

The Audi 200.

1981







The Audi 200. The age of high performance is not dead.

The Audi 200 is the largest, most powerful Audi ever made.

It comes in two forms.

The 200 5E with a 2.2 litre, 136 bhp, fuel injected 5 cylinder engine.

And the 200 5T with a 170 bhp turbo-charged version of the same power unit.

But why, you may ask, have we chosen a time of fuel and money shortage to introduce such an opulent and powerful car? The answer is simple. The Audi 200 is one of a new and rare breed of car designed for the times we live in.

As such, through highly advanced engineering, it succeeds in combining the economy the world needs with the luxury and power that people will always want.

Its unique 5 cylinder engine has long been acknowledged as the perfect compromise between the power and smoothness of a six and the economy of a four.

Turbo-charged, it makes even more efficient use of fuel. Both the 200 5E and 200 5T return impressive fuel consumption figures, as you will see later in this brochure. Figures, in fact, that would credit it to many smaller, slower cars.

In the area of interior equipment, however, the Audi 200 owes little to economy. The passenger compartment is furnished with practically every luxury known to motorists. Plus one or two you may not have come across before.

Nor, as you'd expect, have we stinted the car on safety features.

And we have built in the sort of durability for which the name Audi has become a byword.

Main servicing intervals are 10,000 miles apart. And the body is now so resistant to corrosion, that we offer a 6 year warranty against rusting through from the inside.

And finally, we have achieved all this for the sort of price that will surprise you.

You can pay far more for a lot less.

And that, in this day and age, is something you want to avoid at all costs.

This brochure is intended to show the general appearance of the new Audi 200.

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 1981 model year.



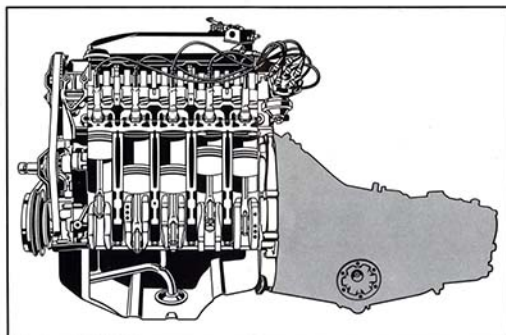
The Audi 200 engine. Innovative engineering and proven reliability.

power to weight ratio.

The turbo-charger, cutting in as it does only at 3000 rpm, gives you power when you need it. At other times it idles and the car drives in a perfectly conventional way.

Thus, with the 200 ST, you get the best of both worlds.

Enormous power when you need it. Superb economy when you don't.



The five cylinder 2.2 litre engine.

The 2.2 litre Audi engine is the first and only 5 cylinder petrol engine in the world.

It was developed as an unique solution to a vexing problem. How to achieve power without waste.

The 5 cylinder engine weighs less than a six and so wastes less energy simply pushing itself along.

Yet its petrol consumption has much more in common with a 4 cylinder unit.

The Effect of Turbo-Charging.

Superb though the performance of the 200 SE's fuel injection engine is, the effect of turbo-charging it for the 200 ST is quite electric.

The output soars from 136 to 170 bhp.

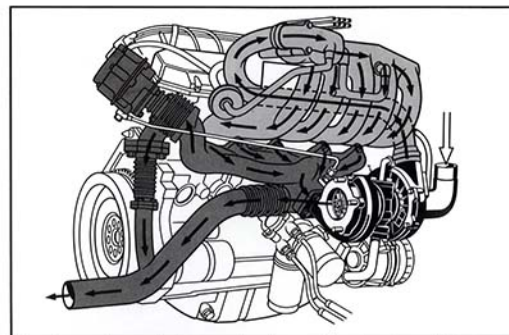
The car accelerates from 0-60 mph in 9.4 seconds, and reaches an impressive top speed of 120 mph.

And the quietness and smoothness with which it achieves all this performance is also quite startling.

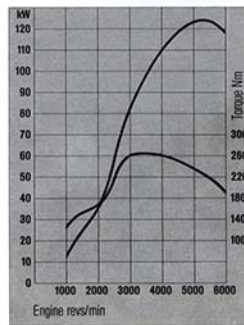
The reason lies in the supreme efficiency of the turbo-charger.

Specially developed for the 200 ST, it is driven by exhaust gases that would normally escape unused through the exhaust pipe. The turbine impeller, spinning at speeds of up to 100,000 rpm, drives a rotor which draws in fresh air, precompresses it and forces it into the engine cylinders.

The result is a better mixture of fuel and air in the cylinders, higher torque, greater output and a better



The turbo-supercharger develops superb performance through optimum efficiency.



