and 2.0L 16v and Audi 2.0L 8v (3A), Set of 4. 30 grams per rod lighter than stock rods. Wrist pins dia. 20mm.

105 101 RACE LIGHT WEIGHT H-BEAM FORGED RODS w/ARP BOLTS 144mm

440 grams each, 230 grams lighter than a stock rod, 144mm rod length, For 1.8L, 2.0L 16v and Audi 2.0L 8v (3A), Set of 4. Wrist pins dia. 20mm.

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

468 grams each, 200 grams lighter than a early ABA stock rod, 159mm rod length, For "ABA" and "ABF" engines, Set of 4, Wrist pins dia. 21mm.



#105 053 ARP Connecting Rod Bolt Set

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 G-60

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

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

104 021 CONNECTING ROD BEARING SET ('92up VR6) STANDARD

104 022 CONNECTING ROD BEARING SET (VR6) UNDERSIZE
As above except .25mm (.010") undersize.

104 026 CONNECTING ROD BEARING SET (EARLY 1.8L) STANDARD
Standard. Non- "rifle drilled" rods including G-60.

104 030 CONNECTING ROD BEARING SET (EARLY 1.8L) UNDERSIZE
Undersize .25mm (.010"). Non-"rifle drilled" rods including G-60.

104 050 CONNECTING ROD BEARING SET (LATE 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 (LATE 1.8L & 2.0L) UNDERSIZE
Undersize .25mm (.010"). For engines with "rifle drilled" connecting rods.

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
Undersize .25mm (.010").

104 110 MAIN BEARING SET (1.5L, 1.6L and EARLY 1.7L) UNDERSIZE
Undersize .50mm (.020").

104 101 MAIN BEARING SET (w/6 PIECE CENTER MAIN) STANDARD
Standard (fits late 1.7L, all 1.8L-2.0L models).

104 106 MAIN BEARING SET (w/6 PIECE CENTER MAIN) UNDERSIZE
Undersize .25mm (.010"). (fits late 1.7L, all 1.8L-2.0L).

104 115 MAIN BEARING SET ('92up VR6) STANDARD

104 116 MAIN BEARING SET ('92up VR6) UNDERSIZE
Undersize .25mm (.010").

104 150 INTERMEDIATE SHAFT BEARINGS (4 CYL.)
(Set of two). *Note: These do not require align boring.*

Engine Block 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 newly released "undercut Head Studs compensates for head growth & equalizes clamping pressure throughout the varying operating temperatures.

103 101 ARP HEAD STUD KIT for 16V ENGINE

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 for 16V ENGINE

103 102 ARP HEAD STUD KIT for 8V ENGINE

As above except for the 8V engine. Also the 8V studs are over 40% stronger than the original equipment bolts.

103 102U ARP UNDERCUT HEAD STUD KIT for 8V ENGINE

103 104 ARP MAIN BEARING STUD KIT for VR6 ENGINE

103 105 ARP HEAD BEARING STUD KIT for 8V & 16V ENGINE

The standard main cap bolts are quite strong, but 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 models.

103 100U ARP UNDERCUT HEAD STUD KIT for VR6 ENGINE

103 103 STANDARD HEAD BOLTS for ALL 8V 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.

103 106 HEAD BOLTS OEM for 1.8L & 2.0L 16V

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.

103 107 HEAD BOLT SET OEM for VR6

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.

103 108 BOLTS for PRESSURE PLATE to CRANKSHAFT

VW now uses stretch bolts for securing the pressure plate to the crankshaft. They are a "one time" use fastener. When the clutch is changed, be sure to change the bolts too. *Use #812 558 locking tool for proper torquing.*

103 109 BOLTS for FLYWHEEL to PRESSURE PLATE (4 CYLINDER)

Set of 9 bolts for the 210mm clutch. These bolts are small diameter and under high stress. It's a good idea to replace them when replacing the pressure plate.

103 110 FREEZE PLUGS OEM for 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 from '75up.

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 CRANKSHAFT (1.5L, 1.6L, 1.7L and 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.**



#103 101 ARP Head Stud Kit for 16V Engine

- 103 130 **BREATHER BLOCK OFF PLATE**
For use when installing 2.0L Audi '80 short block in A1 & A2 cars. Also has provisions for mounting warm-up regulator.
- 103 135 **BREATHER BLOCK OFF PLATE, LATE**
For use when installing A3 2.0L tall block in A1 & A2 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) OEM**
- 106 110 **CRANKSHAFT SPROCKET ('83-'98 1.7L, 1.8L & 2.0L 8V) OEM**
- 106 112 **CRANKSHAFT SPROCKET ('86-'92 16V 1.8L & 2.0L) OEM**
- 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:

About forged pistons:

We don't recommend forged "racing" type pistons for engines with red lines of 7500 rpm or below. Forged pistons allow a higher rev limit, but they also expand much more with heat. Because of this, the engine must be built with looser cylinder wall clearances. (*Usually two to three times more than cast.*) This extra clearance makes more noise due to the piston rocking in the bore, decreased ring life and increased oil consumption. A motor equipped with forged pistons sounds a lot like a diesel on start up.

Unless your application demands 7500+rpm, nitrous, or high boost, we think you will be much better off with a cast piston. Collin's drag Rabbit used cast pistons and sometimes saw 9000 RPM with zero failures and excellent sealing—we consider it one of his engine's "speed secrets".

We also stock standard pistons and replacement rings for all the pistons we sell.

- 107 803 **PISTON SET - 1.5L 8V (80mm, 8.2:1CR) .5mm OVERSIZE**
OEM .5mm oversize pistons for the 1.5L engine (73.4mm stroke). Wrist pin size: 22mm. Includes rings, pins and clips.
- 107 816 **PISTON SET - 1.8L 8V (82mm, 8.5:1CR) 1mm OVERSIZE**
For the 1.8L Rabbit GTI (8.5:1 compression ratio). Wrist pin size: 20mm. Includes rings, pins and clips.
- 107 810 **PISTON SET - 1.8L 8V (81mm, 9:1CR) STANDARD**
For 1.8L (standard 9:1 compression ratio with a std. 86.4mm stroke). Wrist pin size: 20mm. Includes rings, pins and clips.
- 107 811 **PISTON SET - 1.8L 8V (81mm, 10:1CR) STANDARD**
For 1.8L GTI (10:1 compression ratio with a std. 86.4mm stroke). Includes rings, pins and clips.
- 107 813 **PISTON SET - 1.8L 8V (81.5mm, 10:1CR) .5mm OVERSIZE**
OEM German .5mm oversize piston set for 1.8L 8V with 10:1 compression ratio. Includes rings, pins and clips.

- 107 815 **PISTON SET - 1.8L 8V (82mm, 10:1CR) 1mm OVERSIZE**
OEM German 1mm oversize piston set for 1.8L 8V with 10:1 compression ratio. Includes rings, pins and clips.
- 107 830 **PISTON SET - 1.8L 8V (83mm, 10:1CR) 2mm OVERSIZE**
Full 2mm (.080") overbore. This makes a 1870cc engine (a true 1.9L). Designed to work with the 1.8L crankshaft. Wrist pin: 20mm. Compression ratio: 10:1. Includes rings, pins and clips.
- 107 812 **PISTON SET - 1.8L 16V (81mm, 10:1CR) STANDARD**
OEM German pistons for 1.8L 16V with 10:1 compression. Includes rings, pins and clips.
- 107 818 **PISTON SET - 1.8L 16V (81.5mm, 10:1CR) .5mm OVERSIZE**
OEM German .5mm oversize pistons for 1.8L 16V with 10:1 compression. Includes rings, pins and clips.
- 107 817 **PISTON SET - 1.8L 16V (82mm, 10:1CR) 1mm OVERSIZE**
OEM German 1mm oversize piston set for 1.8L 16V with 10:1 compression ratio. Includes rings, pins and clips.
- 107 821 **PISTON SET - 2.0L 16V (82.5mm, 10.8:1CR) STANDARD**
OEM German standard pistons for 2.0L 16V with 10.8:1 compression ratio. Includes rings, pins and clips.
- 107 819 **PISTON SET - 2.0L 16V (83mm, 10.8:1CR) .5mm OVERSIZE**
OEM German .5mm oversize pistons for 2.0L 16V with 10.8:1 compression ratio. Includes rings, pins and clips.
- 107 832 **PISTON SET - 2.0L 16V "ABF" (82.5mm, 10.8:1CR) STANDARD**
Standard bore, "Tall Block" 16V euro "ABF". These pistons will fit "ABA" engines with 16V head. **Wrist pin: 21mm.**
- 107 833 **PISTON SET - 2.0L 16V "ABF" (83mm, 10.8:1CR) .5mm OVERSIZE**
.5mm overbore, "Tall Block" 16V euro "ABF".
- 107 824 **PISTON SET - A3 2.0L 8V (82.5mm, 10:1CR) STANDARD**
'93 to early '99 A3 2.0L "Tall Block" (ABA) engine. **Wrist pin: 21mm.** Compression ratio: 10:1. Includes rings, pins and clips.
- 107 825 **PISTON SET - A3 2.0L 8V (83mm, 10:1CR) .5mm OVERSIZE**
.5mm oversize. **Wrist pin: 21mm.** Compression ratio: 10:1. Includes rings, pins and clips.
- 107 826 **PISTON SET - A3 2.0L 8V (83.5mm, 10:1CR) 1mm OVERSIZE**
Full 1mm oversize. 2032cc engine. **Wrist pin: 21mm.** Compression ratio: 10:1. Complete with rings, pins and clips.
- 107 827 **PISTON SET - AUDI 80 2.0L 8V (82.5mm, 10.25:1CR) STANDARD**
Cast pistons for use with the 1.8L or early 2.0L connecting rods and 92.8mm crankshaft. As used in the Audi 80 2.0L 8V engine. Wrist pin: 20mm. Compression ratio: 10.25:1. Includes rings, pins and clips.
- 107 828 **PISTON SET - AUDI 80 2.0L 8V (83.0mm, 10.25:1CR) 1mm OVERSIZE**
Full 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.



#107 835 Piston Set



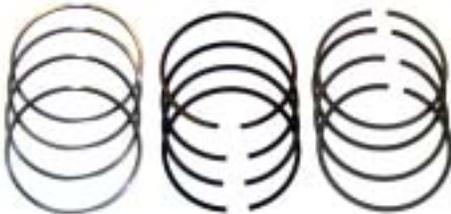
#107 840 Piston Set

- 107 835 PISTON SET - VR6 (82mm, 10:1CR) 1mm OVERSIZE
OEM 1mm oversize pistons for the VR6. Makes the standard 2.8L engine a 2.9L. Includes rings, pins, & clips.
- 107 840 PISTON SET - CORRADO G-60 (81mm, 8:1CR) STANDARD
OEM piston set (standard size) for the Corrado G-60. Includes rings, pins, & clips.
- 107 845 PISTON SET - CORRADO G-60 (81.5mm, 8:1CR) .5mm OVERSIZE
.5mm oversize for the G-60. Includes rings, pins, & clips.

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, a cast iron second ring, and a cast oil ring with coil spring expander. 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 racing applications soft cast iron or Moly rings are used for quick seating in engines which have a life expectancy measured in minutes. 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 Rings



- 108 810 PISTON RING SET - 1.8L (81mm) '83-'93
OEM quality (GOETZE). Bore size: 81.0mm (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)
OEM quality (GOETZE). Bore size: 81.0mm (standard for 1.8 liter engines). *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil - 2.0mm.*
- 108 811 PISTON RING SET (81mm for VR6)
OEM quality (Goetze). *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 815 PISTON RING SET (81.5mm 1.8L)
OEM quality (GOETZE). Bore size: 81.5mm. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 820 PISTON RING SET (82.0mm 1.8L)
OEM quality. 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) '89-'91 3A, 9A & ABA ENGINES
OEM quality (GOETZE). Bore size: 82.5mm. Chrome top ring. *Ring widths: 1st-1.2mm, 2nd-1.5mm, oil-2.0mm.*

- 108 826 PISTON RING SET (82.5mm) '88 AUDI 80
OEM quality (GOETZE). Bore size: 82.5mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.5mm, oil-2.0mm.*
- 108 828 PISTON RING SET (82.5mm)
OEM quality (GOETZE). Bore size: 82.5mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*
- 108 829 PISTON RING SET (83mm)
OEM quality. Bore size: 83mm. Chrome top ring. *Ring widths: 1st-1.2mm, 2nd-1.5mm, oil-2.0mm.*
- 108 831 PISTON RING SET (82.5mm 2.0L)
OEM quality. Bore size: 82.5mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.5mm, oil-2.0mm.*
- 108 832 PISTON RING SET (83mm 2.0L)
OEM quality. Bore size: 83mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.5mm, oil-2.0mm.* Used with our #107 831 piston kit.
- 108 833 PISTON RING SET (83mm 1.9L)
OEM quality. Bore size: 83mm. Chrome top ring. *Ring widths: 1st-1.5mm, 2nd-1.75mm, oil-3.0mm.*

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 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 '81 & up Rabbit, Jetta and Scirocco. Fits '75-early '99. Includes pan gasket and drain plug.
- 115 101 OIL DRAIN PLUG W/WASHER
- 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 '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 (TOP END)

This is the heat resistant plastic baffle developed by VW for the '85 & up 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.



