

The automotive press are among the world's toughest critics; yet they have been quick to acclaim the Audi 5000 as a new kind of luxury automobile.

The Audi 5000 has evolved into a trio of superb luxury sedans: with the introduction of the front-wheel drive AUDI 5000 S, Audi redefined the luxury car along parameters suited to the 1980's; the AUDI 5000 S DIESEL recognizes the pressing need to conserve energy while providing all the luxurious amenities of its gasoline-powered companion; and the incomparable AUDI 5000 TURBO which efficiently provides a reserve of exhilarating power available only when you need it.

How do you combine elegance, solidity and performance? . . . Where there may have been questions before, Audi has created the answers. With flair. With imagination.



Technology begets efficiency: the revolutionary five-cylinder gasoline engine.

Motorists are so accustomed to four-, six- and eight-cylinder engines that they're likely to wonder: Why five cylinders?

Answer: With an automobile the size of the Audi 5000 S, a five-cylinder engine offers more power, less vibration and less strain than a four-cylinder engine. But it has less weight, fewer moving parts and provides a better power-to-weight ratio than you'll find in

most six-cylinder cars. When Audi engineers first considered an engine, four cylinders promised light weight and economy, six offered more power and quieter performance. Their solution was no compromise, but an imaginative and innovative answer. Thus was born the first successful five-cylinder gasoline engine. Every new feature of advanced engine technology was incorporated; from the shape of the combustion chamber to the helical inlet ports and the pre-heating system.

The 2.2 litre 110 hp gasoline engine has a six main bearing crankshaft for maximum durability, overhead camshaft for light weight, quick precise valve action, lightweight aluminum cylinder head and a transistorized breakerless ignition system for reduced maintenance, improved cold starting and reliable highway performance.



For increased reliability, a number of parts have actually been eliminated. The water pump is integrated with the engine block. The oil pump is driven directly by the crank-



shaft and the distributor by the camshaft. This simplified design helps to eliminate possible trouble spots.

Eliminating a carburetor, the engine uses the highly dependable CIS fuel-injection system, (Continuous Injection System) which is ideally suited to easy start-ups and quick cold weather response.



CIS fuel injection is renowned for its highly accurate metering, which results in efficient use of fuel and clean exhaust emissions.

The Audi 5000 S is Transport Canada rated at 11.1 L/100 km (25 mpg) with automatic transmission*. Yet it accelerates from 0 to 80 km/h in 9.8 seconds and has a top speed of 160 km/h.

*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.



Grace and agility; and safety that's a long-standing Audi tradition.

The engineering features of the Audi 5000 S are designed for responsiveness, ease of handling and safety.

There's more than beauty to the sleek, aerodynamic shape. It, too, helps add to the car's superb performance. In designing the car, Audi engineers achieved a wind-drag coefficient of .40 — extremely low for an automobile of this size — through some 260 hours of wind tunnel experimentation.

The front-wheel drive of the Audi 5000 S, with its favourable weight placement over the front axle, greatly improves road traction, aids in controlled cornering and results in superior directional control under such adverse conditions as buffeting cross winds.

In every car, handling and ride depend a great deal on low unsprung weight — that is, the amount of weight between the suspension and the ground. In the Audi 5000 S, equalized power-transfer is achieved by the front-wheel drive and constant velocity joints. The rear axle is also much lighter than on conventional rear-wheel drive cars because, of course, differential weight is eliminated. As a result, the light rear axle of the Audi 5000 S follows road contours neatly, without the disturbing hops typical of cars with heavy rear axles.

Throughout, safety has been a prime goal; and the Audi engineers have thoroughly explored both the *active* safety features (which

help the driver avoid accidents) and *passive* safety design elements (which help minimize injury when an accident is unavoidable). Negative steering roll radius assists the driver in maintaining directional control. Steel-belted radial tires are not only standard, but of a size commonly used in much heavier cars.

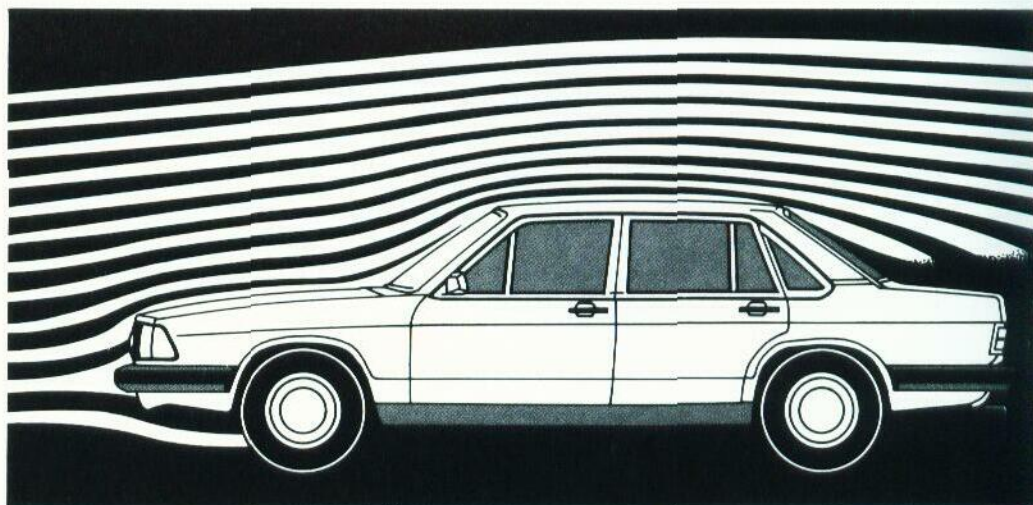
The steering column of the Audi 5000 S is attached to the body with a deformable bracket and connected to the rack and pinion steering with a coupling designed to separate on impact. The centre hub is padded and extremely wide to distribute impact forces over a large area.

The body construction places a rigid "passenger cell" between two impact areas or



"crumple zones". These impact areas are designed to absorb the energy of a collision, while the integrity of the passenger cell is maintained.

Adjustable headrests are standard for both front and rear seats. You can feel very secure in the Audi 5000 S. You are.



Science creates a new realm of interior space and automobile comfort.

Psychological research has proved that a person moving from the restful atmosphere of his home to similar surroundings in his automobile tends to be a better, calmer driver. So, in close consultation with psychologists, Audi designers went to work to create something unique: an automobile with an extremely comfortable, quiet environment; an automobile echoing the subdued environment of a serene home.

Proven optical principles have been employed to enhance the feeling of extreme spaciousness. And sharp contrasts — which psychologists say induce tension — have been avoided. Surfaces are muted, with large areas of high-quality textured fabrics and thick

luxurious carpeting.

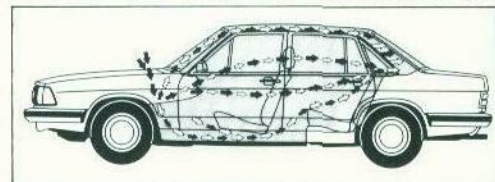
You will feel at ease in the Audi 5000 S, just as you are at ease in your own home.

