

Rabbit



 **RABBIT GTI**



Our Philosophy at Volkswagen.

Thirty-three years ago a pair of small strange-looking cars appeared on American roads. And almost overnight America discovered Volkswagen made extraordinary cars.

Our long history of being at the front of automobile design and innovation is no accident. It comes from never being completely satisfied by what we've built before. No matter how good it is, it's never good enough.

And that simple philosophy has guided us since our first Volkswagen. It forced us to push back established limits of design and performance. To set standards for excellence. To seek creative solutions to stubborn problems. And we've done it so well, for so long, that every time we introduce a car, the world expects something unique.

The Volkswagen Rabbit.

The superb new Rabbits described in this brochure are the sum of our innovative design talents.

You'll discover a Rabbit that achieves a remarkable EPA estimated 48 mpg.*

Another will reach the legal speed limit faster than many cars noted for their performance.

There are Rabbits sticker priced surprisingly low and others lavishly equipped; an array of models sharing the results of substantial product development programs.

Experience Volkswagen's advanced engineering and product value. In our 1983 models you'll find substantiation that our standards for quality and performance are never ending.

Nothing else is a Volkswagen.

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*See fuel economy estimates on inside back cover

At Volkswagen there is no substitute for quality.

Our attention to detail begins at the drawing board and continues through the last production checkpoint, with a Volkswagen inspector and quality control procedure every step of the way.

That's why the Rabbit L should be the one you evaluate for quality of workmanship and integrity of its operating systems. For the Rabbit L is so much more than our price leader; it's every inch a thoroughly modern and highly sophisticated automobile.

Its body is unit constructed using strong supporting members and door frames. And yet the Rabbit is a lightweight design; a necessary ingredient for excellent fuel economy* and driving control.

Hidden under its lustrous paint — a 26-step process — are steel body panels dipped in zinc phosphate primer. This is an expensive measure, but one that can add to the life of a car. Improved undercoating adds further protection against corrosives that can act with disastrous effects against sheet metal and safety components.

A more obvious example of Volkswagen quality is the inclusion even in the Rabbit L of standard features such as an electric rear window defroster, tinted glass, full carpeting and a removable cover to conceal luggage. Inside you'll find an efficient flow-through ventilation system, side window defogging vents and a heating system that will integrate with optional air conditioning.

On the road you'll experience the results of constant product development. So it's no wonder then that a Rabbit feels solid and capable.



*See fuel economy estimates on inside back cover



Rabbit L in Royal Red with optional radio.

From the success we've had with front wheel drive you'd never know that it solved a packaging problem.

The Rabbit was conceived at a time when space efficiency was the dominant factor influencing the engineering and overall design. Just as it is today.

The 1983 Rabbit features entirely new front and rear seats dedicated to this idea; the seatbacks are slimmer to add extra knee room for rear passengers.

The front buckets were redesigned to be more like the exceptional sports seats optional in the Rabbit Convertible and standard in the new GTI; to provide greater comfort and lateral support.

Those in the Rabbit L shown here are upholstered in breathable cloth, a material that feels warm in the winter and cool in the summer. But should leatherette be a necessity it too is available.

In a Rabbit you also must consider the astonishing amount of usable space for storing incidentals we all carry and large, bulky items we often cannot.

The luggage compartment cover lifts as the hatch is opened to easily load the things normally placed in a trunk. For the items you would need a station wagon for just remove the cover and fold the seatback forward; then fold it again along with the cushion.

A Rabbit is comfortable and roomy because of standards set by German engineering. Which means that at Volkswagen there are no concessions to the whims of style. Not when you have created the designs others have followed and continue to follow today.



Rabbit L in Royal Red with optional radio.



Rabbit L with Cordovan cloth upholstery and optional radio.

The Rabbit is not a single model but a transportation system.

