

**The new Audi 100.**



# The new Audi 100.

The original Audi 100 developed a rare reputation for its remarkable combination of performance, economy, safety and space. Which is unusual for a luxury car.

And more than 800,000 were sold. Which is also unusual for a luxury car.

In designing the new Audi 100, we set ourselves to retain those virtues and improve them.

And, apart from one or two nuts and bolts it is a completely new car.

Aerodynamically, it is one of the most efficient cars on the road.

It has even more "active" safety features.

And its "passive" safety is stronger than the world's most stringent standards require.

The interior gives you even more space.

And it has been designed to be relaxing and comfortable, and reduce fatigue to a minimum.

Because, in this day and age, we feel that we should not only offer you a better, more luxurious car.

We should also do all in our power to make you a better driver.



The Audi 100 GLS

This brochure is intended to show the general appearance of the new Audi 100.

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 mis-positioned.

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 1978 model Year.

# The new Audi 100.

A car whose advantages have been thoroughly proven in 875,000 miles of reliability testing.

Though new, the Audi 100 is not unproven. We've driven it up to the Arctic and down to the Equator to see if it works as well in practice as it does in theory.

We discovered, for example, the life-span of all the major components in the car, and we strengthened those that didn't meet our durability standards.

As we drove we discovered, with fine adjustments, how we could reduce still further the fuel consumption and bring the interior noise level down to even lower levels.

And, most important of all, we proved that a car consisting of thousands of completely new components was completely reliable.

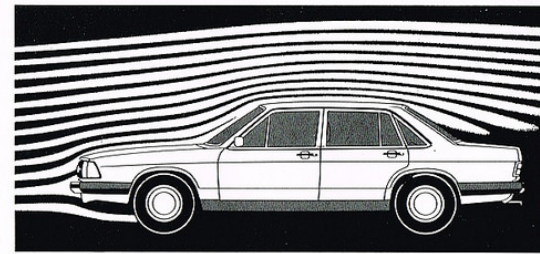
A chassis developed from 2,100 hours on machines that simulated the world's worst roads.

How you feel at the end of a journey depends not just on the roads you've been driving on, but on the car you've been driving in.

That's why we spent a great deal of time developing a suspension and chassis that can smooth away the ups and downs that make a journey tiring. We found, for example, new ways to isolate the suspension system so fewer vibrations are passed on to the passenger compartment.

We developed new rubber buffers that allow the suspension to be "soft", yet still absorb hard bumps.

We lengthened the wheel base and widened the track, to give extra stability to the car.



*The new Audi 100 spent 260 hours in the tunnel.*

## **A shape created by 260 hours in the wind tunnel.**

The lines of the Audi 100 were finally decided not by a stylist, but by the laws of aerodynamics. Little by little, in 260 hours of wind tunnel testing, we developed a shape that had a drag coefficient unbeaten by any other car in its class.

We reduce, for example, air turbulence at the rear end of the car to new minima. And by doing so, help make this possibly the most economical saloon you can buy for high speed cruising.

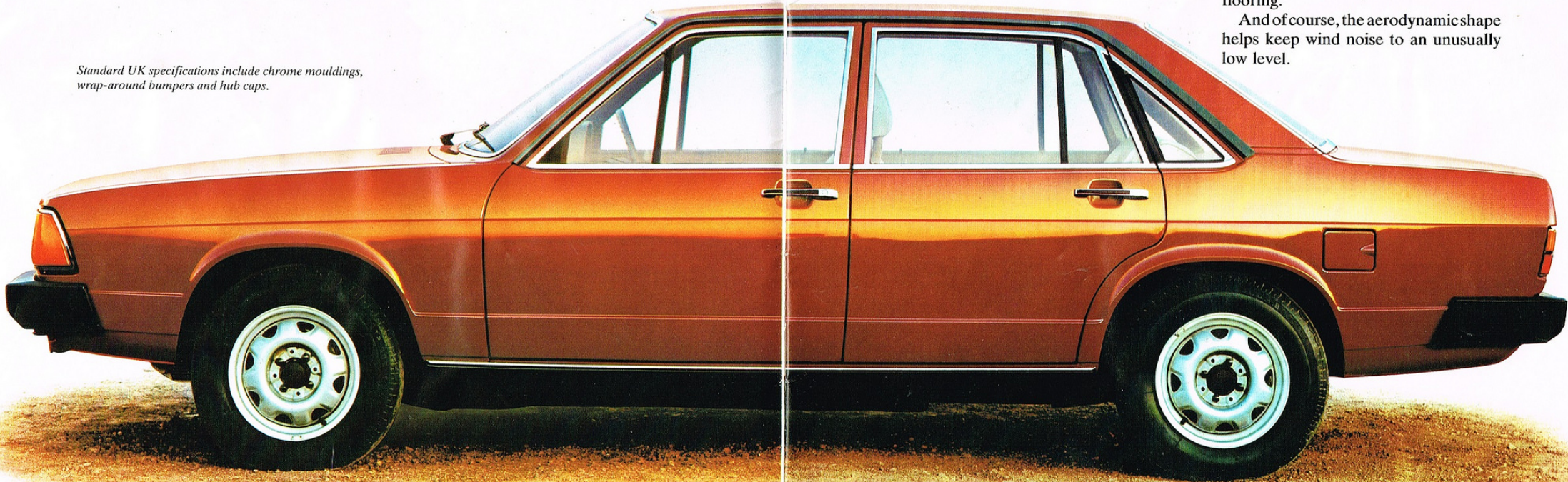
## **A level of quietness developed by 2 years of intensive noise tests.**

We decided that a car can be really comfortable only if it is very quiet as well. That's why we spent 2 years on exhaustive testing to develop new ways to reduce noise.

