



The 2007 Audi S and RS Series.
Taking performance and design beyond the next level.



Sleek. Sporting. Strong. Sublime.



European Model shown.

S4 sedan shown with optional equipment.

2007 > Audi S/RS > Sleek. Sporting. Strong. Sublime.

Four S's barely hint at the inherent appeal of the 2007 S4 sedan. Whether equipped with a six-speed Tiptronic or a six-speed manual, the S4 moves the tachometer in furious fashion – 0 to 60 mph (100 km/h) in 5.3 seconds.* The heart of the 2007 S4: An adrenaline-pumping 340 hp 4.2-liter V8. Consummate power. The kind of power that responds instantly to right-foot inputs. In any forward gear. Add the confidence and control of legendary quattro all-wheel drive. Dynamic front and rear suspensions crafted largely of weight-saving aluminum. Vise-like, dual-stage brakes. 18-inch 7 doublespoke cast alloy wheels. The call of the S4 couldn't be any clearer. But words only go so far with this car. A thorough test-drive is the only way to experience the g-force ride, pinpoint handling and awesome stopping power of the S4. Just one test-drive is all it takes to realize that the option of hands-free Bluetooth phone prep is a wise choice. After all, in this vehicle, hands belong on the wheel.

New for 2007: The option of a race-inspired DTM Exterior package. With custom front and rear bumpers and carbon-fiber front and rear spoilers, this is our most aggressive statement ever of S4 superiority. A tribute to the winning ways of our cars on the DTM circuit. And while many S4 drivers will opt for the Bose Premium sound system complete with AudioPilot® noise-compensation technology, there are going to be some who prefer to keep the windows open and the sound off. All so they can simply listen to the glorious roar of one of the most majestic V8 engines on the planet.

*Obey all local speed and traffic laws.

From the driver's perspective,
this is a sports car.



Choosing the standard six-speed manual or the versatile six-speed Tiptronic is a matter of personal preference. Rest assured that no matter which transmission you opt for, you've got the power to move ahead smartly in all forward gears.

The bond between car and driver reaches new levels in an S4. You feel it with the first touch of the multi-function steering wheel. You see it in the raised center console. You sense it in the well-bolstered Recaro® sport seats. And you can see it in the optional carbon-fiber inserts. A driver-focused dash validates first impressions: This is indeed a driver's car. A new Symphony stereo system, complete with new graphics and an in-dash, six-disc CD changer is standard. With the optional MMI-inspired Audi Navigation plus and SD card inserts, the CD changer is in the glove box. The Navigation system is capable of voice commands in five languages. Opt for the Audio package and you'll be treated to a Bose premium sound system with AudioPilot noise compensation as well as Sirius satellite radio.

Premium and Audio packages make it easy to make your S4 sedan or Avant even more special. The Convenience package includes adaptive front lighting, a rain/light sensor, four-position memory for the driver's seat and more. But our goal with the S4 goes far beyond coddling you with all sorts of options and amenities. Beyond offering more cargo space than any car in its class. We aim, always, to inspire and engage the driver in you. And if all of that means giving in to temptation...well, so be it.

S4

For some, a 340 hp V8 is more than enough.



Undeniably quick – zero to 60 mph (100 km/h) in less than five and a half seconds. The heart races at the mere thought of shifting through six gears that rapidly. Its stopping power and race-bred suspensions lead one to emotions previously unimagined. While its style, both inside and out, gives others rather severe cases of automotive envy. Yes, the Audi S4 is that good. And then some.

But then, in typical Audi fashion, we had an idea. What if we raised the bar even higher? Took it to a place no other car in this class had ever been before. Not just incrementally superior to competitive offerings, but the proverbial quantum leap. A car that actually takes your breath away and never lets up. Not for a split second. What if, indeed.

S4 shown.

The 2007 S4 Avant: Life without compromise.

