

Technical Sp	ecifications					2007 Audi A4 2.0T Seda					
ENGINE:											
Туре		Inline 4-cylinder spark	-ignition engi	ne with gasoline direct inject	ction, exhaust turbo-charger with inte	ercooler, 4 valves/cylinder, DOHC					
Arrangement		Front mounted, longitu	ıdinal	-							
Bore		3.25 in. 8	32.5 mm								
Stroke		3.65 in.	92.8 mm								
Displacement		121.06 cu. in. 1	984 cc								
Compression ratio		10.5 : 1									
Fuel requirement		Premium unleaded 91	AKI / 95 RO	N recommended for maxim	um performance						
Horsepower (SAE)		200 hp @ 51	00-6000	rpm							
Max. Torque		207 lbs. ft. @ 18	00-5000	rpm							
ENGINE DESIGN:											
Cylinder block		Cast iron									
Crankshaft		Forged steel, 4 main b	earings								
Cylinder head		Aluminum alloy									
Valve train / intake	•	Intake camshaft adjustment, DOHC belt driven, hydraulic lifters									
Cooling system		Water-cooled, thermos	statically cont	rolled radiator fan							
Lubrication system		Gear pump, pressurize	ed, full flow w	ith oil cooler							
Fuel injection: FSI Direct Injection		-The fuel is injected vi	a a common	rail system supplied by a de	emand-controlled high-pressure pun	np. The fuel is injected					
i	•		-The fuel is injected via a common rail system supplied by a demand-controlled high-pressure pump. The fuel is injected directly into the combustion chamber via an injector positioned at one side between the inlet valves.								
		-The fuel-air mixture is distributed purely homogeneously within the combustion chamber. This provides a distinctive characteristic,									
		placing the emphasis	on high perfo	rmance and agile responsi	veness at all engine speeds.						
		placing the emphasis on high performance and agile responsiveness at all engine speeds.  -The four-valve cylinder head with low-friction roller cam follower drive has a modified inlet duct geometry that produces even									
		higher tumble values than the naturally-aspirated FSI engine. This results not only in greater refinement, but also in superior									
		knock resistance and therefore efficiency.									
Emission system		Dual 3-way catalytic converters w/individual oxygen sensors									
ELECTRICAL SYSTI	EM:										
Battery		12 volts	80 amp/hr								
Alternator			120 amp								
DRIVETRAIN:		•	· ·								
Transmissions			•	iable Transmission (CVT -	only in FrontTrak)						
		6-speed manual trans 6-speed automatic w	mission (Fror	ntTrak / quattro)	,						
Туре		6-speed automatic w FrontTrak	·		quattro						
		6-speed automatic w FrontTrak Manual 6-speed	·	iitronic <sup>®</sup> CVT	quattro Manual 6-speed	Automatic 6-speed w/ Tiptronic®					
Type Gear ratios:	1st	6-speed automatic w FrontTrak Manual 6-speed 3.667:1	·	itronic <sup>®</sup> CVT 2.378:1	quattro Manual 6-speed 3.667:1	4.171:1					
	2nd	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1	·	iitronic <sup>®</sup> CVT 2.378:1 1.510:1	quattro  Manual 6-speed  3.667:1  2.053:1	4.171:1 2.340:1					
	2nd 3rd	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1	·	iitronic <sup>®</sup> CVT 2.378:1 1.510:1 1.080:1	quattro  Manual 6-speed  3.667:1  2.053:1  1.423:1	4.171:1 2.340:1 1.521:1					
	2nd 3rd 4th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1	·	itronic® 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 1.032:1	4.171:1 2.340:1 1.521:1 1.143:1					
	2nd 3rd 4th 5th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1	·	itronic® 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 1.032:1 0.800:1	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1					
	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1	mul	itronic® 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  1.032:1  0.800:1  0.658:1	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1					
Gear ratios:	2nd 3rd 4th 5th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1	muli	itronic® 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  1.032:1  0.800:1  0.658:1  3.889:1	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1					
Gear ratios: Front Differential	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1	muli	itronic® 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  1.032:1  0.800:1  0.658:1  3.889:1  Hypoid gear, electroni	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL)					
Gear ratios:	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1	muli	itronic® 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   1.032:1   0.800:1   0.658:1   3.889:1   Hypoid gear, electroni   TORSEN® (TORque :	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing					
Gear ratios:  Front Differential Center Differential	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1	muli	itronic® 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   1.032:1   0.800:1   0.658:1   3.889:1   Hypoid gear, electroni   TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Gear ratios: Front Differential	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1	muli	itronic® 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   1.032:1   0.800:1   0.658:1   3.889:1   Hypoid gear, electroni   TORSEN® (TORque :	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Gear ratios:  Front Differential Center Differential	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1	muli	itronic® 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   1.032:1   0.800:1   0.658:1   3.889:1   Hypoid gear, electroni   TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Gear