

# VOLKSWAGEN COMMUNICATION

## The Polo GTI

### Long Version

#### Central Aspects

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Two Decades of Sporty Polos

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## The New **Polo GTI**

## **Central Aspects**

### Sporty top model following GTI tradition

Distinguished by sporty driving properties and clear identity

150hp turbo engine accelerates the Polo GTI to 100km/h in 8.2 seconds

Wolfsburg, April 2006. Volkswagen is about to launch the most powerful Polo ever. It is the Polo GTI delivering 110kW/150hp. The exterior and interior concept of this potent super mini is deliberately true to the legendary Golf GTI. The GTI legend lives on in the Polo due to its powerful sprinting capabilities, dynamic torque supply, impressive top speed and exciting driving experience. The most powerful model in this series fulfils these attributes without any compromises. The Polo GTI has a top speed of 216km/h and races from nought to 100km/h in 8.2 seconds. It needs just 29.0 seconds to cover 1,000 metres. These performance figures even clearly beat the original GTI, the 110hp Golf from 1976.

#### **ENGINE /**

#### **Turbocharged**

#### **sporty and also undemanding**

A 1.8-litre, four-cylinder powerplant, which sends 110kW/150hp to the front wheels at 5,800rpm, is behind the sporty performance of the new Polo GTI. As with the Golf GTI, Volkswagen has added a turbocharger to this engine. An intercooler reduces the temperature of the charge air. This increases the volumetric efficiency in the four combustion chambers and thus also the combustion efficiency. Two overhead camshafts and five valves per cylinder (two inlet and three outlets valves operated by tappets) ensure fast gas exchange. The fully electronic single injection system is controlled by a mapped Motronic system. On the road, the turbo engine is both refined and powerful. Its maximum torque of 220 Newton metres is available

even below 2,000rpm. The Polo GTI accelerates from 80 to 120km/h in just 7.5 seconds. It only needs about 10.0 seconds for the same test in fifth gear. So, if you are lazy with gear changes, you can still drive the Volkswagen amazingly fast. But the truth is as soon as the driver shifts down a gear, this car is enormous fun to drive.

You will also not have to pay much for this fun at the petrol station. The EU total consumption for the Polo GTI is within a reasonable level at just 7.8 litres every 100 kilometres. You won't need to make many pit stops either. Services with oil change are scheduled every 30,000 kilometres or every two years. This will also reduce the running costs of the Polo GTI to a minimum.

## **CHASSIS / BRAKES /**

**The Polo GTI is nimble and brakes  
at least as good as it accelerates**

There is more to a real Volkswagen GTI than impressive acceleration and a powerful engine. The handling and road holding also need to live up to the high standards of this sporty legend. The new Polo GTI is no different. It combines agile handling with impressive comfort properties and the usual Volkswagen safety reserves. This front-wheel drive car is incredibly good fun to drive – whether on closed race tracks, on winding country roads or over long stretches of motorway.

The 110kW/150hp GTI clearly indicates the potential of the Polo chassis. It features a proven layout with a front suspension using the McPherson principle and lower wishbones. An additional subframe ensures a precise self-steering effect. It decouples the front axle acoustically from the body and further improves the crash safety. The rear wheels are mounted on a semi-independent axle. The separate configuration of springs and dampers is beneficial for the boot as it allows a wider cargo space and thus makes access to the boot easier.

Shorter springs with stiffer characteristic curves reduce the car height by 15 millimetres. The centre of balance is therefore lower increasing the dynamic capabilities of the agile Polo GTI. This means that the compact sports car responds particularly directly and immediately to the commands from the electromechanical power steering. This speed-dependent system, which works independently of the engine speed, has been specially configured to the qualities of the fast Polo.

205/45 16-inch low-profile tyres ensure safe road holding. Rated with speed index V, they are approved for speeds up to 240km/h. At the same time, the high-performance tyres highlight the dynamic look of the Polo GTI. Fitted on 6.5-inch alloy wheels with an exclusive GTI design, they fill the wheel arches and almost merge into the body.

The red painted brake callipers show without a doubt that this Volkswagen is also one of the masters in its class when it comes to braking. They are combined with large-sized brake discs on all four wheels (front: 288 mm diameter; rear: 232 mm). The front discs are ventilated. A hydraulic anti-lock brake system with brake assist is included in the standard equipment as are the ESP electronic stabilisation programme, the TCS traction control system and the EDL electronic differential lock. A standard tyre pressure monitor (TPM) ensures that the tyres are always inflated to the correct pressure. Better to be safe than sorry.

## **BODY / DESIGN /**

**Attractive GTI styling distinguishes  
this Polo from the rest**

Powerful and dynamic: Even when stationary, the new Polo GTI clearly shows off its sportiness. The compact sports car features numerous design attributes that already characterise its big brother, the Golf GTI. This includes, for example, the black shield-shaped

radiator grille and the honeycomb mesh on the upper air intake. The headlights and the standard fog lights are also set against a dark background.

At the rear, the GTI styling continues with the wide track, the chrome end pipes of the twin exhaust system and a striking roof spoiler. The spoiler does not only look good, it also has real functional advantages. It generates a downforce on the rear axles at high speeds. This improves the straight-line stability of the 216km/h Volkswagen.

The 16-inch alloy wheels were also specially designed for the small GTI. Together with the chassis lowered by 15 millimetres, they ensure that the 205/45 tyres really fill out the wheel arches on the Polo GTI. The exclusive design of the rims deliberately cites the wheels on the Golf GTI. The five U-shaped openings create a kind of stroboscope effect on the road. As a result, the red brake callipers are still visible when the car is moving. The black side skirting also emphasises the low crouching position of the most powerful production Polo. The door handles and outside mirrors are painted in the body colour. The paintwork colours are, of course, based on the classic GTI range. Red, black, silver and white are available for the traditionalists. Volkswagen is also offering the Polo GTI in two other colours, however.

