



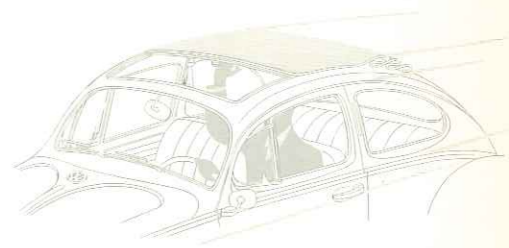
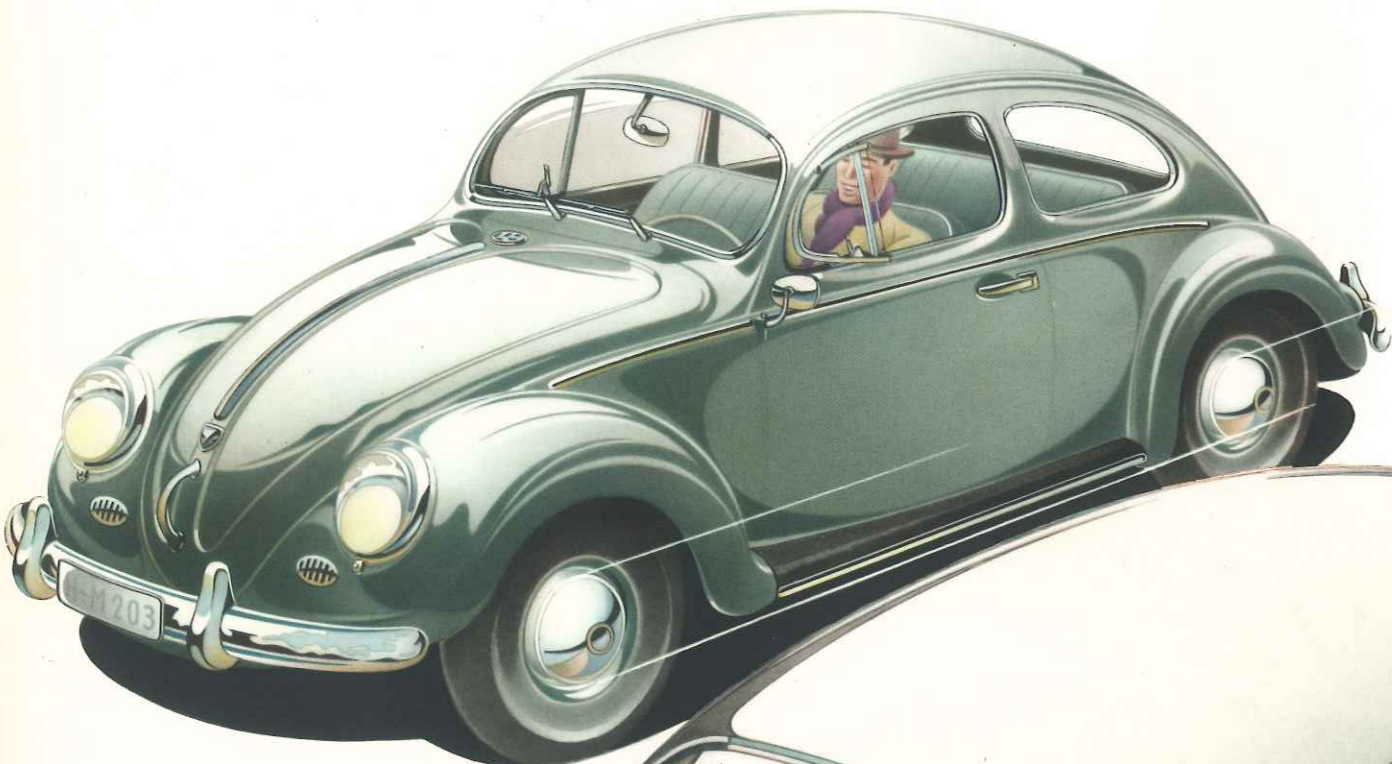
Volkswagen ...



The Honest Car

In ten short years the Volkswagen has risen from total obscurity to become a household word on every continent, an accepted international yardstick for judging an automobile. Of all the cars exported in the world, the Volkswagen now holds undisputed first place. The VW has an ideal sales force: some two million happy owners. No wonder the constantly increasing output at Wolfsburg never catches up with demand. Why is it that the imagination of two million Volkswagen owners has been fired by this amazing car? Because it possesses a combination of performance and economy never before known in car design. Because of its sensible engineering and sturdy construction. Because it does not pretend to be anything but what it is — an honest car. Because there has been a consistent policy unswayed by whims of fashion, holding fast what has proved itself, yet constantly improving the car and so raising it to an internationally admired pitch of perfection. The plainest and most gratifying proof of this is the high resale value of a Volkswagen. Buying one is a sound and a secure investment.

