

VOLKSWAGEN '83

The Heritage of German Engineering.
Driving performance without compromise.



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In Germany, driver performance encompasses many things. It is more than the quick acceleration that makes our Rabbit one of the most fun-to-drive cars anywhere. Or the exhilarating boost from the all-new Turbo Diesel and 5-cylinder Gas options which will be powering selected Volkswagens in '83.

It is the sum total of all the advanced engineering features which improve the performance and comfort of our cars. Depending on the model you choose, you get front wheel drive, an overhead cam engine with CIS fuel injection, transaxle design, rack and pinion steering. And the upshift indicator light that is part of our unique VW Formula-E System.

Yet you will find all of these features on every Rabbit, Rabbit Convertible, Pickup, Jetta, Scirocco, and Quantum. And you'll find similarly unique engineering features on our Vanagon and Vanagon Camper.

Only Volkswagen offers you so many ways to make German engineering heritage yours, without compromise.

(below) Volkswagen's superb engineering and efficient utilization of space provide a high level of performance and comfort.



(below) The fuel injected 1.8 liter overhead camshaft Rabbit GTI engine develops 90 horsepower at 5500 rpm due to high thermodynamic and volumetric efficiency.



RABBIT GTI

THE 1983 VW RABBIT.

If versatility is a function of good design, the Rabbit stands out as perhaps one of the best designed cars in America today. After all, we offer 2-door and 4-door models, standard manual, or optional automatic transmission, gasoline or optional diesel—or turbo diesel engines. The 1983 Rabbit Diesel with 3+E manual transmission delivers an EPA estimated 48 mpg and 61 estimated highway.* And the list of interior and exterior options includes a sensational new 4-speaker AM/FM stereo cassette radio, halogen headlights, remote setting left and right mirrors, and an upshift light on manual models. (We have by no means exhausted the Rabbit's feature list.) Is it any wonder owners consider it such a versatile car?

THE 1983 VW RABBIT GTI.

Our Rabbit has a reputation for brisk performance. Justifiably so. But for 1983 VW offers a new experience in handling and performance—the VW Rabbit GTI with a fuel injected 90hp 1.8 liter overhead cam engine. Put a 5-speed close ratio shift on the floor, an air dam up front, a special sport suspension and brakes, plus low profile 14" steel belted radials on light alloy wheels underneath—and you've got the car to watch this year. We suggest watching it from its luxurious interior with special instrumentation and sport seats. It'll be a lot more satisfying.

THE 1983 VW RABBIT CONVERTIBLE.

Nowhere is German engineering more immediately apparent than in the VW Convertible. The fold-down top, for instance, is three layers thick. Its fit, so precise it looks custom. And is. It's built by the master craftsmen at Karmann coachworks, meticulous in detail, looks hand fitted. And is. Inside you'll find a 4-speaker AM/FM cassette stereo, full instrumentation, and optional striped cloth sport bucket seats. Even optional air conditioning if you wish, for those hot, muggy days. Underneath, a fuel-injected overhead cam engine, front wheel drive, rack and pinion steering, steel belted radials all around, and the Rabbit Convertible's 4+E manual transmission delivers an EPA estimated 29 mpg and 43 estimated highway.* If that doesn't bespeak its German heritage—try thunking the doors.

*1983 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Actual mileage may vary with speed, weather, and trip length. Your highway mileage will probably be less.

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RABBIT GL



RABBIT CONVERTIBLE

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QUANTUM SEDAN



QUANTUM COUPE



1983 SCIROCCO

THE 1983 VW QUANTUM.

We promised you a "remarkable combination of German engineering, luxury, and economy." Here it is. The Quantum—in 4-door sedan, station wagon, and 2-door coupe models. Spacious where you might expect grin-and-bear-it passengers to grin and bear it. Luxurious, right down to the optional, electrically controlled and heated outside mirrors. Innovative, right down to the new rear suspension configuration. The VW Quantum boasts features you may find on any car—ten years from now. And economy? That's the best part. A fuel injected, 1.7 liter overhead cam engine with 4+E manual transmission delivers an EPA estimated 29 mpg and 42* estimated highway.** It all suggests that German engineering has done it again. Which it has. But be prepared, we are going to do it yet again with the soon to be introduced Turbo Diesel Quantum.

