

Meet the Volkswagen Truck.

Like the VW Sedan, it costs less to begin with. And it costs less after you've bought it, too. (Operating costs — gas, oil, tires, everything — average about 2.5¢* a mile. Half of what it costs for most light trucks.) Maybe you already know about VW economy. ¶ But did you know the VW Truck is only nine inches longer than the VW Sedan? That load capacity is more than $\frac{3}{4}$ of a ton? That the engine's air-cooled and mounted in back for better traction? ¶ In the last 13 years, 207 improvements have gone into the VW Truck. But the VW Truck was never changed to make it look different: only to make it work better. More than 140,000 American businessmen know it works better. They have found it the sensible means for carrying loads under a ton. We think you will, too.

*Ask for fully documented case histories

The VW Panel can deliver a little or a lot for next to nothing. It will carry one pound or 1,830 pounds (that's capacity) in its 170 cubic feet of load space for about 2.5¢* a mile. **☑** Loading and unloading are easy. Easier than with most panels because there are more doorways to load and unload through. The side doorway's almost four feet by four feet. And the rear door (which swings up to stay out of traffic) provides a doorway seven square feet in area. You could load a ladder through the rear and a small piano through the side with room to spare. With little or no strain. The floor's 19.7 inches above ground. **☑** If you're in dry cleaning, the building trades, the food, baking, hardware, appliance or flower business, maybe you should also be in a Volkswagen Panel. Many of your competitors already are. (And seem to like it.)

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Optional extras for the VW Panel include a second set of side doors. With doors on both sides, you can work both sides of the street and always unload onto the curb. Out of traffic. (Is one side door enough? You can have it on the right or left side of the VW Panel. Take your choice. It's a no-extra-cost option.)

☛ The split front seat is an optional extra. So is the swivel front seat. Both arrangements can save valuable delivery time because they make the load area more easily accessible to the driver from the cab.

☛ Standard equipment (that costs extra to have installed on some trucks) includes: heater, front bumper guards, loading light, rear windows, outside rear-view mirror, 4-speed synchromesh transmission and the two-passenger front seat. You can take them all for granted in a Volkswagen Truck.



A VW is adaptable. The 170 cubic feet of load space can easily be modified to fit the needs of almost every businessman.



A cleaner installs racks for hanging garments clear of the floor.



A baker can install a system of adjustable shelves or tray-racks.



A repairman can build-in binned storage space for tools, parts.

The VW Kombi is for business and pleasure. When it isn't a truck, it's a station wagon. (Flip the flap and see for yourself.) It comes with seats for eight people and with windows for them to look out of. Like a station wagon. But when you unloosen a few wing nuts and take out the seats, you have a panel truck. A big panel truck with 170 cubic feet of load space and with a load capacity of 1,786 pounds. ¶ Who wants a station wagon that can turn into a truck? Plenty of self-employed businessmen and farmers who use the Kombi during the week to make money and who take the family in the Kombi on weekends to spend it. ¶ If you want to get away from it all and take to the hills (or lake or woods), the Kombi's the vehicle to get away in. It can be fitted out (at extra cost) with beds, ice box, stove, dinette. Even running water.

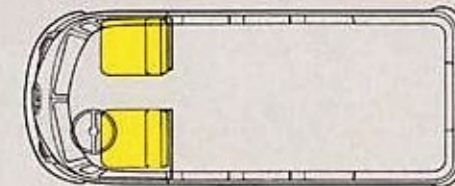


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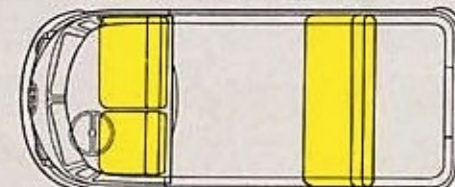


If you like to see (and be seen), you'll love the Kombi. It has more than 16 sq. ft. of glass area all around. If you want more exposure, ask for a sunroof. (It's extra.) The rear side windows pivot outward for additional ventilation without drafts. ☛ We also have station wagons that don't turn into trucks. They range from the Standard, with a lined, finished interior and leatherette upholstery, to the De Luxe. With everything. ☛ The De Luxe is chromium-trimmed with a fitted interior, all-around windows, glare-absorbing skylight windows and a sliding sunroof. Yet the price isn't de luxe at all. It's more than the Standard model. But not much more. ☛ The seating arrangement is flexible in all Volkswagen Station Wagons because the center and rear seats are removable. ☛ For complete information, ask for our latest station wagon catalog.

Choose your seating arrangements.



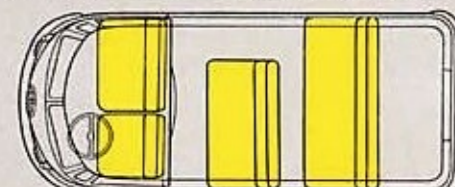
Split front seat or swivel front seat for cab-cargo access are extra-cost options on both the Kombi and the VW Panel Truck.



