

BALENCE Use arrangements Use arrangements Springements Arrangements From mounted Sala in							2007 /	udi S4 Sedan		
Type VB arrangement, BryInder with Couble Contread Camebals and sev stage variable inside manifold Arrangement 33.5 n. 96.5 m. Struke 33.5 n. 96.5 m. Digkammani 34.5 m. 96.0 m. Digkammani 34.0 m. 148.3 co. Compression mice 11.0.1 1 Fuel requirement Pentum utesded 91 AKV /28 DN accommended for macrum performance. Homas and the manifest of the macrum performance. Cylinder block Comession Comession Comession Cylinder block Comession Comession Comession Collid posterior Water coaled, thermostatically controlled radiator fan Lobrack system Coale and two index distant figh-values distant fan. Lubrackin system Cale cameban dispertment, DOHC bot diver, hydralic times Coale and two index distant figh-values distant		incations					2007 P	iuul 34 Seuali		
Arrangement From mounted Bore 3.33 h. 94.5 mm Stroke 2.65 h. 92.8 mm Stroke 2.65 h. 92.8 mm Diglacement 2.94 u. in. All 40.3 as			lue .							
Bore 3.3.1 B4.5 mm Stroko 3.3.5 N.0.6.8 mm Diplogrammi 224 du in 4103 do Compression nation 11.0.1 Fuel regulament Permur intreded 01 AKI / 55 RON recommended for maximup performance Horagework (RSc) 304 Diplo 87 RON recommended 500 pm (auto) Max. Torqué 302 Dis 1, 8.3.000 pm (maximu) Cylinder block Conscienti Cylinder block Conscienti Cylinder block Destromation and algutament. DOHC bit driven, hydraulic thors Conscienti Basis conscienti algutament. DOHC bit driven, hydraulic thors College system Destromation algutament. DOHC bit driven, hydraulic thors Lukrickton system Destromation algutament. DOHC bit driven, hydraulic thors Lukrickton system To class-could bit may and two driven driven as abgine brock control using four remotes ElECTRICAL SYSTEM: To class-could bit may and two driven as abgine brock control using four remotes Thransissons 6-speed maxual transmission Turnensisson 6-speed maxual transmission Stromatic 14 volta 1.6421 Turnensison 6-speed maxual transm	••			, 8-cylinder with L	Double Overhead Carr	nshafts and two-stag	je variable intake manifold			
Blocke 3.65 is 9.28 mm Opplopenent 2.24 ns. in 9.28 ns. in Opplopenent 11.0.1 Fuel requirem Perimum unitsed of 1.40 / 05 ROM recommended for maximum performance Max Torgio 30.2 hs 1.0.3 / 05 ROM recommended for maximum performance Max Torgio 30.2 hs 1.0.3 / 05 ROM recommended for maximum performance Contract 30.2 hs 1.0.3 / 05 ROM recommended for maximum performance Contract 30.2 hs 1.0.3 / 00 recommended for maximum performance Contract Statistical for the statis for the statistical for the statistical for the sta	-			04.5						
Deplement 244 or, in										
Composition ratio 11.0.1 Field requirement Permism unique dated d1 Ad1 / 05 RON recommended for maximum performance Max: Targue 320 Ibs. 1::::::::::::::::::::::::::::::::::::										
Function Promise with degrad \$1 A47 05 RON recommended for maximum profermance Max. Torque 340 b @ 07000 pm (maximu) 8000 pm (sub) Max. Torque 322 lbs. h. @ 3500 pm (maximu) 8000 pm (sub) ENGINE DESIGNE Construction Construction Auminum allow Construction Auminum allow Construction Auminum allow Value train / Indue Funder construction Construction Construction Value train / Indue Construction Cooling system Water-cooled, their digutament, DOHC belid diven, hydraulic liftern Cooling system Construction Value train / Indue Ease paramy, pressurized, full flow with of cooler Fuel instain system Ease paramy, pressurized, full flow with of cooler Evelore ecolution Workstruction Electricol. System Ease and two after the converter. Electricol. System Bestep Transmission E-speed administrum Type Gaustrof Banaud transmission State 3.667.1 4.171.1 State 3.667.1 4.171.1 State	•									
Horseyower (BAF) 340 bs 872000 pm (maxual) 8900 pm (maxual))								
Max. Torque 302 Ex. ft. 9 and the period ENORE DESIGN: Conclusion Concl										
Nome Deside: Cylinder block Canaktaht Cylinder block Cylinder block Conkingstem Aluminum alloy Cylinder block Cylinder block Cylinder block Cooling system Hinake camishah adijustment, DOHC belt driven, hydraulic lifters Cooling system Valve train / inake Gear pump, respiration, Mill of work in of cooler Cooling system Gear pump, respiration, Mill of work in of cooler Fuel injection: F3D Direct hijocion Sostematic T, Ji fully electronic, sequential injection, hot-film all mass measurement, drive-by-wire throate control with two heated oxygen sensors before and two after the converters; adaptive lambda control with two heated oxygen sensors before and two after the converters; ELECTRICAL SYSTEM: 12 volis 55 amp/hr Tarsenissions Geage datamatic transmission Geaged automatic transmission Tarsenission is 14 volis 150 amp DRIVETRAN: Geaged automatic transmission 1.44211 Tarsenission with Toponic/B QuattOS Automatic transmission 1.44211 Gen ratios: 14 2.0601 2.33011 Tarsenission with Toponic/B QuattOS Automatic transmission 1.44211 Gen ratios: 14 2.0601 2.33011		.)								