DE LUXE SEDAN



SUN ROOF SEDAN



Reviews

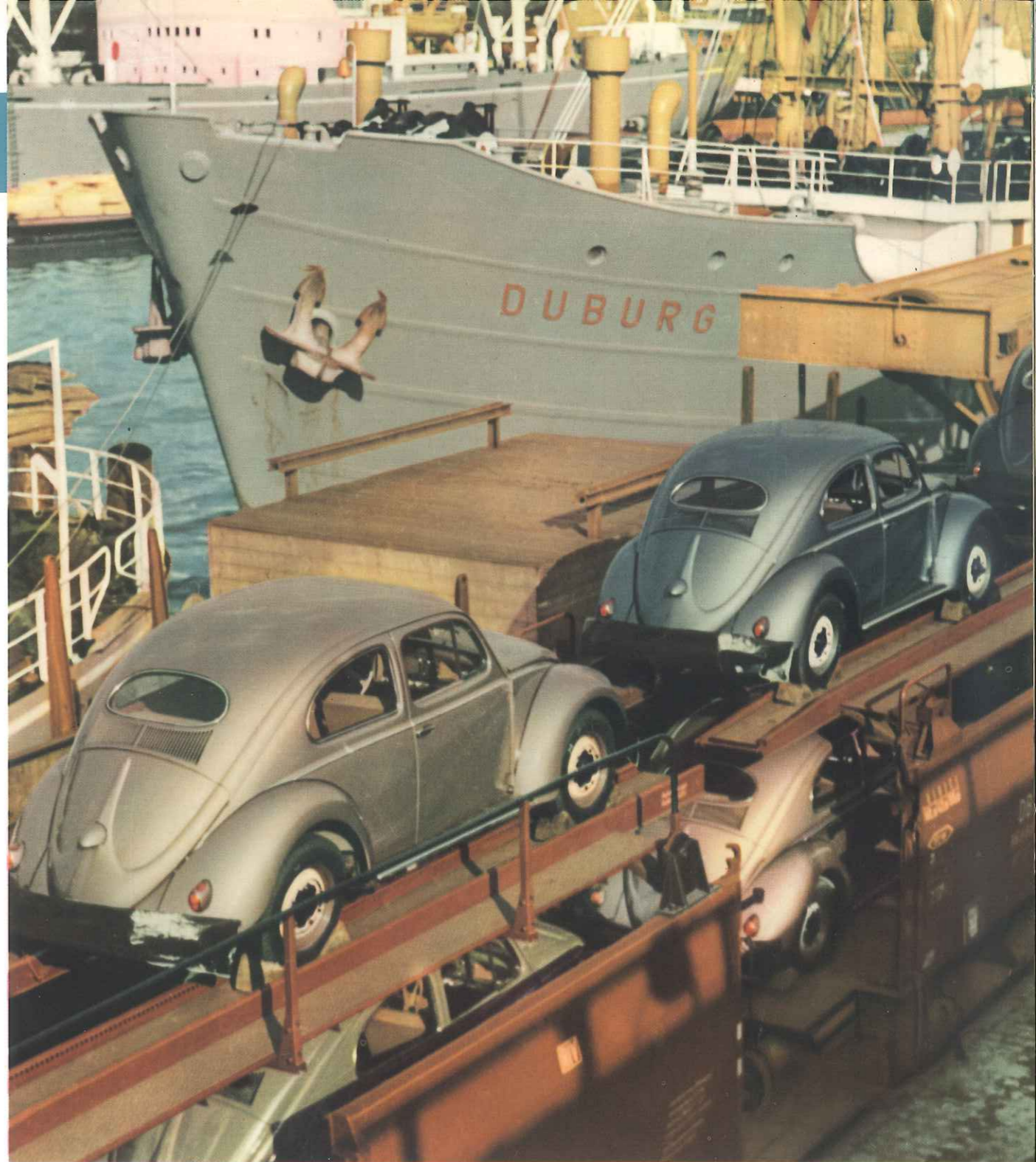
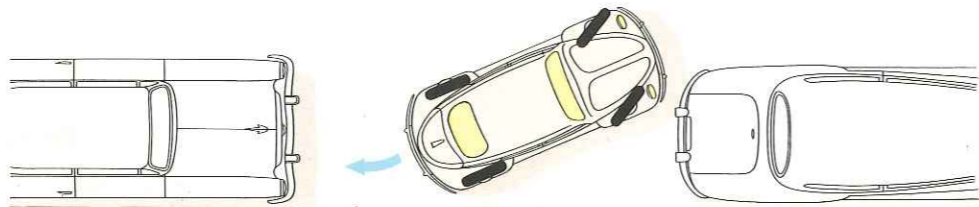
CONVERTIBLE



Both the De Luxe Sedan (also available with sun roof) and the luxurious Volkswagen Convertible offer the same typical features that distinguish every Volkswagen: classic and timeless body design; the Volkswagen air-cooled flat four engine; Volkswagen torsion-bar springing. Is driving an open car in fresh air and sunlight your sport? Do you want a car that underlines your individuality? If so, you will enjoy the Volkswagen Convertible. Every lady who takes the wheel is enchanted with the restrained beauty of this smart convertible, with its

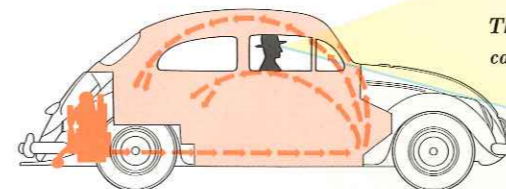
graceful lines and its first class driving qualities, so typical of the VW. The Volkswagen Convertible is economical, yet eager to go. It handles effortlessly, whether in the thick of traffic or on hairpin mountain bends. With its broad spectrum of truly distinguished shades, the range of standard colours for convertibles and saloons pleases any taste. The brilliance and superb quality of the enamel endow the VW with lasting value. Volkswagen owners the world over park their cars outdoors without a qualm — the triple armour of enamel is their garage.

*Parking with a smile! There's always room to slip in with a Volkswagen — the perfection of agility and easy handling.*



Today's motorist takes two things for granted in his car: first, the ever-ready, absolutely dependable assistant for daily business; second, the smart-looking and amusing companion in hours of recreation. With a Volkswagen, that triumph of engineering, your

business and private life alike come into their own; this car is part of the international motoring scene, in city or country, because it covers both long distances and short with gratifying economy, leaving you master of space and time.

