

Now there are three ways to own the car Road & Track names to its list of Ten Best Cars.

The Audi 5000 Series



"For the money, we don't see anything that can touch it."

ROAD & TRACK ON THE AUDI 5000.





The pros reviewed the Audi 5000. They were impressed.

With the introduction of the front wheel drive Audi 5000, Audi redefined the luxury car along parameters suited to the 1980s.

When the car was unveiled in America, both the automotive press and the public were enthusiastic.

Car & Driver editors welcomed the new car by nominating it, in the magazine's Annual Readers' Choice Poll, as one of the most significant new imported cars for 1978. And by an overwhelming vote, the magazine's readers confirmed their judgment.

Road & Track called the Audi 5000 "A promising blend of luxury, innovation and logic." And Car & Driver dubbed it "... a functional masterpiece and yet one of the most sumptuous sedans ever to leave Germany."

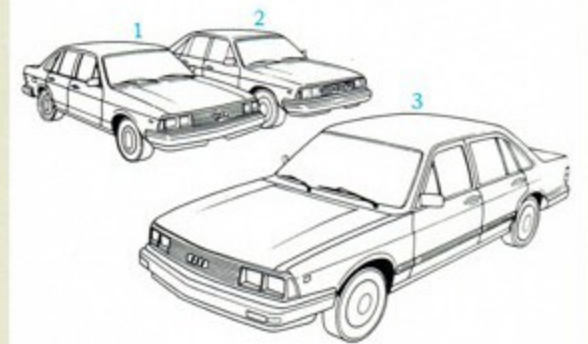
The Audi 5000 evolves into a trio of superb luxury sedans.

Audi engineers achieved a major breakthrough in designing the first successful five cylinder gasoline engine. This powerplant provides a favorable ratio of power to weight in the Audi 5000.

Recognizing the pressing need to conserve energy in the 1980s, Audi engineers determined that the new engine could be successfully re-engineered as a Diesel. The resulting Audi 5000 Diesel incorporates all the luxurious amenities of its gasoline-powered sister, while adding the advantage of an estimated highway cruising range of up to 700 miles* on a single fill-up of Diesel fuel.

The final member of the trio, the Audi 5000S Turbo, provides drivers with a reserve of power available on demand. The 133 HP, fuel injected, exhaust turbocharged engine is capable of accelerating the vehicle from 0 to 50 mph in a mere 9.2 seconds. To match its increased power, the Audi 5000S Turbo is fitted with special sports equipment and additional instrumentation.

*Based on a fuel tank holding 19.8 gallons and a 1979 EPA estimated mileage of 26 mpg and an estimated 34 mpg on the highway. Compare this estimate to the "estimated mpg" of other cars. Mileage varies with speed, weather, and trip length. Highway mpg will probably be less. 1980 data not available at press time.



1. Audi 5000S (Monaco Blue)
2. Audi 5000S Diesel (Mars Red)
3. Audi 5000S Turbo (Diamond Silver Metallic)

"A functional masterpiece and yet one of the most sumptuous sedans to ever leave Germany."

CAR AND DRIVER ON THE AUDI 5000.





It began with a revolutionary five-cylinder gasoline engine.

In designing the five-cylinder gasoline engine, Audi engineers sought a car that would be lightweight, economical to operate, yet provide performance characteristics akin to those of larger, more powerful cars.

The five-cylinder configuration was selected for the Audi 5000 and Audi 5000S because it provides ample power, while generating less vibration than a four. At the same time, five cylinders mean less weight and fewer moving parts than a conventional in-line six.

A number of other parts were "engineered out" to increase the reliability of the vehicle. The oil pump and distributor are driven directly by the crankshaft or camshaft instead of an intermediate shaft. A single spur belt drives both the camshaft and the water pump. And the water pump itself is integrated into the engine block.

Reliable and precise fuel injection for easy all-weather starting and smoother performance.

Like many of the most expensive luxury cars produced in Germany, the Audi 5000 and the even more luxurious Audi 5000S use the thoroughly tested, highly reliable CIS (Continuous Injection System) fuel injection.

The system is ideally suited to easy startup and quick response in cold winter weather. This is accomplished through the use of an air flow sensor connected to a hydraulic valve which mechanically controls the injection quantities. CIS has earned a reputation for reliability over several years of operation. In part, this is due to a reduction in the number of moving parts compared with earlier mechanical injection systems.

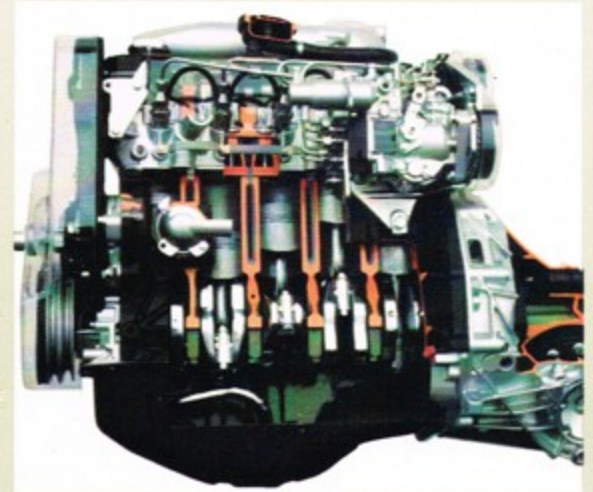
Audi 5000 proves luxury and fuel efficiency can be synonymous.

Highly accurate metering by the CIS fuel injection system results in cleaner exhaust emissions and more efficient use of fuel. This, together with the relatively lightweight design of the Audi 5000, achieved in part through the use of the compact front wheel drive train and light alloy material, helps the spacious five-passenger sedan earn an EPA estimated mileage of 17 mpg and an estimated 30 mpg on the highway. Based on 1980 EPA estimate. Compare these figures to the "estimated mpg" of other cars. Mileage varies with speed, weather, and trip length. Highway mpg will probably be less.

“Certainly the best sedan
to come from Europe in a long while.”

ROAD TEST MAGAZINE ON THE AUDI 5000.





Next came the fuel-efficient Diesel.

Light weight, swift performance and handling, and a spaciousness usually reserved for far larger cars are combined with the efficiency and high reliability of a Diesel engine in the Audi 5000 Diesel and the fully equipped Audi 5000S Diesel.

Audi engineers, recognizing the importance of conserving energy in the 1980s, used the lightweight, proven reliable block from the gasoline engine to create a Diesel lighter than its conventional counterparts.

An estimated highway cruising range of up to 700 miles.

An efficient swirl chamber assures good fuel-air mixture, and also greatly softens traditional "Diesel knock."

The combination of light weight and efficiency gives the Audi 5000 Diesel an estimated highway cruising range of nearly 700 miles, based on a 1979 EPA estimate of 26 mpg and an estimated 34 mpg on the highway. Compare this estimate to the "estimated mpg" of other cars. Mileage varies with speed, weather, and trip length. Highway mpg will probably be less. 1980 data not available at press time.

A long-life powerplant requiring a minimum of maintenance.

