



Jetta

VACATION



I've always dreamed about driving cross-country.

Packing up



the car and



heading down the highway. That's just

what I'm going to do. And



now



I've got three passengers

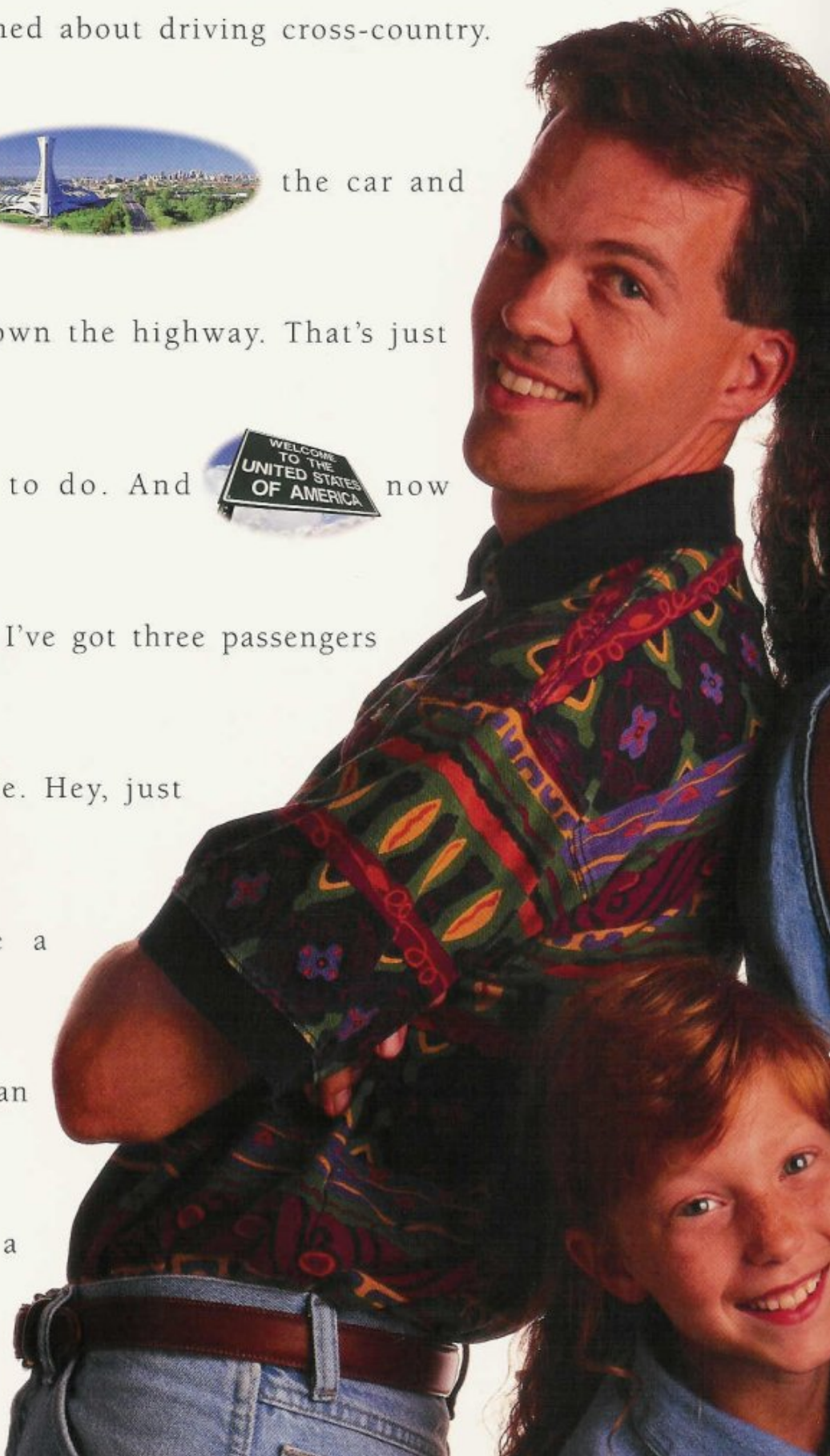
along for the ride. Hey, just

because I have a

family doesn't mean

I have to drive a

typical family



car. But then, we're not



your typical family. We're

the Colberts. And we're going on vacation, driving our

Jetta all the way from our home in



Montreal to



Yellowstone Park. Stopping

at national



monuments and roadside

diners, historic landmarks

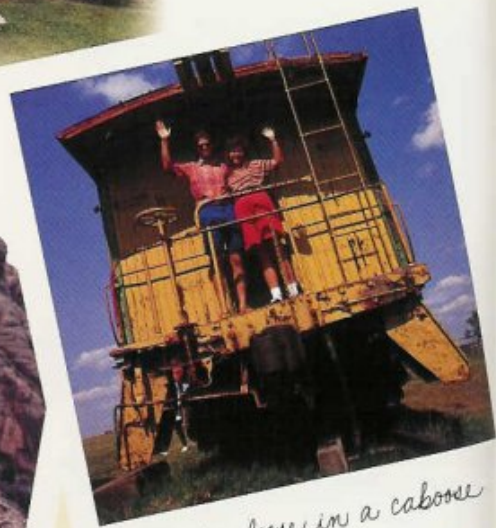
and souvenir stands.

