

Audi Models 1988



Audi 80

The Audi 100 broke new ground in saloon car design — smooth, sleek, aerodynamic and unquestionably modern. Now those same innovative principles and exciting design ideas can be found in the new Audi 80. Compact, yet elegantly proportioned, the new Audi 80 has the distinctive, slightly wedge shape profile and flush fitting side windows that are the hallmarks of Audi's aerodynamic prowess. Indeed, with a Cd value of just 0.29 the 80 is the most

aerodynamically efficient car in its class, and that speaks volumes for its economy and quietness at speed.

It's the most space efficient in the class, too. The elegantly designed modern interior is the roomiest you'll find. That's a confident claim supported by objective measurement.

Of course, a wind-cheating body shape is just the visible proof of the 80's sophisticated technology. Unseen, but no less important, is Audi's use of galvanised steel throughout its

construction to provide the most permanent protection against corrosion. That's another feature you won't find in its rivals.

Nor will you find a range of four-cylinder engines, including fuel-injection and turbo-diesel units, which can run for 20,000 miles between services. Nor, of course, a range which offers a choice of front-wheel-drive and quattro four-wheel-drive.



It is easy to see that the new Audi 80 opens up a whole new chapter for the compact saloon. Elegant, roomy and comfortable yet economical and easy to handle — and, of course, with the quality and refinement of every Audi. Key to its success is the striking new body. Its aerodynamic advantages are obvious from the clean, smooth lines. Less so the fact that all its steel panels are galvanised each side as part of Audi's sophisticated anti-corrosion process. (Even the exhaust system is aluminised at vulnerable spots for longer life.)

The space efficiency of the 80's body is apparent to anyone who sits inside. There's ample room in the rear seats

as well as in the front. And the 1.90 metres between pedals and rear seat backrest make the 80 measurably the roomiest in the class.

It's a genuine five-seater — and a comfortable one too. The seats are carefully built up from different grades of foam to provide the correct balance between support and comfort in all areas.

The interior is clean-cut and modern; the dashboard stylish yet practical with controls that have an unobtrusive appeal. A sophisticated, air-blending heater is unaffected by changes in engine revs or vehicle speed, while powerful ventilation can change cabin air up to four times a minute. The sleek new bodyshape

allied to the proven fuel efficiency of Audi's four cylinder engines gives the 80 a blend of lively performance and enviable economy. And with 20,000 miles now permissible between major services, there are even greater savings to be made.

The 80's engine range comprises 55 kW (75 bhp) 1.6 litre and high-torque, 66 kW (90 bhp) 1.8 litre petrol units. The 1.6 litre turbo-diesel, with an output of 59 kW (80 bhp) is a widely praised mix of diesel economy and lively performance. The exciting 1.8 litre, fuel injection engine provides a sporting punch from its 82 kW (112 bhp) as well as surprising fuel efficiency. All four engines drive through a

new five-speed transmission that is quieter and smoother shifting.

The fast yet flexible 1.8 injection engine powers the Audi 80 1.8 E, whose sporty appeal is further enhanced by alloy wheels and sports interior trim, and you'll find the same engine too in the 80 quattro, which features a carefully refined new version of Audi's now legendary four-wheel-drive system. A new Torsen centre differential can distribute engine power according to demand. It also allows unrestricted use of the ABS anti-lock braking that is a valuable option for both the quattro and 1.8 E.



Vorsprung durch technik

Audi 90

Five-cylinder petrol engines, quattro four-wheel-drive, sleek new aerodynamic styling, space efficient cabin design and long-life galvanised steel body construction — these remarkable Audi innovations have changed the shape of motoring.

Now they can all be found together in one model — the new Audi 90. The 90 is, of course, big brother to the Audi 80. They share the same distinctive, aerodynamic bodyshape.

But while the Audi 80 has four-cylinder power, the 90 is powered by Audi's unique five-cylinder engines. These electronically fuel-injected 2.0 and 2.2 litre power units have the power and flexibility to make the Audi 90 an impressive sports saloon.