With the seating design, Audi engineers turned once again to science. Based on proven principles of orthopedics, the shape allows maximum relaxation, while the cushioning greatly reduces vibration. The bolsters are exceptionally high, cradling the passenger through every turn. Both front seats are power-adjustable in six directions for the ultimate in seating comfort. And for that added touch of comfort and luxury, both seats are electrically heated.

Air conditioning? Naturally . . . and planned

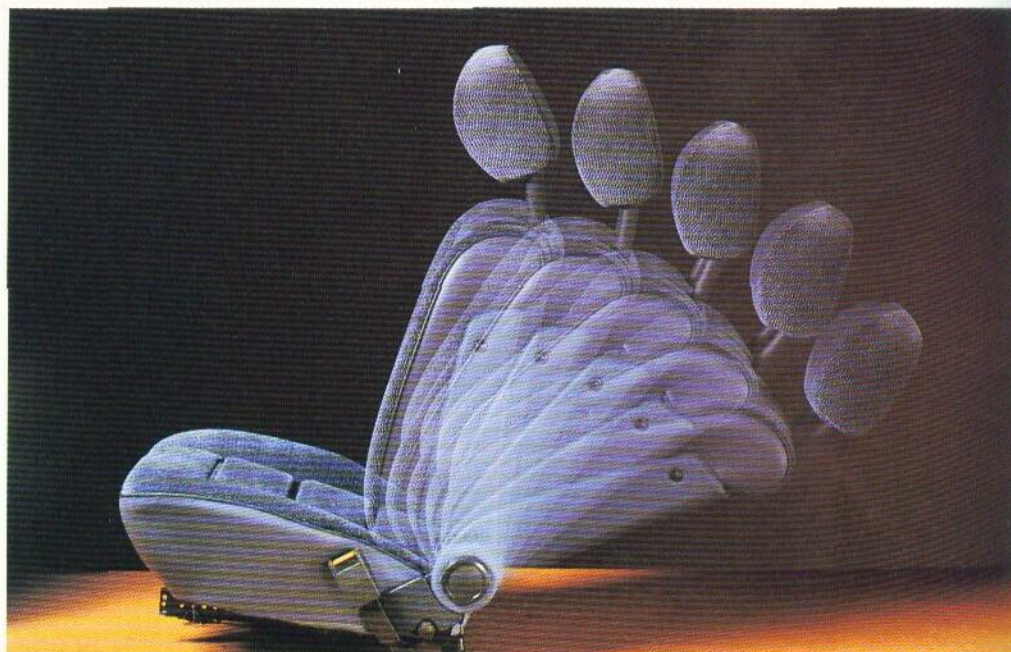
as an integrated function of the Audi 5000 S, rather than an add-on. The air conditioner has numerous outlets for faster, more even cooling of the interior. It cools the air and dries it as well.

The car's heater has an output which can maintain the inside temperature at a warm 27°C, when the outside temperature is -20°C. The heating system is virtually unaf-



ected by engine and road speed variations.

The Audi 5000 S has been engineered in the pursuit of silence — and has nearly achieved it. Audi technicians actually developed a new procedure for measuring noise level at the driver's ear; and then, assisted by computer, created several important advances in noise suppression. Among these are a doubly-insulated engine mount; a subframe which helps isolate engine and road noise; and a wholly new type of floor covering for the interior, to muffle the sound as it offers beauty.



Simplified controls to give that rare unity of car and driver.

The controls of the Audi 5000 S are so functional, so effortless, that they produce something rare: a true unity of car and driver. The Audi dashboard is clean and uncluttered. It has been intentionally designed that way, so it will not resemble the complicated cockpit of an airplane. Instruments and controls are as relaxing in appearance as the car is to drive. The entire emphasis is on practicality and the designers made use of time-and-motion studies to position instruments and controls for maximum ease and convenience.

Instrumentation is logically arranged for convenient scanning. Warning lights and indicators are arranged in a single row.