#115 115
Oil Baffle

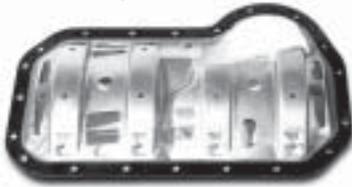
115 116 OIL FILLER CAP for ALL VW & AUDI

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!

#115 125
OEM Windage Tray

Standard Baffle



#115 120
Lower Oil Baffle



115 125 FACTORY WINDAGE TRAY

OEM steel windage tray. Comes with molded on rubber gasket. Not for use with #115 120 oil baffle.

115 205 OIL PUMP for 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-'92 including engines with hydraulic lifters. Has 30mm gear lengths.

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

OEM pump used in the latest 2.0L 8V engines. It can be used 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 for 16V (36mm GEAR)

OEM pump used in the 2.0L 16V engine. Can be retrofitted to the 1.8L 16V engine by using the 1.8 pickup tube for higher volume & pressure.

117 100 OEM QUALITY OIL FILTER for CORRADO G-60 & '93up A3 2.0L

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

117 102 OEM QUALITY OIL FILTER for VR6 '92-95

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

117 103 OEM QUALITY OIL FILTER for VR6 '96up

German OEM oil filter for the '96up VR6.

Gaskets & Seals:

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

109 300 VALVE STEM SEALS (8mm)

These are the late factory "green" or "brown" 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 & A3 2.0L

109 311 VALVE STEM SEALS (6mm) for 20V 1.8T, 5V V6 & 24V VR6

198 001 COMPLETE ENGINE GASKET SET ('77-'84, 1.5-1.7L)

This gasket set is a super quality German made product. Has every gasket you need for the fuel injected VW water-cooled engine. A gasket connoisseur's delight. For all '76-'84 1.5, 1.6 and 1.7 liter fuel injected engines.

#198 001 Gasket Set

198 003 COMPLETE GASKET SET ('90-'92 G-60)

198 005 COMPLETE GASKET SET ('83-'87 CIS 1.8L)

198 006 COMPLETE GASKET SET ('88-'92 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)

198 013 COMPLETE GASKET SET ('93-'95 A3 2.0L 8V)

198 014 COMPLETE GASKET SET ('96-'99 A3 2.0L 8V)

198 021 COMPLETE GASKET SET (VR6 '92-'95)

198 022 COMPLETE GASKET SET (VR6 '96-EARLY '99)

198 100 HEAD GASKET SET ('76-'84, 1.5, 1.6 & 1.7L)

Top quality German set that includes the valve stem seals, intake and exhaust gaskets, head gasket, and valve cover gasket.

#198 108

198 108 HEAD GASKET SET ('90-'92 G-60)

198 110 HEAD GASKET SET ('83-'87 CIS, 1.8L 8V)

198 111 HEAD GASKET SET ('88-'92 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 (A3 2.0L 8V CROSSFLOW)



198 121 HEAD GASKET SET ('92-'95 VR6)

198 122 HEAD GASKET SET ('96-'99 VR6)

198 115 HEAD GASKET ('75-'84, 1.5, 1.6, & 1.7L)

Top quality German head gasket (GOETZE).

#198 116

198 116 HEAD GASKET for CORRADO G-60 1.8L (METAL)

OEM head gasket for the supercharged Corrado. This is the metal version. Excellent for turbo 1.8L use as well.

198 117 HEAD GASKET for A3 2.0L METAL (OEM) CROSSFLOW

198 135 HEAD GASKET ('83up 1.8L, incl. 16V)

Can be used with bore sizes up to 83mm. *German made.*

198 135M HEAD GASKET ('83up 1.8L, incl. 16V) METAL

Can be used with bore sizes up to 83mm. *German made.*

198 137 HEAD GASKET ('90-'92 2.0L)

Fits both the 2.0L 8V and 16V engines. The spacing of the head gasket dowels in the 2.0 liter blocks are different from the 1.8 liters. *German made.*



198 137M HEAD GASKET ('90-'92 2.0L) METAL

198 139 HEAD GASKET (for VR6 '92-'99)

198 139M HEAD GASKET (for VR6 '99up) METAL

198 150 VALVE COVER GASKET SET

Fits '76-'79 models for non-shouldered valve cover studs. *German.*



198 160 VALVE COVER GASKET SET

Fits '80-'92 models for shouldered valve cover studs. *German.*

#198 139M VR6 Head Gasket

198 161 VALVE COVER GASKET SET (16V)

German OEM gasket set.

198 162 VALVE COVER GASKET (CORRADO G-60)

OEM one piece rubber gasket.

198 163 RUBBER VALVE COVER GASKET KIT ('78-'92 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 VALVE COVER GASKET for '93up GOLF/JETTA III, IV & BEETLE 2.0L

198 166 VALVE COVER GASKET SET (VR6 '92-'95)

OEM one piece rubber gasket.

#198 163

198 167 VALVE COVER GASKET SET (VR6 '96-'99)

198 170 OIL PAN GASKET

Fits all 4 cylinder engines, gas or diesel.



198 171 OIL PAN GASKET RUBBER ('75-early '99)

Fits all 4 cylinder engines. Latest and greatest at preventing 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 (VR6, FIBER)

198 174 OIL PAN GASKET (VR6, RUBBER)

198 175 INTAKE MANIFOLD GASKET ('76-'92 8V)

198 176 INTAKE MANIFOLD GASKET (16V-LOWER)

198 177 INTAKE MANIFOLD GASKET (16V-UPPER)

198 178 INTAKE MANIFOLD GASKET (A3 2.0 - UPPER)

198 179 INTAKE MANIFOLD GASKET (VR6 - UPPER)



#198 182 Gasket Sealer

198 180 GASKET SEALER (GERMAN ELRING-SMALL)

This sealer works so great we decided to add it to our list of high performance items. 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. It ages well and a small tube should last the average person for years.

198 182 GASKET SEALER (GERMAN ELRING-LARGE)

As above except larger size. Contains 250 grams.

198 190 SEAL for CRANKSHAFT REAR ('76-'95)

198 191 SEAL for CRANKSHAFT REAR ('96-'99)

Complete housing with seal built-in.



#198 191

198 200 SEAL for CAMSHAFT & CRANKSHAFT FRONT

Fits all 4 cylinder gas engines from '76 up. Also fits intermediate shaft.

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. Recently 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 redline and speed limits. Emissions data is untouched. We also re-map part throttle maps so you will notice a difference even when you aren't at full throttle.

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

133 360 TT EPROM for 2.0L 8V '93-'95 ('93 NEED 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-'93 W/DISTRIBUTOR

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



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

OBD II Chip

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

133 368A TT EPROM for G-60 STAGE I (EXHAUST)

133 368B TT EPROM for G-60 STAGE II (EXHAUST & PULLEY)



Up to '95 OBD I Model Chip

133 368C TT EPROM for G-60 STAGE III (EX, PULLEY & CAM)

133 370 TT EPROM for GTI, GLI & PASSAT 16V 2.0L

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.

#133 382

133 380 G-60 68mm CHARGER PULLEY

133 382 G-60 71mm ALTERNATOR PULLEY



133 385 G-60 ONE-WAY VALVE

133 390 G-60 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.

#133 380

133 400 G-LADER INNER TIMING BELT

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

techtomics tuning

Sport Exhaust Systems:

If you're interested in modifying your 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. Some cam changes ('82 & up Scirocco, '83 -84 GTI/GLI) just don't work without first upgrading the exhaust.

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 20 years of refinement our systems fit better than our competitors. All of our systems have a resonator as well as a muffler to dampen out harsh sound levels.

Exhaust Systems in Stainless Steel for All Models:

Simply the best fitting and longest lasting exhaust system available for your VW. With over 20 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 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 A2, A3, Passat 16V & Corrado G-60).

Exhaust Systems: AUDI

A4 1.8T '96-'01 Quattro:

252 560 TT DOWNPIPE BACK 2½" EXHAUST for AUDI A4 QUATTRO
TT Stainless Exhaust for '96-'01 1.8T A4 Quattro, 2½" from downpipe back. Comes with 2 BORLA SS mufflers.
When ordering with #251 229 downpipe add "T" to part #.



#252 560
Exhaust System for Audi A4 1.8T Quattro



#253 326
TT Exhaust for Rabbit & Scirocco 16V Conversion

Exhaust Systems: VOLKSWAGEN

Rabbit & Scirocco '75-'84 Aluminized:

251 307 TT CAT BACK 2" EXHAUST for RABBIT & SCIROCCO
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 Cabriolet 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, instructions and our part #199 100 heavy-duty front motor mount).

251 307B TT CAT BACK 2" EXHAUST for RABBIT & SCIROCCO
Same as our #251 307 except has BORLA SS muffler.

253 320 TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO-8V
Fits all Rabbits & '75-early '84 Sciroccos with 8V. Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler.

253 320B TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO-8V
Same as our #253 320 except has BORLA SS muffler.

253 320F TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO-8V
Same as our #251 320 except has FLOWMASTER muffler.

253 326 TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO w/16V
Fits all Rabbits & '75-early '84 Sciroccos with a 16V engine conversion. Aluminized 2¼" mandrel bent tubing with a resonator and DynoMax muffler. Fits to #253 154 Scirocco 16V downpipe or #251 255 & #253 155 A1 16V street header and cat.

253 326B TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO w/16V
Same as our #253 326 except has BORLA SS muffler.

253 326F TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO w/16V
Same as our #253 326 except has FLOWMASTER muffler.

Rabbit & Scirocco '75-'84 Stainless:

252 307B TT CAT BACK 2" EXHAUST for RABBIT & SCIROCCO
Same as #251 307 except made of 100% stainless steel. BORLA stainless steel muffler.

252 320B TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO
Fits all Rabbit & Scirocco to '84. BORLA SS muffler.

exhaust systems



252 326B TT CAT BACK 2¼" EXHAUST for RABBIT & SCIROCCO w/16V
Fits all Rabbits & '75-early '84 Sciroccos with a 16V engine conversion. 100% stainless steel. 2¼" mandrel bent tubing and is equipped with a resonator and BORLA stainless steel muffler. Fits to #253 154 Scirocco 16V downpipe or #251 255 & #253 155 A1 16V Street header and Cat.

Pick-Up Truck '80-'83, Aluminized:

251 308 TT CAT BACK 2" EXHAUST for '80-'83 PICK-UP
Same features as our #251 307 system except made specifically for the Pick-up. Perfect fit and, like all TT exhausts, it hangs from the standard hangers.

251 308B TT CAT BACK 2" EXHAUST for '80-'83 PICK-UP
Same as our #251 308 except has BORLA SS muffler.

253 310 TT CAT BACK 2¼" EXHAUST for '81-'83 PICK-UP w/16V
Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler. Fits to #253 154 Scirocco 16V downpipe or #251 255 & #253 155 A1 16V Street header and Cat. Does not fit '80 models.

253 310B TT CAT BACK 2¼" EXHAUST for '81-'83 PICK-UP w/16V
Same as our #253 310 except has BORLA SS muffler.

Pick-Up Truck '80-'83, Stainless:

252 308B TT CAT BACK 2" EXHAUST for '80-'83 PICK-UP
100% stainless steel. Comes with BORLA SS muffler.

252 310 TT CAT BACK 2¼" EXHAUST for '81-'83 PICK-UP w/16V
Ultimate exhaust for Pick-Up with 16V conversion. 100% stainless steel. 2¼" mandrel bent tubing with resonator and BORLA SS muffler. Fits to #253 154 Scirocco 16V downpipe or #251 255 & #253 155 A1 16V Street header and Cat. Does not fit '80 models.

Jetta I, '80-'84, Aluminized:

251 309 TT CAT BACK 2" EXHAUST for JETTA I
Fits '80-'84 Jetta 1 with 8V. Aluminized 2" mandrel bent tubing with resonator and DynoMax muffler.

251 309B TT CAT BACK 2" EXHAUST for JETTA I
Same as #215 309 except has BORLA SS muffler.

253 321 TT CAT BACK 2¼" EXHAUST for JETTA I
Fits Jetta 1 '80-'84 with 8V. Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler.



#251 309
TECHTONICS Exhaust for '80-'84 Jetta

#252 326B
TECHTONICS Stainless Exhaust System for Rabbit & Scirocco w/16V

253 321B TT CAT BACK 2¼" EXHAUST for JETTA I
Same as our #253 321 except has BORLA SS muffler.

