



Corrado





Your invitation to a fine German performance.

From its distinctive contemporary lines to its powerful 6-cylinder engine, the Volkswagen Corrado signifies a bold approach to driving excitement.

Powered by a 2.8 litre 178 hp 6-cylinder engine that delivers every ounce of the invigorating power

alluded to by its windswept profile, the Corrado boasts a full range of performance features.

There is front-wheel drive and power-assisted rack and pinion steering for greater control and tighter cornering.

A speed-sensitive rear

spoiler which extends at high speeds for greater stability.

And there are ABS anti-lock disc brakes, because a car capable of moving quickly should be equally capable of stopping quickly.

All designed to keep

you in total control, the Corrado's precise handling and powerful sports car capabilities are complemented by an equally impressive level of driver and passenger comfort within.

And as much as the Corrado embodies all the

latest advancements in Volkswagen performance, technology and styling, it also maintains its long and proud Volkswagen heritage of German engineered reliability.

After all, in their ongoing pursuit of technological advancement, those

diligent German engineers would never start anything they couldn't finish with precision.

The Corrado. Every inch a sports car.

Every inch a Volkswagen.



Designed by the wind.

The Corrado's sleek design is a product of repeated wind-tunnel testing, painstaking attention to exterior fittings and details, and an eye for fine lines and graceful form.

Throughout its length, the body has been designed as a harmonious and exactly integrated unit.

The net result is a striking sports car with a very impressive drag coefficient of just 0.32.

To increase high speed stability and handling, the rear spoiler of the Corrado automatically raises at 72 km/h, reducing rear end lift by as much as 64% at high speeds.



The streamlined body is assembled by one of Europe's oldest and most respected custom coach building firms, Karmann Coachworks, who also assemble the renowned Volkswagen Golf Cabriolet, and other fine European automobiles.

Has form followed func-

tion or vice versa? In both respects, the Corrado performs equally well, and to this end, we'll let you be the judge.

When art meets science, the result is the Corrado. A car as exciting as it looks.



Interior not exactly as shown.

Comforting thoughts for the demanding driver.

To be truly satisfying, a ride in a sports car should be as comfortable as it is exhilarating. Hence the ergonomic design and spacious interior of the Corrado.

The 8-way, power-adjustable, heated Recaro front sport seats have been anatomically designed to provide firm, lateral support

when cornering at high speed. They have also been designed to be fully adjustable, thus allowing the driver the greatest comfort possible. And to add a touch of luxury, supple leather covering is an available option.

The rear seats are also deeply contoured and



include integrated headrests. Separated by a centre armrest with storage bin, their size and shape have been designed to comfortably accommodate adults. The upper portion of the rear seats are split asymmetrically (1/3 to 2/3), and fold for greater versatility.

Power windows, power

mirrors and a power door-locking system are all standard equipment, as is air conditioning.

The Corrado: where the pure exhilaration of sports car driving is complemented by the total comfort of the German-engineered ride.



Interior and dashboard not exactly as shown.

**Where
great
relationships
begin.**

The instant you slip behind the leather-wrapped steering wheel of the Corrado, you will recognize the intelligence of a well-designed cockpit. All controls have been conveniently located within easy reach, ensuring comfort, safety, and the freedom to concentrate on the sheer pleasure of driving.

The instrument panel is highly legible, and dominated by three large, white-on-black analogue gauges; a speedometer, tachometer and a combination coolant temperature and fuel level monitor. On the left side of the panel is the digital multi-function trip computer.

The gear shift in the

Corrado operates a cable-activated close-ratio 5-speed manual transmission, ensuring fast and precise gear changes.

The interior of the Corrado reflects the perfect integration of comfort and safety. But then, what else would you expect from a German-engineered Volkswagen?



Two-way tilt and retract sunroof (optional).



Multi-function computer. *



VR6 6-cylinder 178 hp engine.



Height-adjustable and heatable power front Recaro sport seats.



Adjustable steering column.



Cast aluminum 5-spoke wheels.

The VR6 engine: compact muscle.

At the heart of the Corrado is Volkswagen's exclusive VR6 engine, a 178hp 2.8 litre fuel-injected 6-cylinder engine.

The narrow 15 degree VR6 concept combines the advantages of a straight-six configuration (the cylinder head, for example, is a single casting spanning both cylinder banks) with those of a conventional 60 or 90 degree V-arrangement, without incorporating the drawbacks of either configuration.

In fact, the VR6 is so tightly designed that you may be forgiven for thinking it a 4-cylinder at first glance.

