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At your V.A.G dealer.

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The Rallye Golf.





The new Rallye Golf. The fascination of motorsport.

The new Rallye Golf – one and the same car for motorsport and everyday driving?

The answer is emphatically yes: the Rallye Golf concept builds ultra-modern technology to competition rallying standards into a compact car.

So how does the "average"

driver benefit?

Assess its appearance first of all. The Rallye Golf is compact, laden with power. Everything about this car tells you: high-performance motorsport. For instance its generous wheel-arch extensions. Or the side skirts and the spoilers at front and rear.

The tri-ellipsoidal broad-beam headlights and fog lights. And the lowered sports suspension with 6 J x 15 light-alloy wheels and 205/50 R 15 tyres – factory-fitted tuning.

A glance at the engine? This is the heart of the driving pleasure you get from this car. The G60

charger coaxes a breathtaking 118 kW (160 bhp) out of the 1.8 litre engine, with free-flowing power and sprinting ability even at low engine speeds. All at a remarkably attractive fuel consumption.

The engine has further technical refinement too: electronic

fuel injection (Digifant), electronic computer-mapped ignition and charge-air intercooling.

In addition to the pleasure of driving it hard and well, the Rallye Golf affords plenty of active and passive safety. Its secret: an electronic antilock braking system (ABS) and permanent syn-

cro four-wheel drive. Both standards features! And both offering an enormous plus in safety for drivers who have to take to the roads in any weather – come winter, come summer.

Read on to find out more about a fascinating new Volkswagen: the new Rallye Golf.



**The car to get you there.
However difficult conditions
may be.**

Even the most experienced driver can encounter situations over which he has no control. A sudden cloudburst, transforming the road into a proving ground of steering and braking skills. Only a manufacturer who thinks of such problems can come up with ideas to solve them.

The Rallye Golf's brake system, with ventilated front discs, disc brakes at the rear too and an antilock braking system as standard, confirms impressively that there is no inherent contradiction between sports driving and safety.

Even on poor surfaces, in rain,

snow and on ice, electronic-control ABS keeps the car steerable. A comforting feeling, to know that the pleasure of driving the Rallye Golf is never dependent on the weather.

Then there is syncro drive technology to guarantee that you get home safely. However tough

the going, this car will get you there. If one pair of wheels threatens to spin, syncro distributes more power to the other wheels. The Rallye Golf's suspension reflects its performance too. The car is lower, with new spring and damper settings, and the anti-roll bars have been up-

rated: safety first, even if the accent is firmly on sports driving.

The engine's technical design makes a considerable contribution. The G-charger and the electronic fuel injection and ignition system provide ample reserves of power across the engine's entire speed range. The car is

quick off the mark, helps you complete overtaking manoeuvres safely and provides more active safety backup in critical situations.

You see: the Rallye Golf has everything you need to keep the keen driver as safe as possible.



The interior of the Rallye Golf.

Enjoy the big sporting event from the best seats.

Take a seat and have a closer look at everything. First impressions? The anatomically shaped sports seats provide firm support even when cornering at high speed, and take the fatigue out of driving. In addition, the front seats are variable in height. You always have a perfect view of

both the car's instruments and the situation on the road, and remain fully in control behind the four-spoke sports steering wheel with leather rim. Power steering is a standard feature.