253 321F TT CAT BACK 2¼" EXHAUST for JETTA I
Same as our #253 321 except has FLOWMASTER muffler.

253 322 TT CAT BACK 2¼" EXHAUST for JETTA I w/16V
Fits Jetta 1 '80-'84 with 16V conversion. Aluminized 2¼" mandrel bent tubing with resonator and DynoMax muffler. Fits to #253 154 Scirocco 16V downpipe or #251 255 & #253 155 A1 16V Street header and Cat.

253 322B TT CAT BACK 2¼" EXHAUST for JETTA I w/16V
Same as our #253 322 except has BORLA SS muffler.

253 322F TT CAT BACK 2¼" EXHAUST for JETTA I w/16V
Same as our #253 322 except has FLOWMASTER muffler.

Jetta I, '80-'84, Stainless:

252 309B TT CAT BACK 2" EXHAUST for JETTA I
Fits '80-'84 Jetta 1 8V models. 100% stainless steel. 2" mandrel bent tubing with resonator and BORLA SS muffler.

252 321B TT CAT BACK 2¼" EXHAUST for JETTA I
Fits '80-'84 Jetta 1 8V models. 100% stainless steel. 2¼" mandrel bent tubing with resonator and BORLA SS muffler.

252 322B TT CAT BACK 2¼" EXHAUST for JETTA I w/16V
Fits Jetta 1 '80-'84 with 16V conversion. 100% stainless steel. 2¼" mandrel bent tubing with resonator and BORLA SS muffler. Fits to #253 154 Scirocco 16V downpipe or #251 255 & #253 155 A1 16V Street header and Cat.

Scirocco, 8V & 16V '84-'88 Aluminized:

253 308 TT CAT BACK 2" EXHAUST for '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 for LATE '84-'87 SCIROCCO 8V
Same as our #253 308 except has a BORLA SS muffler.

253 323 TT CAT BACK 2¼" EXHAUST for 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.



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#252 327B
TECHTONICS Exhaust for Scirocco-16V

- 253 323B TT CAT BACK 2¼" EXHAUST for LATE '84-'87 SCIROCCO 8V
Same as our #253 323 except has BORLA SS muffler.
- 253 323F TT CAT BACK 2¼" EXHAUST for LATE '84-'87 SCIROCCO 8V
Same as our #253 323 except has FLOWMASTER muffler.
- 253 327 TT CAT BACK 2¼" EXHAUST for 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 327B TT CAT BACK 2¼" EXHAUST for SCIROCCO 16V
Same as our #253 327 except has BORLA SS muffler.
- 253 327F TT CAT BACK 2¼" EXHAUST for SCIROCCO 16V
Same as our #253 327 except has FLOWMASTER muffler.

Scirocco 8V & 16V '84-'88 Stainless:

- 252 318B TT CAT BACK 2" EXHAUST for 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 for 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 for 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.

Cabriolet, A1 '84-'93 Aluminized:

- 253 307 TT CAT BACK 2" EXHAUST for 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 for LATE '84-'89 CABRIOLET
Same as our #253 307 except has BORLA SS muffler.
- 253 324 TT CAT BACK 2¼" EXHAUST for 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 for LATE '84-'89 CABRIOLET
Same as our #253 324 except has BORLA SS muffler.
- 253 324F TT CAT BACK 2¼" EXHAUST for LATE '84-'89 CABRIOLET
Same as our #253 324 except has FLOWMASTER muffler.
- 253 328 TT CAT BACK 2¼" EXHAUST for '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 for '90-'93 CABRIOLET
Same as our #253 328 except has BORLA SS muffler.
- 253 328F TT CAT BACK 2¼" EXHAUST for '90-'93 CABRIOLET
Same as our #253 328 except has FLOWMASTER muffler.

Cabriolet, A1 '84-'93 Stainless:

- 252 317B TT CAT BACK 2" EXHAUST for 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 for 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 for '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.

Fox '87-'94, Aluminized:

- 253 407 TT CAT BACK 2" EXHAUST for 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 for VW FOX
Same as our #253 407 except has BORLA SS muffler.

Fox '87-'94, Stainless:

- 252 407B TT CAT BACK 2" EXHAUST for VW FOX
100% stainless steel. BORLA SS muffler.



#253 307
TECHTONICS Exhaust for '84-'89 Cabriolet

exhaust systems



#252 411B
TECHTONICS Exhaust for '87-'92 Golf GTI

Golf II & Golf II GTI, 8V & 16V '85-'92, Aluminized:

- 253 409 TT CAT BACK 2¼" EXHAUST for GOLF II (NON GTI)
The system is made with aluminized 2¼" 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 32). Adds 5hp.
- 253 409B TT CAT BACK 2¼" EXHAUST for GOLF II (NON GTI)
Same as our #253 409 except has BORLA SS muffler.
- 253 409F TT CAT BACK 2¼" EXHAUST for GOLF II (NON GTI)
Same as our #253 409 except has FLOWMASTER muffler.
- 253 410 TT CAT BACK 2¼" EXHAUST for '85-'87 GTI 8V
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 2¼" 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 2¼" EXHAUST for '85-'87 GTI 8V
Same as our #253 410 except has BORLA SS muffler.
- 253 410F TT CAT BACK 2¼" EXHAUST for '85-'87 GTI 8V
Same as our #253 410 except has FLOWMASTER muffler.
- 253 411 TT CAT BACK 2¼" EXHAUST for '87-'92 16V, '90-'92 8V GTI
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 2¼" EXHAUST for '87-'92 16V, '90-'92 8V GTI
Same as our #253 411 except has BORLA SS muffler.
- 253 411F TT CAT BACK 2¼" EXHAUST for '87-'92 16V, '90-'92 8V GTI
Same as our #253 411 except has FLOWMASTER muffler.
- 253 445B TT CAT BACK 2½" EXHAUST for GOLF II w/VR6
2½" system for the A2 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 2½" EXHAUST for GOLF II w/VR6
Same as our #253 445B except has FLOWMASTER muffler.

- 253 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd centerpipe resonator makes our systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM.
- 253 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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.

Golf II & Golf II GTI, 8V & 16V '85-'92, Stainless:

- 252 409B TT CAT BACK 2¼" EXHAUST for GOLF II
Fits Golf and Golf GL models from '85-'92 with a 45mm diameter catalytic converter outlet pipe. BORLA SS muffler.
- 252 410B TT CAT BACK 2¼" EXHAUST for '85-'87 GTI 8V
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 2¼" EXHAUST for '87-'92 16V, '90-'92 8V GTI
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 2½" EXHAUST for GOLF II w/VR6
Stainless Steel 2½" system for the A2 Golf 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.
- 252 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM. Stainless steel.
- 252 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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.



#253 445B
TT Exhaust for Golf II with VR6 conversion.

techtomics tuning



#253 413
TECHTONICS Exhaust for Jetta II

Jetta II-8V, 16V & VR6 Swap '85-'92, Aluminized:

- 253 412 TT CAT BACK 2¼" EXHAUST for '85-'89 JETTA II 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 2¼". Everything you need to install the system is included.
- 253 412B TT CAT BACK 2¼" EXHAUST for '85-'89 JETTA II 8V
Same as our #253 412 except has BORLA SS muffler.
- 253 412F TT CAT BACK 2¼" EXHAUST for '85-'89 JETTA II 8V
Same as our #253 412 except has FLOWMASTER muffler.
- 253413 TT CAT BACK 2¼" EXHAUST for '87-'89 JETTA II, 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.
- 253413B TT CAT BACK 2¼" EXHAUST for '87-'89 JETTA II 1.8L 16V
Same as our #253 413 except has BORLA SS muffler.
- 253413F TT CAT BACK 2¼" EXHAUST for '87-'89 JETTA II with 1.8L 16V
Same as our #253 413 except has FLOWMASTER muffler.
- 253413L TT CAT BACK 2¼" EXHAUST for '85-'92 JETTA II
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.
- 253413LB TT CAT BACK 2¼" EXHAUST for '85-'92 JETTA II
Same as #253 413L except has BORLA stainless muffler.
- 253413LF TT CAT BACK 2¼" EXHAUST for '85-'92 JETTA II
Same as #253 413L except has FLOWMASTER muffler.
- 253 414 TT CAT BACK 2¼" EXHAUST for '90-'92 JETTA II
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 2¼" EXHAUST for '90-'92 JETTA II
Same as our #253 414 except has BORLA SS muffler.
- 253 414F TT CAT BACK 2¼" EXHAUST for '90-'92 JETTA II
Same as our #253 414 except has FLOWMASTER muffler.
- 253 455B TT CAT BACK 2½" EXHAUST for JETTA II w/VR6
Made for Jetta II models with VR6 engine conversion or high powered turbo. Super high flow 2½" 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 2½" EXHAUST for JETTA II w/VR6
Same as our #253 455B except has FLOWMASTER muffler.
- 253 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 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 A2, A3, G-60 & 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.

Jetta II - 8V, 16V & VR6 swap '85-'92, Stainless:

- 252 412B TT CAT BACK 2¼" EXHAUST for '85-'89 JETTA II
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 2¼" EXHAUST for 16V JETTA II
Fits 1.8L 16V Jetta GLI models '87-'89. BORLA stainless steel muffler. Fits 55mm catalytic converter.
- 252 413LB TT CAT BACK 2¼" EXHAUST for '85-'92 JETTA II
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 2¼" EXHAUST for '90-'92 JETTA II 8V & 16V
Has the longer tailpipe needed for late '90-'92 bumpers. Fits 50mm cat and uses the BORLA muffler.
- 252 455 TT CAT BACK 2½" EXHAUST for JETTA II w/VR6
Perfect for Jetta II's with either the VR6 conversion or super hot turbo applications. 2½" mandrel bent tubing. 100% stainless steel with a BORLA muffler. *Please specify if using Corrado VR6 catalytic converter.*
- 252 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 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/RESONATOR for A2, A3, G-60 & 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.

exhaust systems



#253 414B
TECHTONICS Exhaust for Jetta II

Corrado '90-'94 G-60 & VR6, Aluminized:

- 253 330B TT CAT BACK 2¼" EXHAUST for CORRADO G-60**
Fits Corrado with the G-60 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 for CORRADO G-60**
Same as our #253 330B except has FLOWMASTER muffler.
- 253 331B TT CAT BACK 2½" EXHAUST for 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 for CORRADO SLC VR6**
Same as our #253 331B except has FLOWMASTER muffler.
- 253 332B TT CAT BACK 2½" EXHAUST for CORRADO G-60**
Same as our VR6 model but has specific hangers for the G-60 chassis. Comes with 2 resonators and a BORLA stainless muffler.
- 253 332F TT CAT BACK 2½" EXHAUST for CORRADO G-60**
Same as our #253 332B except has FLOWMASTER muffler.
- 253 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V**
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our systems the quietest sport system available. Because of the straight thru design horsepower loss is negligible below 6000 RPM. Aluminized.

#252 330B
TECHTONICS Stainless Exhaust System for Corrado G-60



#253 331B
TECHTONICS VR6 Corrado Exhaust System



- 253 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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 G-60 & VR6, Stainless:

- 252 330B TT CAT BACK 2¼" EXHAUST for CORRADO G-60**
TT 2¼" system from cat back for the Corrado with the G-60 engine. BORLA stainless muffler is standard.
- 252 331 TT CAT BACK 2½" EXHAUST for 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 and reduces weight.
- 252 332 TT CAT BACK 2½" EXHAUST for CORRADO G-60**
TT 2½" system for a fully modified G-60 Corrado. Same specs as our VR6 model, but with hangers to fit the G-60. 100% stainless steel with BORLA muffler.
- 252 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V**
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our 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/RESONATOR for A2, A3, G-60 & 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.

techtomics tuning

#252 417
Stainless Exhaust for '95-'97 Passat VR6



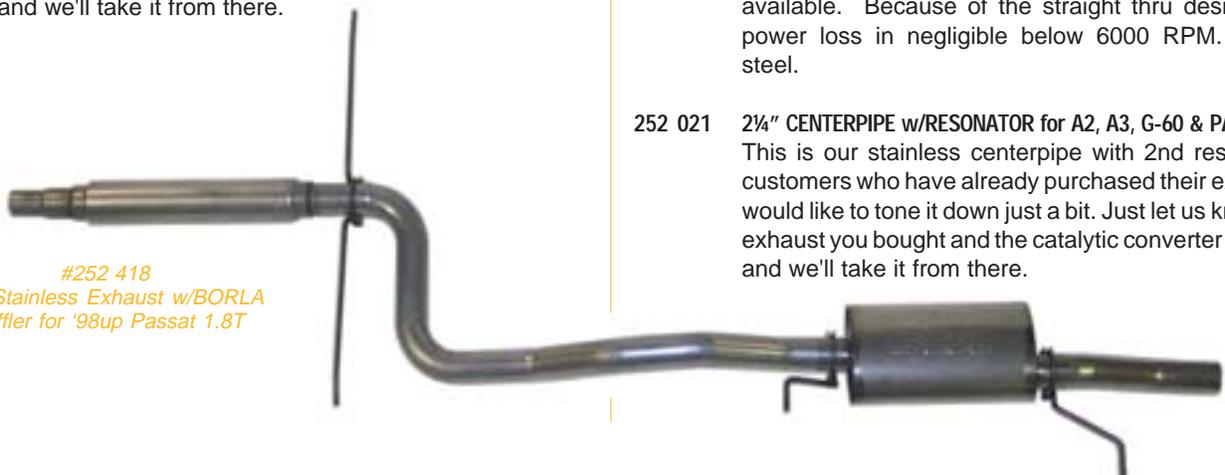
Passat '90up Aluminized:

