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THE 2007 AUDI RS 4

The new Audi RS 4, developed by Audi AG's performance tuning division quattro GmbH, breaks new ground in the sport sedan segment. The high-performance sedan features numerous innovations, delivering top performance on both road and track.

The Audi RS 4 continues the tradition of quattro GmbH in bridging the gap between motorsport and everyday motoring. It is a car that combines emotional and functional perfection, meeting all the demands made by the driver of a high-performance car in general and an Audi in particular in today's motoring world.

At Audi, the "RS" abbreviation stands for unmatched performance ability, technological innovation, motorsports pedigree, and thrilling driving dynamics. At the heart of the RS 4 lies the high-revving 420-hp naturally-aspirated V8 engine featuring FSI direct injection technology, which was first proved out in the Le Mans-winning Audi R8 race car.

The RS 4 features the latest generation of the quattro permanent all-wheel drive system with asymmetric/dynamic torque distribution. Under normal driving circumstances, 40 percent of the power is sent to the front wheels and 60 percent to the rear. This new asymmetrical torque split quattro system is key to achieving the RS 4's sporty driving dynamics, yet it ensures that Audi's legendary all-weather traction and sure-footed handling ability remains.

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With each and every component of the sport sedan having been checked for weight reduction, the result is a power-to-weight ratio of 8.7 lbs. per hp. The RS 4 is a unique, intelligent high-performance sedan with superior drive train qualities, offering driving dynamics unmatched by any other car in its segment.

Engine

At the heart of any sports car is the engine, and for the RS 4 quattro GmbH placed its trust in a compact V8 unit featuring gasoline direct injection technology or, as it is known at Audi, FSI. With FSI, gasoline is injected directly into the combustion chamber, resulting in a uniform fuel/air mixture. Thanks to the cooling effect of the directly injected fuel, Audi's development engineers have been able to increase the engine's compression ratio to 12.5:1.

FSI technology in the RS 4 is trickle-down technology from Audi's motorsports efforts. Gasoline direct injection was developed for and proven out in the Audi R8 race car, a five-time winner of the legendary 24 Hours of Le Mans endurance race.

Even higher output is achieved with this more efficient combustion process. This is demonstrated most clearly in the engine's responsiveness throughout the rev-band. Thanks to this highly-technical and sophisticated injection method, optimum power and torque output are produced in every driving situation at both low and high speeds.

At 7,800 rpm, the 4.2-liter engine delivers 420 hp (DIN) of power output. Peak torque is 317 lbs.-ft. at 5,500 rpm. And no less than 90 percent of this maximum torque is maintained consistently throughout a wide range of engine speeds from 2,250 to 7,600 rpm. Performance on the road is equally impressive: the RS 4 accelerates to 60 mph in 4.8 seconds and reaches 120 mph in 16.6 seconds. At 155 mph the vehicle's speed is smoothly limited by an electronic control system.

Audi has deployed the high-revving engine principle for the first time in the RS 4. The maximum engine speed is 8,250 rpm. The significant advantages of this principle are

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superior power output at high engine speeds and a smooth, eager responsiveness all across the rev range. The high-revving V8 engine sound that enthusiast drivers live to hear further amplifies the high-performance experience.

For further enjoyment of the V8 sound system, pressing the “Sport” button on the dashboard produces a more aggressive engine exhaust note. Moreover, the electronic throttle control heightens its response to throttle inputs for a more sporty driving experience.

The ultra-compact V8

The V8 power unit is ultra-compact in its dimensions, fitting snugly into the engine compartment of the RS 4 without requiring any modifications to the body. The camshaft and ancillaries, with the exception of the alternator, are all driven by a chain for easy maintenance.

Unique features of the V8 powering the RS 4 include modified pistons and con-rods, a new crankshaft together with its bearings, and new cylinder heads. A twin exhaust system with enlarged pipes provides even higher power output. These extensive measures enable the 4,163 cc engine to break through the magical 100 hp per liter barrier. The car’s power-to-weight ratio also is impressive: 8.7 lbs. per hp.