A combination of sport, space, style and substance found nowhere else. It all starts with a 340 hp V8. From idle to redline, abundant torque – a full 302 lb-ft at a mere 3500 rpm. Power to pull ahead in any forward gear. The kind of power that makes both errands and cross-country journeys feel effortless. Add the tenacious grip of legendary quattro all-wheel drive, speed-sensitive Servotronic® power steering and sport-tweaked front and rear suspensions that are the beneficiaries of constant improvements. In other words, an Avant with the moves of a sports car. In other words, this is nothing like the wood-clad wagons of generations past.

With the choice of a standard six-speed manual or a versatile six-speed Tiptronic transmission, the S4 Avant gives new meaning to the phrase "running errands." It goes without saying that a car that moves forward this rapidly demands tremendous stopping power. From ABS anti-lock brakes, Electronic Brake-pressure Distribution (EBD) and hydraulic Brake Assist, we're always there for you. One more example of a belief that great is never good enough. Not when you're driving a car this capable. Not when you're one of the privileged few who understands what the S4 Avant is all about. Once you've got one, you get it.



The 2007 S4 Cabriolet: One for the road.

The S4 Cabriolet epitomizes open air open road sport luxury taken the full distance. As riveting as the S4 series is, when the top comes down, the S4 Cabriolet introduces a new range of emotions to the mix. Intense, responsive acceleration powered by a 340 hp V8. Lightweight, sport-tuned suspensions, and the grip and stability of the latest generation quattro® all-wheel drive.

A sinuous pleasure to drive top up or down, the S4 Cabriolet features a fully automatic Acoustic top optimized to reduce wind noise and enhance temperature insulation. Abundant safety features provide state-of-the-art protection while the distinctive S-emblazoned interior offers up stylish, wrap-around luxury.



2007 Audi S4 Cabriolet with optional equipment shown.

*Available Fall 2006.

S marks the spot.
A new approach to the supercar.

Effortless power. The kind of power that takes your breath away. With the requisite luxury touches you expect. And then some. A combination of grace and determination found nowhere else. Introducing the all-new 2007 Audi S6.* It all starts with a 5.2-liter 435 hp V10 powerplant. Then we add effective, efficient FSI Direct Injection. But power alone isn't the goal. New asymmetric quattro with dynamic torque-split for sportier handling and uncanny balance. The S6's LED daytime running lights (five per side to subtly reflect its 10-cylinder powerplant) demonstrate to one and all that the car is something special. But at this level, looks alone only go so far. All the proof you need that prodigious power, vise-like brakes and spot-on handling have a new champion. And that new champion can be found at your Audi dealer.

Preliminary torque figures are intriguing. A full 90% of peak torque – 398 lb-ft – at a mere 2300 rpm. Making it a car you can drive to work. And wring out on the weekends. With an engine note that touches primordial urges like no other. Call it a graceful growl. Is it calling you?



2007 Audi S6 with optional equipment shown.

*Available Fall 2006.

A taste of excellence to come.
Previewing the 2007 S8.

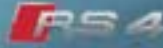
Coming soon to a fortunate few: The all-new 2007 Audi S8. Premium luxury with supercar soul. While S cars from Audi are nothing new, the 450 hp V10 moves the needle. With 5.2 liters, massive power over a broad rpm range. Effortless acceleration. Now add pinpoint handling belying its size, courtesy of its aluminum construction, quattro all-wheel drive and a new S-specific pneumatic suspension. Not to mention a bass-drum growl that quite literally makes every drive an unforgettable journey. Nothing short of a singular sensation.

From a bold grille that instantly relays sporting aspirations to its trademark aluminum side mirrors to standard 20" wheels to distinctive badging, the all-new Audi S8 heralds a new era for the premium luxury sedan. Call it stealth, style and a sledgehammer at your right foot. Options such as the Bang & Olufsen Advanced Sound System and an Advanced parking system with rearview camera? Icing on a most inviting cake.

