



1967 Karmann Ghia Type 34 Razoredge

RESTORATION AND SPECIFICATION LIST

BODY

- NOS (new old stock!) front wings
- NOS full front nose section
- NOS spare wheel well
- NOS rear engine lid drain panel
- Lars Nueffer (Germany) best quality reproduction correct style 3 piece outer sills
- CAD designed/made replicated inner sill and heater channels (internally painted with POR15)
- CAD designed/made replicated spare wheel well carrier lower section
- Rear wheel arch lips repaired with rust free donor sections
- Professionally hand rolled/formed lower outer corner sections
- CAD designed/made rear valance
- Full RHD conversion to correct factory specification -properly done using donor RHD dash, relocating wiper holes to correct position etc (DVLA approved)
- Shell stripped to bare metal, all other body parts media blasted (and repaired as necessary).
- Paint/prep/colour sanding/polishing was carried out by Gavin Jones @ Trailer Queen Restos approx 5 years ago and featured on his blog (restoration was completed in 2011), body is super straight, and paint (VW L41 straight black) is deep and highly polished.
- Door hinges professionally re-bushed
- Petrol tank fully restored inside and out (media blasted, POR15 tank cleaning/restoration kit, new fittings etc)
- All window rubbers replaced with best quality available (Lars Nueffer etc)
- Chrome work, including all bumper sections and overriders professionally hand restored and re-chromed
- H4 headlight conversion, but done so unmodified Type 34 headlamp rings are still used so look completely original.

- Front indicator function relocated into fog lights for a cleaner look (originals sold with car).
- Side lights in wings converted to indicator function
- NOS VW nose and rear Karmann Ghia 'script' badge

CHASSIS

- Chassis and suspension parts stripped to bare metal (repaired as necessary), a good RHD chassis was sourced as a RHD parts donor, all parts painted in POR15 then POR chassis black for extra protection.
- Rear subframe (stronger swing axle type) modified for independent rear suspension using genuine VW IRS mounts
- T3D solid rear subframe mounting bush kit
- Refurbished RHD front beam assembly and pedal assembly
- New CSP chassis to body seal with stainless fixings.
- Lowered front and rear suspension
- BerT3 special type 3 CNC dropped spindles, zinc plated
- KYB GR2 shock absorbers all round
- Porsche PCD front discs
- New front ATE callipers and hoses
- Rear disc brake conversion using; CSP Porsche PCD rear discs, CAD designed/made custom rear calliper mounting brackets and Mk4 Golf Gti rear callipers with Goodridge stainless hoses.
- Porsche 944 rear wheel spacers
- Rear hubs machined down, re-tapped and drilled just enough to allow Porsche centre caps to still be used on rear wheels
- New wheel bearings, CV joints and boots throughout, rear eurethane bushes
- New ATE dual circuit master cylinder and copper brake lines
- CAD designed/made stainless master cylinder stone guard



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- Porsche 996 17" Alloys refurbished (set of four 17x7 fronts)
- Falken 195/40 front tyres, Michelin 205/45 rear tyres
- Porsche 944 space saver spare wheel
- Sits nicely, handles very well and being a type 3 it is still very comfortable

INTERIOR

- New hand made full head lining replicated to original spec/pattern
- Audi TT tan leather (rare baseball stitch) leather front seats mounted on CAD designed/made custom subframes
- VW/Porsche Inertia reel front seat belts.
- New door panels and original rear seat re-covered in tan vinyl to match front seats
- Spirit of the 50's carpet set in original charcoal
- Wood rim 3 spoke chrome steering wheel with mountney boss
- Wiring loom modified to RHD
- All gauges restored
- Replica Type 34 rev counter
- VDO oil temp gauge and mounting bracket under dash
- Electric windscreen washer pump conversion
- Original windscreen/scuttle ventilation system fully restored
- Original Blaupunkt radio (un-cut dash)
- Hidden modern stereo with CD changer

ENGINE

- Performance 1776cc with only best quality parts used throughout
- Based around a modified later FI Type 3 case
- John Maher Racing forged 69mm counter weighted crankshaft
- John Maher Racing rebuilt/balanced conrods
- Mahle forged 90.5mm barrels and pistons
- John Maher Racing super street heads (polished and match ported/semi hemi cut/stainless valves/HD springs/chromoly retainers/hardened collets/etc)
- Engle 110 camshaft
- HD Bolt up rockers
- Swivel feat adjusters
- Chromoly pushrods
- Scat lube-a-lobe lifters
- 26mm HD oil pump
- Fully dynamically balanced bottom end including cooling fan, flywheel and clutch assembly (by JMR)
- Full flow external oil filtering
- Elring gasket gasket set
- Copper head gaskets
- Mocal oil hoses
- Michelin fuel hoses
- Stainless steel vented oil filter guard/mount
- Twin Dellorto DRLA 40's reconditioned by Eurocarb
- CB Performance type 3 Hex carb linkage kit
- CB Performance type 3 short manifolds
- Ramflow chrome domed air filters
- CB Performance type 3 breather system
- Pertronix ignitor electronic ignition
- New Bosch chrome 009 distributor, ignition leads, correct spec blue coil etc
- All tinware media blasted, zinc plated and powder coated in black
- Thunderbird type 3 header with modified twin tuckaway muffler
- All machine work, internal parts, heads and balancing carried out/supplied by John Maher Racing
- Rolling road tuned producing 102bhp



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TRANSMISSION ETC

- 1303S IRS gearbox fully reconditioned by VW Heritage (the more desirable 1303S gearbox which has a taller 4th gear for better cruising speed)
- Swing axle nose cone
- Prothane gearbox mounts
- Kennedy stage 1 pressure plate
- HD friction disc
- New clutch release bearing
- New shift rod bush
- Quick shift kit