The more so as they are complemented by a sports suspension package that includes 195/60 tyres on 14 inch wheels, four wheel disc brakes and the option of ABS anti-locking. ABS is part of the

standard specification on the new 90 quattro, whose permanent four-wheel-drive system now benefits from an ingenious new Torsen centre differential.

The 90 naturally has the same remarkable space efficiency and elegant interior style as the 80. It's a roomy and well planned five-seater. It shares, too, all those other innovative 80 features, including the galvanised body.



The Audi 90 offers a choice of the marque's unique and well proven five-cylinder power units. They are proven performers too, the 2.0 producing an output of 115 bhp and the 2.2 litre 136 bhp, with electronic fuel injection, hydraulic tappets and numerous other technical improvements, refinement and reliability are also guaranteed — and proven by Audi's confidence in setting 20,000 mile major service intervals. This powerful pair of engines sets the sporting style of the Audi 90. A style that is enhanced by suspension carefully tuned to balance crisp handling with a comfortable ride, powerful all-disc braking and wide, low-profile tyres that afford ample

reserves of grip.

If you choose, there's the added security of ABS anti-lock braking.

But the Audi 90 is also a compact performance saloon that can combine this lively performance and enjoyable, sure-footed handling with comfortable, quiet, five-seater accommodation.

The cabin is the roomiest in the class — nothing can match its 1.90 metres of length between pedals and rear seat back. And the seating has been ergonomically designed to make the most of that space and to provide first class comfort and support over long distances. Drivers will welcome the sort of attention to detail that insists on different grades of foam around the

seat to ensure appropriate levels of support.

They will appreciate, too, the well planned fascia with its simple yet handsome layout, the powerful ventilation system and the air-blending heater that can maintain cabin warmth regardless of changes in engine or road speed.

Inside the 90 are numerous places to stow the sort of oddments needed on a journey, while the deep boot with its ingenious, wide-opening, cantilever-hinged lid and bumper level opening carries a substantial 430 litres of luggage.

The 90's impressive standard specification complements its abilities on the road. Supplementary driving and fog lights, electrically

operated, heated door mirrors, central locking, green tinted glass and power steering are fitted right across the range.

It all adds up to a sporting saloon which every driver will relish and any passenger appreciate. The ultimate example, of course, must be the new Audi 90 quattro. Powered by the 2.2 litre, 136 bhp engine, it features the latest in quattro four-wheel-drive technology — a Torsen centre differential which can vary the engine's torque distribution front-to-rear according to demand. This also allows for unrestricted use of the standard ABS braking system.



Vorsprung durch technik

Audi 100/ Avant

The Audi 100 is the car that broke the mould. Those smooth, curving lines and distinctive flush-fitting windows are the mark of a car which set new standards in aerodynamic efficiency.

Even now, when it is an established sight on the roads, the Audi 100's elegant styling is no less distinctive, handsome and modern. It continues to be one of the most aerodynamically effective of current cars and, thanks to that low Cd value, still sets standards in quietness,

performance and fuel efficiency that are hard to match.

As well as its world-leading aerodynamics, the Audi 100 can boast a large and luxurious passenger compartment. Allied to its uncanny quiet at speed, this results in a saloon offering almost unparalleled long-distance comfort.

The Audi 100's size and inherent space is taken full advantage of in the 100 Avant, a model which is a refreshing and stylish example of car design, like every Audi. The

versatile Avant can be both practical estate car and elegant, fastback coupe.

Both saloon and Avant versions are powered by Audi's unique five-cylinder engines and are available with both front-wheel-drive and quattro four-wheel-drive. Luxuriously equipped, naturally, they also benefit from Audi's advanced long-life engineering, with a fully galvanised body structure and 20,000 mile service intervals.



Audi 100

The Audi 100 is a remarkably integrated feat of design. Its low-drag body is both stunningly handsome and sharply distinctive, the benefits of Audi's wind-tunnel testing are to be seen in all areas of the car.

You'll find them immediately in the 100's rare blend of performance and economy. At 60 mph more than half of a car's engine output can be used just to push it through the air — and that proportion goes on rising as speed increases. So the 100's slippery shape is the key both to its fuel efficiency and impressive maximum speed.

