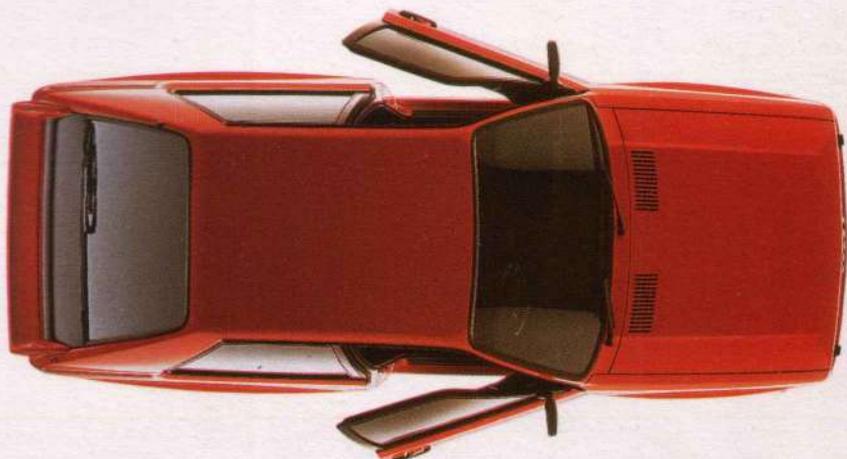


The Audi Range 1986



This catalogue is a brief guide to the Audi range for 1986. Full details of individual models' trim, equipment, engines, transmissions, specifications and options are provided in separate brochures available from Audi dealers.

All Audis are covered by a one-year unlimited mileage warranty, a three-year paintwork warranty (unmatched by any other maker) and a six-year warranty against bodywork rusting through. The Audi 100 and 200 are the first production saloons to have fully galvanised bodies. All models also have a long life exhaust system.

Technical advances extend major service intervals to every 20,000 miles, with an inspection service (including an oil change) once every 12 months. For high mileage customers, an oil change is required every 10,000 miles.

CONTENTS

FOUR
Audi 80

SIX
Audi 90

EIGHT
Audi Coupé

TEN
Audi 100

TWELVE
Audi 100 Avant

FOURTEEN
Audi 200

SIXTEEN
Audi 200 Avant quattro

EIGHTEEN
The quattro Concept

TWENTY
Audi quattro

TWENTY TWO
Audi Sport quattro



Introduction

Above the entrance to the Audi factory in Ingolstadt there's a sign.

It reads "Vorsprung durch Technik".

It means "progress through technology".

From Audi's beginnings in 1909, this philosophy has driven some of Germany's most gifted automotive engineers.

Consistently, they've pioneered motoring milestones.

In 1914 they brought reliability to performance and won Europe's most coveted trophy.

In 1921 they cast their engines in alloy, an advance only recently adopted by many makers.

In 1923 they paved the way for modern aerodynamics with a streamlined body, sensation of the Berlin Motor Show.

In 1933, almost 50 years before other makers followed en masse, they launched the world's first front-wheel-drive saloon.

And in 1934 they began racing a technological behemoth that humbled its opponents and defined the format for today's Grand Prix cars.

Among these engineers have been such luminaries as August Horch and Ferdinand Porsche.

Horch, trained by Carl Benz at the very dawn of automotive science, soon applied his ideas to his own cars.

Torpedoform bodies, the foundation of aerodynamic thought, were one of his innovations.

When he subsequently started Audi (Latin for Horch; "to hear" in English), he swiftly established new criteria for performance and reliability.

Dr Porsche, long before making his own famous cars, designed that portentous mid-engined racer from Auto Union (as Audi, Horch, DKW and Wanderer were called after they merged in 1932, creating the famous four-ring symbol).

Another who blossomed in fertile ground was Gottlieb Daimler's son Paul, Horch's chief designer.

This talent, and the inspired application of technology, took Auto Union to the forefront of Germany's golden age of motoring.

As Audi (the name chosen from the four in the group), rebuilt after World War Two, the ethos lived on.

More than 10 years before most other makers began to strive for similar ends, Audi owners enjoyed a remarkable blend of performance, economy, roadholding, stability, comfort and durability.

