

The Audi 200.

1989 model year



The ultimate combination of sporting high performance

With more power, a magnificent new cockpit and even more luxury equipment the latest Audi 200 Turbo, 200 quattro and versatile 200 Avant quattro represent the finest blend of sporting performance with spacious luxury and refinement.

The elegant 200's sumptuous new air-conditioned interior is ergonomically designed to give you relaxed control at the wheel while cossetting your passengers in total comfort.

Now there's even greater power to qualify the 200 range amongst the world's fastest five-seater cars. The 200 quattro's mighty 200bhp, five-cylinder, turbo-charged engine will thrust it along an autobahn at 144mph, while the 190bhp 200 Turbo matches sports car performance to smooth automatic transmission.

Just as you will be excited by the responsive



nce and luxury.

turbocharged power, so you will be reassured by the safe handling and roadholding of the front-wheel drive Turbo or the second generation quattro system. This advanced development of Audi's innovative four-wheel drive system features a Torsen ('torque sensing') centre differential to vary the proportion of drive output smoothly between the two axles according to conditions. It also permits full-time use of the standard fitment anti-lock (ABS) braking system.

A fully-galvanised bodyshell complements sporting exclusivity with built-in longevity: the 200 carries a 10-year warranty against corrosion.

Advanced aerodynamics, spacious accommodation and exceptional fuel consumption, allied to the latest refinements in comfort and performance, keep the 200 firmly in place as one of the world's most desirable luxury cars.

(The vehicle illustrated in this brochure may differ from UK specification.
Please see the specification list.)



Ergonomically designed for relaxed sporting driving.

The better your seating position the better you can control your car. That's especially important in a car as fast and powerful as the latest Audi 200, so we've completely re-designed the interior and fascia ergonomics to put you even more firmly in command. You will feel comfortably at home the moment you sit in the luxurious cockpit.

Once you have found your ideal seating position – helped by electric seat operation in the quattro model, available as an option on the Turbo – you will find we've located instruments and switchgear for clarity and ease of operation. It's an important contribution to both relaxed driving and safety. For instance, the auxiliary instruments for oil temperature and pressure, water temperature, fuel level and the voltmeter are arranged in line with the electronic speedometer and tachometer so you don't have to divert your eyes from the road. Instruments are of classical, analogue, black on white design, so you can read them at a glance.

The on-board computer gives a digital read-out, while the combined autocheck system has easily recognised symbols.

Major switches are within fingertip reach on the steering column. Auxiliary switches are close to hand and logically arranged in the centre console.

Push-button controls for the fully-automatic air conditioning are mounted in the centre console, too. The system ensures fast and accurate temperature control and includes individual hot and fresh air controls for rear seat passengers. The powerful air-conditioning fan can change over 10 cubic metres of air in



Elegantly sporting.

Superb ergonomics and exceptional handling qualities are important to the driver, of course; but it's the comfort and luxury of the interior

Seats and headrests are of the highest quality, with leather upholstery and adjustable lumbar support.

less than a minute.

Heat-insulating glass, a colour-tinted shade band along the top of the windscreen and a deeply-hooded instrument binnacle also contribute to the maintenance of a comfortable cabin temperature.

We've even included an ambient temperature gauge so you know how the outside world is feeling whilst you're enjoying your temperature controlled environment.

And so too much effort at the wheel doesn't increase your temperature, we've fitted power steering for ease of handling.



Control panel for the fully-automatic air-conditioning unit.



Elegantly sporting. Designed for relaxed sporting fun.

The better your seating position, the better you control your car. That's especially important in a car

and performance. The latest we've designed and built to pull a family.

The interior is designed for your comfort and safety. It's a car that's built to last. It's a car that's built to last.



There's more to the new 200's engine than generates

Superb ergonomics and exceptional handling qualities are important to the driver, of course, but it's the comfort and luxury of the interior appointments which ultimately make the Audi 200 totally enjoyable for all occupants.

Seats and headrests are sumptuously upholstered in high-quality velour. Leather is available as an extra-cost option if you prefer it. Or you can choose the leather and velour combination of the sports seats for the 200 quattro.