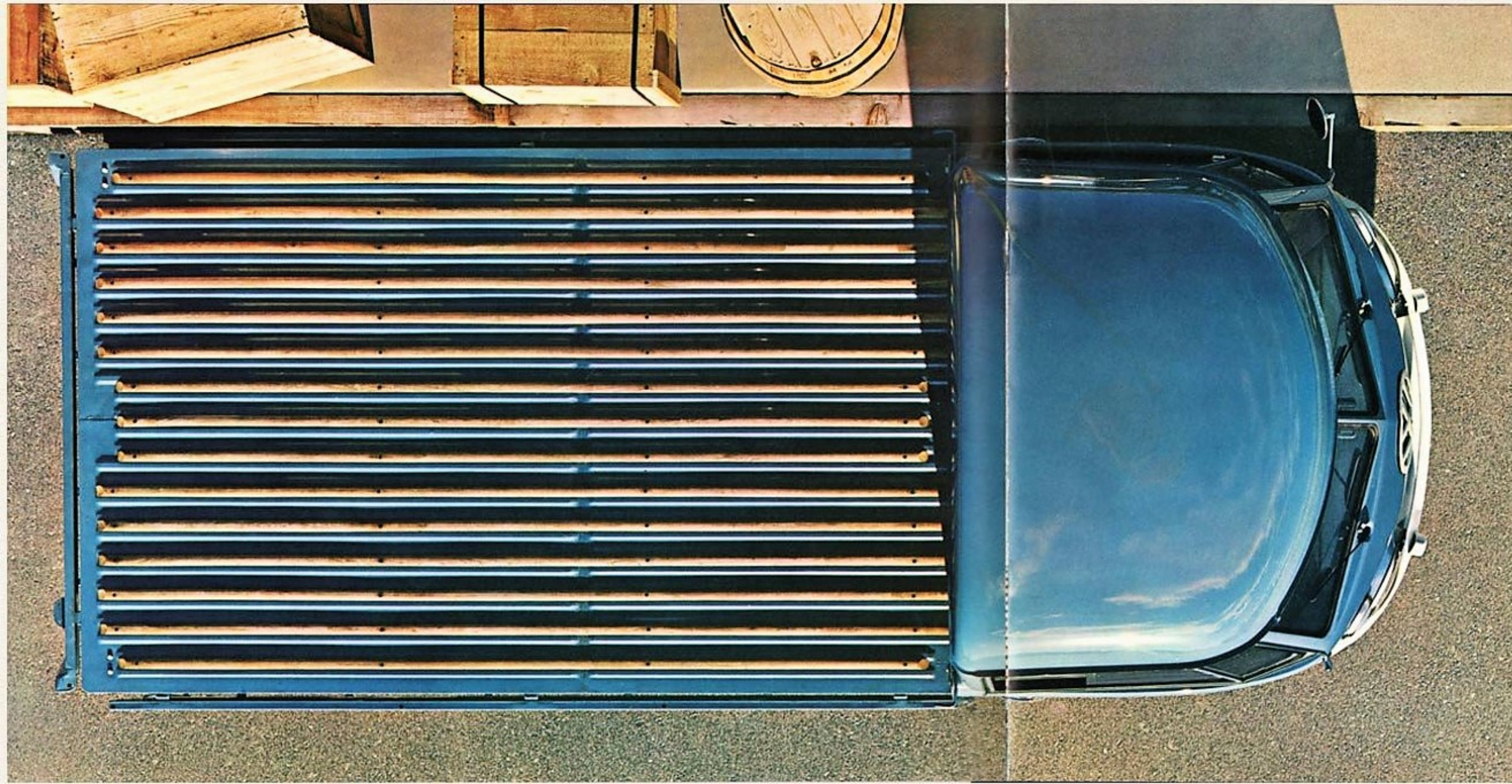
The Kombi, with the removable rear seat in place, carries five people comfortably in addition to 1,000 pounds of cargo/luggage.



With all three seats in position, the Kombi seats eight comfortably and still has 28 cu. ft. of luggage-space on the rear shelf.



The Kombi is also available with a two-passenger center seat (seven passengers total) that makes getting in and out easier.

