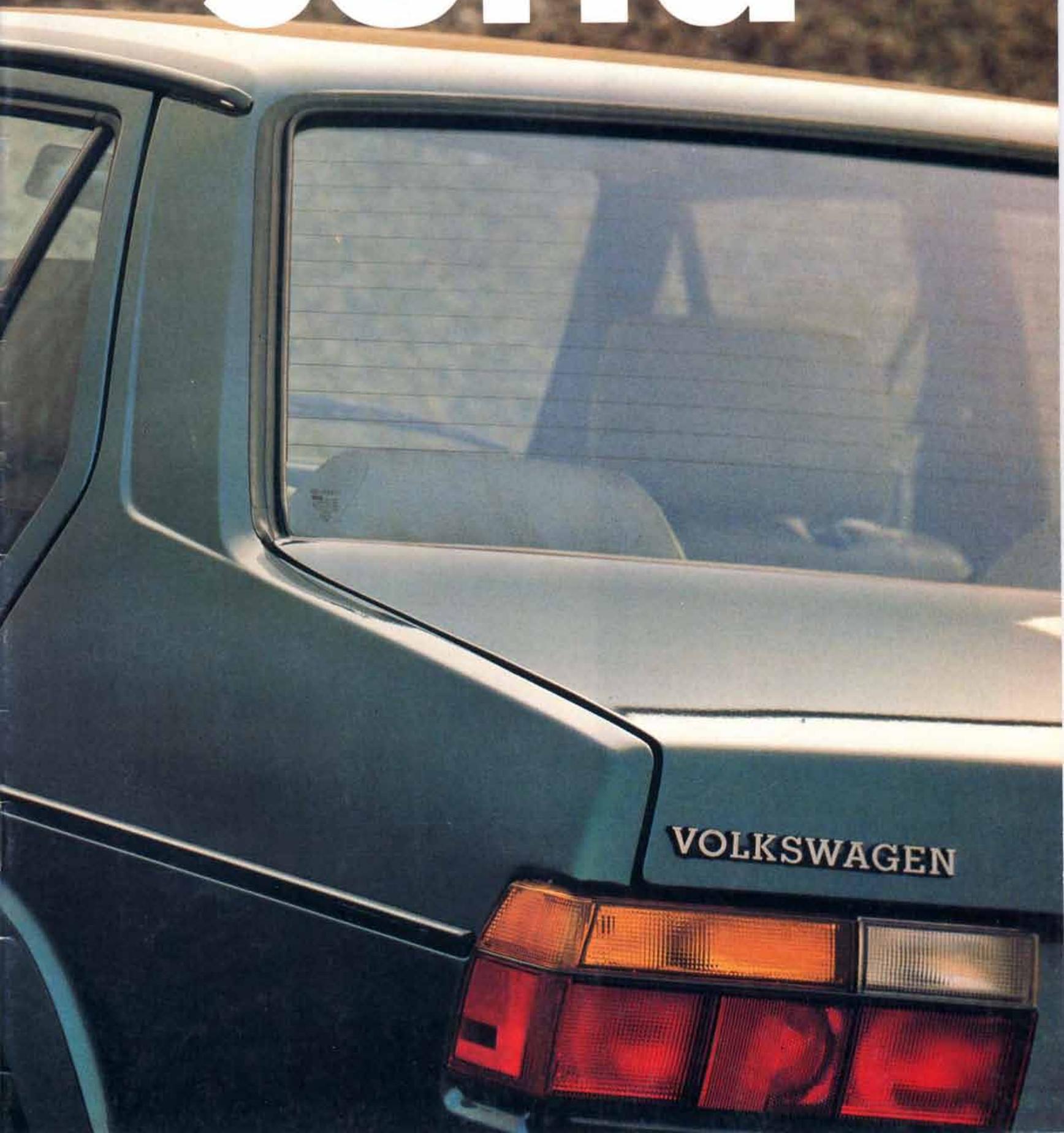


Jetta



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.

