Powerhouses: five-cylinder engines at Audi

- **Five-cylinder engine delivering 136 hp presented for the first time in 1976 in the Audi 100**
- **Successful engine concept for series production and rallying**
- **Audi RS 3**: modified five-cylinder engine with more torque**

Ingolstadt, September 15, 2021 – Audi presented the first five-cylinder gasoline engine 45 years ago in the second-generation Audi 100. Enhancements and new developments followed with turbocharging, exhaust gas purification and four-valve technology, rally engines, and five-cylinder diesel units. The 2.5 TFSI won the "International Engine of the Year" award nine times in a row. Today, the high-performance engine in the new Audi RS 3 Sportback carries on the five-cylinder engine tradition – with more power than ever.**

The five-cylinder engines from Audi have achieved cult status – partly due to their successful deployment in motorsport and also on account of their reliability and economy. The engine's unique 1-2-4-5-3 ignition sequence and the incomparable sound that comes with it make the driving experience so exhilarating.

The first five-cylinder gasoline engine powered the Audi 100 (C2) in 1976. The model, known internally as Type 43, was to be positioned higher than its predecessor in the market. The four-cylinder engines at the time were not suitable for this plan according to the developers. At the beginning of the 1970s, Audi engineers consequently discussed the possibility of introducing five and six-cylinder inline engines. The latter were ruled out due to the installation space required and unfavorable weight distribution. So those responsible opted for the five-cylinder inline engine, based on the new EA 827 engine concept. This four-cylinder inline engine was used throughout the VW Group in the 1970s – in the Audi 80 and Audi 100, for instance. The derived 2.1-liter five-cylinder engine produced 100 kW (136 hp). A modern injection system increased efficiency and power development. Delivery of the Audi 100 5E began in March 1977.

Also top class as an aspirated diesel engine

As early as 1978, Audi presented the first diesel version: a naturally aspirated diesel with a displacement of two liters and producing 51 kW (70 hp). One year later, the first turbocharged five-cylinder gasoline engine made its debut – another pioneering feat from Audi. With an output of 125 kW (170 hp) and 265 newton meters *(195.45 lb-ft)* of torque, it powered the new top model, the Audi 200 5T.

The five-cylinder gasoline engine in the 1980 Audi "Ur-quattro" had even more to offer.

The equipment, data and prices specified in this document refer to the model range offered in Germany. Subject to change without notice; errors and omissions excepted.

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With turbocharging, an intercooler and permanent four-wheel drive, it constituted a powerful technical package for the racetrack and the road. Initially, it delivered 147 kW (200 hp). In 1983, the Finn Hannu Mikkola won the drivers' title in the World Rally Championship in this car. In the same year, Audi introduced the wide-track Sport quattro, which was 24 centimeters *(9.45 inches)* shorter. It was powered by a newly developed four-valve five-cylinder unit made of aluminum with an output of 225 kW (306 hp). It made the Sport quattro the most powerful car built to date by a German company for use on public roads. The model formed the basis for a new Group B rally car, with the four-valve powerplant delivering 331 kW (450 hp) from the very start. It was used for the first time in the penultimate race of 1984, the Ivory Coast rally. The other eleven rounds of the season were contested by the Swede Stig Blomqvist in the Group B Audi quattro A2 producing 265 kW (360 hp). In the end, he won the drivers' title and Audi took the manufacturers' title.

Unforgettable: Walter Röhrl on Pikes Peak

Even after Audi withdrew from rallying in 1986 there were other racing highlights: in 1987, Walter Röhrl won the Pikes Peak Hill Climb (USA) in the Audi Sport quattro S1 (E2). The racing car developed 440 kW (598 hp). And the IMSA GTO excelled on the US touring car scene in 1989, delivering 530 kW (720 hp) – from little more than two liters of displacement.

Audi presented another milestone in automotive history at the International Motor Show in Frankfurt am Main in 1989: the Audi 100 TDI. It was the first production car with a five-cylinder direct-injection turbocharged diesel engine and fully electronic control. The powerplant generated 88 kW (120 hp) from a displacement of 2.5 liters. Audi continued to refine its range of five-cylinder gasoline engines. In 1994, the Audi RS 2 with an output of 232 kW (315 hp) came on to the market. As an Avant with the power of a sports car, it established a new automotive class.

