

1983

# The Audi 80.



# The 1983 Audi 80 model range.

- 80 CL** : 1588 cc carburettor engine developing 75 bhp
- 80 GL** : 1588 cc carburettor engine developing 85 bhp
- 80 CD** : 1921 cc carburettor engine developing 115 bhp
- 80 Turbo Diesel** : 1588 cc turbo-charged diesel engine developing 70 bhp

## The Audi 80. This is style.

This brochure is intended to show the general appearance of the Audi 80. Please note that for the 1983 model year the Audi 80 GL, CD and Turbo Diesel models will be equipped with front fog lights. All models are fitted with a nearside rear view mirror. Additionally, all models are fitted with headlamp washers. Not all the illustrations in the brochure show these features.

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 1983 model year.



# More powerful. More economical.

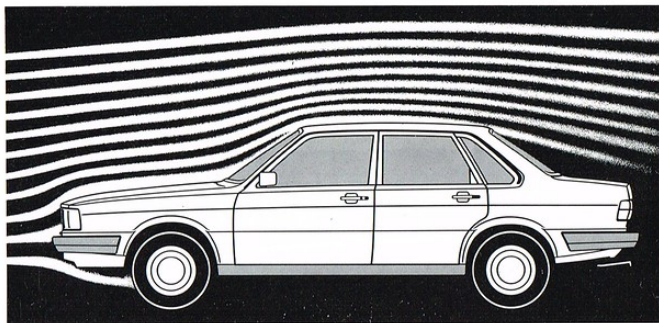
You could be forgiven for thinking that we designed our Audi 80 for sheer beauty alone. Those sleek lines combined with a distinctive wedge shape make the car one of the most attractive on the road, after all. Yet the truth is that the car's shape is actually the result of thousands of hours in a wind tunnel, thousands of hours of crash-testing, thousands of hours of practical rather than fashionable design. Which is why, in terms of safety, comfort, economy and performance, the Audi 80 is virtually in a class of its own.

## Safety

In late 1979, the Audi 80 was the subject of an unusual experiment. A famous rally driver strapped himself into an Audi 80, accelerated to 50 kph and crashed directly into the rear of an identical vehicle. Perhaps to your surprise, he emerged entirely unscathed. It was not surprising to us. After all, in the Audi 80, passengers are protected inside a rigid steel safety cell. Both the front and rear of the car are designed to collapse progressively in a collision, to help absorb the impact. The side bodywork is also designed to deform and help reduce impact.

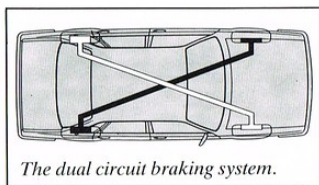
The entire interior has been designed with safety in mind, as well. Front seats have specially reinforced fastenings, and the back rests have knee protection for rear seat passengers. Instruments and controls are protected, with no protruding edges. The dashboard itself is impact absorbing. The steering column collapses under impact. Even the armrests and window winders are deformable while the interior door handles are recessed. Just as we've designed the car to help protect you in the unfortunate event of a collision, we've also taken a great many steps to help prevent you from being involved in a collision in the first place. The thought of having a high speed blow-out, for example, is every motorist's nightmare. The Audi 80, however, has a self stabilising steering system incorporating negative roll radius. Virtually incomprehensible engineering jargon as that may be, what it means is that should a blow-out occur, the car will tend to come to a halt in a straight line when the brakes are applied. Equally, should the wheels on one side of the car hit a slippery or soft surface (the central reservation of a motorway for instance) the car should remain well

under the driver's control. Another nagging dread many drivers suffer from is that of brake failure. We can allay your doubts there, too, because the Audi 80 has a diagonally linked dual



*The low air resistance is the result of extensive experimentation in the wind tunnel.*

circuit braking system, which means that if one circuit fails, the brakes will still work on one front wheel and the diagonally opposite rear wheel. Again, you'll be able to bring the car safely to a halt. Of course, the final string to our bow with regard to safety is that the Audi 80, in common with all our cars (except the four wheel drive Quattro) is designed with front wheel drive. The benefits of this are virtually self-evident.