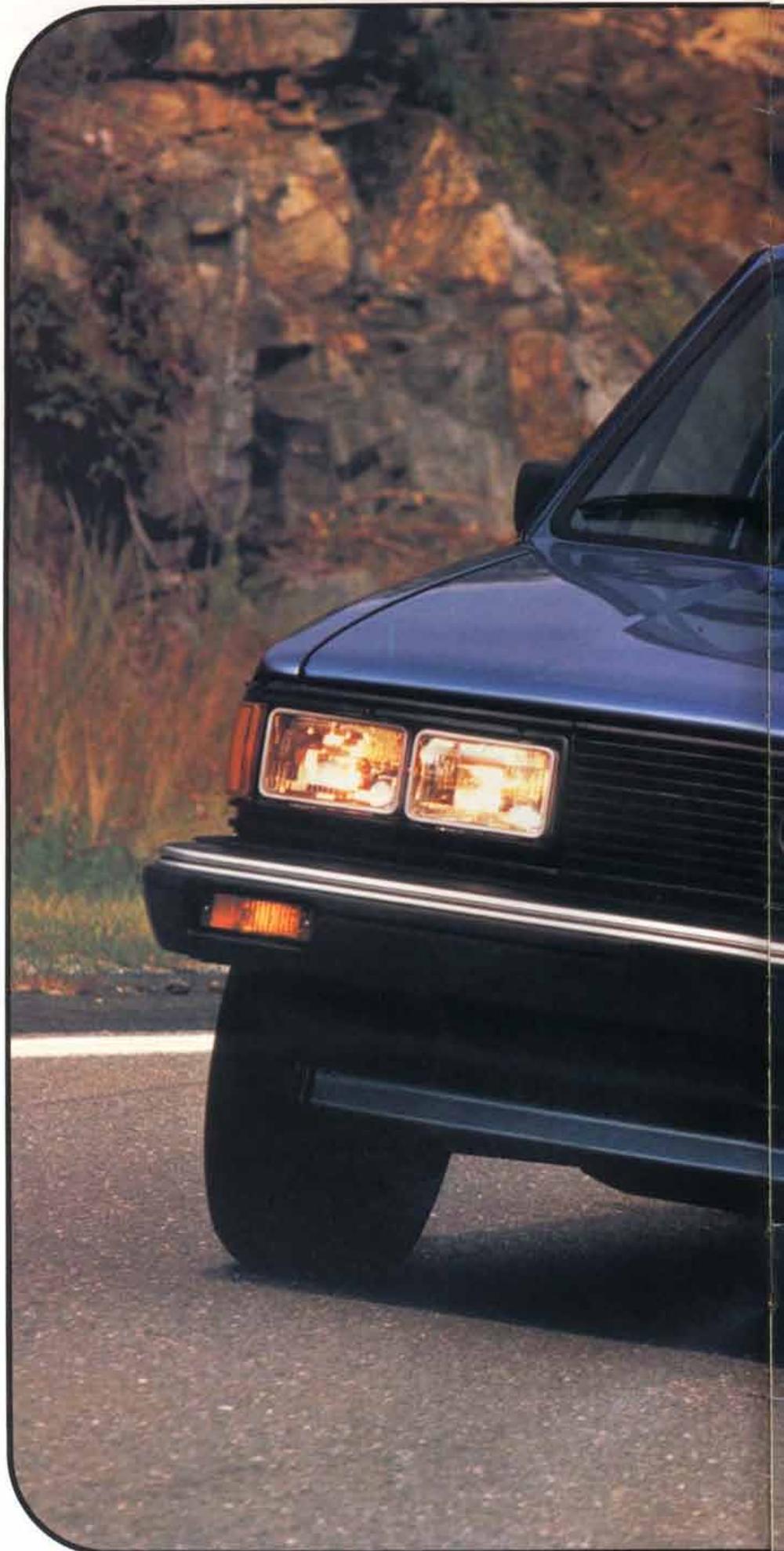
And that simple philosophy has guided us since our first Volkswagen. It forced us to push back established limits of design and performance. To set standards for excellence. To seek creative solutions to stubborn problems. And we've done it so well, for so long, that every time we introduce a car, the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

The Volkswagen Jetta.

As with every Volkswagen, the Jetta has a distinct combination of features that translate into driving enjoyment. Careful planning has provided sophisticated systems for handling and ride comfort, along with an impressive list of standard equipment. There's also a select choice of modern engines, transmissions and optional equipment that will add to your appreciation of a Jetta's fine road manners.

All this in an attractive compact-sized sedan assembled with pride and built to German standards of quality and workmanship. And you'll find that a Jetta achieves a level of performance and fuel economy* rarely found in a car of moderate price... with the fit and finish you would expect of a luxury car.

It's evident during a demonstration drive how precisely a Jetta can be maneuvered and how quickly and easily it responds. To appreciate fully the excitement a Jetta can generate, put it in motion.



* See fuel economy estimates on inside back cover.

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. Some of the vehicles in this brochure are shown with items which are optional at extra cost. See your dealer for details.



Jetta 4-door in Regatta Blue with optional metallic paint, radio and alloy wheels.

The mark of a German sports sedan.

There's an increasing demand in Germany for automobiles a cut above average, cars capable of maximizing performance on highways that may be without speed limits and alpine roads without guard rails.

