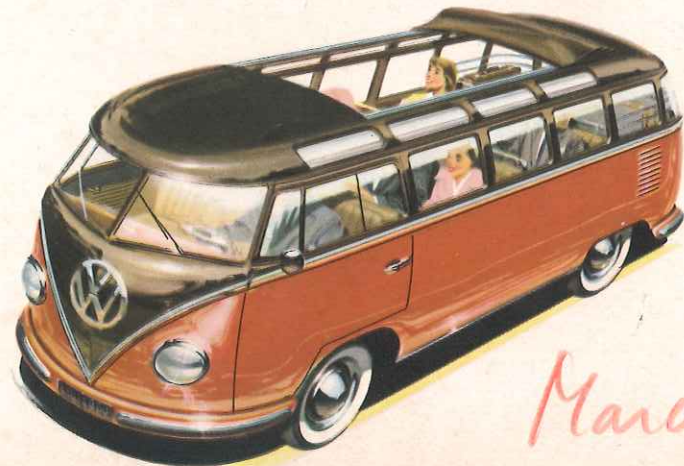


The Volkswagen Transporters

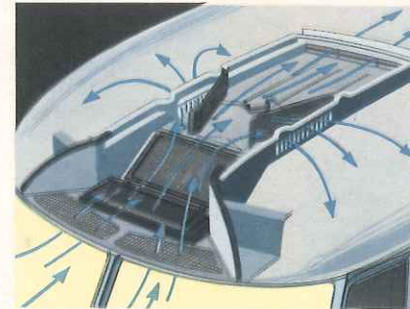
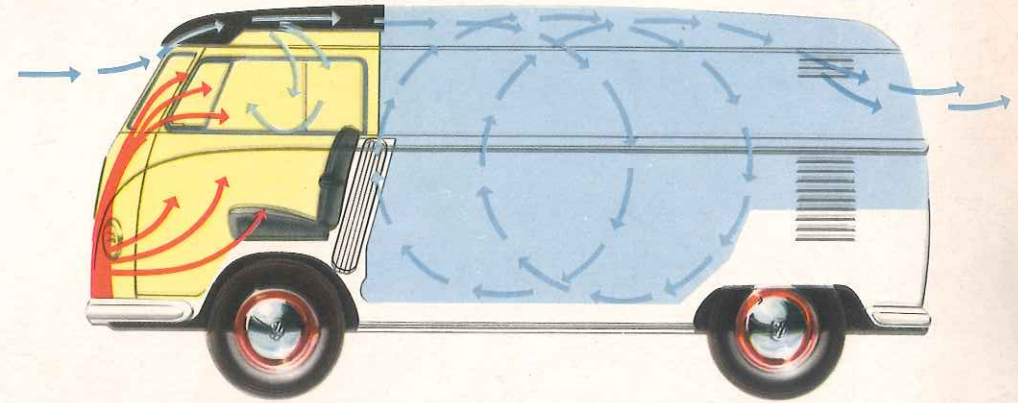


March 1958

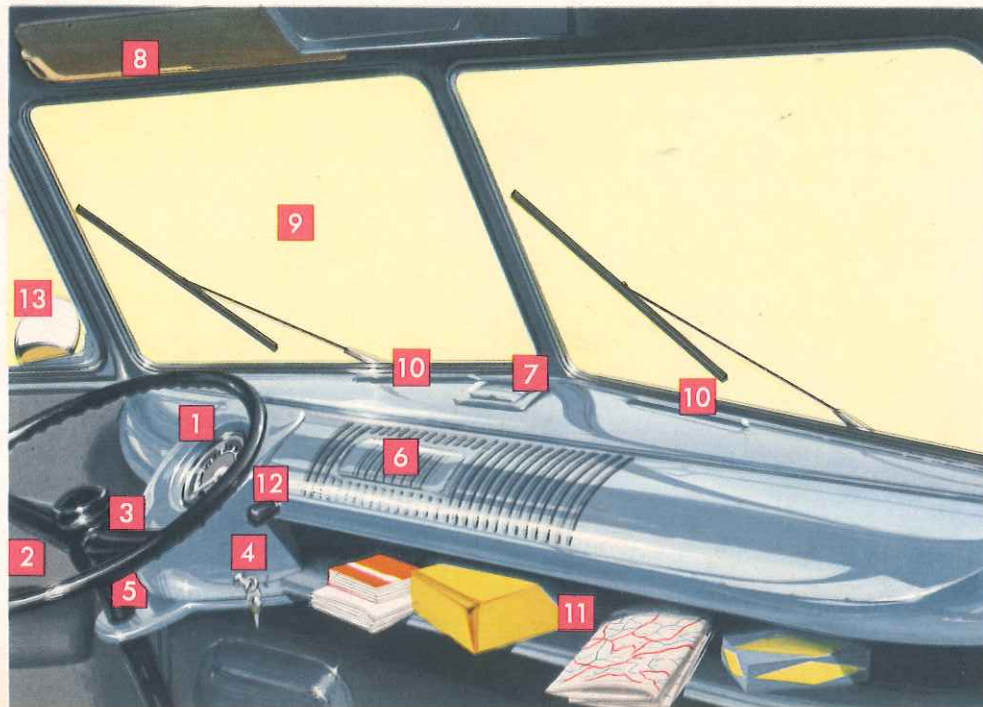
Ask any owner of a Volkswagen Transporter what he thinks of this vehicle – and whatever his country or language – you may be sure his answer will invariably be, “Marvellous economy” – “cuts down delivery costs more than any other van in its class” – “makes work easier for the driver” – “a first-class and inexpensive medium to advertise my business”.

Volkswagen Transporters are manufactured in a country where “SAVING” and “ECONOMY” are red-letter words. Whatever job you want your Volkswagen Transporter to do, it will be worth your investment, for no other vehicle in its class can match its economy in upkeep as well as fuel and oil consumption.

Small wonder that this Transporter has scored so heavily right from its début before the motoring public. Automobile experts of the highest repute throughout the world agree that the Volkswagen Transporter is a product of excellent design and construction. Its makers have been successful in arranging every detail of the vehicle with a view to saving its owner money.



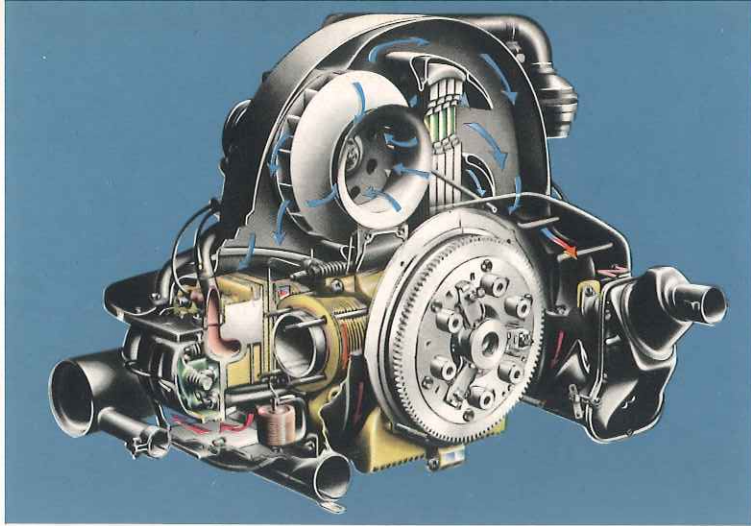
The efficient heater, supplied as standard equipment, can be adjusted to suit individual requirements, and enables the driver to operate his vehicle even in extremely cold temperatures. Clear forward vision is ensured by the defroster and the two large windscreen wipers. With the vehicle in motion, the roof-mounted ventilation system is capable of renewing the total volume of air once every minute.