*The dual circuit braking system.*

The engine, gearbox and differential are located over the front wheels and so improves their grip. And the centre of gravity is in the front third of the car, making it far less susceptible to side winds.

## Comforts

What are the features that contribute to a car's comfort for both the driver and passenger? Space? Believe it or not, the Audi 80 actually has more interior room than such a prodigiously roomy car as the Volvo 244. Insulation against road and wind noise? We have gone to great lengths to reduce noise to the absolute minimum. The floor of the

Audi 80, for example, has all the insulating properties of a six inch thick brick wall. We doubly insulated the suspension from the engine, gearbox and rear axle. We found that certain reson-

ances in the chassis and bodywork were particularly tiring so of course we eliminated them. And all those hours in a wind tunnel not only made the Audi 80 cut through the air like a knife, they also reduced wind noise to a barely perceptible level. Naturally, ventilation plays a large part in driver comfort and in this respect, too, the Audi 80 leaves little to be desired. Since stale air can quickly make you tired and irritable, we have devised a ventilation system that changes the air in the car every 10 seconds even when the car is stationary. Furthermore, once you've selected a temperature, it stays constant irrespective of fluctuations in the engine temperature. Should you want to change the temperature, consider it done. The system reacts almost immediately. While at the same time side ducts demist the front windows. But of what use is all this if the very seats you're sitting in put your back up? This is highly unlikely in the Audi 80. Our seats are as comfortable as we think it is possible to devise. They're padded with thick foam and fully body contoured. They have fully reclining backs, with long fore-and-aft adjustments. And as a final practical touch of luxury, the driver's seat is also adjustable for height.

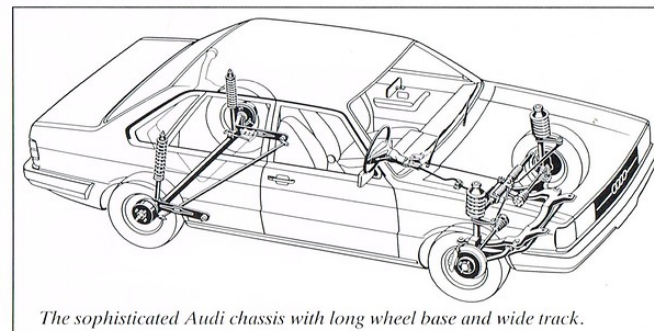
## Economy

In an age of ever-rising fuel costs, economy is a subject close to every motorist's heart. We at Audi well realise this and have acted accordingly. Since

# More luxurious. And more.

wind resistance falls to an almost unheard of level, considerably less fuel is required for the Audi 80 to make progress. For the same reason, we have kept the car's weight as low as possible so the 80 doesn't waste energy pushing itself about. And every Audi 80 including the new Turbo Diesel is now

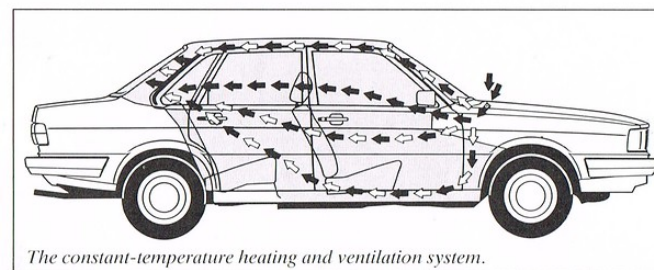
gear change indicator light. As soon as the engine is straining or labouring in any gear, it lights up urging you to change gear. Follow its advice, and you'll find yourself becoming a very economical driver indeed. In common with other cars, all our efforts with regard to economy have been tested by



*The sophisticated Audi chassis with long wheel base and wide track.*

available with our unique 4+E gearbox. The four gears function in a perfectly normal fashion. You drive just as you would in any ordinary saloon. For motorway cruising, however, slip the car into the "E" gear. Working in much the same way as an overdrive, you'll find that rpm fall substantially. This enables the car to cruise along at high

the Government. The official economy figures for the manual 80 GL, our mid-range saloon, were a very impressive 46.3 mpg at a steady 56 mph. Around town, the acid test for a gas guzzler, it still managed a highly creditable 24.6 mpg. For even greater economy, consider the Turbo Diesel, designed to deliver frugal fuel consumption without



