

**The Audi 4000 Series.
A trio of innovative,
luxurious sport sedans.**



**“The Audi 4000
was designed in
a wind tunnel.
Of course it is
beautiful. But
first it had to be
aerodynamic.”**

DR. FRANZ BEHLES, AUDI 4000 PROJECT DIRECTOR



Light in weight. Economical to operate. Performance and handling akin to sports cars. And the kind of comfort you might find in larger luxury cars.

These are the characteristics sought after by Audi engineers in designing the 4000 Series.

Audi 4000 was "sculpted" in a wind tunnel to give it a drag coefficient of just 0.40. An impressive figure even for a sports car, and unexpectedly low for a sport sedan. In addition to its favorable effect on handling characteristics, the low drag factor also reduces the horsepower required to move the Audi 4000 at highway speeds.

Front wheel drive helped Audi engineers increase foot-well room and other interior dimensions in the Audi 4000. And the placement of the engine weight over the driving front wheels makes for better traction. Rack and pinion steering, independent front suspension, and negative steering roll radius combine to give Audi 4000 handling that is nothing short of superb.

For easy all-weather starting, Audi 4000 is equipped with breakerless electronic ignition and CIS fuel injection, a system similar to those found on many of Germany's costliest luxury cars.

Test drive Audi 4000 and experience its exhilarating combination of performance and handling. Then look around you and take note of fit and finish worthy of a luxurious imported sport sedan.

The sporty, economical four-cylinder Audi 4000.

Audi 4000 with the four-cylinder, 1.7 liter fuel-injected engine is available in two different body styles. An elegant four-door, and a more personal two-door. Each in its own way is ideal for the requirements of different owners.

Whichever you choose, your Audi 4000 comes equipped with a prodigious list of standard equipment. Some of these amenities are unavailable at any price on conventional cars. While others can be had only as costly options.

The standard interior is sumptuous crushed velour. While beneath your feet, the carpeting is rich cut pile. On the instrument panel, there's a precision quartz crystal chronometer, a temperature gauge and voltmeter, and a speedometer with trip odometer. The anatomically designed bucket seats are adjustable and fully reclining. And behind you, there is seating for three adults.

For all its luxury, the Audi 4000 with four-cylinder engine will also impress you with its remarkable combination of civility and power. Equipped with manual 5-speed transmission, Audi 4000 can move out from 0-50 mph in a snappy 9.6 seconds. Despite this high level of performance, Audi 4000, with its efficient CIS fuel injection system, achieved 1981 EPA estimates of 26 estimated mpg, 41 estimated highway mpg. Remember, use "estimated

mpg" for comparison to other cars. Your actual mileage will vary depending on speed, weather and trip length. Actual highway mileage will probably be less.

The revolutionary five-cylinder gasoline engine, plus the convenience of an automatic.

The innovative five-cylinder gasoline engine, originally developed by Audi engineers for the larger Audi 5000, has been married to the lighter, nimble-handling Audi 4000S.

For those drivers demanding high performance plus the convenience of the reliable Audi three-speed automatic, this car is ideal. Acceleration from 0-50 mph requires a mere 9.5 seconds. And with the 4000S' lower vehicle weight, the powerful five-cylinder powerplant cruises effortlessly and smoothly whether at highway speeds or in city traffic.

For reliability and simplicity, Audi "engineered out" of the engine a number of components that can require maintenance or eventual replacement. The water pump is integrated into the engine block. The oil pump and distributor are driven by the intermediate shaft. The spur belt which drives the camshaft also drives the water pump.

All of these small innovations contribute to reducing the number of moving parts, simplifying the design, removing potential trouble spots, and enhancing engine reliability.

Specifications, options, and standard equipment are subject to change without notice.



Introducing the exciting, sporty 5+5.

The more powerful five-cylinder under the hood.

A sporting five-speed on the floor.

For the ultimate in performance and versatility required by the most demanding driving enthusiasts, Audi has brought together the power of the five-cylinder engine and the added control of an advanced synchromesh transmission.