Americans have become accustomed to selecting a new car from an options list. But when selecting a Rabbit, most likely it's a model you choose, for each Rabbit is a well-equipped and remarkable road car. Take transmissions, for example. A four-speed with an overdrive ratio for top gear is standard on the Rabbit L and LS. It's coupled to a light-action clutch and shift linkage.

Some other valuable features you will appreciate on a Rabbit LS are halogen headlights, dual remote-operated mirrors and an intermittent position for the windshield wiper.

There is a five-speed transmission you can add. (It's standard in the GL and Convertible.) The two highest gears both have an overdrive ratio, part of Volkswagen's Formula E program to provide you with excellent highway mileage. This features an innovative upshift light on the dash to tell you when you can save fuel — while maintaining performance — by shifting into a higher gear.

A three-speed automatic that's well matched to our fuel-injected gasoline or diesel engines is optional on most models. In fact, the automatic version combined with a diesel has a special E-mode between Neutral and Drive to stop power transfer when waiting at traffic lights. It's a welcome feature for city drivers for it automatically shifts in and out of neutral to avoid "traffic light creep."

It's another example of how Volkswagen engineering permits you to select a Rabbit that fits the way you drive, without compromise.



Rabbit LS in Mahogany with optional radio.

It's entirely possible to race a Rabbit without embarrassment.

The very same Rabbit you can drive every day also qualifies as an automobile that, with appropriate safety modifications, can be raced successfully. And without the extensive re-engineering normally associated with street cars put on the track.

Is this by chance? Most certainly not. Of course very few Rabbits will see numbers painted on the doors, but every one of them will encounter conditions on the highway that require steering, suspension and braking systems designed for maximum performance.

That's why Volkswagen engineers have developed a Rabbit that provides extraordinary handling benefits. And don't be misled by simple descriptions of features, for many other cars may have a fully independent suspension, rack and pinion steering and front wheel drive. It's how these components work together to maximize maneuverability that's important.

The advantages of front wheel drive for precise handling are magnified in a Rabbit. Its directional control is exceptional and weight over the drive wheels provides increased traction for radial ply tires. Double constant-velocity joints in each axle get the engine's power transferred smoothly to the drive wheels.

Running gear has constantly been refined on the hatchback Rabbits to increase road feel and quicken suspension response, so that handling is very European in nature.

Nevertheless, Volkswagen suspension engineers have not neglected ride comfort or driving ease. You'll find that at the normal speeds we drive every day a quiet-riding, well-appointed Rabbit GL is the equal of much larger and heavier cars. And when you honestly need the sophistication of thoroughly integrated running gear a Rabbit may prove to be the best investment you've ever made.



Rabbit GL 4-door with optional Frost Blue metallic paint, alloy wheels and radio.

Performance and safety features can be very similar, and the skillful driver appreciates the differences.

At Volkswagen, we support automotive safety, particularly efforts to help drivers learn of their responsibilities.

For in Germany, those cars that sell well perform well. This attention to performance has led to advances you can appreciate in normal driving. In the new Rabbit GL, you'll also be taken by the comfort of its velour upholstery, high levels of exterior and interior trim and standard features such as power-assisted steering and a rear window wiper and washer.

And you'll have comfort in knowing that should a front tire drop onto a soft shoulder – or one tire hit a deep puddle – the Rabbit is designed to counteract naturally the tendency to pull sharply to one side.

This system, called negative steering roll radius, combined with Volkswagen's dual diagonal braking circuits, is an important feature many other cars do not have.

The front brakes are disc, as you would expect, and power assisted in a proportion that permits easier pedal pressure modulation for more controlled stopping.

Our emphasis on performance is because Europeans are traditionally concerned with active, rather than passive safety. However, a Rabbit has an integrated safety cell that helps protect occupants, child safety locks are fitted on rear doors and both the front and rear ends are engineered as crush zones to gradually absorb energy impact.

And a Rabbit can be ordered with proven-value automatic seat belts that self-adjust when you close the door.

