	ifications				The all-new Audi A4 2.0T S
NGINE:					
Туре				ection, exhaust turbo-charger with	intercooler, 4 valves/cylinder, DOHC
Arrangement		Front mounted, longitudin			
Bore			mm		
Stroke		3.65 in. 92.8	mm		
Displacement		121.1 cu. in. 1984	сс		
Compression ratio	1	10.5 : 1			
Fuel requirement		Premium unleaded 91 AK	I / 95 RON recommended for maxi	imum performance	
Horsepower (SAE)	200 hp @ 5100-0	6000 rpm		
Max. Torque		207 lbs. ft. @ 1800-	5000 rpm		
NGINE DESIGN:					
Cylinder block		Cast iron			
Crankshaft		Forged steel, 4 main bear	rings		
Cylinder head		Aluminum alloy			
Valve train / intake			ent, DOHC belt driven, hydraulic lift	ore	
	,			613	
Cooling system	_		ically controlled radiator fan		
Lubrication system		Gear pump, pressurized,		domand controlled high area	numn. The fuel is injected
Fuel injection: FSI	Direct injection		common rail system supplied by a	÷ 1	
		,	on chamber via an injector position		
					s provides a distinctive characteristic,
			nigh performance and agile respon		
			ead with low-friction roller cam follo		• • •
		higher tumble values than	the naturally-aspirated FSI engine	e. This results not only in greater r	efinement, but also in superior
		knock resistance and ther	efore efficiency.		
Emission system		Dual 3-way catalytic conv	erters w/individual oxygen sensors	i	
LECTRICAL SYST	EM:				
Battery		12 volts 80	amp/hr		
Alternator			amp		
RIVETRAIN: Transmissions		Audi multitronic® CVT (or	nly FrontTrak), 6-speed manual (F	FrontTrak/quattro), 6-speed autom	atic w/tiptronic (only quattro)
		Audi multitronic® CVT (or	nly FrontTrak), 6-speed manual (F		natic w/tiptronic (only quattro)
		Front-wheel drive	nly FrontTrak), 6-speed manual (F multitronic [®] CVT	quattro	atic w/tiptronic (only quattro)
Transmissions	1st	Front-wheel drive Manual 6-speed	multitronic [®] CVT		Automatic 6-speed w/ Tiptronic®
Transmissions Type		Front-wheel drive Manual 6-speed 3.667:1	multitronic [®] CVT 2.378:1	quattro Manual 6-speed 3.667:1	Automatic 6-speed w/ Tiptronic [®] 4.171:1
Transmissions Type	2nd	Front-wheel drive Manual 6-speed 3.667:1 2.053:1	multitronic [®] CVT 2.378:1 1.510:1	quattro Manual 6-speed 3.667:1 2.053:1	Automatic 6-speed w/ Tiptronic [®] 4.171:1 2.340:1
Transmissions Type	2nd 3rd	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1	Automatic 6-speed w/ Tiptronic [®] 4.171:1 2.340:1 1.521:1
Transmissions Type	2nd 3rd 4th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1	Automatic 6-speed w/ Tiptronic [®] 4.171:1 2.340:1 1.521:1 1.143:1
Transmissions Type	2nd 3rd 4th 5th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1
Transmissions Type	2nd 3rd 4th 5th 6th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1	Automatic 6-speed w/ Tiptronic [®] 4.171:1 2.340:1 1.521:1 1.143:1
Transmissions Type Gear ratios:	2nd 3rd 4th 5th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2
Transmissions Type	2nd 3rd 4th 5th 6th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2
Transmissions Type Gear ratios:	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2
Transmissions Type Gear ratios: Front Differential	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque)	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 0.867:1 0.691:2
Transmissions Type Gear ratios: Front Differential	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque)	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING:	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 0.853:1 0.730:1 Hypoid gear, electronica	multitronic® CVT 2.378:1 1.510:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 0.853:1 0.730:1 Hypoid gear, electronica	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING:	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 0.853:1 0.730:1 Hypoid gear, electronica	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica	multitronic [®] CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a.	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica Maintenance-free rack-an 16.3:1	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curl USPENSION:	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft.	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 0.655:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror) electronic power assist	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft.	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 0.655:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror) electronic power assist	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curl USPENSION:	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft. Four-link front suspension	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror electronic power assist	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning hically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt USPENSION: Front Rear	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft. Four-link front suspension	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror electronic power assist	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 hically locking (EDL) SENsing) differential providing le front to rear power proportioning hically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curl USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft. 11.1 Four-link front suspensior Independent-wheel, trape	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror constant electronic power assist	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 nically locking (EDL) SENsing) differential providing le front to rear power proportioning nically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curl USPENSION: Front Rear	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft. 11.1 Four-link front suspension Independent-wheel, trape Dual circuit brake system	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror constantiation electronic power assist ular anti-roll bar siliently mounted subframe, anti-roil system (ABS), Electronic Brake p	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 inically locking (EDL) SENsing) differential providing ife front to rear power proportioning nically locking (EDL) Image: Sensing (