1994 saw the five-cylinder units bow out of the B segment, when the Audi A4 (B5) was introduced. They were gradually replaced in the mid-1990s by the new V6 engines. The last five-cylinder engines, the 2.5 TDI in the Audi A6 and the 2.3 Turbo in the Audi S6, were phased out in 1997.

Turbo and direct injection in the TT RS

Then in 2009 there was a big comeback – with turbocharging and gasoline direct injection in the Audi TT RS. The transverse-mounted engine developed by quattro GmbH produced 250 kW (340 hp) from a displacement of 2.5 liters. The TT RS plus, which Audi presented in 2012, even reached 265 kW (360 PS).

In 2013, the RS Q3 established a new market segment as the first compact SUV. As in the TT RS and RS 3, the engine was a transverse-mounted 2.5 liter five-cylinder. At less than 50 centimeters *(19.7 inches)* long, it was a very compact motor.

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This made the long-stroke engine (bore x stroke 82.5 x 92.8 millimeters *[3.2 x 3.7 in]*) perfect for transverse installation. Initially, it produced 228 kW (310 PS), but reached 250 kW (340 PS) starting in late 2014. The RS Q3 performance that followed in 2016 even reached 270 kW (367 PS); in 2019, the new edition of the RS Q3 (combined fuel consumption in l/100 km*: 9.0–8.8 (26.1–26.7 US mpg); combined CO_2 emissions in g/km*: 206–201) brought 400 PS with 480 Nm of torque. An international jury of automotive journalists voted the five-cylinder motor "Engine of the Year" in its class nine times in a row since 2010.

Unmatched acceleration and top speed: the 2.5 TFSI in the RS 3**

Today, the 2.5 TFSI appears in the new Audi RS 3** with more power than ever before. The new RS 3 models (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO_2 emissions in g/km*: 201–188) sprint from zero to 100 km/h *(62 mph)* in 3.8 seconds. Their top speed is limited to 250 km/h *(155 mph)*, but 280 km/h *(174 mph)* is also available as an optional upgrade. With the RS Dynamic package and ceramic brakes, they can even reach a top speed of 290 km/h *(180 mph)*. That makes the Audi RS 3 (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO_2 emissions in g/km*: 201–188) the best in its class in terms of acceleration and top speed. This is primarily due to the 500 Nm increase in torque, which is available between 2,250 and 5,600 rpm. That is 20 Nm more than its predecessor. As a result, the Audi RS 3** accelerates even faster from low rev ranges. The engine's maximum power of 294 kW (400 PS) is available earlier than before at 5,600 rpm and extends over a broad plateau to 7,000 rpm. A new engine control unit also increases the speed at which all of the drive components communicate with each other

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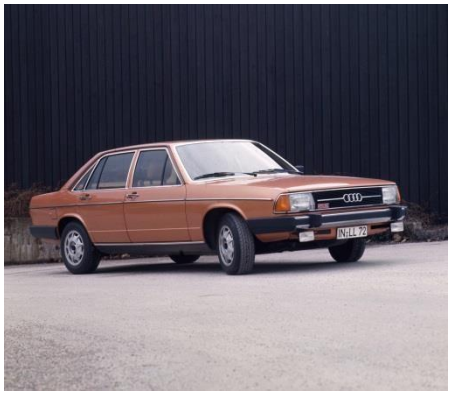
Milestones in the history of the five-cylinder engine – from fuel-injected engine to the award-winning 2.5 TFSI

1976: first five-cylinder gasoline engine in the automotive industry

In August 1976, Audi introduces the second-generation Audi 100 (C2) in Luxembourg. For the first time, power is provided by a five-cylinder gasoline engine in a model from the brand with the four rings. The fuel-injected engine with a displacement of 2,144 cc develops 110 kW (136 hp) at 5,700 revolutions per minute. The maximum torque of 185 newton meters *(136.45 lb-ft)* is available at 4,200 rpm. The market launch of the Audi 100 (C2) follows in March 1977. From September 1979, the five-cylinder engine is also available in the Audi 200; from August 1982, it is fitted in the successor to the C2, the Audi 100 C3.