Drivetrain

Getting all this power on to the road was a significant challenge. Audi’s answer is – of course – its quattro permanent all-wheel drive system. Over a quarter of a century’s experience and market leadership in the all-wheel drive car segment represent genuine benefits for Audi’s customers. The RS 4 features a new generation of quattro drive with asymmetric/dynamic torque distribution.

A Torsen center differential distributes the power to the front and rear wheels as required, thereby ensuring optimum traction. In variable road conditions the power can be diverted immediately in full to the front or rear, depending on the need. The new

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distribution system, which under normal road conditions transmits 40 percent of the power to the front wheels and 60 percent to the rear, makes the Audi RS 4 an even more impressively dynamic driver. Alongside traction, controllability, stability, load reversal and transitioning, aspects of agility and steering also have been substantially enhanced, underscoring the highly sporty character of the car.

The term “Torsen” comes from “torque” and “sense” which, taken together, quite literally means “sensing the development and build-up of torque.” The Torsen differential is a self-locking worm gear. Thus the locking action is only prompted under the influence of the drivetrain. However, on braking and cornering the gearbox does permit differences in engine speed. The rear axle differential is fitted with additional cooling fins.

Ensuring very short gearshift travel, the six-speed gearbox combines compact dimensions with low weight and a high standard of shift comfort. Adapted to the power band of the RS 4, the gearing provides excellent power yield in practice, conveying the output of the engine to the driven wheels of the car with maximum efficiency.

Suspension

Even the best drivetrain is nothing without the right chassis and suspension. In the Audi RS 4, quattro GmbH has consistently applied all the benefits of the quattro drive system and the engine. The standard sports suspension ensures that the engine’s output is transferred just as needed to the road. This superiority is ensured on Audi’s new sports sedan by a high-performance aluminum suspension with a four-link front axle and a trapezoidal-link rear axle.

Precise steering, with sensitive feedback, sporty agility and excellent directional stability make the RS 4 the perfect car for the highway, country roads and for the race track.

Each wheel on the front axle is guided by four aluminum transverse links. The trapezoidal-link rear axle offers top-class driving dynamics. This torsion-proof and non-flexing trapezoidal link absorbs a large portion of the forces acting on the wheel. Together with the track link further to the rear, this special configuration defines the elastokinematic behavior of the rear axle with ultimate precision.

Dynamic Ride Control

The RS 4 comes with Audi's Dynamic Ride Control (DRC), featured for the first time in the Audi RS 6. DRC serves to reduce both body roll and pitch along the car's longitudinal and lateral axes. This is accomplished by interconnecting the dampers diagonally by way of a central valve. Body movements when accelerating are largely eliminated in this way, as are pitching movements when braking, or rolling when cornering rapidly. This has further enhanced the driving dynamics offered by the RS 4. DRC already has been well received in the RS 6. In the RS 4, quattro GmbH has succeeded in making the system more compact and lighter. Dynamic Ride Control employs no electronics.

The combination of quattro drive, DRC, and the suspension specifically tuned to the RS 4 allows this outstanding high-performance Audi to hold the road safely even in the absolute limit at top cornering speeds. It goes without saying that the Audi RS 4 features the latest generation of the Electronic Stabilization Program (ESP) designed and configured especially for this car. Its interventions now are later and shorter. It also is possible to delay intervention further, or to disable the ESP altogether.

For the RS 4 the Audi designers produced a range of lightweight and attractive cast aluminum wheels, standard in 19-inch and available in 18-inch as an option. A special manufacturing method means the wheels are stronger, thinner and lighter.

Compared with the standard A4, the RS 4 is lowered by 1.2 inches (30 mm). A further important change is the wider track, increased by 1.5 inches at the front and 1.9 inches

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at the rear. The spring and damper tuning has, of course, also been adapted to the sporty dynamics of the RS 4.

The Servotronic steering has been specially tuned to the requirements of the sports sedan. With its direct response and short travel, it is well suited to the overall character of the RS 4.