ratios:  Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron	multi 7th	itronic® 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 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Gear ratios:  Front Differential Center Differential Rear Differential  STEERING: Type	2nd 3rd 4th 5th 6th	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron	multi 7th	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Gear ratios:  Front Differential Center Differential Rear Differential  STEERING: Type Ratio	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron Maintenance-free rack	multi 7th	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron Maintenance-free rack 16.3:1 n.a.	7th nically locking	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron Maintenance-free rack 16.3:1 n.a.	multi 7th	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron Maintenance-free rack 16.3:1 n.a.	7th nically locking	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron Maintenance-free rack 16.3:1 n.a. 36.4 ft.	7th hically locking	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ectronic power assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt SUSPENSION:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron  Maintenance-free rack 16.3:1 n.a. 36.4 ft.	7th nically locking 4-and-pinion s	itronic® GVT 2.378:1 1.510:1 1.080:1 0.840:1 0.544:1 0.381:1 (EDL)  steering with Servotronic elements with Servotronic el	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ectronic power assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning cally locking (EDL)					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt SUSPENSION: Front	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron  Maintenance-free rack 16.3:1 n.a. 36.4 ft.	7th nically locking 4-and-pinion s	itronic® GVT 2.378:1 1.510:1 1.080:1 0.840:1 0.544:1 0.381:1 (EDL)  steering with Servotronic elements with Servotronic el	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning cally locking (EDL)					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt SUSPENSION: Front Rear BRAKES:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron  Maintenance-free rack 16.3:1 n.a. 36.4 ft.	7th hically locking	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 ((EDL)  steering with Servotronic elements with the servo	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.899:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ectronic power assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing erront to rear power proportioning cally locking (EDL)					
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Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt SUSPENSION: Front Rear BRAKES: Service brake	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron  Maintenance-free rack 16.3:1 n.a. 36.4 ft.  Four-link front suspen Independent-wheel, tr	7th nically locking s-and-pinion s 11.1 m sion, upper a apezoidal-linl em with diage	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)  steering with Servotronic elements with servot	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ectronic power assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning cally locking (EDL)					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt SUSPENSION: Front Rear BRAKES:	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron  Maintenance-free rack 16.3:1 n.a. 36.4 ft.  Four-link front suspen Independent-wheel, tr	7th nically locking 11.1 m sion, upper a apezoidal-link	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)  steering with Servotronic elements with servot	quattro Manual 6-speed 3.667:1 2.053:1 1.423:1 1.032:1 0.800:1 0.658:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ectronic power assist	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning cally locking (EDL)					
Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock Turning circle (curt SUSPENSION: Front Rear BRAKES: Service brake	2nd 3rd 4th 5th 6th Final Drive	6-speed automatic w FrontTrak Manual 6-speed 3.667:1 2.053:1 1.370:1 1.032:1 0.800:1 0.658:1 3.750:1 Hypoid gear, electron  Maintenance-free rack 16.3:1 n.a. 36.4 ft.  Four-link front suspen Independent-wheel, tr	7th nically locking s-and-pinion s 11.1 m sion, upper a apezoidal-linl em with diage	itronic® CVT 2.378:1 1.510:1 1.080:1 0.840:1 0.670:1 0.544:1 0.381:1 (EDL)  steering with Servotronic elements with servot	quattro  Manual 6-speed  3.667:1  2.053:1  1.423:1  1.032:1  0.800:1  0.658:1  3.889:1  Hypoid gear, electroni  TORSEN® (TORque automatic and variable Hypoid gear, electronic power assist  r anti-roll bar senti-roll bar senti-roll bar senti-roll bar sentiy mounted subframe, anti-roll bar sentiy mounted subframe, anti-roll bar sentiy mounted subframe, anti-roll bar sentiy senting feature; tander severe FNRG-60	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) SENsing) differential providing e front to rear power proportioning cally locking (EDL)					



<b>Technical Spec</b>	cifications	(contin	ued)							2007	Audi A4	2.0T Sed
WHEELS:		Standard	I 16" (C5V)					Optiona	al 17" (C8F)	S line	18" (CH9/C	J6)
Size		7J x 16						7.5J x 1	7	8J x 1	18	-
Offset		42 mm						45 mm		43 mi		
Weight Type		n/a Cast alloy	, 7 spoko					n/a n/a n/a				tanium
		Cast alloy	/ / Spoke					Cast alloy 5 double spoke 5 arm or 15 spk Titanium				tariiuiii
TIRES:		005 / 55 /	240					235 / 45 R17 235 / 40 R18				
Size								235 / 45				!!
