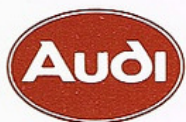


The new Audi 80.



The new Audi 80.

Audi has earned itself a formidable reputation for innovation in motor manufacturing. Through boldness, determination and an insistence on perfection it has developed new technology which offers the car driver obvious benefits. Worldwide, Audi is the only vehicle manufacturer that can

provide both a proven front-wheel-drive system and the security of quattro four-wheel-drive in every model of its range.

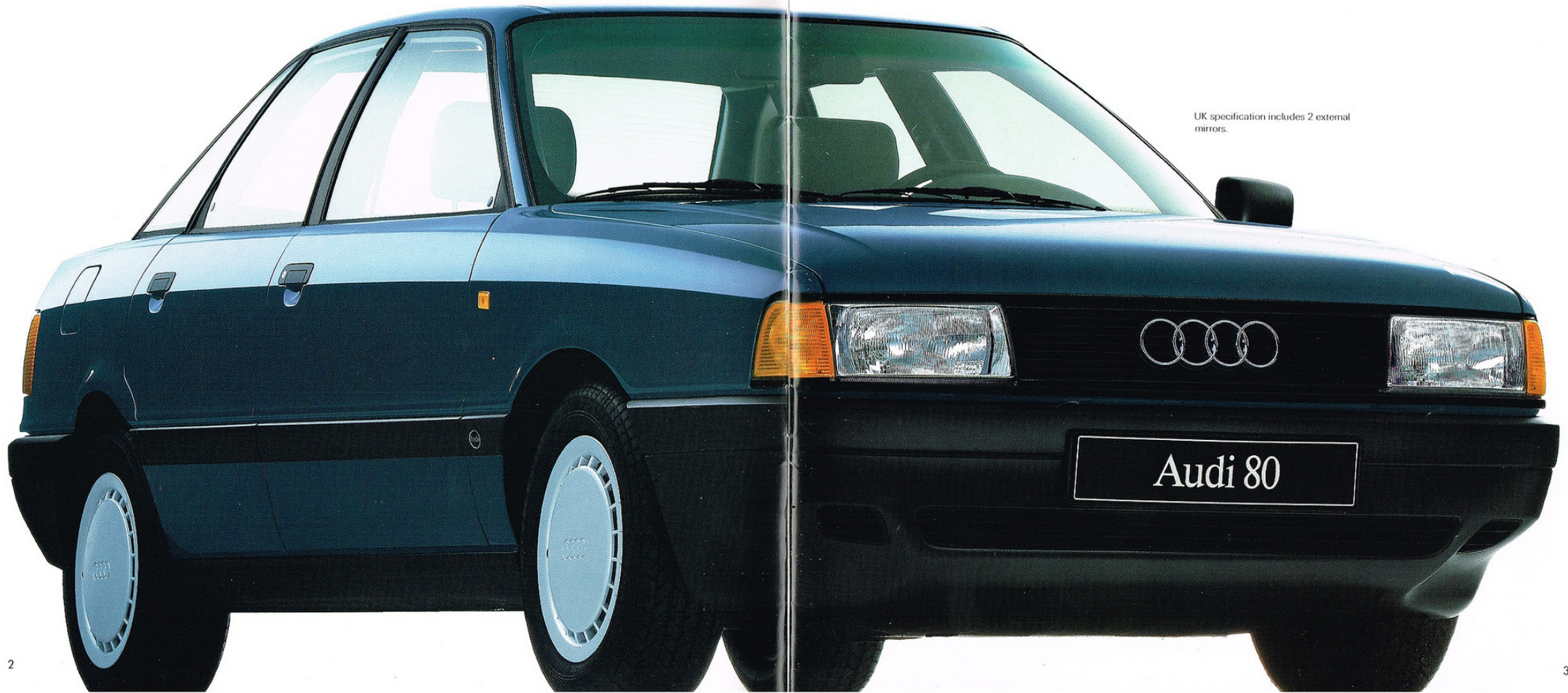
Audi has proved, too, that a modern engine concept can make lively performance compatible with good fuel economy—especially when allied to a body

that is light yet strong and which has remarkable aerodynamics. In model after model Audi has succeeded in producing these distinctive, elegant designs. And designs that are both compact and spacious.

Audi quality is demonstrated by the 20,000 miles service intervals.

By introducing the first fully galvanised saloons, Audi has overcome one of the motorist's greatest anxieties—corrosion. Audi is at the forefront, too, of developments to combat the environmental problems posed by the motor car. The latest proof of all these Audi

advances is the new Audi 80. And naturally it, too, boasts another unique example of Audi innovation: Procon-Ten—an entirely new and quite remarkable safety system. A remarkable new system for a remarkable new car.



UK specification includes 2 external mirrors.

New design.

At first sight what seems new about the new Audi 80 is its uniquely beautiful, compact body style.

Elegant, with a slightly wedge-shape profile, the smooth sides blend handsomely into flush fitting windows and the sloping bonnet line neatly hides the wipers from view.

Yet just as new and surprising are the many advances unseen behind this striking shape. Perhaps the essence of the new

Audi 80 is that it includes all the facets of all past Audi innovation and technology. The new Audi 80 is in short a culmination of Audi expertise to date.

