

# The Audi 100 Avant.

## **AUDI 100 AVANT**

Please note that the illustration on Page 2 of this brochure represents the **Audi 100 Avant GL-55** and not the **Avant L** as indicated.

## **AUDI 100 AVANT CD-5E**

The manufacturer is unable to supply the Cruise Control System at this time and thus, it is not part of the standard equipment. Further, the **CD** model is available with metallic paint finish only.







**The Audi 100 Avant L**







This brochure is intended to show the general appearance of the new Avant.

During the origination of this brochure, the manufacturer's illustrations depicted left hand drive vehicles. However, to facilitate the brochure's application within the United Kingdom, the illustrations have undergone a process that makes possible the presentation of right hand drive vehicles. The process involves the "reversing" of negatives and as a result some minor items of specification have become slightly mispositioned.

Due to a continuous process of modification by the manufacturer, some changes in specification may occur after the publication of this brochure. Kindly confirm specification with your authorised Audi dealer at the time of placing your order.

The pages dealing with the summary of specification give exact details of equipment at the time of publication.

The details given in this brochure relate to models of the 1979 Model year.





# The Audi 100 Avant.

The original Audi 100 developed a rare reputation for its remarkable combination of performance, economy, safety and space.

Then we designed the new Audi 100 and in doing so we set ourselves not only to retain that combination but to improve it.

The result is a car that sets new standards in the field of personal transport.

Advanced aerodynamic efficiency for even higher performance and economy.

Unique innovations that contribute to even greater "active" and "passive" safety.

An interior, psychologically designed, to reduce stress to a new minima.

And now, with our newest model, we add yet another dimension.

The functional elegance of the Audi 100 Avant. A luxurious five-door touring saloon that offers almost forty cubic feet of luggage space.

More than any other car in its class.

Innovation in motion.



# The Audi 100 Avant. Refinement through

The Audi 100 Avant is available in 3 versions. The Avant L, a 1.6 litre, 85 bhp model, the Avant GL-5S powered by the 5 cylinder, 115 bhp unit, and at the top of the range the superbly equipped, fuel injected Avant CD-5E.

All three models offer, progressively, performance and comfort with the added benefit of the fifth door facility. As such, the range offers an ideal combination of practicality and luxury unusual in cars of this class.

**The Avant L.** This model incorporates a great many items both inside and out. Halogen headlights for example, with a beam width which can be regulated. An outside rear view mirror which can be adjusted from inside. A lockable tank cap and a protective strip around the waistline.



The Audi 100 Avant L



# attention to detail.

A wide flow-through ventilation system of sophisticated design. The large glovebox is lockable and illuminated, and the additional shelf on the drivers side is roomy. Two ashtrays have been provided for the rear seat passengers. And throughout, there is wall to wall carpeting.

**The Avant GL-5S.** Equipment includes: two halogen headlamps and bronze-tinted windows all round. Front and rear fog lamps, a chrome trim for the exhaust muffler and a headlight washing system as well.

There is a rev. counter in the instrument panel, placed well within your field of vision. An indicator light for the hand brake was not forgotten. And the additional storage space is exceptionally generous. There is a large centre console and additional shelf on the passenger side. There is a central armrest contributing to seating comfort at the rear. And velour upholstery and pile carpeting makes travelling in the Avant GL a luxurious experience.

Complete preparation for radio installation is standard for all models. All you need is to have the radio of your choice fitted as an optional extra plus, of course, any extra

speakers you may require. The loud speakers are placed in special resonant cavities which improve the sound outstandingly.

**The Avant CD-5E:** Equipped with the powerful 136 bhp unit, the CD-5E has just about every item of specification that could be required in a superbly luxurious saloon. Heat insulating tinted glass, electrically operated windows and sunroof, power assisted steering, alloy sports wheels, metallic paint finish, central locking system and automatic transmission, to mention but a few.

A separate brochure giving full details of both the saloon and hatchback versions of this model is available.

## The engines.

**The 1.6 litre unit of the Avant L.** There are car engines which are designed for speed, others which are designed for economy, others which are designed for reliability. We took the view that if an engine is efficient, it will offer the best combination of all three. And the result is what a British car magazine called "one of THE engines of the '70's."

The valves are controlled by an overhead camshaft, which reduces the number of working parts, and so reduces wear.