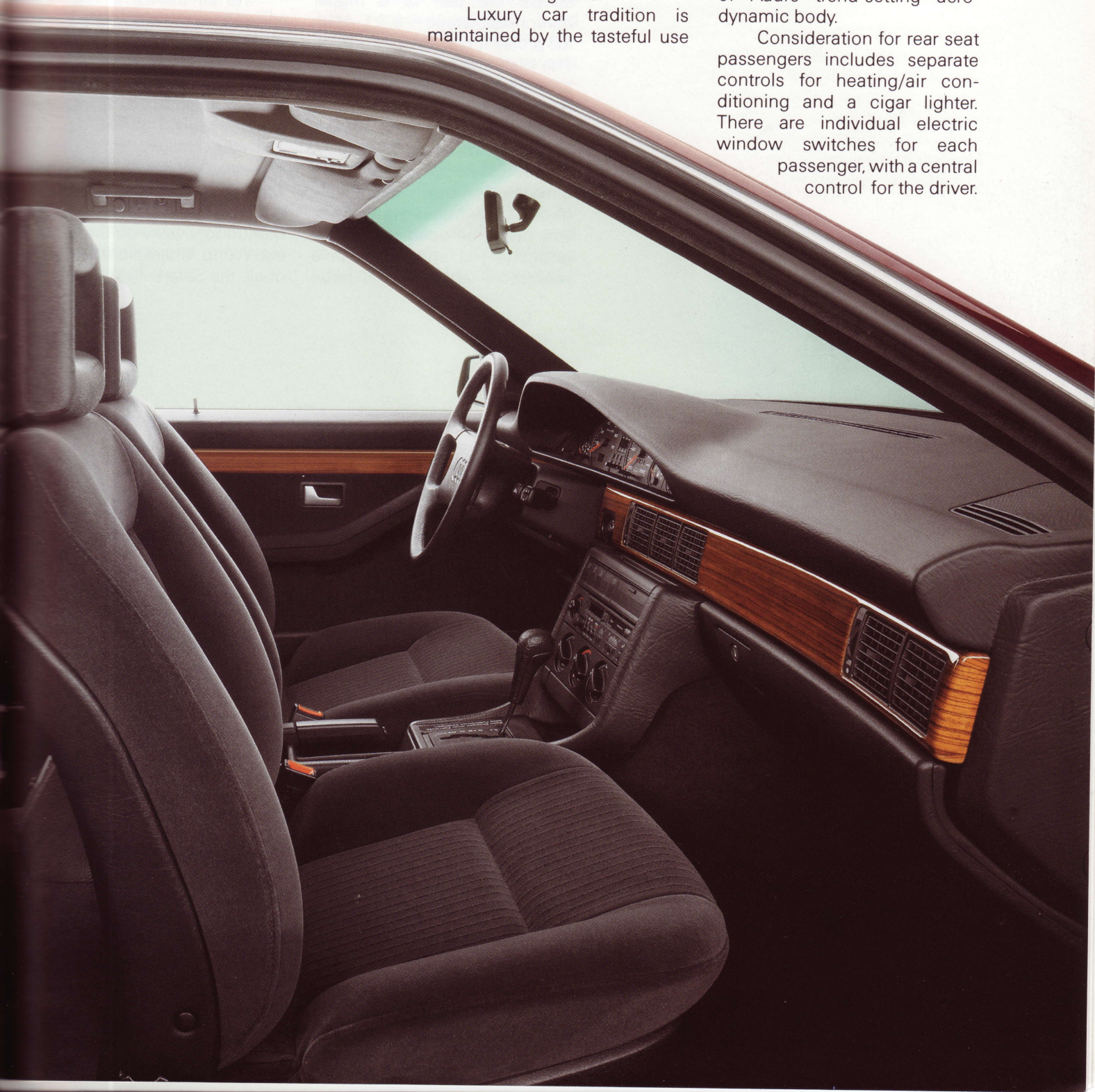
The latest technology in seat design incorporates multi-zone foam construction. It's wonderfully comfortable while holding you firmly in position when cornering hard.

Luxury car tradition is maintained by the tasteful use

of fine-quality 'zebrano' wood trim inlay along the fascia and the doors. This time-honoured material integrates perfectly with the most modern of fascia designs, an elegant curved form, with hooded instrument binnacle, which merges subtly with the front door panels.

Such harmony of design produces a feeling of all-enveloping luxury within the highly praised spaciousness of Audi's trend-setting aerodynamic body.

Consideration for rear seat passengers includes separate controls for heating/air conditioning and a cigar lighter. There are individual electric window switches for each passenger, with a central control for the driver.



There's more to the new 200's engine than generous p

Supercar levels of power and performance with smooth temperament and remarkable fuel and servicing economy: these are the exceptional characteristics which have made the Audi 200's five-cylinder, turbocharged and fuel-injected engine a motoring legend.

Now there's more power than ever. We've increased the engine size by four per cent to 2226cc, water-cooled the turbo-charger and added a more efficient intercooler. A new electronic management system allows the use of a higher compression ratio - 8.6:1 - with full protection against 'knocking'. The result is a lift from 182bhp to 200bhp for the four-wheel drive 200 quattro and to 190bhp for the automatic transmission, front-wheel drive 200 Turbo.

You'll notice a lot more power lower down and in the middle engine speed range than you might be used to in other turbocharged engines, with a noticeable absence of 'turbo

lag'. If you push the 200's throttle you're sure to feel the response.

And the power stays all the way up the rev range, so there's less need for gearchanging, even when the car is being driven quickly.

It's all thanks to the high compression ratio the new electronic management system and improved intercooler have made possible, using sophisticated principles we developed in motorsport.

After all, we learnt a thing or two winning two World Rally Championships with Audi quattros and taking a 200 quattro to victory on the toughest World Championship Rally of all, the Safari.



wer.

Of course, the requirements of driving in day to day traffic conditions are somewhat different. But our fully automatic mapped ignition system and fuel-injection take care of that. The electronic ignition system finds the optimum timing point for all engine conditions. The fuel-injection unit has a warm-up regulator so that you can drive off from cold without excessive use of the throttle. And an idling fuel inlet regulation system ensures that when the engine is idling it receives just enough fuel to keep running. It's a total high technology refinement package which aids smooth running and minimises fuel consumption.

The new Audi 200 engine boasts the latest low maintenance technology as well as more performance. For instance, the electronic ignition, fuel-injection system and hydraulic tappets are maintenance free. Spark plugs are the long life type, special cylinder head bolts remove the need for re-tightening and the brakes and clutch are self-adjusting. Vulnerable parts of the exhaust system are made of stainless steel.

Results are directly reflected in running costs, for we've been able to separate the 200's main service intervals by as much as 20,000 miles, a major saving in time off the road and a relief on the wallet.



quattro – pioneer of a four-wheel drive revolution.

Any new idea must prove its worth – and on test tracks value of quattro four-wheel drive for every day road driving wheel drive revolution.

Today you will hardly find a major car manufacturer that has not taken up this idea. Confirmation of the value of the development and a compliment to its pioneer.

Over 135,000 Audi drivers have already opted for quattro models, which makes it one of the most proven four-wheel drive systems in the world.

The quattro transmission holds several clear advantages over conventional two-wheel drive systems. The drive power is distributed to four wheels instead of being concentrated on two. The less power a wheel needs to transmit, the better the tyre grips the road. That means less chance of wheel-spin or deviation from the driver's chosen line. Acceleration and

traction are improved in all conditions – especially on wet or snow covered roads – and there is more cornering grip, though naturally a driver must adjust his style to suit the weather conditions!

That's another important advantage of the quattro system – permanent operation. Apart from the fact that it makes no

sense to switch off so many advantages, switchable four-wheel drive systems also force the user to adapt quickly to quite different driving techniques. In extreme road conditions this is just an additional handicap to cope with.

