

AUDI 2000

THE ULTIMATE IN 5-CYLINDER MOTORING.



AUDI 200.

Today's motoring environment is one of ever-mounting pressures... of haste, noise, heat and increasing traffic congestion.

Precisely the kind of problems the Audi 200 was designed to minimise.

Slip inside its cool tinted-glass interior, onto broad crushed velour seats, and you shut out the world with a 'thunk' of the door.

Inside...silence, broken only by the muted whisper of the integral air-conditioning. Or if you wish, you can fill the interior with the rich tones of 4-speaker stereo sound from the built in tapedeck. Switch on the pre-select radio and an electric aerial emerges automatically at the rear, away from any possible mechanical or electrical interference.

Underfoot there is deep cut-pile carpeting, colour keyed to the rest of the interior trim while all around you is soft padding and luxury furnishings.

As a back-seat passenger in the Audi 200, you'll appreciate the exceptional knee room and individually contoured seating with pull-down centre armrest. Pockets on the front seat-backs hold your papers or magazines while

rear reading lights allow you to pursue business matters without disturbing the driver.

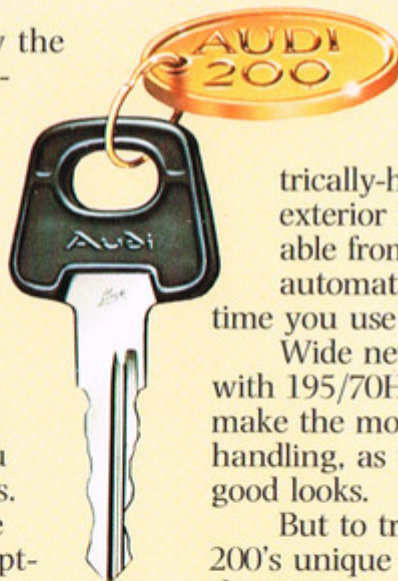
All windows are electrically operated either by a switch on the door itself, or from the centre console. A valuable safety feature is that the rear windows can also be controlled from the console, to make the rear compartment totally safe for small children.

Completing the overall feel of Audi 200 luxury is an electrically-heated rear window, twin exterior rear-view mirrors adjustable from inside and headlamps automatically sprayed clean each time you use your windscreen washers.

Wide new aluminium road wheels with 195/70HR-14 steel belted radials make the most of Audi's surefooted handling, as well as adding distinctive good looks.

But to truly appreciate the Audi 200's unique combination of opulence and engineering, you need to experience it yourself.

Your Volkswagen dealer will be happy to arrange a test drive for you.



THE ENGINEERING IS EXCEPTIONAL.

Even in these times, transistorised ignition is an unusual feature amongst the world's cars. Fuel injection is rarer still.

And when this kind of advanced engineering is combined with a 5-cylinder engine, the world's first non-petrol engine in mass production, and total, unashamed luxury, the result is a most exceptional motor car.

As an Audi 200 driver you'll appreciate the whisper-quiet, refined surge of 5-cylinder acceleration and silk-smooth automatic gearbox that used to be expected only from big 6's and 8's. Although the Audi 200 has the performance potential to propel you effortlessly at twice the national speed limit, so efficient is it that at normal driving speeds, it returns the fuel economy of a medium car.

On the open road, Audi 200's standard speed control will hold you at a constant pre-set speed, thus further optimising fuel economy and effortlessness, whilst the variable assist power steering gives you fingertip command when parking without any loss of road feel at high speeds. Confront the Audi with a tight mountain pass and it responds with the razor-sharp precision of a sports sedan.

Even at speed in the Audi 200 you travel in hushed silence: a result both of superb aerodynamics and extensive sound insulation. The ride over all surfaces is pure limousine, further

enhanced by orthopaedically-designed seats which, in the front, are fully reclining with adjustable headrests and Lumbar Support Controls, enabling you to adjust the firmness of the backrest to your exact liking. After all, comfort of the driver which maintains alertness is the most important element of safety.

In active-safety features, the Audi 200 excels. For example, the Audi's Skid Preventer helps prevent veering out whilst braking on uneven, slippery surfaces, or in the event of a front-wheel blow-out.