*The constant-temperature heating and ventilation system.*

speed while using substantially less fuel than was previously possible. Obviously there are many other features of any car's design which affect economy — even such details as the positioning of the driving mirror play a part — but as a guide to the emphasis we've put on economy, take a look at the dashboard. There you will find two very unusual features. First, there's our econometer. This gives the driver a constant indication of how economically he's driving. If you keep an eye on it, you'll be able to squeeze a few extra miles from every gallon. Secondly, you'll see our

the performance drawbacks normally associated with diesel engines. At a steady 56 mph, the 80 Turbo Diesel is capable of nearly 60 mpg and while motorway cruising at a constant 75 mph over 40 mpg can still be achieved — and not at the expense of performance.

## Performance

With the Audi 80 range, it's not so much a question of how fast the car goes — more one of how fast would you like it to go? The Audi 80 CL, for example, has a 1588 cc four cylinder en-

gine developing 75 bhp. It will reach 60 mph from standstill in 13.8 seconds and go on to a top speed nudging 100 mph.

The Audi 80 GL uses the same size engine but develops 85 bhp. 0-60 mph is achieved in 12.1 secs. Top speed is 102 mph. The Turbo Diesel delivers 70 bhp from the same size engine as the CL and GL. Whilst not pretending to match their speed off the mark, the Turbo Diesel is certainly not left far behind. Capable of 0-50 mph in only 8.9 seconds, it drives on to a top speed just below 100 mph.

For out and out performance, choose the top model in the 80 range: the CD with a five cylinder 1921 cc engine developing 115 bhp. This very powerful machine can reach 60 mph in a mere 10.3 seconds and accelerate effortlessly on to a top speed of 113 mph.

## The Audi 80. How long will it last?

Some cars also go faster than others with regard to body corrosion. The Audi 80, however, is built in such a way and is so resistant to corrosion that it comes complete with a 6 year warranty against rusting through from the inside. Let the British winter do its worst, let them salt the roads to their heart's content, the Audi 80 will not rust through from the inside. A fact, you may think, that will help your Audi 80 keep its price very well when you come to trade it in, in two or three years time. You'd be right.

The Audi 80 CL. Surely the most luxurious car in its class.



It has long been noted by owners and motoring correspondents alike that Audis are very well equipped cars indeed. This fact is ably demonstrated by the Audi 80 CL, the least expensive car in the 80 range. The crushed velour seats, the deep pile carpet, the colour

co-ordinated interior, the entire car exudes an air of luxury. The door closes with a solid clunk, the driver and passengers settle into their seats and immediately feel at home in the spacious environment. Out on the open road, the Audi 80 CL is equally satisfying. Its

75 bhp engine enables the car to accelerate briskly and the driver is soon aware that there's plenty of power lurking beneath the bonnet for overtaking. High speed cruising is quiet, relaxed and, with the optional "4+E" gearbox, very economical as well. It is also re-

markably stable even when confronted with fierce side winds, thanks to its combination of front wheel drive, a long wheelbase and wide track. Around corners, the handling is precise and drama-free with stabilisers helping to prevent the car from rolling. Perhaps

even more pleasing is that the driver will get rather more use from his Audi 80 than with most other cars. For in German Government tests, the Audi 80 has consistently been in the top three "fault-free" cars after 2, 4 and even 6 years use. And, of course, it needs a

major service only once every 10,000 miles with just an oil change in between.

The Audi 80 GL. Even more luxury.

Even more performance.