**Two new power units.** In addition to the 1.6 litre unit, the Avant is now available with two unique engines.

The 5 cylinder, 115 bhp 2.2 litre engine and the 5 cylinder, 136 bhp 2.2 litre unit fitted with K-jetronic fuel injection. Unique because the Audi 100 is the first production car in the world to be powered by a five cylinder petrol engine.

Both engines demonstrate our conviction that a luxury car needn't be a wasteful car.

And that an engine needn't sacrifice economy or reliability in order to achieve good performance.

Some of the features are described on this page. But you'll need to take a test drive to appreciate the quietness, smoothness and flexibility of the new engines.

And it will take you even longer to appreciate the advantages of their low fuel consumption

**The 5 cylinder engine.** Why a five cylinder engine? The concept of a five cylinder petrol engine is not exactly a new one.

During the 1930's a British engineer conceived the principle of a five cylinder unit. Just a decade later another respected engineer, Granville Bradshaw, advocated the unit as "... probably a better engine for a car". Recent technological advancement has made it possible to eliminate, totally, the problems of imbalance by altering the location of balance weights and thus shifting the plane of vibration.

Why not a six cylinder engine? Simply, the advantages of a 5 cylinder engine over a six cylinder version are less weight, for lighter steering, and a more favourable fuel consumption in conjunction with the higher degree of smoothness in operation common to six cylinder engines. In short, the five cylinder unit brings together most of the benefits found in both four and six cylinder engines and in doing so offers performance, economy and reliability in a combination previously unknown.

**The Avant GL-5S: 5 cylinders with a carburettor.** Our twin-choke carburettor means that you use only one stage for cruising. The second stage operates only when you need it for very high speed or fast acceleration. Again, the result is to save petrol. And there is an automatic pre-heater on the choke, which reduces fuel consumption when the engine is cold.

Because we believe that big fuel bills are one luxury you don't need.

**The Avant CD-5E: 5 cylinders with fuel injection.** The 136 bhp, fuel injected version offers you efficient use of fuel to provide the power to take you to 60 mph in just 9½ seconds and on to a top speed of 117 mph.

**The car with the 10,000 mile main service interval.** The efficiency of the Audi 100 engines makes them reliable, too. They have an overhead camshaft which eliminates the need for a large number of working parts to control the valves, and so reduces wear. The cooling system has an electric fan automatically controlled by the water temperature. We tested the lubrication system in conditions which range from the north of Sweden to the Sahara. And, in 875,000 miles of tests, put the engines under far greater stress than they are ever likely to meet in ordinary driving. The result is that the Audi 100 needs a main service only once every 10,000 miles, or once a year. And an oil change every 5,000 miles or twice a year.





# The Audi 100 Avant.

The car that sets new standards in versatility, safety and luxury.

**A fifth door.** The Audi Avant offers more luggage space than any other car in its class. The low reaching tailgate swings open to reveal over 15 cu. ft. of boot space. Simply fold the rear seat backrest forward and this becomes a cavernous 39.3 cu. ft. A floor area of 21.5 sq. ft. with a depth of over 5 feet.

The Avant can take items that previously would had to have been carried on a roof rack, or even worse, cluttered the interior of the car.

*With the rear seat folded forward the Avant gives you 39.3 cu. ft. of luggage space.*





Sporting gear, business equipment and family paraphernalia can all be contained with ease, without having to sacrifice comfort.

With this degree of versatility the Avant is the ideal combination for those with sports, family and business interests.

**"Adapting the car to human needs."** Professor P. Nestler, from the Academy of Fine Arts in Munich, has this to say:

"No human being is consistently efficient. But any human being will stay alert longer in a pleasant, well-designed, controlled environment. That is what we set out to provide in the Avant. And we redesigned the interior from scratch. We made sure there was plenty of window-space, so you wouldn't feel cramped.

We chose colours that were soft and harmonised, so you would feel relaxed.

We designed body-contoured seats, and put all the controls within easy reach.

We developed a completely new ventilation system. And a new form of noise insulation. The overall effect is to reduce fatigue, tension and distraction, so you can concentrate on driving."

**The passenger safety cell.** The safety cell resists impact not only in front, rear and side collisions. In a roll-over its strength goes far beyond the level set by American safety standards, which in themselves are among the highest in the world.

The petrol tank is tucked in front of the rear axle.

**The front and rear crumple zones.** We designed the front and rear of the car to collapse progressively in a collision, and so absorb the impact.

At the front there is a completely new type of side member which is being used for the first time ever in a production car. They are square section tubes (one on each side) which, in a collision, pleat (rather like an accordion) evenly from front to rear.

