



Fahrzeug-Identitätsurkunde

Audi Coupé quattro (B3)

Manufacturer: AUDI AG, Ingolstadt
VIN: WAUZZZ8BZKA004374
Type code: 8B3-015
left-hand drive, manual 5-speed gearbox
Engine: KV 052931
petrol engine, 5 cylinders in-line
Capacity: 2226 cc
Output: 100 kW / 136 BHP at 5700 rpm
Top speed: 206 km/h
Date of manufacture: 1st December 1988, Ingolstadt
Delivered to: Belgium
Purchase price: DM 54 780.-
(Germany, incl. purchase tax, 11/1988)
Color: U8 U8 – stone grey metallic (Y7U)
Trim: XV – cloth upholstery “Lancora Flanell”,
graphite/graphite/graphite
Optional equipment: X2A sales program Belgium
3FD steel sliding roof with electric drive

Total production figure: 819 (1988 – 1994)

Thomas Frank
Managing Director Auto Union GmbH

i.V. Thomas Stebich
Head of Audi Corporate Archives and museum mobile



Modelljahr: 89
 Fahrzeug-Typ: Coupe quattro
 Laenderaustuehrung: RW

Fahrzeug-Nr.:

3280
 3281

MOTOR

Hubraum / Zylinderzahl / Gemischbildner : 2.226 L / 5 / ES
 Aggr.Nr./Kennbuchstabe / Verdichtung : 034.7 / KV / 10.00
 Leistung DIN : 100,0 kW / 136,0 PS bei 5700 1/min.
 Leistung EWG : 98,0 kW bei 3500 1/min.
 : 186,0 Nm bei 5700 1/min.
 : 182,0 Nm bei 3500 1/min.

Leerlaufdrehzahl: 780 1/min. Plus/Minus 80 1/min.
 Drehzahlbegrenzung bei 6700 1/min. Plus/Minus 200 1/min.
 durch

Anfahrdrehzahl Soll: ! 5000 !
 Schaltdrehzahl Soll: ! 6200 !

GEW.

Leergewicht DIN	:	1280	Kg	1280
Pruefgewicht	:	1445	Kg	1445
Zul.Gesamtgewicht	:	1740	Kg	1740
Z. Achslasten v/h:		950/950	Kg	950 950
Z. Anh.-Last 12%	:	1400	Kg	1400
Z. Anh.-Last 10%	:	1500	Kg	1500

REIF

Serie : 205/60 VR 15 auf LM-Felge 6 J*15 mit U=1,910 m
 Ueberdruck v/h: 2,1 / 2,1 bar

GEHRIEBE

Art		M5	A4
Aggr.-Nr./Kennb.		01A.4/ASZ	
1. Gang		39:11/3,545	/...
2. Gang		40:19/2,105	/
3. Gang		40:28/1,429	/
4. Gang		35:34/1,029	/
5. Gang		31:37/0,838	/
Diff.		37: 9/4,111	/
Rw.-G.		35:10/3,500	/

Drehzahl-Faktoren k
 n=k*V

1. Gang		128,5	
2. Gang		76,3	
3. Gang		51,8	
4. Gang		37,3	
5. Gang		30,4	

V bei Schalt-Drehzahl soll

1. Gang		48.3	
2. Gang		81.3	
3. Gang		119.8	
4. Gang		166.2	

V max km/h / Gang
 bei 1/min.
 0-80 km/h
 0-100 km/h
 0-1000 m

		206 / 5	... 4
		6253	
		6,2	..
		9,2	..
		30,7	30,7

DIN 70030 Teil 1
 EFZ 90 km/h
 120 km/h
 MIX

		12,8	...
		6,6	..
		8,5	..
		9,3	..

Modellschlüssel
 Fahrzeug-Nummer

		8B3 015 3280	8B3 016 3281
--	--	-----------------	-----------------

ANMERKUNG

AUDI AG
Motoring Press
Telephone (0841) 89-2100 / 3869
Telex 55 05 55 audi d
Telefax 0841/89-2817



The new Audi Coupé

Summary	2
Modern design	8
Variable interior	9
Attractive specifications	10
Keeping cool in summer	12
Smooth power from the 2.3 litre five-cylinder injection engine	13
Four valves per cylinder in the Audi Coupé quattro 20V	14
Second generation quattro four-wheel drive	16
High-performance running gear	17
Top quality standard	19
Individual equipment to order	20

Specifications and details of trim and equipment described in the Press Kit apply to models marketed in West Germany

November 1988 - subject to alteration



The new Audi Coupé

The new Audi Coupé appears on the market in West Germany on 2nd December. The main features of the new Coupé are its distinctive but immediately recognisable Audi body design, the powerful five-cylinder engine options, a generous and versatile interior, upmarket specifications and a choice of front-wheel drive or quattro versions.