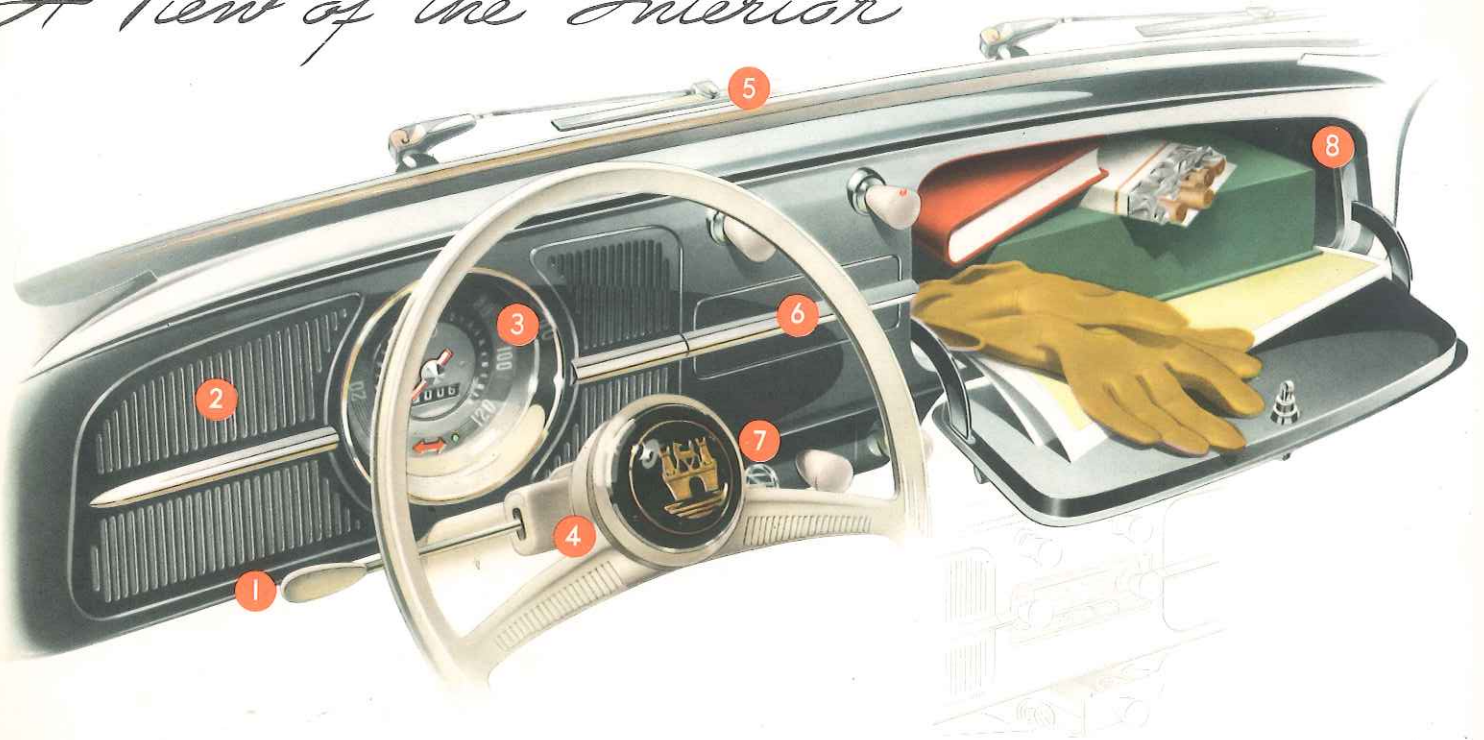


*The heater (standard equipment) can be adjusted exactly as you choose.*

*In the interests of safe driving: unobstructed vision to the front and rear of the car — afforded by generous windscreen and rear window.*