We found new ways to "tune" the bodywork to a frequency level that is less audible to the human ear. We developed new ways of constructing bodywork so that "booming" becomes impossible. The suspension for engine gears and axles has been doubly insulated against noise. And the interior is protected from noise by a new type of flooring.

And of course, the aerodynamic shape helps keep wind noise to an unusually low level.

*Standard UK specifications include chrome mouldings, wrap-around bumpers and hub caps.*



# Two new power units: 4 cylinder - 5 cylinder.

The Audi 100 is available with two new engines. The 4 cylinder, 115 bhp 2 litre engine, which is also being used to power the Porsche 924, and the unique 5 cylinder, 136 bhp, 2.2 litre engine fitted with K-jetronic fuel injection. Unique because the Audi 100 is the first production car in the world to be powered by a five cylinder petrol engine.

Both engines demonstrate our conviction that a luxury car needn't be a wasteful car. And that an engine needn't sacrifice economy or reliability in order to achieve good performance.

Some of the features are described on this page. But you'll need to take a test drive to appreciate the quietness, smoothness and flexibility of the new engines.

And it will take you even longer to appreciate the advantages of their low fuel consumption.

**The 4 cylinder engine.** By giving careful attention to the design of our engine, we have been able to make it remarkably economical. The combustion chambers have a unique shape and the intakes have deflectors which ensure that petrol and air are mixed in exactly the right proportions. So you use no more fuel than you need and get the most out of each drop.

Our twin-choke carburettor means that you use only one stage for cruising. The second stage operates only when you need it for very high speed or fast acceleration. Again, the result is to save petrol. And there is an automatic pre-heater on the choke, which reduces fuel consumption when the engine is cold.

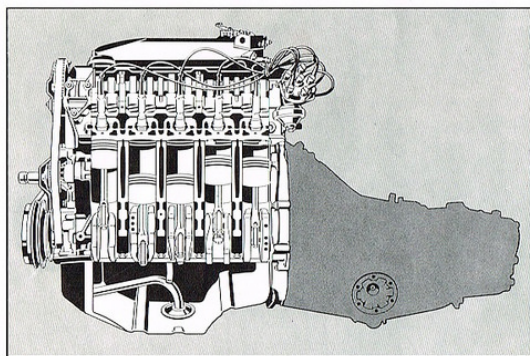
Because we believe that big fuel bills are one luxury you don't need.

**The 5 cylinder engine.** Why a five cylinder engine? The concept of a five cylinder petrol engine is not exactly a new one.

During the 1930's a British engineer conceived the principle of a five cylinder unit. Just a decade later another respected engineer, Granville Bradshaw, advocated the unit as "...probably a better engine for a car". Recent technological advancement has made it possible to eliminate, totally, the problems of imbalance by altering the location of balance weights and thus shifting the plane of vibration.

Why not a six cylinder engine? Simply, the advantages of a 5 cylinder engine over a six cylinder version are less weight, for lighter steering, and a more favourable fuel consumption in conjunction with the higher degree of smoothness in operation common to six cylinder engines. In short, the five cylinder unit brings together most of the benefits found in both four and six cylinder engines and in doing so offers performance, economy and reliability in a combination previously unknown.

**The car with the 10,000 mile main service interval.** The efficiency of the Audi 100 engines makes them reliable, too. They have an overhead camshaft which eliminates the need for a large number of working parts to control the valves, and so reduces wear. The cooling system has an electric fan automatically controlled by the water temperature. We tested the lubrication system in conditions which range from the north of Sweden to the Sahara. And, in 875,000 miles of tests, put the engines under far greater stress than they are ever likely to meet in ordinary driving. The result is that the Audi 100 needs a main service only once every 10,000 miles, or once a year. And an oil change every 5,000 miles or twice a year.



The five cylinder 2.2 litre engine.



The Audi 100 GLS

Audi 100

# The suspension and front wheel drive.

**We give it a rough ride to give you a smooth ride.** To insulate you from the ups and downs of the world outside, we gave the Audi 100 the equivalent of 2,100 hours of travel on extremely poor roads. As a result, the springing is har-

monized between the front and rear axles, to prevent the car from pitching. The springs have long travel, and large additional rubber bumpers keep them comfortably soft while still enabling them to absorb rough bumps or potholes.

The long wheel base and wide track also help to keep the car stable. Stabilisers help to prevent it rolling uncomfortably on corners.

At the front, there are suspension struts and wishbones. At the rear a torsion beam axle with a Panhard rod for extra lateral control.

# The safety steering and braking system.

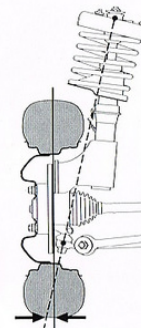
The steering-stabilising braking system of the Audi 100 is based on the combination of outboard scrub radius at the front axle and a dual diagonal braking circuit system. This system ensures that the car maintains a straight course when braking in an emergency.

## **The self-stabilising steering and braking system.**

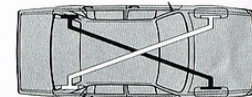
An Audi was the first production car to have a negative roll radius steering and braking system. It is automatically self-stabilising. If a front tyre bursts or skids at speed, the car will stop in a straight line. If the wheels on one side of the car hit a slippery or soft surface (the central reservation of a motorway for example), it will not be pulled off course.

