



*A selection of extraordinary automobiles.*



Audi enjoys a product history that is rich in design innovations, engineering leadership and legendary motorsport feats. Only Audi has more than 50 years of front-wheel drive design expertise.

Today Audi is a total array of technically outstanding motor-ing products from Germany.



The 1983 model line is shown at Wilhelmshoehe on the heights above Kassel (in northwest Hesse), German Federal Republic.

The models illustrated are: foreground centre, Quattro; immediately behind Quattro (left to right), 5000 S, 5000 Turbo, Coupé, 4000 S, 5000 Turbo Diesel; extreme left background, 4000 S Turbo Diesel; not shown, 4000.



The Audi 4000 S. A fuel injected, front-wheel drive, four-door sport sedan with room enough for five adults. Light alloy wheels illustrated are standard on 4000 S.

# 4000 and 4000 S

Audi excellence in a compact sport sedan.



**Audi 4000**—a four-door sedan with sports car performance. A 1.7 litre fuel injection 4-cylinder engine moves the 4000 from 0-80 km/h in 8.6 seconds. A manually operated tilt and retractable sunroof is a standard feature.

The Audi 4000 series — a selection of very contemporary front-wheel drive German sedans. From the outside, a striking profile sculptured by the wind itself. On the inside, the 4000 series is designed to provide exciting driveability in an environment of effortless comfort. True to the Audi tradition, these compact 4-door sedans offer the acceleration, responsiveness and precision handling that place them at the top of their class, distinguished by impeccable style, engineering, fit and finish.

Three models are offered in the 4000 series — the 4000, 4000 S

and 4000 S Turbo Diesel. All models provide comfortable seating for five adults. The 4000 and 4000 S are available with either a crisp-shifting 4+E manual transmission or a smooth automatic transmission at no extra cost. The 4000 is equipped with a 1.7 litre four-cylinder fuel injected engine. The 4000 S derives its outstanding performance from a 2.2 litre five-cylinder fuel injected engine.

From its impeccable finish right down to the exacting engineering, the 4000 bears all the Audi hallmarks. Audi engineers place great emphasis on ergonomics — the

science of design and engineering as it relates to the nature of the human body. You will be immediately impressed with Audi ergonomics through simple yet effective arrangement of the driver controls and the comfort of the seating.

Audi technology has achieved a very comfortable ride without sacrificing the handling precision for which Audi front-wheel drive is famous. In a test-drive, you will experience firm road contact, superb tracking and directional control in crosswinds. Shaped through extensive wind-tunnel testing, these sedans have a low drag coefficient of only 0.40.

The Audi 4000 series represents a nimble, economical, well-groomed transportation package for highway cruising — as well as an extremely manoeuvrable car for day-in/day-out, around town driving.

As standard equipment, you will find a richness of materials in the 4000 interior. It is not only comfortably complete and elegant to look at, but durable as well. Naturally, the Audi 4000 comes generously equipped with standard features such as a Deluxe AM/FM stereo cassette Sound System with four speakers (two front and two rear) and electronic tuning including digital time and frequency display and pre-set tuning memory. There's a manually operated tilt and retractable sunroof, metallic paint and a choice of either an automatic transmission or a 4+E manual transmission with the "Upshift Indicator Light" which suggests the optimum moment for shifting to the next higher gear

for maximum fuel efficiency. The only select feature available at extra cost is air conditioning. These features are standard on the 4000 S which also comes equipped with power windows, power door locks, a power antenna and power remote controlled outside mirrors (tinted and heated) as well as light alloy wheels, cruise control and a thermostatically controlled heatable driver's seat.

There are three models available — the fuel injected gasoline models shown here and the Audi 4000 S Turbo Diesel shown on the following pages. Words can only describe them, a test drive will most certainly convince you of their true Audi heritage.

**4000 instrumentation includes a tachometer, trip odometer, quartz clock, voltmeter and oil temperature gauge.**





The Audi 4000 S Turbo Diesel sedan. Equipped with "E-Mode" automatic transmission at no extra cost. Zero to 80 km/h in a brisk 10.8 seconds. Top track speed — 155 km/h.

# 4000 S Turbo Diesel

Brisk performance coupled with excellent efficiency.

Turbocharged diesels are an important facet in the continuing legacy of Audi engineering excellence. No other manufacturer in the world offers the variety of both a four and a five-cylinder front-wheel drive Turbo Diesel automobile.

The Audi 4000 S Turbo Diesel is powered by a dynamic four-cylinder, 68 hp 1.6 litre turbocharged diesel engine coupled with a standard "E-Mode" automatic transmission. "The E-Mode" position is specially engineered for stop and go driving. While in the "E-Mode", there is no power transfer via the transmission when your 4000 S Turbo Diesel is at idle. The "E-Mode" automatically shifts your Audi into neutral and therefore saves fuel everytime you release the accelerator, then re-engages the transmission when you accelerate again.

You'll find the turbocharged diesel engine delivers the power associated with a gasoline engine and the fuel efficiency expected from a diesel engine. The advantages of both in one sophisticated package.

The Audi 4000 S Turbo Diesel offers the same luxury and convenience features as the 4000 S. Like every Audi, it is built to an exacting standard of quality that is evident in every detail.

## A brief familiarization with turbocharged diesel engines.

For passenger cars, diesel exhaust turbocharging is still relatively rare. The most obvious benefit of turbocharging is increased engine per-

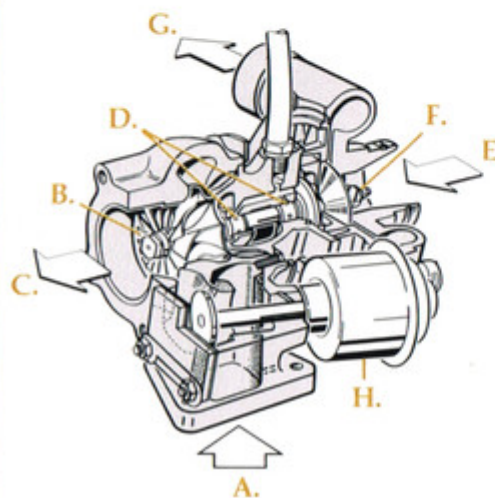
formance. The turbocharger uses exhaust gases (normally wasted) to drive a turbine which compresses more air into the engine. This process increases the amount of air the engine can take in.

The diesel engine is generally more efficient than gasoline engines. This is because the diesel engine operates at a higher "compression ratio", and in turn, operates with greater combustion efficiency. Diesel engines are also "unthrottled". This allows them to take in an unrestricted amount of air.

The Audi 1.6 litre turbocharged diesel produces a higher maximum torque, at lower engine speed, than the Audi 1.7 litre gasoline engine. At the same time, the turbo-charged diesel produces nearly the same horsepower. The increased torque of the turbo-charged diesel allows you to use high gears more often, resulting in increased fuel economy. (An added benefit is a reduction in engine noise levels at lower rpm's.)

In summary, the Audi 4000 S Turbo Diesel gives you the performance of a gasoline engine, while retaining the economy of the diesel.