# A View of the Interior

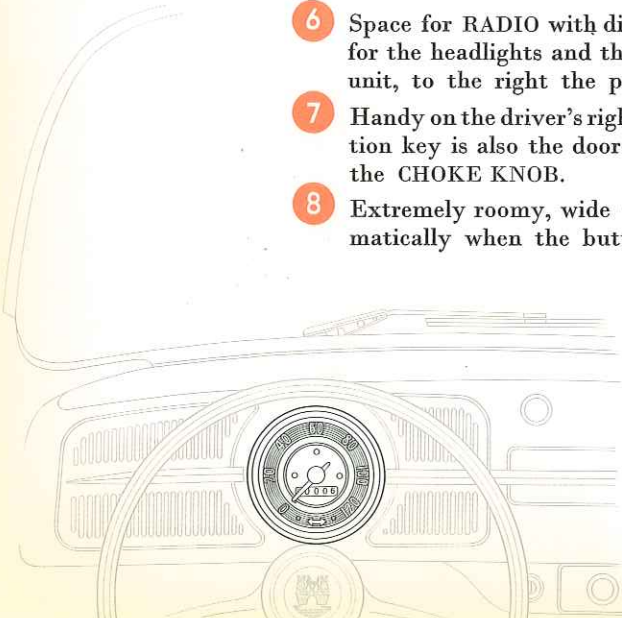


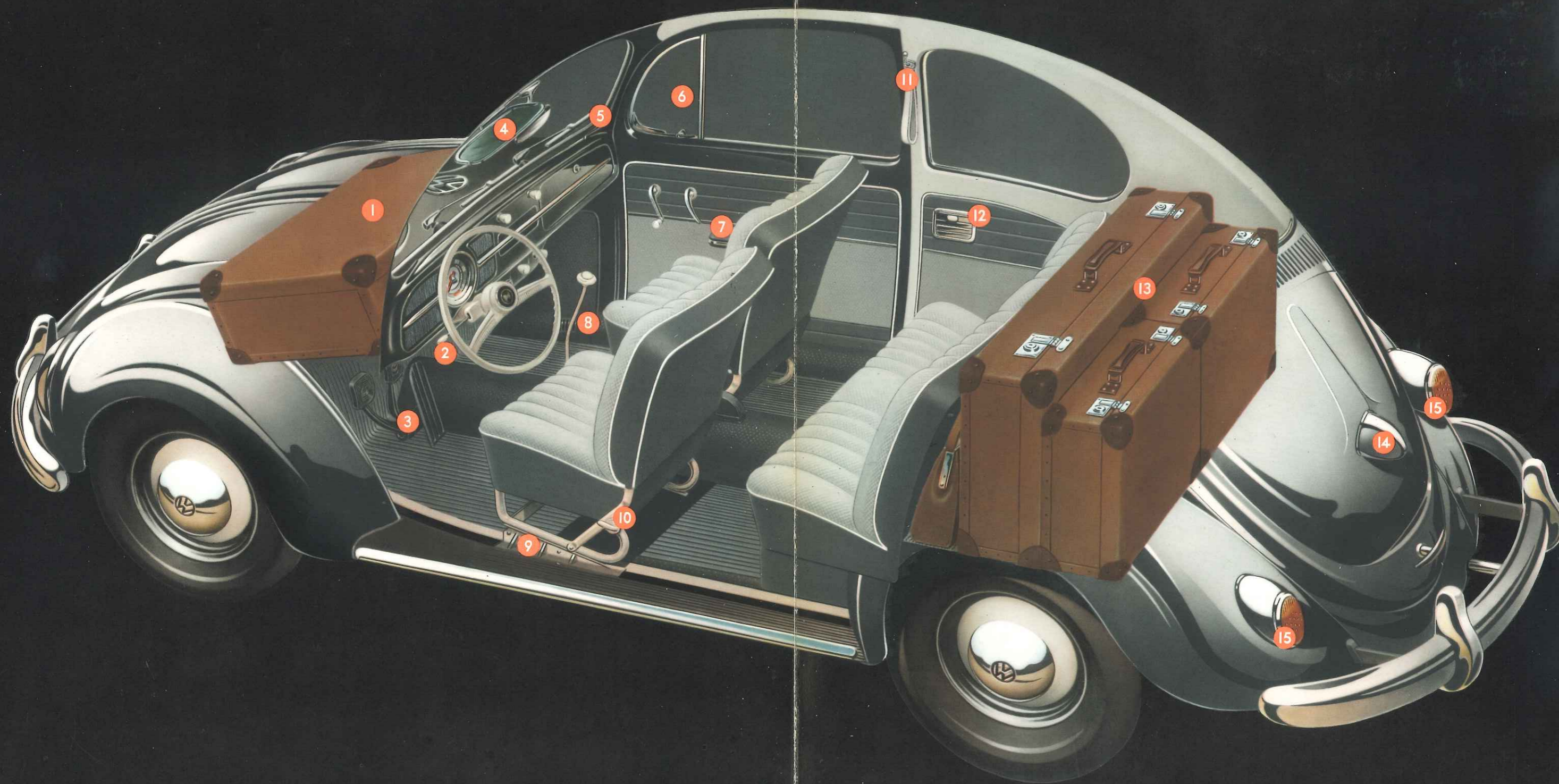
Driving pleasure begins as you step into the car, for the interior of the Volkswagen, like the outside, is both handsome and functional. Upholstery and door and wall fabrics harmonize subtly in colour and pattern with the paint, giving you a sense of comfortable distinction. Seats and backs are softly sprung and form-fitting. The generous front seats can be individually adjusted even

when the car is in motion. As they shift forward, they also rise; the backs can be adjusted to three different angles. The deep seat in the back has ample room for three, and the distance from the front seats gives them full freedom of movement. When a door is opened, the bright top light goes on automatically. The speedometer light is adjustable at will. A glance at the tasteful panel shows:

- 1 INDICATOR LEVER on the steering column, can be operated with one finger of the left hand.
- 2 Behind a tasteful grille, space to install a LOUDSPEAKER.
- 3 COMBINED INSTRUMENT UNIT with speedometer, odometer warning lights, neatly spotted on the dial, for generator and cooling system (red), oil pressure (green), high beam (blue), and directional signal (double arrow).
- 4 Hand-fitting, comfortable TWO SPOKE STEERING WHEEL, light-coloured, with the arms of Wolfsburg castle on the horn button.
- 5 Fast-moving WINDSCREEN WIPERS with wide sweep and firm pressure, non-dazzling, with automatic return when shut off.
- 6 Space for RADIO with dial and knobs, above it to the left the pull-and-twist switch for the headlights and the fully adjustable illumination of the combined instrument unit, to the right the pull switch for the windscreen wipers.
- 7 Handy on the driver's right the combined IGNITION AND STARTING LOCK (the ignition key is also the door key), next to this the convenient pull-out ASH-TRAY and the CHOKE KNOB.
- 8 Extremely roomy, wide GLOVE COMPARTMENT, the lid of which drops open automatically when the button is pressed.

Clearly visible in front of the driver is the combined instrument unit which incorporates all controls needed when driving. Immediately in his line of vision is the undestructible clear-vision area of the windscreen. Highly efficient and broad defroster warm air vents protect the windows from getting misted or iced up.