*In the Audi 100, the steering axis (shown by the dotted line) ends outside the wheel's central plane.*

*In a conventional system, it ends inside or at the centre (positive or neutral roll radius).*



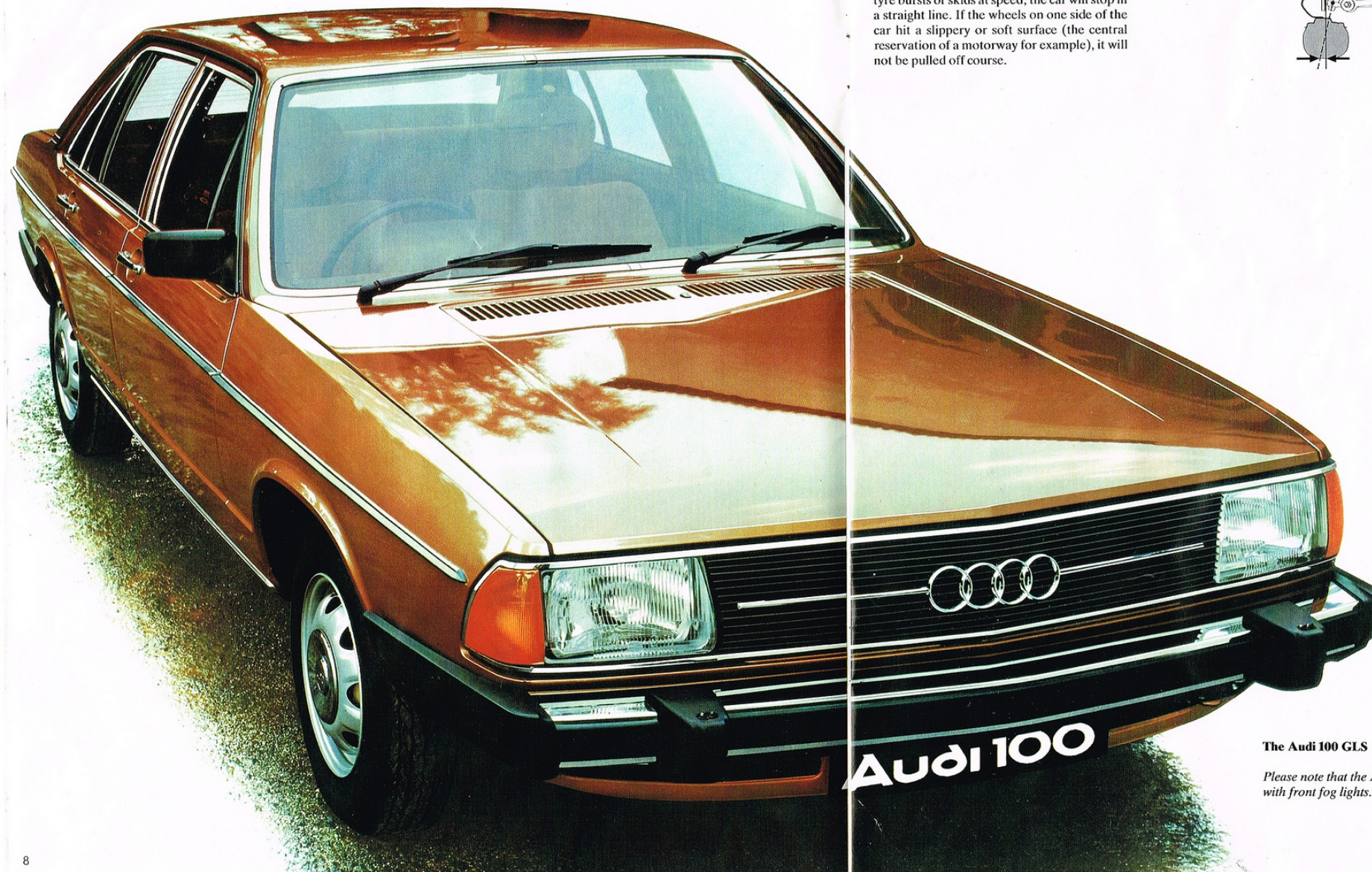
**The dual diagonal circuit braking system.** The two braking circuits in the Audi 100 are diagonally linked. If one circuit fails, the brakes will still work on one front wheel and on the diagonally opposite back wheel. The braking power is evenly distributed between front and rear, with 50% of the braking effect on each axle.



