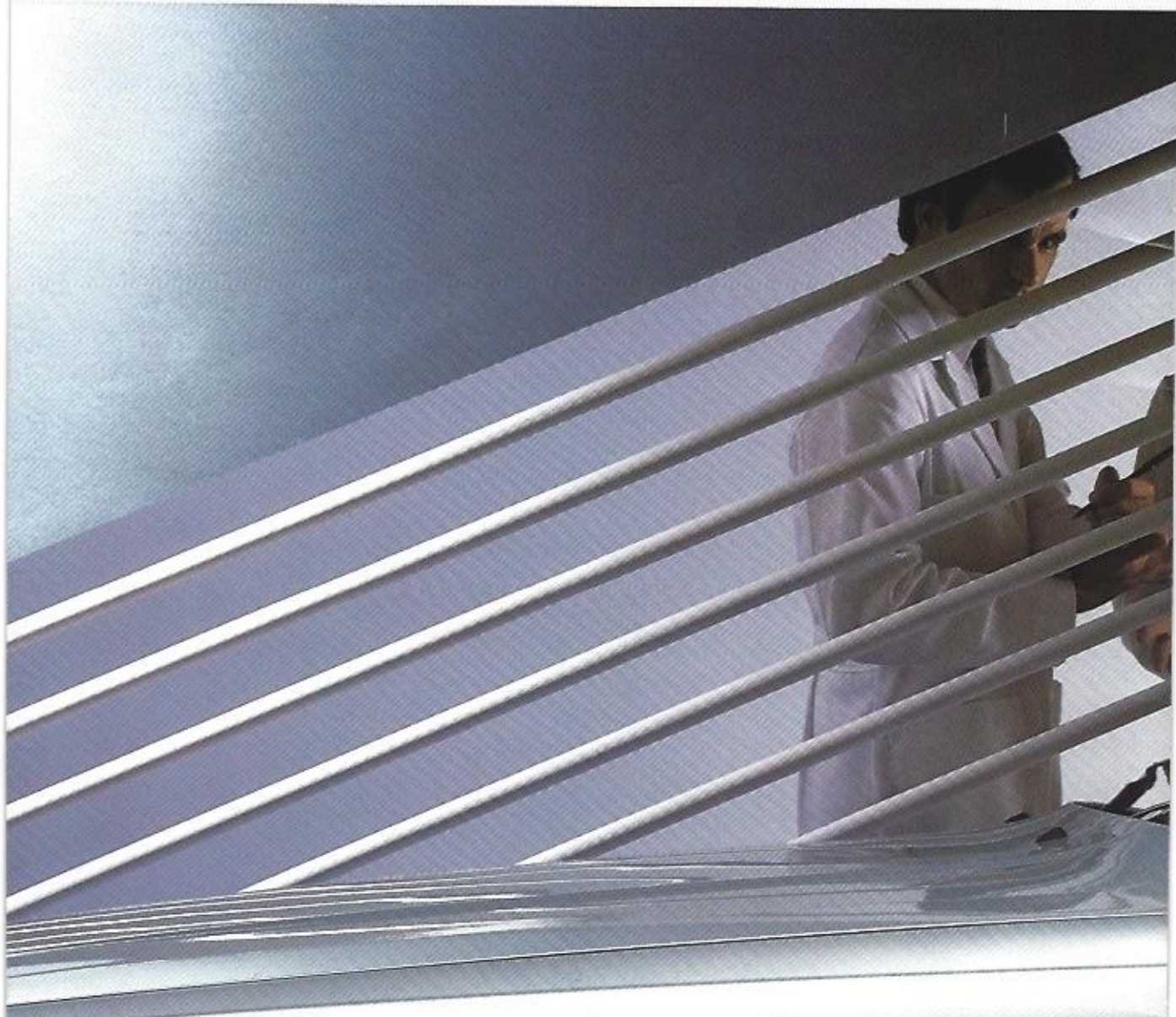


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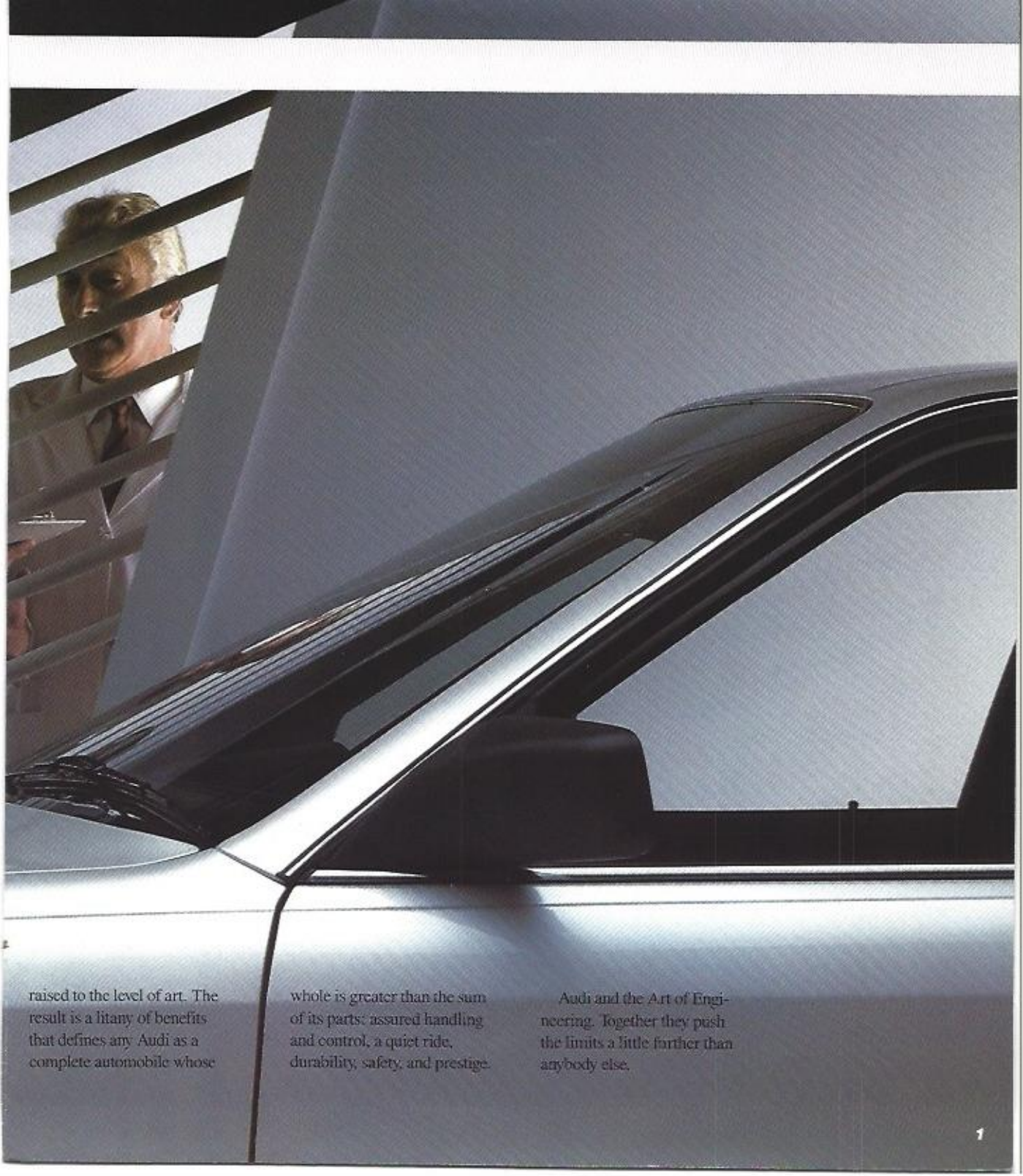
T H E A R T O F E N G I N E E R I N G .



Look closely at the fine automobiles of the Audi 4000S and 5000S series, and you'll sense that there's more than

mere machinery to them. There's craft in their lines, innovation in their engineering, and thought in their con-

tent. For the Audi automobiles emerge from a philosophy that dictates advancement through technology, and engineering



raised to the level of art. The result is a litany of benefits that defines any Audi as a complete automobile whose

whole is greater than the sum of its parts: assured handling and control, a quiet ride, durability, safety, and prestige.

Audi and the Art of Engineering. Together they push the limits a little farther than anybody else.

T H E A U D I 5 0 0 0 S .



The 1987 Audi 5000S embodies the best in advanced German engineering by putting a spacious, comfortable interior between the rider and the road.

Automotive technology overcomes the challenges of the road in the 5000S by improving the driving experience where it begins—the interior compartment.

To insure that even extended cruising still leaves

a driver and four passengers alert and responsive, Audi applied exhaustive statistical studies and industrial expertise to the seating hardware as well as other more subtle indices of riding comfort.

For instance, our techni-

cians have made a science of sifting through the human body's variety of torso/leg ratios in order to accommodate up to 95 percent of them with the adjustable front seat positions. Pedal and steering wheel placement takes



into account the range of motion at important fatigue points, like the ankles, elbows, wrists and neck. Fabrication experts have contoured a seat with a special combination of foam as comfortable as any living-room easy chair

in order to support the entire back.

Engine vibration and noise also intrude on driving comfort, and the 5000S keeps them out of car and mind with the quieting advantages of hydraulic valve lifters and

the dampening effects of hydraulic engine mounts. And of course Audi's smooth aerodynamic design reduces the overall wind noise in the first place, providing substantial headroom, legroom, and shoulder width as a

simultaneous benefit. But then again, who says that the same outstanding German engineering that puts the 5000S in the category of European high-performance cars shouldn't also produce a creature of comfort?

