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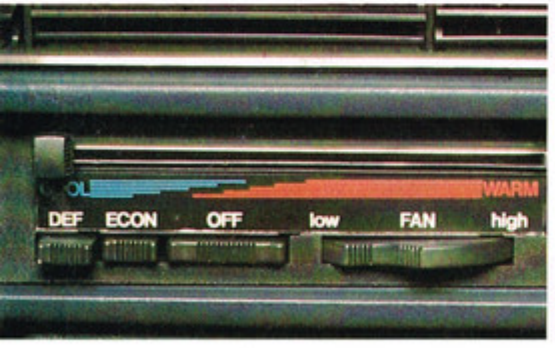
Audi 5000 Diesel: Much that is optional on other Diesels is standard.

Few cars at any price have a Diesel engine. And fewer cars at the Audi 5000 Diesel's price have this standard equipment: Front wheel drive • Power assisted rack and pinion steering • Power assisted brakes • Cruise control • Electric quartz clock • Cigarette lighter • Trip odometer • Intermittent windshield wipers and washer • Rear window defogger • Two remote-controlled outside mirrors, left and right • Tinted glass • Wood grain dashboard • Leatherette steering wheel • Vanity mirror • Storage tray under dash and storage compartments in doors • Lockable glove compartment • Carpeted and lighted luggage compartment.

Audi 5000S Diesel: Fully equipped to meet the needs of demanding drivers.

It has everything the 5000 Diesel has, plus these items available individually as options on the 5000 Diesel: Air conditioning • AM/FM stereo radio, stereo speakers and power antenna • Rear stereo speakers with balance control • Power windows • Vent windows • Central power door and trunk locking system • Adjustable height for driver's seat • Light alloy wheels (6J x 14)



Left: Air conditioning.
Top: Vent windows.
Bottom: Light alloy wheels.

Options:
To customize your Audi to your needs and preferences.

Some equipment is left to your discretion. Such as: 3-speed automatic transmission • Electric sunroof • Leather upholstery • Heated front seats • Fog lamps • Vent shades • Metallic paint.

AUDI 5000 DIESEL AND 5000S DIESEL SPECIFICATIONS.

ENGINE:	No. of cylinders	5 cylinders, in-line water cooled
	Displacement	121.2 cu. in. (1982cc)
	Compression ratio	23.0:1
ENGINE DESIGN:	Cylinder block	Cast iron
	Cylinder head	Light alloy
	Cooling system	Cross-flow radiator with thermostatically controlled electric radiator fan
	Lubrication	Full pressure system
	Fuel/Air supply	Diesel injection pump
ELECTRICAL SYSTEM:	Rated voltage	12 volt with alternator (75 Amp.)
	Battery	12V 88 Amp. hr.
DRIVE TRAIN:	Location of engine	Front, ahead of front axle
	Clutch	Single dry plate, hydraulically operated
	Transmission	5-speed, fully synchronized
	Location of shift lever	Floor console
CHASSIS AND SUSPENSION:	Frame	Unitized body construction with energy absorbing front and rear sections
	Front suspension	Independent coil/shock absorber struts, stabilizer and negative steering roll radius
	Rear suspension	Torsion crank axle with built-in stabilizer bar and Panhard rod
	Front springing	Coil springs and shock absorber
	Rear springing	Coil springs and double-acting hydraulic shock absorbers, mounted separately
	Service brake	Power-assisted dual diagonal brake system, with load-sensing rear brake pressure regulator, vented disc brakes front; finned drum brakes rear
	Hand brake	Mechanical, on rear wheels
	Rims	5½ J x 14
	Tires	185/70SR14 Radial ply steel-belted
	Steering	Rack and pinion, power assisted
CAPACITIES:	Engine	5.3 U.S. qts.
	Fuel tank	19.8 U.S. gals.
	Radiator	8.5 U.S. qts.
DIMENSIONS:	Wheelbase	105.5 in.
	Front track	57.9 in.
	Rear track	56.9 in.
	Overall length	189.5 in.
	Overall width	69.6 in
	Overall height (unloaded)	54.7 in.
	Turning circle	33.8 ft. (curb to curb)
	Trunk space	15.0 cu. ft.
PERFORMANCE:	Top speed	93 mph
	EPA Fuel Mileage*	**26** estimated mpg; 34 estimated highway mpg

*Compare this estimate to the "estimated mpg" of other cars. Mileage varies with speed, weather, and trip length. Highway mpg will probably be less.

