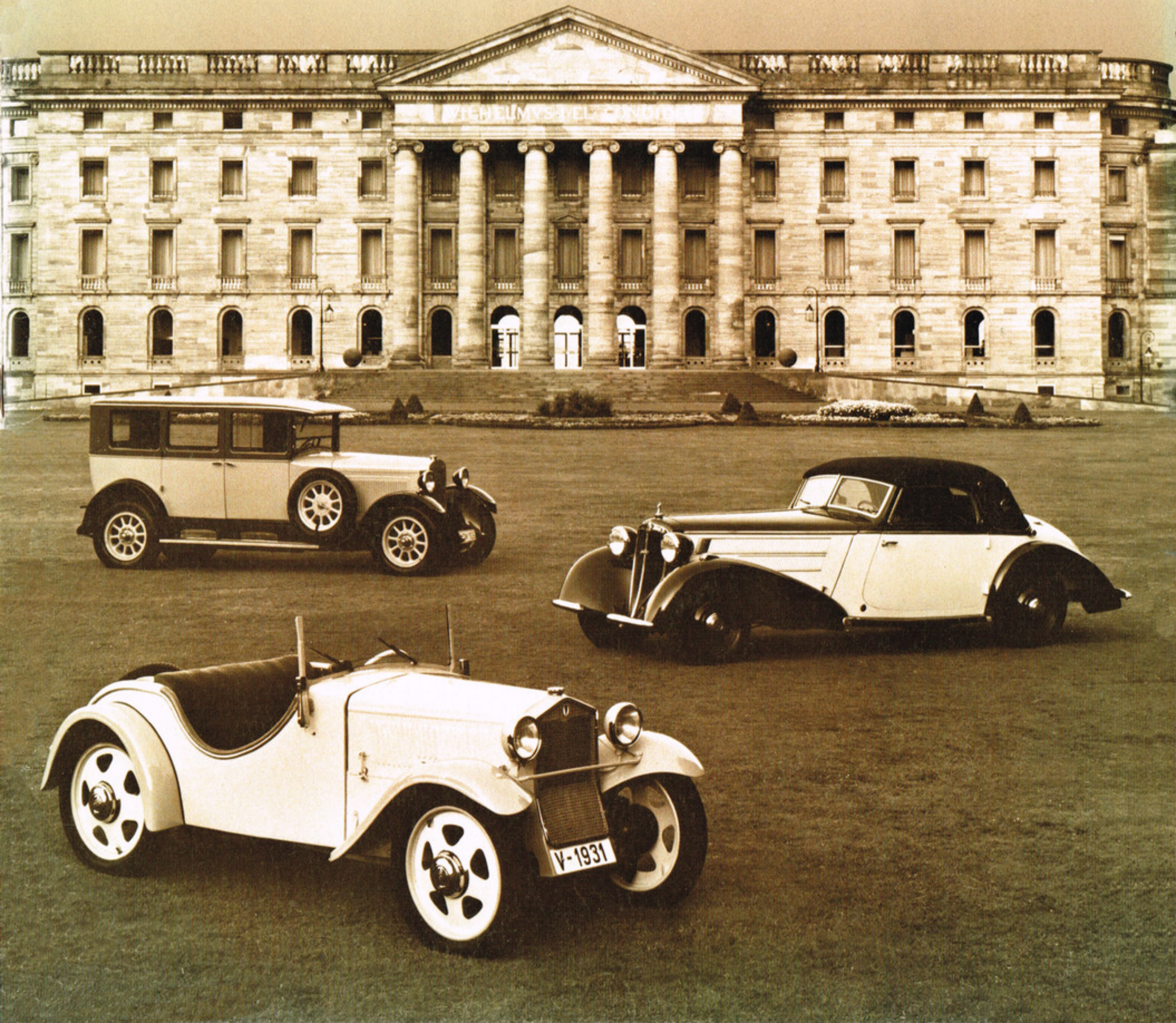


1983 AUDI

from Bavaria, a legacy of luxury, engineering,
and coachwork... plus a half-century head
start in front-wheel-drive experience.



AUDI NOW

Today, Audi is a total array of technically outstanding motoring products from Bavaria. Audi builds cars no other manufacturer has dared to imagine!

We hope this brochure can help you decide which of these enticing Audis you'll choose to enjoy as your own. Your local Audi dealer will also be pleased to assist you with details of the Audi Delivery in Europe Program, or an Audi lease, as well as purchase and Audi "We Care" customer service.

The purpose of this 1983 Audi brochure is extremely straightforward. It simply describes the various items of standard equipment, popular options, and important vehicle specifications. And, coupled with a test-drive, we are confident it will give you many solid "reasons to buy".

AUDI 4000 SERIES

4-CYL. GASOLINE/ FUEL-INJECTED

In the realm of comfortable, fun-to-drive, well-styled sedans—few are the match of this one! Powered by the well-proven Audi four-cylinder, 1.7-liter (1715 cc/105 cu. in), fuel-injected engine, this Audi will deliver very snappy acceleration.

To help you become a more frugal driver, 5-speed manual (std.) equipped models have the electronic-sensor "upshift light" that indicates the most propitious moment to shift into the next higher gear.

Two body styles are offered in the Audi 4000 gasoline-powered series: 2-door sedan (5-speed

only) and 4-door sedan (available with 5-speed or optional automatic transmission).

TURBO-DIESEL, 4-CYL.¹

The short way to tell this Audi 4000S from its gasoline-powered "twin" is by raising the hood. A longer way is to see how far you can drive on a tank of diesel. This Audi Turbo-Diesel has an estimated touring range of over **[600]** miles* and an estimated highway range of over 800 miles.

The turbocharger actually helps quiet the engine. Zero - 50 mph acceleration, with the 5-speed, is a very satisfying 8.8 seconds. Top track speed is 98 mph.

So, if you are seriously looking for a way to enjoy the performance of a gasoline engine, while retaining the economy* of a diesel, the 4000 Turbo-Diesel is one of the exciting alternatives Audi offers.

¹Introduction delayed. Contact your local dealer for availability.

AUDI 5000 SERIES

5-CYL. GASOLINE/ TURBOCHARGED

Few fine sedans can equal the 5000 Turbo for luxury. We don't know of a single one that can match it for its combination of performance and price!

Zero - 50 mph happens with a remarkable silence and smoothness—in a mere 7.5 seconds. Top speed on the track is 113 mph.

Inside, outside, and under its hood, the Audi 5000 Turbo is a very special automobile. It is the most exciting, high-performance, luxury sedan you can drive!

The proof is just a test-drive away.

5-CYL., DIESEL/ TURBOCHARGED

We offer you the world's only 5-cylinder, Turbo-Diesel, front-wheel-drive, luxury sedan. It whisks you, zero - 50 mph, in a snappy 10.1 seconds. With its standard, 19.8-gallon fuel tank, the Audi 5000 Turbo-Diesel has an estimated touring range of over **[550]** miles* and an estimated highway range of 700 miles. Top speed for the Audi 5000 Turbo-Diesel on the track is 100 mph.

5-CYL., GASOLINE/ FUEL-INJECTED

This is a luxury car that uniquely combines a number of key benefits. It is roomy, quiet and extremely comfortable—as you would expect. It delivers the crisp handling and fuel-injected performance of an outstanding European luxury motorcar.

Zero - 50 mph is 8.7 seconds. Top speed on the track is 107 mph.

The 5000S is offered with a 5-speed manual (std.), or with the optional, automatic transmission.

Thousands of Audi 5000S owners are experiencing that deep sense of pride that comes with owning such a well-engineered, carefully built motorcar. Most of them are demanding buyers. Not easily satisfied with "ordinary" things.

If you are that kind of car buyer—the Audi 5000S is your kind of automobile.

AUDI COUPE 5-CYL., GASOLINE/ FUEL-INJECTED

Rarely has any model received

such acclaim from the automotive press. Yet, we are mindful that the ultimate customer is the one we need to impress.

For the Audi Coupe, this would be a very discerning touring enthusiast. A person who thoroughly enjoys driving.

The Coupe handles zero - 50 mph in a tidy 7.4 seconds. Its top track speed: 109 mph.

In a nutshell, the Coupe is fast, handsome, comfortable, and equipped in the tradition of genuine Grand Touring machines.

QUATTRO

5-CYL., GASOLINE/TURBO ALL-WHEEL DRIVE

No other car—at any price, on any continent—is the measure of Quattro.

It is the next major step in the ongoing development of the modern, high-performance sports coupe.

As new as it is, Quattro has already earned stunning first-year victories in four World Championship Rallies in Europe. Quattro's credentials are legendary: Zero -50 mph in 5.3 seconds, and the quarter mile in 15.7 seconds. Its top track speed: 128 mph.

In short, it is an all-wheel-drive sports coupe engineered to give you an extremely high degree of traction, outstanding acceleration and speed, and the satisfaction of driving an unquestioned milestone in the art of engineering.

*1982 EPA estimates. (1983 data unavailable at press time.) Use "estimated mpg" and "estimated touring range" for comparison to other cars. Your actual mileage may vary with speed, weather, and trip length. Your actual highway mileage and highway range will probably be less.

AUDI THEN

The front cover shows a few of the "great cars" in Audi's past. They are: Foreground, 1931 Audi "Front" Cabriolet, left background, 1932 Horch Limousine, right, 1937 Horch luxury Cabriolet. Audi enjoys a product history that is rich in design innovations, engineering leadership and legendary motorsport feats.

Virtually no other marque can point with equal pride to the stunning string of racing victories beginning at the turn of the century. And, who else has more than five decades—over 50 years—of front-wheel-drive design and manufacturing expertise? No one else but Audi.

Much of what you will enjoy in the Audis of 1983 are reflections of this rich, Bavarian heritage.

Audi—some of the world's most outstanding front-wheel-drive cars—had their genesis over 100 years ago. Even before the world had witnessed the first successful automobile. It was a simple beginning. Yet, a start that bespoke precision and complexity

of the highest order: Industrial knitting machines.

By 1900, the enterprise had progressed to becoming a front-runner in the manufacture of motorcycles. Their machines were living legends, capturing victory upon victory. As a matter of fact, Otto Lingenfelder set a world's motorcycle speed record in Los Angeles on one of their machines (an NSU), in 1909 —124 km/h (77 mph).

Concurrently, another forerunner of today's Audi enterprise, the legendary German auto pioneer, August Horch, built his first car in 1903. He chose for his cars the name "Audi", because it was the Latin equivalent of his own name, which, in German, means "to listen".

