



A selection of extraordinary automobiles

# Audi 5000 Turbo. Innovation is evident everywhere; in the added power of the engine, the masterful touches of design.

The Audi 5000 Turbo exists as proof that luxury can combine perfectly with outstanding technological achievement. Extraordinary accomplishments in engineering are found throughout the automobile; but perhaps the most remarkable of these is the turbocharged 5-cylinder engine.

Standard engines rely on atmospheric pressure to supply air for internal combustion. Since this pressure is relatively constant, extra power can only be achieved in such engines by adding size, cylinders, weight, etc., all of which tend to decrease engine efficiency.

In the Audi 5000 Turbo however, the engine is designed to produce extra power only on a demand basis; and then, by using an energy source generally considered waste. Exhaust gases are channeled back to provide the impetus for an impeller wheel, which delivers up to 50% more air to the engine, for up to 30% more power when desired.

The efficiency of the Audi 5000 Turbo engine is further increased over traditional engines by means of its 5-cylinder configuration. The five cylinders, each spinning the crankshaft a precise 72 degrees of its total revolution, combine the smoothness and performance of a 6-cylinder engine with the lightness of a four.

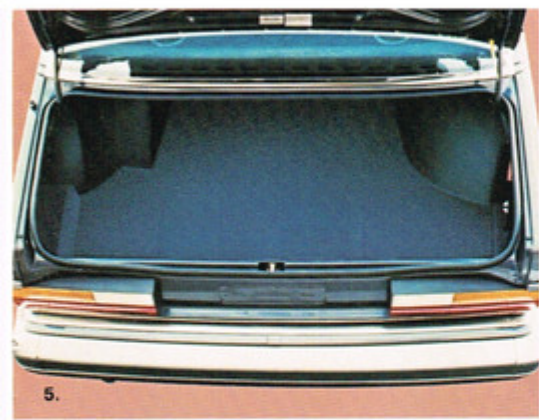
In styling, the Audi 5000 Turbo displays similar efficiency and ingenuity. The exterior is enhanced by a front air dam, four square halogen headlamps, matte pearl mouldings and light alloy wheels. Inside, touches of ultimate luxury are everywhere, from electrically heated front seats to pillows for your passengers, from heated and remote-controlled outside mirrors to a unique interior compartment for the transportation of your skis!

In short, the automobile which bears the name Audi 5000 Turbo is a masterpiece in automotive engineering. If you are among the distinctive minority who truly appreciate technology and power in a luxury automobile, this is very likely the car for you.

We invite your immediate appraisal.

1. Highly visible instrumentation.
2. Turbo pressure boost gauge.
3. Pull-out map storage in back of front seats.
4. Two 3-point lap/shoulder seat belts in rear.
5. Fully carpeted, lighted luggage compartment.
6. Tinted, heated, power remote control outside rear view mirrors.
7. Quiet, luxurious comfort for 5 adults.





# The Audi 5000 S. Drive away from the ordinary, in the complete European luxury car.

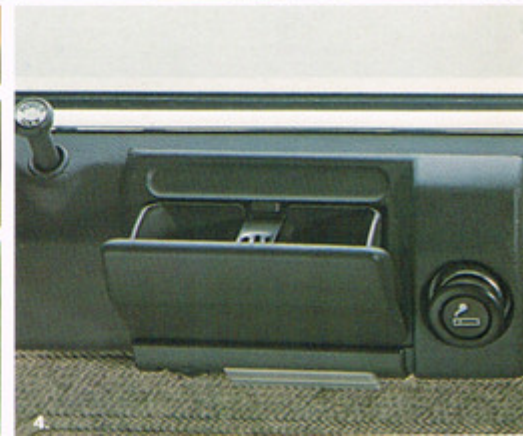
The front-wheel drive of the Audi 5000 S, with its favourable weight placement over the front axle, greatly improves road traction and aids in controlled cornering. The rear axle is much lighter than on conventional rear-wheel drive cars because the weight of the differential is eliminated. As a result, the light rear axle of the Audi 5000 S follows road contours neatly, without the disturbing hops typical of cars with heavy rear axles.

For the seating design, orthopedic principles were engineered into the 5000 S. The shape of the seats encourages relaxation; the cushioning is designed to reduce vibration. The bolsters are exceptionally high, cradling the passenger through every turn. The seats are power operated in six directions — the seat backs recline, from straight up to nearly horizontal.

