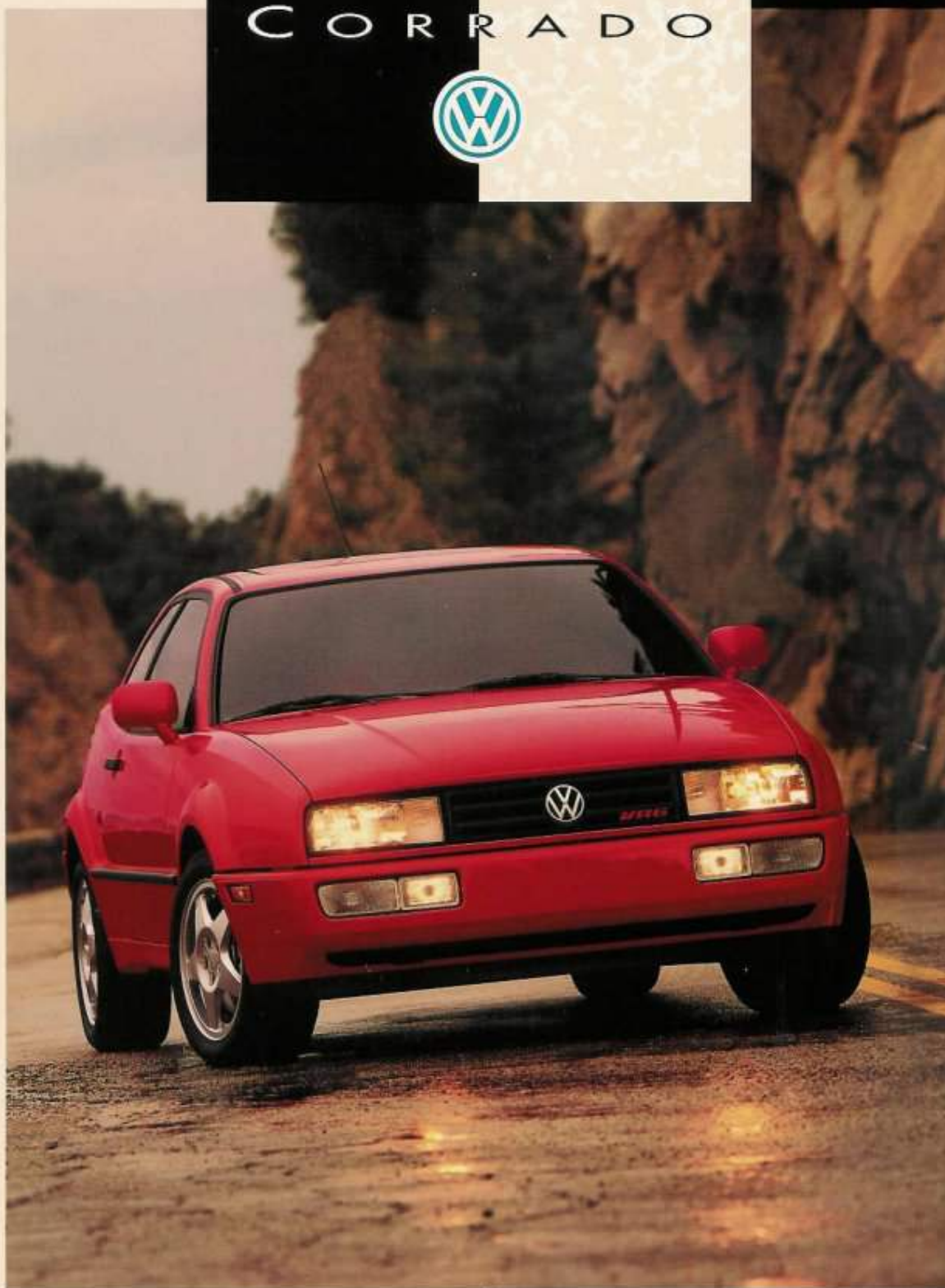


1 9 9 3
C O R R A D O



Let's say it right up front, if you own a Corrado SLC, you're going to look for reasons to drive. You'll order pizza from places that don't deliver. You'll discover 10-mile routes to the corner drugstore. You'll find every excuse you can to be on the road. 🍷 Understandable. Because this is one of the best true sport coupes built at any price. A bold statement? You bet. 🍷 Corrado SLC is

