



Alfa Romeo .....	10
Audi .....	10-14
Austin-Healey .....	14
BMW .....	14-16
Bosch Technical Library .....	17-18
Chevrolet .....	19-21
Driving .....	6-8
Engineering .....	8-9
Ford .....	21
GMC .....	21
Harley-Davidson .....	21
Honda .....	21
Jaguar .....	22
Jeep .....	25
Land Rover & Range Rover .....	26
Mercedes-Benz .....	26
MG .....	26-27
MINI .....	27
Morris Minor .....	26
Movies .....	6
Order Form .....	23
Pontiac .....	28
Porsche .....	28-29
Saab .....	29
Toyota .....	29
Triumph .....	30
Volkswagen .....	31-39
Volvo .....	39

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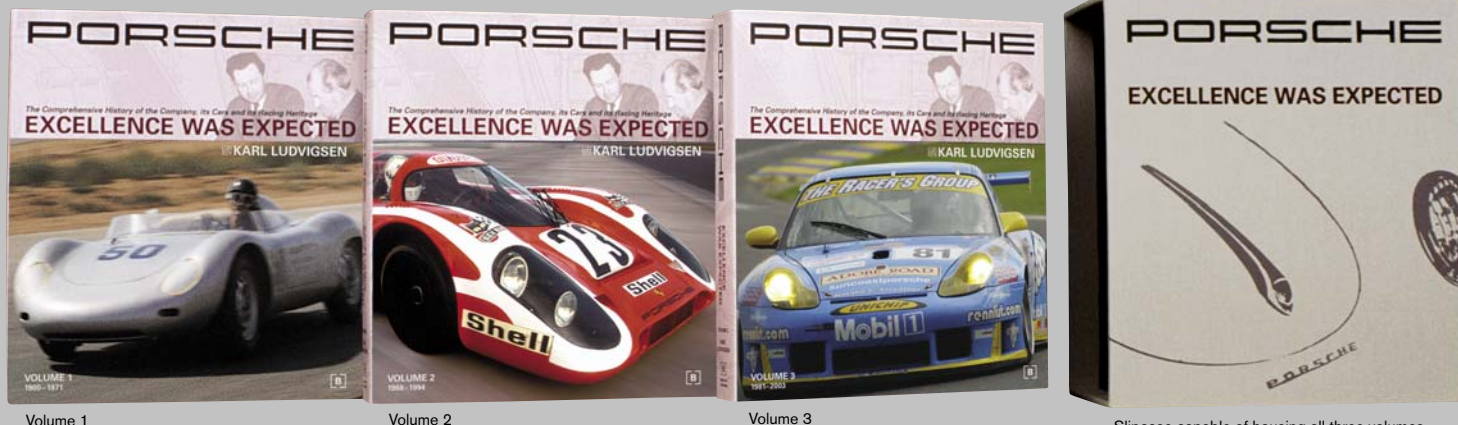


# PORSCHE

## EXCELLENCE WAS EXPECTED

**Porsche: Excellence Was Expected:**  
The Comprehensive History of the Company,  
its Cars and its Racing Heritage  
by Karl Ludvigsen

Hardcover, 9-1/2 in. x 10-1/2 in., 1,566 pages  
1,480 b&w and 144 color photos and illustrations  
Three-volume set with slipcase  
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ISBN: 0-8376-0235-1  
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Slipcase capable of housing all three volumes

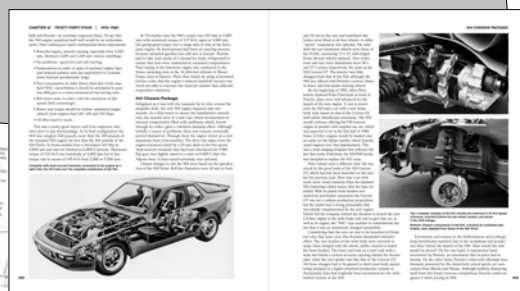


Volume 1, pages 12 and 13

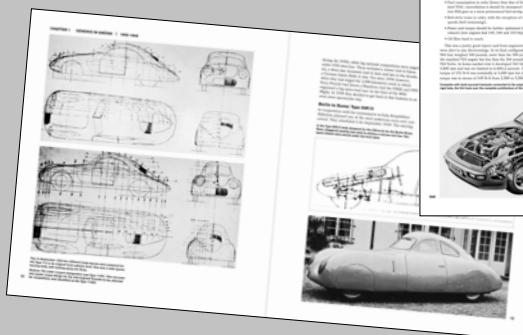
*Porsche: Excellence Was Expected* sets are individually cartoned with protective styrofoam. Each set weighs 22 pounds!

Visit our website to see a movie of the box being opened and the book being launched at the Goodwood Festival of Speed. Sample chapters are also online.

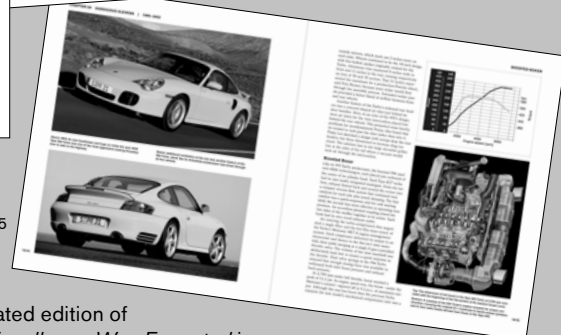
Volume 2, pages 728 and 729



Volume 2, pages 948 and 949



Volume 3, pages 1414 and 1415



### What people are saying about *Porsche: Excellence Was Expected*

"... it's the only book to have on the sports cars from Stuttgart if you'll only have one."

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A must-have for anyone with a Seinfeldesque level of Porscheophilia.

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... Excellence Was Expected, edition two is a necessity on the enthusiast's bookshelf.

—Dr. Bill Block, *356 Registry*

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"Ludvigsen, being Ludvigsen, does not waffle, philosophize or indulge in his own theories at the expense of the facts."

—Graham Robson, *Thoroughbred & Classic Cars*

A fully updated edition of *Porsche: Excellence Was Expected* is now available from Bentley Publishers! This new edition covers Porsche's history from its inception through the launch of the 2003 Carrera GT supercar. The three-volume, 1,566 page set contains 1,480 black and white photos and 144 color photos, including 103 color illustrations of Porsche production and racing cars commissioned specifically for *Excellence Was Expected*. Expanded and edited versions of the 32 chapters from the 1977 edition have now been augmented by an additional 29 chapters. In his definitive history of Porsche, Ludvigsen presents the inner workings, masterpieces and failures of an independent automaker that has exerted a disproportionately powerful influence on the automotive industry. Ludvigsen's masterwork sets the bar high for what a marque history should be, just as the company it chronicles continues to shape our very definition of the term "sports car."



### Volume One

covers years  
1900–1971

Although Porsche was long an important force in the design of German automobiles, its first efforts at building its own vehicles

only matured in the early years after World War II in the unlikely location of a sawmill in Gmünd, Austria, and survived the internment of both Professor Ferdinand Porsche and Ferry Porsche. From those modest beginnings, author Ludvigsen takes the reader through Porsche's move back to Stuttgart and its first forays into racing with its road cars.

Soon, in the tradition of Prof. Porsche, the company defined itself as one that found its own unique engineering solutions to any challenge. For its own cars that meant exploiting the Volkswagen formula of a rear-mounted air-cooled engine driving the rear wheels. Those challenges also included competition, first at the local level and soon on the international stage. Class wins by 356 coupes and 550 Spyders at Le Mans soon yielded to overall victory in the 1956 Targa Florio.

Gradually the 356 evolved and matured. After a long and fruitful life it was superseded by the brilliant 911 in 1965. In the same way some of the old guard, such as Hushcke von

Hanstein who ran public relations and competitions, gave way to young Turks like Ferdinand Piëch. Meanwhile the company continued its march towards the highest levels of motorsports contests, scoring victories in endurance racing, Formula 1, rallying and on many different national

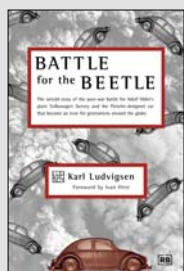
venues across the globe.

This first period of Porsche history was the most pivotal. Under Ferry Porsche

#### Highlights in Volume 1:

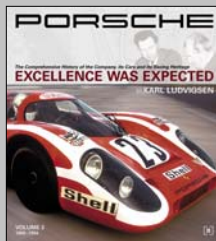
- Designs for others
- Porsche becomes and automaker
- The 356 on the road
- Four-cam Porsches
- Porsche Formula 1
- Birth of the 911
- Contesting the big races

the young car company confirmed its impeccable engineering credentials, became known globally through competition and continued its cautious expansion while remaining privately held and proudly independent of bankers. Just as this era of the company created the foundation for all of its future accomplishments, this first volume of Karl Ludvigsen's masterwork provides the building blocks for the fascinating history and developments to follow.



Also Available by author  
Karl Ludvigsen is  
Nicholas-Joseph  
Cugnot award winning  
**Battle for the Beetle.**

ISBN: 0-8376-0071-5  
Price: \$39.95



### Volume Two

covers years  
1968–1994

The 1970s and 1980s were years of intense innovation for the Porsche factory. In fact, 1970 was to see the tiny automaker ful-

fill a major goal: its first overall victory at LeMans. As the decade progressed, the company became a force in every arena of motorsports it entered, including Can Am, where Mark Donohue, George Follmer and the mighty Penske Racing 917s

#### Models in Volume 2:

Road	Competition
911 2.4	917
914	Carrera RSR
914/6	934
356B	935
912E	936
924	924 Carrera
924 Turbo	GTP
928	TAG/Mclaren
911SC	953-Paris
Carrera	Dakar
930 Turbo	956
944	962

and Volkswagen collaborated on a mid-engined sports car for the road. The author describes the development of this vehicle as well as its fortunes in the market place and its ventures onto racing circuits. He even discusses the sole pair of potent 914-based sportscars powered by the company's eight-cylinder racing motor.

In the late 1970s, the company adopted front-mounted engines and water-cooling in a move that was expected to spell the end for the venerable 911. The 924 and the impressive V-8 928 were both extremely successful in the American market, their primary target. Just as importantly, the Porsche engineers saw them as cars that could be more easily made to comply with ever-tightening Federal noise and emissions standards than the 911. Yet the evergreen 911 refused to be displaced and continued to be developed and improved along side the newer front-engined cars. While detailing the company's models and its competition activities, Ludvigsen also explores the company's maturation process, the challenges facing the small automaker, and how it was to prepare for the future.