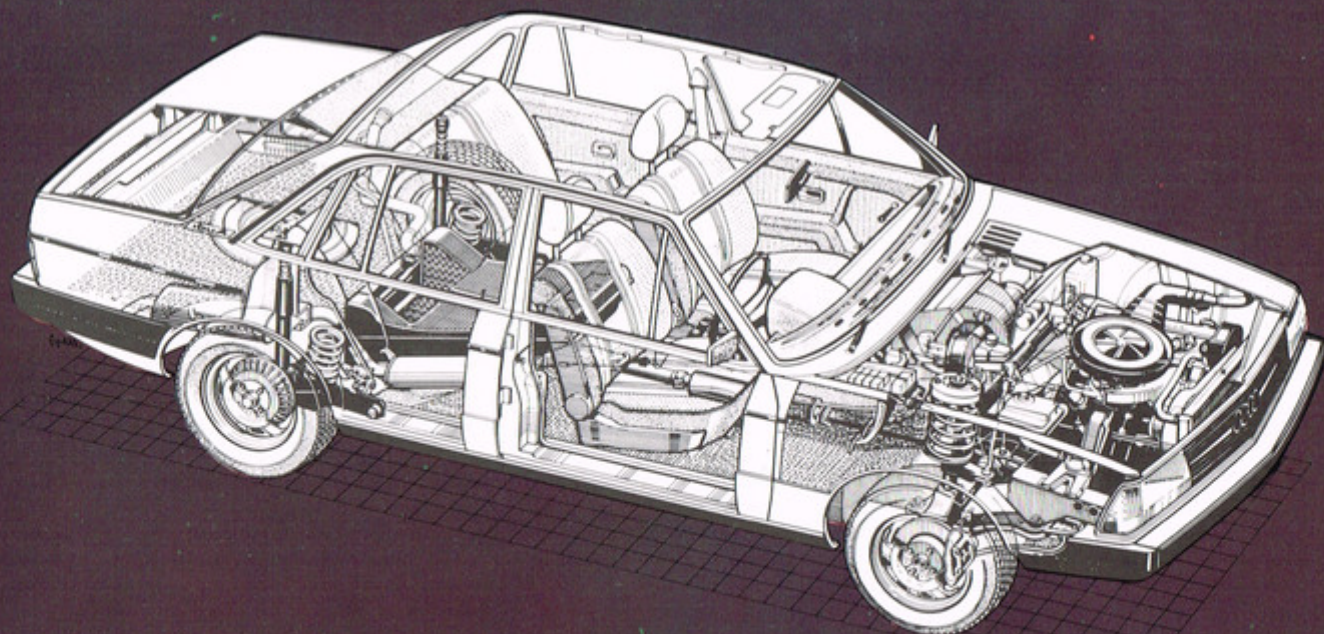
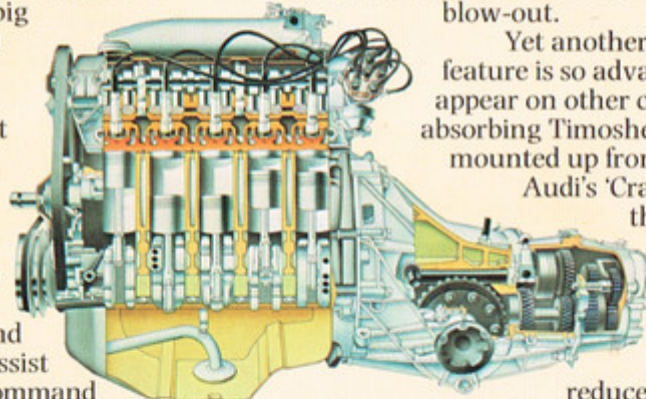
Yet another Audi safety feature is so advanced, it has yet to appear on other cars: two impact-absorbing Timoshenko girders mounted up front. Known as Audi's 'Crash Absorber',

this system absorbs 75% of the impact of a collision in the first 30 cm of the car, and

reduces the risk of serious injury by as much as 50%, according to overseas experience.

Thus whether you look merely at the Audi 200's luxury, or beneath the skin at its technical superiority, you can only come to the same conclusion.

This is one of the world's outstanding luxury cars. Irrespective of price.



THE OPULENCE IS INTEGRAL.



Illuminated and luxuriously carpeted luggage compartment.



Power steering and automatic transmission.



Pre-select radio/stereo tapedeck.

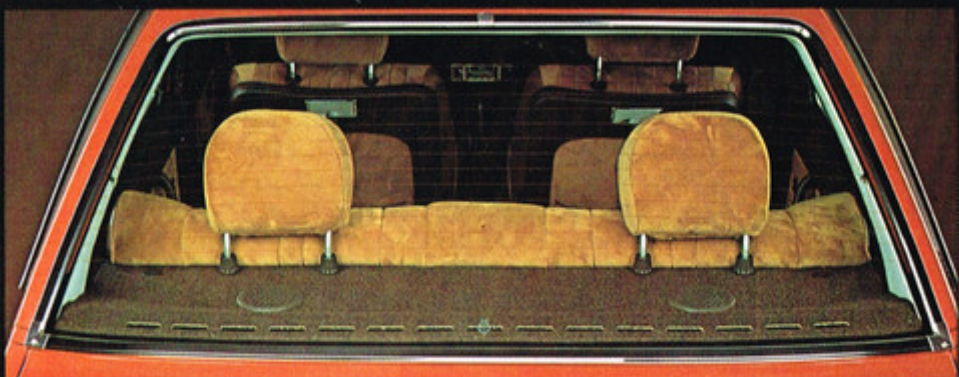


Aluminium road wheels.



Headlamp washers.





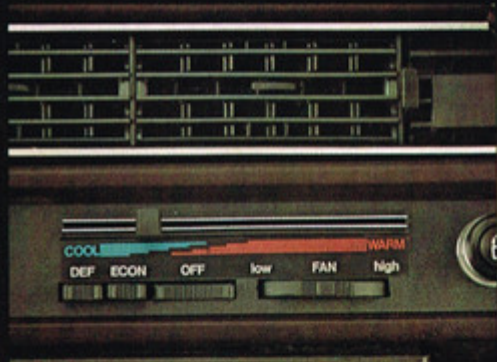
4-speaker stereo sound and heated rear window.



Rear reading lights.



Contoured rear seats with armrest and headrests.



Integral air-conditioning.



Electric windows with central and door controls.



SPECIFICATIONS.

Engine	Front-mounted, water-cooled, overhead-cam, five cylinder in-line engine with transistorised ignition.
Capacity (cm ³)	2 144
Bore (mm)	79,5
Stroke (mm)	86,4
Compression ratio	9,3:1
Output (kW)	100 at 5 700 r/min (DIN 136 hp at 5 700 r/min)
Maximum torque (N.m)	185 at 4 200 r/min
Fuel injection	Bosch K-Jetronic
Transmission	Front-wheel drive with engine, transmission and double-joint semi-axles combined to form a compact unit carried in a sub-frame. Automatic transmission with 3-speed gearbox and reverse.
Chassis	
Suspension	Front – suspension struts and lower wishbones with negative steering roll radius. Coil springs. Rear – torsion crank axle with Panhard rod. Coil springs.
Steering	Maintenance-free self-adjusting rack and pinion steering. Safety steering column.
Brakes	Dual diagonal circuit system with discs in front, drums at rear with cooling ribs. Servo assistance and load independent brake pressure regulator.
Wheels	6J x 14
Tyres	195/70HR-14 steel belted radials.
Dimensions	
Length (mm)	4 700
Width (mm)	1 768
Height (mm)	1 393
Wheelbase (mm)	2 677
Track front/rear (mm)	1 470/1 445
Ground clearance (laden) (mm)	117

STANDARD LUXURY FEATURES.