In an amazing few years, Herr Horch and his Audi racers were influencing European road races, rallies and motor events. Obviously, Horch-built cars were very fast. But, far more important, they possessed an uncanny durability. They held together to finish the race.

Always a leader, Horch challenged his engineers to try daring new designs. Horch's innovations were not only first—but, in many instances went unchallenged by his competitors.

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

All during the decades of the 1920's and 1930's Audi continued to lead with daring innovations. But Audi's leadership is best known—in the annals of automotive development—for the 1931 "Front" Cabriolet. It was the first in the Audi line to use front-wheel drive—an engineering design that has been painstakingly refined during the ensuing half century.

Front-wheel drive is still used in all modern Audis.

In 1932, Audi joined forces with other carmakers (Horch, DKW, and Wanderer) to become Auto

Union AG. The four silver rings on the front of today's Audis symbolize the four marques that formed this merger.

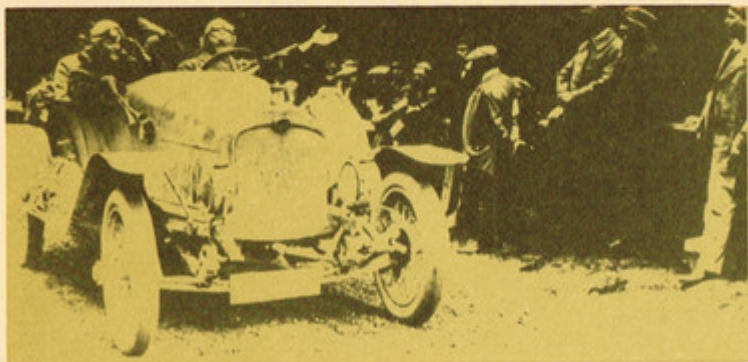
Auto Union dominated motor racing. The 6-liter (366 cu. in.), 16-cylinder, Porsche-designed, Grand Prix car developed 520 bhp. In 1937, Auto Union broke the speed record of 408 km/h (246 mph) on a public roadway.

Three-cylinder/two-stroke, front-wheel-drive cars were brought out in the 1950's.

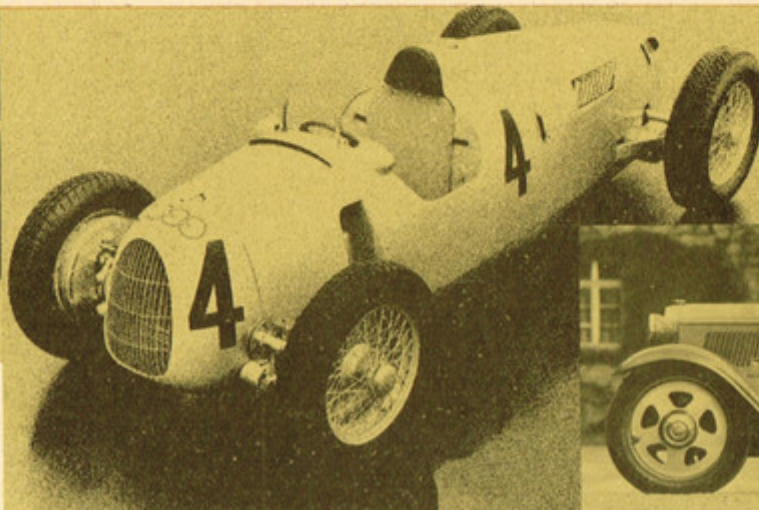
Recently, Audi-built 4WDs have become the "cars to beat" in the lengthy and punishing Paris-to-Mauritania "Desert Rallye"—some 10,000 km (over 6,000 mi.).

Down through the years—design innovation and resourceful engineering have travelled hand in glove with a very intense commitment to craftsmanship and quality, in the workplaces at Audi. And, at a time when many of Audi's competitors—foreign and domestic—are attempting to play "catch-up" by rushing into front-wheel-drive production, it is very reassuring to know that Audi has led the way and enjoys a half-century "head start" on nearly all of them!

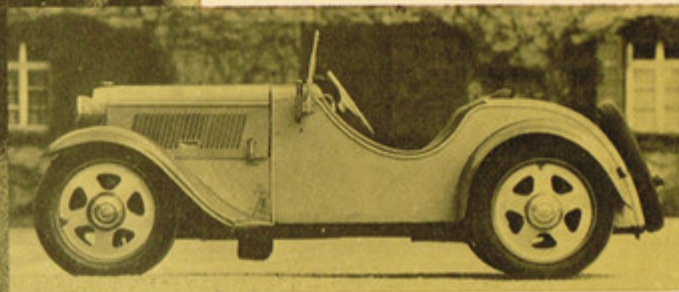
Our original front-wheel-drive car: the 1931 "Front" Cabriolet. (It is also shown on the cover of this brochure.)



Early Horch-built cars won many rally victories.



Auto Union's famous 6-liter (366 cu. in.), 16-cylinder Gran Prix racer.





The 1983 Audi model line, shown at Wilhelmshöhe, on the heights above Kassel (in northwest Hesse), German Federal Republic. The Audis are: foreground, center, Quattro; immediately behind Quattro (left to right), 5000S, 5000 Turbo, Coupe, 4000S 4E, and 5000 Turbo-Diesel; extreme left background, Audi 4000 Turbo-Diesel.





The Audi 4-cylinder, fuel-injected, front-wheel drive, five-passenger, four-door sedan. Light-alloy wheels, shown, are standard equipment with 4000S 4E, and optional on 4000 4E.

4000S 4E 4000 4E

The only Bavarian sedan with a 50-year lead in front-wheel-drive technology.

Audi 4000 4E, gasoline, fuel-injected.

Offered only in a two-door body style. Performance and handling are as close to "sportscar" as one can imagine with a sedan. Four-cylinder, 1.7-liter engine hustles from 0 - 50 mph in a snappy 8.6 seconds. Many standard items; dual outside mirrors, tachometer, halogen headlamps, quartz crystal clock, computerized "Upshift" indicator light, voltmeter, and oil-temp gauge. The 5 1/2 x 13 light-alloy wheels (shown) are optional. (Eight-spoke steel wheels, with hub/wheel-nut covers, are standard on this model.)



The best way to appreciate these Audi 4000 models is to take them for a test-drive. You will appreciate their outstanding performance, handling and riding comfort. Like every Audi they are fun to drive!

Basically, two body-styles are offered. Two-door sedan; 4-door sedan, shown at the left. Both provide comfortable seating for five, an ample trunk—with plenty of room for luggage—and the crisp shifting of the 5-speed manual transmission. An automatic is offered, as an option, only on the 4-door.

Audi engineers place great emphasis on function and human engineering in the placement of controls and instrumentation. You will be immediately impressed with the simple arrangement of the driver controls and the extreme comfort of the seating.

The Audi 4000 4E and 4000S 4E represent a lightweight, economical, well-groomed transportation package for highway cruising—as well as an extremely maneuverable car for day-in/day-out, around-town driving.

And, when you are looking for Audi performance, precision and luxury at the lowest price—look into the two-door sedan. Unlike some other carmakers who tempt you with a low price and then urge you to "option up" to a higher level of luxury, the two-door comes to you very handsomely equipped and without any temptations to buy more "bells and whistles", as options.

As standard equipment, you will find a richness of materials in its interiors. You'll recognize this as representing substantive value of the highest order—for these interiors are not only elegant to look at, but durable and complete. Crushed velour upholstery, deep cut-pile carpeting, tachometer, speedometer (with trip odometer), electronic quartz chronometer, voltmeter, temperature gauges for coolant and for oil, an electronically controlled Upshift indicator light, halogen headlamps, a lockable gas cap, rear-window electric defroster, adjustable mirrors (both left and right), front-opening vent windows, tinted-glass—all around. Also included are cruise control, power steering and sports steering wheel. Even an inside hood release. All standard equipment—even on the two-door Audi 4000 4E.

The unique Upshift indicator light, an amber arrow centered in the main instrument cluster on Audi models equipped with 5-speed manual transmission, can enable you to get more miles from a

gallon of fuel. The Upshift light actually makes you an active participant in gaining better fuel economy.*

Whenever the Upshift light comes on, it will be telling you that it's time to shift into the next higher gear for maximum fuel economy. When you shift, the light goes off. (After a while, you'll find yourself anticipating the Upshift light, so it may seldom come on.) And you'll be getting close to maximum fuel economy from your Audi.

Be sure you test-drive the Audi 4000 sedan. There are a variety of different models—the fuel-injected gasoline Audis shown here and the Audi 4000 Turbo-Diesel¹ model shown on the following pages. Reading about them is interesting. Driving these Audis is exciting.

¹Introduction delayed. Contact your local dealer for availability.

*5-speed manual transmission [31] est. mpg: 47 hwy est. Use "estimated mpg" and "estimated touring range" for comparison to other cars. Your actual mileage may vary with speed, weather, and trip length. Your actual highway mileage and highway range will probably be less.

Audi 4000S 4E instrumentation includes tachometer, trip odometer, quartz clock, voltmeter, oil-temp gauge, and much more.





The Audi 4000 Turbo-Diesel sedan. Available in 4-door body style only—with either 5-speed manual or optional E-mode automatic transmission. Distinctive Audi light-alloy wheels, air-own, are standard with the 4000 Turbo-Diesel. With 5-speed, zero - 50 mph is a brisk 8.8 seconds. Top track speed, 98 mph.

4000 Turbo-Diesel¹

Audi 4000 Turbo-Diesel: exciting performance together with long-range economy.*

Nobody else offers you the kinds of Turbo-Diesels that Audi does! In all the world, only Audi offers both four-cylinder and five-cylinder, front-wheel-drive Turbo-Diesel automobiles. The turbo-boost will give you surprisingly brisk performance—especially for a 1.6-liter "four"—zero - 50 mph in 8.8 seconds (with 5-speed transmission). Zero - 50 mph in 10.9 seconds with the optional E-Mode Audi automatic. Top track speed with the automatic is 96 mph ... with the 5-speed, 98 mph.

And, the Audi 4000 Turbo-Diesel's touring range is phenomenal. Based on 1982 EPA estimates*, you could drive an estimated **600** miles between fill-ups. Performance and economy aside, the Audi 4000 Turbo-Diesel is an exceptionally capable and comfortable car. Like every Audi, it is built to an exacting standard of quality and precision and delivers the outstanding benefits of prestigious German engineering.