The Audi 80 GL gives you everything the CL offers with even more besides. More luxury, to begin with. Electric windows are standard. Central locking is standard. And a tachometer and integral front fog lamps are standard. There's even more performance,

as well. The uprated version of the 1588 cc engine produces 85 bhp. Consequently 0-60 mph acceleration improves to 12.1 seconds and the top speed goes up to 102 mph. There is also more power available for the crucial 30-50 mph and 50-70 mph over-

taking phases. And on the Audi 80 GL, our unique "4+E" gearbox is fitted as standard. As we've described elsewhere in this brochure, this improves cruising economy to almost unheard-of levels. The four gears operate in the perfectly normal way. On the motorway, how-

ever, slip the car into the "E" gear and you'll notice two things happen. First, the engine revs drop significantly, so the car cruises along at, say, 70 mph with the engine having to expend far less energy than usual. Secondly, as a result of the first, the engine uses con-

siderably less fuel. Proof being that according to official Government figures, the Audi 80 GL achieves 46.3 mpg at a steady 56 mph and 35.3 mpg at a constant 75 mph. And even these figures can be bettered if use is made of the unique stop/start system, incorporated

as standard equipment on the manual version.



## The 5-cylinder 1921 cc Audi 80 CD.

## The ultimate Audi 80.



The Audi 80 CD is the flagship of the 80 range. It is both more powerful and more luxurious than any Audi 80 we've ever built. The additional power comes from the fact that it has a 1921 cc 5 cylinder engine as standard. This power unit produces 115 bhp,

giving the car a 0-60 mph acceleration time of only 10.3 seconds and a top speed of 113 mph. More useful still, it gives the car enormous flexibility in overtaking. It is power, we might add, that has not been achieved at the expense of economy. The engine is su-

premely energy-efficient. And, coupled with the standard "4+E" gearbox, as much as 43.5 mpg could be achieved overall. The official Government figures show that the car achieves 33.2 mpg at a constant 75 mph. While all this can only be experienced in a test

drive, however, the additional equipment and luxury of the Audi 80 CD are evident as soon as you see the car. Outwardly, you'll notice the stylish wheels, body side mouldings and a front spoiler. Inside, the car is the most luxurious Audi 80 it has ever been possible to

own. It has new horizontally ribbed crushed velour upholstery with the whole interior being colour co-ordinated. It has "frame-type" head restraints for driver and passengers. It has a sun roof as standard. Likewise, electric windows and central locking.

It has remote control door mirrors. It has headlamp washers. It has a driver's seat height adjuster. In fact, it has just about everything. Which, in the flagship of the 80 range, is just as you'd expect.

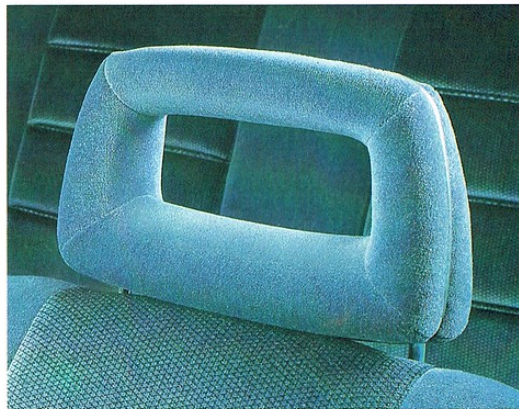
# The Audi 80 CD. Comfort and elegance redefined.



*Four spoke steering wheel.*



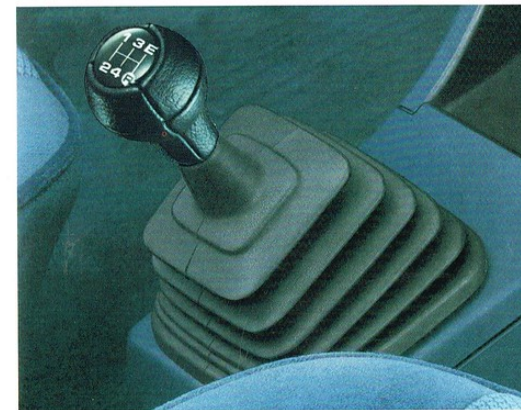
*The luxurious interior upholstered in de-luxe velour.*



*Luxury head restraints.*



*Driver's seat height adjuster.*



*4+E gearbox.*



*Twin jet headlamp washers.*

# The New Audi 80 Turbo Diesel. Designed to economise at speed.



At Audi, we're proud of what we've achieved with the Audi 80 Turbo Diesel. Its combination of performance and economy have finally put paid to the commonly held belief that impressive fuel consumption can only result from a low performance engine.