Cylinder block Auminum alloy Conkobat Auminum alloy Valve train / intake Intake constant adjustment, DOHC beit driven, hydraulo filters Cooling system East pump, pressurized, it lift with oil cooler Fuel injection: FSI Direct trijection Rear pump, pressurized, it lift with oil cooler Fuel injection: FSI Direct trijection Motronic 7.11: High electronic, sequential injection, hot-film air mass measurement, drive-by-wire throttle control, mapped ignition with solid state high-voltage distribution, cylinder-selective adaptive knock control using four sensors Envision system Tax obsec-oupled primary and two underfloor main catalytic converters; adaptive lambla control with two heated oxygen sensors before and two after the converters. Battery 12 volts 56 amp/hr Atternation Gegeed manual transmission Gegeed manual transmission Operation with two heated oxygen sensors Gegeed manual transmission 41711 Gear ratios: 1st 3.66711 4.1711 Att 1.11:1 1.142.11 1.142.11 4.142.11 Att 1.11:1 1.142.11 1.142.11 1.142.11 Gear ratios: 1st 3.667.11 0.667.11 0.560.11 1.52.11 1.52.11	Max. Torque		302 lbs. ft. @ 3500 rpm							
Constant Auminum ality Cylinder hood Adminum ality Quinter hood Adminum ality Cooling system Water-cooled, Bernoattaccially controlled ratin, hydraulic lifters Cooling system Water-cooled, Bernoattaccially controlled ratin, hydraulic lifters Fuel injection: FSI Direct hjecton Read pump, pressurized, Lui flow with of cooler Fuel injection: FSI Direct hjecton Motronic 7.1.1: fully electronic, sequential injecton, for film air mass measurement, dirve-by-wire throttle control with two heated oxygen semiors before and two hydrading distribution, cylinder-selective adaptive knock control using four semiors Emission system Tor obse-coupled primary and two underfloor main catalytic convertiers; adaptive lambda control with two heated oxygen semiors before and two later the convertiers. ELECTRCAL SYSTEM: Battery Transmissions 6-speed aufonatic transmission with Tpronice® Type QuattrO® Automatic tansmission with Tpronice® Gar ratios: 11 4 volts 3rd 1.4.423.1 4th 1.4.323.1 4th 1.4.323.1 5th 0.9891.1 6th 0.978.1 6th 0.978.1 6th 0.978.1 <td>ENGINE DESIGN:</td> <td></td> <td>T</td> <td></td> <td></td> <td></td> <td></td> <td></td>	ENGINE DESIGN:		T							
Cycle relad Aurinum allay Vake train / intake Intake cambat adjustment, DOHC bet driven, hydraulic lifters Cooling system Gear pump, pressurach, full flow with all cooler Fuel injection: System Gear pump, pressurach, full flow with all cooler Fuel injection: System Mater.cooler, 1: Util electronic, expectival injection, hot-film air mass measurement, drive-by-wite throthe control, mapped iginition with table data tab. high-voltage distribution, cyfinder-selective adaptive knock control using four sensors Bartery 12 volts 95 amphr Allencein: CAS SYSEM: Espeed manual transmission Bartery 12 volts 95 amphr Allencein: CAS SYSEM: Espeed manual transmission Espeed manual transmission Transmissions Espeed manual transmission Espeed manual transmission Type Gear ratios: 14 0.867:1 Srd 0.919:1 0.0867:1 152:1 Ath 1.133:1 1.143:1 1.143:1 Srd 0.919:1 0.0867:1 0.689:1 Transmissions Transmission with Tipronic® Type 3.539:1 Trans 0.919:1 0.0867:1	Cylinder block									
Value rain / induke Induke camshaft adjustment, DOHC belf diven, hydraulic lifters Cooling system Water cooled, themostatically controlled radiator fan Fuel injection: FSI Direct hjection Meter cooled, themostatically controlled radiator fan Emission system Two close-coupled primary and two underfloor main catalyfic converters; adaptive lambda control with two heated oxygen sensors Emission system Two close-coupled primary and two underfloor main catalyfic converters; adaptive lambda control with two heated oxygen sensors ELECTRICAL SYSTEM: ELECTRICAL SYSTEM DRIVETRANI: 12 volts 95 amphr Atemator 14 volts 100 amp DRIVETRANI: Gepred manual transmission Egepeed manual transmission Gear ratios: 1st 3.667:1 4.171:1 2nd 2.060:1 2.340:1 3.539:1 Gear ratios: 1st 3.667:1 4.171:1 2nd 2.060:1 2.340:1 3.539:1 Gear ratios: 1st 3.667:1 4.171:1 2nd 2.060:1 2.359:1 0.687:1 Gear ratios: 1st 3.657:1 4.171:1	Crankshaft									
Cooling system Water-cooled, thermostatically controlled matator tan Lubrication system Gear pump, pressurized, full flow with oil cooler Fuel injection: FSD Direct Injection Motronic 7.11: fully electronics, exquerital injection, hurfilm air mass measurement, drive-by-wite throttle control, mapped iginition with tail di state high-voltage distribution, cylinder-selective adaptive knock control with two heated oxygen sensors Emission system Two Coles-Coupled primary and two underfloor main catalytic converters; stappive lambda control with two heated oxygen sensors ELECTRICAL SYSTEM: Sensory 12 volts 35 amphr Battery 12 volts 35 amphr Gear earlies Transmissions Gespeed natural transmission Gespeed automatic transmission with Tgittonic@ Gear ratios: 1st George automatic transmission with Tgittonic@ Gear ratios Transmissions George automatic transmission with Tgittonic@ Gear ratios: 1st Gear ratios: 1st George automatic transmission with Tgittonic@ Gear ratios: Torus Split O.0591 2.340.1 2.359.1 Torus Split O.0781 O.0691.1 Gear ratios: Final Drive Final Drive Geareratios:	Cylinder head		Aluminum alloy	Aluminum alloy						
