

STEP BY STEP: Front Hood Drain Tubes

If your T34 is like most of ours then your original front hood drain tubes are missing or incomplete. This drain redirects water from the front hood channel down through a hole near the front emblem along the inside nose and out through the dual horn oval hole. When the drain tubes are missing then water drips down into the spare tire area eventually rusting-out the metal. In the 25 years I've been doing this I've never seen a complete original drain tube but I've seen a lot of rusty spare tire wells. The plastic & rubber parts disintegrate or have been removed after accidents & restoration work.

VARIATIONS: There are two different variations for T34s: the early style with the dual horns inside the spare tire area and the late style with the dual horns mounted under the front bumper. The early style has a large rubber boot that covers the dual horns and seals the horn hole opening from water getting in. The late style has a metal plate covering the horn hole with a small hole at the top and a black seal around the edges.

FUNCTION: The front hood drain hole has a small L-shaped black plastic tube that clips into the hole. The bottom end of this tube is pushed into a long black rubber tube that is 49cm (19.3") with a 1.0cm inner diameter & 1.4cm outer diameter. This tube is held in place by two thumb-tabs welded into the inner nose. On early T34s with the dual inner horns this long tube is pushed into a hole cut in the inner dual horn boot so the water will drain out onto the ground. On late T34s the 2nd L-tube is pushed into the bottom opening of the long tube and then into the horn cover plate hole so it's flush with the opening, draining out onto the ground.

SOURCES: These parts are available today at reasonable prices. The L-shaped tubes are a T14 repro part and available for \$16/pair at KG Parts & Restoration (www.KarmannGhia.com #823-715 ALL RP PR) or another KG supplier that you use. The early dual horn boot is also a T14 repro part and available on ebay for \$26 from KG Parts & Restoration or ISP West. The long rubber tube has been sourced in England at www.VintageCarParts.co.uk and search for part #733. The 10mm bore by 1.5mm wall version works best. Their minimum order is 10GBP but 1 meter (100cm) is enough for two T34s costs only 2.61GBP. The late-model seal for the horn cover plate is obsolete but owners have used an early Kombi Transporter rear window seal which is easily cut & glued together for a nice work-around.

Many thanks to the detail-oriented help from Paul Colbert, Andy Holmes, Franck Boutier, & Everett Barnes. Their stunningly original restorations provided the dimensions, photos, & details we needed to give you this information.



Repro front drain L-shaped tubes & tube installed in drain hole



L-shaped tube from underneath hood



Early style: inner dual horns & seal



Late style: metal cover plate & seal with second L-tube