How did we achieve this? Our engineers simply developed a high per-

formance turbo-charged version of our successful and well proven 4 cylinder diesel engine.

The principle of turbo-charging is a surprisingly simple one. The turbo-charger consists of a turbine wheel driven by the exhaust gas from the engine, with a compressor wheel running on the same shaft. This compress-

or wheel forces the intake air into the cylinders at above atmospheric pressure.

The results, in the case of the 80 Turbo Diesel, are spectacular.

The 1.6 litre turbo-charged diesel develops 70 bhp and accelerates from 0-50 mph in 8.9 seconds. The ride is as smooth as a conventional car, and with

a top speed of 99 miles per hour, it's more than a match for many cars with spark ignition engines of equal power.

Fuel consumption, as you would expect, is exceptionally frugal, almost matching the standard Audi 80 Diesel unit - which already enjoys an enviable reputation for fuel saving. Also cutting fuel costs is the standard 4+E manual

gearbox, which incorporates and invaluable 'E' or Economy gear. For motorway cruising, simply slip the car into the 'E' gear and you'll notice that rpm will fall substantially. This enables the car to cruise along at high speed while using even less fuel than was previously possible - over 40 mpg at a steady 75 mph.

When it comes to comfort and equipment though, the cost-saving exercise stops. The Audi 80 Turbo Diesel is upholstered in deluxe velours trim and the comprehensive specification includes reclining front seats with a height adjustment facility on the driver's, front foglamps and headlamp washers.

# How you can add a personal touch to your

# Audi 80.



*A stereo radio/cassette system is available on all models.*



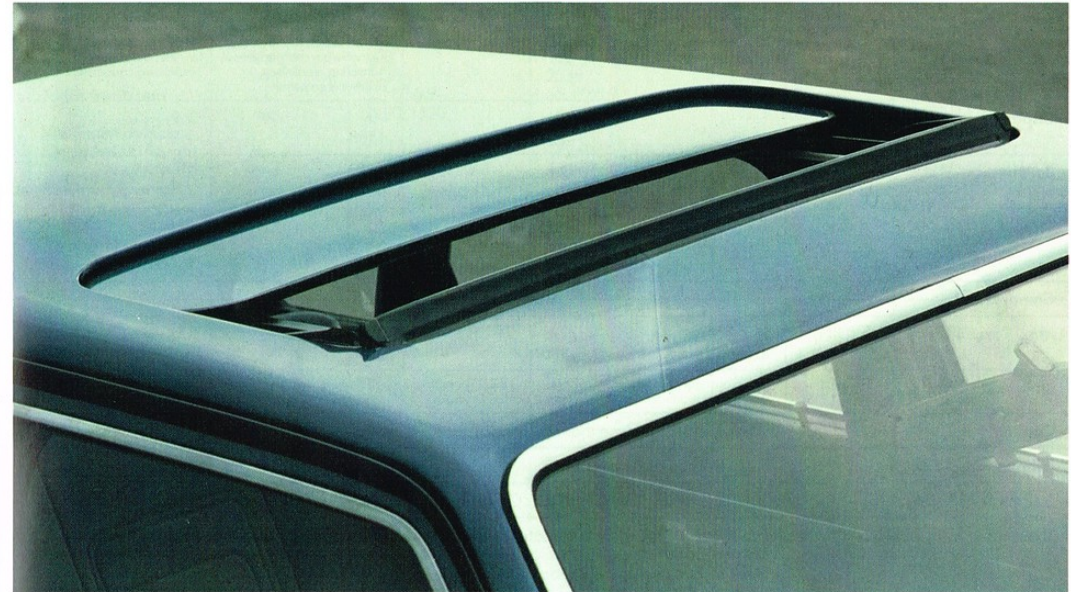
*Front fog lamps (standard on the GL, CD and Turbo Diesel).*