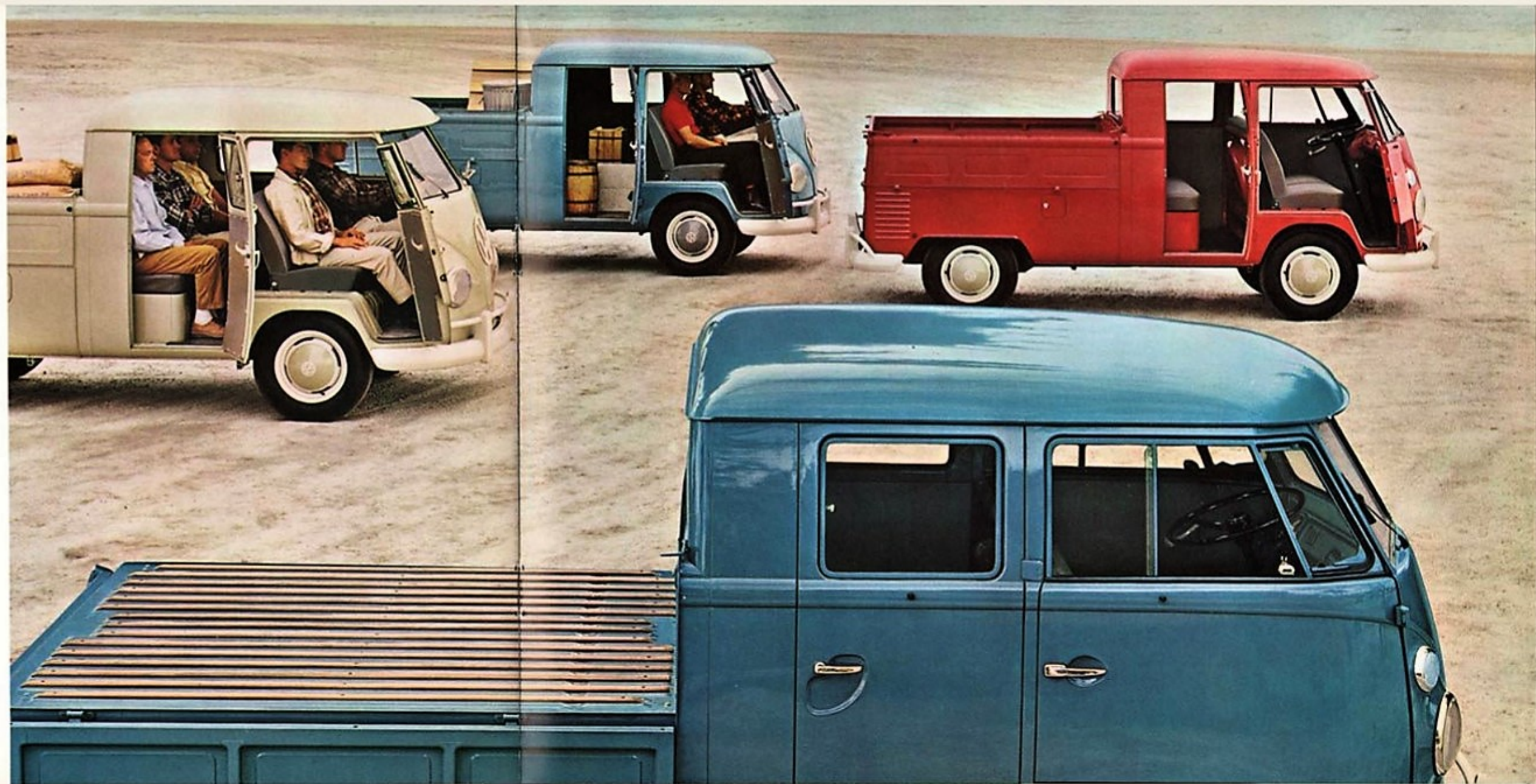


The VW Pick-Up is short from end to end and big in the middle. It's only 14 feet long overall (three feet shorter than most pick-ups) yet the VW has more load area than many one-ton trucks. The bed is 61.8 inches wide by 102.4 inches long: 44 square feet of flat, usable load space to carry a payload of 1,764 pounds. **☛** Tools go under the bed in a 20-square-foot compartment. It's weather-tight. And it locks. **☛** You load this VW like a flatbed truck because both sides drop down like tailgates. Hardwood rails over the steel floor help prevent cargo from slipping sideways. **☛** Rear-engine traction, road clearance of 9.4 inches and individually sprung wheels make the VW an excellent off-road performer. Maybe that's why so many off-the-road drivers (people like farmers, ranchers and contractors) buy VW Trucks.

The VW Double Cab Pick-Up

is for public utilities, contractors, farmers, landscape gardeners, anyone who's had to send a pick-up and a car on the same job. And who thinks that's one vehicle too many.

☛ The double cabin seats five big men while the cargo deck can hold 827 pounds of their equipment and supplies. When you use this half-truck, half-car, your men and the stuff they need to do the job all show up for work together. ☛ The load area's the same size as an average half-ton pick-up: 30 square feet. Unlike the half-ton, the sides drop down like tailgates. And you can enclose the VW's load area with bows and a tarp. Optional.* That gives you 108 cubic feet of protected load space. Need more? Take out the rear seat and the tool chest underneath it and you get 65 cubic feet extra. (But most owners never need it.)



A VW is what you make it. The pick-up can easily be modified to fit the particular requirements of your business.



With sides down, it's a flatbed truck. (No wheel wells in the way.) It can be had without sides and tailgate, a lower cost option.

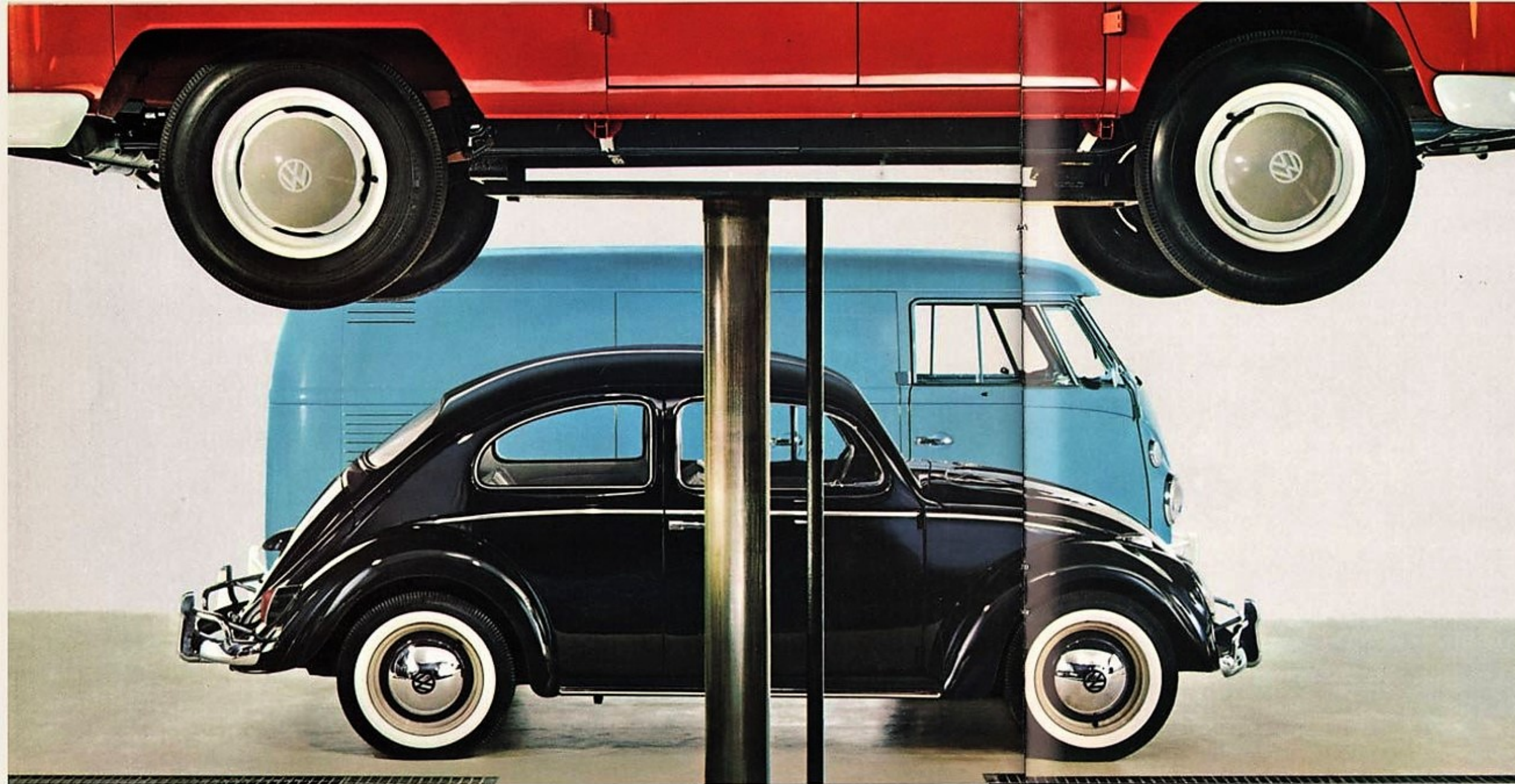


With bows and tarpaulin (an optional extra) it's a covered van with 161 cu. ft. of sheltered space (plus the 20-sq.-ft. locker).