This attention to safety features and engineering, along with our concern for accident avoidance will always be foremost at Volkswagen.



Rabbit GL 4-door with optional Frost Blue metallic paint, alloy wheels and radio.



Rabbit GTI in Black with optional radio.

The most popular high performance car in Germany has now been tailored for America.

Few automobiles this affordable offer the degree of performance found in the superbly engineered Rabbit GTI. Its German counterpart has been a favorite of European car enthusiasts for its high output engine coupled with traditional Volkswagen performance features.

The new American GTI features a 90 horsepower 1.8 litre engine certified to meet our tough emission standards. It also achieves an impressive EPA estimated 26 mpg.* And can deliver its fuel-injected power so effectively that 50 mph can appear in 7.2 seconds.

Perhaps more important than standing-start acceleration is the GTI's ability to perform rapid passing maneuvers: thanks to five close-ratio gears in its transaxle; even at cruising speeds peak torque is only a shift away.

Naturally, the GTI has the running gear associated with a high performance car. A major addition is stabilizer bars to supplement the fully independent suspension. They are complemented by the extraordinary grip of 60-series low profile steel belted radial tires mounted on 6Jx14 light alloy wheels.

Higher rate springs and special valving for the MacPherson struts and rear shocks also contribute to the taut handling qualities. And the front disc brake rotors are ventilated for excellent heat dissipation.

The remarkable combination of technical additions is not solely aimed at those seeking performance. The GTI is superbly finished and distinctively trimmed for the automotive connoisseur and is entirely suitable for the demands of everyday driving.

When you consider that the Rabbit GTI may be purchased for a price considerably below that of the average high performance car, its attributes can only be summed up by admitting it's a wolf in sheep's clothing.

The demands for comfort by drivers who earn their living behind the wheel are exceeded only by your own.

Each of us has his own special driving position, meaning that the interior designer has a difficult task ensuring that a simple maneuver such as shifting gears can be easily accomplished.

At Volkswagen, we're keenly aware of how important it is to exactly position every control. The driver must be able to operate the car naturally, applying the brakes instinctively, steering around a pothole, and accelerating into traffic.

The base of operation, the seat, must also be designed to simplify the driver's action: lateral support for the hips and shoulders under stress; padding in the lumbar area and under the thighs to reduce fatigue; seat and seatback adjustments to properly angle and position arms and legs.

The GTI sports seats meet these requirements. They're cloth upholstered with adjustable head restraints.

Instruments are easily reviewed and operating controls are where your hands and feet find them naturally. Credit for these feats must be given to special instrumentation used by Volkswagen engineers to ascertain critical measurements.

Among the other standards found in a GTI are intermittent wipers (the driver's side wiper has a special wind spoiler to hold the blade against the glass), a rear window wiper and washer, a sports steering wheel and shift lever.

Your comfort in a GTI may also be increased by adding air conditioning or a new stereo cassette radio with a digital readout. And a sliding steel sunroof is also available.

At Volkswagen form follows function. A test drive will indicate how well we've done our homework.





Rabbit Convertible in Mars Red with optional sports seats and alloy wheels.

In Germany, hand craftsmanship and robot-controlled machinery are valued equally.

The Rabbit Convertible, designed by Volkswagen engineers and built in the renowned Karmann facilities with Volkswagen's supervision, is an example of what can be achieved by combining the old and the new.

On one hand, the Convertible's body has been reinforced according to data indicated by our computers. But the integral roll bar to add support and improve the fit of the folding top was a human inspiration.

The top itself is a work of art, virtually handmade and three layers thick for noise and weather insulation. Note that the rear window is glass and electrically heated; a most modern touch.

But the remarkable thing about the Rabbit Convertible is that it was created at a time when other manufacturers were abandoning the convertible.

