

Scirocco



INTRODUCING THE SECOND GENERATION SCIROCCO.

YES, IT'S A VOLKSWAGEN.

As stylish as the new Scirocco is, what's most impressive is that it truly represents the Volkswagen heritage. So even though you may appreciate it as an exciting sports car, it also offers down-to-earth reliability, like any Volkswagen.

And as a technologically advanced 2+2 there's inspiring performance to go along with the good looks and well-equipped, comfortable interior. It doesn't take much imagination to see yourself behind the wheel, does it?



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**Nothing else
is a Volkswagen.**

BE HONEST WITH YOURSELF. WHEN A SPORTS CAR LOOKS



THIS SENSATIONAL, IS PRACTICALITY THAT IMPORTANT?

Of all the brochures at a Volkswagen dealership, this is the one that gets read the most. Because the Scirocco is the one *wanted* by most. Whatever your interest in a Scirocco, we suggest a test drive before you go much further.

Even if you're thinking of a much larger car you'll find that the new interior is exceptionally roomy. And you'll be impressed with the performance the Scirocco delivers. Plus the admiring glances the Scirocco receives.

Especially this year.

The new Scirocco has benefited from one of the world's most critical stylists — the Volkswagen wind tunnel. So what awaits your pleasure is the result of our commitment to provide advanced aerodynamics for improved performance and handling.

The Scirocco also has sporty styling, beginning at the low-sloped hood and sharply raked windshield. The roof cleverly incorporates recessed rain channels, and the contoured rear end is capped with a distinctive, functional spoiler. The new design reduces rear wheel lift at highway speeds, resulting in improved handling and control.

These advancements are the result of a procedure developed by Volkswagen called detail optimization; the minute examination of the effects of air flow over the car to engineer and style a clean, aesthetically pleasing design. It works.

Named after a fierce desert wind, the Scirocco's front wheel drive and transverse engine contribute to its tracking ability at all speeds. So if a test drive sways your thinking about owning a sports car, you're making a very practical decision.

A. The distinctive rear spoiler is set high above the window line but is seen by the driver only as a thin band. This Scirocco trademark produces a down-thrust that acts on the rear suspension during a fast lane change or in a sweeping turn, adding to the excellent handling characteristics and driving enjoyment.

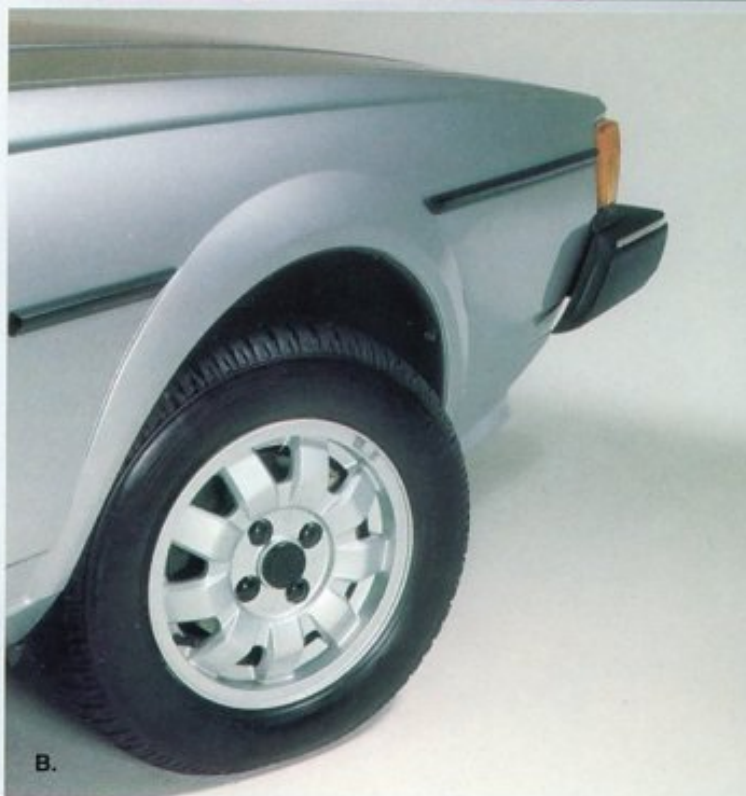
B. Light-alloy wheels capture the essence of the Scirocco's aerodynamic styling.