And of all makers, Audi was perfectly placed to exploit the technological explosion of the '70s and '80s.

Computer-aided design systems, rapid data evaluation and new materials brought fresh ways for Audi to push motoring boundaries forward again.

In 1972 it was the new braking stability of negative offset steering geometry.

In 1976, the compact but powerful five-cylinder engine.

In 1978, the combination of turbocharging with automatic transmission.

And in 1980, the quattro's high-performance four-wheel-drive system, as significant today as front-drive was in the '30s.



By 1982, the quattro had won the World Rally Championship, changing rallying forever.

At a stroke in 1983, the new Audi 100 became the world's most aerodynamic saloon, heralding a new era in body design.

Then came the crowning achievement, the 200 quattro.

With a turbocharged intercooled engine, four-wheel-drive, anti-lock brakes, climate control, 0.33 drag coefficient and a top speed of 144 mph it's the world's ultimate saloon.

As in the past, the most advanced design and engineering of the age is synonymous with Audi.

But what's really significant is that, at Audi, leading-edge technology isn't limited to one or two areas.

It spans the entire spectrum of automotive science:

Aerodynamics, safety and ergonomic engineering.

Engine, drive systems, brake and suspension design.

Quality, reliability and durability.

The benefits of this difficult but rewarding commitment to total technological superiority are in no doubt.

Of the Audi quattro, CAR Magazine says unequivocally: 'Brilliant, inspiring ground coverer; standard for ALL the rest'.

Now, the quattro four-wheel-drive system's unsurpassed traction and safety, especially in adverse conditions, is available on every model in the range - from the 112 mph Audi 80 saloon to the 143 mph Audi 200 Avant.

In 1986, Audi technology also embraces fuel injected, turbocharged and turbo diesel engines, five-speed or automatic transmissions, anti-lock brakes, self-levelling suspension and power steering.

As you will see in this catalogue, it also means a range of beautifully-built saloon, coupé and estate car bodies.

But there is something else too. Every model in the biggest-ever range from Ingolstadt comes with a remarkable heritage.

So the Audi you choose is likely to satisfy your needs (and your desires) more than any other car.

Audi 80



<i>80 CL</i>	<i>1.6 litre</i>	<i>75 bhp</i>	<i>4 Speed/4+E/Auto</i>
<i>80 GL</i>	<i>1.8 litre</i>	<i>90 bhp</i>	<i>4+E/Auto</i>
<i>80 Sport</i>	<i>1.8 litre</i>	<i>112 bhp</i>	<i>5 Speed</i>
<i>80 Turbo Diesel</i>	<i>1.6 litre</i>	<i>70 bhp</i>	<i>5 Speed</i>
<i>80 quattro</i>	<i>1.8 litre</i>	<i>112 bhp</i>	<i>5 Speed</i>



Like fine wine, the Audi 80 just goes on getting better. Now, this classic medium-sized luxury saloon has even better aerodynamics, better performance and economy, better equipment and comfort than predecessors which have earned the respect of discerning motorists all over Europe.

The 80 is a 'complete' car. It provides outstanding performance with economy, sportiness with refinement, elegance with practicality - all with the style and quality inherent in Audi's approach to automotive engineering.

Admiring the 80's specification, proportion and build quality (like all Audi's, its paint is guaranteed for three years and its bodywork for six) is one thing; driving it is another. On the road, you experience the superior dynamics and driving satisfaction that stem from Audi's advanced

engineering and unrivalled front-wheel-drive technology. The 80 is a car you trust, and want to go on driving.

All five models in the 1986 Audi 80 range have refined four-cylinder engines emphasising high-performance or remarkable economy. All have the sophisticated trim and equipment you'd expect, including central locking. The range is: 80 CL, 80 CL (4+E), 80 GL, 80 Sport, 80 Turbo Diesel and 80 quattro.

<i>90</i>	<i>2.0 litre</i>	<i>115 bhp</i>	<i>5 Speed/Auto</i>
<i>90 quattro</i>	<i>2.22 litre</i>	<i>136 bhp</i>	<i>5 Speed</i>

The Audi 90 is an exclusive car, built for drivers seeking superior technology – with the fine performance and economy that entails – along with lavish comfort and equipment in a compact four-door saloon.