Today, of course, convertibles are in. So Volkswagen designers have again proven their leadership. Still, car shoppers will discover that there's more to a convertible than a folding top. Ours performs in all ways: excellent mileage* and performance from its fuel injected engine; spirited handling from a fully independent suspension; precise steering from a rack and pinion system and positive stopping from power-assisted front disc brakes.

Other standard equipment includes a five-speed transmission with over-drive ratios in the top two gears, 175/70R13 steel belted radial tires and, what every convertible needs, a four-speaker stereo cassette radio.

You see, although Volkswagen is best known for its progressive engineering, old-world craftsmanship and new-world technology have their rightful places.

Rabbit Convertible features a five-speed transmission and special instrumentation; locking hatch cover lifts for access to the trunk, spare tire and rear seatback release; easy-folding top is covered by a trap-on boot. Optional equipment includes sports seats, air conditioning, alloy wheels and metallic paint.

*See fuel economy estimates on inside back cover

The heart of an automobile should be an expression, not a concession.

At Volkswagen excellence in engineering means performance.

And Volkswagen is a leader in diesel powered automobiles — year after year producing some of the highest EPA fuel economy estimates*

Now you may also experience the advantages of diesel economy with the performance you might expect of a gasoline engine. It's the TurboDiesel, available in a Rabbit LS and GL. The turbocharger driven by exhaust gasses pumps more "air" into swirl-type combustion chambers so that more fuel can be burned and more power generated. However, the turbocharger functions only on demand; so at low engine speeds there's excellent diesel fuel economy. A feature of either diesel engine is relay controlled glow plugs for cold weather starting.

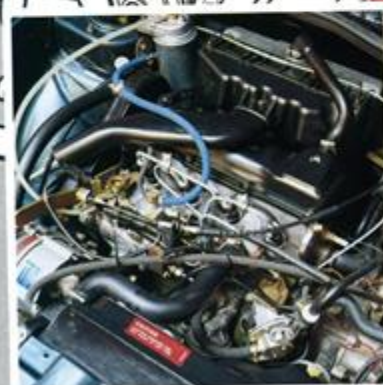
Improved fuel economy is also found in the Rabbit L. It has a carbureted engine sparked by transistorized ignition and features a pre-heated manifold for better cold start performance and fast warm-up.

Then there's the more powerful CIS fuel-injected engine that is standard in most Rabbits. The constant flow system allows an accurately controlled air/fuel ratio providing reliability, excellent driveability even when cold and economy of operation.

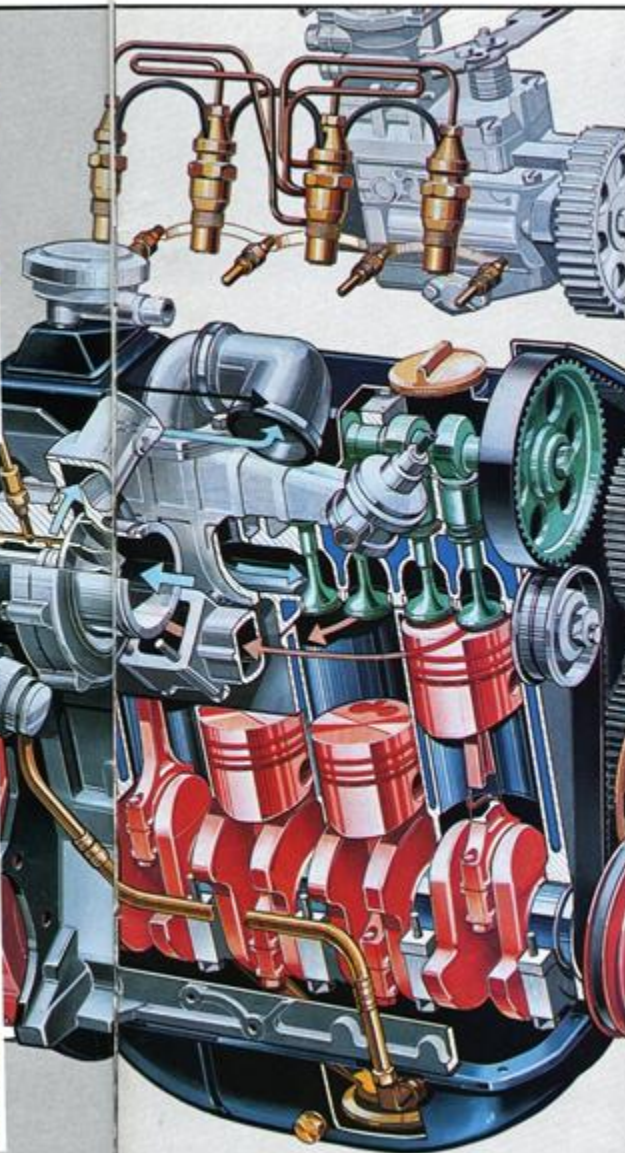
Each of these engines is a modern overhead cam design featuring an aluminum alloy head with excellent breathing and combustion. This adds up to horsepower and torque outputs that are relatively high for the engines' size.