Tall gearing and an efficient 0.54:1 overdrive in 5th gear, plus precise fuel metering by the CIS injection system, combine to provide a 1981 EPA estimate of (21) estimated mpg and 36 estimated highway mpg. Remember, use "estimated mpg" for comparison to other cars. Your actual mileage will vary depending on speed, weather and trip length. Actual highway

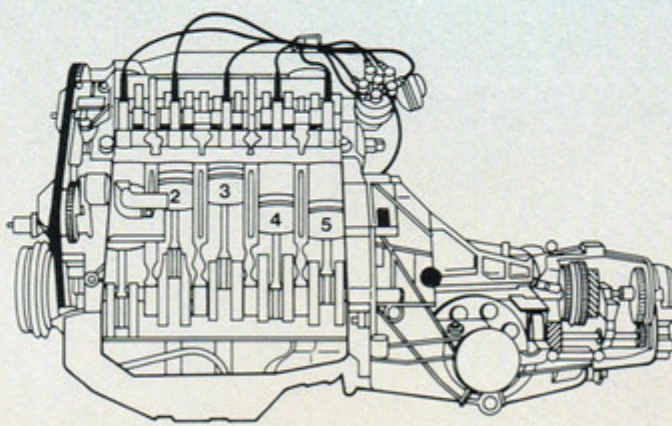
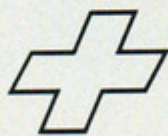
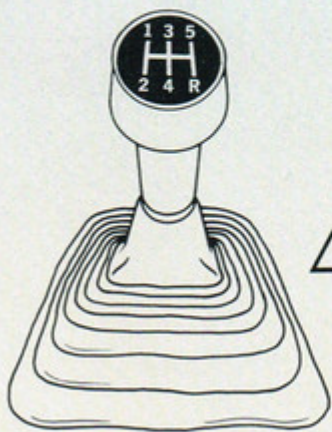
mileage will probably be less.

To match its exceptional performance and handling, the 5+5 is equipped with a sports package as standard equipment. As such, it stands apart even from many luxurious European sport sedans costing thousands more.

Standard wheels have been replaced with stylish, light alloy wheels that lower the unsprung weight of the car to further enhance its outstanding handling.

Inside the 5+5, you'll find special sports bucket seats. The driver's seat is equipped with a height adjustment feature that ensures comfortable driving for tall and short persons, alike. The standard steering wheel has been replaced by a sports "rallye-style wheel". On the console, you'll find an oil pressure gauge, together with voltmeter and temperature gauge.





**Audi 5+5:
A sporty five-speed
transmission**

**plus
the more powerful
five-cylinder engine.**





Inside Audi 4000: Human engineering that helps put you in complete control.

Human engineering and functional placement of instruments and controls were priority items for Audi engineers in the design of the 4000 interior. Behind the wheel, you are immediately impressed with how simply and sensibly everything has been arranged.

Deeply recessed beneath a single fascia is the main instrument cluster, including a precision quartz crystal chronometer. The warning lights are centralized beneath the instrument cluster for easy visibility. A center console houses the voltmeter and oil temperature gauge in plain view of the driver.

Everything is close at hand.

A pair of stalks on the steering column put the most frequently used controls at your fingertips. One stalk controls turn signals and high beams. A second stalk provides two-speed operation of the wipers, intermittent action for light mist, and windshield washer. A switch on the dashboard operates the electric rear window defroster. And the remote-controlled outside mirror is designed so that only the glass pivots, while the streamlined housing remains stationary.