**The Audi 4000 S Turbo Diesel interior. A pleasing blend of luxury and functionality. A luxurious velour upholstery is chosen for its elegance and long-wearing characteristics.**



- A. Exhaust gases from engine enter here.
- B. Turbine is driven by hot exhaust gases; can reach speeds up to 100,000 rpm.
- C. After driving (spinning) the turbine, hot gases travel out via regular exhaust system.
- D. Turbine-shaft bearings are pressure lubricated, using engine oil.
- E. Outside-air intake. (In a diesel, the outside air is taken directly into the combustion chambers — one for each cylinder — without mixing with fuel).
- F. This impeller compresses the intake air, provides a greater oxygen charge into the combustion chambers — for increased power and performance. (The impeller is rotated by the exhaust-gas turbine, which is positioned on the same shaft.)
- G. Pressurized outside air enters the intake manifolds.
- H. This is the "wastegate". When the turbo "boost" reaches a predetermined amount this "gate" opens, allowing exhaust gases to bypass the turbine and flow directly into the exhaust system. The "wastegate" helps to limit the speed of the turbine and the "boost" pressure created by the spinning impeller.







# Coupé

## An exciting blend of sports car and sedan.

In the realm of modern motorcars, there exist few genuine examples of Grand Touring Coupés. The rarified group of legitimate GTs are distinguished by their impressive performance and their eminent suitability for extended touring.

The Coupé from Audi is precisely such an automobile. A true Grand Touring machine.

Aerodynamically, the Coupé is true to Audi form. Even when it is standing still, the Coupé appears to be moving. Built for speed, its lean and low lines slice the wind with hardly a ripple or whisper. A front air dam and rear spoiler fine tune the "performance curve" to a drag coefficient of just 0.39. On the open road, the Coupé's streamlining manifests itself in superb stability, high performance and surprisingly low fuel consumption.

The revolutionary five-cylinder power-plant of the Coupé provides more power and less vibration than a four-cylinder engine — but less weight and fewer moving parts than an in-line six.

Slip behind the wheel of an Audi Coupé. Each detail reveals a meticulously planned interior. The contoured, all foam sports bucket seats in front and contoured rear bench are upholstered in handsome tweed. Large seat side bolsters provide an added measure of support in hard cornering. In front, there are adjustable open

**The 5-cylinder, fuel injected, front-wheel drive Grand Touring Coupé. Light alloy wheels shown are standard equipment. With standard 4+E manual transmission (automatic also available at no extra cost) the Coupé accelerates from 0-80 km/h in 6.9 seconds. Top track speed is 176 km/h.**

frame style headrests; in back the headrests have been integrated into the seats. Both front seats feature thermostatically controlled electric heating units.

The Coupé's instrumentation is in keeping with the Grand Touring tradition. Nothing is lacking: there is a tachometer with integrated quartz clock, a speedometer with trip odometer, a voltmeter, oil pressure gauge and with manual

### For luxury Grand Touring:

- air conditioning
- Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital time and frequency display and pre-set tuning memory
- voltmeter
- oil pressure gauge
- oil temperature gauge



transmission there's an "Upshift Indicator Light" to suggest the optimum moment for shifting to the next higher gear for maximum fuel efficiency.

The Coupé's performance is enriched by either a "4+E" manual transmission or an automatic transmission available at no extra cost. Any true touring coupé must be equipped to provide total comfort and convenience, and in the



Handsome tweed cloth sports seats and open frame style headrests are standard. Front seats are electrically heatable and thermostatically controlled. Driver's seat is height adjustable.



Four-spoke sports steering wheel is standard equipment on Audi Coupé.

Audi Coupé driving comfort is ensured by standard features like air conditioning, cruise control, power windows, power door locks and a Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital time and frequency display and pre-set tuning memory.

The Audi Coupé. Luxury on a very fast track.



The five-cylinder, fuel injected, front-wheel drive, four-door luxury sedan. Quiet. Serene. Swift: 0-80 km/h in 9.4 seconds with automatic transmission. A 4+E manual transmission is available at no extra cost.

# 5000 S

## Outstanding technology and craftsmanship in a luxury touring sedan.

Demanding car buyers have discovered this particular Audi: the gasoline-powered 5000 S with CIS fuel injection. There are some basic reasons for choosing it. Among them: front-wheel drive, a remarkable 5-cylinder engine, along with a proven record of outstanding quality.

In all the world, only Audi designs and builds five-cylinder gasoline engines on a production basis. Nobody else does.

Once you look beyond the 5000 S basics, you will find even more to your liking: impressive fit and finish, thoughtful attention to details — large and small. For example: a rear brake pressure regulator for consistently stable braking. An air conditioner provides cool comfort during warm weather and a state-of-the-art heating/ventilating system assures you of total comfort during every season.

In the 5000 S, you will discover a riding quiet that is genuinely remarkable. A great deal of testing and computer-assisted research has resulted in innovative noise-dampening technology. The engine and transaxle of the Audi 5000 S are double-insulated to inhibit noise and vibration from the powertrain. A special subframe helps isolate both engine and road noises. In addition, the interior of the 5000 S is insulated by a multi-layer, noise-absorbing floor covering. Even the electric radiator fan is designed to reduce engine noise. The fan will run only when needed — controlled by a coolant-temperature sensor.

One of the most satisfying benefits of driving the Audi 5000 S comes



**Rich, tasteful 5000 S interior features seats noted for their particularly outstanding comfort. Ideal for day-long touring. Front seats are fully reclining, power adjustable and electrically heatable.**

from the designers' emphasis on functionality and human engineering (ergonomics). The impressive visibility for drivers and passengers, in all directions, is superb. The placement and design of all instruments, controls, and seating have been meticulously engineered for maximum ease, convenience and comfort. Perhaps one day, more automobiles will



**Audi 5000 S control centre, a joy to experience. Many control switches are at your fingertips including automatic cruise control and intermittent windshield wipers to mention just two. Visibility for driver and passengers is outstanding.**

reach the level of ergonomics lavished on the 5000 S.

The long list of 5000 S standard equipment is impressive. Briefly, standard equipment includes: air conditioning, fully reclining 6-way power adjustable heated front seats, a power-operated tilt and retractable sunroof, a Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital time and frequency display and pre-set tuning memory, light alloy wheels (6J x 14), 185/70 SR 14 steel belted radial tires, dual halogen headlamps, power assisted rack and pinion steering, power assisted brakes, power remote controlled outside mirrors (tinted and heated) — both left and right, a power central door (and trunk) locking system, power windows (front and rear), rear seat headrests, cruise control, inside hood release, plus rear seat ashtrays with lighters and map lights.

Obviously, there is a deep sense of pride that comes from owning a well-engineered, carefully-built and completely equipped motor-car. Those who want that unique blend of German quality and attention to detail, outstanding value, reliability and a timeless look should carefully consider the Audi 5000 S.

Begin with a test drive. Be thorough. Be demanding. Do not compromise your expectations.

Audi 5000 S will not disappoint you.



All-wheel-drive Audi Quattro. 160 hp turbocharged and inter-cooled five-cylinder engine.

# Quattro

The pinnacle of automotive engineering for those who value excellence.

On rare occasions, an idea is conceived that is of special significance to the automotive world. Such an idea is Quattro. It defies comparison simply because there is nothing like it. Quite literally, Quattro is "king of the hill". For the select few who will choose to own one, this Audi will represent the "car of a lifetime".

Quattro is a powerful, uncompromising performer with very special technical appeal.