Lubrication system Puel injection: FSI Direct Injection For SI Direct Injection For SI Direct Injection For Direct Inject Inject Inject Inject Inject Inject Inject Inject Inject	Valve train / intake	э	Intake camshaft	adjustment, DOH	HC belt driven, hydraul	lic lifters				
Fuel injection: FSI Direct Injection Matrinia 7.1.1: fully electronic, sequential injection, horilina ar mass messurement, dive-by-wire throttle control, mapped iginition with acid state high-voltage distribution, cylinder-selective adaptive knock contol using four sensors before and two after the converter. ElectristicAL SYSTEM: ElectristicAL SYSTEM: Battry 12 volts 95 amp/tr Atternator 14 volts 190 amp DRUETRAN: Sepeed manual transmission Gepeed duronatic transmission with Tiptronic® Type Quattro® Manual transmission with Tiptronic® quattro® Automatic 4-speed w/Tiptronic Gear ratios: 1 st 3.667:1 4.171:1 3rd 1.462:1 1.621:1 4.171:1 Gear ratios: 1 st 3.667:1 4.171:1 3rd 1.462:1 0.691:1 5.500 Final Drive 3.889:1 3.539:1 3.539:1 Fort Differential Hypoid gar, electronically locking (EDL) Hypoid gar, electronically locking (EDL) Hypoid gar, electronically locking (EDL) Center Differential Hypoid gar, electronically locking (EDL) Hypoid gar, electronically locking (EDL) Hypoid gar, electronically locking (EDL) Type </td <td>Cooling system</td> <td></td> <td>Water-cooled, th</td> <td>ermostatically co</td> <td>ontrolled radiator fan</td> <td></td> <td></td> <td></td>	Cooling system		Water-cooled, th	ermostatically co	ontrolled radiator fan					
Baild state high-voltage distribution, cylinder-selective adaptive knock control using four sensors before and two after the converter. Eterstion system Two close-coupled primary and two underfloor main cataptive converters, adaptive tambda control with two heated oxygen sensors before and two after the converter. EteCTRICAL SYSTEM: 95 amp/tr Battery 12 volts 95 amp/tr Alternator 14 volts 190 amp DRIVETRANK: Ge-speed narrual transmission Ge-speed narrual transmission Gear ratios: 1st 3.667:1 4.171:1 2 nd 2.056:1 2.340:1 3.521:1 3 rd 1.442:1 1.143:1 501 0.0691:1 6 speed narrual transmission 6 speed auromatic transmission with Tiptronic® 900 speed state of the converter. 900 speed state of the converter. Gear ratio: 1st 3.667:1 4.171:1 1.143:1 3 rd 1.442:1 1.143:1 1.143:1 6 in 0.978:1 0.0691:1 1.143:1 7 rorque Spit 7 rordus Spit 7 rordus Spit 7 rordus Spit 6 in 0.078:1 0.0691:1 1	Lubrication system	n	Gear pump, pres	ssurized, full flow	with oil cooler					
Emission system Two close-coupled primary and two underfloor main catalylic converters; adaptive lambda control with two heated oxygen sensors before and two after the converter. ELECTRICAL SYSTEM: Battery 12 volts 95 amp/r Atternator 14 volts 95 amp/r Atternator 14 volts 95 amp/r ORIVETRAIN: E-speed manual transmission E-speed automatic transmission with Tiptronic® Gear ratios: 1st 3667:1 Quattro® Manual speed Quattro® Automatic 6-speed w/Tiptronic Gear ratios: 1st 3667:1 4.371:1 2.340:1 3rd 1.442:1 1.521:1 4.371:1 3rd 0.919:1 0.867:1 0.867:1 Gear ratios: 1st 3697:1 Quattro® Automatic 6-speed w/Tiptronic Final Drive 3.889:1 0.919:1 0.867:1 Final Drive 3.889:1 3.539:1 1.43:1 Final Drive 3.889:1 3.539:1 1.7078EN8(TORque SENsing) differential providing automatic and variable front to rear power proportioning automatic and variable front to rear power proportioning automatic and variable front to rear power proportioning automatic and variable front to rear power prop	Fuel injection: FSI	Direct Injection	Motronic 7.1.1:	fully electronic, s	equential injection, ho	t-film air mass meas	urement, drive-by-wire throttle control, mapped iginitio	n with		
before and two after the converter. ELECTRICAL SYSTEM: Battery Alternator 12 volts 95 amp/hr Alternator 12 volts 95 amp/hr Transmissions Cespeed automatic transmission with Tpitronic® Gear ratios: 1st 3.667:1 4.171:1 2nd 2.050:1 2.340:1 1.521:1 4th 1.133:1 1.143:1 1.143:1 5n 0.999:1 0.867:1 0.681:1 6ih 0.778:1 0.681:1 0.681:1 Final Drive 3.898:1 3.539:1 0.528:1 7 Corque Split 40/60 Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Streternical Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Tordige (eu/b-cu/b) 1.7.7			solid state high-	voltage distributio	on, cylinder-selective a	adaptive knock contro	ol using four sensors			
ELECTRICAL SYSTEM: Battery 12 volts 95 amphr Atternator 14 volts 190 amp DRIVETRAIN: Gespeed manual transmission Gespeed manual transmission Transmissions Gespeed automatic transmission with Tpitonic® quattro® Automatic 6-speed wTiptronic Type Quattro® Manual 6-speed quattro® Automatic 6-speed wTiptronic Gear ratios: 1st 3.667:1 4.171:1 3rd 1.462:1 1.521:1 4th 1.133:1 1.143:1 5th 0.919:1 0.867:1 6th 0.778:1 0.691:1 6th 0.778:1 0.691:1 7bront Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Centor Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Ratio 1.4.5.1 Turning circle (out-to-ocuth) 3.7.7 SuSPENSION: Four-link, upper and lower controt arms, stabilizer bar, ool springs/shock absorbers (g	Emission system		Two close-coup	ed primary and ty	wo underfloor main ca	atalytic converters; ad	daptive lambda control with two heated oxygen sensor	5		