#### Highlights in Volume 2:

- The mid-engined 914
- 917 and the victory at LeMans
- Return of the Carrera
- Turbo 911s
- The front-engined Porsches
- Porsche builds a V-8
- Racing in Group C



In 2003, Karl Ludvigsen was awarded the Friend of Automotive History Award, the highest honor bestowed by the Society of Automotive Historians. He is also a three-time winner of their Cugnot award for best book of the year. Ludvigsen has served as technical editor of *Auto Age* and *Sports Cars Illustrated* magazines, as east coast editor of *Motor Trend* and as editor of *Car and Driver*. He has also worked on the inside of the motor industry at senior levels with General Motors, Fiat and Ford.



### Volume Three

covers years  
1981–2003

Although a successful and profitable sports-car and SUV manufacturer in 2003, the 1990s witnessed significant

swings in Porsche's fortunes. In the mid-1980s, the company's exploration of the FIAs Group B resulted in the fabulous all-wheel-drive 959 of 1988. It was fast, sophisticated and beautiful. It was also a money loser for the company. In this same period, Porsche won the Paris-Dakar Rally and conquered the highest levels of Formula 1 with the McLaren-TAG team. In contrast,

Porsche lost its way with the CART program and experienced a disappointing return to Formula 1 in 1991 with the Footwork Arrows team.

Porsche continued to extract greater performance and sophistication from its 928 and the many variations of the 944. But this model proliferation and the rise of the dollar took its toll on Porsche.

With the departure of chief Peter Schutz, emphasis gradually returned to the 911, with the introduction of the vastly revised 911 (964) in Carrera 2 and Carrera 4 versions. By the mid-1990s, the 911—as the Type 993—was Porsche's only product, although it was available in coupe, Targa, Cabriolet and Turbo forms, with both two- and four-wheel-drive configurations. Variations of

the 911 also

performed with distinction on the track, by way of the GT1, GT2 and GT3 racers available from the Porsche factory

With the return of manufacturing specialist Wendelin Wiedeking in 1992 came massive changes that led to new efficiencies within the company. In addition, the company made a stock offering

and reached into reserves to provide development funds for a pair of new automobiles which brought about a gradual resurgence for the little firm. The resulting Boxster and Type 996 version of the 911 breathed new life into Porsche

As Ludvigsen explains, in the early days of the Twenty-First Century Porsche's Boxster and 911 lines remain strong and healthy. The advent of the Cayenne SUV and the Carrera GT supercar, as well as the overall victory of a 911 GT3RS at Sebring in 2003 should dispel any last doubts about Porsche's engineering capabilities or its ability to survive as a small and independent automaker.

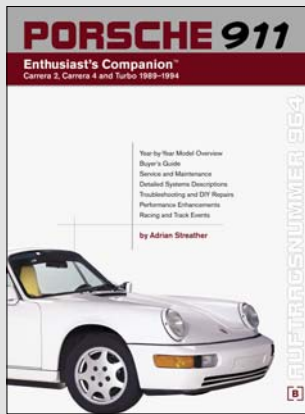
#### Highlights in Volume 3:

- Porsche's 959 supercar
- Formula 1 engine supplier
- A new 911
- Boxter success
- 993 and 996
- Cayenne SUV
- Carrera GT

#### Models in Volume 3:

Road	Competition
959	961
928GT	Footwork
944 Turbo	Arrows
944S	911 GT2
968	(993)
911 (964)	911S LM
911 (993)	Carrera RS
Boxter	3.8
911 (996)	GT1/96
Cayenne	911 GT3 Cup
Carrera GT	GT1/98
	911 GT3R
	911 GT3RS
	911 GT2 (996)



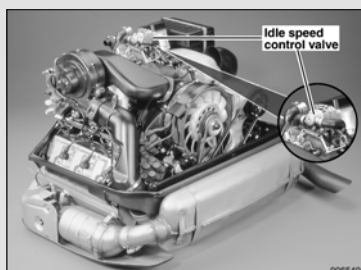


**Porsche 911 (964): Enthusiast's Companion™**  
Carrera 2, Carrera 4, and Turbo 1989–1994  
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*Porsche 911 Enthusiast's Companion™* covers Carrera 2, Carrera 4, and Turbo models from 1989 to 1994. This comprehensive book is dedicated to the revolutionary Porsche 911s built between 1989 and 1994, known to aficionados and factory insiders as Auftragsnummer 964 (project number 964). Whether you're a 964 owner, a prospective buyer, or a Porsche workshop technician looking for 964 information, this is an invaluable addition to your technical library.

This is a buyer's guide, a maintenance and repair handbook and a technical reference all wrapped into one. It is full of tech tips, service hints and system descriptions, plus lots of DIY repairs collected from all around the world. You will also find an extensive section on 964 race cars and their drivers.

This is a book for the hands-on enthusiast. It provides the information necessary to maintain your 964 to factory standards, gives you the assurance to speak knowledgeably to your service professional, and can provide you with the hot setup for the track. Almost every conceivable question you could ask about this revolutionary 911 can be answered using this book.



1989 Carrera 4 engine. Two different versions of the idle speed control valve were used in 964 normally aspirated engines.



**Porsche 911 Carrera (964): 1989–1994 Technical Data Without Guesswork™**  
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#### Models covered:

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- Carrera 4
- RS America
- Turbo 3.3
- Turbo 3.6

#### Engines covered:

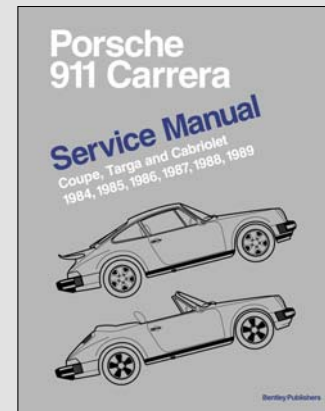
- 3.6 liter normally aspirated
- 3.3 liter turbo-charged
- 3.6 liter turbo-charged

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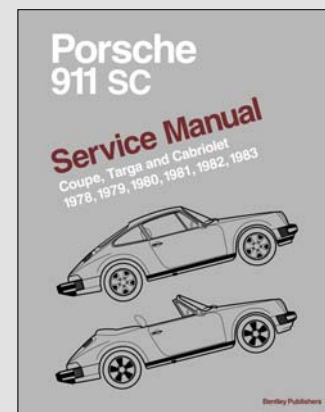
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Alfa Romeo .....	10
Audi .....	10-14
Austin-Healey .....	14
BMW .....	14-16
Bosch Technical Library .....	17-18
Chevrolet .....	19-21
Driving .....	6-8
Engineering .....	8-9
Ford .....	21
GMC .....	21
Harley-Davidson .....	21
Honda .....	21
Jaguar .....	22
Jeep .....	25
Land Rover & Range Rover .....	26
Mercedes-Benz .....	26
MG .....	26-27
MINI .....	27
Morris Minor .....	26
Movies .....	6
Order Form .....	23
Pontiac .....	28
Porsche .....	28-29
Saab .....	29
Toyota .....	29
Triumph .....	30
Volkswagen .....	31-39
Volvo .....	39

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DVD

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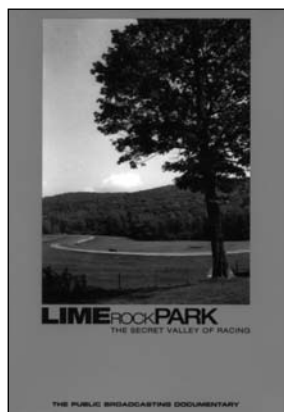
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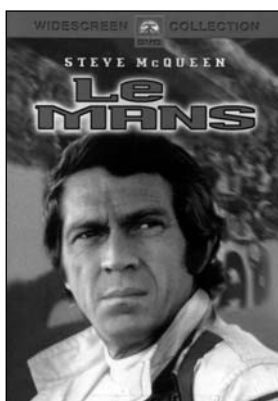
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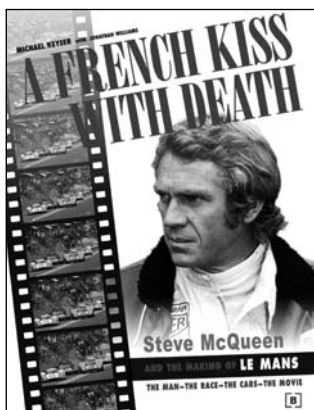
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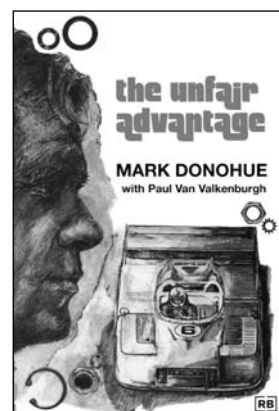
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with Paul Van Valkenburgh

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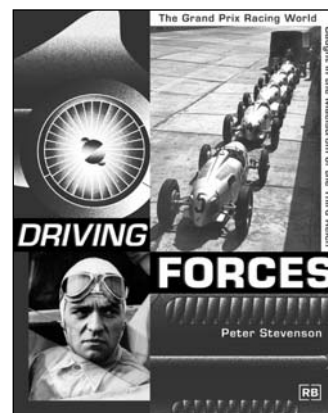
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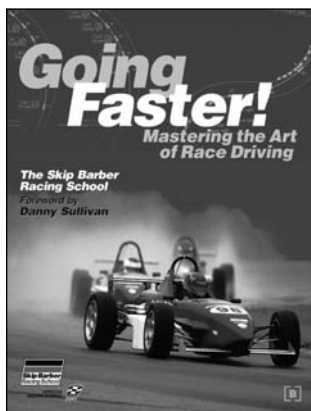
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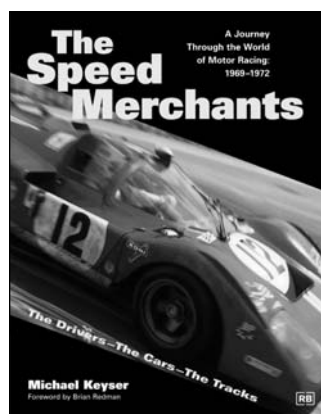
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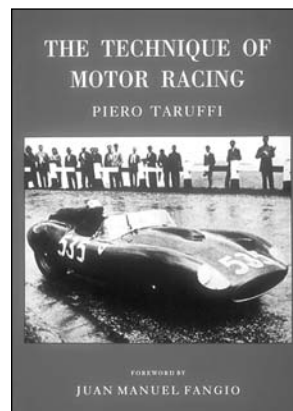
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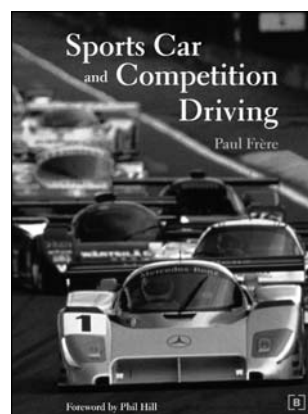
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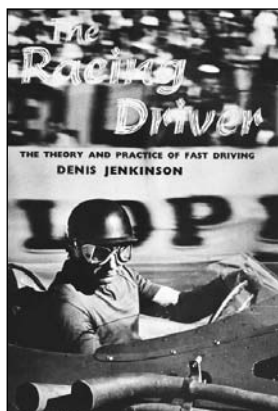
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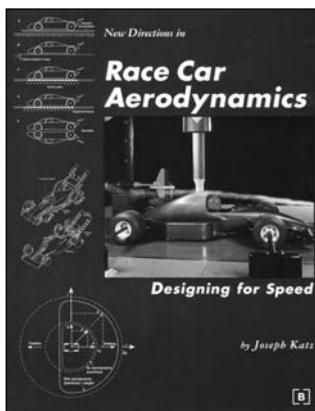
First published in 1963, *Sports Car and Competition Driving* sold tens of thousands of copies, establishing it as a standard reference on driving.



