

# VANAGON.

THE LEGEND IMPROVES.



## How The Legend Of The Vanagon Began.

One auto expert has said that if you want to see what the automotive future holds, look to Volkswagen.

Nowhere is this truer than in the case of the van.

Volkswagen introduced the bus to America in 1952. A grand total of ten were sold.

At first, people were skeptical. This strange-looking vehicle was bigger than a car. Not quite a truck. And was, well, boxy.

Precisely, said Volkswagen. If you have a lot to carry, use a box on wheels.

Soon this kind of logic became clear, and the demand for Volkswagen buses grew.

During the next three decades, the Volkswagen bus had a following as loyal and diverse as any the automotive world had ever seen.

Volkswagen always kept up with the demands of its enthusiasts. The bus underwent two major body changes and thousands of other refinements.

As a result, over 5.5 million Volkswagen buses have been produced.

At the top of this extraordinary evolutionary road stands the 1983 Vanagon, a name we chose back in 1980. Everything Volkswagen has learned in over 30 years has gone into it.

Some of the changes are obvious. Some, even striking.

But there is one improvement that far out distances all that has gone before it.

And that is the outstanding performance of the 1983 Vanagon.

Even the experts were amazed. They hailed the Vanagon as one of the best performing and handling vans on the road. *Car and Driver* went so far as to call it "the Porsche 911 of vans."

Let's examine the 1983 Vanagon a little closer to see what puts it in a performance class all by itself.



### SPECIFICATIONS, 1983 VANAGON WITH WATER-COOLED ENGINE

ENGINE	GASOLINE
No. of Cylinders	4 Horizontally Opposed
Bore	3.70 In. (94.0mm)
Stroke	2.72 In. (69.0mm)
Displacement	117.0 Cu. In. (1915 cc)
Compression Ratio	8.6:1
Horsepower @RPM (SAE NET)	82 @ 4800
Max. Torque Lbs.—Ft. @RPM (SAE NET)	105.5 @ 2600
Fuel Requirement	Unleaded Only

ENGINE DESIGN	
Engine Block	Split Light Alloy Case
Cylinders	Cast Iron Sleeves
Cylinder Heads	Aluminum Alloy with Water Jackets
Valve Arrangement	Pushrod Operated Overhead Valves, Hydraulic Lifters
Cooling System	Liquid Cooled, with Belt-Driven Water Pump
Fuel/Air Supply	Fuel Injection, Digital Air-Flow Controlled

ELECTRICAL SYSTEM	
Rated Voltage	12 V
Battery	54 Amp/hr.
Ignition	Breakerless Electronic
Firing Order	1 - 4 - 3 - 2
Alternator Output	14V/65 Amp Max.

DRIVE TRAIN		
Clutch	Single Dry Plate	Trilok Torque Conv.
Transmission	4-Speed Manual	3-Speed Automatic
Transmission Gear Ratios		
1st	3.78:1	2.71:1
2nd	2.06:1	1.50:1
3rd	1.26:1	1.00:1
4th	0.85:1	—
Reverse	3.67:1	2.43:1
Final Drive	4.86:1	4.09:1

BODY, CHASSIS AND SUSPENSION	
Type	Unitized Construction
Front Suspension	Independent with Upper and Lower Control Arms, Coil Springs, Telescopic Shock Absorbers
Rear Suspension	Independent with Semi-trailing Arms, Coil Springs, Telescopic Shock Absorber
Service Brakes	Dual Hydraulic system, Power Assist, Front Disc, Rear Drum, Inertia-controlled Pressure Regulator
Parking Brake	Mechanical to Rear Wheels
Rims	5½J x 14
Tires	185 R 14 Radial Ply
Steering	Rack and Pinion with 0° Steering Roll Radius

CAPACITIES	
Engine Oil	6.3 Pints
Fuel	15.9 U.S. Gallons
Coolant	4.2 Gallons (16 ltr.)
Luggage	49.7 Cu. Ft. (201 Cu. Ft. Total Capacity)

DIMENSIONS	
Wheelbase	96.9 in.
Front Track	62.3 in.
Rear Track	61.8 in.
Overall Length	179.9 in.
Overall Width	72.6 in.
Overall Height (Unladen)	77.2 in.
Ground Clearance (Laden)	7.5 in.
Turning Circle	34.5 Ft. Curb-to-Curb

PERFORMANCE	MANUAL	AUTOMATIC
Top Speed	84 mph	81 mph
Acceleration		
0-50 mph	12.2 Sec.	13.0 Sec.
0-60 mph	17.3 Sec.	21.3 Sec.
1983 EPA Estimates*		
Est. mpg (inc. Calif.)	19	19
Est. Hwy mpg (inc. Calif.)	27	24

\*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.