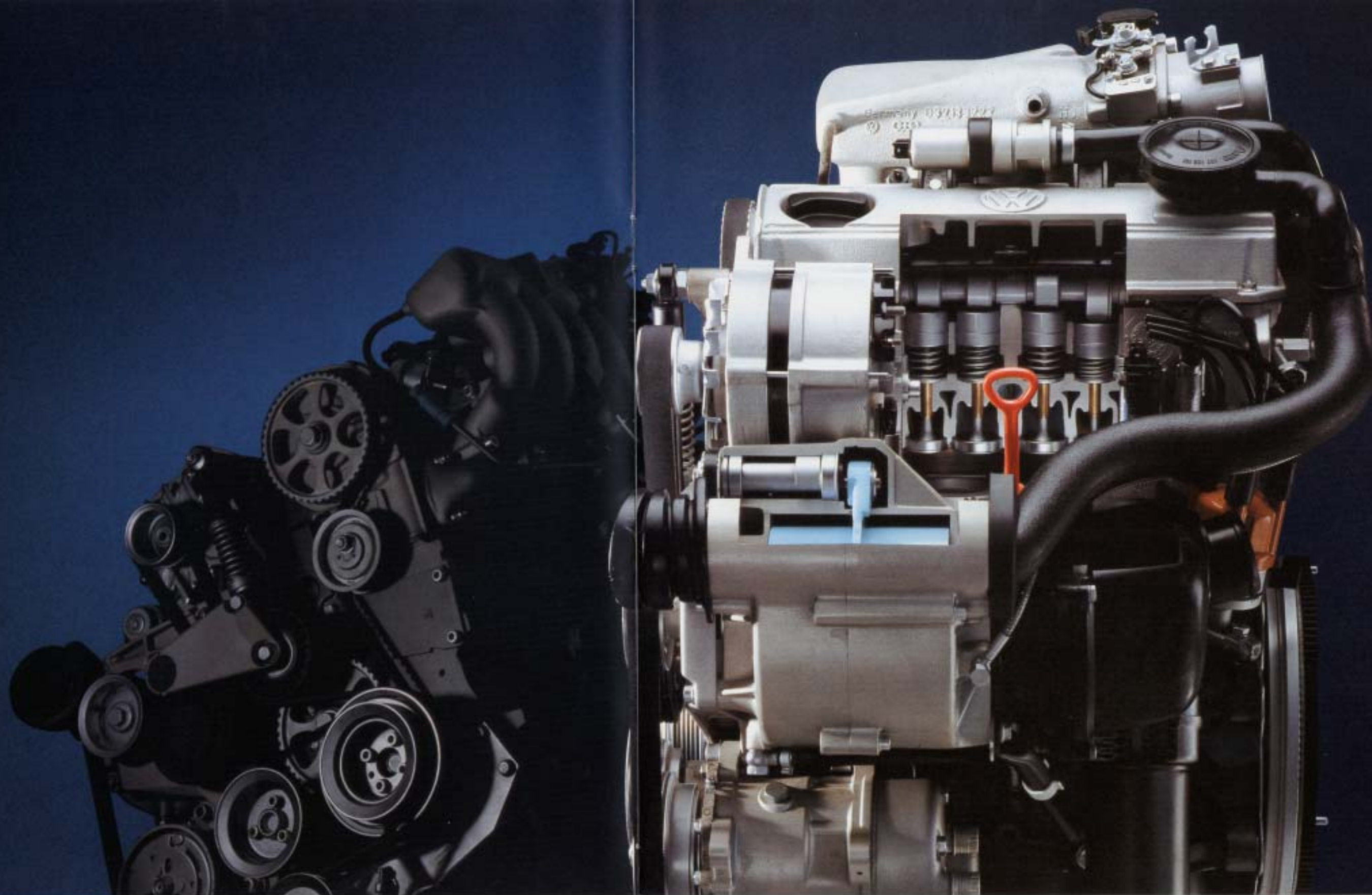
All switches and controls can be reached easily and directly from the driver's seat. The in-



struments are arranged clearly and logically. And to keep you fully informed always, the multi-function display shows the most important driving data. You can see your average speed or fuel consumption, journey time, journey distance, outside temperature and engine oil temperature.

Two more minor but practical features: the Rallye Golf has a divided rear seat and seat back which folds down in 1/3 or 2/3 sections or completely. And provision for stereo radio installation, with four loudspeakers and electronically amplified roof aerial – for high-performance sound too!

The fascia of the Rallye Golf.



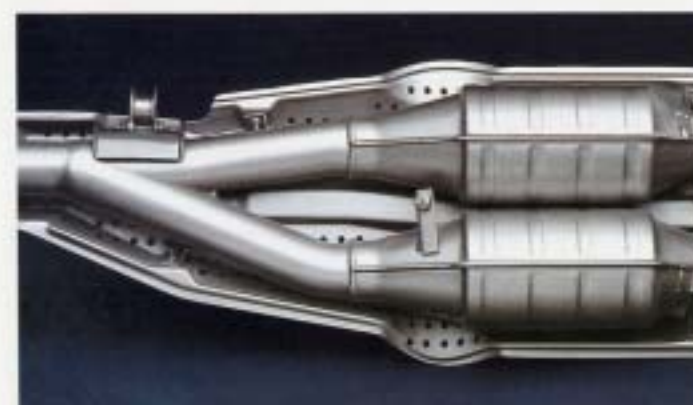
The 1.8 litre, 118 kW (160 bhp) G60 engine.