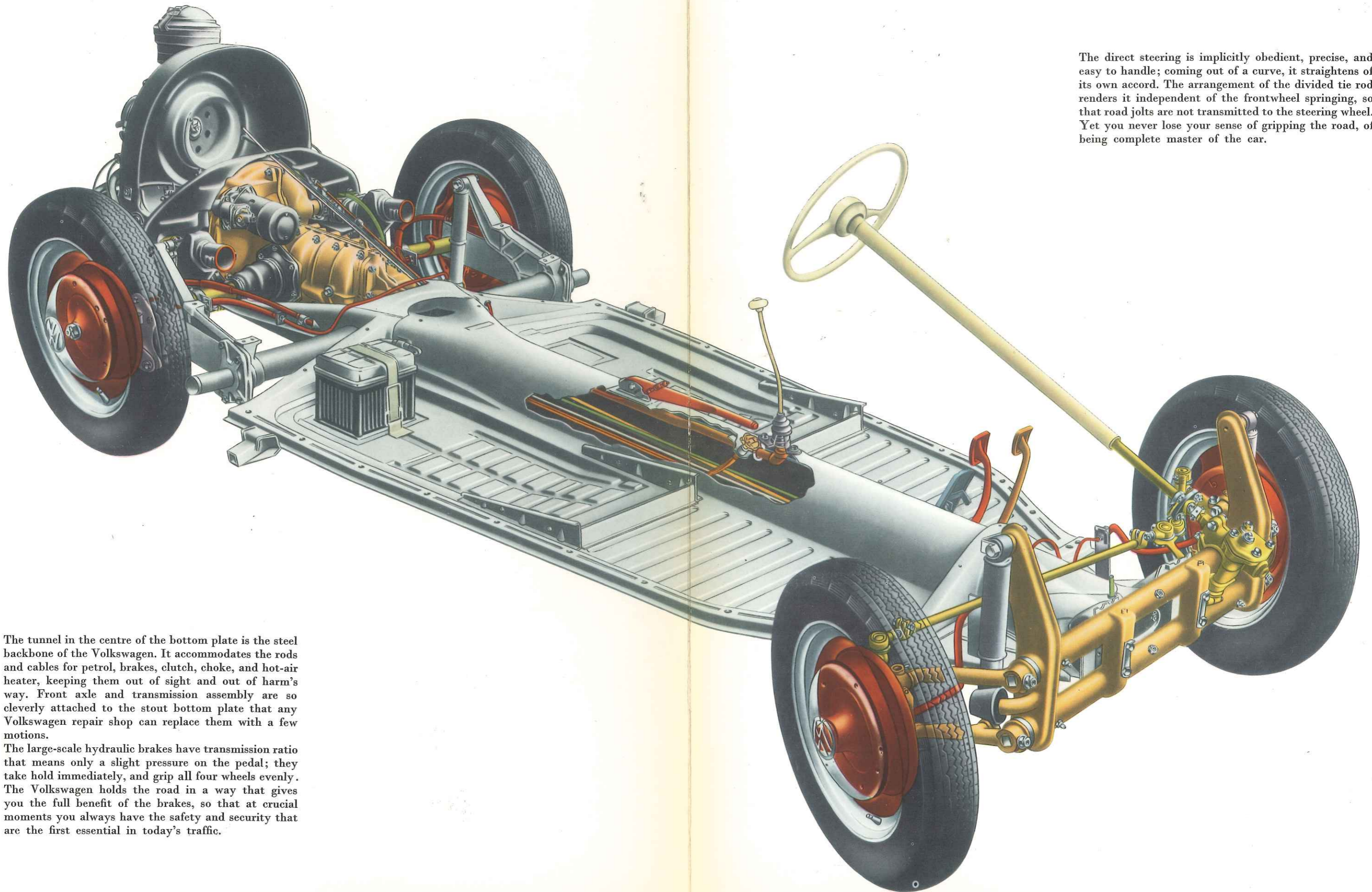


- 1 Luggage compartment under bonnet
- 2 Steering column lever operating direction indicators
- 3 Pedal assembly
- 4 Adjustable sun visor
- 5 Defroster vent
- 6 Ventilation wings with inside catch
- 7 Arm-rest

- 8 Heater outlet
- 9 Sliding seat mounted on guide rails
- 10 Lever for adjusting backrest
- 11 Coat hook and hand strap
- 12 Hinged ash-tray
- 13 Luggage compartment behind rear seat
- 14 Licence-plate lamp

15 Stop-lights combined with tail-lights and reflectors

# Chassis



The direct steering is implicitly obedient, precise, and easy to handle; coming out of a curve, it straightens of its own accord. The arrangement of the divided tie rod renders it independent of the frontwheel springing, so that road jolts are not transmitted to the steering wheel. Yet you never lose your sense of gripping the road, of being complete master of the car.

The tunnel in the centre of the bottom plate is the steel backbone of the Volkswagen. It accommodates the rods and cables for petrol, brakes, clutch, choke, and hot-air heater, keeping them out of sight and out of harm's way. Front axle and transmission assembly are so cleverly attached to the stout bottom plate that any Volkswagen repair shop can replace them with a few motions.

The large-scale hydraulic brakes have transmission ratio that means only a slight pressure on the pedal; they take hold immediately, and grip all four wheels evenly. The Volkswagen holds the road in a way that gives you the full benefit of the brakes, so that at crucial moments you always have the safety and security that are the first essential in today's traffic.

# The Inside Story



This sectional picture of the VW shows convincingly that there could be no more logical or effective way of allotting space and weight. The engine and transmission assembly is directly over the rear axle; accordingly the power of the engine can be transmitted directly, without a propeller shaft, to the drive wheels, which are always under sufficient load to give them traction. So, too, the ample rear luggage space between back seat and engine is in exactly the right location. The spare wheel is always within easy reach under the hood, and directly

above the front axle is the fuel tank, with the spacious second luggage compartment behind it. The whole space between the axles, which of course is the best sprung, is reserved for passengers. With this arrangement of the weight components, the centre of gravity is always low and in the right spot, regardless of the number of passengers. A high degree of safety is afforded by the torsion-resistant, electrically spot-welded all-steel body, whose timeless contours are an integral part of the scene on the motor highways of all the continents.