But when push comes to shove it isn't options and amenities that set the S8 apart. Sure it's the way others can't help but look at you, but above all it's the way you feel behind the wheel. You must drive this car.



Audi S8 with optional equipment shown.



Now's no time for "what ifs" and "why nots" Introducing North America's first ever RS 4

Lower, wider, stronger. We start with an S4. And build from there. Imposing 19" wheels boldly surrounded by flared fenders. Distinctive front and rear spoilers. The 2007 RS 4 represents our purest expression ever of what Never Follow is all about. Dynamic performance. Compelling design. A presence, a force of nature. Consider the facts: A 420 hp V8 with FSI Direct Injection. A short-throw six-speed manual with optimized synchromesh. Massive eight-piston front brakes with floating-frame calipers front and rear. A rock-steady, fully hydraulic Dynamic Ride Control (DRC) suspension that all but eliminates pitch and roll. The very latest iteration of legendary quattro allwheel drive. A compression ratio of 12.5:1. An 8250 rpm redline. Absolute performance – in maximum doses.

Let's start with the engine – tap 90% of peak torque (317 lb-ft) between 3000 and 7000 rpm. With asymmetric/dynamic torque distribution, the new quattro system maintains a rear dominance under ideal conditions for a sports bias. And when it gets dicey? The ability to send 100% of the engine's power to a single axle. The DRC suspension is purely mechanical in an age of electronic additions. Flattening curves, negating brake dive, incredibly precise feedback, exceptional direct handling and a neutrality that must be experienced. Nothing short of awe-inspiring. Because too much is never enough.

And that's before you put it in Sport mode. Then we modify acceleration mapping as well as retuning its sonorous exhaust note. But lessons learned at Le Mans go far beyond managing a high-rev engine. Thanks to FSI Direct Injection, the RS 4 produces prodigious power with remarkable efficiency. To experience what quattro GmbH and Audi Technical Development have created, see your Audi dealer and prepare to be amazed.





The bond between car and driver has never been stronger.

If you're going to push the limits, do it from a position of strength. With its well-bolstered Recaro Sport seats crafted of premium leather, the RS 4 cradles driver and passengers with precision and comfort. Both gearshift and pedals stand as works of art.

From aluminum-optic dual-spoke side mirrors to oversized oval tailpipes to special badging inside and out to standard 19-inch Sport wheels, distinctive touches abound. Check out the neatly integrated rear spoiler. In some ways a model of discretion, the RS 4 nonetheless makes its mission clear from all angles. Yes, there will be times in your life when less is more. This just isn't one of them.

Select options include Audi Navigation plus with MMI-inspired logic and controls, Bose premium sound system, Sirius satellite radio as well as Bluetooth phone preparation. Adaptive bi-xenon headlights, standard. Ditto heated front seats. A lap timer is, of course, also standard.



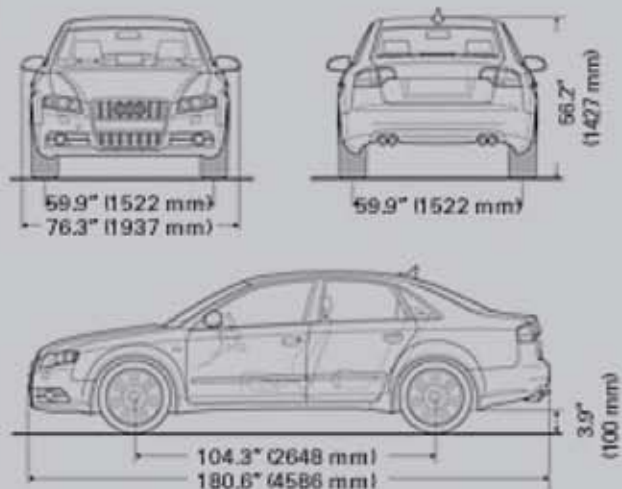
Are you ready for this? Tasteful in its uniquely no-nonsense way, the RS 4 interior makes it crystal clear that good times are about to roll. You don't reach out to the gearshift; it reaches out and grabs you. A synthesis of man and machine.