A major part of the comfort of a luxury automobile should result from a strong sense of security. To assure this feeling, Audi engineers have created a number of notable safety features. Negative steering roll radius assists the driver in maintaining directional control under skidding conditions. Wide, steel-belted radials are standard. And the body construction places a rigid "passenger cell" between two impact areas, or "crumple zones". If a collision does unfortunately occur, the impact areas are designed to help absorb the energy, maintaining the integrity of the passenger cell.

There are no options with the 5000 S because indeed, nothing is lacking. Air conditioning, proven in the Sahara Desert, is standard. The electric quartz clock, the electric two-way sunroof, the deluxe AM/FM stereo cassette sound system with digital station and time display, the power windows and door locks controlled from a central console — all are standard, as is much more.

The word "classic" is not uncommon in the descriptive language of the automotive world. In a way, this is unfortunate; for when a vehicle like the Audi 5000 S is created, "classic" falls short of providing a satisfactory description. In fact, no words can. You must experience it.



1. Instrumentation and controls conveniently arranged.
2. Unique 2-way sunroof feature also offers tilt capability.
3. Power operated central door locking system, including trunk.
4. Ashtray and cigarette lighter in each rear door.
5. Two 3-point inertia seat belts in the rear.
6. Air conditioning; deluxe AM/FM stereo cassette sound system; power window controls.
7. A new realm of interior space and comfort.



# The Audi Coupe. When you really want a sports car but need a sedan.

This car is built for the discerning driver who yearns for the performance of a sports car. Yet whose needs dictate the versatility and spaciousness of a GT-class touring coupe.

To the engineering team, one of the most important aspects of an Audi's total design is its aerodynamic form.

Even when it is standing still, The Coupe appears to be moving. This sports coupe is lean and low, its fast lines shaped in the wind tunnel for the high speed demands of the German Autobahn. Front and rear spoilers fine-tune the "performance curve" to a drag coefficient of just 0.40.

That the aerodynamic contour of The Coupe is pleasing to the eye is important. Not nearly as important, however, as The Coupe's stability in cross winds, its high performance, and its surprisingly low fuel consumption — all derived from its streamlined shape.

The revolutionary 5-cylinder powerplant of The Coupe, another example of the creativity of the engineering team, provides more power and less vibration than a 4-cylinder engine — but less weight and fewer moving parts than an in-line six.

As you slip behind the wheel of The Coupe, each detail reveals an interior planned by engineers who spend many hours on the road. The contoured, all foam sports bucket front seats and contoured rear bench are upholstered in handsome tweed. The front seats have large side bolsters which provide an added measure of support in hard cornering. In front, there are adjustable "open" headrests; in back, the headrests have been integrated into the seats. Both front seats come with thermostatically controlled heating units.

The driving performance is enriched with a 5-speed manual transmission and superb suspension and braking systems. The driving comfort is ensured with air conditioning, cruise control, power windows and a deluxe AM/FM stereo cassette sound system with digital station and time display.

The Audi Coupe. Luxury on a very fast track.



1. The aerodynamic design was shaped in the wind tunnel.
2. 4-spoke leather-covered sport steering wheel.
3. 4+E manual transmission; power window controls.
4. Sports bucket seats with side bolsters.



# The Audi 4000 uniquely embodies both superb styling and great handling.

If handling an automobile is a pleasure to you, and not simply a means of moving from place to place, the Audi 4000 could well satisfy your driving needs. It is an automobile which has been built to respond to driving skill, while simultaneously permitting great comfort and relaxation.

Much of the superb handling which marks the Audi 4000 is due to the common-sense placement of the engine weight over the drive wheels. The result is firm, direct road contact and excellent control even in high crosswinds. In addition, the suspension system is designed to cradle the passenger through almost any kind of road condition; Audi engineers have provided not only independent front MacPherson struts, but a rear torsion crank axle with Panhard rod and integral stabilizer. As you ride, the road is smoothed for you.

The steering system of the Audi 4000 is also designed to provide you with control and pleasure. The rack and pinion design is power assisted for easy operation at low speeds and a firm feel on the highway.

There is comfortable seating room for five adults, and plenty of trunk space.

It is available in two models: the Audi 4000 S model which derives its performance from the 2.2 litre 110 hp 5-cylinder engine; and the Audi 4000 model\* which has the 1.7 litre 4-cylinder engine for the more fuel efficiency conscious driver.