T H E A U D I 5 0 0 0 S W A G O N .



The Audi 5000S Wagon: Inspired by the luxury of a European sedan, it combines reliable performance, family safety, and practical roominess in an aerodynamically efficient form.

For the family of five who appreciates the gracious living of a sedan, but wants more carrying capacity for the road, Audi engineering has finessed the answer with the 5000S Wagon.

The sibling resemblance is unmistakable. The stylish

look, interior comfort, engine performance, all-around power disc brakes, and front-wheel drive handling are identical to any 5000S sedan. Yet even with a full passenger load, there's still ample cargo space, including three separate covered storage compart-

ments in the back. And in a world full of dowdy boxlike station wagons, the 5000S Wagon expresses both utility and design substance by means of its graceful aerodynamic form, which parts the wind with a drag coefficient of only 0.34.



Because the most important cargo that it will carry is your loved ones—and especially children—Audi engineering builds safety into the 5000S Wagon. A rigid sheet steel frame construction surrounds the passenger cell. Wide, steel-reinforced molding runs

along the side panels as a virtual wraparound bumper. Head restraints are standard on both the front and back seats. Center, high-mounted brake light affords eye-catching visibility to following vehicles. Finally, Audi keeps the parent in mind by providing a

power central locking system. In the flick of a switch at the driver's position, the power windows and cigarette lighter in the back seat can be turned off. Separate control levers activate the child-safety locks, which make it impossible to accidentally open the rear

doors from the inside.

With the 5000S Wagon, Audi carries off an engineering achievement in a winning hybrid of safe, reliable utility and luxurious comfort.



The Audi 5000CS Turbo advances performance and convenience with turbocharged horsepower and a standard feature list that defines it as an engineering marvel among luxury sedans.

From its 5-cylinder, 2.22-liter engine turbocharged to a muscular 162 horsepower, to its analog instrumentation—the Audi 5000CS Turbo is a standing invitation for anyone who loves to drive.

Audi's advanced turbo-

charged engine outputs high torque and maintains fuel economy* with the significant advantages of an air intercooler and a water-cooled housing. The first device cools the intake air to pack more of it into the combustion chamber. The second innovation

uses a secondary pump to circulate water even after the engine is off, which lowers the unit's temperature and helps prevent oil breakdown for a longer working life. What's more, the turbine and impeller design in the turbocharger reduces turbo reaction time



and allow it to pick up speed faster.

Increasing the air pressure "boosted" into the cylinders is another important performance factor, and the 5000CS Turbo provides it with an electronic boost pressure control that kicks in the turbocharging

effect in response to the throttle. And because pre-ignition or "knocking" is a possible outcome of increased boost pressure, Audi devised an ingenious knock sensor that dynamically changes the engine timing to overcome the problem.

Of course, the interior offers the same comfortable roominess of the sedan, but with more luxury features. Power front seats adjust eight different ways to fit just about anybody. The driver's seat contains a programmable memory instantly returning it to any of

four preselected positions, the two-way tilt and slide electric sunroof opens to the sky, while a trip computer keeps track of six different driving functions.

*See your authorized Audi dealer for details.

T H E A U D I 5 0 0 0 C S T U R B O Q U A



The 5000CS Turbo Quattro offers turbocharged performance, the assurance of permanent all-wheel drive, and the innovative anti-lock braking system for the ultimate in driving control.

The art of engineering finds its ultimate exhibition gallery in the 5000CS Turbo Quattro. Two important advances set it apart as the flagship of the 5000 fleet: sure-footed quattro technology and the computer-controlled anti-lock braking system.

Quattro, or permanent all-wheel drive, uses a system of three differentials to distribute power uniformly to all four wheels, increasing traction and reducing tire wear due to slippage. Unlike conventional four-wheel drive, which is ill-suited for highway driving

conditions, each quattro half axle rotates independently, thus eliminating destructive wrenching and scrubbing of axles and tires on corners. Advanced technology benefits stopping power as well in the 5000CS Turbo Quattro with the anti-lock braking system

T T R O . S E D A N A N D W A G O N



(ABS). With traditional brakes, it's possible to apply enough pedal pressure in emergency situations to lock up the wheels. The car skids, steering is disabled, and the stopping distance actually increases. With ABS, a computer-controlled sensor on

each wheel determines the instant any wheel is about to lock and eases up on the disc brake's hydraulic pressure just enough. The result is more efficient braking and maneuverability.

The stylish exterior is, of course, Audi's distinctively

aerodynamic look. The 5-cylinder, in-line, 162-horsepower turbocharged engine continues to be one of a kind in the industry. On the interior, there's full leather upholstery with sport design seats, a lush ten-speaker sound system, and a fully independent

rear suspension with trapezoidal lower control arms and transverse upper control links. It's all part of Audi's commitment to perfection in driving comfort.