"Bonjour,

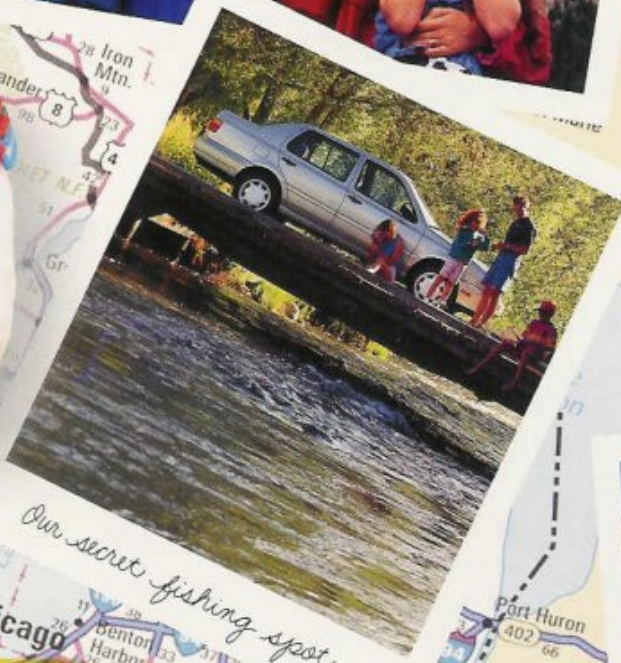
America!"



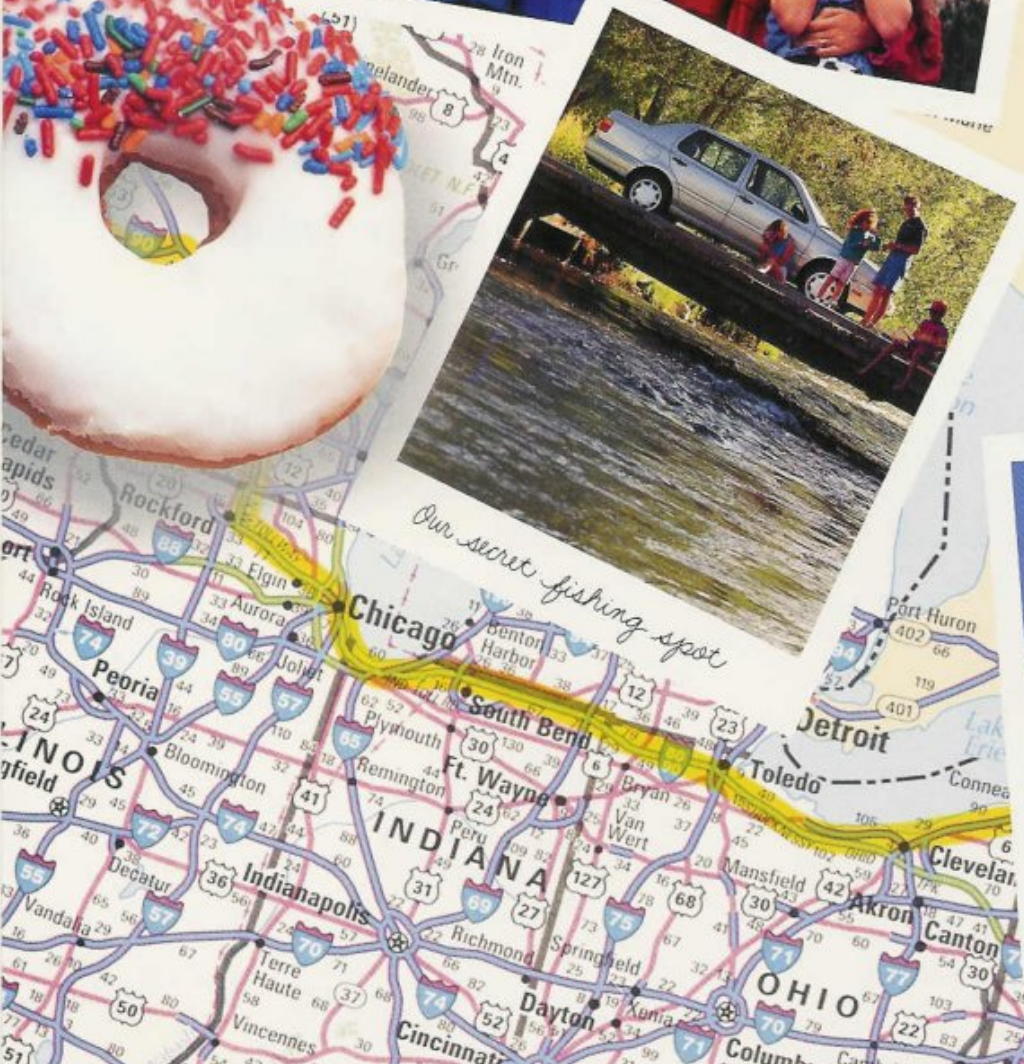
KUSHMORE WAS A SCREAM.