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curl USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th 7th	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft. 11.1 Four-link front suspension Independent-wheel, trape Dual circuit brake system	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror constantiation electronic power assist ular anti-roll bar siliently mounted subframe, anti-roil system (ABS), Electronic Brake p	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 inically locking (EDL) SENsing) differential providing ife front to rear power proportioning nically locking (EDL) Image: Sensing (
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curl USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th 7th () b-to-curb)	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica 16.3:1 n.a. 36.4 ft. 11.1 Four-link front suspension Independent-wheel, trape Dual circuit brake system	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL) m n, upper and lower wishbones, tubu zoidal-link rear suspension with reserver with diagonal split, Anti-lock Brake ogram, upgraded version 8.0 (ESP)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror constantiation electronic power assist ular anti-roll bar siliently mounted subframe, anti-ro system (ABS), Electronic Brake p with brake disc wiping feature; ta	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 inically locking (EDL) SENsing) differential providing ife front to rear power proportioning nically locking (EDL) Image: Sensing (
Transmissions Type Gear ratios: Front Differential Center Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curl USPENSION: Front Rear RAKES: Service brake	2nd 3rd 4th 5th 6th 7th *) b-to-curb)	Front-wheel drive Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electronica	multitronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 Ily locking (EDL) m n, upper and lower wishbones, tubu zoidal-link rear suspension with rest with diagonal split, Anti-lock Brake ogram, upgraded version 8.0 (ESP mm - Ventilated disc / Cont	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electror TORSEN® (TORque automatic and variab Hypoid gear, electror electronic power assist ular anti-roll bar siliently mounted subframe, anti-ro System (ABS), Electronic Brake p with brake disc wiping feature; ta tiTeves FNRG-60	Automatic 6-speed w/ Tiptronic® 4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 inically locking (EDL) SENsing) differential providing ife front to rear power proportioning nically locking (EDL) Image: Sensing (





reenniedi opeeni	ications (conti	nuea)					The all-new Audi A4 2.0T Se						
WHEELS:		Standard 16" (C	2F)				Optiona	I 17" (C1X); in	dividual option				
Size		7J x 16					7.5J x 17	7					
Offset		42 mm					45 mm						
Weight		10,000 g / 22 lbs						1/26 lbc					
Туре		Cast alloy					11,800 g / 26 lbs Cast alloy						
		Cast alloy					Optional 17" (H8A performance) or (HG6 all-season)						
TIRES:						235 / 45	I 17" (H8A per						
Size									C8F double-sp				
Speed rating Construction							Y or H Radial		part of sport pa	скаде			
Load Index							94						
Brand / Type (all ap	proved)						-	in Pilot Prim	acy (performa	ance)			
Diana, i jpo (an ap	prorouj								t 2 (performa				
									sons (all-seas				
BODY:							1						
Material		Unitized steel stru	cture with inter	urated alu	minum and mag	nesium comp	onents						
Corrosion protection		All steel parts are			-			nst corrosion n	arforation)				
•	I	All steel parts are	100 /8 uuai-siu	e zinc-gai		ai iiriileu wari	ianty agai						
CAPACITIES:		Front wheel driv	0				avetter						
Engine oil		6.3 qt.	e 6 liter				quattro	6.3 qt.	6 liter				
Fuel tank		18.5 gal.	70 liter	-			+	6.3 qt. 16.6 gal.	63 liter				
Cooling system		9.5 qt.	9 liter	-				9.5 qt.	9 liter				
	NE.	0.0 41.	0 11101				1	0.0 Yı.	5 11101				
EXTERIOR DIMENSIO	5ric	Front wheel driv	0				quattre						
Wheelbase		104.3 in.	e 2648 mm				quattro	104.3 in.	2648 mm				
Track:	front / rear	59.9 in.	1522 mm	1	59.9 in.	1522 mm	-	59.9 in.	1522 mm	/ 59.9 ir	n. 1522 mm		
Overall length	nont / Tear	180.6 in.	4586 mm		59.9 111.	1522 11111	-	180.6 in.	4586 mm	/ 59.9 1	1. 1522 11111		
Overall width	/ with mirrors	69.8 in.	1772 mm	1	76.3 in.	1937 mm	-	69.8 in.	1772 mm	/ 76.3 ir	n. 1937 mm		
Height (unloaded)	/ with minors	56.2 in.	1427 mm	· '	70.5 111.	1997 11111		56.2 in.	1427 mm	/ / 0.3 1	1. 1957 11111		
Ground clearance (I	oaded)	4.2 in.	106 mm					4.2 in.	106 mm				
Curb weight:	man. / auto.	3362 lbs.	1525 kg	1	3417 lbs.	1550 kg		3517 lbs.	1595 kg	/ 3583 lk	os. 1625 kg		
•	ront / rear	60 / 40			60 / 40			58 / 42		59/41			
Drag coefficient: Fro		Cw = 0.33	Fronta	I Area =	2.18 sq.m.								
