

# Pickup



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## VOLKSWAGEN PICKUP.

PROOF THAT A TRUCK FOR BUSINESS CAN BE A PLEASURE. AND A TRUCK FOR PLEASURE CAN MEAN BUSINESS.

Volkswagen has always been known for producing no-nonsense vehicles packed with value. In fact, that was the only way some would describe the first ones sold here over 30 years ago. So, in keeping with tradition, even today you can buy a Volkswagen almost without frills, that's completely functional and ideal for use as a work vehicle.

Or, you can order a very elegant Volkswagen Pickup Truck that's not only acceptable anywhere but desirable anywhere.

In any case, as with any Volkswagen, you get an original. The Pickup is also first generation American. It was conceived and built in the U.S.A.

So whether it's work or play, Volkswagen gives you room to choose. And we mean room.

Royal Red LX with extra cost radio.



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**Nothing else is a  
Volkswagen.**

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AN 18" LOW BED LETS YOU PUT IN THINGS EASILY. MANY MORE FEATURES HELP YOU GET A LOT OUT OF IT.



The pickup truck has been a popular addition to America's roads even before they became paved. That's why it's so surprising that the first pickup featuring front wheel drive is a Volkswagen.

Pickups are efficient haulers, but the first one to offer a small displacement diesel was a Volkswagen. Same with fuel injection for the standard 1.7 liter overhead cam gasoline engine.

Pickups are supposed to be rugged, but the Volkswagen Pickup is the first in its class with unitized construction. A sturdy and maintenance-free rack and pinion steering system provides more direct response (easy parking and tight space maneuvering, too), and there's a tough MacPherson strut suspension up front.

In the rear a solid rear axle is supported by leaf springs for high pay-load rigidity and rebound control. Stopping power comes from power-assisted disc/drum brakes and steel belted radial tires.

Pickups are supposed to be durable. This one gets an extensive rust prevention treatment that includes a dip into a zinc phosphate solution and an electrically charged bath of primer.

And pickups are supposed to have a double wall constructed bed. In this case we're no different. There's a one-hand opening tailgate, too. (If you want to remove it completely you'll need two hands — but no tools.) So even if ours isn't the longest bed, it's easy to carry a longer bed — and whatever else stretches more than six feet.

In addition to the engineering that has made a Volkswagen Pickup so tough, there's also been consideration given to some very nice options. You can have one built with integrated air conditioning, western mirrors, light alloy wheels and new power steering, along with one of several radios. The special instrumentation and larger steel belted tires, standard on the Sportruck, can be added to the Pickup or LX. And, you can upgrade the basic Pickup with a Custom Value Package which includes a Bumper Group standard on the LX (also available separately), vent windows, 4-way wiper/washer and dual remote-operated outside mirrors.

A. Unlike some vehicles designed strictly for work, the Volkswagen Pickup has a well-finished, color-coordinated interior. Shown are leatherette upholstered bucket seats in Autumn Tan, optional with Cashmere White exterior. Nine additional exterior colors are available, including metallics at extra cost.

B. The double-wall bed is part of the unit constructed body and chassis.

C. Optional Diesel engine gets exceptional mileage. 1982 EPA figures are 42 estimated mpg, 49 highway. Use estimated mpg for comparison to other vehicles. Your actual mileage will vary with speed, weather and trip length. Highway mileage will probably be less.

D. Forest Green Metallic Pickup with extra cost radio, paint and hubcap rings.



Pickup

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NO MATTER HOW YOU DRESS UP SOME TRUCKS THEY STILL ARE TRUCKS.  
THIS IS A VOLKSWAGEN.

For many, the ideal dual purpose pickup has to be a rugged truck in back and a well-equipped car in front. And that's why the basic Volkswagen Pickup can be ordered with a great many options, or as a complete Pickup LX.

The LX features a handy step bumper in the rear, halogen headlights and additional trim outside and inside. You get a choice of upholstery, either a strong, tough leatherette or breathable cloth that's recommended for its durability and comfort.