Larger 70-series 175/R13 steel-belted radial tires provide an oversize footprint for improved road adhesion.

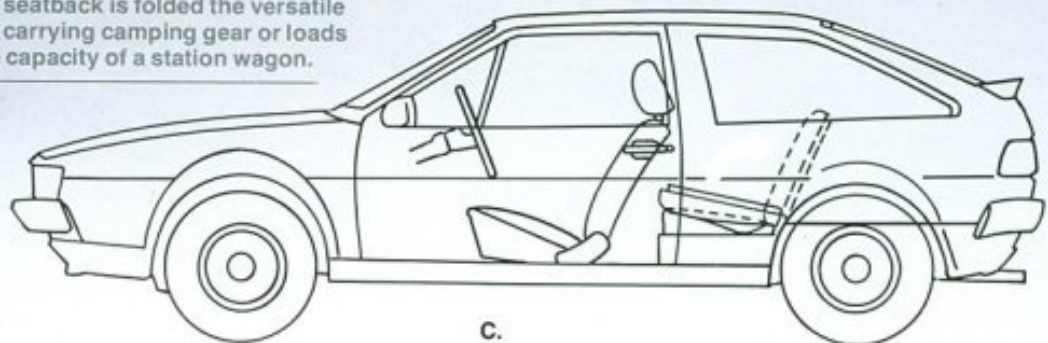
C. When the rear seatback is folded the versatile Scirocco is ideal for carrying camping gear or loads normally requiring the capacity of a station wagon.



A.



B.



C.

AN AUTOMOBILE ENGINEERED FOR PERFORMANCE



ALSO SHOULD BE INVITING FOR ITS PASSENGERS.

The best appreciation a car can receive on its outside appearance is when passengers want to be seen inside. The new Scirocco is such a design, equally handsome from either direction.

The 2+2 interior is roomier than before, with noticeably more shoulder- and rear-head room. This spaciousness is enhanced by clean, functional styling that's fully color-coordinated — and obviously trimmed with the touch of an automotive enthusiast.

The low driving position and the location of instruments, operating controls, shift lever and center-positioned handbrake tell you that this is a sports car meant for driving and riding enjoyment.

The twin front bucket seats are fully adjustable — including height and seatback angle — and the head restraints can be tilted and raised for your protection and comfort. The well-upholstered seats provide the lateral support needed on twisting country roads and for long-distance interstate travel.

In the rear a sculptured, fold-down seat makes the Scirocco a viable alternative to a compact sedan. Doors extend well to the rear for easy entrance.

A close look at the door opening reveals another aspect of Scirocco's styling and engineering. The door frame is a slim front pillar and roof beam structurally reinforced by a wide, strong mid-body post. This vertical support strengthening the unit body also permits a thin, sharply-raked rear post.

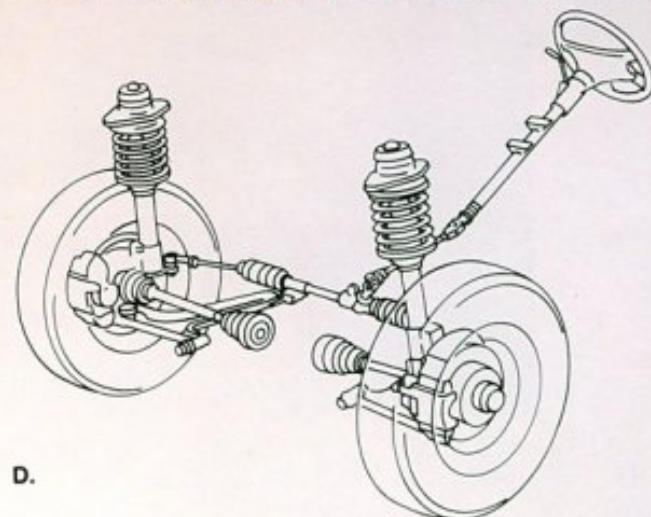
Inside or out the new Scirocco has an envied look that implies this is an expensive sports car. So don't be surprised if people think you've spent twice the price.

A. Sports seats with a true "bucket" function are designed to hold you comfortably in place. Thighs and kidney area receive lateral support and the low back (lumbar) area is cushioned against jolts.