The compactness of the Corrado's 12-valve 6-cylinder engine makes it ideal for transverse mounting, while its long-stroke design minimizes

both basic pollutant emissions and fuel consumption - which means less CO₂ emissions.

With a minimum torque of 240 N-m (177 ft/lbs) at 4200 rpm, the VR6 has been designed to provide both excellent traction characteristics - at least 200 N-m (147 ft/lbs) is available over a wide range between 2000 and 6000 rpm - as well as the consummate power expected from a car such as the Corrado.

A product of Volkswagen's accelerated thinking.

All the auxiliary systems are neatly positioned in a space-saving arrangement underneath the inclined outer walls of the cylinder block.

The water pump, for example, is located under cylinders 1 and 2.

And, for the first time, Volkswagen has employed a Bosch Motronic (Type M 2.7) for mixture formation. This combined ignition and injection control system uses two knock sensors, and is capable of providing the precise amount of fuel necessary under varying engine conditions.

The dimensions of the standard five-speed gearbox have been adapted to the higher torque of the VR6 engine, thus enhancing the sporty character of the six-cylinder unit, and providing smooth 4th gear acceleration from 65 to 95 km/h in just 6.4 seconds. For the 0 to 100 km/h bracket, the VR6 takes all of 7.1 seconds, with a top track speed of 225 km/h.

For the ultimate in compact muscle, the VR6-powered Corrado can't be beat.



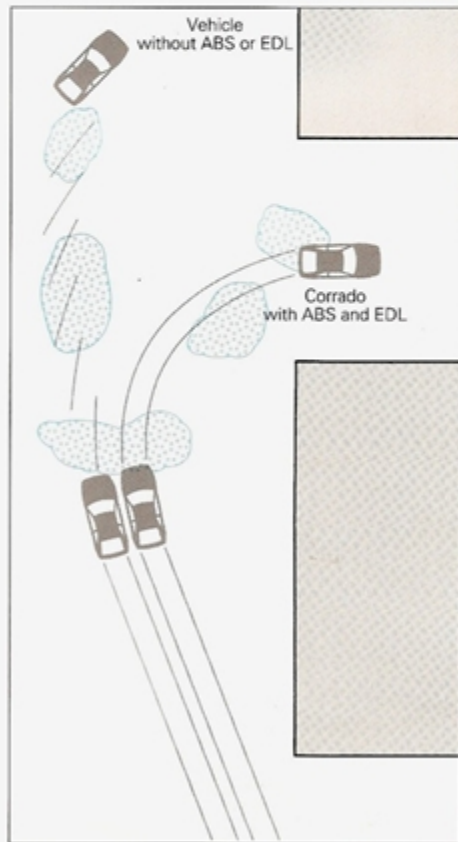
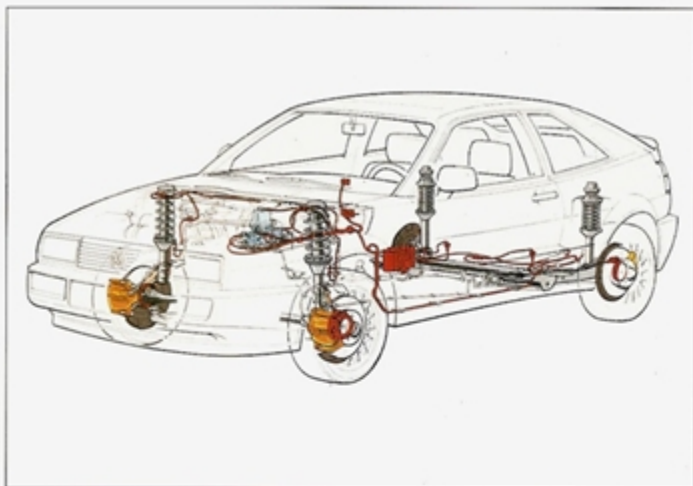
Performance suspension.

The handling capabilities of a sports car are governed by the geometry and design of the suspension system.

With this in mind, the Corrado is equipped with MacPherson strut front suspension with an anti-roll bar, track stabilizing rear axle, and negative steering roll radius. The result is optimum wheel-to-road contact in all driving conditions.

The rear suspension consists of a rear torsion beam trailing arm with track-correcting mountings. This results in subtle directional changes of the rear wheels in accordance with cornering speed thus giving greater tracking control.

There are also spring dampers precisely matched to ensure optimum handling.



Anti-lock braking and Electronic differential lock system.