TAKE THE
LONG WAY HOME.

designed to move quickly and to get a driver back in touch with the road. It's crafted by Karmann Coachworks, is surprisingly affordable and, "...a world-class runner from nose to tailpipe."*

🍷 Corrado SLC is also the product of ad-

vanced German performance technology, fitted with a powerful new 178-hp. VR6

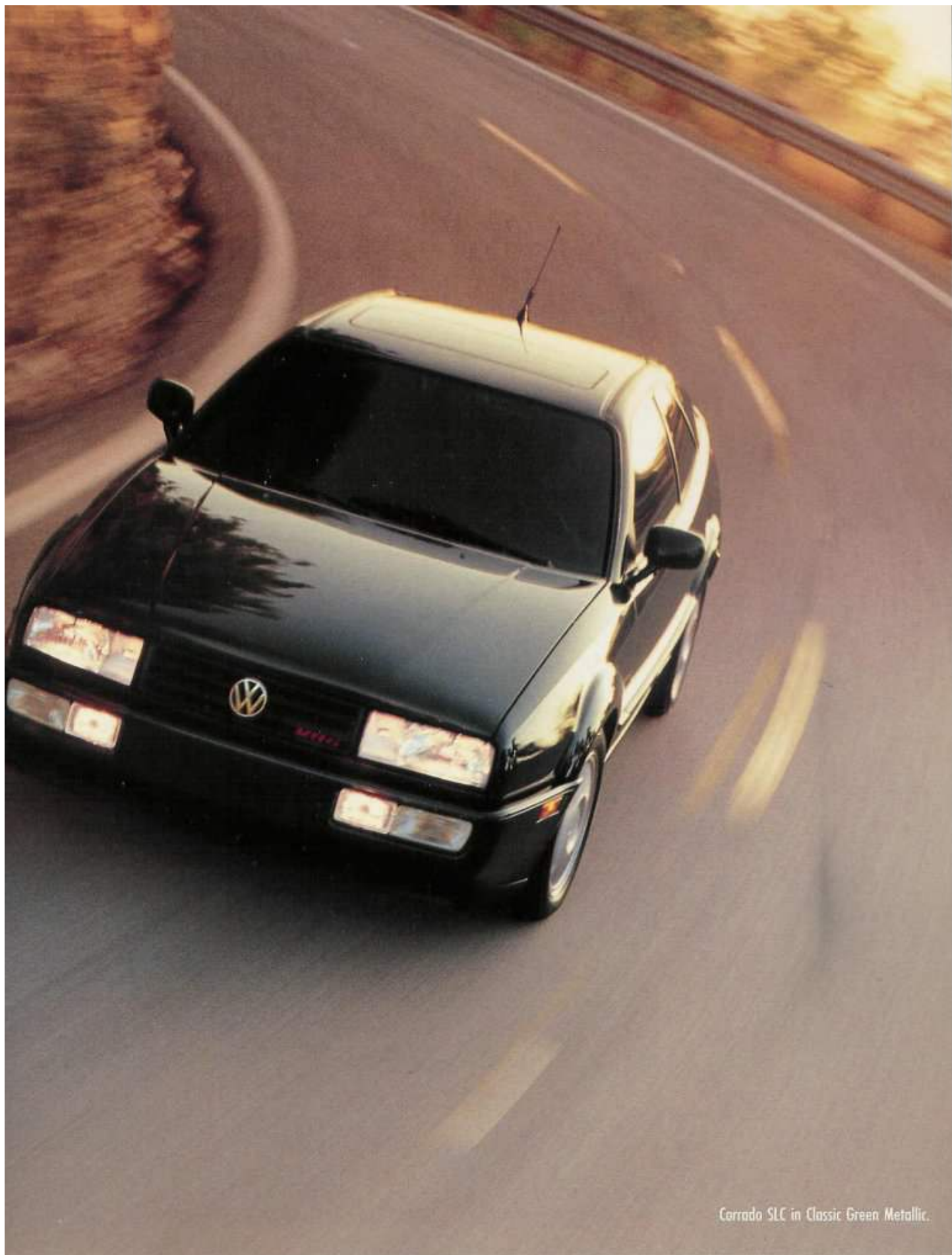


Corrado SLC in Classic Green Metallic.

