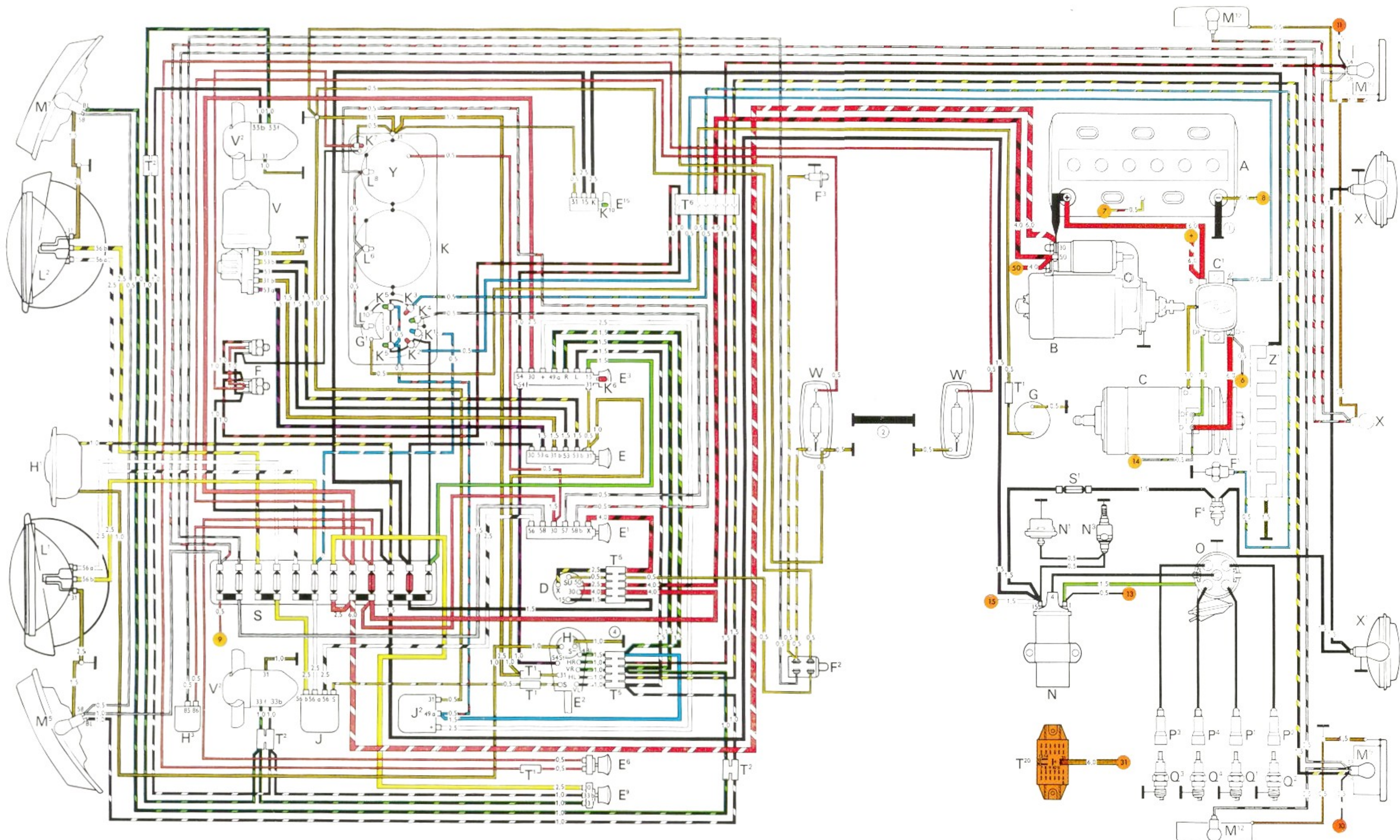


# VW Type 2—from August 1970 (1971 Models)

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- A — Battery
- B — Starter
- C — Generator
- C' — Regulator
- D — Ignition / starter switch
- E — Windshield wiper switch
- E<sup>1</sup> — Light switch
- E<sup>2</sup> — Turn signal and headlight dimmer switch
- E<sup>3</sup> — Emergency flasher switch
- E<sup>4</sup> — Interior light switch, rear
- E<sup>5</sup> — Switch for fan motors
- E<sup>15</sup> — Rear window defogger switch
- F — Brake light switch with warning switch
- F<sup>1</sup> — Oil pressure switch
- F<sup>2</sup> — Door contact switch, left, with contact for buzzer
- F<sup>3</sup> — Door contact switch, right
- F<sup>4</sup> — Back-up light switch

- G — Fuel gauge sending unit
- G<sup>1</sup> — Fuel gauge
- H — Horn button
- H<sup>1</sup> — Horn
- H<sup>3</sup> — Ignition key warning buzzer
- J — Dimmer relay
- J<sup>2</sup> — Emergency flasher relay
- K — Instrument panel insert
- K<sup>1</sup> — High beam warning light
- K<sup>2</sup> — Generator charging warning light
- K<sup>3</sup> — Oil pressure warning light
- K<sup>4</sup> — Parking light warning light
- K<sup>5</sup> — Turn signal warning light
- K<sup>6</sup> — Emergency flasher warning light
- K<sup>7</sup> — Dual circuit brake system warning light
- K<sup>10</sup> — Rear window defogger warning light
- L<sup>1</sup> — Sealed beam unit, left headlight
- L<sup>2</sup> — Sealed beam unit, right headlight

- L<sup>6</sup> — Speedometer light
- L<sup>8</sup> — Clock light
- L<sup>10</sup> — Instrument panel light
- M<sup>5</sup> — Turn signal and parking light, front, left
- M<sup>7</sup> — Turn signal and parking light, front, right
