

The Audi 100 Range.

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LONDON ROAD
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The Audi 100 GL-5E



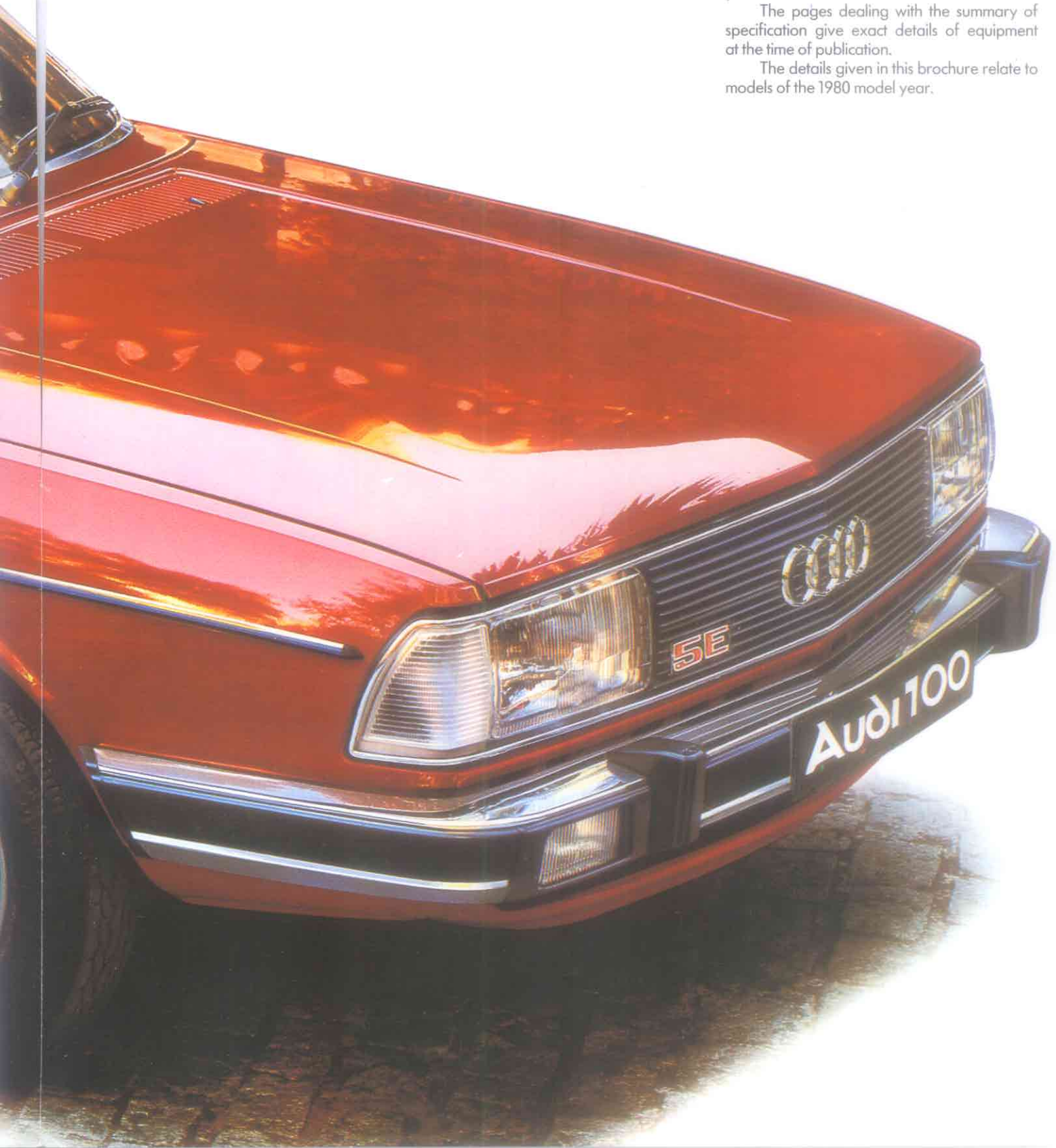
This brochure is intended to show the general appearance of the new Audi 100.

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 1980 model year.



Long ago, when the motoring world was young (about 1976 actually), we introduced a remarkably mature car.

The Audi 100 5 cylinder.

Its luxury, performance, economy, low servicing costs, durability and safety were greeted with almost universal admiration.

But since the £1 gallon was still a bad dream, garage bills still below roof level and a little rust something that could be dealt with tomorrow, it was seen to be more sensible than vital.

After all, tomorrow never comes, does it?

Tomorrow always comes.

Why is it that the Audi 100 looks an even better car now than it did three years ago?

To answer this, we have to go back to the drawing board. Or even further, to an attitude of mind.

And our attitude to cars is very simple. They are our future. So we plan them for the future.

In 1976, the future promised even dearer and scarcer petrol.

So we made a car that, without sacrificing anything in size and performance, would treat petrol like liquid gold.

We designed it in a wind tunnel to produce a shape that really was aerodynamically efficient.

We introduced the world's first 5 cylinder petrol engine to give it the smoothness and performance of a six but the thirst of a four.

On the 5S carburettor version, we invented a tiny pre-heating device for the inlet manifold to cut consumption dramatically during the wasteful cold running period.

Wherever possible, we used tough plastics instead of metal. With the result that the Audi 100 is still the lightest car in its class. And by using Timoshenko safety girders (which are lighter yet more effective than conventional girders), we were able to increase safety while decreasing weight. Thereby saving fuel while we were safeguarding lives.

You have to live with it.

But dearer petrol wasn't the only cloud on 1976's horizon.

Crippling maintenance and service costs were obviously just around the corner.

So we designed a car that would need less maintenance and fewer services. We tackled the corrosion problem so thoroughly, at design, assembly and finishing stages, that we now guarantee the Audi 100's entire bodywork against rust for six years.