And the Rabbit GTI has even more remarkable figures from its larger, more powerful 1.8 litre 90 horsepower engine. It also combines high performance capability with impressive fuel economy and successful emissions control, proving that — once again — nothing else is a Volkswagen.

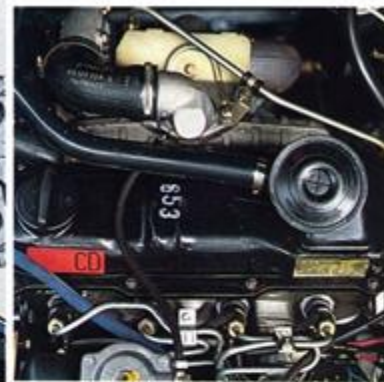
GTI FUEL-INJECTED ENGINE



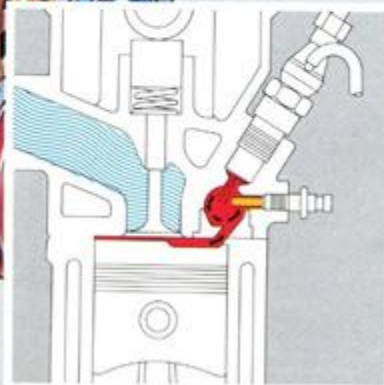
DIESEL ENGINE



TURBODIESEL ENGINE



The turbocharger uses otherwise wasted exhaust gas energy to drive the turbine wheel. This, in turn, drives the compressor and forces additional air into the combustion chambers. More fuel can now be injected to increase power output. A wastegate is provided to control maximum boost pressure, by-passing the turbine wheel.



