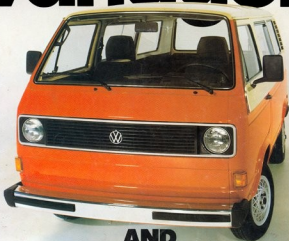


# Vandagon



**AND  
VANAGON CAMPER**

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WE'RE TEMPTED TO CALL THE SEVEN-PASSENGER VANAGON UNIQUE, BUT THERE'S ALSO A NINE-PASSENGER VERSION.



With rising costs making tough decisions out of routine purchasing, you can easily pay more and get less when meeting your transportation needs. That's why the value-packed Vanagon makes so much sense.

The Vanagon is a very special vehicle designed to meet a wide range of usage with remarkable aplomb. It was thoroughly engineered from scratch, incorporating the experience gained over three decades building more than 5,500,000 versions of the world-famous Volkswagen Bus.

Even in its basic form the Vanagon displays quality all over and under it. The Vanagon drives and rides more like a car than a truck or bus, even with a maximum load. (Nearly a ton can be carried in 200 cubic feet!)

Of course, it's still not the best looking vehicle you can buy, and that makes sense, too. Space is what counts — making the most of it, inside, in an outside only a foot longer than a Porsche — and half a foot wider.

How you want to make use of the space is optional. In the seven-passenger version you can fit two up front in individual seats, two more in the center and three across in back. Or, fit three rows of three in the optional nine-passenger Vanagon.

In either case the middle seat is easily removed, letting you use the Vanagon to carry people or equipment — or both. Would it confuse you if we called the Vanagon a convertible?

A. As a four-seater (with the full-width third seat folded the Vanagon can carry a family on vacation with the gear, luggage and recreational equipment in its carpeted cargo area.

B. The 52"-high sliding side door doesn't need to be opened all the way (maximum opening is 41.7") to let rear passengers enter.

C. The center bench seat can be easily removed by just loosening four bolts. The rear bench seat can be taken out by undoing two additional bolts. This multi-purpose benchback convertibility is popular for business or pleasure.

D. Convert Blue Guinea Blue Vanagon L with optional cloth upholstery.



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.

Vanagon

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Nothing else is a  
Volkswagen.

THIS, BELIEVE IT OR NOT, CAN BE A WORK VEHICLE.



The Vanagon concept has been expanded by Volkswagen engineers to include an amazing number of vehicle variations. In different guises you may find one climbing Andes mountain passes or threading its way across desert wastelands and other inhospitable terrain. Places where a Volkswagen is considered a work vehicle before it's thought of as a passenger car.

So should you be needing a car pool vehicle or a luggage and people carrying airport commuter, a delivery van that you can take the client to lunch in or a work horse for transporting the neighborhood kids, it's just child's play for a Vanagon.

If you doubt its ruggedness merely open the sliding side door to see the extensive framing. You won't be able to see the reinforcements inside the cab doors that provide intrusion protection or the sophisticated chassis that includes side- and cross-members front to back, but they provide an extra measure of rigidity and structural strength.

This rigidity also lets you take advantage of the Vanagon's handling qualities. Not only will you find it responsive but you'll also experience excellent directional control — perhaps because you sit above the front wheels. Test drive a Vanagon to find out what "driving by the seat of your pants" really means. You won't have to work at it.



- A. The Vanagon's ergonomic dimensions and carlike steering controls and dashboard will give immediate driving confidence. Shown is a Empire cab.
- B. It's easy to step up into a Vanagon and feel right at home.
- C. Bucket seats with adjustable back rest and shavers with drink upholstery optional at extra cost.
- D. Extensive seat travel and headroom, along with a low washboard and high seats, will let nearly anyone find a comfortable place behind the wheel. Vanagon wheel.
- E. Bamboo Yellowberry Vanagon L.



# Vanagon

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A VEHICLE THAT USES SO LITTLE FUEL PER PASSENGER MILE NOW GETS AN EVEN THRIFTIER ALTERNATIVE.

## A DIESEL.\*

A diesel powered Vanagon is a natural, because a truly efficient vehicle deserves the most efficient engine. This option points out how thoroughly the Vanagon was designed and engineered.

For example, the diesel is water cooled — and the standard 2-liter fuel-injected gasoline engine is air cooled. (So the diesel version has an extra grille up front.) Both engines use a transaxle — combining transmission and the differential in a single unit — for smooth power transmission to the rear wheels.

Of course, drag racing starts with either engine aren't the Vanagon's forte. But power won't be a drag around town or on the highway. In fact, the Vanagon Camper's power-to-weight ratio is outstanding for a recreational vehicle.

So is the ride. It's car-like because the suspension isn't truck-like. It's fully independent, making road holding another strong point.

Driving the Vanagon also is like using a car. All the operating controls are ergonomically placed. There even are nine possible outlets for the heating/ventilation system up front. And four fully-adjustable vents in back, in the roof. If that doesn't surprise you, wait till you learn how the fresh air gets back there. Find out from your Volkswagen dealer's Vanagon specialist.

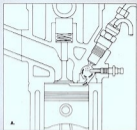
\*1982 EPA Diesel, 20 estimated mpg, 29 highway (Gasoline) 22 estimated mpg, 27 highway. Use estimated mpg for comparison to other vehicles. Your actual mileage will vary with speed, weather and trip length. Highway mileage will probably be less.

A. Diesel engine features swirl-type combustion chambers where air is properly mixed with injected fuel. Fast warming glow plugs will allow cold starts in less than 12 seconds at 0°F.

B. The spare tire is stored up front in the hinged metal tray. It's accessible by removing just one bolt with the lug wrench.

