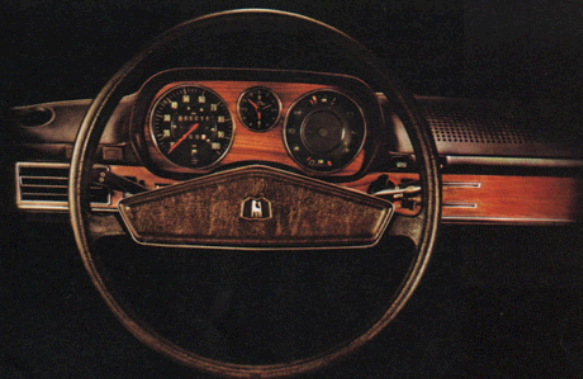


Dasher

The elegant Volkswagen.



When a car takes you where you want to go in comfort and style, that's called luxury.



Any car can take you where you want to go. But a Dasher takes you there in elegance. Look inside and you'll see why.

The luxurious upholstery. The plush carpeting everywhere—even in the trunk. The striking console. The hand-fitted padded headliner.

Sit inside a Dasher and you can't help but notice something else: how comfortable the seats are. They were anatomically designed to give your muscles the proper support. And you'll feel just as comfortable after long hours of driving.

The front seats adjust from front to back, from straight up to fully reclining, and all the variations in between. And they're equipped with inertia-type seat belts that give you freedom of movement, but hold you securely during acceleration, cornering and sudden stops.

A Dasher doesn't merely let you sit comfortably, it lets you drive comfortably as well. That dashboard is more than rich looking. It's equipped with instruments that are easy to read. Like a speedometer, fuel gauge, even a highly accurate quartz clock.

There are more instruments on the steering column where they're easy to reach. Like turn signals. A headlight dimmer switch. An automatic windshield washer/wiper control with an intermittent cycle. Even a headlight sequencing switch that automatically turns the headlamps off and leaves the parking lights on when you turn the ignition key off.

Drive a Dasher and feel all the fresh air around you. It has a flow-through ventilation system, which, at 55 m.p.h., can change the air inside the passenger compartment every 25 seconds.

Finally, the Dasher comes with all kinds of little luxuries. Grab handles, to make getting in and out easier. Mirrors—not only the day/night mirror, but a vanity mirror, as well. An electric rear window defogger. Ashtrays and an armrest for backseat passengers. Child-proof rear door locks. Extra touches that don't cost you extra.

All of which makes the Dasher a car that's truly luxurious. A car that all the while you're driving it makes you feel like you've arrived.

When it lets you take all you want with room to spare, that's called practicality.



Take a look at the Dasher from the outside. It's not too large. Not too small. It's just the right size with just the right conservative styling. Not only is it good looking, but it's easy to handle and maneuver in traffic. And, best of all, when parking is a problem, parking a Dasher is less of a problem.

Whether you're going cross town or cross country, the Dasher accommodates you beautifully. The sedan has a luggage compartment with nearly 18 cubic feet of space. Plenty of room for groceries and luggage. In fact, it'll even take you camping without cramping.

But that's only part of the story. The Dasher hatchback lets you fold down the rear seat and more than double the luggage

area. And when you fold down the rear seat of the Dasher wagon, you have 51.6 cubic feet of space.

However, not all of the things you take along are large. So all of our Dashers have a console between the front seats that's perfect for keeping maps, loose change and other odds and ends both within easy reach, yet out of the way. And if you're carrying valuables that you'd like to leave in the car, but don't want anyone to see, there's a lockable glove compartment.

So if you're a person who likes a car that's easy to handle and park. A person who goes away for weeks or weekends. Who carries a lot or carries a little. Try a Dasher on for size.

When it offers features like fuel injection and rack-and-pinion steering, that's called engineering.

All cars are designed to start, stop and take you where you want to go.

But drive a Dasher and discover it does even more. When you go through a turn, it pulls you through. Drive in a straight line and you stay in a straight line, even in heavy crosswinds.

Part of the reason is front-wheel drive. Instead of being pushed from behind, the way most cars are, the Dasher is pulled from the front. And because the engine, transmission and differential have been combined into a single unit and placed over the driving wheels, you get superb traction.

Whether you take a Dasher out on interstate highways or on mountainous S curves, you can't help but notice how easy it is to pass, turn and corner. The reason: rack-and-pinion steering.

Unlike other systems, rack-and-pinion steering utilizes no levers. Force is transmitted quickly and evenly, giving you a fantastic feel for the road.

Not only is the Dasher smooth handling, it's smooth riding, too. It has an independently sprung suspension with MacPherson struts in the front and a unique torsion crank axle in the rear. That way, if the left front wheel takes a bump, it takes it once. Without jolting the rest of the car.

Just as important as acceleration, is deceleration. And to assure you of smooth, precise stops, we equipped the Dasher with power-assisted disc/drum brakes. We gave it a brake pressure regulator that automatically adjusts to different loads in the back seat and trunk, keeping the rear brakes from locking prematurely. And dual-diagonal braking circuits, combined with negative steering-roll radius, to help you maintain directional stability, even in the event of a front tire blowout.