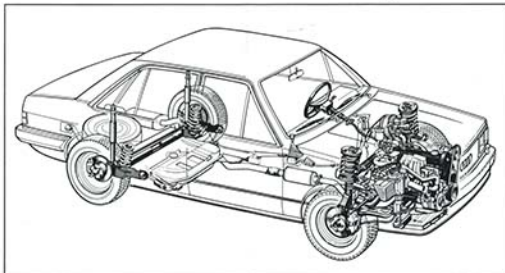
Torque/Performance Graph.

Miles per gallon			Litres per 100 kilometres		
S.U.D.C.	SE	ST	S.U.D.C.	SE	ST
At 56 mph	30.1	28.2	At 90 km/h	9.4	10.0
At 75 mph	23.3	21.9	At 120 km/h	12.1	12.9

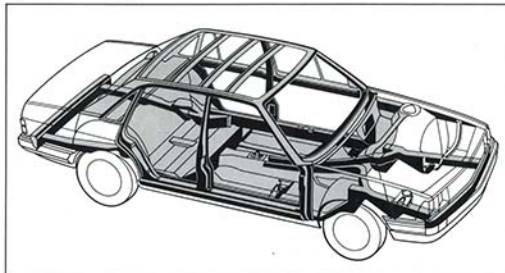
Fuel consumption statistics



The Audi 200. Safety derived from advanced chassis design and engineering excellence.



To insulate you from the ups and downs of the world outside we tested the Audi 200 over some of the worst road surfaces imaginable. It will comfortably absorb anything you are likely to encounter. From the cobble stones of France to the pot holes of Spain.



The Audi 200 has a rigid steel safety cell around the passenger compartment which resists impact in front, rear and side collisions.



High Performance Chassis.

The more comfortable you are, the less tiring driving becomes, especially over long distances.

That's why we spent so much time developing the chassis of the Audi 200.

First we had to have a chassis that would cope with the engine power, especially with the Turbo.

Second we had to make sure that you were safe and secure, even during the hardest driving and the most unexpected motoring situations.

How far we have succeeded, you can judge for yourself.

Balanced Springs and Shock Absorbers.

The Audi 200 has independent suspension all round through coil springs and telescopic shock absorbers on all four wheels.

The whole system is harmonised between front and rear axles to prevent pitching and give you a smooth, even ride.

The front suspension incorporates an anti-roll bar, to keep you on an even keel during hard cornering.

Self-stabilising steering system.

Audi were the first manufacturers to design and build a car incorporating a negative roll radius steering system. Automatically self-stabilising, if a front tyre bursts, the steering geometry is designed to help prevent the car being pulled off course.

The Audi 200, of course, has power steering as standard. Its rack-and-pinion system transmits plenty of "feel" to your hands so you never have that unnerving feeling, common to many power systems, of being out of touch with the road.

The 200 has disc brakes all round with ventilation on the larger front ones.

The system is also diagonally



The diagonally linked dual circuit braking system. The two braking circuits on the Audi 200 are diagonally linked. If one circuit fails, the brakes will still work on one front wheel and on the diagonally opposite rear wheel. The braking power is evenly distributed between front and rear, with 50% of the braking effect on each axle.

linked. Should one of the twin circuits fail, the braking pressure is evenly divided between the diagonally opposed wheels.

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

Low, Wide and Stable.

With its long wheel base, wide track and low profile tyres, the Audi 200 sticks to the road like a limpet. Few cars are so reassuring to drive at high speed or through difficult bends.

The advantages of front wheel drive.

It's unusual to find a car as large as the Audi 200 with front wheel drive. But like everything else on the 200, it makes sense.

The engine, gearbox and differential are positioned over the front axle, increasing the weight on the front wheels and so improving the grip.

On wet or slippery roads, its directional stability is particularly impressive. Under normal conditions, when negotiating a bend, the

front drive pulls you round on an accurate line in response to your steering.

Additionally, the centre of gravity is in the front third of the car, which makes it far less susceptible to side winds, especially on motorways.

Protection in Collisions.

The front and rear of the car are designed to collapse progressively in a collision, thus absorbing impact rather than resisting it. The effectiveness of this is due to the use of structural members which can telescope in the event of front or rear impact.

And we have left a large space between the exterior and interior bodywork to allow for deformation in the event of a side collision.

Strength without weight.

By calculating all strength and stresses on a computer, we have been able to incorporate all these safety features without paying the penalty of increased weight.

The Audi 200 is both strong and light, tough but graceful.



Inside the Audi 200. A Quieter, More Comfortable World.

The first thing you'll notice when you drive the Audi 200 is its uncanny quietness.

The aerodynamic shape of the body reduces wind noise to a whisper.

The floor insulation (a new method employing layers of bitumen, thick felt and dense matting covered with thick-pile carpet) reduces road and tyre noise to a minimum.

