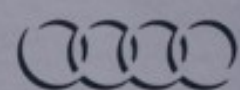




Audi Coupé  
Audi S2 Coupé



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# Audi Coupé Audi S2 Coupé

# We think the same way you do.

## **Innovation in design and technology.**

Today, in virtually every field, technological supremacy is crucial for success. But seeing the power of technology, how it pervades life and creates innovation, simply isn't enough. You have to see where it's heading and what possibilities it creates. So while other car manufacturers look around with satisfaction at the progress that's been made through technology, at Audi we're looking far ahead, planning for the future.

This long-term view helped us get where we are today, out in front of the crowd and in line with the way Audi drivers think. There is now more concern than ever about safety, and there is more commitment to environmental protection. There is, above all perhaps, a sense that quality and value endure.



## **Designed for a special driving experience.**

The car you drive says many things about you as an individual. For the Audi driver, the choice is a response to the demands of sophistication and experience, the need to express individuality, the desire to avoid the run-of-the-mill.

The Coupé range – built for people who understand that satisfaction comes from refinement not ostentation. These same people know that technical excellence is worth seeking out and that it can truly make a difference.

Everything about the Audi Coupé inspires the kind of confidence any Audi driver has come to expect, because it shares with every other Audi the characteristics that give Audi its eminence. And it embodies the spirit behind the technical innovations we have proudly introduced to the market.

It is a clear expression of Audi's guiding principle – *Vorsprung durch Technik*.



# The deciding factor.

## **As soon as you see it, the Audi Coupé is almost irresistible.**

The sleek lines set it apart, and everything about it shows its distinguished motorsport breeding. More discreet than a sports car, yet sportier than a saloon, it's clearly something very special.

The only problem may be choosing which of the models you want to own.

## **Choose your driving pleasure.**

There are four different engines with different ratings to choose from: a 2.0 litre four-cylinder eight valve version delivering 115 bhp, a 2.6 litre V6 producing 150 bhp, and a 2.8 litre V6 powerhouse with variable path inlet manifold technology and 174 bhp. For enthusiasts there is the Coupé S2, a 2.2 litre, five-cylinder turbo unit with 230 bhp and an impressive 350 Nm of torque.

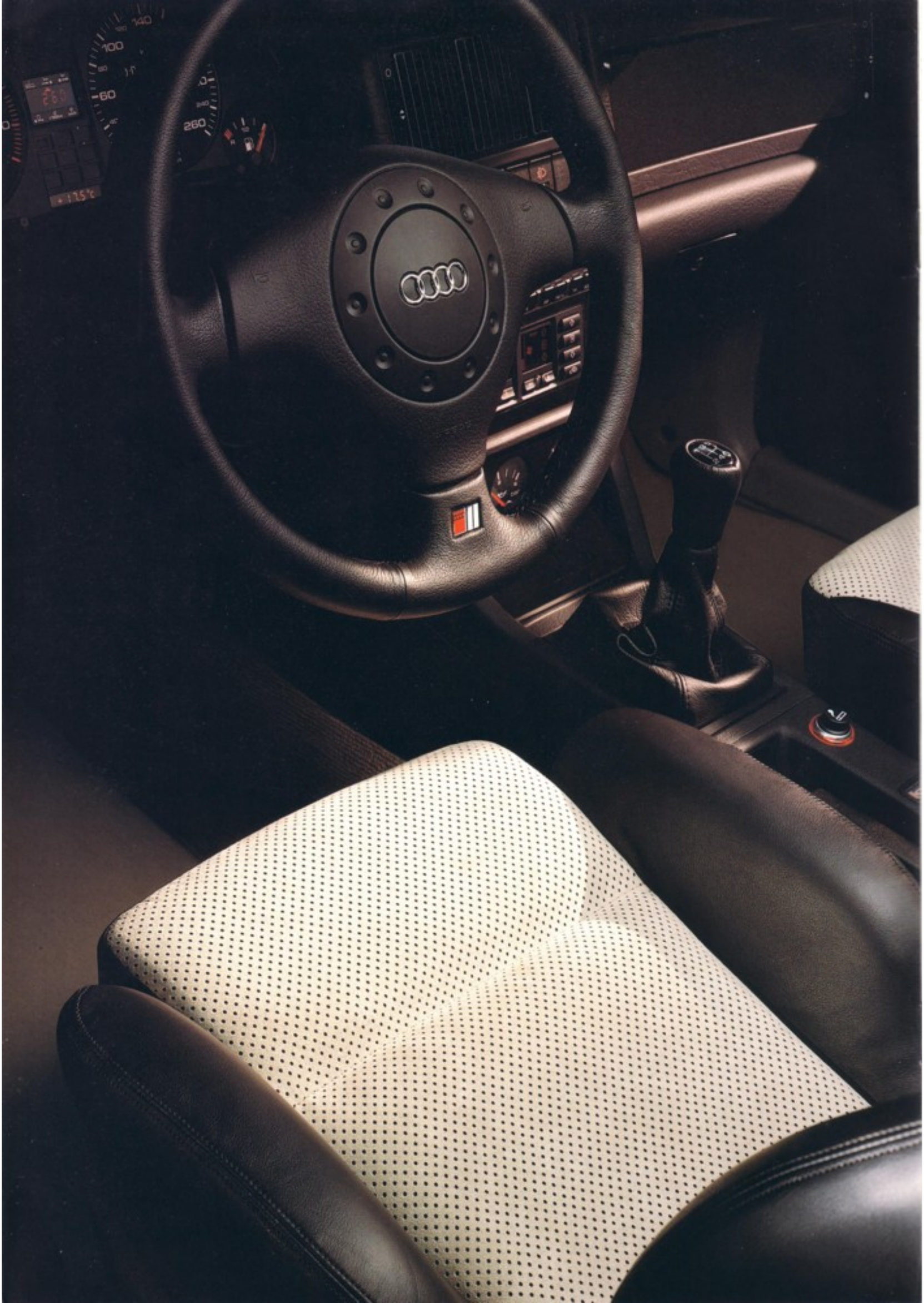
The 2.8 litre V6 and S2 versions both feature the Audi quattro permanent four-wheel drive system. The proven and highly developed quattro formula brings an extra dimension to driving, with a degree of security and precision, of benefit in day to day conditions and invaluable when the roads turn slippery.

All models in the Audi Coupé range with manual transmission have as standard a five-speed gearbox with effortless gear change capability. Standard fitment for the Coupé S2 is the sporty six-speed, close ratio manual gearbox, tried and tested under motorsport conditions. This transmission is ideal for the enthusiastic driver, who is keen to sensibly tap the full reserves of engine power.

The 2.0E 4 cylinder and 2.6 litre V6 are also available with a modern four-speed automatic system featuring Audi's Dynamic Shift Programme (DSP) with torque converter lock-up.