Powering the 100 saloon and Avant models are Audi's clever five-cylinder petrol engines — 2.0 litres, 115 bhp and 2.2 litres, 138 bhp — together with the highly fuel-efficient 2.0 litre, 87 bhp turbo-diesel.

These refined petrol engines use such advanced features as electronic injection and an over-run fuel cut-off to maximise economy. The results are impressive: the 2.0 litre saloon can return 33.6 mpg at 75 mph for example. The 100's huge, 17.6 gallon fuel tank makes the most of this economy, enabling the car to cover 500 or more miles between fuel stops. Performance is no less outstanding: the 2.2 litre is capable of 126 mph and will accelerate to 62 mph in 9.7 seconds.

The relaxing, refined manner in which the 100 performs is another tribute to its aerodynamics. Slipping easily through the air, it is quiet and smooth at the high cruising speeds of which it is capable.

Inside, there is the same story of relaxing comfort. Large, comfortable and

anatomically correct front seats together with a neat, attractive fascia cosset front seat occupants.

In the rear, up to three adults can enjoy leg stretching space and an outstanding rear seat ride. The new heating and ventilation system also maintains a constant, high level of cabin comfort.

With a huge, 21.5 cu ft boot, the 100 saloon has luggage capacity to match its passenger carrying ability, while for real versatility the Avant model is hard to beat. The rear seat back can be folded flat to provide 67.8 cu ft of load room, or partially folded to carry extra luggage and either one or two rear passengers.

The Avant is also a natural candidate for Audi's quattro four-wheel-drive; the 100 Avant quattro is a highly-effective, all conditions estate car. Both the

Avant and the 100 saloon quattro models are powered by the 2.2 litre engine and have a standard specification that includes alloy wheels with low profile 60 series tyres and the option of ABS braking.

Indeed all versions of the 100 — four saloons and four Avants — are handsomely equipped with such luxury items as steel sunroofs and power steering, while the 2.2 litre CD models are fitted in addition with electrically operated windows and door mirrors.

Of course, every Audi 100 benefits from the fully-galvanised body structure and 27 stage paint process that guarantees its long life and helps maintain its high resale value.



Vorsprung durch technik

Audi 200

The Audi 200 is, quite simply, one of the world's most sensational cars. The sleek and slippery looks of its aerodynamic body are a supreme example of modern car design. Its 182 bhp, turbocharged, five-cylinder engine is a remarkable performer, too, capable of pushing this luxurious saloon to no less than 144 mph.

Then there's the sheer style and comfort of its spacious interior. The luxury of a lavish specification that includes anti-

lock braking and air-conditioning. Surprising fuel efficiency. Taut yet compliant sports suspension.

It's a high-performance, super-luxury saloon of rare appeal. For those who want to experience an even rarer blend of performance and luxury, the 200 quattro reigns supreme. Its four-wheel-drive system provides the sort of traction from which a high-powered saloon can really benefit and, of course,

surefooted security in poor driving conditions.

Little wonder, then, that so many motoring writers have described the 200 Avant quattro as one of the world's ultimate cars. To that turbocharged power and sophisticated quattro road-holding is added the versatility of an estate car — and all in the elegant body shape of a vehicle as good looking as any high performance coupe.



Audi 200

The Audi 200 saloon and Avant have a look of streamlined elegance that stands out even among their top class rivals. Of course, the advanced aerodynamic styling not only benefits their looks but makes a real contribution to performance, economy and high-speed refinement.

This smooth shape and the 200's light yet strong body construction are key elements in the Audi's dramatic performance, the 200 quattro having a top speed of 144 mph and 0-60 mph acceleration in just 8.1 seconds. Just as significant is the remarkable 30.1 mpg at 75 mph economy that makes the 200 one of the most economical cars available in this sector of the market. At the heart of this impressive power and

economy is a sophisticated, five-cylinder, 2.2 litre engine, using fuel-injection, turbo-charging and an intercooler to deliver no less than 182 bhp.