*Even if one brake circuit fails, the braking effect is evenly distributed.*

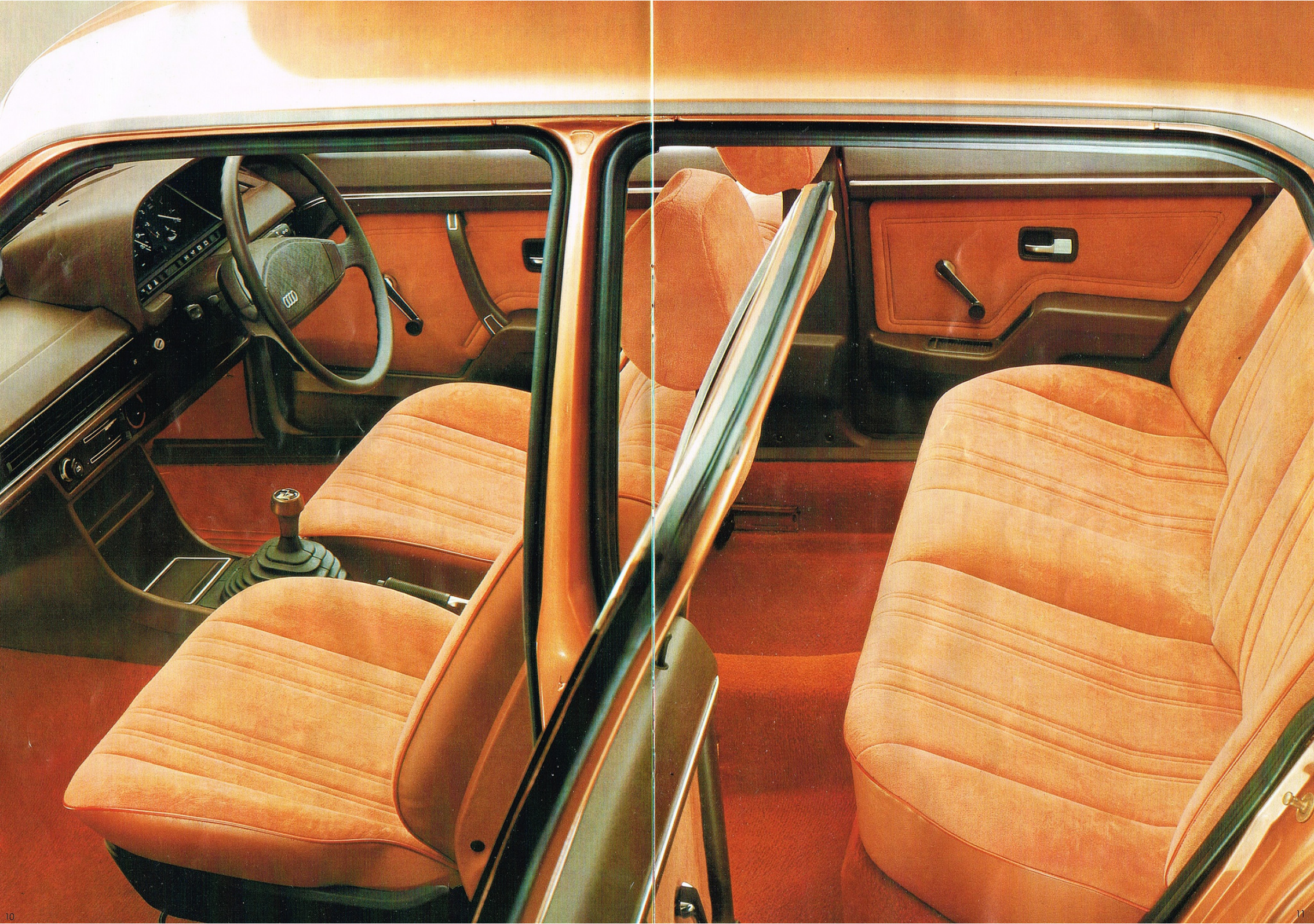
**The advantages of front-wheel drive.** It is unusual to find as large a car as the Audi 100 with frontwheel drive. But it gives several advantages which a conventional system cannot.

The engine, gearbox and differential are ahead of the front axle which increases the weight over the front wheels and so improves their grip. And the centre of gravity is in the front third of the car, which makes it far less susceptible to sidewinds.



**The Audi 100 GLS**

*Please note that the Audi 100 GLS is equipped with front fog lights.*



# The car that's designed to make you a better driver.

"Adapting the car to human needs." Professor P. Nestler, from the Academy of Fine Arts in Munich, has this to say:

"No human being is consistently efficient. But any human being will stay alert longer in a pleasant, well-designed, controlled environment. That is what we set out to provide in the Audi 100. And we redesigned the interior from scratch. We made sure that there was plenty of window space, so you wouldn't feel cramped. We chose colours that were soft and harmonised, so you would feel relaxed. We designed body-contoured seats, and put all the controls within easy reach. We developed a completely new ventilation system. And a new form of noise insulation. The overall effect is to reduce fatigue, tension, distraction, so you can concentrate on driving."

**The sound insulation.** Our research has shown us that noise is tiring and irritating. And it has also shown us how to build a quieter car.

For example, we found that certain resonances in the chassis and bodywork were particularly tiring. So we have eliminated them. As each new part was developed we tested its resonance, and if it wasn't right, we changed it.

The suspension for the engine, gearbox and front axle is doubly insulated from the engine and running noise. Again the effect is to eliminate unpleasant resonance.

We have also developed an entirely new type of insulation against road and tyre noise. The passenger compartment is insulated with a new type of flooring: a layer of bitumen, a layer of felt, a layer of dense matting and the carpet on top of that.

While the Audi 100's aerodynamic shape reduces wind noise to a whisper.

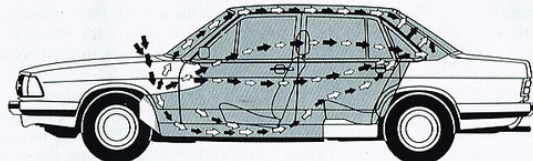
**The ventilation system.** Stale air can make you tired and irritable. And that can make you a bad driver. So we developed an entirely new ventilation system. It's very powerful, but also very quiet.

It can change the air every 15 seconds, even when the car is standing still.

Once you've selected a temperature, it stays constant irrespective of fluctuations in the temperature of the engine.

And if you want to change it, then it reacts almost immediately.

It automatically controls the temperature throughout the passenger compartment, with cool air at face level and warm air at floor level, to keep your mind alert and your feet warm. Side ducts demist the front side windows.



*Efficient ventilation can make you a better driver.*

### The Audi 100 GLS

*Please note that the centre console is equipped with an oil temperature gauge and a voltmeter as part of standard equipment.*



Audi 100 GL

# A unique safety system.

So far we have described the Audi 100's "active" safety: the features designed to keep you out of an accident. But we have also devoted a great deal of time to those features designed to protect you in an accident. And we have used the knowledge we gained in developing our own experimental safety vehicle.

The Audi 100 has a rigid safety cell around the passenger compartment. And we have used completely new techniques for the first time ever in a production car to give greater impact resistance in a frontal collision.

**The passenger safety cell.** The safety cell resists impact not only in front, rear and side collisions. In a roll-over its strength goes far beyond the level set by American safety standards, which in themselves are among the highest in the world.

The petrol tank is tucked in front of the rear axle.

**The front and rear crumple zones.** We designed the front and rear of the car to collapse progressively in a collision, and so absorb the impact.

At the front there is a completely new type of side member which is being used for the first time ever in a production car. They are square section tubes (one on each side) which, in a collision, pleat (rather like an accordion) evenly from front to rear.

As a result the Audi 100 can resist an impact of 40 mph, again considerably exceeding American safety standards. The sides, too, are impact-resistant. We have left a large space between the bodywork and the interior metal sheets, to give them greater leeway for deformation.