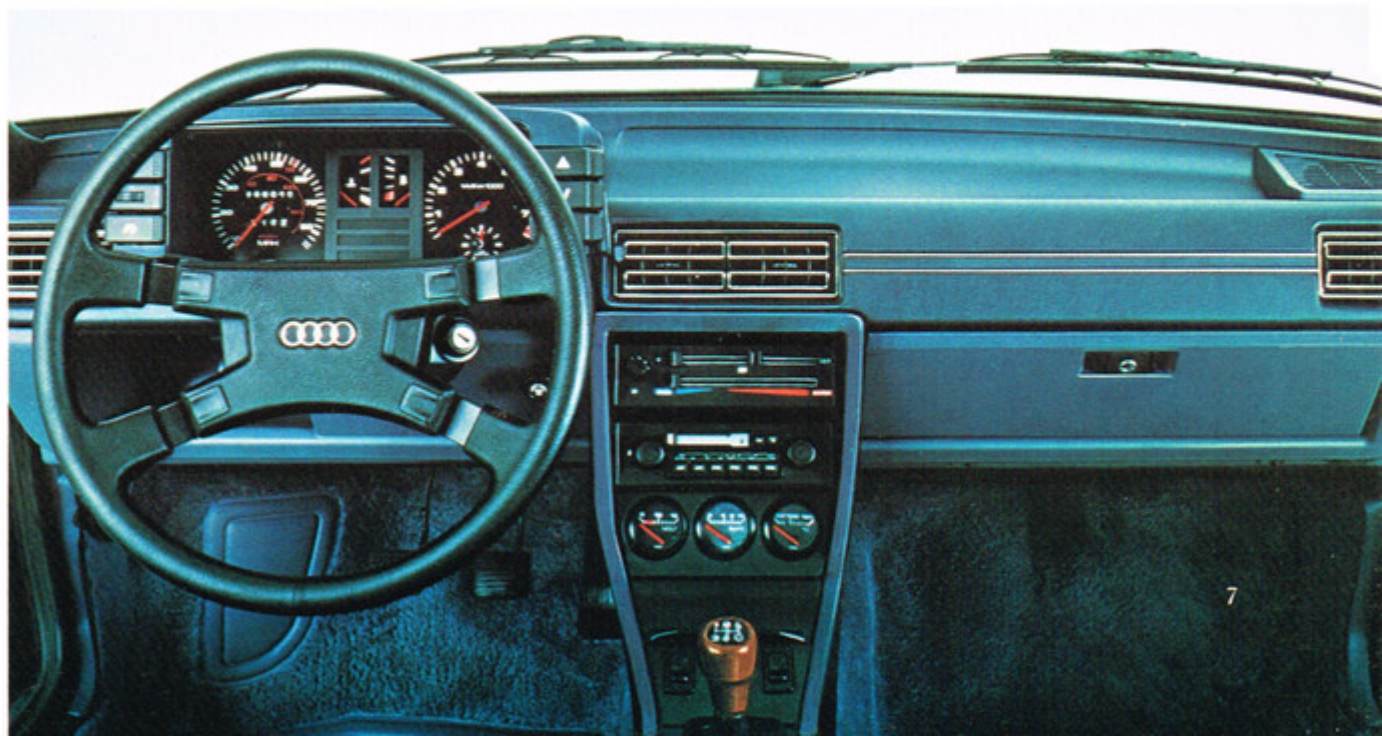
Luxury comes standard on Audi 4000.

Sumptuous crushed velour, equally comfortable on the hottest and coldest days, is the standard upholstery in the Audi 4000 and 4000S. Handsome leatherette is offered as an option. In the 5+5, the sport seats' upholstery is crushed velour. In all cases, rich cut pile carpeting is standard.

Seats anatomically designed to relax you.

Contoured, modern all-foam seats in the Audi 4000 and 4000S have been anatomically designed, by using orthopedic principles to fit the anatomy of more than 90% of the population. Precise balancing of both seats and backrests effectively eliminates tiring vibrations. And for added support in cornering, there are raised side bolsters.

Special sports bucket seats are provided as standard equipment in the 5+5. In addition to the usual adjustments—forward and back and straight up to fully reclining—the driver's seat also has a special height adjustment. This permits individuals with short or long torsos to drive the 5+5 in equal comfort. Specifications, options, and standard equipment subject to change without notice.



**The Audi 4000 was designed in a wind tunnel.
Of course it is beautiful.
But first it had to be aerodynamic.**





Behind the wheel, you sense the 4000's advanced engineering.

Whichever Audi 4000 you choose, you'll be impressed with its remarkable combination of power, performance, and handling.

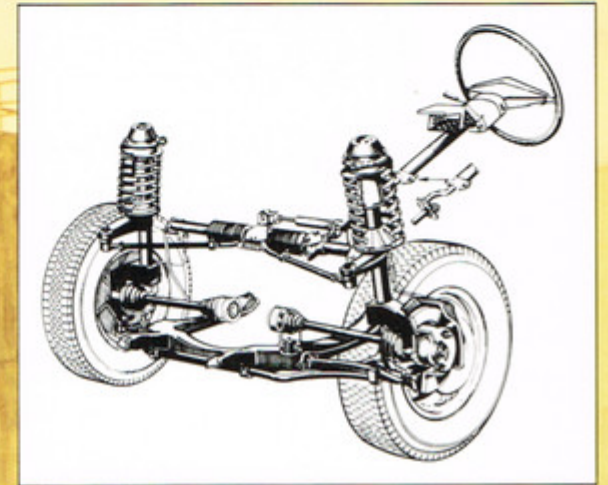
The highly reliable CIS fuel injection system is similar to those found on many of Europe's finest sports cars and luxury sedans, including some Porsches and the Audi 5000. CIS fuel injection provides more precise and wider control over engine functioning than is possible with a carburetor at the present state of art. And the system makes for easier all-weather starting.