*Alloy sports wheels (standard on the CD).*



*Automatic transmission available on the CL, GL and CD.*



*Steel sliding sunroof – tilted (standard on the CD).*



*Steel sliding sunroof – open (standard on the CD).*

# Technical data.

		80 CL	80 GL	80 Turbo Diesel	80 CD
<b>Engine</b>		Water cooled four cylinder in-line, 5 bearing crankshaft overhead camshaft		Water cooled four cylinder in-line turbo-charged diesel, 5-bearing crankshaft, overhead camshaft	Water cooled five cylinder in-line, 6 bearing crankshaft overhead camshaft
<b>Capacity</b>	litres cubic	1.6 1588	1.6 1588	1.6 1588	1.9 1921
<b>Bore</b>	mm	79.5	79.5	76.5	79.5
<b>Stroke</b>	mm	80	80	86.4	77.4
<b>Output</b>	bhp (DIN) kW at rpm	75 55 5600	85 63 5600	70 51 4500	115 85 5900
<b>Compression</b>		8.2 : 1	8.2 : 1	23.0 : 1	10.0 : 1
<b>Max. Torque</b>	Nm (DIN) at rpm	121 3200	127 3200	133 2600	154 3700
<b>Induction</b>		Down draught carburettor with automatic choke	Down draught carburettor 2 stage automatic choke	Mechanical fuel injection with exhaust driven turbo-charger	Down draught carburettor 2 stage automatic choke
<b>Cooling</b>		With electrically driven thermostatically controlled fan			
<b>Lubrication</b>		High pressure oil circulation			
<b>Electrical system</b>		12 Volt 54 Amp/h battery on CL, GL, 63 Amp/h on CD, Turbo Diesel			
<b>Transmission</b>		Front wheel drive via single-plate clutch, fully synchronised four speed gearbox (CL). Four speed gearbox, with fifth gear economy ratio standard on GL, CD and Turbo Diesel. Three stage automatic gearbox with three forward and one reverse range optional on CL, GL and CD.			
<b>Chassis</b>		Front and rear springing: coil springs with progressive auxiliary and buffer springs and telescopic shock absorbers - all combined in suspension struts. Suspension: suspension struts and lower wishbones in front with negative roll radius torsion crank axle at rear. Transverse stabilizers front/rear. Steering: maintenance-free self-adjusting rack and pinion steering. Safety steering column. Steering damper. Brakes: diagonally linked dual circuit brake system with discs in front and self adjusting drums at rear. Brake servo.			
<b>Wheels</b>		5 J x 13	5 J x 13	5 J x 13	6 J x 14
<b>Type</b>		Steel	Steel	Steel	Alloy
<b>Tyres</b>		165 SR 13	175/70 SR 13	165 SR 13	185/60 HR 14
<b>Performance</b>					
<b>Top speed mph</b>	(man) (auto)	99 96	102 100	99 -	113 109
<b>Acceleration</b>					
<b>0-50 mph in seconds:</b>	(man) (auto)	8.5 10.5	7.9 9.4	8.9 -	6.9 9.0
<b>0-60 mph in seconds:</b>	(man) (auto)	13.8 15.9	12.1 14.5	14.3 -	10.3 13.5
<b>Fuel Consumption:</b>		All fuel consumption figures with the exception of the Turbo Diesel are in accordance with the fuel consumption tests as defined in the Passenger Car Fuel Consumption Order 1977. Turbo Diesel to DIN 70030.			
<b>Consumption</b>		<b>CL</b>	<b>GL</b>	<b>Turbo Diesel</b>	<b>CD</b>
<b>SUDC* mpg - lit/100 km</b>	(man) (auto)	25.4* 11.1 25.7 - 11.0	24.6 - 11.5 26.1 - 10.8	38.6 - 7.3 -	22.4 - 12.6 23.3 - 12.1
<b>at 56 mph - 90 km/h</b>	(man) (auto)	47.1 - 6.0 35.3 - 8.0	46.3 - 6.1 37.7 - 7.5	58.7 - 4.8 -	43.5 - 6.5 34.9 - 8.1
<b>at 75 mph - 120 km/h</b>	(man) (auto)	29.4 - 9.6 26.6 - 10.6	35.3 - 8.0 27.7 - 10.2	40.3 - 7.0 -	33.2 - 8.5 28.0 - 10.1
* S.U.D.C. = Simulated Urban Driving Cycle					
<b>Fuel Star rating</b>		**	**	Diesel	****
<b>Octane</b>		91	91	-	98
<b>Fuel tank capacity</b>		15 galls/68 litres			

