

1979 VW RABBIT **DIESEL**

A bold innovative leap into 1980's technology.



The nation's #1 economy car.



U.S. awards 1978 Rabbit Diesel top honors for fuel economy.

According to figures published in the official 1978 EPA* Gas Mileage Guide, Rabbit Diesel recorded the very best mileage of any car in the U.S.

An incredible 53 mpg on the highway, 40 mpg in the city. Of course these estimates may vary depending on how and where you drive, optional equipment and your car's condition.

*1979 figures not available at press time.

The 1979 Rabbit Diesel. Your logical alternative for the 1980's.

Two years ago, when we introduced the Rabbit Diesel in the U.S., automotive experts cited it as "the kind of car other manufacturers would be building in the 1980s".

What enthused the automotive experts was not just Rabbit Diesel's fuel economy. Rather, they were impressed with its unique combination of innovative engineering answers to the problems facing motorists in the decade ahead.

The logical alternative to high priced gasoline...

Economical Diesel fuel.

According to the EPA Gas Mileage Guide, it costs about 10¢ less per gallon than gasoline. Which means a Rabbit Diesel can run for 15,000 miles on only about \$200 worth of fuel. That's about half the fuel cost of most cars.

Today, with increasing numbers of Diesel cars on the road, Diesel fuel is available at more outlets than ever. As of mid-1978, thousands of service stations nationwide reported they were selling Diesel fuel in addition to gasoline. And their number is growing almost daily.



... and costly conventional tune-ups.

Rabbit Diesel never ever needs a conventional tune-up.

That's because there simply are no spark plugs, points, condensers or carburetors to tune or replace.

Even more important, Diesel engines have a well earned reputation for durability. According to Forbes Magazine, "Diesels last longer, break down less, and emit less carbon monoxide".*



Of course we can't guarantee exactly how long our Diesel engine will last. But we can tell you that in Europe, where Diesel passenger cars have been around for more than four decades, no one is surprised when a Diesel engine runs on and on for a quarter million miles or even longer.

... and cramped-up economy cars.

At Volkswagen, we've always believed that owning

*Forbes Magazine, October 15, 1976.

an economy car shouldn't mean cramping your style. So when we designed the Rabbit, we engineered and designed it around the contours of four full-size adults.

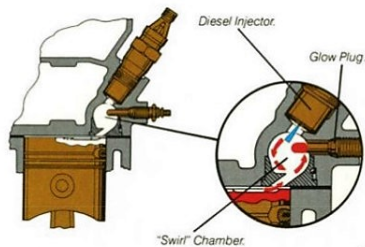
To understand why the passenger compartment is so roomy, you'll have to look under the hood. There you'll find an engine that's turned sideways to take up as little space as possible and provide more interior room for you and your passengers. Even in back, there's plenty of leg, hip and head room for a pair of tall basketball players.

According to the EPA Gas Mileage Guide, Rabbit Diesel has more passenger space than 15 cars in its class—including the 2-door Rolls Royce, Pontiac Sunbird and Datsun 510.** And its 15 cubic foot luggage space behind the back seat puts it ahead of Cadillac Seville and on a par with Mercedes 280E.

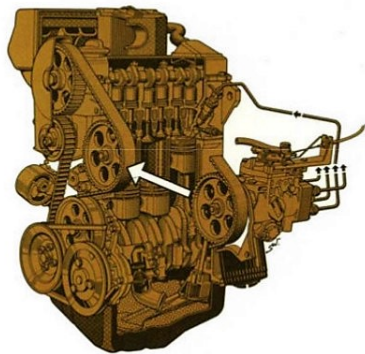


An amazing 87% of Rabbit Diesel is devoted to people and luggage space.

**As published in the official 1978 EPA Gas Mileage Guide.



The VW Diesel engine uses a swirl-type pre-combustion chamber which creates high air turbulence, thus ensuring good fuel-air mixture.



The 1500cc VW Diesel Engine.

Diesel engines have been in passenger cars for over 40 years. But it took VW to build one with the performance and economy you demand.

Just over a century ago, Rudolf Diesel exhibited a prototype of his engine at a technical exhibition in Munich. Yet it wasn't until the decade of the '20s that Diesel engines were used experimentally in cars and to power buses, trucks and ships. And not until 1936 that the first production Diesel passenger car, the 260D, was built by Mercedes-Benz.

