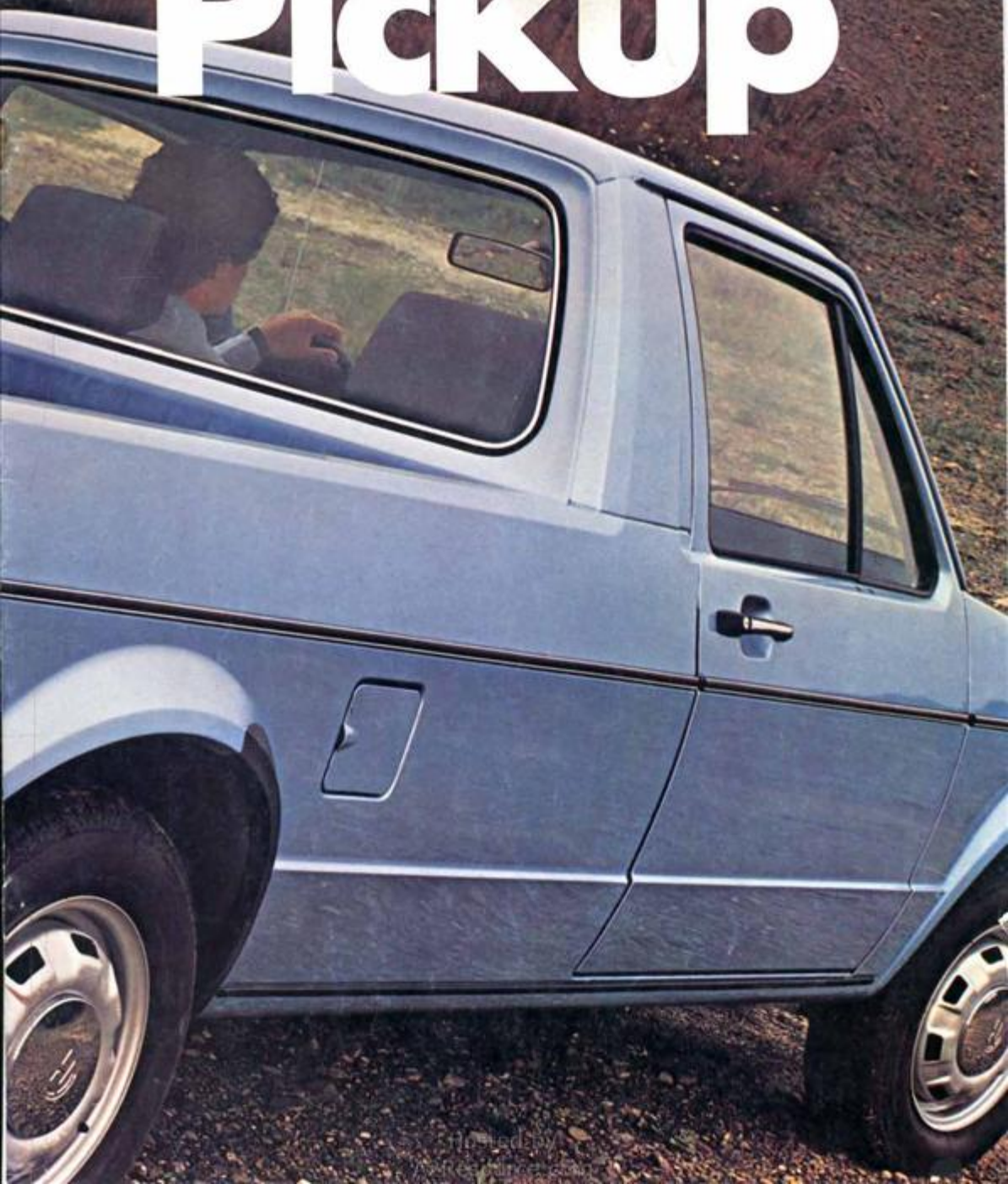


Pickup





Our Philosophy at Volkswagen

Thirty-three years ago a pair of small, strange-looking cars appeared on American roads. And almost overnight America discovered Volkswagen made extraordinary cars.

Our long history of being at the front of automobile design and innovation is no accident. It comes from never being completely satisfied by what we've built before. No matter how good it is, it's never good enough.