Brakes for the race track

The RS 4's braking also is impressive, based on a brake system that fits at least 18 inch wheels. The perforated and ventilated brake discs measure 14.4 inches in diameter at the front and 12.8 inches at the rear. The front brake calipers are fixed in position. The rears are designed in a floating arrangement, meaning that the cast-iron friction ring of the brake system is bolted onto the aluminum brake disc cover. The result is a significant improvement of the brakes' resistance to fading, particularly under extreme loads. A further side effect of this technology is a reduction in unsprung mass.

Another advantage is the optimization of brake air flow by means of NACA ducts keeping the brake discs appropriately cool at all times. Featuring eight-piston fixed calipers originally developed for motorsports on the front wheels (four pistons and two brake pads on the inside and outside of each brake disc) as well as single-piston swing calipers on the rear wheels, the Audi RS 4 offers supreme stopping power and directional stability.

Other features included in the ESP stability program are the electronic differential lock (EDL), traction control (ASR), electronic brake force distribution, and anti-lock brakes (ABS).

It also is possible to disable the ESP in two stages: in the first stage only the traction control (ASR) function is disabled; in the second stage the ESP is completely deactivated, including the traction control. As a result, there is no control intervention in any driving situation.

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Design

The design of the Audi RS 4 combines functionality with aesthetics. The car's appearance embodies the ultimate in uncompromising sportiness. In particular, the RS 4 demonstrates its enormous performance potential where such qualities really count, boasting features such as:

- Flared wheel arches, as a result of the 1.5-inch front and 1.9-inch rear wider track than S4
- Bumpers in RS design with the trim grille in diamond look
- Flared side sills as well as door cut-out trim strips matched to the sills
- A rear spoiler integrated in the boot lid and side panels
- A twin-chamber exhaust system with oval tailpipes
- Aerodynamically optimized twin-arm design RS exterior mirrors in aluminum appearance
- Standard 19-inch wheels of seven-double-spoke design
- RS 4 badging at front and rear and on the side rubbing strips
- Grille and side window trim strips in matte aluminum appearance

The sporty look of this exceptional sedan is combined with an equally high level of functionality. The large inlets on the front end of the RS 4 guarantee optimum cooling of the V8 FSI engine. Flared wheel arches offer plenty of space for standard 19-inch wheels. With enlarged tailpipe cross-sections, the twin-chamber exhaust system provides for significantly reduced exhaust gas back pressure. The 1.2-inch lowering not only provides a sporty look, but it also is a major factor in delivering the outstanding levels of driving dynamics the car offers.

Despite this uncompromising sportiness, the car's close family relationship with the Audi A4 is unmistakable. The distinctive single-frame grille and the sweeping headlights, borrowed from the Nuvolari concept car, underscore the family heritage of the RS 4.

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Interior

Premium quality typical of Audi and genuine sportiness typical of an RS model are combined in harmony in the interior of the RS 4. As soon as you sit in it, you know that you are in a true sports car. The Recaro bucket seats provide excellent lateral support. The RS bucket seats are covered in full silk Nappa leather throughout.

Attention to detail is demonstrated in the choice of materials and the workmanship applied in processing them. Leather, aluminum and carbon fiber are the predominant materials in the interior. The RS steering wheel is covered in perforated leather. Carbon fiber trim inside the car serves to accentuate the sporty qualities of the RS 4. Another detail is the design of the milled aluminum door openers, echoed on the gear knob and the steering wheel. The gear knob, handbrake lever and steering wheel also are covered in perforated leather.

The standard color LCD driver information system incorporated into the typical RS-design cockpit also features an oil temperature gauge as well as a stopwatch with lap timer function – useful extras for those special track days so beloved of RS 4 drivers.

The driver information system welcomes the driver upon entering the car with the exclusive RS welcome logo. The aluminum pedals are further evidence of the motorsports connection, and they also help to reduce weight.