And, in the 200 5T, the quiet efficiency of the turbo-charger can sometimes make you wonder whether the engine is working at all.

In its level of equipment, the passenger compartment leaves little to be desired.

The ventilation system changes the air every 15 seconds, even when the car is stationary. The selected temperature automatically stays constant, irrespective of engine temperature fluctuations. And in the Turbo the front seats have their own individual heating device, to keep you both warm and comfortable or cool and refreshed.

The deep, soft fabric covered seats (fully adjustable for height, rake and fore and aft) are the most comfortable Audi have ever made.

And the windows are electricaly operated on all four doors.

In fact, if you look at the full specification of equipment on both the 200 5E and the 200 5T, you will quickly appreciate that they are both so comprehensively equipped that little else can be added.



Instruments are clearly visible at all times through the non-reflective console.



Electrically operated windows on all four doors.



Rear ashtray, cigar lighter and reading lamp.



Rear fold-out storage pockets.



Driver's seat height adjuster.



Turbo-charger boost gauge on the 200 5T.



Rear head restraints.



Rear seat belts.

The illustration on page 8 shows the 5 speed manual gearbox which is available to special order on both the 200 5E and 200 5T at no additional charge.



Light alloy 6J x 15 in. road wheels and low-profile tyres.



Electrically operated twin headlight washers.



All-round tinted glass with laminated windscreen and green sunfilter strip.



Central door locking.

Electrically adjustable and heated door mirrors. (Standard equipment on the 200 ST only.)

Outside, the Audi 200's specification is designed to be appreciated from the inside.

Negotiating corners and bends, the 6J x 15 light alloy wheels and 205/60 x 15 low-profile tyres hug the road like limpets.

The electrically operated sunroof (standard on the Turbo and an optional extra on the SE) features a 'rear-raise' operation for additional ventilation.

All round tinted glass with an anti-glare strip is of course standard on both models. But on the Turbo, the glass is not tinted just for appearance as it contains heat absorbing properties that act to insulate the interior of the car against the sun's warmest rays.

For precise rear viewing, both outside door mirrors on the Turbo are electrically adjustable and, in winter, heated to combat frost and condensation.

Dirty headlights can impair driving visibility but again, at the touch of a switch, both twin halogen headlights are washed by high pressure jets.

Naturally, the transmission is automatic and the light precise steering is power assisted. And on the Turbo, there's a cruise-control system that enables you to pre-set to a desired speed. Ideal for those long motorway journeys.

When you finally arrive at your destination, the hydraulically activated central locking system ensures that all four doors and boot are safely locked - by a single turn of the key to the driver's door.



Air conditioning. As an optional extra on both the 200 SE and 200 ST.



Radio cassette player including 4 speakers and electrically operated aerial.



Automatic transmission.



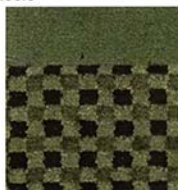
Automatic cruise control. (Standard equipment on the 200 ST, available as an optional extra on the 200 SE.)

Interior and exterior finishes for the Audi 200.

The upholstery – woven velours



Azure Blue JD



Sedge JV



Negro JW

Natural Leather at extra charge



Black TK

The paintwork



Alpine White P1



Helios Blue Metallic W5



Indiana Red Metallic W9



Saturn Metallic Y3



Inari Silver Metallic Y4



Meteor Metallic Y5



Onyx Metallic Z2



Diamond Silver Metallic Z4

Audi 200 Colour and Upholstery Combinations

		Exterior colours								
		Black	Alpine White	Helios Blue Metallic	Indiana Red Metallic	Saturn Metallic	Inari Silver Metallic	Meteor Metallic	Onyx Metallic	Diamond Silver/Met.
Carre woven velours	Fascia colour	Black	P1	W5	W9	Y3	Y4	Y5	Z2	Z4
Azure	JD	Baltic								
Sedge	JV	Ivy								
Negro	JW	Negro								

Print processes do not allow the exact reproduction of colours. This applies to exterior colours as well as to interior trim.

Technical data.