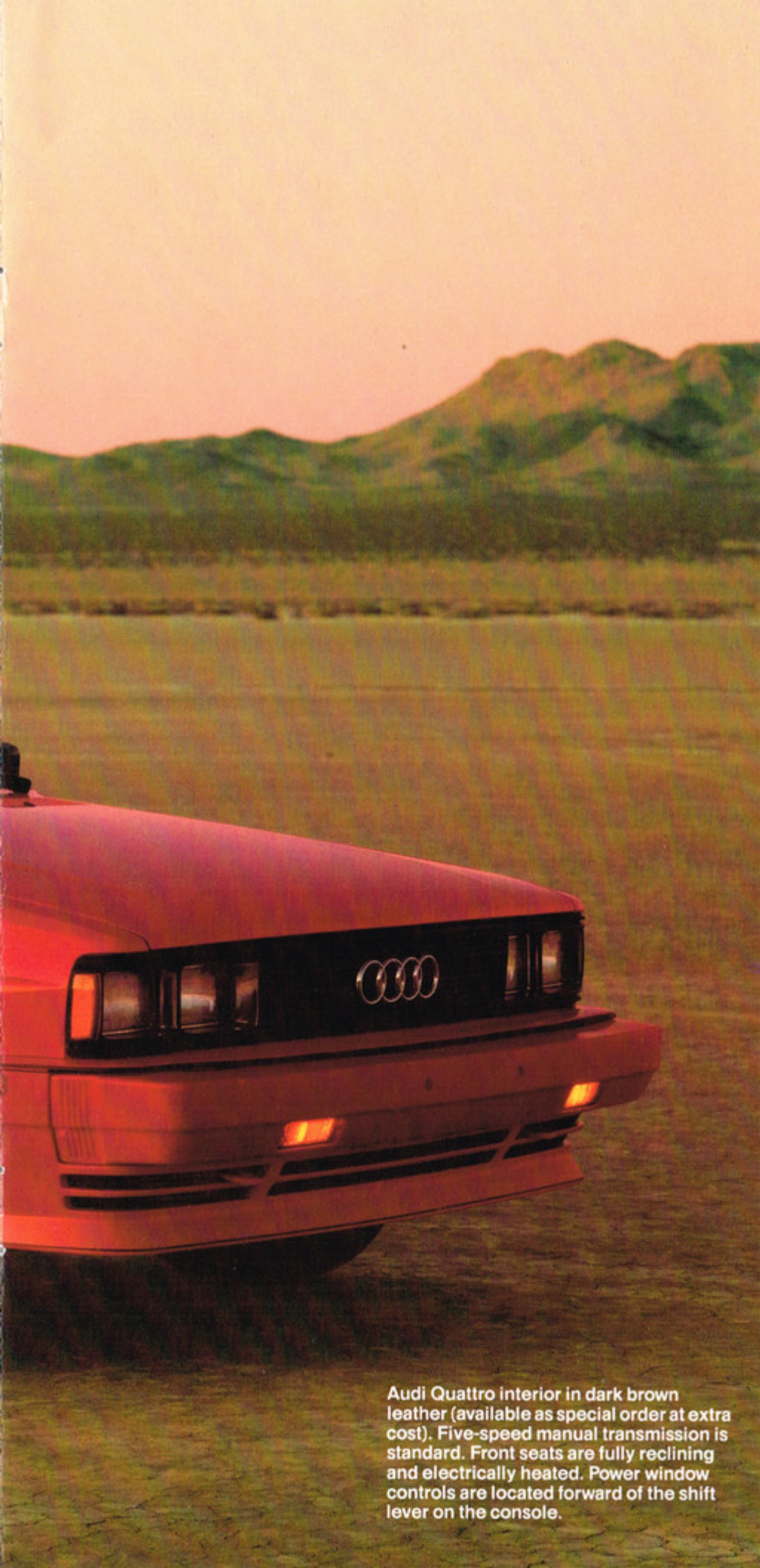
Some of the technology incorporated into Quattro includes: permanently engaged all-wheel drive; a 2.2 litre, five-cylinder fuel injection engine developing 160 SAE net horsepower (at 5,500 rpm); a turbocharger and an air charge inter-cooler. The net result is an acceleration rate of 0-80 km/h in only 5.2 seconds with a top track speed in excess of 200 km/h.

Quattro is an uncanny car to drive. Four driven wheels produce an extremely low rolling resistance. At the same time, the more power that is transmitted to the wheels,

the greater Quattro's traction becomes. For still greater traction in extreme situations, additional differential locks have been provided. The locking mechanism on the centre differential, between the front and rear drives, and the lock for the rear differential may both be engaged by a switch on the centre console. These are standard features, of course. As you would expect, Quattro's engine is the most powerful in the Audi line-up. Operating in unison with Quattro's super-smooth five-speed manual transmission, the turbocharged inter-cooled engine with all-electronic digital ignition will make it through the toughest tests with flying colours. Without a doubt Quattro is an awesome machine matching tenacious all-wheel drive handling with sports car spirit.

The traction — magnetic. The performance — magnificent.

Miles ahead of even the nearest competitor — only Quattro delivers everything that you demand.



Audi Quattro interior in dark brown leather (available as special order at extra cost). Five-speed manual transmission is standard. Front seats are fully reclining and electrically heated. Power window controls are located forward of the shift lever on the console.





The five-cylinder, turbocharged gasoline-powered, front-wheel drive, luxury four-door sedan. 130 horsepower. 0-80 km/h in 7.4 seconds with automatic transmission.

# 5000 Turbo

## A statement of excellence in performance and luxury.

The Audi 5000 Turbo is a performance sedan representing everything one expects from automotive thoroughbreds in this class. Sumptuously fitted and engineered to Audi's exacting standards.

While turbocharging is readily available in a number of 1983 Audi models (4 out of 8 models, to be exact), this one deserves special attention. It was the first turbo-

charged Audi. To take nothing away from our other models — this is the Turbo that made the industry "sit up and take notice". This is the Turbo with the look and performance to set it apart from the competition which may cost far more and deliver far less.

For personal driving satisfaction, the 5000 Turbo is equipped with an automatic transmission designed

to shift with deft precision. A Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital frequency and time display, pre-set tuning memory and four speakers, a power antenna, cruise control, air conditioning, power windows, power seat adjustment, open frame style front and rear headrests, a power-operated central

door/trunk locking system and a power-operated tilt and retractable sunroof are just a few of the many thoughtful luxuries you will enjoy.

But you must drive the 5000 Turbo to appreciate what Audi engineers have accomplished. You will be whisked from 0-80 km/h in just 7.4 seconds with hardly a noticeable sound (except the turbine's gentle hum). Power assisted four-wheel disc brakes with ventilated front rotors will offer an unsurpassed confidence.

At Audi, there is much more to turbocharging than fitting a compressor turbine under the hood and applying the word "Turbo" on the exterior. Audi believes the entire car must make a unique statement. That means performance, craftsmanship, personal comfort and quiet luxury must be blended into a functional and reliable automobile. And even if you're a driver who will rarely unleash the 5000 Turbo's potential, consider all the other factors that make it one of the most exciting cars to own.



The Audi 5000 Turbo interior. Fully reclining front seats are power-adjusted and electrically heated. Individual throw pillows are included.

Insert photo shows distinctive "Turbo" steering wheel and instrument panel including tachometer, turbo-boost gauge and oil temperature gauge. Digital quartz clock (not shown) is mounted between sun visors.



Audi 5000 Turbo Diesel in Gobi Sand Metallic. This five-cylinder turbocharged Audi diesel moves from 0-80 km/h in 10.0 seconds (with "E-Mode" automatic transmission).