DSP automatically selects one of several different pre-programmed shift curves to suit your preferred driving style and the motoring conditions pertaining at the time. Requiring no manual adjustment DSP adjusts to the driver and the road, not the other way round as is usually the case with traditional 'smart' transmissions.

Each model, like every Audi, has quality built in. They boast high standards of comfort, good performance matched by fuel economy, and advanced technology to ensure a long life for the car and a safer life for those in it. And of course, because it's an Audi, each offers a certain prestige.



# The inside story.

**In the Audi Coupé, comfort for both driver and passengers is among the highest priorities.**

The car's sophisticated, refined interior brings out the best in Audi design and engineering so the car can bring out the best in you. There are no better conditions for relaxed, controlled driving.

As soon as you start to get into the car, you'll see for yourself. The doors are large and can be opened wide. The seats have generous proportions, with plenty of space for relaxed driving and travelling.

In fact, comfort begins where you might not consider it, with the chassis arrangement, designed so that any undesirable vibration is either eliminated or minimised. This relaxing peace and quiet is an added bonus. Even at high speeds, wind, engine and travel noise can hardly be noticed, because the bodywork and soundproofing have been so carefully designed.

**Carefully thought out equipment.**

The cockpit curves over the instruments, protecting them from direct sunlight and dazzle, just like the green colour strip in the windscreen and the all-round heat-insulating tinted windows.

All models have front sports seats; both front and rear seats are covered in Cubus upholstery with Vienna leather side facings, except the Coupé S2, which has Jacquard-Satin upholstery as standard.

Every model has a leather rim steering wheel, leather gear knob and gaiter, with the exception of the 2.6E automatic and S2 version.

Additional equipment on the S2 Coupé includes carbon fibre inlays in the dashboard and door panels, as well as a sports leather airbag steering wheel.

For ultimate luxury, there is the option of leather on all seats and headrests.

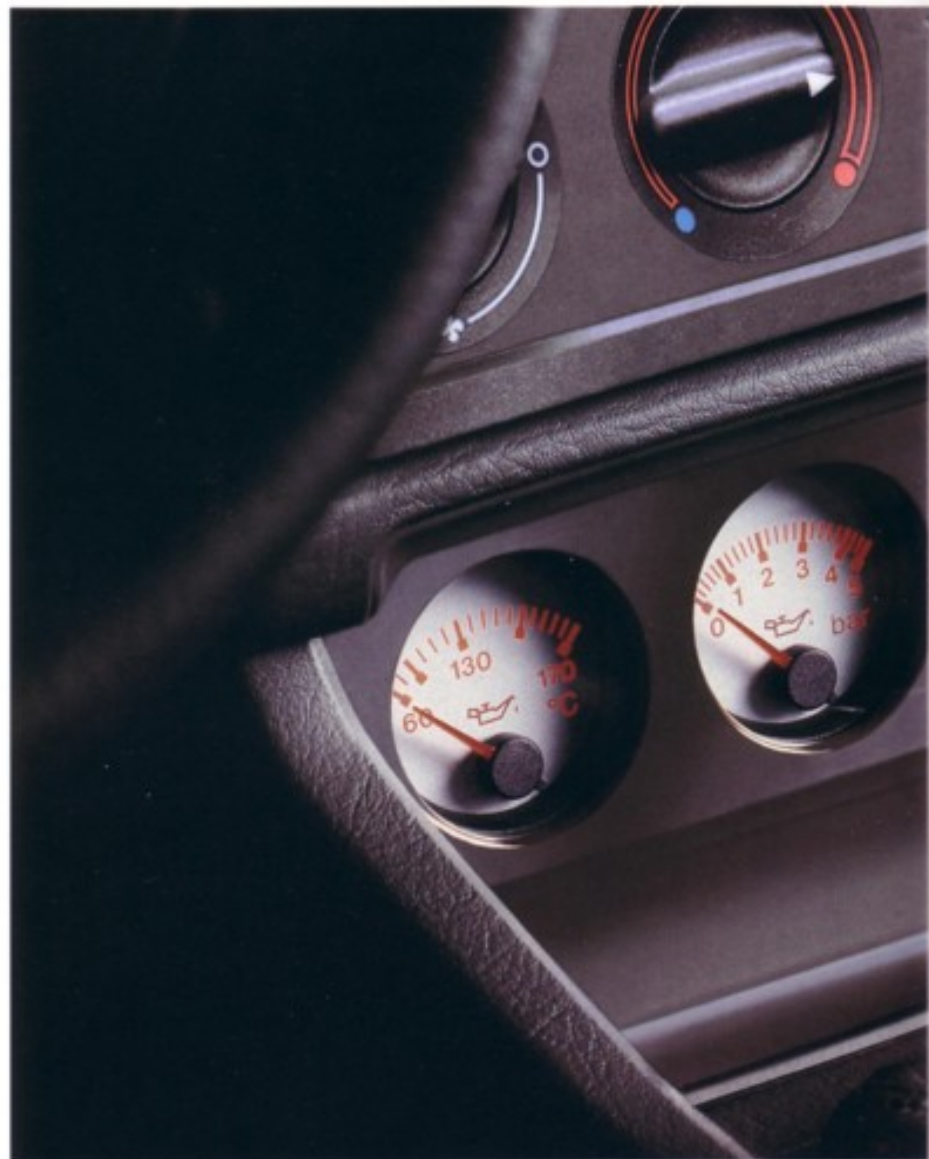
The sports leather airbag steering wheel – standard on the S2 Coupé, optional on all other versions.

Please note:  
UK vehicles are not available with electronic climate control.

# Designed for driving pleasure.

Audi engineers have made sure the cockpit of the Audi Coupé makes driving easy. They've combined good looks with practicality and ensured everything is easily understood immediately.

The circular instruments use back lighting, so their analogue figures remain clearly legible even in darkness. The displays for engine revolutions and vehicle speed are located in the upper steering wheel cut-out, along with the coolant temperature, fuel gauge and the clock. The secondary displays – oil temperature, oil pressure and battery voltage – are grouped in the centre console. The time display and information from the on-board computer and the AutoCheck system (both available as an option on every model except the 2.8 quattro and S2 which has AutoCheck as standard) are in digital format.



The Audi on-board computer gives you information on travel time, average speeds and fuel consumption at any given moment, displays the volume of fuel that has been used, average fuel consumption, and the range at that particular moment. Before the journey starts, the AutoCheck system confirms that all the systems being monitored are working perfectly.

If any faults arise during driving, or if filling levels fall short, warnings appear on the display.

Both driver and passengers benefit from the carefully designed ventilation and heating systems. There are seven independently-adjustable flow vents in the instrument panel, footspace outlets in the front, and rear-area heating ducts for the foot space in the back, both left and right.



Once underway, driving is made comfortable with the easy-grip leather rim or sports steering wheel. In combination with the standard power steering, the wheel provides precise and direct steering control. It is now fitted with new, advanced airbag technology to provide, in tandem with the standard front seat belt tensioners, state-of-the-art safety in mere fractions of a second.