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Specifications subject to change without notice.

PORSCHE+AUDI
NOTHING EVEN COMES CLOSE

A new kind of luxury car with a power plant attuned to the 1980s.

The Audi 5000 Diesel and 5000S Diesel combine the efficiency and high reliability of a Diesel engine with attributes that are sought after in the finest modern luxury cars: Light weight, superb performance and handling, and spaciousness usually found only in far larger cars.

These derive largely from the use of front wheel drive and placement of the engine forward of the front wheels. With five passengers, weight distribution is approximately 50/50. This favorable balance, and the concentration of engine and transmission weight over the drive wheels, gives the vehicle better traction and directional control.

An innovative gasoline engine evolves into a superb Diesel.

Audi engineers designed the first successful five-cylinder gasoline engine to provide a favorable ratio of power to weight in the Audi 5000. Four years of intensive development culminated in the creation of a powerplant that merged the efficiency of a four-cylinder engine with the smoothness and performance of a six.

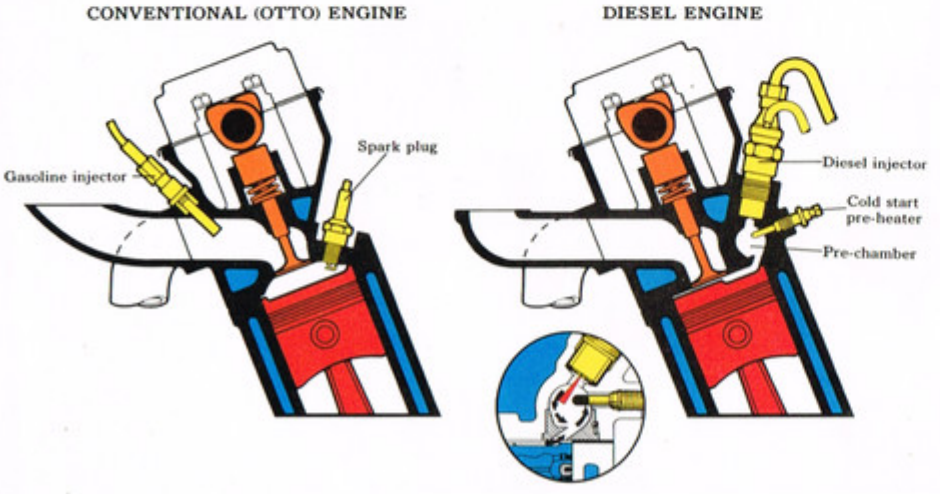
With the need to further conserve energy in the decade ahead, Audi engineers determined that the new five-cylinder engine could be successfully re-engineered as a Diesel. They designed a new cylinder head, while retaining the reliable block from the gasoline engine, machining it to accept special high compression pistons.

Here's how the Diesel works.

Diesel power for fuel efficiency and service.

Traditionally, Diesel engines have been massive, heavy, and more expensive than comparable gasoline engines.

Audi engineers avoided all of these pitfalls in the design of the Audi 5000 Diesel. Using the relatively light yet strong block from the gasoline engine, plus a new cylinder head design, they were able to create a Diesel powerplant that is lighter than its conventional counterparts.