When braking under extreme conditions, it is imperative to maintain directional control. That's why the anti-lock braking system (ABS) and electronic differential lock (EDL) systems are standard features of the Corrado.

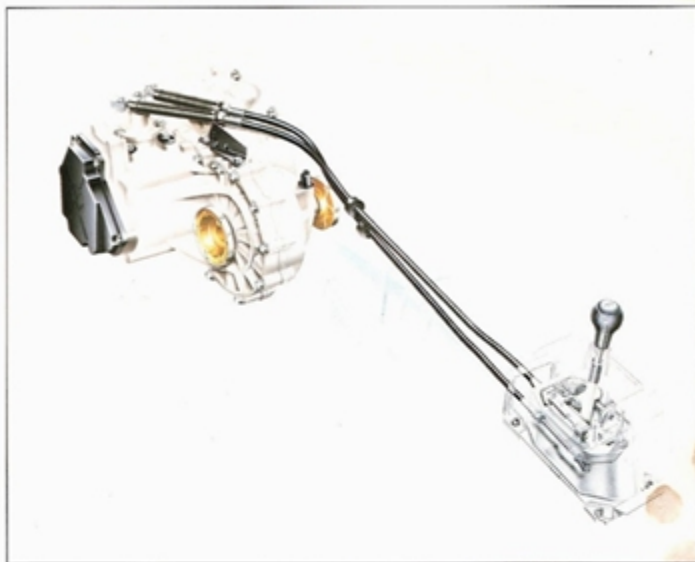
ABS employs sensors which monitor each wheel for lock-up and is in turn capable of modulating that wheel's brake up to 15 times per second, so that each brake grips to its utmost capacity.

EDL employs the same sensors to detect wheel slippage. When slippage is detected, EDL brakes the wheel until it reaches the same speed as its partner on the same axle, without affecting handling.

The net result of both systems is enhanced directional control and safety in virtually all operating conditions.

Precise gear shifting.

The Corrado is equipped with a new close-ratio gearbox able to handle the higher torque loads imposed by the VR6 engine. It is small, light, and features a double synchronizer on second gear for positive shifts on the most frequently used acceleration gear. A pair of Bowden cables are used to reduce drive train noise transfers and ensure easy, fast and precise shifting.



Automatic rear spoiler.

As a matter of practicality, the aerodynamics of most automobiles are a compromise designed to accommodate all driving speeds.

Not so, the Corrado. With its automatic rear spoiler, the Corrado is capable of tailoring its own aerodynamics instantaneously to complement its speed.

Here's how it works: when the Corrado reaches 72 km/h, the rear spoiler automatically rises, reducing rear-end lift by as much as 64%, or the equivalent of 30 kg. This reduction in aerodynamic lift improves directional control at high speeds without compromising performance or fuel economy.

When speed is decreased and reaches 20 km/h, the spoiler automatically retracts.

As a final example of the thoughtfulness incorporated into its design, the Corrado has a switch under the left side of the instrument panel. Its sole function is to manually raise the spoiler to facilitate cleaning.



Corrado's special features.

The Corrado has been equipped with several convenient features designed with your safety and comfort in mind.

For example, the multi-function trip computer instantly calculates driving time, distance covered, average speed, engine oil and ambient temperature, all by the simple push of a button on the end of the wiper stalk.

Volkswagen warranty protection.

Your Corrado is the product of the latest technological innovations, solid engineering and superb craftsmanship. And because Volkswagen believes in what they build, they back



Guaranteed Mobility.

24-hour roadside assistance.

In the unlikely event that your new Corrado develops a mechanical problem, your car is covered by Volkswagen's Guaranteed Mobility 24-hour roadside assistance programme.

Should you become stranded due to mechanical failure at any time, any day of the year, anywhere in Canada or the United States, all you have to do is call our toll-free number 1-800-263-7601. Every attempt will be made to deliver you and your car to the capable hands of an

6-year corrosion protection.

Your new Corrado is covered by a 6-year corrosion perforation warranty no matter how far you drive. This warranty covers any repair or replacement of body sheet metal parts that have been perforated by rust. Repairs under this warranty are made free of charge. Your Volkswagen

Electronic security coded stereo system.

The AM/FM stereo full-logic cassette Electronic Tuning Radio in your new Corrado is an audiophile's delight. Therefore it's been given a special code known only to you so that

Then there's the AM/FM stereo cassette sound system, an audiophile's delight. It has automatic scanning so you don't have to take your eyes off the road to find the station you want.

