

Technical Sp	ecifications					2008 Audi A4 2.0T Ava				
ENGINE:										
Туре		Inline 4-cylinder	spark-ignition eng	gine with gasoline direct injection, e	xhaust turbo-charger with in	tercooler, 4 valves/cylinder, DOHC				
Arrangement		Inline 4-cylinder spark-ignition engine with gasoline direct injection, exhaust turbo-charger with intercooler, 4 valves/cylinder, DOHC Front mounted, longitudinal								
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		Premium unlead	ded 91 AKI / 95 R	ON recommended for maximum pe	rformance					
Horsepower (SAE)		200 hp	@ 5100-6000	rpm						
Max. Torque		207 lbs. ft.	@ 1800-5000	rpm						
ENGINE DESIGN:		•		·						
Cylinder block		Cast iron								
Cylinder block Crankshaft		Cast iron Forged steel, 4 main bearings								
Cranksnaft Cylinder head		Aluminum alloy								
Valve train / intake		Intake camshaft adjustment, DOHC belt driven, hydraulic lifters								
Cooling system				ntrolled radiator fan						
Lubrication system		-	ssurized, full flow							
Fuel injection /				n rail system supplied by a demand	-controlled high-pressure pu	mp. The fuel is injected				
Ignition system										
.g5 0,0.0111		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,								
				formance and agile responsiveness						
				n low-friction roller cam follower driv	- ·	eometry that produces even				
				turally-aspirated FSI engine. This re	-					
		_	e and therefore ef		sound not only in grouter roin	ionioni, but also in superior				
Emission system				/individual oxygen sensors						
ELECTRICAL SYSTE	-M-	Duai o may outo	ny no conventions in	,a.viada. exygen censere						
Battery	_IVI.	12 volts	80 amp/hi	,						
Alternator		14 volts	120 amp	1						
		14 VOILS	120 amp							
DRIVETRAIN:		0								
Transmissions				ottro)						
			I transmission (qu	_						
			i transmission (qu atic with Tiptronic [©]	_						
				_	quattro					
Туре				_	quattro	Automatic Respend w/ Tintronic®				
Туре	1et			_	Manual 6-speed	Automatic 6-speed w/ Tiptronic®				
	1st			_	Manual 6-speed 3.667:1	4.171:1				
Туре	2nd			_	Manual 6-speed 3.667:1 2.053:1	4.171:1 2.340:1				
Туре	2nd 3rd			_	Manual 6-speed 3.667:1 2.053:1 1.423:1	4.171:1 2.340:1 1.521:1				
Туре	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				
Туре	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				
Туре	2nd 3rd 4th 5th 6th			_	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:	2nd 3rd 4th 5th			_	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: Front Differential	2nd 3rd 4th 5th 6th			_	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:	2nd 3rd 4th 5th 6th			_	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, electroniself-locking differentia	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: Front Differential Center Differential	2nd 3rd 4th 5th 6th			_	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 self-locking differentia 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) I providing e front to rear power proportioning				
Type Gear ratios: Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th			_	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, electroniself-locking differentia	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) I providing e front to rear power proportioning				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING:	2nd 3rd 4th 5th 6th	6-speed automa	atic with Tiptronic [®]	(quattro)	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, electroniself-locking differentia 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) I providing e front to rear power proportioning				
Type Gear ratios: Front Differential Center Differential Rear Differential	2nd 3rd 4th 5th 6th	6-speed automa	atic with Tiptronic [®]	_	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, electroniself-locking differentia 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) I providing e front to rear power proportioning				