We've improved the quattro system still further to handle the increased power of the new 200



and in international motorsport Audi more than proved the That's why in 1980 the Audi quattro led the way to a four-

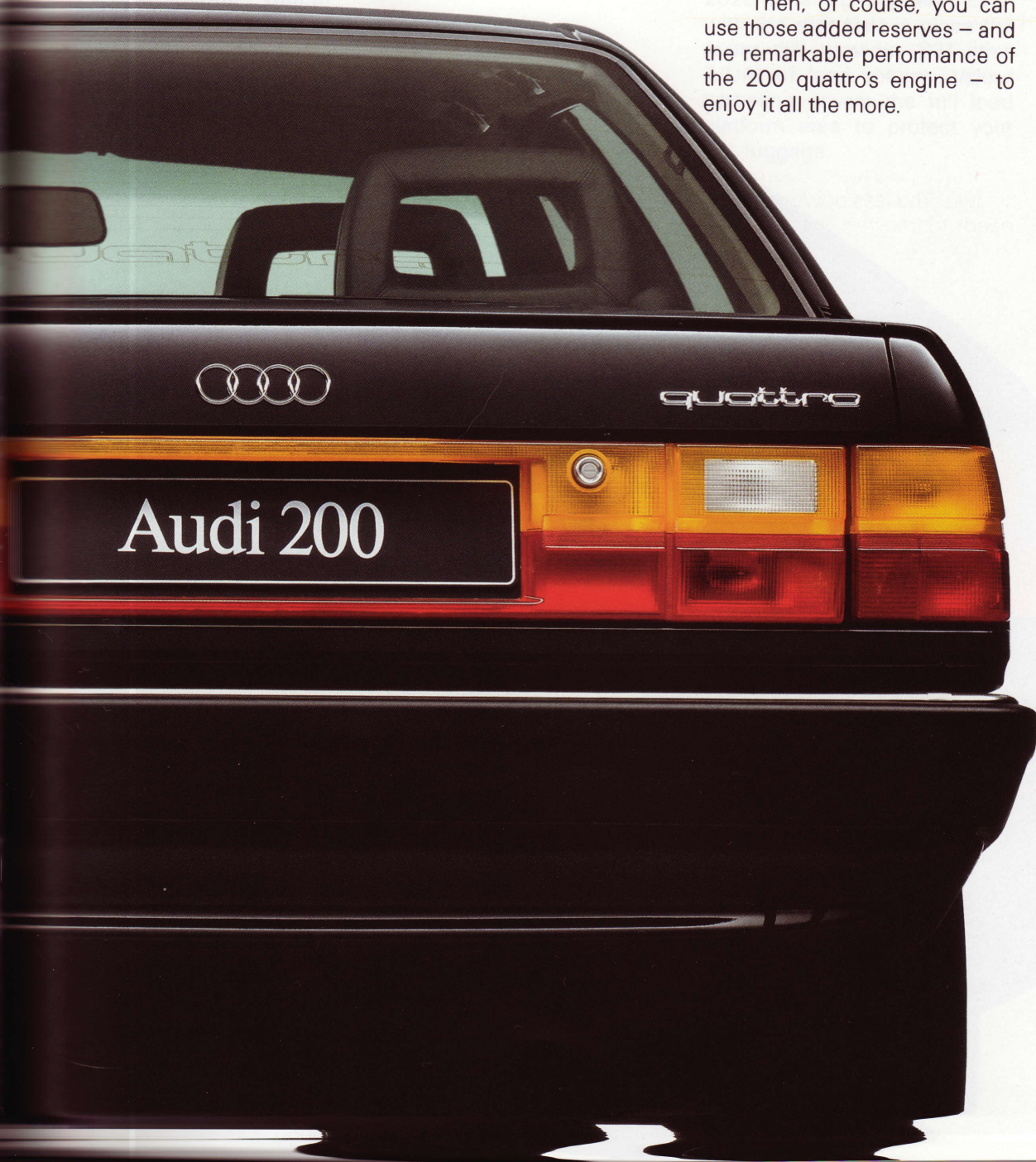
quattro. In this second generation system, distribution of power between the two axles is regulated by a Torsen ('torque sensing') centre differential. This automatically distributes the engine's output to the front and rear axles according to the driving conditions, from the extreme ratios of 25:75, front:rear to 75:25. As a result,

the turbocharged engine's 200bhp only goes where it can be used – bringing still greater benefits to traction and stability. The standard anti-lock braking system (ABS) remains fully operational for all normal driving conditions.

An additional, manually lockable, rear axle differential acts simply as an aid for starting

off in adverse conditions such as thick snow or ice. The ABS system – not required for starting off – is switched out under these conditions. Above 15mph the lock disengages automatically and ABS is restored. Quite clearly, the primary virtue of the quattro drive system is to make a car inherently safer and more mobile.

Then, of course, you can use those added reserves – and the remarkable performance of the 200 quattro's engine – to enjoy it all the more.



The practical side of sporting driving.

The Audi 200 Avant quattro proves that and superb luxury with load-carrying practical aerodynamic elegance.

It's a car that's uniquely difficult to categorise. The 200 Avant quattro has the same powerful turbocharged engine, wind-piercing aerodynamics and performance as one of the world's fastest saloon cars, yet it has the spacious versatility of an estate car. Its four-wheel drive system is as adept at making light work of escaping from a muddy paddock with a horse-box in tow as it is at meeting



We've put the boot into the sporting Audi 200.

it's possible to combine sporting high performance ity in a vehicle that's the epitome of modern,

a sporting motorist's demands for tenacious roadholding and responsive, safe handling.

