

1992 Golf Specifications.

ENGINE			
Type	Water-cooled, transversal front-mounted		
No. of cylinders	Four in line, single overhead cam		
Bore & stroke (1.8 L gas)	81.0 mm x 86.4 mm		
(1.8 L diesel)	86.5 mm x 96.4 mm		
Displacement (1.8 L gas)	1.8 L		
(1.8 L diesel)	1.6 L		
SAE net HP @ rpm (1.8 L gas)	75 (10700) HP @ 5,400 rpm		
(1.8 L diesel)	29 kW/ 42 HP @ 4,800 rpm		
SAE net torque (1.8 L gas)	146 Nm/107 ft. lbs. @ 3,400 rpm		
(1.8 L diesel)	93 Nm/69 ft. lbs. @ 2,000 rpm		
Compression ratio (1.8 L gas)	10.5:1		
(1.8 L diesel)	23:1		
Fuel system (1.8 L gas)	Digital fuel injection (multiport)		
(1.8 L diesel)	Mechanical diesel injection pump		
Fuel requirement (1.8 L gas)	Unleaded		
(1.8 L diesel)	Diesel fuel No. 2		
Fuel capacity (1.8 L gas)	60 L		
(1.8 L diesel)	4.5 L		
Oil capacity (incl. filter)	63.4mpg		
Battery	65.4mpg		
Alternator	Digital electronic with knock sensor		
Type of ignition (1.8 L gas)	Compression ignition		
(1.8 L diesel)			
DRIVE TRAIN			
Type	Front-wheel drive		
Clutch	Dry, single plate		
Manual transmission	Fully synchronized 5-speed		
Automatic transmission	3-speed with torque converter (gasoline model only)		
Gear ratios			
Manual	3.45/1.94/1.44/1.13/0.85/0.71		
Automatic	2.71/1.50/1.00/0.74		
Fuel drive			
Manual gas	3.67		
Automatic gas	3.41		
Manual diesel	3.94		
CHASSIS			
Body	Aerodynamic, all steel unitized, built on front fenders, passenger compartment designed as safety cell, front and rear designed to absorb impact energy		
Front suspension	Independent MacPherson struts, negative steering roll radius, stabilizer bar		
Rear suspension	Independent axle, coil springs, telescopic shock absorbers, stabilizer bar		
Braking system	Power-assisted, dual diagonal hydraulic circuits with discs at front, self-adjusting drums at rear		
Parking brake	Mechanical, effective on rear wheels		
Brake size	5.1 x 13 steel		
Tire type/size	175/70 SR 13 steel belted radial		
Steering system	Rack and pinion with energy-absorbing steering wheel and column, plus maintenance-free tie rods		
Turning circle	10.5 m to curb		
DIMENSIONS			
Wheel base	261.2	Overall width	160.4
Track front	142.9	Overall height (curb-to-top)	141.5
Track rear	142.2	Ground clearance (front)	11.7
Overall length	401.3		
FUEL CONSUMPTION* AND PERFORMANCE			
	5-speed manual diesel 1.8 L	5-speed manual gasoline 1.8 L	3-speed automatic gasoline 1.8 L
City L/100 km	6.5	9.8	13.0
Highway L/100 km	5.0	6.7	7.8
Acceleration: 0-60 km/h (sec)	10.8	7.0	8.7

*Estimated ratings based on Transport Canada approved test methods. *Your actual fuel consumption may vary.



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
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Golf



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**Sportable, lovable
Volkswagen Golf.**

Volkswagen Golf has somehow always seemed different from the rest. Perhaps it stems from its precise German engineering. Or its polished road manners. Or perhaps because of an unmistakable feeling of quality throughout.

Not exactly what you'd expect from a typical hatchback, we agree. But then Golf is anything but typical. Driving it brings an immediate and overwhelming sense of confidence and control. Because, ultimately, Golf is built to be great fun

to drive.

And this year's Golf is simply an outstanding value! We offer a hard-to-beat price tag, and an impressive list of features. For example, to improve handling and control during cornering, we have front

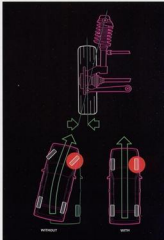
and rear stabilizer bars. For extra comfort, we include fully reclining and height-adjustable front seats, along with rich velour upholstery throughout. There's even an easy-to-read tachometer with digital quartz chronometer.

Volkswagen Golf: common sense, honest value.



Fig. 1

Fig. 2



Volkswagen Golf: made for fun and function.

Rear-wheel drive and rack and pinion steering mean improved traction and road handling. Fig. 1

The front negative steering roll radius, which helps maintain driver control and directional stability in the event of a sudden tire failure or when braking on slippery surfaces. Fig. 2

Adding the fun to function.