Ultra-modern forced-aspiration technology, Volkswagen style: the G60 engine.

G60 – symbol of Volkswagen's new sporting calibre. These letters represent the 1.8 litre, 118 kW (160 bhp) G-charger engine. An innovation in the field of mixture preparation technology.

You'll realise that the G-charger is superior to conventional systems the moment you

sit behind the wheel of the Rallye Golf and pull away. The G-charger ensures that engine mixture intake is boosted even at low revs. It compresses the air from right down at the lower end of the engine speed range, significantly increasing performance as a result. Step on the ac-



celerator and experience the sheer flexibility with which the G-charger winds the engine up to supreme performance, with high torque across a broad engine speed range. And with no lag or hesitation. The power just flows out, and so smoothly too. Because the engine's perform-

ance is not just obtained by enriching the mixture, its fuel consumption is astonishingly low. The car is fitted with a catalytic converter with lambda control. And to round off the pleasure of driving this car, the Rallye Golf has a five-speed gearbox with cable-operated gear selection.

The twin catalytic converter.



The G-charger.

Driving force: the G-charger.

Every top sprinter needs a powerful set of lungs. Precisely the same is true of the Rallye Golf. It is a well-established principle of supercharging that an engine needs plenty of air in order to unleash its performance. Our engineers wanted even more: they sought to compress the in-

take air even further. The result was the G-charger. A development which Volkswagen has now perfected.

The G60 charger consists of a G-shaped housing in which an impeller, also with G-shaped blades, rotates with an eccentric motion. It is driven by a ribbed V-

belt. Air is drawn in, compressed, cooled in the charge-air intercooler and forced into the cylinders at a maximum boost pressure of 0.65 bar. For the driver, this means more power and reliable high performance. The mixture is prepared by the Digifant electronic fuel injection

system. This device controls the fuel injection process digitally and calculates the optimum ignition timing. Exhaust emissions are kept to a minimum by a catalytic converter with lambda probe.

Since the G-charger is driven directly by the engine, it builds

up high boost pressure even at quite low engine speeds. You feel this as soon as you start up the Rallye Golf and simply tap the accelerator. There is no delay, no hesitation, no pause to draw breath. And as the needle of the revolution counter rises, you notice how flexibly the G-

charger encourages the engine to unleash top performance, at satisfyingly low levels of fuel consumption.

Rallye Golf driving means sports enjoyment of the highest pedigree. Take to the wheel and experience the breathtaking thrill of this car.



The viscous coupling.

Sports performance is fine. But safety comes first: four-wheel drive with ABS.

Top athletes realise better than most that exploiting your strength skilfully is the secret of success. This is why we have given the Rallye Golf permanent four-wheel drive in the form of synchro technology.

Its viscous coupling responds in a fraction of a second to dif-

ferences in the speeds of the front and rear wheels, always distributing more of the engine's power to whichever set of wheels grips the road surface better.

On a dry surface, the car is propelled mainly by the front wheels. But should the degree



of slip encountered increase, for instance on soft or slippery surfaces or on inclines, the rear wheels automatically receive a greater proportion of the power, to keep you reliably on the move. And to stop the car with equal reliability, because the Rallye Golf is fitted with ABS as stan-

dard. Its electronic system automatically detects when a wheel is about to skid, and regulates brake pressure accordingly. The wheels cannot lock, and your Rallye Golf remains steerable even in difficult braking manoeuvres.

The control unit of the electronic antilock braking system.



The Rallye Golf on test.

Rallye Golf. The name says it all.

Heat-shimmering dusty roads, rain-soaked surfaces, terrain away from the beaten track, vicious hairpin bends, snow and ice... not conditions you encounter every day, fortunately. But these are situations with which a high-performance car such as the Rallye Golf has to be

able to cope successfully as a matter of course.

We put the Rallye Golf to the most rigorous of tests, reaching the very limits of both the car's and the driver's endurance. And we were pleased with what we had built.

But the road to success was

long and arduous, starting on the Ithea rally circuit in Greece – the most brutal course imaginable.

The participants consisted of a whole host of engine and transmission specialists, computer experts, mechanics, experienced rally drivers – and the Rallye Golf.