With its raised center console designed to complete the sports-car connection, the RS 4 features a driver-centric cockpit. Dual-zone climate control is standard. Shown with the optional Audi Navigation plus. A multi-function steering wheel with fully perforated leather keeps hands where they belong: On the wheel.



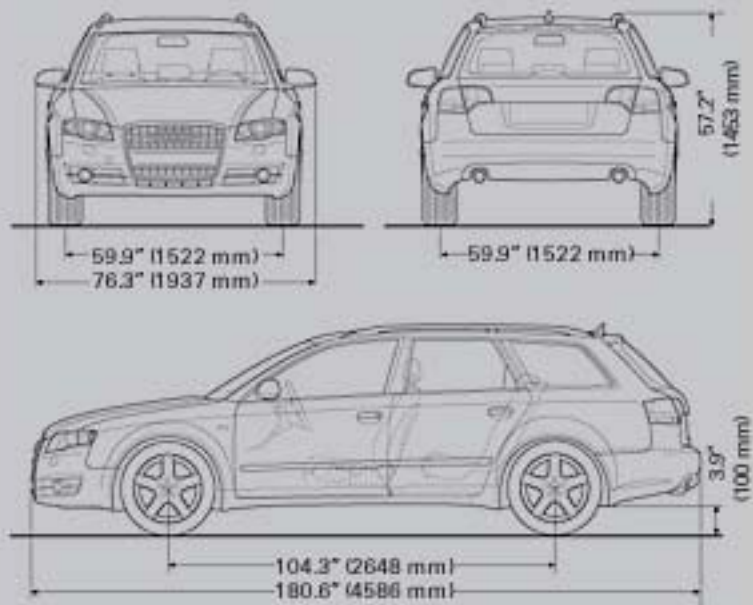
S4



Power and Performance	S4
Engines	340 hp – DOHC all-aluminum 4.2-liter V8 with 5 valves per cylinder, variable valve timing and 2-stage intake manifold
Displacement	256.30 cu. in. (4163 cc)
Bore	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)
Compression ratio	11.0:1
Horsepower	Tiptronic: 340 hp @ 6800 rpm; manual: 340 hp @ 7000 rpm
Torque	302 lb-ft @ 3500 rpm
Performance (1)(2)	0-60 mph (0-100 km/h) in seconds – Tiptronic: 5.6; manual: 5.3
(3)	Top track speed ³ : 155 mph (250 km/h)
	Fuel economy estimates, city/highway ² – Tiptronic: 15/23 mpg (15.3/9.4 L/100 km); manual: 15/21 mpg (15.8/10.2 L/100 km)

¹Top track speed electronically limited to 130 mph in the U.S. (209 km/h in Canada). Obey all local speed and traffic laws. ²Your mileage may vary. ³Top track speed electronically limited to 155 mph in the U.S. (250 km/h in Canada). Obey all local speed and traffic laws.