Audi 100 GLS 5E (C2), model year 1979

1978: five-cylinder carbureted engine

In April 1978, the five-cylinder carbureted version with an output of 85 kW (115 hp) replaces the basic two- liter four-cylinder version in the Audi 100 (C2). The new 1.9-liter unit produces maximum power at 5,400 revs and delivers 154 newton meters *(113.58 lb-ft)* of torque to the crankshaft at 3,700 rpm. The engine is used in the Audi 100 5 (C2), the Audi 80 CD (B2), the Audi Coupé GT 5S (B2) and in the Audi 100 (C3).

Audi 80 CD (B2), model year 1982

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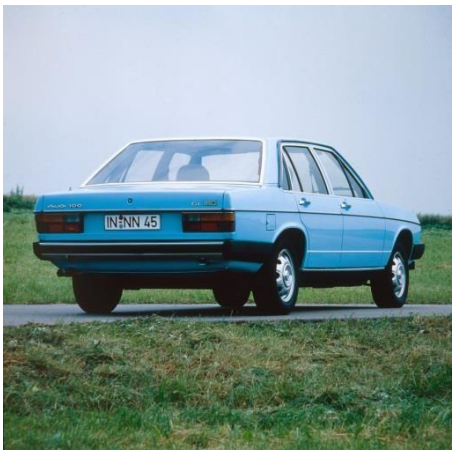
1978: first five-cylinder diesel

In 1978, Audi presents its first diesel model for the Audi 100 (C2). The five-cylinder naturally aspirated engine with a displacement of two liters develops 51 kW (70 hp) and 123 newton meters *(90.72 lb-ft)* of torque. It also powers the next-generation C3, propelling both the sedans and the Avant versions. From 1984, there is a turbocharged engine with an output of 64 kW (87 hp) and 172 newton meters *(126.86 lb-ft)* of torque.



Audi 100 GL 5D (C2), model year 1978

1980: five-cylinder gasoline engine with turbocharger

In 1980, the Audi 200 5T (C2) comes on to the market, which is powered by the first turbocharged gasoline engine from the brand with the four rings. From a displacement of 2,144 cc, the five-cylinder unit produces 125 kW (170 hp) at 5,300 revolutions per minute and 265 newton meters (195.45 lb-ft) of torque at 3,300 rpm. The Audi 200 5T (C2) is the first Audi in the luxury class and features the lavish equipment of the Audi 100 CD as standard.

Audi 200 5T (C2), model year 1981

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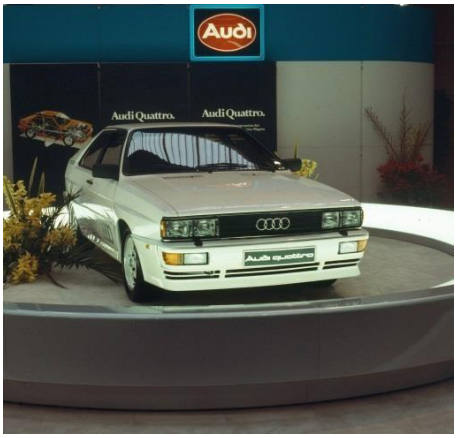
1980: five-cylinder gasoline engine with turbocharger and intercooler

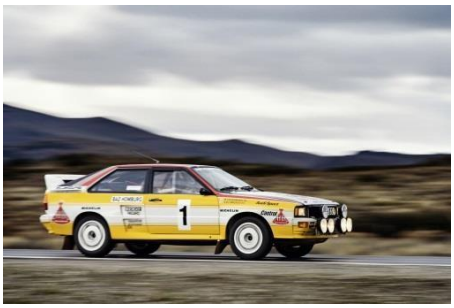
In 1980 at the Geneva Motor Show, Audi unveils the Audi quattro (B2), known as the “Ur-quattro” from the mid-1990s. It uses the powerplant from the Audi 200 5T (C2), but features an intercooler. As a result, the turbocharged engine achieves a higher output of 147 kW (200 hp) at 5,500 revolutions per minute and 285 newton meters *(210.21 lb-ft)* of torque at 3,500 rpm. The body of the Audi quattro is based on the Audi Coupe (B2), which in turn is based on the Audi 80. Flared fenders, bulkier bumpers and sills as well as a larger rear spoiler distinguish the Audi quattro from the Coupe.