And by designing an engine and drive train that would motor happily on for 10,000 miles between services, we reduce your garage bills by presenting you with fewer of them.

The future is always with us.

Making a car is easy.

Designing a car that is right for the world we live in is rather more difficult. That requires the sort of thinking that produced the Audi 100, three years ahead of its time.

Of course, the world is always catching up with us.

All we can do is stay one thought ahead.

The Audi 100. The car for now.

The Audi 100.

A car whose advantages were thoroughly proven in 875,000 miles of reliability testing.

We drove the Audi 100 up to the Arctic and down to the Equator to see if it worked as well in practice as it did in theory.

We discovered, for example, the life-span of all the major components in the car, and we strengthened those that didn't meet our durability standards.

As we drove we discovered, with fine adjustments, how we could reduce still further the fuel consumption and bring the interior noise level down to even lower levels.

And, most important of all, we proved that a car consisting of thousands of completely new components was completely reliable.

A chassis developed from 2,100 hours on machines that simulated the world's worst roads.

How you feel at the end of a journey depends not just on the roads you've been driving on, but on the car you've been driving in.

That's why we spent a great deal of time developing a suspension and chassis that can smooth away the ups and downs that make a journey tiring. We found, for example, new ways to isolate the suspension system so fewer vibrations are passed on to the passenger compartment.

We developed new rubber buffers that allow the suspension to be "soft", yet still absorb hard bumps.

We lengthened the wheel base and widened the track, to give extra stability to the car.

A shape created by 260 hours in the wind tunnel.

The lines of the Audi 100 were finally decided not by a stylist, but by the laws of aerodynamics. Little by little, in 260 hours of wind tunnel testing, we developed a shape that had a drag coefficient unbeaten by any other car in its class.



We reduced, for example, air turbulence at the rear end of the car to new minima. And by doing so, helped make this one of the most economical saloons you can buy for high speed cruising.

A level of quietness developed by 2 years of intensive noise tests.

We decided that a car can be really comfortable only if it is very quiet as well. That's why we spent 2 years on exhaustive testing to develop new ways to reduce noise.

We found ways to "tune" the bodywork to a frequency level that is less audible to the human ear. We developed ways of constructing bodywork so that "booming" becomes impossible. The suspension for engine gears and axles is extensively insulated against noise. And the interior is protected from noise by a special multi-

layer flooring material.

And of course, the aerodynamic shape helps keep wind noise to an unusually low level.

A new look. And a look ahead.

You may have noticed that the car you see here looks a little sleeker than the Audi 100 you know.

We have, in fact, polished up the head and rear light design, given it a new grill, enclosed spotlamps in the front bumper and wrapped both bumpers round to the wheel arches.

But the basic design we haven't changed at all.

That we got right three years ago.

Leaving us free to design today the cars that will survive tomorrow.



Power from five cylinders

The Audi 100 saloon 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 their low fuel consumption.

The 5 cylinder engine. 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.

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 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 range

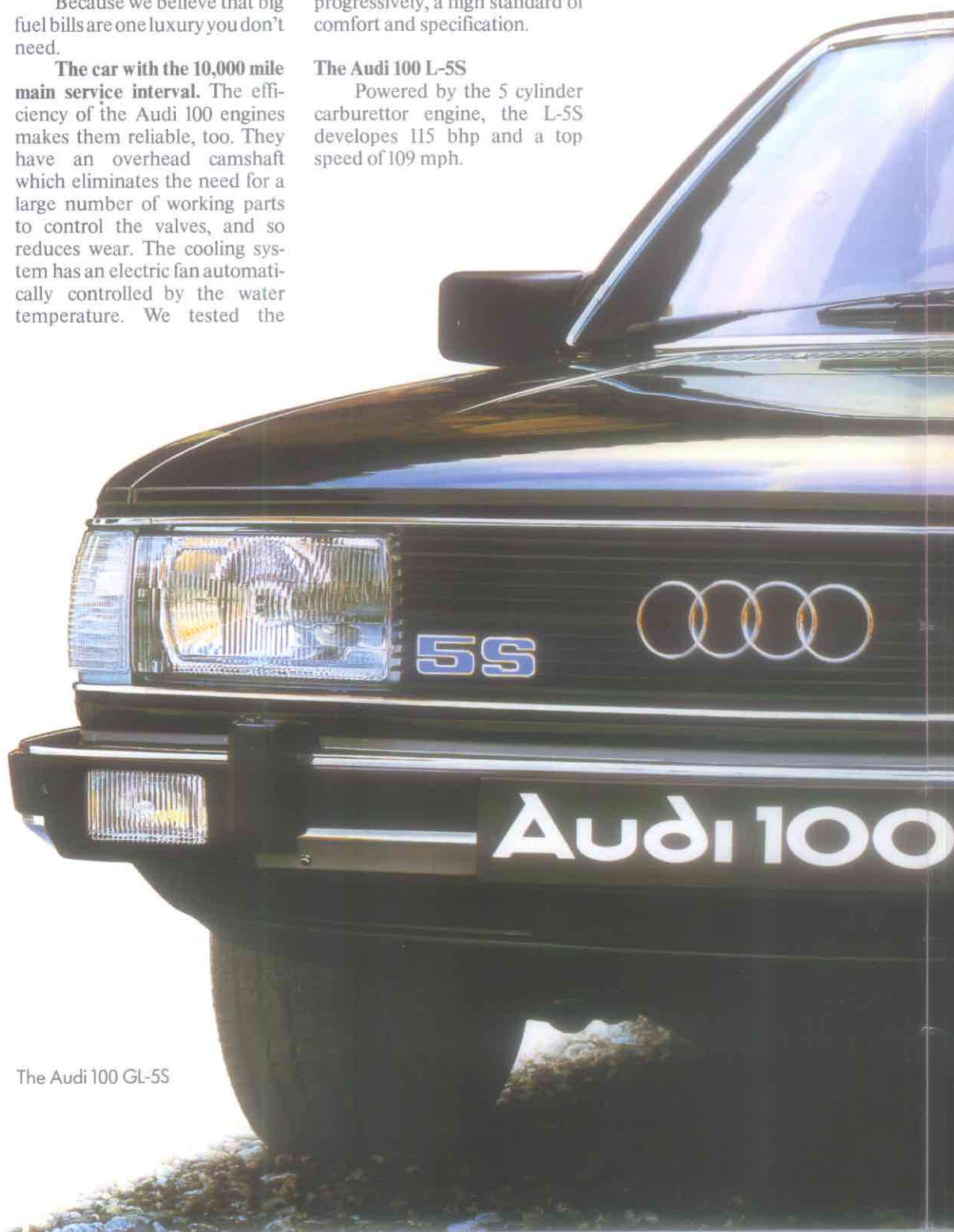
The Audi 100 Saloon is available in four equipment versions. As well as performance and economy each model offers, progressively, a high standard of comfort and specification.