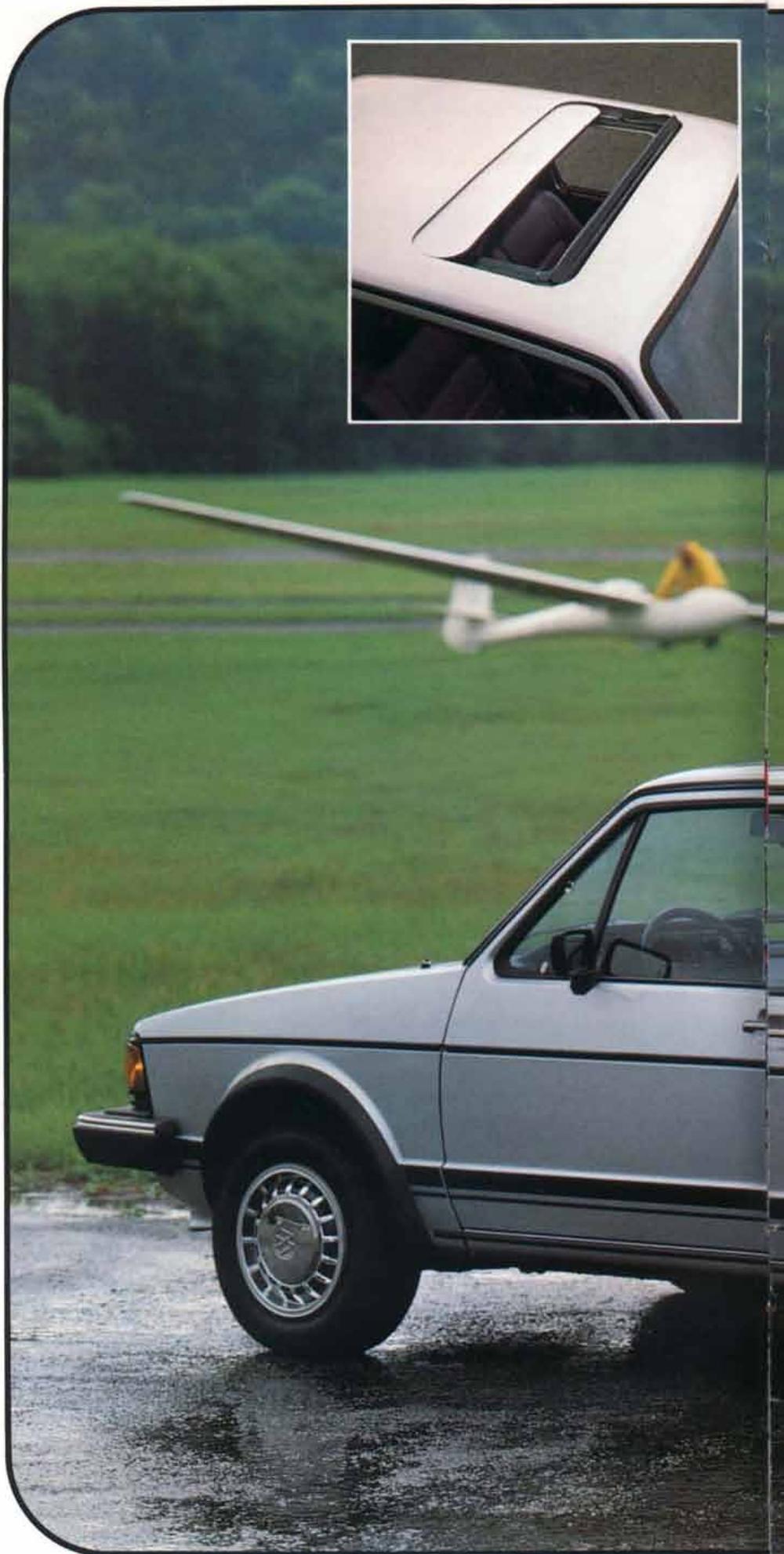
And this same enthusiasm for an agile and spirited car also exists in America, especially when it can accommodate a family and their luggage in comfort and style.

This combination of benefits are included in a Jetta without an unusual price. And, such features as a fully independent suspension and a fuel-injected overhead cam engine are not usually found at all. Add to this responsive rack and pinion steering, a power brake system with front discs, 70-series steel belted radial tires and a five-speed transmission. All standard.

The Jetta is also equipped with the results of some very impressive engineering, in particular its front wheel drive system. Double constant velocity joints in each drive shaft provide smooth power transfer. And with the center of gravity close to the drive wheels there's increased traction and better cross-wind stability.