The heating operates largely independently of both engine and travel speed, because engine coolant fluid is flowing through the heat exchanger at all times. For perfect environmental comfort, you also have the option of a CFC-free air conditioning system.

The dust and pollen filter in the ventilation system is a benefit for more than just those who suffer from allergies. This and everything else in the cockpit have been designed to make the Audi Coupé work for you, to make driving it a pleasure.



# Comfort is tailor-made.

Every detail in the Audi Coupé has been carefully planned and exhaustively tested.

Once inside, you'll immediately notice the seats, which have been anatomically designed to ensure comfort and reduce fatigue, especially on long journeys. Thanks to the sports design of the front seats with their higher sides, greater lateral support is provided, particularly when cornering. Whatever the size and shape of driver and front passenger, the adjustable seat height and lumbar supports ensure maximum comfort. Rear seat passengers also benefit from supportive and comfortable seats with generous leg room.

Both front seats adjust in three different directions to fit everyone's requirements: fore and aft position, seatback inclination and height adjustment.



Asymmetrically-split folding rear seats are standard in the Audi Coupé; the one-piece through-load bag is available as an option.

**Versatile carrying space when you need it. Comfortable seating when you don't.**

The Audi Coupé is surprisingly practical. The backs of the rear seats can be folded down completely for extra load space. Or, because they're asymmetrically split, they can be partially folded to still retain seating space for two rear passengers. Even with the rear seats fully upright, there is still 296 litres of loading space (232 litres in the quattro).

With the rear seats folded down and loaded to the roof, there's a total capacity of 977 litres (912 litres in the quattro). And, just to prove we've thought of everything, you can even have the option of a one-piece through-load bag for carrying skis.



B-M 8325



# The power to please.

Superior engine technology: Audi five-cylinder with 20 valves, turbo-charger and intercooler.

**Audi has created a technologically advanced power unit that sets formidable new standards in performance.**

The source of power in the Audi S2 is a 20-valve turbo five-cylinder arrangement of 2.2 litres displacement. This means the Audi S2 can offer a driving performance that would do credit to any high performance car. The engine develops its maximum output of 230 bhp at 5900 rpm and accelerates from standstill to 62 mph (100 km/h) in 5.9 seconds.

With a capacity of only 2226 cc this five-cylinder engine is a giant when it comes to torque. A turbocharger makes use of energy from the exhaust gas and generates torque figures which cannot be matched by normally aspirated engines of the same size.



The maximum torque of 350 Nm is reached at only 1950 rpm. And with rapid acceleration, maximum torque is available in a wider engine speed range too, because the turbo engine has an electronically-regulated wastegate. This allows the turbocharger to overboost which provides an additional 30 Nm of torque for extra performance to assist in quick overtaking manoeuvres.

Dual overhead camshaft and four-valve technology housed in the lightweight alloy cylinder head are further advanced features of this power plant. Hydraulic maintenance-free tappets mean valve adjustments are unnecessary.

S2 is a badge that signifies intelligent high-performance technology, power and dynamics. And so that it can be put into practice effectively, the Coupé S2 is fitted with the quattro permanent four-wheel drive system for optimum driving safety.

The dynamic power of the engine calls for an equally dynamic power transmission. So the Audi S2 model is fitted with a six-speed, close-ratio manual gearbox.



# Flexible torque delivery.

**More than anything else, the engine determines the character of a car. The Audi Coupé gives you a choice of engines; with all of them, the accent is on performance and driving pleasure.**

A significant proportion of Audi Coupé drivers decide on the Audi V6 engine. The V-configuration allows the creation of a very compact design, well suited to the Audi Coupé, while the short, lightweight construction enables the V6 engine to attain high output while still economising on fuel. In the Audi Coupé, V6 technology has been used with intelligence and flair to provide drivers with both power and pleasure.

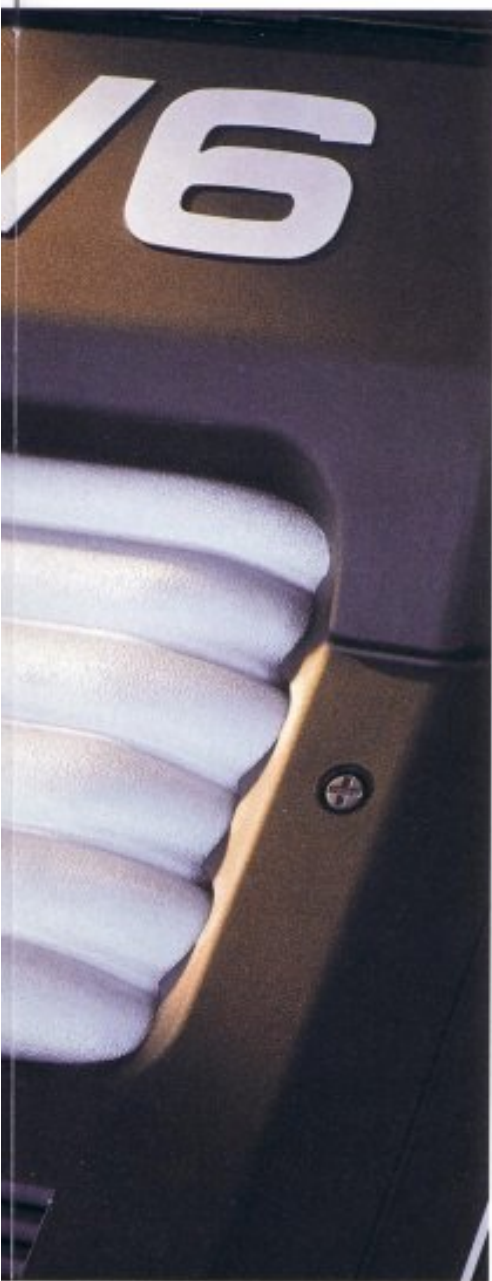
The Audi V6 is manufactured in two capacities, the 2.8 litre with 174 bhp and the 2.6 litre producing 150 bhp. Both versions deliver their power smoothly and quietly throughout the speed range whilst delivering high levels of torque over a wide range of engine speeds providing strong acceleration and excellent flexibility - ideal power plants for enjoyable, purposeful travel.

The twin lightweight alloy cylinder heads are aligned at 90° to each other to provide excellent balance. The compact engine block, in conjunction with the short, ultra-rigid crankshaft, makes for satin-smooth running.

All the functions of the engine and the three-way catalytic converter are controlled by a central electronic engine management system. To ensure high performance and low emissions the electronic control unit calculates fuel volume, injection and ignition timing individually for each cylinder.



The engine management system also controls the ignition system with the distributor-less "resting" high voltage distributor via three double ignition coils. A self-diagnosis system monitors engine operation with the cylinder selective knock sensing device with twin sensors automatically adjusting to give the optimum fuel mixture.



**V6 – the sign of a special class in engine design.**

The 2.8 litre V6 widens the picture of mechanical sophistication, with the introduction of high torque at low engine speeds.