Diesel engines enjoy a well deserved reputation for reliability. While we cannot pinpoint its precise longevity, experience with Diesel powerplants in Europe over the past four decades shows that some have delivered a quarter million miles, and even more.

Diesel engines offer the added advantage of never needing a conventional tune-up. The Audi 5000 Diesel uses no spark plugs, ignition cables, external ignition system, points or condensers. In fact, there's not even a coil or distributor. All of these items are normally replaced or adjusted during a tune-up.

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 and minor maintenance every 15,000 miles or 12 months, and injector servicing at 60,000 miles or 48 months after delivery. (See Owner's Manual for more details.)

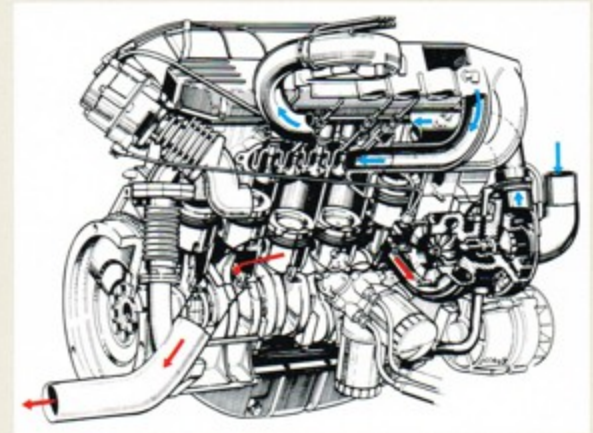
An unheard of level of Diesel quiet.

The engine is so quiet most people are not even aware they are riding in a Diesel. Road noises are minimized to improve passenger comfort. The engine mounts, transmission, and front axle are doubly insulated. Bitumen, felt, matting, and foam-backed carpeting create a noise-absorbing shell. A subframe is used to further minimize road noises.

“... Damned impressive on the test track and on the road.
Should have little trouble keeping up with other more expensive sedans.”

ROAD AND TRACK ON THE AUDI 5000.





And finally, the high-performance Turbo.*

Simply put, turbocharging is an effective method for increasing the horsepower of the five-cylinder engine without increasing displacement, while barely increasing weight or fuel consumption.

Exhaust gases, the engine's waste product, are used as a power source to turn a compressor. This forces a pressurized air charge into the combustion chamber, thereby increasing horsepower output.

A reserve of power beneath your foot.

In the Audi 5000S Turbo, the 2.2 liter fuel injected/turbocharged engine is capable of developing 133 HP. And can accelerate the vehicle from 0 to 50 mph in just 9.2 seconds. Astounding performance for a sport sedan of this size.

Under normal driving conditions, the "on demand" turbocharging has no effect on power output. But when extra power is required, as in passing, the driver can summon a reserve of power by merely stepping down on the accelerator. This causes the turbo to boost the air intake and send a surge of power through the engine.

The Turbo is different inside and out.

To match the power of the Audi 5000S Turbo, this sport sedan is equipped with 4-wheel disc brakes, hydraulic shock absorbers, 15" wheels, and 205/60 HR15 tires. For better road holding, a spoiler is fitted beneath the front cowl. An air scoop has been added to the wiper arm, driver's side.

Inside, a tachometer, boost gauge, and oil temperature gauge have been added to the usual complement of instruments.

To the long list of standard appointments, the Audi 5000 Turbo adds a sporty four-spoke steering wheel, digital clock, AM/FM stereo cassette radio, and a sports interior that includes special seats, a large center console with armrest and storage compartment, and map compartments on the backs of the front seats.



*Delayed introduction.

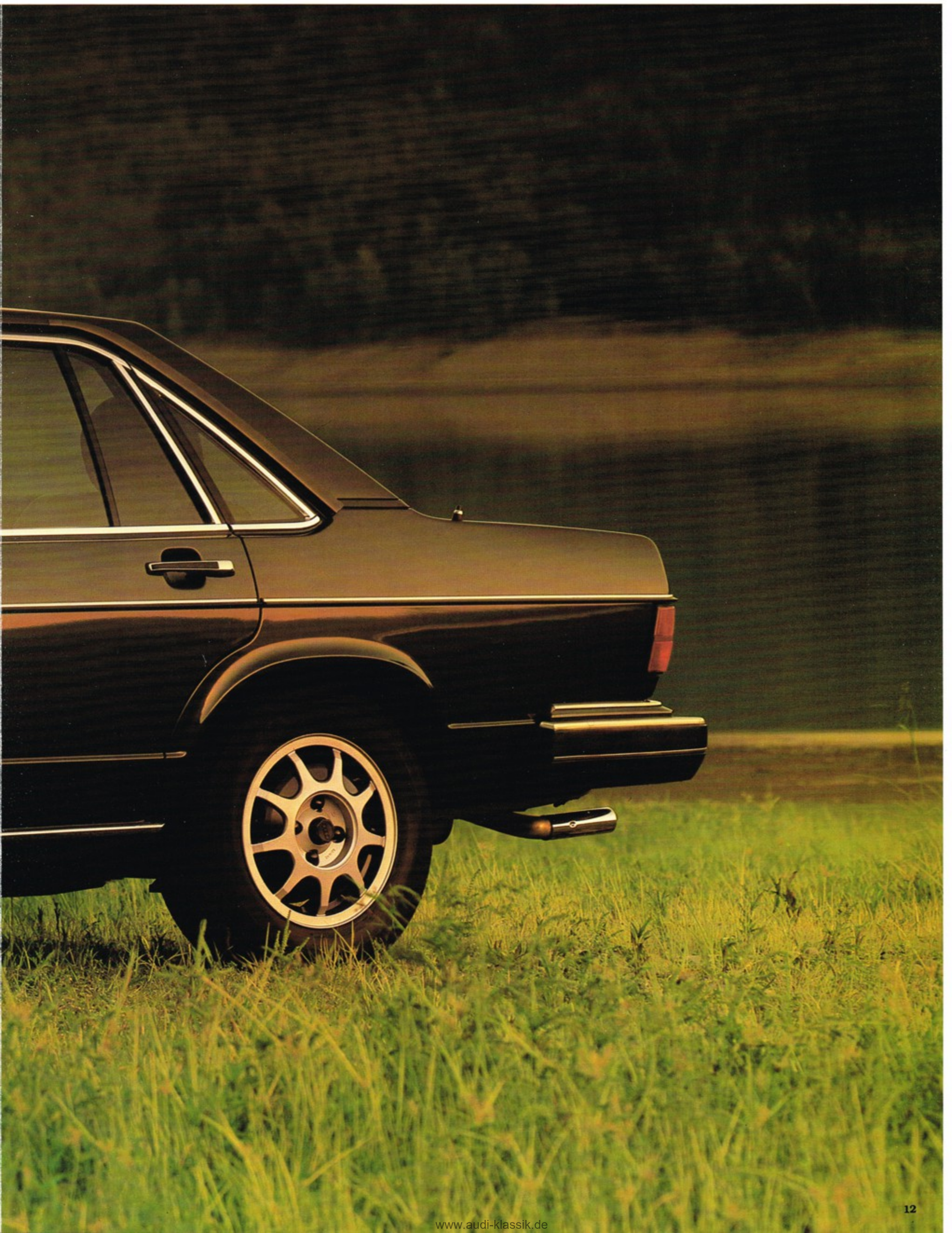
Specifications, standard equipment and options are subject to change without notice.