C. The Vanagon's angled Diesel engine — or the standard horizontally opposed, air-cooled gasoline engine — isn't the easiest to find, but it's very convenient for basic servicing. Open the rear door and roll up the luggage compartment flooring.

D. Bright Orange/Ivory Vanagon L with extra cost sunroof, radio and Diesel engine.



**Vanagon**  
**Diesel** Hosted by  
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IN YOUR SEARCH FOR THE FINER THINGS IN LIFE, VOLKSWAGEN SUGGESTS THAT YOU MIGHT WANT TO



TRAVEL WITH FEW INCONVENIENCES. PRESENTING THE 1962 VANAGON CAMPER. IT'S FOOD FOR THOUGHT.

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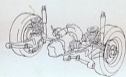
THE COMFORTS OF HOME AND THE RIDE OF A CAR. IF YOU'RE OFF TO SEE AMERICA, IT'S THE ONLY WAY TO GO.



A and B. Just draw the drops and you're ready to convert the seat into a double bed extending to the Camper rear. Bedding can be stored below. Other storage includes a divided compartment in the roof, a three-drawer rear closet and a locker, by the window, with a mirror on the inside of the door.

C. Of the 12 possible variations for engine, transmission and drive shaft placement for this type of vehicle we chose the best, in the back, all together. Not only does this arrangement take up the least amount of room, but it provides the best weight distribution — loaded or unloaded — for the independent suspension system.

D. Medium Blue Vanagon Camper.



With the cost of a vacation home even more prohibitive than the cost of getting to it, here's a way to save on both. Now, with just suggesting that a Vanagon can substitute for luxury accommodations, but it is an attractive alternative. And the Camper is ideal for overnights or weekend trips.

You can also use your Vanagon Camper on the weekdays for commuting or shopping. As regular daily transportation it will seat four with so much comfort — amid luxurious, contemporary furnishings — it may be the ultimate in van-pool vehicles.

And when converted into a most "efficient" there are two double beds and standing room for six-folks.

For both uses there are complete dining facilities including a 3-way refrigerator that operates off the Vanagon's 12-volt system, household current or propane gas.

Your Camper can be air conditioned, and an automatic transmission is available.



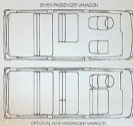
Otherwise your options are limited, because we tried to think of everything you might want to do — and made it not just standard, but special.

When we created the Vanagon Camper we made it as versatile as possible, and there's only one way to do it. Completely.

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Camper

## 1982 VANAGON SPECIFICATIONS



### BODY DIMENSIONS AND CAPACITIES

Uniflex® chassis construction with two bowtie doors, a rear storage area door supported by pneumatic spring and a sliding door on passenger side.

Length	179.8"
Wheelbase	86.9"
Width	72.2"
Height, unloaded	77.2"
Tank, front and rear	61.8"
Ground clearance, loaded	7.5"
Storage capacity (cu. ft.)	49,700/1.0

### ENGINES COOLING AND FUEL SYSTEMS

Four-cylinder, horizontally opposed, air-cooled engine with three cast iron cylinders and aluminum alloy cylinder head, pushrod operated overhead valves. Fuel tank capacity 15 gallons. Unleaded gasoline required. Optional Diesel engine: six-cylinder-in-line, water-cooled with 9000/4200, cross-flow turbo-diesel, mechanically controlled radiator fan, fuel injection through direct-acting distributor pump into "swirl" chamber; normally "top-acting" diesel; 12 seconds at 67°F; glow plugs. No. 2 diesel fuel required.

### ENGINE SPECIFICATIONS

	Standard (SAE, N.E. 01.01)	Optional (01.01)
Max. stroke in.	3.70 x 2.80	3.57 x 3.40
Displacement, cu. in./cc.	120/1950	90/1500
Compression ratio	7.3:1	29.5:1
Horsepower	—	—
SAE net at rpm	57 at 4000	48 at 4000
Torque (SAE net) in.-pounds at rpm	101 at 3000	71.5 at 2000

### ELECTRICAL SYSTEM

12 volt with 65 amp alternator (54 amp/hr battery) 60 amp/hr with Diesel. (Batteries less transistorized ignition in California.)

### DRIVE TRAIN

Rear wheel drive with full constant velocity jointed drive shafts. Single dry plate clutch.

### TRANSMISSION OPTIONS

	STANDARD 4-SPD. MANUAL	OPTIONAL 3-SPD. AUTOMATIC
First	3.76:1	2.59:1
Second	2.06:1	1.68:1
Third	1.26:1	1.00:1
Fourth	.85:1	—
Reverse	3.28:1	2.86:1
Final drive	4.57:1	4.09:1

### STEERING SYSTEM

Maintenance-free rack and pinion with double pivot column. Turning circle (curb to curb) 34.5'.

### FRONT SUSPENSION

Independent with upper and lower coil springs, coil springs with telescopic shock absorbers. Of steering radius.

### REAR SUSPENSION

Independent with semi-trailing arms, coil springs and telescopic shock absorbers.

### BRAKE SYSTEM

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

### WHEELS AND TIRES

Rim size	15 1/2 x 14
Tire type	Radial
Tire size	195R14

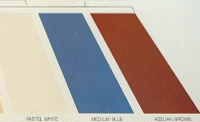
Vanagon's 4 doors, 10 tie-downs and special tie-downs with brackets to be used at the time of unloading, however, special brackets, standard equipment and tie-downs are subject to change without notice. Some options may be unavailable when your van is built. Please ask your dealer for advice concerning correct availability of options and verify that your van includes the optional equipment you ordered.

## VANAGON EXTERIOR COLORS

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