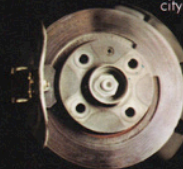
For added control the Dasher is equipped with steel-belted radial tires.

To help you get good gas mileage, the Dasher has a C.I.S. fuel injection system that continuously feeds the engine the exact blend of fuel and air it needs at all times, depending on engine and ambient temperatures and engine load. So you can expect the best gas mileage possible. Up to 24 m.p.g. in the city and 37 m.p.g. on the highway.*

But why take our word about how comfortable, responsive and economical the Dasher is? Come into any Volkswagen showroom and look at one yourself. Better yet, sit in it. Give it every kind of test you can think of. But don't leave until you give it one for the road.

*Based on 1976 EPA estimated mileage with manual transmission. Your actual mileage may vary, depending on where and how you drive, your car's condition and optional equipment.

1977 data not available at printing time. Ask your dealer for a free copy of the EPA/FEA Gas Mileage Guide for New Car Buyers.



When you have three models to choose from, that's called variety.



Elegance means different things to different people.

That's why we don't build only one Dasher, we build three.

The 4-door Dasher sedan. The 4-door Dasher station wagon. And the 2-door Dasher hatchback.

No matter which you choose, they're all richly styled. And appointed with handsome cloth seats trimmed with leatherette, a fully instrumented dashboard and plush carpeting all around.

So no matter what your life style may be, there's a Dasher that'll fit into it perfectly.

And whether you choose the graceful sedan, hatchback or the gracious station wagon, we offer it with pride. A car of uncommon elegance, behind which stands the common sense of a Volkswagen.

And when so much is standard, you can afford individuality.

Look around a Dasher and you'll notice lots of little extras. Fully reclining front bucket seats. Vent windows. Wall-to-wall carpeting. A remote-controlled outside mirror. Fuel injection. Radial tires. Full wheel covers. An electric rear window defogger. A quartz clock. All extras that don't cost you one cent extra.

But in spite of all that's on the Dasher as standard equipment, there's always someone who wants more.

So with the money you've saved by not having to add any of the above, you can afford to "customize" your Dasher by adding any or all of the following options.

If you don't like shifting for yourself, there's a fully automatic transmission.

And cruise control that'll let you maintain a constant speed automatically.

Lovers of the outdoors can add a sliding sunroof, while lovers of the indoors may prefer air conditioning.

There's tinted glass, as well as vent shades to help you see better. And fog lamps to help you be seen better.

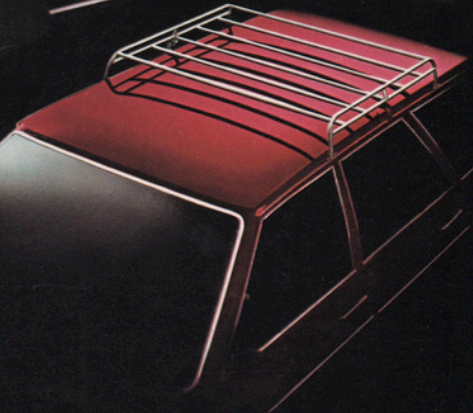
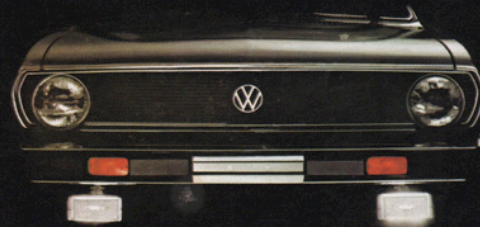
There are racing stripes and a front spoiler to make your Dasher look even dashier.

And, for the wagon, a simulated woodgrain panel and trim.

There are radios—your choice of AM, AM/FM, even a unit with a tape player.

And you can add a luggage rack. Floor mats. Bumper overriders. Door edge guards. And more.

Ask your dealer to show these and our other options to you. And how to take one of our Dashers and make it your own.



When a car offers you all of this and craftsmanship as well, it's called Dasher.



Through the years, Volkswagens have been elegantly simple. And though they may have looked different from one another, one thing has been the same. The way they're built.

If you were to visit our factory in Wolfsburg, Germany, you'd see that much of the assembly is still done by hand.

You'd see craftsmen welding on sheet metal. Adding melt-bituminous pads to deaden noises. By hand.

You'd see car bodies being treated with polymer undercoating, for extra protection against rust, corrosion and stone damage. And cars being painted, re-painted and re-painted again. All by hand.

Impressive? You may think so, but our inspectors are downright skeptical. That's why practically everything our craftsmen do, they try to undo.

They test engines on dynamometers under various loads to see how they'll perform under all kinds of driving conditions. They inspect paint jobs with mittens to pick up irregularities bare hands can miss. They subject Volkswagens to scorching heat, freezing cold and lashing winds, to make sure they can live with the kind of climate you live with.