By using computer calculations, we've been able to give you this protection without building a heavy car.

**The safety interior.** We designed the interior, too, with safety in mind.

The front seats have specially reinforced fastenings. And the backrests have knee protection for back seat passengers.

Front seat head restraints are standard equipment.

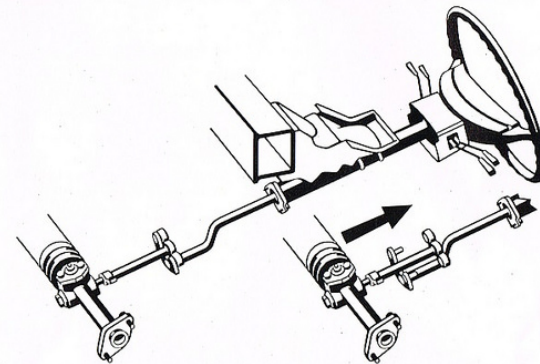
The instruments and controls are protected so that there are no protruding edges.

The arm rests and window winders are flexible, and the door handles are recessed.

The dashboard is impact absorbing.

And a heated rear window is fitted as standard.

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



The safety steering system.



The Audi 100 LS

# Refinement through attention to detail.

The new Audi 100 is one of the most comprehensively equipped saloons available. Whether you choose the LS version or the luxuriously equipped GLS model you will find that our attention to detail will satisfy the most demanding requirements. Here we describe just a few of the many items of equipment.

**The Audi 100 LS.** The LS equipment for the new Audi 100 includes a great many items both inside and out. Halogen headlights for example, with a beam width which can be regulated. An outside rear view mirror which can be adjusted from inside. A lockable tank cap and a protective strip around the waistline.

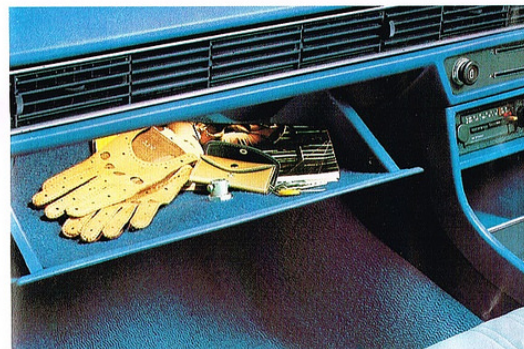
A wide flow-through ventilation system of sophisticated design. The large glovebox is lockable and illuminated, and the additional shelf on the drivers side is roomy. Two ashtrays have been provided for the rear seat passengers. And throughout, there is wall to wall carpeting.

**The power unit:** The Audi 100 LS is equipped with the 4 cylinder, 115 bhp, 2,0 litre engine.

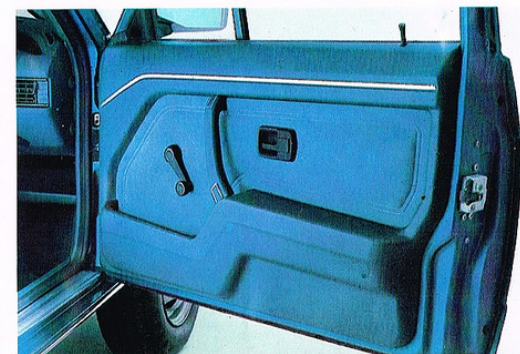
Please note that Azure interior trim is available with Diamond Silver exterior finish only.



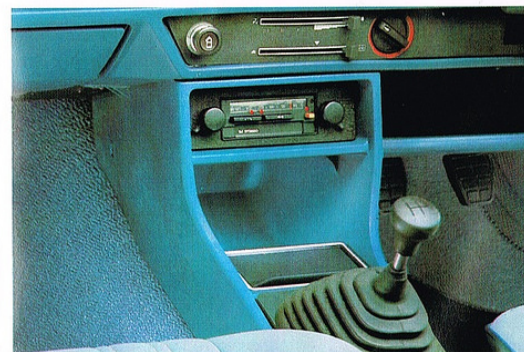
Bumper side extensions for added protection. Adjustable wide beam halogen headlights.



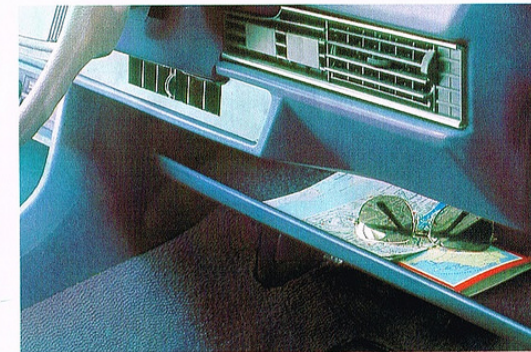
The glovebox is lockable and illuminated.



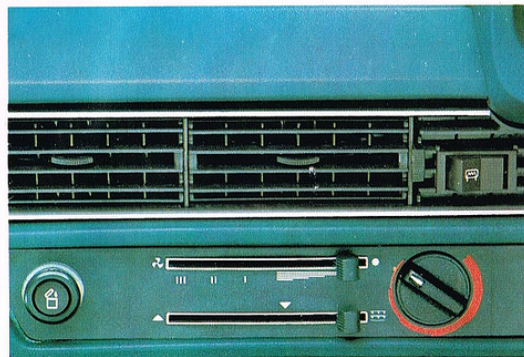
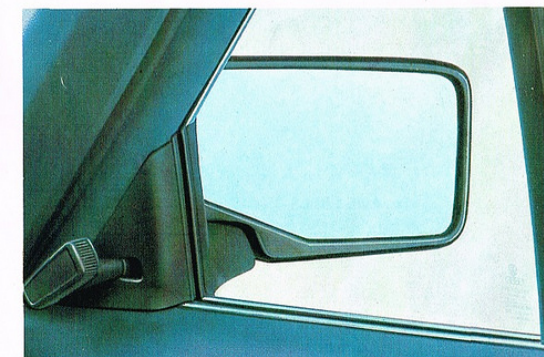
There are pockets in the doors for odds and ends etc.