Now there are three ways to own the car
selected by Road & Track as the best luxury sedan.





The Audi 5000 Series.



"American influence has boosted comfort to an area of major concern for the first time in a German car."

CAR AND DRIVER ON THE AUDI 5000.



Electric rear window defogger.



Tinted glass all around.



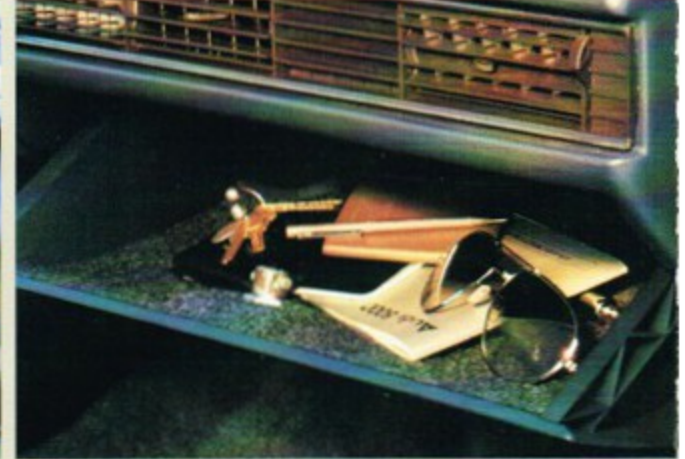
Vanity mirror.



Storage pockets are integrated into the luxurious door panels.



Highly visible instrumentation is logically arranged for convenient scanning.



Spacious, lighted, lockable glove compartment.



For added comfort, center armrest folds down, when carrying two passengers in back.



Several functions are controlled by the large and small stalks on the steering column.



Five-speed standard transmission.



Adjustable reclining front seat controls.



Carpeted and illuminated luggage compartment.



Regular size spare tire stows away in a wheel well beneath the trunk floor.



Lockable gas cap.



Stalk controls 2-speed wiper/washer, and intermittent wipe cycle.



Adjustable outside mirrors, left and right.

"The Audi 5000 will carry five passengers in quiet, luxurious comfort but it has a split personality and is equally at home on a twisty road..."

ROAD & TRACK ON THE AUDI 5000.

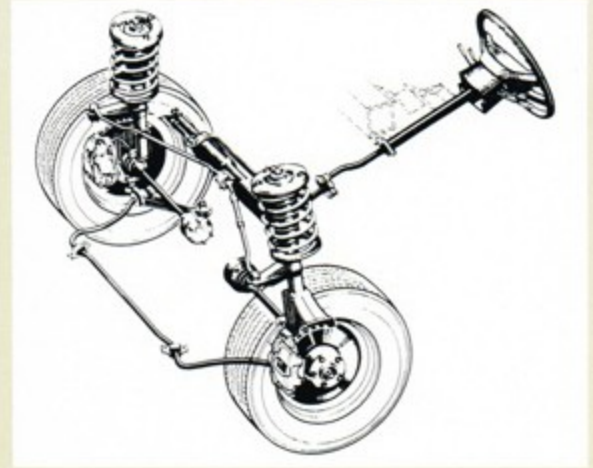




Grace and agility that belie its size.

Graceful responsiveness, unexpected in a large five-passenger sedan, is achieved in the Audi 5000 through the use of the compact front wheel drive train and a combination of suspension design, geometry, rack and pinion steering, and dual diagonal braking.

Audi has been using and improving front wheel



drive technology for more than four decades, and has more experience with it than any other car maker in the world.

Seats that ride as good as they look.

Audi designers sought an interior that would recreate the relaxing air of a tastefully furnished living room. An impression of spaciousness, and the absence of tension-inducing sharp contrasts in favor of large areas of muted colors and surfaces, work together to create an interior conducive to safer driving.

Springs and cushioning are balanced precisely to eliminate tiring vibrations. Exceptionally high bolsters provide firm side support in cornering. And the front seats recline to any position from straight up to near horizontal, allowing the driver to set his most comfortable driving position.



Reclining front seats.

Rear stereo speaker.

The level of quiet is awe-inspiring.

In their two full years of acoustical testing of the Audi 5000, Audi engineers went so far as to develop a completely new procedure for measuring the noise level reaching a driver's ears. Assisted by computer calculations, they developed a number of important advances in noise suppression and insulation techniques.

Doubly insulated suspensions for the engine, transmission and front axle actively inhibit noise transmission. A subframe helps isolate engine and road noises. And the entire interior is insulated by a multi-layer, noise-absorbing floor covering.

A stereo speaker system for when quiet is not quite enough.

Audi engineers created special acoustic chambers surrounding the rear stereo speakers in the Audi 5000. These are designed to function in much the same way as the resonance chambers in home stereo speakers and help to account for quality sound reproduction enjoyed by occupants of the Audi 5000.

“The optional air conditioning is almost too effective and will blow gobs of fresh air almost immediately.”

ROAD & TRACK ON THE AUDI 5000.



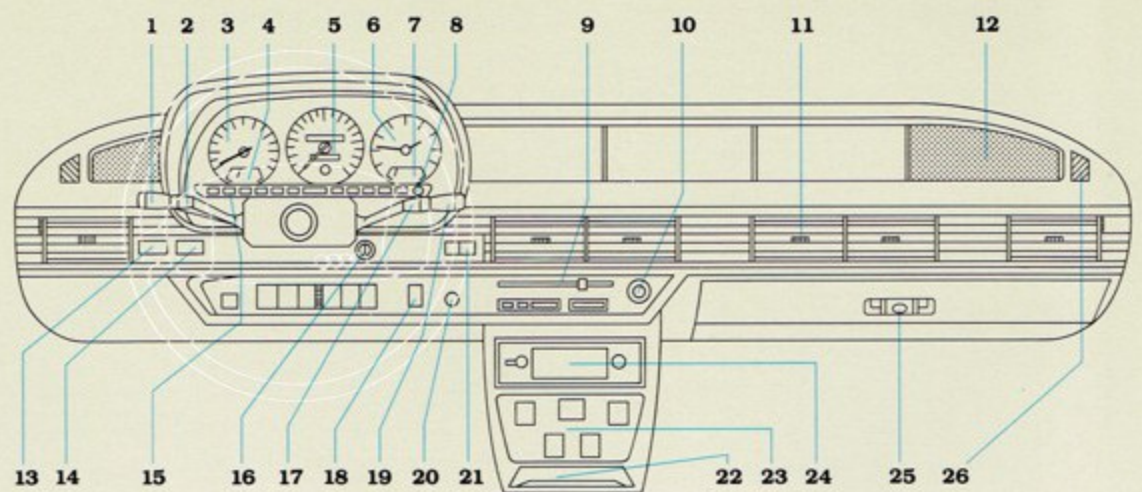
A family sedan laid out for driving enthusiasts.