This VW Pick-Up has been modified for use as a glazier's truck. Some owners turn it into a stake truck. Others, a utility truck.



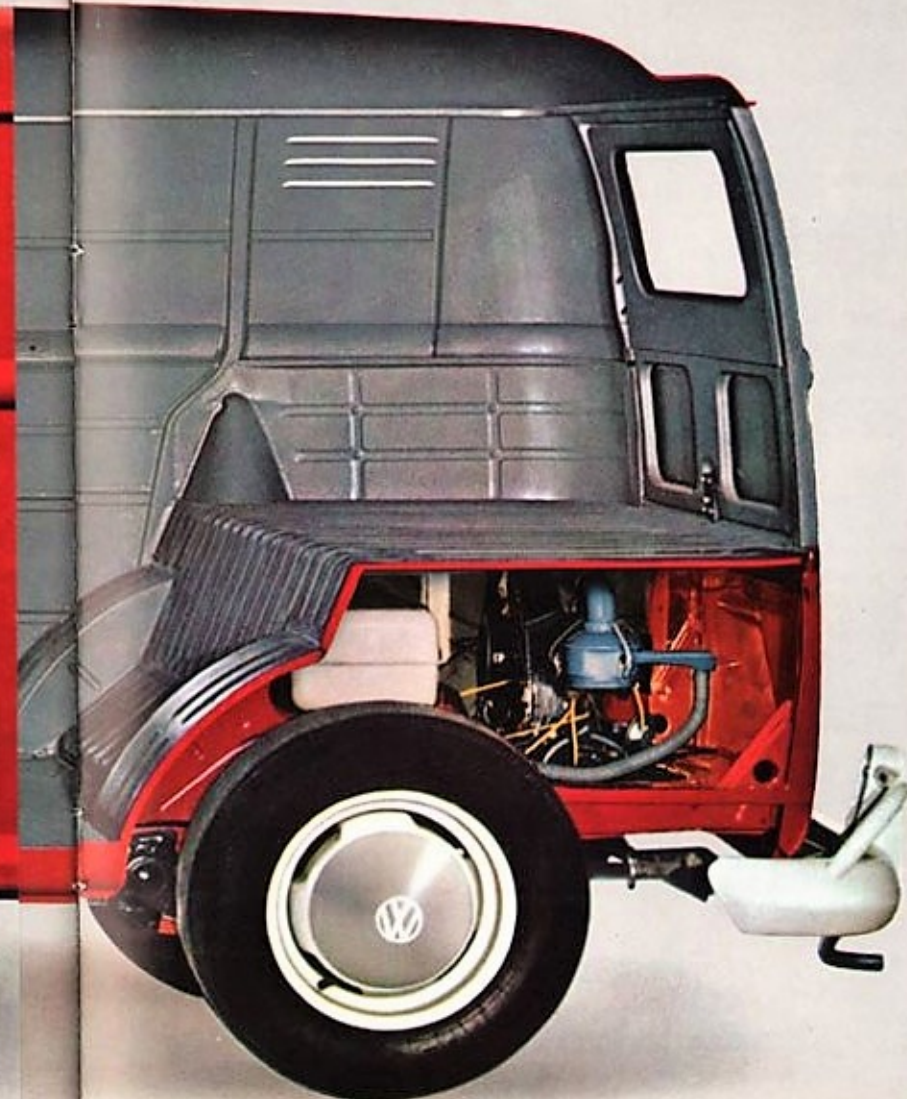


Volkswagen service is wherever Volkswagens are sold. (In all 50 states.) And it's fast. VW dealers have all the parts on hand or on tap to fix any VW Truck ever made. (That also goes for VW Sedans and Station Wagons.) 🍷 Our factory-trained mechanics are fast, too. (They ought to be. The only vehicles they service are VWs.) They can remove and replace an engine in 90 minutes. 🍷 It takes 250 special tools to service a VW and only an authorized VW dealer has them. (250 good reasons why a VW Truck needs VW service.) 🍷 Truck parts are inexpensive. A new fuel pump is only \$9.95.* A new tailpipe, \$2.80.* Many parts are interchangeable because VW engineers, whenever possible, design new parts to fit older models, too. That's one reason you'll never hear us say "Sorry, out of parts." Even if you own a '52 VW.