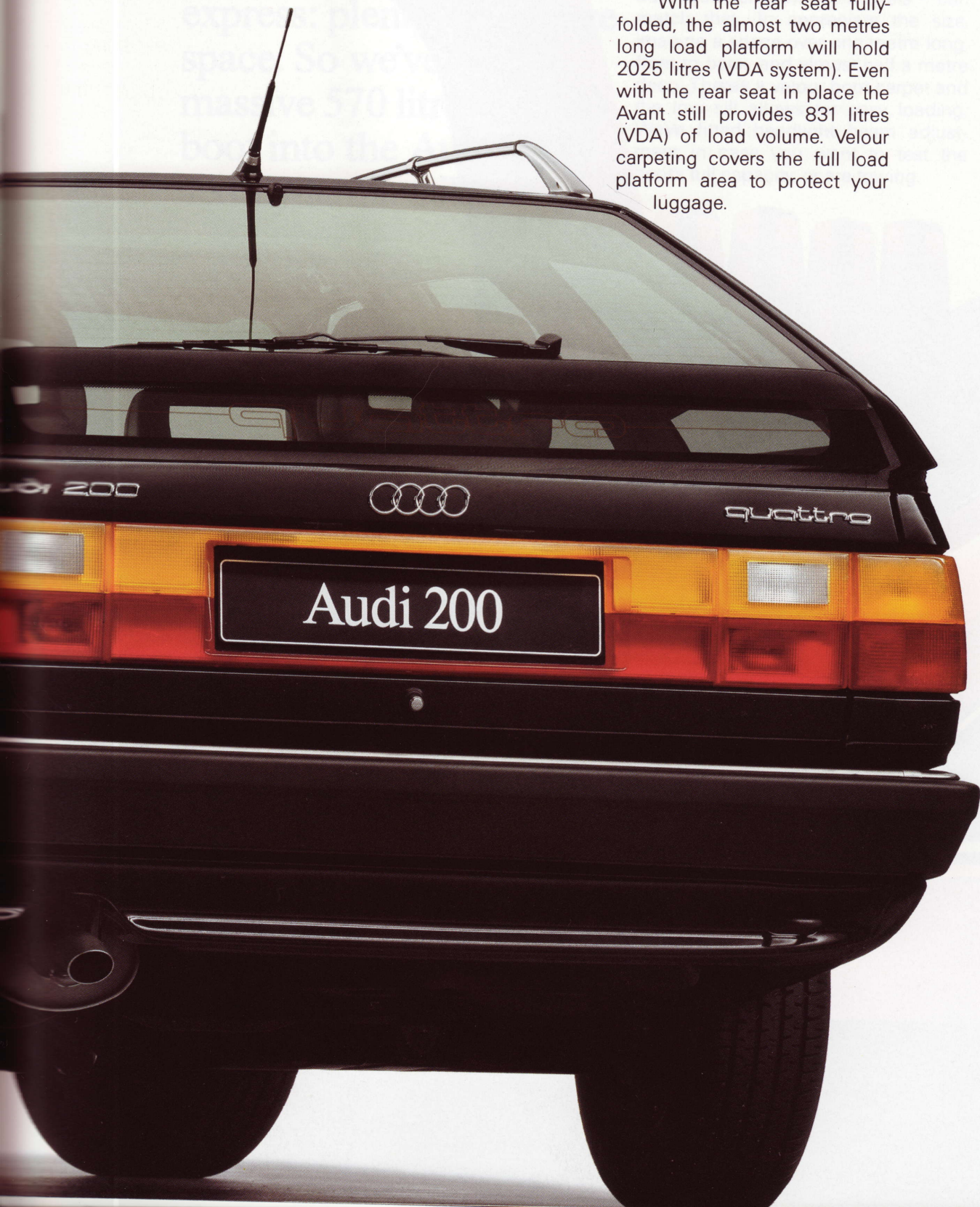
And while the 200 Avant quattro performs like a 200bhp turbocharged sports saloon and packs the carrying capacity of an estate car, it has the beauty

of form of a four-door, liftback coupe.

The big tailgate, supported on gas-filled struts for effortless operation, opens down to bumper level for easy loading, as a good estate car should. Inside, there's the flexibility of

asymmetrically split, folding rear seats. So you can fold down one third and still carry two rear seat passengers with space alongside for long items, like skis, or fold two thirds and sit one passenger in comfort amongst a mountain of luggage.

With the rear seat fully-folded, the almost two metres long load platform will hold 2025 litres (VDA system). Even with the rear seat in place the Avant still provides 831 litres (VDA) of load volume. Velour carpeting covers the full load platform area to protect your luggage.



We've put the boot into the sporting Audi 200.



When one of the world's fastest sports saloons will carry five-people in spacious luxury it needs just one more detail to make it into the finest long-distance express: plenty of luggage space. So we've built a massive 570 litres (VDA) boot into the Audi 200's aerodynamic tail.

Few saloons - even fewer advanced aerodynamic models - can match that. To appreciate the size, imagine a space over one metre long, front to back, and almost half a metre deep. There's a velour boot carpet and the low sill allows for easy loading. We've fitted headlight beam adjustment in case you want to test the boot's full capacity, or are towing.



Equipment features. Audi 200 turbo.

Exterior equipment

Laminated windscreen with green-tinted anti-glare strip
Green heat-insulating glass
Large front spoiler in body colour
Plastic-coated bumpers
Bright trims on bumpers
Bright trim strips around radiator grille and headlights
Air deflector on wiper blade on driver's side
Light alloy wheels
Broad side rubbing strips with bright trim and Audi emblem
Black door sills
Bright roof edge trim strips
Bright trim around windscreen
Bright trim around rear window
Bright window cappings
Black trims on centre roof pillars
Reflective strip between rear lights
Side repeater indicators

Interior equipment

3 interior trim colours
Padded fascia
3 fascia colours, to match interior trim
4-spoke safety steering wheel
Anti-glare safety interior mirror
Fold-down and pivoting sun visors with make-up mirror on passenger's side
Storage tray on driver's side
Lockable, illuminated glove box and small items box on passenger's side
Large centre console with storage tray