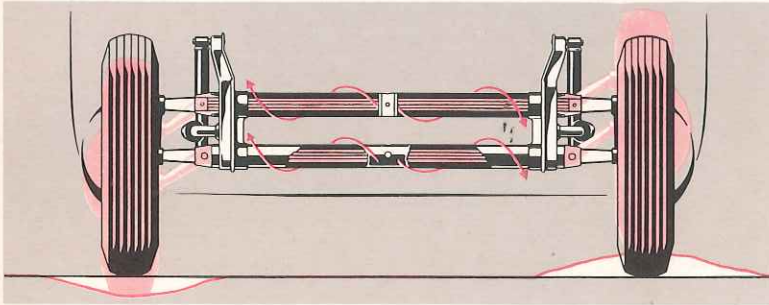
Attractively styled, full-width instrument panel, conveniently laid out with all controls close to hand, **1** multi-purpose instrument unit (speedometer, mileage recorder, control lights for trafficator, high beam, battery, and oil pressure, with adjustable flood-lighting right before the driver's eyes – **2** trafficator control just beneath the modern **3** two-spoke steering wheel – single-key system for doors, ignition and **4** starter motor – **5** lights, also of loading compartment, operated from driver's cab – **6** provision for installation of radio – **7** ashtray – fully adjustable **8** sun visor – windscreen of safety glass with unbreakable **9** clear-vision area – **10** warm air vents for defrosting windshield – in addition to two door pockets, deep **11** parcel tray under the instrument panel, extending right across the width of the cab – **12** pull-push and rotary control for headlights and adjustment of central instrument light – **13** conveniently placed rear-view mirror. Operation of the tap for fuel reserve from driver's seat. Tank filler protected by a locking lid.

The spare wheel is housed neatly and close to hand behind the driver's seat.

Shaping of the seats is such as to reduce fatigue to a bare minimum. Seat cushion and backrest are well upholstered and, resilient yet firm, give full support to the driver.



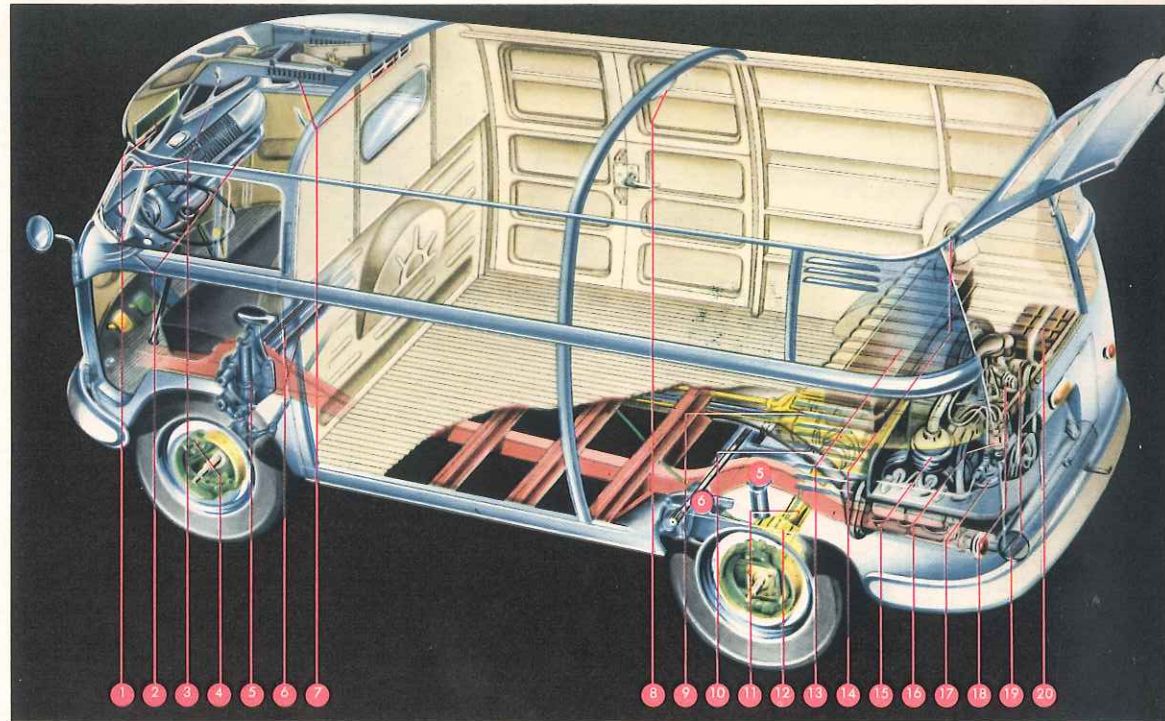
The Volkswagen engine is air-cooled by means of a fan with thermostatic control. Certainly no one would want to miss this feature, once he has come to know and appreciate its inherent advantages. Small wonder, as an engine with thermostatic air-cooling does not mind the temperature dropping below zero or soaring to more than a hundred degrees F., it does not care whether the vehicle is garaged in the open for many nights in sub-zero temperatures or raced up steep mountain roads under a scorching sun – air does not freeze nor does it boil. VW Reliability and unequalled engine life – due to its short piston stroke, low piston speed, carefully balanced crankshaft supported in sturdy bearings, as well as the special-type oil cooler mounted right in the air stream, and finally the first-grade quality materials that go into its manufacture – have become a by-word amongst motorists throughout the world.



