

## Step By Step: Restoring the Short Black Coil

So you're interested in replacing/restoring the coil back to the original style. Most of the original ones were replaced many years ago, so you're going to have to locate a good one, restore it (if it's not NOS), and find the right decal. We went through this process for a 1962 with single carburetor engine, but the dual carb version is the same (6V or 12V) just located in a different area of the engine bay.

**LOCATING A SHORT BLACK COIL:** There are two ways to find this original coil: eBay or your local air-cooled VW supplier. We found three NOS ones on eBay from \$50-110 each, and one call to our local VW shop turned up two used ones for \$5 each. We decided to buy the used ones, test them for function, then restore the best one. Be sure to ask if the coil has the brownish bakelite center portion (a sign of an original) and both its terminals with connectors.



**LOCATING THE COIL DECAL:** Most air-cooled VW shops will carry the yellow Bosch 6V decal for only a couple bucks. I do not know where to locate the Bosch 12V decal.

**TESTING:** Replace your current coil with the used one and see if the car starts & runs & drives like normal. If it's bad the car will not fire-up at all (happened to one of our coils).



**CLEANING:** This is a critical part of the restoration since the used coil will be coated in grease, dirt, muck, and grime from years on an engine or years in a used parts bin. We used a toothbrush & kitchen scouring sponge to remove the grease on both the coil & the bracket. We used dry sandpaper to remove the paint & corrosion, then put them under warm water and used wet sandpaper to get a

smooth finish. Use sandpaper on the terminals & tabs for clean contacts. Dry the parts well before painting.

**PAINTING:** Buy gray primer, glossy black spray paint, aluminum/silver spray paint, clearcoat spray paint, and a roll of masking tape. Tape-off the brown bakelite center core and set the coil upside-down on a bottle. Spray a thin layer of primer, let dry, then put three coats of glossy black on the coil. Put the bracket parts in a box and put primer, dry, then two coats of silver paint. Allow these to dry overnight for the best results & no fingerprints.

**COIL & DECAL PLACEMENT:** The decal is placed differently between single-carb & dual-carb T34s. Single-carb T34s have the decal mounted on the top half of the coil about 0.2" below the lip and the bracket is fitted halfway down the body of the coil, and the Bosch logo is at the top of the unit. Dual-carb T34s have the decal mounted just below the bracket which is fitted closer to the tip to make room for the plug wire. On single-carb T34s the coil is mounted on the left side black engine tin with the tip facing towards the center of the engine. On early dual-carb T34s (1964-66) the coil is mounted on the right rear edge of the engine, on a rocker piece pivoting on the aluminum fan casing, with the tip facing the front of the car. On later dual-carb T34s (1967-69) the coil is mounted on the left rear edge of the aluminum fan casing but the decal is in the same location.