T H E A U D I 4 0 0 0 S .



The Audi 4000S is a well appointed German sports sedan that refuses to compromise performance or comfort for economy.

Because Audi engineers believe that well planned and well designed features are critical to help the driver maintain control at all times, the Audi 4000S comes standard with the kinds of features other manufacturers treat as options.

There's controlled power assistance for braking and steering. The exterior mirrors are electrically adjusted and equipped with a defogging mechanism that keeps the driver's view clear whatever the weather.

Under the hood, Audi engi-

neers have designed enduring quality into every moving part. Careful attention to detail builds in the best of automotive high technology with an efficient fuel injector, a single overhead cam, belt-driven valve train, a forged steel crankshaft, an aluminum



alloy cylinder head, and an idling mechanism controlled and stabilized electronically.

There's careful attention to long-term safety concerns in the 4000S as well. Safety refinements are designed to help protect both the driver and passengers—from three-

point safety belts front and rear—to red instrument illumination for better visibility, to child-proof locks on power windows and rear doors.

The Audi 4000S is priced competitively. But, its attractive price represents a synthesis—and not a

compromise—of the best performance, comfort, efficiency, and safety features Audi engineers have developed.

What makes driving a pleasure rather than a chore is a well thought-out integration of advanced engineering, responsive handling, and powerful

performance. The Audi 4000S achieves that integration and meets the driver's need for a fine driving experience by delivering the European tradition of confidence on the road.

T H E A U D I 4 0 0 0 C S Q U A T T R O .



While the rest of the world finally inches toward front-wheel drive, Audi engineers push automotive performance one giant step further—to permanent, all-wheel drive.

The 4000CS Quattro is an innovation in engineering that delivers better control, traction, and handling. The idea behind the Quattro system is stunning in its simplicity: transmit engine power constantly and equally to all four wheels, rather than two, and

all four tires track more effectively. The Quattro drive system also delivers improved control over directional steering, cornering, braking, and longer tire life. And unlike most conventional two-wheel or four-wheel-drive vehicles, the Audi 4000CS Quattro

doesn't sacrifice fuel efficiency* at speeds in excess of 40 miles per hour.

The Quattro system addresses the problem of "slip" between the tire and the road surface, which occurs whenever power reaches a wheel, even when the road is completely dry.



As the power grows, or as the road becomes more slippery, the chance for slip increases. The most extreme example occurs on ice when, if the wheel on one axle spins uselessly, the other also stops, and the car doesn't move forward. All-wheel drive offers

better control because it reduces the amount of power each wheel receives. The engine's power is distributed evenly among all four tires.

But Audi's 4000CS Quattro doesn't stop with permanent all-wheel drive. There's a powerful 2.2-liter fuel-

injected 5-cylinder engine, disc brakes on all four wheels, a self-adjusting hydraulic clutch, fully independent suspension, and power-assisted rack and pinion steering. The interior is packed with thoughtful features designed to provide the driver with

maximum comfort and full-time command. All in all, the Audi 4000CS Quattro represents high-tech driving at its human best.

*See your authorized Audi dealer for details.

T H E A U D I C O U P E G T .



Built for people who like to drive, the Coupe GT integrates sophisticated handling and appearance with a comfortable, but road-sensitive ride.

The Audi Coupe GT delivers performance with a 5-cylinder, 110-horsepower engine that brings the car from 0 to 50 miles per hour in 6.8 seconds. But it also delivers comfort. Audi engineers have designed unusual spaciousness into

this car, so that passengers, front and back, can relax.

The interior offers such amenities as adjustable sport seats, a leather four-spoke sport steering wheel and an electronic (LCD) instrument cluster. The leather shift knob

and boot are matched to a smooth five-speed transmission.

There's a sleek, sporty look to the Coupe GT, but it's a look that springs from craftsmen, not stylists. The Coupe GT gets its swept look from aerodynamic shaping that helps



the car slice through the wind. Since at highway speeds of 55 m.p.h. and up, more than two-thirds of a car's energy is consumed just by pushing aside the wind, reducing a car's wind resistance will net significant benefits in perform-

ance and economy.* With that goal in mind, Audi engineers have chiseled the Coupe GT's shape, until they've achieved a profile that lowered its drag coefficient and tamed wind resistance.

Most of all, the Coupe GT

is a car that meets the performance challenge. A closely synchronized 5-speed transmission, sensitive power-assisted rack-and-pinion steering, and a front and rear suspension system designed to absorb shocks without anes-

thetizing the driver from the road—all these contribute to a ride-and-handling experience sports car enthusiasts admire.

*See your authorized Audi dealer for details.