- 253 415 TT CAT BACK 2¼" EXHAUST for PASSAT 16V
Fits Passat models from '90-'93 with the 16V 2.0L engine.
Pipe diameter is 2¼" DynoMax turbo muffer.
- 253 415B TT CAT BACK 2¼" EXHAUST for PASSAT 16V
Same as our #253 415 except has BORLA SS muffer.
- 253 415F TT CAT BACK 2¼" EXHAUST for PASSAT 16V
Same as our #253 415 except has FLOWMASTER muffer.
- 253 418B TT DOWNPIPE BACK 2½" EXHAUST for '98 up PASSAT 1.8T
Aluminized exhaust for '98 up Passat 1.8T 2½" with one resonator. BORLA stainless steel muffer standard.
- 253 418TB TT FULL 2½" EXHAUST for '98 up PASSAT 1.8T
FULL 2½" one resonator and BORLA Muffer. Made to be used with our #251 233 or #251 237 downpipe. NO reduction.
- 253 419 TT CAT BACK 2¼" EXHAUST for '95-'97 PASSAT 2.0L 8V
Same specs as our #253 415 but for later chassis.
- 253 419B TT CAT BACK 2¼" EXHAUST for '95-'97 PASSAT 2.0L 8V
Same as our #253 419 except has BORLA SS muffer.
- 253 419F TT CAT BACK 2¼" EXHAUST for '95-'97 PASSAT 2.0L 8V
Same as our #253 419 except has FLOWMASTER muffer.

- 253 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM. Aluminized.

- 253 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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.

#252 418
2.5" Stainless Exhaust w/BORLA
Muffer for '98up Passat 1.8T



Passat '90up Stainless:

- 252 415B TT CAT BACK 2¼" EXHAUST for 16V PASSAT
Fits 2.0L 16V Passat. BORLA stainless steel muffer.
- 252 416 TT CAT BACK 2½" EXHAUST for '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 for '95-'97 VR6 PASSAT
Same specs as our #252 416 but for later chassis.
- 252 417D TT CAT BACK 2½" EXHAUST for '95-'97 TDI PASSAT
Same specs as our #252 417 but for TDI.
- 252 418 TT DOWNPIPE BACK 2½" EXHAUST for '98 up PASSAT 1.8T & TDI
Has BORLA stainless steel muffer.
- 252 418T TT FULL 2½" EXHAUST for '98 up PASSAT 1.8T & TDI
FULL 2½" one resonator and BORLA Muffer. Made to be used with our #251 233 or #251 237 downpipe. NO reduction.
- 252 419B TT CAT BACK 2¼" EXHAUST for '95-'97 2.0L 8V
Stainless 2¼" mandrel bent tubing with resonator and BORLA stainless steel muffer.
- 252 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM. Stainless steel.
- 252 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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.

exhaust systems



#253 421
TECHTONICS Exhaust for '96-'99 Golf III

Golf III, 2.0L & VR6 '93-'98, Aluminized:

- 253 420 TT CAT BACK 2¼" EXHAUST for GOLF III 2.0L '93-2/'96
Fits Golf III – 2.0L from '93-2/'96 (chassis # to 1H-T-084 500). DynoMax Super Turbo muffler.
- 253 420B TT CAT BACK 2¼" EXHAUST for GOLF III 2.0L '93-2/'96
Same as our #253 420 except has BORLA SS muffler.
- 253 420F TT CAT BACK 2¼" EXHAUST for GOLF III 2.0L '93-2/'96
Same as our #253 420 except has FLOWMASTER muffler.
- 253 421 TT CAT BACK 2¼" EXHAUST for GOLF III 2.0L 3/'96-early '99
Fits Golf III 2.0L from 3/'96-early '99 (chassis # from 1H-T-084 501). DynoMax Super Turbo muffler.
- 253 421B TT CAT BACK 2¼" EXHAUST for GOLF III 2.0L 3/'96-early '99
Same as our #253 421 except has BORLA SS muffler.
- 253 421F TT CAT BACK 2¼" EXHAUST for GOLF III 2.0L 3/'96-early '99
Same as our #253 421 except has FLOWMASTER muffler.
- 253 440 TT CAT BACK 2½" EXHAUST for GOLF III 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 for GOLF III GTI-VR6
Same as our #253 440 except has FLOWMASTER muffler.
- 253 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM. Aluminized.

- 253 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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.

Golf III, 2.0L & VR6 '93-'98, Stainless:

- 252 420B TT CAT BACK 2¼" EXHAUST for GOLF III 2.0L '93-2/'96
Fits '93-2/'96 (chassis # to 1H-T-084 500) Golf III 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 for GOLF III 2.0L 3/'96-early '99
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 for GOLF III 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.
- 252 020 OPTIONAL 2ND RESONATOR for A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard sport system offers. The addition of a 2nd oversized resonator makes our systems the quietest sport system available. Because of the straight thru design horsepower loss in negligible below 6000 RPM. Stainless steel.
- 252 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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.



#252 440
Stainless Exhaust for Golf III VR6

techtionics tuning



#253 431B
TT Exhaust for Jetta III 2.0L
with #253 020 Optional 2nd Resonator

Jetta III, '93-early '98, Aluminized:

- 253 430 TT CAT BACK 2¼" EXHAUST for JETTA III 2.0L '93-2/96
Fits Jetta III from '93-2/96 (chassis # to 1H-T-084 500).
DynoMax Super Turbo muffler.
- 253 430B TT CAT BACK 2¼" EXHAUST for JETTA III 2.0L '93-2/96
Same as our #253 430 except has BORLA SS muffler.
- 253 430F TT CAT BACK 2¼" EXHAUST for JETTA III 2.0L '93-2/96
Same as our #253 430 except has FLOWMASTER muffler.
- 253 431 TT CAT BACK 2¼" EXHAUST for JETTA III 2.0L 3/'96-early '99
Fits Jetta III from 3/'96-early '99 (chassis # from 1H-T-084
501). DynoMax Super Turbo muffler.
- 253 431B TT CAT BACK 2¼" EXHAUST for JETTA III 2.0L 3/'96-early '99
Same as our #253 431 except has BORLA SS muffler.
- 253 431F TT CAT BACK 2¼" EXHAUST for JETTA III 2.0L 3/'96-early '99
Same as our #253 431 except has FLOWMASTER muffler.
- 253 450 TT CAT BACK 2½" EXHAUST for 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 2½" EXHAUST for JETTA GLX VR6
Same as our #253 450 except has a FLOWMASTER muffler.
- 253 450D TT CAT BACK 2½" EXHAUST for '95-'97 JETTA III TDI
BORLA SS "straight thru" muffler for maximum power.
- 253 450DF TT CAT BACK 2½" EXHAUST for '95-'97 JETTA III TDI
Same as our #253 450D except has a FLOWMASTER muffler.
- 253 020 OPTIONAL 2ND RESONATOR to A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard
sport system offers. The addition of a 2nd oversized
resonator makes our systems the quietest sport system
available. Because of the straight thru design horse-
power loss is negligible below 6000 RPM. Aluminized.



- 253 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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.

Jetta III, '93-early '99, Stainless:

- 252 430B TT CAT BACK 2¼" EXHAUST for JETTA III 2.0L '93-2/'96
Fits '93-2/96 Jetta III with the 2.0 liter engine (chassis # to
1H-T-084 500). Tubing diameter: 2¼" 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 2¼" EXHAUST for JETTA III 2.0L 3/'96-early '99
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 2½" EXHAUST for JETTA III GLX-VR6
2½" mandrel bent tubing with 2 high flow resonators and
BORLA rear muffler as our Golf VR6 system but for the
Jetta GLX body.
- 252 450D TT CAT BACK 2½" EXHAUST for '95-'97 JETTA III TDI
Same design as our 2½" VR6 GLX system.
- 252 020 OPTIONAL 2ND RESONATOR to A2, A3, G-60 & PASSAT 16V
Some people want a lower sound level than the standard
sport system offers. The addition of a 2nd oversized
resonator makes our systems the quietest sport system
available. Because of the straight thru design horse-
power loss is negligible below 6000 RPM. Stainless
steel.
- 252 021 2¼" CENTERPIPE w/RESONATOR for A2, A3, G-60 & 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 450B
TT Exhaust for Jetta III VR6



exhaust systems



#252 460
Stainless Steel Exhaust for Golf IV &
New Beetle



Golf IV, '99up & Beetle '98up -Aluminized:

- 253 435B TT CAT BACK 2¼" EXHAUST for GOLF IV & 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 for GOLF IV & BEETLE 2.0L**
Same as our #253 435B except has FLOWMASTER muffler.
- 253 460B TT CAT BACK 2½" EXHAUST for GOLF IV & BEETLE VR6, TDI & 1.8T**
This is the same as #253 435B except in larger 2½" mandrel bent aluminized tubing for the 1.8T, TDI & VR6.
- 253 460TB TT CAT BACK FULL 2½" EXHAUST for GOLF IV & BEETLE**
Full 2½" made to fit tt #251 234 Downpipe (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 460F TT CAT BACK 2½" EXHAUST for GOLF IV & BEETLE VR6, TDI & 1.8T**
Same as our #253 460B except has FLOWMASTER muffler.
- 253 460TF TT CAT BACK FULL 2½" EXHAUST for GOLF IV & BEETLE**
Full 2½" made to fit tt #251 234 Downpipe (not included). Comes with FLOWMASTER Muffler. Can be ordered with hidden, visible or 4-motion tailpipe.

Golf IV, '99up & Beetle '98up -Stainless:

- 252 435 TT CAT BACK 2¼" EXHAUST for GOLF IV & 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 for GOLF IV & BEETLE VR6, TDI & 1.8T**
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 for GOLF IV & BEETLE**
Full 2½" made to fit tt #251 234 Downpipe (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 downpipe.
- 252 470 TT CAT BACK FULL 2½" EXHAUST for R32**



#252 460T Full 2½" Stainless Steel Exhaust for
Golf IV & New Beetle with 4-motion, visible and
hidden tailpipes

Jetta IV, '99up -Aluminized:

- 253 436B TT CAT BACK 2¼" EXHAUST for JETTA IV 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 for JETTA IV 2.0L**
This is the same as #253 436B except has FLOWMASTER muffler.
- 253 464B TT CAT BACK 2½" EXHAUST for JETTA IV 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 464TB TT CAT BACK 2½" EXHAUST for JETTA IV 1.8T, TDI & VR6**
Full 2½" made to fit tt #251 234 Downpipe (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 464F TT CAT BACK 2½" EXHAUST for JETTA IV 1.8T, TDI & VR6**
Same as our #253 464B except has FLOWMASTER muffler.

Jetta IV, '99up 2.0L, 1.8T, TDI & VR6 - Stainless:

- 252 436 TT CAT BACK 2¼" EXHAUST for JETTA IV 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 for JETTA IV 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 for JETTA IV 1.8T, TDI & VR6**
Full 2½" made to fit tt #251 234 Downpipe (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.

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



Manifolds and Downpipes:

Headers or Cast Iron Dual Outlet Manifold?

The cast iron dual outlet manifold lasts and lasts and is quieter than a tubular header. In most cases, your stock cast-iron exhaust manifold or a cast EURO-manifold will offer excellent results when used with a TECHTONICS TUNED downpipe or EURO-downpipe and a sport exhaust system. (The exceptions to this are the '82up Scirocco, '83-'84 GTI/GLI single outlet manifolds.) The difference in power output between the best headers and the stock or EURO-manifold/ TECHTONICS TUNED downpipe combination is quite small. Because of all the problems with the headers we only recommend them for racing only.

TECHTONICS TUNING has a downpipe for use on the early cars with the stock catalytic converter. A direct replacement on early cars with a stock dual outlet manifold or cars that have been fitted with the dual outlet manifold, this downpipe will "keep you legal" while adding about 8% more horsepower to a stock motor. Something else to consider: Due to the rocking motion of a transverse mounted engine, it's difficult to make a header that will hold up well. Tubular headers just don't last for most people.