Standard equipment on both models includes automatic transmission (or a 4+E manual transmission), two-way sunroof, electric rear window defroster, tinted glass and an AM/FM stereo cassette sound system. The Audi 4000 S model offers that extra degree of convenience with features like air conditioning and power windows and a deluxe sound system.

You can pay much more for an automobile than you will for the Audi 4000, and still have to choose between driving pleasure and extreme comfort. In the Audi 4000, both are yours. A test drive will verify that statement in a matter of minutes.

\* Available in Spring 1982.

Audi 4000 S model illustrated.

1. Instrumentation and controls simply and sensibly arranged.
2. Manually operated sunroof for open-air driving.
3. Fully reclining front bucket seats.
4. Large trunk featuring a space saver spare tire.
5. Two 3-point lap/shoulder belts in rear.
6. Light alloy wheels (4000 S only).
7. Spacious, beautifully appointed interior.







**ENGINE**

Type and No. of cylinders	Four-stroke, five cylinders in line, in front of front axle tilted 27°30' to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooling, thermostatically controlled with electric fan, pressure oil feed with gear-type pump and full flow filter.	Four-stroke, five cylinders in line, in front of front axle tilted 27°30' to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooling, thermostatically controlled with electric fan, pressure oil feed with gear-type pump and full flow filter.
Bore & stroke	79.5 mm x 86.4 mm/3.13 in. x 3.40 in.	79.5 mm x 86.4 mm/3.13 in. x 3.40 in.
Displacement	2.2 L, 130.8 cu. in.	2.2 L, 130.8 cu. in.
SAE net hp @ rpm	130 HP @ 5400 rpm	110 HP @ 5300 rpm
SAE net torque	142 ft. lbs. @ 3000 rpm	113.7 ft. lbs. @ 4000 rpm
Compression ratio	7.0:1	8.2:1
Fuel system	CIS injection system with exhaust driven turbo charger	CIS injection system
Fuel requirement	Unleaded fuel	Regular
Fuel capacity	75 L, 16.5 imp. gal.	75 L, 16.5 imp. gal.
Oil capacity	5.0 L, 4.4 imp. qts.	5.0 L, 4.4 imp. qts.
Battery	12 V/63 Amp./h	12 V/63 Amp./h
Alternator	90 Amp.	90 Amp.
Type of ignition	Transistorized (breakerless)	Transistorized (breakerless)
Catalyst	Lambda Sond system	

**DRIVE TRAIN**

Type	Front-wheel drive, with two constant velocity joints per drive shaft	Front-wheel drive, with two constant velocity joints per drive shaft
Clutch	Single dry plate disc, hydraulically operated	Single dry plate disc, hydraulically operated
Manual Transmission	Not available	Bulk synchronized five-speed and bevel gear differential in one housing with final drive. Reverse gear fully synchronized
Automatic Transmission	Hydrodynamic torque converter and planetary gearing with three forward gears and one reverse	Hydrodynamic torque converter and planetary gearing with three forward gears and one reverse
Gear ratios	2.552/1.448/1.000/R 2.462	(manual) 3.600/1.941/1.231/0.903/0.684/R 3.500 (automatic) 2.552/1.448/1.000/R 2.462
Final drive	3.455	(manual) 4.111 (automatic) 3.909

**CHASSIS**

Body	All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy	All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy
Front suspension	Independent, coil, shock absorber struts with negative steering roll radius, stabilizer bar	Independent, coil, shock absorber struts with negative steering roll radius, stabilizer bar
Rear suspension	Torsion crank axle with Panhard rod for lateral stability, progressive coil springs, telescopic shock absorbers	Torsion crank axle with Panhard rod for lateral stability, progressive coil springs, telescopic shock absorbers
Braking system	Hydraulic dual-diagonal, power-assisted, vented discs front, solid discs rear (self-adjusting) with load-sensing pressure regulator	Power-assisted, dual diagonal hydraulic system, self-adjusting vented disc brakes front, self-adjusting drum brakes rear, brake pressure regulator for the rear wheels.
Parking brake	Mechanical, effective on rear wheels	Mechanical, effective on rear wheels
Rim size	6 J x 15 light alloy	5½ J x 14 light alloy
Tire type/size	Steel belted radial tires 205/60 HR 15	Steel belted radial tires 185/70 SR 14
Steering system	Rack and pinion steering, power-assisted, with maintenance-free tie rods	Rack and pinion steering, power-assisted, with maintenance-free tie rods
Turning circle	11.3 m, 37.1 ft. (curb to curb)	10.3 m, 33.8 ft. (curb to curb)
Curb weight	1335 kg., 2944 lbs.	1222 kg., 2695 lbs.