And that simple philosophy has guided us since our first Volkswagen. It forced us to push back established limits of design and performance. To set standards for excellence. To seek creative solutions to stubborn problems. And we've done it so well, for so long, that every time we introduce a car, the world expects something unique.

The Volkswagen Pickup: Once again something unique.

It didn't take Volkswagen engineers long after introducing the revolutionary Rabbit to realize that it had the makings of an excellent pickup. A different breed of vehicle.

It features front wheel drive for greater directional stability, along with a unit-steel body for rattle-free durability. After all, on the roads a working vehicle is expected to travel.

Select from the base Pickup or the Pickup LX. Each can be a pleasure to own and operate for business or pleasure.

Hoisted by

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Red Pickup shown with optional metal bumper design and rear sliding window.

Pickup: The truck that goes the distance.

A surprising number of car owners are discovering how much more useful a pickup can be. After all, when there are only two of you but a lot to haul around, a six-foot long bed has a lot going for it.

But if you're considering a pickup for the first time, ask yourself whether it's just a pickup you want or the Volkswagen Pickup. You'll soon appreciate the quick, responsive rack and pinion steering and the sure-footed ride and handling from a firm-up, re-engineered independent suspension.

And when you open the throttle it's fuel-injected power coming through. That means smooth starting and warm up, along with consistent response from the overhead cam engine.

The Pickup is a great riding truck. You'll be wanting to cover lots of ground with it. When you do, you'll also be impressed with the Pickup's fuel economy*, especially if you get one with the optional diesel engine. A smooth shifting four-speed transmission is standard. It features an overdrive ratio in top gear so you can drive along easily with less engine strain.

And every model features a unique upshift light that could save you up to 7% on gas (diesel fuel) by telling you when to shift into a higher gear. The Volkswagen Pickup is the only pickup to have this feature. Of course, it's what you'd expect from Volkswagen. Innovation.

Optional Diesel engine gets exceptional mileage. 1983 EPA figures are (1) estimated mpg, 50 highway. Use estimated mpg for comparison to other vehicles. Your actual mileage may vary with speed, weather and trip length. Highway mileage will probably be less. Please ask your salesman for a free 1983 Gas Mileage Guide. (1)

Camel leatherette upholstery. (2)

*1983 EPA (2) estimated mpg, 38 highway. Use estimated mpg for comparison to other cars. Your actual mileage will vary with speed, weather or trip length. Highway mileage will probably be less. Please ask your salesman for a free 1983 Gas Mileage Guide.





Pickup LX: Works too hard to look this good.

You get a lot of features in our Pickup and a lot more in an LX. After all when you subject your Pickup to tough treatment, you want it to look good...inside and out.

The Pickup LX has it all...from the rear step bumper and exclusive trim to the halogen headlights. And inside there are new bucket seats with greater comfort. They're part of a re-styled interior that features such appreciated niceties as a quartz clock, lockable and illuminated glove box, a windshield wiper control with an intermittent position, tinted glass and vent windows.

And you'll find full color coordination in your LX, from the attractive and comfortable tweed upholstery to the long-wearing nylon carpeting.

To further add to your ownership of a Volkswagen Pickup, select from a wide range of useful options. There's a variety of superior sound systems (including a new digital stereo cassette), air conditioning, power-assisted steering. You can also put in a sliding rear window and put on sporty light-alloy wheels wrapped with 70-series steel-belted radials.

So if you want a pickup's carrying ability without losing any of the luxury you desire, it's all in the Volkswagen Pickup LX.

Anatomically designed, contoured bucket seats for comfort and lateral support in cornering. **(1)**

The Pickup's operating controls are placed directly in front of the steering wheel for quick viewing. The wiper/washer and signal controls are both located on the steering column for easy access. **(2)**

Sandstone Metallic Pickup LX shown with optional radio and sliding rear window. **(3)**



(1)



(2)



(3)

**Upfront it packs a lot of features.
The back features lots of room to pack.**

The Pickup is quite capable of handling tough miles of driving without being tough on mileage.

A solid rear axle supported by leaf springs gives high payload, rigidity, and rebound control. With a load capacity rating of 1100 pounds and an 18" lowbed, it still retains a comfortable ride even if it's loaded to full capacity.

Loading the Pickup is a cinch. There's a tailgate that opens with one hand, and you can remove it completely with two hands, without tools.