The centre console is fully prepared for radio installation.



The shelf on the driver's side is within easy reach.



Flow-through ventilation distributes the air throughout the passenger



The trim around the car's waistline has a rubber strip to protect the paintwork



Steel radial ply tyres are standard.

# An atmosphere of luxury.

**The Audi 100 GLS:** The GLS equipment of the new Audi 100 includes: two halogen headlamps and bronze-tinted windows all round. Front and rear fog lamps, a chrome trim for the exhaust muffler and a headlight washing system as well.

There is a rev. counter in the instrument panel, placed well within your field of vision. An indicator light for the hand brake was not forgotten. And the additional storage space is exceptionally generous. There is a large centre console and a additional shelf on the passenger

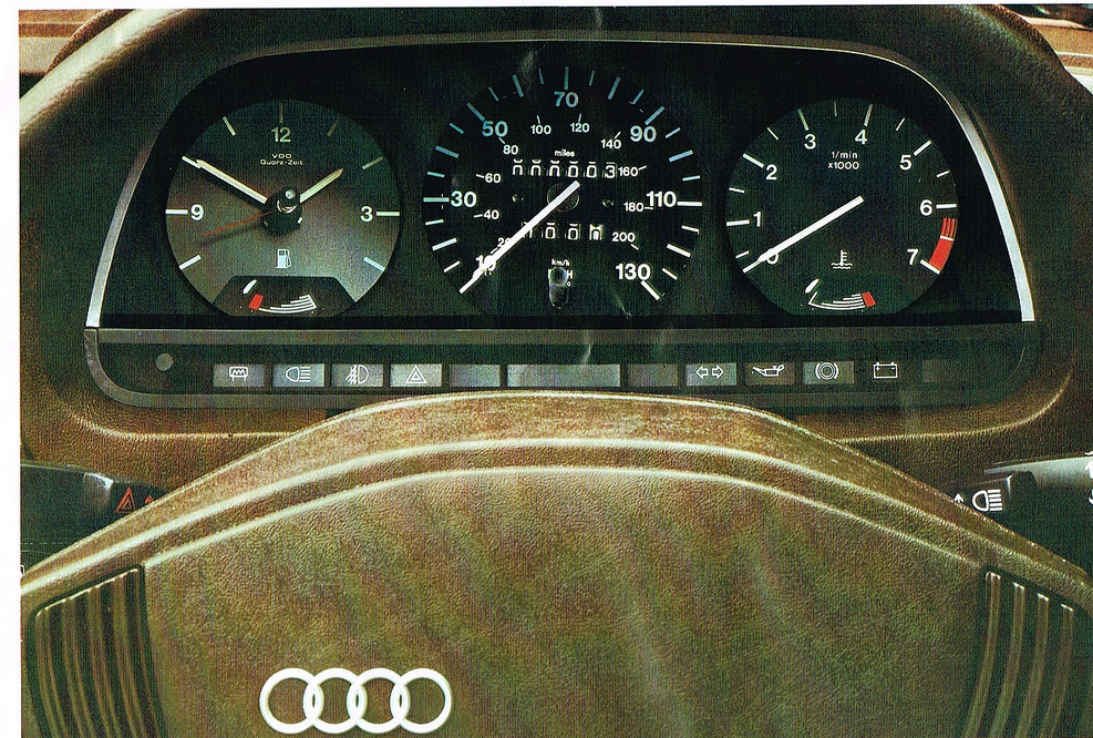
side. There is a central armrest contributing to seating comfort at the rear. And velour upholstery and pile carpeting makes travelling in the Audi 100 GLS a luxurious experience.

Complete preparation for radio installation is standard for both the **Audi 100 LS** and **GLS**. All you need is to have the radio of your choice fitted as an optional extra plus, of course, any extra speakers you may require. The loud speakers are placed in special resonant cavities which improve the sound outstandingly.

**The power unit:** The Audi 100 GLS is equipped with the 4 cylinder, 115 bhp, 2.0 litre engine.

**The Audi 100 GL-5 E:** The Audi 100 GL-5 E is equipped with the 5 cylinder, 136 bhp, 2.2 litre engine combined with a K-jetronic fuel injection system. This power unit offers excellent performance, smoothness and outstanding economy.

The Audi 100 GL-5 E has the same interior and exterior equipment as the GLS model.



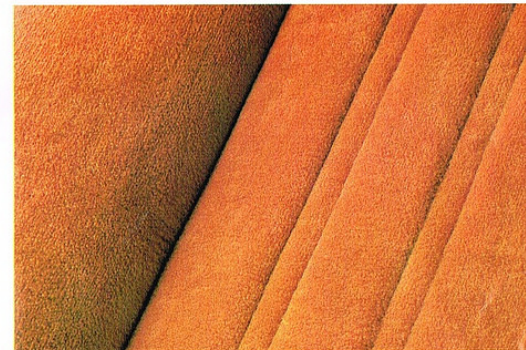
The rev counter helps you drive even more economically.



Automatic transmission (Optional extra).



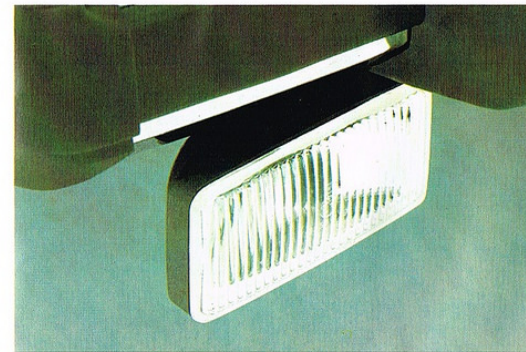
A twin-tone horn is standard.