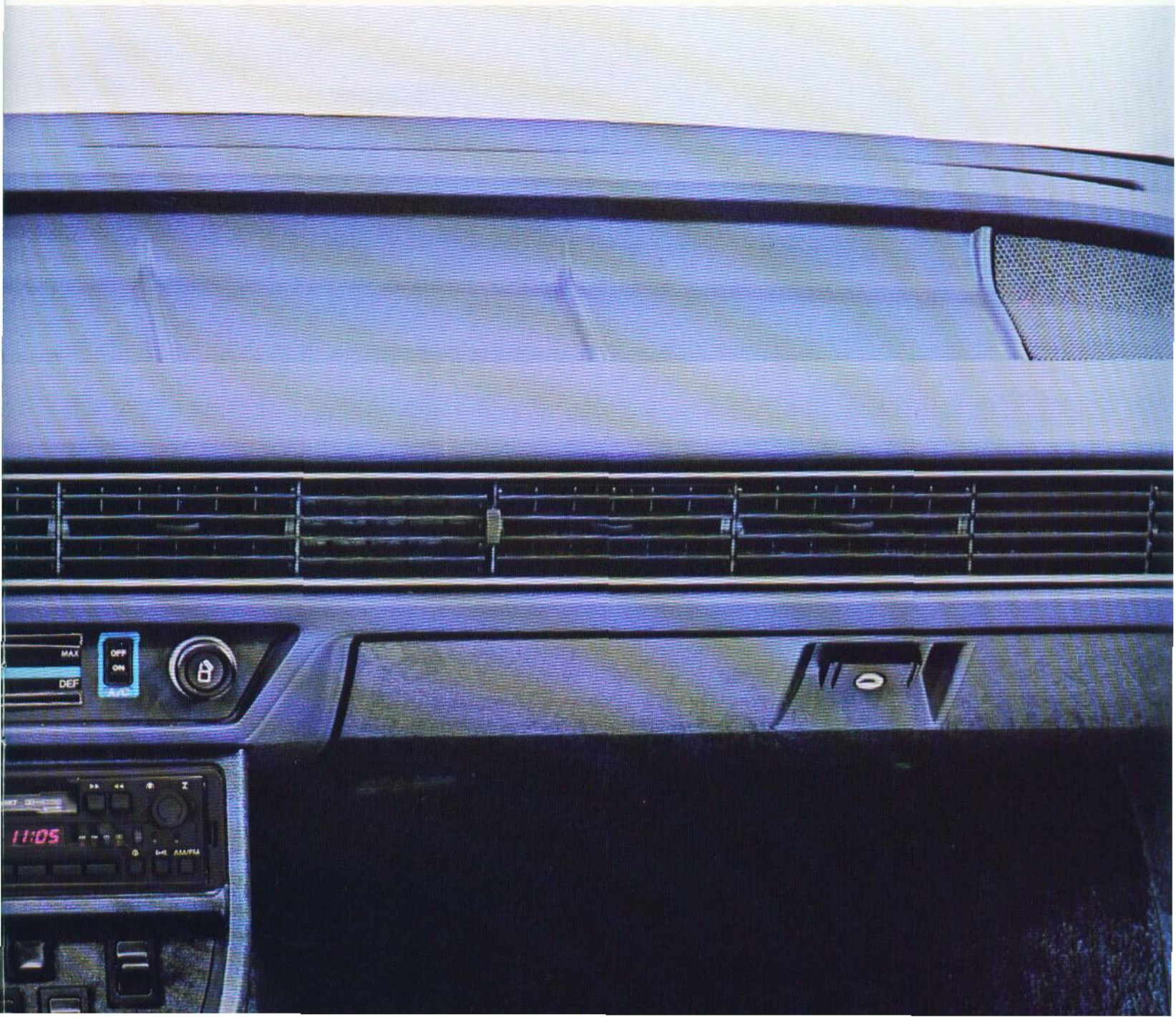
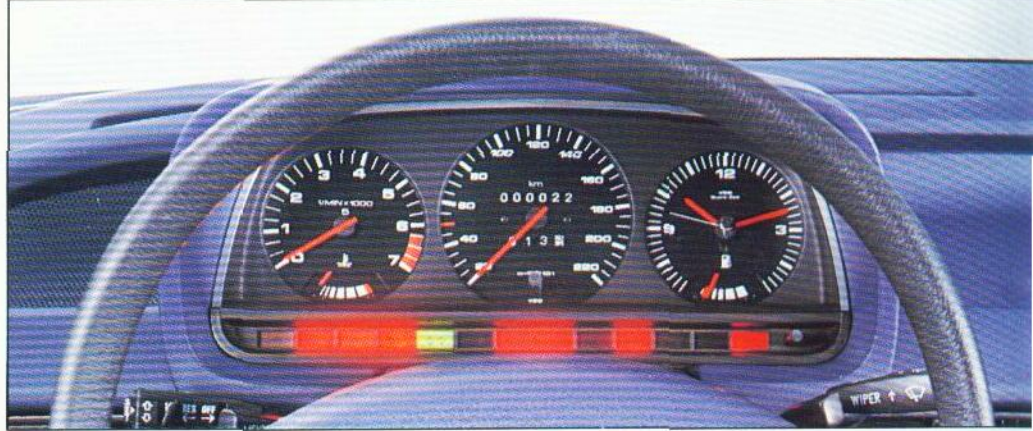
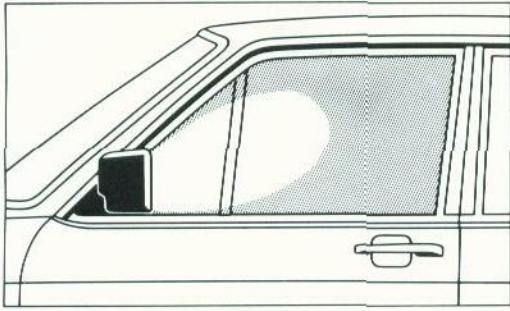
Four stalks mounted on the steering column incorporate the controls which operate the lights, turn signals, emergency flasher, windshield wiper and washer — and the cruise control. The latter can be set for automatic cruising speed, which disengages when either brake or clutch is operated.



The contours of the outside rear-view mirrors are aerodynamically designed so that rain or snow will blow off the front-side window and the outside mirrors can be seen more clearly. Both driver and passenger side view mirrors are tinted, electrically heated and power remote controlled by the driver from the inside.

The 5000 S features easy steering which is nevertheless firm in the hands. The rack and pinion mechanism itself is maintenance-free and self-adjusting; and its operating rod is Teflon coated for low friction, noiseless operation. Standard power steering employs an assisting device which diminishes with higher speed, automatically maintaining an even steering response.

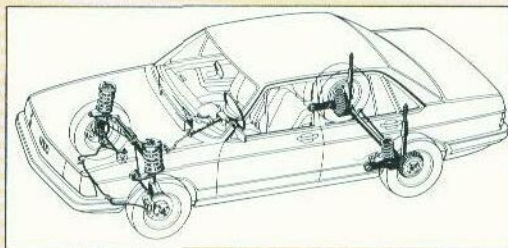




Functional engineering: the unique unity of performance and luxury.

Beautiful as it is, the Audi 5000 S has not a single part which is there "for show". In fact, much of the built-in excellence can be seen only when the automobile is on a service hoist (a delightfully rare occurrence). And even the aerodynamic shape contributes to the ease of handling.

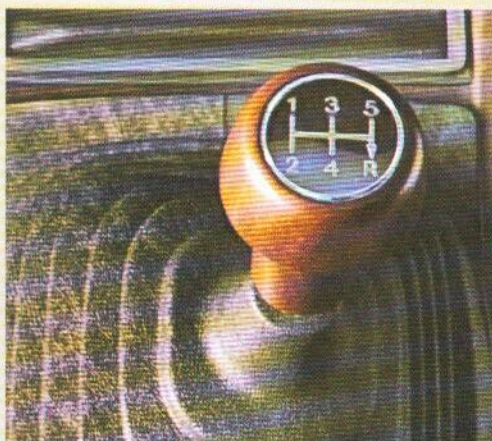
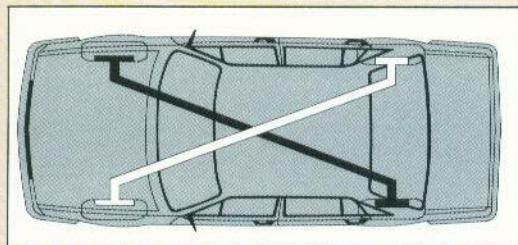
Audi 5000 S represents a new application for front-wheel drive, from the company with the longest history of building front-wheel-drive vehicles. Many of the car's basic handling traits derive from its front-wheel drive and the placement of the engine forward of the front wheels.



The suspension geometry is a treat, with MacPherson struts in front with coil springs and a stabilizer bar (which reduces body lean when cornering). In the rear, there is a torsion crank axle with trailing arms and anti-sway bar, Panhard rod, coil springs and tubular shocks. You can charge this car through corners. It bites, and digs and holds; it creates its own aura of confidence. The steering is power-assisted. The power reduces at higher speeds, for great control and safety. In other words, there is maximum ease of maneuvering in tight spots, such as city traffic or parking; but on the open road, you feel the responsiveness you want and should have.



The brakes are power-assisted and self-adjusting, with discs in front and drums in the rear. The braking system incorporates a load-sensing pressure regulator which automatically compensates for varying rear loads. There are two separate brake circuits, linked diagonally, rather than front and back.



Three-speed automatic transmission is standard as well; however, if you prefer the greater involvement of a five-speed manual, it is available. At no extra cost.



Options? Why? What is lacking?