Its impressive torque curve is achieved by means of variable path inlet manifolds, which conduct air to the cylinders by routes of differing lengths, depending on the speed and controlled by six flaps: a long inlet manifold path for high torque at low engine speed and a short inlet manifold path for high power at high engine speeds.

**Four cylinders for economy.**

The in-line four cylinder 8V engine delivers 115 bhp. Its spontaneous and immediate supply of power provides outstanding pulling capacity and a top speed of 122 mph where laws permit, when mated to the five-speed transmission.



Audi's compact six cylinder engine in V formation.

Its 115 bhp are easily harnessed and provide usable power even at low engine speeds, thanks to the high levels of torque produced by its four cylinders.

# We've improved upon gravity.

The advanced chassis design of the Audi Coupé displays extremely high standards of construction resulting in a well balanced car with poise and agility.

The front-wheel drive in the Audi Coupé is widely accepted as one of the safest and most forgiving drive systems available. Improved traction and roadholding coupled with greater directional stability compared with traditional rear-wheel drive cars, lead to improved active safety any Audi Coupé driver can count on.

But there is something even better – Audi quattro permanent four-wheel drive, standard on both the 174 bhp 2.8 litre V6 engine and the S2 Coupé.

Audi quattro provides the Audi Coupé with outstanding roadholding and performance through automatic and variable distribution of drive power to the front and rear wheels. In contrast to switchable four-wheel drive, with Audi quattro all four wheels are driven all the time.



In 1980, we presented the Audi quattro to the world. The superiority of its drive system has been thoroughly tried and tested under racing conditions, and today anyone can drive the quattro way.

Most car drivers only talk about four-wheel drive in the winter, but there's a great deal to be said for using it all year round. The contact points of the tyres are the only parts of the car which have any adherence to the road surface, and they cannot be made larger.

So four relatively small surfaces are required to transfer all the drive and cornering forces – in almost any weather and at most speeds.

Four-wheel drive distributes the drive power onto four wheels. This means that each one of them transfers only a quarter of the force, under normal road conditions. The less force a wheel has to transfer, the less the slip, and the greater the safety reserves.



This in turn means the best possible traction, more precise cornering and improved stability.

Thanks to three separate differentials for the direct automatic distribution of the drive forces, the Coupé features steering behaviour you can trust completely. For the sporty driver, corners can be taken at high speed with even greater confidence. The lock on the rear axle differential can be manually engaged as an additional starting aid under really difficult conditions.

The drive power is transmitted via a central torque-sensing differential that is able to determine which axle has the least grip and to redistribute it accordingly, that is to those wheels with greatest traction. Under normal driving conditions, the power is split 50/50 front to rear axle. It can, however, vary from 75/25 to 25/75 or any ratio in between and back in an instant, if, for example, patchy wet or slippery conditions are encountered. This is done automatically, with no driver input required.



Switchable rear differential lock aids traction from standstill.

The quattro system's ABS also helps you to take evasive action in an emergency, under optimum stability, even when braking.

This proven and highly developed formula offers an extra dimension to the driving experience, with a degree of precision useful in day-to-day conditions and invaluable when the road turns slippery. The quattro principle is unique and inevitably Audi.



# With the Audi Coupé, safety and security come first.

**The advanced design of the Audi Coupé will ensure that you feel comfortable in it. But we want you to feel safe too.**

With modern traffic conditions, the high performance and the long life expectancy of the Audi Coupé, today's safety standards alone are not enough. So it comes as no surprise that every Audi Coupé exceeds the toughest safety requirements. In fact, the design of the Audi Coupé anticipates standards likely to be set in the future and, as a result, the vehicle can be counted among the safest cars in the world.

The passive safety features of the Audi Coupé begin with the basic construction of the body and chassis, where the particularly strong, rigid frame makes a vital contribution to crash resistance. The science of crash management is all about absorbing the energy of an impact within the car's structure while allowing the occupants to decelerate at a slower and safer rate.

Passengers sit in a rigid "safety cell", while front and rear sections have been designed to crumple in a predictable, progressive way in head on, angled or rear end collisions.

Naturally a car with such a high level of safety features should also be fitted with an airbag. The Audi Coupé is fitted with a driver's airbag as standard. This is a full-size airbag which has a displacement capacity of fully 70 litres. The airbag features special seams to make sure inflation is controlled to optimize shape and position. In this way the head and upper body of the driver are protected from collision with the steering wheel or dashboard of the car within milliseconds of a substantial frontal impact.

Complementing the action of the airbag are front seat belt pre-tensioners for both driver and passenger. These tighten automatically in the event of a frontal collision, holding the front seat occupants firmly in place.

In addition all seat belts except the driver's benefit from a special locking device. When activated this reduces the risk of the occupant, particularly children wearing seat belts, slipping out of the belt.

Security for the car itself is provided by the standard fitment anti-theft device. This is a perimeter alarm which protects the doors, boot lid and bonnet, thus preventing unauthorized access into the vehicle. Complementing the anti-theft device is an advanced immobiliser which incorporates a transponder for even greater vehicle security.

Even the car keys are electronically coded so that every time a key is placed in the ignition it is checked and only when passed will the ignition be activated and fuel fed to the engine.

Audi's commitment to motoring safety is apparent to our competitors, the motoring press and, most of all, to Audi drivers.



The ownership experience.



**You can be confident about owning an Audi Coupé because we are so confident about the way we build them.**

Every Audi Coupé is covered by Audi Customer Care, a combination of services designed to ensure you retain maximum pleasure in your Audi. The Audi Coupé carries a three year Audi dealer warranty after purchase, giving you over 1,000 carefree days of enjoyable motoring. This comprises a manufacturer's unlimited mileage warranty during year one plus a dealer warranty valid for years two and three to a combined maximum of 60,000 miles, whichever occurs first. Please see your local Audi dealer for full details.

It's also covered by a ten year warranty against bodywork perforation. The Audi paint process, one of the most complete of any car manufacturer, also comes with a warranty – three years against paintwork manufacturing defects.

Major servicing is required only at intervals of 20,000 miles. If you do under 10,000 miles a year, an Inspection Service, which includes an oil change, is required every 12 months. For higher mileage drivers, an additional lubrication service is necessary every 10,000 miles.

If your Audi Coupé is immobilised anywhere in the UK or Europe, help is just a phone call away. Every Audi driver has access to On Call, Audi's free roadside recovery service administered by the RAC and Mondial respectively, utilising all their resources.

On Call is free for up to six years in the UK and up to three years in Europe, so long as you have your Audi Coupé serviced at an authorised Audi dealer in accordance with the service schedules and have any necessary repairs corrected by the dealer.

This comprehensive collection of items specially developed for the Audi owner, which we call Audi Customer Care, is unmatched by any other major manufacturer.

To help you acquire the model of your choice, Audi Solutions spreads the cost of running an Audi for both the business user and private motorist by providing a fully budgeted programme that can include finance, service, maintenance, tyres, road tax and even motor insurance. A traditional hire purchase scheme is also available.