A special flow-through ventilation system lets stale air exit through the doors — aided by the vent windows. Plus, you can order a sliding rear window and even air conditioning. In fact, you can choose many available options including a new high-tech stereo cassette radio.

Not that extras are needed. The Volkswagen Pickup LX is an over-achiever when it comes to the performance derived from its standard features. So while it looks like a pickup, and you can use it like a pickup, you can drive it — and enjoy it — like a car.

And as with any Volkswagen, the Pickup comes with our innovative Formula E program to help you drive economically. For example, there's an overdrive ratio in fourth gear to lower engine speed and increase mileage. Every model with a manual transmission has a unique upshift light that tells you when you can save fuel by shifting into a higher gear.\*

Naturally, the light can be ignored when you need to accelerate quickly, and the light is dimmed automatically at night. It's a sophisticated solid-state system to help you develop good driving habits when you require limited power. It works. Of course it works, it's from Volkswagen.

\*1982 EPA estimated mpg, 38 highway use estimated mpg for comparison to other vehicles. Your actual mileage will vary with speed, weather and trip length. Highway mileage will probably be less.

- A. Fully adjustable bucket seats upholstered in Russett cloth highlight the Pickup LX interior.
- B. Optional sliding rear window, shown open, increases ventilation. Wood-grain dashboard is an LX feature.
- C. Optional tie-down rails make it easy to secure a load.
- D. Mojave Beige LX with extra 2001 diesel engine, tie-down rails and sliding rear window.



# Pickup LX

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# THE VOLKSWAGEN SPORTRUCK. SO AMERICAN IT'S NOT AVAILABLE FOR SALE IN GERMANY.

There's a special class of American sportsmen who want transportation just as active as they are. And for them we offer the Volkswagen Sportruck. It's got style, special trim, and accents that set it apart, along with performance-improving oversize 175/70SR13 steel-belted radial tires and an integrated front spoiler.

From behind the sports steering wheel the view is equally impressive. The Sportruck has a 5-speed transmission featuring overdrive ratios in fourth and fifth for low rpm cruising. The shift lever sits in a console topped with extra gauges.

Niceties you may not expect include a quartz crystal clock, map pockets, an illuminated glove box and a special color coordinated interior that includes adjustable bucket seats with rallye trim.

But don't let the gloss confuse you, the Sportruck is all truck. It's capable of taking a pounding and grinding out the tough miles while getting terrific mileage.\*

There's no telling where you may end up with a Sportruck—in the forest on the barest of a road or parked in the country club drive. But don't expect to see many overseas. The Sportruck is an American concept.

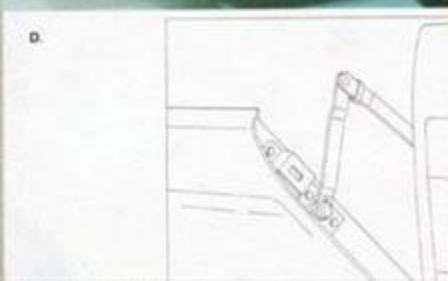
\*1982 EPA estimated mpg: 36 highway. Use estimated mpg for comparison to other cars. Your actual mileage will vary with speed, weather and trip length. Highway mileage will probably be less.

A. and B. Extra instruments in a floor console highlight the Sportruck interior. Other standards include a dashboard-mounted tachometer, map pockets, vent windows and dual mirror's adjustable from inside.

C. Rear step bumper in black anodized aluminum now distinguishes the Sportruck.

D. To make the bed more accessible for loading, just disengage the holding arm strap and lift out the tailgate.

E. Darnished Gold Metallic. Sportruck with extra coast radio.



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# 1982 PICKUP SPECIFICATIONS

## BODY

### DIMENSIONS AND CAPACITIES

Unit body/chassis construction with bolt-on front fenders, two-door cab with double-wall bed.