Audi engineers aimed for a dominance of function over mere “show” in the design of the interior of the Audi 5000. Many of their decisions were based on time and motion studies. And throughout, their aim was an interior that would relax the driver and his passengers.

Behind the wheel of the Audi 5000, you are at once impressed with the simple, sensible arrangement of the dash.

Instruments and controls are positioned for maximum ease and convenience. Warning lights are centered in a single strip for easy viewing.

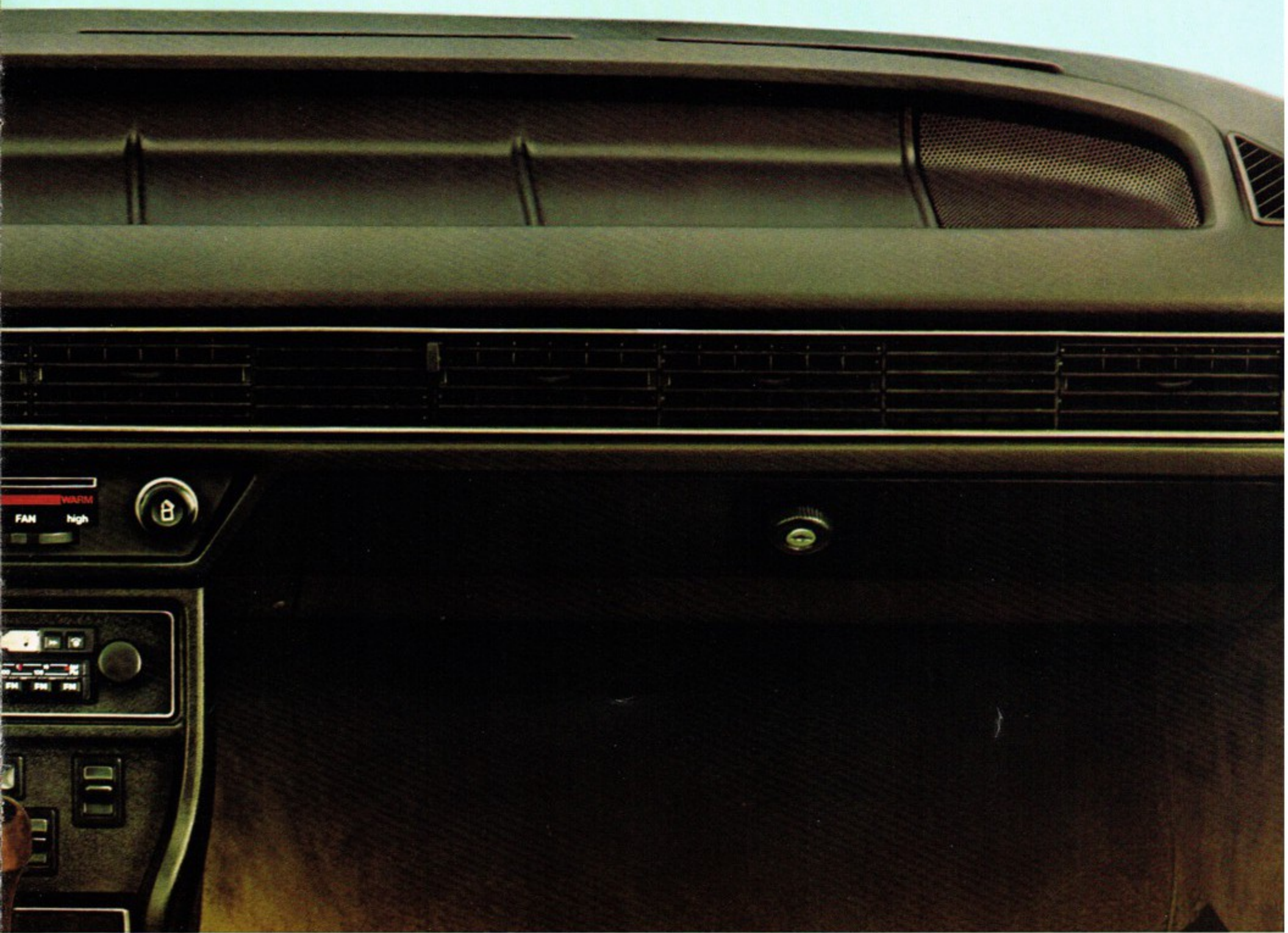
The simple, unimposing dash completely lacks the “cockpit” look of so many cars. Instruments and controls are as reassuring and relaxing to view as the car is to drive.



- | | | | |
|----------------------------------------------|----------------------------------|--------------------------------------------------|--------------------------------------------|
| 1. Turn signal/Headlight dimmer switch lever | 7. Fuel gauge | 14. Master switch for Cruise Control | 20. Balance control for radio* |
| 2. Light switch (small lever) | 8. Instrument illumination | 15. Warning and indicator lights | 21. Rear window defogger switch |
| 3. Tachometer** | 9. Air conditioner* | 16. Ignition/steering lock | 22. Ashtray |
| 4. Water temperature gauge | 10. Cigarette lighter | 17. Emergency flasher | 23. Storage bin, or power window controls* |
| 5. Speedometer | 11. Heater and fresh air outlets | 18. Switch for electrically heated front seats** | 24. Radio** |
| 6. Clock | 12. Speaker grille | 19. Windshield wiper/washer lever | 25. Glove compartment |
| | 13. Cruise Control warning light | | 26. Defroster nozzles for side windows |

* Optional on 5000 and 5000 Diesel

** Optional equipment



Every control at your fingertips.

On the steering column, controls are grouped ergonomically. A total of four stalks, two on either side, control such frequently used functions as lights, turn signals, emergency flashers, windshield wiper/washer, and cruise control.

The cruise control lets you set the desired speed, lift your foot from the accelerator, and continue at a constant speed. Touch the brake or depress the clutch, and the unit automatically disengages itself.

A frigid -4°F outside, a balmy 80°F inside.

Audi 5000 is outstanding in the ability of its heating system to maintain an even temperature in the passenger compartment. Even when outside temperatures fall to -4°F , the heating system is fully capable of maintaining the average interior temperature at a comfortable 80°F .

The Audi 5000 passes hot water constantly at full volume through a heat exchanger. Air temperature is varied by mixing warm and cool air. Thus, temperature inside the car is virtually unaffected by either engine or road speed. And there is no need for the constant temperature adjustments required with conventional systems.

At dashboard level, a wide array of air outlets "stratify" the air flow. Upper air is kept cooler to keep you alert. Lower air is maintained at a higher temperature for foot comfort. On both sides, additional vents direct air to the side windows to prevent misting.

Highly efficient air circulation is enhanced with a newly developed, large diameter radial fan. This unit is totally encased, giving it a noise level 50% below that of blade-type fans. The system is capable of

providing a complete change of air inside the car approximately every 15 seconds (at 55 mph and with maximum blower speed).

While air conditioning is optional, it is most certainly not an afterthought.

The optional air conditioning in the Audi 5000 (standard on the Audi 5000S) was developed as an integral part of the car's comfort system rather than as an "add-on" accessory. In operation, the system actually dries the air as it cools it. To permit fast, even cooling throughout the interior, numerous outlets are provided on, as well as beneath, the dash.