On the loose in a caboose

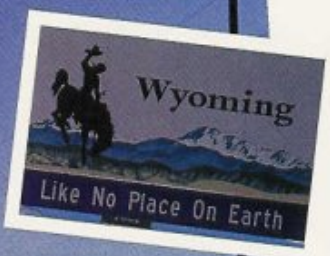


Our secret fishing spot

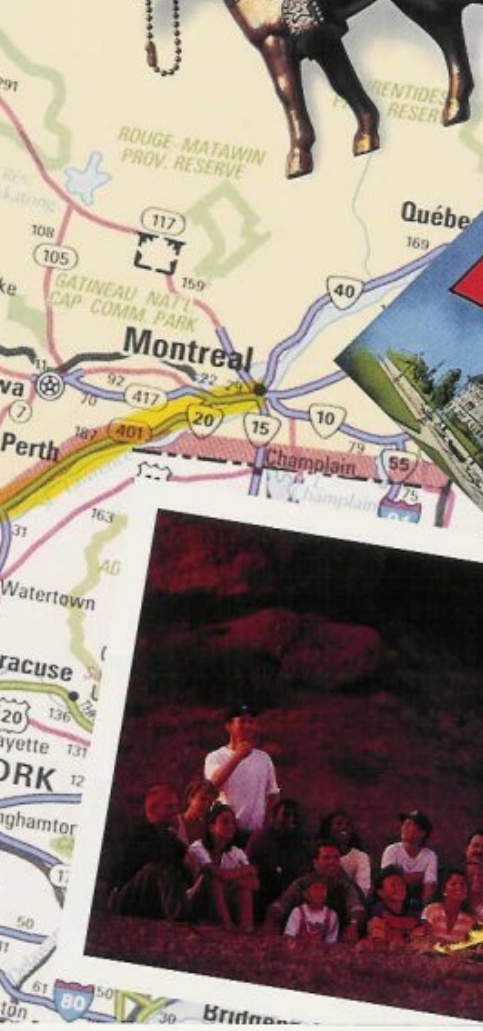




HOWDY, COWBOY!



THE EXCITEMENT WAS UN-BEAR-ABLE!



To some people, a family vacation means standing in line at
an overcrowded amusement



park. Not us. We like going

new places, experiencing different things. That's why we're

taking a trip



across America.

And it's why we're taking the Jetta. Sure, we could

fly to Yellowstone, but looking out



the window of a plane just isn't the same as driving up to Mt. Rushmore

or across the Mississippi



River. Besides, when you've

got a Jetta, it's just more fun to drive. Zipping down the road,

hugging every twist and turn.



No, we're not going the same

way as everyone else. We're

going our own way.



JETTA GL

"Daddy, watch out! There's a cow in the road!" "I see it, Katie."

One thing about a road trip – there are always surprises waiting for



SUDDENLY WE SEE A BIG COW IN THE ROAD.

you along the way. In Johnson Creek, Wisconsin, it was a big,



SO I HIT THE BRAKES.

black-and-white cow standing in the middle of



AND THE ABS SYSTEM GOES TO WORK.

the road. *"Can we stop and pet it?"* Near



PUMPING THE BRAKES

Burgess Junction, Wyoming, it was a



SO THE WHEELS WON'T LOCK UP.

boulder that had tumbled off



WE'RE OK. SO IS THE COW.

Bald Mountain and

onto the



highway. Fortunately, we didn't have a single mishap the whole

trip, but on more than one occasion, we were glad we had ABS

SAFETY MEANS A MASH SEAM WELDED CHASSIS



brakes* for more controlled stopping power and a track-

THAT FOLDS TO ABSORB IMPACT ENERGY



correcting rear axle for more predictable handling.