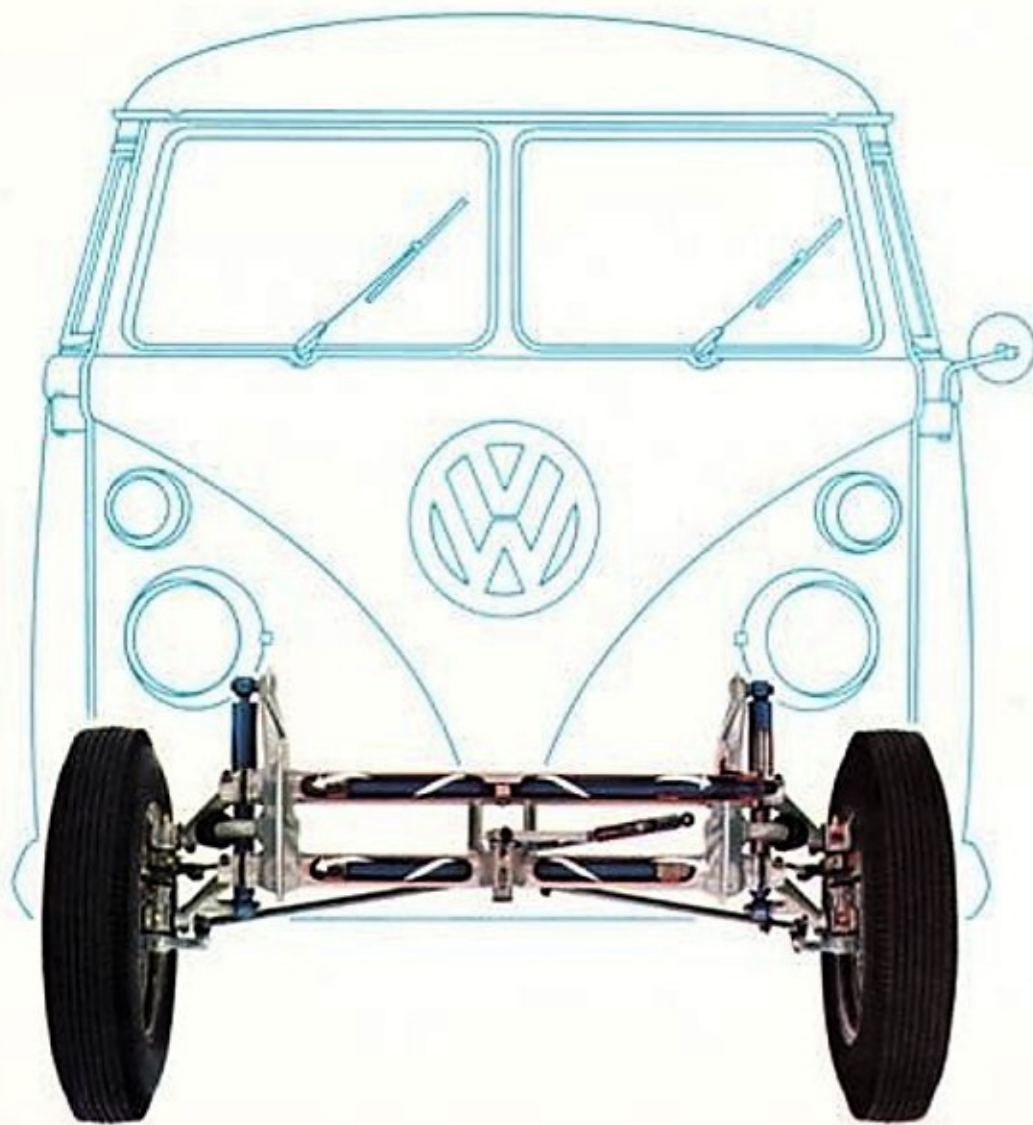
*Suggested retail price, installation not included.



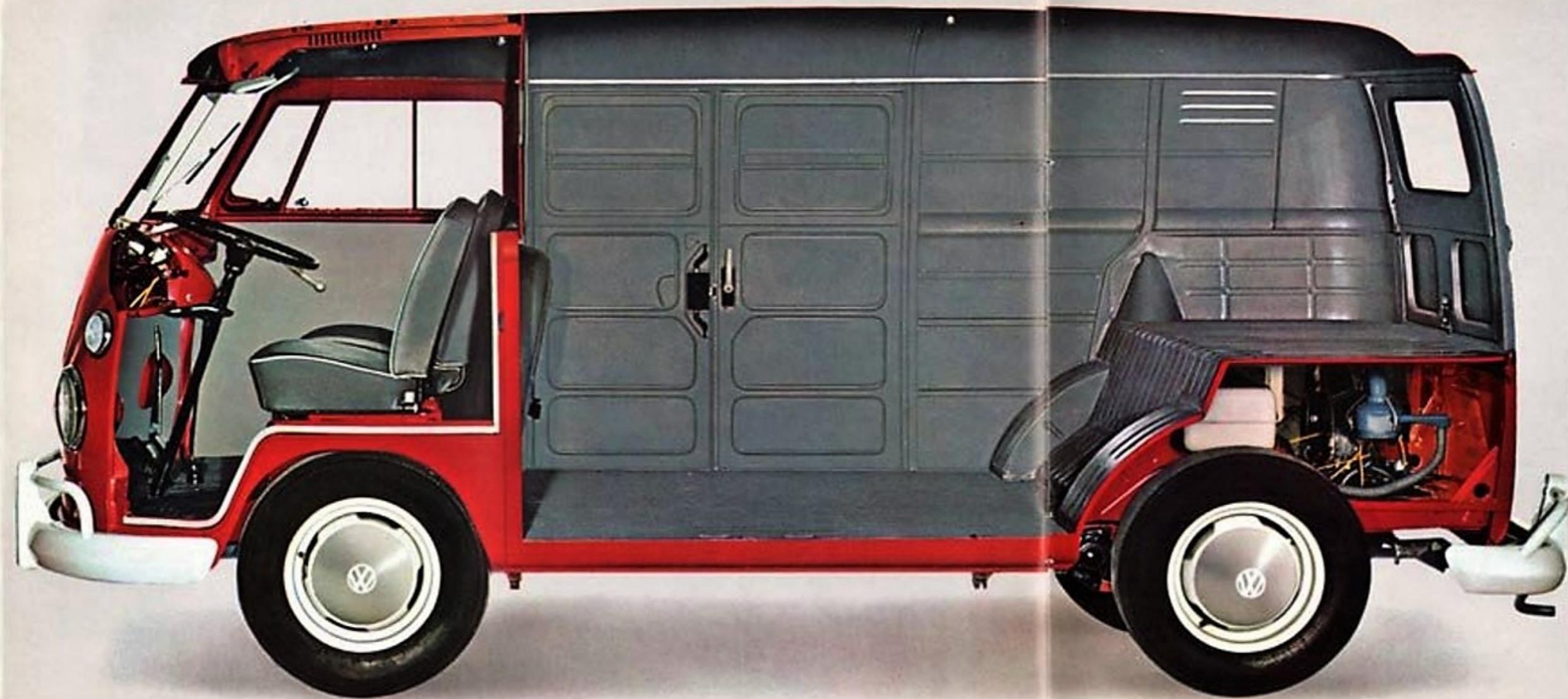
Driving the VW Truck is a breeze. Even with the windows closed, you can still enjoy a complete change of fresh air once a minute. And, of course, there's no extra charge for the fresh air: the ventilating system—like the heater and defroster—is standard equipment. ¶ How much legroom is there in the cab of a '63 VW? As much as you need. The new, individual driver's seat is adjustable (like a sedan's front seat). It has a four-inch "travel" front and back. You set it in the position that suits you best. Plenty of elbowroom. Plenty of headroom. (The VW cab always had room to stretch out in. And has more now.) The oversized passenger seat is standard equipment. So is the cabin-width parcel shelf that puts route books, small delivery items and tools within easy reach of the driver.