Speed rating Construction		Radial						H (all-se	eason)	Radia		ce or all-season)
Load Index		n/a						94		n/a	11	
Brand / Type (all app	roved)	_	n Pilot HX	ΜΧΜΔ					lin Pilot Prim	acy (performa	ance)	
Diana, Type (an app			ental Pro C							ct 2 (performa		
		Commi	marr 10 C	omaoi						sons (all-seas		
BODY:								1		, , , , , , , , , , , , , , , , , , ,		
		Unitized	tool otructure	with intogr	otod olun	ninum and magn	ooium oomnon	onto				
Material Corrosion protection						ninum and magn ranized. (12-yea			t correcion porfe	aration)		
		All Steel p	aits are 100	76 dual-side	Ziric-gaiv	anizeu. (12-yea	i iiiiiileu wairai	ity agairis	t corrosion pent	Diation)		
CAPACITIES:		Eront wh	eel drive					au atte				
Engine oil			_	G liter				quattro		C lite		
Engine oil		6.3 0		6 liter					6.3 qt.	6 liter		
Fuel tank Cooling system		18.5 g		70 liter 9 liter					16.6 gal. 9.5 qt.	63 liter 9 liter		
	IC.	9.5 (	r	J INCI				·	9.9 qt.	3 11(8)		
EXTERIOR DIMENSION	NO:	Front wh	eel drive					altoppia				
Wheelbase				240 mm				quattro		2649 mm		
Track:	front / rear	104.3 ii 59.9 ii		648 mm 522 mm	1	59.9 in.	1522 mm		104.3 in. 59.9 in.	2648 mm 1522 mm	/ 59.9 in.	1522 mm
Overall length	nont / rear	180.6 ir		586 mm		39.9 111.	1322 11111		180.6 in.	4586 mm	/ 59.9 111.	1322 11111
•	with mirrors	69.8 ir		772 mm	1	76.3 in.	1937 mm		69.8 in.	1772 mm	/ 76.3 in.	1937 mm
Height (unloaded)	With militors	56.2 ir		427 mm		70.5 111.	1337 11111		56.2 in.	1427 mm	7 7 0.5 111.	1937 111111
Ground clearance (loa	aded)	4.2 ir		106 mm					4.2 in.	106 mm		
Curb weight:	man. / auto.	3428 II		555 kg	,	3450 lbs.	1565 kg		3549 lbs.	1610 kg	/ 3660 lbs.	1660 kg
-	nt / rear	60 / 40		<b>. .</b>		60 / 40	<b>y</b>		58 / 42		59 / 41	3
Drag coefficient: Fron		Cw =	0.33	Frontal	Area = 2	2.18 sq.m.		1				
INTERIOR DIMENSION		ments):				·						
Seating Capacity	0 (0/12 ///0000	5										
EPA class		Compact										
Head room	front / rear	38.4 ir	า. ։	976 mm	/	37.24 in.	946 mm					
w/sunroof	front / rear	37.9 ir	n. 9	962 mm	/	37.1 in.	942 mm					
Shoulder room	front / rear	55.1 ir	n. 14	400 mm	/	53.43 in.	1357 mm					
Leg room	front / rear	41.3 ir	n. 10	050 mm	/	34.25 in.	870 mm					
Int. volume Sedan	front / rear	50.7 c	u. ft. 1	436 liters	/	39.4 cu. ft.	1116 liters					
Luggage Capacity Se	dan	13.4 c	u. ft.	380 liters				103.	5 = total of cu.	ft (including trunk	volume)	
Int. Volume Avant	front / rear	50.7 c	u. ft. 1	436 liters	/	40.1 cu. ft.	1136 liters					
Luggage Capacity Av	ant	27.8 c	u. ft.	787 liters				118.	6 = total of cu.	ft (including trunk	volume)	
Avant rear volume wit	th seats folded	59 c	u. ft. 10	672 liters								
PERFORMANCE:												
		FrontTra	k					quattro				
		Manual 6		mu	ltitronic <sup>®</sup>	CVT			6-speed	Automatic 6-s		
0-50 mph (0-80kmh)			ec.		5.1	sec.		5.3	sec.		5.5 sec.	
0-60 mph (0-100 km/l	<b>า</b> )	7.1 s	ec.		7.3	sec.		7.3	sec.		7.5 sec.	
		-			,	IDII (0 : -:						
Top speed		Top spee	a is electroni	cally limited	at 130 M	PH (208 km/h)						
		-										
FUEL ECONOMY:		EPA esti	mate									
		FrontTra	k					quattro				
		Manual 6		mu	ltitronic <sup>®</sup>	CVT			6-speed	Automatic 6-s		
City			npg		24	mpg		22	mpg		22 mpg	
Highway			npg		32	mpg		31	mpg		30 mpg	
Combined		27 n	npg		27	mpg		25	mpg		25 mpg	
FUEL CONSUMPTION:		Canadia	n Estimate (r	-								
		Manual 6	-speed	mu	ltitronic <sup>®</sup>	° CVT		Manual	6-speed	Automatic 6-s	peed w/ Tipt	ronic <sup>®</sup>
City Highway		10.1 li	ters/100km ters/100km		9.8	liters/100km		10.6 7	liters/100km			rs/100km rs/100km



Technical Sp	ecifications						2007 Audi A4 2.0T Avant
ENGINE:							
Туре		Inline 4-cylinder sp	park-ignition en	gine with gasoline dire	ect injection, exhaus	turbo-charger with ir	ntercooler, 4 valves/cylinder, DOHC
Arrangement		Front mounted, lo	ngitudinal				
Bore		3.25 in.	82.5 mm				
Stroke		3.65 in.	92.8 mm				
Displacement		121.06 cu. in.	1984 cc				
Compression ratio		10.5 : 1					
Fuel requirement				ON recommended for	r maximum performa	nce	
Horsepower (SAE)	1		2 5100-6000 2 1800-5000	rpm			
Max. Torque		207 lbs. ft. @	g 1800-5000	rpm			
ENGINE DESIGN:  Cylinder block		Cast iron					
Crankshaft		Forged steel, 4 ma	ain hearings				
Cylinder head		Aluminum alloy	ani boaningo				
Valve train / intake		-	diustment. DOI	HC belt driven, hydraul	ılic lifters		
Cooling system				ontrolled radiator fan			
Lubrication system	1	Gear pump, press					
Fuel injection /		-The fuel is injecte	ed via a commo	on rail system supplied	by a demand-contro	olled high-pressure pu	ump. The fuel is injected
Ignition system		directly into the co	mbustion chan	nber via an injector pos	sitioned at one side	petween the inlet valv	es.
							provides a distinctive characteristic,
		placing the empha	asis on high per	rformance and agile re	esponsiveness at all	engine speeds.	