A U D I 5 0 0 0 S S P E C I F I C A T I O N S

Specifications	5000S Sedan and Wagon *	5000CS Turbo and Turbo Quattro	
Engine*			
Type	5-cylinder, in-line	5-cylinder in-line	
Bore	3.25" (82.5 mm)	3.19" (81.0 mm)	
Stroke	3.40" (86.4 mm)	3.40" (86.4 mm)	
Displacement	141 cu. in. (2309 cc)	136 cu. in. (2226 cc)	
Compression ratio	10:1	7.8:1	
Horsepower @ RPM (SAE NET)	130 @ 5600	162 @ 5500	
Max. Torque lbs.-ft. @ RPM	140 @ 4000	177 @ 3000	
Fuel requirement	Unleaded (Premium recommended for maximum performance)	Unleaded (Premium recommended for maximum performance)	
Engine Design			
Arrangement	Front mounted, longitudinal	Front mounted, longitudinal	
Cylinder block	Cast iron	Cast iron	
Crankshaft	Forged steel, 6 main bearings	Forged steel, 6 main bearings	
Cylinder head	Aluminum alloy	Aluminum alloy	
Valve train	Single overhead cam, belt-driven hydraulic lifters	Single overhead cam, belt-driven hydraulic lifters	
Cooling system	Water-cooled, thermostatically controlled electric radiator fan	Water-cooled, thermostatically controlled electric radiator fan	
Lubrication	Double spur gear pump, crankshaft driven	Double spur gear pump, crankshaft driven, with oil cooler	
Fuel/air supply	Fuel injection (CIS-E) with electronic idle control	Fuel injection (CIS) Turbo-charged with intercooler, digital boost control and electronic idle control	
Emission system	3-way catalyst, oxygen sensor	3-way catalyst, oxygen sensor	
Electrical System			
Battery	12V, 63 amp/hr	12V, 63 amp/hr	
Alternator	14V, 90 amp/hr	14V, 90 amp/hr	
Ignition	Electronic	Digital electronic with knock sensor	
Firing order	1-2-4-5-3	1-2-4-5-3	
Drive Train			
	Front-Wheel Drive (Sedan and Wagon)	Front-Wheel Drive (Turbo)	All-Wheel Drive (Turbo Quattro)
Transmission gear ratios	<u>Manual</u> <u>Automatic</u>	<u>Manual</u> <u>Automatic</u>	<u>Manual</u>
1st	3.60:1 2.71:1	3.60:1 2.71:1	3.60:1
2nd	2.13:1 1.50:1	2.13:1 1.50:1	2.13:1
3rd	1.46:1 1.00:1	1.36:1 1.00:1	1.36:1
4th	1.07:1 —	0.97:1 —	0.97:1
5th	0.86:1 —	0.73:1 —	0.73:1
Reverse	3.50:1 2.43:1	3.50:1 2.43:1	3.50:1
Final drive	3.89:1 3.25:1	3.89:1 3.25:1	3.89:1
Steering			
Type	Rack and pinion (power-assisted)	Rack-and-pinion (power assisted)	
Turns, lock-to-lock	3.5	3.5	
Turning circle, curb-to-curb	34.2 ft. (10.42 m)	34.2 ft. (10.42 m)	
Ratio	18.7:1	18.7:1	
Body, Chassis and Suspension			
Type	Unitized construction	Unitized construction	
Front suspension	Independent MacPherson struts with negative roll radius, stabilizer bar	Independent MacPherson struts with negative roll radius, stabilizer bar	

Specifications**5000S Sedan and 5000S Wagon *****5000CS Turbo and 5000CS Turbo Quattro ******Body, Chassis and Suspension (Cont'd.)****Rear suspension**

Torsion crank axle, panhard rod and integral stabilizer, coil spring struts

Torsion crank axle, panhard rod and integral stabilizer, coil spring struts (Turbo); independent four joint trapezoidal arms, coil spring struts (Turbo Quattro)

Service brakes

Hydraulic power-assisted dual diagonal circuit, vented discs front, solid discs rear, self-adjusting with rear pressure regulator

Hydraulic power-assisted dual circuit, vented 11" discs front, solid 9.4" discs rear, self-adjusting with rear pressure regulator (with Anti-lock Braking System [ABS], Turbo Quattro)

Parking brake

Mechanical to rear wheels

Mechanical to rear wheels

Wheels

6J x 14 light alloy

6J x 15 light alloy (1J x 15 optional Turbo Quattro)

Tires

185/70HR 14 steel belted radials

205/60VR 15 steel belted radials

Drag coefficient

0.32 (Sedan); 0.34 (Wagon)

0.33 (Sedan); 0.35 (Wagon)

Capacities**Engine oil**

5.3 qts. with filter

5.3 qts. with filter

Fuel

211 U.S. gallons

211 U.S. gallons

Cooling system

8.5 qts.