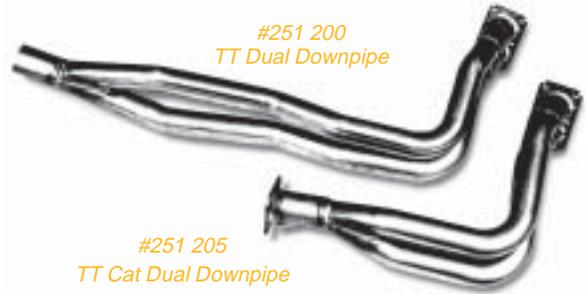
- 251 000** **ADD O₂ SENSOR FITTING to DOWNPIPE**
To add a O₂ sensor fitting to any of our downpipes, just add this part number to your order.
- 251 101** **DUAL OUTLET EXHAUST MANIFOLD for A2 8V**
The best bet for power and durability for the A2 cars. Same design as the 16V exhaust manifold except fits the 8V cylinder head. Can be used with 16V downpipe and cat.
- 251 102** **DUAL OUTLET EXHAUST MANIFOLD for VW FOX**
Brand new dual outlet manifold for VW Fox. Fits TT #251 231 downpipe.
- 251 117S** **DUAL DOWNPIPE STAINLESS for A2 & A3 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 our tuned exhaust system. Requires cat. converter #253 156 or #253 158. Uses factory flex coupling. Comes with sealing ring, downpipe to manifold gasket and mounting hardware.



#251 101
Exhaust Manifold for A2



#251 117S
TT Downpipe for A2



#251 200
TT Dual Downpipe

#251 205
TT Cat Dual Downpipe

- 251 120** **DUAL DOWNPIPE STAINLESS for G-60 & '95 GOLF/JETTA**
Same as #251 117S but comes with flat gasket (#253 109) instead of sealing ring.
- 251 121** **DUAL DOWNPIPE STAINLESS for A3 2.0L '96-early '99**
Same as #251 117S but with O₂ nut welded on.
- 251 200** **DUAL DOWNPIPE for A1 NON CAT**
Fits all U.S. dual outlet exhaust manifold. Clone of EURO-GTI downpipe except it fits the U.S. manifold (dual outlet type only) that is standard on '75-'81 Scirocco, '75-'82 Rabbit and '80-'82 Jetta, Pick-Up and Cabriolet. This is our third and by far the best version of the downpipe. It has a unique construction feature in that the flange is not welded to the pipes. Rather, they are crimped to the inner and outer sleeves that are welded to the flange. What does this mean? Long life through greatly improved resistance to stress cracking. Your stock manifold with this downpipe equals the power output of the EURO-GTI setup for less money and easier installation. The next time your "short tube headers" fall off, dig out your old stock manifold and bolt it on along with one of these and find out what it's like to have a little more top end power with a lot more low end torque. Now modified to fit tall block installations, too. H.D. mounts recommended.
- 251 201** **DUAL DOWNPIPE EURO for A1 NON CAT**
As above but with the larger flange to fit the EURO-GTI exhaust manifold. Now modified to fit tall block installations, too.
- 251 203S** **DUAL RACE DOWNPIPE STAINLESS for 16V SCIROCCO**
Our exclusive long tube 2" primary racing dual downpipe directly replaces the stock downpipe and catalytic converter for an instant 10hp gain. Beware that this potent horsepower breeder makes some weird noises but well worth the extra ponies at the track. Fits 16V Scirocco, as well as, A1 16V conversions using the Scirocco 16V exhaust manifold. Gasket and O₂ fitting provided.
- 251 204S** **DUAL RACE DOWNPIPE SS for GOLF, JETTA II 8V/16V & A3 2.0L**
Same design as our #251 203 but for the A2 & A3 Golf/Jetta, including, Corrado G-60. If you want to install on an A2 8V originally equipped with a single tube downpipe, you'll need our #251 101 exhaust manifold. Outlet size is 55mm.

#251 203S
TT Race Downpipe for Scirocco 16V



#251 204S
TT Race Downpipe for A2 & A3



#251 231
Dual Downpipe for Fox with #251 102
Manifold bolted to it



#251 234
TT Golf, Jetta & Beetle 1.8T Downpipe

- 251 205 **DUAL DOWNPIPE "CAT VERSION" for A1**
A short version of the #251 200 dual downpipe but designed for use with a catalytic converter. Fits U.S. dual outlet manifolds from '75-'82. Can be used with any exhaust system designed for use with a catalytic converter. Keep it legal without losing too much power.
- 251 210 **DUAL DOWNPIPE with O₂ FITTING for A1**
Same as #251 205 except with fitting for oxygen sensor.
- 251 211 **DUAL DOWNPIPE for A1 with TALL BLOCK ENGINE**
Same as #251 205 except modified to fit tall block installation with early US manifold.
- 251 212 **DUAL DOWNPIPE for A1 with TALL BLOCK ENGINE**
Same as #251 205 except fits tall block installation with EURO manifold.
- 251 215 **DUAL DOWNPIPE-"EURO-CAT VERSION" for A1**
Same as our part #251 205 except made to fit the EURO-GTI exhaust manifold with the larger studs. Compatible with all exhaust systems designed for use with catalytic converter.
- 251 220 **DUAL DOWNPIPE-"EURO-CAT VERSION" for A1**
Same as #251 215 except with an oxygen sensor fitting added.
- 251 229 **DOWNPIPE for AUDI A4 1.8T QUATTRO '96-'01**
Full 2½" downpipe for the #252 560T exhaust.
- 251 230 **DUAL DOWNPIPE for VW FOX '87-'93 with DASHER MANIFOLD**
Ultimate set up for combination of increased torque, power and durability. You will need to hunt up a '79 or earlier VW Dasher or Audi Fox dual outlet exhaust manifold in order to use this downpipe. Adds 5-6 hp and several foot lbs. of torque. Combine it with our #253 407 tuned exhaust for a total gain of 10+hp. Comes with O₂ sensor fitting, gaskets and hardware. *Not interchangeable with #251 102.*
- 251 231 **DUAL DOWNPIPE for VW FOX '87-'93**
Same design as #251 230 but fits TT #251 102 exhaust manifold.
- 251 232 **TDI 2½" CAT DOWNPIPE for GOLF IV, JETTA IV & BEETLE**
Bolts to the OE turbo and made from 2½" T-304 stainless steel tubing.
- 251 232R **TDI 2½" CAT DOWNPIPE for GOLF IV, JETTA IV & BEETLE**
Direct replacement for stock downpipe.
- 251 232N **TDI 2½" NON CAT DOWNPIPE for GOLF IV, JETTA IV & BEETLE**
Full 2½" without catalytic converter.

- 251 232R **TDI 2½" NON CAT DOWNPIPE for GOLF IV, JETTA IV & BEETLE**
Non cat version that fits to stock exhaust.
- 251 233 **PASSAT 1.8T 2½" DOWNPIPE (5-SPEED MANUAL)**
Bolts to the OE catalytic converter and made from 2½" T-304 stainless steel tubing. Made for our 418T exhaust.
- 251 233R **PASSAT 1.8T 2½" DOWNPIPE(5-SPEED MANUAL)**
Same as #251 233 but with reduction to fit stock exhaust.
- 251 234 **1.8T GOLF, JETTA & BEETLE FULL 2½" DOWNPIPE w/CAT**
Full 2½" stainless steel downpipe with high flow catalytic converter. Made for our 460T or 464T exhausts. We have seen 18hp gains when used with our full 2½" exhaust.
- 251 234R **1.8T GOLF, JETTA & BEETLE 2½" DOWNPIPE w/CAT**
Directly replaces your OE downpipe. 2½" mandrel bent stainless steel tubing and high flow catalytic converter. Mates to the OE turbo.
- 251 234N **1.8T GOLF, JETTA & BEETLE FULL 2½" RACE DOWNPIPE(NON CAT)**
Full 2½" without catalytic converter.
- 251 235 **OEM VR6 DOWNPIPE**
Factory-new downpipe for VR6. Save \$300 over the dealer! Fits '92-'95 VR6 Golf, Jetta, Passat and Corrado.
- 251 237 **PASSAT 1.8T 2½" DOWNPIPE for 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 for AUTO TRANS**
Same as #251 237 but with reduction to fit stock exhaust.
- 251 239 **2½" TURBO DOWNPIPE for A2 w/Mk IV 1.8T CONVERSION**



#251 233R
TT Passat 1.8T 5-Speed
Manual downpipe

#251 237
TT Passat 1.8T Automatic
Downpipe

Catalytic Converters

APPLICATION CHART

Model	Year	Catalytic Converter
Rabbit, Scirocco, Jetta I	'75-'84	#253 150
Scirocco 16V	'86-'88	#253 154S or #253 163
Cabriolet	'84-'89	#253 150
Cabriolet	'90-'93	Universal
Fox	'87-'93	#253 149
Golf II "RV"	'87-'92	#253 159S
Golf II GTI 8V	'85-'86	Universal
Golf II GTI 16V 1.8L	'87-'89	#251 156 or #253 166
Golf II GTI 16V 2.0L	'90-'92	#253 156 or #253 166
Jetta II 8V GLI	'86-'87	#253 158
Jetta II 8V "PF"	'88-'92	#253 158
Jetta II 1.8L 16V	'88-'89	#251 156 or #253 166
Jetta II 2.0L 16V	'88-'89	#253 158
Corrado G-60	'90-2/'91	#253 160 or #253 162
Corrado G-60 & VR6	3/'91-'94	#253 164
Passat 16V	'90-'92	#253 166
Passat VR6	'92-'97	#253 162
Passat 1.8T/Audi A4	'98-'04	#253 167
Golf III 2.0L 8V	'93-'94	#253 156 or #253 166
Golf III 2.0L 8V	'95	#253 160 or #253 162
Golf III 2.0L 8V	'96-9/'98	#253 160R or #253 165
Golf III VR6	'94-'95	#253 162
Golf III VR6	'96-9/'98	#253 165
Jetta III 2.0L 8V	'93-'94	#253 156 or #253 166
Jetta III 2.0L 8V	'95	#253 160 or #253 162
Jetta III 2.0L 8V	'96-9/'98	#253 160R or #253 165
Jetta III VR6	'94-'95	#253 162
Jetta III VR6	'96-9/'98	#253 165
Beetle, Golf IV & Jetta IV 1.8T		#251 234R

Our Exclusive line of Hi-Flow direct fit Catalytic Converters made with the same High Quality Fit and Finish as Our Renowned Exhaust Systems.



- 253 155 CATALYTIC CONVERTER for A1 16V STREET HEADER
Design for our #251 255 A1 16V street header.
- 253 156 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O₂)
- 253 158 CAT 50mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O₂)
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.
- 253 160 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O₂)
Same as our #253 156 but with Corrado gasket.
- 253 160R CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, REAR O₂)
Same as our #253 160 but with rear O₂ fitting.
- 253 162 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O₂)
Large high flow CAT. Great replacement for '90-'91 G-60.
- 253 163 CATALYTIC CONVERTER for SCIROCCO 16V (WELD IN)
Easy to install compared to a universal cat. This one is specially modified to fit Scirocco 16V's. Comes with O₂ fitting. Will fit to the stock or the TT exhaust system. Welds to end of collector.
- 253 164 CAT 55mm OUTLET (29¼" LONG, LARGE FLANGE, FRONT O₂)
The long Corrado version. Large high flow CAT.
- 253 165 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, REAR O₂)
For OBD II vehicles. Large high flow CAT.
- 253 166 CAT 55mm OUTLET (19½" LONG, LARGE FLANGE, FRONT O₂)
Large high flow CAT alternative for #253 156. Sealing ring.
- 253 167 CATALYTIC CONVERTER for '98up PASSAT 1.8T & AUDI A4 1.8T
Direct replacement for stock cat. Stainless construction.

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
- 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
Finest aftermarket downpipe/catalytic converter on the market. Stainless steel.



Exhaust Tips:

2" Inlet:

- 254 130 JRE FLARED DOUBLE WALL TIP-POWDER COATED BLACK
Length: 6" Diameters: inlet: 2" outlet: 3"
- 254 135 JRE FLARED DOUBLE WALL TIP-CERAMIC COATED
Length 6" Diameters: inlet: 2" outlet: 3"
- 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"



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"
- 254 214 STAINLESS DUAL DTM (CLAMP-ON)
Dual upturn 2¼" tubing. Length: 9¾" diameters: inlet: 2¼" outlet: dual 2¼"
- 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"
- 254 250 JRE FLARED DOUBLE WALL TIP POWDER COATED BLACK
Length: 6" Diameter: inlet: 2¼" outlet: 3"
- 254 255 JRE FLARED DOUBLE WALL TIP CERAMIC COATED
Length 6" Diameter: inlet 2¼" outlet: 3"
- 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: 2 3/8"
- 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: 5.5" Diameters: 2.25" 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
Length: 8" Diameters: inlet: 2¼" outlet: dual 2.5"
- 254 285V STAINLESS STEEL DUAL ANGLE CUT TIP w/VENTURIS
Same as #254 285 tip but with venturis in each tip.