Naturally, safety takes a strong priority in such a high performance machine. There's the passive safety of a rigid body structure and energy absorbing crumple zones. The active safety, too, of front-wheel-drive with its inherent stability and grip. Or, of course, the even greater security of quattro four-wheel-drive. Suspension has been carefully tuned too, to balance responsive handling with a comfortable ride. The braking system has hydraulic power assistance to provide prompt response and good feel as well as ventilated front discs and ABS anti-locking.

Inside, the 200 offers its passengers a degree of spaciousness that is lavish even by luxury car standards. Headroom, legroom and elbow space are generous for both front and rear seat users and wide doors and low sills ensure easy entry and exit.

Front seat occupants in the quattro versions have the additional benefit of electric seat adjustment, the driver's complete with a four position memory.

It's a luxurious as well as spacious interior. And an especially versatile one in the case of the Avant quattro. The comprehensive dashboard includes a micro-computer controlled Auto-check system which can detect and display a wide range of possible problems. There's a multi-

function trip computer, too, and a sophisticated yet easily regulated air-conditioning system which will maintain a pre-selected interior temperature and provide a through-flow of ventilation.

The full list of standard equipment is almost endless, but naturally there is electric operation of windows and door mirrors as well as power steering, an electric steel sunroof, cruise control and headlamp washing. Leather trim is one of a series of luxury options.

To ensure the 200's lasting value, the body structure is of fully galvanised steel, prepared and painted in a comprehensive 27-stage process and backed by Audi's lengthy warranties.



Vorsprung durch technik

Audi Coupé

The Audi Coupé is a car full of surprises. A classically proportioned two-door coupé, its handsome lines have all the distinctive elegance and sharp, modern appeal of an Audi. Yet inside, you'll discover a roomy, four-five seater passenger compartment whose space and comfort — even in the back seat — could surpass many sports saloons. Look further and you'll see, too, that the Audi Coupé has a substantial boot — and again one that is more than a match for a good many saloons.

That's the surprising secret of the Audi Coupé. It's a sleek and sporting coupé, with all the performance and handling you'd expect from those dashing lines. But at the same time, it's a comfortable, refined and roomy family car.

Like the rest of the Audi range, the Coupé is available with a choice of either front-wheel-drive or quattro four-wheel-drive transmission. And just like its big brother, the Audi quattro, the Coupé quattro is powered by Audi's 2.2 litre, five-cylinder engine. The 136

bhp power unit gives the Coupé quattro 126 mph performance and all the benefits of Audi's innovative four-wheel-drive technology.

The front-wheel-drive Coupé models have a choice of either 2.2 litre power or the high-torque, 1.8 litre, four-cylinder, developing 112 bhp.

All three versions are handsomely equipped in the best coupé traditions with alloy wheels, central locking, power steering and, of course, a wide range of options.



Audi Coupé

The Audi Coupé may be a car with a dual personality but neither side of its character has been sacrificed to improve the other. Performance of all three versions is outstanding. The Coupé GT is powered by the 1.8 litre, four-cylinder engine, a fuel-injected unit noted for its flexibility and smoothness as well as its lively 112 bhp output.

The extra capacity of the bigger, five-cylinder, 2.2 litre engine gives higher range Coupé models even greater torque, while flexibility has been enhanced by improvements to the engine's response at low revolutions. This strong, smooth engine can power the Coupé to 62 mph in only 8.6 seconds and

on to a top speed of 126 mph. And with electronic fuel-injection and hydraulic tappets it can run for 20,000 miles between services, like the 1.8 model.

The Coupé's running gear more than matches up to its performance. Its long wheel-base and wide track configuration are the perfect recipe for well balanced, secure handling while the Coupé's springs and dampers have been carefully matched to find the optimum setting between comfort and handling.

To the natural stability and traction of front-wheel-drive Audi has added negative roll radius steering geometry. This aids stability under braking or

if one wheel is on a slippery surface. The Coupé quattro has the unparalleled security and handling born of four-wheel-drive.

All models run on low profile, 60-series tyres to ensure a high standard of roadholding. The 136 bhp Coupés have all round disc braking, with an ABS anti-locking option on the Coupé quattro.