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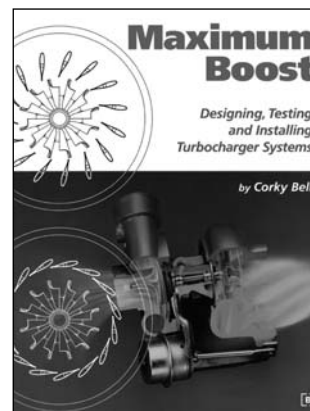
When *The Racing Driver* was first published in the U.S. in 1959, *Road & Track* magazine hailed it as an "excellent book . . . the best ever written on contemporary drivers and their racing styles and habits." Over 30 years later, Denis Jenkinson's book has become a classic, highly valued for its historical perspective and views into the personalities of drivers who today seem larger than life.

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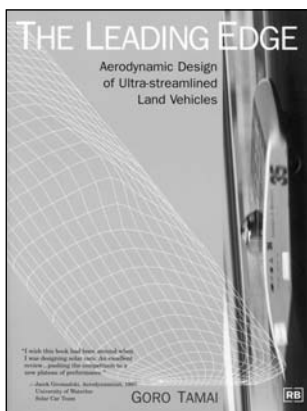
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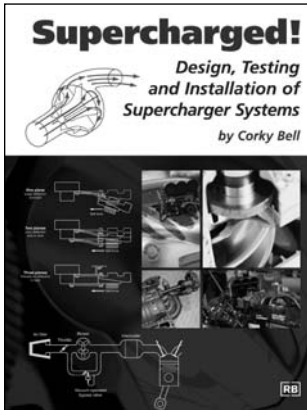


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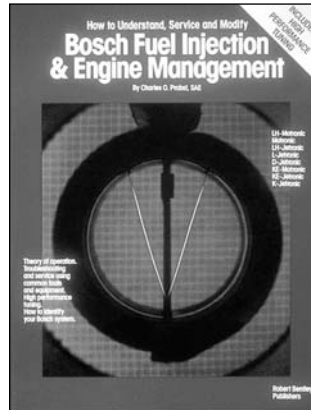
Superchargers have become one of the most popular performance bolt-on products for all engine sizes—from the diminutive, but powerful, Honda and other import four cylinder engines, to Porsche and BMW engines, and Detroit's V6s and V8s. However, bolting a system on that works to the enthusiast's expectations and at the same time is reliable has been a "mystic art." No longer!

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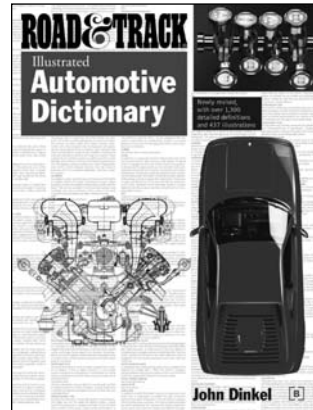
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Author Charles Probst has worked directly with fuel injection engineers, trainers, and technicians from Bosch, Porsche, BMW, Mercedes, Volkswagen, Audi, and other manufacturers to produce technician training materials. Now his complete service and maintenance procedures, with expert advice and troubleshooting tips, are available to you.

Probst clarifies advantages and operating principles of each Bosch system and explains how they work. He also gives you high performance tuning secrets that really work for street and racing applications, and tells you why some tricks, like "fooling" the computer, don't. With over 350 illustrations and photos, this 224-page book is a must-have reference for do-it-yourself mechanics, performance enthusiasts, and professional technicians who want to understand Bosch systems.

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by John Dinkel

Softcover, 7 in. by 9-1/4 in., 260 pages,  
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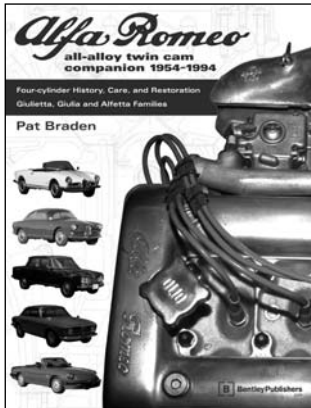
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### Alfa Romeo All-Alloy Twin Cam Companion: 1954-1994

**Four-cylinder History, Care, and Restoration: Giulietta, Giulia and Alfetta Families**  
by Pat Braden

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ISBN 0-8376-0275-0

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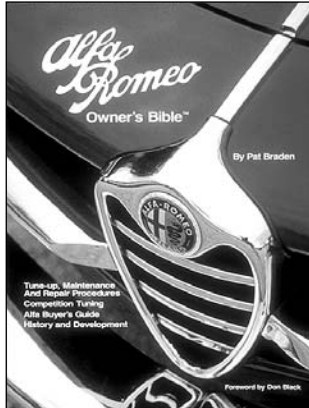
This book provides an excellent technical and historical overview of the Giulietta and Giulia family of small sporting roadsters, coupes and sedans. If an Alfa Romeo had one of the all-alloy four-cylinder engines and reached production, it's covered in the *Alfa Romeo All-Alloy Twin Cam Companion*. That means that even after the Giulia name was dropped—particularly in the United States—the many variants of Duetto, GTV, Berlina and Alfetta are covered, from 1954 through 1994 when the final Alfas—including the four-cylinder Spiders—were sold in the United States.

Alfa models are discussed according to history, engine, chassis and trouble spots. And that means that this one volume contains important information needed to understand and enjoy one of these Alfas, as well as to perform many minor service tasks.

Braden starts with a brief overview of Alfa Romeo history, followed by a look at Alfa's presence in America. He also explores the major models of coupe, spider and berlina that used the all-alloy four-cylinder, as well as the limited production variants. He also gives much attention to that mighty engine itself.

*Alfa Romeo All-Alloy Twin Cam Companion* is a key to getting the absolute maximum benefit and enjoyment out of Alfa.

"This work, like Pat's previous efforts, is certainly a product of his abundance of enthusiasm, hopefully written in the light of the alcohol lamp we fueled with 159 methanol for him. His keyboard may be silent, but this volume remains as technical history for all Alfisti to savor." —**Don Black, retired chief engineer of Alfa Romeo, Inc.,**



### Alfa Romeo Owner's Bible™

by Pat Braden

Softcover, 8-1/2 in. by 11 in., 288 pages

400 photos and illustrations

ISBN 0-8376-0707-8

**GALF.....\$29.95**

Few cars evoke the passionate experience that comes with owning an Alfa. Accelerating at 100-rpm increments just to hear the exhaust note. Admiring the sensuous body styling and engine castings—so often copied in the designs of lesser cars.

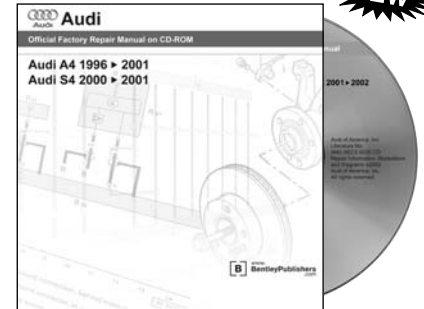
Alfas can also be demanding, frustrating cars to own. They are not so much unreliable, as difficult to understand and troubleshoot when problems do arise. *Alfa Romeo Owner's Bible™* gives you precisely the kind of experienced information you need to serenely buy, maintain and drive an Alfa.

Head gasket repairs, valve adjustments, camshaft timing, carburetor and SPICA fuel injection tuning, and driveshaft "donut" replacement are just a few of the maintenance and repair procedures explained and backed up with hundreds of step-by-step photos. You will also find expert advice on things you should know when buying a used Alfa—where to look for rust, or signs of neglect or abuse—plus high-performance tuning for street and track, choosing accessories, and fascinating marque history.

Author Pat Braden has owned and maintained more than 50 Alfas and is a columnist and former editor of *Alfa Owner* magazine. This is the only book that provides you with the experienced, hands-on guidance you need to keep you in the driver's seat.