		amonts).			•								
Seating Capacity	NO (OAE measure	5											
EPA class		Compact											
Head room	front / rear	38.4 in.	976 mm	/	37.24 in.	946 mm							
w/sunroof	front / rear	37.9 in.	962 mm	/	37.1 in.	942 mm							
Shoulder room	front / rear	55.1 in.	1400 mm	/	53.43 in.	1357 mm							
Leg room	front / rear	41.3 in.	1050 mm	/	34.25 in.	870 mm							
Int. volume Sedan	front / rear	50.7 cu. ft.	1436 liters	/	39.4 cu. ft.	1116 liters							
Luggage Capacity S	Sedan	13.4 cu. ft.	380 liters				103.5	= total of cu.	ft (including trunl	k volume)			
Int. Volume Avant	front / rear	50.7 cu. ft.	1436 liters	/	40.1 cu. ft.	1136 liters							
Luggage Capacity A	Vant	27.8 cu. ft.	787 liters				118.6	i = total of cu.	ft (including trunl	k volume)			
PERFORMANCE:													
		Front wheel driv	e				quattro						
		Manual 6-spe	ed mu	ultitronic	[®] CVT		Manual	6-speed	Automatic 6-s	peed w/ T	iptronic [®]		
0-50 mph (0-80kmh))	5.1 sec.		5.1	sec.		5.3	sec.		5.5 s	ec.		
0-60 mph (0-100 km	1/h)	7.1 sec.		7.1	sec.		7.3	sec.		7.5 s	ec.		
Top speed		Top spee	d is electronica	lly limited	at 130 MPH (20	8 km/h)							
UEL ECONOMY:		EPA estimate											
		Front wheel driv					quattro						
		Manual 6-spe		ultitronic	®СVТ		Manual	6-speed	Automatic 6-s	peed w/ T	iptronic®		
City		TBD mpg		24	mpg		22	mpg		•	npg		
Highway		TBD mpg		32	mpg		31	mpg			npg		
Combined		TBD mpg		27	mpg		25	mpg			npg		
FUEL CONSUMPTION	N:	Canadian Estima	ate (not vet fin:										
		Manual 6-spe		ultitronic	[®] СVТ		Manual	6-speed	Automatic 6-s	peed w/ T	iptronic®		
		-											
City		TBD liters/100	km	9.8	liters/100km		10.6	liters/100km		10.8	liters/100km		

Fechnical Speci	fications						The all-new Audi A	4 2.01 AV
INGINE:								
Туре		Inline 4-cylinder	spark-ignition er	ngine with gasoline	direct injection, exhau	ust turbo-charger with i	ntercooler, 4 valves/cylinder, DOI	HC
Arrangement		Front mounted,	longitudinal					
Bore		3.25 in.	82.5 mm					
Stroke		3.65 in.	92.8 mm					
Displacement		121.1 cu. in.	1984 cc					
Compression ratio		10.5 : 1						
Fuel requirement		Premium unlead	ded 91 AKI / 95 F	RON recommended	for maximum perform	nance		
Horsepower (SAE))	200 hp	@ 5100-6000	rpm				
Max. Torque		207 lbs. ft.	@ 1800-5000	rpm				
NGINE DESIGN:								
Cylinder block		Cast iron						
Crankshaft		Forged steel, 4	main bearings					
Cylinder head		Aluminum alloy						
Valve train / intake)	Intake camshaft	adjustment, DO	HC belt driven, hydr	raulic lifters			
Cooling system				ontrolled radiator fai				
Lubrication system	ı		ssurized, full flow					
Fuel injection /		-The fuel is injed	cted via a commo	on rail system suppli	ied by a demand-con	trolled high-pressure p	ump. The fuel is injected	
Ignition system		-			-	e between the inlet val		
					•		provides a distinctive characteris	tic,
					e responsiveness at a			
				-			geometry that produces even	
			-				finement, but also in superior	
		knock resistance	e and therefore	efficiency.	•	, ,	•	
Emission system		Dual 3-way cata	alytic converters	w/individual oxygen	sensors			
LECTRICAL SYST	EM:	1						
Battery		12 volts	80 amp/h					
				nr				
•		14 volts		ır				
Alternator		14 volts	120 amp	۱ ۲				
Alternator		6-speed						
Alternator						quattro		
Alternator RIVETRAIN: Transmissions						Manual 6-speed	Automatic 6-speed w/ Tiptro	onic®
Alternator RIVETRAIN: Transmissions	1st					Manual 6-speed 3.667:1	Automatic 6-speed w/ Tiptro 4.171:1	onic®
Alternator RIVETRAIN: Transmissions Type	1st 2nd					Manual 6-speed 3.667:1 2.053:1		onic®
Alternator RIVETRAIN: Transmissions Type						Manual 6-speed 3.667:1	4.171:1	onic®
Alternator RIVETRAIN: Transmissions Type	2nd					Manual 6-speed 3.667:1 2.053:1	4.171:1 2.340:1	onic®
Alternator RIVETRAIN: Transmissions Type	2nd 3rd					Manual 6-speed 3.667:1 2.053:1 1.423:1	4.171:1 2.340:1 1.521:1	onic®
Alternator RIVETRAIN: Transmissions Type	2nd 3rd 4th					Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1	4.171:1 2.340:1 1.521:1 1.143:1	onic®
Alternator RIVETRAIN: Transmissions Type	2nd 3rd 4th 5th					Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1	onic®
Alternator RIVETRAIN: Transmissions Type	2nd 3rd 4th 5th 6th					Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2	onic®
Alternator RIVETRAIN: Transmissions Type Gear ratios:	2nd 3rd 4th 5th 6th 7th					Manual 6-speed 3.667:1 2.053:1 1.423:1 0.853:1 0.730:1 Hypoid gear, electron	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2	onic®
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential	2nd 3rd 4th 5th 6th 7th					Manual 6-speed 3.667:1 2.053:1 1.423:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential	2nd 3rd 4th 5th 6th 7th					Manual 6-speed 3.667:1 2.053:1 1.423:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th 7th					Manual 6-speed 3.667:1 2.053:1 1.423:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING:	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp		votronic electronic po	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp		votronic electronic por	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp		votronic electronic por	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp		votronic electronic por	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp		votronic electronic pov	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp		votronic electronic por	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp	on steering with Serv	votronic electronic por	