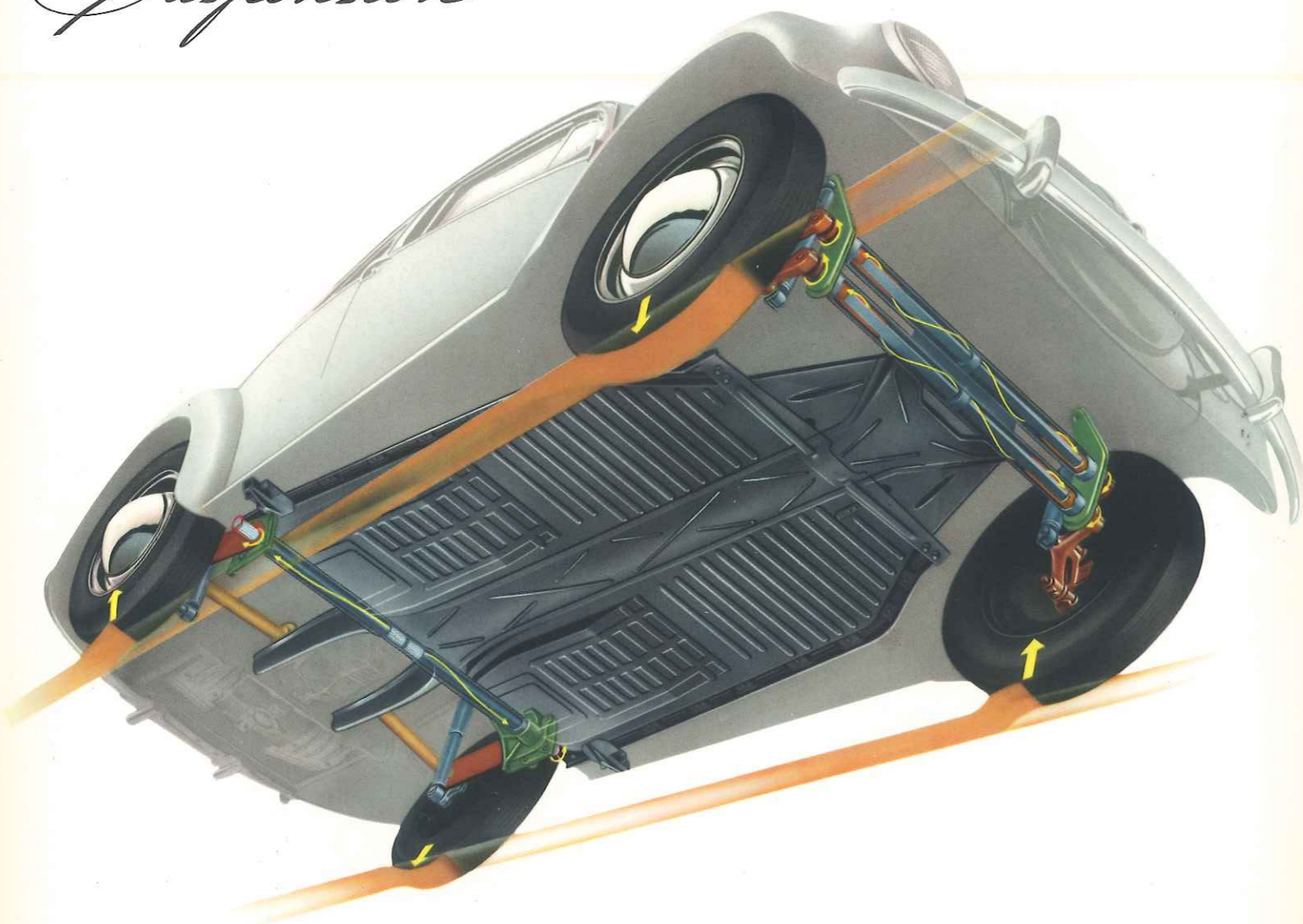


...EFFICIENT AS THE CAR ITSELF

Driving a Volkswagen is fun, not merely because it is a workmanlike and economical car, but because it is at home everywhere; you are in safe hands wherever you go — those namely of the Volkswagen service system with its world-wide and close-meshed network of carefully selected repair shops. It is a fact known the world over:

VW service is just as good, just as dependable, and just as economical as the unique car it maintains. Behind every VW service sign stand the professional pride and helpfulness of a full staff of trained Volkswagen specialists, devoting their knowledge, their skill, their love of the Volkswagen to all the millions of the VW family.

# Suspension

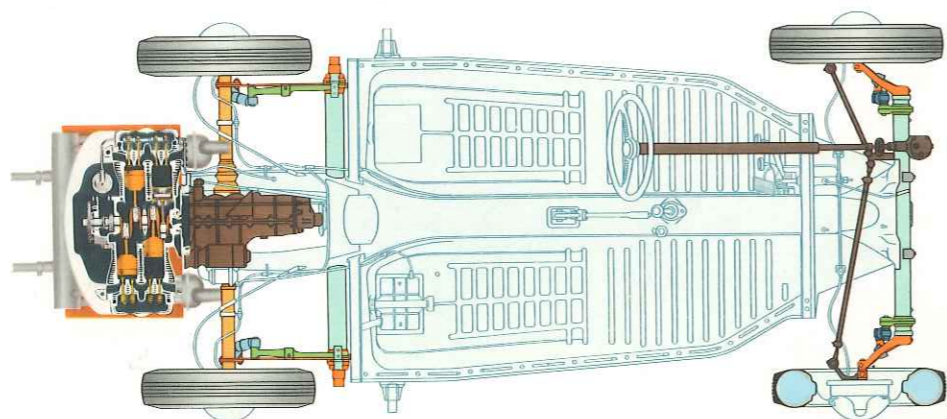


All four wheels of the Volkswagen are individually suspended, and each has its independent torsion bar.