And if our inspectors find that something isn't exactly right with any part of any car, it never leaves Wolfsburg.

That's the way we've been building Volkswagens for over 28 years. The result has been millions of cars, elegant in design, concept and function. Add to this cultivated styling a rich interior and high performance, and you have the Dasher. A Volkswagen that's simply elegant.

And when it's backed by this kind of service,
it can only be a Volkswagen.



We built the Dasher to be reliable. And we even eliminated many of the parts that often demand adjustments and repairs. Like the carburetor and choke, for example. They've been replaced by fuel injection.

You won't have to tighten or replace the radiator fan belt, either. The thermostatically controlled electric fan cools the radiator without a belt.

And the manual transmission is permanently lubricated.

But if, for any reason, you do have work to be done, you'll be glad to know that we stand behind every car we build. And that Volkswagen service is never very far away.

There are over 1,000 Volkswagen service areas located throughout the United States and Canada.

Each is staffed with specially trained Volkswagen mechanics who work with special Volkswagen tools.

And no matter which one you go to, your Dasher will get fast, reliable service. And should it need a part, each area is fully stocked. So you'll be out on the road again before you know it.

The Volkswagen Dasher. We built it with pride. And we're going to do all we can to help you keep on driving it with pride.

1977 VW DASHER SPECIFICATIONS Sedan, Wagon, Hatchback

ENGINE	
No. of cylinders	4 in-line
Bore	3.13 in (79.5 mm)
Stroke	3.15 in (80.0 mm)
Displacement	97.0 cu in (1588 cc)
Compression ratio	8.2 : 1
Horsepower (SAE Net)	78 @ 5500 (76 @ 5500 California)
ENGINE DESIGN:	Water cooled, longitudinal front mounted
Valve arrangement	Overhead cam driven by spur belt
Cooling system	Radiator, water pump, thermostatically controlled electric fan
Fuel/air supply	Fuel injection (CIS)
ELECTRICAL SYSTEM:	
Rated voltage	12 V
Battery	45 amp / hr.
DRIVE TRAIN:	
Clutch	Single dry plate
Transmission	4-speed manual or 3-speed automatic
CHASSIS AND SUSPENSION:	
	Unitized body, chassis with subframe to support engine and transaxle. Bolt-on front fenders.
Front suspension	Independent MacPherson struts stabilizer bar
Rear suspension	Torsion crank axle with Panhard rod

Foot brakes	Diagonal dual circuits with power assist, disc in front, drum in rear
Hand brake	Mechanical to rear wheels
Rims	4-1/2 x 13
Tires	155SR13-steel belted radial
Steering	Rack and pinion, steering damper

CAPACITIES:

Fuel tank	11.0 US gallons
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LUGGAGE CAPACITY:

	17.7 cu. ft. (4-door)
	24.7 cu. ft. (station wagon)
	51.6 cu. ft. (wagon with seat folded)
	16.7 cu. ft. (2-door hatchback)
	46.6 cu. ft. (hatchback with seat folded)

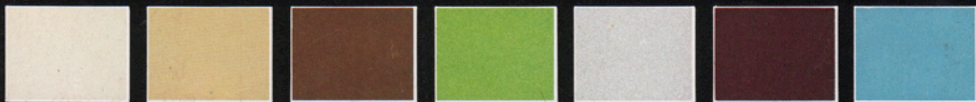
DIMENSIONS:

Wheelbase	97.2 in.
Front track	52.7 in.
Rear track	52.5 in.
Overall length	172.4 in.
Overall width	63.0 in.
Overall height (unloaded)	53.5 in. (54.3 in.—station wagon)
Ground clearance	4.2 in. (station wagon 4.8 in.)
Turning circle	31.2 ft. curb to curb

PERFORMANCE:

Top speed	101 mph—Manual (100 mph—California) 98 mph—Automatic (97 mph—California)
Fuel consumption EPA	To come

PAINT



Polar White

Dakota Beige

Agate Brown

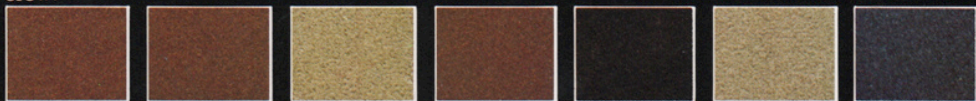
Lime Green Metallic

Diamond Silver Metallic*

Brocade Red

Miami Blue

CLOTH



Tobacco

Tobacco

Parchment

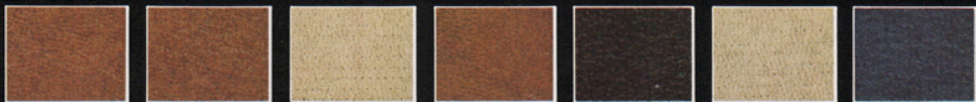
Tobacco

Black

Parchment

Navy

LEATHERETTE



Tobacco

Tobacco

Parchment

Tobacco

Black

Parchment

Navy



It's more than elegant.

The elegant Volkswagen.