2½" Inlet:

- 254 310 STAINLESS STEEL TIP-SINGLE ROLLED EDGE 3.5" (WELD-ON)
Length: 6" Diameters: inlet: 2½" outlet: 3½"
- 254 311 STAINLESS STEEL TIP-SINGLE ROLLED EDGE 3.5" (WELD-ON)
Length: 4" Diameters: inlet: 2½" outlet: 3½"
- 254 314 STAINLESS STEEL DUAL DTM (CLAMP-ON)
Dual upturn 2¼" tubing for a distinct European look. Length: 9¾" diameters: inlet: 2½" outlet: dual 2¼". 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"
- 254 330 JRE FLARED DOUBLE WALL TIP-POWDER COATED BLACK
Length: 6" Diameters: inlet: 2½" outlet: 3½"
- 254 335 JRE FLARED DOUBLE WALL TIP-CERAMIC COATED
Length: 6" Diameters: inlet: 2½" outlet: 3½"
- 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: 5.5" 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.



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 A1, A2 & A3 chassis with either the 8V or 16V engine.

- 251 240 **TT RACING HEADERS for A1, 8V**
Fits all A1 chassis with 8V engine. Primary pipe diameter: 1.675" (1 5/8") Length: 27"
- 251 242 **TT RACING HEADERS for A1, 8V**
Fits all A1 chassis with 8V engine. Primary pipe diameter: 1.750" (1 3/4") Length: 30"
- 251 244 **TT RACING HEADERS for A1, 16V**
Fits all A1 chassis with 16V engine. Primary pipe diameter: 1.750" (1 3/4") Length: 30"
- 251 246 **TT RACING HEADERS for A2, 8V**
Fits all A2 cars with 8V engine. Primary pipe diameter: 1.675" (1 5/8") Length: 30"
- 251 250 **TT RACING HEADERS for A2, 16V**
Fits all A2 cars with 16V engines. Primary pipe diameter: 1.750" (1 3/4") Length: 30"
- 251 251 **TT RACING HEADERS for A3, 8V**
Fits all A3 cars with 8V engine (and A2 w/tall block). Primary pipe diameter: 1.675" (1 5/8") Length: 30"

#251 246
Racing Header for A2 8V



#251 244
TT Racing Headers for
A1 16V

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. Most of these headers use the stock cat.

- 251 255 **TT STREET HEADERS for A1, 16V**
Fits all A1 chassis with 16V engine. Alternative to the hard to find Scirocco 16V manifold. Requires our #251 155 cat to fit our tt 2 1/4" exhaust.
- 251 260 **BOSAL STREET HEADERS for A1, 8V**
Fits all A1 chassis with 8V engine. Uses stock cat.
- 251 265 **BOSAL STREET HEADERS for A2 & A3, 8V up to '94**
Fits all A2 & '93-'94 A3 with 8V engine. Uses stock cat.
- 251 266 **BOSAL STREET HEADERS for A3, 2.0L 8V '95-early '98**
Fits A3 chassis with 8V engine. Uses stock cat.

- 251 270 **BOSAL STREET HEADERS for A2, 16V**
Fits all A2 cars with 16V engine. Uses stock cat.
- 251 275 **BOSAL STREET HEADERS for G-60**
Fits all G-60 Corrados. Uses stock cat.
- 251 280 **BOSAL STREET HEADERS for VR6**
Fits all VR6 12V engines. Uses stock cat.



#251 255
Street Header for
A1 16V

#251 260
Street Header for A1 8V

Exhaust Parts

Exhaust System Parts:

- 253 000 **OXYGEN SENSOR FITTING**
This fitting has correct threads for the O₂ 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



#253 001



- 253 005 **FLANGE REPAIR KIT for LARGE 3-BOLT FLANGE**
Replaces the rotating 3 bolt flange on OEM dual downpipes. 82mm bolt centers fit '85-'94 Golf/Jetta II/III & 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 GASKETS for HEAD to MANIFOLD**
One piece large port for all 8V.
- 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 for CLIP ON DOWNPIPE**
Fits exhaust outlet for single outlet manifolds from '82-'89 plus Cabriolet '82-'89.

Cutaway to Show
Embedded
Roller Chain



#253 142
Hanger w/Roller Chain

#253 143 & 253 140
Exhaust Hangers

- 253 102 EXHAUST GASKET for 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 for 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 for U.S. DUAL DOWNPIPE
Gasket fits between downpipe and manifold. Fits '75-'82 Rabbit, '75-81 Scirocco and all applications that use a U.S. dual-outlet exhaust manifold.
- 253 106 GASKET for '75-'93 A1 CARS (DOWNPIPE to CAT)
For all early cars with catalytic converters.
- 253 107 10mm EXHAUST NUTS
Fit cars with manifolds with 10mm studs, such as, all 16V, Corrado, Passat, '86 & up Jetta GLI 8V, and the Factory Euro exhaust manifold. Sold each.
- 253 108 SEALING RING for A2 & A3 2.0L (DOWNPIPE to CAT)
Fits all A2 16V's and all A2 8V'S with dual outlet exhaust manifolds & downpipe and A3 2.0L up to '94. Located between the catalytic converter and the downpipe.
- 253 109 GASKET for CAT G-60, '95up A3 & VR6 CARS (DOWNPIPE to CAT)
Fits G-60 Corrado, '95-early '99 A3 2.0L & all VR6 cars. Located between catalytic converter and downpipe.
- 253 110 GASKET for EURO-GTI DUAL DOWNPIPE-A1
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, GOLF IV & JETTA IV 1.8T (TURBO TO DOWNPIPE)



253 112 GASKET for PASSAT 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 (A2, A3 & A4)
Fits all '86 and up 16V and 8V models equipped with dual outlet manifold. Includes Passat 16V & G-60.

#253 116

253 116 GASKET for VR6 DOWNPIPE to MANIFOLDS
Be sure to order 2!



#253 144
Exhaust Hanger

#253 145
Exhaust Hanger

#253 146
Exhaust Hanger

- 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 SEALING PAST (1 oz. bottle)
- 253 135 TUBE of EXHAUST SEALING PAST (5 oz. bottle)
- 253 140 HANGERS-EXHAUST (STANDARD)
Original equipment hangers (made in Germany). Holds up well with lighter systems such as the TECHTONICS TUNED and standard exhausts.
- 253 141 HANGERS-EXHAUST (STANDARD, JETTA)
Jetta I & II models use two of these and 2 of the above (part #253 140).
- 253 142 HANGERS-EXHAUST (with CHAIN)
The ultimate exhaust hanger. Has a roller chain molded inside to provide the last word in strength. This hanger won't fail.
- 253 143 HANGERS-EXHAUST (GOLF '85-'92)
- 253 144 HANGERS-EXHAUST-late '84up 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 HANGERS for '90-'92 PASSAT 2.0L 16V
Three per vehicle.
- 253 146 EXHAUST HANGERS for GOLF & JETTA III, 4 & 6 CYLINDER

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. 2¼", 2½" 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 2¼"

254 040 EXHAUST CLAMP, HD 2½"



#254 055-HD 2½"Exhaust Clamp

254 045 EXHAUST CLAMP, HD 2" STAINLESS STEEL

254 050 EXHAUST CLAMP, HD 2¼" STAINLESS STEEL

254 055 EXHAUST CLAMP, HD 2½" STAINLESS STEEL

254 060 OEM CLAMPING SLEEVE (55mm)

Mufflers-Replacements for TT Exhausts:

- 254 001 **DYNOMAX SUPER TURBO MUFFLER, 2" – ALUMINIZED STEEL**
Fits all 2" TT systems for A1 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 **DYNOMAX SUPER TURBO MUFFLER, 2¼" –ALUMINIZED STEEL**
Fits all 2¼" TT systems used on A1, A2, A3 and Passat 2.0L 16V's. Excellent flow with good sound dampening.
- 254 007 **DYNOMAX SUPER TURBO MUFFLER, 2¼" –ALUMINIZED STEEL**
Fits our 2¼" aluminized Pick-Up exhaust system.
- 254 010 **DYNOMAX SUPER TURBO MUFFLER 2¼" –ALUMINIZED STEEL**
Fits our aluminized system for the Scirocco-16V and Cabriolet late '84-'93.
- 254 011 **FLOWMASTER 2¼" C/C ALUMINIZED MUFFLER**
Fits our A1 2¼" systems to '84, as well as, our 2¼" A2, A3 & A4 2.0L.
- 254 015 **FLOWMASTER 2¼" C/O ALUMINIZED MUFFLER**
Fits our '84up Cabriolet & Scirocco.
- 254 019 **FLOWMASTER 2½" C/C ALUMINIZED MUFFLER**
Fits our Golf & Jetta 2½" systems.
- 254 022 **BORLA 2" C/O STAINLESS 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, as well as, VW Fox. "Straight thru" design for maximum flow. Made of T-304 stainless steel.
- 254 023 **BORLA 2¼" C/O STAINLESS MUFFLER**
Fits our '84up 2¼" Scirocco 8V systems & 2¼" Cabriolet from late '84-'93.
- 254 024 **BORLA 2¼" C/C STAINLESS STEEL OVAL MUFFLER**
Fits all our 2¼" systems except Scirocco & Cabriolet.
- 254 025 **BORLA 2½" C/O STAINLESS STEEL OVAL MUFFLER**
Designed to fit our A3 VR6 Golf, Jetta, Passat 1.8T & VR6.
- 254 026 **BORLA 2½" C/C STAINLESS STEEL OVAL MUFFLER**
Fits our 2½" Golf IV, Jetta IV & Beetle, as well as, Corrado VR6.
- 254 027 **BORLA 2¼" C/O STAINLESS OVAL MUFFLER**
Fits our exhaust systems for Scirocco 16V and 2¼" 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 A2, '93-'95 A3, CORRADO & PASSAT VR6)**
All with Digifant injection. Includes '88 & up Golf, Jetta, '90 & up Cabriolet, Corrado G-60, VR6 Corrado & Passat. All A3's both 4 and 6 cylinder models up to '95. '90up VW Fox.
- 134 056 **FUEL FILTER ('96-early '99 A3, 4 & 6 CYLINDER)**
- 134 401 **FUEL FILTER ('80-'84 JETTA I, RABBIT & SCIROCCO)**
Fits all '80-'84 with fuel injection.
- 134 601 **FUEL FILTER (all '85up w/CIS INJECTION)**
Fits all '85 & up Golf, Jetta II, Scirocco, and Passat, both 8V & 16V.



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 all models using a three wire sensor (heated). All '85-88 GTI & GLI's. (2 plugs.)
- 133 260 BOSCH OXYGEN SENSOR (3 WIRE-LATE)**
Fits late model cars with three wire sensors (heated). All '89-'92 GTI and GLI. (One 3-pin plug.)
- 133 265 BOSCH OXYGEN SENSOR (GOLF/JETTA '93up)**
Too many versions. You must call and tell us if its front or rear and the year.
- 133 270 BOSCH OXYGEN SENSOR (G-60 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 up Golf, Jetta, Scirocco & 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 A2 16V 2.0 cars 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.

Bosch Injection Nozzles
(L-R) #133 300
#133 302
#133 301



- 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, G-60, A3 & A4**
Fits all '88 & up cars with Digifant Injection. 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.
- 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 Golf & Jetta 8V engines. '91-'93 Fox & G-60.
- 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.



Throttle Cables:

- 720 100 THROTTLE CABLE ('77-'82 A1 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 LATE A1 8V)**
- 720 110 THROTTLE CABLE ('86-'88 SCIROCCO 16V)**
- 720 115 THROTTLE CABLE ('85-'92 GOLF, GTI, JETTA, GLI & G-60)**



Ignition Parts, Plugs & Plug Wires

Ignition Parts:

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 that parts you'll need to keep your ignition in top condition. After-market 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.

- 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 (GTI & GLI '85up)
Fits '85 & up GTI and GLI models plus all 16V models and Corrado G-60, 8V Digifant, Passat 16V & A3 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-'98)
Fits all '90-'98 A2 8V& 16V, A3 2.0L 8V, G-60 & 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)

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.
- 905 205 NEW 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.
- 905 210 NEW VR6 IGNITION COIL PACK ('93-'98)
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.

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
- 944 800 NGK IRIIDIUM IX for 16v AND TURBO ABA
- 944 801 NGK IRIIDIUM IX for 2.0L 8V CROSSFLOW
- 944 802 NGK IRIIDIUM IX for 1.5L-1.8L STANDARD HEAT RANGE
- 944 803 NGK IRIIDIUM IX for 1.5L-1.8L ONE HEAT RANGE COOLER (G-60)
- 944 805 NGK LASER PLATINUM for VR6
- 944 810 NGK OEM REPLACEMENT for VR6



Spark Plug Wires:

Finally somebody came along and made a better set of spark plug wires! 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.