DIESEL ENGINE COMBUSTION

*See fuel economy estimates on inside back cover

RABBIT	ENGINES		TRANSMISSIONS		ADDITIONAL STANDARD EQUIPMENT & FEATURES	ADDITIONAL OPTIONAL EQUIPMENT	COLOR AVAILABILITY
	STANDARD	OPTIONAL	STANDARD	OPTIONAL			
L	Carbureted 65-horsepower 1.7 litre 4-cylinder ¹	Diesel 52-horsepower 1.6 litre 4-cylinder	4-speed manual	None	Electric rear window defroster Child safety locks on rear doors Reclining bucket seats Cloth Upholstery Tinted glass • Fully-carpeted Flow-through ventilation system Side window defogging vents Day/night rearview mirror Lockable glove compartment 4-way folding rear seat	A selection of mono and stereo radios Dual rear speakers Automatic front seat belts Rear window wiper/washer Sliding steel sunroof Power-assisted steering Air conditioning Front vent windows	Cashmere White Mojava Beige Jasper Green Mahogany Special order colors: Black Royal Red
LS	Fuel-Injected 74-horsepower 1.7 litre 4-cylinder	Diesel 52-horsepower or TurboDiesel 68-horsepower 1.6 litre 4-cylinder	4-speed manual	5-speed manual or 3-speed automatic	In addition to above: Halogen headlights Luggage/glove box lights Dual remote-operated mirrors Wheel trim rings Intermittent windshield wiper Vanity mirror	A selection of mono and stereo radios Dual rear speakers Automatic front seat belts Rear window wiper/washer Sliding steel sunroof Power-assisted steering Air conditioning • Front vent windows Light alloy wheels (5Jx13) 175/70R13 tires	Cashmere White Mojava Beige Jasper Green • Mahogany Sandstone Metallic Diamond Silver Metallic Frost Blue Metallic Special order colors: Black • Royal Red Slate Grey Metallic
GL	Fuel-Injected 74-horsepower 1.7 litre 4-cylinder	TurboDiesel 68-horsepower 1.6 litre 4-cylinder	5-speed manual	3-speed automatic	In addition to above: Power-assisted steering Rear window wiper/washer Special exterior and interior trim Velour upholstery and trim Full wheel covers	A selection of mono and stereo radios Dual rear speakers Automatic front seat belts Sliding steel sunroof Air conditioning • Front vent windows Light alloy wheels (5Jx13)	Cashmere White • Mojave Beige Jasper Green • Mahogany Sandstone Metallic Diamond Silver Metallic Frost Blue Metallic Special order colors: Black • Royal Red Slate Grey Metallic
GTI	Fuel-Injected 90-horsepower 1.6 litre 4-cylinder	None	5-speed close-ratio manual	None	In addition to, or in lieu of, above: Light alloy wheels Special sports trim Front air dam • Center console Contoured sports seats Special instrumentation	A selection of mono and stereo radios Dual rear speakers Sliding steel sunroof Air conditioning Front vent windows	Cashmere White Black Royal Red Diamond Silver Metallic
CONVERTIBLE	Fuel-Injected 74-horsepower 1.7 litre 4-Cylinder	None	5-speed manual	3-speed automatic	In addition to, or in lieu of, above: Padded convertible top/boot AM/FM stereo cassette radio Special instrumentation Digital Clock Front vent windows Lockable gas cap	Light alloy wheels (5Jx13) Sports seats Air conditioning Power-assisted steering ³ Cruise control ²	Alpine White • Mars Red Champagne Metallic Cosmos Silver Metallic Burgundy Metallic Cirrus Grey Metallic Special order colors: Black • Lagos Yellow Diamond Silver Metallic

ENGINE SPECIFICATIONS

RABBIT L (EXCEPT IN CALIFORNIA)
Type SOHC 4-cylinder in-line
Induction Carburetor
Bore x stroke, in./mm. 3.13x3.40/79.5x86.4
Displacement, cu. in./cc. 105/1715
Compression ratio 8.2:1
BHP (SAE net) @ rpm 65 @ 5,000
Torque (SAE net) ft. lbs. @ rpm 84 @ 2,800
Fuel required Unleaded regular

RABBIT LS, GL (RABBIT L IN CALIFORNIA) AND CONVERTIBLE

Type SOHC 4-cylinder in-line
Induction CIS Fuel-injection
Bore x stroke, in./mm. 3.13x3.40/79.5x86.4
Displacement, cu. in./cc. 105/1715
Compression ratio 8.2:1
BHP (SAE net) @ rpm 74 @ 5,000
Torque (SAE net) ft. lbs. @ rpm 89.6 @ 3,000
Fuel required Unleaded regular

RABBIT GTI

Type SOHC 4-cylinder in-line
Induction CIS Fuel-injection
Bore x stroke, in./mm. 3.19x3.40/81.0x86.4
Displacement, cu. in./cc. 109/1790
Compression ratio 9.5:1
BHP (SAE net) @ rpm 90 @ 5,500
Torque (SAE net) ft. lbs. @ rpm 100 @ 3,000
Fuel required Unleaded regular