To begin with, it is new for a car of this class to have a completely galvanised body. One which offers what is, by present standards, the best long-term protection against corrosion.

The Audi 80's aerodynamic properties are new, too. A drag factor (Cd) of just 0.29 is a figure

that its rivals don't come near. Which makes it even more economical, and quieter at speed. Inside, the passenger compartment is new—and has the highest, objectively assessed level of comfort. Its fascia and instrument panel are new, as well. Then the Audi 80's running gear is new. Whether on the motorway or on a winding country road, the new 80 has an inspiring balance of handling, comfort and manoeuvrability.

Finally, the new Audi 80 offers a wide choice of specifications. There's a superb range of four-cylinder engines—ranging from a 55kW (75bhp) carburettor version to an 82kW (112bhp) fuel injection and including a turbocharged diesel model.

They're all complemented by a new five-speed manual gearbox which even has synchromesh on reverse gear. And there's an attractive range of trims and optional equipment.

But some things aren't new. Audi's warranty, for instance—the most comprehensive in its class with protection for components, bodywork and paint. Audi's efficient, highly trained dealer network, with of course, the Audi reputation.

As you can see, there have never been so many persuasive new features. Let's take a closer look.



New dashboard dynamics.

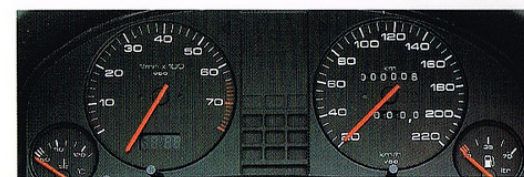
What the new Audi 80 promises from the outside, it most certainly confirms inside. The interior is function in its most beautiful form. The completely new fascia catches the eye immediately. Notice how it extends across into the door trim panels. A style that is not just pleasing to look at but which gives the driver the reassuring sensation of being completely integrated with the car. Note, too, the large centre console that extends smoothly down from the fascia to the new short, easy-grip gear lever. See how all the controls are within reach. Stylish but practical. The

perfect solution. The instruments have that same attractive yet unobtrusive appeal. The highly accurate electronically controlled



speedometer and rev counter with warning light displays are set into a non-reflective housing, and subtly back-lit at night. The heating system, too, is

specially designed for the new Audi 80. The traditional water valve is replaced by an air-blending system which allows it to operate independently of engine revs and vehicle speed. Temperature changes can be sensitive and immediate. The new four-speed fan is quieter yet more powerful. The ergonomically laid out rotary controls on the centre console offer a wealth of variations to create almost any desired cabin climate. While to keep the interior fresh, the air can be entirely changed up to four times in every minute through the silent and



draught-free through-flow ventilation system. Throughout, the fascia is carefully trimmed and finished to match the interior. Its soft padding acts as part of an effective acoustic barrier to the engine compartment. Here, too, it was necessary to look for new solutions in the

new Audi 80. Its aerodynamic efficiency reduces wind noise so markedly that the normal driving noises are no longer drowned out. So very careful noise insulation was necessary. The result is relaxing tranquility—even at high speed.

Radio illustrated not to UK specification



Newly designed interior.

You only need to step into the new Audi 80 to be impressed. Despite its compact exterior, it offers what is missing on so many cars of its class - space. It's not only the driver who feels comfortable, either - there's plenty of room in the rear seats as well. In fact the new Audi 80 is measurably the roomiest in its category. The 'comfort dimension' is a practical unit of measurement that says a great deal about the realities of passenger cabin space. It is, in fact, the total distance

from pedals to rear seat backrest. And at 1.90 metres, the new Audi 80's comfort dimension is the largest of the class. Such clever use of space makes it a handsome five-seater, and the increased leg and headroom both front and rear contribute towards exemplary long distance comfort. But how you sit is as important as where you sit. The 80's seats have been moulded in accordance with ergonomic requirements, naturally. Each seat cushion is made up from different grades of

foam so it has a soft centre section and stiffer sides. That provides good lateral support but minimises fatigue. The driver's seat adjustment has been carefully re-designed, too. The seat moves forwards through a slight curve which raises the cushion and at the same time reduces the angle of tilt. As a result any driver can use the pedals in comfort. The front head restraints adjust for both height and angle, while the seat belt top mounts have a

five-step height adjustment to ensure comfort with safety. Stowage space is as well planned as passenger space in the new Audi 80. Inside the car there are numerous places to stow oddments; front door pockets, a centre console tray, a locking glove box and a driver's under-fascia shelf. For luggage the boot offers a practical 430 litres capacity (VDA method of measurement) and some thoughtful design details. The boot opening, for

instance, extends to bumper level for easy loading. The lid also swings up past the vertical to give clear access. Ingenious new hinges remain completely clear of the load space when the lid is shut. That means they can't damage luggage or reduce boot capacity. Finally, behind the rear seat and the boot is another aid to long-distance comfort: the large, 68 litres (15 galls) fuel tank.

Leather trim optional at extra cost on all models.



Established engine range— improved economy.