Battery Atternator 12 volts 95 amp/hr Atternator 14 volts 190 amp DRIVETRANK:			before and two a	after the converte	r					
Atternator 14 volts 190 amp DRIVETRAIN: Framemissions 6-speed manual transmission Transmissions 6-speed automatic transmission 6-speed automatic transmission Type quattro® National E-speed quattro® National E-speed Mither Provide Gear ratios: 1 st. 3.667:1 4.171:1 2nd 2.060:1 2.340:1 1.521:1 3rd 1.462:1 1.43:1 1.443:1 6th 0.777:1 0.661:1 65:061:1 6th 0.777:1 0.661:1 50:50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) StreERNC: Maintenance-free rack-and-pinion steering with Servotronic electronic power assist 11.5 m Suspension: Trans. 11.5 m Suspension Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Turning circle (curb-to-curb) 37.7 ft. 11.5 m Suspension <td>ELECTRICAL SYST</td> <td>'EM:</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	ELECTRICAL SYST	'EM:								
Atemator 14 volts 190 amp DRVETRAN: Transmissions 6-speed manual transmission Gear ratios: 1st 2nd 2.650:1 2nd 2.050:1 3rd 1.462:1 4th 1.133:1 1 0.867:1 4th 0.919:1 0.887:1 0.867:1 4th 1.133:1 1.143:1 1.143:1 5th 0.919:1 0.867:1 0.661:1 6th 0.778:1 0.601:1 3.539:1 7orque Split 40/60 Front Differential Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Type Maintenance-free rack-and-pinion steering with Servotronic electronic power asist Ratio 14.5:1 Turns (lock-to-lock) n.a. Turns (lock-to-lock) n.a. Turns (lock-to-lock) n.a. Front Mitemance-free rack-and-pinion steering with Servotronic electronic power asist Rear Full independent, trapezoidal link rear suspension, stabilizer bar, coll springs/shock absorbers (gas charged) Turns (lock-to-lock) n.a. Turning circle (curb-to-curb) 37.7 ft. S	Battery		12 volts	95 amp/h	r					
DRIVETRAN: E-speed manual transmission Transmissions E-speed manual transmission with Tiptronic® Type guattro® Manual E-speed quattro® Automatic E-speed w/Tiptronic Gear raios: 1 st 3.667:1 4.171:1 3rd 1.462:1 1.521:1 4th 1.133:1 1.43:1 5th 0.919:1 0.867:1 6th 0.778:1 0.691:1 Final Drive 3.889:1 3.539:1 7 orque Split 40/60 50:50 Front Differential Hypoid gear, electronically looking (EDL) Hypoid gear, electronically looking (EDL) Center Differential Hypoid gear, electronically looking (EDL) Hypoid gear, electronically looking (EDL) StrERNOS: Turns (lock-to-lock) n.a. n.a. Turns (lock-to-lock) n.a. 11.5 m Suspension Suspension: Four-link, upper and lower control arms, stabilizer bar, coll springs/shock absorbers (gas charged) Rear Front Four-link, upper and lower control arms, stabilizer bar, coll springs/shock absorbers (gas charged) Rear Front Four-link, u			14 volts	190 amp						
Transmissions 6-speed manual transmission Type gear ratios: 1st 2nd 3.667.1 4.171:1 2nd 2.050:1 2.340:1 3rd 1.462:1 1.521:1 4th 1.133:1 1.143:1 5h 0.919:1 0.0667:1 6h 0.778:1 0.0691:1 7 orque Spit 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist 14.5:1 Turns (lock-to-lock) n.a. 11.5 m SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Four-link, upper and lower control arms, stabilizer bar, oble Srise NRG-60 Brack ES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front Four-link, upper and lower control arms, sta										
Bespeed automatic transmission with Tiptronic® Type Quattro® Automatic 4-speed WTipronic Gear ratios: 1st 3.667.1 4.171:1 2nd 2.050.1 2.340.1 3rd 1.462:1 1.521:1 4th 1.133.1 1.143.1 5th 0.919.1 0.867.1 6th 0.778.1 0.691:1 Final Drive 3.889.1 3.539.1 Torque Split Hypoid gear, electronically tocking (EDL) Hypoid gear, electronically tocking (EDL) Center Differential Hypoid gear, electronically tocking (EDL) Hypoid gear, electronically tocking (EDL) Center Differential Hypoid gear, electronically tocking (EDL) Hypoid gear, electronically tocking (EDL) Streering Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Turns (lock-to-lock) n.a. Turning circle (curb-to-curb) 37.7 ft. 11.5 m Suspension: Four-link, upper and lower control arms, stabilizer bar, coll springs/shock absorbers (gas charged) Rear Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake boster Firont, size and type 12.6 in 280x20 nm Venita			6-speed manual	transmission						
Type quattro® Manual 6-speed quattro® Automatic 6-speed w/Tiptronic Gear ratios: 1st 3.667:1 4.171:1 Gear ratios: 1st 3.667:1 2.340:1 3rd 1.462:1 1.521:1 4th 1.133:1 1.143:1 5th 0.919:1 0.867:1 6th 0.778:1 0.691:1 7orque Split 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING: Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Ratio 14.5:1 11.5 m SUSPENSION: Forn-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, segarate coil springs and shock absorbers (gas charged) BRACC: Dual cincuit brake system with diagonal s			•							