*Station Wagon 41 mpg.
**1983 EPA estimates. Compare these estimates to the "estimated mpg" of other cars. Actual mileage may vary with speed, weather, and trip length. Your highway mileage will probably be less.

THE VW 1982 SCIROCCO.

From its front air dam to its rear spoiler this is every inch a sports car—and one very eye-pleasing automobile. But, today, performance with economy is the game. And the VW Scirocco gives you just that. Its 1.7 liter fuel injected overhead cam engine powering the front wheels, its precise rack and pinion steering, its 4-wheel independent suspension, its dual diagonal braking system—all make it into a driving machine with remarkable handling. Inside: three-way adjustable sport bucket seats. Deep pile carpeting throughout. A 4-speaker AM/FM stereo sound system. We could go on and on. But the point can be better made if you ask your dealer for that test drive—only to satisfy your curiosity, of course. Of course.

THE 1983 VW PICKUP.

The phenomenal jump in popularity of the VW Pickup is a fact. Americans in the Eighties want not only a practical work vehicle but one that is fun to drive too. The VW Pickup is decidedly both. A cargo bed almost 5' x 6'—with the tail gate up. Solid, double-wall construction. Rugged, steel belted radials—optional oversized tires and wheels if you wish. Load-handling leaf springs in the rear, coil-shock absorber suspension up front. This VW is a tough little front wheel drive pickup, designed to perform an amazing variety of jobs. But not so tough that you won't enjoy those driving amenities VW is famous for: bucket seats, optional AM/FM cassette stereo, air conditioning, and power steering. A rough, hardworking, yet handsome truck (even more so with our LX model). VW's Pickup is the kind of vehicle that makes you look for excuses to go driving.



QUANTUM STATION WAGON



VW PICKUP



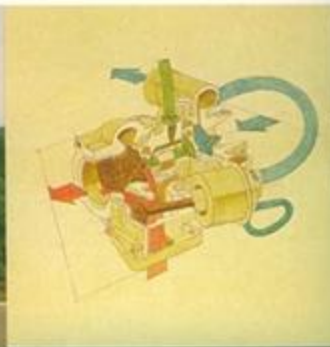
JETTA 2-DOOR

THE 1983 VW JETTA.

The problem with this family car is it doesn't behave like one. You'll find it is one exceptionally nimble performer—in the city or on the highway. The fact is, this Jetta takes to its dual role with élan. Underneath you have available either a 5-speed manual or optional 3-speed automatic transmission; either gas or optional turbo diesel. The 70 series steel belted radials are standard, as are the front spoiler, fully independent suspension with rear stabilizer bar, MacPherson struts, and power-assisted disc/drum brakes. *Road and Track* called Jetta one of the "best in its class." When you sit inside you'll understand why. The luxury of appointments, the stretch-out-and-relax spaciousness, the remarkably well considered arrangement of controls and accessories—all say once again: German engineering. It's still in the finest tradition.



JETTA 4-DOOR



(above) The turbine driven turbocharger uses the power contained in otherwise wasted exhaust gases to increase the Volkswagen Turbo Diesel's horsepower by 30% and its torque by 37%.

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VANAGON L

THE 1983 VW VANAGON.

The tradition goes on. Space, comfort, convenience—all in a vehicle that defies comparison. The VW Vanagon, with air-cooled gasoline engine or optional water-cooled diesel with standard 5-speed transaxle, carries on the VW heritage. Except that the space is greater, the comfort distinctly luxurious, and the convenience—where else can you carry seven passengers in high style and still load almost fifty cubic feet of luggage. But you're right—something has changed. The old VW bus has given way to good looks. Wonders never cease at Volkswagen.