The answer: Nothing. Because Audi believes that when you purchase a luxury automobile, there should be no unpleasant surprises. Nothing should have to be tacked on, at extra cost. And with the Audi 5000 S, nothing is.

You are entitled to the best for your price, and with the Audi 5000 S, this is what you receive.

The air-conditioner in the Audi 5000 S has been proven in the Sahara Desert. It is standard equipment. The cruise control, too, is standard. The sound system utilizes an AM/FM pushbutton stereo radio with cassette. Special acoustic chambers surround the built-in speakers; with front/rear balance control. All standard. The electrically operated two-way sunroof is unique — and standard. There is an electric quartz clock — standard. Heated, power remote controlled mirrors — standard. 6-way power front seats — standard. And the power windows and

power door locks are controlled individually or from a central console — standard, of course.

Presenting the many features of the Audi 5000 S: each one outstanding, yet each one standard:

Economy/Durability

- 5-cylinder fuel injected engine
- Heavy duty battery and alternator
- Factory undercoating
- Heat and sound insulation
- Low drag coefficient for improved power and fuel economy
- Thermostatically controlled radiator cooling fan
- Aluminum wrap-around bumpers with chrome centre strips and rubber inserts front and rear
- Protective bodyside mouldings
- Transistorized breakerless ignition system
- Black rubber splash guards on all 4 wheel wells

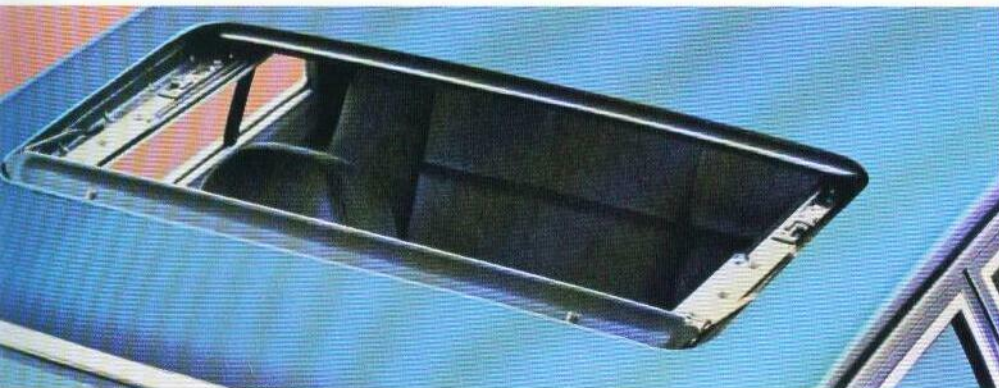
Safety/Security

- Front wheel drive
- Diagonally linked power-assisted self-adjusting vented front disc/self-adjusting rear drum brakes
- Electric front brake wear indicators

- Wide steel belted radial tires
- Electric rear window defroster
- Side window defoggers
- Unitized, safety-cell body construction
- Kick-down gear for rapid merging/passing ability (automatic transmission)
- Steering column mounted wiper/washer controls with intermittent setting
- 4 Halogen headlamps (2 high/2 low beam)
- Headlight flasher with dimmer switch on turn signal lever
- Four-way hazard warning lights
- Collapsible steering column
- Padded steering wheel
- Safety day/night inside rear view mirror
- Floor-mounted hand brake
- Inside release for front hood — gas spring supported
- Lockable glove compartment
- Inertia type front and rear seat belts
- Seat belt chimes
- Negative steering roll radius
- Illuminated ashtray, cigarette lighter, glove compartment and heater control
- Energy absorbing bumpers
- Locking gas cap
- Power operated central door locking system
- Rear door child safety locks
- Space-saver spare tire

Comfort/Convenience

- Automatic or five-speed manual transmission



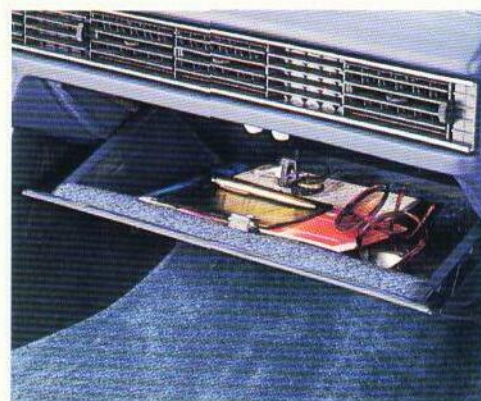
Electrically operated sunroof offers open-air capability...



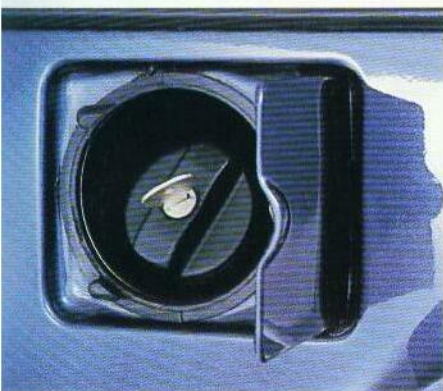
Unique 2-way sunroof feature also offers fresh-air capability.



Ashtray and cigarette lighter in each rear door.



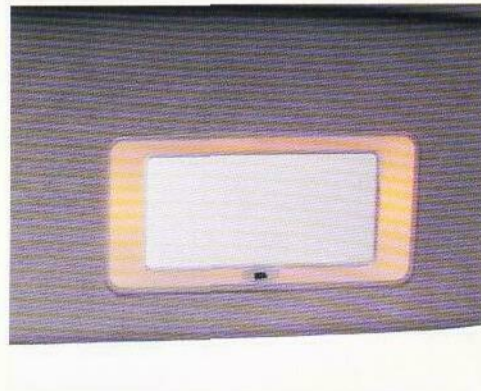
Spacious lighted glove compartment.



Lockable gas cap.



Power operated central door locking system including trunk.



Illuminated vanity mirror in passenger sunvisor.