1 front ashtray on centre console, rear ashtrays at left and right, with illuminated symbols
4 adjustable hollow-outline head restraints, with fabric cover
Three-point automatic front seat belts with convenient belt guide and five-stage adjustable upper seat belt anchorages
2 three-point automatic rear seat belts and one lap-only roll-up belt for centre rear passenger
Front door trays
Folding centre armrest at rear
Folding grab handle for front passenger
2 folding grab handles with coat hooks for rear passengers
Door trims with moulded armrest and door-pull handle
Door trims with cloth insert and trim at top and bottom
Roof pillars fully trimmed
Black protective strips at door sills
Fine velour footwell lining, with reinforced heel area on driver's side
Luggage compartment lining

Operating equipment

Broad beam halogen headlights
Manual beam throw adjustment
Additional integral long-distance driving lights
2 halogen fog lights, integrated in bumper
Twin-tone horn
Power-assisted steering with central hydraulic system



Antilock braking system (ABS)
 Central locking system for doors
 and luggage compartment
 2 reversing lights
 2 rear fog lights
 Hazard warning flashers
 Electric windscreen washer system
 Windscreen wiper system with
 two-speed setting, flick-wipe
 setting, intermittent action and
 automatic wash-wipe
 Parking lights circuit
 Electric door window lifts
 Two gas-filled springs for easy
 operation of engine compartment
 cover
 Instrument cluster with:
 Electronic speedometer, distance
 recorder, trip recorder, electronic
 revolution counter, fuel gauge
 and coolant temperature gauge
 In-car computer with inputs for:
 Journey time, average speed,
 average fuel consumption, range
 and current fuel consumption
 Telltale lights for:
 Alternator, turn indicators,
 high-beam headlights, hazard
 warning flashers, rear fog lights,
 rear window heating system,
 door open and handbrake
 applied
 Warning buzzer (car lights and/or
 radio on)
 Auto-check system, monitors:
 Front brake linings, brake fluid
 level, brake lights, dipped head-
 lights, rear lights, windscreen

washer water, coolant tempera-
 ture, battery charge, fuel level,
 oil pressure, and fluid level and
 operating pressure of central
 hydraulic system
 Variable-intensity instrument
 lighting
 Digital clock
 Cigarette lighter at front of centre
 console, with illuminated symbol
 Illuminated ignition key
 Cigarette lighter at rear of centre
 console, with illuminated symbol
 Combined front interior and reading
 light with delayed switch-off and
 courtesy switches at all doors
 Rear-seat reading lights at both sides
 Separate engine compartment light
 Separate luggage compartment light
 Two rearseat headphone sockets
 ('duo-sound')
 Fully-automatic air conditioning
 system, with 3-stage blower, foot-
 well outlets at front and adjustable
 outlets in fascia
 Windscreen and front-door window
 defroster jets
 Separate footwell outlets and
 adjustable direct outlets in fascia
 for rear passengers
 Through-flow ventilation
 Childproof rear door locks
 Lockable fuel filler cap
 Long-life underseal for body,
 including wheel arches
 Body cavity protection treatment
 Front wheel arch linings
 Stereo cassette/radio

Sliding/folding sunroof (also
 electrically operated)
 Cruise control
 Headlight cleaning system
 Electrically heated remote control
 door mirrors

Interesting options at extra charge

Self-levelling suspension
 Leather upholstery
 Heated seats
 Through-load facility
 Rear door window blinds

Your Audi dealer will gladly advise
 you on choosing additional equip-
 ment to help you personalise the
 car of your choice.



Equipment features.

Audi 200 quattro.

Audi 200 Avant quattro.

Exterior equipment

Metallic paintwork
Laminated windscreen with green-tinted anti-glare strip
Green heat-insulating glass
Large front spoiler in body colour
Rear spoiler
Plastic-coated bumpers
Bright trims on bumpers
Bright trim strips around radiator grille and headlights
Air deflector on wiper blade on driver's side
Light alloy wheels
Broad side rubbing strips with bright trim and Audi emblem
Black door sills
Bright roof edge trim strips
Bright trim around windscreen
Bright window cappings
Black trims on centre roof pillars
Reflective strip between rear lights
Side repeater indicators

Interior equipment

3 interior trim colours
Padded fascia
3 fascia colours, to match interior trim
4-spoke safety steering wheel with leather-coated rim
Anti-glare safety interior mirror
Fold-down and pivoting sun visors with make-up mirror on passenger's side
Storage tray on driver's side
Lockable, illuminated glove box and small items box on passenger's side
Large centre console with storage tray

Leather-covered gear lever knob
1 front ashtray on centre console, rear ashtrays at left and right, with illuminated symbols
Sports seats
4 adjustable hollow-outline head restraints, with fabric cover
Three-point automatic front seat belts with convenient belt guide and five-stage adjustable upper seat belt anchorages
2 three-point automatic rear seat belts and one lap-only roll-up belt for centre rear passenger
Seat belt height adjuster
Front door trays
Split rear seat back, folds down 1/3 at left, 2/3 at right or completely (Avant)
Folding grab handle for front passenger
2 folding grab handles with coat hooks for rear passengers
Door trims with moulded armrest and door-pull handle
Door trims with cloth insert and trim at top and bottom
Roof pillars fully trimmed
Black protective strips at door sills
Fine velour footwell lining, with reinforced heel area on driver's side
Luggage compartment lining
Storage nets at rear of front seats