						· ·	geometry that produces even
		-			engine. This results i	not only in greater ref	inement, but also in superior
Facination contains		knock resistance a					
Emission system		Dual 3-way cataly	tic converters v	v/individual oxygen ser	nsors		
ELECTRICAL SYSTI	EM:	40 1					
Battery		12 volts	80 amp/h	ır			
Alternator		14 volts	120 amp				
DRIVETRAIN:		6-speed manual tr	anemission (a)	iattro)			
Transmissions		6-speed mandar to		_			
		·		. ,			
Туре						quattro	
						Manual 6-speed	Automatic 6-speed w/ Tiptronic®
Gear ratios:	1st					3.667:1	4.171:1
	2nd					2.053:1	2.340:1
	3rd					1.423:1	1.521:1
	4th					1.065:1	1.143:1
	5th					0.853:1	0.867:1
	6th					0.730:1	0.691:1
Front Differential	Final Drive					3.889:1	3.539:1
Center Differential						Hypoid gear, electron	SENsing) differential providing
Center Dinerential						, ,	le front to rear power proportioning
Rear Differential						Hypoid gear, electron	
STEERING:						., poid goal, electron	industry (EDE)
		Maintage	mank on d -!-!	n atanina with Ora	rania alaat!	u anciet	
Type			rack-and-pinio	n steering with Servotr	ronic electronic powe	er assist	
Ratio		16.3:1					
Turns (lock-to-lock	)	n.a.					
Turning circle (curt	o-to-curb)	36.4 ft.	11.1 m				
SUSPENSION:							
Front		Four-link front sus	pension, upper	and lower wishbones	s, tubular anti-roll bar		
Rear		Independent-whee	el, trapezoidal-l	ink rear suspension wi	rith resiliently mounte	d subframe, anti-roll	bar
BRAKES:							
Service brake		Dual circuit brake	system with dia	agonal split. Anti-lock F	Brake System (ABS)	. Electronic Brake pre	essure Distribution (EBD) and
222			•	upgraded version 8.0		•	, ,
Front size and to	0				` '		dom brake booster
Front, size and typ			320x30 mm		/ ContiTeves FNRG-	OU	
Rear, size and type Parking brake	В		288x12 mm	- Solid disc / TRV	/V CII-41		
		Mechanically actu	ated at the real	r wneels			



Technical Spec	rifications	(continued)							20	007 A	udi A4	2.0T Avar
	Sirications						a 11					
WHEELS:		Standard 16" (C	52F)				1 -	al 17" (C8F)			18" (CH9/C	J6)
Size		7J x 16					7.5J x 1	7		8J x 1	8	
Offset		42 mm					45 mm			43 mn	n	
Weight		n/a					n/a			n/a		
Туре		Cast alloy 5 wed	ge spoke				Cast all	oy 5 double spok	ке	5 arm	or 15 spk T	tanium
TIRES:												
Size		225 / 55 R16					235 / 45	R17		235 /	40 R18	
Speed rating		Н					H (all-season) Y (high performance or all-seas					ce or all-season)
Construction		Radial					Radial Radial					
Load Index		n/a					94			n/a		
Brand / Type (all appl	roved)	Michelin Pilo						lin Pilot Prima				
		Continental F	Pro Contact					Sport Contac				
							Pirelli	P6 FourSeas	sons (ai	ı-seas	ons)	
BODY:		T										
Material			ucture with integr									
Corrosion protection		All steel parts are	e 100% dual-side	zinc-galv	anized. (12-yea	r limited warra	nty again	st corrosion perf	oration)			
CAPACITIES:												
							quattro			174		
Engine oil		1						6.3 qt.	6	liter		
Fuel tank		<del> </del>						16.6 gal.	63	liter		
Cooling system		1						9.5 qt.	9	liter		
EXTERIOR DIMENSION	NS:						eu ette					
Wheelbase							quattro	104.3 in.	2648	mm		
Track:	front / rear										/60 in	1522 mm
Overall length	HOIL / Teal							59.9 in. 180.6 in.	1522 4586	mm	/ 60 in	. 1522 mm
•	/ with mirrors							69.8 in.	1772	mm	/ 76.3 in	1937 mm
Height (unloaded)	with millions							56.2 in.	1427	mm	7 7 0.0 111	1007 111111
Ground clearance (loa	aded)							4.2 in.	106	mm		
Curb weight:	man. / auto.							3671 lbs.	1665	kg	/ 3748 lb	s. 1700 kg
	ont / rear							58 / 42			59 / 41	Ū
Drag coefficient: Fron	nt / quattro	Cw = 0.33	Frontal	Area = 2	.18 sq.m.							