THE 1983 VW VANAGON CAMPER.

Nowhere else can you walk into an automobile dealer and drive out with a vehicle equipped with a stove and refrigerator as standard equipment. Yes, the VW Vanagon Camper. A remarkably well engineered and durable concept in recreational vehicles. Two swivel front seats, two double beds, two swivel tables, storage galore. And, to assuage your puritan ethics, it doubles as an admirable estate wagon during the week, carrying passengers and groceries in style. Your choice of air-cooled gas with optional 3-speed automatic or optional diesel with 5-speed manual transmission. Experience the fun of driving VW's famous Camper. It lets you take the good life with you.



VANAGON GL AND VANAGON CAMPER

1983 Volkswagen Specifications

	RABBIT RABBIT GTI RABBIT CONVERTIBLE	QUANTUM SEDAN, COUPE, WAGON	JETTA	SCIROCCO (1982)	PICKUP	VANAGON, VANAGON CAMPER
ENGINE:						
Type	Water-cooled, front-mounted, transverse OHC	Water-cooled, front-mounted, longitudinal, OHC	Water-cooled, front-mounted, transverse OHC	Water-cooled, front-mounted, transverse OHC	Water-cooled, front-mounted, transverse OHC	Air-cooled (Diesel water-cooled), rear-mounted, overhead valves, hydraulic lifters (Diesel-OHC mechanical lifters)
No. of Cylinders	4 In-line	4 In-line, 5 In-line (GL, exc. Coupe)	4 In-line	4 In-line	4 In-line	4 Horizontally opposed (Diesel 4 In-line)
Displacement	1.7L—Gas 1.8L—Gas (GTI) 1.6L Diesel & Turbo Diesel	1.7L—Gas 1.6L—Turbo Diesel 2.2L—Gas (GL, exc. Coupe)	1.7L—Gas 1.6L—Turbo Diesel	1.7L	1.7L—Gas 1.6L—Diesel	2.0L—Gas 1.6L—Diesel
TRANSMISSION:						
Type	Transverse transaxle, front wheel drive	Longitudinal transaxle, front wheel drive	Transverse transaxle, front wheel drive	Transverse transaxle, front wheel drive	Transverse transaxle, front wheel drive	Transaxle, rear wheel drive
No. Speeds	3 + E Man., 4 + E Man. 3-sp. Auto.	4 + E Man. 3-sp. Auto.	4 + E Man. 3-sp. Auto.	4 + E Man. 3-sp. Auto.	3 + E Man. 4 + E Man.	4-sp. Man. (4 + E Man. - Diesel) 3-sp. Auto.
Clutch	Single disc, dry Triok torque converter—Automatic	Single disc, dry Triok torque converter—Automatic	Single disc, dry Triok torque converter—Automatic	Single disc, dry Triok torque converter—Automatic	Single disc, dry	Single dry plate—Gas Triok torque converter—Automatic
CHASSIS & SUSPENSION:						
Frame	Unitized body/chassis, bolt-on front fenders	Unitized body/chassis, bolt-on front fenders	Unitized body/chassis, bolt-on front fenders	Unitized body/chassis, bolt-on front fenders	Unitized body/chassis, bolt-on front fenders	Unitized construction
Front Suspension	Independent MacPherson struts, coil springs, telescopic shock absorbers	Independent MacPherson struts, coil springs, stabilizer bar, telescopic shock absorbers	Independent MacPherson struts, coil springs, telescopic shock absorbers	Independent MacPherson struts, coil springs, telescopic shock absorbers	Independent MacPherson struts, coil springs, telescopic shock absorbers	Independent with upper & lower control arms, coil springs, telescopic shock absorbers