As a result the Avant can resist an impact of 30 mph. The sides, too, are impact resistant.

By using computer calculations, we've been able to give you this protection without building a heavy car.

**The safety interior.** We designed the interior, too, with safety in mind.

The front seats have specially reinforced fastenings. And the backrests have knee protection for back seat passengers.

The instruments and controls are protected so that there are no protruding edges. The arm rests and window winders are flexible, and the door handles are recessed. The dashboard is impact absorbing. And a heated rear window and rear wash/wiper are standard equipment.

## The safety steering and braking system.

**The self-stabilising steering and braking system.** An Audi was the first production car in modern times to have a negative roll radius steering and braking system. It is automatically self-stabilising. If a front tyre bursts or skids at speed, the car will stop in a straight line.

**The dual diagonal circuit braking system.** The two braking circuits in the Avant are diagonally linked. If one circuit fails, the brakes will still work on one front wheel and on the diagonally opposite back wheel. The braking power is evenly distributed between front and rear, with 50% of the braking effect on each axle.



*Even if one brake circuit fails, the braking pressure is evenly distributed.*

## The car which was styled by the wind.

**A clean shape means an economical car.** A car's fuel consumption is determined by the size and efficiency of its engine and its power-to-weight ratio. And, above about 60 mph, by its shape. The less wind resistance it offers, the less fuel it uses. So we tested the shape of the Avant in the wind tunnel.

Then improved it. Then tested it again. Until we arrived at a design which is completely eddy-free around the front end, so it cuts through the air like a knife. The result is a car whose drag-coefficient is among the lowest of any production car. And is remarkably economical on long journeys.

**A clean shape means a clean car.** Because the Avant is aerodynamically efficient, it actually uses the wind to keep itself clean.

The trim strip along its sides protects the side windows from mud and water thrown up by the wheels. And we even shaped the foot of the outside mirror so that the side window is always clear and the mirror is easy to see.

◁ Please note that a radio is available as an optional extra.





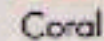
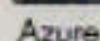






**Ribbed velour for the Audi 100 Avant L**

**Ribbed velour for the Audi 100 Avant L**

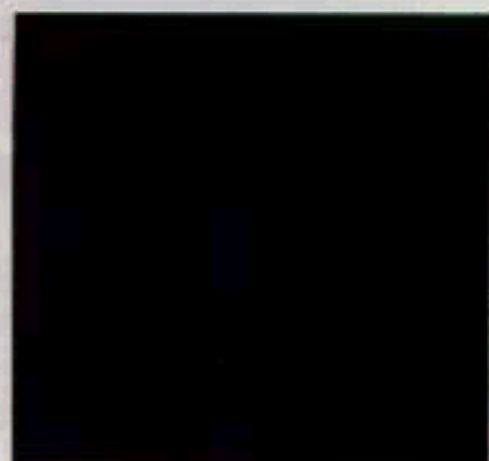


	Audi Avant L Ribbed Velour	Audi Avant GL-5S Crushed Velour	Audi Avant CD-5E Crushed Velour
Interior trim	Azure Reed Sand Coral	Azure Reed Sand Coral	Azure Reed Sand Coral
<b>Exterior finishes</b>			
Black 9000			
Málaga red H 5			
Alpine white P 1			
Merian brown T 2			
<b>Metallic finishes</b>			
Copper W 2			
Azure W 3			
Indian red W 9			
Silver green Y 4			
Diamond silver Z 4			
Colibri green Z 7			
Dolomite grey Z 9			