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential IEERING: Type Ratio Turns (lock-to-lock Turning circle (curl JSPENSION:	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp	on steering with Serv	nes, tubular anti-roll b	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin ically locking (EDL)	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt USPENSION: Front Rear	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp	on steering with Serv	nes, tubular anti-roll b	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin ically locking (EDL)	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp	on steering with Serv	nes, tubular anti-roll b	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist ar nted subframe, anti-roll	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin ically locking (EDL) Sensing (EDL) bar	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt USPENSION: Front Rear	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp	on steering with Server and lower wishbor link rear suspension	nes, tubular anti-roll b n with resiliently mour ck Brake System (AB	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist ar nted subframe, anti-roll S), Electronic Brake pr	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin ically locking (EDL) bar bar	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp	on steering with Server and lower wishbor link rear suspension	nes, tubular anti-roll b n with resiliently mour ck Brake System (AB	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist ar nted subframe, anti-roll	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin ically locking (EDL) bar bar	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th 7th	6-speed	120 amp	on steering with Serv er and lower wishbor link rear suspension iagonal split, Anti-loo , upgraded version §	nes, tubular anti-roll b n with resiliently mour ck Brake System (AB	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist st ar ted subframe, anti-roll S), Electronic Brake pr disc wiping feature; tar	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin ically locking (EDL) bar bar	
Alternator RIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (curt USPENSION: Front Rear RAKES: Service brake	2nd 3rd 4th 5th 6th 7th 	6-speed 6-spee	120 amp	on steering with Serv er and lower wishbor link rear suspension iagonal split, Anti-loo , upgraded version §	nes, tubular anti-roll b n with resiliently mour ck Brake System (AB 8.0 (ESP) with brake sc / ContiTeves FNR(Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 Hypoid gear, electron TORSEN® (TORque automatic and variabl Hypoid gear, electron wer assist st ar ted subframe, anti-roll S), Electronic Brake pr disc wiping feature; tar	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:2 ically locking (EDL) SENsing) differential providing e front to rear power proportionin ically locking (EDL) bar bar	



Technical Specific	cations (conti	inued)								Tł	ne all-	new Audi A	4 2.0T Av
WHEELS:		Standard 16" (C	:2F)				Optiona	al 17" (C	:1X); in	dividual	option		
Size		7J x 16					7.5J x 1	7					
Offset		42 mm					45 mm						
Weight		10,000 g / 22 lbs						g / 26 lbs	2				
Туре		Cast alloy					Cast allo		2				
TIRES:								•	19A no.	formana	a) ar (H	IG6 all-seasor	2
Size		-					235 / 45		ioa pei			oke wheel	1)
Speed rating							Y or H			part of s			
Construction		-					Radial			partore	portpa	onago	
Load Index							94						
Brand / Type (all app	proved)						Miche	lin Pilo	t Prim	acy (pe	rforma	ance)	
										ct 2 (per			
							Pirelli	P6 Fοι	ırSea	sons (al	l-seas	ons)	
BODY:													
Material		Unitized steel str	ucture with integr	ated alur	ninum and magr	nesium compo	nents						
Corrosion protection		All steel parts are	e 100% dual-side	zinc-galv	vanized. (12-yea	ar limited warra	anty agair	nst corro	sion pe	erforation)			
CAPACITIES:													
							quattro						
Engine oil								6.3	qt.	6	liter		
Fuel tank								16.6	gal.	63	liter		
Cooling system								9.5	qt.	9	liter		
EXTERIOR DIMENSIO	NS:												
							quattro						
Wheelbase								104.3		2648	mm		
Track:	front / rear							59.9		1522	mm	/ 60 in.	1522 mm
Overall length								180.6		4586	mm		
	/ with mirrors							69.8		1772	mm	/ 76.3 in.	1937 mm
Height (unloaded)								56.2		1427	mm		
Ground clearance (lo Curb weight:	man. / auto.							4.2	in.	106 1635	mm	/ 3715 lbs.	1685 kg
•	ont / rear							58 / 4		1035	kg	59 / 41	1005 Kg
Drag coefficient: From		Cw = 0.33	Frontal	Area = 2	2.18 sq.m.			50 / -	72			557 41	
INTERIOR DIMENSION		L.	. Tomai										
Seating Capacity		5											
EPA class		Compact											
Head room	front / rear	38.4 in.	976 mm	/	37.6 in.	956 mm							
w/sunroof	front / rear	37.9 in.	962 mm	/	37.2 in.	946 mm							
Shoulder room	front / rear	55.1 in.	1400 mm	/	53.43 in.	1357 mm							
Leg room	front / rear	41.3 in.	1050 mm	/	34.25 in.	870 mm							
Int. volume Sedan	front / rear	50.7 cu. ft.	1436 liters	/	39.4 cu. ft.	1116 liters							
Luggage Capacity S		13.4 cu. ft.	380 liters				103.	5 = total	of cu.	ft (includi	ng trunl	k volume)	
Int. Volume Avant	front / rear	50.7 cu. ft.	1436 liters	/	40.1 cu. ft.	1136 liters							
Luggage Capacity A	vant	27.8 cu. ft.	787 liters				118.0	6 = total	of cu.	ft (includi	ng trunl	k volume)	
PERFORMANCE:													
							quattro						. @
							Manual		b	Automa	atic 6-s	peed w/ Tiptro	
0-50 mph (0-80kmh)							5.3	sec.				5.5 sec.	