Traditionally, Diesel engines have had a reputation for being highly reliable and economical. But also noisy, lacking in power and performance, and hard to start. In addition, they have been massive, heavy, and considerably more expensive than comparable gasoline engines.

The VW Diesel breakthrough.

As part of their research into cleaner, more efficient and lighter-weight engines, VW engineers have developed a Diesel engine that is practical for use in a lightweight passenger car. To date, it is the only proven alternative engine capable of combining extraordinary fuel economy and clean combustion.

The VW Diesel engine is based on the reliable Rabbit gasoline engine block, machined to accept special high compression pistons. This engine block is compact and relatively light, yet strong enough to be converted to Diesel operation.

To get rid of the traditional "Diesel noise", VW engineers selected and modified a special swirl-type pre-combustion chamber that creates high air turbulence and ensures good fuel-air mixing. The all too familiar "Diesel knock" is softened by the swirl chamber, resulting in a Diesel engine that runs quietly and efficiently.

In an independent test, the VW Rabbit Diesel set 31 world records.

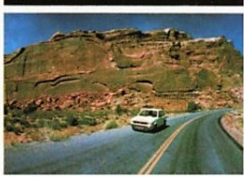
Automotive writers from the staff of Europe's prestigious *Auto Zeitung* independently tested the performance and durability of Rabbit Diesel under extreme conditions. The team subjected the car to a grueling endurance test at the Kleber Tire Company's proving grounds in Southern France.

A standard production-line Rabbit Diesel was pounded day and night around the track in a murderous survival test. Under the scrutiny of the French Automobile Sports Commission, the Rabbit Diesel covered 31,050 miles (50,000 km) in 18 days. The daily average run was 1,725 miles or roughly the distance from Des Moines to Los Angeles.

Thirty-one records were established (subject to recognition by the Federation Internationale de l'Automobile) for 1500cc Diesel engine vehicles in this unbroken, 24-hour a day test. Among the most impressive of these records are:

- The standard production vehicle covered 1,890 miles in the first 24 hours.
- 15,525 miles (25,000 km) were driven at an average speed of 78.56 mph.
- 31,050 miles (50,000 km) were driven at an average speed of 79.9 mph.
- The fastest lap on the Kleber circuit was at an average speed of 85.26 mph.

Altogether an impressive demonstration of rugged durability and high speed performance that any car could be proud of... Diesel or not.



Rabbit Diesel. **The economy car that won't** **cramp your style.**

Open the door of a Rabbit, and the first thing that strikes you is its spaciousness.

Sip behind the wheel, and you sense that the ample bucket seats are built to give you firm support. In fact, they are orthopedically designed to let you arrive at your destination relaxed and ready for anything—from a round of golf to a meeting of the board. The attractive, durable cloth upholstery stays cool to the touch, even on the hottest days. And optional luxurious leatherette upholstery is also available.

In front of you, the instruments and indicator lights are positioned for quick, easy visibility at a glance. And every control is within easy reach.

Lights, high beams, turn signals and wiper/washer are controlled via a pair of levers on the steering column. Other functions operate through rocker switches on the dash.

If this is your first time in a Rabbit, you may be surprised by the high degree of visibility. Surrounding you is an expanse of 25.9 square feet of glass (2-door Rabbit) — more glass than you'll find on a Cadillac Seville. And the hood has a gentle slope to let you see an egg in the road just 10 feet ahead.

Of course there's a lot more to the Rabbit than just front seats. So while you're checking the interior, you might also try out those in back.

Surprise. There's plenty of room for legs and knees. Even with the front seat moved back to accommodate a tall driver. When you have no passengers, the rear seatback can be dropped to turn your Rabbit into a mini-wagon by opening up a clear, flat cargo area. And even with a full complement of four passengers, there's still plenty of room between the seatback and the hatch for everyone's luggage.



Instruments and indicator lights are positioned for easy visibility.



The rear seatback folds down to convert your Rabbit Diesel into a mini-wagon.



The Diesel engine is just one of the innovations in the Rabbit Diesel.