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Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type	2nd 3rd 4th 5th 6th Final Drive	6-speed automa	atic with Tiptronic [®]	(quattro)	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, electroniself-locking differentia 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) I providing e front to rear power proportioning				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock)	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a.	atic with Tiptronic [®]	(quattro)	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, electroniself-locking differentia 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) I providing e front to rear power proportioning				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free	ee rack-and-pinion	(quattro)	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, electroniself-locking differentia 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) I providing e front to rear power proportioning				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft.	ee rack-and-pinion	n steering with Servotronic electroni	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 self-locking differentia automatic and variable Hypoid gear, electroni c 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) I providing e front to rear power proportioning				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb.) SUSPENSION: Front	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft.	ee rack-and-pinion 11.1 m uspension, upper	n steering with Servotronic electronic	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 self-locking differentia 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) I providing front to rear power proportioning cally locking (EDL)				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft.	ee rack-and-pinion 11.1 m uspension, upper	n steering with Servotronic electroni	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 self-locking differentia 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) I providing front to rear power proportioning cally locking (EDL)				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb.) SUSPENSION: Front	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft.	ee rack-and-pinion 11.1 m uspension, upper	n steering with Servotronic electronic	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 self-locking differentia 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) I providing front to rear power proportioning cally locking (EDL)				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb SUSPENSION: Front Rear	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front st Independent-who	ee rack-and-pinion 11.1 m uspension, upper	n steering with Servotronic electronic	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 self-locking differentia automatic and variable Hypoid gear, electroni c 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) I providing e front to rear power proportioning cally locking (EDL)				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb SUSPENSION: Front Rear BRAKES:	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front st. Independent-who	ee rack-and-pinion 11.1 m uspension, upper eel, trapezoidal-li	and lower wishbones, tubular anti-nk rear suspension with resiliently r	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 self-locking differentia automatic and variable Hypoid gear, electroni c 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) I providing e front to rear power proportioning cally locking (EDL)				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb SUSPENSION: Front Rear BRAKES: Service brake	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front se Independent-wh	ee rack-and-pinion 11.1 m uspension, upper leel, trapezoidal-li se system with dia	and lower wishbones, tubular anti- nk rear suspension with resiliently r gonal split, Anti-lock Brake System upgraded version 8.0 (ESP) with br	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, electroniself-locking differentia automatic and variable Hypoid gear, electroniself-locking differentia automatic and variable hypoid gear, electroniself-locking differentia automatic and variable hypoid gear, electroniself-locking differential automatic	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) I providing e front to rear power proportioning cally locking (EDL)				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb SUSPENSION: Front Rear BRAKES: Service brake Front, size and type	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front selectronic Stabil 12.6 in.	ee rack-and-pinion 11.1 m uspension, upper neel, trapezoidal-li te system with dia lization Program, 320x30 mm	and lower wishbones, tubular anti- nk rear suspension with resiliently r gonal split, Anti-lock Brake System upgraded version 8.0 (ESP) with br - Ventilated disc / ContiTeves f	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, electroniself-locking differentia automatic and variable Hypoid gear, electroniself-locking differentia automatic and variable hypoid gear, electroniself-locking differentia automatic and variable hypoid gear, electroniself-locking differential automatic	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) I providing e front to rear power proportioning cally locking (EDL)				
