

The new Audi 100.

Audi 100 L-5S.

Audi 100 GL-5S.

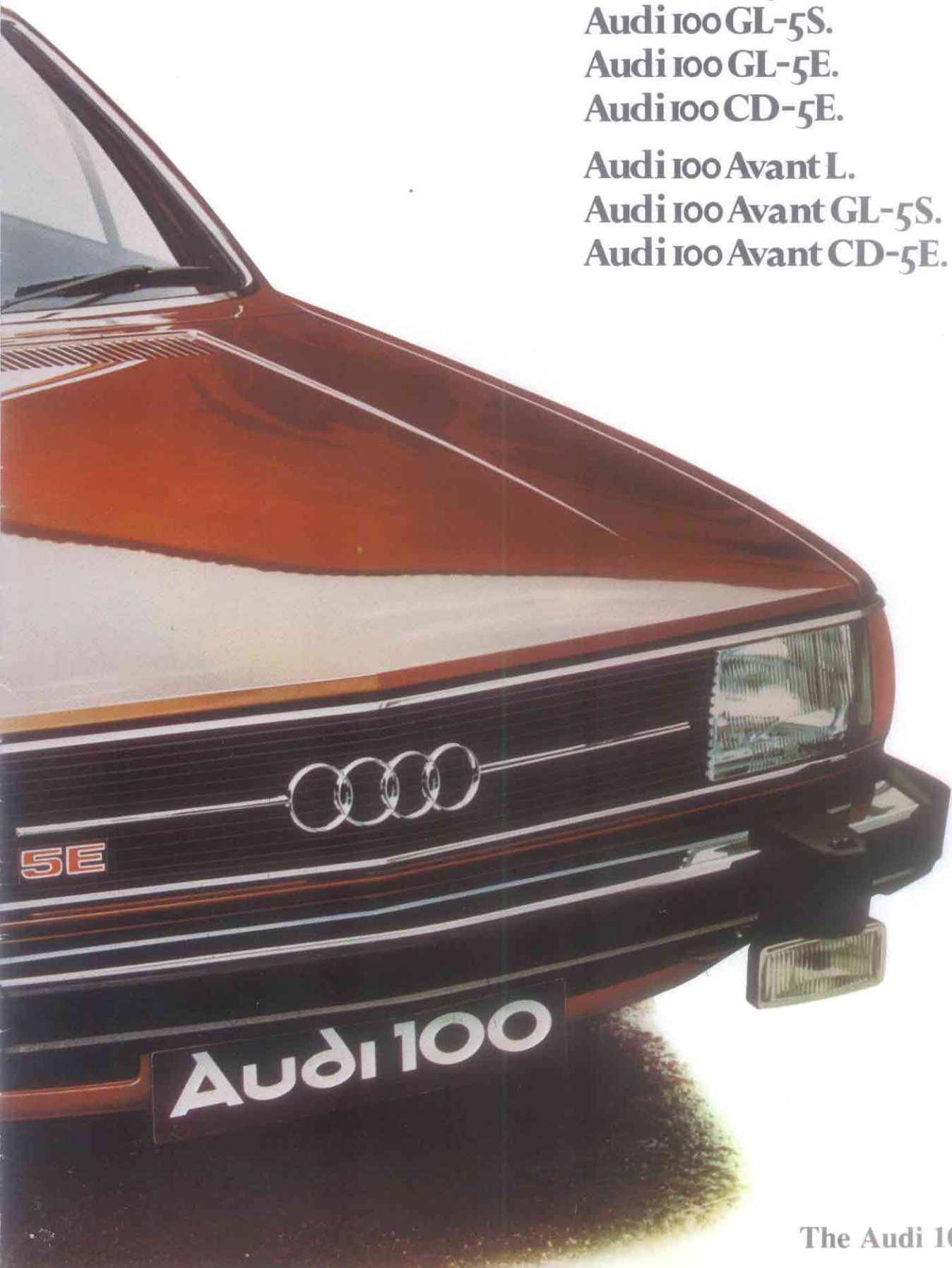
Audi 100 GL-5E.

Audi 100 CD-5E.

Audi 100 Avant L.

Audi 100 Avant GL-5S.

Audi 100 Avant CD-5E.



The Audi 100 GL-5E.



The Audi 100 Avant.

The car that sets new s

In styling.

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.

In versatility.

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. 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.

In safety.

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.



The Audi 100 Avant L.

The illustration does not show the rear screen wash/wipe. This item is part of the standard equipment.

standards.

