



# Fahrzeug-Identitätsurkunde

## Audi quattro

Manufacturer: AUDI AG, Ingolstadt  
VIN: WAUZZZ85ZHA900660  
Type code: 857-015  
left-hand drive, 5-speed manual gearbox  
Engine: WR 007846  
petrol engine, 5 cylinders in-line  
Capacity: 2144 cc  
Output: 147 kW / 200 BHP at 5500 rpm  
Top speed: 222 km/h  
Date of manufacture: 4<sup>th</sup> May 1987, Ingolstadt  
Delivered to: Netherlands  
Basic purchase price: DM 81 515.-  
(Germany, incl. purchase tax, 02/1987)  
Color: Q7 Q7 – Nile-green metallic (Y6Y)  
Trim: TW – Kodiak leather, platinum/graphite/graphite  
Optional equipment: 079, 085, 341, 352, 430, 432, 447, 568,  
573, 651, 714, 912

Total production figure: 10 518 (1980 – 1989)

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Audi quattro (147 kW/200 bhp)

| Audi quattro (147 kW/200 bhp) |                             |  | Dimensions, Weights, Performance, Consumption |       |
|-------------------------------|-----------------------------|--|---|-------|
| <b>Engine</b>                 | Five-cylinder, in-line      |  | Length, mm                                    | 4404  |
|                               | Bore x stroke, mm           | 79.5 x 86.4  | Width, mm                                     | 1723  |
|                               | Capacity, cc                | 2144   | Height, mm                                    | 1344  |
|                               | Compression ratio           | 7.0:1  | Seating area m <sup>2</sup>                   | 2.57  |
|                               | Fuel system                 | mechanical fuel injection, turbocharger with intercooler | Wheelbase, mm                                 | 2524  |
|                               | Fuel grade                  | premium, 98 RON  | Track, mm front                               | 1461  |
|                               | Power output (kW/DIN bhp)   | 147 (200)  | rear  | 1494  |
|                               | at rpm                      | 5500   | Turning circle, m                             | 11.3  |
|                               | Max. torque (Nm)            | 285  | Luggage capacity, l.                          |       |
|                               | at rpm                      | 3500   | sphere method                                 | 390   |
| <b>Electrics</b>              | Ignition system             | all-electronic ignition data-programmed                  | VDA block method                              | 330   |
|                               | Battery A (Ah)              | 300 (63)   | Ground clearance, mm                          | 115   |
|                               | Alternator, max. amps       | 90   | Kerb weight, kg                               | 1300  |
| <b>Transmission</b>           | Drive layout                | permanent 4wd with 2 differential locks                  | GVW, kg                                       | 1760  |
|                               | Clutch                      | single plate, dry clutch                                 | Max. trailer weight                           |       |
|                               | Gearbox                     | 5-speed  | with brakes, kg                               | 1500  |
|                               | 1st gear                    | 3.600  | gradient, %                                   | 10/12 |
|                               | 2nd gear                    | 2.125  | without brakes, kg                            | 600   |
|                               | 3rd gear                    | 1.458  | Max. roof load, kg                            | 75    |
|                               | 4th gear                    | 1.071  | Capacities, litres                            |       |
|                               | 5th gear                    | 0.778  | fuel tank                                     | 90    |
|                               | Reverse gear                | 3.500  | engine oil + filter                           | 4.5   |
|                               | Final drive                 | 3.889  | cooling system incl. heater                   | 9.3   |
|                               | Km/h / 1000 rpm in top gear | 35.7   | Top speed, km/h                               | 222   |
| <b>Brakes</b>                 | Type                        | twin circuit with ABS (anti-lock brake system)           | Acceleration, sec.                            |       |
|                               | front                       | ventilated discs   | 0 - 80 km/h                                   | 4.7   |
|                               | rear                        | discs  | 0 - 100 km/h                                  | 7.1   |
|                               |                             | brake servo  |   |       |
|                               |                             | brake pressure regulator                                 |   |       |
| <b>Steering</b>               | Type                        | power-assisted rack-and-pinion                           | Fuel consumption DIN 70 030 (l./100 km)       |       |
|                               |                             |  | at a constant 90 km/h                         | 7.7   |
|                               |                             |  | at a constant 120 km/h                        | 9.9   |
| <b>Wheels</b>                 | Wheels                      | 8 J x 15   | urban cycle                                   | 15.4  |
|                               | Tyres                       | 215/50 VR 15   |   |       |

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## Audi quattro

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

March 1986 - subject to alteration



## Audi quattro design and equipment

The quattro's competition successes, which led to Audi's first rally title in the 1982 World Championship of Makes, have demonstrated the superiority of the permanent four-wheel drive system developed by Audi. Permanent four-wheel drive is the only way of making optimum use under all road conditions of the power delivered by a high performance engine. Distributing the torque of the turbocharged five-cylinder fuel injection engine between four wheels minimises tyre slip and wear, ensures problem-free traction even in extremely bad conditions, and provides additional safety when cornering on the limit.

Full-time four-wheel drive in a high performance car has advantages in everyday motoring, and not just in rallying: this fact has long since been proven. The Audi quattro alone has sold over 8,000 units to date.