**FUEL CONSUMPTION\* AND PERFORMANCE**

	Automatic	5-Speed Manual	Automatic
Rating L/100 km	11.6	9.7	11.1
Urban L/100 km	14.7	13.1	14.0
Highway L/100 km	9.5	7.0	9.1
Top Speed (km/h)	182	176	172
Acceleration 0-80 km/h (sec.)	7.5	8.2	9.4

\*Estimates, based on laboratory tests using approved Transport Canada test methods. Your fuel consumption will vary depending on how and where you drive, optional equipment and condition of your car. However, these estimates do provide a fuel consumption guide for comparison purposes.

\*\*Not available at time of printing.

## AUDI COUPE

## AUDI 4000 S

## AUDI 4000

Four-stroke, five cylinders in line, in front of front axle tilted 27°30' to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooled with thermostatically controlled electric fan, pressure oil feed with gear-type pump and full flow filter

79.5 mm x 86.4 mm/3.13 in. x 3.40 in.

2.2 L, 130.8 cu. in.

110 HP @ 5,300 rpm

113.7 ft. lbs. @ 4,000 rpm

8.2:1

CIS injection system

Regular

60 L, 13.1 imp. gal.

5.0 L, 4.4 imp. qts.

12 V/63 Amp./h

90 Amp.

Transistorized (breakerless)

Four-stroke, five cylinders in line, in front of front axle tilted 27°30' to right, crankshaft with six main bearings, spur-belt overhead camshaft, water-cooled with thermostatically controlled electric fan, pressure oil feed with gear-type pump and full flow filter

79.5 mm x 86.4 mm/3.13 in. x 3.40 in.

2.2 L/130.8 cu. in.

110 HP @ 5,300 rpm

113.7 ft. lbs. @ 4,000 rpm

8.2:1

CIS injection system

Regular

60 L, 13.1 imp. gal.

5.0 L, 4.4 imp. qts.

12V/63 Amp./h

90 Amp.

Transistorized (breakerless)

Four in line, single overhead cam. Water-cooled with thermostatically controlled electric fan, front mounted, longitudinal

79.5 mm x 86.4 mm/3.13 in. x 3.40 in.

1.7 L/105 cu. in.

76 HP @ 5,000 rpm

91.3 ft. lbs. @ 3,000 rpm

8.3:1

CIS injection system

Regular

60 L, 13.1 imp. gal.

3.0 L, 2.6 imp. qts.

12V/63 Amp./h

90 Amp.

Electronic (breakerless)

Front-wheel drive, with two constant velocity joints per drive shaft

Single disc

Bulk synchronized five-speed and bevel gear differential in one housing with final drive

Not available

2.850/1.520/0.970/0.70/0.540/R 3.170

4.460

Front-wheel drive, with two constant velocity joints per drive shaft

Single disc

Bulk synchronized five-speed and bevel gear differential in one housing with final drive

Hydrodynamic torque converter and planetary

gearing with three forward gears and one reverse

(manual) 2.850/1.520/0.970/0.70/0.540/R 3.170

(automatic) 2.552/1.448/1.000/R 2.462

(manual) 4.460

(automatic) 3.455

Front-wheel drive, with two constant velocity joints per drive shaft

Single disc

Bulk synchronized five-speed and bevel gear differential in one housing with final drive

Hydrodynamic torque converter and planetary

gearing with three forward gears and one reverse

(manual) 3.455/1.700/1.065/0.778/0.600/R 3.169

(automatic) 2.552/1.448/1.000/R 2.462

(manual) 4.111

(automatic) 3.727

All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy.

Independent MacPherson struts with negative steering roll radius, stabilizer bar, coil springs.

Torsion crank axle with Panhard rod and integral stabilizer, coil spring struts.

Power assisted, dual diagonal hydraulic system, self-adjusting disc brakes front, self-adjusting drum brakes rear, brake pressure regulator for the rear wheels.

Mechanical, effective on rear wheels.

6 J x 14 light alloy

Steel belted radial tires: 185/60 HR 14

Rack and pinion steering, power assisted, with maintenance-free tie rods.

9.95 m, 32.6 ft. (curb to curb)

All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy.