There are two distinct categories of safety engineering. In Rabbit Diesel you will find innovations in both categories. And its safety engineering represents some of the best and most advanced thinking in the field.

In the area of active safety—features that make a car more maneuverable to help drivers avoid accidents—superb tracking control is achieved with a suspension system made up of McPherson struts in front and an innovative “independent stabilizer” axle in back. Negative steering roll radius is designed to help give Rabbit Diesel excellent directional control, even with a front tire blowout. Dual diagonal braking provides a back-up in the unlikely event of one system failing. And for precise handling, rack and pinion steering complements the front wheel drive to give the driver a firm, sure sense of control.

The second category of safety engineering—passive safety—involves those features designed to minimize injuries in the event of an unavoidable accident.

The passenger compartment of the Rabbit features unitized steel construction strengthened with countless spot welds. The roof is supported by six steel posts, and the doors are reinforced with steel side guard beams. In the event of a collision, both the engine compartment in front and the trunk in back are designed to crumple at a controlled rate, thus absorbing energy.

Further protection is provided in the form of padding and rounded corners. And the steering column is

“double jointed” and has a collapsible center hub—both of which help absorb energy in a collision.

All of these—together with the seat belts that “put themselves on as you sit yourself down” (Model “L” only)—have been described as “the most effective and least expensive passive restraint system” in the industry.

1. Floating caliper front disc brakes with negative steering roll radius. Single piston caliper reduces the number of connections, which in turn lessens the possibility of brake fluid leakage and minimizes brake fade.

2. Transverse mounted 4-speed fully synchronized transaxle with double-jointed drive shafts to front wheels. Transverse placement of transmission eliminates the need for beveled ring and pinion gears.

3. Energy absorbing bumpers front and rear with hydraulic dampers are designed to protect the vehicle in up to 5mph front or rear end collisions.

4. Closed and pressurized cooling system with thermostatically controlled electric radiator fan. Radiator consists of efficient, fast heat dissipating copper core. Electrically operated radiator fan only runs when needed (fan may run without engine in operation).

5. Dual diagonal hydraulic brake system with disc/drum combination. The dual diagonal placement provides the vehicle with a back-up system. In case of failure, it maintains braking forces for front and rear axle assisted by the negative steering roll radius to help maintain directional control.

6. Front-mounted, transverse, 4-cylinder Diesel engine. Transverse engine placement provides more interior space and easy access for servicing. An added benefit is the enlarged energy absorbing crumple zone ahead of the engine in the event of a frontal collision.

7. 12-Volt, 55 amp alternator. Battery charging takes place even at low idling rpm.

8. McPherson struts, also called coil/shock absorber struts. The long-travel coil/shock absorber struts provide the Rabbit with a comfortable ride combined with sporty handling characteristics.

9. Flow-through ventilation with a 3-speed blower and an efficient heat exchanger.

10. Rack and pinion steering with double-jointed safety steering column. Precise, direct action steering is self-adjusting and maintenance free.

11. Foam injected, leatherette covered dashboard with instruments and controls placed directly in driver's line of vision.

12. Wide-hub safety steering wheel with energy-absorbing steering column.

13. Anatomically designed front bucket seats for maximum body support. Twin resilience foam rubber in the seat cushion enhances seating comfort for long distance driving.

14. Reclining mechanism on both front seats.

15. Fuel tank mounted ahead of rear axle for protection and improved weight distribution.

16. Flip-down rear seat mechanism permits the rear passenger compartment to be used as a cargo area.

17. Independent stabilizer rear axle, a unique VW design, provides Rabbit with sporty, yet comfortable riding and handling characteristics. The torsion action of the T-beam gives similar effect as a stabilizer bar, reducing body lean in cornering and providing proper weight transfer.

18. Coil/shock absorber strut combination provides the rear end with a long suspension travel for a comfortable but sporty ride.