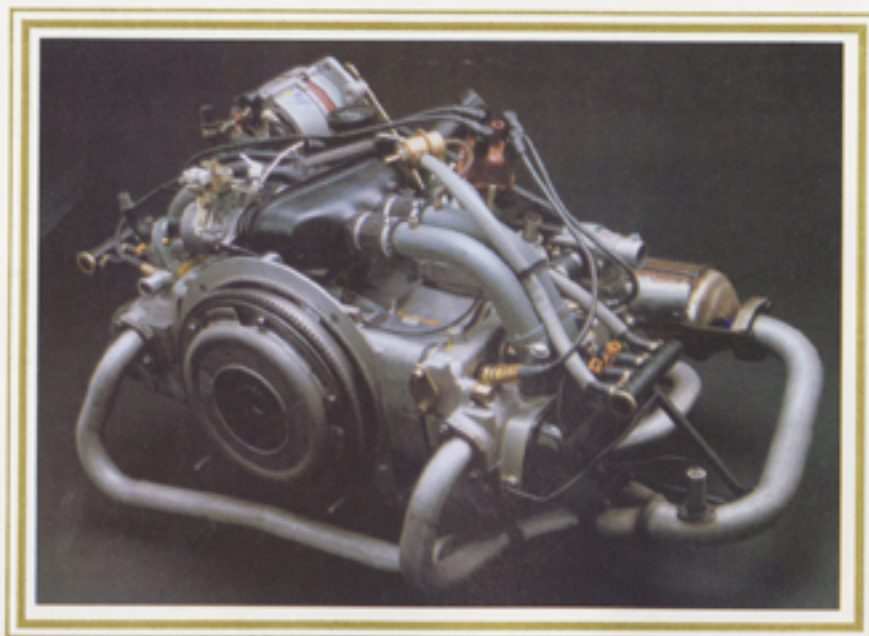
Volkswagen of America, Inc. believes the specifications in this brochure to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice. Some options may be unavailable when your car is built. Please ask your dealer for advice concerning current availability of options and verify that your car includes the optional equipment you ordered.



NOTHING ELSE IS A VOLKSWAGEN.

---

## *The Vanagon with New Water-Cooled Engine.*



### *A New Standard Of Performance.*

The powerbase of the 1983 Vanagon is its new water-cooled engine.

The first difference you'll notice is that the engine is not in front where most usually are. Instead, it's sitting squarely over the rear axle for maximum traction.

An arrangement that keeps engine noise at a minimum. Gives front passengers more leg room. And provides nearly equal front-to-rear weight distribution.

Although the new engine is more compact than its air-cooled predecessor, it's also more powerful—with 22% more horsepower.

But the new engine is not all brawn. It has brains, too. A unique "Digi-Jet" fuel injection system digitally monitors the fuel and air mixture for maximum power output.

Just as comforting, the EPA estimates that the new engine is 19% more economical than the

old one, and 23% more economical on the highway.\*

But of course the ultimate test of any engine is its road performance. So the ultimate test of a Vanagon is to drive one.

Combined with a re-engineered transmission and fully independent suspension, the new engine makes the Vanagon quick and responsive. And a pure joy to drive.

\*Based on 49 state fuel economy estimates. See 1983 EPA estimates on back cover.

---

The 1983 Vanagon gives you the best of a van. The best of a station wagon. And the best of Volkswagen.

When you first see the Vanagon, you'll be surprised at how streamlined and compact it really is—only a foot longer than a Porsche and 6 inches wider.

But inside, it's absolutely cavernous. There's seating for seven with generous leg room for all. Plus an open air feeling thanks to wall-to-wall picture windows.

If you need more room, simply remove the middle seat and fold down the rear seat. Now you're ready to carry nearly a ton of goods.

Look around. The fit



and finish are pure Volkswagen, and standard features abound. Cut pile carpeting. Tinted glass. Rear window de-fogger.

If you're really fond of luxury, the Vanagon GL offers such amenities as patterned velour upholstery. Large fold-down armrests. And special see-through head restraints.

And if you can't resist

the call of the wild, there's always the Vanagon Camper with its famous "pop-up top," two full-size beds, and swivel front seats. This home-away-from-home even has running water, a stove and refrigerator, and plenty of food and clothing storage space.

But whichever Vanagon you



choose, once you're behind the wheel, you'll forget you're in a van.

The Vanagon maneuvers and parks easier than some cars, and on the road it's remarkably nimble. Out on the interstate it's rock-steady. But be forewarned. Its rack and pinion steering and independent suspension will soon have you seeking the curves of country roads.

So if you're still undecided whether to get a van or a station wagon, get both.

Get the 1983 Vanagon.



*The only vehicle in America that successfully combines the best features of a Van and a Station Wagon.*





*“The Porsche 911 of Vans”*

*Car and Driver*