#### Covers Alfa models, from 1954 up, including:

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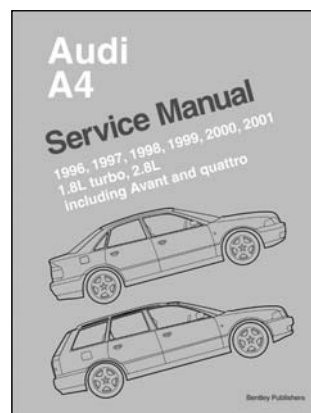
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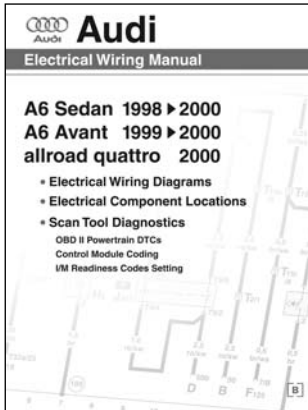
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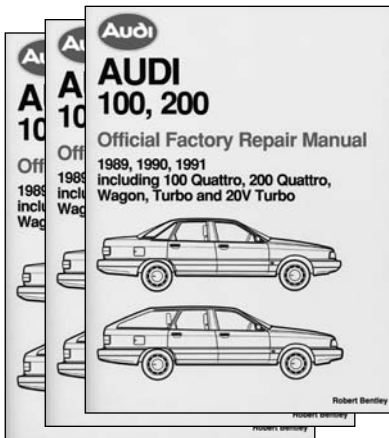
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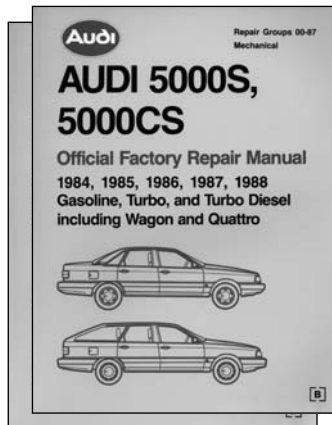
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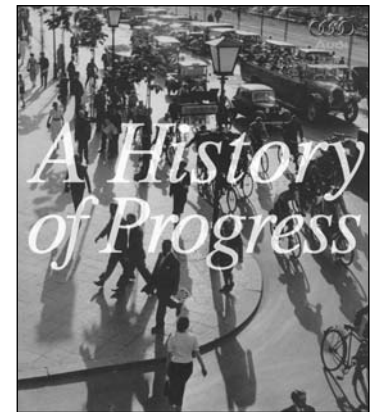
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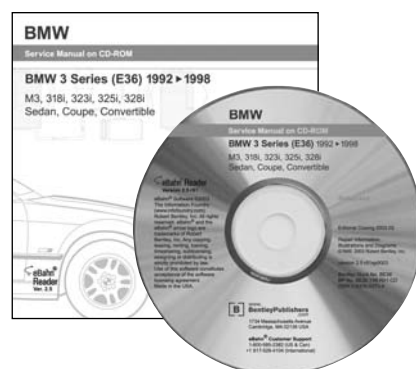
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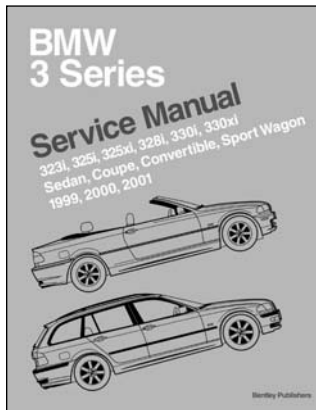
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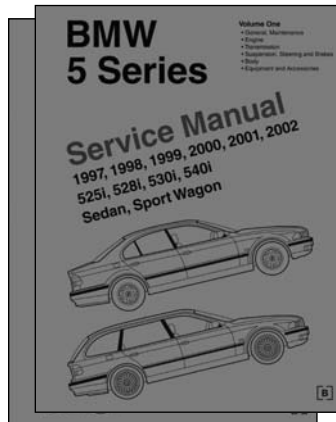
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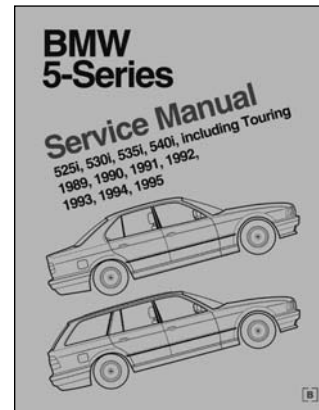
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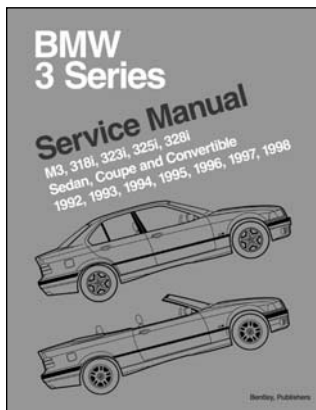
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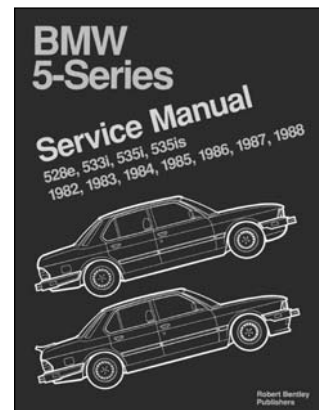
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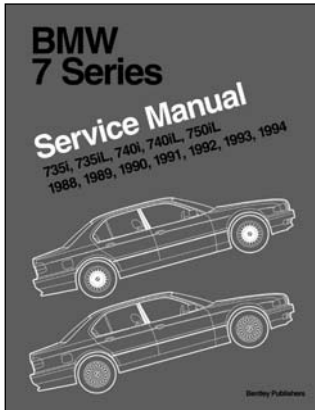
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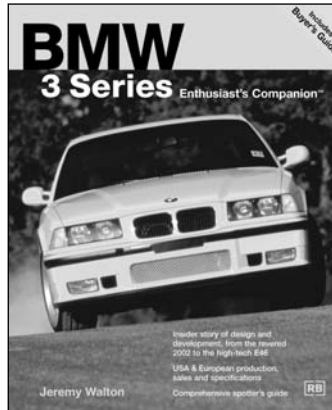
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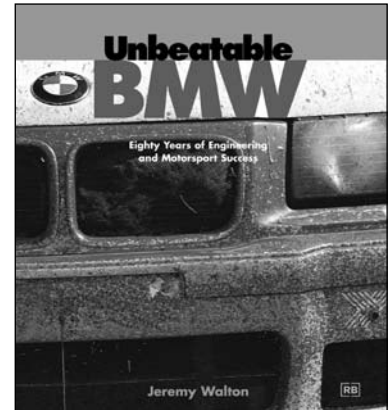


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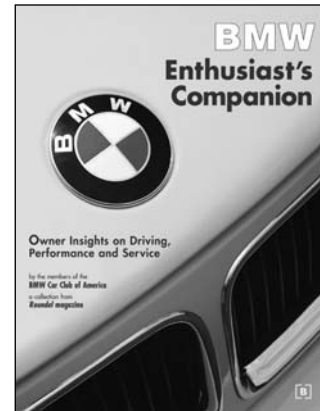


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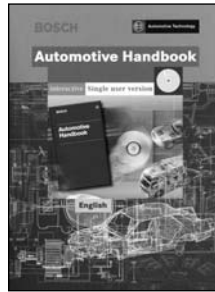
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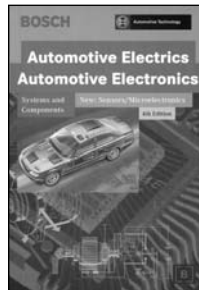
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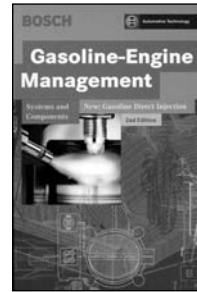
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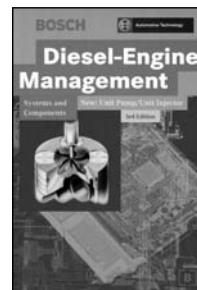
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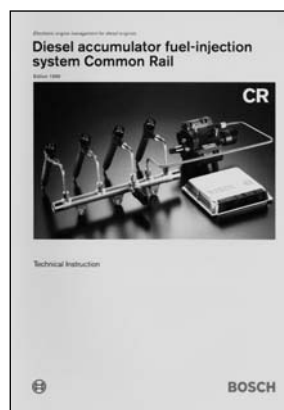
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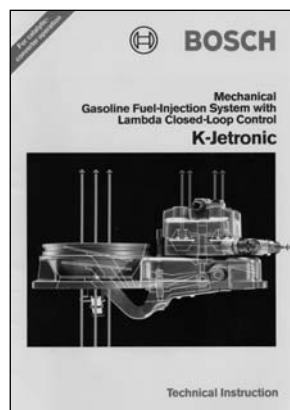
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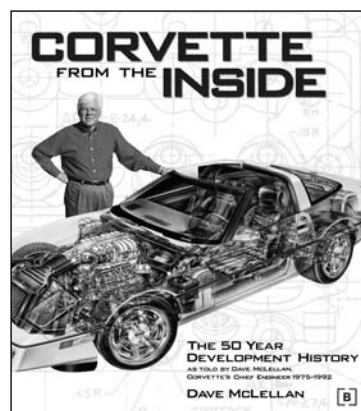
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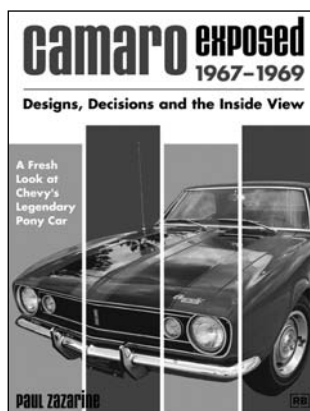
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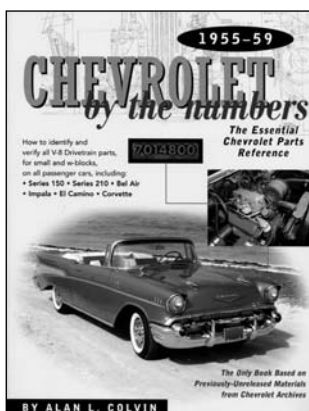


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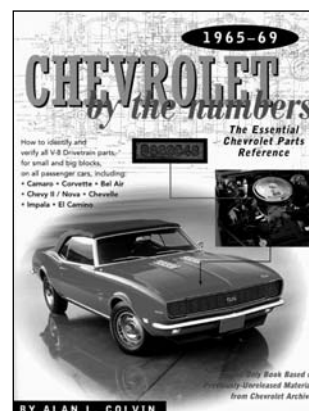
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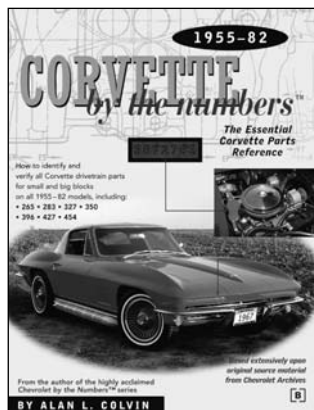
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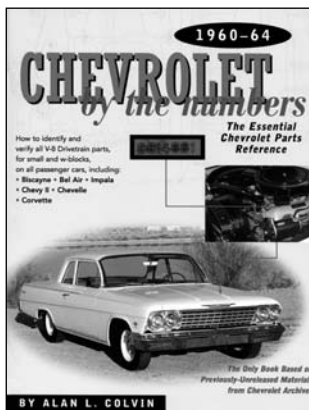