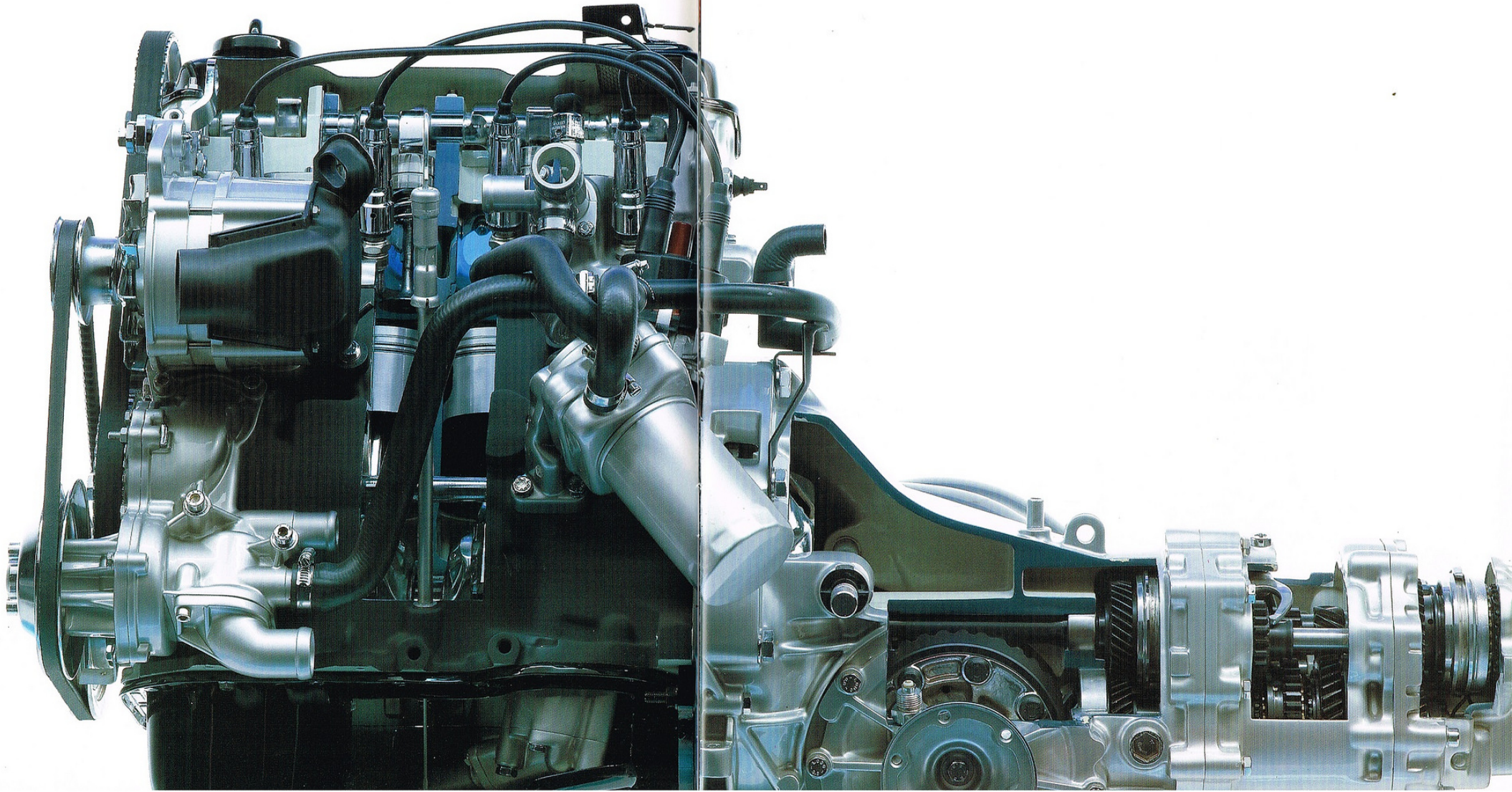
In the new Audi 80 you can see the world before you have to see the workshop. Long life and reliability are fundamental principles in Audi engine design. The natural result is that service intervals can be extended, with a consequent saving in both time and costs. No less than 20,000 miles can now be driven between major services.

A brand-new gearbox for the new Audi 80 is another successful product of Audi's intensive development work. Gear changing is easier, and the new gearbox is quieter and designed for long life. Even the reverse gear has synchromesh, the clutch is hydraulic for more comfortable operation and the car's speedometer is activated by an electronic impulse in the

'box to ensure precise readings. Nor do qualities like economy, responsiveness and flexibility suffer through Audi's use of ultra-modern technology. Backed-up, of course, by advanced body construction methods and the stylish aerodynamics of the new Audi 80. Far from it! All of these advantages are combined, in their different ways,

in each of the smooth, four-cylinder engines that power the new Audi 80 range. Blending fuel economy with excellent torque, for instance, are the 1.6 litre 55kW (75bhp) or 1.8 litre 66kW (90bhp) petrol units or the widely praised 1.6 litre 59kW (80bhp) turbo-diesel. While the 1.8 litre, fuel injection engine combines sporting, 82kW

(112bhp) performance with the latest in fuel consumption control. The detailed table of engines and general specification in this brochure will help you make your own choice. But don't make the final decision without an extensive test-drive in the new Audi 80.



Galvanised body engineering.