This attention to engineering developments that add to driving enjoyment is indicative of the way Volkswagen emphasizes performance. The Jetta is a modern family-sedan design that incorporates the features wanted by the enthusiast driver, and shows its heritage at every turn.

Among the popular options available for a Jetta are a sliding steel sunroof with a wind deflector, distinctive light-alloy wheels, and a three-speed automatic transmission.





Jetta in optional Diamond Silver Metallic.

Unit-construction is the basis for a lightweight rigid body.

The secret to building a strong body with light weight is in the way components are shaped and welded together. The Jetta has a passenger compartment designed as a cage, with the front and rear ends expected to absorb energy impact at a controlled rate. This means that the body's strength is concentrated in the shape of supporting members onto which are welded roof and floor panels. Doors are equipped with special reinforcements.

Computer-controlled welding by robots creates a chassis dimensioned perfectly so that the steering and suspension components are always positioned correctly. And because the Jetta is pared down to be as light in weight as structural integrity will allow, it responds with precision.

The Jetta has incorporated a front spoiler in its design. This streamlining feature directs air around the vehicle for increased fuel economy* and helps the suspension provide better handling. Halogen headlights are fitted for greater vision.

The trunk is another distinctive feature, for a Jetta has an unusually large appetite for groceries and luggage. This makes it an ideal sedan for those who combine around-town use and vacation travel.

Protecting the sheet metal from the ravages of corrosion is a comprehensive treatment. It begins with a bath coating every surface with a zinc phosphate solution, and finishes with a special elasticized layer of paint on lower body panels to protect against stone chips. This year, inner wheel housings have been included for the same purpose; they protect better than conventional undercoating.

Volkswagen has thought of extra ways to help keep a Jetta free of nicks and scrapes, including a flexible polyurethane covering for the bumpers. Building a car for years of satisfaction starts with some very fundamental planning. And the Jetta is the result of engineering and quality control respected around the world.



* See fuel economy estimates on inside back cover.



Jetta in optional Lhasa Green Metallic.

The Jetta was designed for drivers and styled for passengers.

All you need to prove Jetta's ability for long-distance driving comfort is a few minutes behind the wheel. But even in the showroom it's easy to see that visibility and seating comfort are obvious Jetta strengths. And that the quality of materials and workmanship are of high standards.

But the Jetta interior incorporates more of its engineers' efforts than is evident at a glance. For example, pedal placement and the precise location of operating controls are the result of extensive ergonomic research. Adjustment capabilities of the seat cushion and backrest provide the driver with nearly ideal position of the steering wheel and shift lever. The same adjustments allow a passenger to be equally comfortable in a full-foam bucket seat.

One of the more interesting details you'll find in a Jetta interior is multiple storage areas, including door pockets and a center console, that let you separate valuables from items to be kept handy. You'll also note that the Jetta features front vent windows, remote-operated side mirrors and easily adjustable head restraints.

In the front and back seats there's been an equal emphasis on passenger comfort and legroom, for the Jetta is a true four-passenger sedan. New upholstery is provided in a striking cloth pattern, but an all-vinyl interior may be ordered. Built-in headrests are standard in the rear.

As expected, an efficient heating and ventilation system uses dashboard outlets that can be adjusted on demand; except for those aimed to defog side windows. A rear window defroster is standard.

At Volkswagen, passenger comfort and convenience features require the same engineering considerations we put into performance and safety. In a Jetta, this is readily apparent.





Jetta 4-door with Blue cloth upholstery.

Few cars so well equipped can be made even more enjoyable to drive.

A Jetta requires not a single addition to make it a complete car. It features a modern, overhead cam fuel-injected engine with excellent drivability and performance matched with high mileage.* The 1.7 litre engine is coupled to a smooth shifting five-speed transmission with overdrive ratios in the top two gears for cruising at quieter and more economical engine speeds.

This is a combination that's right for the way most people drive most often, but you can select the Turbo Diesel engine and a three-speed automatic transmission.

To aid the thorough heating and ventilation that includes dashboard outlets and front vent windows, add a sliding steel sunroof or air conditioning.

Another option to consider is a four-speaker stereo cassette radio with a digital readout. And for appearance; distinctive alloy wheels.

Of course there are other selections, such as automatic seat belts** that Volkswagen pioneered. But in each case it's a decision based only on your desire to personalize a Jetta.

The Jetta was designed and built to offer lasting value and overall performance expected only in a more expensive sports sedan. We're confident the Jetta you test drive will prove our point.

*See fuel economy estimates on inside back cover.