Exterior:

Stainless steel front and rear bumpers with protective inserts, front bumper overrides housing headlamp washers, chrome waistline moulding with protective PVC insert, wide PVC moulding on lower waistline, asymmetric rectangular halogen headlamps adjustable for load, exterior colour range consists of modern, exciting colours, wide 5½J aluminium alloy wheels, 195/70HR-14 steel belted radial ply tyres, 75 litre fuel tank, engine and luggage compartment lights, heated rear window.

Interior:

Air-conditioner, Automatic Speed Control, windows operated electrically, power steering, pre-select stereo radio/tapedeck with 4-speaker system, electric fender mounted aerial activated by radio on/off switch, electronic quartz-crystal clock, 'econometer' gauge. Azure Blue and Cognac crushed velour 'Salome' upholstery, cut-pile carpeting colour keyed to trim, front seats with adjustable Lumbar Support Control, front seat headrests adjustable for height and tilt, rear headrests, individually shaped rear seats with pull-down centre armrest, courtesy mirror on passenger sunvisor, twin exterior rearview mirrors, adjustable by remote control from inside the car, inertia reel seatbelts, tinted glass all round, 4-door contact switches for twin interior courtesy lights, 2 reading lights for rearseat passengers, amber warning lights on all doors.

Specifications and options subject to change without notice.



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SPECIFIKASIES.



Enjin	Inhoud (cm ³)	Boring (mm)	Slag (mm)	Drukverhouding	Leiwering (kW)	Maksimum wring- vermoe (N.m)	Brandstofinpuiting	Transmissie				
Voor gemanteel, waterverkoel, bonokas, vyf silinders, in lyn, met getransistoreerde ontsteking.	2 144	79,5	86,4	9,3:1	100 teen 5 700 r/min	(DIN 136 pk teen 5 700 r/min)	185 teen 4 200 r/min Bosch K-Jetronic	Voorwielaandrywing met enjin, transmissie en dubbelgewrig-halwasse saamgevoeg in 'n kompakte eenheid in 'n subraam gedra. Outomatiese transmissie met 3-gang-ratkas en trurat.				
Onderstel	Vering	Stuur	Romme	Wiele	Bande	Afmetings	Langte (mm)	Breedte (mm)	Hoogte (mm)	Asafstand (mm)	Spoor voor/agter (mm)	Grondverhogte (belas) (mm)
Voor - veringstutte en laer, mikke met negatiewe stuurroteradus, kronkeleire, Agter - wringkrukas met Panhard-stang, Kronkeleire, Onderhouidrye selfverstellende tandstang-en-kleinratstuur, Veiligheidsstuurkolom, Dubbele skuinsbaanstelsel met skywe voor, trommels agter met onafhanklike remdrukkrelelaer.	6J x 14 195/70HR-14 staalgordelstraal.	4 700	1 768	1 393	2 677	1 470/1 445	117	Spesifikasies en opslae onderworpe aan verandering sonder kennisgewing.				

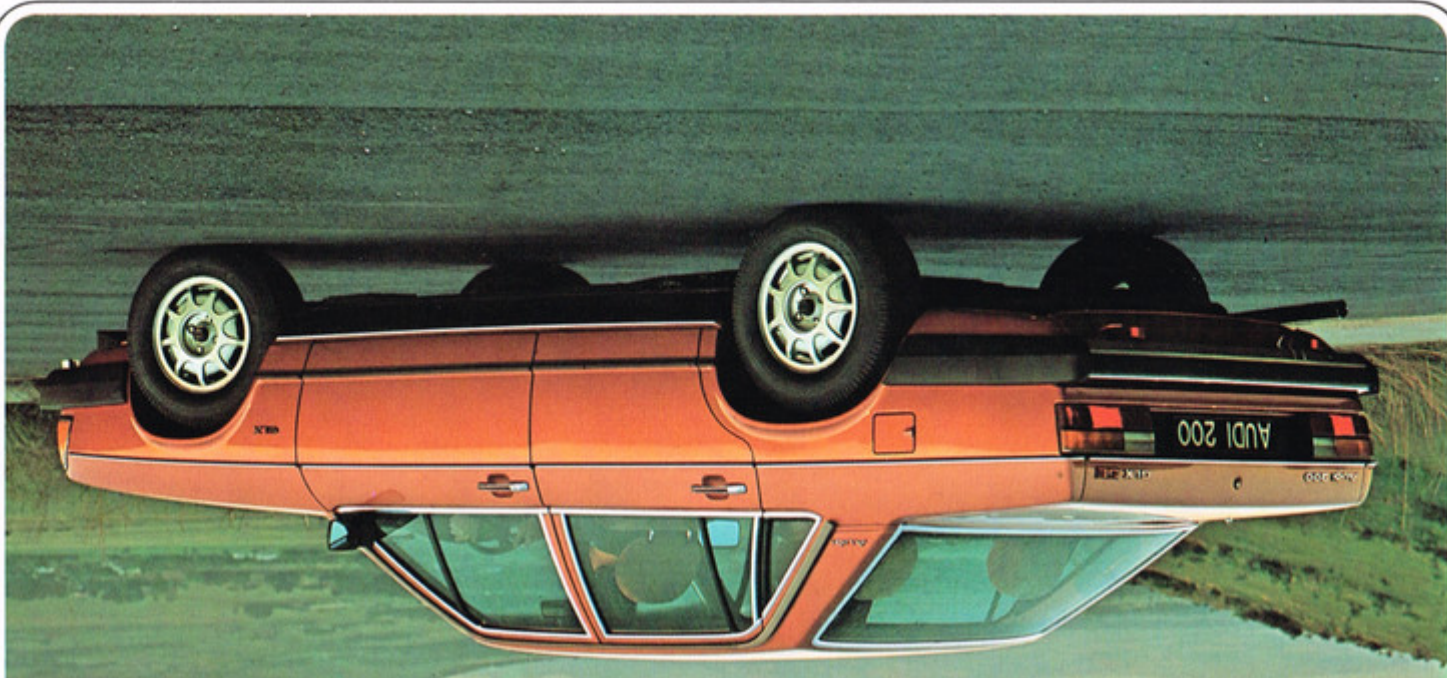
Binne:

Voorste en agterste stampers van vlekrye staal met beskermende invoegsels; voorste stamperskoene huisves koplampewassers; chroomlyswerk langs mid-dellyn met beskermende PVC-invoegsel; drie PVC-lyswerk aan laer middellyn; asimmetriese reghoekige halogene koplampe volgens vrag verstelbaar; buite-klureeks is modern en hoogs opwindend; drie 5½-l-wiele van aluminiumaliool; 195/70HR-14 staalgordelstraalbande; brandstoftekn van 75 liter; enjin - en bagasiekompartment verlig; agter-venster verwarmbaar.

Lugteeling; outomatiese snelheidsbeheer; elektries opdraibare vensters; kragstuur; voorkees-sterio-radio/banddek met 4-luidspreker-stelsel; elektriese modderskerm-gemonteerde antenne geaktiveer deur radioskakelaar; elektroniese kwarts-kristalok; 'ekonomieer'; voorste sitplekke met verstelbare lende-stuunkontrole; hoogte en skuinste van voorste kopleunings verstelbaar; kopleunings agter; stoffering in geplette velour, Salome van Asurdion en Konjak; plusstapyl met kleur wat by afwerking pas; individueel gevormde agterste sitplekke met neer-trekbare middelste armleuning; hoflikheidspiel aan passasier se sonskerm; twee buitenste truspiels van binne die motor beheer; rukstop-stipkegordels; getinte glas deurgaans; 4-deur-kontakskakelaars vir twee hoflikheidsigte binne; 2 teesligte vir agterste insittendes; amber waarskuilgite aan alle deure.

Buitekant:

STANDAARD-WEELDERIGHEDE.



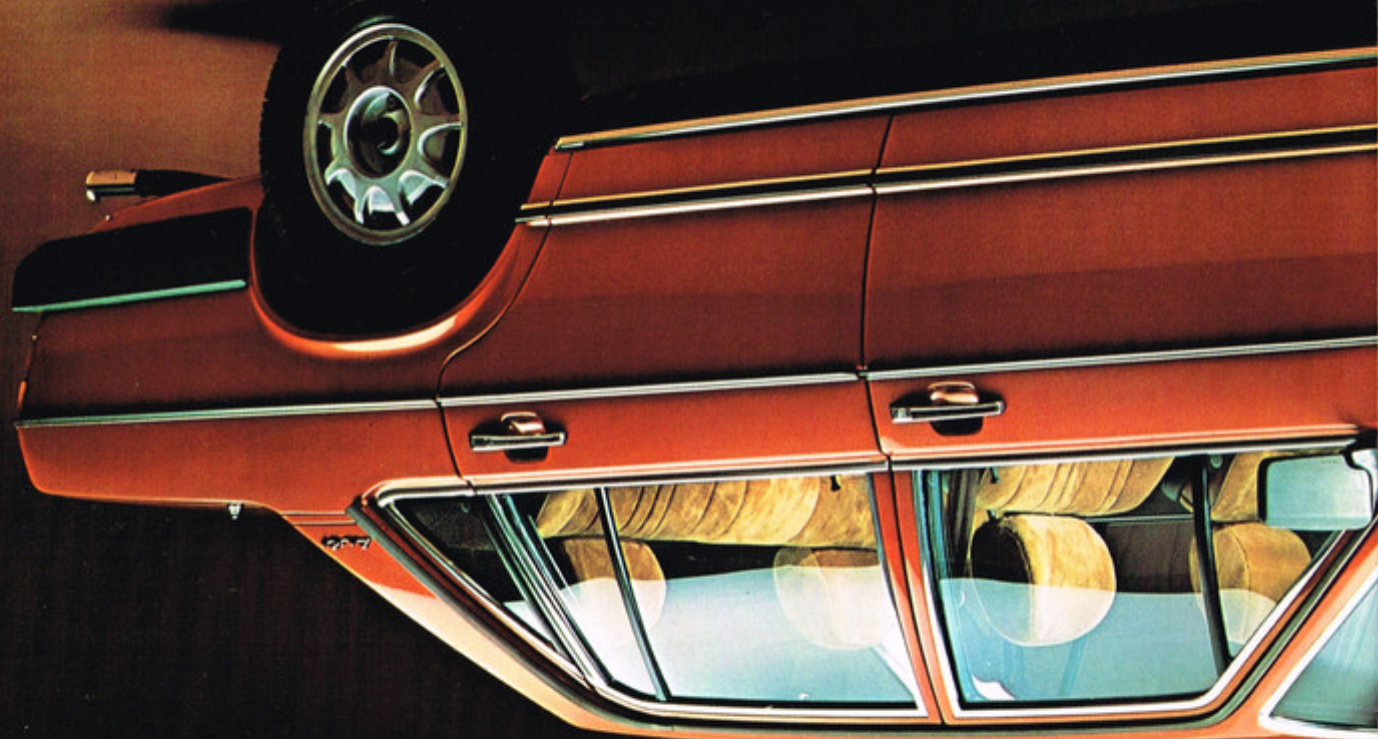
Enjin	Onderstel	Vering	Stuur	Remme	Wiele	Bande	Armetings	Lengte (mm)	Breedte (mm)	Hoogte (mm)	Asastand (mm)	Spoor voor/agter (mm)	Grondverhoogte (mm)	(belaas)
<p>Voor gemonteer, waterverkoel, bonokas, vyf silinders, in lyn, met getransistoriseerde ontsteking.</p> <p>2 144 79,5 86,4 9,3:1 100 teen 5 700 r/min (DIN 136 pk teen 5 700 r/min)</p>	<p>185 teen 4 200 r/min Bosch K-Jetronic Voorwiel aandrywing met enjin, transmissie en dubbelgewing-halvasse saamgevoeg in 'n kompakte eenheid in 'n subraam gedra. Outomatiese transmissie met 3-gang-ratkas en trurat.</p>	<p>Voor - veringstutte en laer mikke met negatiewe stuurrolradus. Kronkelevere. Agter - wringkrukas met Panhard-stang. Kronkelevere. Onderhoudvrye selfverstellende tandstang-en-kleinratstuur. Veiligheidsstuurkolom.</p>	<p>Dubbele skuinsbaansteiel met skrye voor, trommels agter met onafhanklike remdrukkelelaar. 6J x 14</p>	<p>195/70HR-14 staalgordeelstraal.</p>	<p>4 700 1 768 1 393 2 677 1 470/1 445</p>	<p>117</p>	<p>4700</p>	<p>1 768</p>	<p>1 393</p>	<p>2 677</p>	<p>1 470/1 445</p>	<p>117</p>	<p>117</p>	<p>117</p>