INTERIOR DIMENSION	IS (SAE measure	ments):										
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 Se		13.4 cu. ft.	380 liters	,	10.1	4400 "	103.	5 = total of cu. f	t (includir	ng trunk	volume)	
Int. Volume Avant	front / rear	50.7 cu. ft.	1436 liters	/	40.1 cu. ft.	1136 liters	440	0 1-1-1-1	t Construction			
Luggage Capacity Av Avant rear volume wit		27.8 cu. ft. 59 cu. ft.	787 liters				118.	6 = total of cu. f	t (includir	ng trunk	volume)	
	in seats folded	39 cu. n.	1072 111613									
PERFORMANCE:							au a tima			_		
							quattro	6-speed	Automo	tic 6-cr	eed w/ Tipt	ronic®
0-50 mph (0-80kmh)							5.4	sec.	Automa	ilic o-sp	5.6 se	
0-60 mph (0-100 km/h	h)						7.4	sec.			7.6 se	
o do impir (o 100 mily)	,										1.0 00	
Top speed		Top speed is ele	ctronically limited	at 130 m	ph (208 km/h)							
		· ·	Í		,							
FUEL ECONOMY:												
							quattro					
								6-speed	Automa	itic 6-sp	eed w/ Tipt	ronic®
City							22	mpg			22 m	
Highway							31	mpg			30 m	
Combined							25	mpg			25 m	pg
FUEL CONSUMPTION:												
							Manual	6-speed	Automa	tic 6-sp	eed w/ Tipt	ronic®
City							10.6	liters/100km				ters/100km
Highway							7	liters/100km			7.2 I	ters/100km
										_		



Technical Specifications			2007 Audi A4 3.2 Se						
ENGINE:									
Туре	Aluminum V6 spark-ignition engine with gasoline direct injection, DC	HC, 2-stage variable intake	manifold w/2 charge movement flaps,						
	demand-controlled high-pressure and low-pressure fuel system								
Arrangement	Front mounted, longitudinal								
Bore	3.33 in. 84.5 mm								
Stroke	3.65 in. 92.8 mm								
Displacement	190.57 cu. in. 3123 cc								
Compression ratio	12.5 : 1								
Fuel requirement	Premium unleaded 91 AKI / 95 RON recommended for maximum pe	erformance							
Horsepower (SAE)	255 hp @ 6500 rpm								
Torque	243 lbs. ft. @ 3250 rpm								
ENGINE DESIGN:	240 Ibb. It. © 0200 Ipiii								
Cylinder block	High integrity aluminum cylinder block with cast-in thin wall gray iron	liners							
Crankshaft	Forged steel	THIOTO							
Cylinder head	Aluminum alloy								
•									
Valve train / intake	DOHC chain driven, hydraulic valve lifters, two-stage variable intake	manifold							
Cooling system	Water-cooled, thermostatically controlled radiator fan								
Lubrication system	Gear pump, pressurized, full flow with oil cooler								
Fuel injection: FSI Direct Injection	-A common rail high-pressure injection system with a newly develop								
	ensures exactly the right amount of fuel, delivering precisely the vol-	ume required for building up	operating pressure between						
	30 and 110 bar.								
	-The intake tract, also comprising the two-stage variable intake man	ifold, moving charge-moveme	ent flaps provide the necessary						
	tumble effect, swirling the induced air around depending on operatir	g point. In order to achieve t	the high specific power and						
	torque values, a new combustion process has been developed. This	s has the potential for worldw	vide application and for operation						
	on the fuel grade RON 95/91. Together with the optimum geometry	of the combustion chambers	and the dosage of fuel injected						
	with supreme accuracy down to the last millisecond, this allows a significant	gnificant increase in compres	sion:						
	-While conventional production engines generally have a compressi								
	Audi's 3.2 FSI power unit is 12.5 : 1 - a record on production cars and the essential prerequisite for the new engine's high standard of efficiency.								
Emission system	Dual 3-way catalytic converters w/individual oxygen sensors								
ELECTRICAL SYSTEM:	Dual 3-way catalytic converters will dividual oxygen sensors								
Battery	12 volts 80 amp/hr								
•	' ·								
Alternator DRIVETRAIN:	14 volts 120 amp								
DRIVETRAIN.									