Operating equipment

Broad beam halogen headlights
Manual beam throw adjustment
Additional integral long-distance driving lights
2 halogen fog lights, integrated in



bumper
 Twin-tone horn
 Power-assisted steering with central hydraulic system
 Antilock braking system (ABS)
 Central locking system for doors and luggage compartment
 2 reversing lights
 2 rear fog lights
 Hazard warning flashers
 Electric windscreen washer system
 Windscreen wiper system with two-speed setting, flick-wipe setting, intermittent action and automatic wash-wipe
 Parking lights circuit
 Heated rear window with "quattro" lettering in heating filament
 Electric door window lifts
 Two gas-filled springs for easy operation of tailgate (Avant)
 Instrument cluster with:
 Electronic speedometer, distance recorder, trip recorder, electronic revolution counter, fuel gauge and coolant temperature gauge
 In-car computer with inputs for: Journey time, average speed, average fuel consumption, range and current fuel consumption
 Telltale lights for:
 Alternator, turn indicators, high-beam headlights, hazard warning flashers, rear fog lights, rear window heating system, door open and handbrake applied
 Warning buzzer (car lights and/or radio on)
 Auto-check system, monitors:

Front brake linings, brake fluid level, brake lights, dipped headlights, rear lights, windscreen washer water, coolant temperature, battery charge, fuel level, oil pressure, and fluid level and operating pressure of central hydraulic system

Variable-intensity instrument lighting
 Digital clock
 Cigarette lighter at front of centre console, with illuminated symbol
 Illuminated ignition key
 Cigarette lighter at rear of centre console, with illuminated symbol
 Combined front interior and reading light with delayed switch-off and courtesy switches at all doors
 Rear-seat reading lights at both sides
 Separate engine compartment light
 Separate luggage compartment light
 Electronically amplified roof aerial
 Fully-automatic air conditioning system, with 3-stage blower, footwell outlets at front and adjustable outlets in fascia
 Windscreen and front-door window defroster jets
 Separate footwell outlets and adjustable direct outlets in fascia for rear passengers
 Through-flow ventilation
 Childproof rear door locks
 Lockable fuel filler cap
 Long-life underseal for body, including wheel arches
 Body cavity protection treatment
 Front wheel arch linings
 Stereo cassette/radio

Sliding/folding sunroof (also electrically operated)
 Cruise control
 Headlight cleaning system
 Rear window-wipe system (Avant)
 Electrically adjustable front seats with 4-position memory for driver's seat
 Electrically heated remote control door mirrors
 Continuous load platform (Avant)
 Luggage compartment cover (Avant)

Interesting options at extra charge

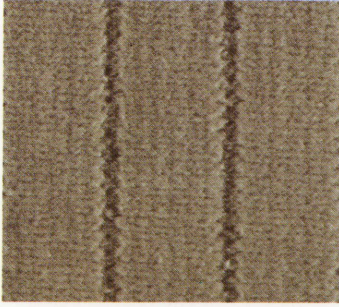
Self-levelling suspension
 Leather upholstery
 Heated seats
 Roof rails (Avant)
 Rear door window blinds
 Mesh load area partition (Avant)

Your Audi dealer will gladly advise you on choosing additional equipment to help you personalise the car of your choice.



Interior trim.

Chenille Velour

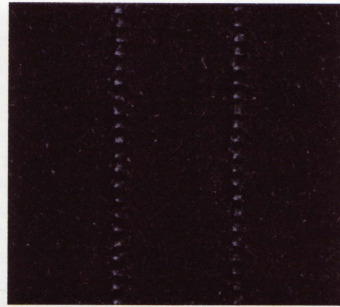


Quartz



RK

Graphite



RL

Marine

RG

Colour and upholstery combinations:

	Audi 200			Audi 200 quattro			Audi Avant quattro		
	Chenille velour			Chenille velour/leather sports seats			Chenille velour/leather sports seats		
Interior trim	Quartz RK	Graphite RL	Marine RG	Quartz RK	Graphite RL	Marine RG	Quartz RK	Graphite RL	Marine RG
Standard Colours									
Alpine White P1	●			●			●		
Tornado Red G2	●			●			●		
Zermatt Silver L1	●			●			●		
Satin Black Q1	●			●			●		
Flamingo Q3	●			●			●		
Maraschino Red Q4	●			●			●		
Cayenne U4	●			●			●		
Lago Q6	●			●			●		
Stone Grey U8	●			●			●		
Glacier U1			●			●			●
Nautic Q2			●			●			●
Bamboo U2		●			●			●	
Papyrus U3		●			●			●	
Brilliant Black 9004		●			●			●	
Mother of Pearl* 9019	●			●			●		

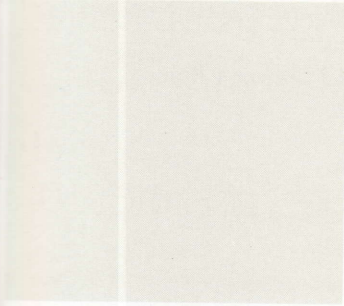
Recommended exterior paint and colour combination. Discuss with your dealer any combination of exterior colour and interior upholstery, to your choice.
*At extra cost.

Leather			
Nautic RG	Almond RH	Platinum RK	Graphite RL

Four shades of leather are available. Nautic, almond, platinum or graphite. Discuss colour combinations with your dealer.

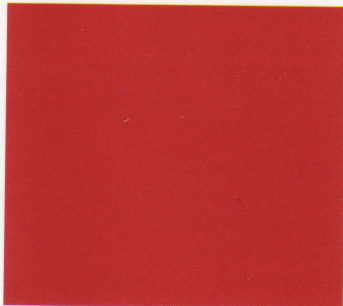
Paintwork.