8.5 qts.

Dimensions**Wheelbase**

105.8" (2687 mm)

105.8" (2687 mm)

Front track

57.8" (1468 mm)

57.8" (1468 mm)

Rear track

57.8" (1468 mm)

57.8" (1468 mm)

Overall length

192.7" (4895 mm)

192.7" (4895 mm)

Overall width

71.4" (1814 mm)

71.4" (1814 mm)

Overall height

55.7" (1415 mm) (Unladen)

55.9" (1420 mm) (Unladen)

Ground clearance

4.9" (125 mm) (Laden, Sedan); 5.2" (135 mm) (Wagon)

5.4" (137 mm) (Laden)

Curb weight

2844 lbs. (Sedan)

2954 lbs. (Wagon)

3086 lbs. (Turbo)

3351 lbs. (Turbo Quattro)

Performance**Top speed**Manual

125 mph

Automatic

123 mph

Manual

136 mph

Automatic

132 mph

Acceleration**0-50 MPH**

6.9 sec.

7.8 sec.

5.5 sec.

6.5 sec.

0-60 MPH

7.3 sec. (Wagon)

8.2 sec. (Wagon)

5.8 sec. (Turbo Quattro Wagon)

0-100 MPH

9.3 sec.

11.1 sec.

7.7 sec.

8.7 sec.

EPA estimates (City/Hwy.)**50 states**

18 / 24*

19 / 23*

18 / 26*

18 / 22*

18 / 22* (Wagon)

17 / 25* (Turbo Quattro Sedan and Wagon)

Interior Volume (SAE)**EPA class**

Mid-size

Mid-size

Passenger area:**front/rear**

52.6/44.4 (Sedan)

52.6/45.0 (Wagon)

52.6/44.4

52.1/44.1 (Turbo Quattro Wagon)

Cargo area

16.7 cu. ft. (Sedan)

38.5 cu. ft. (Wagon)

75.8 cu. ft. (Wagon) with rear seat folded

16.7 cu. ft.

38.5 cu. ft. (Turbo Quattro Wagon)

76.8 cu. ft. (Turbo Quattro Wagon)

*Compare these estimates to the EST MPG of other cars. Your mileage may vary depending on speed, weather, and trip length. Your actual highway mileage will probably be less. Audi of America, Inc. believes the specifications in this brochure to be correct at the time of printing. However, specifications, standard equipment, options and colors are subject to change without notice. Some options may be unavailable when your car is built. Please ask your dealer for advice concerning current availability of options and verify that your car includes the optional equipment you ordered.

†Automatic available only in 5000CS Turbo

**Sedan and Wagon models

A U D I 4 0 0 0 S S P E C I F I C A T I O N S

Specifications	4000S	4000CS Quattro	Coupe GT			
Engine						
Type	4-cylinder, in-line	5-cylinder in-line	5-cylinder, in-line			
Bore	3.19" (81.0 mm)	3.19" (81.0 mm)	3.19" (81.0 mm)			
Stroke	3.40" (86.4 mm)	3.40" (86.4 mm)	3.40" (86.4 mm)			
Displacement	109 cu. in. (1780 cc)	136 cu. in. (2226 cc)	136 cu. in. (2226 cc)			
Compression ratio	10.0:1	8.5:1	8.5:1			
Horsepower @ RPM (SAE NET)	102 @ 5500	115 @ 5500	110 @ 5500			
Max. Torque lbs.-ft. @ RPM	111 @ 3250	126 @ 3000	122 @ 2500			
Fuel requirement	Unleaded	Unleaded	Unleaded			
Engine Design						
Arrangement	Front mounted, longitudinal	Front mounted, longitudinal	Front mounted, longitudinal			
Cylinder block	Cast iron, tilted 20°	Cast iron, tilted 27°	Cast iron, tilted 27°			
Crankshaft	Forged steel, 5 main bearings	Forged steel, 6 main bearings	Forged steel, 6 main bearings			
Cylinder head	Aluminum alloy	Aluminum alloy	Aluminum alloy			
Valve train	Single overhead cam, belt-driven hydraulic lifters	Single overhead cam, belt-driven hydraulic lifters	Single overhead cam, belt-driven hydraulic lifters			
Cooling system	Water-cooled, thermostatically controlled electric radiator fan	Water-cooled, thermostatically controlled electric radiator fan	Water-cooled, thermostatically controlled electric radiator fan			
Lubrication	Rotary gear pump, intermediate shaft drive, oil cooler	Gear pump, crankshaft driven	Gear pump, crankshaft driven			
Fuel/air supply	Fuel-injected (CIS-E) with idle control	Fuel-injected (CIS-E) with idle control	Fuel-injected (CIS-E) with idle control			
Emission system	3-way catalyst, oxygen sensor	3-way catalyst, oxygen sensor	3-way catalyst, oxygen sensor			
Electrical System						
Battery	12V, 54 amp/hr	12V, 63 amp/hr	12V, 63 amp/hr			
Alternator	14V, 90 amp max	14V, 90 amp max	14V, 90 amp max			
Ignition	Digital electronic with knock sensor	Electronic	Electronic			
Firing order	1-3-4-2	1-2-4-5-3	1-2-4-5-3			
Drive Train						
Transmission gear ratios	Front-Wheel Drive		All-Wheel Drive		Front-Wheel Drive	
	<i>Manual</i>	<i>Automatic</i>	<i>Manual</i>		<i>Manual</i>	<i>Automatic</i>
1st	2.45:1	2.71:1	3.60:1		2.85:1	2.71:1
2nd	1.94:1	1.50:1	2.13:1		1.52:1	1.50:1
3rd	1.27:1	1.00:1	1.46:1		1.06:1	1.00:1
4th	0.97:1	—	1.07:1		0.78:1	—
5th	0.80:1	—	0.83:1		0.64:1	—
Reverse	3.17:1	2.43:1	3.50:1		3.17:1	2.43:1
Final drive	4.11:1	3.42:1	4.11:1		4.90:1	3.08:1
Steering						
Type	Rack-and-pinion (power-assisted)	Rack-and-pinion (power-assisted)	Rack-and-pinion (power-assisted)			
Turns, lock-to-lock	3.4	3.11	3.4			
Turning circle, curb-to-curb	34.0 ft. (10.35 m)	34.8 ft. (10.6 m)	32.5 ft. (9.9 m)			
Ratio	16.8:1	16.8:1	16.8:1			