0-60 mph (0-100 km/	'n)						7.4	sec.				7.6 sec.	
Top speed													
Top speed							1						
							1						
FUEL ECONOMY:													
							auattra						
							quattro Manual		4	Automa	atic 6-s	peed w/ Tiptro	onic®
City							22	mpg	4	Autoine		22 mp	
Highway							31	mpg				22 mpg 30 mpg	
Combined							25	mpg				25 mpg	
												_~ mp(,
							1						-
FUEL CONSUMPTION							Manuel	6-5000	4	Automa	atic 6-e	need w/ Tintr	nic®
FUEL CONSUMPTION							Manual 10.6	6-speed liters/1		Automa	atic 6-s	peed w/ Tiptro 10.8 lite	onic [®] ers/100km



echnical Spec	ifications					The all-new Audi A4 3.2 Se
Type		Aluminum V6 spa	rk-ianition enai	ine with gasoline direct in	niection. DOHC. 2	-stage variable intake manifold w/2 charge movement flaps,
.),				e and low-pressure fuel s		
Arrangement		Front mounted, lo	ngitudinal			
Bore		3.33 in.	84.5 mm			
Stroke		3.65 in.	92.8 mm			
Displacement		190.565 cu. in. 10.1 : 1	3123 cc			
Compression ratio Fuel requirement)		d 91 AKI / 95 F	RON recommended for m	aximum perform	ance
Horsepower (SAE)	255 hp	@ 6500 rpm		laximum periorma	
Torque	.)	243 lbs. ft.	@ 3250 rpm			
NGINE DESIGN:						
Cylinder block		High integrity alur	ninum cylinder	block with cast-in thin wa	all gray iron liners	
Crankshaft		Forged steel				
Cylinder head		Aluminum alloy				
Valve train / intake	e			alve lifters, two-stage var	iable intake manif	fold
Cooling system	-			ontrolled radiator fan		
Lubrication system Fuel injection: FSI		Gear pump, press			why developed sin	gle-piston high-pressure pump operating on demand
r der injection. r or	Direct injection		• • •			equired for building up operating pressure between
		30 and 110 bar.	io rigin amoun	t of facily activitioning provide		
			also comprising	g the two-stage variable	intake manifold, n	noving charge-movement flaps provide the necessary
						t. In order to achieve the high specific power and
		torque values, a n	ew combustion	n process has been deve	eloped. This has t	the potential for worldwide application and for operation
		-				combustion chambers and the dosage of fual injected
			-		-	nt increase in compression:
			•	• • •	•	o of now more than 10.5 : 1, the compression ration on
			wer unit is 12.5	: 1 - a record on product	tion cars and the	essential prerequisite for the new engine's high standard
Emission system		of efficiency.	tio convertore v	w/individual oxygen sens	ore	
LECTRICAL SYST	EM:	Dual 5-way calaly		w/individual oxygen sens	5015	
Battery		12 volts	80 amp/	/hr		
Alternator		14 volts	100			
		14 10113	120 amp			
RIVETRAIN:		6-speed automatic with Tiptronic	120 amp			
DRIVETRAIN:		6-speed automatic with	120 amp			
Transmissions		6-speed automatic with Tiptronic	120 amp			quattro
		6-speed automatic with Tiptronic	120 amp			quattro Automatic 6-speed w/ Tiptronic [®]
Transmissions	1st	6-speed automatic with Tiptronic	120 amp			quattro Automatic 6-speed w/ Tiptronic® 3.665:1
Transmissions Type	1st 2nd	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®]
Transmissions Type		6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1
Transmissions Type	2nd 3rd 4th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1 1.000:1
Transmissions Type	2nd 3rd 4th 5th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1
Transmissions Type	2nd 3rd 4th 5th 6th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1
Transmissions Type Gear ratios:	2nd 3rd 4th 5th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1
Transmissions Type Gear ratios: Front Differential	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL)
Transmissions Type Gear ratios:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing
Transmissions Type Gear ratios: Front Differential Center Differential	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic				Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic				Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©				Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©		on steering with Servotron		Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©				Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic © 	rack-and-pinio			Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©				Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur USPENSION:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic © Maintenance-free 16.3:1 n.a. 36.4 ft.	rack-and-pinio	on steering with Servotron	nic electronic pow	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur USPENSION: Front	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic © Maintenance-free 16.3:1 n.a. 36.4 ft.	rack-and-pinio 11.1 m	on steering with Servotron	nic electronic pow	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) ver assist