The Audi 100 L-5S

Powered by the 5 cylinder carburettor engine, the L-5S develops 115 bhp and a top speed of 109 mph.

The Audi 100 GL-5S

Also powered by the 5 cylinder carburettor unit, the Audi 100 GL-5S includes numerous items as part of its standard specification. Tachometer, voltmeter, oil temperature gauge, a centre armrest for rear seat passengers with the anatomically contoured seating finished in crushed velour upholstery. Outside, bronzed glass, integral halogen foglamps and headlamp washers give the car a distinctive appearance.



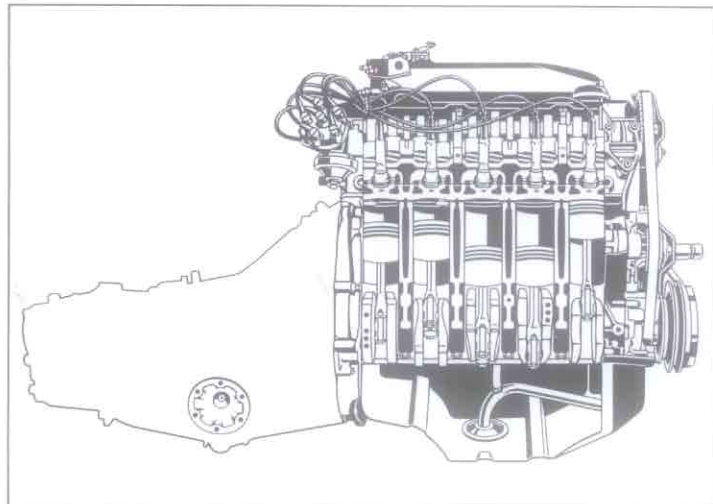
The Audi 100 GL-5S

The Audi 100 GL-5E

5 cylinders, fuel injected for the power to take you from 0-50 mph in just 6.3 seconds, to 60 mph in 9.5 seconds and on to a top speed of 117 mph. Additional to "GL" specification, power assisted steering is standard on this model.

The Audi 100 CD-5E

At the top of the range, the Audi 100 CD-5E is superbly equipped. Electrically operated windows and sunroof, central locking and heat insulating tinted glass to mention but a few. The power to travel in this luxury is supplied by the 136 bhp, fuel injected 5 cylinder engine.



The five cylinder 2.2 litre engine.





Audi 100

The suspension and front wheel drive.

We give it a rough ride to give you a smooth ride. To insulate you from the ups and downs of the world outside, we gave the Audi 100 the equivalent of 2,100 hours of travel on extremely poor roads. As a result, the springing is harmonized between the front and rear axles, to prevent the car from pitching. The springs have long travel, and large additional rubber bumpers keep them comfortably soft while still enabling them to absorb rough bumps or potholes.

The long wheel base and wide track also help to keep the car stable. Stabilisers help to prevent it rolling uncomfortably on corners.

At the front, there are suspension struts and wishbones. At the rear a torsion beam axle with a Panhard rod for extra lateral control.

The advantages of front-wheel drive. It is unusual to find as large a car as the Audi 100 with front wheel drive. But it gives several advantages which

a conventional system cannot.

The engine, gearbox and differential are over the front axle which increases the weight over the front wheels and so improves their grip. The centre of gravity is in the front third of the car, which makes it far less susceptible to sidewinds.

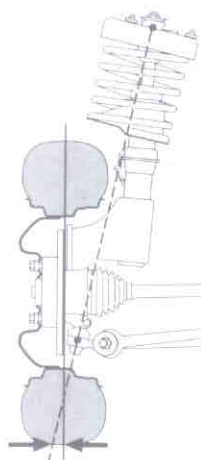
The safety steering and braking system.

The steering-stabilising braking system of the Audi 100 is based on the combination of outboard scrub radius at the front axle and a dual diagonal braking circuit system. This system ensures that the car maintains a straight course when braking in an emergency.

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. If the wheels on one side of the car hit a slippery or soft surface (the central reservation of a motorway for example), it will not be pulled off course.

In the Audi 100, the steering axis (shown by the dotted line) ends outside the wheel's central plane. In a conventional system, it ends inside or at the centre (positive or neutral roll radius).



The dual diagonal circuit braking system. The two braking circuits in the Audi 100 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 effect is evenly distributed.

Re-styled for greater safety.

The 1980 model Audi 100 has undergone some minor re-styling to the front and rear ends. But this re-styling is not just to give the car a more distinctive appearance, but it helps to make the Audi 100 even safer.

The re-styled headlamps offer greater visibility and the integral side indicators are more easily seen. Also at the front, the bumpers have been extended and offer greater protection against minor bumps and scratches, not only protecting your car, but also your pocket.

At the rear end, we have increased the lens area of the rear light cluster making you and your car more visible to those travelling behind you.

Rear seat belts fitted to U.K. models may differ from those shown below.