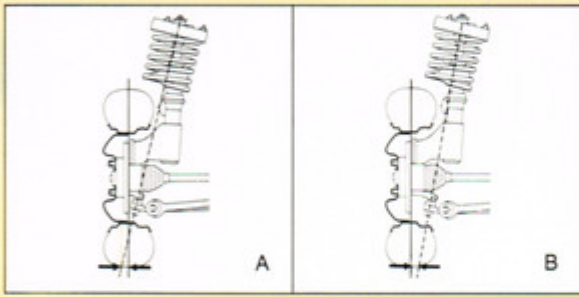
An advanced suspension system.

True to the Audi tradition, the 4000 uses a suspension system that has won a well deserved reputation for superb handling and riding characteristics.

The driving front wheels are fully independent, while in back, there is a torsion crank axle. Both the front and the back are provided with long-travel coil spring/shock absorber units to help absorb road shocks and reduce the vibrations transmitted to the car's interior. Double insulation of the passenger compartment also serves to help block out road noises.

Combined with precise rack and pinion steering, the suspension and use of front wheel drive give the Audi 4000 superb handling characteristics and "sure footedness."





Negative steering roll radius, a long-time Audi feature, tends to help the driver maintain directional control when the roll resistance of the front wheels varies. Typical examples include braking with a front tire blowout, both front tires on different road surfaces (e.g., sand/ solid surface), or if one of the diagonal brake circuits fails.

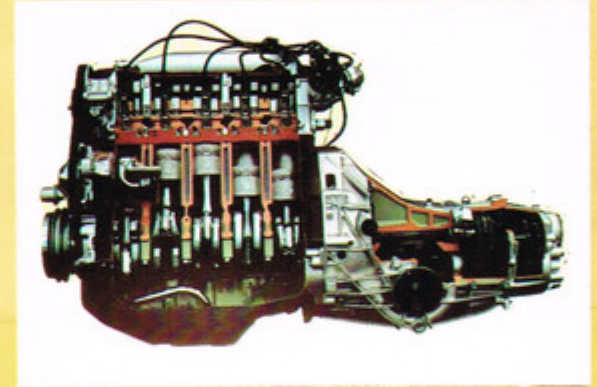
The difference between Audi, with its negative steering roll radius, and conventional cars can be seen in diagrams A and B. On the Audi 4000 (A), an imaginary line passes through the upper and lower suspension pivots of either front wheel to intersect the ground outside the center line of the front tire. On the conventional car (B), the same line intersects the ground inside the center line of the front tire. Negative steering roll radius tends to turn the front wheels in the direction that will bring the vehicle back on its intended course.

The revolutionary five-cylinder gas engine. An expression of the Audi engineering philosophy.

Audi engineers calculated that a five-cylinder engine would provide more power, yet generate less vibration than a four. And, of course, it would weigh less and use fewer moving parts than a six-in-line.

After four years of intensive development, their theory became a reality with the introduction of the world's first production five-cylinder gasoline engine.

In the design process, Audi engineers eliminated many parts that can require service or eventual replacements — including fan belts, intermediate shafts, and hose connections. Each of these represents a reduction in the number of moving parts, simplified design, and increased reliability.



A concern with "fit and finish" in the Audi tradition.

Building cars with a "fit and finish" far beyond what is expected from vehicles in their price class has long been an Audi tradition.

Today, Audi craftsmanship and pride manifest themselves in the quality of each individual's work. While the plant at Ingolstadt is a large, modern, highly automated facility, it is small enough so that individual initiative and creativity can be recognized and rewarded.



Every Audi engine is given a final check by a pair of Audi supervisors.

Fully 7% of Audi employees are involved in research and development. And an additional 10% are involved in quality control. Engines and transmissions are assembled by hand. Selected samples are driven to the breaking point, subjected to climatic extremes, and rigorously checked for vibration and noise. In fact, every Audi engine gets a final check from two supervisors.

Car bodies are exposed to salt water corrosion, high temperatures, and other excessive conditions. And these laboratory tests are



One of many inspections during body finishing.

augmented by thousands of miles of road tests through a wide range of environments.

Professional care from a nationwide dealer network.

As you drive through the U.S. and Canada, you will find a comprehensive network of Audi dealers staffed with trained service professionals. Each dealership stocks an extensive inventory of replacement parts and can draw on Audi's computerized inventory for delivery whenever needed.



Proud successor to a heritage dating from the early years of the twentieth century.

The four interlocking rings on the grille of your Audi 4000 symbolize a history dating back to 1903.