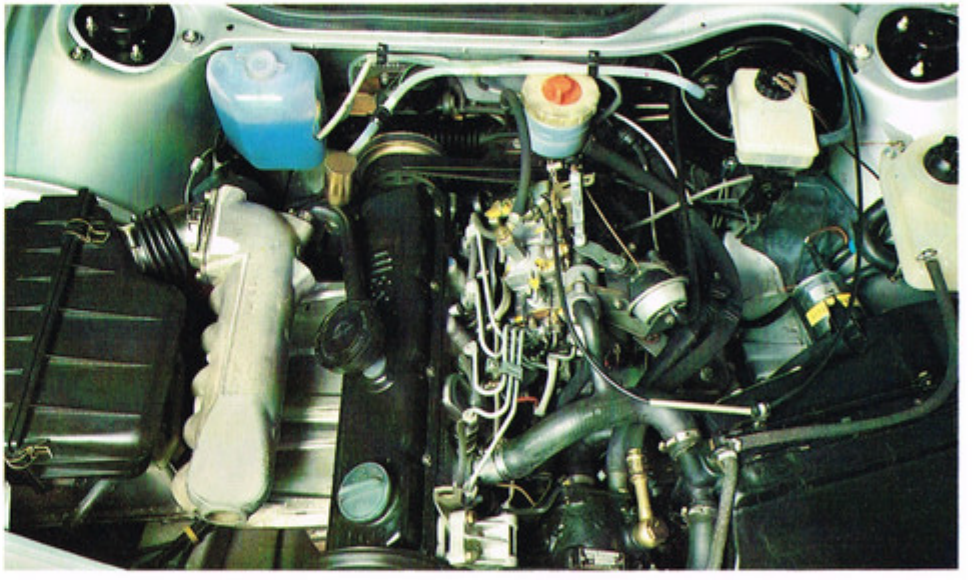
The new cylinder head utilizes an efficient swirl-type pre-chamber. This design provides important advantages. Air turbulence within the swirl chamber is high, ensuring good fuel-air mixture, plus efficient and even combustion. The swirl chamber also greatly softens the traditional "Diesel knock" common to direct-injection Diesel engines.

The combination of light weight and efficiency enables the Audi 5000 Diesel to achieve an EPA estimated mileage of **26** mpg and an estimated 34 mpg on the highway*. It's economical in other ways too.

For instance, the Audi 5000 Diesel never needs a conventional tune-up. There are no spark plugs, ignition cables, points or condensers, nor is there a coil or distributor — items normally checked or replaced in a tune-up. Also, there is no carburetor, another item that's attended to during conventional tune-ups.

The only scheduled engine service after the 1,000-mile check-up is an oil change every 7,500 miles or 6 months; a new fuel filter at 15,000 miles or 12 months, and injector servicing at 60,000 miles or 48 months after delivery. (See Owner's Manual for details.)

A final economy factor is the Diesel's reputation for reliability. While we cannot guarantee the precise longevity of the Audi 5000 Diesel engine, more than four decades of experience with Diesel powerplants in Europe have shown that some are fully capable of delivering a quarter million miles and even more.



*Compare this estimate to the "estimated mpg" of other cars. Mileage varies with speed, weather, and trip length. Highway mpg will probably be less.

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You ride in comfort, surrounded by quiet.

Fine European motor cars have always been known for their firm, contoured bucket seats, responsive steering, and feel of the road. In the Audi 5000 Diesel these characteristics are retained.

And yet, somehow the driver and passengers feel they are in a sumptuous living room. Large areas of high quality textured fabrics abound. Thick cut pile carpeting covers the floor. The seats are firm, yet incredibly plush, with all-foam construction and crushed velour upholstery. They were contoured and shaped by orthopedic designers to fit the anatomy of more than 90% of the population.

There is a feeling of spaciousness. A six-foot passenger can stretch out in front, while leaving leg room for three rear-seat passengers. With two passengers in back, they can fold down a center arm rest for even more comfort.

Above all, the Audi 5000 Diesel is quiet.

The engine is quiet, thanks to the reduction of "Diesel knock" by the efficient swirl chambers. Most people say they are not even aware they are riding in a Diesel.

Road noises are also minimized to improve passenger comfort.

In their pursuit of quiet, Audi engineers subjected the vehicle to two years of acoustical testing. The results included doubly insulated mountings for the engine, transmission and front axle. A subframe to keep out road noises. A noise-absorbing shell made up of layers of bitumen, felt, matting and foam-backed carpeting. Even aerodynamic contouring of the exterior to reduce wind noise.