Gear ratios: 1st 3.667:1 4.171:1 2nd 2.050:1 2.340:1 2.340:1 3rd 1.462:1 1.521:1 1.42:1 4th 1.133:1 1.143:1 1.621:1 6th 0.919:1 0.667:1 0.691:1 6th 0.778:1 0.691:1 0.691:1 Final Drive 3.889:1 3.539:1 3.539:1 Correy Split 40/60 50/50 50/50 Front Differential Hypoid gear, electronically locking (EDL) TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Streensor 14.5:1 1.5:1 Turms (lock-to-lock) 1.a. Turms (lock-to-lock) n.a. 11.5 Suspension Suspension Front Four-link, upper and lower control arms, stabilizer bar, coll springs/shock absorbers (gas charged) Rear Suspension: Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil spr	Type									
2nd 2.050:1 2.340:1 3rd 1.462:1 1.521:1 4th 1.133:1 1.1143:1 5th 0.919:1 0.867:1 6th 0.778:1 0.691:1 Final Drive 3.889:1 3.539:1 Torque Split 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential TORSENØ (TORque SENsing) differential providing automatic and variable front to rear power proprotioning automatic and variable front to rear power proprotioning automatic and variable front to rear power proprotioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) SUSPENSION: 14.5:1 Turnis (lock-to-lock) n.a. Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 32x30 mm Ventilated disc / ContiTeves FNRG-60 Rear, size and type		1st	-							
3rd 1.462:1 1.521:1 4th 1.133:1 1.143:1 5th 0.919:1 0.867:1 6th 0.778:1 0.691:1 Final Drive 3.889:1 3.538:1 7 orque Split 40/60 50:50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) StreERING: 14.5:1 n.a. Turns (lock-to-lock) n.a. 11.15 m SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EDD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41 <td>ecul rates.</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	ecul rates.									
4th 1.133.1 1.143.1 5th 0.919:1 0.667:1 6th 0.778:1 0.691:1 Final Drive 3.898:1 3.539:1 Torque Split 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Suppension: 14.5:1 Intenance-free rack-and-pinion steering with Servotronic electronic power assist Turns (lock-to-lock) n.a. Intenance-free rack-and-pinion steering with Servotronic electronic power assist Turning (lock-to-curb) 37.7 ft. 11.5 m Suppension: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coll springs and shock absorbers (gas charged) BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster			-							
Sth 0.919:1 0.867:1 Gth 0.778:1 0.691:1 Final Drive 3.889:1 3.539:1 Torque Split 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING: Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Ratio 14.5:1 n.a. Turning circle (curb-to-curb) 37.7 ft. 11.5 m SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Full independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) Rear Full independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BrAKES: Service brake Dual circuit brake system with diagonal split, A										
6th Final Drive 0.778:1 0.691:1 Torque Split 3.889:1 3.539:1 Torque Split 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING: Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Turning circle (curb-to-curb) 37.7 ft. 11.5 m SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in, 320x30 m - Ventilated disc / ContiTeves FNRG-60										
Final Drive 3.889:1 3.539:1 Torque Split 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING: Turns (lock-to-lock) In.a. Turns (lock-to-lock) n.a. n.a. Turning circle (curb-to-curb) 37.7 ft. 11.5 m SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-4										
Torque Split 40/60 50/50 Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning TORSEN® (TORque SENsing) differential providing Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING: Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Ratio 14.5:1 Turning circle (curb-to-curb) 37.7 ft. SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Four-link, upper and lower control arms, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41										
Front Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Center Differential TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING: Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Ratio 14.5:1 Turns (lock-to-lock) n.a. Turning circle (curb-to-curb) 37.7 ft. SUSPENSION: Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	Torque Split									
Center Differential TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning automatic and variable front to rear power proportioning automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) Sterenso: Sterenso: Sterenso: Turning circle (curb-to-lock) n.a. 14.5:1 Turning circle (curb-to-curb) 37.7 ft. 11.5 m SUSPENSION: Font Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm · Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm · Solid disc / TRW CII-41			Hypoid dear		ng (EDL)					
automatic and variable front to rear power proportioning automatic and variable front to rear power proportioning Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING: Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Ratio 14.5:1 Turnis (lock-to-lock) n.a. Turning circle (curb-to-curb) 37.7 ft. SUSPENSION: Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41		I								
Rear Differential Hypoid gear, electronically locking (EDL) Hypoid gear, electronically locking (EDL) STEERING:	Center Differentia	1	-			a				