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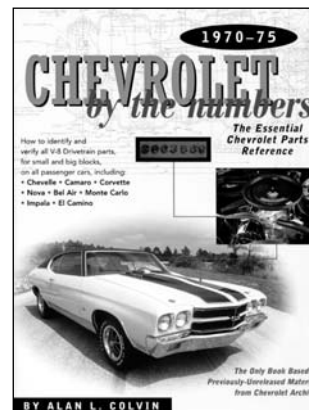
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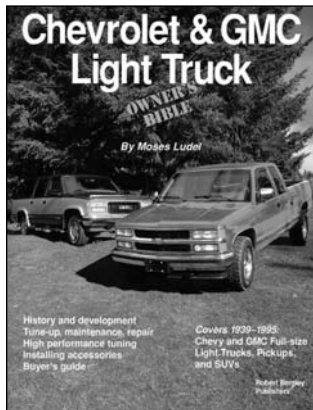
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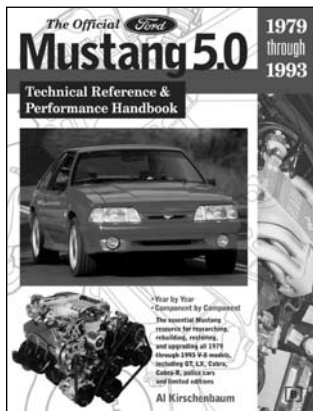
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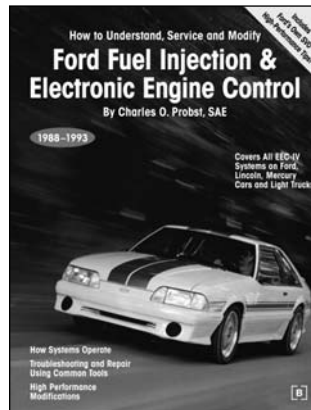
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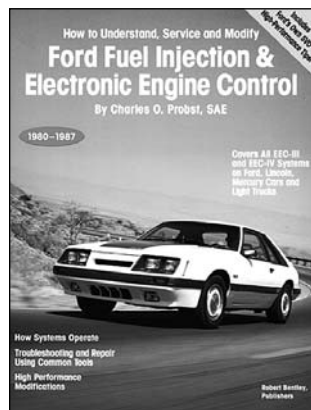
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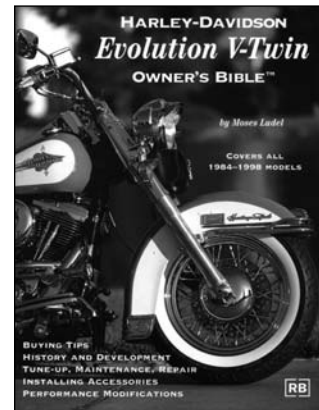
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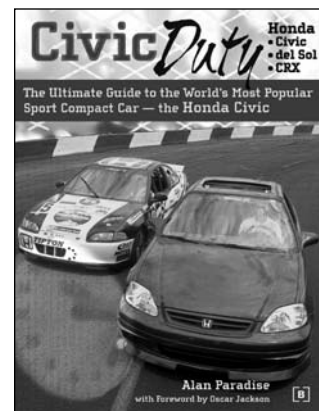
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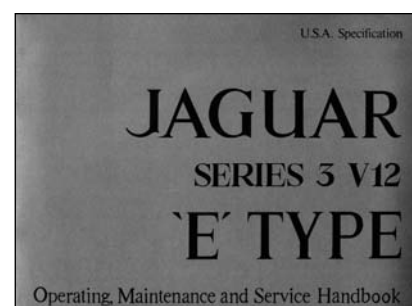
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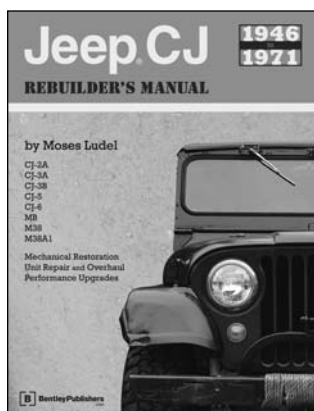
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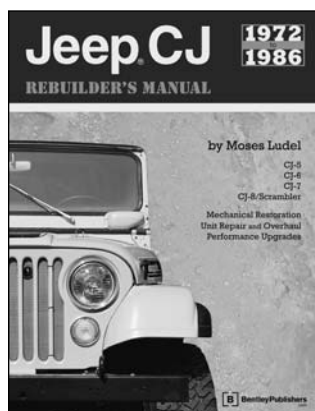
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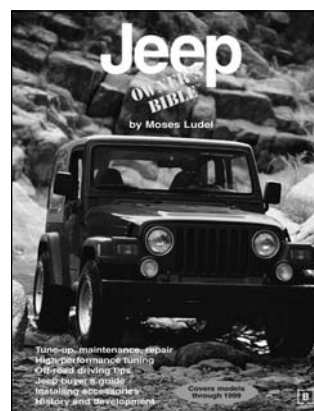
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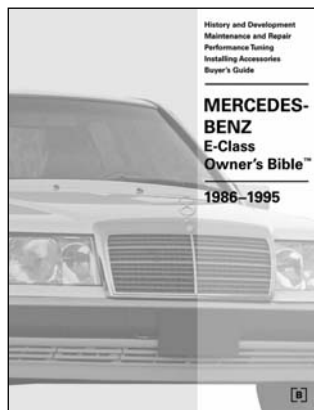
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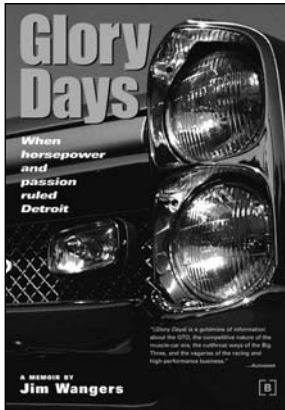
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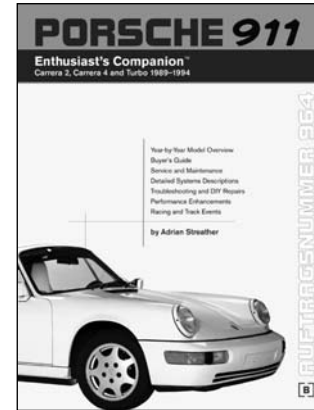
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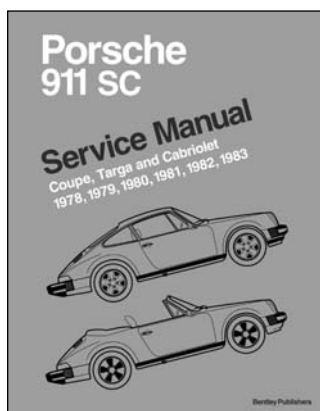
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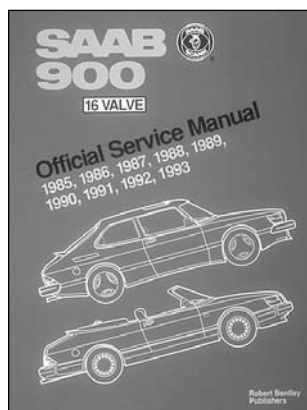
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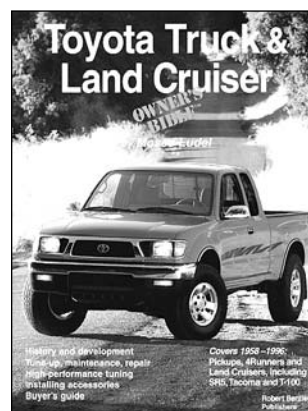
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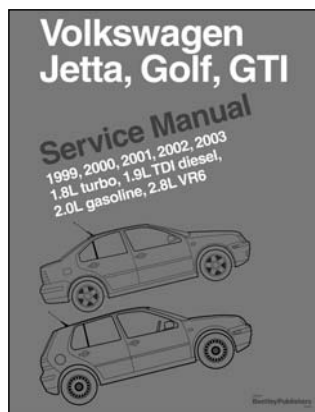
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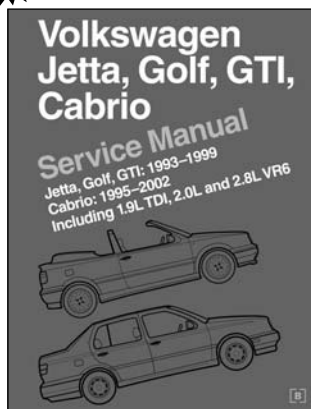
Covers "A4" Jetta, Golf, and GTI models from mid-1999 to 2003.

#### Engines covered

- 1.8L turbo gasoline (engine codes AWD, AWW, AWP)
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#### Transmissions covered

- Manual (remove, install, external service)  
02J 5-speed, 02M 6-speed
- Automatic (remove, install, external service)  
01M 4-speed, 09A 5-speed



### Volkswagen Jetta, Golf, GTI, Cabrio Service Manual:

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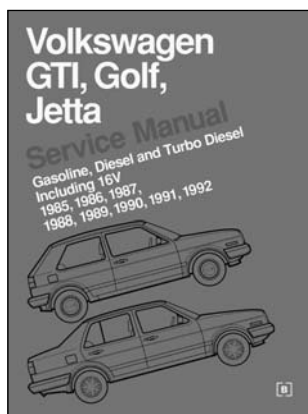
Including 1.9L TDI, 2.0L and 2.8L VR6  
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Covers "A3" Jetta, Golf, GTI, and Cabrio.

#### Engines covered

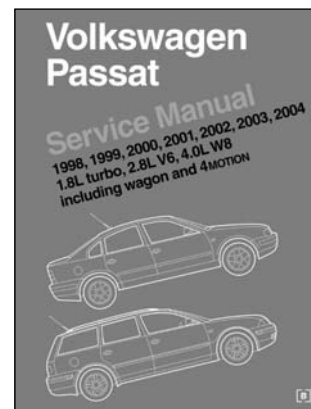
- 1.8 L gasoline (engine code ACC)
- 1.9 L diesel (engine codes AAZ, IZ, AHU)
- 2.0 L gasoline (engine code ABA)
- 2.8 L VR6 gasoline (engine code AAA)



### Volkswagen GTI, Golf, and Jetta Service Manual: 1985-1992

Gasoline, Diesel, and Turbo Diesel, inc. 16V  
by Bentley Publishers  
Softcover, 8-3/8 in. by 11 in., 840 pages  
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### Volkswagen Passat Service Manual: 1998-2004

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- 4.0L gasoline (W8) (engine code BDP)

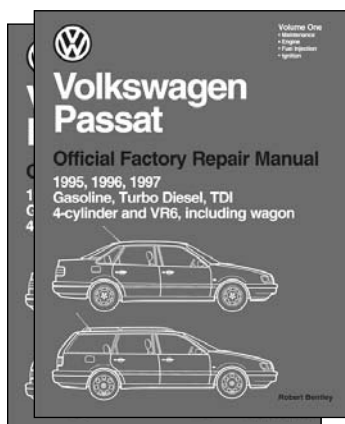
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- 01M 5-speed Automatic (transmission code 01V)

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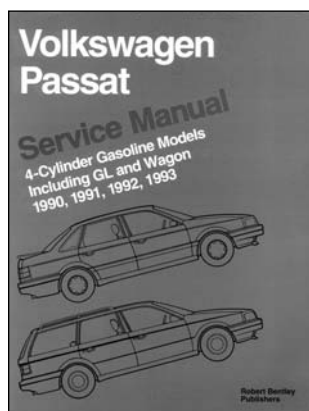
### Volkswagen Passat Official Factory Repair Manual: 1995–1997

Including Gasoline, Turbo Diesel, TDI 4-cylinder, VR6, and wagon  
by Volkswagen of America  
Softcover, 8-3/8 in. by 11 in., 2,364 pages  
2,464 illustrations and diagrams  
136 pages of electrical wiring diagrams  
Volkswagen Part No. LPV 800 207  
ISBN 0-8376-0380-3  
**VP97 ..... \$169.95**

The two volumes of this Volkswagen Official Factory Repair Manual present the service and repair information for Volkswagen Passat and Passat wagon models sold in the US and Canada. For the professional automotive technician, this manual includes the official factory specifications and procedures.