The car that's designed to make

"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 Audi 100. And we redesigned the interior from scratch. We made sure that there was plenty of window space. So you wouldn't feel confined. 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, distraction, so you can concentrate on driving."

The sound insulation. Our research has shown us that noise is tiring and irritating. And it has also shown us how to build a

quieter car.

For example, we found that certain resonances in the chassis and bodywork were particularly tiring. So we have eliminated them. As each new part was developed we tested its resonance, and if it wasn't right, we changed it.

The suspension for the engine, gearbox and front axle is doubly insulated from the engine and running noise. Again the effect is to eliminate unpleasant resonance.

We have also developed an entirely new type of insulation against road and tyre noise. The passenger compartment is insulated with a new type of flooring: a layer of bitumen, a layer of felt, a layer of dense matting and the carpet on top of that.

While the Audi 100's aerodynamic shape reduces wind noise to a whisper.

Instruments. As well as speedometer and an extremely accurate quartz clock (and a tachometer for GL models)



ke you a better driver.

there is also an econometer, a very useful piece of equipment that assists you in driving as economically as possible.

The ventilation system. Stale air can make you tired and irritable. And that can make you a bad driver. So we developed an entirely new ventilation system. It's very powerful, but also very quiet.

It can change the air every 15 seconds, even when the car is standing still.

Once you've selected a tem-

perature, it stays constant irrespective of fluctuations in the temperature of the engine.

And if you want to change it, then it reacts almost immediately.

It automatically controls the temperature throughout the passenger compartment keeping the occupants warm and comfortable or cool and refreshed. Side ducts demist the front windows.

Re-styled for greater comfort.

Inside we have raised the armrests for even greater comfort and redesigned the door trims increasing storage space. On the dashboard the side window defroster outlets have been enlarged and the instrument dials are now bigger and more contrasting. As we don't believe in change for change's sake our improvements are few.

But they have been made

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 help you be a better driver.

The Audi GL-5S

Please note that the centre console is equipped with an oil temperature gauge and a voltmeter as part of standard equipment.



A unique safety system.

So far we have described the Audi 100's "active" safety: the features designed to keep you out of an accident. But we have also devoted a great deal of time to those features designed to protect you in an accident. And we have used the knowledge we gained in developing our own experimental safety vehicle.

The Audi 100 has a rigid safety cell around the passenger compartment. And we have used completely new techniques for the first time ever in a production car to give greater impact resistance in a frontal collision.

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 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 Audi 100 can resist a frontal impact of 30 mph. The sides, too, are impact resistant. We have left a large space between the bodywork and the interior metal sheets, to give them greater leeway for deformation.

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. The backrests have knee protection for back seat passengers.

Front seat head restraints

are standard equipment.

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.

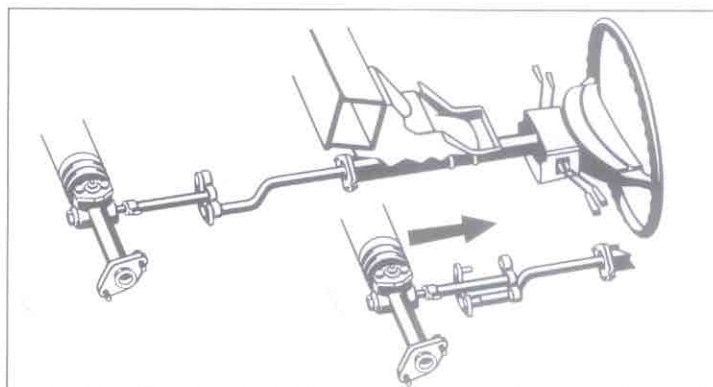
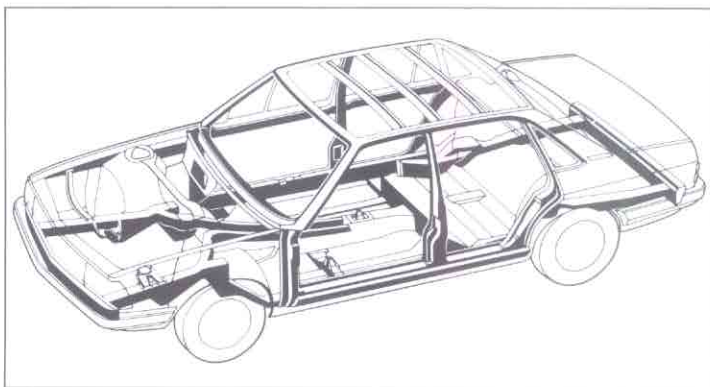
The dashboard is impact absorbing.

A heated rear window is fitted as standard.

The steering gear is behind the drive unit and the front axle, to protect it in a collision. The steering column has a detachable coupling and a flexible mesh element so that it collapses safely under impact.



The Audi 100 GL-5S



The Audi 100 Avant.

The Audi 100 Avant incorporates all the features that go to make the saloon a car of superlative design.

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.

But the Audi 100 Avant adds yet another dimension.

The functional elegance of a luxurious five-door touring saloon that offers almost forty cubic feet of luggage space.

More than any other car in its class.



The Audi 100 Avant GL-5S



The Audi 100 Avant. Performance

The Audi 100 Avant is available in four versions. The Avant L, a 1.6 litre, 85 bhp model, the Avant L-5D, that for the first time makes available an Audi 100 with the 5 cylinder diesel engine, 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 four 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/Avant L-5D

These models incorporate 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. Fully adjustable front seats allowing forward, backward and angle movement as well as being fully reclining.

A wide flow-through ventilation system of sophisticated design. The large glovebox is lockable and illuminated, and the additional shelf on the driv-

ers side is roomy. Two ashtrays have been provided for the rear seat passengers. And throughout, there is wall to wall carpeting and seat belts front and rear.