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 please contact Audi Tax Free Sales, P.O. Box 1000, Blakelands, Milton Keynes MK14 5NS. Tel. (0800) 585878.

Our business-related financial products include contract hire, fleet management, sale and leaseback, public sector and NHS programmes. Your Audi dealer can give you detailed information. You should also ask your dealer about motor insurance specially tailored for Audi owners.

# Specifications.

## Exterior (All Models)

Air deflector on driver's side wiper arm

Alloy wheels, 7J x 15 'Ten Spoke' with 205/60 R15V tyres

Anti-corrosion cavity sealing

Colour keyed bumpers

Colour keyed door mirror housings

Colour keyed flush door handles

Colour keyed large rear spoiler

Colour keyed wide side rubbing strips

Fully zinc galvanised bodywork

Gas-filled bonnet and boot stays

Heat insulating tinted glass

Illuminated key

Laminated windscreen with green shadeband

Red rear tail light prismatic

Twin exhaust pipes

Twin tone horn

Under body and wheel arches with anti-corrosion protection

Visible vehicle identification number

## Interior (All Models)

Adjustable front head restraints

Anti-dazzle rear view mirror

Asymmetrically split-folding rear seats

Centre console with illuminated ashtray and cigarette lighter, storage trays, heater and ventilation controls

Cubus upholstery with Vienna leather side facings

Door storage trays

Driver and passenger seat height adjuster

Driver and passenger sun visors

Dust and pollen filter

Felt carpeting in boot area

Front sports seats

Illuminated boot area

Illuminated passenger vanity mirror

Interior courtesy light with delay action

Leather gearknob and gaiter (not auto)

Leather rim airbag steering wheel

Lockable and illuminated glovebox

Passenger grab handles, front and rear

Pixel design inlay trim strip for dashboard and doors

Radio preparation including aerial and speakers

Rear ash tray

Rear head restraints

Rear centre armrest

Storage nets on backs of front seats

Tailored front carpet mats

Velour carpeting

**Safety Equipment  
(All Models)**

Anti-lock Braking System (ABS)  
Driver's airbag  
Front and rear crumple zones with predetermined deformation  
Front seat belt tensioners  
Hazard warning lights  
Lap and diagonal inertia reel front and rear seat belts  
Safety steering column  
Side impact protection in doors made of highly rigid aluminium rods with integral interior side protection  
Special locking device for all seat belts (excluding driver)

**Operating Equipment  
(All Models)**

Additional instruments in the centre console: voltmeter, oil temperature and oil pressure gauges  
Adjustable red-tinted instrument lighting  
Anti-theft device with advanced immobiliser  
Central locking (including fuel filler flap)  
Electric front windows  
Electric headlight adjustment  
Electrically heated and adjustable door mirrors  
Electrically heated windscreen washer jets  
Four speed heating and ventilation system  
Front integrated fog lights  
Heated rear window  
Halogen headlights with additional full-beam lights  
Instrument cluster with: electronic speedometer, rev counter, trip and mileage recorder, fuel gauge, coolant temperature gauge and digital clock, warning lights for roof, battery charge, oil pressure, turn indicators, high-beam headlights, handbrake, brake fluid level and ABS

Power steering

Rear fog light

Rear window wash/wipe

Three-way catalytic converter with Lambda probe

Twin reversing lights

Two speed windscreen wipers including intermittent and flick-wipe facility

Warning buzzer for lights/radio left on

**Audi Coupé 2.6E  
(Additional equipment)**

Sports suspension  
Twin 3 way catalytic converters

**Audi Coupé quattro  
(Additional equipment over 2.6E)**

AutoCheck system  
Lockable rear differential  
quattro permanent four-wheel  
drive  
Torsen centre differential  
Walnut fascia trim and door  
cappings

**Audi Coupé S2  
(Additional equipment over  
quattro)**

Alloy wheels, 7.5J x 16 'Avus'  
with 205/55 R16Z tyres  
Carbon fibre fascia inlays and  
door cappings  
Driver and passenger seat lumbar  
support  
Electric slide and tilt glass sunroof  
Ellipsoidal headlights with  
integrated fog lights  
Headlight washers  
Instruments with light grey faces  
Jacquard-Satin upholstery  
Metallic paintwork at no extra  
charge  
On-board computer  
Outside temperature display  
Rear carpet mats  
S2 badge front and rear  
Sports leather airbag steering  
wheel

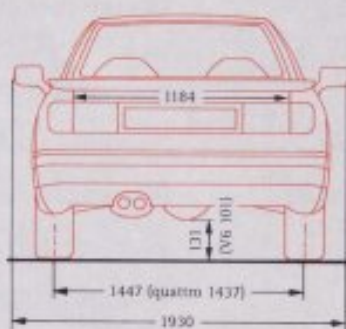
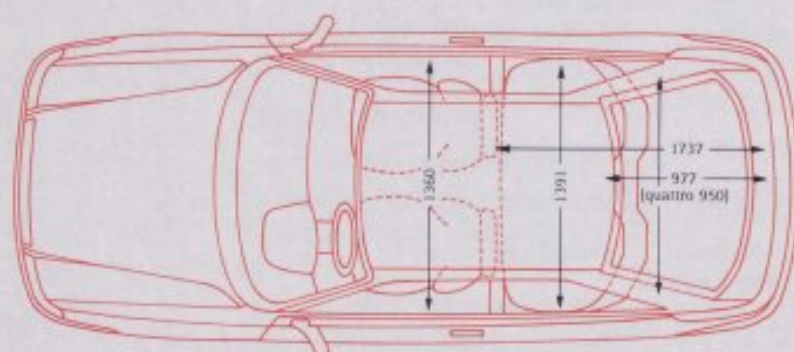
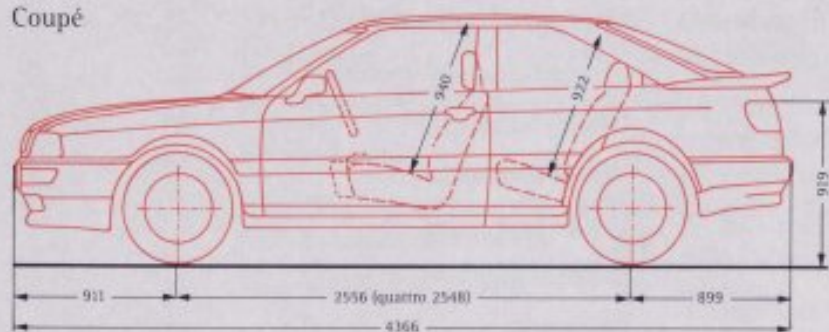
**Main Optional Extras**

Air conditioning – manual  
Cruise control  
Heated door locks  
Heated front seats  
Leather upholstery  
Paintwork:-  
Lifestyle  
Lifestyle metallic  
Metallic  
Pearl metallic  
Reading lights  
Through load facility (ski bag)  
Towing equipment <sup>1)</sup>  
Walnut fascia/door trim  
(in lieu of carbon fibre on S2)