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur USPENSION: Front Rear	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic © Maintenance-free 16.3:1 n.a. 36.4 ft.	rack-and-pinio 11.1 m	on steering with Servotron	nic electronic pow	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic © Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front sus Independent-whee	rack-and-pinio 11.1 m spension, uppe el, trapezoidal-	on steering with Servotron r and lower wishbones, t link rear suspension with	nic electronic pow ubular anti-roll ba n resiliently mount	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur USPENSION: Front	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic © Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front sus Independent-whee	rack-and-pinio 11.1 m spension, uppe el, trapezoidal- system with di	on steering with Servotron r and lower wishbones, t link rear suspension with agonal split, Anti-lock Br	nic electronic pow ubular anti-roll ba o resiliently mount ake System (ABS	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist provid gear, electronically locking (EDL) rer assist provid gear provid gea
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur USPENSION: Front Rear RAKES: Service brake	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front sus Independent-whee Dual circuit brake Electronic Stabiliz	rack-and-pinio 11.1 m spension, uppe el, trapezoidal- system with di ation Program.	on steering with Servotron r and lower wishbones, t link rear suspension with agonal split, Anti-lock Br. , upgraded version 8.0 (6	nic electronic pow ubular anti-roll ba resiliently mount ake System (ABS ESP) with brake d	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist
Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential TEERING: Type Ratio Turns (lock-to-lock Turning circle (cur USPENSION: Front Rear RAKES:	2nd 3rd 4th 5th 6th Final Drive k) b-to-curb) 	6-speed automatic with Tiptronic © Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front sus Independent-whee	rack-and-pinio 11.1 m spension, uppe el, trapezoidal- system with di	on steering with Servotron r and lower wishbones, t link rear suspension with agonal split, Anti-lock Br	nic electronic pow ubular anti-roll ba a resiliently mount ake System (ABS ESP) with brake d pontiTeves FNRG-	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) rer assist



Technical Specifications (cont	inued)							т	الم ما		A4 3.2 Sedan
· · ·	inueu)							L	ne ai	-new Audi	A4 5.2 Seudi
WHEELS:						Standard 17" (C	1X)				
Size						7.5J x 17					
Offset						45 mm					
Weight						11,800 g / 26 lbs					
Туре						Cast alloy					
TIRES:						Optional 17" (H8	3A per	formance) or (H	G6 all-seaso	n)
Size						235 / 45	N PCI	Termanee		double-spoke	
Speed rating						Y or H			001	double spoke	WIECI
Construction						Radial					
Load Index						94	<u> </u>	,		,	
Brand / Type (all approved)						Michelin Pilot					
						Conti Sport C					
						Pirelli P6 Fou	rSea	sons (al	-seas	sons)	
BODY:	1										
Material	Unitized steel str	-		-							
Corrosion protection	All steel parts are	e 100% dual-side	e zinc-ga	Ivanized. (12-yea	ar limited warra	anty against corrosi	ion pe	rforation)			
CAPACITIES:											
						quattro					
Engine oil						6.3	qt.	6	liter		
Fuel tank						16.6	gal.	63	liter		
Cooling system						9.5	qt.	9	liter		
EXTERIOR DIMENSIONS:											
						quattro					
Wheelbase						104.3	in.	2648	mm		
Track: front / rear						59.9	in.	1522	mm	/ 59.9 in.	1522 mm
Overall length						180.6		4586	mm		
Overall width / with mirrors						69.8		1772	mm	/ 76.3 in.	1937 mm
Height (unloaded)						56.2		1427	mm		
Ground clearance (loaded)						4.2	In.	106	mm	0700 lba	4000 lun
Curb weight man. / auto.						E9 / 40				3726 lbs.	1690 kg
Distribution % front / rear	0	Frents		0.40		58 / 42				59 / 41	
Drag coefficient	Cw = 0.31	Fronta	al Area =	: 2.18 sq. m.							
INTERIOR DIMENSIONS (SAE measure											
Seating Capacity	5										
EPA class Head room front / rear	Compact	070	/	37.24 in.	946 mm						
	38.4 in.	976 mm 962 mm	/		946 mm						
w/sunroof front / rear	37.9 in.		/	37.1 in.							
Shoulder room front / rear	55.1 in.	1400 mm	/	53.43 in.	1357 mm						
Leg room front / rear	41.3 in.	1050 mm	/	34.25 in.	870 mm						
Int. volume Sedan front / rear	50.7 cu. ft.	1436 liters	/	39.4 cu. ft.	1116 liters						
Luggage Capacity Sedan	13.4 cu. ft.	380 liters				103.5 = total of	of cu.	ft (includir	ng trunl	k volume)	
Int. Volume Avant front / rear	50.7 cu. ft.	1436 liters	/	40.1 cu. ft.	1136 liters						
Luggage Capacity Avant	27.8 cu. ft.	787 liters				118.6 = total (of cu.	ft (includir	ng trunl	k volume)	
PERFORMANCE:											
						quattro					
									Auto	matic	
0-50 mph (0-80kmh)										Sec.	
0-60 mph (0-100 km/h)										sec.	