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. There is a large centre console and additional shelf on the pas-

senger side. There is a central armrest contributing to seating comfort at the rear. Velour upholstery and pile carpeting make travelling in the Avant GL a luxurious experience.

Complete preparation for radio installation is standard for all models.

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 motor car. A full description of the CD-5E in both Avant and Saloon versions is given later in this brochure.



The Audi 100 Avant L

nce and Economy.

The engines.

The 1.6 litre unit of the Avant L

There are car engines 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 of the 85 bhp, 4 cylinder engine are controlled by an overhead camshaft, which reduces the number of working parts, and so reduces wear.

The Avant L-5D: The five cylinder diesel engine

For many years diesel engines were regarded as noisy, smelly and low revving. And it may be argued that in some commercial applications this was so.

Recent technological advancement by Volkswagen has led to the development of a series of diesel engines derived from petrol engine designs. These concepts totally overcome the disadvantages normally associated with diesel engines, particularly weight factors, in their application to passenger cars.

Using the extensive experience gained from the development of the highly successful Golf diesel engine, the Audi diesel unit has been designed as a five cylinder, 2 litre engine developing 70 bhp.

Advantages of the diesel engine are many.

The inherent strength of a diesel unit gives longer life as there is considerably less stress. As there is no ignition system or carburettor the injection metering unit is pre-set and takes care of both timing and mixture.

And this means lower maintenance costs.

A diesel engine is extremely economical. And the Audi diesel unit gives the best combination of performance and economy in its class.

With all these advantages the Audi diesel's driving characteristics are almost petrol-like.

The 5 cylinder engine

Why a five cylinder engine? The concept of a five cylinder 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.

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. There is an automatic pre-heater on the

choke, which reduces fuel consumption when the engine is cold.

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

The Avant CD-5E: 5 cylinders with fuel injection and automatic transmission

The 136 bhp, fuel injected version offers you efficient use of fuel to provide the power to take you to 50 mph in just 7.8 seconds and on to a top speed of 115 mph.

The car with the 10,000 mile main service interval

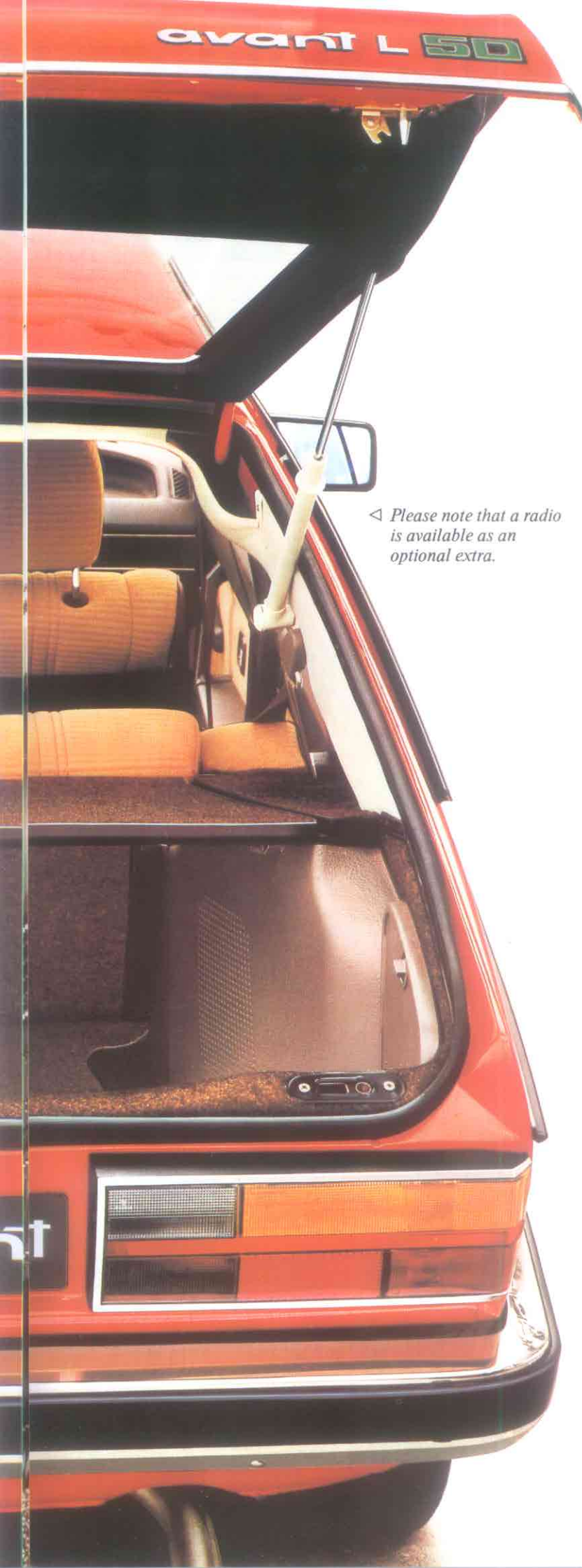
The efficiency of the Audi 100 engines makes them reliable, too. They have an overhead camshaft which eliminates the need for a large number of working parts to control the valves, and so reduces wear. The cooling system has an electric fan automatically controlled by the water temperature. The result 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.



Audi 100

Audi 100 avant





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

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. 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.



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

The Audi 100 CD 5E. Simply sup

Since its inception the name of Audi has become synonymous with innovative engineering resulting in cars of outstanding quality and performance.

Audi. A name steeped in a tradition of success that has been compounded on countless occasions during seventy years of automobile design.

Created in 1909 when August Horch built his first Audi

car, the tradition became established through the vision of engineers such as Von Eberhorst and the famous Dr. Porsche. Their brilliant technology was confirmed by the racing victories of drivers like Muller, Nuvolari and Rosemeyer.

Pledged to continue that tradition we have produced our finest yet.