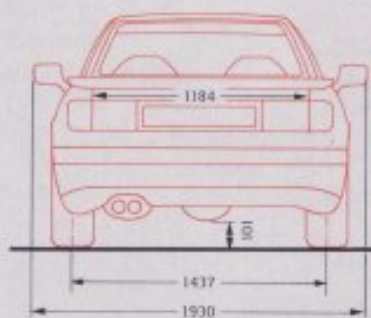
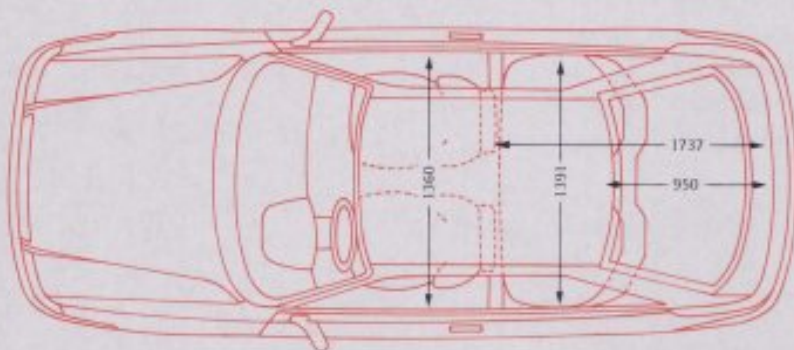
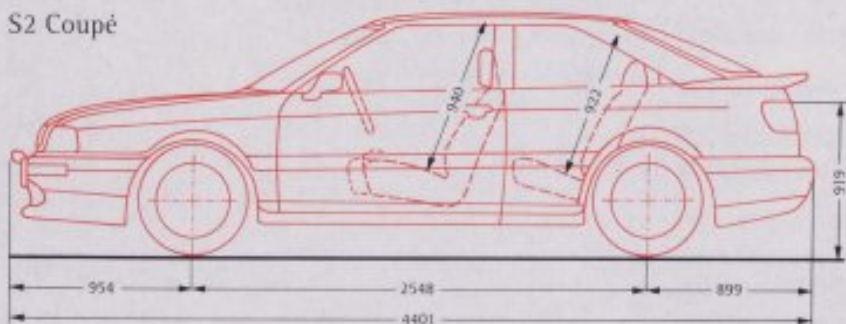
<sup>1)</sup> Factory fitted towbars usually  
require a 13 to 7 pin adapter  
(part number: 092VAG235  
@ £85.10 plus VAT).

# Dimensions.

Coupé



S2 Coupé



Measurements in millimetres

# Technical data.

|                                       | 2.0E   | 2.6E   |
|---------------------------------------|--|--|
| <b>Engine/Electrics</b>               |  |  |
| Engine type                           | 4-stroke, installed longitudinally, light-alloy cylinder head, overhead camshaft (OHC) valve gear, bucket tappets with maintenance free, hydraulic level-equalising tank and thermostatically controlled radiator fan<br>4 cylinder in-line<br>5 main bearings | V6<br>4 main bearings<br>Two light-alloy cylinder heads  |
| Displacement cm <sup>3</sup>          | 1984   | 2598   |
| Max. output<br>Kw (bhp) at rpm        | 85 (115)/5400  | 110 (150)/5750   |
| Max. torque<br>Nm at rpm              | 165/3200   | 225/3500   |
| Compression :1                        | 10.4   | 10.0   |
| Mixture preparation                   | Adaptive idle compensation, acceleration enrichment, overrun fuel cutoff. Electronic multi-point injection   | Adaptive idle compensation, acceleration enrichment, overrun fuel cutoff. Electronic multi-point injection   |
| Engine management and ignition system | Fully automatic cold-start system, system self-diagnosis, emergency-run programme, map control, knock control, knock sensors<br>All electronic ignition<br>Long-life spark plugs, 60,000 km replacement interval   | Fully automatic cold-start system, system self-diagnosis, emergency-run programme, map control, knock control, knock sensors<br>All electronic ignition<br>Long-life spark plugs, 60,000 km replacement interval |
| Emission control system               | 3-way catalytic converter, heated oxygen sensor, active carbon filter  | 3-way catalytic converter, heated oxygen sensor, active carbon filter  |
| Alternator A max                      | 70   | 90   |
| Battery A (Ah)                        | 220 (40)   | 300 (63)   |
| <b>Driveline</b>                      |  |  |
| Type                                  | Front wheel drive via half shafts with double universal joints, front axle differential (without lock)   |  |
| Clutch                                | Hydraulically-operated single dry plate clutch with asbestos-free linings  | Hydraulically-operated single dry plate clutch with asbestos-free linings<br>Dual-mass flywheel  |
| Transmission                          | 5-speed manual gearbox, synchromesh on all ratios including reverse<br>(4-speed automatic gearbox with Dynamic Shift Programme (DSP) and converter lock-up clutch)   | 5-speed manual gearbox, synchromesh on all ratios including reverse<br>(4-speed automatic gearbox with Dynamic Shift Programme (DSP) and converter lock-up clutch)   |
| Gear ratios:                          | I 3.55 [2.71]<br>II 2.11 [1.44]<br>III 1.49 [1.00]<br>IV 1.03 [0.74]<br>V 0.84<br>VI<br>R 3.50 [2.88]  | 3.55 [2.71]<br>1.86 [1.44]<br>1.30 [1.00]<br>1.03 [0.74]<br>0.84<br>3.50 [2.88]  |
| Final drive                           | 4.11 [4.53]  | 3.89 [4.29]  |
| <b>Suspension/Steering</b>            |  |  |
| Front axle                            | Independent front suspension, coil springs with gas-filled shock absorbers (McPherson struts), lower wishbones, anti-roll bar  |  |
| Rear axle                             | Torsion-beam rear axle with coil springs, anti-roll bars   | Torsion-beam rear axle with coil springs, anti-roll bars   |
| Brake system                          | Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), brake servo, brake pressure regulator, disc brakes front and rear (ventilated at front)   |  |
| Wheels                                | 7J x 15 light-alloy wheels<br>'Ten-spoke' design   | 7J x 15 light-alloy wheels<br>'Ten-spoke' design   |
| Tyres                                 | 205/60 R15V  | 205/60 R15V  |
| Steering                              | Power-assisted, maintenance-free rack-and-pinion steering, track-stabilising steering-roll radius, turning circle approx. (11.0m)  |  |

2.8E quattro

S2

clearance adjusters (hydraulic tappets), dynamic oil pressure check, liquid cooling as closed, pressurised system with pump radiator,

V6  
4 main bearings  
Two light-alloy cylinder heads5 cylinder in-line  
6 main bearings  
4 valves per cylinder, DOHC

