

AUDI COUPE QUATTRO

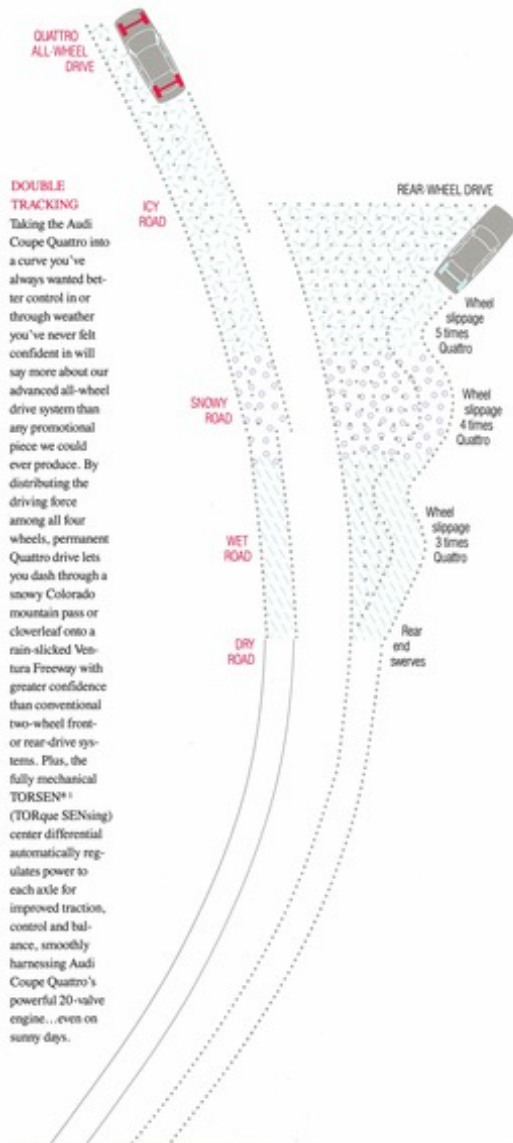
1990





EXHILARATION in driving is not

measured by how much of your tires you can leave behind at a midtown traffic light as you test the conventional carmaker's claim of zero-to-60 acceleration...a bit unrealistic anyway on the gridlocked city streets we're familiar with. A truer appreciation of automotive performance comes as you pull around to pass a lumbering, pebble-kicking 18-wheeler on a meandering, storm-soaked country byway. It has to do with a kind of unhesitating confidence that lets you sit back and watch the raindrops dance off the windshield instead of leaning forward to coax a little more power out of the engine and gripping the wheel tighter to gain a fraction more control. • By the same token, the real gauge of luxury in any car is not based on how many heads it turns on the boulevard, although admiring glances are always welcome. A much more meaningful appraisal is your comfort level after a couple hours behind the wheel, with a couple more still ahead. It's how your back feels, how the music sounds, even how the instrument panel looks. • At Audi, this fresh perspective on drivers and driving is what we mean when we talk about the alternate route. And our decidedly non-traditional approach to performance and luxury is something you can experience in the Audi Coupe Quattro.



DOUBLE TRACKING
Taking the Audi Coupe Quattro into a curve you've always wanted better control in or through weather you've never felt confident in will say more about our advanced all-wheel drive system than any promotional piece we could ever produce. By distributing the driving force among all four wheels, permanent Quattro drive lets you dash through a snowy Colorado mountain pass or cloverleaf onto a rain-slicked Ventura Freeway with greater confidence than conventional two-wheel front- or rear-drive systems. Plus, the fully mechanical TORSEN® (TORque SENing) center differential automatically regulates power to each axle for improved traction, control and balance, smoothly harnessing Audi Coupe Quattro's powerful 20-valve engine... even on sunny days.