The Audi 100 CD-5E

Discreetly luxurious, the CD-5E displays a superlative blend of grace and refinement. Outside, the classic elegance of the four-door saloon hints at the air of restrained opulence to be found within, while the dynamic styling of the Avant underlines the progressive character of a generously proportioned five-

door saloon.

Both models, fulfill the most demanding requirements.

Smooth, flexible performance from the revolutionary fuel injected, five cylinder engine. Economy through lightweight construction and safety, incorporated within probably the most advanced design techniques ever used in automobile engineering.



The Audi 100 CD-5E

perb.

And engineering is the hallmark of Audi.

As may be assumed, the CD-5E is equipped to perfection. The pastel shades of the interior harmonise perfectly with the distinguishing metallic finishes, set off by superbly cast, alloy wheels.

The integral sunroof, opened at the touch of a button, features a "rear-raise" operation

for additional ventilation. A switch isolates the electrically, and individually, controlled windows should children be present. The hydraulically activated central locking system operates from inside, for safety, and outside for security, conveniently securing the boot. Or, as in the case of the Avant, the fifth door.

Tinted glass is, of course,

standard. But not tinted just for appearance. The glass contains heat deflecting properties that act to insulate the interior of the car against the sun's warmest rays.

Naturally, the transmission is automatic and the light, precise steering is power assisted. Effortless, even for the gentlest of ladies.

Finally, a cruise-control

system that enables you to pre-set to a desired speed. Ideal for those long motorway journeys.

Although the CD-5E is a luxurious car you will find that, throughout, our luxuries are as well engineered as our essentials.

This makes our car perhaps more expensive than less well thought out alternatives.

But it makes it a better car, as well.

Please note that the Audi 100 CD-5E is equipped with an electrically operated sunroof as standard. This item is not shown in the illustration below.



Refinement through attention

The Audi 100 is one of the most comprehensively equipped saloons available. Whichever model you choose you will find that our attention to detail will satisfy the most demanding requirements.

For instance, the large non-reflective instruments with high contrast numerals that can be read at the swiftest glance.

The outside rear view mirror is infinitely adjustable from within the car. Also controlled

from the interior, the headlamp beam width can be adjusted to suit driving conditions.

The wide flow-through ventilation system distributes fresh air evenly throughout the passenger compartment and the

heating unit is powerful enough to warm a small house.

The large glovebox is lockable and illuminated and the additional shelf on the drivers side within easy reach.

Additional storage space is



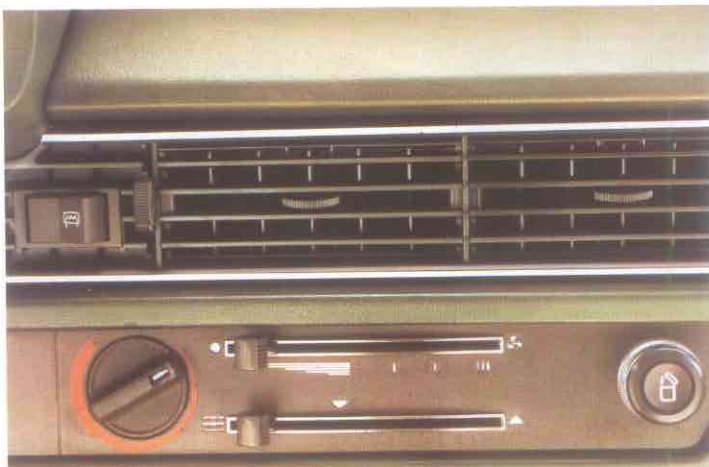
The non-reflective instrument console of the GL and CD Models.



Bumper side extensions for added protection.



You can adjust the outside mirror from inside the car.



Flow-through ventilation distributes the air throughout the passenger compartment.



The econometer helps you drive even more economically.

to detail.

provided in the doors which have been re-styled for greater comfort and convenience.

On GL models the large centre console houses a volt-meter and oil temperature gauge. At the rear there is a central

armrest which contributes to the comfort of rear seat passengers. Velour upholstery and wall to wall pile carpeting add to the feeling of luxury.

Outside, the halogen headlamps are powerful, as are the

foglamps integrated within the front bumper. The headlight washers work in conjunction with the windscreen wipers and the high pressure water jets ensure that the headlight lenses are kept clean. The bonnet is

lifted by a hydraulic support and on the Avant models the tail gate opens effortlessly, again supported by hydraulic struts.

Details of the equipment levels for each model are given in the final pages of this brochure.



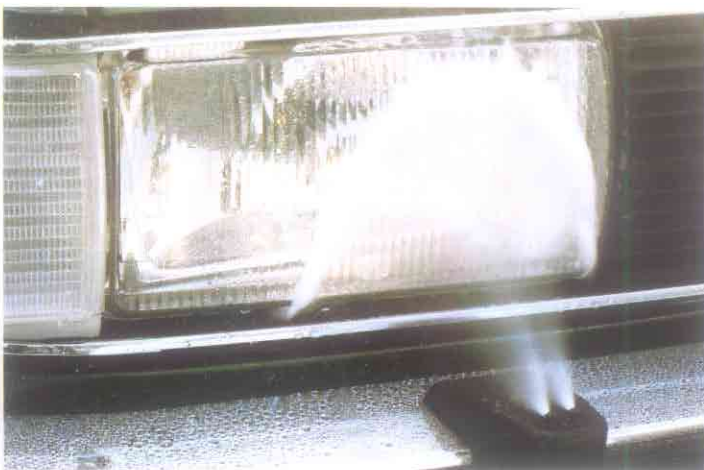
There are pockets in the doors for odds and ends. (GL and CD models)



A hydraulic bonnet support.



Front and rear foglights. (GL and CD models)



Headlight washers to keep the headlights clean. (GL and CD)



The shelf on the driver's side is within easy reach.

An atmosphere of luxury.

A wide range of optional equipment is available for both L and GL models. However, much of this equipment will be found as standard specification

for the luxuriously equipped Audi 100 CD-5E.