Audi quattro (B2), model year 1980 (Geneva Motor Show)

1983: five-cylinder engine triumphant in rallying

In the 1983 Corsica Rally, Audi competes for the first time with the Audi quattro A2, Group B. Its 2.1-liter turbocharged five-cylinder inline engine produces 265 kW (360 hp) at 6,500 revolutions per minute and delivers 450 newton meters *(331.90 lb-ft)* of torque at 4,000 rpm. At the end of the season, the Finn Hannu Mikkola wins the drivers’ title in this car. One year later, the Swede Stig Blomqvist replicates this success: he becomes world rally champion, while Audi wins the manufacturers’ world rally championship for the second time after 1982.



Audi quattro A2, Group B, model year 1983

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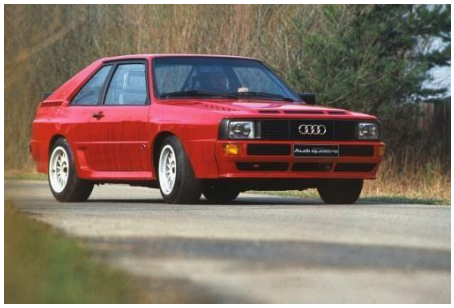
1983: five-cylinder gasoline engine with four-valve technology, turbocharger and intercooler

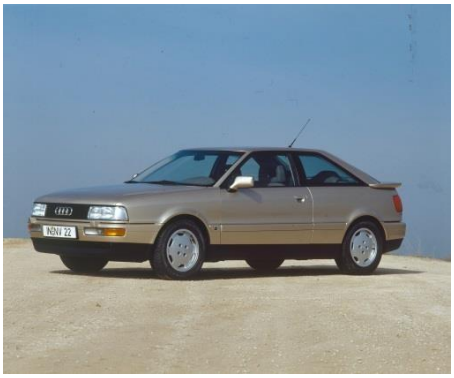
In September 1983, Audi presents the Audi Sport quattro (B2) at the International Motor Show in Frankfurt am Main. It is powered by a 2.1-liter high-performance engine with four-valve technology that produces 225 kW (306 hp) at 6,700 revolutions per minute. The maximum torque of 350 newton meters *(258.15 lb-ft)* is available at 3,700 rpm. Delivery commences in May 1984. The Audi Sport quattro (B2) is a special series limited to 214 vehicles, produced to meet homologation requirements for rallying. The rules stipulate that displacement must be limited to a maximum of 2,133 cc.



Audi Sport quattro (B2), model year 1984

1984: map-controlled five-cylinder gasoline engine with emissions control as standard

In 1984, a completely new development appears. Audi is the first manufacturer to optimize the five-cylinder engine with a fully electronic map-controlled ignition system and a catalytic converter as standard. From 2,309 cc, it produces 100 kW (136 hp) at 5,600 rpm and 188 newton meters *(138.66 lb-ft)* of torque at 3,500 revolutions per minute. The most widely used five-cylinder engine from Audi is found in the Audi 100 2.3E (C3), the Audi Coupe 2.3E (B3) and in the Audi 90 2.3 E (B3). From 1990, it also powers the Audi 100 2.3E (C4) and a year later the Audi 80 2.3E (B4) and the Audi Cabriolet 2.3E. Here, it delivers 98 kW (133 hp) at 5,600 revolutions per minute and 186 newton meters *(137.19 lb-ft)* at 4,000 rpm.



Audi Coupé 2.3E (B3), model year 1989

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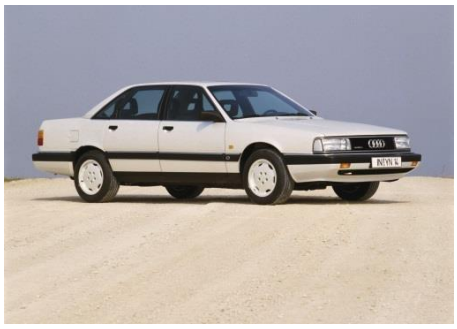
1987: world record at Pikes Peak with the Audi Sport quattro S1 (E2)

In 1987, Walter Röhrl wins the legendary Pikes Peak Hill Climb (USA) in the Audi Sport quattro S1 (E2), setting a new record. In 10 minutes and 47.85 seconds he conquers the almost 20-kilometer-long *(12.43 mi)* course with 156 bends and a difference in altitude of 1,439 meters *(4721.13 ft).* The 2.1-liter five-cylinder engine in the Audi Sport quattro S1 (E2) delivers 440 kW (598 hp) at 8,000 revolutions per minute and produces 590 newton meters *(435.16 lb-ft)* of torque at 5,500 rpm.