Type Gear ratios: Front Differential Center Differential Rear Differential STEERING: Type Ratio Turns (lock-to-lock) Turning circle (curb SUSPENSION: Front Rear BRAKES: Service brake	2nd 3rd 4th 5th 6th Final Drive	Maintenance-free 16.3:1 n.a. 36.4 ft. Four-link front st. Independent-wh Dual circuit brak Electronic Stabil 12.6 in. 11.3 in.	ee rack-and-pinion 11.1 m uspension, upper leel, trapezoidal-li se system with dia	and lower wishbones, tubular anti- nk rear suspension with resiliently regonal split, Anti-lock Brake System upgraded version 8.0 (ESP) with br - Ventilated disc / ContiTeves from the special split of the	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, electroniself-locking differentia automatic and variable Hypoid gear, electroniself-locking differentia automatic and variable hypoid gear, electroniself-locking differentia automatic and variable hypoid gear, electroniself-locking differential automatic	4.171:1 2.340:1 1.521:1 1.143:1 0.867:1 0.691:1 3.539:1 cally locking (EDL) I providing e front to rear power proportioning cally locking (EDL)				



Technical Spec	ifications	(continued)							20	008 <i>A</i>	Audi A4	2.OT Ava	
VHEELS:		Standard 16" (C	2F)				Optiona	al 17" (C8F)			18" (CH9)		
Size		7J x 16					7.5J x 1	. ,		8J x 1	` '		
Offset		42 mm					45 mm			43 mr	n		
Weight		n/a					n/a			_	n/a		
Type		Cast alloy 5 wedg	де ѕроке				Cast all	by 5 double spo	ке	Cast	alloy 5-arm qu	lattro GmbH	
IRES:										1			
Size		225 / 55 R16					235 / 45 R17				235 / 40 R18		
Speed rating		H					H (all-season)			Y (high performance)			
Construction Load Index		Radial					Radial 94				Radial n/a		
Brand / Type (all appr	roved)	n/a Michelin Pilot HX MXM4 Continental Pro Contact					Michelin Pilot Primacy (perfo						
Brand / Type (all appl	<u> </u>						Conti Sport Contact 2 (perfe						
							Pirelli P6 FourSeasons (all-seasons)						
BODY:							1		(4				
Material		Unitized steel str	ucture with integra	ated alum	ninum and magn	esium compor	nente						
Corrosion protection			e 100% dual-side					st corrosion ner	foration)				
CAPACITIES:		7 til otoci parto are	10070 ddai 01d0	zino gaiv	driizod. (12 yed	i ilitilica waria	inty again	ot corrector per	ioration				
CAPACITIES.				_		_	quattro		_		_	_	
Engine oil							quattro	6.3 qt.	6	liter			
Fuel tank								16.6 gal.	63	liter			
Cooling system								9.5 qt.	9	liter			
EXTERIOR DIMENSION	IS.							4"					
ATERIOR DIVIENSION	0.						quattro						
Wheelbase							quattro	104.3 in.	2648	mm			
Track:	front / rear							59.9 in.	1522	mm	/ 60 in.	1522 mm	
Overall length								180.6 in.	4586	mm			
•	with mirrors							69.8 in.	1772	mm	/ 76.3 in.	1937 mm	
Height (unloaded)								56.2 in.	1427	mm			
Ground clearance (loa	aded)							4.2 in.	106	mm			
Curb weight:	man. / auto.							3671 lbs.	1665	kg	/ 3748 lbs	. 1700 kg	
Distribution: % fro	nt / rear							58 / 42			59 / 41		
Drag coefficient: Fron	t / quattro	Cw = 0.33	Frontal	Area = 2	2.18 sq.m.								
NTERIOR DIMENSION	S (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 Sedan		13.4 cu. ft.	380 liters	,	10.1 #	4420 litere	103.	5 = total of cu.	ft (includir	ng trunk	volume)		
Int. Volume Avant	front / rear	50.7 cu. ft. 27.8 cu. ft.	1436 liters 787 liters	/	40.1 cu. ft.	1136 liters	110	6 = total of cu.	ft /inaludir	a trunk	volumo)		
Luggage Capacity Ava Avant rear volume wit		59 cu. ft.	1672 liters				110.	b = total of cu.	it (iriciuali	ig ilulik	voiume)		
	i seats loided	39 Cu. II.	1072 III.ers										
PERFORMANCE:				_		_	au rattus		_	_	_	_	
							quattro	6-speed	Automo	tic 6 or	eed w/ Tiptr	onic®	
0-50 mph (0-80kmh)							5.4	sec.	Automa	ac 0-8	5.6 sec		
0-60 mph (0-100 km/h	1)						7.4	sec.			7.6 sec		
2 00 mp.: (0 100 Mil/i	7						7	300.			360		
Top speed		Top speed is elec	ctronically limited	at 130 m	ph (208 km/h)								
		, , , , , , , , ,	,		/								
		US EPA											
UEL ECONOMY:							quattro						
FUEL ECONOMY:								6-speed	Automa	tic 6-sr	eed w/ Tiptr	onic [®]	
FUEL ECONOMY:											•		
							20	mba			79 mn	u	
City							20	mpg mpg			19 mp 27 mp		
							20 28 23	mpg			27 mp	g	
City Highway Combined		Canadian					28				27 mp	g	
City Highway Combined		Canadian					28 23	mpg mpg	Automa	tic 6-sr	27 mp 22 mp	g g	
City Highway		Canadian					28 23	mpg	Automa	tic 6-sp	27 mp 22 mp	g g	