Acoustic chambers make this quiet interior well suited to stereo.

Audi sound engineers wrestled with the problem of how to achieve high fidelity sound reproduction within the limited confines of an automobile. Their conclusion: Resonance chambers in full-size stereo speakers account largely for the superiority of home high fidelity systems.

For the Audi 5000 Diesel's optional AM/FM stereo radio (standard on the 5000S Diesel), they created acoustic chambers around the speakers, thus making the sound reproduction more comparable to home speakers than that of conventional automotive sound systems.

Warm in the winter, cool when it's sweltering.

When the thermometer drops as low as −4°F, you can maintain an average temperature of about 70°F inside.

While other cars can sometimes hit this temperature, the Audi 5000 Diesel can maintain it, because hot water is constantly passing at full flow through a heat exchanger. Air temperature is varied by mixing warm and cool air, thus the temperature inside the car is virtually unaffected by engine speed or road speed. So you don't have to keep turning the heat up and down.

Something else you'll appreciate. The air outlets at dashboard level stratify the air flow. The result is a cooler upper layer to keep you alert, and a warmer lower layer to keep your feet snug.

The cooling system is equally efficient, providing a complete change of air inside the car approximately every 15 seconds at 55 mph and maximum blower speed. Air flow is assisted by a large diameter radial fan which is completely encased, and has a noise level 50% below that of blade-type fans while delivering twice the air flow. So you stay cool while it stays quiet.

For even more cooling, there is an optional air conditioner (standard on the Audi 5000S Diesel). Developed as an integral part of the car's comfort system, rather than as an "add on" accessory, it actually dries the air as it cools it.

Strategically placed outlets move the cooled (or warmed) air throughout the car, keeping all your passengers comfortable.

Plush surroundings, comfortable furnishings, peaceful quiet, and a controlled temperature besides. No wonder you might want to move in.

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Behind the wheel, all the controls are at your touch.

When you slip into the driver's seat of the Audi 5000 Diesel, you notice that the dials are easy to read: White numerals on a black background, behind a reflectionless facia. The functional controls are on four arms ("stalks") or are easily identified switches.

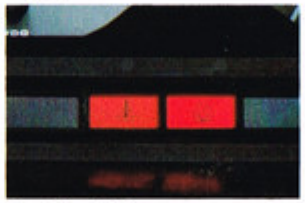
Viewing it as an ensemble, you're impressed at how simply and sensibly the dashboard is arranged. Viewing each element individually, you realize there are conveniences not found on many cars in the Audi 5000 Diesel's price class. Such as an electric quartz clock. Cigarette lighter. Trip odometer. Remote-controlled outside mirrors. Rear window defogger switch. And cruise control, which lets you set the desired highway speed you want your Audi to maintain automatically for effortless, economical driving. (You can override the control by stepping on the gas, brake or clutch pedal.)

Cruise control is just one function of the four steering column stalks. Other controls at your fingertips are the lights, turn signals, emergency flasher and 2-speed windshield wipers and washer system.

Dashboard warning lights are arranged in a single strip below the fuel gauge, water temperature gauge and speedometer.

In short, everything you need to know is there at a glance. And everything you need to do is there at your fingertips.

Highly visible instrumentation is logically arranged for convenient scanning.



Pre-glow light.

Pre-glow/starter switch.

Idle speed control.