We wanted to test its reactions – down to a fraction of a millimetre. So we transformed its interior into a technical test laboratory, installing measuring instruments in the place of the front passenger's seat. Then we blazed the trail, from dawn till dusk.

At the end of a long day, it was time to assess results, change the tyres and other parts, renew the brake pads... Next day: the same procedure all over again. With plenty of opportunity for consulting the drivers and discussing results.

Why did we go to such

lengths? One reason was that we want to have our say in Class A rally competition. But in the first instance, to uphold our reputation for building exceptionally safe, powerful and technically mature cars – such as the Rallye Golf.

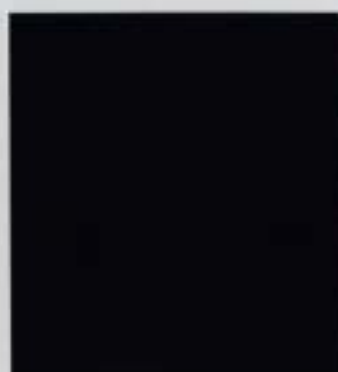
Paintwork and upholstery at a glance



Grey-blue HY
Sports seat upholstery, Sports check



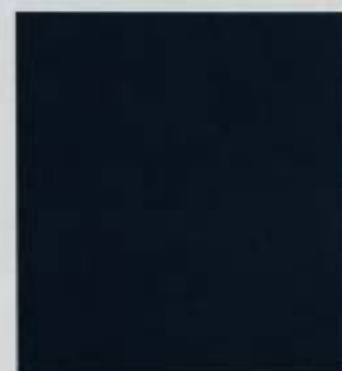
Grey-black-red WW
Sports seat upholstery, Rally check with fabric/leather combination



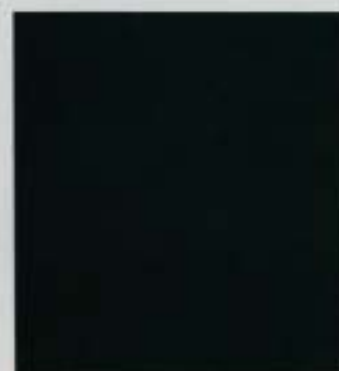
Black A1



Tornado red G2



Pearl-effect blue R5



Pearl-effect green R5



Graphite metallic W9

The illustrations on these pages can only be regarded as a general guide, since the printing process cannot always convey the true depth and brilliance of the paintwork or the attractive textures of upholstery materials with absolute accuracy.

The Rallye Golf: equipment features at a glance

Exterior equipment

Bumpers at front and rear with integral aprons, in body colour
Flared wheel arches and side skirts
Sill extensions
Radiator grille in body colour
Front spoiler in body colour, with air ducts for cooling brakes
6 J x 15 light-alloy wheels with 205/50 R 15 tyres
Laminated safety glass windscreen
Green-tinted, heat-insulating windows
Wiper blade on driver's side with integral air deflector blade
Drip mouldings recessed into roof
Luggage compartment lid handle in body colour
Rear spoiler in body colour

Interior equipment

Front sports seats
Sports check cloth seat upholstery
Variable-height driver's and front passenger's seats
Variable-height, tilting head restraints on front seats
Reclining seat mechanism for driver and front passenger
Combined fabric/leather seat upholstery, leather-covered head restraints and door and side panels
Padded fascia
Leather-covered four-spoke sports steering wheel
Anti-dazzle safety interior mirror
Folding and pivoting sun visors, with make-up mirror on front passenger's side
Storage tray on driver's and front passenger's side
Coin holder
Storage space for owner's handbook
Lockable glove box on front passenger's side, with light
Centre console
One ashtray with light at front, one at rear

Three-point automatic front seat belts
Two three-point automatic seat belts and one static lap-only belt at rear
Anthracite moulded roof lining
Front door trays
Divided rear seat and seat back, can be folded down in 1/3 or 2/3 sections or completely
Grab handle for front passenger and rear grab handles with clothes hooks
Door and side panel trims with moulded armrest and door pull
All roof pillars trimmed
Velour footwell lining, with reinforced heel area on driver's side
Luggage compartment cover, carpeted
Luggage compartment fully lined
Loading edge trim
Holder for first-aid box and warning triangle