- AM/FM push-button stereo cassette radio with digital clock and frequency display
- Power antenna
- Four stereo speakers (two front/two rear) with front-to-rear balance control
- Air conditioner
- Electric sunroof
- Power windows
- Leatherette or cloth upholstery
- Power assisted rack and pinion steering
- Independent MacPherson strut front suspension
- Independent coil spring rear suspension with torsion crank axle and telescopic shock absorbers (gas filled)
- Front door storage pockets
- 6-way power front seats
- Electrically heated front seats
- Adjustable headrests (front and rear)
- Tinted left and right outside mirrors, electrically heated with power remote control feature
- Tinted glass all around
- Flow-through ventilation system with 3-speed high output blower
- Centre console
- Quartz electric clock
- Trip odometer
- Automatic cruise control
- Tachometer (with five-speed only)
- Passenger assistance handles front and rear
- Coat hooks
- Swivel sunvisors with illuminated vanity mirror on

- passenger side
- Passenger compartment courtesy light switch on all four doors
- Door arm rests
- Light for luggage compartment
- Rear centre arm rest
- Cigarette lighter in each rear window sill
- Front and rear cigarette lighters (3) with universal sockets for 12 Volt appliances
- Battery jumper connections in engine compartment

Decor/Trim

- Light alloy wheels
- Dual rectangular Halogen headlights
- Dual tone horn
- Bright moulding around all windows
- Roof drip moulding
- Rocker panel moulding
- Bright moulding on rear trunk lid
- Bright moulding on front grille
- Chrome tail pipe extension
- Thick cut pile wall-to-wall carpeting
- Bright moulding on:
 - window sill trim
 - window slots inside door
 - top of fresh air and heater outlets
 - lower edge of dashboard
- Bright Audi emblem on steering wheel
- Wooden shift lever knob (on manual transmission lever)
- Aluminum moulding on door sill

- Leatherette covered steering wheel
- Colour co-ordinated carpet on rear window deck
- Carpeted luggage compartment
- Headliner in suede type vinyl
- Metallic or non-metallic paint

There is much more that can be said about the Audi 5000 S; but we would rather that you said it yourself. For only by driving the Audi 5000 S can you fully comprehend this extraordinary automobile. Please take the car for a thorough, intensive test-ride. The Audi 5000 S has been built with your pleasure in mind; we invite you, now, to experience it.



Air conditioning controls. AM/FM pushbutton stereo cassette radio with digital clock and frequency display. Power windows and door lock controls also centralized on console.



Front stereo speakers.



Rear stereo speakers.



Fully carpeted, lighted luggage compartment. Space-



Tinted, heated, power remote control

The Audi 5000 S Diesel. A new kind of luxury car with a power plant attuned to the 1980's.

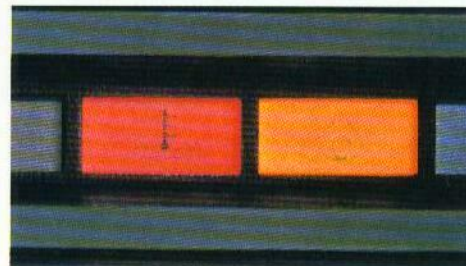
For years, the diesel engine has been known as an efficient and highly reliable power plant. But for years, diesels have been massive, heavy, and much more expensive than comparable gasoline engines.

Now, Audi engineers have retained the diesel's strengths, while significantly reducing its disadvantages. They have successfully re-engineered the five-cylinder engine into diesel form — using the lightweight, proven reliable block, and machining it to accept special high-compression pistons.

The Audi 5000 S Diesel also utilizes a completely new cylinder head, with an efficient swirl type pre-chamber. This unique design provides important advantages. High

turbulence within the chamber ensures efficient, even combustion; and the swirl chamber greatly softens the famous "diesel knock" common to standard diesel engines.

The combination of light weight and efficien-



cy enables the Audi 5000 S Diesel to achieve quite remarkable economy and distance.

With a properly maintained engine, you may well attain a highway cruising range of more than 1000 kilometres;* a care-reducing bonus from an already highly relaxing automobile.

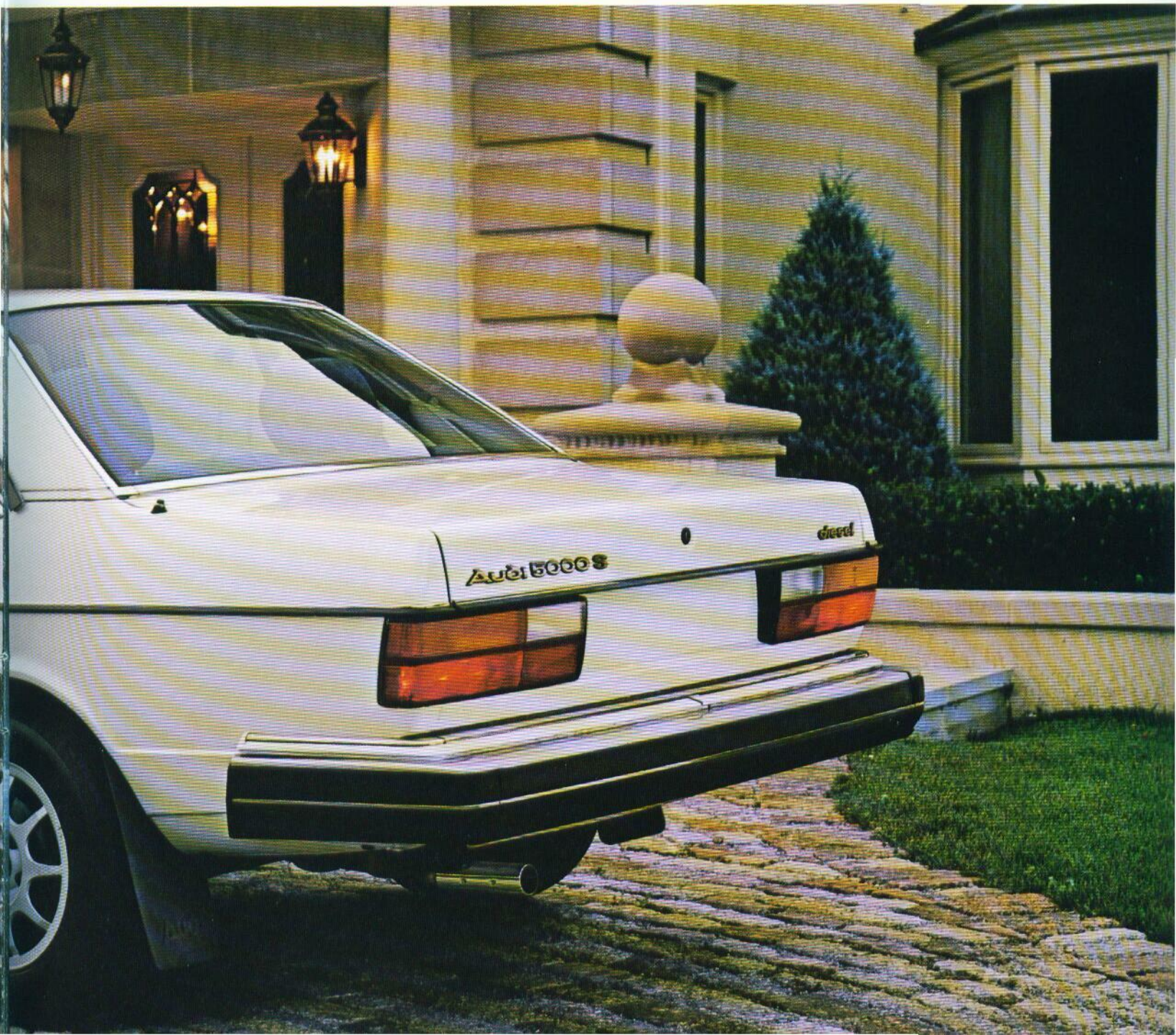
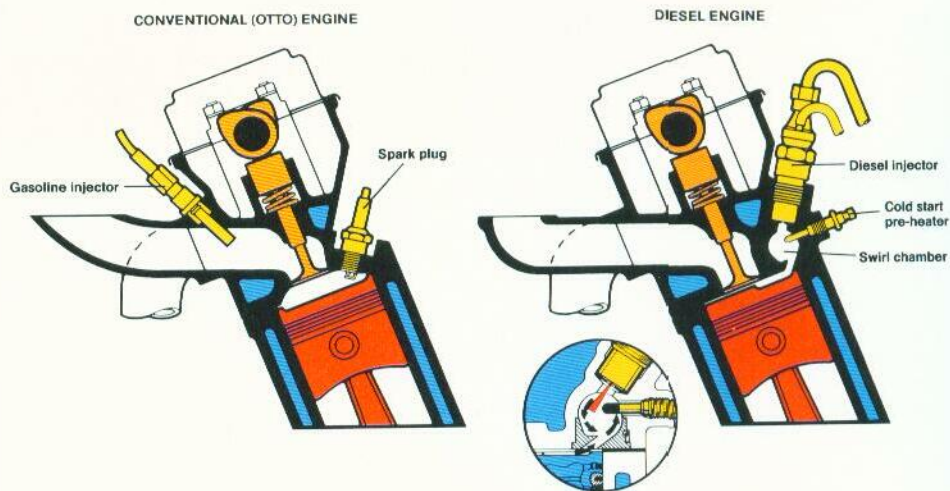