Thick velour upholstery.



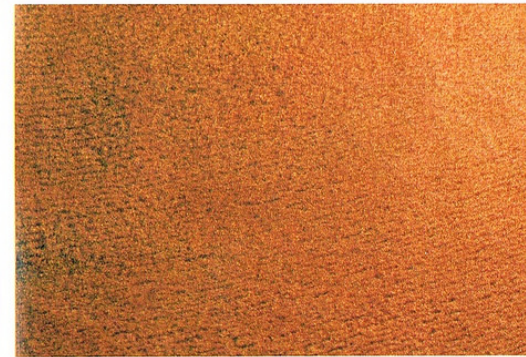
A centre armrest for the back seat.



Front and rear foglights are standard on the GL models.



Headlight washers to keep the headlights clean.



A thick velour carpet provides insulation as well as luxury.



A hydraulic bonnet support.

# Technical data.

	100 LS/100 GLS	100 GL-5 E
<b>Engine</b>	Water cooled, four cylinder in-line, overhead camshaft	Water cooled, five cylinder in-line, overhead camshaft
<b>Capacity</b>	Litres 2.0 Cubic 1984	2.2 2144
<b>Bore</b>	mm 86.5	79.5
<b>Stroke</b>	mm 86.4	86.4
<b>Output</b>	bhp (DIN) 115 kw 85 at rpm 5500	136 100 5700
<b>Compression</b>	9.3:1	9.3:1
<b>Max. Torque</b>	mkg (DIN) 16.8 lb ft (SAE) 115.8 at rpm 3500	18.5 127.5 4200
<b>Fuel Induction</b>	Down draught, 2 stage with automatic choke.	K-jetronic fuel injection.
<b>Electrical System</b>	12 volt 54 Ah (man. trans.) 63 Ah (auto. trans.)	12 volt 63 Ah (man/auto trans.)
<b>Cooling</b>	100 LS/100 GLS/ 100 GL-5 E With electrically driven thermostatically controlled fan.	
<b>Lubrication</b>	Full flow oil filter	
<b>Transmission</b>	Manual: Front drive via dry single-plate clutch, fully synchronized four speed gear box with reverse gear. Automatic: Automatic transmission with three forward ranges and one reverse gear.	
<b>Chassis</b>	Springing: front and rear, coil springs with telescopic shock absorbers; in front, in the suspension struts. Transverse stabilizer in front. Suspension: front suspension mounted on a sub-frame. Suspension struts and lower wishbones in front with self-stabilizing steering and "caster oilst" for extra safe handling; rear torsion crank axle with additional support provided by a Panhard rod, mounted transversely. Steering: maintenance free, self-adjusting rack-and-pinion steering. Safety steering column with detachable coupling. Brakes: twin, diagonally split hydraulic circuits operating floating caliper disc brakes at front, drum brakes at rear. Brake servo and load sensitive brake pressure regulator for rear wheels. Cooling ribs on brake drums.	
<b>Wheels</b>	100 LS/100 GLS 5 1/2 Jx 14	100 GL-5 E 5 1/2 Jx 14
<b>Tyres</b>	Steel Radial ply 165 SR 14 185/70 HR 14	
<b>Performance</b>		
<b>Top Speed</b>	mph 111 (Auto) mph 109	117 115
<b>Acceleration</b>	0-50 mph (man) secs 7.2 (auto) secs 8.5 0-60 mph (man) secs 10.7 (auto) secs 12.4	6.3 7.8 9.5 11.4
<b>Consumption</b>	(DIN) (man) mpg 29.4 (auto) mpg 28.5	26.9 25.6
<b>Specific</b>	at 50 mph (man) mpg 37.1 (auto) mpg 34.8	36.6 34.8
	at 60 mph (man) mpg 32.8 (auto) mpg 31.0	32.0 30.3
<b>Fuel</b>	Star Rating 4 Octane 98	4 98

German Industrial Standard DIN 70030: measured at 3/4 of max. speed (top limit = 68 mph).

On level dry surface (max. gradient = 1.5%); all tyres at correct pressure; at half max. permissible weight; max. wind speed = 6.7 mph; over approx., a 6 mile distance. Outside temp. between 50° and 86° F/ + 10° to + 30° C. Tolerance for testing fuel consumption = + 10%.

	100 LS/100 GLS	100 GL-5 E
<b>Weights</b>		
<b>Unladen</b>	lbs 2536 kg 1150	+ 55 lb for auto trans. (2580) (1170)
<b>Gross</b>	lbs 3550 kg 1610	3590 1628
<b>Payload</b>	lbs 1014 kg 460	- 55 lb for auto trans. (1014) (460)
<b>Axle Front</b>	lbs 2007 kg 910	(2007) (910)
<b>Rear</b>	lbs 1786 kg 810	(1786) (810)
<b>Trailer Braked</b>	lbs 2646 kg 1200	Max. weight (2646) (1200)
<b>Unbraked</b>	lbs 1345 kg 610	(1345) (610)
<b>Engine</b>	lbs 335 kg 152	367 166
<b>Dimensions</b>	100 LS/100 GLS/100 GL-5 E	
<b>Length</b>	ins 184.3 mm 4680	
<b>Width</b>	ins 69.6 mm 1768	
<b>Height</b>	ins 54.8 mm 1393	
<b>Wheelbase</b>	ins 105.4 mm 2677	
<b>Track Front</b>	ins 57.9 mm 1470	
<b>Rear</b>	ins 56.9 mm 1445	
<b>Ground clearance at total weight</b>	ins 5.1 mm 130	
<b>Turning Circle</b>	feet 37.7 metres 11.3	
<b>Capacities</b>		
<b>Boot</b>	cu. ft. 22.7 gallons 13.2	
<b>Fuel Tank</b>	litres 60	

