

The new Audi 80.



A car with a host of new ideas.

Can you see what is new about the Audi 80? Even at a glance, wouldn't you think it must surely be that elegant new compact body style? That smooth, uncluttered profile. The slight wedge shape with its hint of high performance. Those streamlined, flush-fitting side windows.

But you are only seeing part of the picture. Just as new and exciting are the hidden advances. Beneath that striking shape is a fully galvanised steel body. That's new for a car in this class and ensures that the Audi 80 has unequalled long-term protection against corrosion. And the new Audi 80 sets new standards in aerodynamics, too.

The shape isn't just handsome – it has a drag factor, or Cd value, of just 0.29 – a figure which others in the class don't even approach.

The result is greater economy and supremely quiet, refined cruising.

There's a new passenger compartment that can claim the greatest comfort in its class. Not as an idle boast, either, but by objective standards of measurement. It has a new fascia and instrument panel, too.

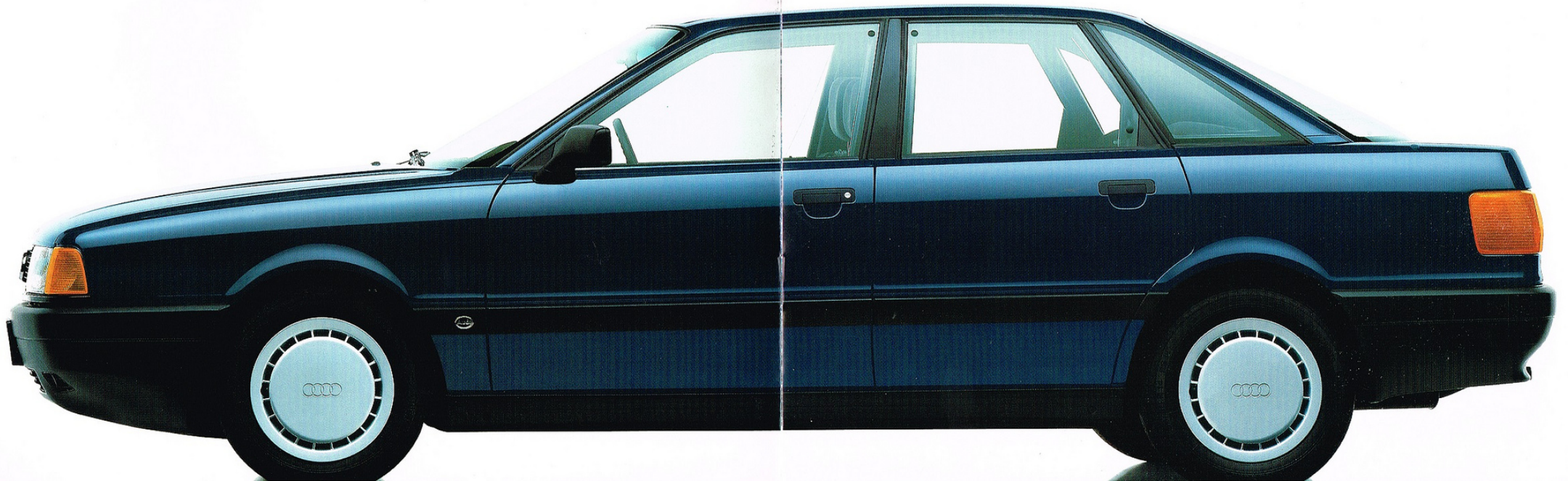
Even the running gear is new. It gives the new Audi 80 impeccable road manners – stability and comfort on the motorway; manoeuvrability and agility on city streets or country lanes.



Under the bonnet there's a choice of revised four-cylinder engines from 55 kW (75 bhp) carburettor to 82 kW (112 bhp) fuel injection. There's a brand

new five-speed manual gearbox, too. And a wider choice of trim levels and optional equipment makes it even easier to tailor the

car to your requirements. As you can see, there's a lot more to the new Audi 80 than meets the eye. So don't just admire the outside, take a closer look.



A made-to-measure interior.

Behind what seems a compact exterior you will discover what is missing from so many of its rivals. Space.