In addition, the Audi 5000 S Diesel never needs a conventional tune-up. There are no spark plugs, ignition cables, points or condensers, nor is there a coil or distributor — all items normally checked or replaced in a tune-up. And as in the gasoline-operated Audi 5000 S, fuel injection even eliminates a carburetor.

A final important factor is the diesel's reputation for reliability. While we cannot pinpoint the precise longevity of the Audi 5000 S Diesel engine, experience with European diesel power plants has shown many engine life-spans of 400,000 kilometres and more.

The Audi 5000 S Diesel stands today as a worthy companion to the Audi 5000 S gasoline model. It shares all the comfort and luxury of its colleague, while using different but equally innovative technology. The choice is yours.

*Based on 1980 Transport Canada Highway rating of 7.0L/100 km.



The Audi 5000 Turbo. This elegant performer turns waste gases back into horsepower.

The proper mixture of air and fuel is critical to the performance of an automotive engine; but in standard engines, the amount of air available is limited by atmospheric pressure. In the Audi 5000 Turbo, exhaust gases are used to drive a unique turbine which forces air into the combustion chambers. The result is up to 50% more air in the combustion chambers, and up to 30% more power on demand.

The traditional response to a driver's desire for extra power has been to enlarge the engine or add more cylinders; but these obvious techniques add weight and inefficiency as well. The ingenious design of the Audi 5000 Turbo produces added power only when you want it, allowing the engine to run with maximum efficiency at all speeds. The

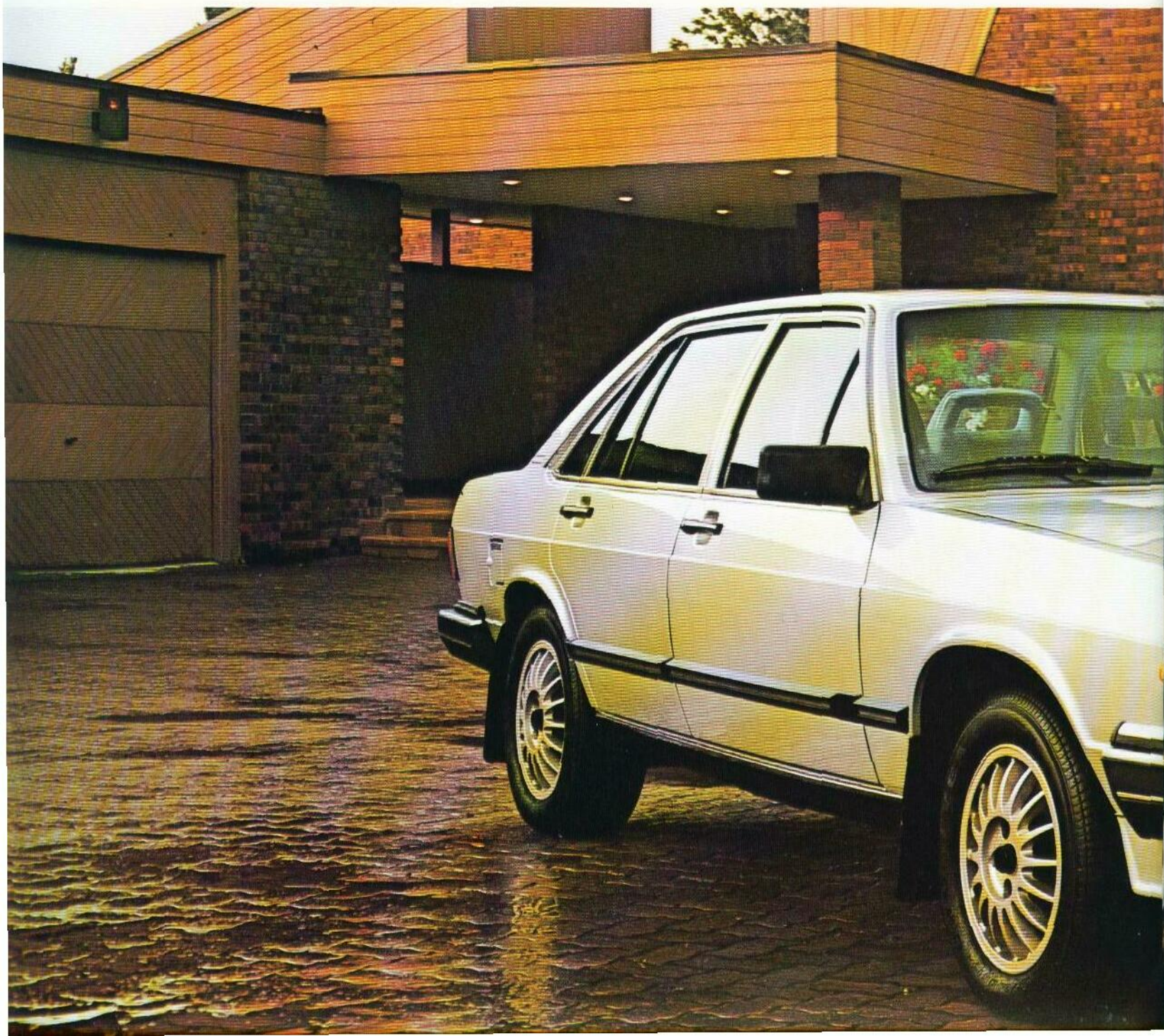
automobile achieves 80 km/h from a standing start in an impressive 7.5 seconds. And there is no loss in fuel economy under normal driving conditions.