OPTIONAL DIESEL (AVAILABLE ON RABBIT L AND LS)

Type SOHC 4-cylinder in-line
Induction Diesel-injection
Bore x stroke, in./mm. 3.01x3.40/76.5x86.4
Displacement, cu. in./cc. 97/1588
Compression ratio 23.0:1
BHP (SAE net) @ rpm 52 @ 4,800
Torque (SAE net) ft. lbs. @ rpm 71.5 @ 2,000
Fuel required No. 2 diesel

OPTIONAL TURBODIESEL (AVAILABLE ON RABBIT LS AND GL)

Type SOHC 4-cylinder in-line
Induction Turbocharger, Diesel-injection
Bore x stroke, in./mm. 3.01x3.40/76.5x86.4
Displacement, cu. in./cc. 97/1588
Compression ratio 23.0:1
BHP (SAE net) @ rpm 66 @ 4,500
Torque (SAE net) ft. lbs. @ rpm 96 @ 2,800
Fuel required No. 2 diesel

1983 EPA ESTIMATES

Model	Version	Trans- mission	Est. MPG	Est. Hwy. MPG
*Rabbit	49-State	4-speed manual	35	45
Rabbit	California	4-speed manual	31	43
Rabbit	49-State	5-speed manual	35	43
Rabbit	California	4-speed manual	31	43
Rabbit	California	5-speed manual	29	42
Rabbit	50-State	4-speed manual	46	61
Rabbit	50-State	5-speed manual	43	56
Rabbit	50-State	5-speed manual	26	36
Rabbit	49-State	5-speed manual	29	43
Rabbit	California	5-speed manual	29	42

DIMENSIONS AND CAPACITIES

Length	155.3"
Wheelbase	94.5"
Width	63.4"
Height, unloaded	56.5"
Track, front/rear (sedans)	54.5/53.5"
Luggage capacity, seat up/down (SAE cu. ft.)	14.0/22.6

ELECTRICAL SYSTEM

Alternator, amp. hr.	65
Battery, amp. hr. gas/diesel	54/63
Ignition (except diesel)	Electronic (breakerless)

STEERING SYSTEM

Type	Rack and Pinion
Ratio	20.8:1
Turns lock to lock	3.9
Turning circle, curb to curb	31.2'

WHEELS AND TIRES

	GL and Conv ¹	GTI
Rim size	4 1/2 x 13	5 1/2 x 13
Tire size	155-80R13	175-70R13
	185-60R14	

¹Also LS with TurboDiesel.

SUSPENSION SYSTEM

Front	Independent MacPherson strut
	GTI adds stabilizer bar
Rear	Independent stabilizer axle
	GTI adds stabilizer bar
Springs, F and R	Coil
Shock absorbers, F and R	Telescopic

BRAKE SYSTEM

Front	Self-adjusting disc 9"4"
	GTI adds ventilated rotors
Rear	Self-adjusting drum 7"1"
Power-assist	Standard
Handbrake	Acting on rear wheels

DRIVE TRAIN

Clutch	Single disc, dry		
Transmission	Transverse FWD		
Ratio: 4-speed	5-speed	5-speed(GTI)	Auto
1st	3.45:1	3.45:1	2.71:1
2nd	1.75:1	1.94:1	2.12:1
3rd	1.06:1	1.29:1	1.44:1
4th	0.70:1	0.91:1	1.13:1
5th	-	0.71:1	0.91:1
Reverse	3.17:1	3.17:1	3.17:1
Final Drive	3.89:1	3.89:1	3.94:1*

*Early production models will have 3.89:1.

¹Not available in California. Rabbit L in California is equipped with the fuel-injected 74-horsepower, 1.7 litre 4-cylinder engine.

²Delayed introduction.

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*Not available in California.
Use estimated mpg for comparison to other cars. Your actual mileage may vary with speed, weather and trip length. Highway mileage will probably be less.

VOLKSWAGEN



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