

Dash Board and Steering Wheel Details



This is the early style dash and instrument panel.  
It was used from 1940 thru mid-1943.  
Also note the early style steering wheel.



This is the instrument panel used after mid-1943.  
Also note the late style steering wheel (spokes are metal rather than plastic).



For comparison, this is an example of a VW "Thing" dash  
It does not share any design features of the original Kubel.



This is an example of a modern Volkswagen  
steering wheel wheel. Not appropriate for ww2.

Historical Note: Due to material shortages and delivery problems, Kubelwagens were converted to use the Schwimmwagen instrument panel mid-war as it was simpler and less expensive to make.

Note to Owners: Reproductions of both early and late style instrument panels and steering wheels are available from Europe.



Body Structure



Restored original VW Kubelwagen (1943)



Reproduction Kubelwagen

The Kubelwagen was built on the "Type 1" chassis, meaning the body starts to narrow from between the doors to the front. Note that the original Kubelwagen and the reproduction pictured above both have:

- \* 6 body ribs, all running parallel to the ground.
- \* Round Fenders.
- \* Body taper (sides) begins at "B" pillar (between doors).
- \* Door handles turn (like a door knob).



2 images of "converted" VW Things

The VW Thing is a vehicle in which the design was "influenced" by the wartime Kubelwagen. However, the Thing was built on the VW "type 3" chassis, which is wider than the original vehicle.

Differences between converted Things and real and authentic reproductions include:

- \* Only 4 sets of body ribs, of which the forward portion does not run parallel to the ground.
- \* Body taper (sides) begins at the "A" pillar (in front of front door)
- \* Ventilation slots on rear quarter panels.
- \* Door handles are partially recessed and do not turn.

## Wheel Coverings



Early production Kubelwagens were shipped from the factory with "nipple" style hubcaps (the vehicle, wheels and hub cap would have been painted grey).



Factory prototypes and experimental vehicles were equipped with "baby-moon" type hub caps.

There is NO photographic evidence to suggest VW ever shipped this type of hub cap to the field.

The HRS would like to encourage all Kubelwagen owners (real and reproduction) to use authentic style hub caps when so equipped. ONLY Nipple type hub caps should be used on grey vehicles, or grey vehicles which have been over-painted with dunkelgelb (yellow/tan) with some evidence of grey paint remaining (such as the interior or wheels). Late war impression vehicles should have no hub caps.

**Historical Note:** All hub caps were eliminated from production by mid-1942.



Exhaust Systems



Early War Pre - June 1942) Exhaust



Post June 1942 Late War Exhaust



Reproduction Exhaust with wide style skid plate



Reproduction Exhaust with narrow style skid plate



Non-authentic reproduction exhaust system

Kubelwagen exhaust systems should be tucked under the body with the muffler(s) not exposed.



### Tail Light Fixtures



This is a poor representation of the type of light used on early Kubelwagens. It is of all plastic construction and the orange "lens" is just painted over the red plastic. This example also has "phillips" type screws (should be slotted).



This light is a nearly identical reproduction of the actual lights used on early Kubelwagens. It is of metal and glass/plastic construction. It is manufactured by the same company who made the original lights in WW2.

Some versions of this light have a raised "eyebrow" molded on the orange lens. It should be removed for a proper appearance.

The HRS would like to encourage all Kubelwagen owners (real and reproduction) to use authentic style lighting fixtures. Accurate reproductions can be purchased for less than 75 dollars through many on-line sources (search "Hella tail light").

**Historical Note:** The right side tail light was eliminated from production by mid-1942 (vehicles still painted Grey). Some owners who drive their vehicles on public roads choose to retain the right side tail light for safety reasons.