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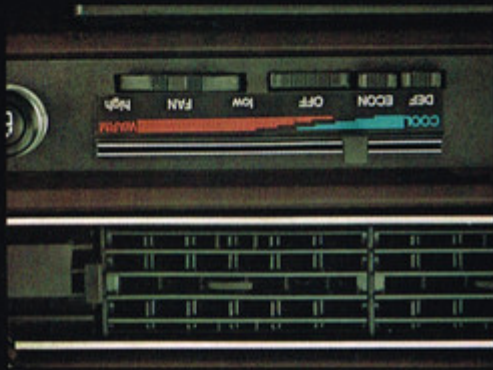
STANDAARD-WEELDERIGHEDE.



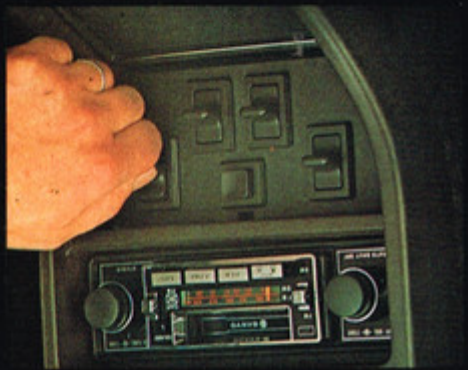
Koetsitplekke agter met arm en kopleunings.



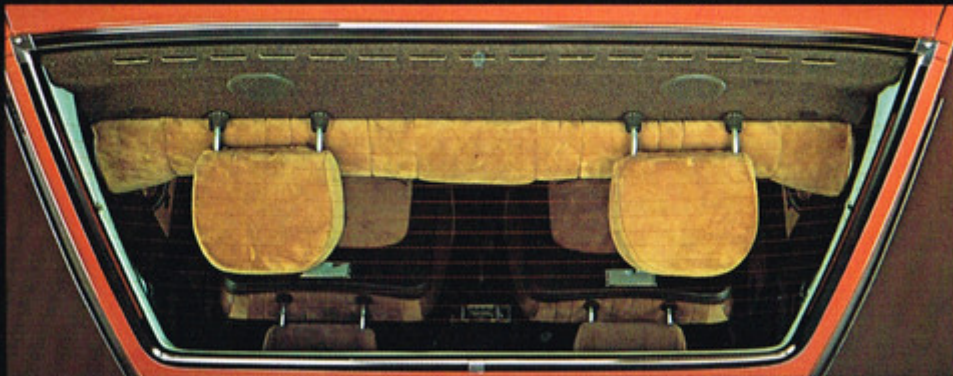
Integreernde lugreeling.



Elektriese vensters met sentrale en deurbeheer.



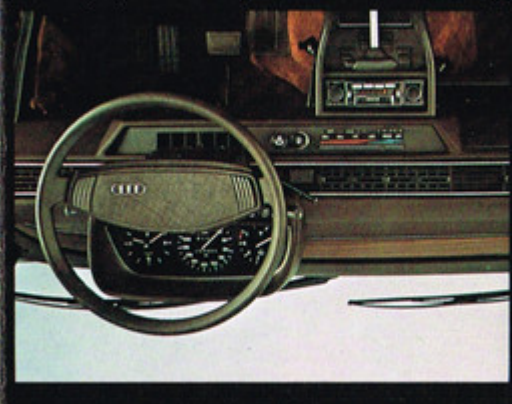
Vierlidspreker-stereoklanke en verwarmbare agtervenster.



Leesligte agter.



INTEGRERENDE WERELDE.



Kragstuur en outomatiese transmissie.