STEERING: If you of the provided	Deer D'''					y		iy		
Type Maintenance-free rack-and-pinion steering with Servotronic electronic power assist Ratio 14.5:1 Turns (lock-to-lock) n.a. Turning circle (curb-to-curb) 37.7 ft. SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Front Four-link, upper and lower control arms, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41			Hypoid gear, ele	ctronically locking	g (EDL)		Hypoid gear, electronically locking (EDL)			
Ratio 14.5:1 Turns (lock-to-lock) n.a. Turning circle (curb-to-curb) 37.7 ft. SUSPENSION: Image: Stabilizer Dark Coll Springs/Shock absorbers (gas charged) Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	STEERING:									
Turns (lock-to-lock) n.a. Turning circle (curb-to-curb) 37.7 ft. SUSPENSION: III.5 m Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	Туре		Maintenance-free rack-and-pinion steering with Servotronic electronic power assist							
Turning circle (curb-to-curb) 37.7 ft. 11.5 m SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Four-link, upper and lower control arms, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	Ratio		14.5:1							
Turning circle (curb-to-curb) 37.7 ft. 11.5 m SUSPENSION: Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Four-link, upper and lower control arms, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	Turns (lock-to-lock	K)								
SUSPENSION: Front Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41										
Front Rear Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged) BRAKES: Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm Solid disc / TRW CII-41		5-10-Curb)	57.7 IL.	11.3 11						
Rear Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged) BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41										
BRAKES: Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	Front		Four-link, upper and lower control arms, stabilizer bar, coil springs/shock absorbers (gas charged)							
Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	Rear		Fully independe	Fully independent, trapezoidal link rear suspension, stabilizer bar, separate coil springs and shock absorbers (gas charged)						
Service brake Dual circuit brake system with diagonal split, Anti-lock Brake System (ABS), Electronic Brake pressure Distribution (EBD) and Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	BRAKES:									
Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41			Dual circuit brake system with diagonal split Anti-lock Brake System (ARS). Electronic Brake pressure Distribution (ERD) and							
Front, size and type 12.6 in. 320x30 mm - Ventilated disc / ContiTeves FNRG-60 Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41	2011100 bruno						,			
Rear, size and type 11.3 in. 288x12 mm - Solid disc / TRW CII-41			Electronic Stabilization Program, upgraded version 8.0 (ESP) with brake disc wiping feature; tandem brake booster							
	_									
Deriving hereing	Front, size and typ	се	12.6 in.	320x30 mm	 Ventilated disc / 	/ ContiTeves FNRG-	-60			
Parking brake Mechanically actuated at the rear wheels							60			



Technical Specifications (cont	inued)					2007 Aud	i S4 Sedan		
WHEELS:	Standard 18" (C	5G)							
Size	8J X 18"								
Offset	43 mm								
Weight	n/a			Han Cashill					
Туре	Cast alloy 7 doub	ie-spoke wheels	s irom qua						
TIRES:									
Size	235/40 R 18								
Speed rating	Y								
Construction	Radial								
Load Index	91								
Brand / Type (all approved)	Conti Sport C								
	Pirelli P Zero	Rosso							
BODY:									
Material	Unitized steel stru								
Corrosion protection	All steel parts are	100% dual-side	zinc-galv	anized. (12-year	limited warrant	y against corrosion perforation)			
CAPACITIES:									
	quattro®								
Engine oil	11.3 qt.	10.7 liter							
Fuel tank	16.6 gal.	63 liter							
Cooling system	12.9 qt.	12.2 liter	_						
EXTERIOR DIMENSIONS:									
	quattro®								
Wheelbase	104.3 in.	2648 mm							
Track: front / rear	59.9 in.	1522 mm	1	59.9 in.	1522 mm				
Overall length	180.6 in.	4586 mm							
Overall width / with mirrors	70.1 in.	1781 mm	1	76.3 in.	1937 mm				
Height (unloaded)	55.7 in.	1415 mm							
Ground clearance (loaded)	3.7 in.	94 mm							
Curb weight: man. / auto.	2869 lbs.	1755 kg	1	39456 lbs.	1790 kg				
Distribution: % front / rear	53/47	53/47		60 / 40					
Drag coefficient: Front / quattro	Cw = 0.33	Fronta	I Area = 2	.18 sq.m.					
INTERIOR DIMENSIONS (SAE measure	ements):								
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	/	39.4 cu. ft.	1116 liters				
Luggage Capacity Sedan	13.4 cu. ft.	380 liters				103.5 = total of cu. ft (including trunk volume)			
Int. Volume Avant front / rear	50.7 cu. ft.	1436 liters	/	40.1 cu. ft.	1136 liters				
Luggage Capacity Avant	27.8 cu. ft.	787 liters				118.6 = total of cu. ft (including trunk volume)			
Avant rear volume with seats folded	59 cu. ft.	1672 liters							
PERFORMANCE:									
	quattro®								
	Manual 6-speed			tic Tiptronic®					
0-50 mph (0-80kmh)	4.1 sec.		4.3	sec.					
0-60 mph (0-100 km/h)	5.3 sec.		5.6	sec.					
1/4 mile	13.7 sec.		13.9	sec.					