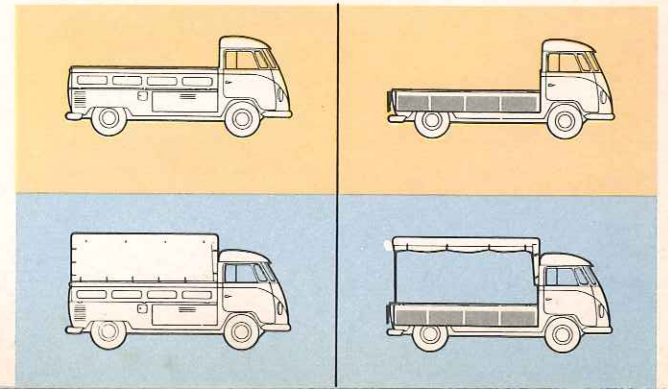
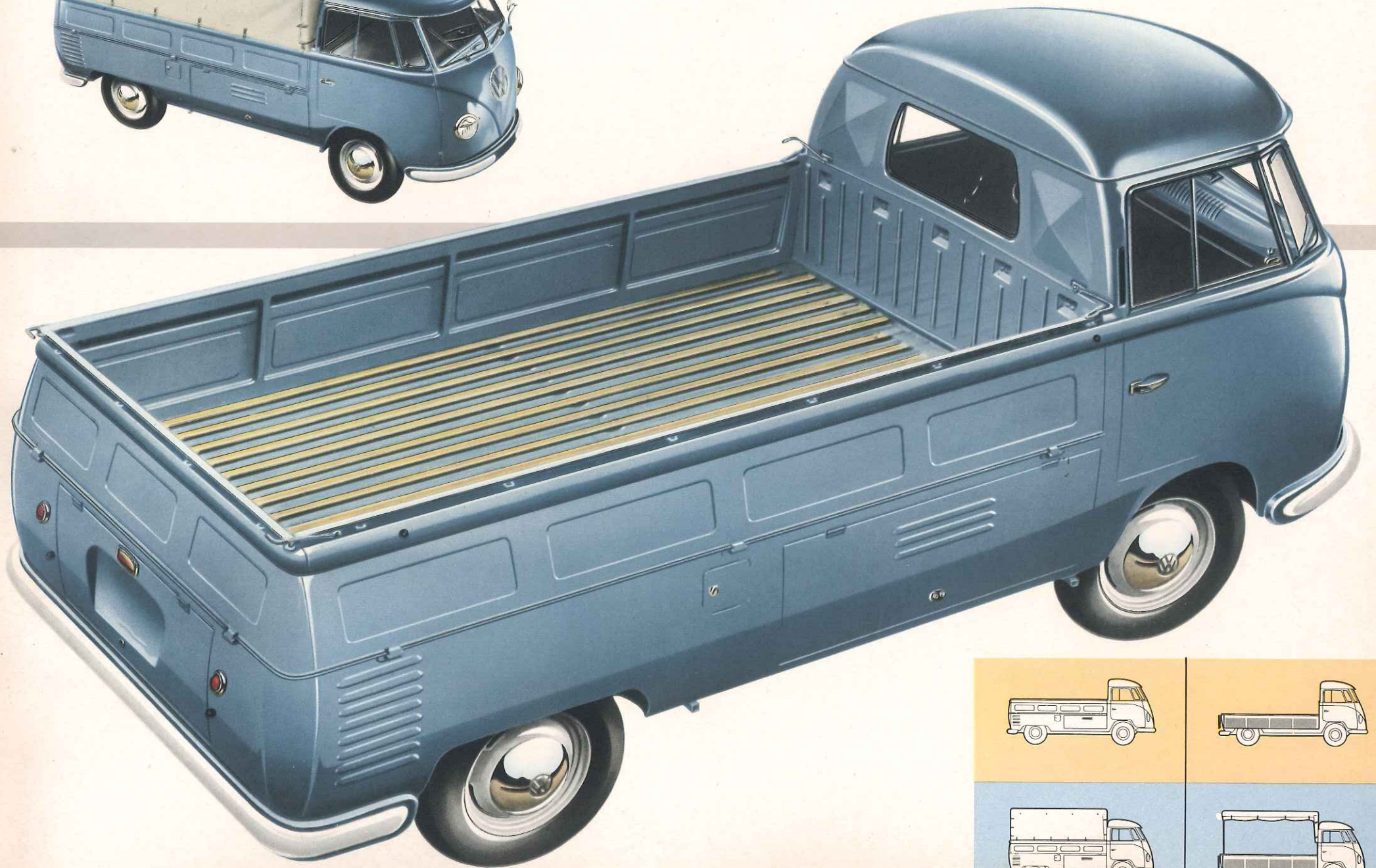
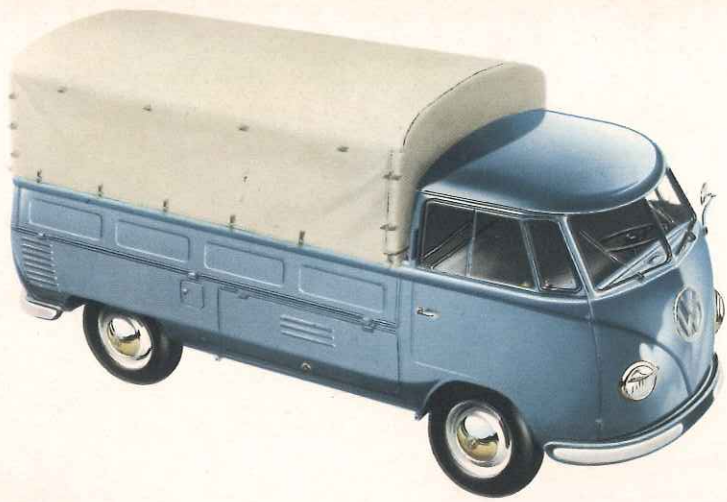
The suspension of front wheels by means of nine laminated torsion bar leaves of varying width and remarkable combined strength accounts for the soft and progressive cushioning action of the vehicle. Long telescopic shock absorbers allow great torsional deflection; in conjunction with super-balloon 6.40-15 tires they readily absorb shocks from rough and unevenly surfaced roads. Brakes with large brake-lining areas – two-leading shoes in front – stop the vehicle instantly at a touch of the pedal. Torsion bar suspension on front and rear wheels is carefully designed for consistent action and does not require maintenance. Even distribution of van and load weight on all four independently sprung wheels gives the VW Transporter road-holding qualities such as are rarely found even with passenger cars; it makes for quiet running, helps to keep the vehicle in good repair and considerably prolongs tire life.

The spacious van has a floor extending unobstructed from the cab panel right to the engine compartment. It is fitted with four wide doors – two cab doors for driver and co-driver, double doors for loading from the side and a top-hinged rear door for loading from the rear. Both features – the unobstructed floor and the exceptional accessibility of the Volkswagen Transporter – ensure speedy loading and unloading.

Have a look at the picture on the right: does it not drive home the fact that a converted sedan must of necessity have a very restricted loading space and just cannot compare with a vehicle designed as a van right from the beginning?



- | | | | |
|-----------------------------|----------------------------|-------------------------|----------------|
| 1 Sun visor | 6 Torsion bars | 11 Rear axle | 16 Distributor |
| 2 Parcel tray | 7 Ventilator | 12 Spur reduction gears | 17 Fuel pump |
| 3 Defroster vents | 8 Loading compartment lamp | 13 Fuel tank | 18 Carburettor |
| 4 Brake wheel cylinder | 9 Gearbox | 14 Fuel tank filler | 19 Generator |
| 5 Telescopic shock absorber | 10 Flexible heater pipe | 15 Oil bath air cleaner | 20 Battery |





The Pick-up cab offers the same degree of comfort and the same interior fittings – above all the roof-mounted ventilation – as all the other Volkswagen Transporter models. Comfort for passengers and, in particular, the driver!

For he is the one responsible for the goods: driving must be a pleasure to him if he is to move with speed and safety on the road. Is there any more vital requirement than an unobstructed driver's view all round? That is just what the VW Pick-up has to offer.