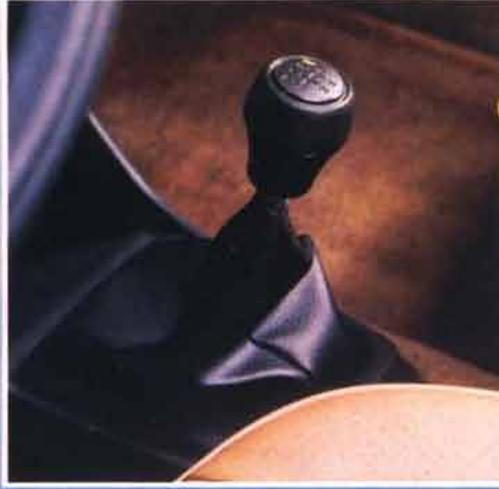
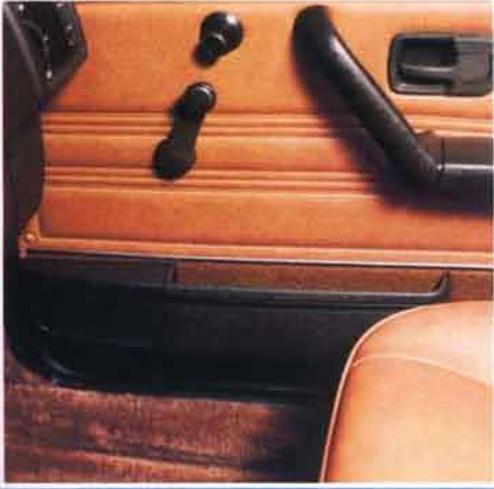
**Not available with Turbo Diesel.

Roomy, comfortable rear seat features built in headrests. Vinyl upholstery is available in lieu of the standard cloth.

Convenient storage areas are a Jetta trademark. Even the front doors have convenient pockets that are also used to house the optional stereo speakers.

A five-speed transmission provides the flexibility needed for quick acceleration and highway cruising. The fifth speed means that second and third can have lower ratios than with a four-speed, and the top gear can have a high "economy" ratio.





Jetta 4-door in Alpine White with optional sunroof, radio and alloy wheels.

The Turbo Diesel: A modern adaptation of an original automobile powerplant.

Thanks to the development of a high-speed turbocharger, you can now enjoy the performance found in a gasoline engine with the fuel economy of a diesel.

This performance advantage is due to increased torque, or pulling power, that's available at normal driving speeds. Response and acceleration when passing is surprisingly quick.

Naturally, fuel economy* is equally impressive. That's because the turbocharger works on demand, and not at all at very low engine speeds. The system is simple in operation, using normally wasted exhaust gasses to drive a turbine. Capable of spinning at 100,000 rpm, it powers another impeller that forces fresh air directly into each combustion chamber. With more air available, fuel can be burned more efficiently and more power generated.

Excessive "boost" is eliminated by a waste-gate, which will control the diversion of exhaust gasses past the turbine wheel and directly into the exhaust system.

The key to the turbo's high speed operation is pressure lubrication of the turbine shaft bearings using regular engine oil.

With the standard five-speed manual transmission, performance and fuel economy are assisted with an innovative up-shift light on the dash. When the Jetta is driven in a usual manner, the light will tell you when to shift into a higher gear for better economy without sacrificing performance.

Should you choose the optional three-speed automatic transmission, there's an equally impressive feature designed to eliminate "traffic light creep." It's an extra position E-mode between Drive and Neutral; rewarding in city driving because it cuts power transfer automatically when you stop. Just press the accelerator pedal to regain power and the same performance found in the Drive mode.