Virtually any carmaker can claim it builds cars that are exciting to drive. But at Audi, we think it's important that our products earn the right to be called "exciting". And, earn it from nobody less than their ultimate buyer.

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 push 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.

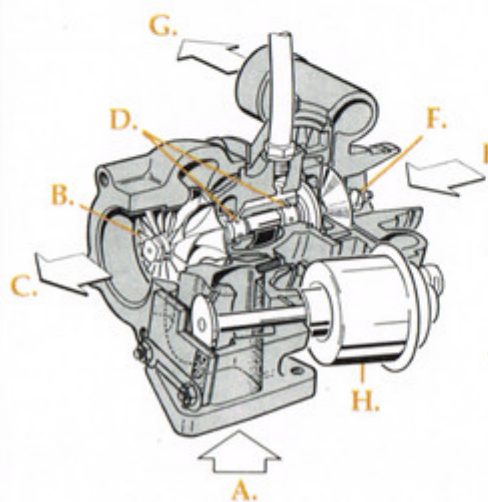
The Audi 4000 Turbo-Diesel produces a higher maximum torque, at lower engine speed, than the Audi gasoline engine. At the same time, the diesel produces nearly the same horsepower. The increased torque of the diesel allows you to use high gear more often, resulting in further increased economy*. (An added benefit is a reduction in engine noise levels because the turbocharger reduces intake and exhaust resonance.)

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

¹Introduction delayed. Contact your local dealer for availability.

***38** est. mpg; 50 hwy est. Use "estimated mpg" and "estimated touring range" for comparison to other cars. Your actual mileage may vary with speed, weather, and trip length. Your actual highway mileage and highway range will probably be less.

Audi 4000S 4E interior. An extremely pleasing blend of luxury and functionality. Automatic transmission is optional (4-door models only). Upholstery material is a very thick, luxurious velour especially 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 speed 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" exceeds 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.





The 5-cylinder, fuel-injected, front-wheel drive Grand Touring Coupe. Light alloy wheels, shown on both models, are standard equipment; fog lights shown are optional. With standard 5-speed transmission (automatic optional) the Coupe accelerates from zero to 50 mph in 7.4 seconds. Top track speed is 109 mph.

Coupe

The art of engineering ... perhaps portrayed best in The Coupe.

In the universe of modern motorcars there exist extremely few genuine Grand Touring Coupes. The relatively rare "genuine GTs" can be readily identified by their impressive performance and their eminent suitability for extended touring.

The Coupe from Audi is precisely such an automobile. A true Grand Touring machine. A delight to drive, in all climes and over all roads.

It is the only front-wheel-drive, five-cylinder Coupe in the world. Nobody else offers one. Not BMW, Mercedes, Ferrari, nor Maserati. And, thus far, the innovative Audi Coupe concept has escaped the capabilities of lesser carmakers—both domestic and Japanese.

Advanced CIS (Continuous Injection System) fuel-injection is standard, of course. Zero - 50 mph is attained briskly, effortlessly, and with impressive smoothness—in a mere 7.4 seconds, with the standard 5-speed manual transmission. Top track speed, in 4th gear, is 109 mph.

A front air-dam and rear spoiler, combined with fastback styling provide a drag coefficient (a measure of air resistance against a moving object) of 0.39—the lowest ever achieved for an Audi.

The Coupe provides its driver and passengers with an interior like few other motorcars. The exceptionally handsome tweed cloth (shown here) is standard—as are the open-style headrests. At your option, the

seats can be upholstered in supple, dark brown or light beige, genuine leather.

The Coupe's instrumentation is in keeping with the Grand Touring tradition. Nothing is lacking: there's a tachometer, with integrated quartz clock, speedometer with trip odometer, voltmeter, oil-pressure gauge, oil-temperature gauge, and the exclusive Upshift indicator light. (More fully described elsewhere, this light is a marvel of onboard microelectronics.)

For luxury Grand Touring:

- Air-conditioning, optional
- New seek/scan digital stereo radio/cassette player, optional
- Voltmeter
- Oil-pressure gauge
- Oil-temperature gauge ... are standard equipment.



A 5-speed manual transmission—that makes shifting a joy and is what knowledgeable drivers have come to expect from well-engineered, precision-built Bavarian gearboxes—is standard equipment. Or, if you'd rather, your Coupe can be built with the optional 3-speed automatic transmission ... also well-regarded for its smoothness, precision, and durability.



Handsome tweed cloth and open-style headrests are standard. Genuine leather upholstery (in dark brown or light beige) is a Coupe option. Driver's seat height-adjustment is standard; can be ordered, as an option, for the front passenger-seat as well.



Four-spoke steering wheel is standard equipment on Audi Coupe.

While its sporting look certainly imparts a feeling of the good life, there is something extremely honest about what the Coupe can do. Its styling uniquely sets it apart from all the others ... foreign or domestic. No excesses to draw undue attention to its presence. It does not "roar" or "screech" off the grid like would-be "muscle cars". It is impeccably outfitted, engineered and built to deliver outstanding ride and handling.

In short, discerning touring enthusiasts will find that The Audi Coupe lives up to their expectations, without compromise.



The 5-cylinder, fuel-injected, front-wheel-drive, four-door family sedan. The 100-horsepower Audi Quattro Quattro. Swift, Zero - 60 in 8.7 seconds, top track speed, 107 mph (both with standard 5-speed transmission). An automatic transmission is available as an option. Light-alloy wheels, shown on 5000S, are standard. (As is a great deal more.)

5000S

Outstanding technology, craftsmanship and luxury in a delightful touring sedan.

Demanding car buyers have discovered this particular Audi: the gasoline-powered 5000S 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.

You should know that, in all the world, only Audi engineers and builds 5-cylinder gasoline engines on a production basis. Nobody else does.

Once you look beyond the 5000S' basics, you will find even more to your liking: impressive fit and finish, thoughtful attention to details—large and small. For example: load-sensing rear brake pressure regulator. And, a state-of-the-art heating and ventilating system that assures you of total comfort during every season.

In the Audi 5000S, 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 5000S are double-insulated to inhibit noise and vibration from the transmission. A special subframe helps isolate both engine and road noises. In addition, the entire interior of the 5000S is insulated by a multi-layer, noise-absorbing floor covering. Even the 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 5000S comes from our designers' emphasis on functionality and human engineering (ergonomics). The impressive visibility—for driver 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 reach the level of ergonomics lavished on the 5000S. As is evident throughout the industry today, few are the match of Audi 5000S.

Rich, tasteful 5000S interior features seats noted for their particularly outstanding comfort. Ideal for day-long touring. Seats recline, headrests are adjustable. Driver's seat is adjustable for height. Opening vent windows, in front, are standard, along with power windows, air conditioning, and much more. Automatic transmission optional.



Audi 5000S control center: a joy to experience. Many control switches are at your fingertips. Visibility for driver and passengers is outstanding.

The list of Audi 5000S standard equipment is a prodigious document. (Listing, farther back.) Briefly, standard equipment includes: air conditioning, light-alloy wheels (6J x 14), 185/70SR14 steel-belted radial tires, halogen headlamps, power-assisted rack-and-pinion steering, power-assisted brakes, manually adjustable outside mirrors (tinted)—both left and right, a central door (and trunk) locking system, power windows (front and rear), illuminated switches, an illuminated vanity mirror, rear-seat headrests, cruise control, manual height-adjustment for the driver's seat, inside hood release, plus rear-seat ashtrays complete 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. Audi 5000S is that car.

Families who want outstanding value, reliability, that unique blend of Bavarian attention to detail and quality—missing in most other cars you might consider—and a timeless look (often copied, never equalled) ... should carefully consider the Audi 5000S.

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

Audi 5000S will not disappoint you.



The 5-cylinder, turbocharged, gasoline-powered, front-wheel-drive, luxury four-door sedan. 130 horsepower. Zero - 50 mph (with standard automatic transmission) in 7.5 seconds. A top track speed of 113 mph. All equipment shown here is standard. Only very few options are offered—or necessary.

5000 Turbo

We honestly believe no other luxury, high performance sedan can match the Audi 5000 Turbo, at its price.

In the Audi 5000 Turbo, we offer luxury-car buyers a high performance sedan that is sumptuously fitted while still representing reasonable affordability.

The 5000 Turbo gives you all the things you have a right to expect from motoring thoroughbreds in this class. A standard automatic

transmission that operates with reassuring smoothness. An AM/FM stereo/cassette radio (with power antenna and four speakers), cruise control, air conditioning, power windows, driver-seat height adjustment, open-style rear-seat headrests, rear ashtrays with lighters, central door/trunk locking system are all standard.

An additional high level of luxury is represented by the availability of distinctive options: leather upholstery, heated front seats, sunroof, outside rearview mirrors (electric), front seat adjustments (electric). There can hardly be any more, because what comes standard is already in great abundance.

Turbocharging—now readily available in 1983 Audi models. (... In fact, four out of the seven Audis we offer come standard with turbocharged gasoline or diesel engines.) This one, the 5000 Turbo, deserves special consideration. It was the first turbocharged Audi.

You must drive this Turbo to fully appreciate what our Bavarian engineers have accomplished and refined. You will be impressed with the way it whisks you, with quiet smoothness (except for the turbine's gentle whistle) from zero to 50 mph in 7.5 seconds.

While performance is, most certainly, the 5000 Turbo's main attraction—there is also much to delight even the most conservative driver, one who only rarely unleashes even a fraction of its capabilities. This means quiet luxury—not opulence. This means meticulous craftsmanship throughout. It means a reassuring capability, a reliability, a functionality that few others can offer. Should you be considering some other fine luxury car—such as Jaguar, Peugeot, Mercedes, or BMW—you owe it to yourself to investigate Audi.



The Audi 5000 Turbo seats shown here are upholstered in genuine leather—and are optional. In addition, your 5000 Turbo front seats can be enhanced with electric heating and with electric adjustment (even for height). Both enhancements are individual options for you to choose.

The insert photo shows: Distinctive "Turbo" steering wheel and instrument panel. Tachometer, turbo-boost, and oil-temp gauges are included. Digital quartz clock (not shown) is located between sun visors.



Audi 5000 Turbo-Diesel in optional Gobi Beige Metallic. Front spoiler, front vent windows, light-alloy wheels, air conditioning, and much more, standard. This 5-cylinder Audi Turbo-Diesel goes zero - 50 mph in 10.1 seconds (with standard automatic transmission). Top track speed is 100 mph.

5000 Turbo-Diesel

Audi 5000 Turbo-Diesel: once you've driven it, no other diesel will please you as much.