Something else makes the 90 uncommonly desirable: both versions are powered by Audi's fuel injected five-cylinder engines, renowned for combining smooth running with lively performance and excellent fuel economy.

For example, the 2.0 litre five of the Audi 90 gives it a comfortable top speed of 116 mph with a 75 mph fuel consumption of almost 34 mpg.

The 90 quattro's 2.2 litre engine, incorporating Audi's latest engine developments, delivers a powerful 136 horsepower for a top speed of 125. That makes the 90 quattro one of the fastest quality saloons, and the only one in its class with the sporting and safety benefits of permanent four-wheel-drive.

Reflecting its performance, the 90 has dual headlamps, with foglamps and indicators integrated into the aerodynamic front apron. Sill extensions and a deep rear apron add to the aerodynamics. The roomy interior is trimmed luxuriously and the long list of standard equipment includes height adjustment for the driver's seat.



Audi 90



Dedication to technology apart, there is another dictum that Audi's designers and engineers hold dear – 'form follows function'.

Therefore, while the Audi Coupé is a dashing two-door making a powerful visual statement, it breaks sports coupé rules by offering luxurious accommodation for four big adults – or even five at a pinch. It also has a secure, roomy boot.

It's this rare combination of style with room and comfort – considered by Audi as a vital design parameter – that makes the Audi Coupé so appealing, and ideal for sporting motorists who need both town and long-range practicality.

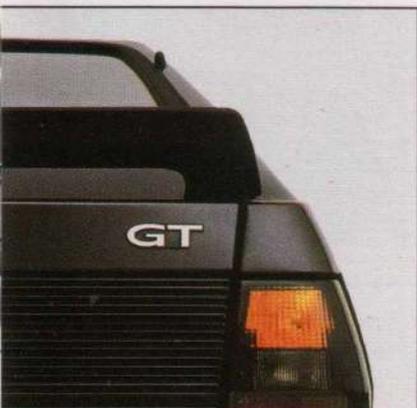
Audi Coupé

There are three versions of the Audi Coupé for 1986 – all with the smart new dashboard developed for the Audi 90 and more performance, equipment and style.

The Audi Coupé, ideal for drivers seeking sporty elegance and extremely good fuel economy at the same time, delivers no less than 38.7 mpg at constant 75 mph.

The Coupé GT has Audi's fuel injected 2.0 litre five-cylinder engine giving a lusty 115 horsepower and 118 mph top speed.

The Coupé quattro, with 136 injected horsepower and four-wheel-drive, has only one peer – the classic, legendary Audi quattro itself (see page twenty).





<i>Coupé</i>	<i>1.8 litre</i>	<i>90 bhp</i>	<i>4+E/Auto</i>
<i>Coupé GT</i>	<i>2.0 litre</i>	<i>115 bhp</i>	<i>5 Speed/Auto</i>
<i>Coupé quattro</i>	<i>2.22 litre</i>	<i>136 bhp</i>	<i>5 Speed</i>

Audi 100



<i>100</i>	<i>1.8 litre</i>	<i>90 bhp</i>	<i>4+E/Auto</i>
<i>100 CC</i>	<i>2.0 litre</i>	<i>115 bhp</i>	<i>5 Speed/Auto</i>
<i>100 CD</i>	<i>2.22 litre</i>	<i>138 bhp</i>	<i>5 Speed/Auto</i>
<i>100 Turbo Diesel</i>	<i>2.0 litre</i>	<i>87 bhp</i>	<i>5 Speed/Auto</i>
<i>100 quattro</i>	<i>2.22 litre</i>	<i>138 bhp</i>	<i>5 Speed</i>



A milestone in modern car development, the Audi 100 is one of the most advanced cars it is possible to buy.