# 5000 Turbo Diesel

Once you've driven it, no other diesel will please you as much.

Automotive designers and engineers the world over have been producing a growing number of diesel motorcars in the "luxury" class. Even in the face of this competition, Audi maintains the highest confidence in the 5000 Turbo Diesel — one of the finest cars you can own... at any price.

What makes it so satisfying to own... and to drive? The 5000 Turbo Diesel's performance is a major factor. The five-cylinder 2.0 litre Audi turbocharged diesel engine is designed to deliver a maximum amount of power and performance in a highly fuel efficient manner. Efficiency is something you would expect from a diesel. The Turbo Diesel also delivers the power to move you from 0-80 km/h in a mere 10.0 seconds (with the automatic "E-Mode" transmission). That's the beauty of the "turbo boost" — you'll discover more power, less noise and outstanding efficiency melded into a sophisticated engineering package.

Beyond efficient performance, it may be the gleaming aura of the 5000 Turbo Diesel's meticulous fit and finish that will impress you. Precision craftsmanship down to the most minute detail. You will immediately appreciate the emphasis Audi engineers have placed on the design and positioning of controls, seats, armrests and instrumentation — all properly placed and within easy reach. The 5000 Turbo Diesel's carefully designed driving compartment will seem to fit you like a tailor-made suit. Even the rear seat passengers will be graced with comfort and style. Audi ergonomics — a science distilled to an art in the 5000 Turbo Diesel.



Options on the 5000 Turbo Diesel? There are none, for indeed, nothing is lacking. That's how Audi demonstrates true luxury.

All in all, you will find the Audi 5000 Turbo Diesel an uncommonly complete luxury sedan.



Audi 5000 Turbo Diesel interior illustrated with special order leather upholstery (available at extra cost). Fully reclining power adjustable front seats are electrically heated and thermostatically controlled. A demonstration of Audi luxury.

Instrumentation on the 5000 Turbo Diesel includes a turbo boost gauge.

# No other car maker offers this unique array of superbly designed engines.

## Turbo

**Some of our competition may offer you one (or two) turbocharged models. At Audi, four of our eight models for 1983 come turbocharged. Two are gasoline powered (Quattro and 5000 Turbo) and two are turbocharged diesels (4000 S Turbo Diesel and 5000 Turbo Diesel).**

Just as Audi has an enviable head start in engineering and building front-wheel drive motorcars, so is Audi's engineering and manufacturing commitment to the science of developing turbocharged powerplants leading the industry. Despite the complexity of turbocharging, Audi approaches it in straightforward terms: to make extra horsepower out of exhaust gases. In other words, to harness forces normally wasted and to compress more air into the engine. Results: more spirited performance as compared to normally aspirated engines of the same basic layout.

While there is much that is similar between our four Audi turbocharged powerplants, here are the highlights of each one:

### Audi Quattro

**The gasoline powered 160 hp turbocharged Audi engine. The most powerful in the Audi line. And the quickest: zero-80 km/h in 5.2 seconds. Top track speed: 206 km/h. Available with 5-speed manual transmission matched to**

### **the permanently engaged Quattro all-wheel-drive configuration.**

The power increase (over the 5000 Turbo's engine) is mainly derived from an air inter-cooler which effectively reduces the temperature of the intake air by 50° to 60° C (122° to 140° F). This means the air blown into the combustion chamber is more dense, which is the same as giving the engine an increased supply of oxygen. The result is more power and reduced fuel consumption.

Audi's effective use of "inter-cooling" is made possible by a technique not yet widely used in automotive engineering: all electronic digital ignition. This ignition system employs a special sensor, located in the intake manifold, to register temperature variations and relay this information to an electronic processor which continuously calculates and adjusts the necessary ignition timing for optimum performance and efficiency.

Other types of ignition systems are not as flexible as this one. They are only able to work on the basis of "manifold depression" (or pressure) and engine speed. This makes it necessary for other ignition systems to set a fixed ignition starting point — one that is usually suited mostly to extreme conditions — in order to prevent engine "knock" even at high air-intake temperatures with little ram-cooling effect.

In contrast, the Audi Quattro's efficient all-electronic ignition system makes it possible (with the engine on the test bench) to deter-

mine the engine characteristics at 256 specific load conditions and to program the most efficient ignition timing values into the onboard processor. The unique Quattro system allows an ignition advance of about 40° before top dead centre, which has the effect of providing the most efficient ignition timing for the task at hand.

### Audi 5000 Turbo

**The gasoline powered, 130 hp Audi engine. Zero-80 km/h in 7.4 seconds. Top track speed: 182 km/h. Available only with standard 3-speed automatic transmission on the Audi 5000 Turbo four-door luxury sedan. Front-wheel drive, engine mounted forward of transaxle.**

Drivers with discerning tastes will find the 5000 Turbo much to their liking.

One of the things you will readily appreciate is the "total turbo package" concept which Audi engineers have created. This engine is an integrated turbocharged powerplant. It has been designed specifically as a turbo. For example, Audi reduced the compression ratio (from that of the regular five-cylinder gasoline fuel injected Audi engine) down to 7.0:1. This was done to forestall the detonation ("knocking") that can result from today's low octane fuels. And because the turbo generates more heat than the normally aspirated engine, Audi has fitted the turbo with sodium-filled exhaust valves and an engine oil cooler.

To further deal with the heat of

turbocharging Audi added a set of five individual oil jets in the crankcase. They actually spray more than a gallon of oil per minute against the underside of the pistons, helping to cool them to a safe temperature.

Numerically the Audi 5000 Turbo engine delivers an 18% increase in horsepower (over the Audi 5000 S five-cylinder engine). Engine torque is increased 26% (and the peak torque is 1000 rpm lower).

Engineering numbers aside, the 5000 Turbo is a sophisticated "mover". Smooth, capable, incredibly quiet. The turbocharger actually serves as a sort of muffler, gentling the firing impulses into a pleasant hum.

The rest of the 5000 Turbo's drive train is also special. Driveshafts and spindles have been reinforced and the automatic transmission's torque converter is of the "slippery design" with a higher stall speed to encourage a fast boost even from a dead stop.

# Turbo-Diesel

## Audi 5000 Turbo Diesel

**The five-cylinder turbocharged diesel engine. 84 horsepower and zero-80 km/h in 10.0 seconds. Top track speed: 160 km/h. Available only with 3-speed "E-Mode" automatic transmission. Offered on Audi 5000 Turbo Diesel four-door luxury sedan. Front-wheel drive, engine mounted forward of transaxle.**

This turbocharged diesel has five cylinders and displaces 2.0 litres. If you drive a diesel now, or would like to, this is the car to test drive. It will spoil you for the diesels our competitors offer. Smooth, quiet, capable — as a test drive will certainly demonstrate.

## Audi 4000 S Turbo Diesel

**The four-cylinder turbocharged diesel engine. 68 hp. Zero-80 km/h in 10.8 seconds. Top track speed: 155 km/h. Available only with 3-speed "E-Mode" automatic transmission.**

As the performance statistics indicate, this turbo-diesel will provide you with very satisfying performance. If you are considering a diesel engine, it deserves a thorough test drive. Surprisingly agile, responsive and, above all, impressively quiet for a diesel engine.