Transmississes	C annual automatic with Tintrania®								
Transmissions	6-speed automatic with Tiptronic®								
Transmissions	6-speed automatic with Tiptronic®								
Transmissions Type	FrontTrak	quattro							
Туре	FrontTrak multitronic® CVT	Manual 6-speed	Automatic 6-speed w/ Tiptronic®						
	FrontTrak		Automatic 6-speed w/ Tiptronic® 4.171:1						
Туре	FrontTrak multitronic® CVT	Manual 6-speed							
Type Gear ratios: 1st	FrontTrak  multitronic® CVT  2.376:1	Manual 6-speed 3.667:1	4.171:1						
Type  Gear ratios: 1st 2nd	FrontTrak  multitronic® CVT  2.376:1  1.476:1	Manual 6-speed 3.667:1 2.053:1	4.171:1 2.340:1						
Type  Gear ratios: 1st 2nd 3rd	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1	Manual 6-speed 3.667:1 2.053:1 1.423:1	4.171:1 2.340:1 1.521:1						
Type  Gear ratios: 1st 2nd 3rd 4th 5th	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1	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						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque sautomatic and variable	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:  Type	### Transparent   ### Transpar	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:  Type Ratio	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:  Type	### Transparent   ### Transpar	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:  Type Ratio	### Transparent   ### Transpar	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock)	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1   Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION:	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1   Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1   Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing e front to rear power proportioning cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1   Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing e front to rear power proportioning cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb) SUSPENSION:  Front Rear BRAKES:	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1   Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m  Four-link front suspension, upper and lower wishbones, tubular anti-Independent-wheel, trapezoidal-link rear suspension with resiliently	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing e front to rear power proportioning cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb) SUSPENSION:  Front Rear	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1   Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing e front to rear power proportioning cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential Rear Differential STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb) SUSPENSION:  Front Rear BRAKES:	FrontTrak  multitronic® CVT  2.376:1  1.476:1  1.095:1  0.861:1  0.636:1  0.500:1  7th 0.381:1   Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m  Four-link front suspension, upper and lower wishbones, tubular anti-Independent-wheel, trapezoidal-link rear suspension with resiliently	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES:  Service brake	Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m  Four-link front suspension, upper and lower wishbones, tubular antilindependent-wheel, trapezoidal-link rear suspension with resiliently Dual circuit brake system with diagonal split, Anti-lock Brake System Electronic Stabilization Program, upgraded version 8.0 (ESP) with between 1.476:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES: Service brake  Front, size and type	Maintenance-free rack-and-pinion steering with Servotronic electronic Stabilization Program, upgraded version 8.0 (ESP) with b 12.6 in. 320x30 mm - Ventilated fixed 1.476:1 1.476:1 1.095:1 0.861:1 0.861:1 0.500:1 7th 0.381:1 1.476:1 0.500:1 7th 0.381:1 1.476:1 0	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning cally locking (EDL)						
Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES:  Service brake	Maintenance-free rack-and-pinion steering with Servotronic electron 16.3:1  n.a.  36.4 ft. 11.1 m  Four-link front suspension, upper and lower wishbones, tubular antilindependent-wheel, trapezoidal-link rear suspension with resiliently Dual circuit brake system with diagonal split, Anti-lock Brake System Electronic Stabilization Program, upgraded version 8.0 (ESP) with between 1.476:1	Manual 6-speed 3.667:1 2.053:1 1.423:1 1.065:1 0.853:1 0.730:1 3.889:1 Hypoid gear, electroni TORSEN® (TORque automatic and variable Hypoid gear, electroni ic power assist	4.171:1  2.340:1  1.521:1  1.143:1  0.867:1  0.691:1  3.539:1  cally locking (EDL)  SENsing) differential providing entront to rear power proportioning cally locking (EDL)						



<del>-</del> 1 : 10 : 11 : 1									000		000 1
Technical Specifications (cor	itinued)								200	7 Audi A4	3.2 Sedar
WHEELS:						Standard 17" (C8	F)	S line	e 18" (CH9/CJ	16)	
Size						7.5J x 17		8J x 1	18		
Offset						45 mm		43 mr	m		
Weight						n/a		n/a			
Туре						Cast alloy 5 double	5 arm or 15 spk Titanium				
TIRES:									,		
Size						235 / 45 R17		235 /	40 R18		
Speed rating						H (all-season)		_	gh performanc	o or all-spaso	n)
										c or an-scaso	11)
Construction						Radial		Radia	al		
Load Index						94	D	n/a			
Brand / Type (all approved)						Michelin Pilot I					
						Conti Sport Co					
						Pirelli P6 Four	Seasons (a	all-sea	asons)		
BODY:	T										
Material			grated aluminum a								
Corrosion protection	All steel parts are	e 100% dual-sid	le zinc-galvanized.	(12-ye	ar limited warr	anty against corrosic	n perforation	)			
CAPACITIES:											
	FrontTrak					quattro					
Engine oil	6.3 qt.	6 liter				6.3	qt. 6	liter			
Fuel tank	18.5 gal.	70 liter				16.6	gal. 63	liter			
Cooling system	9.5 qt.	9 liter					qt. 9	liter			
EXTERIOR DIMENSIONS:											
	FrontTrak					quattro					
Wheelbase	104.3 in.	2648 mm				104.3 i	n 2648	mm			
Track: front / rear	59.9 in.	1522 mm	/ 59.9 in.	1522	mm	59.9 i		mm	/ 59.9 in.	1522 mm	
Overall length	180.6 in.	4586 mm	7 55.5 111.	1022		180.6 i		mm	7 55.5 111.	1322 11111	
Overall width / with mirrors	69.8 in.	1772 mm	/ 76.3 in.	1937	mm	69.8 i		mm	/ 76.3 in.	1937 mm	
			/ / O.S III.	1937	111111				7 7 0.5 111.	1937 111111	
Height (unloaded)		1427 mm				56.2 i		mm			
Ground clearance (loaded)	4.2 in.	106 mm				4.2 i		mm			
Curb weight: man. / auto.			3571 lbs.	1620	kg	3649 1	bs. 165	5 kg	3748 lbs.	1700 kg	
Distribution: % front / rear			58 / 42			59 / 41					
Drag coefficient: Front / quattro	Cw = 0.31	Front	tal Area = 2.18 sq.	m.							