	Audi 200 SE	Audi 200 ST Turbo
Engine:		Scylinder, in line
Capacity:		2.2 litre (264 cc)
Induction:	Fuel injection	Fuel injection with exhaust driven turbo-charger
Power:	136 bhp (100 kW) DIN at 5700 rpm	170 bhp (125 kW) DIN at 5300 rpm
Torque:	127.5 lbs.ft. (185 Nm) at 4200 rpm	186 lbs.ft. (255 Nm) at 3300 rpm
Compression ratio:	9.3:1	7.5:1
Electrical:		12 volt, 63 Ah battery, alternator 75 A max.
Gearbox:		3 speed automatic transmission
High Performance running gear:	Specially co-ordinated chassis system, front and rear suspension on coil springs with telescopic dampers. Transverse control arms in front with anti-roll bar. MacPherson strut front. Wishbones with track stabilising roll-over. Torsion beam rear axle, located by bar/hard rod.	
	Brakes: Diagonally linked, dual-circuit system with load dependent brake power control. Servo assisted disc brakes front and rear.	
	Hydraulic power boosted disc brakes front and rear.	
Steering:		Hydraulic power steering, safety steering column.
Wheels/Tyres:		Alloy wheels 6x15. Low profile 205/60 HR 15 tyres.
Performance:	Top Speed: 113 mph	Top Speed: 120 mph
Acceleration:	0-50 mph: 8.2 secs. 0-60 mph: 12.5 secs.	0-50 mph: 6.3 secs. 0-60 mph: 9.4 secs.
Fuel Consumption: (Measured according to DIN 70020)	Miles per gallon: Simulated Urban Driving Cycle: 20.9 At 56 mph: 32.1 At 75 mph: 23.3 Litre per 100 kilometers: Simulated Urban Driving Cycle: 13.5 At 90 km/h: 9.4 At 120 km/h: 12.1	Miles per gallon: Simulated Urban Driving Cycle: 18.3 At 56 mph: 28.2 At 75 mph: 21.9 Litre per 100 kilometers: Simulated Urban Driving Cycle: 15.4 At 90 km/h: 10.0 At 120 km/h: 12.9
Fuel:	Star Rating: 4	Octane: 98
Weights:	Unladen: lbs 2778 Gross: kg 1260 Payload: kg 1765 Axle Front: kg 525 kg 2291 kg 1040	Rear: lbs 1874 kg 855 Trailer braked SE/ST: lbs 3307/3528 kg 1500/1600 Unbraked: lbs 1427 kg 670
Dimensions:	Length: ins 184.8 mm 4695 Width: ins 69.8 mm 1768 Height: ins 56.7 mm 1390	Wheelbase: ins 105.3 mm 2676 Track front: ins 56.1 mm 1425 Track rear: ins 57.2 mm 1453
Ground Clearance at total weight:		ins 3.8 mm 98
Turning Circle:		Feet 37.0 Metres 11.3
Capacity Boot:		Cu ft 22.6 1642 litres
Fuel Tank:		Gals 16.5 litres 75

SPECIFICATIONS

Main Equipment Features 200 SE/200 ST:

- Alloy wheels
- Electrically operated windows
- Central locking system
- Automatic transmission
- Power assisted steering
- Turbo boost indicator
- Electrically operated roof
- Electrically heated/operated external mirrors
- Heat insulating tinted glass
- Opening quarter light windows
- Cruise control system
- Electrically heated front seats
- Thru-load facility
- Illuminated vanity mirror

Additionally for 200 ST:

- Headlamp washer
- 3 speed ventilation
- Intermittent wipers – with two speed control
- Wash/wipe action
- Parking light contour
- Illuminated switch panel
- Instrument panel rheostat
- Glove box illumination
- Front/rear door courtesy lights/reading lamps
- Hand/dual-circuit brake light
- Driver/passenger sun visors – with side-ways action – silver
- Lockable glove box
- Driver's storage shelf
- Day/night safety rear view mirror
- 4 spoke – padded steering wheel
- Safety door handles
- Adjustable head restraints – front
- Head restraints – rear
- Passenger grab handle – front/rear
- Safety arm-rests/integrated grab handles
- Padded instrument panel trim
- Shyft gear lever with jacket
- Reclining front seats
- Front seat angle adjuster
- Driver's seat height adjuster
- Seat belts front/rear
- Velour upholstery

Standard Equipment Features 200 SE/200 ST:

- Speedometer
- Tachometer
- Digital clock
- Temperature warning lights
- Fuel gauge
- Trip mileage recorder
- 3-cup lighters
- Ashtray front/rear

- File carrying
- Door storage compartments
- Boot illumination
- Radio cassette player/quad-speakers

Exterior Equipment:

- Rubber bumper strips
- 4 Halogen headlamps
- Wash/wipe insect strip, with dirt deflector
- Lockable tank cap
- Reversing lights
- Heated rear window
- Electrically operated radio aerial
- Dual twin jet windshield washers
- Dual jet headlamp washers
- Laminated tinted windshield
- Halogen fog lights
- Rear fog light
- Twin horn horn

Optional Equipment:

- Air Conditioning
- Natural Black Leather Upholstery
- 200 SE only:
 - Electrically operated roof
 - Heat insulating tinted glass
 - Cruise Control System
 - Thru-load facility

The Audi service.

The advanced 1 year warranty. **Unlimited 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 month, unlimited mileage 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 maintenance costs.

Spare parts and exchange units. This 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. 01 486 8411)

Success through engineering