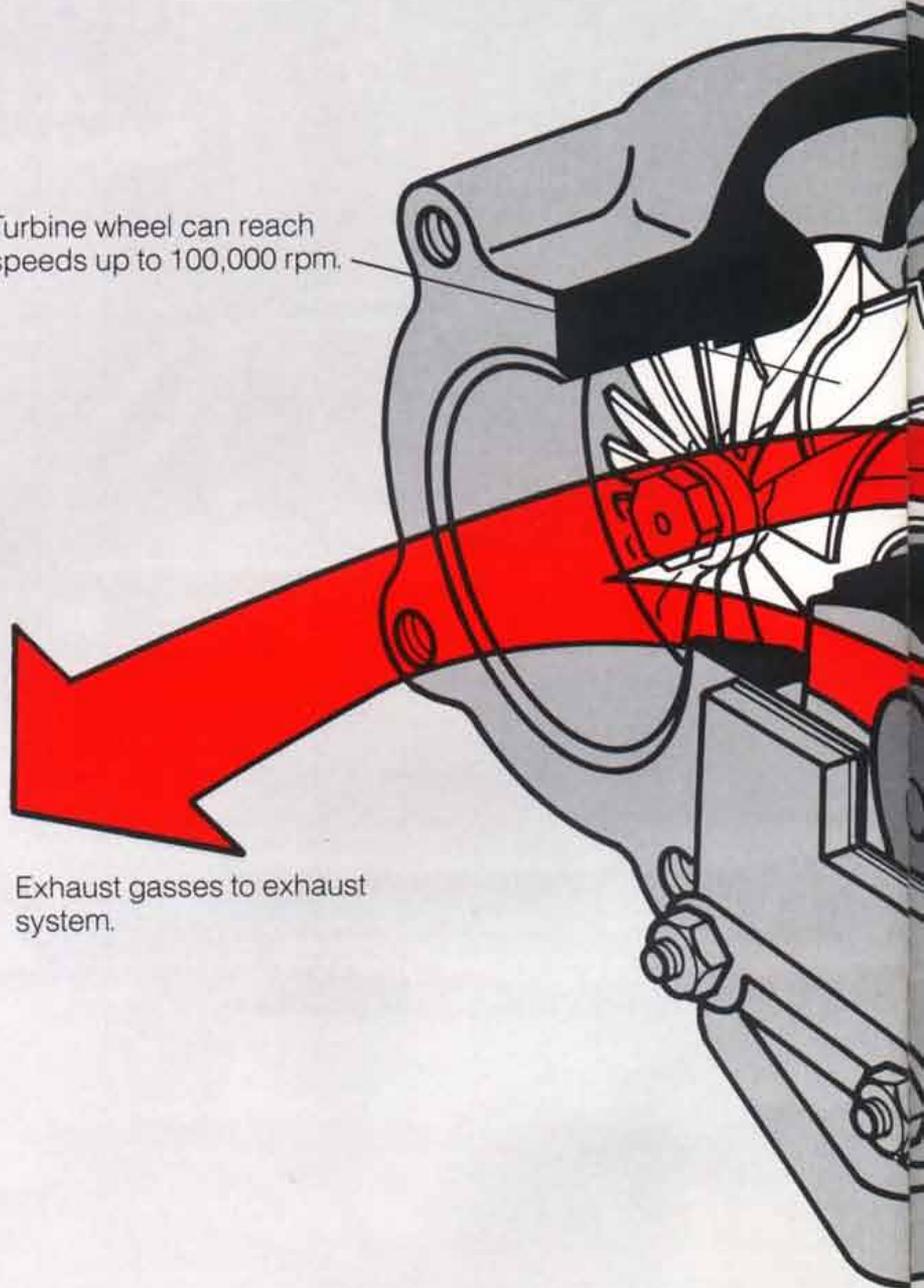
Whichever transmission fits your needs, be assured that it fits the Jetta Turbo Diesel.

Compressed air to combustion chambers.