Top speed	Top spe	ed is electronica	allv limite	ed at 130 MPH (2	08 km/h)						
FUEL ECONOMY: EPA	estimate										
						quattro					
						quattio			Auto	matic	
City										mpg	
Highway										mpg	
Combined										mpg	
	adian Estimate								21	mpg	
	adian Estimate								Auto	matic	
City										liters/100km	
Highway										liters/100km	
ingnway						1			0.2	INCI S/ TOUKITI	



Technical Spec	ifications						2 Avant
ENGINE: Type				ne with gasoline dire and low-pressure f		C, 2-stage variable intake manifold w/2 charge movement flaps,	
Arrangement		Front mounted, lo		and low-pressure i	uer system		
Bore		3.33 in.	84.5 mm				
Stroke		3.65 in.	92.8 mm				
Displacement		190.565 cu. in.	3123 cc				
Compression ratio	b	10.1 : 1					
Fuel requirement		Premium unleade	ed 91 AKI / 95 R	ON recommended	for maximum perfo	ormance	
Horsepower (SAE	E)	255 hp	@ 6500 rpm				
Torque		243 lbs. ft.	@ 3250 rpm				
ENGINE DESIGN:							
Cylinder block			minum cylinder	block with cast-in th	in wall gray iron lin	ners	
Crankshaft		Forged steel					
Cylinder head	2	Aluminum alloy	on hydroulio ya	his lifters, two stage	variable intake m	ponifold	
Valve train / intake Cooling system	e			lve lifters, two-stage ontrolled radiator far		laniioid	
Lubrication system	n	Gear pump, pres			1		
Fuel injection: FS					a newly developed	I single-piston high-pressure pump operating on demand	
r der injection. r O			• • •	•		e required for building up operating pressure between	
		30 and 110 bar.	no ngin amount	or ruor, doirronnig p		io required for building up operating procedure between	
			also comprisino	the two-stage varia	able intake manifo	ld, moving charge-movement flaps provide the necessary	
				•		point. In order to achieve the high specific power and	
			-			has the potential for worldwide application and for operation	
				•	•	the combustion chambers and the dosage of fual injected	
		-				ificant increase in compression:	
		-	-		-	ratio of now more than 10.5 : 1, the compression ration on	
		Audi's 3.2 FSI po	wer unit is 12.5	: 1 - a record on pro	duction cars and	the essential prerequisite for the new engine's high standard	
		of efficiency.					
Emission system		Dual 3-way catal	ytic converters v	v/individual oxygen	sensors		
ELECTRICAL SYST	EM:						
Battery		12 volts	80 amp/	hr			
Alternator DRIVETRAIN:		6-speed automatic with Tiptronic	120 amp				
		6-speed automatic with	120 amp				
DRIVETRAIN:		6-speed automatic with Tiptronic	120 amp				
DRIVETRAIN:		6-speed automatic with Tiptronic	120 amp			quattro	
DRIVETRAIN: Transmissions Type	lat	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®]	
DRIVETRAIN:	1st	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic® 3.665:1	
DRIVETRAIN: Transmissions Type	2nd	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1	
DRIVETRAIN: Transmissions Type	2nd 3rd	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1	
DRIVETRAIN: Transmissions Type	2nd 3rd 4th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1 1.000:1	
DRIVETRAIN: Transmissions Type	2nd 3rd 4th 5th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1	
DRIVETRAIN: Transmissions Type	2nd 3rd 4th 5th 6th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 -	
DRIVETRAIN: Transmissions Type Gear ratios:	2nd 3rd 4th 5th	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic [®] 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1	
DRIVETRAIN: Transmissions Type	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL)	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 0.742:1 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	120 amp			Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential STEERING:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©				Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©		n steering with Serv	otronic electronic	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©			otronic electronic	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic © 			otronic electronic	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic ©			rotronic electronic	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur SUSPENSION:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	e rack-and-pinio	n steering with Serv		Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) power assist	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur SUSPENSION: Front	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	e rack-and-pinio 11.1 m spension, upper	n steering with Serv	es, tubular anti-ro	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) TORSEN® Ibpower assist	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur SUSPENSION: Front Rear	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic	e rack-and-pinio 11.1 m spension, upper	n steering with Serv	es, tubular anti-ro	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) power assist	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur SUSPENSION: Front Rear BRAKES:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front su Independent-whe	e rack-and-pinio 11.1 m spension, upper sel, trapezoidal-l	n steering with Serv	es, tubular anti-ro with resiliently mo	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) power assist	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur SUSPENSION: Front	