Audi Sport quattro S1 (E2), model year 1987

1988: five-cylinder gasoline engine with four-valve technology, turbocharger and catalytic converter (S engine)

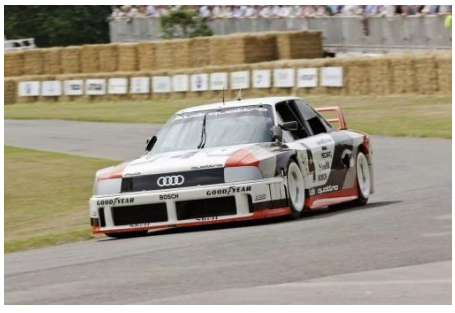
With two catalytic converters, four-valve technology, a closed tank venting system and a diagnostic system, this powerplant offers a very high standard of emissions control and technology. It is first available in the Audi 200 quattro 20V (C3), then in the Audi quattro 20V (B2) a year later and in the Audi S2 Coupe (B3) in 1990. The five-cylinder turbocharged engine has a displacement of 2,226 cc and delivers 162 kW (220 hp) at 5,700 revolutions per minute and 309 newton meters *(227.91 lb-ft)* of torque at 1,950 rpm.



Audi 200 quattro 20V (C3), model year 1990

1989: most powerful five-cylinder works engine in motorsport

At the 1989 IMSA GTO in the USA, the Audi 90 quattro competes in its races with the most powerful five-cylinder works engine. The turbocharged aluminum engine is a 2.2-liter high-performance unit specially designed for racing. It develops 530 kW (720 hp) at 7,500 revolutions per minute and delivers 720 newton meters *(531.04 lb-ft)* of torque at 6,000 rpm. Overall, the Audi 90 quattro IMSA GTO wins seven races in the American touring car series in the 1989 season.



Audi 90 quattro IMSA GTO, model year 1989

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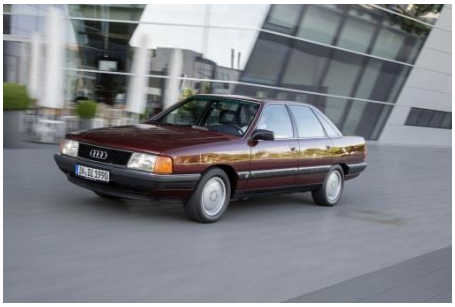
1989: first five-cylinder turbocharged direct-injection diesel engine in a production car

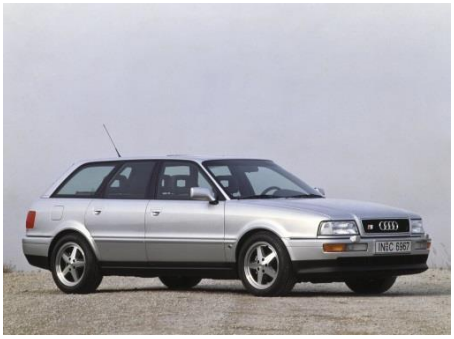
Audi presents another milestone in the automotive history in 1989 at the International Motor Show in Frankfurt am Main: the Audi 100 TDI. The first five-cylinder turbocharged diesel with direct injection for a production car produces 88 kW (120 hp) from a displacement of 2.5 liters and delivers 265 newton meters *(195.45 lb-ft)* of torque to the crankshaft. It is used in the C3 and in the C4 – from 1994 with an output of 103 kW (140 hp) and 290 newton meters *(213.89 lb-ft)* of torque.



Audi 100 TDI (C3), model year 1990

1991: performance-enhanced five-cylinder S engine with overboost control

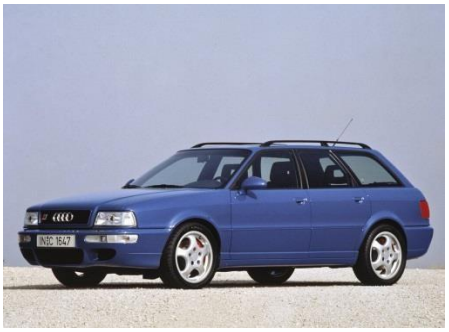
In the 1991 Audi S4, the Sport version of the Audi 100 (C4), a turbocharged 2.2-liter 20-valve five-cylinder inline engine is at work. It develops 169 kW (230 hp) at 5,900 rpm. Thanks to a brief increase in boost pressure, a peak torque of 350 newton meters (258.15) is achieved at 1,950 revolutions per minute. The engine also powers the Audi S2 Avant (B4) and the Audi S2 Coupé (B3). In 1994, the Audi S4 becomes known as the Audi S6.