It was in that year that August Horch, one of Europe's leading automotive pioneers, built his first car, "The Tonneaux." Horch chose for his cars the name "Audi" because it was the Latin equivalent of his own name, which in German means "to listen".



1913, Wanderer
Zweisitzer



1910 Audi
Doppelphaeton

By 1910, Horch and his Audis were dominating European road races, rallies, and motor shows.

Two prime examples of his vintage classic sports cars—the Audi Doppelphaeton and the 1913 Wanderer Zweisitzer—are pictured here. The Zweisitzer (two-seater) is unusual in that, unlike most sports cars, the two passengers are seated front and back rather than side by side.

By 1911, Audis had captured three titles in the Austrian Alps Run—one of the most grueling races of its day. In the 1914 Alpine Rally, five Audis finished ahead of a field of 33 competitors.

Audi continued to innovate in the decades of the 20s and 30s.

As early as 1921, Horch pioneered by building an Audi model with an aluminum engine block, ball-selector transmission, and four-wheel brakes. But it is for the "Front" Cabriolet that Audi is best known in automotive history. This 1933 Audi was the first in the line to use front wheel drive, an engineering design perfected in ensuing years and still used in all modern Audis. In fact, many other car makers are just now adopting front wheel drive for the many advantages it offers over conventional drives.

In 1932, Audi joined forces with other auto makers to become Auto Union AG. The four interlocking rings on the front of the Audi 4000



1931 Audi Sechszylinder.

symbolize the four companies that formed this merger.

In 1966, Auto Union introduced the Audi 60L, the first in a distinguished series of modern cars to bear the Audi name. Most recently,



1966 Audi 60L

the marque has been borne by the Audi Fox and the Audi 5000. Their proud heritage will now be carried forward by the Audi 4000.



Audi 4000 Series. Features beyond the expected.



AM/FM Stereo Radio/Cass. Player CR 5001*



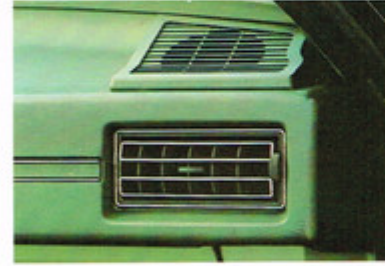
Automatic Transmission, Audi 4000S



AM/FM Stereo Radio/Cass. Player CR 2001*



Large Rocker Switches



Air Conditioning



Door Storage Compartments



*Optional at extra cost.

Remote-controlled Outside Mirror



Rear Stereo Speakers



Lockable Glove Compartment



In outfitting the Audi 4000S with automatic transmission, the car's designers were intent on offering truly luxurious sport sedans. Many deluxe appointments, usually available only as extra cost options, are provided as standard equipment without extra charge on this Audi 4000S. When you compare its price with those of other sport sedans, it is important to consider the many features included in the base price.

Standard Equipment.

Swing-away remote control outside rearview mirror (left), belt-line molding with protective rubber inlay, operational vent windows, electric rear window defroster, full wheel covers, map pockets, tinted glass all around, child safety locks on rear doors of 4-door models, engine compartment latch released from passenger compartment, lockable gas cap, day/night rearview mirror, padded sun visors with vanity mirror on passenger side, ashtrays — front and

rear, cigar lighter, padded armrests — front and rear, adjustable front seats with fully reclining backrests, lockable glove compartment, package tray, speedometer with trip odometer, electric quartz clock, voltmeter, oil temperature gauge, glove compartment light, luggage compartment light, and two-speed windshield wipers with intermittent wipe cycle.

The exciting new 5+5.

For the most demanding drivers, the 5+5 is equipped with a sports package to match its special power and performance: Light alloy wheels, sports bucket seats (with height adjustment on driver's seat), sports steering wheel, and oil pressure gauge in console.

Options and accessories for the Audi 4000 Series.

Audi 4000 comes to you as a fully equipped luxury sport sedan. A few items involving per-

sonal taste have been left as extra cost options or accessories.

Optional equipment.

Alloy Wheels, 5½Jx13 tires, air conditioning, cruise control, power steering, power antenna, power door locks (4-door only), power windows. Radios: AM/FM stereo, AM/FM stereo/cassette. Outside mirror (right side), sunroof, and tachometer.

Accessories.

Auxiliary gauges, battery blanket, engine pre-heater, fanfare horn kit, floor mats, fog lamps, Four Seasons Sports Carrier™, and splash guards.

Specifications, options and standard equipment are subject to change without notice.