You will be able to enjoy your new Audi 80 for longer. That's a promise. But nothing is so widely promised these days as quality. It's a promise that needs careful scrutiny. So let's look behind the scenes of the new Audi 80. Audi has already brought a new dimension of quality to large saloons by the use of fully galvanised bodies. Now it has extended those principles and brought totally new values to this class. The new Audi 80's galvanised body offers the best and most permanent protection against

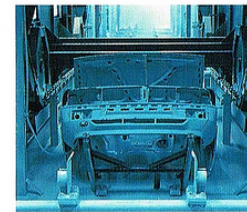


corrosion. It isn't cheap – but it is effective. Without exception, the steel body panels – seen or unseen – are galvanised on both sides. Other vulnerable points, such as hinges, engine mounts and the gear-change linkage are also zinc-coated for maximum protection.

Rigorous attention to detail goes right through the production process, from sophisticated design and manufacturing technology to choice of materials. From a strictly controlled build process to a whole range of highly effective detail measures.

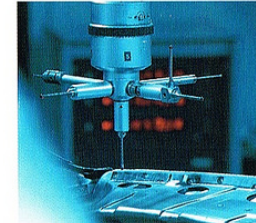
For instance, the door and boot lid edges are sealed with PVC and the door hinges are made from aluminium – offering still greater corrosion protection even under the most extreme conditions. Everywhere, more precise assembly brings even better quality.

Backing up this structural protection is meticulous and



costly body priming and painting. The Audi paint shop uses all the latest technology to achieve unbeatable standards of quality. The bare, fully galvanised bodyshell goes through no less than 27 different stages here before it is ready for final assembly. First, the shell is thoroughly de-greased and rinsed in an eight-step combined spraying and immersion process. All surfaces and cavities must be thoroughly treated – vital for subsequent paint quality. At the same time, a zinc phosphate layer gives still more protection.

Next the cathodic-dip bath deposits an even, high-grade coating which will reach every cavity or hidden seam and is then baked on for full durability. A PVC sealant is now applied to all weld seams. (Minimising the seams in the floor area of the



new Audi 80 has reduced another cause of corrosion.) This is followed by stone-resistant PVC underseal for the underbody and wheelarches. Then a third coat of resilient, colour-keyed stone resistant filler is added. This filler and the top coats are applied to

all parts of the body – not just those visible after assembly. Finally, the anti-corrosion treatment is completed by flooding the body with hot wax so that it penetrates into every cavity. Audi has set up its own Centre for corrosion research to monitor and further develop the effectiveness of these measures. Here a wide range of climatic conditions can be simulated, exploring the extremes of heat, cold and humidity, as can various road surfaces – wet, icy, salt-covered, gravel and so on. By improving its knowledge, Audi aims to provide the optimum measures for corrosion protection. The new Audi 80 exhaust system is just one more result of this work. It now lasts longer, being made from aluminised steel in all the vulnerable regions. Behind all this effort there is a single aim – to prolong decisively the enjoyment one can have with a car.



Audi body revision and detail.

Audi has achieved this in a way previously unknown. As a result, your new Audi 80 starts out with three impressive warranties. Six years' cover against rusting through from the inside, three years' paintwork warranty and a 12 months, unlimited mileage warranty on the whole vehicle. That's what the Audi promise of quality means. It's a quality very difficult to surpass. You'll feel safe behind the wheel of a new Audi 80. Safety was a major priority during the Audi 80's development. It draws on more than a decade of experience as well as benefitting from the results of the latest Audi

research. Even with its light, weight-favourable construction the new Audi 80 has reserves of built-in – or 'passive' – safety that are more than a match for any car of its size. The strong, unitary construction steel body protects occupants in a rigid passenger section. Front and rear of this are deformation zones, designed to absorb the energy of an impact. The passenger cell itself is reinforced by cross-members in the floor and by strength built into carefully shaped side pillars, door seams and window frames. Door hinges are mounted at two different points, which allows

unhindered opening even after extensive front or rear damage, and the door handles are flush-mounted, to stop any accidental door opening in a roll-over. The fuel tank, too, is specially protected, located just forward of the rear crumple zone. Even the seat belt system has been improved. Not just by the provision of height adjustment but by refinements to its mounting anchorages. 'Active' safety has been advanced, too, by developments to the Audi 80's front-wheel-drive running gear. Good traction, high directional stability and the minimum of disturbance by sidewinds are its

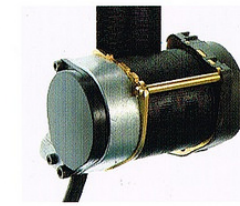
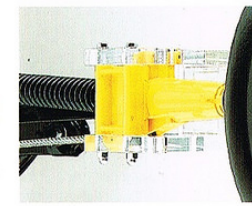
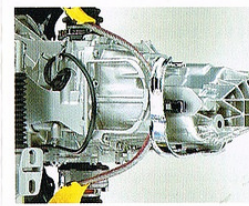
proven advantages. The new Audi 80's excellent road behaviour is the result of considerable Audi investment. Those visually impressive wheels, for instance, have been increased to 14 inches diameter and all models have low-profile tyres. The bigger wheels also allow generously proportioned new brake discs. Braking is outstanding; in conjunction with the standard-fitment brake servo the new system provides effective stopping even with light pedal pressures. There is now the option of ABS anti-lock brakes for even greater security.