If you've been following automotive design and engineering trends of late, you will find a growing number of diesel motorcars in the "luxury" category. They come from Europe, from America, even from Japan. Despite this growing competition, from every direction, we are confident the Audi 5000 Turbo-Diesel is one of the finest you can own. At any price.

What makes it so satisfying to own... and to drive?

It is an appearance and a capability that work well together. Your first impression will be a good one: a gleaming aura of meticulous Audi fit and finish. The closer you examine the way things fit in the 5000 Turbo-Diesel, the more impressed you'll be. Maybe this is the craftsmanship you've missed while looking at other cars?

Then, the 5000 Turbo-Diesel provides genuine, ergonomic comfort. Not the casual, loose-pillow look that provides very little support—particularly on longer drives. You will quickly learn to appreciate all of the painstaking emphasis our engineers have placed on the design and the positioning of controls, seats, armrests, knobs, and in its unflappable suspension system. Even the turbo's unique sound adds to your never-ending enjoyment of this car.

We think you'll appreciate Audi 5000 Turbo-Diesel's thoughtful luxuries.

Few people—particularly those not familiar with Bavarian



motorcars—realize that a carefully engineered driving compartment can actually fit you like a well-made suit. These interiors are superbly comfortable. As options, you can order yours upholstered in genuine leather, add electrically heated front seats for chilly mornings (or evenings), even electrically powered front seats that are widely adjustable for height, rake, and legroom.

Your rear-seat guests will appreciate the center folding armrest, the assist handles, the power windows (with illuminated switches), even the rear ashtrays (right and left) complete with individual lighters and map lights.

All in all, you will find the Audi 5000 Turbo-Diesel an uncommonly complete car. You may come across one gauge, labelled

boost. Not very many other cars have such an instrument. But then, only a few others are turbocharged. Fewer still are Turbo-Diesels.

Audi 5000 Turbo-Diesel interior, shown in optional Sierra Beige genuine leather. The automatic transmission is standard. (As an option, these front seats can also be electrically heated, and electrically adjustable—even for height.)

Audi: Optional Equipment & Standard Features

AUDI QUATTRO

Selected standard features and optional items

UNDER THE HOOD

- All-wheel drive, permanently engaged
- 5-Cylinder, turbocharged, fuel-injected OHC engine, gasoline (160 hp, SAE net)
- 5-Speed manual transmission
- 4-Wheel disc brakes, hydraulic power-assist

EXTERIOR

- 205/60HR15 steel-belted radial tires
- 6J x 15 light-alloy wheels
- Halogen headlamps (dual)
- Electrically adjustable and heated outside mirrors, left and right
- Lockable gas cap
- Manual electronic antenna

INTERIOR

- Air conditioning
- Power door locks
- Power windows
- Cruise control
- Reclining sports bucket seats; with height adjustment, driver's side only
- Tinted glass, all around
- Instrumentation: electronic clock, trip odometer, turbo-boost gauge, tachometer, fuel level gauge, speedometer/odometer
- Cigarette lighter
- Electric rear-window defroster
- Illuminated passenger vanity mirror
- Lighted, lockable glove compartment
- Front-door storage pockets, left and right
- Storage tray under dash
- Front/rear ashtrays
- Inside hood release
- Inside trunk release
- AM/FM stereo radio/cassette player (digital)
- Thick, cut-pile carpeting
- Carpeted rear parcel shelf

A SPORTSCAR SO COMPLETE NEED ONLY OFFER THESE FEW OPTIONS AND ACCESSORIES:

- Removable sunroof panel
- Leather upholstery, choice of Dark Brown or Sierra Beige
- Electrically heated front seats
- Rear window wiper/washer
- Special metallic exterior paint
- Fog lamps
- Floor mats

AUDI 5000 SERIES (5000S, 5000 Turbo, 5000 Turbo-Diesel)

Selected standard features and optional items

UNDER THE HOOD

- Front-wheel drive
- Transistorized, breakerless ignition (5000S,T)
- 5-Cylinder, fuel-injected, OHC engine, gasoline (100 hp, SAE net) for 5000S
- 5-Cylinder, turbocharged, OHC diesel engine, (84 hp, SAE net) for 5000TD
- Power-assisted brakes (4-wheel discs, 5000T; front discs/rear drums, 5000S, TD)
- Cruise control
- Automatic transmission (5000T, TD)
- 5-Speed manual transmission (5000S; automatic, optional)

EXTERIOR

- 205/60HR15, steel-belted radial tires (5000T)
- 185/70SR14, steel-belted radial tires (5000S, TD)
- 6J x 15, light-alloy wheels (5000T)
- 6J x 14, light-alloy wheels (5000S, TD)
- Halogen headlamps, dual
- Lockable fuel cap
- Manually adjustable, outside mirrors, left and right (tinted)

INTERIOR, FRONT

- Air conditioning
- Leatherette-covered steering wheel (5000S, TD). Vehicles with optional leather upholstery have 4-spoke, leather-covered steering wheel
- 4-Spoke sports steering wheel (5000T)
- Passenger vanity mirror, illuminated
- Power windows (front and rear), illuminated switches
- Instrumentation: speedometer/odometer, trip odometer, coolant temperature gauge, quartz-crystal clock (5000S). (For 5000T and 5000TD only: quartz digital clock, between visors; turbo-boost gauge, oil-temperature gauge, tachometer)
- "Upshift" light (for 5000S with 5-speed)
- Cigarette lighter
- Central door/trunk locking system
- Electric rear-window defroster
- Tinted glass, all around
- Opening vent windows, front
- Lighted, lockable glove compartment
- Thick, cut-pile carpeting
- Passenger-assist handle, front and rear
- Center console, with storage compartment and illuminated ashtray (in 5000 Turbo and Turbo-Diesel)

- Reclining bucket seats, with adjustable headrests
 - Manual height adjustment, front seat (5000T, TD); driver's seat only (5000S)
 - Special "Turbo" trim on seats/door panels (5000T, TD)
 - Molded, suede-type, vinyl-covered headliner (5000T, TD)
 - Digital readout, seek/scan, AM/FM stereo radio/cassette player, with power antenna (5000T, TD)
 - Front-door storage pockets, left and right
 - Storage tray under dash, left side
- #### INTERIOR, REAR SEAT
- Center armrest, folding
 - Carpeted rear parcel shelf
 - Power windows, with illuminated switches
 - Rear ashtrays with lighters and courtesy lights
 - Rear-seat, headrests (open-style, 5000T, TD)
 - Thick, cut-pile carpeting

THE UNUSUALLY WELL-EQUIPPED AUDI 5000 SERIES, REQUIRES VERY FEW OPTIONS:

- Electric sunroof
- Genuine leather upholstery
- Heated front seats
- Electrically powered, adjustable front seats
- Electrically adjustable and heated outside mirrors, left and right
- Metallic paint
- Fog lamps (two)
- Automatic transmission (std., 5000T, TD)
- Digital readout, seek/scan, AM/FM stereo radio/cassette player, with power antenna (std., 5000T, TD)

AUDI COUPE

Selected standard equipment

(For Coupe options, see list following 4000 Series)

UNDER THE HOOD

- Front-wheel drive
- 5-Cylinder, fuel-injected, OHC engine, gasoline (100 hp, SAE net)
- Power-assisted brakes
- Cruise control
- 5-Speed manual transmission (automatic, optional)

EXTERIOR

- 185/60HR14 steel-belted radial tires
- 6J x 14 light-alloy wheels
- Halogen headlamps
- Adjustable outside mirrors, left and right
- Lockable gas cap

INTERIOR

- 4-Spoke sports steering wheel
- Passenger vanity mirror, illuminated

- Full instrumentation: Speedometer/odometer, trip odometer, quartz crystal electronic clock, "Upshift" indicator light (w/5-speed), voltmeter, oil-pressure gauge, oil-temperature gauge, tachometer, fuel gauge, coolant temperature gauge
- Cigarette lighter
- Lighted, lockable glove compartment
- Inside hood release
- Inside trunk release
- Tinted glass, all around
- Front-door storage pockets, left and right
- Storage tray, under dash
- Electric rear-window defroster
- Reclining sports seats
- Driver-seat height adjustment, (passenger-seat height adjustment, optional)
- Thick cut-pile carpeting
- Carpeted rear parcel shelf

AUDI 4000 SERIES

The Audi 4000 series of front-wheel-drive, 4-cylinder sedans: Four-door models are offered in "S" trim level, with gasoline/fuel-injected, or diesel/turbocharged power. The Audi two-door sedan, the 4000 4E, is offered with gasoline/fuel-injection and 5-speed manual only.

UNDER THE HOOD

- Front-wheel drive
- 4-Cylinder, turbocharged, OHC diesel engine, (68 hp, SAE net) for 4000 TD
- 4-Cylinder, fuel-injected, OHC engine, gasoline (74 hp, SAE net) for 4000 4E
- 5-Speed manual transmission (automatic, optional; except for 2-door)
- Power-assisted brakes
- Cruise control (std., 4000S)

EXTERIOR

- 175/70HR13 steel-belted radial tires
- 5 1/2 x 13 light-alloy wheels (4000 TD, S)
- 5J x 13 steel wheels (4000 4E)
- Halogen headlamps
- Lockable fuel cap

INTERIOR, FRONT

- Air conditioning (std., 4000S, TD; optional 4000 4E)
- Electric rear-window defroster
- Electronically controlled "Upshift" indicator light (only w/5-speed transmission)
- Adjustable outside mirrors, left and right
- Instrumentation: speedometer/odometer, trip odometer, voltmeter, coolant-temperature gauges, oil-temperature gauge, quartz-crystal electronic clock
- Tachometer (2-door only)
- Cigarette lighter
- Thick, cut-pile carpeting

- Reclining bucket seats, with open style headrests
- Lighted, lockable glove compartment
- Front-door storage pockets, left and right
- Storage tray, under dash
- Manual height adjustment, driver's seat (4000S, TD)
- Tinted glass, all around
- Opening vent windows, front
- Inside hood release
- Sports steering wheel

INTERIOR, REAR SEAT

- Child locks, rear doors
- Thick, cut-pile carpeting
- Carpeted rear parcel shelf
- Fold-down center armrest
- Open-style headrests, rear seats

OPTIONS THAT MAY BE ORDERED INDIVIDUALLY, AS NOTED FOR AUDI 4000 AND AUDI COUPE:

- Alloy wheels¹, 5 1/2 J x 13
- Cruise control (std., 4000S, Coupe)
- Comfort package includes: power-locking systems, power windows
- Power antenna (except Coupe)
- Electrically adjustable outside mirrors, left and right
- Sunroof (removable top on Coupe)
- Rear-window wiper/washer (Coupe only)
- Height adjustment, passenger seat (Coupe only)
- Automatic transmission (Coupe, 4000S, TD only)
- Heated front seats (Coupe only)
- Power steering (standard on Coupe and 4000S)
- Leather upholstery (Coupe only)
- Air conditioning²
- Digital readout, seek/scan, AM/FM stereo radio/cassette player with power antenna (electronic manual antenna on Coupe)
- Metallic paint
- Fog lamps
- Tachometer (std., Audi Coupe and 4000 two-door; optional, 4000S w/5-speed)
- Floor mats

¹ - Included on 4000S (not available on Coupe)

² - Included with 4000S, 4000 TD

Porsche Audi Division, Volkswagen of America, Inc. believes the specifications in this brochure to be correct at the time of printing. However, specifications, standard equipment and options are subject to change without notice. Some options may be unavailable when your car is built. Please ask your dealer for advice concerning current availability of options and verify that your car includes the optional equipment you ordered.