2771

2226

128 (174)/5500

169 (230)/5900

250/3000

350/1950 (Overboost\* 380/2100)

10.3

9.3

Adaptive idle compensation, acceleration enrichment, overrun fuel cutoff. Electronic multi-point injection

Idle compensation, overrun cutoff, electronic sequential multi-point injection (Motronic), exhaust gas turbocharger with intercooler

Variable intake manifold

Fully automatic cold-start system, system self-diagnosis, emergency-run programme, map control, knock control, knock sensors

Fully automatic cold-start system, system self-diagnosis, emergency-run programme, map control, knock control, knock sensors

All electronic ignition

All electronic ignition

Long-life spark plugs, 60,000 km replacement interval

Long-life spark plugs, 60,000 km replacement interval

3-way catalytic converter, heated oxygen sensor, active carbon filter

Twin 3-way catalytic converters with stereo Lambda sensors

90

120

300 (63)

300 (63)

Permanent quattro four-wheel drive, automatic locking centre differential, manual rear differential with automatic unlocking over 15 mph

Hydraulically-operated single dry plate clutch with asbestos-free linings

Hydraulically-operated single dry plate clutch with asbestos-free linings

Dual-mass flywheel

Dual-mass flywheel

5-speed manual gearbox, synchromesh on all ratios including reverse

6-speed sport gearbox, synchromesh on all ratios including reverse

3.50

3.50

1.82

1.89

1.23

1.32

0.94

1.03

0.82

0.86

0.71

3.44

3.46

3.89

4.11

Independent front suspension, coil springs with gas-filled shock absorbers (McPherson struts), lower wishbones, anti-roll bar

Double wishbone, rear suspension, anti-roll bar

Double wishbone, rear suspension, anti-roll bar

Dual circuit brake system with front/rear split, Anti-lock Brake System (ABS), brake servo, brake pressure regulator, disc brakes front and rear (ventilated at front)

7J x 15 light-alloy wheels  
'Ten-spoke' design7.5J x 16 light-alloy wheels  
'Avus' design

205/60 R15V

205/55 R16Z

Power-assisted, maintenance-free rack-and-pinion steering, track-stabilising steering-roll radius, turning circle approx. (11.0m)

[ ] This refers to the 4-speed automatic gearbox with DSP.

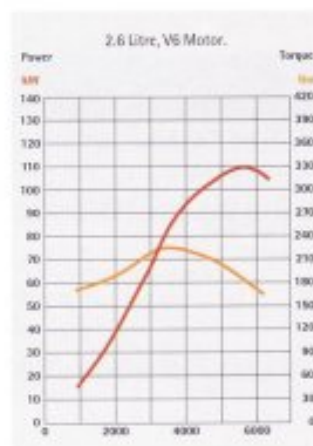
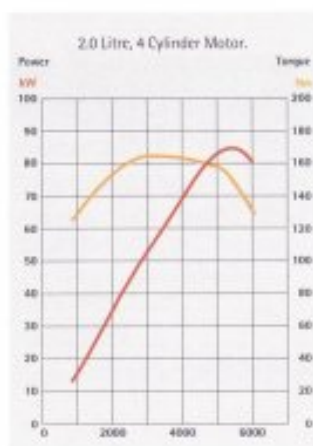
\* An overboost facility is featured on this engine giving a short burst of manifold boost pressure to aid in certain overtaking situations should a driver consider it necessary. This increases torque to 380 Nm between 2100-4000 rpm.

**Important note:**

An inspection, including oil change, is required every 12 months. Additional service work only needs to be carried out every 20,000 miles. An additional oil change is only necessary if the car is driven for considerably more than 10,000 miles.

# Technical data.

|   | 2.0E                                   | 2.6E                                   |
|---|--|--|
| <b>Weights/Volumes</b>                              |  |  |
| Unladen weight <sup>1)</sup> kg                     | 1190                                   | 1305                                   |
| Gross weight limit kg                               | 1650                                   | 1735                                   |
| Payload kg  | 460                                    | 430                                    |
| Axle load limit                                     |  |  |
| front kg  | 1000                                   | 1050                                   |
| rear kg   | 830                                    | 830                                    |
| Maximum roof weight/nose weight kg                  | 75/50                                  | 75/50                                  |
| Towed weight limit <sup>2)</sup> unbraked kg        | 630                                    | 640                                    |
| on 12% gradient kg                                  | 1200 [1200]                            | 1450 [1100]                            |
| on 8% gradient kg                                   | 1500 [1350]                            | 1500 [1100]                            |
| Luggage compartment capacity <sup>1) 3) 4) 5)</sup> | 296/596/977                            | 296/596/977                            |
| Tank capacity app.l                                 | 70                                     | 70                                     |
| <b>Performance data/<br/>Fuel consumption</b>       |  |  |
| Top speed mph                                       | 122 [118]                              | 133 [130]                              |
| Acceleration  |  |  |
| 0-50 mph  | 7.2 [9.0]                              | 6.5 [7.5]                              |
| 0-62 mph  | 10.9 [13.3]                            | 9.3 [10.9]                             |
| Fuel grade  | Premium unleaded, 95 RON <sup>6)</sup> | Premium unleaded, 95 RON <sup>6)</sup> |
| Fuel consumption mpg <sup>7)</sup>                  |  |  |
| Urban cycle   | 25.0 [22.8]                            | 23.0 [20.9]                            |
| at 56 mph   | 47.1 [44.1]                            | 42.2 [38.7]                            |
| at 75 mph   | 38.2 [34.5]                            | 32.8 [31.0]                            |



2.8E quattro

S2

|  |  |
|--|--|
| 1400   | 1525   |
| 1860   | 1955   |
| 460  | 430  |
| 1050   | 1100   |
| 950  | 950  |
| 75/50  | 75/50  |
| 640  | 640  |
| 1500   | 1500   |
| 1500   | 1500   |
| 232/522/912                                    | 232/522/912                                    |
| 70   | 70   |
| 138  | 154  |
| 5.8  | 4.0  |
| 8.2  | 5.9  |
| Super/Premium unleaded 95/98 RON <sup>4)</sup> | Super/Premium unleaded 95/98 RON <sup>6)</sup> |
| 21.4   | 20.2   |
| 36.2   | 37.7   |
| 29.7   | 31.7   |

1) Through extras the unladen weight and drag coefficient figure for the vehicle can increase, possibly affecting the payload and top speed.

2) With increasing altitude engine performance inevitably decreases. The permissible towing load and permissible total weight of the vehicle are reduced by 10% for every 1,000m above sea level. Up-rated engine cooling may be required on some models for towing applications. Please obtain your Audi dealer's advice prior to retro fitting of any tow bar.