B. The deep center tray, a large glove box and dual package shelves below the dash are part of the carefully planned interior.

C. Locations of the handbrake lever and short-throw stick shift for the five-speed transmission were determined by ergonomic studies.

D. Maintenance-free rack and pinion design provides more direct and precise steering control. Volkswagen has developed the system without the steering kick-back once associated with all front wheel drive cars and to be surprisingly light when parking.



SOME DRIVERS CAN EVALUATE A CAR'S PERFORMANCE



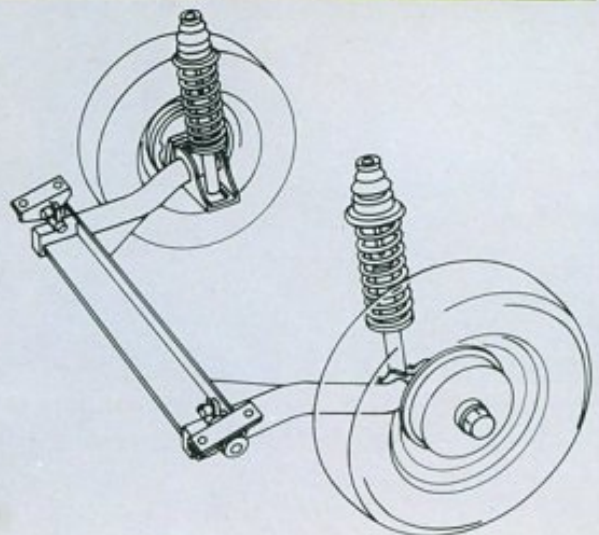
THE 1982 SCIROCCO WILL HAVE THEM SETTING A NEW

ANCE POTENTIAL JUST BY DRIVING AROUND TOWN.



EW LAP RECORD BEFORE LEAVING THE SHOWROOM.

A GERMAN SPORTS CAR IS EXPECTED TO PERFORM WELL



The Scirocco was engineered to be driven on highways without speed limits — and to be just as at home on the more demanding roads you encounter every day, even if the speeds are more reasonable. The point is that we consider the Scirocco's rush hour commuting characteristics as important as you do.

The overhead cam 1.7 litre engine is a modern design featuring a continuous fuel injection system. Precise metering provides good flexibility and driveability by maintaining a proper air/fuel ratio.

The transverse-mounted engine is matched to a five-speed transmission with an unusual feature; the first three speeds are close ratio to enable strong acceleration for merging with traffic, and the top two speeds each have an overdrive ratio to maximize fuel economy* and grant a quiet highway ride. It's one example of the VW Formula E program that helps us stay ahead while others catch up.

Another of the Formula E features is a unique upshift light that tells you when you can save gas by shifting into a higher gear.

The solid state system takes into consideration the engine's load and speed or car speed in relation to the transmission gearing.

It's another Volkswagen innovation to help you develop good driving habits when you require limited power. Naturally, you can override this feature when you need to accelerate quickly.

Equally impressive are two other ingredients for driving enjoyment; the systems for directional control and deceleration — handling and braking.

Whether it's getting into a tight parking space or making a quick lane change, response and steering ease are obvious Scirocco advantages.

You also can easily realize the value of the smooth power transfer to the front wheels, especially obvious when responding quickly to road and traffic conditions, but best appreciated when the pace is of your own choosing.

*1982 EPA (28) estimated mpg, 41 highway. Use estimated mpg for comparison to other cars. Your actual mileage will vary with speed, weather and trip length. Highway mileage will probably be less.

A. The full-width, contoured rear seat looks comfortable, and it is. Formed in an identical manner as the front buckets, it uses a supportive foam with high flexibility and durability.

B. The amount of usable space is more than doubled if the Scirocco is converted into a two-seater.

C. The Scirocco's aerodynamic features will help keep the back window clean; an optional wiper/washer will improve rainy day visibility.

D. The carpeted, automatically lifting cover for the 14 cubic foot, lighted luggage area appears as a permanent fixture when flush, but unhooks and folds easily for storage.



WHERE NO SPEED LIMITS EXIST.



WHEN CONSIDERING



A SCIROCCO'S VALUE, PAY CLOSE ATTENTION TO DETAILS.

