

'64 RazorEdge

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Background:

Starting its life over in the States back in the Early 60's as a LHD Push Button Dash Razor, the once-looked after Type34 was a must-have, when it came up for sale.

Back in 2021, we sent our 1964 Razor shell down to the guys at DC Customs, for a full coachwork restoration and paintjob. Completing amazing bodywork on some of our other projects throughout the past few years, we knew the LB RZR build had to follow suit.

Despite the undoubted backlash we knew we'd receive from Type 34 'purists', we opted to research Colour Codes from outside the Original 60's Volkswagen Dealer Sheet. Considering the sharp lines of the Razor's design; and our vast history of big builds, we knew it needed to be BOLD. After lots of consideration and debate, we selected a BMW Individual Metallic to coat the main body of the car, with a Black Roof to contrast.

One of the most difficult challenges we found with completing the bodywork of the car was sourcing clean OEM Bumpers, Trims and Overriders. With the Type 34 being far and few between even back in the 60's, finding a full car's worth took many long days (and nights!) of research. With some re-chroming and polishing, we eventually complete the full set, ready to tie the exterior all together.

Original Spec:

- Original Push Button, LHD 1964 Type 34
- Wide 5, 6 Volt, None Sunroof, 1500cc
- Colour – Off White
- German Built, Exported and converted to US Spec

Chassis Build:

Those that have completed extensive builds in the past, will know the dread caused by the long days/nights of stress and heartache, forboded when starting a fresh project. We definitely experienced this with the Razor, still recovering from our 3500 Hour '49 build a few years back. After sitting in the back of our unit underneath a cover from since 2022, we finally decided it was time to finish what we started. With the deadline of Volkworld only 2.5 months later, we certainly had a big job on our hands.

The first major project we made a start on was the Floorpan. Despite being in pretty good condition, we still needed to complete a series of repairs across the pan. Utilising a range of small repair sections, we slowly worked at each detail: Cut-Weld-Sand-Cut-Weld-Sand. After one of the most repetitive weeks at Limebug HQ in a long

time, we sent the Pan to be primed. This helped us to spot any further imperfections which needed to be fixed, before the final coat in a Satin Black Powdercoat.

Next on the huge list of jobs was building up the Rear Beam. Considering future aspects of the build, we chose to run a short torsion bars, allowing maximum camber/tuck in the rear. Paired with 2" Swing Axle Air Plates and 'The Revolution' Bolt-On Air Suspension, we knew that the rear of the car would sit as low as we needed it to. Alongside these parts, each component was refreshed/upgraded during this tear down, no avenues left unturned.

Moving on to the Front, we treated our Type34 to the Full Limebug Overhaul. Starting from the Centre, we fitted a 4" Narrowed Type 3 – Beetle Conversion Beam (allowing the axle to be compatible with dropped spindles). Aligning with our latest generation of Beams (Elite Series), it features Outer Bearings rather than Delrin Bushings (for improved Trailing Arm movement), as well as 2-way caster adjustability. To correct depleted Steering Angle caused by running a narrowed Beam, we added the Ultrarm along with a fresh set of Track Rods/Rod Ends. Now we'd fixed the drive, it was time to focus on the drop. We paired a set of 2.5" Dropped Disc Spindles, with the MOA430 Air Shocks to achieve this. After using these shocks on plenty of our own/close friends builds & daily drivers over the past couple of years; it was a certainty that they would provide the ride & drop we wanted to achieve.

To complete each corner of the chassis, we installed our 5x130 Wilwood Disc Brake Kit; finished with a combination of Dimpled and Grooved Discs, and 4-Piston Calipers. We paired this system with an Upgraded Master Cylinder + Reservoir, providing our Razor with the best of the best braking setup. Now the Chassis was ready, we put on a set of Detailed Fuchs, and pulled it out of the workshop to admire:

Specs:

- TUGO 18" Slant Lip Splits
- Metallic Olive Paintwork
- Full Teal Interior
- 12V Conversion
- 4" Deluxe Air Ride Kit (Type 3/34)
- Titan Wilwood Front / Rear Brake Kit
- Prazis Piano Valve Air Management

Wheel Build:

For Project RZR, we came up with a completely bespoke design to suit the vehicle. The TUGO...

Drawing inspiration from iconic designs, TUGO wheels blend a turbo vent aesthetic with the iconic 5 spoke design, resulting in a truly unique and striking appearance. The wheel faces are mounted with flush-fit hardware for a seamless, clean look that complements both form and function.

The revolutionary 18" triple-step design, which holds the distinction of being the first aircooled specification 18" wheel currently available on the market. This design pushes the boundaries of performance and aesthetics for classic aircooled vehicles, offering a larger diameter that retains the unique characteristics of vintage styling while utilising modern hardware and technology.

The specifications are as follows: – Modern Stainless Radinox 16-18" Step up Dish Lips (Front 2" and 2.5" Rears) – Retro styling reminiscent of Borbet / Gottis with floating vents taking inspiration from Turbomacs / Porsche Fans – BBS Fitment – Overall sizes are 18"x8 Rear and 18"x6 up front (No tubbing required or mods of any kind on the Razor Chassis).

Specs:

- Front 2" Lips, 2.5" Rears
- Stainless Steel Hardware, Dishes / Barrels and Bolts
- Fully forged wheel centres
- BBS Locking Ring and Dish Mounts (34 Bolt)
- Colour Coded in body colour
- 5×130 PCD

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