- 945 111 BLUE IGNITER PLUG WIRES ('87-'93 VW FOX)
- 945 112 BLUE IGNITER PLUG WIRES ('75-'84 8V)
Rabbit, Scirocco and Jetta 1 to '84.
- 945 113 BLUE IGNITER PLUG WIRES ('85-'92 8V)
Fits Golf & Jetta '85-'92 vehicles with 8V engines.
- 945 114 BLUE IGNITER PLUG WIRES ('86-'92 16V)
Fits all the 16V engines from the '86 Scirocco to the '92 GTI and GLI.
- 945 115 BLUE IGNITER PLUG WIRES (VR6 12V w/COIL PACK)
Fits all VR6 models from '93½up. This set fits the models without a distributor.

**BLUE
IGNITERS**
THE ULTIMATE PERFORMANCE WIRE

#945 114
Blue Igniter Plug Wires



- 945 115C BLUE IGNITER PLUG WIRES ('92 -'93 VR6)
Fits '92-'93 Corrado & Passat models with a distributor.
- 945 116 BLUE IGNITER PLUG WIRES (2.0L 4 CYL.)
Fits A3 2.0 liter '93-early '99.
- 945 117 BLUE IGNITER PLUG WIRES (A4 2.0L w/AEG ENGINE CODE)
2.0L Golf 4, Jetta 4 and Beetle w/engine code AEG.
- 945 117L BLUE IGNITER PLUG WIRES (A4 2.0L w/AVH or AZG ENGINE CODE)
2.0L Golf 4, Jetta 4 and Beetle w/engine codes AVH or AZG.
- 945 118 BLUE IGNITER PLUG WIRES ('99up 12V VR6)
- 945 119 BLUE IGNITER PLUG WIRES ('98up PASSAT V6)

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.

A1 Motor Mounts:

- 199 100 HD HEAVY-DUTY FRONT MOTOR MOUNT A1 (ROAD)
This is the famous TECHTONICS heavy duty 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.

#199 150
Set of Motor
Mounts for A1



- 199 100R HD FRONT MOTOR MOUNT A1 (RACE)
Same mold design as our #199 100 but with a much harder rubber compound. Shore hardness of 80.
- 199 112 HD SIDE MOUNT A1 (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 A1 (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 A1 (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 A1 (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 A1 (REAR) RACING
Hard rubber mount similar to VW Motorsport. Racing only, too noisy for the street. Shore hardness of 80.
- 199 150 MOTOR MOUNTS A1 (SET of 4)
Fits all '79-'93 A1 chassis. This set offer more control over the engine "torquing", but without the extra noise of race type mounts.
- 199 151 MOTOR MOUNT SET for SCIROCCO 16V
OEM side mounts combined with TT's harder rubber front and side mounts to reduce engine "torquing."



#199 120B
Motor Mounts in
bracket

#199 160
Set of 3 Motor
Mounts for A2
(Bracket not
included)



#199 162
Bracket

A2 Motor Mounts:

- 199 159 RACE SOLID FRONT MOUNT A2
- 199 160 MOTOR MOUNTS A2 (SET of 3)
OEM quality. Best bet for street use.
- 199 161 MOTOR MOUNT A2 OEM HYDRAULIC FRONT
Hydraulic front mount requires bracket on US built cars (Golf & GTI's). Shore hardness of 45.
- 199 161HD MOTOR MOUNT A2 HD RUBBER FRONT
Shore hardness of 65. Non hydraulic.
- 199 162 BRACKET for UPGRADING U.S. BUILT GOLF II & GOLF II 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 SIDE for A2 & A3 2.0L (TRANS)
- 199 165 MOTOR MOUNT REAR RUBBER for A2 (BACK of BLOCK)
Shore hardness of 45.
- 199 165HD MOTOR MOUNT REAR HD RUBBER for A2 (BACK of BLOCK)
Shore hardness of 65.
- 199 166 MOTOR MOUNT REAR HYDRAULIC for A2, G-60 & PASSAT 16V
Heavy duty upgrade use #199 165 or #199 165HD.

A3 Motor Mounts:

- 199 163 MOTOR MOUNT SIDE for A2 & A3 2.0L (TRANS)
- 199 170 MOTOR MOUNT, FRONT, for A3, 4 CYLINDER '93-'98
- 199 172 MOTOR MOUNT, REAR, for A3, 4 CYLINDER '93-'98
- 199 174 TRANS MOUNT for A3, 4 CYLINDER & VR6 '93-'98
- 199 175 ENGINE MOUNT SET for A3 2.0L
- 199 180 MOTOR MOUNT, FRONT, for ALL VR6 '93-'98
- 199 182 MOTOR MOUNT, REAR, for VR6'92-'98 EXCEPT PASSAT VR6
- 199 183 ENGINE MOTOR MOUNT SET for VR6 (GOLF, JETTA & CORRADO)
- 199 184 MOTOR MOUNT, REAR, for PASSAT VR6 '93-'97
- 199 192 POLY FRONT MOUNT INSERT for A3 2.0L/VR6
Limits engine movement under hard acceleration.

A4 Motor Mounts:

- 199 200 POLY DOG-BONE LOWER MOUNT of BEETLE, GOLF IV & JETTA IV

Serpentine Belts

- 110 000 SERPENTINE BELT for G-60 for A/C MODELS (1755mm)
- 110 005 SERPENTINE BELT for A3 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 ALL VR6 for A/C MODELS (1360mm)



Service Manuals & CD-ROMs

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 GOLF & JETTA II
- 900 115 BENTLEY SERVICE MANUAL '99-'03 GOLF & JETTA IV
'99-'03 Golf, GTI & Jetta 4. Includes 2.0L, TDI, VR6 & 1.8T.
- 900 174 BENTLEY SERVICE MANUAL '75-'79 RABBIT & SCIROCCO GAS
- 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
- 900 810 BENTLEY SERVICE MANUAL '90-'94 CORRADO G-60 & VR6
First comprehensive manual to include the VR6. Contains information that could be helpful for someone who wants to install a VR6 into an A2 vehicle.
- 900 815 BENTLEY SERVICE MANUAL ALL '93-early'99 GOLF & JETTA III
- 900 820 BENTLEY SERVICE MANUAL '98-'02 NEW BEETLE 2.0L, TDI & 1.8T

Manuals on CD-ROM:

- 900 120 BENTLEY REPAIR MANUAL on CD-ROM
'99-'04 Golf, GTI & Jetta IV. Includes 2.0L, TDI, VR6 & 1.8T & Jetta wagon.
- 900 804 BENTLEY REPAIR MANUAL on CD-ROM
'90-'94 Passat 16V & VR6.
- 900 806 BENTLEY SERVICE MANUAL on CD-ROM
'95-'97 Passat including 2.0L, TDI & VR6.
- 900 807 BENTLEY REPAIR MANUAL on CD-ROM
'98-'04 Passat including 1.8T, V6 & TDI.
- 900 811 BENTLEY REPAIR MANUAL on CD-ROM
'90-'94 Corrado G-60 & VR6
- 900 821 BENTLEY REPAIR MANUAL on CD-ROM
'98-'04 Beetle 2.0L, TDI & 1.8T. Includes convertible.



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. Even a nice shift knob can make a difference in the way you feel about your day to day driving. You'll find the parts you need listed below.

Linkage Parts:

- 715 200 GOLF BALL SHIFT KNOB (SOFT RUBBER)**
The original KAMIE shift knob. Golf ball shape (with the dimples in black soft rubber). Comfortable and easy to grip.
- 720 000 RELAY ROD (ALL 5 SPEED A1 CARS)**
- 720 001 SHIFT ROD—SHORT (ALL 5 SPEED A1 CARS)**
- 720 002 SHIFT ROD—LONG (ALL 5 SPEED A1 CARS)**
- 720 003 SHIFT ROD—SHORT A2 – 5 SPEED**
- 720 004 SHIFT ROD—LONG A2 - 5 SPEED**
- 720 005 SHIFT BOOT—ALL A1 (UNDER CHASSIS)**
- 720 006 COVER for SHIFT BOOT—PART #720 005**
- 720 007 RELAY SHAFT WITH BALL for A2**
- 720 008 BUSHING for MAIN SHIFT ROD (ORANGE, A2)**
- 720 009 WEIGHTED SHIFT ROD (for A2 '85-'92 CONNECTING LINK)**
- 720 010 A1 SHIFT BUSHING in BRACKET**
- 720 020 PIVOT BEARING (A1 '76-'93, LEVER BEARING ASSEMBLY)**
- 720 022 RELAY ROD with 24mm BALL (4 SPEED)**
- 720 024 SHIFT ROD (A1, 4 SPEED, SHORT)**
- 720 026 SHIFT ROD (A1, 4 SPEED, LONG)**
- 720 032 SHIFT ROD (A3, 5 SPEED, SELECTOR ROD SHORT)**
- 720 034 SHIFT ROD (A3, 5 SPEED, SELECTOR ROD LONG)**



#720 007



#720 010



#720 020

Short Shift Kits:

- 710 110 SHORT SHIFT KIT A1 (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—A2 '85up GOLF & JETTA II**
Same deal for the '85 & up Golf and Jetta II models. Chrome.
- 710 130 SHORT SHIFT KIT—A3 '93-early '99 GOLF & JETTA III 2.0L**
Similar as our A2 kit except made to the A3 cars. Offers you a choice of 15% and 35%.



#710 120 Short Shift Kit

#798 210 Deluxe Short Shift Kit

- 710 140 B & M SHORT SHIFT KIT for CABLE SHIFT ('95-early '99)**
- 710 145 B & M SHORT SHIFT KIT for CABLE SHIFT ('98up PASSAT)**
- 710 150 B & M SHORT SHIFT KIT for CABLE SHIFT ('00-'03 BEETLE, G/J IV)**
- 798 205 DELUXE SHORT SHIFT KIT for A1 ('75-'78, 4 SPEED)**
- 798 210 DELUXE SHORT SHIFT KIT for A1 ('79-'93, 5 SPEED)**
Everything you need to completely rebuild your shift linkage to like new specs.
- 798 220 DELUXE SHORT SHIFT KIT for A2 ('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 A3 ('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!



#798 220 Deluxe Short Shift Kit

#798 230 Deluxe Short Shift Kit

Shift Repair Kits:

- 798 100 SHIFT LINKAGE BUSHING KIT for A1 (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 A1 models.
- 798 101 SHIFT LINKAGE BUSHING KIT for A2 & A3 (5 SPEED, ROD TYPE)**
'85-early '99 rod type shift linkage.
- 798 200 SHIFT LEVER REPAIR KIT for A2 & A3**
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.

#798 101 Bushing Kit



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 A1 cars from '75-'93.
- 440 105 FRONT 'A' ARM BUSHINGS (OEM for A1 CHASSIS)**
Standard replacement bushings. OEM quality. Fits all Rabbit, Scirocco, Jetta I, Cabriolet, and Pick-Up.
- 440 106 FRONT 'A' ARM BUSHINGS (OEM for A2 & A3 CHASSIS)**
Standard replacement bushings for '85up A2 and A3.
- 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 A1)**
Same as #445 300 except fits late '78-'84 Rabbit and Scirocco, '80-'84 Jetta and Pick-Up, plus '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 A2, 17mm)**
Fits Golf and Jetta II '85-'87. OEM quality.
- 445 312 BALL JOINT ('88up w/4-CYLINDER, 19mm)**
Fits all A2 from '88-'92 and A3 chassis '93up. OEM quality.
- 445 313 BALL JOINT ('92-'98 VR6)**
Fits all Corrado VR6, Passat VR6 and Golf/Jetta III VR6.
- 445 315 HARDWARE KIT to INSTALL BALL JOINT ('75-'84 A1)**
For installation in '75-'84 Rabbit, '75-'88 Scirocco, '80-'84 Jetta I, '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. *(I have had cars come into my shop that had ball joints attached loosely with “license plate” screws and square nuts! Needless to say, this is dangerous and not recommended).*

C.V. (Constant Velocity) Joints & C.V. Boots:

- 407 140 C.V. JOINT KIT (OUTER - 90mm, '75-'80)**
Early A1 '75-'80, New German Joint, Boot, Grease and Axle nut. (Early clip style)



#407 141
Outer C.V. Joint Kit

- 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 A1, 1985-1987 Std A2, German Joint, Boot, C.V. bolts, Grease and Axle nut.
- 407 145 C.V. JOINT KIT (OUTER - 100mm, '85-early '99)**
A1, A2 and A3 4 cyl. New German Joint, Boot, Grease and Axle nut.
- 407 146 C.V. JOINT KIT (LEFT INNER-100mm, '85-early '99)**
Late A1, A2 GTI, GLI and '88-'92, A3 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 A1, A2 GTI, GLI and '88-'92, A3 4 cyl. German Joint, Boot, C.V. bolts, Grease and Axle nut.
- 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.
- 445 200 C.V. BOOT KIT (INNER - 90mm, '75-'87)**
The rubber boots that protect the inner (transaxle end of drive shaft) 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'S SIDE)**
As above except for the later cars with the larger diameter C.V. joints as used on the GTI & GLI, and '85-'92 Scirocco and convertible models, as well as, A3 2.0L.
- 445 206 C.V. BOOT KIT (INNER - 100mm, RIGHT - PASSENGER SIDE)**
As above except for right-passenger- side (long drive shaft).