Rear Suspension	Independent stabilizer axle, coil springs, telescopic shock absorbers	Independent track-adjusting torsion beam axle with trailing arms, coil springs, telescopic shock absorbers	Independent stabilizer axle with added stabilizer bar, progressive rate coil springs, telescopic shock absorbers	Independent stabilizer axle, coil springs, telescopic shock absorbers	Tubular axle with leaf springs, telescopic shock absorbers	Independent with semi-trailing arms, coil springs, telescopic shock absorbers
Service Brakes	Dual diagonal circuits; discs, front; drums, rear; self-adjusting, power-assisted	Dual diagonal circuits; discs, front; drums, rear; self-adjusting, power-assisted	Dual diagonal circuits; discs, front; drums, rear; self-adjusting, power-assisted	Dual diagonal circuits; discs, front; drums, rear; self-adjusting, power-assisted	Dual diagonal circuits; discs, front; drums, rear; self-adjusting, power-assisted	Dual hydraulic system, power assist; discs, front; drums, rear; self-adjusting; inertia-regulated rear pressure regulator
Parking Brake	Mechanical to rear wheels	Mechanical to rear wheels	Mechanical to rear wheels	Mechanical to rear wheels	Mechanical to rear wheels	Mechanical to rear wheels
Rim Size	4 1/2 x 13 6 J x 14 light alloy (GTI) 5 J x 13 (Convertible)	5 1/2 J x 13	5 1/2 J x 13	5 1/2 J x 13 light alloy	5 J x 13	5 1/2 J x 14
Tire Size	155/80R13 steel-belted radials; 185/60R14 steel-belted radials (GTI); 175/70R13 steel-belted radials (Convertible)	185/70R13 steel-belted radials	175/70R13 steel-belted radials	175/70R13 steel-belted radials	P185/70R13 steel-belted radials	185R14 radial ply
Steering	Rack and pinion w. negative steering roll radius	Rack and pinion w. negative steering roll radius	Rack and pinion w. negative steering roll radius	Rack and pinion w. negative steering roll radius	Rack and pinion w. negative steering roll radius	Rack and pinion w. 0° steering roll radius
ELECTRICAL SYSTEM:						
Rated Voltage	12V	12V	12V	12V	12V	12V
Battery	54 Amp/hr 63 Amp/hr—Diesel 45 Amp/hr—Convertible	45 Amp/hr—Gas 63 Amp/hr—Turbo Diesel 63 Amp/hr—Gas (GL)	45 Amp/hr—Gas 63 Amp/hr—Turbo Diesel	45 Amp/hr	54 Amp/hr—Gas 63 Amp/hr—Diesel	54 Amp/hr—Gas 63 Amp/hr—Diesel
DIMENSIONS:						
Wheelbase	94.5 in.	100.4 in.	94.5 in.	94.5 in.	103.3 in.	96.9 in.
Length	155.3 in.	180.2 in.—Sedan 178.2 in.—Coupe 183.1 in.—Wagon	167.6 in.	165.7 in.	168.3 in. (with rear bumper)	179.9 in.
Width	63.4 in.	66.9 in.	63.4 in.	64.0 in.	63.6 in.	72.6 in.
Height (Unloaded)	55.5 in.	55.1 in.	55.5 in.	51.4 in.	53.4 in.	77.2 in.
Ground Clearance (Loaded)	4.8 in.	5.0 in.	4.6 in.	4.3 in.	4.6 in.	7.5 in.
Turning Circle, Curb-to-Curb	31.2 ft.	31.5 ft.	31.2 ft.	31.2 ft.	31.5 ft.	34.5 ft.
1983 EPA ESTIMATED MPG**						
49 States: Est./ Est. Highway	33/45 Rabbit 29/36 GTI 29/43 Convertible	28/42 (41**)	30/43	28/43	27/38	26/22
California: Est./ Est. Highway	29/42 Convertible	28/42	28/42	28/42	28/39	17/23

*Use these figures for comparison with other vehicles. Actual mileage may vary with speed, weather, and trip length. Highway mileage will probably be less.

**Wagon - 18kmpg shown are for base model engine and transmission.

Volkswagen of America, Inc. believes the specifications in this brochure to be correct at the time of printing; however, specifications, standard equipment and options are subject to change without notice.