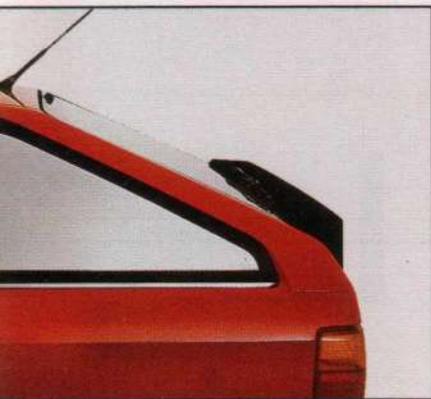
With its combination of efficiency and style, it has few rivals among large well-equipped high-performance saloons.

Audi's investment and achievement in producing the first saloon ever with a drag co-efficient of just 0.30 without resorting to an outlandish shape means a 126 mph five-seat express with amazing economy, and a striking appearance resulting from its soft contours and flush-fitting glass all-round.

Four high-technology engines allow owners to select their preferred performance emphasis. The 1.8 litre 100 returns almost 40 mpg at 75 mph yet tops 110 mph. The 100 CC's 2.0 litre five-cylinder takes it to 119 mph, while the 100 CD and 100 quattro have Audi's lovely 138 bhp five-cylinder for 126 mph performance. The 108 mph 100 Turbo Diesel returns an exceptional 33.6 mpg in the urban test.

The 100's technology now includes an acoustic engine package for even greater quietness, hydraulic tappets for lower maintenance and a four-speed heater.

Naturally, equipment levels in the Audi 100 match its behaviour and build quality. A separate brochure gives full details of its outstanding specification.



Audi 100 Avant

<i>100 Avant CC</i>	<i>1.8 litre</i>	<i>90 bhp</i>	<i>4+E/Auto</i>
<i>100 Avant CD</i>	<i>2.22 litre</i>	<i>138 bhp</i>	<i>5 Speed/Auto</i>
<i>100 Avant Turbo Diesel</i>	<i>2.0 litre</i>	<i>87 bhp</i>	<i>5 Speed/Auto</i>
<i>100 Avant quattro</i>	<i>2.22 litre</i>	<i>138 bhp</i>	<i>5 Speed</i>

Development of the Avant represents a new concept in automotive design. Audi's aim was to create a practical and useful but far from dull car.

The result is a large, fast five-door with the versatility of an estate but the style of a coupé. With its extremely generous interior and variable seating and load layout, the Avant is ideal for private, leisure and business use. It combines all three roles with panache, performance and outstanding driving pleasure.

Like the 100 saloon, the Avant has state-of-the-art aerodynamics, exceptional all-round vision and fine front-drive or four-wheel-drive handling for optimum driveability. Passenger comfort is of

the highest level. With the split rear seat folded right down, the load platform is 6ft 6in long and the space totals 67.8 cu. ft. To counter-act heavy loads, self-levelling is optional (standard on the Avant CD).

Other standard and optional equipment includes central locking, rear wash/wipe, electric windows and sunroof, power steering, air conditioning, cruise control, computer and anti-lock brakes.

The range is 100 Avant CC (1.8 litres, 109 mph), Avant CD (2.2 litres, 124 mph), Avant Turbo Diesel (2.0 litres, 106 mph) and the superb Avant quattro (2.2 litres, 124 mph).



Audi 200

Packed with technology, ready for any road condition and equipped with every luxury, the Audi 200 quattro is rightly hailed as 'the world's ultimate saloon.'

It's a technological tour-de-force giving everything sought by high-performance enthusiasts and luxury car owners alike, with the added benefits of exceptional safety and the best economy in its class.

The 200 quattro tops 144 mph and has refined but blistering acceleration, yet returns 22.1 mpg on the urban test.

This is the result of the unrivalled application of the latest automotive technology: distinguished aerodynamics, an electronically managed five-cylinder engine fed by an intercooled turbocharger to give a tremendous 182 horsepower, close ratio five-speed gearbox and Audi's permanent four-wheel-drive system, central hydraulic system powering the steering, and all-disc brakes with electronic anti-locking.



While all this means astonishing performance, all-weather traction, handling and braking, occupants are pampered by air conditioning, electrically-operated seats, sunroof, mirrors, door locks and exceptional room.

This ultimate saloon apart, the front-drive-only 200 Turbo provides its own superlative blend of luxury, performance, style, economy and reliability.