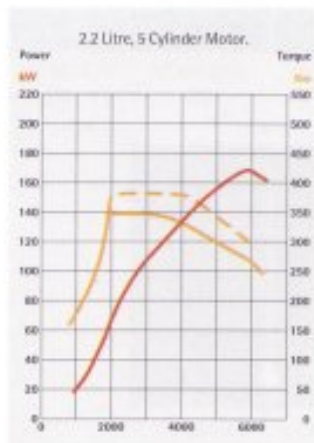
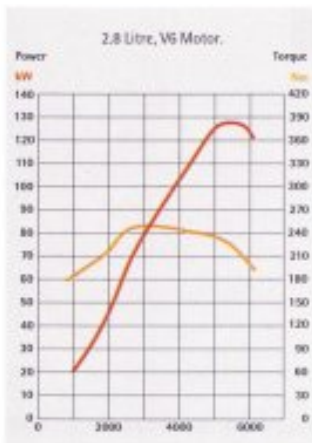
3) Measured according to VDA method, using 200 x 100 x 50 mm blocks.

4) With folded rear seats and loaded to window level.

5) With folded rear seats and loaded to roof level.

6) If not available, regular unleaded (at least 91 RON) with slight reduction in power output.

7) Depending on driving style, road and traffic limitations, environmental factors and vehicle condition the fuel consumption figures may deviate from those quoted.

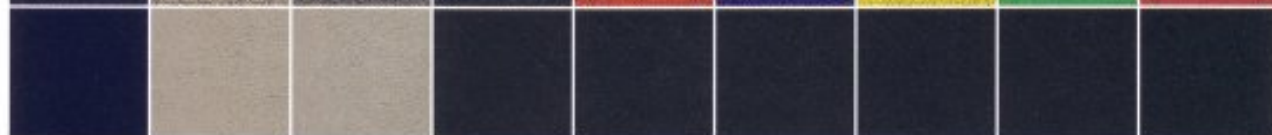


# Upholstery.

Cubus –  
for seat facings



Vienna leather –  
for side facings and  
head restraints



Sapphire TD    Ecrú TJ    Platinum TW/TZ    Anthracite TX    Flame Red/ Anthracite VG    Azure Blue/ Anthracite VV    Lemon/ Anthracite VW    Lime/ Anthracite VX    Crimson/ Anthracite VY

Jacquard-Satin



Sapphire TD    Platinum TW/TZ    Anthracite TX

Alcantara  
for seat facings



Vienna leather –  
for side facings and  
head restraints



Silver-Grey/ Anthracite TK    Azure Blue/ Anthracite TQ    Ecrú/ Anthracite TL

Kodiak leather



Sapphire TD    Ecrú TJ    Platinum TW/TZ    Anthracite TX    Pebble VA    Burgundy VB    Cognac VC

Nappa leather



Ecrú TJ    Anthracite TX    Burgundy VB    Cognac VC

# Paintwork and upholstery combinations.

Standard paintwork

Metallic, pearl effect



| Upholstery  | Fascia     |
|---|------------|
| Cubus Sapphire TD <sup>1)</sup>                   | Anthracite |
| Cubus Ecu TJ <sup>1)</sup>                        | Anthracite |
| Cubus Platinum TW <sup>1)</sup>                   | Anthracite |
| Cubus Anthracite TX <sup>1)</sup>                 | Anthracite |
| Cubus Platinum TZ <sup>1)</sup>                   | Platinum   |
| Cubus Flame Red/Anthracite VG <sup>1)</sup>       | Anthracite |
| Cubus Azure Blue/Anthracite VV <sup>1)</sup>      | Anthracite |
| Cubus Lemon/Anthracite VW <sup>1,2)</sup>         | Anthracite |
| Cubus Lime/Anthracite VX <sup>1,2)</sup>          | Anthracite |
| Cubus Crimson/Anthracite VY <sup>1,2)</sup>       | Anthracite |
| Jacquard-Satin Sapphire TD                        | Anthracite |
| Jacquard-Satin Platinum TW                        | Anthracite |
| Jacquard-Satin Anthracite TX                      | Anthracite |
| Jacquard-Satin Platinum TZ                        | Platinum   |
| Alcantara Silver-Grey/Anthracite TK <sup>1)</sup> | Anthracite |
| Alcantara Azure Blue/Anthracite TQ <sup>1)</sup>  | Anthracite |
| Alcantara Ecu/Anthracite TL <sup>1)</sup>         | Anthracite |
| Kodiak leather Sapphire TD <sup>3)</sup>          | Anthracite |
| Kodiak leather Ecu TJ <sup>3)</sup>               | Anthracite |
| Kodiak leather Platinum TW <sup>3)</sup>          | Anthracite |
| Kodiak leather Anthracite TX <sup>3)</sup>        | Anthracite |
| Kodiak leather Platinum TZ <sup>3)</sup>          | Platinum   |
| Kodiak leather Pebble VA <sup>3)</sup>            | Platinum   |
| Kodiak leather Burgundy VB <sup>3)</sup>          | Anthracite |
| Kodiak leather Cognac VC <sup>3)</sup>            | Anthracite |
| Nappa leather Ecu TJ <sup>4)</sup>                | Anthracite |
| Nappa leather Anthracite TX <sup>4)</sup>         | Anthracite |
| Nappa leather Burgundy VB <sup>4)</sup>           | Anthracite |
| Nappa leather Cognac VC <sup>4)</sup>             | Anthracite |

|   |   |   |   |   |
|---|---|---|---|---|
|   | 1 | 1 | 3 |   |
| 1 | 1 |   | 3 | 3 |
| 1 | 1 | 1 | 3 | 3 |
| 1 | 1 | 1 | 3 | 3 |
| 1 |   |   | 3 |   |
|   |   |   | 3 |   |
|   |   |   | 3 |   |
|   |   |   | 3 |   |
|   | 1 | 1 | 3 |   |
| 1 | 1 | 1 | 3 | 3 |
| 1 | 1 | 1 | 3 | 3 |
| 1 | 1 | 1 | 3 | 3 |
|   |   |   | 4 |   |
|   | 2 |   |   |   |
| 2 |   |   | 4 | 4 |
|   | 2 | 2 | 4 |   |
| 2 | 2 |   | 4 | 4 |
| 2 | 2 | 2 | 4 | 4 |
| 2 | 2 | 2 | 4 | 4 |
| 2 | 2 | 2 | 4 | 4 |
|   |   | 2 | 4 |   |
|   | 2 |   | 4 | 4 |
| 2 | 2 |   | 4 | 4 |
| 2 | 2 | 2 | 4 | 4 |
|   |   | 2 | 4 |   |
|   | 2 |   | 4 | 4 |



# Paintwork.



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# Audi 1995 Lifestyle Colours Coupé and Cabriolet

## Paintwork



Byzanz Purple metallic (9063)



Aqua metallic (9027)



Kingfisher Blue metallic (9029)



Cricket Green pearl effect (9944)



(Cabriolet only) Pearl Magenta metallic (9025)



Pearl Inka Orange metallic (9963)



Tropical Green metallic (9028)



Lime Pastel (9612)



Brilliant Yellow (9107)



Duck Egg Blue (9615)

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Milton Keynes  
MK14 5AN

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