- M<sup>9</sup> — Tail-, brake-, turn signal light, left
- M<sup>10</sup> — Tail-, brake-, turn signal light, right
- M<sup>12</sup> — Sidemarker light, rear
- N — Ignition coil
- N<sup>1</sup> — Automatic choke
- N<sup>3</sup> — Electro-magnetic pilot jet
- O — Ignition distributor
- P<sup>1</sup> — Spark plug connector, No. 1 cylinder
- P<sup>2</sup> — Spark plug connector, No. 2 cylinder
- P<sup>3</sup> — Spark plug connector, No. 3 cylinder
- P<sup>4</sup> — Spark plug connector, No. 4 cylinder
- Q<sup>1</sup> — Spark plug, No. 1 cylinder
- Q<sup>2</sup> — Spark plug, No. 2 cylinder

- Q<sup>3</sup> — Spark plug, No. 3 cylinder
- Q<sup>4</sup> — Spark plug, No. 4 cylinder
- S — Fuse box
- S<sup>1</sup> — Fuse for back-up light
- T<sup>1</sup> — Cable connector, single
- T<sup>2</sup> — Cable connector, double
- T<sup>5</sup> — Cable connector, five connections
- T<sup>6</sup> — Cable connector, eight connections
- T<sup>20</sup> — Test network, central plug
- V — Windshield wiper motor
- V<sup>2</sup> — Fan motor, front
- W — Interior light, front
- W<sup>1</sup> — Interior light, rear
- X — License plate light
- X<sup>1</sup> — Back-up light, left
- X<sup>2</sup> — Back-up light, right
- Y — Clock
- Z<sup>1</sup> — Rear window defogger heating element

- ① — Ground strap from battery to frame
- ② — Ground strap from transmission to the frame
- ④ — Ground cable from horn button to steering coupling

**Test network (from January 1971 only)**  
 The orange colored spots are the connections in the test network which are wired to the central plug. The numbers in the spots correspond to the terminals in the central plug.

**Note**  
 Colors of the cables have changed:  
 cable 13 is grey/green  
 cable 14 is black