IN DOUBLING the number of valves in the Audi Coupe Quattro's 5-cylinder engine from 10 to 20, we wanted to take what we learned in the African mud and Finnish snow of the World Rally Circuit where our turbocharged Sport Quattros proved the advantages of the 20-valve design and refine that engineering for slightly more civilized environments. • The result: a 2.3-liter, double overhead camshaft powerplant that delivers smooth speed on the beltway through improved breathing, higher compression and more efficient firing from spark plugs positioned in the middle of each combustion chamber. • Computer management of the entire system, volumetric efficiency of four valves per cylinder and special knock sensors add up to a level of performance that means something to your number-conscious friends—162 bhp, 157 lbs.-ft. of torque—as well as to travel companions who care only about how it "runs"—quietly enough to count Basie's every note. Like you, we prefer the strong, silent type.





A T A U D I we know that most people prefer nat-

ural fabrics—wools, cottons, silks—in the clothes they wear, so it seems odd that some would settle for less in the cars they drive.

• When we designed the cabin of the Audi Coupe Quattro, we wanted to create an environment that expresses an appreciation of natural materials: Genuine leather, sturdy enough to stand up to a lot of sitting downs and as comfortable as an old den chair. Real wood, resilient enough to handle the dripping mittens of little snowman builders yet as warm and intricately beveled as any artist's handiwork. And because we think the interior of a car must be as functional as fashionable, the Coupe Quattro's analog instruments are sharp to waking eyes in the morning, intentionally non-dazzling to tired eyes in the evening, and all controls are ergonomically positioned, right where you'd expect them to be. No more nighttime frisking of the dashboard in search of the light switch. We've also molded the grips of many controls with fine ridging for easy manipulation even by suede-gloved hands. Synthesized materials also have their place, but not in place of the thickly cushioned seats. And never to simulate real wood. • Audi Coupe Quattro. It's about pulling into a parking lot at twilight, pausing a moment before getting out. And looking back as you walk away.

FEATURES AND OPTIONS

TECHNICAL

ENGINE

2.3L 162 horsepower 5-cylinder 20-valve fuel-injected engine with electronic ignition, knock sensors, air shrouded injectors, electronic idle control and hydraulic valve lifters

DRIVE TRAIN

Differential, center TORSEN®

Differential, lockable rear with automatic disengagement

Full time all-wheel drive (Quattro)

Transmission, 5-speed manual

SUSPENSION (front)

Coil spring/shock absorber struts

Negative steering roll radius

Stabilizer bar

SUSPENSION (rear)

Coil spring/shock absorber struts

Independent with lower control arm

Stabilizer bar

BRAKES

Anti-lock Brake System (ABS)

Power 4-wheel discs, vented front

STEERING

Power rack-and-pinion, variable assist

WHEELS/TIRES

Alloy wheels, 7J x 15 6-spoke

205/60 VR 15 steel-belted radial tires

COMFORT/CONVENIENCE

Air conditioning, automatic climate control

Anti-theft vehicle alarm system

Armrest, rear center-folding

Cruise control, electronic with resume

Defogger, rear window

Fog lights, front and rear

Glass, tinted; banded windshield

Head restraints (4)

Heat ducts to rear seat area

Heatable door locks and windshield washer nozzles (front)

Illumination, interior courtesy/delay

Illumination, supplemental: engine compartment; glove box; ignition key; lighter and ashtray; luggage compartment; map/reading light; power mirror controls; power window controls

Instrumentation: coolant temperature gauge; electric speedometer; fuel gauge; oil temperature, oil pressure, voltmeter; tachometer; trip odometer; digital clock

Locking system (power), central, including rear hatch, operable from either front door

Mirrors, (outside) power, with defog feature; convex (right) body color housings

COMFORT/CONVENIENCE (continued)

Radio:

AM/FM stereo with auto-reverse cassette, and anti-theft coding with 6-speakers
Antenna, electrically amplified, roof mounted

Retained accessory power for windows/sunroof

Seat belts, front 3-point: automatic tensioning, height adjustable

Seat belts, rear 3-point (outboard) rear lap (center)