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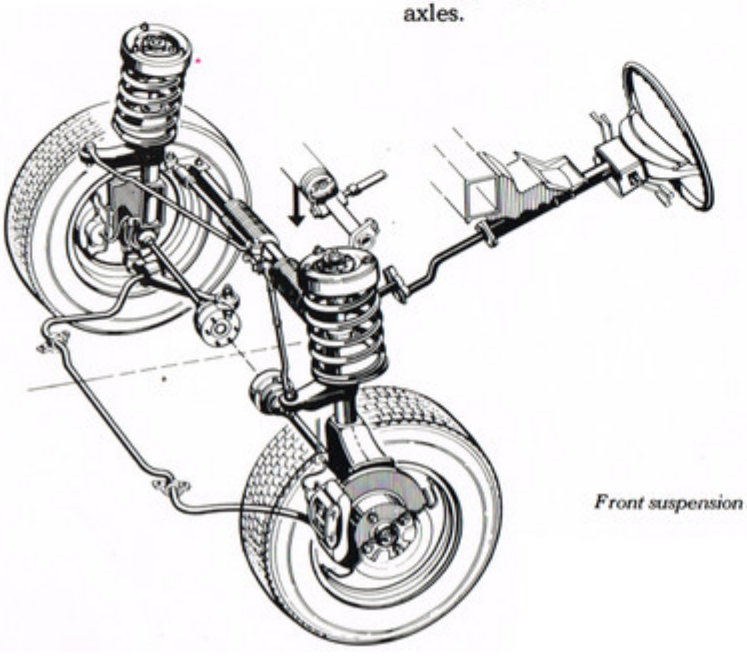
The innovative Audi 5000 Diesel and 5000S Diesel.

The interrelationship of weight distribution, suspension geometry, steering and braking combine in the Audi 5000 Diesel to give a responsiveness unexpected in a large luxury sedan.

Even the aerodynamic shape contributes to the ease of handling. Audi engineers achieved a wind-drag co-efficient of .40 CW, extremely low for a car of this size — through some 260 hours of wind tunnel experimentation.

Superb handling and ride through low unsprung weight.

A car's smoothness of ride depends partly on how low is its unsprung weight, the amount of weight between the suspension and the road. In the Audi 5000 Diesel, front wheel drive through constant velocity joints results in a constant, even transfer of power. The rear axle is lighter than on conventional rear wheel drive cars because the differential weight is eliminated. This light rear axle neatly follows road contours without the disturbing hops typical of cars with heavy rear axles.



Front suspension and steering.

You stay in touch with the road through power-assisted rack and pinion steering.

Steering response of the Audi 5000 Diesel is precise and direct. But the actual feel of the road which the car maintains must be experienced to be fully appreciated.

In the power-assisted rack and pinion steering mechanism, the critical parts have been coated with Teflon® to minimize wear and the need for maintenance. The power assist is proportional: It delivers less assistance (and is needed less) as vehicle speed increases. So at higher speeds, your feel of the road likewise increases.

A grand touring suspension.

The requirements of sure-footed roadability and passenger comfort are well balanced in the Audi 5000 Diesel's suspension system.

In front, long-travel shock absorber/coil spring suspension struts effectively cushion road bumps and aid steering control. A stabilizer bar minimizes body lean and properly controls weight transfer. A precise front camber (set at $-1°$) further controls cornering and handling, and also improves tire life.

In back, the rear axle uses the proven torsion beam principle. Its light weight and integrated stabilizer bar help lower unsprung weight, enhancing the superb ride and handling of the Audi 5000 Diesel. A Panhard rod has been added to provide lateral stability and assure proper trailing. Directional control is aided by the car's wide track, long wheelbase and its low and forward center of gravity.

The suspension also improves handling in an emergency.

An imaginary line drawn through the front suspension would exit outside the center of the front tire. This gives the Audi 5000 Diesel a "negative steering roll radius," a tendency of the car to steer in a direction that helps maintain control during a front tire blowout.

Improved braking through automatic load sensing.

Ventilated front disc brakes and finned rear drum brakes are ideally suited to the requirements of the front wheel drive Audi 5000 Diesel. The brake system itself consists of two independent circuits, linked diagonally to ensure that the driver will have use of one front and one rear brake should either circuit fail. In such an event, the Audi 5000 Diesel's negative steering roll radius would also help to maintain directional control.

The system even senses a change in load conditions. With rear seat

passengers and a trunk filled with luggage, a load-sensing pressure regulator automatically shifts a greater proportion of braking power to the rear brakes, thus ensuring smooth and even stops.

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