# Fuel injection

## Audi 5000 S/

## Audi 4000 S/Audi Coupé

**The gasoline-powered CIS fuel injection 110 hp Audi engine. Zero-80 km/h in 9.4 seconds. Top track speed: 172 km/h (5000 S sedan with automatic transmission). Offered with Audi 5000 S, 4000 S and Coupé. Front-wheel drive, engine mounted forward of transaxle.**

This five-cylinder gasoline fuel injected engine is what is referred to as "normally aspirated" (as opposed to turbocharged). It is quiet, smooth and reaches the speed you want with aplomb. And it is unique (nobody else builds a gasoline "five"). This engine delivers the smoothness and performance of a "six" — but with fewer moving parts, cutting down on excess weight.

You can have this engine in the 5000 S luxury four-door sedan, the compact luxury of the 4000 S sedan or the exciting, sporty Audi Coupé. All three models have a choice of a 4+E manual transmission or a 3-speed automatic transmission at no extra cost. Each runs on less expensive regular gas.

A test drive will demonstrate the superb performance of this revolutionary five-cylinder engine. It has

CIS fuel injection, ideally suited to easy start-up and quick response in cold weather. A special air-flow sensor connected to a hydraulic valve mechanically controls injection quantities to provide optimum fuel/air mixture at all times. The CIS system is thoroughly proven and has earned a well-deserved reputation for reliability.

Performance is an important consideration when you purchase a new automobile. But Audi engineers believe that engine reliability is an equally prime requisite. They have successfully eliminated a number of parts that frequently require service or adjustment in ordinary cars. The oil pump is driven directly by the crankshaft rather than by an intermediate shaft. A single spur-belt drives both the overhead camshaft and the water pump. The water pump itself is integrated into the engine block.

When you seek the finest — in performance, in efficiency and in reliability — this gasoline fuel injected Audi "five" has the capabilities you want.

## Audi 4000

**The fuel injected four-cylinder Audi gasoline engine. 76 hp. Zero-80 km/h in 8.5 seconds with 4+E manual transmission. Also available with a 3-speed automatic transmission. Matched with the Audi 4000 four-door compact sedan. Front-wheel drive, engine mounted forward of transaxle.**

This is an engine choice of exceptional merit. It represents advanced

concepts and refinements lacking in many of the engines produced by Audi competitors.

Audi fuel injected gasoline engines are currently proving their worth on highways around the world.

Like every Audi gasoline engine offered for 1983, this one comes with a standard CIS fuel injection system. It is a similar fuel injection system to that found on some of the world's most prestigious automobiles such as Porsche.

For economy the Audi 4000 runs on less expensive regular gas and has the added advantage of a very thoughtful price.

# Audi: Standard Features and Equipment.

## Sunroof

Tilt and retractable sunroof is power operated on 5000 series, manual on 4000 series. Tilt and removable sunroof available at extra cost on Coupé and Quattro.



## Outside Mirrors

Power remote controlled outside mirrors are tinted and heated. Standard equipment on all models except 4000.



## Safety

Front and rear three-point inertia type seat belts are standard equipment on all models.



## Cruise Control

Cruise control is standard equipment on all models except the 4000.



## Digital Sound System

A Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital time and frequency display and pre-set tuning memory is standard equipment on all models.



## AUDI QUATTRO

### Standard features

#### UNDER THE HOOD

- All-wheel drive, permanently engaged with additional locks for rear and inter-axle differentials
- Five-cylinder, turbocharged, fuel injected OHC gasoline engine (160 hp, SAE net)
- Breakerless digital electronic ignition
- 5-speed manual transmission
- Power-assisted rack and pinion steering
- Power-assisted, hydraulic 4-wheel disc brakes
- Dual halogen headlamps
- Dual tone horn

#### EXTERIOR

- 205/60 HR15 steel-belted radial tires
- 6J x 15 light alloy wheels
- Power remote controlled outside mirrors, tinted and heated, left and right
- Lockable gas cap
- Electronically amplified manual antenna

#### INTERIOR

- Air conditioning
- Power door locks
- Power windows
- Cruise control
- Reclining sports bucket seats with height adjustable driver's seat
- Thermostatically controlled electrically heatable front seats
- Tinted glass all around
- Instrumentation: electronic clock, trip odometer, turbo-boost gauge, tachometer, fuel level gauge, speedometer/odometer
- Cigarette lighter
- Rear window wiper/washer
- Electric rear window defroster
- Intermittent windshield wipers
- Front door storage pockets, left and right
- Storage tray under dash
- Front/rear ashtrays
- Inside hood release
- Remote inside trunk release
- Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital frequency and time display and pre-set tuning memory
- Thick cut pile carpeting
- Carpeted rear parcel shelf
- Sun visors, left and right
- Day/night inside rear view mirror

#### LUGGAGE COMPARTMENT

- Carpeted
- Space-saver spare tire
- Automatic luggage compartment illumination
- Tool kit
- Luggage straps

An automobile so complete need only offer these select features available at extra cost:

- Sunroof, tilt and removable
- Genuine leather upholstery, dark brown

## AUDI 5000 SERIES (5000 S, 5000 TURBO, 5000 TURBO DIESEL)

### Standard features

#### UNDER THE HOOD

- Front-wheel drive
- Transistorized electronic breakerless ignition (5000 S, 5000 Turbo)
- Five-cylinder fuel injected OHC gasoline engine (110 hp SAE net for 5000 S, turbocharged, 130 hp SAE net for 5000 Turbo)
- Five-cylinder turbocharged OHC diesel engine 84 hp SAE net (5000 Turbo Diesel)
- Power assisted rack and pinion steering
- Power assisted, self-adjusting brakes (4-wheel discs on 5000 Turbo, front discs/rear drums on 5000 S, 5000 Turbo Diesel)
- Cruise control
- Dual tone horn
- 3-speed automatic transmission (automatic "E-Mode" on 5000 Turbo Diesel), or
- 4+E manual transmission (5000 S)

#### EXTERIOR

- 205/60 HR15 steel belted radial tires (5000 Turbo)
- 185/70 SR14 steel belted radial tires (5000 S, 5000 Turbo Diesel)
- 6J x 15 light alloy wheels (5000 Turbo)
- 6J x 14 light alloy wheels (5000 S, 5000 Turbo Diesel)
- Halogen headlamps, dual
- Large front air dam (5000 Turbo, 5000 Turbo Diesel)
- Special black grille (5000 Turbo, 5000 Turbo Diesel)
- Protective body side moldings (5000 S)
- Special wide lower beltline moldings (5000 Turbo, 5000 Turbo Diesel)
- Special matte pearl colour moldings (5000 Turbo, 5000 Turbo Diesel)
- Wiper arm wind deflector driver's side (5000 Turbo, 5000 Turbo Diesel)
- Lockable fuel filler cap
- Power remote controlled outside mirrors, tinted and heated, left and right
- Power antenna
- Metallic paint

#### INTERIOR

- Air conditioning
- Leatherette-covered steering wheel
- 4-spoke sports steering wheel (5000 Turbo, 5000 Turbo Diesel)
- Passenger vanity mirror, illuminated
- Power windows, front and rear, illuminated rocker switches
- Instrumentation: speedometer/odometer, trip odometer, coolant temperature gauge, quartz-crystal clock, tachometer (5000 S) (5000 Turbo and 5000 Turbo Diesel additional instrumentation: quartz digital clock, roof mounted between visors, turbo-boost gauge, oil temperature gauge)