# The paintwork.

## Exterior finishes.



Black

9000



Malaga red

H 5



Alpine white

P 1



Merion brown

T 2

## Metallic finishes.



Copper

W 2



Azure

W 3



Indian red

W 9



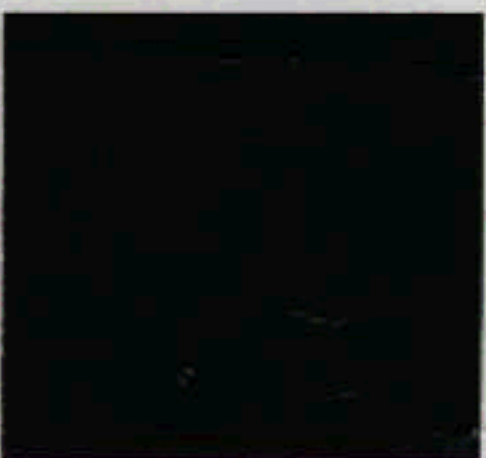
Silver green

Y 4



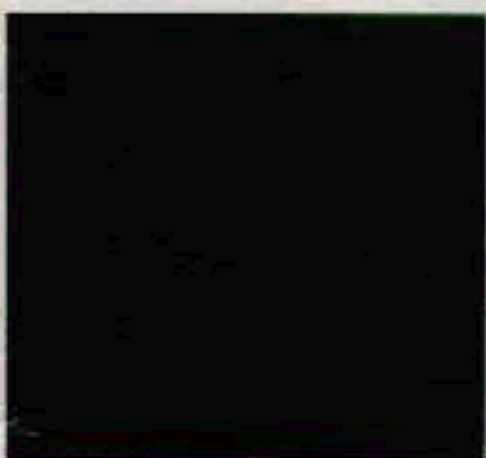
Diamond silver

Z 4



Colibri green

Z 7



Dalomite grey

Z 9

Print processes do not allow exact reproduction of colours. This applies to exterior colours as well as to interior trim.

Metallic finishes are at extra charge except on the Audi 100 Avant CD-5E where this finish is standard.



# Technical Data.

<b>Engine</b>		Avanti L: Watercooled, 4 cylinder, in-line overhead camshaft. Avanti GL 5.5/CD-5 E: As above with 5 cylinders.		
		<b>L</b>	<b>GL-5.5</b>	<b>CD-5E</b>
<b>Capacity</b>	litres	1.6	2.2	2.2
	cubic	1588	2844	2844
<b>Bore/Stroke</b>	mm	79.5/80	72.5/86.4	79.5/86.4
<b>Output</b>	bhp/kw	85/62	115/85	136/100
	at rpm	5600	5700	5700
<b>Compression</b>		8.2:1	8.2:1	9.3:1
<b>Max. Torque</b>	lbs.ft	127.5	122	127.5
	at rpm	3200	4000	4200
<b>Carburettor</b>	Down draught carb. with 2 stage auto. choke. fuel injection.			
<b>Cooling</b>	Electrically driven, thermostatically controlled fan.			
<b>Lubrication</b>	High pressure oil circulation.			
<b>Electrical System</b>	12 volt			
<b>Battery</b>	45 Ah			
<b>Transmission</b>	Manual front drive via dry single plate clutch, fully synchronized four speed gear box with reverse gear.			
<b>Chassis</b>	Automatic overdrive, transmission with three forward ranges and one reverse range (standard on CD-5E).			
	Springs: front and rear, coil springs with telescopic shock absorbers. In front in the suspension struts.			
	Transverse stabilizer in front.			
	Suspension: front suspension mounted on a sub frame. Suspension struts and lower wishbones in front with self steering and "caster tilt" for extra safe handling; rear torsion crank axle with additional support provided by a Panhard rod, mounted transversely.			
	Steering: maintenance free, self-adjusting rack and pinion steering. Safety steering column with detachable coupling. Power assisted steering for CD-5 E.			
<b>Wheels</b>	Brakes: twin, diagonally split hydraulic circuits operating floating caliper disc brakes at front, drum brakes at rear. Brake servo and load sensitive brake pressure regulator for rear wheels. Cooling ribs on brake drums. Self adjusting.			
		<b>L</b>	<b>GL-5.5</b>	<b>CD-5E</b>
	Type	5 1/2 x 4	5 1/2 x 4	6 1/2 x 4
	Tyres	Steel	Steel	Alloy
	Type	165 SR14	165 SR14	185/70 HR 4
<b>Performance</b>		<b>L</b>	<b>GL-5.5</b>	<b>CD-5E</b>
				(Auto. standard)
<b>Top speed</b>	mph (Man.)	99	111	-
	mph (Auto.)	97	108	114

<b>Acceleration</b>		(Man.)	8.6	7.4	-
0-50 mph in secs.	(Auto.)	11.5	8.7	7.8	-
	(Man.)	13.4	11.2	-	-
0-60 mph in secs.	(Auto.)	16.3	12.9	11.4	-

**Fuel Consumption:** All fuel consumption figures are in accordance with the fuel consumption tests as defined in the Passenger Car Fuel Consumption Order 1977.