The Audi Coupé's own sporting character is expressed in the car's compact shape, with its large front apron, wide beam headlights and raked windscreen, and by the way the body lines rise gently towards the rear, blending smoothly with the side windows and the full-width integral spoiler on the short tail. The clean roof contour and the high waistline add to the overall impression, which is completed by the 15 inch light alloy wheels with wide 205/60 tyres.

The frameless windows on the two wide-opening doors are also new. Inside, the new Audi Coupé has plenty of room for passengers and luggage. The rear backrest can be folded down complete, or split into 1/3 and 2/3 sections. Underneath the large tailgate, which is made of strong plastic and supported on two gas-filled struts, there is a luggage space of 300 litres capacity (VDA measurement, including storage compartments). This can be extended to 980 litres by folding down the rear backrests.

The Audi Coupé has a drag coefficient of 0.32: this contributes to the car's good fuel economy and excellent performance.



Like its predecessor (which sold over 169,000 units), the new Audi Coupé has space for five people. The interior measures 1891 mm in overall length from the pedals to the rear backrest; elbow width is 1360 mm at the front and even more at the rear - 1391 mm. Headroom measured from the headliner to the seat cushions is 941 mm at the front and 922 mm at the rear.

This means that rear passengers also have generous headroom. Altogether, the new Audi Coupé succeeds in combining its performance appeal with saloon car accommodation.

The interior itself is of typical Audi character, with a deep lip over the top of the instrument cluster and a wide centre console. The dashboard has a resilient surface for additional occupant protection. The interior noise level is cut right down by the fully insulated engine bulkhead.

Heat-insulating glass and a tinted anti-glare zone at the top of the windscreen help to maintain comfortable temperatures. The dashboard is shaped to shield the front occupants from most of the direct sunlight, and the roof line extends far enough to give shade at the rear. The quiet four-speed blower provides effective ventilation.

The front seats are correctly shaped for comfort, employing compound foam cushions with a softer area in the centre and firmer lateral padding for support in fast



corners. The two rear seating positions are separately contoured, although there is also space for a fifth passenger.

The seats are upholstered in a high-quality flannel cloth material as standard. If preferred, leather or velours upholstery can also be selected from a wide range of optional equipment. With both these options, zebra wood facings are added on the dashboard, door trims and rear side trim. A five-way height adjustment feature is provided for the front seat belts.

In standard form the Audi Coupé is fully equipped: power steering, front and rear fog lights, waistline guard strips, two electrically adjustable and heated outside mirrors, height adjustment for the driver's seat, "gamma" stereo cassette radio with six loudspeakers and amplified roof aerial, additional instruments in the centre console and a separate heater outlet for the rear footwell.

The familiar, smooth-running 2.3 litre five-cylinder injection engine with three-way catalytic converter and closed-loop oxygen sensor delivers 100 kW/136 bhp at 5700 rpm. In combination with the close-ratio five-speed manual gearbox, this gives the Audi Coupé a maximum speed of 206 kph. Acceleration from a standstill to 100 kph is achieved in 9.2 seconds. The DIN consumption figures for premium unleaded fuel are: 6.3 litres/100 km at a constant 90 kph, 8.3 litres/100 km at a constant 120 kph and 11.8 litres/100 km in the urban cycle. The figures for the Coupé quattro are 6.7, 8.8 and 12.6 litres respectively.



For the Audi Coupé quattro, as an alternative to the flexible and efficient 136 bhp unit, Audi is also marketing the more powerful 20-valve five-cylinder injection engine with the same capacity. This advanced high-performance engine, first introduced in the Audi 90 quattro 20V, develops 125 kW/170 bhp at 6000 rpm in emission control form, with a torque delivery that reaches 192 Nm at only 3300 and goes up to a maximum of 220 Nm at 4500 rpm. The Audi Coupé quattro 20V with this power unit accelerates from 0 to 100 kph in 8.4 seconds, and has a maximum speed of 220 kph. In the DIN consumption test it returns 7.6 litres/100 km at a constant 90 kph, 9.2 litres/100 km at a constant 120 kph and 13.7 litres/100 km in the urban cycle.