- Upshift Indicator Light (5000 S only with manual transmission)
- Cigarette lighters, 1 front, 2 rear
- Intermittent windshield wipers
- Power central door/trunk locking system
- Electric rear window defroster
- Day/night rear view mirror
- Sun visors, left and right
- Tinted glass all around
- Power operated sunroof, tilt and retractable
- Power adjustable fully reclining front bucket seats
- Thermostatically controlled electrically heatable front seats
- Illuminated, lockable glove compartment
- Thick cut pile carpeting
- Passenger assist handles, front and rear
- Centre console with illuminated ashtray (5000 Turbo and 5000 Turbo Diesel with additional covered storage compartment between front seats)
- Fully reclining front bucket seats with adjustable headrests front and rear (5000 Turbo and Turbo Diesel with open frame style headrests)
- Separate colour co-ordinated throw pillows (5000 Turbo, 5000 Turbo Diesel)
- Special "Turbo" trim pattern on seats and door panels (5000 Turbo, 5000 Turbo Diesel)
- Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital time and frequency display and pre-set tuning memory
- Front door storage pockets, left and right
- Storage trays under dash, left and right side
- Rear seat centre armrest, folding (with ski pouch on Turbo and Turbo Diesel)
- 3-point rear seat belts
- 642.0 litre (22.7 cu. ft.) luggage compartment
- Courtesy light in luggage compartment
- Space-saver spare tire

The unusually well equipped Audi 5000 series need offer only one select feature available as a special order at extra cost:

- Genuine leather upholstery, dark brown or beige (only available on 5000 Turbo and 5000 Turbo Diesel)

## AUDI COUPÉ

### Standard features

#### UNDER THE HOOD

- Front-wheel drive
- Five-cylinder fuel injected OHC gasoline engine (110 hp SAE net)
- Transistorized electronic breakerless ignition
- Power assisted rack and pinion steering
- Power assisted disc brakes at front, drum brakes at rear
- Dual tone horn
- Cruise control
- 4+E manual transmission (3-speed automatic transmission available at no extra cost)

#### EXTERIOR

- 185/60 HR14 steel belted radial tires
- 6J x 14 light alloy wheels
- Dual halogen headlamps
- Rear window wiper/washer
- Protective body side molding
- Power remote controlled outside mirrors, tinted and heated, left and right
- Electronically amplified manual antenna
- Rear spoiler
- Lockable gas cap

#### INTERIOR

- 4-spoke sports steering wheel
- Fully reclining sports bucket seats in front with open frame style headrests
- Air conditioning
- Sun visors, left and right
- Passenger vanity mirror, illuminated
- Intermittent windshield wipers
- Full instrumentation: speedometer/odometer, trip odometer, quartz crystal electronic clock, "Upshift Indicator Light" (4+E manual transmission only), voltmeter, oil pressure gauge, oil temperature gauge, tachometer, fuel gauge, coolant temperature gauge
- Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital time and frequency display and pre-set tuning memory
- Power windows
- Thermostatically controlled electrically heatable front sports bucket seats
- Cigarette lighter
- Front/rear ashtrays
- Illuminated, lockable glove compartment
- Inside hood release
- Remote inside trunk release
- Tinted glass all around
- Front door storage pockets
- Storage tray under dash.
- Electric rear window defroster
- Height adjustable driver's seat
- Thick cut pile carpeting
- Carpeted rear parcel shelf
- Space-saver spare tire

A rare Coupé indeed. Only one select feature available as a special order at extra cost:

- Sunroof, tilt and removable

## AUDI 4000 SERIES (4000, 4000 S, 4000 TURBO DIESEL)

### Standard features

#### UNDER THE HOOD

- Front-wheel drive
- Four-cylinder turbocharged OHC diesel engine, 68 hp SAE net (4000 S Turbo Diesel)
- Four-cylinder fuel injected OHC gasoline engine, 76 hp SAE net (4000)
- Five-cylinder fuel injected OHC gasoline engine, 110 hp SAE net (4000 S)

- 4+E manual transmission (4000, 4000 S)
- 3-speed automatic transmission at no extra cost (automatic "E-Mode" on 4000 S Turbo Diesel)
- Transistorized electronic breakerless ignition (4000, 4000 S)
- Power assisted rack and pinion steering
- Power assisted self adjusting disc brakes at front, drum brakes at rear
- Dual tone horn
- Cruise control (4000 S, 4000 S Turbo Diesel)

#### EXTERIOR

- 175/70 SR13 steel belted radial tires (4000)
- 185/60 HR14 steel belted radial tires (4000 S, 4000 S Turbo Diesel)
- 5J x 13 steel wheels (4000)
- 6J x 14 light alloy wheels (4000 S, 4000 S Turbo Diesel)
- Dual halogen headlamps
- Wide protective body side moldings
- Lockable fuel filler cap
- Aerodynamic front air dam
- Power antenna (4000 S, 4000 S Turbo Diesel)

#### INTERIOR

- Air conditioning (std. 4000 S, 4000 S Turbo Diesel, optional on 4000)
- Deluxe AM/FM stereo cassette Sound System with electronic tuning including digital time and frequency display and pre-set tuning memory
- Electrically heatable driver's seat (4000 S, 4000 S Turbo Diesel)
- Electric rear window defroster
- Intermittent windshield wipers
- Remote controlled adjustable outside mirrors, left and right (power remote controlled, tinted and heated on 4000 S, 4000 S Turbo Diesel)
- Instrumentation: speedometer/odometer, trip odometer, voltmeter, coolant temperature gauge, oil temperature gauge, quartz crystal electronic clock, tachometer (not available on 4000 S Turbo Diesel)
- Cigarette lighter
- Thick cut pile carpeting
- Fully reclining front bucket seats, folding armrest in rear
- Thermostatically controlled heatable driver's seat (4000 S, 4000 S Turbo Diesel)
- Height adjustable driver's seat
- Day/night rear view mirror
- Tinted glass all around
- Vent windows
- Inside hood release
- Ashtrays, front and rear
- Open frame style headrests front and rear (front only on 4000)
- Childproof rear door locks
- Carpeted rear parcel shelf
- 3-point rear seat belts
- 505.0 litre (17.8 cu. ft.) capacity luggage compartment
- Space-saver spare tire

THE Audi CARD

JOHN SMITH  
10 MAIN ST  
ANYTOWN PROV  
N1L 2N2

WAUGB0430CN100212  
11/81 10/84 555-1212 ABC 123

## THE AUDI CARD

### Probably the most important standard feature ever included in an automobile

With the purchase of every 1983 Audi comes The Audi Card. Simply stated, for three years from date of delivery in Canada, you, the owner, are responsible for fuel, insurance, reasonable care and normal operation. Naturally, you'll have to bring your Audi to an authorized Audi dealer for prescribed maintenance and corrosion inspections, but the cost of this and virtually everything else will be Audi's responsibility.

As you would expect, The Audi Card covers the engine, drive train, axles, air conditioner and electrical system. What you may not expect is that it also covers scheduled oil changes, filters, tires, maintenance services, towing when necessary and even a courtesy car for overnight repairs. And you also get full membership in the CAA (Canadian Automobile Association) with all the services that association provides.

**It pays for virtually everything but your fuel.  
3-years/Unlimited mileage**

The only things The Audi Card does not cover are quite reasonable: damages resulting from things like racing and rallying; accident, fire and theft; customized alterations; misuse and neglect; etc. Clearly, some restrictions are required for unusual circumstances. Complete details are available at your Audi dealer.