engine. But, Corrado doesn't rely on power alone. It's a complete car with a lot more going on. Like its sophisticated electronic traction control system. Its Plus-Axle suspension. ABS braking. Power rack-and-pinion steering. Close-ratio 5-speed manual transmission. And extremely friendly driver's compartment. 🍷 Saying it's fast doesn't quite capture the "sensation of this hellion—it's like saying Van Gogh could paint."* Corrado SLC is a package that comes together smoothly. And very quickly.

*Excerpted from "VW Corrado SLC," CAR AND DRIVER, June, 1992.

F A H R V E R G N Ü G E N®



Corrado SLC in Classic Green Metallic.

Settling into a Corrado is a comfortable experience made even more comforting by the features shown here.

A Full instrumentation is standard with gauges and controls within easy view and reach.

B An optional trunk-mounted 6-disc CD changer is controlled by the standard Premium stereo system.

C The anti-theft vehicle alarm system, standard, deters unauthorized entry.

D Cruise control, standard, helps reduce driver fatigue in long-range driving.

E A central locking system, standard, secures the car and features key-activated sunroof and window closing.

F The available four-speed automatic transmission is electronically controlled. It allows driving in a "sport" mode for spirited performance or a more "fuel-efficient" mode for normal driving.

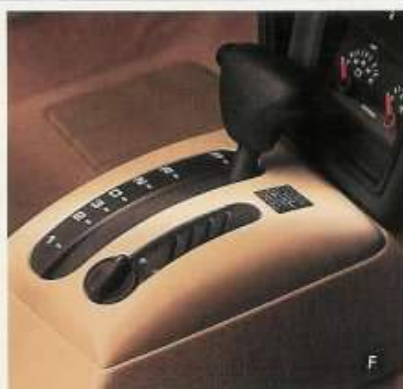
G Corrado SLC offers a place in the sun with an optional power sunroof.

H Available leather surfaced front sport seats add a luxury touch.





We should tell you that "SLC" stands for Sport Luxury Coupe. As you enter Corrado's perceptively arranged interior, you'll see the significance of the designation. The cabin is well laid out, designed to allow the driver to focus



on driving, and the passengers to enjoy the ride. Ⓜ Reclining front sport seats™ are formfitting and height adjustable. The contoured rear seat holds two adults. Its split back folds down to extend the trunk space. Ⓜ Instrumentation and controls are well defined. They're easy to read, easy to use. And the air conditioning, cruise control, Premium stereo system, central locking system and power windows are only a few of the many standard features. Ⓜ Our engineers built this car to be driven and we know the real driving takes place inside.

Corrado's well-engineered design is impressive enough for CAR AND DRIVER to say it "... borders on brilliant...".*

® And that's what gives it Fahrvergnügen,

THE HEART AND SOUL OF EVERY VOLKSWAGEN.

