



JK'S GUIDE TO Creating a Breakdown Kit for your VW

For many classic VW owners, an unexpected breakdown is a concern which is always in the back of our minds. A lot of us here at JK HQ have taken a leaf out of Mark Reynolds' book and created neat little breakdown kits for our VWs.



Mark Reynolds, who founded Just Kampers way back in 1989, left work at JK HQ recently with a small mountain of parts for his beloved 1966 VW Beetle Cabriolet.

We all worried that something had gone wrong with it, but he explained the next day that he'd been busy putting together a neat carry sack of

the tools and parts he'd need to fix his Beetle if something went wrong while he was driving it.

Having started Just Kampers as a small garage restoring campervans and Beetles, Mark definitely has the skills needed to get his Cabrio back on the road, but that's no good if he doesn't have the parts to hand!

Here's what Mark has tucked away in his '66 Beetle, and why he put his kit together.

What parts go in the kits?



"I only carry parts that I can fit on the roadside, and that I can easily carry the tools for," Mark told us.

In his Beetle Cabriolet, he carries:

- Accelerator cable and clamp,
- Clutch cable and wing nut,
- 2x rocker cover gaskets,
- Bulb kit,
- V Belt,
- Spacer washers,
- Fuel filter and 1 metre of hose,
- Distributor cap,
- Points,
- Condenser,
- Rotor arm,
- Coil,
- Fuel Pump and gaskets,
- Spare oil (now in 1L cans).

"I also have a box of 'odds and ends' nuts, bolts, fuses, cable connectors, some cable ties etc. just in case."

Better safe than sorry

Mark drives his classic VWs every chance he gets, and is a firm believer that carrying the parts and tools to fix a problem is a great way to stop the problem presenting itself in the first place!

"I used to have one big breakdown kit, and then put it in the car when I set off. But I never really remembered to pick up the kit, so this winter I decided each car would have its own kit, and each kit would always stay in the car!"

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Which tools go with them?

Mark says he carries the tools to match the spares, and keeps them in a tool roll so they don't rattle about.

- Spanners (8, 10, 13, 15, 17 and 19 mm),
- Knife,
- Small screwdriver (for points etc.),
- Big screwdriver (for changing fan belt),
- Test light,
- Small hammer,
- 19mm wheel nut wrench,
- Mole grips,
- Pliers with a wire cutter.
- Plus a general screwdriver where you can change the ends over to save carrying too many tools.

Where does the kit then go?

"I keep the oil in a bag, in case it spills, and tuck it in the bonnet," Mark said. "All the spares then go into a cloth sports bag and go under the bonnet of the cars. In our T2, it all sits on the rear parcel shelf."



Extra safety equipment

Mark said he also carries two warning triangles, two high visibility vests, a first aid kit, a strong tow rope and a set of two flashing beacons.

This is great keeping safe in the event of a breakdown or some impromptu roadside mechanics.



"Depending on the car and state of the jacking points, I either carry an original jack, or I made up my own version of a bottle jack with some angle iron properly welded to the top."

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