The 2.3 litre 20V engine, with its four valves per cylinder, is equipped with an ultra-modern fuel injection and ignition control system, and has a compression ratio of 10.3:1. This combination makes for outstanding fuel efficiency. Nevertheless, the engine can also be run on unleaded regular fuel if necessary since the selective knock control automatically prevents any risk of damage.

In the Audi Coupé quattro with its second generation permanent four-wheel drive, the distribution of the engine power is taken care of by a mechanical Torsen centre differential employing interlinked sets of worm gearing. In normal circumstances the torque is divided equally, with 50 percent going to each pair of wheels. However, depending on the available traction, the



self-locking Torsen unit can also automatically vary the torque split up to a ratio of 75:25, the greater share being fed to the wheels with best grip.

All versions of the Audi Coupé employ sports running gear with fairly firm suspension. The springs, gas-filled shock absorbers and stabilisers are matched to suit the available performance, so that even the more enthusiastic driver will find that the car has ample handling reserves.

A major contribution to the Coupé's balanced handling is made by the suspension design, with a relatively wide track: 1453 mm at the front on both versions and 1447 mm at the rear on the front-wheel drive Audi Coupé and 1437 mm on the Coupé quattro. The front suspension uses a McPherson strut layout with triangular bottom wishbones and stabiliser for accurate tracking. At the rear, the front-wheel drive Audi Coupé has the familiar, light torsion beam dead axle with two trailing arms and suspension struts, while the Coupé quattro uses suspension struts with bottom wishbones. The rear floor section was designed to accommodate the horizontal 70 litre fuel tank above the rear suspension and below the luggage platform. The new Coupé also boasts wide-section tyres size 205/60 R 15 V on 6 J x 15 light alloy rims.

In front-wheel drive form, the Coupé has diagonally split twin circuit brakes, while the system on the Coupé quattro is split between front and rear. A brake



servo, rear limiting valve and four disc brakes (ventilated at the front) are part of the standard equipment, which also includes anti-lock brakes on the Audi Coupé quattro.

Like all the other volume-built models in the Audi range, the new Coupé has a fully galvanised bodyshell which will help to maintain its value over the years - an advantage assured by the unconditional 10-year rust perforation warranty for the body. Other features designed to maintain the lasting quality of this new Audi model include: a high-grade paint finish, underbody protection, cavity sealing, plastic wheel housing liners front and rear, chip-resistant surface primer and an exhaust system consisting of 95% stainless steel.

To satisfy more individual preferences, Audi also offers a selection of special options, including the procon-ten safety system, a power-operated sliding/tilting sunroof, electric windows, central locking, cruise control, manually or electronically controlled air conditioning, on-board computer and auto-check system.

The new Audi Coupé is an attractively styled performance car with passenger accommodation equivalent to a normal saloon. By virtue of its quality, economy, space, performance and unrestricted mobility, this new Audi model is a strong contender in the performance sector of the mid-range market. It is also a very rewarding car to drive.



The new Audi Coupé

Modern design

The new Audi Coupé appears on the West German market on December 2nd 1988. The car's attraction lies in a combination of performance-oriented design, powerful five-cylinder engines with a choice of 100 kW/136 bhp or 125 kW/170 bhp, upmarket specifications, high quality and generous interior accommodation. Another convincing argument is the availability of modern front-wheel drive and quattro four-wheel drive versions.

The Coupé's sporting character is expressed in the compact body design, with its characteristic Audi front-end treatment, wide beam headlights and raked windscreen, and by the way the body lines rise gently towards the rear, blending smoothly with the side windows and the integral spoiler which is swept around the short tail. The clean roof contour and the high waistline add to the overall effect, which is completed by the large 15 inch light alloy wheels with wide 205/60 tyres.

The spoiler incorporated in the tailgate generates a high downforce and contributes to the drag coefficient of 0.32 which allows good fuel economy and outstanding performance.

The bodyshell is fully galvanised, with a large tailgate made of plastic and side mouldings and integral bumpers



painted in the body colour. The area round the side windows and the bottom sill line is finished in black. The effect of these colour features gives the Audi Coupé a very well-balanced appearance.