Safety

The safety package that Audi has put together for the RS 4 is both comprehensive and highly sophisticated. Particular attention was paid in the development of this high-performance sedan to the overriding need for active driving safety. The quattro permanent all-wheel drive system already offers more traction than conventional drive systems in critical driving situations. Its variable distribution of power across the two axles now also provides even greater benefit.

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An additional boost to safety is provided by the ESP, with its integrated dry braking function. When the road is wet the system lightly applies the brake pads to the discs at regular intervals, unnoticed by the driver, to sweep water from them and thereby improve braking response.

The RS 4 features a tire pressure monitoring system as standard. The sensors located in the wheels continuously measure tire pressure at three-second intervals. In the event of an acute loss of pressure, the driver information system gives the driver both a visual warning sign and an acoustic alarm.

Passive safety of the highest standard

Significant attention was paid to the issue of passive safety in the development of the RS 4. A rigid body, consistent and coordinated deformation properties, state-of-the-art restraint systems – including the two-stage front airbags – and, last but not least, the Sideguard® head airbag system provide exemplary levels of occupant protection. This head-level side airbag system covers virtually the entire side window area, from the A-post to the C-post. The airbags themselves are inflated by a hybrid gas generator, which maintains the airbag pressure for several seconds to provide ongoing protection.

This means Sideguard provides full protection even in a secondary collision such as when the car rolls over following initial impact.

quattro GmbH

The new Audi RS 4 is the latest offspring of the RS family from quattro GmbH. The debut of the first RS 4 in 1999 in Europe – at the time the first high-performance model independently produced by the Audi subsidiary – attracted lots of admiring looks. At the same time it redefined the concept of a high-performance vehicle. In a truly impressive manner, the first RS 4 proved the great potential offered for the future by Audi's sporty models.

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Audi's first RS model in Europe and the rest of the world also impressed its fans right from the start. The RS2 Avant amazed the motoring world with its performance. This five-cylinder turbo model entered the market in 1994 and was built for a about one year. Its engine delivered 315 hp, and 2,881 customers opted for this sports car, which was based on the Audi 80 Avant. The RS2 has long since become a sought-after classic with a loyal fan club.

The first-generation RS 4 demonstrated what still characterizes every RS vehicle to this day: an uncompromising combination of emotion and functionality. The very first Audi RS 4 Avant attracted customers with its outstanding combination of family practicability and everyday motoring qualities blended with driving performance offered up to that time only by the most thoroughbred sports cars.

The success was impressive: although the RS 4 remained in production for just 14 months, more than 6,000 buyers opted for this sports car in its Avant body. The RS 6 sedan that succeeded it rapidly attracted an enthusiastic fan club of its own. This was the first RS model to be imported by Audi to North America. At the end of the production run the limited-edition 450hp RS 6 plus also was placed on sale. This successful combination will be continued in the new RS 4. Altogether more than 8,000 examples of the RS 6, including the RS 6 plus, were sold worldwide.

By creating the new Audi RS 4, quattro GmbH has proved once again that there is no need for compromise in developing a sports car fully suited to everyday motoring. Indeed, the RS models highlight the engineering and technological expertise of Audi more than virtually any other car.

The RS models from quattro GmbH are emotionally exciting sports cars that have to date attracted a large and enthusiastic fan base. That success will continue with the new RS 4. Audi always has offered the RS driver perfectly engineered and highly emotional driving machines that provide a high level of everyday motoring practicality, and the concept has attracted an enthusiastic fan base. That will not change with the new RS 4.

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Responsible also for the “S line,” and “Audi exclusive” option packages and product lines within the Audi group, quattro GmbH is making a significant contribution in further enhancing Audi’s position as an outstanding and emotionally exciting sports brand.

Audi Advantage

The Audi RS 4 will be backed by the Audi Advantage—an industry-leading combination of warranties and protection that includes:

- Four-year/50,000 mile limited new vehicle warranty
- 12-year limited warranty against corrosion perforation
- 24-hour Roadside Assistance for four years

More information on all Audi models can be found at www.media.audiusa.com.

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