1983 Audi Specifications

	Audi Quattro	Audi 5000 Turbo	Audi 5000S Gasoline	Audi 5000 Turbo-Diesel
ENGINE				
No. of cylinders/arrangement	5, In-line	5, In-line	5, In-line	5, In-line
Displacement	131 cu. in. (2144 cc)	131 cu. in. (2144 cc)	131 cu. in. (2144 cc)	121 cu. in. (1986 cc)
Horsepower @ RPM (SAE net)	160 hp @ 5500 rpm	130 hp @ 5400 rpm	100 hp @ 5100 rpm	84 hp @ 4500 rpm
Maximum torque (SAE net)	170 lbs. - ft. @ 3000	142 lbs. - ft. @ 3000	112.4 lbs. - ft. @ 3000	127 lbs. - ft. @ 2800
ENGINE DESIGN				
Cooling system		Water-cooled, with electric fan, thermostatically controlled, spur belt driven water pump		
Fuel/air supply	Fuel injection (CIS) turbocharged, with intercooler	CIS fuel injection, with exhaust turbocharger	CIS fuel injection	Air: through exhaust turbocharger Fuel: diesel injection pump
Valve train	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam
Fuel requirement	Super-unleaded gasoline only	Unleaded gasoline only	Unleaded gasoline only	Diesel #2 (details in Owner's Manual)
ELECTRICAL SYSTEM				
Battery	12V, 63 Amp./hr.	12V, 63 Amp./hr.	12V, 63 Amp./hr.	12V, 88 Amp./hr
Alternator	14V, 90 Amp., max.	14V, 90 Amp., max.	14V, 90 Amp., max.	14V, 90 Amp., max.
POWER AND DRIVE TRAIN				
Engine/Transaxle placement	Constant 4-wheel drive, with lock differentials	Front-mounted, longitudinal	Front-mounted, longitudinal	Front-mounted longitudinal: mounted forward of the transaxle
Number of gears	5 forward, 1 reverse	3-speed automatic only	5 forward, 1 reverse (automatic, optional)	3-speed automatic, standard
FRAME/BODY				
Unitized construction with energy-absorbing front and rear sections				
SUSPENSION AND CHASSIS				
Front suspension	Independent, coil/shock absorber struts, with negative roll radius, stabilizer bar		Independent, MacPherson struts, with negative roll radius, coil springs, stabilizer bar	
Rear suspension	Independent, coil/shock absorber struts, stabilizer bar		Torsion-crank axle with Panhard rod and integral stabilizer, coil spring struts	
Service brake	Hydraulic, power-assisted, vented discs, front; solid discs, rear;	4-wheel disc brakes (front, vented)	Hydraulic, power-assisted. Vented-discs, front; drums, rear.	Hydraulic, power-assisted. Vented-discs, front; drums, rear.
Tires, road	205/60HR15, steel-belted radials (4)	205/60HR15, steel-belted radials (4)	185/70SR14, steel-belted radials (4)	185/70SR14, steel-belted radials (4)
DIMENSIONS				
Wheelbase	99.5 in. (2524 mm)	105.5 in.	105.5 in.	105.5 in.
Track, front (rear)	56.0 in./1420 mm (57.4 in./1456 mm)	58.1 in. (57.2 in.)	57.9 in. (56.9 in.)	57.9 in. (56.9 in.)
Overall length	178.2 in. (4522 mm)	188.9 in.	188.9 in.	188.9 in.
Overall width	67.9 in. (1723 mm)	69.6 in.	69.6 in.	69.6 in.
Height (unladen)	52.0 in. (1344 mm)	54.7 in.	54.7 in.	54.7 in.
Turning circle (curb to curb)	34 ft. (10.35 m)	34 ft., 4 in.	34 ft., 4 in.	34 ft., 4 in.
PERFORMANCE				
5-Speed (Automatic) Top speed	128 mph/206 km/H (N.A. with automatic)	113 mph (N.A. with 5-Speed)	107 mph (104 mph)	100 mph (N.A. with 5-Speed)
5-Speed (Automatic) Zero - 50 mph	5.3 secs.	7.5 secs.	8.7 secs. (9.5 secs.)	10.1 secs.
ENGINE				
Audi Coupe				
No. of cylinders/arrangement	5, In-line	4, In-line	4, In-line	
Displacement	131 cu. in. (2144 cc)	97 cu. in. (1588 cc)	105 cu. in. (1715 cc)	
Horsepower @ RPM (SAE net)	100 hp @ 5100 rpm	68 hp @ 4500 rpm	74 hp @ 5000 rpm	
Maximum torque (SAE net)	112.4 lbs. - ft. @ 3000	98 lbs. - ft. @ 2800	89.6 lbs. - ft. @ 3000	
ENGINE DESIGN				
Cooling system				
Fuel/air supply	CIS fuel injection	Air: through exhaust turbocharger Fuel: diesel injection pump	CIS fuel injection	
Valve train	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam	
Fuel requirement	Unleaded gasoline only	Diesel #2 (details in Owner's Manual)	Unleaded gasoline only	
ELECTRICAL SYSTEM				
Battery	12V, 63 Amp./hr.	12V, 63 Amp./hr.	12V, 45 Amp./hr.	
Alternator	14V, 75 Amp., max.	14V, 90 Amp., max.	14V, 55 Amp., max.	
POWER AND DRIVE TRAIN				
Engine/Transaxle placement	Engine: front-mounted, longitudinal: mounted forward of the transaxle	Engine: front-mounted, longitudinal: mounted forward of the transaxle	Engine: front-mounted, longitudinal: mounted forward of the transaxle	
Number of gears	5 forward, 1 reverse (automatic, optional)	5 forward, 1 reverse (automatic, optional)	5 forward, 1 reverse (automatic, optional)	
FRAME/BODY				
Unitized construction with energy-absorbing front and rear sections				
SUSPENSION AND CHASSIS				
Front suspension	Independent, coil/shock absorber struts, with negative roll radius, stabilizer bar		Independent, MacPherson struts, with negative roll radius, coil springs, stabilizer bar	
Rear suspension	Independent, coil/shock absorber struts, stabilizer bar		Torsion-crank axle with Panhard rod and integral stabilizer, coil spring struts	
Service brake	Hydraulic, power-assisted. Vented-discs, front; drums, rear.	Hydraulic, power-assisted. Solid discs, front; drums, rear.	Hydraulic, power-assisted. Solid discs, front; drums, rear.	
Tires, road	185/60HR14, steel-belted radials (4)	175/70SR13, steel-belted radials (4)	175/70SR13, steel-belted radials (4)	
DIMENSIONS				
Wheelbase	99.8 in.	99.8 in.	99.8 in.	
Track, front (rear)	55.2 in. (55.9 in.)	55.1 in. (55.9 in.)	55.1 in. (55.9 in.)	
Overall length	177.0 in.	176.6 in.	176.6 in.	
Overall width	66.3 in.	66.2 in.	66.2 in.	
Height (unladen)	53.1 in.	53.8 in.	53.8 in.	
Turning circle (curb to curb)	32 ft. .6 in.	32 ft., 6 in.	32 ft., 6 in.	
PERFORMANCE				
5-Speed (Automatic) Top speed	109 mph (105 mph)	98 mph (96 mph)	108 mph (97 mph)	
5-Speed (Automatic) Zero - 50 mph	7.4 secs. (9.5 secs.)	8.8 secs. (10.9 secs.)	8.6 secs. (10.5 secs.)	

No other car maker in the world offers you such a

Turbo

Some of our competition may offer you one (or two) turbocharged models. At Audi, four of our seven models for 1983, come turbocharged: two are gasoline (Quattro and 5000 Turbo), two are Turbo-Diesels, an Audi 4000 (4-cylinder) and an Audi 5000 (5-cylinder).

Just as Audi has an enviable 50-year head start in engineering and building front-wheel-drive motor-cars, so is Audi's engineering and manufacturing commitment to the science of developing turbocharged powerplants leading the industry. Despite the complexity of turbocharging—the concept is simple enough: to make extra horsepower out of thin air. In other words, to harness forces, normally wasted, to compress outside air and to force more oxygen into the engine. Result: more-spirited performance as compared to normally aspirated engines of the same size and basic layout.

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

Quattro

The gasoline-powered, 160 hp, turbocharged Audi engine. Our most powerful engine. And, the quickest: In the Quattro zero - 50 mph in 5.3 seconds. Top track speed: 128 mph. Available only with 5-speed manual transmission. Mated to the permanently engaged Quattro all-wheel-drive configuration.

The power increase (over the 5000 Turbo's engine) is mainly derived from an inter-cooler which effectively reduces the

temperature of the intake air by 50° to 60° C. (122° to 140° F.) This means that the air blown into the combustion chambers is more dense, which is the same as giving the engine an increased supply of oxygen. The result is more power and reduced consumption.

Audi's effective use of "intake-air cooling" is made possible by a technique not yet widely exploited in automotive engineering: all-electronic 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 best performance and economy.*

Other types of ignition systems are not so flexible. They are only able to work on the parameter of "manifold depression" (or pressure) and engine speed. This makes it necessary, in these other systems, to set a fixed ignition starting point—one that is usually suitable for extreme cases—in order to prevent engine "knock" even at high, intake-air 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 determine 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 about 40° before tdc (top dead center) which has the effect of providing most-efficient timing condition for the job at hand.