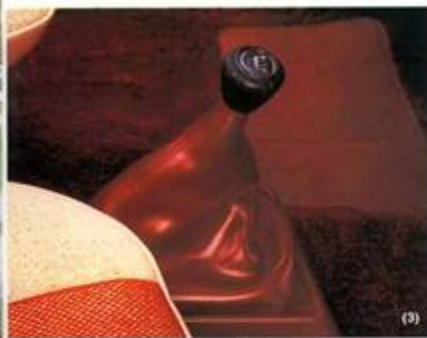
For long lasting durability, the Pickup paint includes a dip into a zinc phosphate solution to help prevent rust, two coats of sealer that are baked on so the paint won't easily chip, plus a special finishing coat that gives it gloss protection for years.

There's no question about it, the Pickup's got what it takes to take what you've got. After all, it's a Volkswagen.



Side rail reinforcement and tie-down system help secure your load.

Not every pickup has all these features and options but then not every pickup is a Volkswagen.



OPTIONS

- Sliding rear window with tinted glass (1)
- Light alloyed wheels 5x13 (2)
- 4-E optional manual transmission (3)
- AM/FM stereo radio (4)
- Air conditioning (5)
- Custom Value Package Rear step bumper with impact strips (6)
- Remote control mirror and vent window (7)
- 4-way wiper/washer (8)

OTHER OPTIONS (not pictured)

- Tinted glass, power steering

OTHER FEATURES (not pictured)

- Bonded windshield for permanent seal
- Integral side rail reinforcement and tie-down system
- Flow-through ventilation system
- 4-way windshield wiper/washer (intermittent) (LX)
- 2-speed windshield wiper/washer (Pickup)
- 3+E standard manual transmission

1983 PICKUP SPECIFICATIONS

BODY

DIMENSIONS AND CAPACITIES

Unit body/chassis construction with bolt-on front fenders, two-door cab with double-wall bed	
Length (with rear bumper)	166.3"
Wheelbase	103.3"
Width	63.6"
Height, unloaded	53.4"
Track, front/rear	54.2"/54.5"
Ground clearance, loaded	4.6"
Bed length	72"
Bed width	51.7"
Bed width at wheelbase	41.3"
Bed inside height	15.4"

ENGINES

COOLING AND FUEL SYSTEMS

Four-cylinder transverse-mounted engines 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 15.0 gallons.

Gasoline engine:

Fuel-injected with metering valve controlling continuous flow to injectors at each intake valve. Unleaded gasoline required.

Optional Diesel engine:

Fuel injection through a belt-driven distribution pump into "swirl" chambers pre-heated by fast-acting (less than 12 seconds at 0° F.) glow plugs. No. 2 diesel fuel required.

ENGINE SPECIFICATIONS

	STANDARD GASOLINE	OPTIONAL DIESEL
Bore x stroke, in.	3.13 x 3.40	3.01 x 3.40
Displacement, cu. in./cc.	105/1715	97/1588
Compression ratio	8.2:1	23.0:1
Horsepower (SAE net) at rpm	78 at 5500*	52 at 4800
Torque (SAE net) foot pounds at rpm	88.2 at 3200**	71.5 at 2000

*Calif. 74 at 5000

**Calif. 89.6 at 3000

ELECTRICAL SYSTEM

12-volt with 55 amp alternator, 54 amp/hr battery (63 amp/hr with Diesel) and breakerless transistorized ignition.

DRIVE TRAIN

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

TRANSMISSION RATIOS

	STANDARD 3+E MANUAL	OPTIONAL 4+E MANUAL
First	3.45:1	3.45:1
Second	1.75:1	1.94:1
Third	1.06:1	1.29:1
Fourth	.70:1	.91:1
Fifth	—	.71:1
Reverse	3.17:1	3.17:1
Final drive	4.17:1	3.89:1

STEERING SYSTEM

Maintenance-free rack and pinion with double pivot column. Ratio 20:1. Turning circle (curb to curb) 35.1'. Turns lock to lock 3.9.

FRONT SUSPENSION

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

REAR SUSPENSION

Tubular axle with leaf springs and telescopic shock absorbers.

BRAKE SYSTEM

Power-assisted with 9.4" front discs and 7.9" rear drums. Dual diagonal hydraulic circuits. Mechanical handbrake on rear wheels.

WHEELS AND TIRES

Rim size	4 1/2 x 13
Tire type	Steel belted radial
Tire size	165/70R13

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.

WAGEN

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Nothing else is a Volkswagen.