19. Rear hatch with electrically heated rear window defogger. Ensures clear vision by eliminating ice or mist build-up.

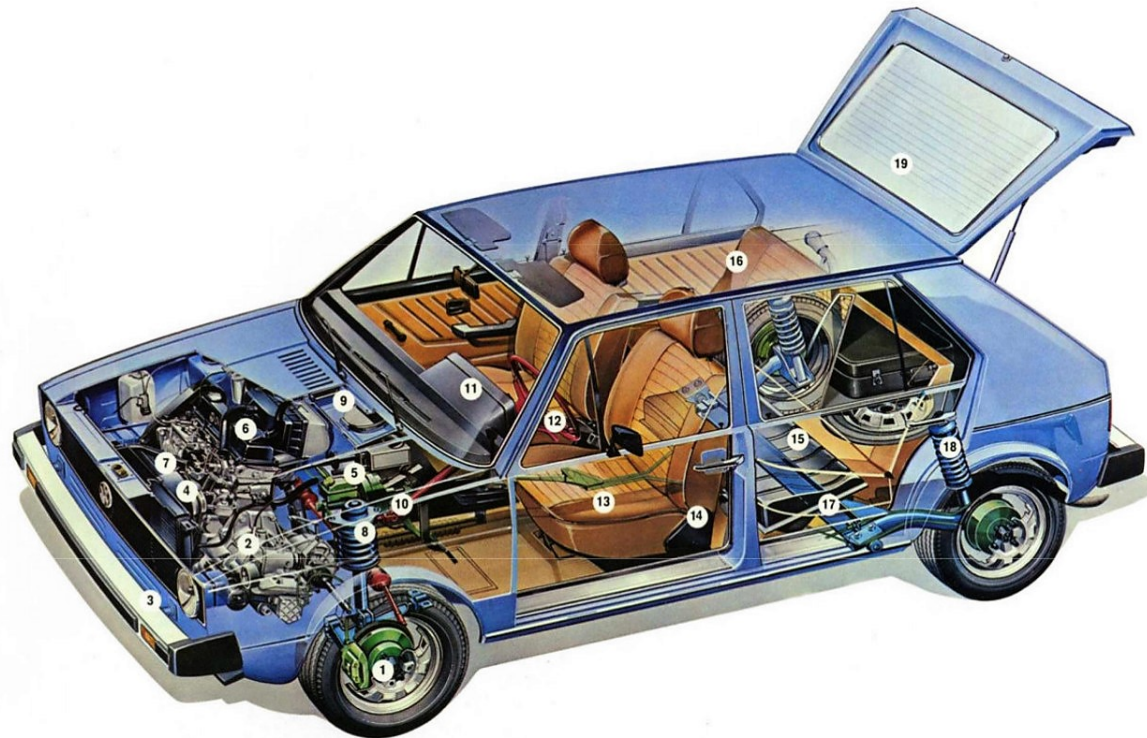
A quick course on how to talk “Diesel” like an expert.

Diesel engines have a language all their own. While the following list won't make you an expert, it will give you the basic vocabulary you need to discuss your engine.

- Cam plate—pushes distributor plunger to pressurize fuel for injection.
- Centrifugal Governor—moves the metering sleeve as engine speed changes.
- Cetane Rating—measure of Diesel fuel burning rate (like octane for gasoline).

- Cold Start Control—cable-operated lever advances injection timing for cold start and warm-up.
- Compression Ignition—fuel ignition created by pressure of heated air during compression stroke.
- Distributor-Plunger—pressurizes and distributes fuel to injectors in the proper firing order.
- Fuel Filter—protects the injection pump and injectors by retaining small dirt particles and water.
- Glow Plug—pre-heats the Diesel combustion chamber to aid cold starting.
- Heat Shield—insulating and sealing washer between injector and cylinder head.
- Injection Pump—supplies and meters fuel to the injectors.

- Injector—injects fuel directly into the combustion chamber.
- Metering Sleeve—controls amount of fuel supplied to injectors by changing injection cut-off point.
- No. 1 Diesel Fuel—highly-refined, low viscosity fuel used in some high-speed Diesels during cold weather.
- No. 2 Diesel Fuel—commercial fuel used in most Diesel engines (including Rabbit Diesel), usually requires additives for cold weather use.
- Pump Driveshaft—turns the vane pump, governor, drive gears, cam plate, and distributor plunger.
- Regulating Valve—regulates vane pump fuel pressure.
- Swirl Chamber—creates air turbulence for mixing injected fuel with air.