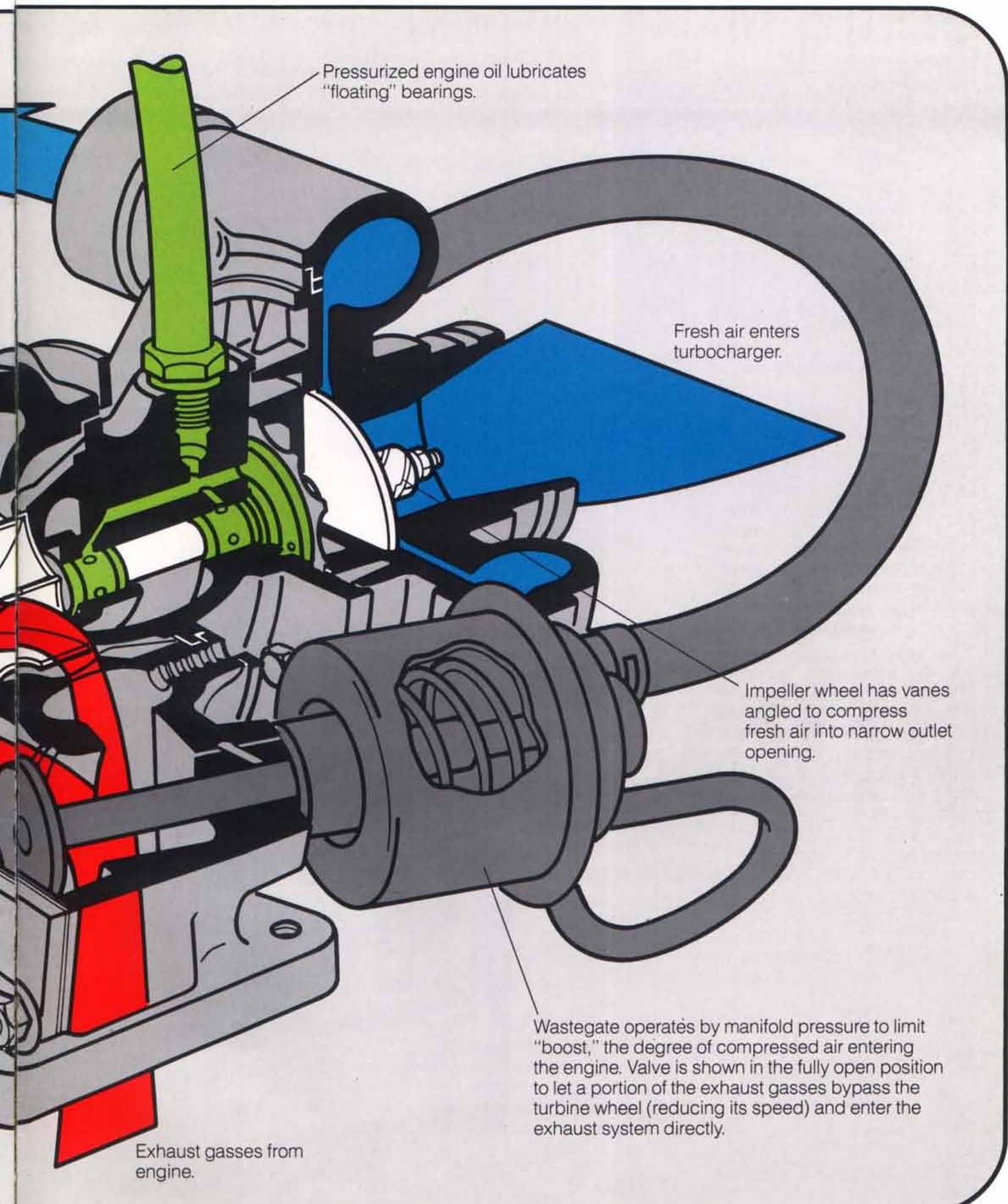
JETTA DIESEL TURBOCHARGER

Turbine wheel can reach speeds up to 100,000 rpm.

Exhaust gasses to exhaust system.



* See fuel economy estimates on inside back cover.



Pressurized engine oil lubricates "floating" bearings.

Fresh air enters turbocharger.

Impeller wheel has vanes angled to compress fresh air into narrow outlet opening.

Wastegate operates by manifold pressure to limit "boost," the degree of compressed air entering the engine. Valve is shown in the fully open position to let a portion of the exhaust gasses bypass the turbine wheel (reducing its speed) and enter the exhaust system directly.

Exhaust gasses from engine.

Responsive steering and suspension systems are a Volkswagen tradition.

A car that handles well in normal, everyday driving situations means that a great deal of attention has been placed on engineering for extraordinary conditions. And at Volkswagen, our cars are expected to perform where others may not.

So the Jetta has steering and suspension systems developed to provide benefits when the road or weather is far from the best. For example, the MacPherson strut front suspension is angled for a negative steering roll radius. This means that should a front tire hit a deep puddle or pot hole, instead of having the driver vigorously fight the steering wheel, a Jetta will help you maintain directional control. This is an important feature that many cars do not have.

The rear suspension is also independent with a stabilizer bar added to minimize lean in cornering. Telescopic shock absorbers and coil springs all-around, provide a firm, comfortable ride with roadability associated with more expensive cars.

Steering is maintenance-free rack and pinion, because no other system gives a driver such direct response.

All these components are light weight to maximize ride quality and control. Even the brake system was engineered with this philosophy. The Jetta has power-assisted front discs providing greater fade resistance. They are self-adjusting, as are the rear drum brakes, and connected to a pressure regulator designed to control premature rear wheel lock-up, the main cause of skids.

Even a short test drive should convince you how well a Jetta performs with split-second responsiveness. It's the sign of a thoroughly engineered automobile.

DIMENSIONS AND CAPACITIES

Length	167.8"
Wheelbase	94.5"
Width	63.4"
Height, unloaded	55.5"
Track, front/rear	54.7"/53.5"
Luggage capacity (SAE cu. ft.)	13.0
Fuel tank, gasoline	10.6 gal.