Audi S2 Avant (B4), model year 1992

1994: first five-cylinder RS engine

In 1994, the most powerful five-cylinder production engine built by Audi to date goes into action in the Audi Avant RS 2 (B4). With turbocharging, fuel injection and standard-fit emissions control, it produces 232 kW (315 hp) at 6,500 revolutions per minute from a displacement of 2,226 cc and delivers 410 newton meters *(302.40 lb-ft)* of torque at 3,000 rpm.



Audi Avant RS 2 (B4), model year 1994

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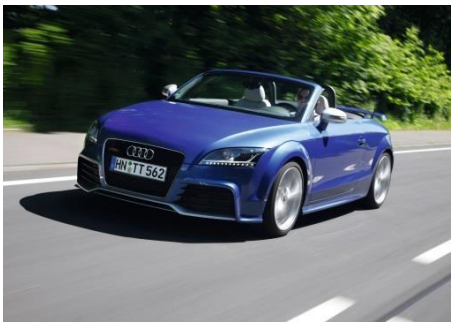
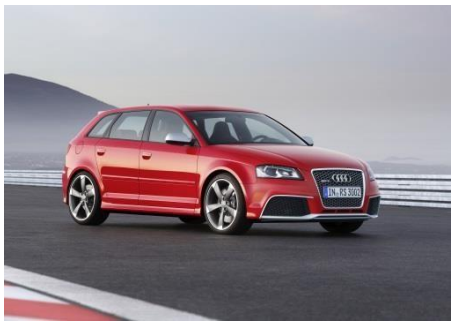
2009: 2.5 TFSI with gasoline direct injection, turbocharger and intercooler

30 years after the first five-cylinder turbocharged gasoline engine was presented, Audi once again introduces a model with a five-cylinder gasoline engine and turbocharger at the Geneva Motor Show: the TT RS. The powerplant delivers 250 kW (340 hp) at 6,500 revolutions per minute from 2,480 cc and 450 newton meters *(331.90 lb-ft)* at 5,300 rpm. From 2011, this engine is also used in the RS 3 Sportback and from 2014 in the updated RS Q3.
In the 2012 TT RS plus, the engine produces 265 kW (360 hp) at 6,700 revolutions per minute and develops 465 newton meters *(342.97 lb-ft)* of torque at 5,400 rpm.



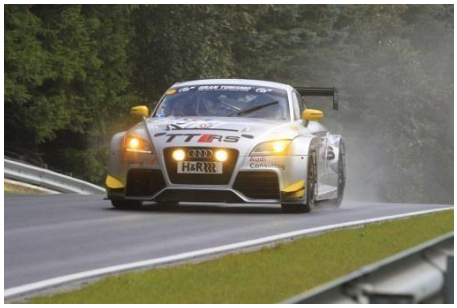
Audi TT RS Roadster, model year 2009



Audi RS 3 Sportback, model year 2011

2010: Audi TT RS in races

In 2010, Audi starts its motorsport activities with the TT RS. The racing car developed for endurance racing is powered by the five-cylinder engine from the production model. Following improvements to the intercooler and exhaust system, the powerplant delivers 280 kW (380 hp) at 5,800 revolutions per minute. The maximum torque of 500 newton meters *(368.78 lb-ft)* develops at 2,500 rpm. In the VLN Endurance Championship of 2010 and 2011, the front- wheel-drive racing car notches up several victories in the SP4T class up to 2.5 liters' capacity. In August 2011, it clinches overall victory in the 6-hour race on the Nürburgring. Audi achieves further success with the TT RS in the 24-hour race in the Eifel in 2011, where it takes class victory.