Good service isn't a VW innovation. But it is a long standing tradition.

At VW, we've always believed that your ultimate satisfaction with our car depends as much on the people who sell and service it, as on the advanced engineering we build into it.

Which is why there are certain things you'll find at every one of the more than one thousand VW dealers in the U.S. and Canada.

You'll find a service team that knows how to keep your Rabbit Diesel performing like the exhilarating, fun-to-drive car you bought in the first place. With VW trained and certified mechanics who are kept current through graduate training at our regional schools and in-dealership seminars.

And to help them give your Rabbit Diesel the best of care, you'll find special VW tools, a massive inventory of VW parts, and even a nationwide computer network that can help locate an out-of-stock part instantane-

ously at a nearby dealership or one of our regional warehouses.

When you drive a car that's this practical, you have a world of options.

Rabbit Diesel is now available with a choice of two transmissions — a sporty optional 5-speed* and the standard synchromesh 4-speed.

In addition, your dealer can provide a vast assortment of accessories to help you personalize your Rabbit Diesel any way you like.

There's an efficient Air Conditioner, a wide selection of Radio and Tapeplayer units, convenient Auto-Cruise®, Fog Lamps, Luggage Carriers, Lockable Ski Carriers, Vent Shades, Wheel Covers and snappy Stripes, to name just a few.

*Delayed introduction.

Outside Mirror, Adjustable from Inside.



AM/FM Stereo Radio with Tapeplayer.



5-speed Transmission.




Air Conditioner.



Underneath all these great colors...

you'll find one great innovation after another.

Colors	Custom Cloth	Custom Leatherette	Deluxe Cloth	Deluxe Leatherette
 Diamond Silver Metallic	 Black	 Black	 Black	 Black
 Lemon Yellow	 Black	 Black	 Black	 Black
 Canyon Metallic	 Gazelle	 Gazelle	 Gazelle	 Gazelle
 Alpine White	 Gazelle	 Gazelle	 Gazelle	 Gazelle
 Mexico Beige	 Van Dyck Brown	 Van Dyck Brown	 Van Dyck Brown	 Van Dyck Brown
 Inari Silver Metallic	 Ivy Green	 Ivy Green	 Ivy Green	 Ivy Green

1979 RABBIT DIESEL SPECIFICATIONS.

ENGINE:	Type	Water-cooled, front mounted, transverse, overhead cam
	Cylinders	4 cylinders, in-line
	Displacement	89.7 cubic inches (1471 cc)
	SAE Net Hp	48 @ 5000 rpm
	Fuel/Air Supply	Diesel injection pump
TRANSMISSION & DIFFERENTIAL:	Type	Fully synchronized, transverse mounted transaxle, front
	No. Speeds	4 forward, 1 reverse
	Final Drive	Front wheel drive, double-jointed axles
	Clutch	Single disc, dry
CHASSIS & SUSPENSION:	Frame	Unitized body/chassis, bolt-on front fenders
	Front Suspension	Independent, coil/shock absorber struts, negative steering roll radius
	Rear Suspension	Independent, stabilizer axle with coil/shock absorber struts
	Service Brake	Dual diagonal circuit, discs front, drums rear
	Parking Brake	Mechanical, operated on rear wheels
	Rim Size	4½J x 13
	Tire Size	155 SR13 steel belted
	Steering	Rack and pinion
ELECTRICAL SYSTEM:	Rated Voltage	12 Volt, 55 Amp alternator
	Battery	12 Volt, 63 Amp/hour
DIMENSIONS:	Wheelbase	94.4 inches
	Length	155.3 inches
	Width	63.4 inches
	Height (Unloaded)	55.5 inches
	Ground Clearance (loaded)	4.9 inches
	Turning Circle	31.2 feet (curb to curb)
PERFORMANCE:	Top Speed	87 mph
	Fuel Mileage*	Highway: 53 mpg, City: 40 mpg

*Based on 1978 EPA estimated mileage with manual transmission. Your actual mileage may vary, depending on where and how you drive, your car's condition and optional equipment. 1979 data not available at press time. Ask your local dealer for a free copy of the EPA/FEA Gas Mileage Guide for New Car Buyers.

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DEALER

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DOES IT
AGAIN**