Top speed	Top speed is elec	tronically limited	d at 155 M	PH (250 km/h)					
FUEL CONSUMPTION:	EPA estimate								
	quattro®								
	Manual 6-speed		Automa	tic Tiptronic®					
City	15 mpg		15	mpg					
Highway	21 mpg		23	mpg					
Combined	17 mpg		18	mpg					
	10	ate							
	Canadian Estima Manual 6-speed		Automa	tic Tiptronic®					
City	Manual 6-speed			tic Tiptronic®					
City Highway		km	Automa 15.3 9.4	tic Tiptronic® liters/100km liters/100km					



Technical Spe	cifications		2007 Audi S4 Avan						
	omoutions		2007 Addi 04 Addi						
ENGINE:									
Туре		V8 arrangement, 8-cylinder with Double Overhead Camshafts and two-stage variable intake manifold							
Arrangement		Front mounted							
Bore		3.33 in. 84.5 mm							
Stroke		3.65 in. 92.8 mm							
Displacement		254 cu. in. 4163 cc							
Compression rati		11.0:1							
Fuel requirement		Premium unleaded 91 AKI / 95 RON recommended for maximum	performance						
Horsepower (SA	E)		340 hp @7000 rpm (manual) 6800 rpm (auto)						
Max. Torque		302 lbs. ft. @ 3500 rpm	302 lbs. ft. @ 3500 rpm						
ENGINE DESIGN:									
Cylinder block									
Crankshaft									
Cylinder head		Aluminum alloy							
Valve train / intak	ke	Intake camshaft adjustment, DOHC belt driven, hydraulic lifters							
Cooling system		Water-cooled, thermostatically controlled radiator fan							
Lubrication syste	m	Gear pump, pressurized, full flow with oil cooler							
Fuel injection: FS	SI Direct Injection	Motronic 7.1.1: fully electronic, sequential injection, hot-film air m	ass measurement, drive-by-wire throttle control, mapped iginition with						
		solid state high-voltage distribution, cylinder-selective adaptive kn	ock control using four sensors						
Emission system	1	Two close-coupled primary and two underfloor main catalytic conv	verters; adaptive lambda control with two heated oxygen sensors						
		before and two after the converter.							
ELECTRICAL SYS	TEM:								
Battery		12 volts 95 amp/hr							
Alternator		14 volts 190 amp							
DRIVETRAIN:									
Transmissions		6-speed manual transmission							
1141131113310113		6-speed automatic transmission with Tiptronic®							
Turne		quattro® Automatic 6-speed w/Tiptronic quattro® Automatic 6-speed w/Tiptronic							
Type	1.01								
Gear ratios:	1st	3.667:1	4.171:1						
	2nd	2.050:1	2.340:1						
	3rd	1.462:1							
	4th	1.133:1	1.143:1						
	5th	0.919:1	0.867:1						
	6th	0.778:1	0.691:1						
	Final Drive	3.889:1	3.539:1						
Torque Split		40/60	50/50						
Front Differential		Hypoid gear, electronically locking (EDL)	Hypoid gear, electronically locking (EDL)						
Center Differential									
Center Differentia	al	TORSEN® (TORque SENsing) differential providing	TORSEN® (TORque SENsing) differential providing						
Center Differentia	al	TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning	TORSEN® (TORque SENsing) differential providing automatic and variable front to rear power proportioning						
Center Differentia	al								
	al	automatic and variable front to rear power proportioning	automatic and variable front to rear power proportioning						
Rear Differential	al	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)						
Rear Differential STEERING: Type	al	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electronic	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)						
Rear Differential STEERING: Type Ratio		automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)						
Rear Differential STEERING: Type		automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electronic	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)						
Rear Differential STEERING: Type Ratio	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electronic electronical electronic elect	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electronic free rack-and-pinion steering with steering w	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL)						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cu SUSPENSION:	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electric 16.3:1 n.a. 37.7 ft. 11.5	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cu SUSPENSION: Front	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electric 16.3:1 n.a. 37.7 ft. 11.5 Four-link, upper and lower control arms, stabilizer bar, coil springs	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist						
Rear Differential STEERING: Type Ratio Turns (lock-to-loo Turning circle (cu SUSPENSION: Front Rear	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electric 16.3:1 n.a. 37.7 ft. 11.5	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cu SUSPENSION: Front Rear BRAKES:	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electronical and the servet of the serv	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist s/shock absorbers (gas charged) s separate coil springs and shock absorbers (gas charged)						