Verligte en weelderig uitgetappte bagasiekompartement.



Koplampwassers.



Aluminium-padwiele.



Voorrakies-radio/stereobanddek.



BUITENGEWONE INGENIEURSTECHNIEK

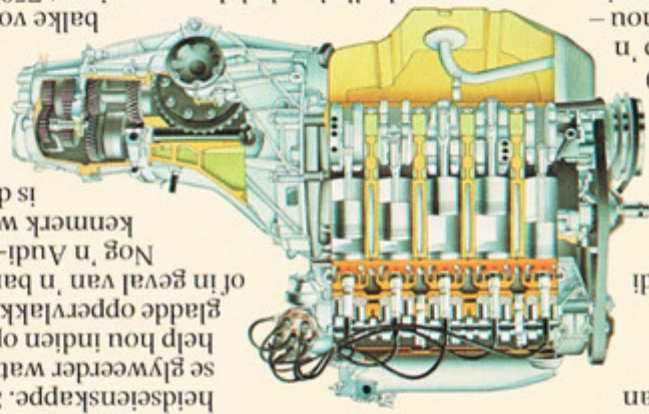
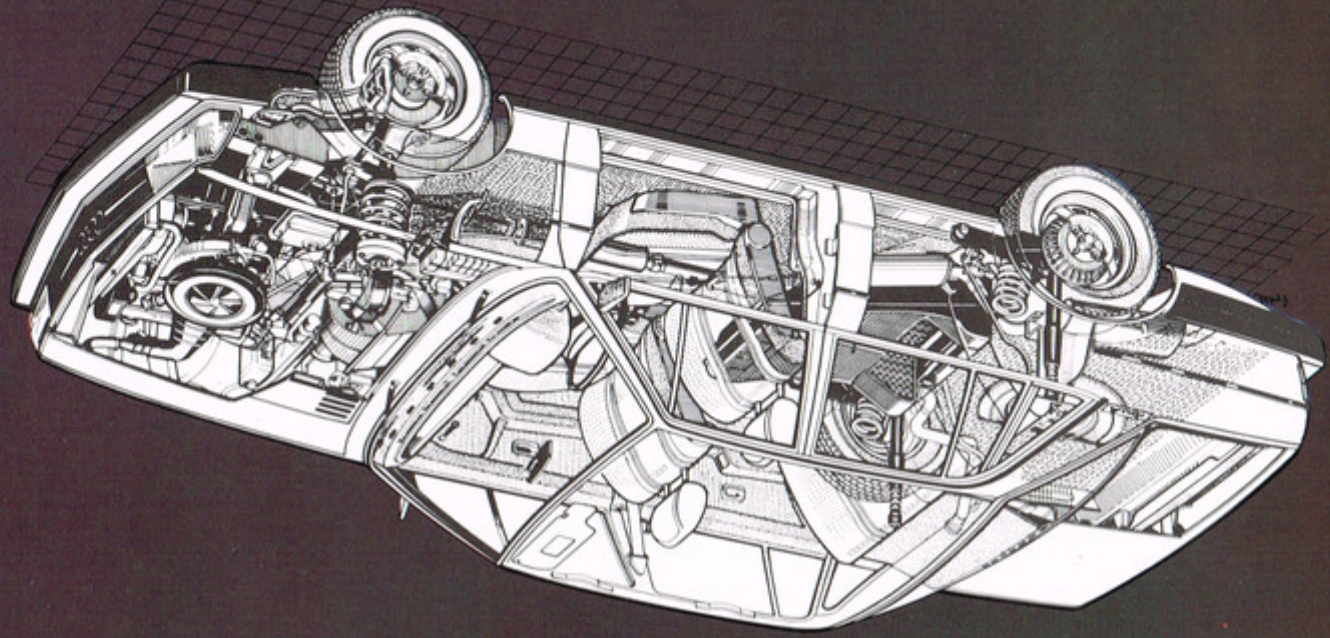
Selvs in hierdie dae is getransistoriseerde ontsteking iets buitengewoons by motors die wêreld oor. Met brandstoftopsputting 'n nog groter seldsaamheid.

En wanneer hierdie soort gevorderde inge-nieursteuniek met 'n 5-silinder-enjin, die wêreld se eerste nie-petrol-enjin in massa-produksie, plus die uiterste weelde saamgevat word, kry jy 'n motor gans en al sonder gelyke.

Agter die Audi 200 se stuur sal u die fluiser-stil, verfynde voortstuwing geniet van sy 5-silinder-versnelling en seep-gladde outomatiese ratkas wat 'n mens gewoonlik net van die groot 6 en 8 s gekry het. Ofskoon die Audi 200 die presteer-potensiaal besit om ewe moeilos met u teen twee maal die land se snelheidsperk voort te flits, gebruik hy teen ge-wone loopsewte net so min brandstof as 'n middelstlagmotor.

Op die oop pad sal die Audi 200 se standaard-snelheidskontrole u op 'n konstante vooraf gestelde snelheid hou - wat nog verder tot die brandstofbesparing en bestuursgemak bydra - terwyl die wisselbare assisteer-kragstuur u vingerpuntbeheer gee wanneer u wil parkeer, sonder dat u teen 'n groot vaart voeling met die pad verloor. Sells teen 'n kwaal kronkelrige bergpas uit sal u met die Audi dieselde stipte, hoogs sekure gehoorssaamheid van 'n sportsedan kry.

Ook teen hoe snelhede loop die Audi 200 heerlik stil, weens sy voortrefflike aerodinamika



en deeglike klanksisolasie. Or alle oppervlakte heen ry hy kompleet nes 'n limousine. 'n Gevoel wat verhoog word deur ortopedies ontwerpde sitplekke waarvan die voorstes heeltemal plat kan kom en wat voor sien is van verstelbare kopleunings en 'n lendeleuningskontrole waarmee u die fermheid van die rugleunings presies na keuse kan stel. Gemak wat die bestuurder op-lattend hou, is mos tog maar die allerbelang-rikste veiligheidsverste.