Your new Audi is the product of advanced technology and superb engineering. Each Audi is designed to offer the best in personal comfort and functional luxury.

The purchase of an Audi is an investment in driving pleasure.

## 1983 TECHNICAL DATA AUDI QUATTRO

## AUDI 5000 TURBO

## AUDI 5000 TURBO DIESEL

### ENGINE

Type and No. of Cylinders	Four stroke, five cylinders in line, in front of front axle tilted to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooled, thermostatically controlled electric fan, pressure oil feed with gear-type pump and full flow filter. Aluminum alloy cylinder head.	Four stroke, five cylinders in line, in front of front axle tilted to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooled, thermostatically controlled with electric fan, pressure oil feed with gear-type pump and full flow oil filter.	Four stroke, five cylinders in line, in front of front axle tilted to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooled, thermostatically controlled electric fan, pressure oil feed with gear-type pump and full flow oil filter.
Bore & Stroke	79.5 mm x 86.4 mm, 3.13 in. x 3.40 in.	79.5 mm x 86.4 mm, 3.13 in. x 3.40 in.	76.5 mm x 86.4 mm, 3.01 in. x 3.40 in.
Displacement	2.2 L, 130.8 cu. in.	2.2 L, 130.8 cu. in.	2.0 L, 121 cu. in.
SAE net hp @ rpm	160 hp @ 5,500 rpm	130 hp @ 5,400 rpm	84 hp @ 4,500 rpm
SAE net torque	170 ft. lbs. @ 3,000 rpm	142 ft. lbs. @ 3,000 rpm	127 ft. lbs. @ 2,800 rpm
Compression ratio	7.0:1	7.0:1	23.0:1
Fuel system	CIS injection system, exhaust driven turbocharger with inter-cooler	CIS injection system with exhaust driven turbocharger	Mechanical diesel injection system with exhaust driven turbocharger
Fuel requirement	Unleaded only, catalytic converter	Unleaded fuel	No. 2 diesel fuel
Fuel capacity	90 L, 19.8 imp. gal.	75 L, 16.5 imp. gal.	75 L, 16.5 imp. gal.
Oil capacity	4.0 L, 3.5 imp. qts.	4.5 L, 3.96 imp. qts.	5.0 L, 4.4 imp. qts.
Battery	12 V/63 Amp./h	12 V/63 Amp./h	88 Amp./h
Alternator	90 Amp. max.	90 Amp. max.	90 Amp. max.
Type of ignition	Digital with idle stabilizer	Transistorized electronic (breakerless)	Compression ignition
Catalyst	Lambda Control System	Lambda Control System	

### DRIVE TRAIN

Type	Permanently engaged all-wheel drive with additional locks for rear and inter-axle differentials	Front-wheel drive with two constant velocity joints per drive shaft	Front-wheel drive with two constant velocity joints per drive shaft
Clutch	Hydraulic, single disc, dry	—	—
Manual transmission	Baulk synchronized 5-speed and bevel gear differential in one housing with final drive. Reverse gear fully synchronized	—	—
Automatic transmission	—	Hydrodynamic torque converter and planetary gearing with three forward gears, and one reverse	Hydrodynamic torque converter and planetary gearing with three forward gears, "E-Mode", and one reverse
Gear ratios (manual)	3.600/2.125/1.360/0.967/0.778/R3.17	2.55/1.45/1.00/R2.46	2.55/1.45/1.00/R2.46
(automatic)	—	—	—
Final drive (manual)	3.89	3.45	3.08
(automatic)	—	—	—

### CHASSIS

Body	All steel unitized body/chassis, passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy	All steel unitized body/chassis, passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy	All steel unitized body/chassis, passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy
Front suspension	Independent MacPherson struts with negative steering roll radius, coil springs, stabilizer bar	Independent MacPherson struts with negative steering roll radius, coil springs, stabilizer bar	Independent MacPherson struts with negative steering roll radius, coil springs, stabilizer bar
Rear suspension	Independent MacPherson struts, stabilizer bar, coil springs	Torsion crank axle with Panhard rod, coil springs, telescopic shock absorbers	Torsion crank axle with Panhard rod, coil springs, telescopic shock absorbers
Braking system	Power assisted, self adjusting hydraulic, dual circuit vented discs front, solid discs rear with pressure sensitive brake regulator for rear axle	Power assisted, self adjusting dual diagonal hydraulic circuit, vented disc brakes at front, solid discs at rear with brake pressure regulator for rear wheels	Power assisted, self adjusting dual diagonal hydraulic system with vented disc brakes at front, drum brakes at rear with brake pressure regulator for rear wheels
Parking brake	Mechanical, effective on rear wheels	Mechanical, effective on rear wheels	Mechanical, effective on rear wheels
Rim size	6J x 15 light alloy	6J x 15 light alloy	6J x 14 light alloy
Tire type/size	205/60 HR 15, steel belted radials	205/60 HR 15, steel belted radials	185/70 SR 14, steel belted radials
Steering system	Power assisted rack and pinion, with maintenance-free tie rods	Power assisted rack and pinion, with maintenance-free tie rods	Power assisted rack and pinion, with maintenance-free tie rods
Turning circle (Approx.)	10.3 m, 34.0 ft. (curb to curb)	10.3 m, 34.0 ft. (curb to curb)	10.3 m, 34.0 ft. (curb to curb)

### DIMENSIONS

	cm	inch	cm	inch	cm	inch
Overall length	452.2	178.2	479.8	189.0	479.8	189.0
Overall width	172.3	67.9	176.8	69.6	176.8	69.6
Overall height (unloaded)	134.4	52.0	139.2	54.7	139.2	54.7
Track front	142.0	56.0	147.6	58.1	146.6	57.8
Track rear	145.6	57.4	145.3	57.2	144.5	56.9
Wheelbase	252.4	99.5	268.8	105.9	268.8	105.9
Ground clearance (loaded)	14.0	5.3	9.9	3.9	10.8	4.3
Trunk/cargo capacity (DIN)	494.0 L, 17.4 cu. ft.		642.0 L, 22.7 cu. ft.		642.0 L, 22.7 cu. ft.	

### FUEL CONSUMPTION\* AND PERFORMANCE

	5-speed manual	Automatic	E-Mode Automatic
Rating L/100 km	11.3	11.6	7.6
Urban L/100 km	15.0	14.7	9.4
Highway L/100 km	8.4	9.5	6.5
Top speed (km/h)	206	182	160
Acceleration 0-80 km/h (sec.)	5.2	7.4	10.0

\*Estimates based on laboratory tests using approved Transport Canada test methods. Your fuel consumption will vary depending on how and where you drive, optional equipment and condition of your car. However, these estimates do provide a fuel consumption guide for comparison purposes.

Volkswagen Canada Inc. believes the specifications in this brochure to be correct at time of printing. However, specifications are subject to change without notice.

**AUDI 5000 S****AUDI COUPÉ/AUDI 4000 S****AUDI 4000 S  
TURBO DIESEL****AUDI 4000**

Four stroke, five cylinders in line in front of front axle tilted to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooled, thermostatically controlled electric fan, pressure oil feed with gear-type pump and full flow filter.