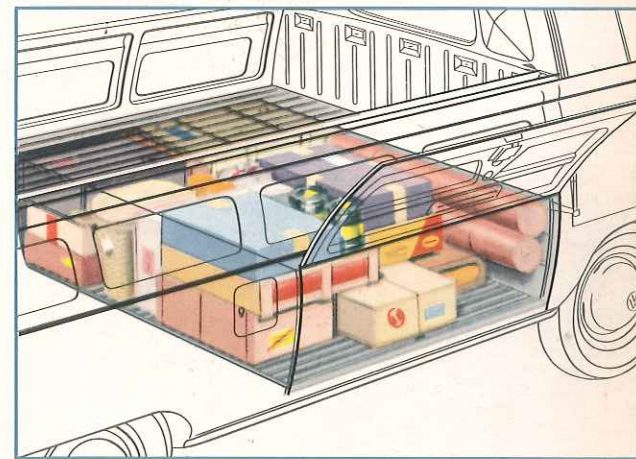
The Volkswagen Pick-up is the vehicle par excellence should particular transport problems call for specially designed body superstructures. In any such cases your Volkswagen dealer will be pleased to give expert advice, and help you to find the firm specialising in your requirements.

Volkswagen "Pick-up"

Certainly the most striking feature of the Pick-up is the existence of two loading floors arranged one above the other – a feature which itself makes the Pick-up worth more to its owner than any other vehicle in its class. The upper floor has 45 sq.ft. (4.2 sq.m.) of completely unobstructed loading space. Its height being in keeping with international standards, it allows loading direct from the hand-truck and, with equal convenience, "off the shoulder". In addition, the Pick-up provides a fully enclosed lower loading compartment with 20 sq.ft. (1.9 sq.m.) floor area. This is the place to store merchandise of a fragile or perishable nature because it is stowed "amidships", cradled between the axles, sheltered from dust and moisture and locked for extra security. Both side-panels and tailboard, thanks to their quick-release retainers, can be lowered in no time, enabling the goods to be loaded from the most convenient side. The vehicle is of all-steel construction, sturdy and rigid in every detail. With its upper loading floor protected from wear by hardwood skid runners, it easily stands up to rigorous loading. Quick and manoeuvrable, simple to load, it will complete its delivery rounds much earlier than might be expected.



Whatever the method of loading, the body floor at loading platform level greatly facilitates loading and unloading operations.



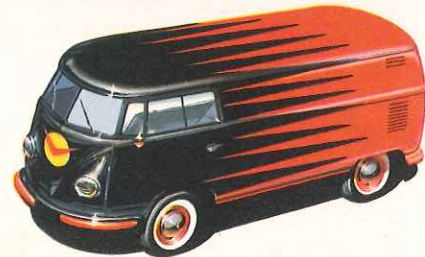
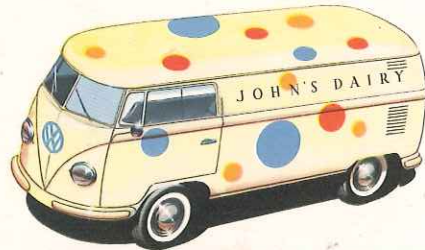
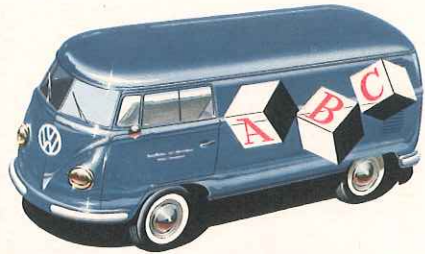
Any items of a fragile or perishable nature, requiring special protection, are stowed in the "Treasure Chest" located between the axles, the best sprung part of the vehicle. There it is unaffected by dust and dirt, and safe from pilferage.



Wide double side doors help the driver to stow bulky goods. When it is a matter of loading, say, metal tubing, carpets or similar items of unusual length, he finds the top-hinged rear door very useful – whilst his assistant, well out of his way, is loading from the side.

Volkswagen Delivery Van

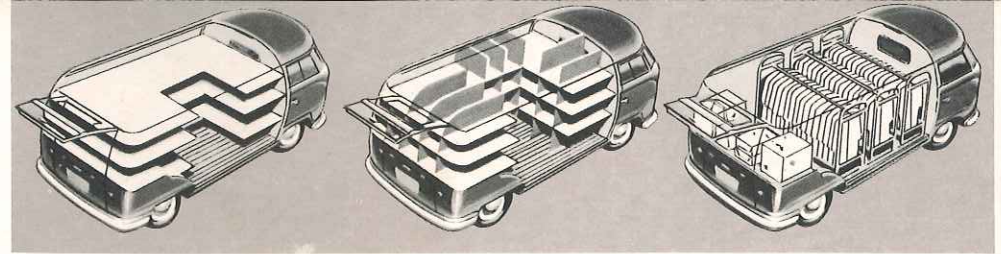
The Volkswagen Delivery Van has an amazing loading capacity – 170 cu.ft. (4.8 cu.m.) with a payload of 1,830 lb. (830 kg.). To give you a rough idea of what this means: you can stow in its body almost half a million cigarettes. Whatever goods are to be carried – you can load them with ease and speed either through the wide double doors, the large rear door, or through both at the same time. There is an entirely flat and unobstructed floor right to the engine compartment, enabling the driver to stack his goods even in the furthest corners – just as required. Whether he has to pick them up from a loading platform or the ground – he will always have the body floor within easy reach, saving him a lot of extra strain and effort.



Large publicity space

Cost-conscious businessmen have worked out that billboard space equal in size to the advertising area on the VW Delivery Van

costs more during one year than the entire VW. That is why they are so anxious to utilize both panels and top for impressive publicity.