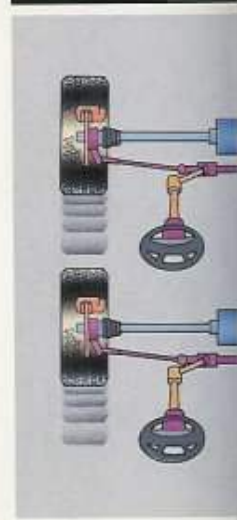
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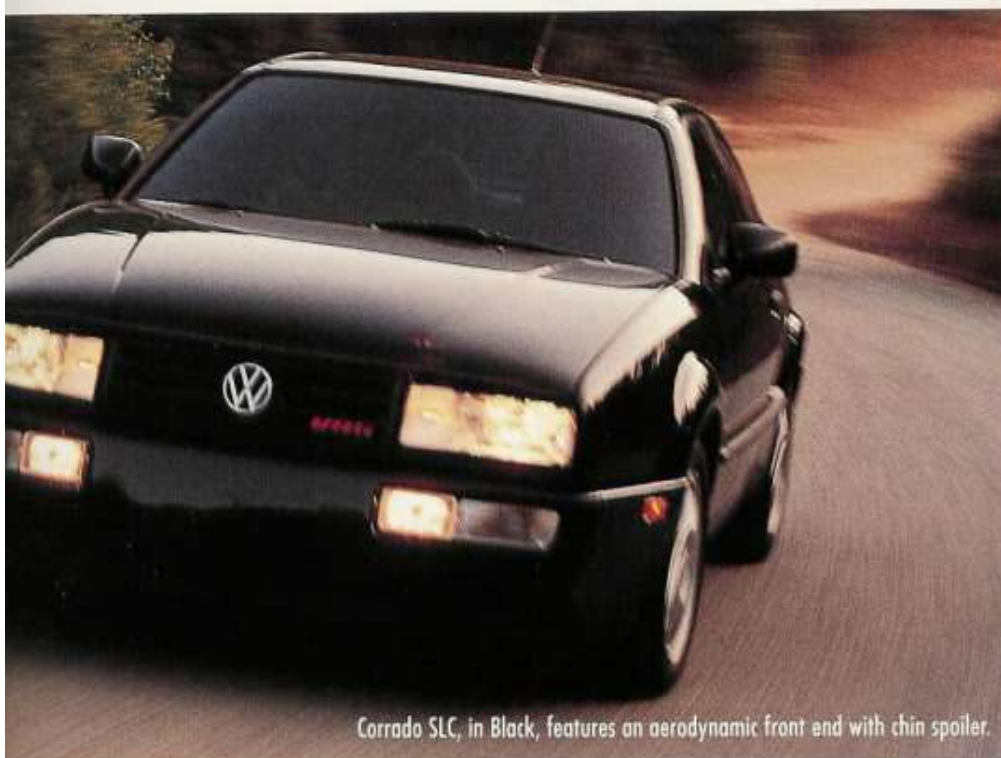
the distinctly European driving experience you can appreciate only in a Volkswagen. Corrado's new 2.8 liter, fuel-injected VR6 engine is unique. Unlike most V-6s, with "V" angles of 60 or 90 degrees, the VR6's angle is only 15 degrees. The compact total size allows the VR6 to fit into a modest 4-cylinder space while it acts "like a small-block V-8"*** with its 178 horses and 177 lb.-ft. of torque. Acceleration is quick—0 to 60 in 6.8 seconds. Corrado is the fastest production Volkswagen ever made—140 mph on the Autobahn. ® But power isn't everything. So an electronic traction

control system is standard. It prevents wheel spin in start-up acceleration by braking the spinning wheel to allow the transfer of torque to the non-spinning wheel. This improves traction in all weather conditions. Starting out is safer—even quicker. Corrado also has 4-wheel ABS with power disc brakes for maximum stopping control. ® The new Plus-Axle independent front suspension significantly reduces torque steer and helps maintain a flat ride. The low profile performance radials, front-wheel drive and rack-and-pinion steering provide razor-sharp handling. And the speed-sensitive rear spoiler raises automatically to reduce lift. ® Corrado SLC performance comes straight from the heart—and the gut.