Audi TT RS racing car, model year 2011

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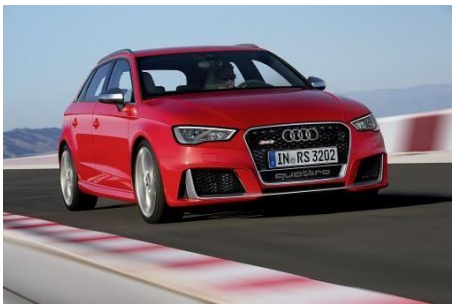
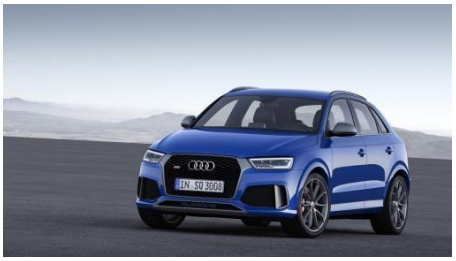
2015: 2.5 TFSI with gasoline direct injection, turbocharger and intercooler

In the summer of 2015, the second-generation RS 3 Sportback appears – the most powerful car in the premium compact segment with an output of 270 kW (367 hp). The combination of turbocharging and direct injection permits a high compression ratio of 10:1 and correspondingly good efficiency. The five-cylinder inline engine delivers a maximum of 465 newton meters *(342.97 lb-ft)* to the crankshaft. This torque is available from as low as 1,625 revolutions per minute and remains constant up to 5,550 rpm. Since spring 2016, Audi has been using the optimized version of the powerplant in the Audi RS Q3 performance too.



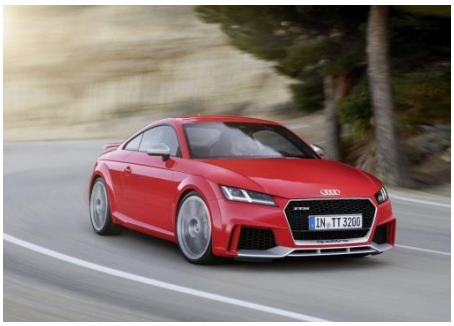
Audi RS 3 Sportback, model year 2015



Audi RS Q3 performance, model year 2016

2016: 2.5 TFSI with gasoline direct injection, turbocharger and intercooler

At the Beijing Motor Show in 2016, Audi presents the new TT RS Coupe** and the new TT RS Roadster**. The five-cylinder unit has been enhanced in every area – with lightweight construction measures, reduced internal friction, increased power delivery. From an unchanged displacement of 2,480 cc, the turbocharged engine gains a good 17 percent increase in performance. With an output of 294 kW (400 hp) it is more potent than ever before. The maximum torque of 480 newton meters *(354.03 lb-ft)* is available between 1,700 and 5,850 revolutions per minute. It ensures outstanding pulling power, which accompanies the unmistakable five-cylinder sound.



Audi TT RS Coupé, model year 2016

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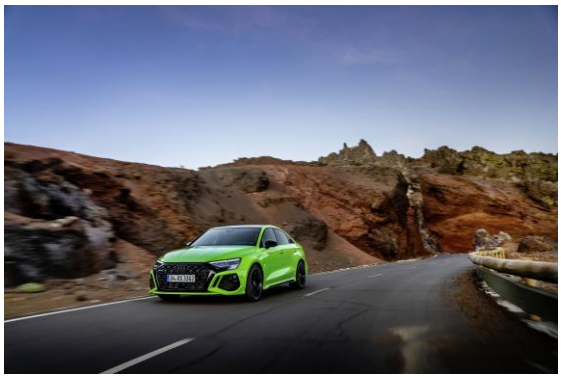
2021: 2.5 TFSI in the new Audi RS 3**

With the third generation of the Audi RS 3 Sportback** and the second generation of the Audi RS 3 Sedan**, the engine is now more powerful than ever before. The new RS 3 models (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO_2 emissions in g/km*: 201–188) sprint from zero to 100 km/h (62 mph) in 3.8 seconds. This is primarily due to the 500 Nm increase in torque, which is available between 2,250 and 5,600 rpm. As a result, the Audi RS 3 (combined fuel consumption in l/100 km*: 8.8–8.2 (26.7–28.7 US mpg); combined CO_2 emissions in g/km*: 201–188) accelerates even faster from low rev ranges. The engine's maximum power of 294 kW (400 PS) is available earlier than before at 5,600 rpm and extends over a broad plateau to 7,000 rpm.