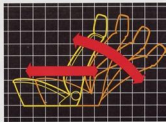
Golf's heart and soul is, and always has been, its superb versatility. If you're looking for something sporty and fun, Golf is as rimbly and spunky a performer as you could ever want. If space is important, Golf's 5-passenger seating and

abundant luggage space will surprise. And practical? That's Golf — to a tee! But above all, today's Golf is a driver's car. For example, Golf's high output 100 horsepower engine with Delphi fuel injection delivers brisk performance and clean

acceleration. Handling and ride are responsive and sure-footed thanks to rack and pinion steering, 4-wheel independent suspension and MacPherson front struts. There's also a "rock solid" quality to the fit and finish — which is not so

surprising when you realize it has an all-welded, unitized body. Interior details always seem just right, too. Neither too little nor too much. An example? — the superbly organized instrument panel and dashboard.





Perfecting the concept of inner space.

Interior space is an often overlooked feature. Until that first long trip!

Golf's practical, people-oriented design maximizes interior space to produce ample leg room and head room for five adults. Specially moulded door panels create

extra elbow room as well.

Lift the hatchback and you have 345 litres at your disposal. Fold the rear seat forward and the available space expands to an enormous 1345 litres, for the ultimate in hatchback versatility!

There's no shortage of creature comforts, either. Anatomically designed velour seats with adjustable headrests keep you comfortable and alert for hours behind the wheel. Other convenience features include a rear window defroster,

intermittent wipers and tinted glass. Plus a rear window wiper and washer to make everyday driving safer and more pleasant.

Interior comfort, and the unique simplicity and quality of its hatchback design make Golf a true original. But don't

just take our word for it. Put one to the test - today!

1. All instrumentation is logically organized.
2. All vital controls are readily at hand.
3. Golf's fully reclining front seats offer a wide range of adjustment.



**Golf GTI: the power
and the glory.**

For sheer driving excitement at a price that won't send tremors through your pocketbook, nothing beats Golf GTI and Golf GTI 16V. The road hugging Golf GTI comes fully equipped with a spirited 1.8 litre, 125 horsepower fuel-injected

engine, sport-calibrated independent suspension, power-assisted rack and pinion steering, sport seats and an AM/FM full logic stereo cassette.

And if you're looking to pump up the muscle, take a good look at GTI 16V: every-



thing GTI has, plus a sizzling 134 horsepower powerplant that rockets you from 0 to 100 km/h in a blistering 7.6 seconds. And because Volkswagen's engineers know there's more to an all-round performance car than just muscle, Golf GTI 16V

also comes with power-assisted disc brakes on all four wheels, 6 1/2 x 15 light alloy wheels and low-profile, high performance radial tires.

Golf GTI and GTI 16V. Catch one, if you can.

Golf GTI 16V

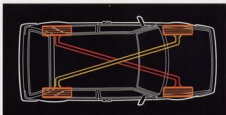
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Volkswagen engineers control.

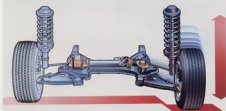
Some of Golf's most subtle engineering and safety refinements are hidden from view. For example, the dual brake circuits (Fig. 1) are diagonally split (left front with right rear, right front with left rear) to allow for more balanced stopping in the rare event either should fail.

Another important safety feature is negative steering roll radius. Incorporated into the steering geometry, it helps keep you in control in the event of a sudden tire failure or when braking on dissimilar surfaces. On a conventional car, a rapid tire deflation would pull the vehicle off-centre. Negative steering roll radius counteracts this tendency, helping the car maintain directional stability and enhancing driver control.

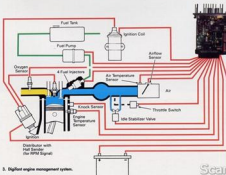
Golf is also equipped with MacPherson strut independent front suspension (Fig. 2) and a track-connecting rear axle which self-adjusts to compensate for understeer during hard cornering. The rear axle design uses a unique torsion beam stabilizer, which combines the stability of a conventional solid axle with the flexibility of independent rear suspension. The result is a smoother, more stable ride over rough or uneven road surfaces.



1. Dual diagonal brake circuits.



2. MacPherson strut independent front suspension.



3. Digifant engine management system.

Proven performance: the Digifant engine management system.

Golf's 1.8 litre fuel-injected engine is controlled by Volkswagen's Digifant engine management system (Fig. 3). The microprocessor-controlled Digifant system provides enhanced performance and fuel efficiency by electronically monitoring and controlling the key performance characteristics: engine speed, cool ant and intake air temperatures, intake air volume and throttle position.

For those who prefer diesel power, Golf is unique in that it also offers a 1.6 litre diesel engine, the product of Volkswagen's extensive experience in diesel technology.

Volkswagen engineers safety.

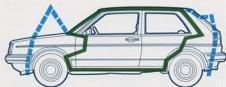
Golf is also a very safety-conscious automobile. The Golf body, for example, is of unitized, all-welded "safety cell" construction (Fig. 4). Impact-absorbing "crumple" areas (Fig. 5) are built into both the front and rear of the body to provide passengers with additional protection.

Wide, protective side beams provide further protection along the driver and passenger doors. The bumpers, the specially designed steering column and the dashboard are also built to cushion impact in case of collision.

These are just some examples of Volkswagen's ongoing commitment to engineering its cars with the highest degree of control and safety.



4. Golf body "shell".



5. Front and rear "crumple" zones.