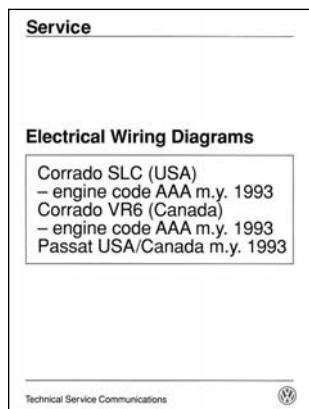
#### Features

- Vehicle care—factory recommendations for proper care, preventive maintenance, and the best ways to maintain the value of your Volkswagen.
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### Volkswagen Passat Service Manual: 1990–1993

4-cylinder gasoline models  
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639 illustrations  
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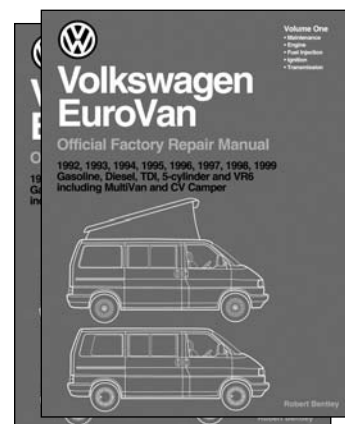
**Corrado SLC/VR6: 1993–1994** (2.8L only)  
**Passat: 1993–1994** (1.8L, 1.9L, 2.0L, 2.8L)  
by Volkswagen of America  
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280 pages of electrical wiring diagrams  
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(includes model years 1992–2001)  
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570 illustrations and diagrams  
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Softcover, 8-1/4 in. by 11-5/8 in., 1,388 pages  
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1,216 item index  
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Gasoline Models, including Pickup Truck, Convertible, and GTI  
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Softcover, 8-3/8 in. by 11 in., 720 pages  
1,151 illustrations  
100 pages of wiring diagrams  
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ISBN 0-8376-0183-5

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**Volkswagen Rabbit, Jetta Diesel Service Manual: 1977–1984**

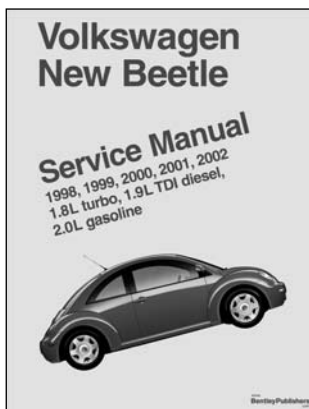
Diesel Models, including Pickup Truck and Turbo Diesel  
by Bentley Publishers  
Softcover, 8-3/8 in. by 11 in., 624 pages  
973 illustrations  
78 pages of wiring diagrams  
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1,473 photos, illustrations and diagrams  
238 pages of electrical wiring diagrams  
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ISBN 0-8376-0376-5

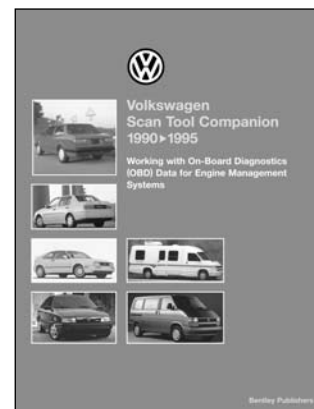
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**Engines covered**

- 1.8L turbo gasoline (engine codes APH, AWP, AWW)
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**Features**

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by Bentley Publishers  
Softcover, 8-3/8 in. by 11 in., 256 pages  
129 photos and illustrations, 194 tables  
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ISBN 0-8376-0393-5

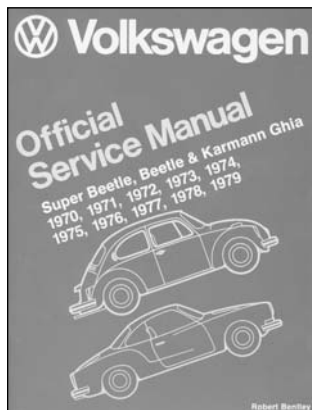
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The *Volkswagen Scan Tool Companion 1990–1995* is the essential reference book for the professional Volkswagen technician or the do-it-yourselfer with a Volkswagen scan tool. This book, together with a VAG 1551 scan tool or equivalent scan tool software, is the only equipment you'll need to interrogate and diagnose 1990 through 1995 Volkswagen engine management systems.

You'll find all the engine management factory scan tool support information in one place culled from volumes of factory service information in an easy-to-use format. You'll also find lots of additional information not found in any factory repair manual, including nominal values for correctly functioning engine management systems, scan tool fundamentals, and exhaust and emissions theory.

Coverage includes gasoline engine management systems with On Board Diagnostics (OBD) commonly referred to as OBD-I (systems without readiness codes) for 1990 through 1995 model year Golf, Jetta, GTI, Corrado, Passat, Fox, Cabriolet, and Eurovan including California and Canadian versions. Also covered is the 1995 Winnebago Rialta and Camper and the OBD-D system found on 1996 Passat TDI diesel.

Just as the Beetle started a long tradition of Volkswagen automotive excellence, these are the manuals that created the Bentley reputation for clarity, thoroughness, and indispensability. Our air-cooled Volkswagen manuals provide both do-it-yourself owners and professional mechanics with clear explanations and illustrations, detailed service steps, and time-saving troubleshooting tips.



**Volkswagen Super Beetle, Beetle and Karmann Ghia Official Service Manual Type 1: 1970-1979**

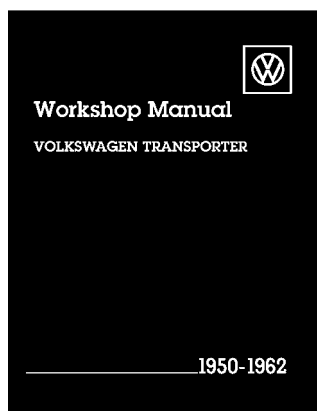
by Volkswagen of America  
Softcover, 8-1/2 in. by 11 in., 466 pages  
720 illustrations and diagrams  
27 wiring diagram pages  
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ISBN 0-8376-0096-0  
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Every component is covered, from the Super Beetle's strut front suspension, including the modified system introduced in 1974, to rebuilding the front end, even disc brake repair.

**Volkswagen Beetle and Karmann Ghia Official Service Manual Type 1: 1966-1969**

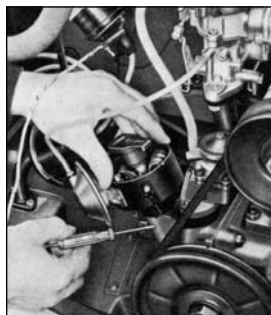
by Volkswagen of America  
8-1/2 in. by 11 in., 512 pages  
959 illustrations and diagrams  
6 wiring diagram pages  
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ISBN 0-8376-0416-8  
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**Volkswagen 1200 Workshop Manual: 1961-1965**

Type 11, 14, and 15 (Beetle, Beetle Convertible, Karmann Ghia Coupe and Karmann Ghia Convertible)  
by Volkswagen of America  
Softcover, 8-1/2 in. by 11 in., 1,364 pages  
2,622 illustrations and diagrams  
10 pages of electrical wiring diagrams  
Volkswagen Part No. LPV 800 121  
ISBN 0-8376-0390-0  
**V165 ..... \$109.95**



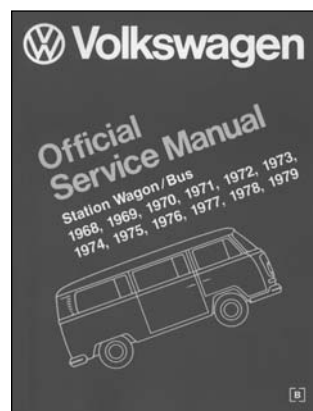
A photograph from the Volkswagen 1200 Workshop Manual: 1961-1965 instructs the user on adjusting the ignition timing.

**Volkswagen Workshop Manual Types 11, 14, and 15: 1958-1960 Beetle and Karmann Ghia**

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Softcover, 8-3/8 in. by 11 in., 1,016 pages  
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**V160 ..... \$109.95**

**Volkswagen Workshop Manual, Types 11, 14, and 15 (Beetle and Karmann Ghia): 1952-1957**

by Volkswagen of America  
Softcover, 8-3/8 in. by 11 in., 704 pages  
over 1,300 figures, illustrations, and diagrams  
Volkswagen Part No. LPV 800 136  
ISBN 0-8376-0389-7  
**V157 ..... \$99.95**



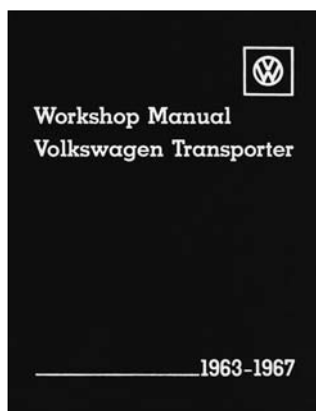
**Volkswagen Station Wagon/Bus Official Service Manual Type 2: 1968-1979**

by Volkswagen of America  
Softcover, 8-1/2 in. by 11 in., 464 pages  
753 illustrations and diagrams  
23 pages of electrical wiring diagrams  
Volkswagen Part No. LPV 997 288  
ISBN 0-8376-0094-4  
**V279 ..... \$39.95**

This manual offers Volkswagen Bus and Van enthusiasts the best available service manual for their Type 2 vehicles. No other book gives you the depth of coverage on the power-assisted disc brakes, the dual carburetor and fuel injection engines, or the 1978 and later hydraulic valve lifters, to name only a few areas. All maintenance, tune-up, and mechanical repairs are covered (except the 1974 and later Campmobile interior equipment). Fuel injection troubleshooting and repair is described with full instructions for making the necessary electrical tests. The engine, front axle, brake, and fuel system procedures include all the latest 1979 data. This manual also features full wiring diagrams, complete specifications, and troubleshooting tables for every year and model.