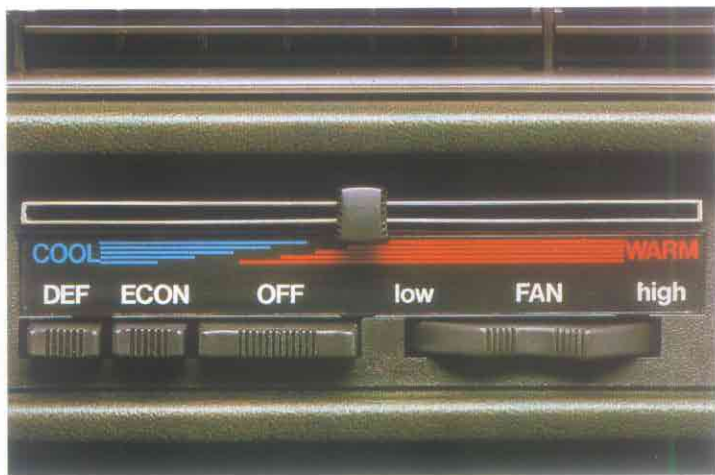
A steel sliding sunshine roof, for that open air feeling, is available on all models except

the CD where an electrically operated version is standard. Automatic transmission, again standard on the CD models, is optional as is a five speed gear-

box. Especially designed for the Avant, is a through loading facility which allows storage of longer items of luggage, such as skis, etc.



An electrical sunroof is standard on the CD-5E. A Manual version is optional for all other models.



Air conditioning is optional for GL and CD models.



*Automatic transmission is optional.**



Optional through loading facility for the Avant.

** Standard on CD Models.*



A 5 speed gearbox is optional.

Cast alloy sports wheels, a central locking system, electrically operated windows, heat insulating tinted glass and metallic paint, all standard features on the CD models, are available as optional for GL versions. New for this year is a cruise control system which is

also standard on CD models, but optional on the GL.

A full range of in-car entertainment is available and all models are prepared for radio installation - all you need is to have the radio/cassette player of your choice fitted as an optional extra plus, of course, any

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

Power assisted steering is available on models equipped with the 5 cylinder carburettor

engine but is standard on fuel injected versions.

Finally, air conditioning is available for GL and CD models to provide the right climatic conditions within the car, no matter what the outside temperature.



A full range of in-car entertainment is available. All models are equipped for installation.



*6J x 14 Alloy wheels optional for all models.**



Seat angle adjustment is standard on all models.



*Central locking system optional for GL Models.**

**Standard on CD Models.*



*- as are electrically operated windows.**

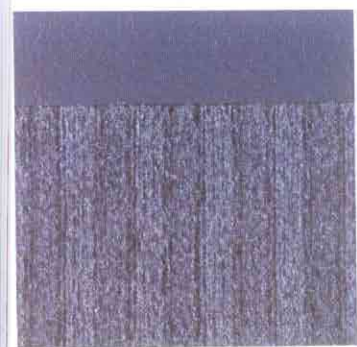
Technical data.

Model range: Avant L; Avant L-5D; Avant GL-5S; Avant CD-5E.
(saloon) 100 L-5S; 100 GL-5S; 100 GL-5E; 100 CD-5E.

Technical		100 Avant				100 Saloon	
		L	L-5D	GL-5S	CD-5E	L-5S/GL-5S	GL-5E/CD-5E
Engine		4 cylinder					
Capacity		5 cylinder water cooled in-line overhead camshaft					
Capacity	Litres	1.6	2.0	2.2	2.2	2.2	2.2
	Cubic	1588	1986	2144	2144	2144	2144
Bore	mm	79.5	76.5	79.5	79.5	79.5	79.5
	Stroke	80	86.4	86.4	86.4	86.4	86.4
Output	bhp (DIN)	85	70	115	136	115	136
	kw	63	51	85	100	85	100
	at rpm	5600	4800	5500	5700	5500	5700
Compression		8.2 : 1	23 : 1	8.2 : 1	9.3 : 1	8.2 : 1	9.3 : 1
Max. Torque	lb ft	91.2	90.4	122	136	122	136
	Nm	124	123	166	185	166	185
	at rpm	3200	3000	4000	4200	4000	4200
Fuel Induction		Down draught, 2 stage with automatic choke.	Indirect injection	Down draught, 2 stage with automatic choke.	K-jetronic fuel injection.	Down draught, 2 stage with automatic choke.	K-jetronic fuel injection.
Electrical System		12 volt	12 volt	12 volt	12 volt	12 volt	12 volt
Battery		45 Ah	88 Ah	63 Ah	63 Ah	63 Ah	63 Ah
Generator		55 A	55 A	65 A	75 A	55 A/65 A	65 A/75 A
Cooling		With electrically driven, thermostatically controlled fan					
Lubrication		Forced circulation with full flow oil filter					
Transmission and Chassis		Front drive via dry, single plate clutch, fully synchronized four-speed gearbox, differential and double-joint semi-axes, combined with the engine to form a compact front-drive unit mounted in a frame.					
		At extra charge: five speed transmission.					
		At extra charge: three-speed automatic transmission instead of four-speed manual gearbox. Standard on CD models.					
		Automatic transmission not available for Avant L/Avant L-5D.					
		Springing front and rear: with coil springs and telescopic shock absorbers combined in front with the suspension struts.					
		Transverse stabilizers in front.					
		Wheel location: in front, by suspension struts, (lower) wishbones with track-stabilizing steering-roll radius; at rear with torsion crank axle, with additional support provided by a Panhard rod.					
		Steering: maintenance-free, self adjusting rack-and-pinion steering with steering damper. Safety steering column.					
		Power assisted steering on GL-5E and CD-5E models.					
		Brakes: dual diagonal circuit brake system with disc brakes in front, drum brakes at rear and brake servo.					
Wheels		5½ J x 14	5½ J x 14	5½ J x 14	6 J x 14	5½ J x 14	5½ J x 14/6 J x 14
Type		Steel	Steel	Steel	Alloy	Steel	Steel/Alloy
Tyres		165 SR 14	165 SR 14	165 SR 14	185/70/HR 14	165 SR 14	185/70/HR 14
Type		All models steel radial ply tyres.					
Performance							
Top speed mph	(man)	99	93	109	—	109	117/—
	(auto)	—	—	107	115	107	115/115
Acceleration	0-50 mph: secs	(man) 8.6	11.2	7.4	—	7.4	6.3/—
	(auto) —	—	—	8.7	7.8	8.7	7.8/7.8
0-60 mph: secs	(man)	13.4	17.5	11.2	—	11.2	9.5/—
	(auto) —	—	—	12.9	11.4	12.9	11.4/11.4
Fuel consumption		With the exception of the diesel engine Avant L-5D, all fuel consumption figures are in accordance with the fuel consumption tests as defined in the Passenger Car Fuel Consumption Order 1977.					
Miles per gallon							
Simulated Urban Driving Cycle	(man)	24.1	(42 mpg at 62 mph)	18.5	—	18.5	18.5/—
	(auto)	—	—	20.3	21.4	20.2	20.9/20.9
At 56 mph	(man)	38.7	—	32.8	—	32.8	31.4/—
	(auto)	—	—	31.7	31.7	31.0	29.4/29.4
At 75 mph	(man)	28.0	—	25.9	—	25.9	25.7/—
	(auto)	—	—	25.9	25.9	24.3	22.8/22.8
Litres per 100 K/metres							
Simulated Urban Driving Cycle	(man)	11.7	—	15.3	—	15.3	15.3/—
	(auto)	—	—	13.9	13.2	14.0	13.5/13.5
At 90 Km/h	(man)	7.3	—	8.6	—	8.6	9.0/—
	(auto)	—	—	8.9	8.9	9.1	9.6/9.6
At 120 Km/h	(man)	10.1	—	10.9	—	10.9	11.0/—
	(auto)	—	—	10.9	10.9	11.6	12.4/12.4
Fuel							
Star rating		2	Dies.	2	4	2	4
Octane		91	—	91	98	91	98