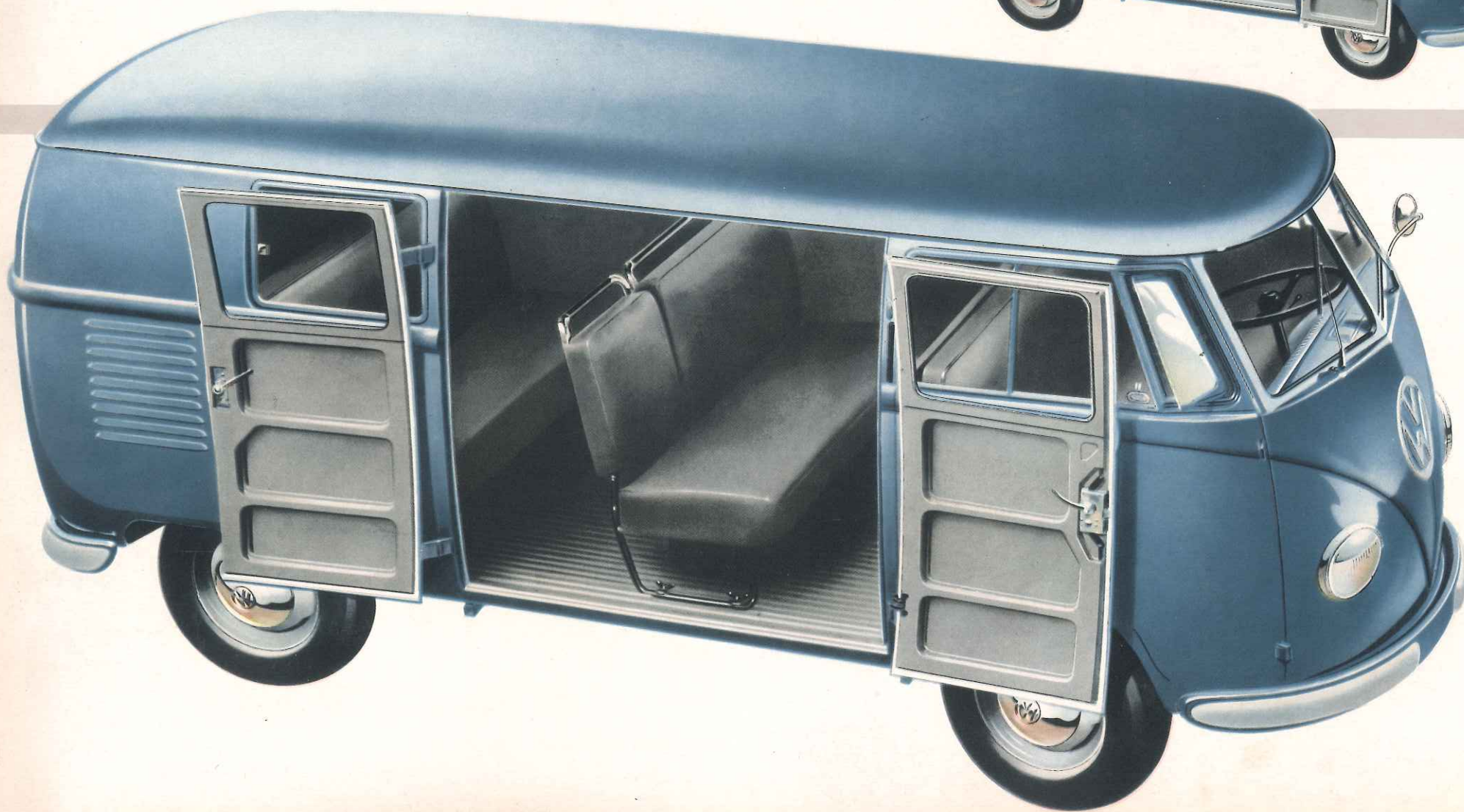
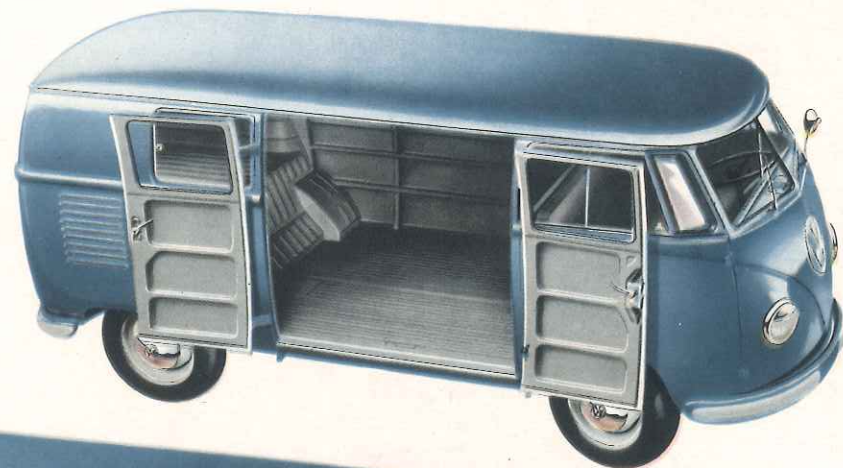


Devoted Volkswagen owners in more than eighty trades have explained to us how they adapted the large body loading space to suit their delivery requirements: On the left: the interior of the body divided up into spacious, full-length shelves. Centre:

provision for numerous pigeonholes to hold lots of small items. On the right: stands and racks fitted to suit greatly differing purposes and simplify work. Please note: Special equipment such as described above is not supplied by Volkswagenwerk.



Two vehicles in one

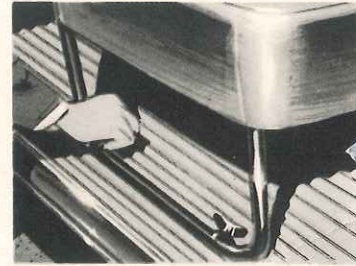


Volkswagen Kombi

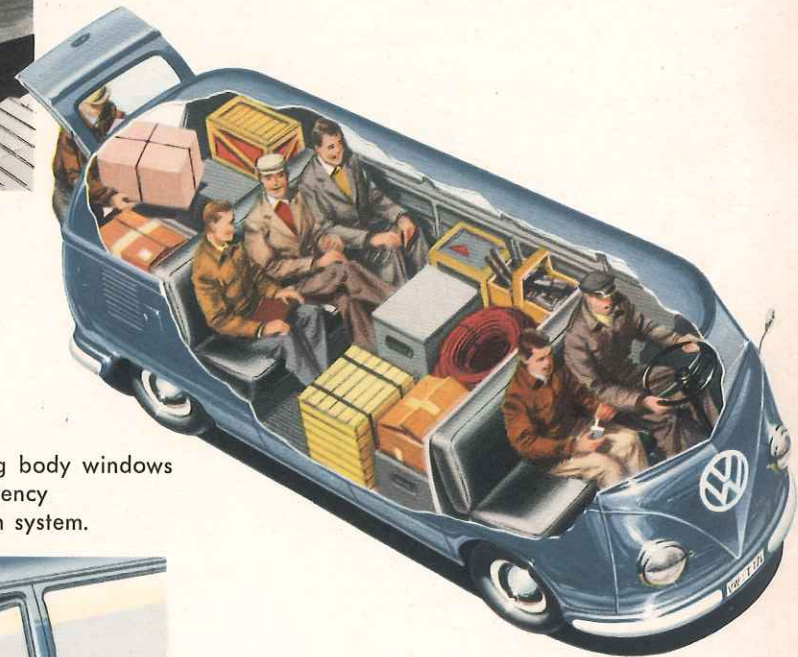
Design and construction of the Volkswagen range of Transporters were preceded by consultation with experts from numerous companies, and special consideration was given to their particular transport requirements. The immense versatility of the various Volkswagen models is the direct outcome of this careful study. Many companies prefer an extra bright loading space; others want the windows converted into display windows... or have alternate loads of goods and passengers to handle. All these firms find the Volkswagen Kombi an eminently useful vehicle, satisfying many requirements: for one thing, side and rear windows help to make the interior of the vehicle into a compartment as bright as day. For another, they are readily turned into attractive display windows, showing their articles to good advantage. If alternate transport of goods and passengers is required, it is a matter of a few seconds to remove, or replace the two upholstered benches. Combined use of the vehicle, of course, is also possible, with one bench so arranged as to leave a generous loading space in the front or rear. The Kombi is noted for its practical and tasteful fittings. Driver's cab and body have softly upholstered seats with leatherette covering that makes for long wear, and are easy to clean.