S4 Avant

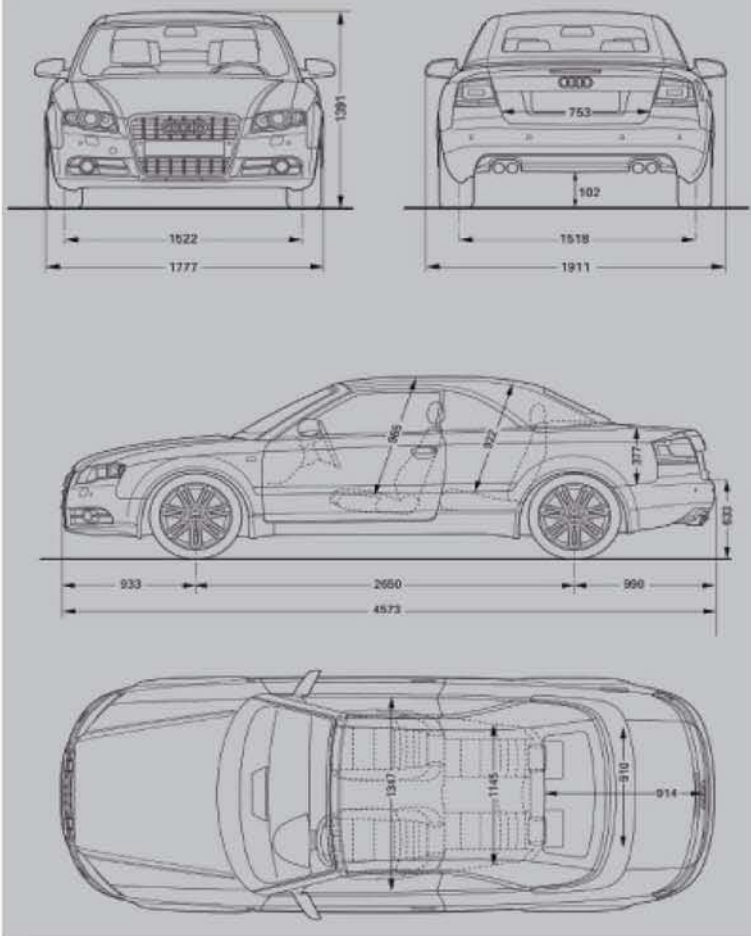


Power and Performance	S4 Avant
Engines	340 hp – DOHC all-aluminum 4.2-liter V8 with 5 valves per cylinder, variable valve timing and 2-stage intake manifold
Displacement	256.30 cu. in. (4163 cc)
Bore	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)
Compression ratio	11.0:1
Horsepower	Tiptronic: 340 hp @ 6800 rpm; manual: 340 hp @ 7000 rpm
Torque	302 lb-ft @ 3500 rpm
Performance (1)(2) (3)	0-60 mph (0-100 km/h) in seconds – Tiptronic: 5.7; manual: 5.4 Top track speed ³ : 155 mph (250 km/h) Fuel economy estimates, city/highway ² – Tiptronic: 15/23 mpg (15.3/9.4 L/100 km); manual: 15/21 mpg (15.8/10.2 L/100 km)