And not just when sitting in the driver's seat. There is remarkable room, too, in the rear seats. Indeed, generous all-round headroom and legroom make the Audi a handsome five-seater. The tape measure can confirm this subjective impression. In any car, the distance from the pedal cluster to the rear seat backrest is an effective indicator

of passenger compartment space. In the new Audi 80 that distance is 1.90 metres – the longest of its class.

But how you sit is important, too. The new 80's ergonomically designed front seats are built with different grades of foam – the cushions have soft centres but stiffer sides. It's an arrangement that provides good support but minimises fatigue.

And a clever mechanism changes the cushion angle slightly as it moves forward so

that every driver can reach the pedals in comfort.

A five-step height adjustment allows perfect seat belt comfort and the headrests adjust for height and rake.

Even the boot has been rethought by Audi's engineers.

The opening extends down to bumper level to ease loading, while the lid swings up past the vertical, and clear of the load area. Its ingenious cantilever hinges remain clear of the load space when the lid is closed,



too. That means the entire 430 litre boot space can be used and there are no obstructions to damage luggage. Hidden under the boot is another

new asset to long distance comfort – an enlarged capacity, 68 litre (15 galls) fuel tank. But a few things aren't new. . . Such as Audi's warranty protection for components, bodywork and paint. It's the most comprehensive in the class. Or the Audi dealer network with its highly trained technical staff. Or, most important of all, the Audi reputation for quality and integrity.



The new Audi 80 quattro.



The quattro is well established as an essential ingredient of every Audi model range. More than 70,000 Audi quattro drivers know for themselves that per-

manent four-wheel-drive is not just an advantage in winter when driving on ice or snow, but in every season on any surface – wet or dry.

Just what are the advantages?

– Road grip: it distributes the engine power evenly to both front and rear axles, and significantly reduces wheelspin. You retain the best possible contact with the road surface.

– Safety: it assists directional stability, allows higher cornering speeds and gives a wider safety margin in borderline situations.

– Mobility: in adverse conditions or rain, snow, slush or mud, sharing the drive between all four wheels is the best way to retain grip. (This makes a quattro an ideal car for towing, too). For very severe going, there are locking centre and rear differentials.

– Tyre wear: the quattro shares the drive between all four wheels and since less power is transmitted to each wheel, tyre 'slip angles' are reduced and wear rates improved.

Put all these together and you have every quattro's overwhelming advantage – sheer driveability.

In the new Audi 80 these quattro characteristics have been improved still further. An advanced new self-locking centre differential provides even better traction.

Allied to the new 80's light, compact and aerodynamic body, with its improved suspension and brakes, and smooth 1.8 litre 112 bhp fuel injection engine the result is a harmonious blend of performance and refinement.



The engines.

| Model | Audi 80 | Audi 80 1.8 S | Audi 80 1.8 E | Audi 80 quattro | Audi 80 Turbo Diesel |
|-------------------------|------------|------------------|------------------|--------------------|-------------------------|
| Engine cyl. | 4 | 4 | 4 | 4 | 4 |
| Capacity c.c. | 1595 | 1781 | 1781 | 1781 | 1582 |
| Output bhp at rpm | 75 5200 | 80 5500 | 112 5500 | 112 5500 | 80 2800 |
| Gearbox | 4+E/Auto | 4+E/Auto | 5 spd | 5 spd | 5 spd |
| Max. Speed | 106 mph | 112 mph | 121 mph | 121 mph | 107 mph |
| Fuel Consumption | SUDC | at 56 mph | at 75 mph SUDC | at 90 kph | at 120 kph |
| 80 4+E | 29.4 | 52.3 | 39.7 9.6 | 5.4 | 7.1 |
| 80 S 4+E | 30.3 | 55.3 | 42.1 9.3 | 5.1 | 6.7 |
| 80 E 5 spd | 23.7 | 47.8 | 37.6 11.9 | 5.9 | 7.5 |
| 80 quattro 5 spd | 26.9 | 52.3 | 40.9 10.5 | 5.4 | 6.9 |
| 80 TD 5 spd | 40.9 | 57.2 | 48.7 6.9 | 4.2 | 5.8 |



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