<b>Simulated urban driving cycle</b>	mpg (Man.)	27.4	18.7	-
	mpg (Auto.)	25.4	20.3	21.4
<b>Specific</b>	mpg (Man.)	35.7	34.0	-
	(Auto.)	34.9	32.8	33.6
at 55 mph	mpg (Man.)	28.0	24.3	-
	(Auto.)	24.8	24.1	25.7
<b>Simulated urban driving cycle, lit/100 km</b>	(Man.)	12.6	15.1	13.7
	(Auto.)	11.1	13.9	13.2
at 90 km/h, lit/100 km	(Man.)	7.3	8.3	8.2
	(Auto.)	6.2	8.6	8.4
at 120 km/h, lit/100 km	(Man.)	10.1	11.5	10.7
	(Auto.)	11.4	11.7	11.0
<b>Fuel star rating/octane</b>		2/91	2/91	4/96

Dimensions		All models			
Wheelbase	in.	105.4	Ground clearance of total weight	in.	5
	mm	2677		mm	128
Track front	in.	57.9	Turning circle	ft	32.1
	mm	1470		metres	11.3
rear	in.	56.9	Capacities		
	mm	1445			
Length	in.	180.6	Fuel tank	gallons	13.2
	mm	4587		litres	50
Width	in.	69.6	Boot		
	mm	1768			
Height	in.	54.7	Rear seat up	cu. ft	15.3
	mm	1390	Rear seat down	cu. ft	39.3

<b>Weights</b>		<b>L</b>	<b>GL-5.5</b>	<b>CD-5E</b>
<b>Unladen</b>	lbs	2447	2579	2649
	kg	1110	1170	1204
<b>Gross</b>	lbs	3461	3593	3663
	kg	1570	1630	1664
<b>Payload</b>	lbs	1014	1014	1014
	kg	460	460	460
<b>Axis front</b>	lbs	1918	2039	2039
	kg	870	925	925
<b>Axis rear</b>	lbs	1786	1786	1786
	kg	810	810	810
<b>Trailed braked</b>	lbs	2265	2276/2085	3525
	kg	1000	1356/940	600
<b>unbraked</b>	lbs	1300	1357/1367	1367
	kg	590	620/620	620

## Interior Equipment (All models)

Economy meter  
 Trip/mile recorder  
 Cigarette lighter  
 Ashtray front/rear  
 Hand lamp washer  
 3 speed ventilation  
 Intermittent wipers - with  
 Two speed control - with  
 Wash/wipe action  
 Parking light constant  
 Illuminated switch panel  
 Instrument panel rheostat  
 Door lighters/front dash/illumination  
 Glovebox illumination  
 Front/rear door courtesy lights  
 Hand/dual circuit brake light  
 Driver/passenger sun visors - with  
 Sideways action - driver  
 Sideways action - passenger  
 Vanity mirror  
 Lockable glove box  
 Driver's storage shelf  
 Day/night safety rear view mirror  
 Reclining rear window

Safety door handles  
 Seat belts  
 Passenger grab handle front/rear  
 Safety arm with integrated grab handle  
 Styled gear lever with jacket  
 Reclining front seats  
 Fast type carpeting  
 Ribbed velour upholstery  
 Door storage compartments  
 Felt carpeting in boot  
 Centre console  
 Prepared for radio installation  
 Radio speakers concealed in dashboard  
 Front seat angle adjuster  
 Adjustable front head restraints

## Additionally for GL-5.5

Tachometer  
 Voltmeter  
 Oil temperature gauge  
 Passenger storage shelf  
 Felt carpeting  
 Crushed velour upholstery  
 Felt carpeting in boot  
 Centre console with

## Additionally for CD-5 E

Cruise control  
 Higher output heater  
 Electrically operated windows  
 Power assisted steering  
 Central locking system  
 Remote central locking  
 Oil temperature gauge

Heated rear window  
 Underseal  
 Radio aerial  
 Rear screen wash/wiper

## Additionally for GL-5.5

Head lamp washers  
 Branded glass  
 Isopipe trim  
 Halogen fog lights  
 Rear fog light  
 Self support banner  
 Twin tone horn

## Additionally for CD-5E

Alloy wheels  
 Metallic paint finish  
 Heat insulating lined glass  
 Electrically operated windows

## Exterior (all models)

Rubber bumper strips  
 Bumper extensions  
 Halogen headlamps with beam control  
 Interior adjustable exterior mirror  
 Polished stainless impact strip } with d'n  
 Polished rear impact strip } collector  
 Lockable tank cap  
 Reflective trim

**Please note:** Your dealer will be pleased to describe our full range of optional equipment.