# Specifications.

		80 CL	80 GL	80 Turbo Diesel	80 CD
<b>Dimensions</b>					
<b>Wheelbase</b>	ins mm	100 2538	100 2538	100 2538	100 2538
<b>Track front/rear</b>	ins mm	55.1/55.9 1400/1420	55.1/55.9 1400/1420	55.1/55.9 1400/1420	55.1/55.9 1400/1420
<b>Maximum outside length/width/height</b>	ins mm	172.9/66.2/53.7 4391/1682/1365	172.9/66.2/53.7 4391/1682/1365	172.9/66.2/53.7 4391/1682/1365	172.9/66.2/53.7 4391/1682/1365
<b>Minimum ground clearance</b>	ins mm	4.4 112	4.4 112	4.4 112	4.4 112
<b>Turning circle diameter approx.</b>	ft m	34 ft 5 ins 10.5	34 ft 5 ins 10.5	34 ft 5 ins 10.5	34 ft 5 ins 10.5
<b>Weights</b>					
<b>Unladen weight</b>	lbs kg	2094 950	2094 950	2249 1020	2249 1020
<b>Gross weight</b>	lbs kg	3108 1410	3108 1410	3263 1480	3263 1480
<b>Payload</b>	lbs kg	1014 460	1014 460	1014 460	1014 460
<b>Permissible axle load front/rear</b>	lbs kg	1741/1653 790/750	1741/1653 790/750	1741/1653 790/750	1848/1694 840/770
<b>Trailer loads</b>					
<b>Braked</b>	lbs kg	2425/2645 1100/1200	2425/2645 1100/1200	2645 1200	2645/3080 1200/1400
<b>Unbraked</b>	lbs kg	1124/1124 510/510	1124/1124 510/510	1190 540	1190/1190 540/540

## All models

### Interior equipment

Quartz clock  
Temperature warning light  
(Temp. gauge on Turbo Diesel)  
Fuel gauge  
Economizer (excluding Turbo Diesel)  
Gear change indicator  
Trip mileage recorder  
Cigar lighter  
Ashtray front/rear  
Head lamp flasher  
3 speed ventilation  
Intermittent wipers - with  
Two speed control - with  
Wash/wipe action  
Parking light contact  
Instrument panel rheostat  
Dashboard illumination control  
Glovebox illumination  
Front door courtesy light contact switches  
Hand/dual circuit brake light  
Driver/passenger sun visor - with  
Sideways action - driver  
Sideways action - passenger  
Vanity mirror  
Lockable glove box  
Drivers storage shelf  
Transmission tunnel shelf  
Centre console  
Day/night safety rear view mirror  
Padded steering wheel  
Safety door handles  
Head restraints: front  
Passenger grab handle front/rear  
Safety armrests/integral grab handles  
Padded instrument panel  
Reclining front seats  
Pile carpeting  
Seat belts: front  
Seat belts: rear

### Door storage compartments

Rear door courtesy light  
Crushed velour upholstery  
Document compartment  
Child proof locks: rear  
Hazard warning lights  
Fully prepared for radio installation  
Multi speaker system  
Seat height adjuster (driver)

### Exterior equipment

Rubber bumper strips  
Halogen headlamps  
Polished waistline impact strip  
Lockable tank cap  
Reversing lights  
Heated rear window  
Laminated windscreen  
Headlamp washers  
Two-tone horn  
Tow points: front/rear  
Boot lining  
PVC sealed door sills and underseal  
Driver and passenger door mirrors - adjustable from the inside  
Rear fog light