The Quattro engine, as imported, has EPA mileage estimates that are pleasantly surprising, given its

superb performance capabilities: [17] estimated mpg, 28 highway estimate*.

5000 Turbo

The gasoline-powered, 130 hp, turbocharged Audi engine. Zero - 50 mph in 7.5 seconds. Top track speed 113 mph. Available only with standard, 3-speed, automatic transmission, in Audi 5000 Turbo, four-door luxury sedan. Front-wheel drive, mounted forward of transaxle.

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

We didn't stop there. To deal with the heat of turbocharging, we added a set of five individual oil jets in the crankcase. They actually spray more than a gallon of oil per minute against the undersides of the pistons, to help cool them sufficiently.

Numerically, the Audi 5000 Turbo engine delivers a 30% increase in horsepower (over the normal Audi 5000/5-cylinder gasoline engine). Engine torque is up 26% (and the torque peak is a thousand rpm lower).

The rest of the 5000 Turbo's drivetrain is also special. Driveshafts

and spindles have been toughened and the standard automatic transmission's torque converter is of the "slippery" design—with a higher stall speed to encourage a fast boost from a stoplight. In addition, the 5000 Turbo's final drive has been boosted from 3.90 to 1 to 3.08 to 1, so that you can take advantage of the extra torque from turbocharging.

The 5000 Turbo has EPA mileage estimates that belie its crisp, responsive performance:

49 States — [18] estimated mpg: 26 highway estimate*

California — [18] estimated mpg: 25 highway estimate*

Turbo-Diesel

Audi 5000 Turbo-Diesel

The diesel/turbocharged, five-cylinder engine: 84 horsepower. Zero - 50 mph in 10.1 seconds. Top track speed, 100 mph. Available only with 3-speed 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, displaces 2.0 liters. If you are a diesel-fancier—or hope to become one—this is the one to test-drive. It will spoil you for the diesels our competitors offer.

Perhaps the most-welcome information are the 5000 Turbo-Diesel's EPA estimates. Outstanding.

50 States: [28] estimated mpg: 36 highway estimate*

superbly engineered choice of engines. Only Audi.

Audi 4000 Turbo-Diesel¹

The diesel/turbocharged, four-cylinder engine: 68 horsepower. Zero - 50 mph 8.8 seconds (with standard 5-speed), 10.9 seconds (with optional automatic). Top track speed, (with automatic) 96 mph; with 5-speed, 98 mph. Available only with 4-door Audi 4000S. (Not offered on two-door Audi 4000 4E body style.)

This Turbo-Diesel will provide you with very satisfying performance. It too, deserves a thorough test-drive—if you are considering a diesel automobile. Surprisingly agile, responsive—and, above all, impressively quiet, for a diesel.

The EPA estimates tell a story few others can match—for a vehicle of this size and weight:

50 States (5-speed manual transmission)

38 estimated mpg; 50 highway estimate*

50 States (optional 3-speed automatic)

34 estimated mpg; 46 highway estimate*

¹Introduction delayed. Contact your local dealer for availability.

Fuel-injection

5000S/Audi Coupe engine

The gasoline-powered/CIS fuel-injection 100 hp Audi engine. Zero - 50 mph in 8.7 seconds; top track speed, 107 mph (in Audi 5000S Sedan with automatic, for example). Available with a 5-speed manual transmission (standard) or 3-speed automatic transmission (optional). Offered for Audi 5000S as well as for Audi Coupe. Both models are front-wheel drive, engine is mounted forward of transaxle.

This five-cylinder, gasoline/fuel-injected engine is what's referred to as "normally aspirated" (in contrast with "turbocharging"). This engine offers a great deal of driving satisfaction. And it is unique. (Nobody else builds a gasoline "five".) This engine delivers the smoothness of a "six"—but with fewer moving parts, which helps cut down unwanted weight.

A test-drive will quickly prove how superbly this revolutionary 5-cylinder engine performs. 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 the optimum fuel/air mixture at all times. The CIS system has been thoroughly proven. It has earned a well-deserved reputation for reliability.

While performance is certainly an important consideration when you purchase a new automobile, Audi

engineers believe that engine reliability is an equally prime requisite. For example, they have successfully "engineered out" a number of parts that can require service or adjustment in ordinary cars. The oil pump is driven directly by the crankshaft instead of 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 best of all worlds"—performance, reliability and operating economy—this gasoline/fuel-injected Audi "5" has the capabilities you want.

The 5000/Coupe five-cylinder engine has EPA mileage estimates which serve as welcome good news:

Audi 5000S - Manual, 5-speed transmission

- 49 States: **22** estimated mpg; 34 highway estimate*
- California: **22** estimated mpg; 35 highway estimate*

Audi 5000S - Automatic, 3-speed transmission

- 49 States: **19** estimated mpg; 28 highway estimate*
- California: **19** estimated mpg; 27 highway estimate*

Audi Coupe - Manual, 5-speed transmission

- 49 States: **24** estimated mpg; 37 highway estimate*
- California: **24** estimated mpg; 38 highway estimate*

Audi Coupe - Automatic, 3-speed transmission

- 50 States: **20** estimated mpg; 28 highway estimate*

AUDI 4000 gasoline

The gasoline/fuel-injected, four-cylinder engine: 74 horsepower. Zero - 50 mph in 8.6 seconds, (with standard 5-speed transmission). Top track speed, 108 mph (with 5-speed). Also available with an optional automatic transmission (4-door Audi 4000S 4E body style only). In Audi 4000 4E, two-door body style, the standard 5-speed transmission is offered. Front-wheel drive, engine mounted forward of transaxle.

This is an engine choice of exceptional merit. It represents advanced concepts, as well as many refinements.

Millions of these Audi gasoline/fuel-injected 4-cylinder engines are currently proving their worth on the world's highways—from Bahrain to Boston...Djibouti to Joplin...and a thousand other locales.

Like every Audi engine offered for 1983, this gasoline "four" comes with fuel-injection, standard.

One of the prime reasons for considering an Audi 4000 4-cylinder automobile is its thoughtful price. And, its EPA mileage estimates tell you this is a worthy fuel economy competitor:

With manual, 5-speed transmission (standard):

49 States: **31** estimated mpg; 47 highway estimate*
California: **30** estimated mpg; 44 highway estimate*

With automatic, 3-speed transmission (optional, 4000S)

49 States: **24** estimated mpg; 32 highway estimate*
California: **25** estimated mpg; 34 highway estimate*

*Use "estimated mpg" and "estimated touring range" for comparison to other cars. Your actual mileage may vary with speed, weather, and trip length. Your actual highway mileage and highway range will probably be less.

Audi: Optional Equipment & Standard Features

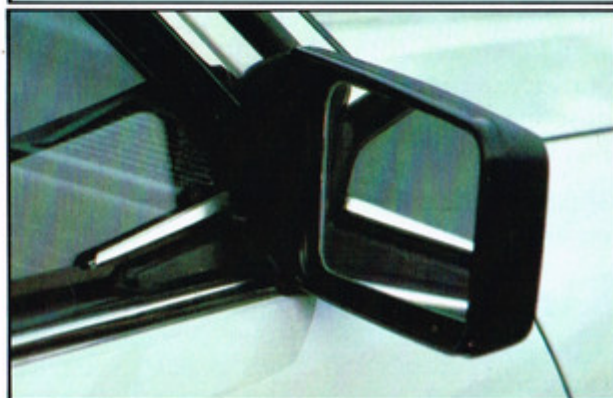
Sunroof

Tilt/sliding sunroof is an electrically-powered option for 5000 Turbo models and 5000S. Manual sunroof is optional on 4000 models. Removeable tops are optional on both Coupe and Quattro.



Outside Mirror

Manually-adjustable left/right outside mirrors are standard on 5000 Turbo models, 5000S, Coupe, and 4000S. Electrically adjustable/heated (left and right) mirrors are standard on Quattro, optional on other models.



Automatic Transmission

The 3-speed automatic transmission is standard on all 5000 Turbos; optional on 5000S, Coupe, and 4000S. Not offered for Quattro nor for 4000 4E.



Cruise Control

Cruise control is standard on Quattro, the 5000 Turbos, 5000S, and Coupe. Optional on 4000 models.



Digital Radio

AM/FM, seek/scan stereo radio—with digital readout—plus cassette player and power antenna* is standard on Quattro, 5000 Turbos; and optional on 5000S, Coupe, and 4000 models.



*Quattro and Coupe come with manual antenna.

Audi Quattro

Standard features and selected optional items

UNDER THE HOOD

- All-wheel drive, permanently engaged
- 5-cylinder, turbocharged, fuel-injected OHC engine, gasoline (160 hp, SAE net)
- Breakerless digital ignition
- 5-Speed manual transmission
- Rack-and-pinion steering, power-assisted
- 4-Wheel disc brakes, hydraulic power-assist
- Dual-tone horn

EXTERIOR

- 205/60HR15 steel-belted radial tires
- 6J x 15 light-alloy wheels
- Halogen headlamps (dual)
- Electrically adjustable and heated outside mirrors, left and right
- Lockable gas cap
- Manual electronic antenna

INTERIOR

- Air conditioning
- Power door locks
- Power windows
- Cruise control
- Reclining sports bucket seats; with height adjustment, driver's side only
- Tinted glass, all around
- Instrumentation: electronic clock, trip odometer, turbo-boost gauge, tachometer, fuel level gauge, speedometer/odometer
- Cigarette lighter
- Electric rear-window defroster
- Intermittent windshield wipers
- Illuminated passenger vanity mirror
- Lighted, lockable glove compartment
- Front-door storage pockets, left and right
- Storage tray under dash
- Front/rear ashtrays
- Inside hood release
- Inside trunk release
- AM/FM stereo radio/cassette player (digital)
- Thick, cut-pile carpeting
- Carpeted rear parcel shelf
- Sun visors, left and right
- Day/night inside rearview mirror

LUGGAGE COMPARTMENT

- Carpeted
- Space-saver spare tire
- Automatic luggage-area lamp
- Tool kit
- Luggage straps

A SPORTSCAR SO COMPLETE NEED ONLY OFFER THESE FEW OPTIONS AND ACCESSORIES:

- Removable sunroof panel
- Leather upholstery, choice of Dark Brown or Sierra Beige
- Electrically heated front seats
- Rear window wiper/washer
- Special metallic exterior paint
- Fog lamps
- Floor mats

Audi 5000 Series (5000S, 5000 Turbo, 5000 Turbo-Diesel)