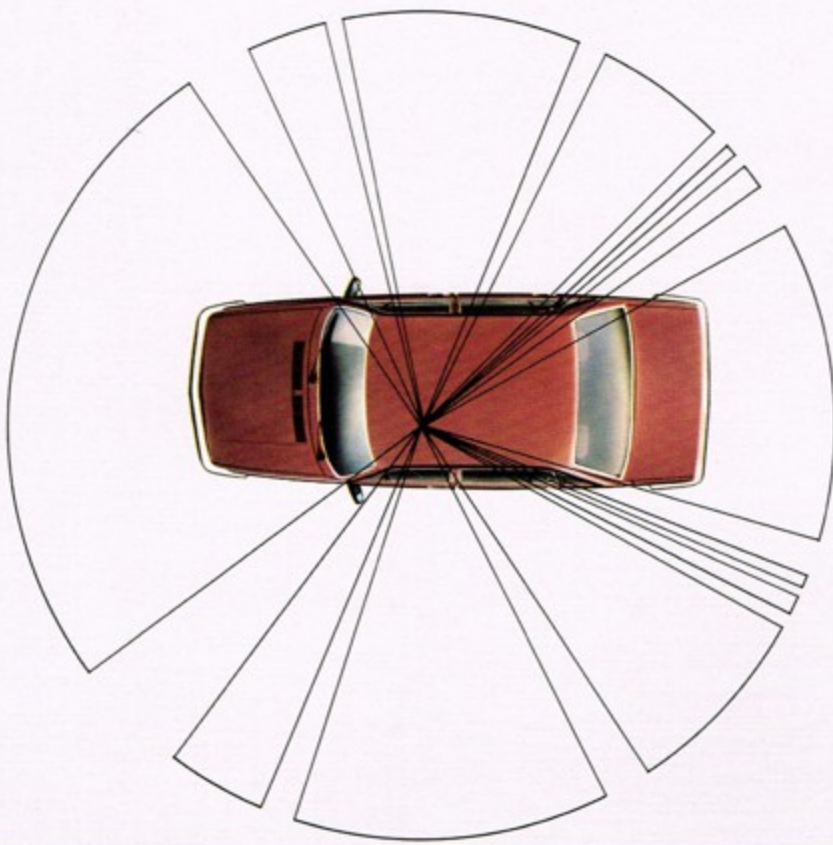
As part of the extensive pre-introduction testing of the Audi 5000, the car was driven across the Sahara Desert in summer, with full air conditioning. Everyone inside stayed cool. And when similar tests were conducted on the heating system during a severe winter in Finland, results were equally gratifying.



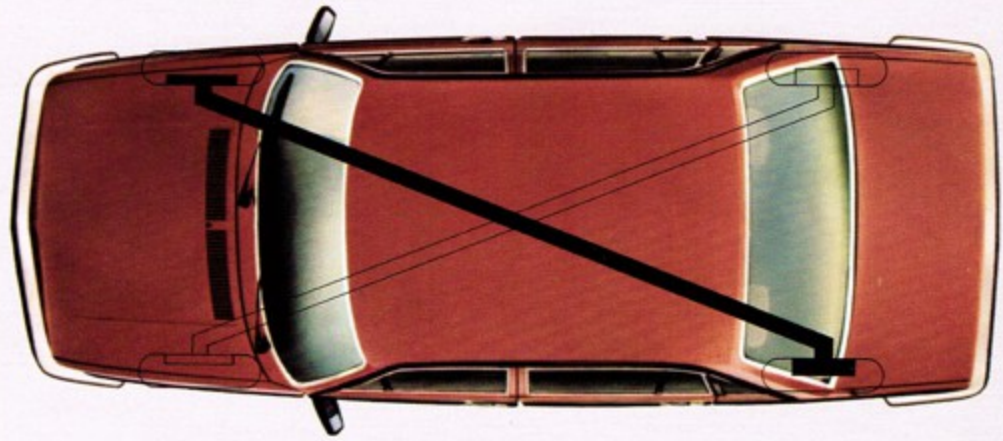
Specifications, standard equipment and options are subject to change without notice.

"It'll also nip in and out of traffic like a much smaller car thanks to the way it responds to its controls..."

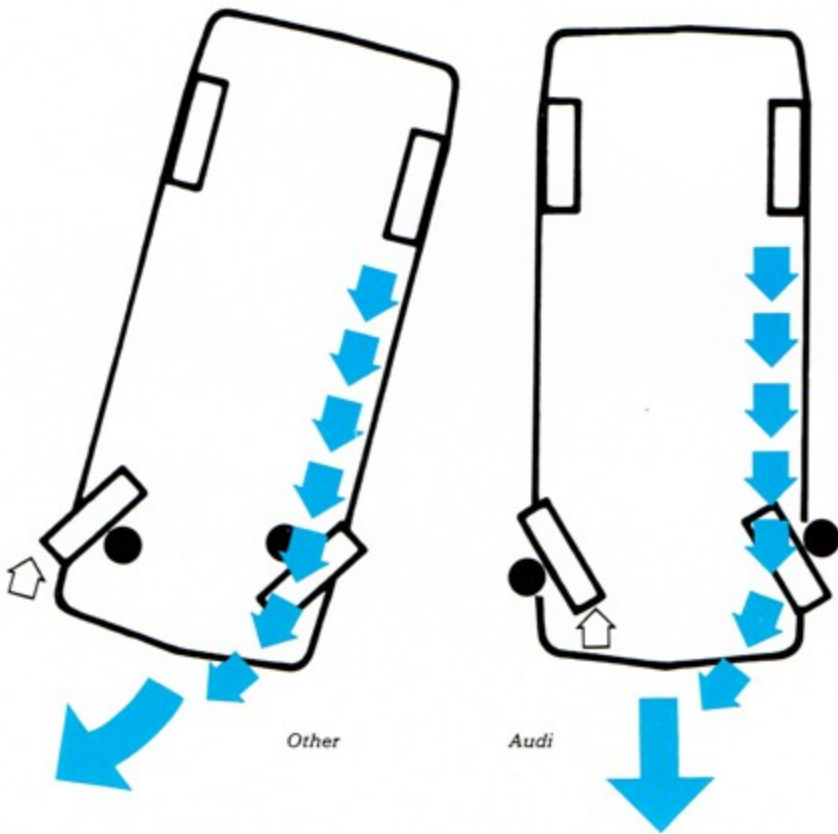
ROAD TEST MAGAZINE ON THE AUDI 5000.