STEEL UNIBODY CONSTRUCTION



Plus other safety features like dual air bags*,

CHILD SAFETY REAR DOOR LOCKS



child safety locks and steel-body

DRIVER AND PASSENGER AIR BAGS*



construction with mash

DAYTIME RUNNING HEADLIGHTS



seam welding – just

in case.

*See specifications for standard and optional equipment listings.

CONTROLS WERE SIMPLE TO REACH.



GAUGES WERE EASY TO READ.



THE CABIN WAS ALWAYS COMFORTABLE.





When you're driving cross-country, your car is your home. Ours put



everything in plain sight and easy reach, including

a climate control system – with CFC-free air conditioning – and



handy beverage holders. We

had the optional six-disc CD changer*



(mounted out of the way



in the trunk), and with eight stereo speakers all

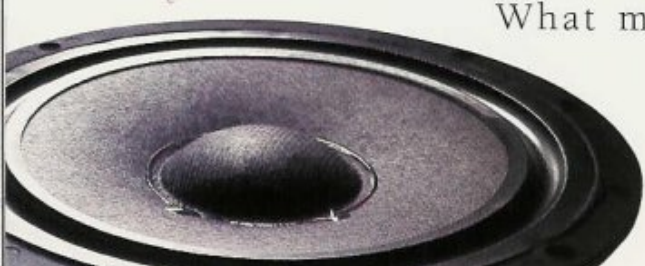
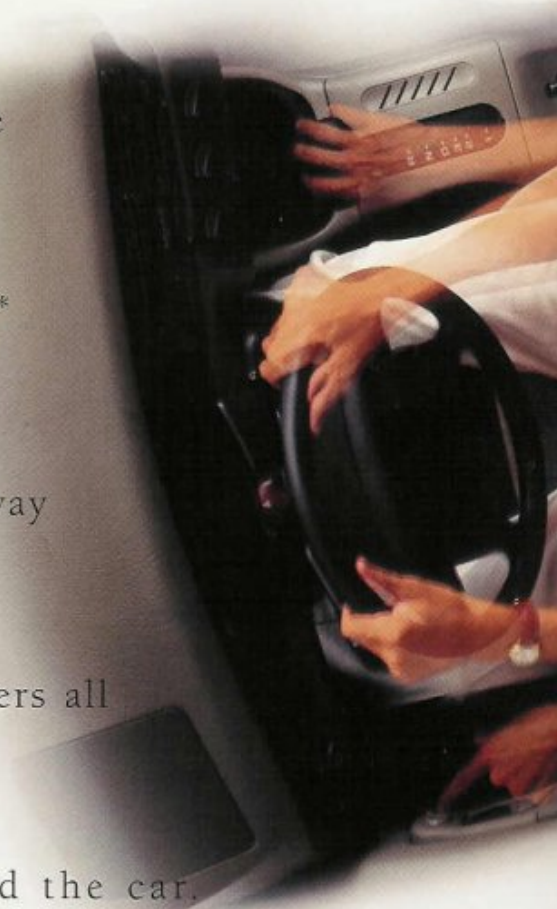


around the cabin, music filled the car.

EIGHT SPEAKERS SURROUNDED US WITH SOUND.

What more could anyone want? Well, maybe

the GLX black leather interior. But



our Jetta had nearly everything else. Including an anti-theft alarm

system with a deterrent warning

JETTA GLX INTERIOR

light that helped keep



our "home-on-the-road" secure. Plus

OUR "RED ALERT" ALARM LIGHT

a special feature



that locked up all the doors and

closed the sunroof* with a turn

TO LOCK ALL OUR DOORS AND

CLOSE THE SUNROOF, WE JUST TURNED THE KEY.