Of course, there is more to the engineering of the Audi 5000 Turbo than this forward step beneath the hood. The large front air dam provides improved aerodynamics and increases stability on the road. When extra quick stopping power is needed, disc brakes on all four wheels are there to do the job. The Audi 5000 Turbo corners and handles with exceptional responsiveness; front wheel drive contributes greatly to this control, as does the suspension with MacPherson struts, front stabilizer bar, negative steering roll radius, power assisted rack and pinion steering, torsion crank rear axle with Pan-

hard rod and wide steel-belted radial tires.

Now, consider the safety engineered into the Audi 5000 Turbo. The "passenger cell" is located between two impact or "crumple zones" in front and in back. These areas are designed to help absorb energy in a collision, while the integrity of the passenger cell is maintained. There are headrests, both front and rear, to maximize passenger protection. Visibility is superb and the driver's windshield wiper has a wind pressure plate to ensure optimum performance at high speeds, and remote controlled outside mirrors are heated to prevent accumulation of snow and ice.

The styling of the Audi 5000 Turbo combines distinction with efficiency. Its sleekness,



achieved through extensive wind-tunnel tests, not only pleases the eye, but lowers the vehicle's drag coefficient. The car is classic in appearance, accented by touches which are striking but never showy. The blacked-out grille contrasts smoothly with the matte pearl mouldings; there are four square halogen headlights, wrap-around bumpers, and light-alloy wheels. The Audi 5000 Turbo is a remarkable-looking automobile, as well as a master stroke of engineering.



The Audi 5000 Turbo. The innovations continue, whether their purpose is comfort, convenience or pure pleasure.

The interior of the Audi 5000 Turbo has been designed as a gifted architect would create a new home. It is more than a series of distinctive appointments; it is a unified whole, a living environment.

As you seat yourself in the Audi 5000 Turbo, look around you. There is a subdued opulence displayed; yet there is no component which calls immediate attention to itself, nothing to distract a driver's attention or his sense of good taste.

Notice how the space is used. The feeling is one of great roominess, and yet everything is at your fingertips. Steering column controls are positioned for your ease and convenience, grouped according to the anatomy of the hand. The seating design was accomplished with the aid of orthopedic experts; seats are cushioned not only for comfort, but specifically to eliminate tiring vibrations. Front seats may be heated and are power-adjustable in six directions.

The Audi 5000 Turbo has a unique combination of storage features: a dashboard storage shelf, a lidded compartment between the seats, and solid pull-out map pockets in the seat backs. But there is one extraordinary utilization of space which perhaps best illus-

trates the innovative thought involved inside the Audi 5000 Turbo. Behind the rear centre armrest is a pouch which can extend forward between the rear passengers; it is accessible from the trunk and offers a protected carrying place for your skis!

Also worthy of note is the unusual quietness in the Audi 5000 Turbo. Totally new methods of noise suppression were developed to minimize the transfer of engine and road noise into the passenger compartment. The quietness is yours to enjoy unimpeded, or you may travel with the most pleasant of sounds: an AM/FM stereo cassette radio provides concert-hall quality, enhanced by four speakers.

Naturally, a touring sedan of this distinction also caters to the connoisseurs of motoring comfort with convenience features like air conditioning, a two-way power operated sunroof, pneumatic cruise control, power antenna, illuminated vanity mirror in the front passenger sunvisor, ashtray and cigarette lighter in each rear door, power windows and much more, all standard.

In short, the achievements within the Audi 5000 Turbo can stand proudly beside the engineering innovations of its power plant. It

is a car so complete in every way, that there is simply no need for options. The automobile is ready to be driven and enjoyed.

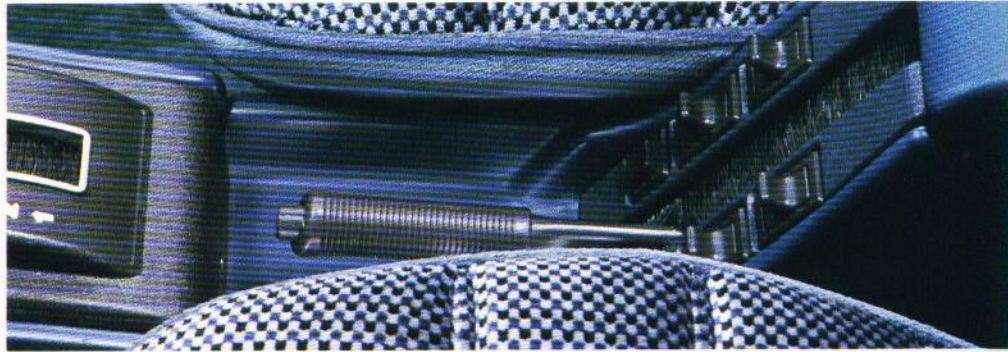
Standard features and equipment include:

- Front-wheel drive
- 4-wheel disc brakes (front are ventilated), power assisted
- Unitized, safety-cell body construction
- Automatic transmission
- Rack and pinion steering, power assisted
- Heavy duty battery and alternator
- Power windows
- Power 2-way sunroof
- Power 6-way fully reclining front seats
- Electrically heated front seats
- Power remote control outside mirrors, tinted and heated
- Power operated central door locking system
- Electric rear window defroster
- Air conditioner
- Tinted glass all around
- Flow-through ventilation system with 4-speed high output blower
- Pneumatic cruise control
- Tachometer
- Turbo pressure boost gauge
- Digital clock between sunvisors
- Two pillows for passengers
- Velour seats
- Thick cut pile wall-to-wall carpeting
- Front and rear headrests
- Centre console
- Storage compartment with lid, between front seats
- Storage shelf under dashboard, on both sides



Quiet, luxurious comfort for 5 adults

- Lockable glove compartment
- Front door storage pocket
- Rear centre armrest, with ski pouch
- Solid pull-out map pockets in front seat backs
- Passenger assistance handles, front and rear
- Swivel sunvisors with illuminated vanity mirror on passenger side
- Inside release for front hood — gas spring supported
- Light for engine compartment
- Light for luggage compartment
- Three cigarette lighters (one in dash and one in each rear window sill)
- Seat belt chimes
- AM/FM pushbutton stereo cassette radio with digital clock and frequency display
- Power antenna
- Four stereo speakers (two front/two rear) with front-to-rear balance control
- Locking gas cap
- Large integrated front air dam
- Four halogen headlights (two high beam, two low beam)
- Wide steel belted radial tires (205/60 HR 15)
- Light alloy wheels
- Metallic paint