The upholstery.

Ribbed velour for the Audi 100 L-5S/Audi 100 Avant L/L-5D



Azure



Sedge



Sand



Negro

Raschel velour for the Audi 100 GL-5S/GL-5E/CD-5E. Audi 100 Avant GL-5S/CD-5E.



Azure



Sedge



Sand



Negro

Audi 100 Colour Combinations

	L/L-5D/L-5S Ribbed velour				GL-5S/GL-5E Raschel velour				CD-5E Raschel velour			
	Azure	Sedge	Sand	Negro	Azure	Sedge	Sand	Negro	Azure	Sedge	Sand	Negro
Exterior finishes												
Black 9000												
Malaga red H 5												
Alpine white P 1												
Merian brown T 2												
Metallic finishes												
Copper W 2												
Helios blue W 5												
Indiana red W 9												
Inari silver Y 4												
Onyx green Z 2												
Diamond silver Z 4												
Dolomite grey Z 9												

The paintwork.

Exterior finishes.



Black

9000



Malaga red

H 5

Alpine white



P 1

Merian brown

T 2

Metallic finishes.



Copper

W 2



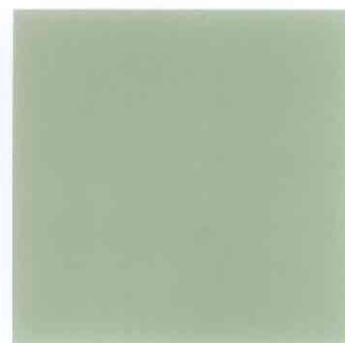
Helios blue

W 5



Indiana red

W 9



Inari silver

Y 4



Onyx green

Z 2



Diamond silver

Z 4



Dolomite 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 CD-5E where this finish is standard.

The Audi service.

The advanced 1-year warranty with no limit on mileage. A manufacturer who gives this kind of warranty must be absolutely convinced of the quality of his cars. However, with this warranty we believe we give you more than just proof of quality. We give you the assurance that you made the right choice. For economical, comfortable and safe motoring. The 1-year warranty has worldwide validity.

The new 6-year body protection warranty. Audi were the first company to offer a 6-year warranty to cover bodywork corrosion. As with our 12 months, no mileage limit warranty, a manufacturer who gives this kind of warranty is quite sure of

the longevity and quality of his product.

Special rust-proofing of internal body sections and panels protects against internal corrosion. This treatment applied at the time of manufacture guards against through-rusting from the inside. Should this occur, rectification will be made free of charge. Naturally, during the Bodywork Warranty period the car must be cared for in compliance with the operating instructions and the bodywork must be checked every two years by an Authorised Audi Dealer.

With this warranty you may be totally confident that the bodywork of your car is fully protected against any defect in manufacture.

A wide service network.

There is a wide network of Audi service stations around the world. The Audi service includes the latest in high efficiency equipment and special tools to provide maintenance and service for your car throughout its long life.

Trained personnel.

The personnel of the Audi companies, service managers, engineers, reception engineers, etc., receive regular training in factory-approved schools. At the factory there is a special department which carries out research into new servicing techniques in co-operation with Audi dealers. All this results in quicker, better quality service and lower main-

tenance costs.

Spare parts and exchange units. The Audi service includes a well-organized Parts Service. Guaranteed, high-standard exchange units are available from all Audi dealers. Genuine exchange units undergo stringent inspection at the factory.

Personal Export. The Audi service also includes the Personal Export facility which arranges for Overseas, Military and Diplomatic sales of Audi vehicles.

For information on this service the Personal Export Centre, 95 Baker St. London, W1, should be contacted. (Tel. 01486 8411)

Success through engineering