As is customary with Audi, the braking system is diagonally split in two circuits – should one fail, the other retains approximately half total braking. The 80's self-stabilising steering geometry is another safety advantage. It is a significant contribution towards retaining straight line stability if the driver is forced to brake or accelerate with one front wheel on a more slippery surface than the other. With such a high level of both active and passive safety, it is hardly surprising that the Audi 80 driver can sit behind the wheel with such a feeling of security.



Procon-Ten—a unique contribution to safety.

Procon-Ten is Audi's most remarkable—and unique—contribution to safety. Great ideas have one thing in common. They are simple yet effective. The Audi 80's new optional safety system, Procon-Ten* is exactly that. It's a decisive step towards greater traffic safety, offering great benefits in effective protection. The aim of Procon-Ten is to reduce the risk to front seat occupants, particularly the driver, in severe frontal impacts. Accident studies show that after a certain level of impact the seat belts alone may not be enough. In a major collision the slight delay while belts lock and then stretch under



unscathed from accidents which might otherwise have had severe consequences. A purely mechanical system, the components need no inspection and will remain ready and reliable—but hopefully not needed—for many years.

It's an investment that not only gives you a previously unknown feeling of security but which might one day, literally, save your life. Talk to your VAG dealer about equipping your new Audi 80 with Procon-Ten—a piece of equipment that is very far from standard.

(*Procon-Ten stands for Programmed Contraction/Tension.)

passenger's forward momentum can bring the danger of violent contact with fascia, screen or steering wheel. Procon-Ten is designed to protect in just such circumstances. The mechanism is activated by rearward movement of the engine

when the front of the car deforms in a severe impact. This movement tensions two steel cables coupled to the rear of the gearbox. One acts to pre-tension the seat belts while, at the same instant, the second pulls the steering wheel forwards and away from contact

with the driver. Procon-Ten even reduces belt-inflicted injuries: because the front occupants are held tightly and early, they cannot fall forward into loose belts. Numerous experiments have shown that Procon-Ten can allow users to escape relatively



Pirell trim.

As you have seen already, not just anything was good enough for the new Audi 80. That is demonstrated by its many unique features and finally, too, by its unusually high level of equipment. The passenger compartment creates an atmosphere of functional elegance by tasteful colour matching and consistent high quality of materials. Here, three different interior

colours are combined with contrasting dashboard colours. The standard features include adjustable front head restraints, fully reclining front seats, seat belt height adjustment, door trim panels with moulded armrests and integrated handles, velour carpeting with foot protection on the driver's side, lining to the boot sides, a carpeted load floor and much, much more.



The full equipment list, together with the choice of exterior and interior colour combinations and trims, is shown from page 30 in this brochure.



Pirell features a distinctive parallel stripe design for the seat covers and door trim. Composed of a wool weave the Pirell trim, offered in three colours,

lends luxury and style to the interior of the new Audi 80. Adjustable, frame type head restraints increase front seat comfort while at the rear the back seat has moulded headrests and a centre armrest. Pirell trim is available in the new Audi 80 1.6 75bhp and Audi 80 Turbo diesel, 80bhp models.



Serret trim.

Serret velour trim offers a classical style of luxury. The elegant velour cloth seat trim of this package is offered in three colours. The Serret velour continues the interior continuity by extending from the



door armrests to the window line. Frame head restraints for the front seats; and the back seat moulded for comfort with fold out armrest are all part of the Serret trim package for the new Audi 80 1.8S.

Serret velour trim. Sports seats optional.



Crayon trim.

Selected for the new Audi 80 1.8E, 112bhp and Audi 80 quattro 112bhp models. Audi Crayon cloth is ideally suited for a sports interior. Trimming doors and the well contoured sports seats with full head restraints, the Crayon trim can be selected from a choice of three colours.



A sporty look for the new Audi 80.

Audi has put together a complete package of equipment especially for the enthusiast driver. Equipped with the lively and powerful fuel-injected 82kW (112bhp) engine, the new Audi 80 1.8E is a dynamic performer that's

a sheer pleasure to drive. And it retains all the 80 range virtues of comfort, equipment and quality. Externally recognisable by the specially designed rear spoiler, the new Audi 80 1.8E is also sportily distinguished inside.

Alloy wheels (not illustrated) standard for UK specification 1.8E.



Sporting interior.

Everything is perfectly matched to make the 1.8E the true driver's car. An easy to grip leather steering wheel, a leather covered gearshift knob and the leather gear lever gaiter are just as much a part of

the package as the carefully designed sports front seats. Their ergonomic shape provides just the right driving position and support in cornering, while the extended cushions ensure

long distance comfort. The driver's seat can be adjusted for height, in addition to its normal range of adjustments.

Sports interior. Leather trim optional.



quattro—the most proven four-wheel-drive in the world.

It is now more than six years since Audi revealed an innovation that was at once both carefully proven through lengthy development yet sensationally new—quattro permanent four-wheel-drive. Its coming has raised the whole awareness and expectations of drivers about safety. The quattro is firmly established now as an essential element of

every Audi model line-up. More than 70,000 Audi quattro drivers have come to know that permanent four-wheel-drive is not just an advantage in winter when travelling on ice or snow, but in every season on any surface—wet or dry.