ENGINE SPECIFICATIONS

STANDARD GASOLINE

Type	SOHC 4-cylinder in-line
Induction	CIS fuel injection
Displacement, cu. in./cc.	105/1715
Compression ratio	8.2:1
BHP (SAE net) @ rpm	74 @ 5,000
Torque (SAE net) ft. lbs. @ rpm	89.6 @ 3,000
Fuel required	Unleaded

OPTIONAL TURBO DIESEL

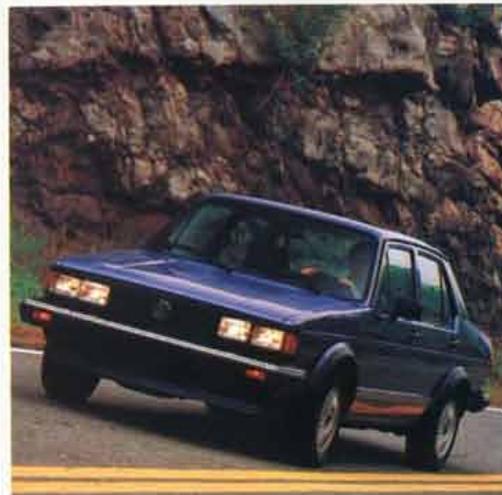
Type	SOHC 4-cylinder in-line
Induction	Turbocharged/Diesel injection
Displacement, cu. in./cc.	97/1588
Compression ratio	23.0:1
BHP (SAE net) @ rpm	68 @ 4,500
Torque (SAE net) ft. lbs. @ rpm	98 @ 2,800
Fuel required	No. 2 diesel

DRIVE TRAIN

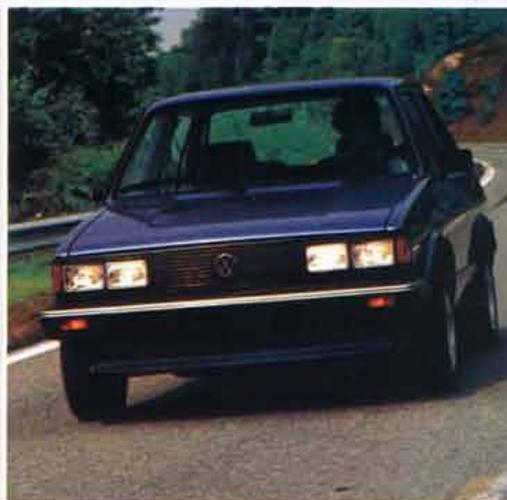
Type	Front wheel drive
Transmission	5-speed manual
Ratios: 1st	3.45:1
2nd	1.94:1
3rd	1.29:1
4th	.91:1
5th	.71:1
Reverse	3.17:1
Final drive	3.89:1
	3-speed automatic
Ratios: 1st	2.71:1
2nd	1.50:1
3rd	1.00:1
Reverse	2.46:1
Final drive, gasoline	3.42:1
turbo diesel	3.13:1

ELECTRICAL SYSTEM

Ignition	Breakerless transistorized
Battery, gas/diesel	12V 45/63 amp/hr
Alternator	14V/65 amp max.



Jetta 4-door in Regatta Blue with optional metallic paint, radio and alloy wheels.



STEERING AND SUSPENSION

Steering	Rack and pinion with negative roll radius
Ratio	20.8:1
Turning cycle (curb to curb)	31.2'
Turns lock to lock	3.9
Power assist	Optional
Front suspension	MacPherson strut with coil springs and telescopic shock absorbers
Rear suspension	Independent stabilizer axle with trailing arms, coil springs and telescopic shock absorbers

BRAKE SYSTEM

Type	Front discs—9.4" Rear drums—7.1"
Power assist	Standard
Handbrake	Mechanical on rear wheels

WHEELS AND TIRES

Rim type/size	Steel 5 1/2J x 13
Tire type	Steel-belted radial
Tire size	175/70R13

COLOR AVAILABILITY

Alpine White, Sand Metallic, Sienna Red Metallic, Lhasa Green Metallic, Diamond Silver Metallic, Regatta Blue Metallic and Atlas Grey Metallic. Special order colors—Mexico Beige, Gambia Red and Black. Metallic colors are extra cost.

1983 JETTA EPA ESTIMATES*

Model	Version	Transmission	Est. City MPG	Est. Hwy. MPG
1.7 litre gas	49-State	5-speed manual	30	43
		California	29	42
	49-State	Automatic	25	35
		California	25	33
1.6 litre Turbo Diesel	50-State	5-speed manual	43	56
		Automatic	36	47

*Use estimated mpg for comparison to other cars. Your actual mileage may vary with speed, weather and trip length. Highway mileage will probably be less.



Nothing else is a Volkswagen.