No matter how you slice it, the Volkswagen is an unusual truck. It's lighter than an average half-ton. Yet it carries almost twice the payload. It's smaller than the half-ton outside. Yet it has more load space inside. How do we do it? ¶ Eliminate dead weight. Put the engine in the rear. (No hood, no heavy driveshaft either.) Air-cool the engine. (No water, no radiator.) Make the body out of one solid sheet of steel. (No frame, no bolts. 13,000 spot welds.) Result: the VW is about 1,600 pounds lighter than the half-ton. But stronger. It can carry 1,830 pounds, compared to the half-ton's 1,000. ¶ Design the VW to be functional. Not pretty. So, it looks like a box. That's why it has 170 cu. ft. of load space. Half-tons stop at 150. (After you see the larger payloads your VW delivers, that homely shape begins to look good.)



Since the truck's heavy-duty suspension system is basically the same design as that in a VW Sedan, you'd expect the VW Truck to ride more like a car. It does. ¶ Each wheel is independently sprung by a torsion bar with a shock absorber. (When one wheel hits a bump, the other three never know about it.) The torsion bars are located inside a tubular frame and never need maintenance. ¶ Suspension front and rear is well-balanced and, with the extra large tires, results in a remarkably smooth ride. ¶ Steering is direct and a hydraulic damper cushions the steering wheel against road shock and vibration. ¶ The four-wheel torsion bar suspension and the fact that the load rides between the axles make for excellent over-all roadability.



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Specifications

Engine

Type: 4-cylinder, 4-stroke, rear-mounted internal combustion engine
Cylinder arrangement: 2 pairs horizontally opposed (flat four)
Piston displacement: 72.74 cu. in., Bore 3.03 in., Stroke 2.52 in.
Compression ratio: 7.0:1
Valves: O.H.V.
Maximum S.A.E. b.h.p.: 40 at 3,900 r.p.m.
Piston speed: 1,512 ft./min. at 3,600 r.p.m.
Lubrication: Force-feed, gear pump and oil cooler
Fuel feed: Mechanical fuel pump
Carburetor: Downdraft carburetor Solex 28 PICT with automatic choke and accelerator pump
Air cleaner: Oil bath type
Cooling system: Air cooling by fan, automatically controlled by thermostat
Clutch
Type: Single disk, dry

Transmission

Type: Four speeds, synchronized
1st 3.80:1 3rd 1.22:1
2nd 2.06:1 4th 0.82:1
Reverse 3.88:1

Final Drive

Power transmitted through a spiral bevel gear via swinging half axles and spur reduction gears to rear wheels
Ratio: 5.73:1

Chassis

Front suspension: 2 laminated torsion bars
Rear suspension: One round torsion bar on each side
Shock absorbers: Front and rear: double-acting hydraulic telescopic type
Steering: Ross steering, hydraulic steering damper
Turning circle: 39 ft. approx.
Foot brake: Hydraulic type (Ate), operating on all wheels
Parking brake: Mechanical, operating on rear wheels
Wheels: Drop-center rims, 4½ K x 15
Tires: 6.40-15
Wheelbase: 94.5 in.

Tread: Front 53.9 in., rear 53.5 in.
Road clearance: 9.4 in.
Fuel tank capacity: 10.6 U.S. gal.

Performance

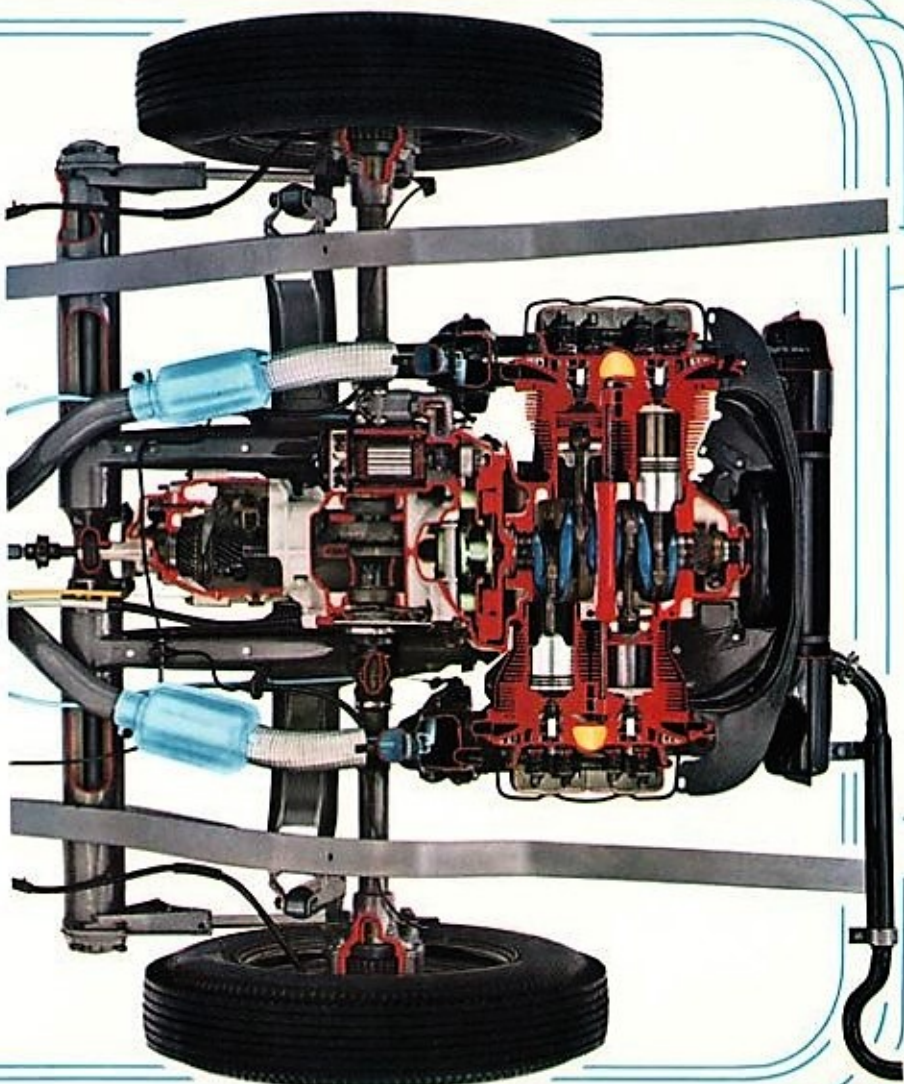
Fuel consumption: according to DIN 70 030* 25 m.p.g., U.S. (Pick-up Truck less bows and tarpaulin 24 m.p.g., Pick-up Truck with bows and tarpaulin 23 m.p.g.)
Max. and cruising speed: 59 m.p.h. (Pick-up Truck with bows and tarpaulin 56 m.p.h.)
Climbing ability (fully loaded): 1st speed 26%, 2nd speed 13.5%, 3rd speed 7%, 4th speed 4%
Miscellaneous: Tools and jack under the driver's seat, spare wheel behind it