79.5 mm x 86.4 mm, 3.13 in. x 3.40 in.  
2.2 L, 130.8 cu. in.  
110 hp @ 5,300 rpm  
122 ft. lbs. @ 4,000 rpm  
8.2:1  
CIS injection system

Regular leaded

75 L, 16.5 imp. gal.  
4.5 L, 3.9 imp. qts.  
12 V/63 Amp./h  
90 Amp. max.  
Transistorized electronic (breakerless)

Four-stroke, five cylinders in line, in front of front axle tilted to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooled, thermostatically controlled electric fan, pressure oil feed with gear-type pump and full flow oil filter.

79.5 mm x 86.4 mm, 3.13 in. x 3.40 in.  
2.2 L, 130.8 cu. in.  
110 hp @ 5,300 rpm  
122 ft. lbs. @ 4,000 rpm  
8.2:1  
CIS injection system

Regular leaded

60 L, 13.1 imp. gal.  
4.5 L, 3.9 imp. qts.  
12 V/63 Amp./h  
90 Amp. max.  
Transistorized electronic (breakerless)

Four stroke, four cylinders in line, single overhead camshaft, water-cooled, thermostatically controlled electric fan, longitudinally front mounted

76.5 mm x 86.4 mm, 3.01 in. x 3.40 in.  
1.6 L, 97 cu. in.  
68 hp @ 4,500 rpm  
98.0 ft. lbs. @ 2,800 rpm  
23.0:1

Mechanical diesel injection pump with exhaust driven turbocharger

Diesel fuel No. 2  
60 L, 13.1 imp. gal.  
4.5 L, 3.9 imp. qts.  
12 V/63 Amp./h  
90 Amp. max.  
Compression ignition

Four stroke, four cylinders in line, single overhead camshaft, water-cooled, thermostatically controlled electric fan, longitudinally front mounted.

79.5 mm x 86.4 mm, 3.13 in. x 3.40 in.  
1.7 L, 105.0 cu. in.  
76 hp @ 5,000 rpm  
92.0 ft. lbs. @ 3,000 rpm  
8.2:1  
CIS injection system

Regular leaded

60 L, 13.1 imp. gal.  
3.0 L, 2.6 imp. qts.  
12 V/63 Amp./h  
90 Amp. max.  
Transistorized electronic (breakerless)

Front-wheel drive with two constant velocity joints per drive shaft

Hydraulic, single disc, dry  
Baulk synchronized five-speed and bevel gear differential in one housing with final drive. Reverse gear fully synchronized  
Hydrodynamic torque converter and planetary gearing with three forward gears and one reverse

3.60/1.94/1.23/0.90/0.68/R3.50  
2.55/1.45/1.00/R2.40  
4.11  
3.91

Front-wheel drive with two constant velocity joints per drive shaft

Single disc, dry  
Baulk synchronized five-speed and bevel gear differential in one housing with final drive  
Hydrodynamic torque converter and planetary gearing with three forward gears and one reverse

2.85/1.52/0.97/0.70/0.54/R3.137  
2.55/1.45/1.00/R2.46  
4.45  
3.45

Front-wheel drive with two constant velocity joints per drive shaft

Hydrodynamic torque converter and planetary gearing with three forward gears, "E-Mode", and one reverse

2.55/1.45/1.00/R2.46  
3.08

Front-wheel drive with two constant velocity joints per drive shaft

Single disc, dry  
Baulk synchronized five-speed and bevel gear differential in one housing with final drive  
Hydrodynamic torque converter and planetary gearing with three forward gears and one reverse

3.45/1.79/1.06/0.77/0.60/R3.17  
2.55/1.45/1.00/R2.46  
4.11  
3.73

All steel unitized body/chassis, passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy  
Independent MacPherson struts with negative steering roll radius, stabilizer bar, coil springs  
Torsion crank axle with Panhard rod, coil springs and telescopic shock absorbers  
Power assisted, self adjusting dual diagonal circuit, vented disc brakes at front, drum brakes at rear with brake pressure regulator for rear wheels

Mechanical, effective on rear wheels  
6J x 14 light alloy  
185/70 SR 14 steel belted radials  
Power assisted rack and pinion steering with maintenance-free tie rods  
10.3 m, 34.0 ft. (curb to curb)

All steel unitized body/chassis, passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy  
Independent MacPherson struts with negative steering roll radius, stabilizer bar, coil springs  
Torsion crank axle with Panhard rod, coil springs and telescopic shock absorbers  
Power assisted, self adjusting dual diagonal hydraulic system, disc brakes at front, drum brakes at rear, brake pressure regulator for rear wheels

Mechanical, effective on rear wheels  
6J x 14 light alloy  
185/60 HR 14 steel belted radials  
Power assisted rack and pinion steering with maintenance-free tie rods  
9.5 m, 31.2 ft. (curb to curb)

All steel unitized body/chassis, passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy  
Independent MacPherson struts with negative steering roll radius, stabilizer bar, coil springs  
Torsion crank axle with Panhard rod, coil springs and telescopic shock absorbers  
Power assisted, self adjusting dual diagonal hydraulic system, disc brakes at front, drum brakes at rear, brake pressure regulator for rear wheels

Mechanical, effective on rear wheels  
6J x 14 light alloy  
185/60 HR 14 steel belted radials  
Power assisted rack and pinion steering with maintenance-free tie rods  
9.5 m, 31.2 ft. (curb to curb)

All steel unitized body/chassis, passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy  
Independent MacPherson struts with negative steering roll radius, stabilizer bar, coil springs  
Torsion crank axle with Panhard rod, coil springs and telescopic shock absorbers  
Power assisted, self adjusting dual diagonal hydraulic system, disc brakes at front, drum brakes at rear, brake pressure regulator for rear wheels

Mechanical, effective on rear wheels  
5J x 13 steel rim  
175/70 SR 13 steel belted radials  
Power assisted rack and pinion steering with maintenance-free tie rods  
9.5 m, 31.2 ft. (curb to curb)

cm	inch
479.8	189.0
176.8	69.6
139.2	54.7
147.0	57.9
144.5	56.9
267.7	105.4
10.8	4.3

642.0 L, 22.7 cu. ft.

cm	inch
449.9	177.3
168.2	66.3
135.0	53.1
140.0	55.2
142.0	55.9
253.5	99.8
12.0	4.7

494.0 L, 17.4 cu. ft.

cm	inch
448.7	176.7
168.2	66.3
136.5	53.8
140.0	55.2
142.0	55.9
253.5	99.8
9.6	3.8

505.0 L, 17.8 cu. ft.

cm	inch
448.7	176.7
168.2	66.3
136.5	53.8
140.0	55.2
142.0	55.9
253.5	99.8
9.6	3.8

505.0 L, 17.8 cu. ft.

cm	inch
448.7	176.7
168.2	66.3
136.5	53.8
140.0	55.2
142.0	55.9
253.5	99.8
9.6	3.8

505.0 L, 17.8 cu. ft.

4+E manual	Automatic
9.7	11.1
13.1	14.0
7.0	9.1
176	172
8.2	9.4

4+E Manual	Automatic
9.0	9.7
12.1	12.6
6.6	7.5
176	172
6.9	8.4

E-Mode Automatic	4+E manual	Automatic
6.1	7.4	8.9
7.6	9.7	10.8
5.1	5.6	7.9
155	161	156
10.8	8.5	10.4

4+E manual	Automatic
7.4	8.9
9.7	10.8
5.6	7.9
161	156
8.5	10.4

4+E manual	Automatic
7.4	8.9
9.7	10.8
5.6	7.9
161	156
8.5	10.4





The art of engineering