Seats, (front) power 8-way, with 4 memory positions (driver seat)

Seats, rear 1/3 & 2/3 split foldable

Seats, sport, full leather

Shift knob, wood; shift boot, leather

Ski/storage sack, expandable

Steering wheel, leather-wrapped

Styling elements, interior:

Wood inlays on console area, dashboard, front door and rear side panels
Wraparound dash/door panel design

Sunroof, power 2-way (tilt and slide)

Systems, Information/Monitoring:

Auto Check System
Trip information computer (6 function)

Windows, power with one-touch down driver window

Wipers, (front and rear) with intermittent mode and hinged arms

EXTERIOR

Bumpers, 5 mph (front and rear) body color

Fenders, flared

Full rear reflective light panel

Fully galvanized sheet metal

Headlamps, aerodynamic halogen with washers

Multi-step factory rust protection

Paint, clearcoat metallic

Rear hatch/decklid

Spoiler, (rear) body color

Windows, flush and frameless design

THE AUDI ADVANTAGE¹

3-year/50,000-mile limited new vehicle warranty

10-year limited warranty against corrosion perforation

Roadside Assistance

Maintenance Protection

OPTIONS

California emissions

Paint, Pearl White clearcoat metallic

Seats, heatable front

SPECIFICATIONS

ENGINE

Type	5-cylinder, in-line, front mounted, longitudinal
Crankshaft	Forged steel, 6 main bearings
Cylinder head	20 valves, aluminum alloy
Valve train	Double overhead cam, belt/chain-driven, hydraulic lifters
Fuel injection/ignition system	Electronic engine management system with fault memory, limp home, selective knock control for each cylinder
Displacement	141 cu. in. (2309 cc)
Compression ratio	10.3:1
Horsepower (SAE) @ RPM	162 @ 6000
Torque lb.-ft. @ RPM	157 @ 4500
Fuel requirement	Unleaded (Premium recommended for maximum performance)

DRIVE TRAIN²

Transmission gear ratios	Manual 5-Speed
1st	3.55:1
2nd	2.11:1
3rd	1.43:1
4th	1.03:1
5th	0.84:1
Reverse	3.50:1
Axle ratio	4.11:1
Center differential	TORSEN®
Rear differential	Semi automatic locking

CAPACITIES

Engine oil	4.8 qts. with filter
Fuel	18.5 U.S. gallons
Cooling system	8.4 qts.

DIMENSIONS²

Wheelbase	100.6" (2548.5 mm) (empty)
Front track	57.1" (1451 mm)
Rear track	56.4" (1433 mm)
Overall length	171.9" (4470 mm)
Overall width	67.6" (1716 mm) (door-to-door)
Overall height	53.9" (1380 mm) unladen
Ground clearance	4.3" (136 mm) laden
Curb weight	2911 lbs. (1440 kg.)

PERFORMANCE²

Top track speed	136 MPH Est.
Acceleration: 0-62 MPH	8.4 sec. Est. (0-100 km/hr.)

The Audi Coupe Quattro illustrated on the previous pages are European Specification models and therefore may have features which differ in appearance or function from those which will be sold in the United States. In addition, some performance figures, specifications and measurements have been obtained from European Specification models.

Your Audi dealer will be advised when he is able to order the Audi Coupe Quattro and when he will receive updated product information. At all times, equipment, colors, specifications and features remain subject to change.

Audi of America, Inc. believes the specifications in this brochure to be correct at the time of printing. Otherwise, some equipment may prove unavailable on U.S. models, or when your car is built. Please ask your dealer for advice concerning current availability of the car as well as standard and optional equipment and verify that your car will include the equipment you ordered. Tires supplied by various manufacturers.

¹Restrictions and conditions apply—Roadside Assistance is a 3-year membership in the United States Auto Club, Motoring Division, Inc. See your Audi dealer for details about all these programs and limited warranties.

²Some performance figures, specifications and measurements have been calculated from European Specification models.