Audi 200 Turbo or Injection

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AUDI 200

200 Performance: Power without drama

The Audi 200 represents a fundamental challenge to the criteria which have for so long dominated the market for high performance, luxury motoring.

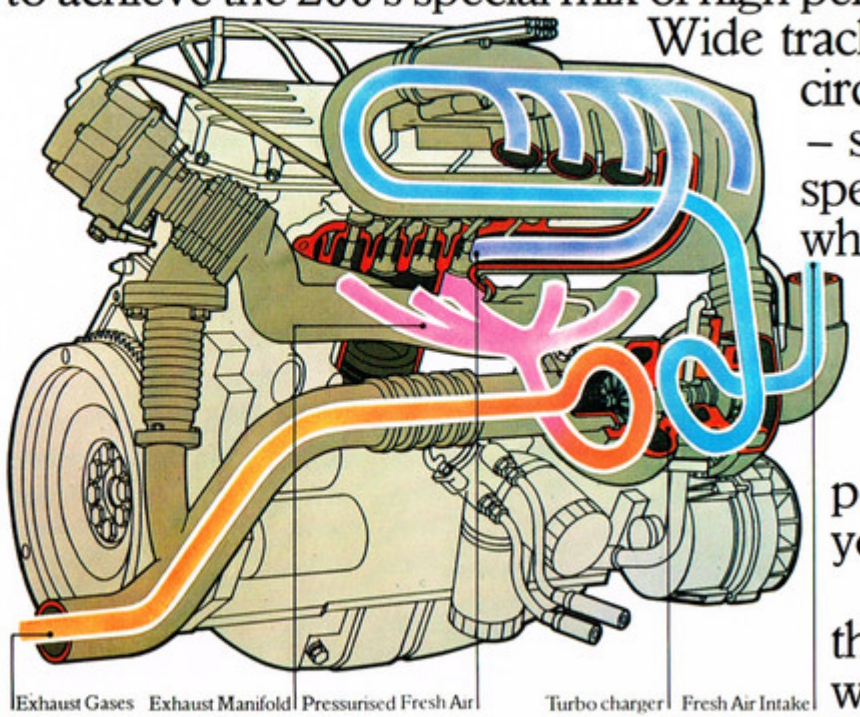
Why, for instance, should owners of luxury cars be forced to accept the penalties of extra weight, extra fuel cost and extra maintenance? Whatever the car, Audi believe that these costs have to be reduced. A high performance car is no exception.

At the heart of the 200 specification is Audi's unique 2.2 litre five-cylinder engine. With five cylinders, you get the smoothness and broad power band of a 'six', the fuel and weight savings of a 'four.'

The Audi 200 Injection delivers 136 bhp. On the 200 Turbo, power output increases to 170 bhp, courtesy of the turbocharger – two small 'fans' on a shaft, one fan spinning under the force of escaping exhaust gases, the other putting pressure behind the fuel/air mixture, filling the cylinders more quickly, more thoroughly.

Feed that power through Audi's highly praised automatic gearbox, and there you have the source of those raw performance figures which have astonished the motoring press and challenged the reputations of even the most performance-minded marques.

But don't judge the car on performance figures alone. It took many other qualities to achieve the 200's special mix of high performance, safety and comfort.



Wide track. Low profile tyres. Diagonally linked dual circuit brakes with discs front and rear. Audi's self – stabilising steering system incorporating the special benefits of 'negative roll radius.' And front wheel drive, which puts weight and thrust as far forward as possible, for better road holding, precise cornering and improved resistance to the buffeting of side winds.

Power without drama – this is one high performance specification which will not tax your strength, energy or peace of mind.

The Audi 200 probably points the way to the future for all luxury models. At least that's what *Motor Magazine* said about the Turbo.

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200 Style: Outward expressions of inward grace

What you see in the styling of a car today is largely an expression of things you cannot see – safety, comfort, weight and wind resistance, which in turn relate to performance and economy.

Audi prefer to talk about the *style* of the car, a term which links up every one of these subjects, as they are linked in the minds of our designers and development engineers.

So the Audi 200 was shaped to minimise wind resistance and wind noise, which accounts in part for those impressive fuel consumption figures, and also permits you to hold a relaxed conversation at 120 mph.