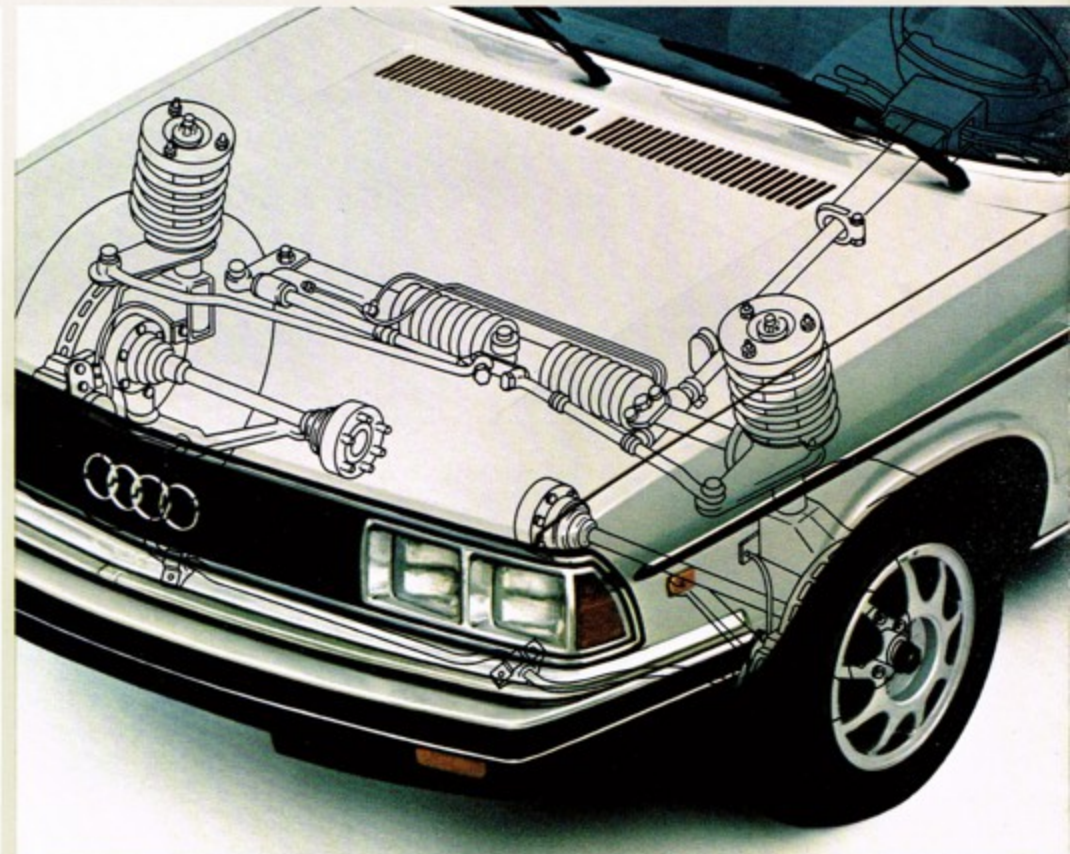
Driver visibility is facilitated in all directions through the use of large glass areas and carefully engineered pillars.



Dual diagonal brake circuits provide a back-up system and, in conjunction with the negative steering roll radius, provide directional control in the event of a failure in one circuit.



Negative steering roll radius provides counter-steer forces to help maintain directional control under such conditions as a front tire blow-out.



The independent front suspension utilizes long-travel coil spring/shock absorber struts and a stabilizer bar.

**Active safety:
A vehicle designed to help
you avoid accidents.**

With the Audi 5000, Audi engineers had the rare opportunity of exploring the entire realm of modern safety technology as they designed this completely new sedan.

Active safety features are those that aid the driver in avoiding potential accidents. In large measure, they are dependent on a car's performance.

In this respect, the front wheel drive Audi 5000 has a natural advantage over conventional rear wheel

drive cars. The Audi's favorable weight placement over the front drive wheels improves road traction. In addition, it aids in controlled cornering and results in directional control in dry, wet, or windy weather.

Precise, highly responsive rack and pinion steering further adds to the maneuverability of the Audi 5000. And brisk acceleration—0-50 mph in just 8.5 seconds with the gasoline engine and manual transmission—helps the driver mix smoothly with high speed traffic when entering a busy expressway.

Because Audi engineers deemed road behavior and adhesion as factors vital to the safety of the vehicle, all Audi 5000s are equipped with steel-belted radial ply tires as standard equipment.

Visibility, too, plays an important part in helping drivers avoid accidents. The Audi 5000 is equipped

with vast expanses of glass, giving drivers a high degree of visibility in all directions. In addition, the rigid pillars supporting the roof are slim in the direction of the driver's line of sight, yet in other directions, wide for extra strength and rigidity.

"It is so packed with fresh technology that scientists will spend years decoding component parts to see how it's all done."

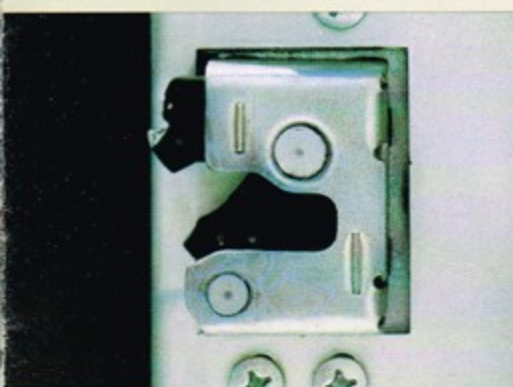
CAR AND DRIVER ON THE AUDI 5000.



Beneath the luxurious exterior of the Audi 5000, Audi engineers have incorporated active and passive safety features.



To protect the integrity of the passenger compartment, both the rear end and front end are designed to collapse at a controlled rate.



Child-proof rear-door locks.



Front-seat safety-belt buckles.



To reduce chances of injury, the steering wheel and column are designed to absorb energy on impact.



A "safety cell" is formed around the car's passengers by body components utilizing unitized construction for exceptional strength and rigidity.

Passive safety: A vehicle designed to help you survive accidents.

Once and for all, Audi engineers have put to rest the myth that a luxury sedan must be excessively heavy to provide a high degree of protection for its occupants. In fact, the relatively lightweight Audi 5000 actually meets or exceeds U.S. Government occupant crash protection requirements.

As you can see in the illustrations at the top of this page, the rigid "passenger cell" is located between front and rear impact or "crumple zones." These two areas are designed to help absorb energy in a collision, maintaining the integrity of the passenger cell.

To reduce intrusion from side impacts, reinforcements have been provided between the inner and outer shells of both doors.

Another key factor in passive safety, strength and durability of materials, was clearly demonstrated in exhaustive testing conducted in the laboratory, on proving grounds, and in long distance expeditions ranging from the Sahara Desert to the Arctic Circle.

Inside the Audi 5000, you can find numerous examples of the safety consciousness of the car's designers.

The steering column is attached to the body with a deformable bracket and connected to the rack and pinion steering with a coupling designed to separate at a predetermined force from either direction.

All this in an effort to minimize rearward displacement of the steering column into the passenger

compartment in the event of a severe collision.

Thick padding is used in specific areas of the interior to help distribute impact force over a wider area.

In back, child-proof locks are provided. These can be set so that the rear doors can only be opened from the outside. On the front seats, seat belt buckles are attached to seat frames, so that they move together with the seat as it is positioned forward or back. This is far more comfortable for seat belt wearers, and makes it easier to locate the buckle than in conventional arrangements where the buckle is attached to the floor.

“... The 5000 is considerably less expensive than the cars it is most similar to: BMW 530i...or the Mercedes-Benz 230...or even the 280E.”