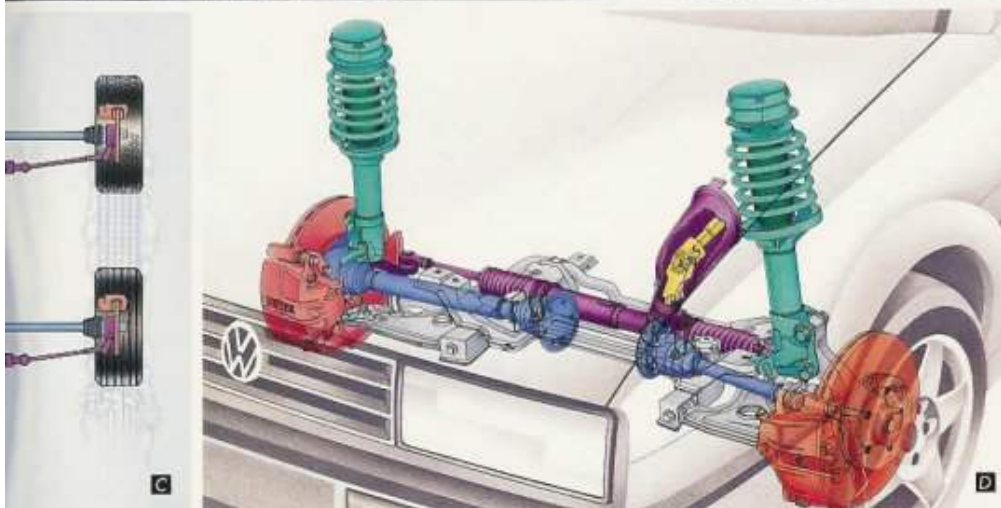
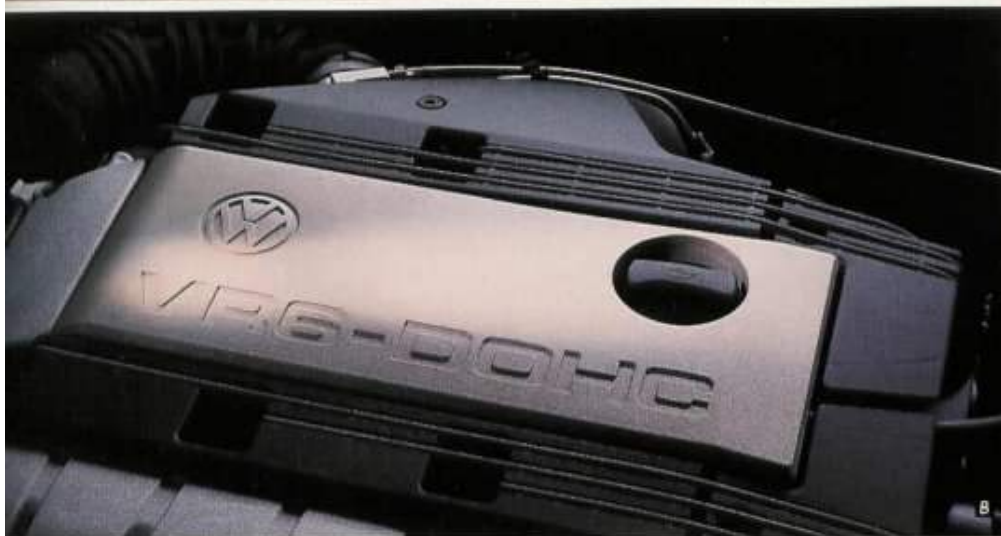
*Excerpted from "VW Corrado SLC," CAR AND DRIVER, June, 1992.

**Excerpted from "Corrado SLC," EUROPEAN CAR, April, 1992.





Corrado SLC, in Black, features an aerodynamic front end with chin spoiler.



Corrado's outstanding performance comes from advanced German engineering.

A The 2.8 liter VR6 engine has a unique 15 degree V-angle between cylinder banks. This narrow alignment makes it compact overall and able to fit into areas that are off-limits to conventional 6-cylinder engines.

B The VR6 produces peak torque at just 4,200 RPM, and develops 85% of its maximum torque between 2,000 and 6,000 RPM for excellent passing acceleration.

C The standard electronic traction control system helps prevent wheel spin during start-up acceleration.