## **INTERIOR /**

### **Traditional GTI attributes and careful attention to detail shape the interior**

The interior has a classic GTI feel. The height-adjustable sports seats are, of course, covered with the usual GTI checked cloth ("Interlagos" pattern). The seats provide safe side support on fast corners and offer refined comfort on long journeys. The well-designed, three-spoke sports steering wheel, which bears the GTI logo like the seats, has excellent grip. The red cross-stitching on the inside also makes it very appealing. One special GTI feature, the

black three-point seat belts with red edging are another example of the attention to detail.

More sporty styling elements characterise the dynamic top model in this range. For example, special aluminium-look panels on the centre console and around the side vents give an elegant look and feel. The gearstick knob and gaiter (also featuring red cross-stitching) as well as the handbrake lever grip are covered in leather with a pleasant touch. The metal embossed shift pattern on the gearstick and the aluminium caps on the pedals also give an impression of high quality. GTI labelling on the door sills indicates the dynamic potential of this car as you climb in.

The five-seater Polo GTI is not just sporty, it is also suitable for everyday use. The boot has a volume of 270 litres and can be expanded in next to no time. The folding rear seat bench, which is split 60/40, expands the boot volume to up to 1,030 litres.

## **SAFETY /**

### **Sporty – but with all-round safety**

The extremely rigid structure and the high quality standard of the body enhance the sporty talents of the Polo GTI. This does not only have a positive effect on the stable handling, it can also be seen in the small gap measurements. The torsional stiffness also prevents annoying noises developing and contributes to the high passive safety for the passengers. Front and side airbags as well as belt tensioners on both front seats are included in the standard equipment of the GTI. A head airbag system is optionally available. A curtain-like airbag inflates as a protective cushion along the side windows to provide additional protection for both front and rear occupants in side collisions. The front passenger airbag can be deactivated in the glove compartment using the ignition key. This is necessary if you want to fit a reboard child seat on the front passenger seat. Two ISOFIX anchors allow child seats to be secured on the rear bench.

## **STANDARD EQUIPMENT /**

**Climatic and central locking with remote control  
standard as well as sports chassis and alloy wheels**

Overview of most important Polo GTI equipment features:

### **SAFETY**

- Driver and front passenger airbag, front passenger side can be deactivated
- Driver and front passenger side airbags
- Fog lights
- Three-point automatic seat belt for centre rear seat
- Tyre pressure monitor display (TPMD)
- Electronic Stabilisation Programme (ESP) including brake assist, ABS, EDL and TCS
- 3 rear head restraints

### **EXTERIOR EQUIPMENT**

- Halogen main headlights with black housing
- Exclusive 6.5 J x 16 alloy wheels, 205/45 R 16 tyres
- Front and rear disc brakes with red brake callipers (Geomet)
- Colour package: Outside mirrors, door handles, bumper strips and side bump strips in body colour
- Widened black GTI sill panels
- Tailgate with spoiler and integrated 3rd brake light
- GTI badge on tailgate
- Special front and rear bumpers, twin exhaust tail pipes
- Honeycomb radiator grille with GTI badge

### **INTERIOR EQUIPMENT**

- Boot light
- Dimmable instrument lighting
- Door sills with GTI label
- Anthracite interior trim (headliner, pillar panelling, fixtures)
- Exclusive 3D combi instrument
- 3-spoke, perforated leather sports steering wheel with red stitching and GTI logo incl. leather gearstick knob/handbrake lever grip with red stitching
- Aluminium-look pedals
- Folding, asymmetrically split rear seat bench and backrest
- Interior refinements (trim inserts)
- Illuminated vanity mirrors on left and right
- Black seat belts with red edging
- Top sports seats with raised side supports and special trim, seat height adjustment, incl. drawers (leather covers optional)
- Carpet mats in front and rear, anthracite

#### **FUNCTIONAL EQUIPMENT**

- Exterior mirrors electrically adjusted and heated
- Climatic
- Central locking with remote control
- Front power windows (2-door only)
- Sports chassis, lowered approx. 15mm

#### **TWO DECADES OF SPORTY POLOS /**

#### **The 115-hp Polo G40 from 1986**

**is now a sought-after modern classic**

The original sporty Polo model was not called GTI, but G40. In 1986, Volkswagen surprised everyone with a particularly hot version of the attractive second-generation Polo Coupé. Equipped with the mechanical G-charger that was unique at the time, it was a real racer. Delivering a maximum of 85kW/115hp from a 1.3-litre capacity, the

lowered front-wheel drive car catapulted itself into the top flight of fast super minis. It had a top speed of 195km/h and accelerated from 0 to 100km/h in just 9.0 seconds. This level of performance even sparked off a debate about how fast cars in this segment should be. Nevertheless the Polo G40 soon proved that both its chassis and its brakes were suited to its temperament. Today, this model is a sought-after, modern-day classic. It also continues to win countless slalom competitions.

Volkswagen introduced the third generation of the Polo in 1994. However, fans had to wait until August 1998 for a follow-up to the G40. The Polo GTI, which delivered 88kW/120hp and had a top speed over 200km/h, was limited to 3,000 units and sold out quickly. However, the famous badge soon made a return to the Polo range. At the 1999 International Frankfurt Motor Show, VW presented the follow-up. Its 1.6-litre four-valve four-cylinder had been boosted to 92kW/125hp allowing for a top speed of 205km/h and acceleration from 0 to 100km/h in just 8.7 seconds. ABS, ESP and front airbags were already standard equipment.