So just what are the quattro advantages for the driver?

Road grip: The quattro system distributes power evenly to all four wheels and significantly reduces wheelspin. You remain in the best possible contact with the road surface.

Safety: It assists directional stability, allows higher cornering

speeds, and provides a wider safety margin in those borderline situations.

Mobility: In adverse conditions such as rain, snow, slush or mud, sharing the drive between all four wheels is the best way to retain grip. (This makes a quattro ideal for towing, too.) For very severe conditions there are locking centre and rear differentials to give still more traction.

Tyre wear: The quattro shares the drive between all four wheels, so since less power is transmitted to each wheel, tyre 'slip angles' are reduced and wear rates improved. How much the quattro system

points the way is proven not just in theory but in practice, too. Check that for yourself in the comparative tests carried out by leading motoring magazines. The new Audi 80 quattro is a superlative demonstration of a car that can be driven impressively in winter and in summer—and with the utmost safety. To the best car in its class, it adds the most proven four-wheel-drive system in the world. What could be more fascinating and at the same time safer than the awesome quattro technology in an incomparable car like the new Audi 80?

Its handling, sophisticated running gear, improved braking—including the option of ABS anti-lock brakes, its weight-favourable construction and the lively performance of the 1.8 litre fuel-injected engine harmonise perfectly with the further improved quattro drive system. An advanced self-locking centre differential now provides even better traction for the Audi 80 quattro.

Test drive an Audi 80 quattro. In fact, find out the real way by taking that test drive on the next day of really poor weather!

UK specification includes 2 external mirrors and alloy wheels.



Specification.

Interior equipment

3 interior colours.
3 colours for dashboard.
Newly designed dashboard, in shape and texture.
Storage shelf on driver's side.
Lockable glove box on passenger's side.
Padded 4-spoke safety steering wheel.
Anti-dazzle rear-view mirror.
Folding and swivelling sun visor's with vanity mirror on passenger's side.
Moulded roof lining.
Centre console with radio cassette player, heating and ventilation controls, ashtray and tray.
Foam gear knob.
Boot for gear lever, leatherette (only for manual gearbox).
Handbrake lever with grip.
Storage tray next to handbrake lever.
Door trim panels with trim insert.
Door trim panels with moulded armrests and integrated grab handles.
Front door pockets.
Fully-reclining front seats.
Driver seat height adjuster.
Seat cover cloth in Pirell, Serret and Crayon.
Adjustable full head restraints for driver and passenger.
Three-point automatic seat belts front with height adjustment.
2 three-point automatic seat belts and one static lap belt for rear seats.

Lining for seat belt anchorage points and height adjustment.
1 rear ashtray in cover for centre tunnel.
Velour floor carpeting with heel pad on driver's side.
Protective strip for door instep.
Grab handles rear left and right with coat hooks.
Fleece rear parcel shelf.
Luggage compartment with flat loading floor and lining.
Loading sill cover.

Exterior equipment

4 door models.
Plastic bumper integrated into front and rear apron.
Bumpers and aprons front and rear painted dark grey.
Chrome Audi rings in black radiator grille.
Inscription "quattro" in radiator grille and heater elements in rear window (only for quattro models).
Laminated windscreen with green tinted zone at top.
Green tinted glass.
Windscreen and rear window edging without mouldings.
Air deflector blade on wiper arm on driver's side (only on models from 90bhp).
Rain channel in roof.
Black roof moulding.
Centre roof pillar matt black.
Adjustable door mirrors.
Door handles with black trim.

Wide side rubbing strips with Audi emblem.
Black door sills.
Lockable petrol tank cap.
Two gas-filled struts for luggage boot lid.
Luggage boot lock in tail-light unit.
Inscription "Audi 80" on boot lid, left.
Small rear spoiler in vehicle colour (only for 1.8E and quattro models).
Full-size wheel trims.
Wheel housing lining in front wings.
Long-life underseal for underbody and wheel housings.
Cavity insulation.

Electrical and operating equipment

12 volt system.
Battery 175A on 55Kw engine.
Battery 380A on 59Kw Turbodiesel.
Generator 65A on 55Kw, 66Kw, 82Kw and 59Kw Turbodiesel.
Generator 90A on 66Kw quattro.
Electronic ignition on spark ignition engines.
Glow plug system and cold start accelerator on Diesel engine.
Halogen headlights with side integrated indicators.
Twin-tone horn.
Parking light.
Hazard warning lights.
Heated rear window (on quattro model with "quattro" in heater elements).

2 reversing lights.
Rear fog light.
Two-stage switch and flick-wash for windscreen washer.
Intermittent wash-wipe and automatic wash-wipe.
Electric washer system.
Adjustable, red instrument illumination.
Combined heating and ventilation system with 4-stage fan, footwell vents, front and adjustable vents in dashboard.
Illuminated switches as well as heating and ventilation controls.
Instrument cluster with:
Speedometer (on right), mileage recorder, trip recorder, large quartz analogue clock, on models with 55Kw and 59Kw engine), rev. counter (on left), digital clock (on models from 65Kw), fuel gauge, coolant temperature gauge.
Rotary knob for differential lock with symbol and warning light in centre console (only for quattro models).
Warning lights for generator, oil pressure, indicators, main beam, glow plug (Diesel), hazard warning lights, blinker with left/right indicator, coolant, heated rear window, handbrake and brake fluid level.
Choke on 55Kw, 66Kw engine.
Warning buzzer for light and/or radio.
Cigar lighter front with illumination.

