



v3 - 03/20/2007	
ENGINE:	
Type	Four cylinder inline, spark-ignition engine with petrol direct injection, exhaust turbocharger with intercooler, four valves per cylinder
Arrangement	Front mounted, transverse
Bore	3.25 in. 82.5 mm
Stroke	3.65 in. 92.8 mm
Displacement	121.1 cu. in. 1,984 ccm
Compression ratio	10.3 : 1
Fuel requirement	Unleaded Super, 95 RON (unleaded regular, 91 RON, as an alternative with slight reduction in performance)
Horsepower (SAE)	200 hp @ 5,100 - 6,000 rpm 147 kW
Max. Torque	207 lbs.ft. @ 1,800 - 5,000 rpm 280 Nm
Max. Turbo boost	1.8 bar
ENGINE DESIGN:	
Cylinder block	Cast iron
Crankshaft	Forged steel, 5 main bearings
Cylinder head	Aluminum
Valve train / intake	DOHC, belt driven, hydraulic lifters
Firing order	1-3-4-2
Cooling system	Water-cooled, thermostatically controlled radiator fan
Lubrication system	Gear pump, pressurized, full flow with oil cooler
Fuel injection / Ignition system	Fully electronic engine management with drive-by-wire throttle control, direct injection, adaptive lambda control; mapped ignition with cylinder selective ignition coil, cylinder-selective adaptive knock control
Emission system	Underbonnet ceramic percatlyst with catalyst heating function via homogenous split dual injection
ELECTRICAL SYSTEM:	
Battery	12 volts 61 amp/hr
Alternator	14 volts 140 amp/hr
DRIVETRAIN:	
Transmission	6-speed dual-clutch gearbox gearbox with electro-hydraulic control
Type	2.0T FWD S tronic
Gear ratios: 1st	3.462
2nd	2.150
3rd	1.464
4th	1.079
5th	1.094
6th	0.921
Reverse	3.989
Final Drive 1th-4th/ 5th - 6th and Reverse	4.059 / 3.136
Front Differential	Hypoid gear, electronically locking (EDL)
Center Differential	Haldex electronically onrolled multi-plate coupling
Rear Differential	Hypoid gear
STEERING:	
Type	Eletromechanical steering with speed-dependent power assistance
Ratio	16.9 : 1
Turns (lock-to-lock)	2.9
Turning circle (curb-to-curb)	35.96 ft. 10.96 m
SUSPENSION:	
Front	Mac Pherson strut (gas charged) with 3-point lower control arm, aluminium subframe, tubular anti-roll bar, track-stabilising steering roll radius
Rear	Four-link rear suspension with seperate spring/shock absorber arrangement, subframe, turbular anti-roll bar



BRAKES:			
Service brake	Dual-circuit brake system with diagonal split, ESP, hydraulic brake assistent, front disc brakes ventilated		
Front size	12.3 in.	312 mm	
Rear size	11.3 in.	286 mm	
Parking brake	Mechanically actuated at the rear wheels		
WHEELS (standard only):			
Size	8J x 17-Inch alloy wheels		
TIRES (standard only):			
Size	225/50		
BODY:			
Material	Audi space frame (ASF): Lightweight construction concept which is a mixed construction using aluminium and steel		
Corrosion protection	Multi-step anti-corrosion protection		
CAPACITIES:			
Engine oil	4.9 qt.	4.6 liter	
Fuel tank	14.5 gal.	55 liter	
Cooling system	9.5 qt.	9.0 liter	
EXTERIOR DIMENSIONS:			
Wheelbase	97.2 in.	2,468 mm	
Track front / rear	61.9/ 61.3 in.	1,572/ 1,558 mm	
Overall length	164.5 in.	4,178 mm	
Overall width w/o mirrors	72.5 in.	1,842 mm	
Height	53.5 in.	1,358 mm	
	TT Coupe		TT Roadster
Curb weight	2,965 lbs.	1,345 kg	3,130 lbs. 1,420 kg
Distribution front / rear [%]	60/40		
Drag coefficient	TT Coupe: 0.30	TT Roadster: 0.32	
INTERIOR DIMENSIONS:			
	TT Coupe		TT Roadster
Seating Capacity	2 + 2		2
EPA class	Subcompact		Two seater
Head room front / rear	37.7/ 32.6 in.	957/ 829 mm	na in. na mm
Shoulder room front / rear	53.2/ 47.5 in.	1,352/ 1,206 mm	na in. na mm
Leg room front / rear	41.1/ 29.2 in.	1,044/ 743 mm	na in. na mm
Int. vol. (EPA) front / rear	47.7/ 26.2 cu.ft.		na cu.ft.
Luggage capacity (EPA)	13.1 cu.ft.		na cu.ft.
PERFORMANCE:			
	2.0T FWD S tronic		
0-60 mph	6.1 sec.		
1/4 mile	14.8 sec.		
Top speed	Electronically limited to 130 mph (209 km/h) for North America		
FUEL ECONOMY:			
	2.0 FWD S tronic		
	EPA estimate		
	TT Coupe	TT Roadster	
City	23 mpg	22 mpg	
Highway	31 mpg	29 mpg	
Combined	26 mpg	25 mpg	