Die Audi 200 blink uit in aktiewe veiligheidsenskappe. Soos die Audi se glyweerder wat hom in sy spore help hou indien op ongeljke, gladde oppervlakte grem word of in geval van 'n bandbars.

Nog 'n Audi-veiligheids-kenmerk wat so gevorderd is dat geen ander motor hom nog het nie, is die absorberende Timoshenko-balke voor. Saam vorm hulle 'n 'skokdempeus' wat 75% van die slag van 'n botsing in die eerste 30 cm van die motor op-vang en die gevaar van ernstige besering met tot 50% verminder volgens onderwing oorsee.

Of u dus nou slegs na die Audi 200 se weelde kyk of dieper gaan en sy tegniese meerderwaar-digheid betrag, u kom net tot een slotsom. Dit is een van die wêreld se uitnemendste luukse-motors. Ongeag die prys.

Die hedendaagse motoris het met steeds meer spanning te kampe vanweë tydtekort, geras, hitte en toenemende verkeers ophopings.

En dis om die probleme tee te werk dat die Audi 200 gebou is.

Glip tog sy koel kompartement met getinte vensters binne, sak op sy breë sitplekke van geplette velour neer, en hoor hoe die sagte 'slunk' van sy deur u van die buite-wêreld afsluit.

Binne is daar 'n stille wat slegs deur die ligte fluisering van die integreerde lugreëling onderbreek word. Of as u wil, kan u u verlustig in die ryke 4-luid-sprekerklank wat deur die ingeboude bandek voortgebring word. Skakel u die vooralkiesradio aan, verskyn 'n elektriese antenne outomates agter, weg van alle moonlike meganiese of elektriese sturings af.

U voete rus op 'n diep pluistapyt van bypassende kleur, terwyl sagte opstoppels en luukse-toerusting orals om u is.

Sit u agter in die Audi 200, sal u die buitengewone knieruimte en individueel gekontroleerde sitgeriewe met die neerterkbare middelste armleuning ideaal vind.

Die sakke agteraan die voorste sitplekke is gerieflik vir u koerante en tydskrifte en die leessligte agter stel u in staat om u aandag



aan kantoorsake te skenk sonder om die bestuurder te pla.

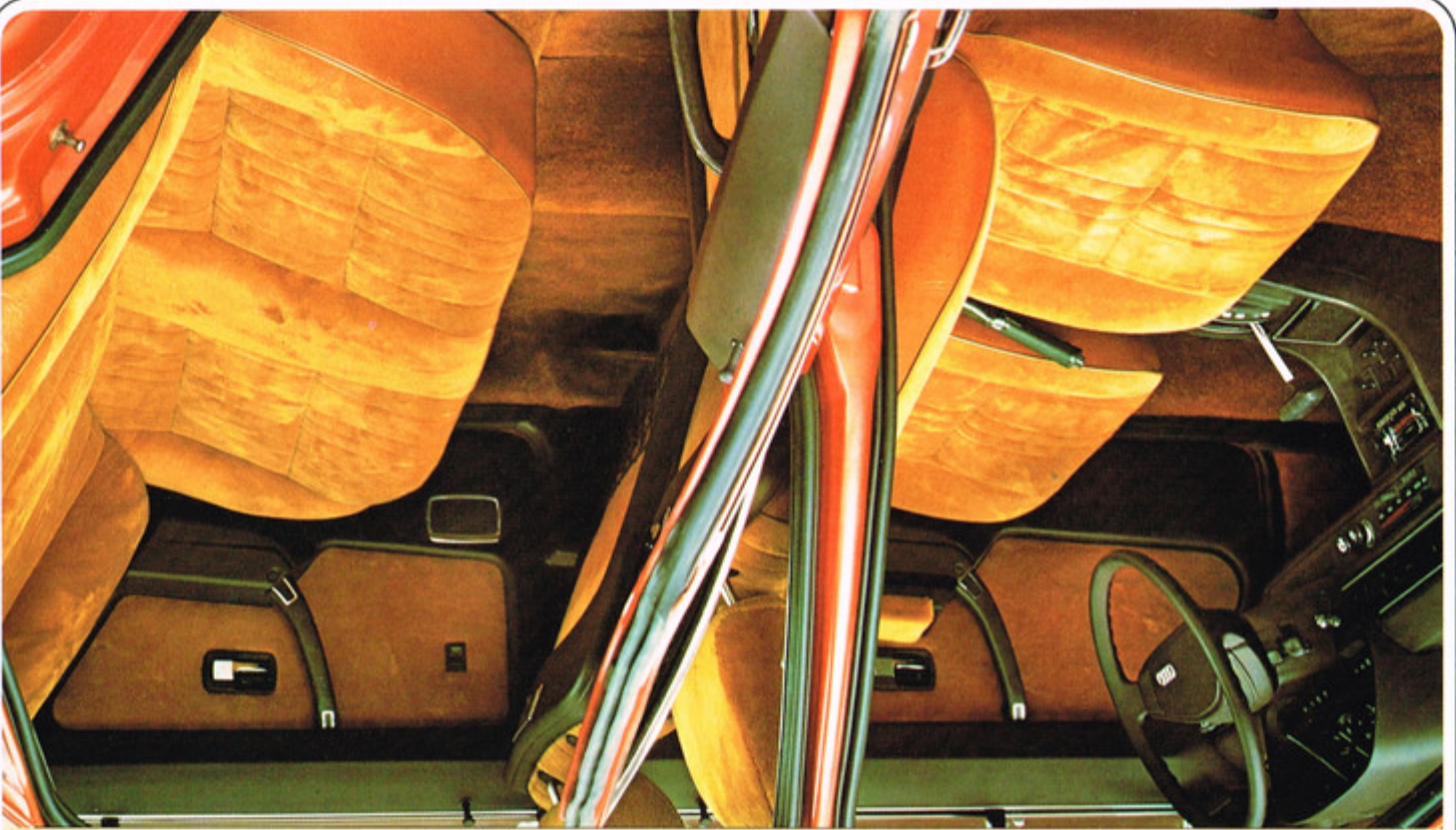
Alle vensters word elektries gewerk – met 'n skakelaar aan die deur self of van die middelkonsole af. 'n Waardevolle veiligheidsenskapskap is dat die agterste vensterskakelaars van die konsole af buite aksie gestel kan word, sodat die agterste kompartement volkome veilig vir die klein kindertjies is.