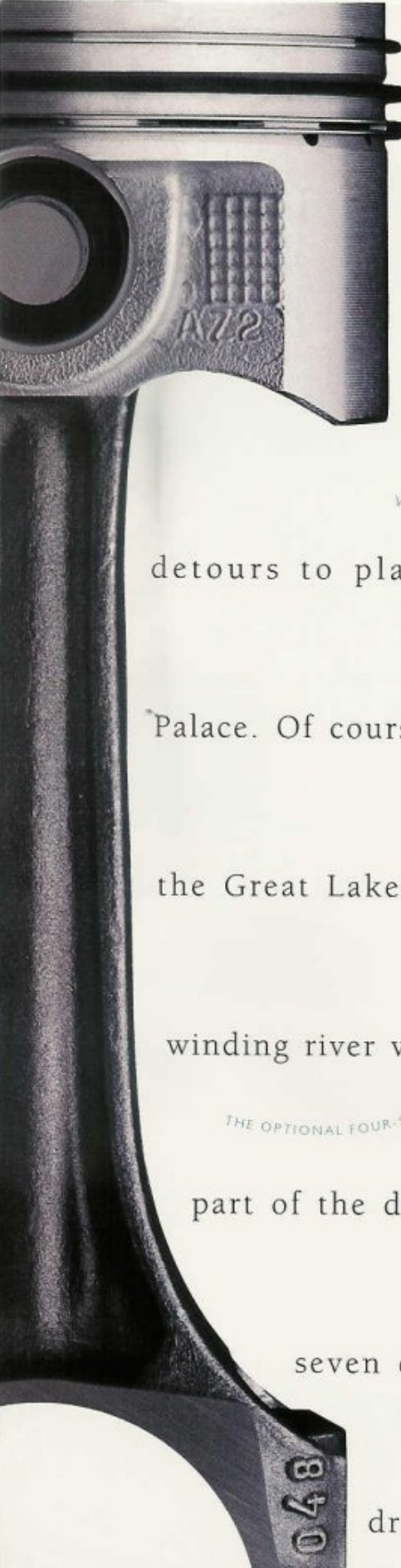
of the key. A road trip without cruise control is like a

hotel without a swimming pool, and Jetta's switch



was right at my fingertips on the turn signal control stalk.

*See specifications for standard and optional equipment listings.



Forty-six hours from Montreal to Yellowstone.

That's nonstop. Our route was a little more

MOTRONIC® ENGINE



MANAGEMENT ADJUSTS FOR ALTITUDE.

leisurely, and a little less direct because of

WE HAD A POWERFUL 2.0-LITER



ENGINE UNDER THE HOOD.

detours to places like Wind

Cave and the Corn

Palace. Of course, we had to go around a few obstacles – like

THE JETTA GLX COMES



WITH A 172-HORSEPOWER VR6.

the Great Lakes – and zigzag

our way through

winding river valleys and curving mountain roads (my favorite

THE OPTIONAL FOUR-SPEED AUTOMATIC SELECTS GEARS



DEPENDING ON THE WAY YOU DRIVE.

part of the drive). So altogether, we traveled westward for

seven days. And all along the way, it felt like I was

driving the car, not the other way around – always

in control, never unsure. That's German engineering for

you. Climbing up Bear Tooth Pass, we zoomed around a big,

THROUGH 'S' CURVES AND HAIRPIN



TURNS. WE FELT GLUED TO THE ROAD.

lumbering RV plastered with bumper stickers. Touring

through the Badlands of South Dakota with no gas

OUR FUEL-EFFICIENT



ENGINE LET US PASS UP A LOT OF GAS STATIONS.

station in sight, the fuel gauge barely moved. Even that long stretch

EVEN ON THE WETTEST



ROADS, WE WERE IN CONTROL.

from Sioux Falls to Buffalo Gap was fun, riding

over the "whoop-dee-doo" and flying down the straightaways.