In front, two parallel connected transverse tubes each enclose a full-length square torsion bar consisting of eight spring leaves; each is attached to the appropriate trailing arm. These trailing arms form parallelograms which give ideal spring geometry and progressively increasing spring power, no matter what the driving conditions. Bumps actuating the springs do

not alter the wheel track. The rear axle consists of two swing axle shafts, whose springing is likewise mutually independent. A full-length transverse tube encloses two torsion bars supported at the centre of the frame; these, connected by spring braces with the axle shafts, give each wheel individual springing. This torsion-bar springing, carefully balanced in itself and progressively snubbed by long-stroke hydraulic, telescopic shock absorbers, keeps the car from nodding or bouncing.

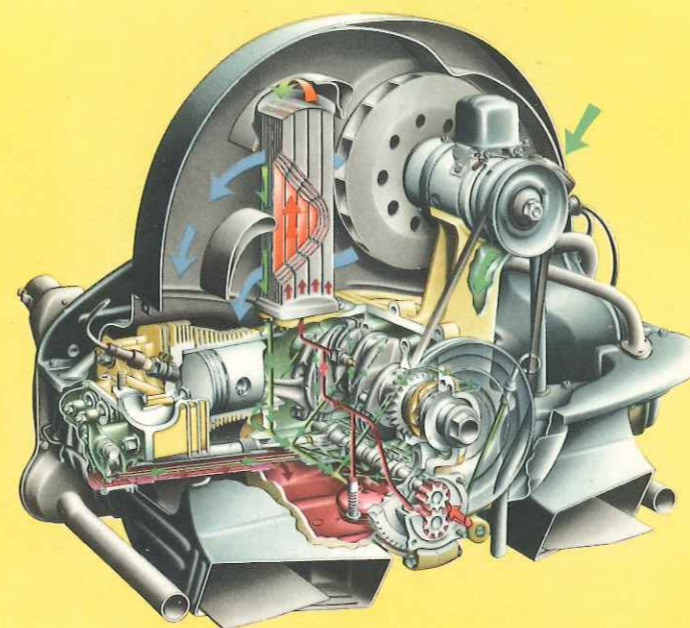
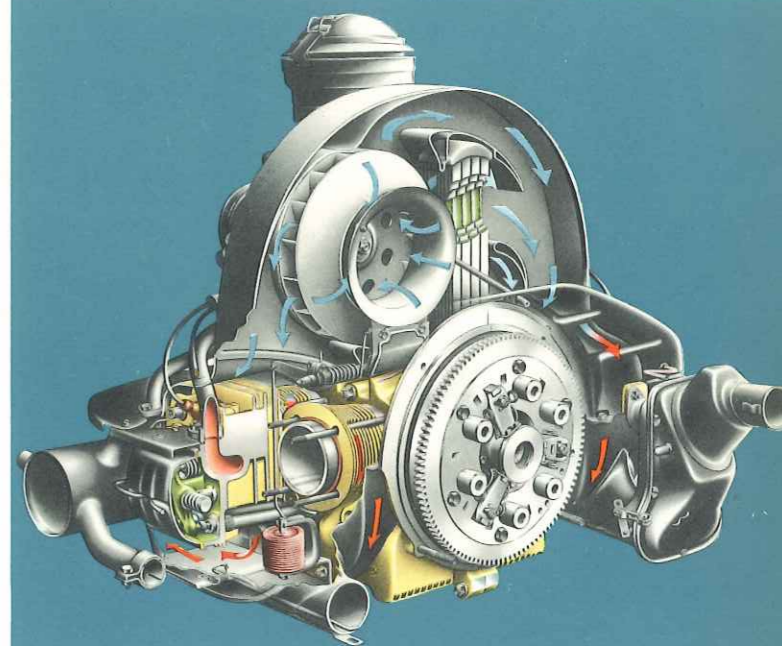
The smooth underbody of the Volkswagen offers the least possible wind resistance. It is stamped of high-grade sheet steel, and down its longitudinal axis is an electrically welded centre beam that forks at the rear to receive the engine and transmission assembly. Body and underbody, joined and rubber sealed, form a single torsion-resistant unit.



# Engine

**ENGINE** The unusually sturdy underbody frame supports at the rear the celebrated Volkswagen engine, which has now proved itself well-nigh two million times over. This is an air-cooled, four-cylinder, four-cycle horizontally opposed engine with overhead valves, flanged to the transmission housing, which in turn is insulated from the car. Two pairs of cylinders each lie horizontally opposed, giving a low centre of gravity and the most efficient use of space. As a typical short-stroke motor it has unusually low piston speeds; this also explains its amazingly low wear, its unflagging endurance on super highways, and its proverbial long life. The crankshaft of the engine has four bearings, and is drop-forged of manganese steel, dynamically balanced, and hardened at the bearings.