The Audi quattro has an angled radiator grille with Audi emblem and integral rectangular headlights. The tail spoiler is finished in the body colour to contrast with the black tail light clusters. In spite of black lenses, the lights still appear in their normal colours: yellow for the turn signals and red for the stop lights, etc. The rear window wiper/washer, is a standard feature and the heating elements in



the rear window are arranged to display quattro lettering. Stainless steel is used extensively for the exhaust system, giving longer service life. The control console for the differential locks (with a two-step rotary switch and indicator lights to monitor the operation of the locks) incorporates auxiliary instruments for voltage and engine oil temperature. The quattro has the anti-lock braking system (ABS) as standard: this feature gives the shortest possible stopping distances subject to the physical limits of adhesion, while maintaining directional stability and steering control.

The quattro's good-looking interior reflects the car's performance character, and the dashboard and instrumentation are designed for maximum functional efficiency.

The fascia incorporates a storage bin and the glove compartment is trimmed with velour. The loudspeaker surrounds are recessed and flush with the surface of the fascia. The high quality stereo radio/cassette system has four powerful hi-fi speakers and an electronically amplified power aerial. The lighting switch is of the rotary type, and rocker switches are used for all other control functions. The heater and ventilation controls are easy to use and clearly identified with graphics to match those on the control for the differential locks.



High quality upholstery using an "Eton flannel" material in a "graphite" colour is used for the sports seats and for the fabric facing on the door and side panel trims.

The electronic dashboard provides the driver with all important data. It has an easy-to-read display and incorporates a trip computer and the check system to monitor vehicle systems, with a spoken warning of any malfunctions.

When on the move the display permanently shows the engine speed (on a quarter circle scale), road speed in kph (digital), boost pressure in bar (bar graph), coolant temperature in degrees centigrade (bar graph) and fuel tank content in litres (digital). Only the odometer and trip recorder are mechanical, in accordance with official requirements.

The trip computer displays information showing the time of day, journey time, average speed, distance to empty, average consumption and instantaneous consumption.

The spoken warnings actuated by the check system are stored in electronic modules. The warning is preceded and followed by a chime and comes through the radio loudspeakers.



The advantage of this system is an extra degree of dependability in service: visual displays can be overlooked but the spoken warning is unmistakable. The equipment also includes other items of proven value, as for example the electrically adjustable and heated outside mirrors and the power assisted steering with servo effect varying according to engine speed. The standard of quality is maintained at a high level: permanent underseal in the wheel wells and on underfloor surfaces, cavity sealing, the partial use of specially precoated panels and a high quality paint finish combine to give effective corrosion protection. The three-year warranty covering paint defects and the six-year rust-through warranty of course also apply to the quattro - the car whose outstanding engineering makes for more enjoyment and more safety on all roads.

#### The five-cylinder turbo engine

Like the permanent four-wheel drive layout, the quattro's power unit is also a very special piece of engineering. The 2.14 litre five-cylinder fuel injection engine, with exhaust-driven turbocharger, intercooler and all-electronic data programmed ignition develops 147 kW/200 bhp. Equipped with the 5-speed manual sports gearbox, the quattro accelerates from 0 to 100 kph in just 7.1 seconds. Maximum speed is 222 kph. Consumption figures according to DIN 70 030



are: 7.7 litres/100 km at a constant 90 kph; 9.9 litres/ 100 km at 120 kph, and 15.4 litres/100 km in the urban cycle (premium grade fuel).

In view of the available engine power, the Audi quattro can be regarded as extremely economical. With the 90 litre tank, the quattro gives an unusually good operating range for this category.

#### Chassis and suspension

The quattro running gear was revised at the start of the 1985 model year for even more responsive handling by using higher spring rates and stiffer shock absorber settings. The independent MacPherson-type suspension all round with triangular bottom wishbones and the twin circuit brake system (split front/rear) were retained unchanged. The four disc brakes (ventilated at the front), the hydraulic servo and pressure-sensitive brake pressure regulator assure most effective retardation. The brake system is perfected by the addition of ABS (anti-lock brakes) as standard equipment, and complemented by the 8 J x 15 light alloy wheels with 215/50 VR 15 competition tyres, also a standard fitment.





### Permanent four-wheel drive

The advantages of distributing the available power to all four wheels are clear: less wheel slip and tyre wear, problem-free traction even in the very worst conditions, higher possible cornering speeds and extra safety reserves in critical situations.

Since the individual wheels are required to transmit less driving torque, they are able to cope with higher lateral forces, thus allowing higher cornering speeds with greater safety. With permanent four-wheel drive, any reaction to throttle changes is minimal, and can be easily managed.

The quattro has two differential locks. One locks the centre differential to give a fixed connection between the front and rear wheels: the other locks the rear differential for an additional fixed connection between the two rear wheels. Normally, it is only necessary to lock the rear differential to get moving in extreme situations. The two differential locks are actuated pneumatically by a rotary selector in the centre console, and can also be engaged when the car is moving.

The Audi quattro is capable of towing loads of 1500 kg even on steep gradients up to 12%, making it the ideal towing car for a boat trailer, caravan or horse-box.