The Coupé is 4366 mm long and 1716 mm wide.

Variable interior

There are two large, wide-opening doors with frameless windows, giving good access to the interior, which is equipped in keeping with the car's performance character. The elbow width for the front passengers is 1360 mm, with even more width at the rear - 1391 mm. The height available between the seat cushions and headliner is 941 mm at the front and 922 mm at the rear. This adds up to a spacious interior, with plenty of headroom for the rear passengers as well.

Accommodation at the rear is variable: the contoured rear backrest with integral head restraints can be split into one-third and two-third sections, or folded forward complete. Release catches are provided at the sides of the backrest. The capacity available under the hinged and removable luggage cover is 300 litres, or 247 litres in the Audi Coupé quattro (VDA measurement including two separate storage recesses). This luggage space can be extended as required up to 980 litres, or 927 litres in the Coupé quattro. Altogether, this means that Audi's new Coupé is able to combine its performance role with the practical advantages of a saloon car.



The fully trimmed luggage compartment offers good access, with flat surfaces that make the space easily useable. The large tailgate is supported by two gas-filled struts and is made of high-strength plastic. This makes it corrosion-resistant, like the fully galvanised bodyshell.

The curved rear window glass is bonded in place, giving additional stiffness. There are two concealed hinges at roof level so the tailgate can open right up out of the way. The spare wheel, a full-size version, is carried on the left of the luggage space under a fully trimmed cover that protects the luggage if a wheel has to be changed. Two shallow storage compartments are provided under the luggage platform for smaller items.

The rear floor section was designed to allow space for a horizontal 70 litre tank above the rear suspension.

Attractive specifications

The Coupé is marketed in standard form with high-quality "Lancora" flannel material in the interior. Those preferring plusher trim can specify "Serret" velours or "Kodiak" leather seat upholstery. These two special options are combined with zebra wood facings on the dashboard, doors and side trim. As a further option there are sports seats (standard on the Coupé quattro 20V) and an adjustable lumbar support.



The door trims feature a new design that continues the line of the dashboard lip back as far as the rear backrest. To control the electrically adjustable and heated outside mirrors and the optional electric windows convenient switch consoles are placed in the armrests.

To achieve the best possible seating comfort, Audi ensures that the seats are correctly shaped and uses compound foam seat cores with a softer area in the centre and firmer lateral padding for better support. Standard height adjustment helps the driver to find the most comfortable position. The guide rails for the front seats are slightly lower at the rear, which improves accommodation for taller occupants. For similar reasons the top fittings of the front seatbelts have a five-step height adjustment feature.

Standard appointments in the Audi Coupé include the "gamma" stereo cassette radio with six loudspeakers and amplified roof aerial, two electrically adjustable and heated outside mirrors, height adjustment for the driver's seat, additional instruments in the centre console, a heater duct for the rear footwell and front and rear fog lights. The rack-and-pinion steering is power-assisted. The safety steering column has a detachable coupling which helps to prevent rearward movement of the steering wheel in a collision. Audi's procon-ten safety system is also available for the Coupé.



The dashboard is designed to be functional and attractive, with a clear layout and a resilient, simulated leather surface that is pleasant to the touch. Foam plastic padding and the deformable metal crossmember are provided for the safety of the occupants. The electronic speedometer with trip recorder, tachometer, clock and fuel gauge are placed under a shielding lip in the instrument cluster together with all the indicator lights. The whole display is back-lit in red when the headlights are used. Fingertip stalks on either side of the steering column control lights, turn signals, wipers and hazard lights. The switches for the remaining minor functions, including the rear window heater and front and rear fog lights, are placed close to hand at the top of the wide centre console.

Keeping cool in summer

Thanks to the body design, with its high waistline and long roof surface, the "greenhouse" area is relatively small. The standard heat-absorbing glass, an additional tinted glare zone at the top of the windscreen and the projecting lip across the dashboard also help to keep direct sunlight off the front occupants. The roof also extends far enough to give shade at the rear.



The ventilation and heating, which can be finely adjusted by three rotary controls in the centre console operates by air blending. The system is independent of engine speed and road speed. The four-speed blower is powerful enough to change the air inside the car up to four times a minute. The air is taken out through extraction slots in the luggage space near the rear bumper.