This is only half the Coupé story. The other part is of a spacious and comfortable four-seater, whose passenger cabin is both stylish and luxuriously trimmed.

Driver comfort and convenience take a high priority. The front seats are large and contoured to provide support

in cornering as well as comfort. The fascia is a masterpiece of ergonomics, its instrument binnacle surrounded by finger-tip switches which lie just a touch away from the steering wheel.

But there is no less a standard of luxurious accommodation in the rear seat, where two adult passengers can enjoy saloon car comfort.

The Coupé is a Grand Tourer in every sense. With a long-range 15 gallon fuel tank and a spacious 15.4 cubic feet boot, it provides the style, comfort, performance and luxury for travelling in true grand touring fashion.



Vorsprung durch technik

Audi quattro

First and most sporting of the new generation Audis, the Audi quattro — a legend in its own lifetime — began a new chapter in automobile history. Thanks to Audi, four-wheel-drive has moved from the farm tracks to the roads, where the quattro has demonstrated convincingly what all-wheel-drive can do for everyday driving problems.

The high-performance quattro — 200 bhp and 138 mph — is an impressive

exponent of four-wheel-drive's superior traction (up to 2.25 times more traction on ice or 1.66 times more traction on wet surfaces than two-wheel-drive).

Its not just on the road, where its traction, grip and handling make it one of the safest and most usable high performance sports coupes, but in motorsport, too, where Audi has achieved spectacular successes.

The pioneering quattro has

scored in rallies across the world, on every type of surface. It has twice won Audi the World Rally Championship for Manufacturers and powered home the World Driver's Champion.

With permanent four-wheel-drive, a fuel efficient turbocharged engine and purposeful good looks, the Audi quattro is, in every way, one of the few truly original cars.



Audi quattro

There simply isn't any car quite like the Audi quattro. Nothing that can combine its superlative performance with the security and stability of permanent four-wheel-drive. Nothing, too, that has its aggressive appeal and yet a practical, four-seater passenger compartment. And nothing with its sophisticated array of equipment, from ABS anti-lock braking to an all-electronic fascia display with a built-in voice-warning system.

The quattro's four-wheel-drive transmission was the first of its generation. It's still the lightest and most ingenious — a masterpiece of compact, precision engineering. The engine and front-drive gearbox is modified to accommodate a centre differential and an output to the independently suspended

rear wheels. Both centre and rear differentials can be locked by the driver to maintain progress even under very adverse conditions. The arguments in favour of four-wheel-drive are now conclusive: it improves traction, aids security on poor surfaces and brings an added element of handling 'balance' that the enthusiast driver will appreciate.

The Audi quattro makes the most of its advantages, using rally proven suspension settings, substantial 215/50VR15 tyres on eight inch alloy wheels and speed-variable power assisted steering which makes parking easy but retains good road 'feel' at speed. Brakes, as you'd expect, have an ABS anti-locking system.

It's a sophisticated chassis,

more than capable of managing the massive 200 bhp output of the quattro's engine. This turbocharged version of Audi's familiar 2.2 litre five-cylinder unit is advanced yet of proven reliability. To produce its very substantial output, the engine features fully-programmed electronic injection and ignition as well as an inter-cooler to lower the charge air temperature.

Like the rest of the car, the quattro cabin is purposeful yet sophisticated. It will seat four in comfort but, understandably, it's the driver who takes priority. The sports front seats give excellent support against the cornering loads the quattro can generate. They're heated, too, and the driver's has height adjustment.

The latest quattro fascia is

inspired by the need to present vital information to the driver as clearly and succinctly as possible. To that end, it uses electronic instrument displays with digital read-outs for speed and fuel level and bar type displays of revs, boost pressure and temperature.

The quattro also incorporates an electronic check system which can monitor 15 different vital functions around the car should a fault develop. There's a multi-function computer, too, and all the switchgear is arranged within a fingertips's reach of the leather-rimmed steering wheel.



Vorsprung durch technik



Vorsprung durch technik

Issued by Audi Marketing,
Yeomans Drive, Blakelands, Milton Keynes, MK14 5AN