These and other special features have all been designed to make your life behind the wheel of the Corrado safer and easier.

it with a 3-year/60,000 kilometre (whichever comes first) bumper-to-bumper limited warranty. Ask your Volkswagen dealer for full details.

authorized Volkswagen dealer. If a Volkswagen dealer is more than 120 kilometres away, we will tow you to the nearest participating service centre. In some instances, we will even provide overnight hotel accommodation or a loaner car. Free of charge. Guaranteed Mobility roadside assistance is good for 3 years, as long as regular maintenance and repairs are performed by an authorized Volkswagen dealer. Your dealer has full details.

dealer will repair any defective part or replace it with a new genuine Volkswagen part. Because your Corrado is corrosion protected at the factory, there is no need for rust-proofing. You may not be thinking 6 years ahead, but it's good to know Volkswagen is.

its full range sound remains for your ears only. Should power to the unit be disconnected, the security code must be re-entered for it to work, thereby discouraging theft.

Setting standards.

- 2.8 litre, 178 SAE net hp, 6-cylinder engine
- Digifant fuel injection
- 5-speed, close-ratio manual sports transmission
- Front-wheel drive
- Electronic anti-lock braking system with 4-wheel discs, and brake pressure regulator
- MacPherson strut front suspension with lower wishbones, anti-roll bar and track-stabilizing steering roll radius
- Rear torsion beam trailing arm with track-correcting mountings, spring dampers and anti-roll bar
- Aerodynamic halogen headlights
- Fog lights
- 6 1/2 x 15 light alloy wheels
- 205/50R 15H radial tires
- Power-assisted rack and pinion steering
- Automatic rear spoiler extends at speed to reduce lift
- Integrated front bumper/air dam
- 8-way, power-adjustable, heatable Recaro front sport seats
- Time delay courtesy lights
- Leather-wrapped tilt steering wheel
- Cruise control
- Air conditioning
- Power windows
- Anti-theft alarm system.
- Central door locking system
- Electronic trip computer
- AM/FM stereo full-logic cassette ETR sound system with Electronic Security Code protection
- Tachometer
- Rear wiper/washer with intermittent feature
- Heatable windshield washer nozzles
- Leather seats
- Power tilt/slide sunroof
- 4-speed automatic transmission

Options.

Corrado specifications.

ENGINE

Type	Gasoline, 6-cylinder, 15° in-line V
Bore	81.0 mm
Stroke	90.3 mm
Displacement	2792 cc
HP @ RPM (SAE net)	178 @ 5800
SAE net torque	240 N·m/177 Ft. lbs @4200 RPM
Compression ratio	10.0:1
Fuel requirement	Unleaded (premium recommended)
Fuel capacity	70 L
Oil capacity (incl. filter)	5.96L
Battery	12 V, 63 A
Alternator	14 V, 120 A
Ignition type	Digital electronic with knock sensor

DRIVE TRAIN

Type	Front-wheel drive with EDL
Clutch	Dry, single plate
Manual transmission	Fully synchronized, close-ratio, 5-speed
Automatic transmission	4-speed with torque converter
Gear ratios	Manual Automatic
1st	3.78:1 2.71:1
2nd	2.14:1 1.55:1
3rd	1.46:1 1.00:1
4th	1.03:1 0.68:1
5th	0.84:1 -
Reverse	3.60:1 2.11:1
Final drive	3.64:1 4.15:1

CHASSIS

Body	Unitized construction, bolt-on front fenders, decoupled long member
Front suspension	Independent MacPherson struts, 18 mm stabilizer bar, coil springs, telescopic shock absorbers
Rear suspension	Independent torsion beam axle, coil springs, telescopic shock absorbers
Service brakes	ABS triple circuits with power- assist, vented front, solid rear discs, self-adjusting
Parking brake	Mechanical, effective on rear wheels
Wheels	6 1/2 J x 15 5-spoke heat treated light alloy
Tires	205/50R 15H steel-belted radials
Steering system	Power-assisted rack and pinion
Turning circle	10.5 m (curb to curb)

DIMENSIONS

Wheelbase	247.0 cm
Track front	143.5 cm
Track rear	143.2 cm
Overall length	404.6 cm
Overall width	169.0 cm
Overall height (unladen)	131.0 cm
Ground clearance (laden)	11.7 cm

FUEL CONSUMPTION* AND PERFORMANCE

	5-speed manual	4-speed automatic
Urban L/100 km	12.9	14.1
Highway L/100 km	8.6	9.3
Acceleration 0-80 km/h (sec)	5.1	5.8
Acceleration 0-100 km/h (sec)	7.1	8.1

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

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