Smooth power from the 2.3 litre five-cylinder injection engine

The front-wheel drive Audi Coupé and the Audi Coupé quattro version are both marketed with the familiar 2.3 litre five-cylinder injection engine that combines refinement and pulling power. Fitted with a fully regulated three-way catalytic converter, this unit develops 100 kW/136 bhp at 5700 rpm, and accelerates the Coupé from 0 - 100 kph in 9.2 seconds. The top speed is 206 kph. With five cylinders and fuel injection, the engine has a smooth torque delivery, developing a maximum 190 Nm at 4500 rpm. The five-speed manual gearbox is matched exactly to the characteristics of the engine. Weighing 1170 kg (or 1280 kg in the case of the quattro version), the Coupé is quite capable of being driven economically. The consumption figures (DIN measurement for 100 km - Coupé quattro in brackets) are: 6.3 (6.7) litres at a constant 90 kph, 8.3 (8.8) litres at a constant 120 kph and 11.8 (12.6) litres in the urban cycle - premium unleaded.



The fuel injection system of the 2.3 litre power unit uses precision mechanical metering combined with an electronic regulating circuit. The computerised ignition with 2 timing maps also incorporates selective knock control for each cylinder. This allows a relatively high compression ratio (10:1), which is desirable for fuel efficiency. If the sensor detects any tendency towards detonation the ignition timing is retarded individually for each cylinder. The engine is designed for unleaded premium fuel, but will also accept unleaded regular grade with a slight loss of power. In this case the ignition switches over to the appropriate timing map automatically.

Four valves per cylinder - the Audi Coupé quattro 20V

The more powerful engine is reserved for the Audi Coupé quattro 20V. This is the 2.3 litre unit that first appeared in the Audi 90 quattro 20V and was developed from rallying experience with the five-cylinder 20-valve engine in the Audi Sport quattro. Again with a three-way catalytic converter, this high-tech power unit is rated at 125 kW/170 bhp at 6000 rpm. Maximum torque is 220 Nm recorded at 4500 rpm, but the engine develops an impressive 192 Nm as low down as 3300 rpm.

The Coupé quattro 20V accelerates from 0 - 100 kph in just 8.4 seconds, and goes on to reach 220 kph. The economy figures are exceptional for a car of this performance: 7.6 litres/100 km at a constant 90 kph, 9.2 litres/100 km at at constant 120 kph and 13.7 litres/100 km in the urban cycle (premium unleaded).



The 20-valve cylinder head is cast in one piece with heat-treated light alloy. The use of two inlet valves and two exhaust valves per cylinder, with diameters of 32 mm and 28 mm respectively, gives the 20-valve engine a 35% greater valve area, which increases the gas flow by about 25%. This is why the engine is able to produce such impressive pulling power in the middle and upper speed ranges. The hydraulic tappets are self-adjusting, and automatically maintain the correct valve clearances.

The efficiency and reliability of the 20-valve engine is only possible with modern electronics. This engine management system, which controls injection and ignition, is a new development and employs a hot wire sensor which accurately measures the air mass in a bypass passage next to the main air intake. Further input signals are provided by inductive engine speed and ignition reference sensors, a Hall generator in the distributor, a coolant temperature sensor, an idle switch, throttle potentiometer and two knock sensors. This system also enables the high-performance engine to run on regular grade unleaded fuel if the premium grade is not available.

The ignition is controlled via a 256-point timing map. Fuel injection is sequential: each cylinder receives the correct pre-determined amount of fuel for each combustion stroke, with additional enrichment for acceleration or full throttle operation as necessary.



A diagnosis program monitors all engine functions during operation. If any faults should occur, the system switches over to a failsafe program, enabling the driver to reach the nearest service workshop. By interrogating the diagnosis program, the service technician can then pinpoint the fault without delay.

Second generation quattro four-wheel drive

Following the successful introduction of the second generation quattro drive system with self-locking Torsen centre differential, this layout has been adopted unchanged for the Audi Coupé quattro. The power train incorporates three differentials to accommodate different wheel speeds when cornering and to prevent transmission wind-up.