<i>200 Turbo</i>	<i>2.14 litre</i>	<i>182 bhp</i>	<i>Auto</i>
<i>200 quattro</i>	<i>2.14 litre</i>	<i>182 bhp</i>	<i>5 Speed</i>



Audi 200 Avant quattro

Following on from the world's ultimate saloon comes the world's ultimate estate car – the 200 Avant quattro.

This sleek, sporting five-door has all the technical prowess and luxury of the 200 quattro coupled to the versatility of the Audi Avant body.

Its top speed – previously unimaginable for a car so useful – is 140 mph. It sprints from a standstill to 60 mph in just 8.2 seconds, and at a steady 75 mph returns close to 30 mpg.

All the power and silky response of the turbocharged five-cylinder engine is here, along with the all-weather traction and handling of quattro four-wheel-drive and the security of anti-lock brakes.

200 Avant quattro 2.14 litre 182 bhp 5 Speed



Summer or winter, this makes the 200 Avant quattro an inspiring, relentless express for up to seven people, large loads or a combination of the two. No other vehicle is capable of carrying so much so swiftly, so safely, so comfortably and so economically.

Quite simply, for skiing with the family or friends it's unrivalled. Automatic air conditioning and such good all-round vision make it equally superior for summer motoring. So complete is the standard array of performance and luxury equipment, the only options available are a luggage cover, roof rails and leather trim.

The quattro Concept



With more than 50 years' front-drive experience – superior to any other car maker's – Audi realised only one system could provide better traction, handling and safety: permanent four-wheel-drive.

Breaking new ground, Audi developed a high-performance all-wheel-drive transmission for the highway. The result revolutionises driving pleasure and safety.



Audi's system is an engineering masterpiece; light, compact and using minimal extra components. By spreading power equally front and rear, the quattro system inhibits wheelspin, providing up to 2.25 times more traction on ice and up to 1.7 times more grip on wet roads. Even on dry roads there is appreciably more roadholding and directional stability, a boon in crosswinds. Towing boats, caravans or horseboxes is also easier. Because the system doesn't have to be engaged or disengaged, drivers enjoy its safety and performance advantages all the time.

The system appeared first in the Audi quattro, the top Audi coupé that set stunning new GT car standards and swiftly proved its reliability as well as its advantages by winning the World Rally Championship. Making this superior technology as widely available as possible, each Audi model group – 80, 90, 100, 200, Avant and Coupé – now includes a quattro version.

Audi quattro

The quattro is the car that showed a stunned but appreciative motoring world what Audi's revolutionary four-wheel-drive system could do — on the road and in the world's toughest rallies.



quattro 2.14 litre 200 bhp 5 Speed



It's still doing it. Sceptics need look no further than the discerning CAR Magazine's assessment of the quattro's roadability, even in the presence of what are usually considered to be the world's supercars. 'Brilliant, inspiring ground-coverer,' says CAR, pointing out that the quattro provides all the benefits of the Audi Coupé plus the 'punch of the 200 bhp turbo engine and superb traction from the four-wheel-drive system, so elegantly engineered. Fabulous cornering power, security on treacherous surfaces. Standard for ALL the rest'.

The quattro's top speed of 138 mph and 0-60 mph time of 7.1 seconds are only part of the story. The stability, cornering and braking - anti-lock is standard - are stupendous, allowing the quattro to dash along challenging roads with safety and effortlessness to match the pleasure it gives its driver (and passengers; it seats four in comfort).

What impresses the motoring press most, though, is the way the quattro combines its superb performance with exceptional refinement. It's quiet and composed, as easy to drive as it is fast.

Sport quattro

Only one car tops the Audi quattro's all-round performance, and that's its new ultra-high performance sister, the Sport quattro.

Developed to raise the capability of Audi's rally quattros to an even higher level, the Sport does the same thing on the road. Its performance is blinding: 155 mph top speed and 0-60 mph and return to a standstill in less than eight seconds, thanks to brakes as potent as the 300 bhp engine. The short wheelbase makes it even more manoeuvrable.

Yet it too is remarkably easy to drive - a sports racer beyond all others.



Sport quattro 2.13 litre 304 bhp 5 Speed



Vorsprung durch Technik



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.