Within a minute or two, the goods are unloaded, the seats replaced.



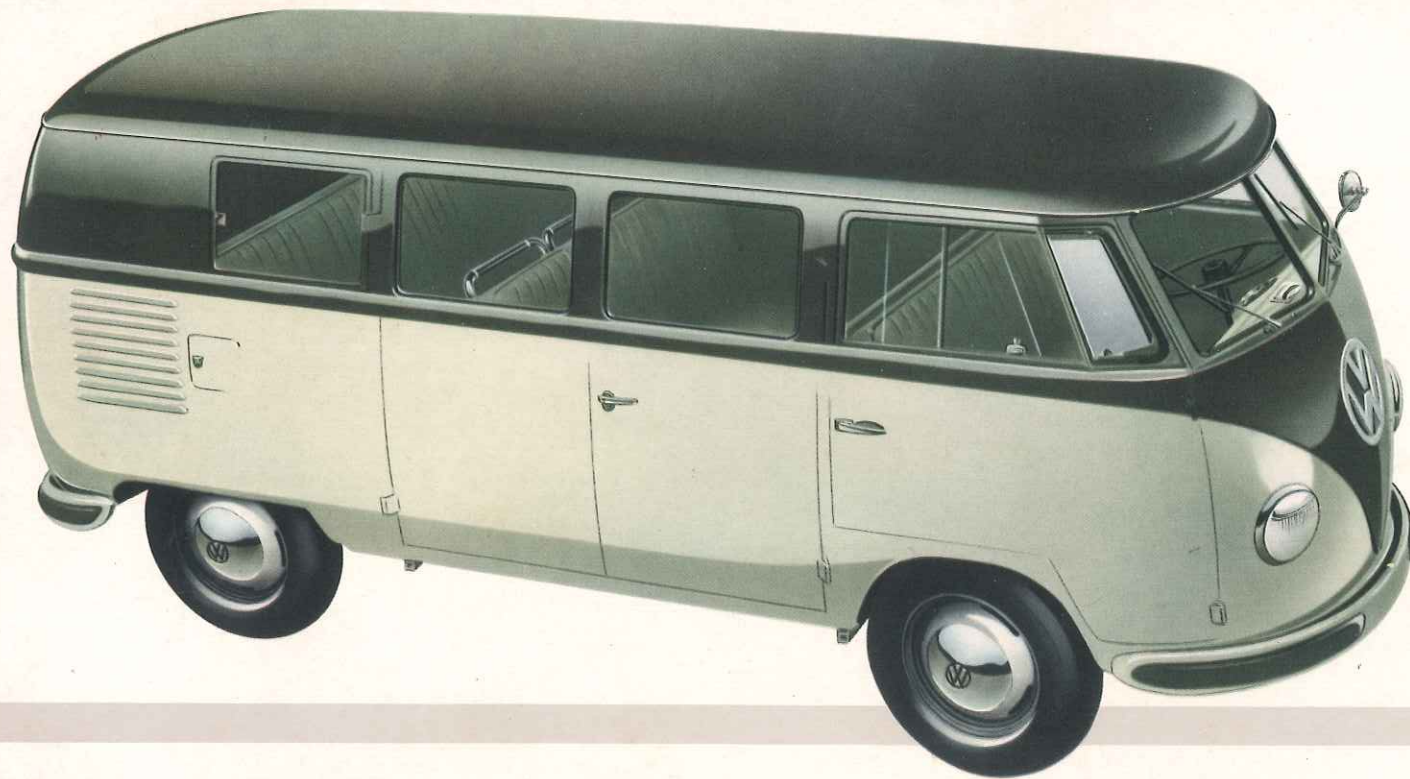
To unscrew and remove the seats is the work of a few moments only.



Outward-opening body windows add to the efficiency of the ventilation system.



The Volkswagen Kombi, also for simultaneous use with passengers and goods.



The pleasing trim of roof and side walls and the interior fittings, which are marked by thoughtful attention to detail, create a truly homely atmosphere that will double your motoring enjoyment.

The Volkswagen Micro Buses

MICRO BUS There are many ways of making or saving money; operating a VW Micro Bus is one of them, not only one of the best but one of the safest too. A bus—above all a Micro Bus—should be more than just a means of low-cost transportation. Whoever travels in it should feel at ease and enjoy the ride. Both the Volkswagen Micro Bus and the even smarter "De Luxe" provide just that amount of comfort which can rightly be expected by a passenger; both give that degree of economy which their owners will require.