JETTA'S SUSPENSION

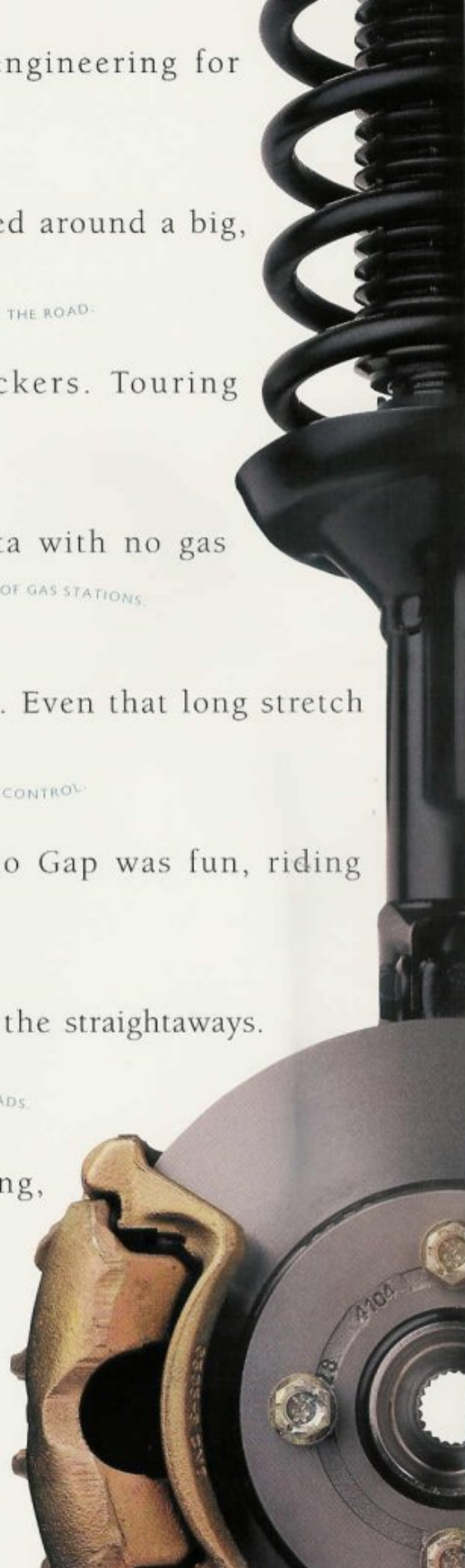


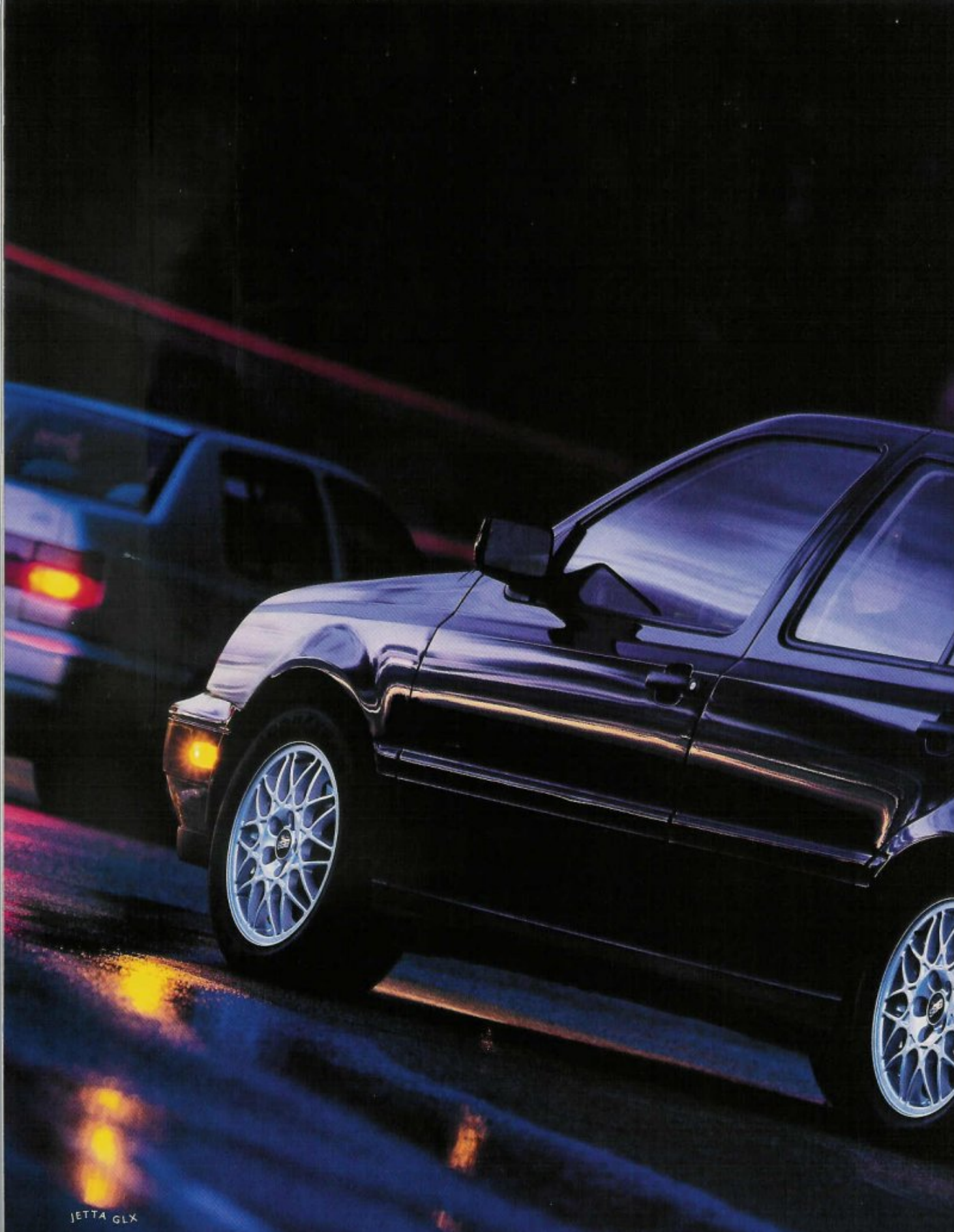
SMOOTHED OUT WAVY ROADS.