Illuminated ashtray, front, and glovebox on passenger's side.
Interior light, centre front, with contact switches on all doors.
Child locks on rear doors.
Flow-through ventilation.
Heating channel for footwell rear.
Luggage compartment illumination above tail-lights.

Running gear

Spring strut front axle and wishbones.
Front axle differential.
Track-stabilizing scrub radius.
Rack and pinion steering.
Front anti-roll bar.
Steering damper (not on 55Kw engine).
Dual circuit braking system with diagonal division (on quattro front/rear).
Front brake discs.
Rear brake discs (only on models with 82Kw or quattro).
Brake servo.
Brake pressure regulator (not on 55Kw).
Rear axle differential and centre differential, lockable (only quattro).
Torsion crank axle with two chassis members and spring struts.
Spring strut rear axle with wishbones (only quattro).
Rear anti-roll bar.
Wheels 5½ J x 14.
Tyres 175/70 SR 14.

Tyres 175/70 HR 14 (only from 66Kw).
Tyres 195/60 HR 14.
Alloy 6 J x 14 (on 1.8E and quattro).
Mini-spare wheel 4 J x 15 with tyre 115/70 R 15.
Mini-spare wheel 4 J x 15 with tyre 125/90 R 15 (only with ABS).

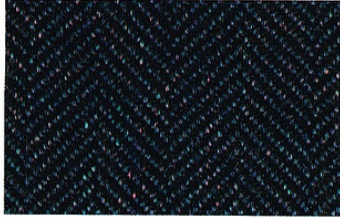
Options at extra cost

Leather upholstery.
On-board computer.
Auto-check system.
Heated washer jets.
Headlamp washers.
Cruise control.
Sports seats (not 1.8E or quattro).
ABS (only on 1.8E and quattro).
Alloy wheels (std. on 1.8E and quattro).
Sunroof.
Manual air conditioning.
Electric sunroof.
Electric mirrors (std. on 1.8S).
Electric windows (std. on 1.8S).
Power steering.
Halogen foglamps (std. on 1.8S).
"Procon-Ten" safety system.
Through load facility.
Rear door window blinds.
Rear window roller blind.



Interior trim.

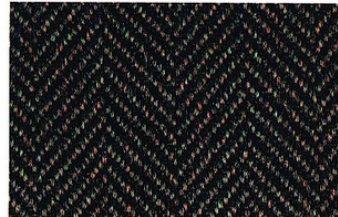
Crayon cloth.



Marine AB

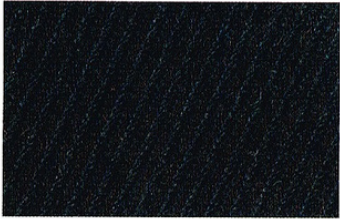


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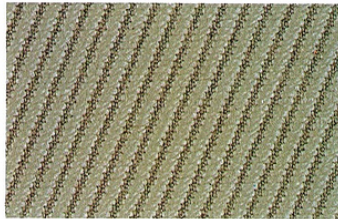


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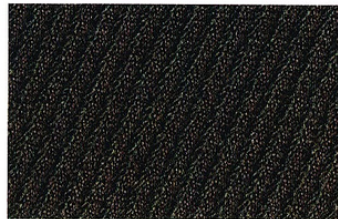
Pirell weave.



Marine AB

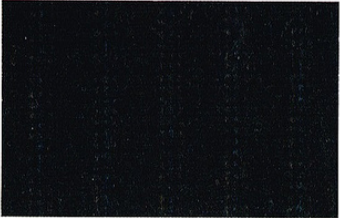


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Serret velours.



Marine AB

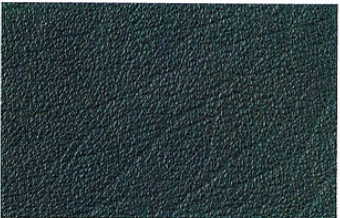


Quartz AN

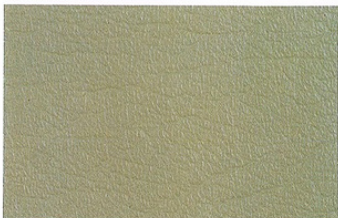


Graphite AP

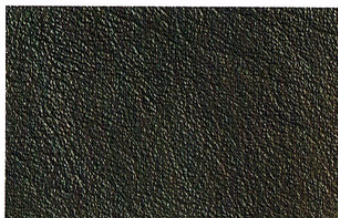
Leather.