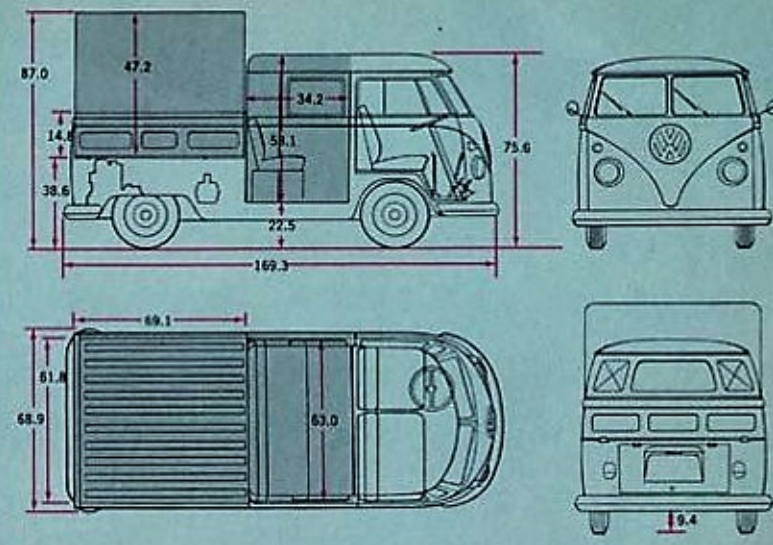
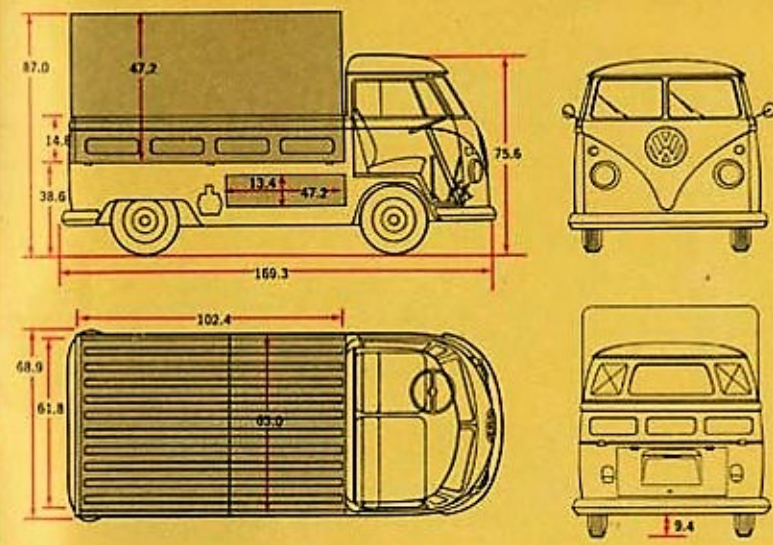
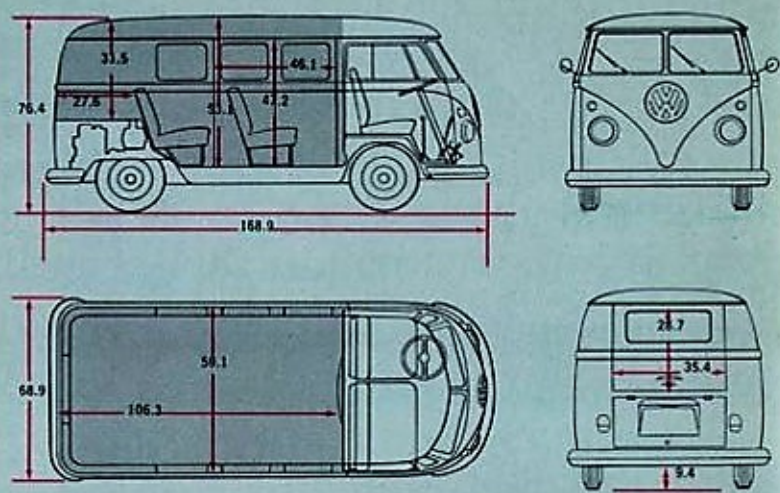
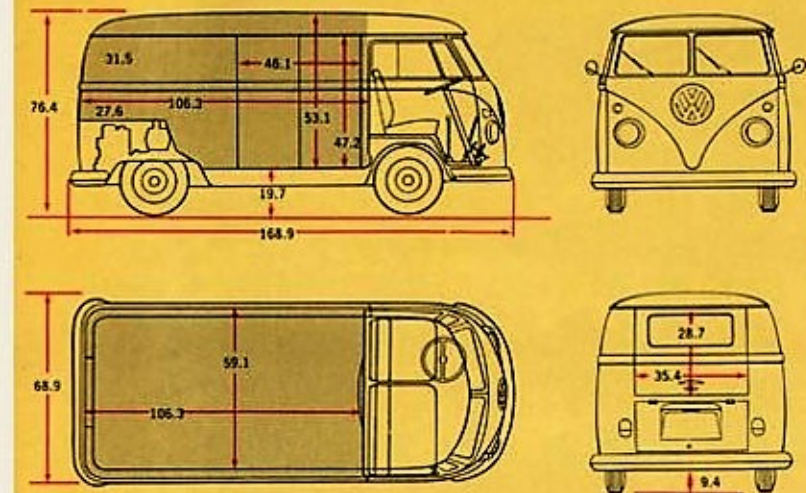
Optional equipment for all models:

Right-hand outside mirror
Windshield washer
Hinged windshields
With electric fan ventilation system
88 amp/h battery
Retractable step at side doors
Heavy duty tires

*Consumption plus 10% with half the payload at a steady N of top speed on level road.