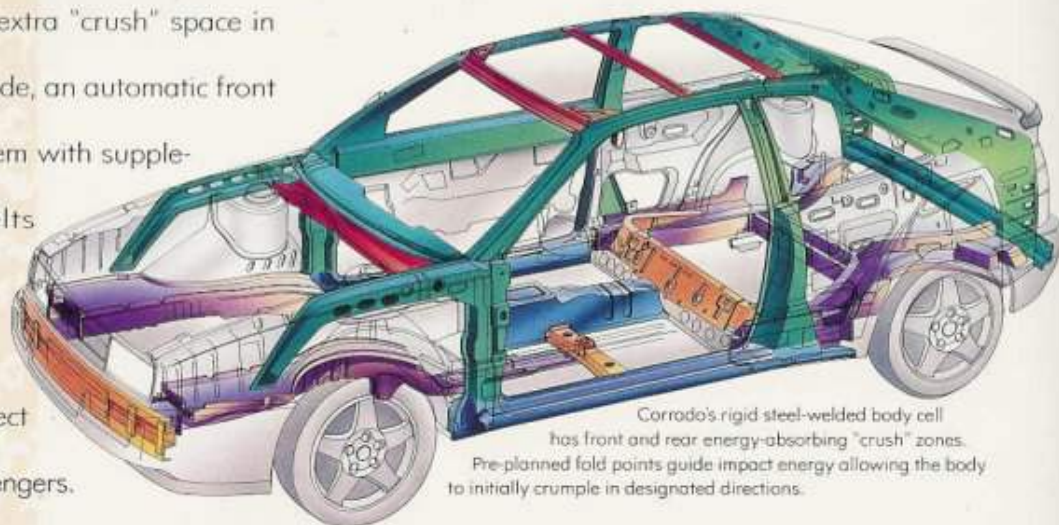
D The independent Plus-Axle front suspension is sport-tuned to accommodate the powerful VR6 engine and still provide a compliant ride. It incorporates specific geometry and MacPherson struts with coil springs and a 20mm stabilizer bar.

By any measure, Corrado is an outstanding sport coupe. This superiority extends into every aspect of its engineering design, particularly safety. In fact, we have no higher priority than the safety of our occupants. Ⓜ Corrado's body is a welded steel cage of beams, plates and tubes. In case of a collision, front and rear crush zones pro-

**LOOK OVER A
CORRADO. YOU'LL SEE
NOTHING HAS BEEN
OVERLOOKED.**

gressively compress and absorb energy. The VR6 plays a role here. Because it takes up less room than traditional V-6s, it allows extra "crush" space in the front. Ⓜ Inside, an automatic front safety belt system with supplemental lap belts and two rear 3-point safety belts help protect driver and passengers.

Unique upward-sloping "rising ramp" front seats and knee bolster work with the system to help reduce injuries. Ⓜ But while surviving an accident is obviously a key objective, avoiding one altogether is certainly much better. Ⓜ Corrado is designed to be predictable in its handling and allow a driver to maintain control. Steering, suspension and front-wheel drive systems offer the ability to respond to the unexpected. ABS assures effective stopping. And the interior has been planned to lessen distractions and reduce fatigue. Ⓜ The engineering that gives Corrado exceptional performance, also gives it the qualities needed to provide a true sense of driving security.



Corrado's rigid steel-welded body cell has front and rear energy-absorbing "crush" zones. Pre-planned fold points guide impact energy allowing the body to initially crumple in designated directions.

We know our customers appreciate superior performance in predictable, secure cars. We also know quality, reliability, durability, overall efficiency and environmental concerns are high priorities. Our engineers always look for—and find—better, smarter ways to benefit the customer.



ECOLOGY

Our commitment to the protection of the environment is of the highest order. All Volkswagen procedures and vehicles reflect that interest. On-going improvements we are making include the complete elimination of ozone-depleting chlorofluorocarbons (CFCs) in our vehicle air conditioning systems. Preferred water-based paints are applied in the body priming process. Top coats have no lead chromates or cadmium pigments (with no compromise on quality). Brake and clutch linings are asbestos-free. Plus, we are preparing our cars for future ease of resource recovery, using materials that allow a vast majority of a vehicle to be reprocessed when separated into component parts. Worldwide we also recover and recycle over 4,000 tons of paper—the equivalent of 60,000 trees. As techniques develop, we will continue to make the improvements necessary to maintain our commitment to the environment.