Rear Differential STEERING: Type Ratio Turns (lock-to-loo Turning circle (cu SUSPENSION: Front Rear	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electric 16.3:1 n.a. 37.7 ft. 11.5 Four-link, upper and lower control arms, stabilizer bar, coil springs	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist s/shock absorbers (gas charged) s separate coil springs and shock absorbers (gas charged)						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cu SUSPENSION: Front Rear BRAKES:	sk)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electronical and the servet of the serv	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist s/shock absorbers (gas charged) s separate coil springs and shock absorbers (gas charged) em (ABS), Electronic Brake pressure Distribution (EBD) and						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cu SUSPENSION: Front Rear BRAKES: Service brake	ck) ırb-to-curb)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electric 16.3:1 n.a. 37.7 ft. 11.5 Four-link, upper and lower control arms, stabilizer bar, coil springs Fully independent, trapezoidal link rear suspension, stabilizer bar, Dual circuit brake system with diagonal split, Anti-lock Brake Syste Electronic Stabilization Program, upgraded version 8.0 (ESP) with	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist s/shock absorbers (gas charged) , separate coil springs and shock absorbers (gas charged) em (ABS), Electronic Brake pressure Distribution (EBD) and h brake disc wiping feature; tandem brake booster						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cu SUSPENSION: Front Rear BRAKES: Service brake Front, size and ty	ck) Jrb-to-curb)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electr 16.3:1 n.a. 37.7 ft. 11.5 m Four-link, upper and lower control arms, stabilizer bar, coil springs Fully independent, trapezoidal link rear suspension, stabilizer bar, Dual circuit brake system with diagonal split, Anti-lock Brake Syste Electronic Stabilization Program, upgraded version 8.0 (ESP) with 12.6 in. 320x30 mm	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist s/shock absorbers (gas charged) , separate coil springs and shock absorbers (gas charged) em (ABS), Electronic Brake pressure Distribution (EBD) and h brake disc wiping feature; tandem brake booster						
Rear Differential STEERING: Type Ratio Turns (lock-to-loc Turning circle (cu SUSPENSION: Front Rear BRAKES: Service brake	ck) Jrb-to-curb)	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) Maintenance-free rack-and-pinion steering with Servotronic electric 16.3:1 n.a. 37.7 ft. 11.5 Four-link, upper and lower control arms, stabilizer bar, coil springs Fully independent, trapezoidal link rear suspension, stabilizer bar, Dual circuit brake system with diagonal split, Anti-lock Brake Syste Electronic Stabilization Program, upgraded version 8.0 (ESP) with	automatic and variable front to rear power proportioning Hypoid gear, electronically locking (EDL) onic power assist s/shock absorbers (gas charged) , separate coil springs and shock absorbers (gas charged) em (ABS), Electronic Brake pressure Distribution (EBD) and h brake disc wiping feature; tandem brake booster						



Technical Specifications (cont	inued)					20	007 Audi S4 Avant
WHEELS:	Standard 18" (C5	5G)					
Size	8J X 18"	-					
Offset	43 mm						
Weight	n/a			une Orekili			
Туре	Cast alloy 7 doubl	le-spoke wheels	s from qua	ttro GmbH			
TIRES:							
Size	235/40 R 18						
Speed rating	Y						
Construction	Radial						
Load Index	91 Conti Sport Co	ontoot 2					
Brand / Type (all approved)	Pirelli P Zero						
	Fileni F Zelo	10330					
DODY.							
BODY:				· .			
Material	Unitized steel stru						
Corrosion protection	All steel parts are	100% dual-side	e zinc-gaiv	anized. (12-year	limited warrant	y against corrosion perforation)	
CAPACITIES:				_	_		
Facility all	quattro®	40.7 "					
Engine oil	11.3 qt.	10.7 liter					
Fuel tank	16.6 gal. 12.9 qt.	63 liter					
Cooling system	12.9 qt.	12.2 liter					
EXTERIOR DIMENSIONS:	au attra®						
	quattro®	00.40					
Wheelbase	104.3 in.	2648 mm	,	50.0 in	1500		
Track: front / rear	59.9 in. 180.6 in.	1522 mm 4586 mm	1	59.9 in.	1522 mm		
Overall length Overall width / with mirrors	70.1 in.	1781 mm	1	76.3 in.	1937 mm		
Height (unloaded)	55.7 in.	1415 mm	1	70.3 III.	1937 11111		
Ground clearance (loaded)	3.7 in.	94 mm					
Curb weight: man. / auto.	3979 lbs.	1805 kg	1	4057 lbs.	1840 kg		
Distribution: % front / rear	52/48	52/48		1007 1001	to to hg		
Drag coefficient: Front / quattro	Cw = 0.31		I Area = 2	2.15 sa.m.			
INTERIOR DIMENSIONS (SAE measure				1			
Seating Capacity	5						
EPA class	Compact						
Head room front / rear	38.4 in.	976 mm	1	37.24 in.	946 mm		
w/sunroof front / rear	37.9 in.	962 mm	/	37.1 in.	942 mm		
Shoulder room front / rear	55.1 in.	1400 mm	/	53.43 in.	1357 mm		
Leg room front / rear	41.3 in.	1050 mm	/	34.25 in.	870 mm		
Int. volume Sedan front / rear	50.7 cu. ft.	1436 liters	/	39.4 cu. ft.	1116 liters		
Luggage Capacity Sedan	13.4 cu. ft.	380 liters				103.5 = total of cu. ft (including trunk volume	e)
Int. Volume Avant front / rear	50.7 cu. ft.	1436 liters	/	40.1 cu. ft.	1136 liters		
Luggage Capacity Avant	27.8 cu. ft.	787 liters				118.6 = total of cu. ft (including trunk volume	e)
Avant rear volume with seats folded	59 cu. ft.	1672 liters					
PERFORMANCE:							
	quattro®						
	Manual 6-speed		Automa	tic Tiptronic®			
0-50 mph (0-80kmh)	4.2 sec.		4.4	sec.			
0-60 mph (0-100 km/h)	5.4 sec.		5.7	sec.			
1/4 mile	13.8 sec.		14	sec.			
Top speed	Top speed is elec	tronically limited	d at 155 M	PH (250 km/h)			
			_				
FUEL CONSUMPTION:	EPA estimate						
	quattro®						
	Manual 6-speed		Automa	tic Tiptronic®			
City	15 mpg		15	mpg			
Highway	21 mpg		23	mpg			
Combined	17 mpg		18	mpg			
	Canadian Estima	ate					
	Manual 6-speed		Automa	tic Tiptronic®			
City	15.8 liters/100	km	15.3	liters/100km			
Highway	10.2 liters/100	km	9.4	liters/100km			