AUDI 4000 SERIES 1981 SPECIFICATIONS.

ENGINES

	4 Cyl. In-line	5 Cyl. In-line
Type	4 Cyl. In-line	5 Cyl. In-line
Bore MM/In.	79.5/3.13	79.5/3.13
Stroke MM/In.	86.4/3.40	86.4/3.40
Displacement (CC/Cu. In.)	1715/105.0	2144/131.0
Compression Ratio	8.2:1	8.2:1
Horsepower @ RPM (SAE NET)	74 @ 5000	100 @ 5100
Max Torque Lbs-Ft. @ RPM (SAE NET)	89.6 @ 3000	112.4 @ 3000
Fuel Requirement	Unleaded	Unleaded

ENGINE DESIGN

Arrangement	Front Mounted, Longitudinal	
Block	Cast Iron, Tilted 20°	Cast Iron, Tilted 27°
Cylinder Head	Aluminum Alloy	
Valve Train	Single Overhead Cam, Belt Driven	
Cooling System	Water Cooled, with Thermostatically Controlled Electric Radiator Fan	
Fuel System	CIS Fuel Injection, OXS, Catalyst	

ELECTRICAL SYSTEM

Battery	12V, 45 Amp/hr (54 w/AC)	12V, 63 Amp/hr
Alternator	55 Amp (75 w/AC)	65 Amp (90 w/AC)
Ignition	Electronic, breakerless	Electronic, breakerless
Firing Order	1 - 3 - 4 - 2	1 - 2 - 4 - 5 - 3

DRIVE TRAIN

	4000	4000S	4000 5+5
	5-speed Manual (1.7 ltr.)	Automatic (2.2 ltr.)	5-speed Manual (2.2 ltr.)
Gear Ratios			
1st	3.45:1	2.55:1	2.85:1
2nd	1.70:1	1.45:1	1.52:1
3rd	1.10:1	1.00:1	0.97:1
4th	0.75:1		0.70:1
5th	0.60:1		0.54:1
Reverse	3.17:1	2.46:1	3.17:1
Final Drive	4.11:1	3.45:1	4.46:1

STEERING

Type	Rack and Pinion
Turns Lock-to-Lock	3.9
Turning Circle, Curb-to-Curb (Ft./M)	32.5/9.95

BODY, CHASSIS AND SUSPENSION

Type	Unitized Construction
Front Suspension	Independent, MacPherson Struts with Negative Steering Roll Radius, Stabilizer Bar, Coil Springs
Rear Suspension	Torsion Crank Axle, Panhard Rod and Integral Stabilizer, Coil Spring Struts
Service Brakes	Hydraulic Power-assisted Dual Diagonal Circuit; Front Discs, Rear Drums; Self-adjusting with Rear Pressure Regulator
Parking Brake	Mechanical to Rear Drums
Total Brake Effective Area	58.9 Sq. In.
Wheels	5J x 13 Steel (Std.) 5½J x 13 Alloy (Optional)
Tires	175/70 SR 13 Steel Belted Radials Standard

CAPACITIES

Engine Oil	4 Cyl.—4.7 Quarts	5 Cyl.—5.3 Quarts
Fuel	15.8 U.S. Gallons	
Cooling System	4 Cyl.—6.9 Quarts	5 Cyl.—7.4 Quarts
Luggage	12.0 Cu. Ft. (EPA)	

DIMENSIONS

Wheelbase	99.8 In.
Front Track	55.1 In.
Rear Track	55.9 In.
Overall Length	176.6 In.
Overall Width	66.2 In.
Overall Height (Unloaded)	54.7 In.
Ground Clearance (Loaded)	4.6 In.

PERFORMANCE

	4000	4000S	4000 5+5
	5-speed Manual (1.7 ltr.)	Automatic (2.2 ltr.)	5-speed Manual (2.2 ltr.)
Top Speed	100 mph	104 mph	108 mph
Acceleration:			
0-50 mph	9.6 Sec.	9.5 Sec.	7.4 Sec.
0-60 mph	14.0 Sec.	13.0 Sec.	10.4 Sec.

EPA Estimates*

Estimated	26 mpg	20 mpg	21 mpg
Estimated Highway	41 mpg	28 mpg	36 mpg

*1981 EPA estimates. Compare these estimates to "the estimated mpg" of other cars. Your actual mileage will vary with speed, weather, and trip lengths. Highway mpg will probably be less.

PORSCHE + AUDI
NOTHING EVEN COMES CLOSE