DURABILITY AND RELIABILITY

Volkswagen enjoys a reputation for building cars that last. Corrado is no exception. To compromise here would jeopardize the high standards we place upon ourselves. That's why our engineers insist on using superior quality parts, like roller bearings that wear longer than

plastic bushings, cast metal parts that are stronger than stamped ones and so on. Of course, these are just two examples of many, but the point is this: quality engineering is what matters no matter how small or seemingly unnoticeable these items appear to be. That's what Volkswagen quality is all about. And that's why we have so much confidence in the new Corrado SLC.



QUALITY

Of late, this has been the buzzword of the industry. Sometimes it's an adjective; sometimes a noun. But more often than not, the word is used without regard as to whether or not it fits. We at Volkswagen have always focused on quality. But we believe that as often as we apply the word to our cars, it really doesn't mean anything until you apply the word to our cars. So, to reinforce our standards, we put every Corrado through a rigorous inspection when it's built. Every Corrado is then checked, adjusted and re-checked before it leaves the factory. Corrado quality levels are thoroughly monitored to produce a better car.

As much as we'd like to continue on about Volkswagen and Corrado—and there's much more to say—the best way to appreciate it is to personally test drive one at your local Volkswagen dealership. You'll then understand why this is one of today's most exciting cars and why there's nothing else like it on the road. And why you'll, more than likely, want to take the long way home.

DRIVETRAIN

CONFIGURATION	Front Engine/Front-Wheel Drive
ENGINE	
Type:	6-Cylinder, 15 Degree In-line V
Displacement:	2.8 Liter
Horsepower @ RPM (SAE Net):	178 @ 5,800
Maximum Torque @ RPM (lb.-ft.):	177 @ 4,200
Valve Train:	Two overhead cams, chain-driven
Fuel/Air Supply:	Sequential multi-port electronic fuel injection
Ignition:	Digital electronic with dual knock sensors
Engine Controls:	Matronic [®] electronic engine management
TRANSMISSION	
	Standard: 5-speed close-ratio manual
	Optional: 4-speed electronically-controlled automatic with sport and economy shift modes

ELECTRICAL

Battery:	12 Volt, 63 amp hr.
Alternator:	120 amp max.

BODY, CHASSIS, SUSPENSION

Type:	Steel, unitized construction with bolt-on front fenders
Front Suspension:	Independent (Plus-Axle) with MacPherson struts, coil springs and 20mm stabilizer bar
Rear Suspension:	Independent torsion beam axle with coil springs, telescopic gas pressurized shock absorbers and 21mm stabilizer bar
Steering:	Power-assisted rack-and-pinion
Brakes:	Power-assisted 11.0" vented front discs, 8.9" solid rear discs, electronic Anti-lock Braking System (ABS)
Wheels and Tires:	P205/50VR-15 performance steel-belted radials on 6½" x 15" Speedline [®] 5-spoke alloy wheels

1993 EPA
MILEAGE
ESTIMATES

	CITY	HWY
Manual	18 mpg	25 mpg
Automatic	17 mpg	23 mpg

PERFORMANCE

	MANUAL	AUTOMATIC
Top Track Speed	140 mph	140 mph
0-60 mph	6.8 sec.	7.8 sec.

DIMENSIONS

INTERIOR	Front	Rear	EXTERIOR	
Headroom:	37.0"	35.0"	Wheelbase:	97.3"
Legroom:	41.7"	31.2"	Overall Length:	159.4"
Shoulder Room:	53.8"	50.4"	Overall Width:	65.9"
Hip Room:	52.8"	44.5"	Overall Height:	51.9"
TRUNK VOLUME			Track (front/rear):	56.5"/56.2"
15.3 cu. ft.			Turning Circle (curb-to-curb):	34.4 ft.
(29.0 cu. ft. with rear seat folded)			CURB WEIGHT	2,810 lbs.