Operating equipment

Tri-ellipsoidal broad-beam headlights
Tri-ellipsoidal fog lights integrated into front apron
Electronic-control antilock braking system
Power steering
Twin-tone horn
Two-speed electric windscreen wiper system with twin washer jets, intermittent wiper setting, flick-wipe setting and automatic wash-wipe
Wiper system for rear window with intermittent setting and automatic wash/wipe settings
Heated rear window
Parking light circuit
2 reversing lights
Rear fog light
Remote-control door mirrors on driver's and front passenger's side, in body colour
Two gas-filled springs for easier operation of tailgate
Provision for stereo radio with 4 loudspeakers, interference suppression and electronically-amplified roof aerial
Instrument cluster with speedometer, distance recorder, revolution counter, fuel gauge, coolant temperature gauge with additional warning light for coolant level, telltale lights for battery charge, engine oil pressure, turn indicators, high beams and multifunction display with inputs for actual time, journey time, journey distance, average speed, average fuel consumption, engine-oil and outside temperatures
Variable-intensity instrument lighting
Telltale for handbrake on
Illuminated switch and heater/ventilation control symbols
Cigarette lighter on centre console with illuminated symbol
Interior light with delayed switch-off
Separate luggage compartment light
Combined heating and ventilation system with 3-speed blower, footwell outlets at front and rear, and four adjustable vents and defroster outlets for windscreen and side windows
Lockable fuel filler cap with additional flap
Long-life underseal including wheel arches
Long-life body cavity protection treatment
Front wheel arch linings

Interesting optional extras

Central locking system for doors, tailgate and fuel filler
"gamma" and "delta" stereo radio/cassette systems
"gamma CD" stereo radio/CD system
Active loudspeakers (standard with "gamma CD")
Sliding roof with automatic wind deflector
Electric windows lifts
Electrically heated, remote-controlled door mirrors
Recaro sports seats with electrical height-adjustment

There are restrictions on certain extras. Your V.A.G. dealer will gladly advise you and suggest other items of equipment to personalise the model of your choice.

The Rallye Golf: technical features

Engine, transmission and electrical system	118 kW (160 bhp)
Engine type	4-cylinder spark-ignition
Displacement, l (cm ³)	1.8 (1763)
Bore/stroke, mm (in)	80.6/86.4 (3.173/3.40)
Max. output acc. to DIN, kW (bhp)	118 (160)
— at engine speed, min ⁻¹	5600
Max. torque, Nm (lb.ft)	225 (164)
— at engine speed, min ⁻¹	4000
Compression ratio	8.0:1
Mixture preparation	Electronic fuel injection system (Digifant)
Exhaust purification	Twin catalytic converter, lambda control
Transmission	5-speed gearbox
Alternator, max. A	90
Battery, A (Amp/h)	220 (45)
Dimensions	
Length, mm (in)	4035 (158.9)
Width, mm (in)	1700 (66.9)
Height, mm (in)	1400 (55.1)
Wheelbase, mm (in)	2480 (97.6)
Track, front/rear, mm (in)	1435/1437 (56.5/56.6)
Turning circle, m (ft)	app. 10.8 (35.4)
„Comfort“ length, mm (in)	1837 (72.3)
Front elbow room, mm (in)	1417 (55.8)
Seating area, m ² (ft ²)	2.60 (28.0)
Luggage space, l (ft ³)	280/1230 (9.9/43.4)
Fuel tank capacity, l (imp. gal)	55 (12.1)
Wheel size	6 J x 14
Tyre size	205/50 R 15
Weights^a	
Unladen weight, kg (lb)	1195 (2634)
Gross weight limit, kg (lb)	1640 (3616)
Axle load limits, front/rear, kg (lb)	870/810 (1918/1786)
Top speed, km/h (mile/h)	209 (129.9)
Acceleration, in seconds	
— from 0 – 80 km/h (0 – 50 mile/h)	5.6
— from 0 – 100 km/h (0 – 62 mile/h)	8.6
Fuel consumption^a acc. to DIN 70030, in l/100 km (imp. mile/gal)	
Fuel grade	Premium (4-star), unleaded
Min. octane number (research method)	95
— at steady 90 km/h (56 mile/h)	7.1 (39.8)
— at steady 120 km/h (75 mile/h)	9.5 (29.7)
— urban driving cycle	12.5 (22.6)

Brief description of technical features

Engine/electrical system

Inline engine mounted transversely at front. Spiral charger (G60). Charge-air intercooling. Crankshaft with five main bearings. Valve gear driven by toothed belt from overhead camshaft and bucket-type tappets with maintenance-free hydraulic valve clearance adjustment. Closed, pressurised liquid coolant circuit, with pump, radiator, coolant reservoir and electrically-driven, thermostat-controlled fan. Pressure lubrication system with oil pump and renewable filter element. Electronic ignition system, long-life spark plugs. Digital-control ignition and fuel injection with mapped performance characteristics, fuel shutoff on the overrun, idle-speed control, selective knock control, lambda probe. Twin catalytic converter. 12-Volt system with alternator and minimum-maintenance battery. Central electrical component and distribution box.