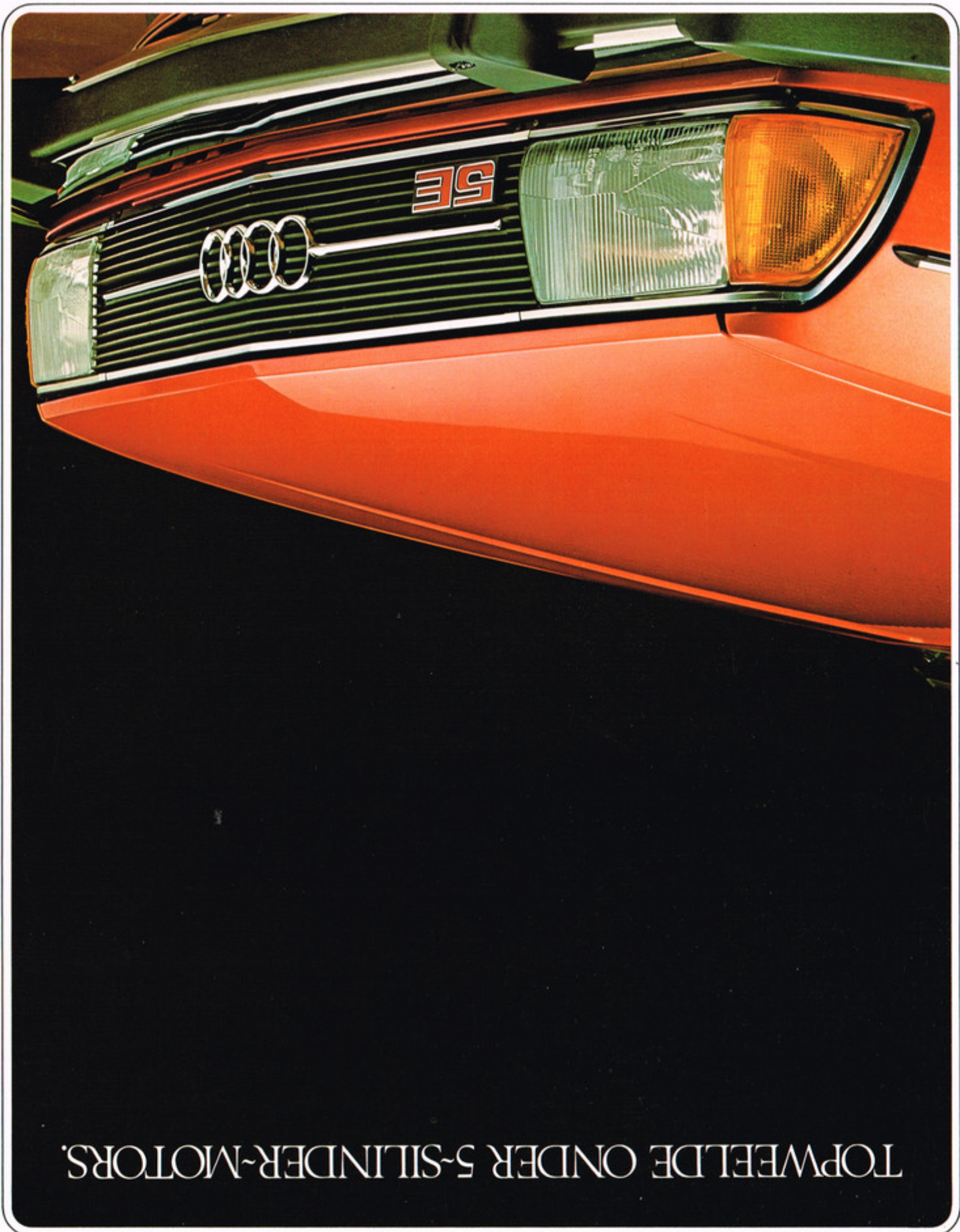
Om die algemene gevoel van wælde van die Audi 200 af te rond is daar 'n elektries verwarmbare agter-venster, twee buitenste tru-spieëls wat van binne af verstelbaar is en koplampe wat telkens as u die voorruitwassers gebruik, outomates skoongespuit word.

Nuwe breë padwiele van aluminium met staalordeelstraalbande 195/70HR-14 dra nie net verder tot die Audi se koersvastheid by nie, maar verhoog ook sy elegante voorkoms.

Om die Audi 200 se unieke kombinasie van rygeriewe en ingenieursvernuft egter behoorlik te waardeer, moet u dit alles self ondervind.

U Volkswagen-handelaar sal met graagte u toetsrit vir u reël.





TOPWEEELDE ONDER 5-SILINDER-MOTORS.

AUDI 200