**AIR COOLING** It is the air-cooled engine that renders the Volkswagen quite impervious to arctic cold, tropical heat, and all varieties of climate in between, that makes it ideal and never-failing transportation for extreme conditions. Air does not freeze, air does not boil. The air cooling of the VW engine is linked to number of r.p.m., that is, it automatically works harder as r.p.m. increase. At top speed of 68 m.p.h. (3400 revolutions), 18 cubic feet of air whip through the unique cooling system of the Volkswagen engine every second; this system is a complete stranger to the many ailments of water-cooling units. According to need, thermostatic control automatically checks or releases the mass of air drawn in by the fan. The engine soon warms up to its best operating temperature, and there is no over-cooling in cold weather. Beyond all doubt the air cooling is a decisive factor in the unexampled long life of the Volkswagen engine.



**COOLED OIL** The crankcase capacity of the engine is only 5 pints and the oil is in constant circulation. This oil is pumped as many as five times a minute through a special oil cooler located in the blast of cooling air; while it is cold, however, the oil is automatically carried direct to the lubrication points, bypassing the oil cooler, just as in expensive sports or racing cars. The oil cooler guarantees trouble-free operation of the engine at all temperatures, particularly with prolonged high performance as in all-day super-highway driving or on long climbs.





# Specifications

## ENGINE

**Type** 4-cylinder, 4-stroke rear engine  
**Cylinder arrangement** 2 pairs horizontally opposed  
**Valves** overhead type  
**Bore** 3.031 in. (77 mm.)  
**Stroke** 2.520 in. (64 mm.)  
**Displacement** 72.740 cu.in. (1192 c.c.)  
**Compression ratio** 6.6  
**Maximum S.A.E. h. p.** 36 at 3700 r. p. m.  
**Piston speed** 1427 ft./min. (7.25 m/s) at 3400 r. p. m. = 68 m. p. h. (110 km/h)  
**Lubrication** Pressure lubrication (gear-type pump) with oil cooler  
**Oil capacity** 5.3 U.S. pints (4.4 Imp. pints, 2.5 liters)  
**Fuel pump** Diaphragm type, mechanically operated  
**Carburettor** Downdraft carburettor with acceleration pump (Solex 28 PCI)  
**Air cleaner** Oil bath type  
**Cooling system** Air cooling by fan automatically controlled by thermostat  
**Battery** 6 Volts, 66 a. h.  
**Starter** Solenoid type, Bosch make  
**Dynamo** Bosch, 160 watts, with voltage control

## CLUTCH

Single disc, dry

## TRANSMISSION

4 forward speeds, 1 reverse  
Controlled synchromesh on 2nd, 3rd and 4th gears

<b>Gear ratios</b>	1st	3.60:1	2nd	1.88:1
	3rd	1.23:1	4th	0.82:1
	Reverse 4.63:1			

## FINAL DRIVE

Power transmitted through spiral bevel gear, two-pinion bevel differential gear and swing axle shafts to rear wheels

**Gear ratio** 4.4:1  
**Oil capacity** of transmission and final drive: 5.3 U.S. pints (4.4 Imp. pints, 2.5 liters)  
 Refill quantity 4.2 U.S. pints (3.5 Imp. pints, 2 liters)

## CHASSIS

**Frame** Tubular centre section forked at rear and welded-on platform  
**Front axle** Independent suspension of wheels through upper and lower trailing arms; 2 transverse torsion bars protected in tubes  
**Rear axle** Independent suspension of wheels through swing axle shafts with trailing arms, one torsion bar on each side, mounted and protected in transverse tube  
**Shock absorbers** Front and rear: double-acting hydraulic telescopic type  
**Steering** Special worm-type gear and divided track rod; 2.4 turns of steering wheel from lock to lock  
**Turning circle** approx. 36 ft.  
**Tires** 5.60-15, tubeless  
**Wheels** Disc type with drop-center rim 4J x 15  
**Brakes** Hydraulic foot-brake (Lockheed) operating on four wheels; mechanical hand-brake operating on rear wheels  
**Wheelbase** 94.5 in.  
**Track** Front 50.8 in. Rear 49.2 in.  
**Fuel tank capacity** 10.6 U.S. gal. (8.75 Imp. gal., 40 liters) including 1.3 U.S. gal. (1.1 Imp. gal., 5 liters) reserve

## OVERALL DIMENSIONS

**Length:** 160.2 in. (4070 mm)  
**Width:** 60.6 in. (1540 mm)  
**Height:** 59.1 in. (1500 mm)

## WEIGHTS in lbs. (kg)

	Sedan	Convertible
<b>Net weight</b>	1565 (710)	1720 (780)
<b>Unladen weight</b>	1609 (730)	1764 (800)
<b>Maximum load</b>	838 (380)	793 (360)
<b>Permiss. total weight</b>	2447 (1110)	2557 (1160)

## PERFORMANCE

**Fuel consumption** according to DIN 70 030 \*): 39 miles per Imp. gal., 32 miles per U.S. gal., 7.3 l/100 km  
**Max. and cruising speed** 68 m. p. h. = 110 km/h  
**Climbing ability**  
 1st gear 20.5° (37%)  
 2nd gear 10.5° (18.5%)  
 3rd gear 6.5° (11%)  
 4th gear 3.5° (6%)

\*) Consumption plus 10% with half the payload at a steady 3/4 of top speed

Accessories such as radio and antenna, outer mirror and whitewall tires can be supplied at extra cost

**Further Details** Twist-proof all-steel body with high-gloss weatherproof synthetic resin finish. Sound-proofing of partition between interior of car and engine compartment; twin exhaust muffler. Pleasing interior appointments: waist-line moldings on both sides of interior; recessed ash-tray for rear seats; pocket in off-side door; interior light with integral switch, also operated by door switchers; rubber mats. Spacious luggage compartments behind rear seat and under front hood.

# V O L K S W A G E N W E R K G M B H · W O L F S B U R G

G E R M A N Y