Specifications	4000S	4000CS Quattro	Coupe GT
Body, Chassis and Suspension			
Type	Unitized construction	Unitized construction	Unitized construction
Front suspension	Independent MacPherson struts with negative roll radius, stabilizer bar	Independent MacPherson struts with negative roll radius, stabilizer bar	Independent MacPherson struts with negative roll radius, stabilizer bar
Rear suspension	Torsion crank axle, panhard rod and integral stabilizer, coil spring struts	Independent coil shock absorber struts	Torsion crank axle, panhard rod and integral stabilizer, coil spring struts
Service brakes	Vacuum power-assisted dual diagonal circuit, vented 10.1" discs front, drums rear, self-adjusting with rear pressure regulator	Vacuum power-assisted dual circuit, vented 10.1" discs front, solid 7.9" discs rear self-adjusting with rear pressure regulator	Vacuum power-assisted dual diagonal circuit, vented 10.1" discs front, drums rear, self-adjusting with rear pressure regulator
Parking brake	Mechanical to rear wheels	Mechanical to rear wheels	Mechanical to rear wheels
Wheels	6J x 14 alloy	6J x 14 alloy	6J x 14 alloy
Tires	185/60HR14 steel-belted radials	185/60HR14 steel-belted radials**	185/60HR14 steel-belted radials
Drag coefficient	0.41	0.42	0.39
Capacities			
Engine oil	3.7 qts. with filter	4.0 qts. with filter	4.0 qts. with filter
Fuel	15.8 U.S. Gallons	15.5 U.S. Gallons	15.8 U.S. Gallons
Cooling system	6.9 qts.	8.45 qts.	7.4 qts.
Dimensions			
Wheelbase	99.8" (2536 mm)	99.4" (2525 mm)	99.8" (2535 mm)
Front track	55.1" (1400 mm)	55.4" (1407 mm)	55.2" (1400 mm)
Rear track	55.9" (1420 mm)	56.8" (1417 mm)	55.9" (1420 mm)
Overall length	176.6" (4486 mm)	176.6" (4486 mm)	177.3" (4499 mm)
Overall width	66.2" (1681 mm)	66.4" (1687 mm)	66.3" (1682 mm)
Overall height	54.3" (1379 mm) (Unladen)	54.3" (1379 mm) (Unladen)	53.1" (1350 mm) (Unladen)
Ground clearance	4.6" (117 mm) (Laden)	4.9" (124 mm) (Laden)	4.7" (120 mm) (Laden)
Curb weight	2337 lbs.	2624 lbs.	2507 lbs.
Performance			
	<u>Manual</u>	<u>Automatic</u>	<u>Manual</u>
Top speed	109 MPH	106 MPH	115 MPH
Acceleration			<u>Automatic</u>
0-50 MPH	6.9 sec.	9.2 sec.	6.8 sec.
0-60 MPH	9.6 sec.	12.5 sec.	9.3 sec.
EPA estimates (City/Hwy.)			
50 states	25/30*	23/27*	19/25* 18/23*
Interior Volume (SAE) cu. ft.			
Passenger area:			
front/rear	48.2/37.9	48.2/37.9	47.1/36.6
Cargo area	12.8	9.7	11.2

*Compare these estimates to the EST MPG of other cars. Your mileage may vary depending on speed, weather, and trip length. Your actual highway mileage will probably be less.