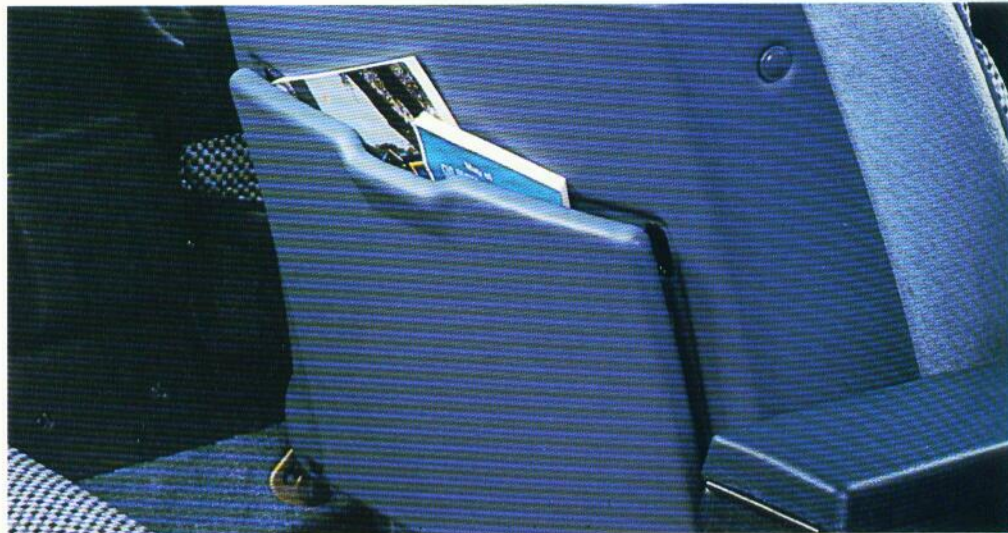
Power windows and door lock controls centralized on console



Air conditioning



Turbo pressure boost gauge



Pull-out map storage in back of front seats



1981 Technical Data	AUDI 5000 TURBO	AUDI 5000 S	AUDI 5000 S DIESEL
ENGINE			
Type and No. of cylinders	Four-stroke, five cylinders in line, in front of front axle tilted 27° 30' to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooling, thermostatically controlled with electric fan, pressure oil feed with gear-type pump and full flow filter	Four-stroke, five cylinders in line, in front of front axle tilted 27° 30' to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooling, thermostatically controlled with electric fan, pressure oil feed with gear-type pump and full flow filter	Four-stroke, five cylinders in line in front of front axle tilted 27° 30' to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooling, thermostatically controlled with electric fan, pressure oil feed with gear-type pump and full flow filter
Bore and 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, 121.2 cu. in.
SAE net hp @ rpm	130 HP @ 5400 rpm	110 HP @ 5300 rpm	67 HP @ 4800 rpm
SAE net torque	142 ft. lbs. @ 3000 rpm	113.7 ft. lbs. @ 4000 rpm	84.8 ft. lbs. @ 3000 rpm
Compression ratio	7.0:1	8.0:1	23.0:1
Fuel system	CIS injection system with exhaust driven turbo charger	CIS injection system	Diesel injection pump
Fuel requirement	Unleaded fuel	Regular	Diesel fuel No. 2
Fuel capacity	75 L, 16.5 imp. gal.	75 L, 16.5 imp. gal.	75 L, 16.5 imp. gal.
Oil capacity	5.0 L, 4.4 imp. qts.	5.0 L, 4.4 imp. qts.	5.0 L, 4.4 imp. qts.
Battery	12 V/63 Amp./h	12 V/63 Amp./h	12 V/88 Amp./h
Alternator	90 Amp.	90 Amp.	90 Amp.
Type of ignition	Transistorized (breakerless)	Transistorized (breakerless)	Self ignition
Catalyst	Lambda Sond system		

DRIVE TRAIN			
Type	Front wheel drive, with two constant velocity joints per drive shaft	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	Hydraulic, single disc	Hydraulic, single disc
Manual Transmission	Not available	Bulk synchronized five-speed and bevel gear differential in one housing with final drive. Reverse gear fully synchronized	Bulk synchronized five-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 and one reverse	Not available
Gear ratios	2.552/1.448/1.000/R 2.462	(manual) 3.600/1.941/1.231/0.903/0.684/R 3.500 (automatic) 2.552/1.448/1.000/R 2.462	3.600/1.941/1.231/0.860/0.684/R 3.500
Final drive	3.727	(manual) 4.111 (automatic) 3.909	4.780
CHASSIS			
Body	All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy	All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy	All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy
Front suspension	Independent, coil, shock absorber struts with negative steering roll radius, stabilizer bar	Independent, coil, shock absorber struts with negative steering roll radius, stabilizer bar	Independent, coil, shock absorber struts with negative steering roll radius, stabilizer bar
Rear suspension	Torsion crank axle with Panhard rod for lateral stability, progressive coil springs, telescopic shock absorbers	Torsion crank axle with Panhard rod for lateral stability, progressive coil springs, telescopic shock absorbers	Torsion crank axle with Panhard rod for lateral stability, progressive coil springs, telescopic shock absorbers
Braking system	Hydraulic dual-diagonal, power-assisted, vented discs front, solid discs rear (self-adjusting) with load-sensing pressure regulator	Power-assisted, dual diagonal hydraulic system, self-adjusting vented disc brakes with brake wear indicators at front, self-adjusting drum brakes at rear, brake pressure regulator for the rear wheels	Power-assisted, dual diagonal hydraulic system, self-adjusting vented disc brakes with brake wear indicators at front, self-adjusting drum brakes at rear, brake pressure regulator for the rear wheels
Working brake	Mechanical, effective on rear wheels	Mechanical, effective on rear wheels	Mechanical, effective on rear wheels
Wheel size	6 J x 15 light alloy	5½ J x 14 light alloy	5½ J x 14 light alloy
Tire type/size	Steel belted radial tires 205/60 HR 15	Steel belted radial tires 185/70 SR 14	Steel belted radial tires 185/70 SR 14
Steering system	Rack and pinion steering, power-assisted, with maintenance-free tie rods	Rack and pinion steering, power-assisted, with maintenance-free tie rods	Rack and pinion steering, power-assisted, with maintenance-free tie rods
Turning circle	11.3 m, 37.1 ft. (curb to curb)	10.3 m, 33.8 ft. (curb to curb)	10.3 m, 33.8 ft. (curb to curb)
curb weight (approx.)	1335 kg., 2944 lbs.	1222 kg., 2695 lbs.	1222 kg., 2695 lbs.

FUEL CONSUMPTION* AND PERFORMANCE				
	Automatic	5-Speed Manual	Automatic	5-Speed Manual
City L/100 km	N.A.**	N.A.**	11.1	N.A.**
Urban L/100 km	N.A.**	N.A.**	14.0	N.A.**
Highway L/100 km	N.A.**	N.A.**	9.1	N.A.**
Top speed (km/h)	182	160	160	149
Acceleration 0-80 km/h (sec.)	7.5	8.5	9.8	11.2

*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.

**Not available at time of printing.