Standard features and selected optional items

UNDER THE HOOD

- Front-wheel drive
- Transistorized, breakerless ignition (5000S, T)
- 5-Cylinder, fuel-injected, OHC engine, gasoline (100 hp, SAE net) for 5000S
- 5-Cylinder, turbocharged, OHC diesel engine, (84 hp, SAE net) for 5000TD
- Power-assisted, rack-and-pinion steering
- Power-assisted brakes (4-wheel discs, 5000T; front discs/rear drums, 5000S, TD)
- Cruise control
- Dual-tone horn
- Automatic transmission (5000T, TD)
- 5-Speed manual transmission (5000S; automatic, optional)

EXTERIOR

- 205/60HR15, steel-belted radial tires (5000T)
- 185/70SR14, steel-belted radial tires (5000S, TD)
- 6J x 15, light-alloy wheels (5000T)
- 6J x 14, light-alloy wheels (5000S, TD)
- Halogen headlamps, dual
- Large front spoiler (5000T, TD)
- Special blacked-out grille (5000T, TD)
- Protective body side moldings (5000S)
- Special matte pearl color moldings (5000T, TD)
- Special wide lower-beltline moldings (5000T, TD)
- Wiper arm, wind deflector, driver's side (5000T, TD)
- Lockable fuel cap
- Manually adjustable, outside mirrors, left and right (tinted)

INTERIOR, FRONT

- Air conditioning
- Leatherette-covered steering wheel (5000S, TD). Vehicles with optional leather upholstery have 4-spoke, leather-covered steering wheel
- 4-Spoke sports steering wheel (5000T)
- Passenger vanity mirror, illuminated
- Power windows (front and rear), illuminated switches
- Instrumentation: speedometer/odometer, trip odometer, coolant temperature gauge, quartz-crystal clock (5000S). (For 5000T and 5000TD only: quartz digital clock, between visors; turbo-boost gauge, oil-temperature gauge, tachometer)
- "Upshift" light (for 5000S with 5-speed)
- Cigarette lighter
- Intermittent windshield wipers
- Central door/trunk locking system
- Electric rear-window defroster
- Day/night rearview mirror
- Sun visors, left and right
- Tinted glass, all around
- Opening vent windows, front
- Lighted, lockable glove compartment

- Thick, cut-pile carpeting
- Passenger-assist handle, front and rear
- Center console, with storage compartment and illuminated ashtray (in 5000 Turbo and Turbo-Diesel)
- Reclining bucket seats, with adjustable headrests
- Manual height adjustment, front seat (5000T, TD); driver's seat only (5000S)
- Special "Turbo" trim on seats/door panels (5000T, TD)
- Molded, suede-type, vinyl-covered headliner (5000T, TD)
- Digital readout, seek/scan, AM/FM stereo radio/cassette player, with power antenna (5000T, TD)
- Front-door storage pockets, left and right
- Storage tray under dash, left side

INTERIOR, REAR SEAT

- Center armrest, folding
- Passenger assist handles
- Carpeted rear parcel shelf
- Power windows, with illuminated switches
- Rear ashtrays with lighters and courtesy lights
- Rear-seat, headrests (open-style, 5000T, TD)
- 3-Point rear seat belts
- Thick, cut-pile carpeting

LUGGAGE COMPARTMENT

- Courtesy light, automatic
- Fully carpeted
- Central locking system for trunk (this locks doors and trunk lid at the same time)
- 15 cubic-foot luggage capacity
- Space-saver spare

THE UNUSUALLY WELL-EQUIPPED AUDI 5000 SERIES, REQUIRES VERY FEW OPTIONS:

- Electric sunroof
- Genuine leather upholstery
- Heated front seats
- Electrically powered, adjustable front seats
- Electrically adjustable and heated outside mirrors, left and right
- Metallic paint
- Fog lamps (two)
- Automatic transmission (std., 5000T, TD)
- Digital readout, seek/scan, AM/FM stereo radio/cassette player, with power antenna (std., 5000T, TD)

Audi Coupe

Standard Equipment

(For Coupe options, see list following 4000 Series)

UNDER THE HOOD

- Front-wheel drive
- 5-Cylinder, fuel-injected, OHC engine, gasoline (100 hp, SAE net)
- Transistorized, breakerless ignition
- Rack-and-pinion steering, power assisted
- Power-assisted brakes
- Dual-tone horn
- Cruise control
- 5-Speed manual transmission (automatic, optional)

EXTERIOR

- 185/60HR14 steel-belted radial tires
- 6J x 14 light-alloy wheels
- Halogen headlamps
- Protective, wide body-side moldings
- Adjustable outside mirrors, left and right
- Lockable gas cap

INTERIOR

- 4-Spoke sports steering wheel
- 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 (w/5-speed), voltmeter, oil-pressure gauge, oil-temperature gauge, tachometer, fuel gauge, coolant temperature gauge
- Cigarette lighter
- Front/rear ashtrays
- Lighted, lockable glove compartment
- Inside hood release
- Inside trunk release
- Tinted glass, all around
- Front-door storage pockets, left and right
- Storage tray, under dash
- Electric rear-window defroster
- Reclining sports seats
- Driver-seat height adjustment, (passenger-seat height adjustment, optional)
- Thick cut-pile carpeting
- Carpeted rear parcel shelf

LUGGAGE COMPARTMENT

- Space-saver spare

Audi 4000 Series

The Audi 4000 series of front-wheel-drive, 4-cylinder sedans:

Four-door models are offered in "S" trim level, with gasoline/fuel-injected, or diesel/turbocharged power. The Audi two-door sedan, the 4000 4E, is offered with gasoline/fuel-injection and 5-speed manual only.

UNDER THE HOOD

- Front-wheel drive
- 4-Cylinder, turbocharged, OHC diesel engine, (68 hp, SAE net) for 4000 TD
- 4-Cylinder, fuel-injected, OHC engine, gasoline (74 hp, SAE net) for 4000 4E
- 5-Speed manual transmission (automatic, optional; except for 2-door)
- Transistorized, breakerless ignition (gasoline)
- Rack-and-pinion steering (power-assisted, 4000S)
- Power-assisted brakes
- Dual-tone horn
- Cruise control (std., 4000S)

EXTERIOR

- 175/70HR13 steel-belted radial tires
- 5 1/2 x 13 light-alloy wheels (4000 TD, S)
- 5J x 13 steel wheels (4000 4E)
- Halogen headlamps
- Wide, protective body-side moldings
- Lockable fuel cap
- Large, aerodynamic front spoiler

INTERIOR, FRONT

- Air conditioning (std., 4000S, TD; optional 4000 4E)
- Electric rear-window defroster
- Intermittent windshield wipers
- Electronically controlled "Upshift" indicator light (only w/5-speed transmission)
- Adjustable outside mirrors, left and right
- Sun visors, left and right
- Passenger vanity mirror
- Instrumentation: speedometer/odometer, trip odometer, voltmeter, coolant-temperature gauges, oil-temperature gauge, quartz-crystal electronic clock
- Tachometer (2-door only)
- Cigarette lighter
- Thick, cut-pile carpeting
- Reclining bucket seats, with open style headrests
- Lighted, lockable glove compartment
- Front-door storage pockets, left and right
- Storage tray, under dash
- Manual height adjustment, driver's seat (4000S, TD)
- Day/night rearview mirror
- Tinted glass, all around
- Opening vent windows, front
- Inside hood release
- Front ashtray
- Sports steering wheel

INTERIOR, REAR SEAT

- Child locks, rear doors

- Thick, cut-pile carpeting
- Rear ashtray
- Carpeted rear parcel shelf
- 3-Point rear seat belts
- Fold-down center armrest
- Open-style headrests, rear seats

LUGGAGE COMPARTMENT

- 12-cubic-foot luggage capacity
- Space-saver spare

OPTIONS THAT MAY BE ORDERED INDIVIDUALLY, AS NOTED FOR AUDI 4000 AND AUDI COUPE:

- Alloy wheels¹, 5 1/2 J x 13
- Cruise control (std., 4000S, Coupe)
- Comfort package includes: power-locking systems, power windows
- Power antenna (except Coupe)
- Electrically adjustable outside mirrors, left and right
- Sunroof (removable top on Coupe)
- Rear-window wiper/washer (Coupe only)
- Height adjustment, passenger seat (Coupe only)
- Automatic transmission (Coupe, 4000S, TD only)
- Heated front seats (Coupe only)
- Power steering (standard on Coupe and 4000S)
- Leather upholstery (Coupe only)
- Air conditioning²
- Digital readout, seek/scan, AM/FM stereo radio/cassette player with power antenna (electronic manual antenna on Coupe)
- Metallic paint
- Fog lamps
- Tachometer (std., Audi Coupe and 4000 two-door; optional, 4000S w/5-speed)
- Floor mats

¹ - Included on 4000S (not available on Coupe)