Length (with rear bumper)	168.3
Wheelbase	103.3
Width	63.6
Height, unloaded	53.4
Track, front/rear	54.2/54.6
Ground clearance, loaded	4.6
Bed length	72
Bed width	51.7
Bed width at wheelbase	41.3
Bed inside height	15.4

## ENGINES

### COOLING AND FUEL SYSTEMS

Four-cylinder transverse-mounted engines with cast iron block and aluminum alloy cylinder head, belt-driven overhead camshaft. Water-cooled with pressurized, cross-flow radiator, thermostatically controlled radiator fan.

Fuel tank capacity 15.0 gallons. Gasoline engine: Fuel-injected with metering valve controlling continuous flow to injectors at each intake valve. Unleaded gasoline required.

Optional Diesel engine: Fuel injection through a belt-driven distribution pump into "swirl" chambers pre-heated by fast-acting (less than 12 seconds at 0°F) glow plugs. No 2-diesel fuel required.

## ENGINE SPECIFICATIONS

	STANDARD GASOLINE	OPTIONAL DIESEL
Bore x stroke, in.	3.13 x 3.40	3.01 x 3.40
Displacement, cu. in./cc	105/1715	97/1588
Compression ratio	8.2:1	23.0:1
Horsepower (SAE net) at rpm	78 at 5500*	52 at 4800
Torque (SAE net) at rpm	88.2 at 3000**	71.5 at 2000

\* Curb, 74 at 3000  
\*\* Curb, 88 at 3000

## ELECTRICAL SYSTEM

12 volt with 55-amp alternator, 54-amp/hr battery (60 amp/hr with Diesel) and breakerless transistorized ignition.

## DRIVE TRAIN

Front wheel drive with twin constant-velocity jointed drive shafts, 5-rite dry plate clutch. Fully-synchronized manual transmission incorporating an upshift indicator light.

## TRANSMISSION RATIOS

	STANDARD 3 + 1 MANUAL	OPTIONAL 4 + 1 MANUAL
First	3.45:1	3.45:1
Second	1.75:1	1.94:1
Third	1.00:1	1.29:1
Fourth	—	0.81:1
Fifth	—	0.71:1
Reverse	3.17:1	3.17:1
Final drive	4.17:1	3.89:1

## STEERING SYSTEM

Maintenance-free rack and pinion with double-pivot column. Ratio 20.8:1. Turning circle (curb to curb) 35.1'. Turn lock to lock 3.9°.

## FRONT SUSPENSION

Independent MacPherson strut with coil springs and telescopic shock absorbers. Negative steering knuckle.

## REAR SUSPENSION

Subframe with leaf springs and telescopic shock absorbers.

## BRAKE SYSTEM

Power assisted with 9.4" front discs and 7 1/2" rear drums, self-adjusting. Dual diagonal hydraulic circuits. Mechanical handbrake on rear wheels.

## WHEELS AND TIRES

Rim size	4 1/2 x 13
Tyre type	Steel wheel with tube
Tire size	165/70R13

Volkswagen of America, Inc. believes the specifications in this brochure to be typical of the line at printing. However, specifications, standard equipment and options are subject to change without notice. Some options may be unavailable when you call. A full price list and your dealer to check concerning current availability of options and verify that your car includes the optional equipment you ordered.

Royal Red LX with extra cost radio.



## PICKUP EXTERIOR COLORS

Scott truck available only in Black, Mahogany, Slate Grey Metallic, Burnished Gold Metallic and Diamond Silver Metallic.



MOJAVE BEIGE

CASHMERE WHITE

LAGO BLUE

ROYAL RED

MAHOGANY

SLATE GREY

FOREST GREEN

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**Jetta**  
**Rabbit &**  
**Convertible**  
**Scirocco**

**Nothing else**  
**is a Volkswagen.**

**Quantum**  
**Vanagon &**  
**Camper**  
**Pickup**

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