We have designed the body shell for 'progressive collapse' under impact – crumple zones front and rear, and on the flanks the greatest possible gap between the body shell's inner and outer skins. Impact energy is absorbed by the car's body, not yours.

We have designed a body which is as light as the specification would allow. But it won't lose weight as the years go by. We have dealt with rust as rust should always be dealt with – at the design stage. The Audi 200, like all models in the Audi range, is guaranteed for six years against rusting through from the inside – that's how confident we are.

To the casual observer, the Audi 200 may reveal one or two clues to its performance, like the wide track, light alloy wheels and low profile tyres. But it reveals nothing of those deeper qualities which, in the end, are the principal criteria for the shape we have finally selected. It is the absence of obvious styling treatment which will probably impress you most. The elegance of the Audi 200 is the elegance of well mannered, thoughtful economy. And that, of course, is the theme which lies behind every aspect of the 200 Injection and 200 Turbo specification.

The result is a car, which as a newcomer, has firmly established its presence in the market. A car which has already become part of all that is best in high luxury motoring. Certainly the motoring press think so. 'While the BMW and Mercedes draw – though for different reasons – for second place, the newcomer from Ingolstadt takes the trophy' (*Car Magazine*). 'One of the finest cross-country expresses you can buy' (*Motor Magazine*).

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200 Luxury: Nothing wasted, nothing missing

Real luxury is highly selective. It gives you exactly what you want, and only what you want. Anything superfluous would simply spoil the enjoyment of the experience.

The comforts of the Audi 200 were selected because we thought them important. Important enough to deserve careful design and engineering. Important enough to be included as standard features, almost without exception.

Electrically operated windows, central locking, automatic transmission, a four-speaker stereo radio/cassette system, height adjustment for the driver's seat, digital clock and dual jet headlamp washers are included on both models.

In addition, the 200 Turbo is equipped with cruise control, heated front seats to kill off the early morning chill, electrically adjusted and heated external mirrors. And an electrically operated sunroof.

Comfort is not something you can bolt on afterwards. It springs from the most fundamental aspects of the car's design. So when you consider the 200's big padded seats – upholstered in herringbone velour, with head restraints front and back – consider also our carefully chosen combination of power, steering, braking and suspension. Notice the 200's thorough interior sound insulation. But remember also the noise-conscious aerodynamics of the body shell. It's all part of the treatment.

Integrated design. That is the key to Audi's particular style of car development, and the clue to our meaning when we speak of 'economy' and the Audi 200. The kind of economy which saves much, but denies you nothing. The kind of economy which ultimately delivers a luxury, high performance car for a lot less than its competitors – 'lavishly equipped' for the price, says *Motor Magazine*.

It took many years of very demanding development work to prove to our satisfaction that economy does have a place in the world of luxury and high performance.

It would take only a test drive to prove it to you.

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THE OFFICIAL FUEL CONSUMPTION FIGURES FOR THE RANGE ARE:- AUDI 200 INJECTION: URBAN CYCLE: 22·2 MPG (12·7 LITRES/100 KM) MANUAL AND 20·9 MPG (13·5 LITRES/100 KM) AUTOMATIC: AT 56 MPH: 38·2 MPG (7·4 LITRES/100 KM) MANUAL AND 30·1 MPG (9·4 LITRES/100 KM) AUTOMATIC: AT 75 MPH: 29·4 MPG (9·6 LITRES/100 KM) MANUAL AND 23·3 MPG (12·1 LITRES/100 KM) AUTOMATIC. AUDI 200 TURBO: URBAN CYCLE: 18·0 MPG (15·7 LITRES/100 KM) MANUAL AND 18·3 MPG (15·4 LITRES/100 KM) AUTOMATIC: AT 56 MPH: 31·7 MPG (8·9 LITRES/100 KM) MANUAL AND 28·2 MPG (10·0 LITRES/100 KM) AUTOMATIC: AT 75 MPH: 23·9 MPG (11·8 LITRES/100 KM) MANUAL AND 21·9 MPG (12·9 LITRES/100 KM) AUTOMATIC.

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