**Volkswagen Fastback and Squareback Official Service Manual Type 3: 1968-1973**

by Volkswagen of America  
Softcover, 8-1/2 in. by 11 in., 424 pages  
764 illustrations  
9 pages of electrical wiring diagrams  
Volkswagen Part No. LPV 997 383  
ISBN 0-8376-0057-X  
**VSQU ..... \$39.95**



### Volkswagen Transporter Workshop Manual:

#### 1963-1967, Type 2

Kombi, Micro Bus, Micro Bus De Luxe, Pick-Up, Delivery Van and Ambulance by Volkswagen of America  
Softcover, 8-1/2 in. by 11 in., 918 pages  
1,450 illustrations and diagrams  
17 pages of electrical wiring diagrams  
Volkswagen Part No. LPV 800 135  
ISBN 0-8376-0391-9

**V267 ..... \$99.95**

In the same tradition as our classic 1961-1965 Type 1 manual, this manual offers owners of 1960s vintage Transporters the long out-of-print factory repair information. Indispensable to anyone interested in the history or restoration of the Transporter, this book includes complete coverage of 1200 and 1500 engines, dual-circuit brakes, and body dimension specifications for all models, including those with a sliding sunroof. All factory updates are listed by chassis number and date introduced. This is the one book no serious Type 2 enthusiast should be without.

### Volkswagen Transporter Workshop Manual:

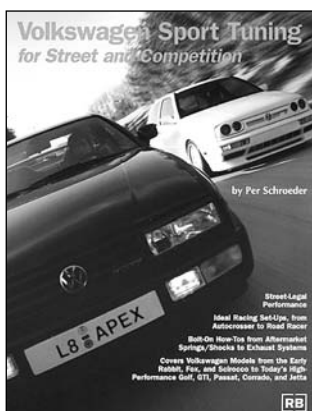
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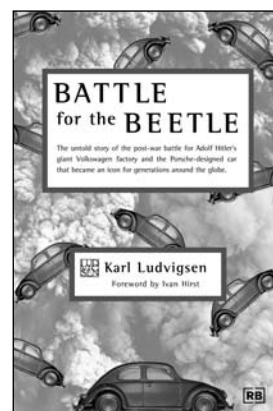
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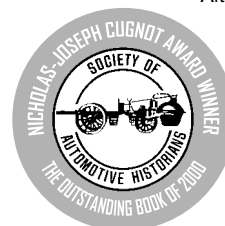


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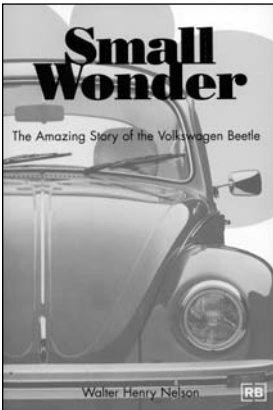
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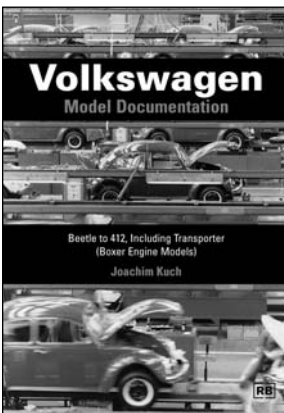
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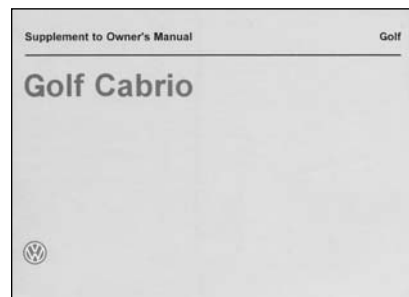
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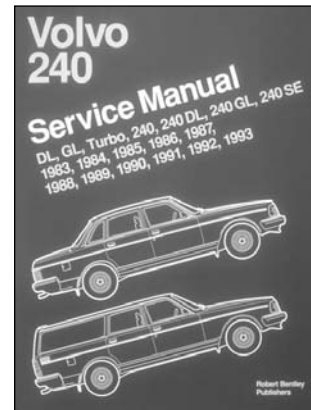


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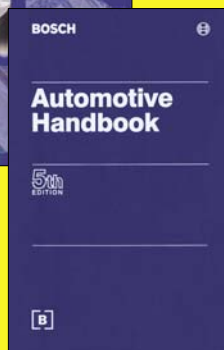
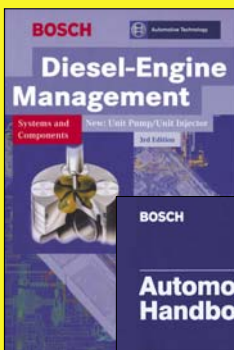
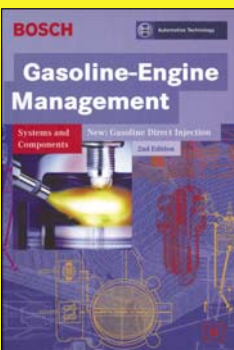
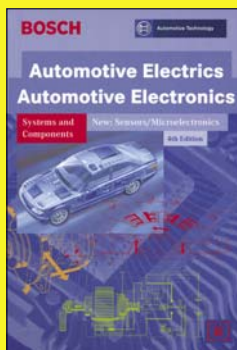
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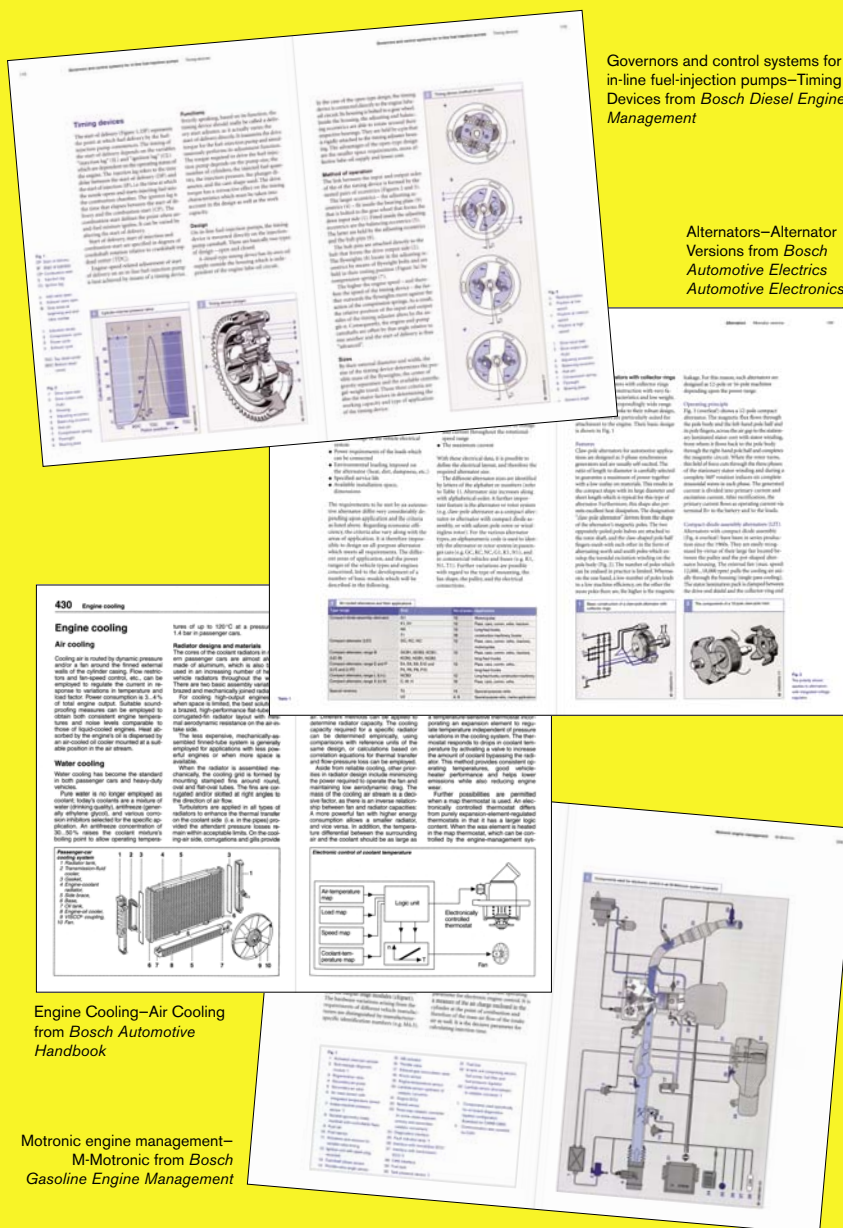
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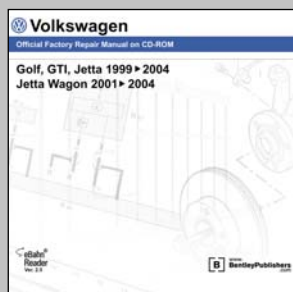
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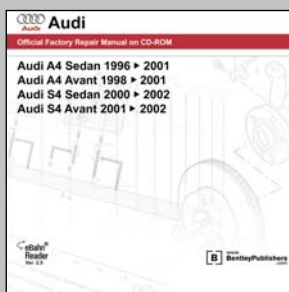
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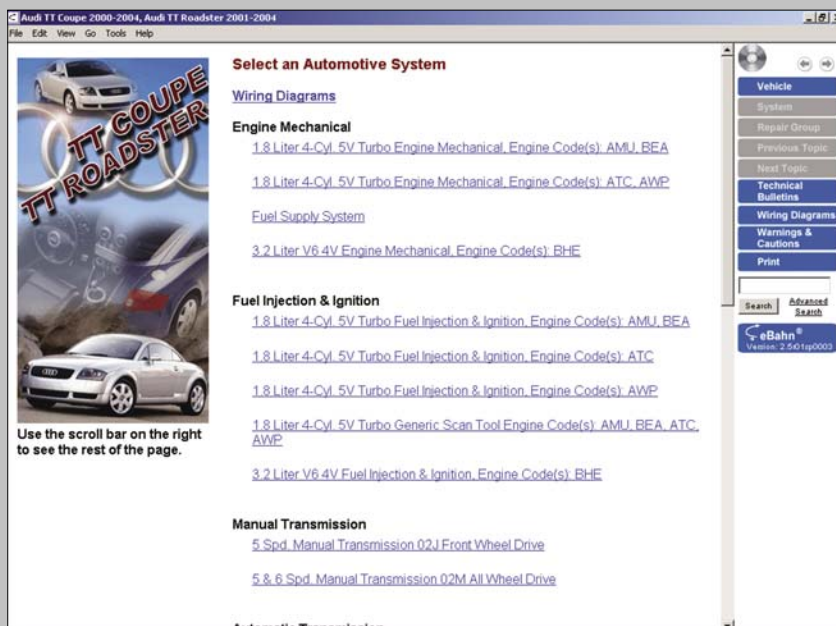
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**Diagnostic Trouble Code (DTC) tables:**