### Additionally for Turbo Diesel

4+E gearbox  
Front fog lights

### Additionally for GL/CD models

**Interior**  
Tachometer  
Electric windows  
Central locking

### Additionally for CD

#### Interior

Front and rear frame type head restraints  
Four spoke steering wheel  
De luxe velour upholstery  
Centre armrest in rear

#### Exterior

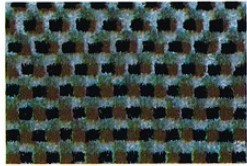
Power assisted steering  
Alloy sports wheels  
Low profile tyres  
Steel sliding sunroof  
Deep front spoiler  
Waistline body moulding  
Metallic paint finish

Optional Equipment	CL	GL	CD	Turbo Diesel
Automatic transmission	■	■	■	N/A
4+E gearbox	■	S	S	S
Metallic paint finish	■	■	■	■
Heat insulating tinted glass	■	■	■	■
Alloy wheels	■	■	S	■
Steel sliding sunroof	■	■	S	■
Front fog lights	■	S	S	S
Electric windows	■	S	S	S
Central locking	■	S	S	■

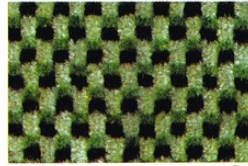
S = Standard equipment

# Upholstery for the Audi 80.

## 80 CL, GL and Turbo Diesel



Azure



Reed



Sand



Black

GH

GJ

GK

GL

## 80 CD



Azure



Nutmeg



Black

CV

CW

CY

## Audi 80 Colour and Upholstery Combinations

	80 CL, GL and Turbo Diesel				80 CD		
	Azure	Reed	Sand	Black	Azure	Nutmeg	Black
Interior trim							
<b>Exterior finishes:</b>							
Mars red G6							
Copenhagen blue K3							
Malachite green N4							
Alpine white P1							
Barcelona brown T8							
<b>Metallic finishes:</b>							
Zermatt silver L1							
Montego black L3							
Sapphire L5							
Amazon blue L6							
Sienna red W9							
Topaz Green Y3							

# Paintwork.

## 80 CL, GL and Turbo Diesel



Mars red

G6



Copenhagen blue

K3



Malachite green

N4



Alpine white

P1



Barcelona brown

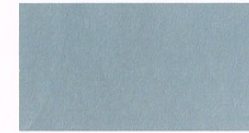
T8

## Metallic Finishes (at extra charge):



Zermatt Silver

L1



Sapphire

L5



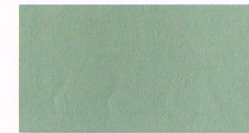
Amazon blue

L6



Sienna red

W9



Topaz green

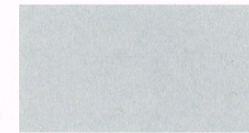
Y3

## 80 CD



Alpine white

P1



Zermatt silver

L1



Montego black

L3



Sapphire

L5



Amazon blue

L6



Sienna red

W9

# In addition to the many advantages of the Audi 80 there are the advantages offered by a major manufacturer: a comprehensive warranty and an extensive dealer network offering a wide range of services.

## **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 a proof of quality. We give you the assurance that you made the right choice. The 1-year warranty has worldwide validity.

**6 year warranty.** Audi bodywork carries a 6 year warranty against major corrosion and rust. New vehicles subject to this warranty must be cared for in accordance with the operating instructions. Bodywork must be inspected at prescribed intervals by an authorised Audi dealer. Full details of this warranty system are available from your Audi dealer.

**A wide service network.** There is a wide network of Audi service stations around the globe. 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. All this guarantees a long life and high resale value for your Audi.

**Trained personnel.** The personnel of the Audi companies, service managers, mechanics, 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.**

The Audi service includes a well-organized Parts Service. Guaranteed, high-standard exchange units undergo stringent inspection at the factory.

**Financing, insurance, leasing.** The Audi service may include financing, insurance and leasing for your car. Your Audi dealer will be pleased to give you information on the availability of these services.

**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. (Telephone 01 486 8411)

Technology in a class of its own.