Standard Colours



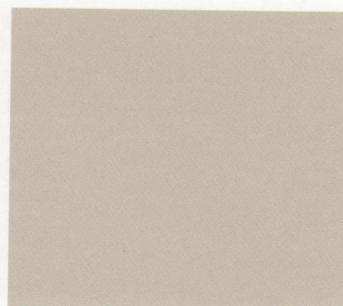
Alpine White

P1



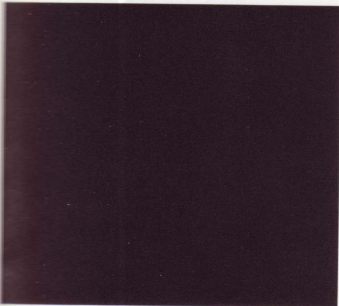
Tornado Red

G2



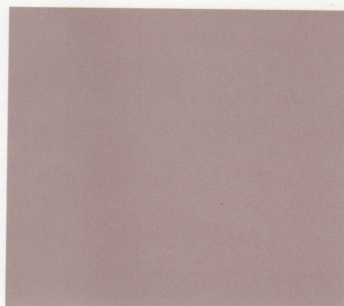
Zermatt Silver

L1



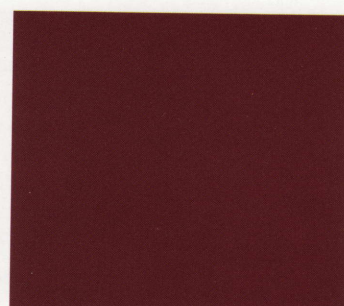
Satin Black

Q1



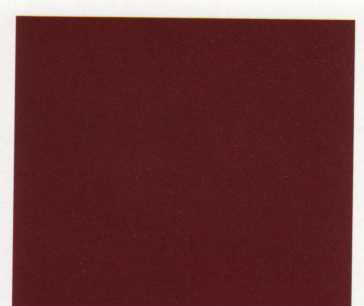
Flamingo

Q3



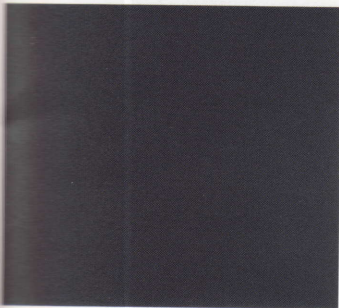
Maraschino Red

Q4



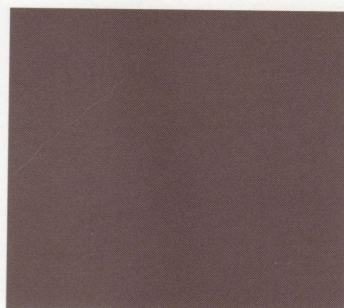
Cayenne

U4



Lago

Q6



Stone Grey

U8



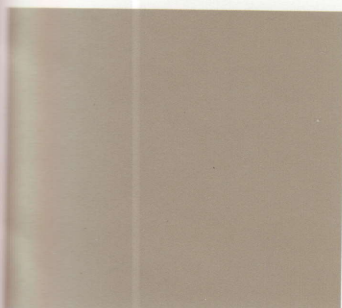
Glacier

U1



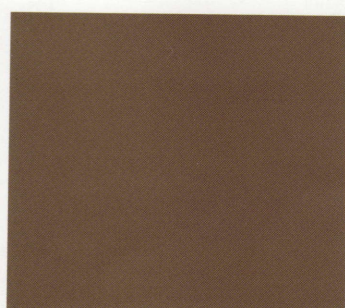
Nautic

Q2



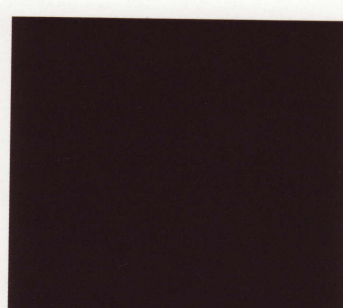
Bamboo

U2



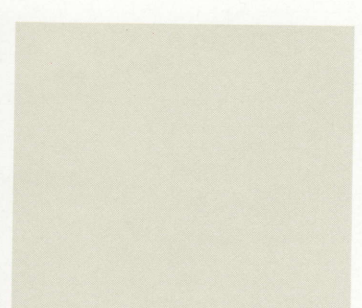
Papyrus

U3



Brilliant Black

9004



Mother of Pearl

9019

The Audi 200.

Technical specification.

Technical specification	Audi 200 1.8	Audi 200 2.0	Audi 200 2.0 TDI
Engine	1.8 1700 cc 115 hp	2.0 1980 cc 136 hp	2.0 1980 cc 102 hp
Electrics	12V system with battery and alternator	12V system with battery and alternator	12V system with battery and alternator
Transmission	5-speed manual	5-speed manual	5-speed manual
Front Wheel Drive	Front-wheel drive	Front-wheel drive	Front-wheel drive
Four Wheel Drive	Optional	Optional	Optional
Running Gear	175/70 R13	175/70 R13	175/70 R13
Steering	Power steering	Power steering	Power steering
Braking System	Disc brakes	Disc brakes	Disc brakes
Front Wheel Drive	Disc brakes	Disc brakes	Disc brakes
Four Wheel Drive	Disc brakes	Disc brakes	Disc brakes
Wheels/Tyres	175/70 R13	175/70 R13	175/70 R13
Body	4-door	4-door	4-door
Aerodynamics	0.35	0.35	0.35
0-100 km/h	12.5	10.5	12.5
Top Speed	175	185	175
Consumption	7.5	7.5	5.5
CO2 Emissions	150	150	110
Warranty	3 years	3 years	3 years



1. According to usual measurement with driver of 75kg in center.

2. Through extra the wheel weight and drag coefficient gain for the vehicle can increase, whereby the possible speed will be correspondingly reduced.

3. With increasing altitude engine performance inevitably decreases from 1000m above sea level and for each further 100m of the car trailer combination weight (permissible total weight of vehicle and permissible towing load) has to be deducted.

4. Towing attachment only available as factory fitted option on automatic. Subsequent fitting is not possible.

Technical Information

Engine: Front in-line engine. 6 main bearing crankshaft. Alloy cylinder head. Valve gear driven via toothed belt with OHC and bucket type tappets with maintenance free hydraulic valve clearance adjustment (hydraulic tappets). Dynamic oil pressure monitoring. Closed circuit, pressurised water cooling system with pump, radiator, reservoir and electrically driven, thermostatically controlled fan. Mechanically controlled fuel injection system with air shrouded and cooled injectors. Warm-up control. Idling speed regulator. Fully electronic ignition system. Longlife spark plugs. Water-cooled exhaust-gas turbocharger with intercooler.