Independent MacPherson struts with negative steering roll radius, stabilizer bar, coil springs.

Torsion crank axle with Panhard rod and integral stabilizer, coil spring struts.

Power assisted, dual diagonal hydraulic system, self-adjusting disc brakes at front, self-adjusting drum brakes at rear, brake pressure regulator for the rear wheels.

Mechanical, effective on rear wheels.

6 J x 14 light alloy

Steel belted radial tires: 185/60 HR 14

Rack and pinion steering, power-assisted, with maintenance-free tie rods.

9.95 m, 32.6 ft. (curb to curb)

N.A.\*\*

All steel unitized passenger compartment designed as safety cell, front and rear ends designed to absorb impact energy.

Independent MacPherson struts with negative steering roll radius, stabilizer bar, coil springs.

Torsion crank axle with Panhard rod and integral stabilizer, coil spring struts.

Power assisted, dual diagonal hydraulic system, self-adjusting disc brakes at front, self-adjusting drum brakes at rear, brake pressure regulator for the rear wheels.

Mechanical, effective on rear wheels.

5 J x 13 steel rim

Steel belted radial tires: 175/70 SR 13

Rack and pinion steering, power-assisted, with maintenance-free tie rods.

9.95 m, 32.6 ft. (curb to curb)

N.A.\*\*

### 5-Speed Manual

9.0

12.1

6.6

176

6.9

### 5-Speed Manual

9.0

12.1

6.6

176

7.2

### Automatic

9.7

12.6

7.5

172

8.7

### 5-Speed Manual

N.A.\*\*

N.A.\*\*

N.A.\*\*

161

8.5

### Automatic

N.A.\*\*

N.A.\*\*

N.A.\*\*

156

10.5

YORK VOLKSWAGEN

1950 WILSON AVE.

WESTON 490, ONTARIO

741-7480

FRED BROEKAERT

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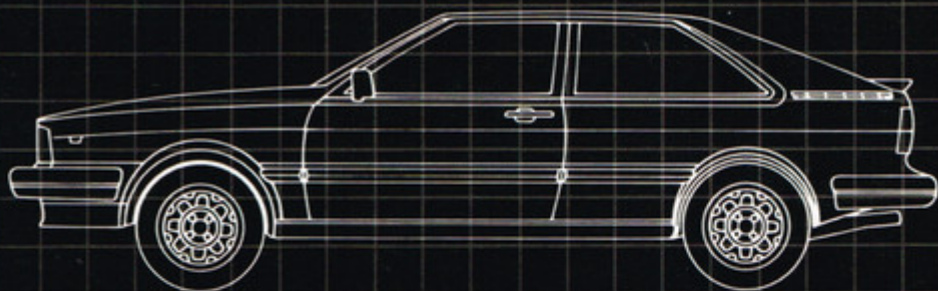


# Audi. The art of engineering.

Fifty years of innovative engineering, craftsmanship and styling has put the Audi line of automobiles in the forefront of present-day automotive technology.

With each passing year, the automotive journals have praised the advances in engineering and innovation in the Audi automobile.

When you purchase an Audi, you are making an investment in driving pleasure. Whether you choose an Audi 5000 Turbo, 5000 S, Coupe, 4000 S or 4000, your new Audi is the product of advanced technology and superb engineering, designed to give you the best in personal comfort and functional luxury. The time you spend at the wheel of your Audi should be a worry-free experience.



## THE AUDI CARD

Probably the most important standard feature ever included in an automobile.

With the purchase of every 1982 Audi comes The Audi Card. Simply stated, for 3 years from date of delivery in Canada, you, the owner, are responsible for fuel, insurance, reasonable care and normal operation. Naturally, you'll have to bring your Audi in to an authorized Audi dealer for prescribed maintenance and corrosion inspections, but the cost for this and virtually everything else will be Audi's responsibility.

As you would expect, The Audi Card covers the engine, drive-train, axles, air

conditioner and electrical system. What you may not expect is that it also covers



**It pays for virtually everything but your fuel for the first three years.**

oil changes, filters, tires, maintenance services, towing when necessary, and even a courtesy car for overnight repairs. And you also get free membership in the CAA (Canadian Automobile Association) with all the services that association provides.

The only things The Audi Card does not cover are quite reasonable: damages resulting from things like racing and rallying; accidents, fire and theft; customized alterations; misuse and neglect; etc. Clearly, some restrictions are required for unusual circumstances. Complete details are available at your Audi dealer.