And when we hit that cloudburst on twisting,

turning Route 14 high in the Bighorns, we all

started singing, "It's raining, it's pouring..."





JETTA GLX



	JETTA^{GLI}, GL & GLS		GLX	
CONFIGURATION	Front-wheel drive		Front-wheel drive with traction control	
ENGINE	4-cylinder in-line		6-cylinder (15° V)	
Type	4-cylinder in-line		6-cylinder (15° V)	
Displacement	2.0 liter		2.8 liter	
Horsepower	115 @ 5,400 RPM (SAE net)		172 @ 5,800 RPM (SAE net)	
Maximum torque	122 @ 3,200 RPM (lb.-ft.)		173 @ 4,200 RPM (lb.-ft.)	
Valve train	Single overhead cam, belt-driven		Two overhead cams, chain-driven	
Fuel/air supply	Sequential multi-port fuel injection (Motronic [®])		Sequential multi-port fuel injection (Motronic [®])	
Ignition	Digital electronic with knock sensor		Digital electronic with dual knock sensors	
Engine controls	Motronic [®] electronic engine management		Motronic [®] electronic engine management	
TRANSMISSIONS	Standard: 5-speed manual Optional: Electronically controlled adaptive dual-mode 4-speed automatic		Standard: 5-speed manual (sport ratio) Optional: Electronically controlled adaptive dual-mode 4-speed automatic	
ELECTRICAL	12 volt, 63 amp hr		12 volt, 60 amp hr	
Battery	12 volt, 63 amp hr		12 volt, 60 amp hr	
Alternator	70 amp (90 amp with air conditioning)		120 amp	
BODY, CHASSIS, SUSPENSION	Steel, unitized construction with bolt-on front fenders		Steel, unitized construction with bolt-on front fenders	
Type	Steel, unitized construction with bolt-on front fenders		Steel, unitized construction with bolt-on front fenders	
Front suspension	Independent MacPherson struts with coil springs and 18mm stabilizer bar		Independent MacPherson struts with coil springs and 20mm stabilizer bar	
Rear suspension	Independent torsion beam axle with coil springs, telescopic shock absorbers and 20mm stabilizer bar		Independent torsion beam axle with coil springs, telescopic gas-pressurized shock absorbers and 21mm stabilizer bar	
Steering	Power-assisted rack-and-pinion		Power-assisted rack-and-pinion	
Brakes	Power-assisted 10.1" vented front discs, 7.9" rear drums (8.9" rear discs on early production models) Optional Anti-lock Braking System (ABS)		Power-assisted 11" vented front discs, 8.9" rear discs Standard Anti-lock Braking System (ABS)	
Wheels and tires	P185/60R-14H all-season tires on 6" x 14" steel wheels (alloy wheels on intro GL and GLS models) P195/60R-14H all-season tires with automatic transmission		P205/50R-15H all-season tires on 6 1/2" x 15" BBS [®] alloy wheels	
INTERIOR DIMENSIONS	Front	Rear	Front	Rear
Headroom	39.2" (996mm) ¹	37.3" (947mm) ¹	37.5" (952mm)	37.3" (947mm)
Legroom	42.3" (1,074mm)	31.5" (803mm)	42.3" (1,074mm)	31.5" (803mm)
Shoulder room	53.8" (1,367mm)	52.8" (1,341mm)	53.8" (1,367mm)	52.8" (1,341mm)
Hip room	53.2" (1,351mm)	52.3" (1,328mm)	53.2" (1,351mm)	52.3" (1,328mm)
INTERIOR VOLUME (EPA)	88 cu. ft.		85 cu. ft.	
Passenger	88 cu. ft.		85 cu. ft.	
Cargo	15 cu. ft.		15 cu. ft.	
Total	103 cu. ft.		100 cu. ft.	
EXTERIOR DIMENSIONS	97.3" (2,472mm)		97.3" (2,472mm)	
Wheelbase	97.3" (2,472mm)		97.3" (2,472mm)	
Overall length	173.3" (4,401mm)		173.4" (4,404mm)	
Overall width	66.7" (1,695mm)		66.7" (1,695mm)	
Overall height (unladen)	56.1" (1,426mm)		56.2" (1,428mm)	
Track: front	57.6" (1,464mm)		57.1" (1,450mm)	
Track: rear	56.9" (1,446mm)		56.0" (1,434mm)	
Turning circle (curb to curb)	32.8 ft. (10.0m)		34.2 ft. (10.41m)	
CURB WEIGHT	2,647 lbs. (2,714 lbs. GL, GLS)		2,915 lbs.	
Manual transmission	2,647 lbs. (2,714 lbs. GL, GLS)		2,915 lbs.	
Automatic transmission	N/A (2,796 lbs. GL, GLS)		2,980 lbs.	
1995 FUEL CONSUMPTION ESTIMATES	Manual	Automatic	Manual	Automatic
City/highway (EPA)	24/31 mpg	23/29 mpg	18/25 mpg	18/25 mpg
Maximum driving range	449 miles	420 miles	362 miles	362 miles

¹For GLS numbers, see GLX listings.