#407 146
Left Inner C.V. Joint Kit





#430 100
Upper Stress Bar

Upper Strut Bearings & Bump Stops:

- 412 110 **UPPER STRUT BEARING (All A1 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 **A2 & A3 2.0L to 12/'95 STRUT BEARING (OEM QUALITY, PAIR)**
OEM quality replacement strut bearings.
- 412 127 **G-60 & PASSAT 16V STRUT BEARINGS (OEM QUALITY, PAIR)**
Also upgrade for A2 & A3 2.0L to 12/'95.
- 412 130 **A2 & A3 2.0L to 12/'95 HD STRUT BEARINGS (PAIR)**
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 **VR6 '92-'98 & A3 2.0L '96 and up STRUT BEARINGS (PAIR)**
OEM quality replacement strut bearings for '92-'98 VR6 & '96 and up A3 2.0L cars. Fits Golf, Jetta, Corrado & Passat.
- 412 145 **UPPER STRUT BEARINGS for VW FOX**
OEM quality. Set of 2.
- 450 116 **OEM RUBBER BUMP STOP for FRONT STRUT (A1 '75up, SET of 2)**
When its time to replace the strut cartridges, don't forget to put in new bump stops too! Fits all A1 chassis.
- 450 118 **OEM RUBBER BUMP STOP for FRONT STRUT (A2 '85-'92, SET of 2)**

Tie Rods & Steering Rack Boots:

- 445 320 **TIE ROD for A1 CHASSIS MANUAL STEERING**
Fits '75-'93 non power steering A1 chassis vehicles. Fits left or right sides.
- 445 325 **TIE ROD for A1 CHASSIS POWER STEERING**
Fits A1 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 **TIE ROD for A2 CHASSIS MANUAL STEERING, LEFT**
Fits A2 chassis with manual steering includes Golf and Jetta II. For left side (driver's side).
- 445 335 **TIE ROD for A2 CHASSIS MANUAL STEERING, RIGHT**
Fits A2 chassis with manual steering includes Golf and Jetta II. For right side.
- 445 340 **TIE ROD for A2 CHASSIS POWER STEERING, LEFT**
Fits A2 chassis with power steering. For left (driver's) side.

- 445 345 **TIE ROD for A2 CHASSIS POWER STEERING, RIGHT**
Fits A2 chassis with power steering. For right (passenger's) side.
- 450 100 **STEERING RACK BOOT KIT for A1 MANUAL (SET)**
Keep an eye on your rack boots to avoid costly problems caused by intrusion of grit and dirt. The boot on the passenger side seems to be the first to crack. This kit includes both boots and the required clamps. German OEM quality. Fits Rabbit '75-'84, Scirocco '75-'88, Jetta I '80-'84, Pick-Up '80-'84 and Cabriolet '80-'93. Manual steering only.
- 450 105 **POWER STEERING RACK BOOTS for A1 & A2 (EACH)**
Steering rack boots for power steering equipped vehicles. Fits all A1 & A2 models. Per side, including clamp.
- 450 106 **POWER STEERING RACK BOOTS for A3 2.0L & G-60 (EACH)**

Stress Bars:

- 430 100 **EUROSPORT UPPER TIE BAR ('75-'84 RABBIT, JETTA & SCIR II)**
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. Powder painted black. 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 (GOLF & JETTA II)**
Fits all A2 models with either 8V or 16V engines.
- 430 130 **EUROSPORT UPPER STRESS BAR (GOLF & JETTA III)**
Fits all A3 models including 4 and 6 cylinders.
- 430 132 **EUROSPORT UPPER STRESS BAR (G4 & J4, 4 CYL. & VR6)**
- 430 135 **EUROSPORT UPPER STRESS BAR (CORRADO G-60)**
- 430 140 **EUROSPORT REAR STRESS BAR (RABBIT, SCIROCCO & JETTA I)**
Fits all A1 models except Cabriolet.
- 430 150 **EUROSPORT REAR STRESS BAR (GOLF II & III, JETTA II & CORRADO)**
Fits all A2 & A3 except Jetta III.
- 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-painted black. Fits '75-'84 Rabbit, Scirocco, Jetta I, Pick-Up and Cabriolet to '93. Will not fit vehicles with automatic transmissions.*



#450 100
Steering Boot Kit

#450 105
Power Steering Rack Boot Kit



#430 300
Lower Stress Bar

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.

- 955 000 FRONT WHEEL BEARING PULLER/INSTALLER (NON ABS)**
This unique tool has been designed to remove and install the front wheel bearings on all front wheel drive VWs and Audi's (for ABS equipped cars use #635 000). The time and effort required to do this is greatly reduced with the use of this tool as the suspension strut assembly remains on the car. Also, by leaving the strut on the car, the camber settings are not disturbed. This quality tool, allows simple hand tools to easily press the wheel bearing and its hub in and out. This tool comes complete with instructions.
- 635 510 ABS UPDATE KIT for WHEEL BEARING PULLER/INSTALLER**
This kit updates the #955 000 to a #635 000. To do ABS equipped cars (except Toureg).
- 635 000 FRONT WHEEL BEARING PULLER/INSTALLER (ABS)**
This kit includes both #955 000 & #635 510.
- 624 000 SPANNER WRENCH for LATE TENSIONER ('98up 2.0L BEETLE, G/J IV)**
- 711 000 A2 & A3 2.0L SHIFT ALIGNMENT GAUGE TOOL (VW#3104)**
A definite must for adjusting shift linkage.
- 799 000 VALVE ADJUSTING TOOL (1.5L, 1.6L & 1.7L)**
For depressing the cam follower to preform valve shim replacements on all 1.5, 1.6 and early 1.7 liter engines. If you have a 1.7 liter with a sticker on the valve cover requiring the #2078 tool see our part #831 000.
- 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 CO₂ ADJUSTMENT TOOL - 3mm "T" HANDLE HEX (ALL with CIS)**
- 812 510 CLUTCH ALIGNMENT TOOL ('75-'93 A1 & A2 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 & A3 GOLF/JETTA 2.0L)**
Same as the #812 510 but made for larger input shaft.
- 812 520 CLUTCH ALIGNMENT TOOL (ALL "02A" & "02J")**
- 812 558 CLUTCH PRESSURE PLATE & FLYWHEEL LOCKING TOOL**
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. (VW tool #558.)

- 822 500 VALVE STEM SEAL INSTALLING TOOL 8mm**
Will install either the factory valve stem seals or the after-market 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 hand pressure or with the use of a rubber mallet. A clearance hole through the tool allows installation of the seal with the valves in place. This handy tool is made from quality heat-treated steel.
- 831 000 VALVE ADJUSTING TOOL (LATE 1.7L & 1.8L)**
For adjusting the valves on all 1.8 liter engines with solid lifters and the late 1.7 liter engine (when sticker on valve cover says tool #2078 must be used). Also fits Audi and VW 5 cylinder with solid lifters.
- 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.
- 832 250 VR6 CAM LOCKING PLATE (VW#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.
- 832 500 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.

872 500 SOCKET for REMOVING the TIMING PLUG
 For removing the plug (located in the transmission bell-housing). 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 (GOLF & JETTA II, III 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).

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.

911 000 BRAKE CALIPER PISTON RETRACTING TOOL
 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.

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.

955 002 DIGITAL MULTIMETER for CHECKING FUEL INJECTION & DIAGNOSTICS
 We found this inexpensive meter worked as well as our expensive shop unit. Measures volts, ohms, milliamps and tests diodes and transistors.

962 800 POWER STEERING & WATERPUMP PULLEY TOOL
 Holds water pump & power steering pulley for easy bolt removal.

981 800 HD METAL PLUG WIRE REMOVAL TOOL
 Heavy duty stainless spark plug wire removal and installing tool. For use on A3 2.0L, Beetle 2.0L, A4 Golf/Jetta 2.0L, VR6 and a lot of late Audi's.



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 & A3 2.0L 8V)
 Same as #311 110 except fits transaxles with larger input shaft such as: '86up Scirocco, '87-'92 Golf 16V, Jetta 16V & '93-early '99 A3 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.

#311 110
 Main Shaft & Push
 Rod Seals

311 115 CV FLANGE SEAL KIT ('84-early '99 "020")
 Fits '84-'98 020 5 speed transaxles.

398 001 TRANSAXLE GASKET & SEAL SET (4-SPEED)
 Fits all '76-'84 4-speed transaxles.



#398 006
 "020" Transaxle Kit

398 004 TRANSAXLE GASKET & SEAL SET (5-SPEED, '83 GTI)
 For '83 GTI close ratio transaxle.

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 and A3)
 For "020" transaxles that came with the 16V engine. Also fits A3 2.0L 8V transaxles.

398 008 TRANSAXLE GASKET & SEAL SET ('89-early'99 "02A")
 For all "02A" transaxles. Corrado, Passat and A3 VR6.



#398 008
 "02A" Transaxle Kit



#498 080
 "020" Mini-Slip Kit

#498 070
 "020" Bearing Set

498 070 BEARING SET for "020" TRANSMISSION (SET of 4)
 2 differential bearings, small and large pinion bearings.

498 080 PELOQUIN 80% MINI-SLIP KIT for "020" TRANSMISSION
 This kit increases the factory 2% limited slip effect to 80%. For the '83 and up "020" transmission.

498 082 PELOQUIN LIMITED-SLIP DIFFERENTIAL for "020" TRANSMISSION
 Peloquin's "020" limited-slip differential for clutch cable type 5-speed gearbox. Comes with bearings and a bolt kit. Note Peloquin mini slip will work with this diff. Lifetime Warranty.



#498 084
 "02A" Peloquin
 Differential

498 084 PELOQUIN LIMITED-SLIP DIFFERENTIAL for "02A" TRANSMISSION
 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 PELOQUIN LIMITED-SLIP DIFFERENTIAL for "02J" TRANSMISSION
 Peloquin's "02J" limited-slip differential for most late model VW's. Comes with bearings, seals and a bolt kit. Lifetime Warranty.

498 088 NUT & BOLT KIT for DIFFERENTIAL "020" TRANS
 Necessary when changing ring & pinion or differential.

498 089 NUT & BOLT KIT for DIFFERENTIAL "02A" & "02J" TRANS
 Necessary when changing ring & pinion or differential.

#498 089
 "02A" Bolt Kit



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 A1 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. See our part #955 000. 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 A2, A3, VR6 CORRADO & PASSAT)

For the latest Golf II, III and Jetta II, III models. Includes the VR6's and Corrado & Passat models (both 4 & 6 cylinder).

400 110 FRONT WHEEL BEARINGS-DASHER, FOX & QUANTUM

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

405 625 REAR WHEEL BEARINGS (ALL MODELS-INNER)

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 (ALL MODELS-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

Fits all models '75 & up including Scirocco, Rabbit, Jetta I, II, III, Golf II, III, Pick Up, Dasher, Fox, Passat, 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 for A1

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 A1 models including Rabbit, Scirocco, Jetta I, Pick Up, Cabriolet.



407 125 FRONT HUB for A2 '85-'87

Same as above except fits '85-'87.

407 130 FRONT HUB for A2-'88up & A3 2.0L w/o ABS

Golf and Jetta '88-early '99, Corrado G-60, Passat 16v.

407 136 SPECIAL FRONT 5-LUG CONVERSION HUB for '88-early '99

Converts your '88-early '99 4 cyl. Golf II & III, Jetta II & III, Passat 16v and Corrado G60 to 5 lug. (5-100mm)

Stickers, Decals, License Frames & T-Shirts

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 - 3.5" X 1.5"

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)

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

950 130 TT T-SHIRT (GREY w/BLACK PRINT)

Same sizes as above.

950 135 TT EMBROIDERED HAT (BLACK HAT w/WHITE LOGO)

950 140 TT LONG SLEEVE T-SHIRT (BLACK w/WHITE PRINT)

Available in Medium, Large, XLarge and XXLARGE.

950 145 TT LONG SLEEVE T-SHIRT (BLUE w/WHITE PRINT)

Available in Medium, Large, XLarge and XXLARGE.

#950 110 Windshield Sticker



#950 120 TT License Frame



#950 135 Techtonics Tuning Hat



#950 115 Techtonics Decal



#950 140 Techtonics Long Sleeve T-Shirt



#950 125 & 130 Techtonics Tuning T-Shirts

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