The VW Truck engine saves gas (regular), oil, and headaches. ☞ It is cooled by air: no radiator to leak or rust, no water pump, hoses, antifreeze. The engine can't overheat, can't freeze, ever. The air-cooling system is automatically controlled by a thermostat for the most efficient running temperature. The VW engine has an oil cooler, too (usually found only in expensive sports cars); you'll probably never need oil between changes. ☞ The VW engine has long life built into it because of its short stroke, low rpm, and low piston speed. ☞ How economical is this engine? Some owners get 28 mpg, others 21—our average: a comfortable 25 mpg. ☞ How strong is this engine? It'll take the truck fully loaded to its ¾-ton capacity up 26% grades. ☞ The gearbox? All four forward gears are fully synchronized; shifting from gear to gear is easy and simple.





Panel Delivery

| | | |
|---------------------------------------|---|--|
| Weights in lbs.: | Payload | 1,830 |
| | Gross weight | 4,112 |
| | Number of seats | 2 |
| Over-all dimensions: | Length | 168.9 in. |
| | Width | 68.9 in. |
| | Height | 76.4 in. |
| Other dimensions: | | |
| Loading compartment: | Mean length | 106.3 in. |
| | Mean width | 59.1 in. |
| | Mean height | 53.1 in. |
| | Loading space | 170 cu. ft. |
| Side doors: | Clear width | 46.1 in. |
| | Clear height | 47.2 in. |
| Rear loading door: | Clear width | 35.4 in. |
| | Clear height | 28.7 in. |
| Height of platform (unloaded): | | 19.7 in. |
| Optional equipment: | Split front seats Swivel seat for driver | Double doors both sides Side and/or roof paneling |

Kombi Station Wagon

| | | |
|--|--|--|
| Weights in lbs.: | Payload | 1,786 |
| | Gross weight | 4,112 |
| | Number of seats | 2 (1) |
| | | (1) in driver compartment |
| Over-all dimensions: | Length | 168.9 in. |
| | Width | 68.9 in. |
| | Height | 76.4 in. |
| Other dimensions: | | |
| Loading or passenger compartment: | Mean length | 106.3 in. |
| | Mean width | 59.1 in. |
| | Mean height | 53.1 in. |
| | Loading space | 170 cu. ft. |
| Side doors: | Clear width | 46.1 in. |
| | Clear height | 47.2 in. |
| Rear loading door: | Clear width | 35.4 in. |
| | Clear height | 28.7 in. |
| Height of platform (unloaded): | | 19.7 in. |
| Optional equipment: | Double doors both sides Side and/or roof paneling Swivel seat for driver | 7-passenger seating arrangement 8-passenger seating arrangement With sliding sunroof |

Pick-up

| | | | | | |
|--|--------------------|---|------------|-------------------------|-------|
| Weights in lbs.: | Payload | without bows and tarpaulin | 1,764 | with bows and tarpaulin | 1,687 |
| | Gross weight | | 4,112 | | 4,112 |
| | Number of seats | | 2 | | 2 |
| Over-all dimensions: | Length | 169.3 in. | 169.3 in. | | |
| | Width | 68.9 in. | 68.9 in. | | |
| | Height | 75.6 in. | 87.0 in. | | |
| Dimensions of loading platform: | Mean length | 102.4 in. | 102.4 in. | | |
| | Mean width | 61.8 in. | 61.8 in. | | |
| | Loading area | 44 sq. ft. | 44 sq. ft. | | |
| Dimensions of lower deck: | Length | 47.2 in. | 47.2 in. | | |
| | Width | 63.0 in. | 63.0 in. | | |
| | Height | 13.4 in. | 13.4 in. | | |
| | Loading area | 20 sq. ft. | 20 sq. ft. | | |
| | Loading space | 23 cu. ft. | 23 cu. ft. | | |
| Height of platform (unloaded): | | 38.6 in. | 38.6 in. | | |
| Optional equipment: | Bows and tarpaulin | Heavy duty tires Enlarged loading platform Without side panels and tailgate | | | |

Double Cab Pick-up

| | | | | | |
|--|--------------------|----------------------------|--|-------------------------|----------------------|
| Weights in lbs.: | Payload | without bows and tarpaulin | 1,543 ⁽¹⁾ | with bows and tarpaulin | 1,488 ⁽¹⁾ |
| | Gross weight | | 4,112 | | 4,112 |
| | Number of seats | | 5 | | 5 |
| | | | Maximum load on platform: (1) with 4 empty seats, 1,014 lbs.; with tarpaulin, 959 lbs.; with driver and 4 passengers, 826 lbs.; with tarpaulin, 771 lbs. | | |
| Over-all dimensions: | Length | 169.3 in. | 169.3 in. | | |
| | Width | 68.9 in. | 68.9 in. | | |
| | Height | 75.6 in. | 87.0 in. | | |
| Dimensions of loading platform: | Mean length | 69.1 in. | 69.1 in. | | |
| | Mean width | 61.8 in. | 61.8 in. | | |
| | Loading area | 30 sq. ft. | 30 sq. ft. | | |
| Height of platform (unloaded): | | 38.6 in. | 38.6 in. | | |
| Optional equipment: | Bows and tarpaulin | | | | |

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