ROAD AND TRACK ON THE AUDI 5000.



Center console with power window and rear window power lock control.



Electrical controls for outside mirrors, left and right.*



Molded suede-type headliner with digital clock.**



Power seat controls.*



Rear seat headrests.



Rear ashtrays with lighters.



Air conditioning controls integrated into heating/ventilation controls.



Attractive light alloy wheels.



Heated front seats.



Central door locking system, including trunk



Power antenna.



Electric sun roof offers fresh air.



Front vent windows.



Three-speed automatic transmission.



AM/FM cassette stereo radio.

Audi 5000: In itself, a complete luxury car.

Luxury, comfort, and a high degree of technical sophistication all come as standard equipment on the Audi 5000:

- All steel unitized construction • 5-cylinder fuel injected overhead cam engine • Front wheel drive • Transistorized breakerless ignition • Power-assisted rack and pinion steering • Power-assisted brakes • 5-speed manual transmission • Cruise control • 185/70SR14 steel-belted radial tires • Electric rear window defogger • Tinted glass • Intermittent windshield wiper • Quartz crystal electric clock • Left and right adjustable outside mirrors (tinted) • Trip odometer • Full wheel covers • Passenger vanity mirror • Dual headlights • Dual-tone horn • Protective side molding • Thick cut pile carpeting • Carpeted luggage compartment • Rear center armrest • Center console with storage compartment and illuminated ashtray • Reclining front seats with adjustable headrests • Lighted, lockable glove compartment • Leatherette steering wheel • Passenger assist handles, front and rear • Lighted luggage compartment • Carpeted rear parcel shelf • Left and right door storage pockets • Storage tray under dash • In-dash speakers • Cigarette lighter • Lockable gas cap

Audi 5000S: A sensible package of options demanded by many discriminating drivers.

The designation “Audi 5000S” indicates vehicles equipped with a truly prodigious list of standard features:

- Air conditioning • AM/FM stereo cassette radio • Rear stereo speakers with balance control • Electrically controlled outside mirrors* • Manual height adjustment of driver's seat • Power antenna • Light alloy wheels (6J x 14) • Central door locking system, including trunk • Power windows • Front vent windows • Illuminated vanity mirror* • Rear-seat headrests • Rear ashtrays with lighters.

Optional equipment.

All of these items, standard on the Audi 5000S, with the exception of manual height adjustment of driver's seat, rear headrests, and rear ashtrays and lighters, are also available as options or accessories on the Audi 5000. In addition the following items are available as options or accessories on either vehicle:

- 3-speed automatic transmission • Electric sun roof • Leather upholstery • Heated front seats • Metallic paint • Fog lamps • Floor mats • Vent shades • Power seats.*

Audi 5000S Turbo: A car equipped to satisfy the most demanding driver.

- 4-wheel disc brakes • Hydraulic shock absorbers • 6J x 15 wheels, 205/60HR15 tires • Large front spoiler • Blacked-out front grille • Matte pearl color moldings • Wide lower-beltline molding • Wiper arm with wind deflector • Large center console with armrest and storage compartment • Molded, suede type vinyl-covered headliner • Digital clock • 4-spoke sport steering wheel • Tachometer • Boost gauge • Upgraded seats and door panels • Oil temperature gauge • Map pockets in front seat backs • 3-point seat belts in rear • Flexible mounted front seat belt anchorages • AM/FM stereo cassette radio.

* Delayed introduction.

** Available on 5000S Turbo only—standard equipment.

Specifications, standard equipment and options are subject to change without notice.

“The dominant trait... is German engineering excellence.”

CAR AND DRIVER ON THE AUDI 5000.



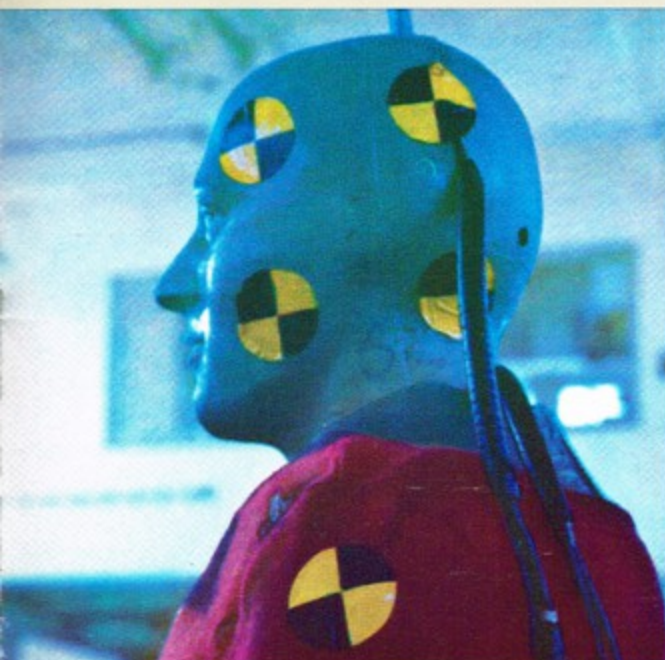
1912 Audi Limousine



1933 Audi "Front" Cabriolet



1939 Horch Cabriolet



Controlled crash tests have proven that a luxury sedan need not be excessively heavy to achieve its goal of passive safety.



Every Audi engine is given a final check by a team of two Audi supervisors.

To understand today's Audis, you must also know our classics.

Today's Audis trace their lineage to "The Ton-neaux" — a pioneering motorcar built in 1903 by August Horch. By 1910, Horch was dominating European road racing in his Audi Doppelphaeton. And by 1911, his Audis had won the famous Austrian Alps Run three times.

Throughout the 20s and 30s, Audi engineers stunned the auto world with their innovations. And in 1933, Audi introduced the "Front Cabriolet," the first of what would prove to be a long line of front wheel drive cars.

The Audis of the 80s are built with the same pride and care as their famous forebears.

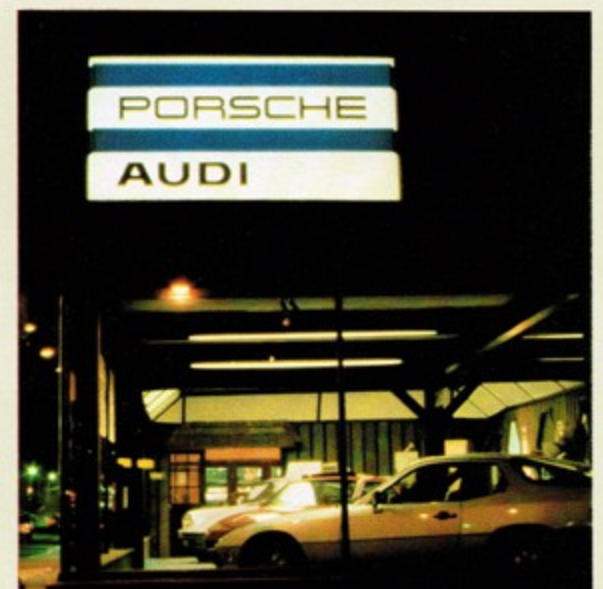
Today, fully 10% of the Audi work force is involved in research and development aimed at pushing back the limits of automotive technology. Working under the direction of Ferdinand Piëch, well known for his designs of Porsche racing cars, the Audi research and development spent five years developing the Audi 5000.