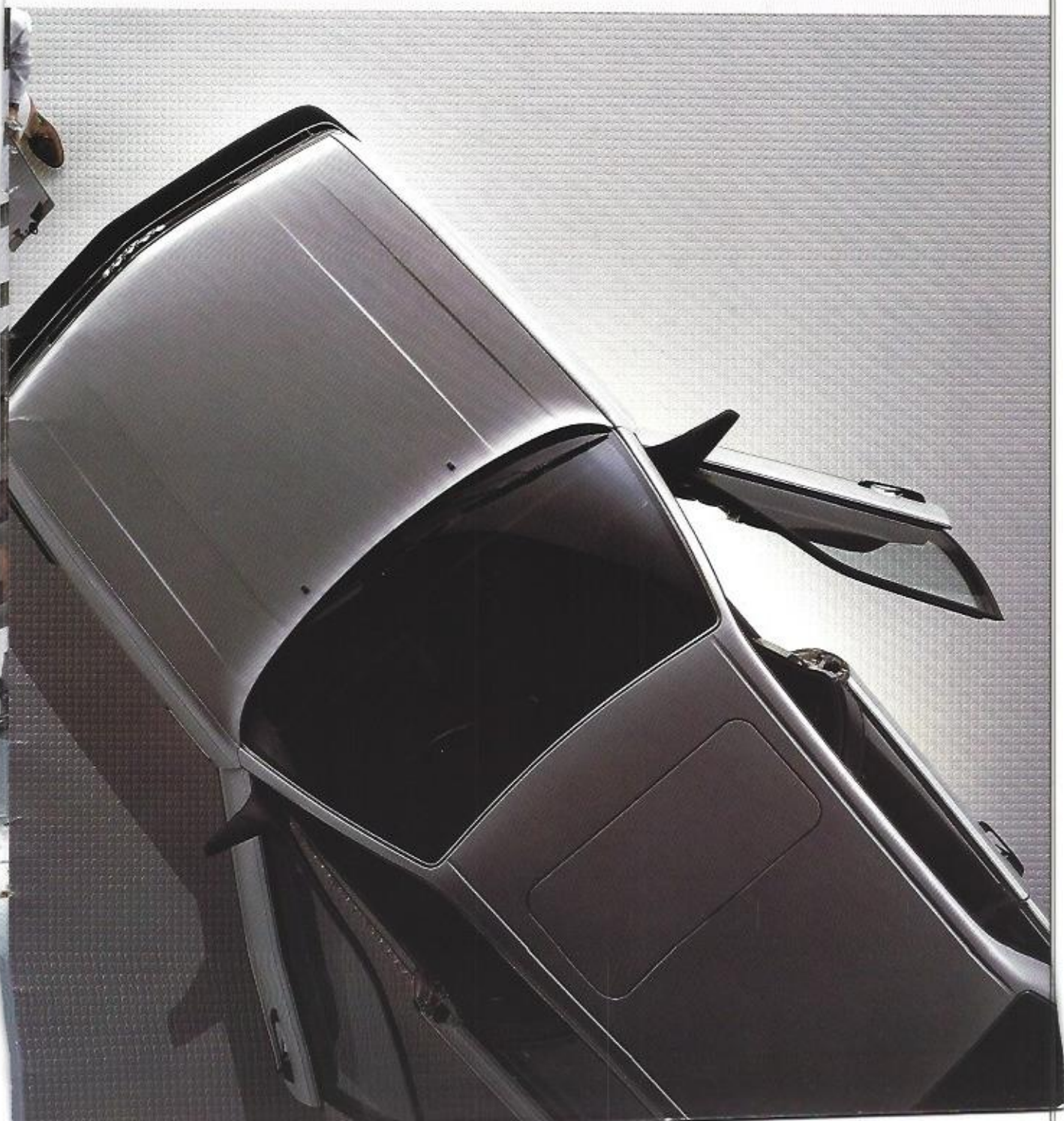
**Optional 175/70SR14 all weather tires.

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T H E A R T O F E N G I N E E R I N G .

The Challenge: Develop a line of automobiles, technologically advanced, embodying the best of German engineering and innovation. Make them spacious and comfortable, sculpt them with the wind, assure their dependability and safety, and blend in performance with an economical operation that makes them a lasting and exceptional value.

The Achievement: The Coupe G1, 4000S series, and 5000S series of exceptional automobiles from Audi. Beautiful to behold, a pleasure to drive, and prudent to own, they represent a portfolio of engineering art, crafted in technology and developed from over half a century of automotive leadership.





AUDI

The art of engineering.

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