Transmission

Permanent four-wheel drive with slip-dependent power distribution to front and rear wheels through single dry plate clutch with all-synchromesh 5-speed gearbox. Drive to front wheels by differential and halfshafts with constant-velocity joints. Drive to rear wheels by bevel gears, three-section propeller shaft and viscous coupling. Final drive with freewheel integrated between bevel gears and differential. Halfshafts with constant-velocity joints. Freewheel lockup for four-wheel drive when reversing.

Running gear/steering

Suspension: coil springs, telescopic dampers and progressive-action rubber bump stops (all elements combined into suspension struts). Anti-roll bar at front and rear. Independent wheel location at front and rear with spring struts; triangulated lower wishbones at front; linked trailing arms at rear. Self-stabilising steering at front. No-maintenance rack-and-pinion steering gear with collapsible safety steering column, power steering.

Brakes, wheels and tyres

Electronic antilock braking system (ABS) with ventilated brake discs at front and disc brakes at rear. Light-alloy wheels. Steel-braced radial ply tyres. Compact temporary spare wheel.

Body

Unitary-construction bodyshell with rigid occupant cell.

Notes:

- ¹ Usual measuring method with 50 mm (2 in) diameter spheres; values shown with rear seat erect/folded (in the latter case, load area filled to roof height).
- ² Optional extras may increase the car's unladen weight, in which case the payload limit must be reduced accordingly.
- ³ Depending on driving style, road and traffic conditions, environmental influences and vehicle condition, the fuel consumption values obtained in practice may differ from these values, which were obtained by the standard test method.

Important note:

Technical progress has enabled us to reduce maintenance work considerably. Your car now requires a V.A.G. Inspection every 12 months, including Lubrication Service. Additional work is only needed every 30 000 km (20 000 miles). An additional Lubrication Service is necessary if the annual distance covered is considerably more than 15 000 km (10 000 miles).

The Service.

So you're struck on your new Volkswagen? Then it's good to know what a sensible decision you have just made. It's the easiest thing in the world to fall in love with a new car. It takes a little more discipline to explore just what the various makes have to offer apart from gleaming paintwork and chrome. All Volkswagen cars enjoy the backing of many thousands of V.A.G. dealers all over the world. Your V.A.G. dealer is a trustworthy partner for all matters concerning your new car – before, during and after purchase.

One year's warranty without distance limit for cars and spare parts.

All Volkswagen models have something in common: the worldwide 1-year warranty with no mileage limit. This 1-year warranty also covers all original exchange units and spare parts from Volkswagen.

The V.A.G. Inspection every 12 months.

Volkswagen cars in any case require little maintenance work and are unusually easy to maintain. Technical progress means that it has proved possible to reduce maintenance requirements considerably. And a vehicle that only needs maintenance infrequently avoids unnecessary expense. Your low-maintenance Volkswagen model requires a V.A.G. Inspection every 12 months, including Lubrication Service and exhaust emission test, in countries where this is obligatory. Additional maintenance work is only necessary every 30,000 km (20,000 miles). An additional Lubrication Service is necessary: every 7,500 km for cars with diesel engines; every 15,000 km for cars with spark-ignition engines, if annual distance covered is more than 15,000 km.

Spare parts and exchange units.

The V.A.G. service includes a well-organized Parts Service. Guaranteed, high-standard exchange units are available through all V.A.G. dealers. Genuine exchange units and spare parts undergo stringent inspection at the factory and are covered by a 1-year warranty with no limit on mileage.

V.A.G. Accessories Service.

To give your car the personal touch, take a look at the extras offered by the V.A.G. Accessories Service.

Financing, insurance, leasing.

The service may include financing, insurance and leasing for your car. Your V.A.G. dealer will be pleased to give you information on the availability of these services in your country.