While the Scirocco looks good at a distance, it looks even better close up. Very close up.

Did you notice the plastic guard protecting the leading edge of the rear wheel well? Or the chip resistant paint on the rocker panel and front spoiler?

These are a visible part of the new Volkswagen construction process to increase the life of all our cars. An extensive rust prevention program features epoxy bonding, crimping and sealing of metal panels — instead of using arc welding. That's because excessive heat can endanger the treated metal surface, negating the benefits of zinc phosphate and other protective coatings.

Another example of Volkswagen's engineering thoroughness is the hot wax-flooded rocker panels to help prevent moisture damage from the inside, where rust usually first starts to form. Almost as well hidden is the rear brake pressure regulator. This device compensates for the greater weight on the front axle during braking.

A far more obvious indication of Scirocco's value is its long list of standard equipment. Included are such thoughtful features as a light for the rear hatch, two underdash package trays, an intermittent wiper position and an oil pressure gauge mounted in the center console.

You have a choice of having some other features, namely the optional sliding sunroof and the Scirocco GL equipment: cruise control, power windows, power door locks and a power antenna. You also can have your Scirocco air conditioned — most buyers will — and you might consider an automatic transmission.

But even if you get a Scirocco with nothing added but your dealer's thorough pre-delivery procedures, you'll have a fully equipped sports car.

That's the true meaning of value.

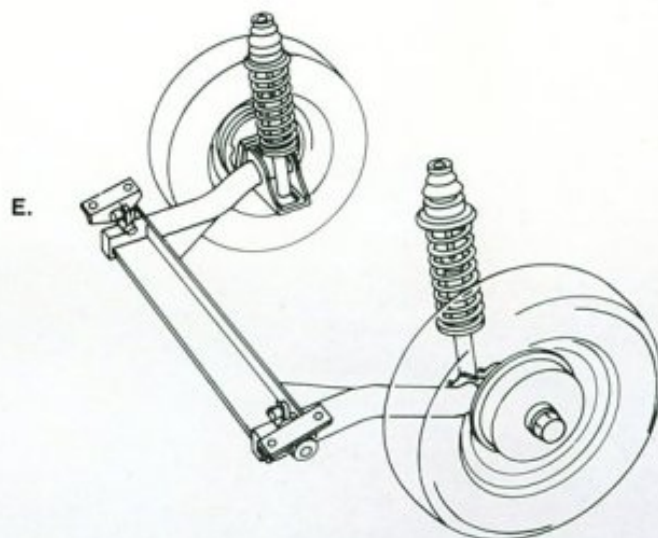
A. The single windshield wiper with an intermittent switch position provides extensive coverage for the driver's field of view.

B. Extensive investigations into driver behavior patterns has led to Volkswagen's central grouping of instruments, warning and indicator lights. New is the digital clock and a unique upshift light to help you drive economically.

C. Below the vacuum-operated heater/ventilation controls, ashtray and oil temperature gauge is a standard equipment four-speaker stereo cassette radio.

D. Another Scirocco standard is convenient remote operation of the outside mirror.

E. Rear suspension follows Volkswagen's traditional practice of independent control for each wheel. Trailing arms connect the T-section transverse beam of spring steel. This gives it the flexibility to act as a stabilizer bar and counteract body lean.



1982 SCIROCCO SPECIFICATIONS

BODY

DIMENSIONS AND CAPACITIES

Unit body/chassis construction with bolt-on front fenders, two doors with rear hatch supported by pneumatic springs.

Length	165.7"
Wheelbase	94.5"
Width	64.0"
Height, unloaded	51.4"
Track, front/rear	54.7"/53.5"
Ground clearance	4.3"
Luggage capacity, seat up/down (DIN cu. ft.)	14.6/23.7

ENGINE

COOLING AND FUEL SYSTEMS

Four-cylinder transverse-mounted engine with cast iron block and aluminum alloy cylinder head, belt driven overhead camshaft. Water-cooled with pressurized, cross-flow radiator, thermostatically controlled radiator fan. Fuel tank capacity 10.6 gallons. Fuel-injected with metering valve controlling continuous flow to injectors at each intake valve. Unleaded gasoline required.