# Specifications.

## AUDI 100 LS/100 GLS/100 GL-5 E

### Interior Equipment

Speedometer  
Quartz clock  
Temperature gauge  
Fuel gauge  
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  
Illuminated switch panel  
Instrument panel rheostat  
Cigar lighter/front ashtray illumination  
Glovebox illumination  
Front door courtesy light contact switches  
Hand/dual circuit brake light  
Driver/passenger sun visors - with  
Sideways action - driver  
Sideways action - passenger  
Vanity mirror  
Lockable glove box  
Driver's storage shell  
Day/night safety rear view mirror  
Padded steering wheel  
Safety door handles  
Head restraints - front  
Passenger grab handle - front/rear  
Safety armrests/integrated grab handles  
Padded instrument panel  
Polished instrument panel trim  
Padded instrument panel trim  
Styled gear lever with jacket  
Reclining front seats  
Felt type carpeting  
Fine cord upholstery  
Door storage compartments  
Boot illumination  
Side compartments in boot (with tool kit)  
Felt carpeting in boot  
Centre console (prepared for radio installation)  
Radio speakers concealed in dashboard  
Front seat angle adjuster  
Seat belts

### Exterior Equipment

Rubber bumper strips  
Bumper extensions  
Halogen headlamps with beam control  
Interior adjustable exterior mirror  
Polished waistline impact strip } with dirt deflector  
Polished rear impact strip }  
Lockable tank cap  
Reversing lights  
Heated rear window  
Underseal  
Radio aerial  
Laminated Windscreen

### Additional Equipment of the Audi GLS/100 GL-5 E

#### Interior

Tachometer  
Voltmeter  
Oil temperature gauge  
Passenger storage shell  
Pile carpeting  
Velour upholstery  
Pile carpeting in boot  
Centre armrest at rear

### Exterior

Head lamp washers  
Bronzed glass  
Tailpipe trim  
Halogen fog lights  
Rear fog light  
Self support bonnet  
Twin tone horn

### Optional equipment

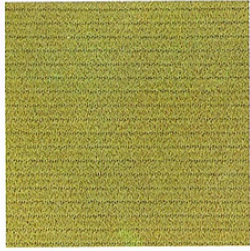
Vinyl roof 100 LS, GLS  
Rear head restraints 100 LS, GLS, GL-5 E  
Radio, Radio cassette player 100 LS, GLS, GL-5 E  
Automatic transmission 100 LS, GLS, GL-5 E  
Steel sunshine roof 100 LS, GLS, GL-5 E  
Quarter light side windows 100 LS, GLS, GL-5 E  
Heat insulating windows (green tint) 100 LS, GLS, GL-5 E  
Metallic paint finish 100 LS, GLS, GL-5 E

# The upholstery.

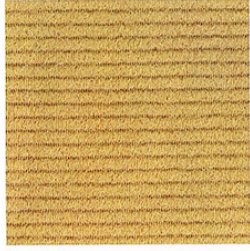
## Fine cord for the Audi 100 LS.



Azure 17



Lime 20

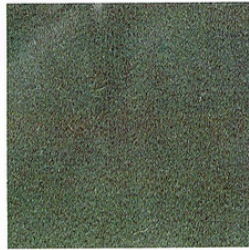


Sand 30



Coral 36

## Velour for the Audi 100 GLS/Audi 100 GL-5E



Azure 39



Lime 40



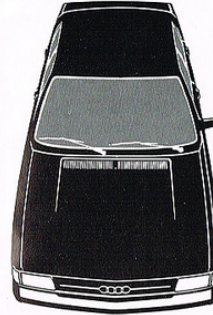
Sand 44



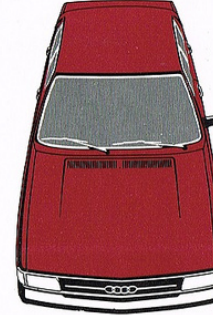
Coral 45

# The paintwork.

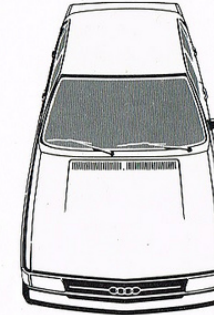
## Exterior finishes.



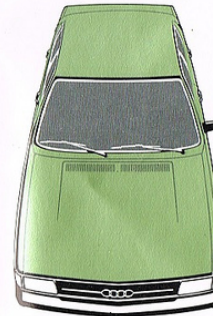
Black A 1



Malaga red H 5



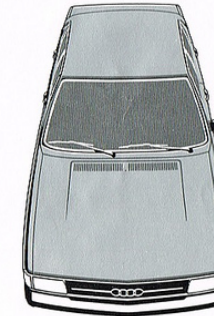
Alpine white P 1



Reseda green X 3



Bahama blue Y 3

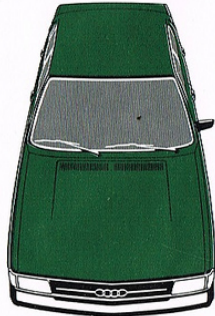


Diamond silver Z 4

## Metallic finishes.



Copper W 2



Colibri green Z 7

## Audi 100 Colour Combinations

Exterior finishes	Interior trim	Audi 100 LS Fine cord				Audi 100 GLS/100 GL-5E Velour			
		Azure 17	Lime 20	Sand 30	Coral 36	Azure 39	Lime 40	Sand 44	Coral 45
Black	A 1								
Malaga red	H 5								
Alpine white	P 1								
Metallic finishes									
Copper	W 2								
Reseda green	X 3								
Bahama blue	Y 3								
Diamond silver	Z 4								
Colibri green	Z 7								

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

Metallic finishes are at extra charge.

# The Audi service.

**The advanced 1-year warranty with no limit on 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.

**A wide service network.** There is a wide net-

work 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.** The 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.



Success through engineering