**SAE P0xxx-DTCs**

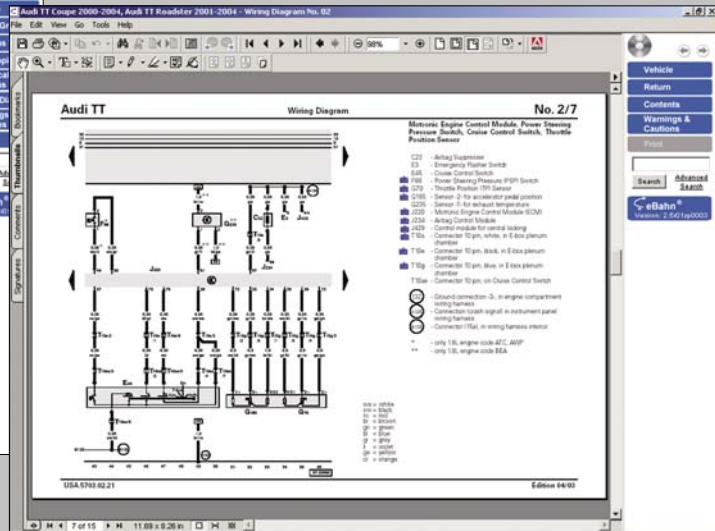
Fuel and air mixture and additional emission regulations

SAE-DTC	DTC text	Corrective action
P0010	"A" Camshaft Position Actuator Circuit Bank 1	- Check Valve -1- for camshaft adjustment - N205- => <a href="#">Page 28-27</a>
P0011	"A" Camshaft Position - Timing Over-Advanced or System Performance Bank 1	
P0012	"A" Camshaft Position - Timing Over-Retarded Bank 1	

SAE-DTC	DTC text	Corrective action
P0030	HO2S Heater Control Circuit Bank 1 Sensor 1	- Check oxygen sensor heater for Oxygen Sensor (O2S) before Three Way Catalytic Converter (TWC) => <a href="#">Page 24-37</a>
P0031	HO2S Heater Control Circuit	- Check Oxygen Sensor (O2S) and oxygen sensor control before Three

Diagnostic Trouble Code (DTC) tables for use with Generic Scan Tools from Audi TT 2000-2004 Official Factory Repair Manual on CD-ROM.



Comprehensive wiring diagrams from Audi TT 2000-2004 Official Factory Repair Manual on CD-ROM.

**Important! Technical Bulletin**

Please give copies to all your VW Technicians

Subject: Radio, Tone, Balance or Fader Knobs Broken or Loose Group: 91  
Number: 03-02  
Date: Dec. 2, 2003

Model(s): All with Panasonic Premium VI Radio 2002 > 2004

**Condition**  
Panasonic Premium VI (Radio/CD/Cassette Player) tone/balance/fader knobs broken or loose.

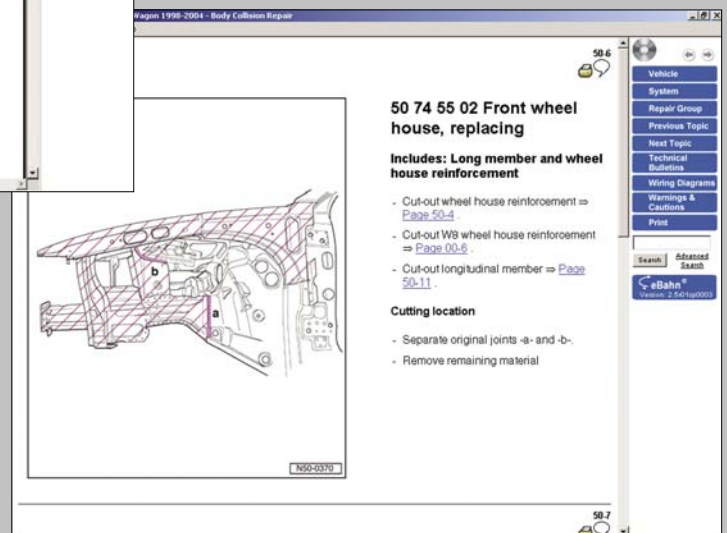
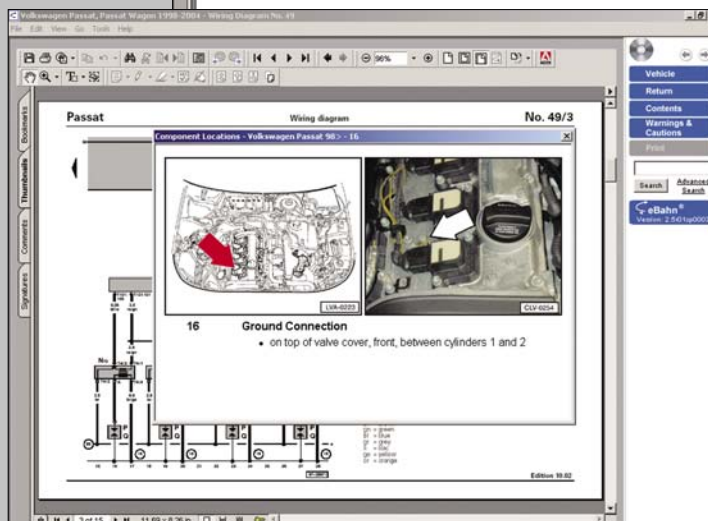
**Service**

- Replace ALL five knobs -A- with 5 knobs from kit Part No. 2VW 628 002A.
- Discard knobs removed from radio.

**Note:**  
To prevent repeat repair to a different knob at a later date. It is important to install ALL 5 knobs from the kit.

Official Technical Bulletins from Volkswagen Passat 1998-2004 Official Factory Repair Manual on CD-ROM.

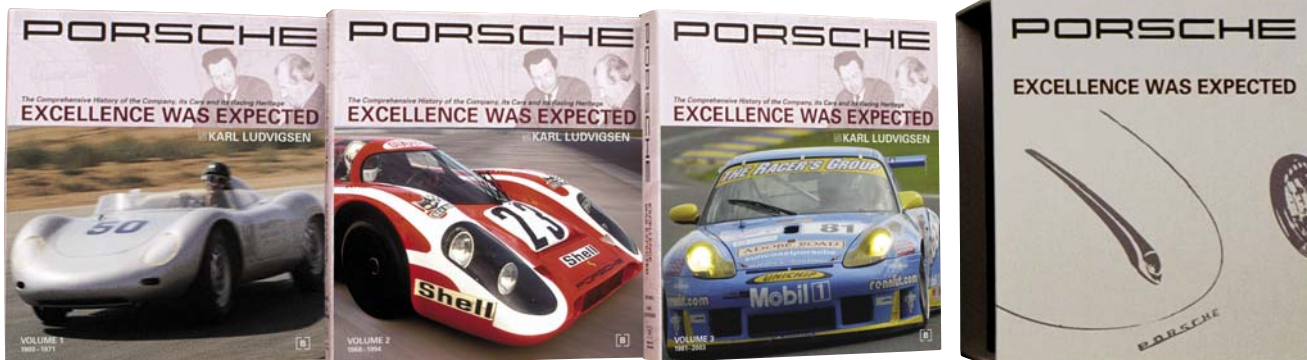
Factory authorized repair procedures and diagrams from Volkswagen Passat 1998-2004 Official Factory Repair Manual on CD-ROM.



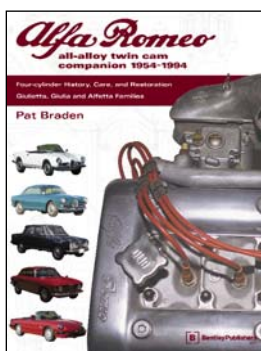
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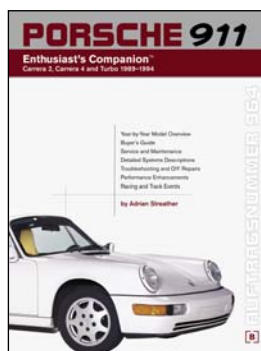
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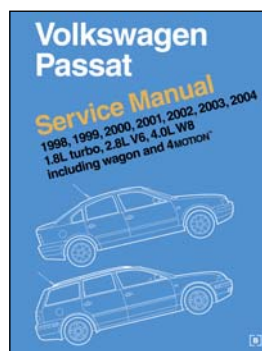
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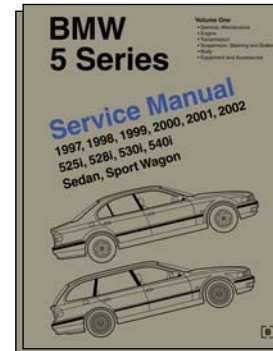
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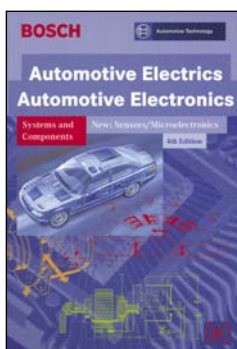
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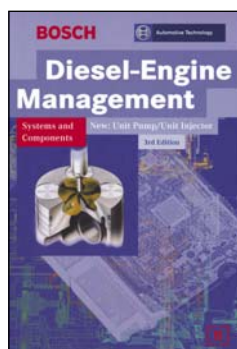
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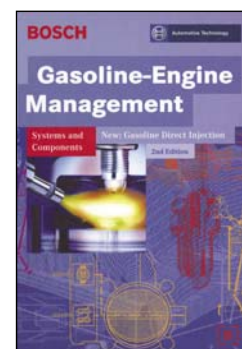
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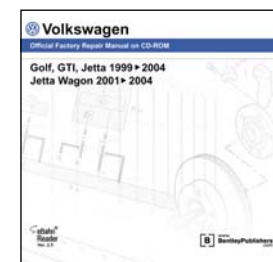
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