ENGINE SPECIFICATIONS

Bore x stroke, in.	3.13 x 3.40
Displacement, cu. in./cc.	105/1715
Compression ratio	8.2:1
Horsepower (SAE net) at rpm	74 at 5000
Torque (SAE net) foot pounds at rpm	89.6 at 3000

ELECTRICAL SYSTEM

12 volt with 65 amp alternator, 45 amp/hr battery and breakerless transistorized ignition.

DRIVE TRAIN

Front wheel drive with twin constant-velocity jointed drive axles. Single dry plate clutch. Fully-synchronized manual transmission incorporating an upshift indicator light.

TRANSMISSION RATIOS

	STANDARD 4+1 E MANUAL	OPTIONAL 3-SPEED AUTOMATIC
First	3.45:1	2.55:1
Second	1.94:1	1.45:1
Third	1.29:1	1.00:1
Fourth	.91:1	—
Fifth	.71:1	—
Reverse	3.17:1	2.46:1
Final drive	3.89:1	3.56:1

STEERING SYSTEM

Maintenance-free rack and pinion with double pivot column. Ratio 20.8:1. Turning circle (curb to curb) 31.2'. Turns lock to lock 3.9.

FRONT SUSPENSION

Independent MacPherson strut with coil springs and telescopic shock absorbers. Negative steering roll radius.

REAR SUSPENSION

Independent stabilizer axle with trailing arms, progressive rate coil springs and telescopic shock absorbers.

BRAKE SYSTEM

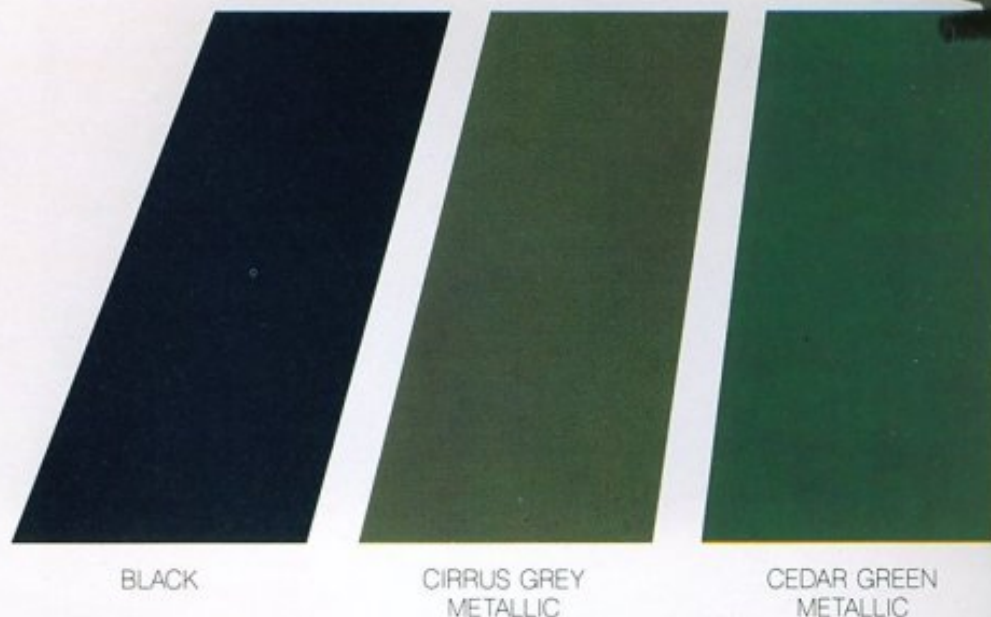
Power-assisted with 9.4" front discs and 7.1" rear drums, self-adjusting. Dual diagonal hydraulic circuits. Mechanical handbrake on rear wheels.

WHEELS AND TIRES

Rim size	5½J x 13 light alloy
Tire type	Steel-belted radial
Tire size	175/70R13

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SCIROCCO EXTERIOR COLORS



BLACK

CIRRUS GREY
METALLIC

CEDAR GREEN
METALLIC



SURINAM
METALLIC

SAND
METALLIC

DIAMOND SILVER
METALLIC

COSMOS
METALLIC

Jetta
Rabbit &
Convertible
Scirocco
Nothing else
is a Volkswagen.
Quantum
Vanagon &
Camper
Pickup