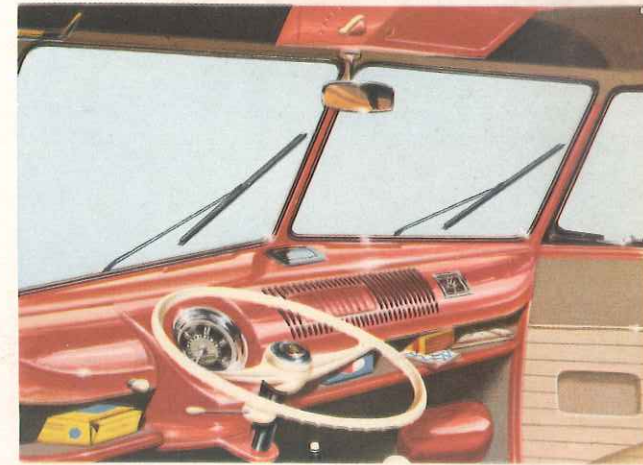
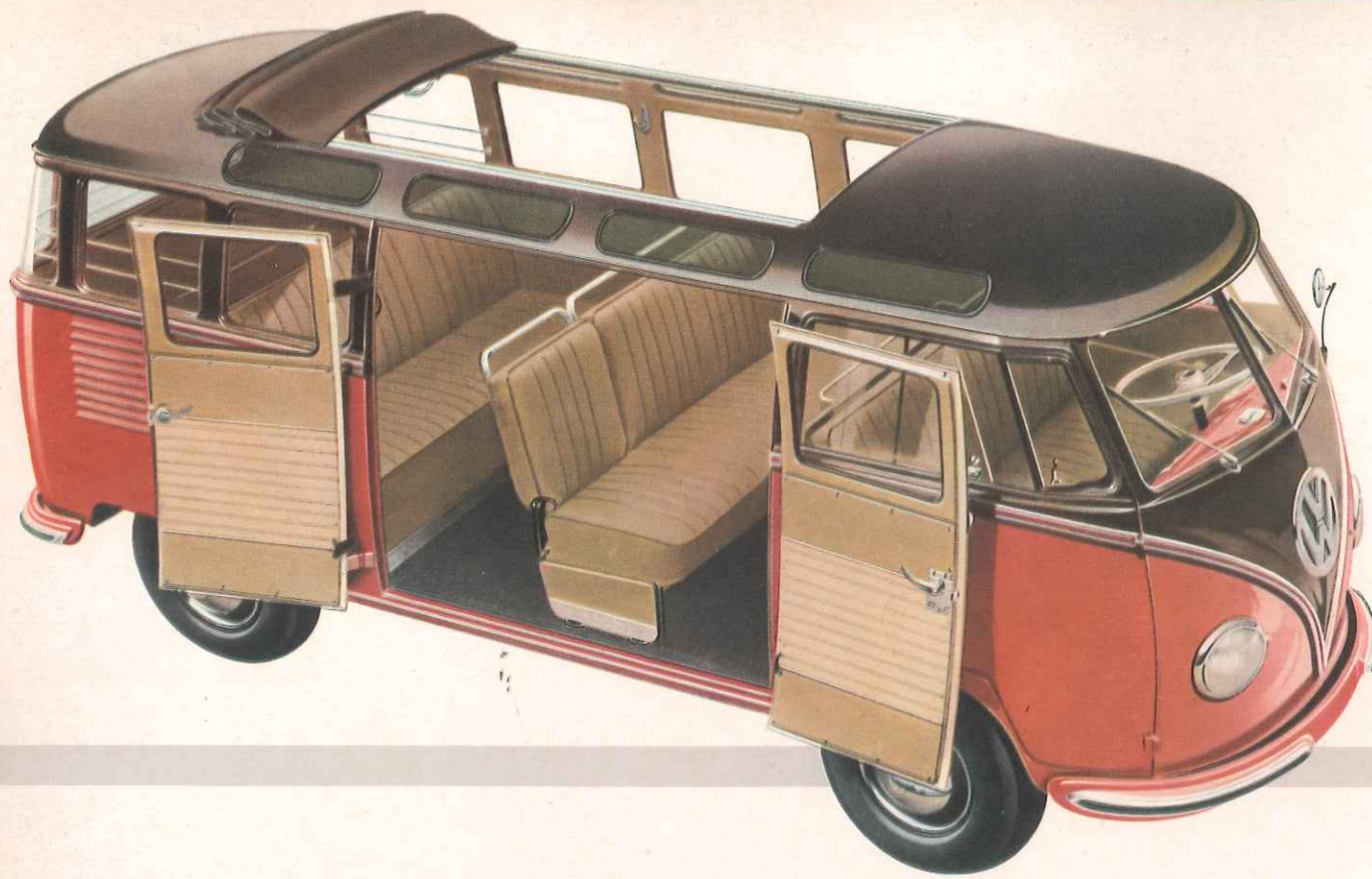
The double side doors, which open wide and are of generous width, give easy access to the roomy interior, where passengers can relax in comfortable seats with soft, deeply sprung cushions and backrests. The luggage is loaded at the rear into the separate luggage compartment, well out of the passengers' way and spacious enough to hold 16 average-size suitcases.

Windows of safety glass give full vision all round. One of the most difficult problems—air conditioning—has been effectively solved by the adjustable, roof-mounted ventilation system and outward-opening, pivoting and sliding windows, thereby doing justice to the demands of even the most exacting passenger. And when it gets cold, an efficient heater will spread comfortable warmth.

The well balanced front and rear wheel suspension is designed not only to ensure quiet running of the vehicle but also to convey that feeling of perfect security so highly appreciated by every Volkswagen passenger. A good initial investment, the Volkswagen Micro Bus quickly turns out to be a major asset to its owner, doing, as he will soon find out, as much as 30 m.p.g. (Imp.)—25 m.p.g. (U.S.), 9.5 lit./100 km.—and carrying as many as eight passengers; experience will soon show him that it hardly needs repair even after 60,000 miles or more on the road. No need to worry, whether his bus will safely return from a tour, as he very well knows the ease and safety with which it moves even in the densest traffic. In short, there is nothing like the Volkswagen Micro Bus, whatever standards you may apply.

MICRO BUS "DE LUXE" There is even more luxury built into the Micro Bus "De Luxe": windows all round! The skylights fitted with anti-dazzle safety glass. An exquisite colour scheme, rich chromium mouldings, and tasteful interior fittings produce that perfect blend which is so characteristic of European styling.

"Attractive and luxurious" — this is the first and lasting impression which people gain of the Volkswagen Micro Bus "De Luxe". No doubt, in its class, it is the most modern, most fashionable vehicle for tourist parties.

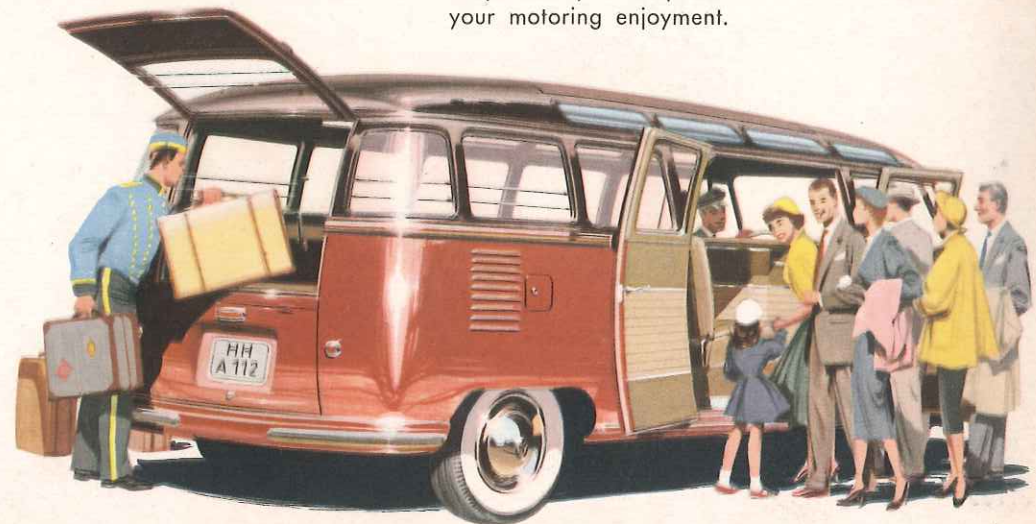


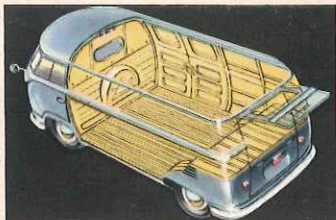
Here we are in the driver's realm: white de-luxe steering wheel, two rear-view mirrors for increased safety, fully adjustable sun visor, pivoting and sliding windows, heater and defroster – nothing was forgotten that could make driving easier.



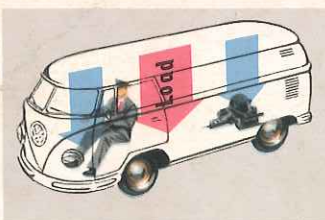
This is the vehicle to make you feel at home, with plenty of room to move, a panoramic view from every seat – and what is more – a sunroof which can be fixed in any position; upon application, supplied for the Micro Bus at extra cost, it is standard equipment on the Micro Bus "De Luxe".