The centre differential function is provided by a self-locking Torsen unit. The drive to the front differential is taken forward through the hollow shaft that drives the cage of the Torsen centre differential. This now familiar arrangement saves both space and weight, avoids friction losses at additional bearings, and thus contributes a great deal to the efficiency of the four-wheel drive system. The drive to the rear differential is taken via a short, two-piece propeller shaft, with a centre bearing insulated against vibration. The rear wheels are then driven by conventional half shafts with constant velocity joints.



The Torsen differential, unlike the bevel-gear centre differential with pinions and side gears, employs two sets of worm gearing linked by spur gears. This gearing mechanically regulates the distribution of engine power between the front and rear wheels. In normal circumstances the torque split is 50:50. However, according to the available traction, the torque split can also be varied within a range up to 75%:25% front/rear or vice versa. In practice, this means that the wheels with best grip automatically receive a greater share of the engine power. This torque split function, operating according to the available road grip, significantly improves the car's handling especially at the limit of adhesion.

The Torsen centre differential also allows for different speeds of rotation at the front and rear wheels. This means that the standard anti-lock brake system (ABS) in the Audi Coupé quattro is fully effective in all relevant situations on the road.

As an additional traction aid when starting up in extreme situations, the rear differential can be locked manually with a push-button control on the centre console. This differential lock is automatically disengaged at speeds above 25 kph, thus reactivating the ABS.

High-performance running gear

The Audi Coupé is equipped with high-performance running gear in standard form, with aero design 6 J x 15 light



alloy wheels and wide 205/60 R 15 V tyres. The low suspension underlines the effect of the Coupé body shape. The springs, gas-filled shock absorbers and stabilisers are suitably matched to the Coupé's engine power and speed capability. Large-volume rubber suspension mounts help to insulate the body from road noise. An effective noise-insulating engine bulkhead ensures that overall noise levels in the passenger compartment are kept to a minimum.

The outstanding handling response of the new Audi Coupé owes a great deal to the wide-track suspension: 1447 mm at the rear on the front-wheel drive version, 1437 mm on the Coupé quattro, and 1453 mm at the front for both models. The front suspension employs McPherson struts with triangular wishbones and stabiliser for accurate tracking. The front-wheel drive Coupé has a torsion beam dead rear axle with two trailing arms and suspension struts, while the Coupé quattro combines rear suspension struts with triangular wishbones. The chassis and suspension are set up to give the precise response appropriate to the car's performance, so that the Audi Coupé is most rewarding to drive.

The front-wheel drive Audi Coupé model has a twin circuit brake system split diagonally. This maintains the brake balance between front and rear wheels even if one circuit should fail. The system includes a servo, rear limiter valve and discs all round. The front brake discs are also ventilated. Disc diameter is 256 mm or 276 mm on the Audi Coupé quattro 20V



with 125 kW/170 bhp. The size of the brake discs and the specially selected asbestos-free material of the large-volume pads gives effective stopping power and extends the life of the brakes.

In the Audi Coupé quattro the twin circuit brake system is split front/rear. ABS, which is standard on this version, allows the shortest possible stopping distances while maintaining steering control and stability.

Top quality standard

Like all Audi's volume-built models, the new Audi Coupé has a bodyshell made entirely of galvanised steel. The outside skin panels are electro-galvanised, while the floor assembly and other structural panels are hot-dip galvanised. The corrosion protection achieved in this way will protect the value of the car for many years. For this reason the Audi Coupé is also covered by the 10-year body rust-through warranty.

The new Coupé also benefits from all Audi's normal anti-corrosion measures: spray/dip degreasing, phosphate surface treatment, cathodic priming, PVC underseal, resilient, colour-keyed chip-resistant filler and hot-wax flooding of all floor-level cavities. Plastic liners in the front and rear wheel housings prevent stone damage and corrosion. The doors, front bonnet and rear wheel arches also have adhesive-bonded hem flanges.



Individual equipment to order

The design of the new Audi Coupé is certainly eye-catching in itself, but more individual appeal can be added with special accessories and equipment. Amongst other items, the list of options includes 7 J x 15 speedline light alloy wheels, ABS for the front-wheel drive Coupé and Audi's procon-ten safety system. More electrical equipment can also be added: power windows, central locking, rear wiper and washer, headlight washers or an electric sliding/tilting sunroof. There is also a "delta" stereo cassette radio system with four active loudspeakers at the rear, an air conditioner with manual or automatic controls, cruise control, on-board computer, Auto-check system or sports seats (a standard fitment on the Audi Coupé quattro 20V).