EXTERIOR FEATURES

		JETTA ^W	GL	GLS	GLX
S = Standard O = Optional -- = Not available					
ANTENNA	Roof-mounted whip antenna	--	--	--	S
GLASS	Tinted glass	S	S	S	S
GRILLE	Body color grille	S	S	S	S
LAMPS	Eurostyle halogen headlamps (daytime running light feature)	S	S	S	S
	Fog lamps	--	--	--	S
	Overhead interior map reading lamps	--	--	S	S
MIRRORS	Dual remote-controlled mirrors	S	S	--	--
	Dual power mirrors, defoggable	S ¹	S ¹	S	S
MOLDINGS	Body side moldings	S	S	S	S
SPOILERS	Rear wing spoiler	--	--	--	S
WASHER/WIPERS	Heatable windshield washer nozzles	S ¹	S ¹	S	S
	Windshield wipers, 2-speed with programmable interval wipe feature	S	S	S	S
WHEELS	Deluxe full wheel covers	S	S ¹	--	--
	14" VW design 7-spoke alloy wheels	--	-- ²	S	--
	15" BBS [®] 9-spoke alloy wheels	--	--	--	S

INTERIOR/COMFORT AND CONVENIENCE FEATURES

A/C	Air conditioning (CFC-free)	--	S	S	S
ALARM	Anti-theft vehicle alarm system	S	S	S	S
ASSIST HANDLES	Passenger overhead assist handles	S	S	S	S
BRAKES	Anti-lock Braking System	--	O	O	S
	Brake wear indicator	--	--	--	S
CONSOLES	Center console with storage bin and beverage holders	S	S	S	S
CRUISE CONTROL	Cruise control	S	S	S	S
DEFROSTER	Electric rear window defroster	S	S	S	S
INSTRUMENTS	Instrumentation, including speedometer, tachometer, trip odometer, coolant temperature gauge, fuel level gauge and digital clock	S	S	S	S
	Multi-function trip computer	--	--	--	S
LOCKS	Key-operated power central locking system (selective) ¹ ; including trunk, fuel-filler door with "convenience-close" feature for available sunroof and/or power windows	S	S	S	S
LUGGAGE AREA	Carpeted, illuminated luggage compartment	S	S	S	S
SEATS	Front seats, fully reclining with height adjustment (driver side only on base model and GL); adjustable headrests	S	S	S	S
	Split folding rear seat (60/40) with folding armrest	S	S	S	S
	Heatable front seats	--	--	S	S
SOUND SYSTEMS	8-speaker sound system prep	S	S	S	S
	Deluxe AM/FM stereo cassette radio	--	O	--	--
	Premium AM/FM stereo cassette radio CD changer (6-disc)	--	S ¹	S	S
STEERING	Height-adjustable steering column	S	S	S	S
	Leather-covered steering wheel, manual shift knob and hand brake cover	--	--	--	S
STORAGE	Front and rear door storage pockets	S	S	S	S
SUNROOF	Power glass sunroof	--	O	S	S
TRUNK RELEASE	Power remote trunk release	S	S	S	S
WINDOWS	Power windows (with convenience open and close features)	--	--	S	S

¹Delayed availability/introduction.

²Standard on early production GL models.

³Standard feature on GLX. Optional feature for GL and GLS. Not available on Jetta (base model).

⁴Optional feature on GL, GLS and GLX. Not available on Jetta (base model).

SAFETY FEATURES

- Anti-lock Braking System (ABS)³
- Automatic shift lock for optional automatic transmission⁴
- Brake fluid pressure loss warning light
- Center high-mounted stop lamp
- Child safety locks on rear doors
- Child seat tether anchors for rear seat¹
- Collapsible energy-absorbing steering column
- Daytime running lights¹
- Driver- and passenger-side air bag supplemental restraint system
- Dual diagonal circuit braking system
- Emergency tensioning retractors for front safety belts¹
- 5 mph bumpers (federal)
- Height-adjustable front safety belts
- Mash seam welded front frame rails
- Polyethylene fuel cell
- Rear center lap belt
- 3-point outboard rear safety belts
- Unibody reinforcements, including door sills, upper side rails and instrument panel cross-beam

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