The pleasing trim of roof and side walls and the interior fittings, which are marked by thoughtful attention to detail, create a truly homely atmosphere that will double your motoring enjoyment.

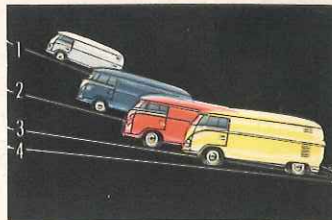




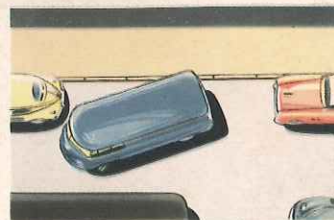
Loading capacity 170 cu. ft. -
Payload 1830 lb.



Load in the best sprung part of the
vehicle



Climbs up to 24% with a full load



Quick and easy parking



Maximum and cruising speed
50 m. p. h. = 80 km./h



30 m.p.g.

ENGINE
Type 4-cylinder, 4-stroke rear engine
Cyl. dimensions Bore 3.031 in. (77 mm.), stroke 2.520 in. (64 mm.), cubic capacity 72.740 cu. in.
Compression ratio 6.6 Valves Overhead type
S.A.E. rating 36 h. p. at 3700 r. p. m.
Piston speed 1358 ft./min. (7 m./sec.) at 3300 r. p. m. = 50 m. p. h. (80 km./h)
Lubrication Pressure lubrication (gear-type pump) with oil cooler
Fuel pump Diaphragm type, mechanically operated
Carburettor down draught carburettor
Air cleaner Oil bath type
Cooling system Air cooling by fan automatically controlled by thermostat

CLUTCH
Type Single dry plate

GEARBOX
Type 4 forward speeds, 1 reverse; synchromesh on 2nd, 3rd, and 4th gears
Gear ratios 1st 3.60 : 1 3rd 1.23 : 1
2nd 1.88 : 1 4th .82 : 1
Reverse 4.63 : 1

FINAL DRIVE
Type Power transmitted through spiral bevel gear, two-pinion bevel differential gear, swinging half-axes, spur wheel reduction gear to rear wheels.
Gear ratio 1 : 6.2

CHASSIS
Front suspension 2 laminated, square section torsion bars
Rear suspension 1 round torsion bar on each side
Shock absorbers double-acting telescopic type, front and rear
Steering ZF-Ross type, hydraulic steering damper approx. 39 ft. (12 m.)
Turning circle hydraulic type (Lockheed), operating on all wheels
Foot brake mechanical type, operating on rear wheels
Hand brake 4.50 KX15, drop-centre rim
Wheels 94.5 in. (2400 mm.)
Tires front 53.9 in. (1370 mm.); rear 53.5 in. (1360 mm.)
Fuel tank capacity 8.75 Imp. gallons (10.6 U.S. gallons; 40 litres) incl. 1.1 Imp. gallon (1.3 U.S. gallon; 5 litres) reserve

PERFORMANCE
according to DIN 70 030:
[Pick-up without tilt 28.3 mpg. (Imp.), 23.5 mpg. (U.S.)]
50 m.p.h. at 3300 r.p.m.

Max. and cruising speed 1st gear 24% (13.5°) 3rd gear 7.5% (4.5°)
Climbing ability 2nd gear 12% (6°) 4th gear 4% (2.5°)

SPECIFICATION		Pick-up without tilt	Delivery Van	Kombi	Micro Bus	Micro Bus De Luxe	
Weights:	Net weight	lb. 2094	2028	2072	2392	2392	
	Unladen weight	lb. 2315 ¹⁾	2249 ¹⁾	2293 ¹⁾	2447	2447	
	Payload	lb. 1764	1830	1786	1632	1632	
	Permiss. total weight	lb. 4079	4079	4079	4079	4079	
	Number of seats	3	3	3 ²⁾	8	8	
Overall Dimensions:	Length	in. 165.0	165.0	165.0	165.0	166.1	
	Width	in. 67.3	67.9	67.9	67.9	68.9	
	Height	in. 75.6	76.4	76.4	76.4	76.4	
Other Dimensions:	Double side door opening	Width	in. 46.1	46.1	46.1	46.1	
	Height	in. 47.2	47.2	47.2	47.2	47.2	
Rear door opening	Width	in. 35.4	35.4	35.4	35.4	35.4	
	Height	in. 28.7	28.7	28.7	28.7	28.7	
Loading height (unladen)	Lateral	in. 38.6	19.7	19.7	19.7	19.7	
	Ground clearance	in. 9.5	9.5	9.5	9.5	9.5	
Interior Dimensions:	Body (excl. cab)	Mean length	in. 102.4	106.3	106.3		
		Mean width	in. 61.8	59.1	59.1		
		Mean height	in. 14.8	53.2	53.2		
		Loading area	sq. ft. 45	-	-		
		Capacity	cu. ft. -	170	170		

1) incl. driver 2) with passenger seats in body: 8

MISCELLANEOUS:

General: Tools and jack under driver's seat, spare wheel behind; bumpers front and rear. Pull-push type knob for fuel reserve operated from driver's seat.

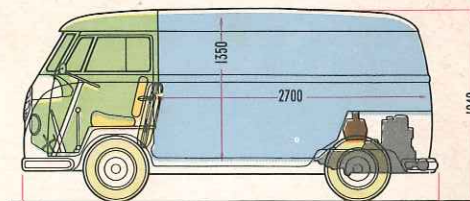
Large rear door on all models except VW Pick-up.
VW PICK-UP with additional load space below main loading floor (available with tilt and hoops at extra cost).

VW DELIVERY VAN with double doors on nearside (available with doors on both sides at extra cost).

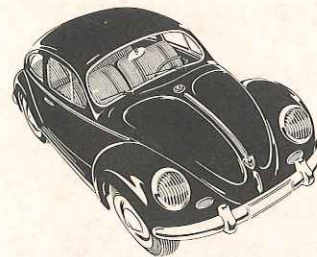
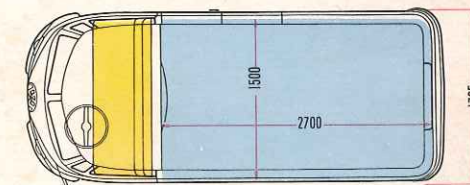
VW KOMBI with and without seats according to passengers or goods to be carried (available also with sun roof - Golde type - at extra cost).

VW MICRO BUS with luggage space 27.6x57.1x31.5 in. = 28 cu. ft. (available with sun roof - Golde type - at extra cost).

VW MICRO BUS DE LUXE with Golde sun roof, windows all round and skylights. Luggage space 27.6x57.1x31.5 in. = 28 cu. ft.



Dimensions in millimetres



May we draw your attention also to the de Luxe model of the Volkswagen Sedan.

If you are interested, we shall be pleased to send you brochures free of charge.



...EFFICIENT AS THE CAR ITSELF



VOLKSWAGENWERK GMBH · WOLFSBURG · GERMANY