Nautic AB



Platinum AN



Graphite AP

Colour and upholstery combinations:

Interior trim	Audi 80/Turbo Diesel			Audi 1.8S			Audi 1.8E + quattro		
	Pirell weave			Serret velour			Crayon cloth		
	Quartz AN	Graphite AP	Marine AB	Quartz AN	Graphite AP	Marine AB	Quartz AN	Graphite AP	Marine AB
Paintwork									
Alpine White P1	★			★			★		
Tornado Red G2	★			★			★		
Black 9000		★			★			★	
Mallow Red G3	★			★			★		
Zermatt Silver L1	★			★			★		
Stone Grey U8	★			★			★		
Titian Red W4	★			★			★		
Flamingo O3	★			★			★		
Maraschino Red O4	★			★			★		
Lago O6	★			★			★		
Nile O7	★			★			★		
Satin Black O1		★			★			★	
Almond Beige O5		★			★			★	
Sapphire Blue L5			★			★			★
Nautic Blue O2			★			★			★
Azurite Blue K2			★			★			★

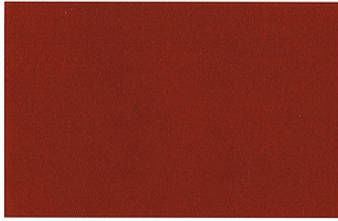
Paintwork.

Standard Paintwork



Tornado Red

G2



Mallow Red

G3



Azurite Blue

K2



Alpine White

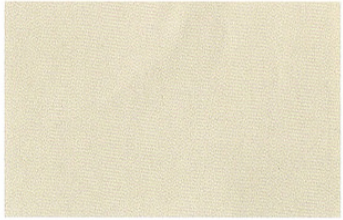
P1



Black

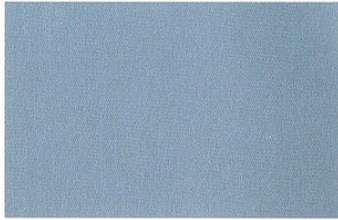
9000

Metallic Paintwork.



Zermatt Silver

L1



Sapphire

L5



Satin Black

Q1



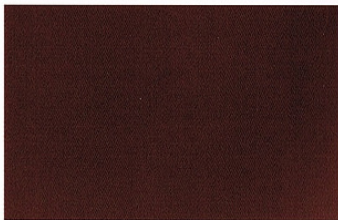
Nautic

Q2



Flamingo

Q3



Maraschino Red

Q4



Almond beige

Q5



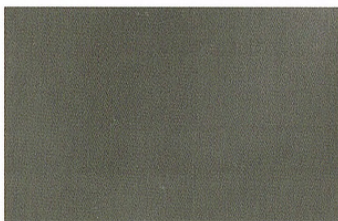
Lago

Q6



Nile

Q7



Stone Grey

U8



Titian Red

W4

With us the service does not end with the sale.

The advanced 1-year warranty. Unlimited mileage.

A manufacturer who gives this kind of warranty must be absolutely convinced of the quality of his cars. However, with this warranty we believe we give you more than just a proof of quality. We give you the assurance that you made the right choice. The 1-year warranty has worldwide validity.

6 year body protection warranty.

Audi bodywork carries a 6 year warranty against corrosion. Special rust-proofing treatment of internal body section and panels, applied at the time of manufacture, guards against through-rusting from the inside. Should this occur during the warranty period rectification will be made free of charge and is not subject to compulsory inspections as with other "anti-corrosion" guarantees. Full details of this warranty system are available from your Audi dealer.

3 year paintwork warranty.

This new introduction, which is unmatched by any other major manufacturer, really provides you with the widest possible cover on any new car. There are no special conditions attached and paintwork defects will be rectified under guarantee provided these are not caused by owner neglect or lack of care.

20,000 Mile Service Intervals.

For a customer with under 10,000 miles a year: An **Inspection Service** (which includes an oil change) is required every 12 months, and a **Major Service** is needed only at intervals of 20,000 miles.

For higher mileage customers: In addition to the above lubrication service will be required every 10,000 miles for petrol engined cars and 5,000 miles for diesel models.

Free vehicle recovery service.

Every Audi comes with a standard recovery service, to cover you in the unlikely event of a breakdown during the first year of ownership.

Extended warranty option.

A comprehensive extended warranty scheme protects against mechanical failure for one or two years beyond the manufacturer's warranty period. Separate brochures give full details.

A wide service network.

There is a wide network of Audi service stations around the globe. The Audi service includes the latest in high-efficiency equipment and special tools to provide maintenance and service for your car throughout its long life. All this ensures a long life and high resale value for your Audi.

Trained personnel.

The personnel of the Audi companies, service managers, mechanics, reception engineers, etc., receive regular training in factory-approved schools. At the factory there is a special department which carries out research into new servicing techniques in co-operation with Audi dealers. All this results in quicker, better quality service and lower maintenance costs.

Spare parts and exchange units.

The Audi service includes a well-organized Parts Service. Guaranteed, high-standard exchange units undergo stringent inspection at the factory.

Financing, insurance, leasing.

The Audi service may include financing, insurance and leasing for your car. Your Audi dealer will be pleased to give you information on the availability of these services.

Personal export.

The Audi service also includes the Personal Export facility which arranges for Overseas, Military and Diplomatic sales of Audi vehicles.

For information on this service the Personal Export Centre, 95 Baker St., London W1, should be contacted. (Telephone 01 486 8411)

Vorsprung durch Technik.