Another large group at Audi is involved in quality control and testing. Selected engines are driven to the breaking point, subjected to extreme climatic conditions, and rigorously tested for noise and vibration.

Car bodies are exposed to salt water corrosion, high temperatures, and other extreme conditions. And road tests are conducted in climates ranging from Arctic to sub-tropical.

A dealer network spanning the entire nation.

Trained service personnel can be found on the staff of each of the Audi dealers comprising the network spanning the U.S. and Canada. Each dealership stocks an inventory of replacement parts. And each can draw on Audi's computerized inventory for quick delivery of parts whenever needed.

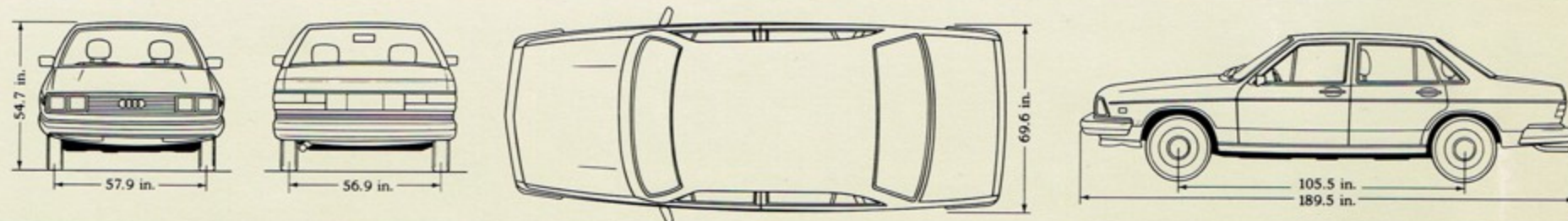


		AUDI 5000 1980 SPECIFICATIONS	AUDI 5000 DIESEL[†] 1980 SPECIFICATIONS	AUDI 5000S TURBO 1980 SPECIFICATIONS
ENGINE:	No. of cylinders	5 cylinders, in-line	5 cylinders, in-line	5 cylinders, in-line
	Displacement	130.8 cu. in. (2144 cc)	121.2 cu. in. (1986 cc)	130.8 cu. in. (2144 cc)
	Compression ratio	8.0:1	23.0:1	7.0:1
ENGINE DESIGN:	Cylinder block	Cast iron	Cast iron	Cast iron
	Cylinder head	Light alloy	Aluminum alloy	Light alloy
	Cooling system	Water-cooled, thermostatically controlled electric radiator fan	Water-cooled, thermostatically controlled electric radiator fan	Water-cooled, thermostatically controlled electric radiator fan
	Lubrication	Full pressure system with sickle pump	Full pressure system with sickle pump	Full pressure system with sickle pump
	Fuel/Air supply	CIS—Fuel injection	Diesel injection pump	CIS fuel injection with exhaust turbocharger
ELECTRICAL SYSTEM:	Rated voltage	14 volt with alternator (75 Amp.)	14 volt with alternator (75 Amp.)	14 volt with alternator (75 Amp.)
	Battery	12V 63 Amp. hr.	12V 88 Amp. hr.	12V 63 Amp. hr.
	Ignition	Breakerless transistor		Breakerless transistor
DRIVE TRAIN:	Location of engine	Front, ahead of front axle	Front, ahead of front axle	Front, ahead of front axle
	Clutch	Single, dry disc, hydraulically operated	Single, dry disc, hydraulically operated	
	Transmission	5-speed, fully synchronized; 3-speed automatic (optional)	5-speed, fully synchronized	3-speed automatic
	Location of shift lever	Floor console	Floor console	Floor console
CHASSIS AND SUSPENSION:	Frame	Unitized body construction with energy absorbing front and rear sections	Unitized body construction with energy absorbing front and rear sections	Unitized body construction with energy absorbing front and rear sections
	Front suspension	Mac Pherson struts/hydraulic shock absorbers, stabilizer and negative steering roll radius	Mac Pherson struts/hydraulic shock absorbers, stabilizer and negative steering roll radius	Mac Pherson struts with gas hydraulic sport shock absorbers
	Rear suspension	Torsion crank axle with built-in stabilizer bar and Panhard rod	Torsion crank axle with built-in stabilizer bar and Panhard rod	Torsion crank axle with built-in stabilizer bar and Panhard rod
	Front springing	Coil springs and shock absorber	Coil springs and shock absorber	Coil springs and shock absorber
	Rear springing	Coil springs and double-acting hydraulic shock absorbers, mounted separately	Coil springs and double-acting hydraulic shock absorbers, mounted separately	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	Power-assisted dual diagonal brake system, with load-sensing rear brake pressure regulator, vented disc brakes front; finned drum brakes rear	4-wheel disc brakes (front-vented) with load-sensing rear brake pressure regulator
	Hand brake	Mechanical on rear wheels	Mechanical on rear wheels	Mechanical on rear wheels
	Rims	5½J x 14	5½J x 14	6J x 15 - 5 bolt
	Tires	185/70SR14 steel-belted	185/70SR14 steel-belted	205/60 HR15 steel belted
	Steering	Rack and pinion, power assisted	Rack and pinion, power assisted	Rack and pinion, power assisted
CAPACITIES:	Engine	5.3 U.S. qts.	5.0 U.S. qts.	5.3 U.S. qts.
	Fuel tank	19.8 U.S. gals.	19.8 U.S. gals.	19.8 U.S. gals.
	Radiator	8.5 U.S. qts.	8.5 U.S. qts.	8.5 U.S. qts.
DIMENSIONS:	Wheelbase	105.5 in.	105.5 in.	105.5 in.
	Front track	57.9 in.	57.9 in.	57.9 in.
	Rear track	56.9 in.	56.9 in.	56.9 in.
	Overall length	189.5 in.	189.5 in.	189.5 in.
	Overall width	69.6 in.	69.6 in.	69.6 in.
	Overall height (unloaded)	54.7 in.	54.7 in.	54.7 in.
	Turning circle	34.3 ft. (curb to curb)	34.3 ft. (curb to curb)	34.3 ft. (curb to curb)
	Trunk space	15.0 cu. ft.	15.0 cu. ft.	15.0 cu. ft.
PERFORMANCE:	Top speed	103 mph (Automatic 100 mph)	93 mph	109 mph
	EPA Fuel Mileage	17 estimated mpg; 30 estimated highway mpg*	26 estimated mpg; 34 estimated highway mpg**	Not available at press time

* 1980 EPA estimates. Compare these figures to the "estimated mpg" of other cars. Mileage varies with speed, weather, and trip length. Highway mpg will probably be less.

** 1979 EPA estimates. Compare these figures to the "estimated mpg" of other cars. Mileage varies with speed, weather, and trip length. Highway mpg will probably be less. 1980 figures not available at press time.

† Not available in California.



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