In engineering and appointment.

The Avant L

Powered by a 1.6 litre, 85 bhp engine, the equipment of the Avant L includes 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. As with all the Avant models a rear wash/wipe system ensures clear vision in all weather conditions.

The Avant GL-5S

The equipment of the new Avant GL 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 an additional shelf on the passenger side. There is a central armrest contributing to seating comfort at the rear.

The GL-5S is powered by a 115 bhp, 5 cylinder carburettor engine.

The Avant CD-5E

The 5 cylinder, fuel injected power unit offers smooth, high performance travel in an atmosphere of total luxury. Electrically operated windows and sun-roof, central locking, automatic transmission and power steering are but a few of the features that go towards making the Avant CD-5E one of the finest cars available.

The Audi 100 Avant is an exclusive car for the discerning driver who requires the ideal combination of luxury, economy, safety and versatility.



The Audi 100. An atmosphere of luxury.

Aerodynamically, the new Audi 100 is one of the most efficient cars on the road.

It has even more "active" safety features.

The "passive" safety is stronger than the world's most stringent standards require.

The interior gives you even more space.

And it has been designed to be relaxing and comfortable, and reduce fatigue to a minimum.

Because, in this day and age, we feel that we should not only offer you a better more luxurious car.

We should also do all in our power to make you a better driver.

The Design. The lines of the new Audi 100 were decided by the laws of aerodynamics. After 260 hours of tests in one of the world's most advanced wind tunnels, we developed a shape that had a drag-coefficient virtually unbeaten by any other cars in its class.

The Suspension. After 2100 hours on machines that simulated the world's worst roads, we developed a suspension and chassis that is almost vibration free and can absorb the ups and downs that make a journey tiring.

Noise Insulation. During 2 years of intensive testing we found new ways to "tune" the bodywork to a frequency level that is less audible to the human ear. The suspension for engine gears and axles has been doubly insulated against noise by a new type of flooring.

An 875,000 Mile Test Drive. Finally, we tested the new Audi 100. We drove it up to the Arctic and down to the Equator to see if it worked as well in practice as it did in theory. In all it went through 875,000 miles of reliability testing. And we proved that a car consisting of thousands of completely new parts was completely reliable.

A standard of safety that gives you 70% more protection than offered by most other cars on the road.

As a result of new discoveries by Audi engineers in increasing the energy absorption of metal, the new Audi 100 offers a degree of passive safety far ahead of most other cars. In crash barrier tests, it is able to safely absorb 70% more impact than the standard required by the American safety regulations.

The Audi 100 L-5S. The 100 L-5S is powered by a 2.2 litre, 115 bhp, 5 cylinder engine with carburettor induction.

The Audi 100 GL-5S. Again, powered by the 2.2 litre, 5 cylinder engine, the Audi 100 GL-5S is superbly appointed.

The Audi 100 GL-5E. The 100 GL-5E is equipped with the unique 5 cylinder, 136 bhp petrol engine, complete with K-jetronic fuel injection.

As an almost perfect combination of elegance, performance, reliability and safety, the new Audi 100 will satisfy the most demanding requirements.

The Audi 100 CD-5E. Simply superb.

Also equipped with the powerful 136 bhp, fuel injected power unit, the CD-5E has just about every item of specification that could be required in a superbly luxurious saloon.

Tinted, heat insulating glass shields the interior of the car from glare and also keeps the sun's heat down to a comfortable level. All four windows are, individually, electrically operated from the centre

console and there is also an override control. Power assisted steering makes controlling the car an effortless experience as does the automatic transmission. An electrically operated steel sunroof offers that 'open air' feeling and the central locking system secures the vehicle conveniently from the driver's door.

As with all the Audi 100 models, the CD-5E is completely set up for radio

installation. All that is required is the radio of your choice.

On the outside there are alloy sports wheels, and metallic paint finish, as standard, that go towards giving the Audi 100 CD-5E an exclusive and distinctive appearance.

The 100 CD-5E is also available as a hatchback in the form of the Avant CD-5E, described on the following page.

The 5 cylinder power units.

The Audi 100 is 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.

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.

5 cylinders with a carburettor. By giving careful attention to the design of our engine, we have been able to make it remarkably economical. The combustion chambers have a unique shape and the intakes have deflectors which ensure that petrol and air are mixed in exactly the right proportions. So you use no more fuel than you need and get the most out of each drop.







The Audi 100 CD-5E.