INTERIOR DIMENSIONS (SAE measu	rements):										
Seating Capacity	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		cu. ft.	1116 liters						
Luggage Capacity Sedan	13.4 cu. ft.	380 liters		cu. it.	TITO IIICIS	103.5 = total of	cu ft (includ	ling tru	nk volumo)		
	50.7 cu. ft.	1436 liters		cu. ft.	1136 liters	103.5 = total of	cu. It (Illiciuc	iirig ii ui	rik volume)		
	27.8 cu. ft.	787 liters		ou. II.	1130 111618	118.6 - total of	cu ft (inclus	ling tru	nk volumo)		
Luggage Capacity Avant  Avant rear volume with seats folded						118.6 = total of	ou. it (illiciut	iiriy ii ul	in volullie)		
Avant rear volume with seats folded	59 cu. ft.	1672 liters									
PERFORMANCE:	FrontTrak					quattro					
	TOHLITAK										8
			multitronic <sup>®</sup>			Manual 6-speed			matic 6-spee	d w/ Tiptronic	
0-50 mph (0-80kmh)			4.8 sec			4.7 sec.		4.9	sec.		
0-60 mph (0-100 km/h)			6.6 sec			6.5 sec.		6.7	sec.		
Top speed	Top speed is ele	ctronically limite	ed at 130 MPH (208	8 km/h)							
FUEL ECONOMY: EP	A estimate										
	FrontTrak					quattro					
			multitronic <sup>®</sup>	CVT		Manual 6-speed		Auto	matic 6-spee	d w/ Tiptronic	· ®
City			n/a			n/a		19	mpg		
Highway			n/a			n/a		26	mpg		
Combined			n/a		-	n/a		21	mpg		-
FUEL CONSUMPTION: Ca	nadian Estimate										
								Auto	matic 6-spee	d w/ Tiptronic	·®
City			n/a			n/a			liters/100km		
Highway			n/a			n/a			liters/100km		
Tilgilway											



Technical Specifications	2007 Audi A4	3 2 Avant
ENGINE:	2007 Addi A4 C	one ravailt
Туре	Aluminum V6 spark-ignition engine with gasoline direct injection, DOHC, 2-stage variable intake manifold w/2 charge movement flaps,	
1,762	demand-controlled high-pressure and low-pressure fuel system	
Arrangement	Front mounted, longitudinal	
Bore	3.33 in. 84.5 mm	
Stroke	3.65 in. 92.8 mm	
Displacement	190.57 cu. in. 3123 cc	
Compression ratio	12.5:1	
Fuel requirement	Premium unleaded 91 AKI / 95 RON recommended for maximum performance	
Horsepower (SAE)	255 hp @ 6500 rpm	
Torque	243 lbs. ft. @ 3250 rpm	
ENGINE DESIGN:		
Cylinder block	High integrity aluminum cylinder block with cast-in thin wall gray iron liners	
Crankshaft	Forged steel	
Cylinder head	Aluminum alloy	
Valve train / intake	DOHC chain driven, hydraulic valve lifters, two-stage variable intake manifold	
Cooling system	Water-cooled, thermostatically controlled radiator fan	
Lubrication system	Gear pump, pressurized, full flow with oil cooler	
Fuel injection: FSI Direct Injection	-A common rail high-pressure injection system with a newly developed single-piston high-pressure pump operating on demand	
	ensures exactly the right amount of fuel, delivering precisely the volume required for building up operating pressure between	
	30 and 110 bar.	
	-The intake tract, also comprising the two-stage variable intake manifold, moving charge-movement flaps provide the necessary	
	tumble effect, swirling the induced air around depending on operating point. In order to achieve the high specific power and	
1	torque values, a new combustion process has been developed. This has the potential for worldwide application and for operation	
	on the fuel grade RON 95/91. Together with the optimum geometry of the combustion chambers and the dosage of fuel injected	
	with supreme accuracy down to the last millisecond, this allows a significant increase in compression:	
	-While conventional production engines generally have a compression ratio of now more than 10.5:1, the compression ratio on	
	Audi's 3.2 FSI power unit is 12.5:1 - a record on production cars and the essential prerequisite for the new engine's high standard	
	of efficiency.	
Emission system	Dual 3-way catalytic converters w/individual oxygen sensors	
ELECTRICAL SYSTEM:		
	12 volts 80 amp/hr	
Battery		
Alternator	14 volts 120 amp	
Alternator DRIVETRAIN:	14 volts 120 amp	
Alternator	·	
Alternator DRIVETRAIN:	14 volts 120 amp	
Alternator DRIVETRAIN: Transmissions	14 volts 120 amp  6-speed automatic with Tiptronic®	
Alternator DRIVETRAIN:	14 volts 120 amp  6-speed automatic with Tiptronic®  quattro	
Alternator DRIVETRAIN: Transmissions Type	14 volts 120 amp  6-speed automatic with Tiptronic®  quattro Manual 6-speed Automatic 6-speed w/ Tiptronic®	
Alternator DRIVETRAIN: Transmissions  Type Gear ratios: 1st	6-speed automatic with Tiptronic®  quattro Manual 6-speed Automatic 6-speed w/ Tiptronic®  3.667:1  4.171:1	
Alternator DRIVETRAIN: Transmissions  Type Gear ratios: 1st 2nd	6-speed automatic with Tiptronic®  quattro Manual 6-speed Automatic 6-speed w/Tiptronic®  3.667:1 4.171:1 2.053:1 2.340:1	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd	14 volts 120 amp  6-speed automatic with Tiptronic®    quattro   Manual 6-speed   Automatic 6-speed w/ Tiptronic®	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th	14 volts   120 amp	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th	14 volts   120 amp	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th	14 volts   120 amp	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive	14 volts   120 amp	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive Front Differential	14 volts   120 amp	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive	14 volts   120 amp	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive Front Differential	14 volts   120 amp	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential  Rear Differential	14 volts   120 amp	