SAFETY FEATURES

Corrado meets or exceeds all NHTSA safety standards. Safety features include the following:

Adjustable headrests for front seats
Anti-lock Braking System (ABS)
Automatic transmission shift lock
Bonded windshield
Brake fluid pressure loss warning light
Center high mounted stop lamp
Electric automatic front safety belt system with supplemental lap belts
Electronic traction control system
Energy-absorbing steel body sub-structure with front and rear crush zones
Energy-absorbing steering column
Hazard warning flasher system
Interior free of sharp edges
Key-in-ignition warning
Non-override door locks
Polyethylene fuel cell
Rising ramp seat design
Track-correcting rear axle
3-point rear safety belts

FUNCTIONAL FEATURES

VR6 2.8 liter, 6-cylinder in-line V engine
5-speed close-ratio manual transmission
Anti-lock Braking System (ABS)
Anti-theft vehicle alarm system
Electronic Traction Control system
Independent front and rear suspension
Power-assisted 4-wheel disc brakes
Power-assisted rack-and-pinion steering
Space saver spare tire
Windshield wipers, 2-speed with programmable interval wipe feature
18.5 Gallon fuel tank

CORRADO:
THE DETAILED STORY.

EXTERIOR FEATURES

Alloy wheels, Speedline® 5-spoke with wheel locks
Body side moldings
Central locking system with key operated "convenience close" feature for windows and sunroof
Chip resistant rocker area paint
Dual heated power remote mirrors, body color
Eurostyle halogen headlamps with integral running lamps
Halogen fog lamps
Integral front spoiler
Roof-mounted whip antenna
Speed-activated, retractable rear spoiler, body color
Tinted glass

INTERIOR/COMFORT AND CONVENIENCE FEATURES

Air conditioning
Center console with rear seat storage area
Cruise control
Day/night rearview mirror
Dual vanity mirrors (passenger side illuminated)
Electric automatic front safety belt system with supplemental lap belts and 3-point rear safety belts
Electric rear window defroster
Front door storage pockets
Front passenger grab handle
Instrumentation, including: speedometer, tachometer, oil pressure gauge, voltmeter, trip odometer, coolant temperature gauge, fuel level gauge and digital clock
Interior lighting; time delayed with integral map light
Leather wrapped steering wheel and manual shift knob
Locking, illuminated glove box
Luggage compartment; fully trimmed with removable cover and illumination
Multi-function trip computer
Power windows with one-touch down feature
Premium AM/FM stereo with CD changer control capability, security features and 6-speaker sound system
Rear window wiper/washer system
Sport front bucket seats with recline and height adjustments and 2-way adjustable headrests
60/40 Split folding rear seat with integral headrests
Tilt steering wheel
Velour seat trim

OPTIONS

4-speed electronically-controlled automatic transmission with dual shift modes
Power tilt and slide sunroof
6-Disc CD Changer (delayed availability)
Leather seating surfaces and leatherette interior trim
All weather package: includes heated seats and heated washer nozzles (requires optional leather trim)
Clearcoat metallic paint

COLOR AND TRIM

EXTERIOR COLORS	CLOTH TRIM		LEATHER TRIM	
	Dark Gray with Red	Light Grey with White	Beige	Black
NON-METALLIC				
Black	■		■	■
Flash Red	■			■
OPTIONAL CLEARCOAT METALLIC				
Classic Green		■	■	
Dark Burgundy Pearl		■	■	
Satin Silver		■		■

EXTERIOR COLORS



Black



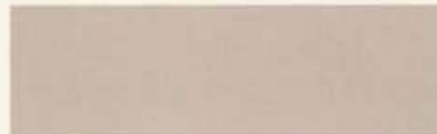
Flash Red



Classic Green*



Dark Burgundy Pearl*



Satin Silver*

*Optional clearcoat metallic

For more accurate color representation see the 1993 Volkswagen color and upholstery guide.

VOLKSWAGEN CORRADO WARRANTY.

Enjoy your Corrado and drive it with confidence. It's protected by Volkswagen's 5-year/50,000 mile powertrain limited warranty, a 6-year limited warranty against corrosion and rust perforation and a comprehensive 2-year/24,000 mile bumper-to-bumper limited warranty against defects in virtually all materials and workmanship. See your local Volkswagen dealer for full details about these warranties.

A FEW WORDS ABOUT THIS BROCHURE AND UPDATED SERVICE INFORMATION.

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For further information regarding the 1993 Corrado or any other Volkswagen model, please call 1-800-444-8987.

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FAHRVERGNÜGEN.

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CORRADO