Audi RS 3, Baujahr 2021

*Information on fuel consumption and CO_2 emissions as well as efficiency classes in ranges depending on the tires and alloy wheel rims used and on the equipment and accessories of the car.

**The collective fuel consumption values of all models named and available on the German market can be found in the list provided at the end of this MediaInfo.

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The Audi Group, with its brands Audi, Ducati and Lamborghini, is one of the most successful manufacturers of automobiles and motorcycles in the premium segment. It is present in more than 100 markets worldwide and produces at 19 locations in 12 countries. 100 percent subsidiaries of AUDI AG include Audi Sport GmbH (Neckarsulm, Germany), Automobili Lamborghini S.p.A. (Sant'Agata Bolognese, Italy), and Ducati Motor Holding S.p.A. (Bologna/Italy).

In 2020, the Audi Group delivered to customers about 1.693 million automobiles of the Audi brand, 7,430 sports cars of the Lamborghini brand and 48,042 motorcycles of the Ducati brand. In the 2020 fiscal year, AUDI AG achieved total revenue of €50.0 billion and an operating profit before special items of €2.7 billion. At present, 87,000 people work for the company all over the world, 60,000 of them in Germany. With new models, innovative mobility offerings and other attractive services, Audi is becoming a provider of sustainable, individual premium mobility.

Fuel consumption of the models named above
Information on fuel/electricity consumption and CO_2 emissions in ranges depending on the tires and alloy wheel rims used and on the equipment and accessories of the car.

Audi RS 3 Sportback
Combined fuel consumption in l/100 km: 8.8 – 8.3 (26.7 – 28.3 US mpg);
combined CO_2 emissions in g/km: 201 – 190 (323.5 –305.8 g/mi)

Audi RS 3 Limousine
Combined fuel consumption in l/100 km: 8.7 – 8.2 (27.0 – 28.7 US mpg);
combined CO_2 emissions in g/km: 198 – 188 (318.7 – 302.6 g/mi)

Audi TT RS Coupé:
Combined fuel consumption in l/100 km: 8.5 (27.7 US mpg);
combined CO_2 emissions in g/km: 194 – 193 (312.2 – 310.6 g/mi)

Audi TT RS Roadster:
Combined fuel consumption in l/100 km: 8.7 (27.0 US mpg);
combined CO_2 emissions in g/km: 200 – 199 (321.9 – 320.3 g/mi)

Audi RS Q3:
Combined fuel consumption in l/100 km: 9.0 – 8.8 (26.1 – 26.7 US mpg);
combined CO_2 emissions in g/km: 206 - 201 (331.5 – 323.5 g/mi)

The indicated consumption and emissions values were determined according to the legally specified measuring methods. Since September 1, 2017, type approval for certain new vehicles has been performed in accordance with the Worldwide Harmonized Light Vehicles Test Procedure (WLTP), a more realistic test procedure for measuring fuel consumption and CO_2 emissions. Since September 1, 2018, the WLTP has gradually replaced the New European Driving Cycle (NEDC). Due to the realistic test conditions, the fuel consumption and CO_2 emission values measured are in many cases higher than the values measured according to the NEDC. Vehicle taxation could change accordingly as of September 1, 2018. Additional information about the differences between WLTP and NEDC is available at www.audi.de/wltp.

At the moment, it is still mandatory to communicate the NEDC values. In the case of new vehicles for which type approval was performed using WLTP, the NEDC values are derived from the WLTP values. WLTP values can be provided voluntarily until their use becomes mandatory. If NEDC values are indicated as a range, they do not refer to one, specific vehicle and are not an integral element of the offer. They are provided only for the purpose of comparison between the various vehicle types. Additional equipment and accessories (attachment parts, tire size, etc.) can change relevant vehicle parameters, such as weight, rolling resistance and aerodynamics and, like weather and traffic conditions as well as individual driving style, influence a vehicle's electrical consumption, CO_2 emissions and performance figures.

Further information on official fuel consumption figures and the official specific CO_2 emissions of new passenger cars can be found in the "Guide on the fuel economy, CO_2 emissions and power consumption of all new passenger car models," which is available free of charge at all sales dealerships and from DAT Deutsche Automobil Treuhand GmbH, Hellmuth-Hirth-Str. 1, 73760 Ostfildern-Scharnhausen, Germany (www.dat.de).