² - Included with 4000S, 4000 TD

1983 Audi Specifications

	Audi Quattro	Audi 5000 Turbo	Audi 5000S Gasoline	Audi 5000 Turbo-Diesel
ENGINE				
No. of cylinders/arrangement	5, In-line	5, In-line	5, In-line	5, In-line
Bore	3.13 in. (79.5 mm)	3.13 in. (79.5 mm)	3.13 in. (79.5 mm)	3.01 in. (76.5 mm)
Stroke	3.40 in. (86.4 mm)	3.40 in. (86.4 mm)	3.40 in. (86.4 mm)	3.40 in. (86.4 mm)
Displacement	131 cu. in. (2144 cc)	131 cu. in. (2144 cc)	131 cu. in. (2144 cc)	121 cu. in. (1986 cc)
Compression ratio	7.0 to 1	7.0 to 1	8.2 to 1	23.0 to 1
Horsepower @ RPM (SAE net)	160 hp @ 5500 rpm	130 hp @ 5400 rpm	100 hp @ 5100 rpm	84 hp @ 4500 rpm
Maximum torque (SAE net)	170 lbs. - ft. @ 3000	142 lbs. - ft. @ 3000	112.4 lbs. - ft. @ 3000	127 lbs. - ft. @ 2800
ENGINE DESIGN				
Cylinder block	Cast iron, canted 27°	Cast iron, canted 27°	Cast iron, canted 27°	Cast iron, canted 27°
Cylinder head	Aluminum alloy	Special light alloy	Aluminum alloy	Aluminum alloy
Cooling system		Water-cooled, with electric fan, thermostatic controlled, spur belt driven water pump		
Fuel/air supply	Fuel injection (CIS) turbocharged, with intercooler	CIS fuel injection, with exhaust turbocharger	CIS fuel injection	5000 TD: Additional oil-system cooling through separate cooler. Air: through exhaust turbocharger Fuel: through high-pressure diesel injection pump
Crankshaft	Forged, 6 main bearings	Forged, 6 main bearings	Forged, 6 main bearings	Forged, 6 main bearings
Valve train	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam	Spur belt driven, single overhead cam
Lubrication	Sickle pump on crankshaft, full-flow oil filter	Sickle pump on crankshaft, full-flow oil filter	Sickle pump on crankshaft, full-flow oil filter	Pressure lubrication with full-flow oil filter. Additional oil cooler
Fuel requirement	Super-unleaded gasoline only	Unleaded gasoline only	Unleaded gasoline only	Diesel #2 (details in Owner's Manual)
ELECTRICAL SYSTEM				
Battery	12V, 63 Amp./hr.	12V, 63 Amp./hr.	12V, 63 Amp./hr.	12V, 88 Amp./hr.
Ignition system	Digital, with idle stabilizer	Breakerless, transistor, with idle stabilizer	Breakerless, transistor	Self-ignition (by compression)
Alternator	14V, 90 Amp., max.	14V, 90 Amp., max.	14V, 90 Amp., max.	14V, 90 Amp., max.
POWER AND DRIVE TRAIN				
Engine/Transaxle placement	Constant 4-wheel drive, with lock differentials	Front-mounted, longitudinal	Front-mounted, longitudinal	Front-mounted longitudinal: mounted forward of the transaxle
Number of gears	5 forward, 1 reverse	3-speed automatic only	5 forward, 1 reverse (automatic, optional)	3-speed automatic, standard
Gear ratios	1st — 3.60:1 4th — 0.97:1 2nd — 2.13:1 5th — 0.78:1 3rd — 1.36:1 Rev — 3.17:1	1st — 2.55:1 Rev — 2.46:1 2nd — 1.45:1 3rd — 1.00:1	1st — 3.60:1 4th — 0.90:1 2nd — 1.94:1 5th — 0.68:1 3rd — 1.23:1 Rev — 3.50:1	1st — 2.55:1 Rev — 2.46:1 2nd — 1.45:1 3rd — 1.00:1
F-Final drive	F — 3.89:1	F — 3.45:1	F — 4.11:1	F — 3.08:1
FRAME/BODY				
Unitized construction with energy-absorbing front and rear sections				
SUSPENSION AND CHASSIS				
Front suspension	Independent, coil/shock absorber struts, with negative roll radius, stabilizer bar		Independent, MacPherson struts, with negative roll radius, coil springs, stabilizer bar	
Rear suspension	Independent, coil/shock absorber struts, stabilizer bar		Torsion-rod axle with Panhard rod and integral stabilizer, coil spring struts	
Service brake	Hydraulic, power-assisted, dual circuit; vented discs, front; solid discs, rear; self-adjusting with rear pressure regulator	4-wheel disc brakes (front, vented) with load-sensing, rear brake pressure regulator, vacuum-power assisted	Hydraulic, dual-diagonal, power-assisted. Vented-discs, front. Finned-drums, rear. Self-adjusting, with load-sensing pressure regulator (rear)	Hydraulic, dual diagonal, power-assisted. Vented-discs, front. Finned-drums, rear. Self-adjusting, with load-sensing pressure regulator (rear)
Parking brake	Mechanical to rear brakes		Mechanical, on rear drums	
Rims	6jx15, 5-bolt, light alloy	6jx15, 5-bolt, light alloy	6jx14, light alloy	6jx14, light alloy
Tires, road	205/60HR15, steel-belted radials (4)	205/60HR15, steel-belted radials (4)	185/70SR14, steel-belted radials (4)	185/70SR14, steel-belted radials (4)
Tires, spare	Space Saver Spare	Space Saver Spare	Space Saver Spare	Space Saver Spare
Steering	Rack-and-pinion, power-assisted		Rack-and-pinion, power-assisted	
DIMENSIONS				
Wheelbase	99.5 in. (2524 mm)	105.5 in.	105.5 in.	105.5 in.
Track, front (rear)	56.0 in./1420 mm (57.4 in./1456 mm)	58.1 in. (57.2 in.)	57.9 in. (56.9 in.)	57.9 in. (56.9 in.)
Overall length	178.2 in. (4522 mm)	188.9 in.	188.9 in.	188.9 in.
Overall width	67.9 in. (1723 mm)	69.6 in.	69.6 in.	69.6 in.
Height (unladen)	52.0 in. (1344 mm)	54.7 in.	54.7 in.	54.7 in.
Turning circle (curb to curb)	34 ft. (10.35 m)	34 ft., 4 in.	34 ft., 4 in.	34 ft., 4 in.
Trunk space (SAE)	8 cu. ft. (Spare tire/wheel is stowed on left, in trunk, vertically)	15.0 cu. ft. (Spare tire/wheel is stowed beneath trunk floor)	15.0 cu. ft. (Spare tire/wheel is stowed beneath trunk floor)	15.0 cu. ft. (Spare tire/wheel is stowed beneath trunk floor)
CAPACITIES				
Engine oil	4.5 US qts.	5.3 US qts.	5.3 US qts.	5.3 US qts.
Fuel tank	23.8 US gals.	19.8 US gals.	19.8 US gals.	19.8 US gals.
Radiator coolant	9.8 US qts.	8.5 US qts.	8.5 US qts.	8.5 US qts.
PERFORMANCE				
5-Speed (Automatic) Top speed	128 mph/206 km/H (N.A. with automatic)	113 mph (N.A. with 5-Speed)	107 mph (104 mph)	100 mph (N.A. with 5-Speed)
5-Speed (Automatic) Zero - 50 mph	5.3 secs.	7.5 secs.	8.7 secs. (9.5 secs.)	10.1 secs.

Audi Coupe	Audi 4000 Turbo-Diesel	Audi 4000 Gasoline
5, In-line 3.13 in. (79.5 mm) 3.40 in. (86.4 mm) 131 cu. in. (2144 cc) 8.2 to 1 100 hp @ 5100 rpm 112.4 lbs. - ft. @ 3000	4, In-line 3.01 in. (76.5 mm) 3.40 in. (86.4 mm) 97 cu. in. (1588 cc) 23.0 to 1 68 hp @ 4500 rpm 98 lbs. - ft. @ 2800	4, In-line 3.13 in. (79.5 mm) 3.40 in. (86.4 mm) 105 cu. in. (1715 cc) 8.2 to 1 74 hp @ 5000 rpm 89.6 lbs. - ft. @ 3000
Cast iron, canted 27° Aluminum alloy	Cast iron, canted 27° Aluminum alloy	Cast iron, canted 27° Aluminum alloy
CIS fuel injection	4000TD: Additional oil-system cooling through separate cooler Air: through exhaust turbocharger Fuel: through high-pressure diesel injection pump	CIS fuel injection
Forged, 6 main bearings Spur belt driven, single overhead cam Sickle pump on crankshaft, full-flow oil filter. Unleaded gasoline only	Forged, 5 main bearings Spur belt driven, single overhead cam Pressure lubrication with full-flow oil filter. Additional oil cooler Diesel #2 (details in Owner's Manual)	Forged, 5 main bearings Spur belt driven, single overhead cam Gear-type oil pump, full-pressure Unleaded gasoline only
12V, 63 Amp./hr. Breakerless, transistor	12V, 63 Amp./hr. Self-ignition (by compression)	12V, 45 Amp./hr. Breakerless, transistor
14V, 75 Amp., max.	14V, 90 Amp., max.	14V, 55 Amp., max.
Engine: front-mounted, longitudinal: mounted forward of the transaxle 5 forward, 1 reverse (automatic, optional) 1st — 2.85:1 4th — 0.70:1 2nd — 1.52:1 5th — 0.54:1 3rd — 0.97:1 Rev — 3.17:1 F — 4.45:1	Engine: front-mounted, longitudinal: mounted forward of the transaxle 5 forward, 1 reverse (automatic, optional) 1st — 3.45:1 4th — 0.91:1 2nd — 1.94:1 5th — 0.73:1 3rd — 1.29:1 Rev — 3.17:1 F — 4.11:1	Engine: front-mounted, longitudinal: mounted forward of the transaxle 5 forward, 1 reverse (automatic, optional) 1st — 3.45:1 4th — 0.78:1 2nd — 1.70:1 5th — 0.60:1 3rd — 1.06:1 Rev — 3.17:1 F — 4.11:1
Unitized construction with energy-absorbing front and rear sections		
Hydraulic, dual-diagonal power-assisted. Vented-discs, front. Finned-drums, rear. Self-adjusting, with load-sensing pressure regulator (rear) Mechanical on rear drums 6Jx14, light alloy 185/60HR14, steel-belted radials (4) Space Saver Spare Rack-and-pinion, power-assisted	Hydraulic, dual-diagonal power-assisted. Solid discs, front. Smooth drums, rear. Self-adjusting, with load-sensing pressure regulator (rear) Mechanical, on rear drums 5 1/2x13 175/70SR13, steel-belted radials (4) Space Saver Spare Rack-and-pinion, power-assisted	Hydraulic, dual-diagonal, power-assisted. Solid discs, front. Smooth drums, rear. Self-adjusting, with load-sensing pressure regulator (rear) Mechanical, on rear drums 5Jx13, pressed steel 175/70SR13, steel-belted radials (4) Space Saver Spare Rack-and-pinion, power-assisted
99.8 in. 55.2 in. (55.9 in.) 177.0 in. 66.3 in. 53.1 in. 32 ft., 6 in. 11.3 cu. ft. (Spare tire/wheel is stowed on left, in trunk, vertically)	99.8 in. 55.1 in. (55.9 in.) 176.6 in. 66.2 in. 53.8 in. 32 ft., 6 in. 12.0 cu. ft. (Spare tire/wheel is stowed on left, in trunk, vertically)	99.8 in. 55.1 in. (55.9 in.) 176.6 in. 66.2 in. 53.8 in. 32 ft., 6 in. 12.0 cu. ft. (Spare tire/wheel is stowed on left, in trunk, vertically)
5.3 US qts. 15.8 US gals. 7.4 US qts.	3.7 US qts. 15.8 US gals. 7.4 US qts.	3.7 US qts. 15.8 US gals. 6.9 US qts.
109 mph (105 mph) 7.4 secs. (9.5 secs.)	98 mph (96 mph) 8.8 secs. (10.9 secs.)	108 mph (97 mph) 8.6 secs. (10.5 secs.)



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