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front su Independent-whee Dual circuit brake	e rack-and-pinio 11.1 m spension, upper sel, trapezoidal-l e system with dia	n steering with Serv and lower wishbori ink rear suspension agonal split, Anti-loc	es, tubular anti-ro with resiliently mo k Brake System (/	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) TORSEN® TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) power assist ABS), Electronic Brake pressure Distribution (EBD) and	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur SUSPENSION: Front Rear BRAKES:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic with Tiptronic Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front su Independent-whee Dual circuit brake	e rack-and-pinio 11.1 m spension, upper sel, trapezoidal-l e system with dia	n steering with Serv and lower wishbori ink rear suspension agonal split, Anti-loc	es, tubular anti-ro with resiliently mo k Brake System (/	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) power assist	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc) Turning circle (cur SUSPENSION: Front Rear BRAKES:	2nd 3rd 4th 5th 6th Final Drive I k) rb-to-curb)	6-speed automatic with Tiptronic Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front su Independent-whee Dual circuit brake	e rack-and-pinio 11.1 m spension, upper sel, trapezoidal-l e system with dia	n steering with Serv and lower wishbon ink rear suspension agonal split, Anti-loc upgraded version 8	es, tubular anti-ro with resiliently mo k Brake System (/	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) power assist	
DRIVETRAIN: Transmissions Type Gear ratios: Front Differential Center Differential Center Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cui SUSPENSION: Front Rear BRAKES: Service brake	2nd 3rd 4th 5th 6th Final Drive I k) rb-to-curb) pe	6-speed automatic with Tiptronic Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front su Independent-whe Dual circuit brake Electronic Stabilit	e rack-and-pinio 11.1 m spension, upper eel, trapezoidal- e system with dia zation Program,	n steering with Serv and lower wishbon ink rear suspension agonal split, Anti-loc upgraded version 8	es, tubular anti-ro with resiliently mo & Brake System (/ 8.0 (ESP) with bral c / ContiTeves FNF	Automatic 6-speed w/ Tiptronic® 3.665:1 1.999:1 1.407:1 1.000:1 0.742:1 - 3.091:1 Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) power assist	



Technical Specifications (cont	tinued)						Tho al		di A4 3.2 Avant
	.inueu)						The a	I-fiew Auc	II A4 5.2 AVain
WHEELS:						Standard 17" (C1X)			
Size						7.5J x 17			
Offset						45 mm			
Weight						11,800 g / 26 lbs			
Туре						Cast alloy			
TIRES:						Optional 17" (H8A perf	ormance) or (H	G6 all-seaso	n)
Size						235 / 45		double-spoke	-
Speed rating						Y or H			
Construction						Radial			
Load Index						94			
Brand / Type (all approved)	-					Michelin Pilot Prima	ocy (porform:	ncol	
Biand / Type (an approved)						Conti Sport Contac			
						Pirelli P6 FourSeas			
BODY:						1 11011 1 0 1 001 0003	10113 (411 3043	0113)	
Material	I Initized steel stru	ucture with integ	rated al	uminum and magr		nonte			
				-		anty against corrosion per	(foration)		
Corrosion protection CAPACITIES:	All Sleet parts are	100 % uuai-siue	Zinc-ya			anty against conosion per			
CAPACITIES.						quattro			
Engine oil						6.3 qt.	6 liter		
-									
Fuel tank						16.6 gal.	63 liter		
Cooling system	<u> </u>					9.5 qt.	9 liter		
EXTERIOR DIMENSIONS:									
Wheelbace						quattro 104.3 in.	2649 mm		
Wheelbase						59.9 in.	2648 mm 1522 mm	/ 50 0 in	1522 mm
Track: front / rear Overall length						180.6 in.		/ 59.9 in.	1522 mm
U U							4586 mm	/76.2 in	1027 mm
Overall width / with mirrors						69.8 in.	1772 mm	/ 76.3 in.	1937 mm
Height (unloaded)						56.2 in.	1427 mm		-
Ground clearance (loaded)						4.2 in.	106 mm		
Curb weight man. / auto.								3858 lbs.	1750 kg
Distribution % front / rear	0.001					58 / 42		59 / 41	
Drag coefficient	Cw = 0.31	Fronta	I Area =	= 2.18 sq. m.					
INTERIOR DIMENSIONS (SAE measur									
Seating Capacity	5								
EPA class	Compact	976 mm		07.0 in	956 mm				
Head room front / rear	38.4 in.		/	37.6 in.					
w/sunroof front / rear	37.9 in.	962 mm	/	37.2 in.	946 mm				
Shoulder room front / rear	55.1 in.	1400 mm	/	53.43 in.	1357 mm				
Leg room front / rear	41.3 in.	1050 mm	/	34.25 in.	870 mm				
Int. volume Sedan front / rear	50.7 cu. ft.	1436 liters	/	39.4 cu. ft.	1116 liters				
Luggage Capacity Sedan	13.4 cu. ft.	380 liters				103.5 = total of cu. f	t (including trunk	(volume)	
Int. Volume Avant front / rear	50.7 cu. ft.	1436 liters	/	40.1 cu. ft.	1136 liters				
Luggage Capacity Avant	27.8 cu. ft.	787 liters				118.6 = total of cu. f	t (including trunk	volume)	
PERFORMANCE:						T			
						quattro			
								Automatic	
0-50 mph (0-80kmh)								5.0 sec.	
0-60 mph (0-100 km/h)								6.8 sec.	
				;					
Top speed	Top spe	ed is electronica	ally limite	ed at 130 MPH (2	.08 km/h)				
	<u> </u>								
FUEL ECONOMY: EPA	A estimate								
						quattro			
								Automatic	
City								19 mpg	
Highway								26 mpg	
Combined								21 mpg	1
FUEL CONSUMPTION: Can	adian Estimate								
								Automatic	
City								12.6 liters	
Highway						1		8.2 liters	s/100km