Electrics: 12 volt system with alternator and low maintenance battery. Central electrical system.

Transmission

Front Wheel Drive: Via torque-converter, 3-speed automatic gearbox, differential and double joint half-axes.

Four Wheel Drive: Via single plate dry clutch with hydraulic operation. Fully synchronised manual gearbox, self-locking 'Torsen' centre differential to integrated front axle differential, via propeller shaft to lockable rear axle differential.

Running Gear

Suspension front and rear by coil springs and telescopic shock absorbers — all elements combined in suspension struts. Wheel location front by MacPherson struts and lower wishbones (track stabilising steering geometry). Anti-roll bar. Torsion beam rear axle with Panhard rod and anti-roll bar. Double wishbone rear suspension on quattro models.

Steering: Power steering by central hydraulic system. Safety steering column with disconnecting element.

Braking System

Front Wheel Drive: Diagonal dual circuit brake system with disc brakes front and rear, ventilated at front. Twin piston front calipers. Hydraulic brake servo. Brake pressure regulator. ABS anti-lock brake system.

Four Wheel Drive: Dual circuit brake system (split front/rear). Disc brakes front and rear, ventilated at front. Twin piston front calipers. Hydraulic brake servo. Load dependent brake pressure regulator at rear. ABS anti-lock brake system.

Wheels/Tyres: Light alloy wheels, steel radial ply tyres. Full size spare wheel.

Body: Fully galvanised unitary construction all steel body with deformation zones front and rear.

Aerodynamics: Cd of 0.33 (Avant quattro = 0.36).

Notes:

1. According to usual measurement with spheres of 50mm diameter.
2. Through extras the unladen weight and drag coefficient figure for the vehicle can increase, whereby the possible payload or top speed will be correspondingly reduced.
3. With increasing altitude engine performance inevitably decreases from 1000m above sea level and for each further 1000m, 10% of the car trailer combination weight (permissible total weight of vehicle and permissible towing load) has to be deducted.
4. Towing attachment only available as factory fitted option on automatic. Subsequent fitment is not possible.

Audi 200	turbo	quattro	Avant quattro
Engine & Transmission Engine type Displacement l (cc) Max. power (DIN), kW (bhp) – at engine speed, rpm Max. torque, Nm (lb.ft) – at engine speed, rpm Compression ratio Induction Transmission	5-cylinder OHC 2.2 (2226) 140 (190) 5800 270 (199) 3000 8.6:1 K-jetronic fuel injection, exhaust driven turbocharger with charge air intercooler 3-speed automatic	5-cylinder OHC 2.2 (2226) 147 (200) 5800 270 (199) 3000 8.6:1 K-jetronic fuel injection, exhaust driven turbocharger with charge air intercooler 5-speed gearbox	5-cylinder OHC 2.2 (2226) 147 (200) 5800 270 (199) 3000 8.6:1 K-jetronic fuel injection, exhaust driven turbocharger with charge air intercooler 5-speed gearbox
Dimensions Length/width/height, mm (in) Wheelbase, mm (in) Track front/rear, mm (in) Ground clearance, mm (in) Turning circle, m (ft) 'Comfort' length, mm (in) Front elbow room, mm (in) Seating area, m ² (ft ²) Luggage space, l (cu. ft) ¹ – seat backrests folded Fuel tank capacity l (Imp. gal) Wheel size Tyre size Alternator Battery	4807/1814/1422 (189.3/71.4/56.0) 2687 (105.8) 1468/1471 (57.8/57.9) 134 (5.3) app. 11.6 (38) 1942 (76.5) 1448 (57.0) 2.81 (30.2) 570 (20.1) 80 (17.6) 6Jx15 205/60 VR15 90A max 300A (63Ah)	4807/1814/1422 (189.3/71.4/56.0) 2687 (105.8) 1468/1490 (57.8/58.7) 130 (5.1) app. 11.6 (38) 1942 (76.5) 1448 (57.0) 2.81 (30.2) 570 (20.1) 80 (17.6) 6Jx15 205/60 VR15 90A max 300A (63Ah)	4807/1814/1422 (189.3/71.4/56.0) 2687 (105.8) 1468/1490 (57.8/58.7) 130 (5.1) app. 11.6 (38) 1942 (76.5) 1448 (57.0) 2.81 (30.2) 831 (29.3) 2025 (71.5) 80 (17.6) 6Jx15 205/60 VR15 90A max 300A (63Ah)
Weights Unladen weight kg (lb) ² Gross weight, kg (lb) Axle load limits, front/rear, kg (lb) Trailer load limits kg (lb) ³ – braked, 12% gradient – braked 10% gradient – unbraked	1300 (2867) 1850 (4079) 1070/920 (2359/2029) 1600 (3528) ⁴ 1600 (3528) ⁴ 680 (1500)	1410 (3109) 1960 (4322) 1070/1020 (2359/2249) 1700 (3749) 1700 (3749) 680 (1500)	1450 (3197) 2000 (4410) 1070/1050 (2359/2315) 1700 (3749) 1700 (3749) 680 (1500)
Top speed mph	140	144	142
Acceleration from 0-80/0-100 km/h (0-50/0-62 mile/h) at half payload, in seconds	5.9/8.5	5.2/7.5	5.3/7.7
Fuel consumption All fuel consumption figures are in accordance with the fuel consumption tests as defined in the Passenger Car Fuel Consumption Order 1983* l/100 km (mpg) – at 90 km/h (56 mph) – at 120 km/h (75 mph) – urban driving cycle	 8.6 (32.8) 10.5 (26.9) 12.2 (23.2)	 8.0 (35.3) 10.1 (28.0) 14.6 (19.3)	 8.0 (35.3) 10.1 (28.0) 14.6 (19.3)

*Depending on driving style, road and traffic limitations, environmental factors and vehicle condition, in practice fuel consumption figures may well deviate from those quoted as the norm.