Alternator DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential	14 volts   120 amp	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential  Rear Differential	14 volts   120 amp	
Alternator DRIVETRAIN: Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential  Rear Differential  STEERING:	14 volts   120 amp	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio	14 volts   120 amp	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type  Ratio Turns (lock-to-lock)	14 volts   120 amp	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)	14 volts   120 amp	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential  Rear Differential  Rear Differential  STEERING:  Type  Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION:	6-speed automatic with Tiptronic®	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential  Rear Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front	6-speed automatic with Tiptronic®    Quattro   Manual 6-speed   Automatic 6-speed w/ Tiptronic®	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear	6-speed automatic with Tiptronic®	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES:	6-speed automatic with Tiptronic®    Quattro   Manual 6-speed   Automatic 6-speed w/ Tiptronic®	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION:  Front Rear	6-speed automatic with Tiptronic®    Quattro	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES:	6-speed automatic with Tiptronic®    Quattro   Manual 6-speed   Automatic 6-speed w/ Tiptronic®	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES:	6-speed automatic with Tiptronic®    Quattro	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES: Service brake	6-speed automatic with Tiptronic®    Quattro   Manual 6-speed   Automatic 6-speed w/ Tiptronic®	
Alternator  DRIVETRAIN:  Transmissions  Type  Gear ratios: 1st 2nd 3rd 4th 5th 6th Final Drive  Front Differential  Center Differential  Rear Differential  STEERING:  Type Ratio Turns (lock-to-lock) Turning circle (curb-to-curb)  SUSPENSION: Front Rear  BRAKES: Service brake  Front, size and type	6-speed automatic with Tiptronic®    Quattro   Manual 6-speed   Automatic 6-speed w/ Tiptronic®	



Technical Specifi	ications (cont	inued)								2007 Audi A4 3.2 Avan
WHEELS:		,					Standard 17" (C8F)	s	line 18" (CH9/C	
Size							7.5J x 17		I x 18	,
Offset							45 mm		3 mm	
Weight							n/a	n/		
Type							Cast alloy 5 double spo		arm or 15 spk Tit	anium
							Cast alloy 5 double spo	ike  5	аппогто врк п	anium
TIRES:							005 / 45 D 47	la.	F / 40 D 40	
Size							235 / 45 R17		35 / 40 R18	
Speed rating							H (all-season)		(high performand	ce or all-season)
Construction							Radial		adial	
Load Index							94	n,		
Brand / Type (all app	proved)						Michelin Pilot Prin			
							Conti Sport Conta			
							Pirelli P6 FourSea	sons (all-si	easons)	
BODY:										
Material		Unitized steel struc								
Corrosion protection		All steel parts are	100% dual-side	zinc-ga	Ilvanized. (12-ye	ar limited warra	anty against corrosion pe	rforation)		
CAPACITIES:										
Famin "							quattro	0.11		
Engine oil							6.3 qt.	6 lit		
Fuel tank							16.6 gal.	63 lit		
Cooling system							9.5 qt.	9 lit	er	
EXTERIOR DIMENSIO	NS:									
							quattro			
Wheelbase							104.3 in.	2648 m		
Track:	front / rear						59.9 in.	1522 m	m / 59.9 in.	1522 mm
Overall length							180.6 in.	4586 m		
	with mirrors						69.8 in.	1772 m		1937 mm
Height (unloaded)							56.2 in.	1427 m	m	
Ground clearance (lo	oaded)						4.2 in.	106 m	m	
Curb weight:	man. / auto.						3770 lbs.	1710 kg	3858 lbs.	1750 kg
Distribution: % fr	ont / rear						58 / 42		59 / 41	
Drag coefficient: Fro	·	Cw = 0.31	Fronta	ıl Area =	2.18 sq. m.					
INTERIOR DIMENSION	NS (SAE measure	ements):								
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	edan	13.4 cu. ft.	380 liters				103.5 = total of cu.	ft (including t	unk 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 = total of cu.	ft (including t	unk volume)	
Avant rear volume w	ith seats folded	59 cu. ft.	1672 liters						-	
PERFORMANCE:										
							quattro			
							Manual 6-speed		Automatic 6	i-speed w/ Tiptronic®
0-50 mph (0-80kmh)							4.8 sec.		5.0 sec.	•
0-60 mph (0-100 km							6.6 sec.		6.8 sec.	
( ( )	,									
Top speed		Top speed is electi	ronically limited	at 130	MPH (208 km/h)					
			ĺ		` '					
FUEL ECONOMY:	EPA	estimate					quattro			
FUEL ECONOMY:	EPA	estimate					quatio			
FUEL ECONOMY:	EPA	estimate	_				Manual 6-speed		Automatic 6	i-speed w/ Tiptronic®
FUEL ECONOMY:	EPA	estimate	_						Automatic 6	
	EPA	estimate					Manual 6-speed			
City	EPA	estimate					Manual 6-speed		19 mpg	
City Highway		estimate					Manual 6-speed n/a n/a		19 mpg 26 mpg	
City Highway Combined							Manual 6-speed n/a n/a		19 mpg 26 mpg 21 mpg	
City Highway Combined							Manual 6-speed n/a n/a		19 mpg 26 mpg 21 mpg	i-speed w/ Tiptronic <sup>®</sup>