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Audi S4 Cabriolet

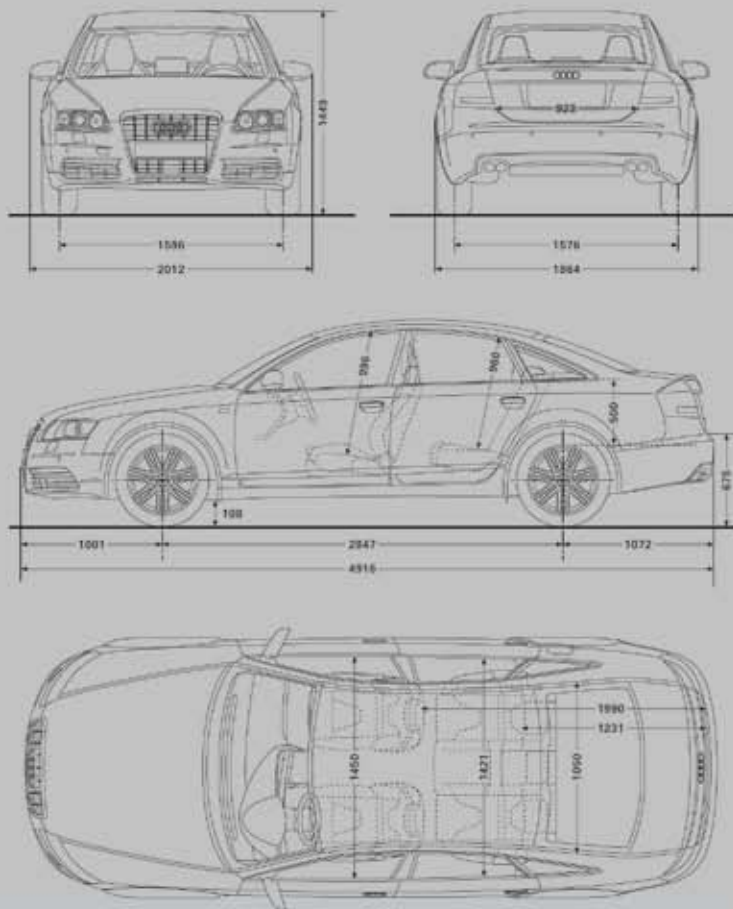


Power and Performance	S4 Cabriolet
Engines	V8-arrangement 8-cylinder with Double Overhead Camshafts and two-stage variable intake manifold
Displacement	254 cu. in. (4163 cc)
Bore	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)
Compression ratio	11.0:1
Horsepower	Tiptronic: 340 hp @ 6800 rpm; manual: 340 hp @ 7000 rpm
Torque	302 lb-ft @ 3500 rpm
Performance (1)(2)	0-60 mph (0-100 km/h) in seconds – Tiptronic: 6.1; manual: 5.8
(3)	Top track speed ³ : 155 mph (250 km/h)
	Fuel economy estimates, city/highway ² – Tiptronic: 15/23 mpg (15.5/9.5 L/100 km); manual: 14/21 mpg (16.2/10.2 L/100 km)

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Audi S6

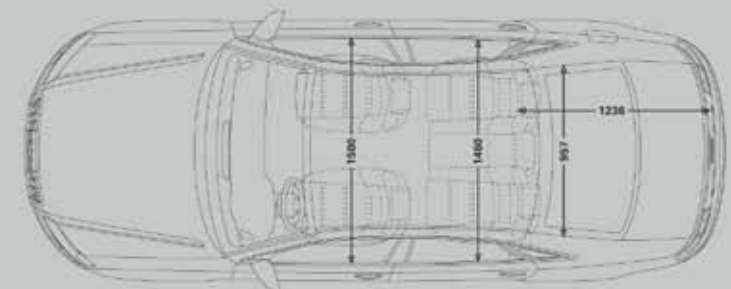
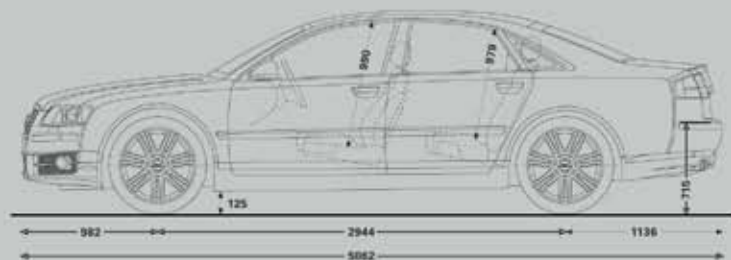
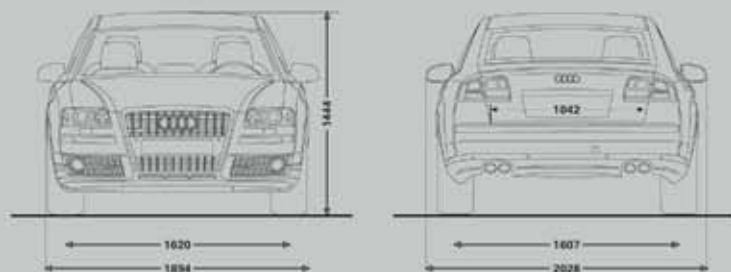


Power and Performance	S6
Engines	V10 spark-ignition direct injection
Displacement	318 cu. in. (5204 cc)
Bore	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)
Compression ratio	12.5:1
Horsepower	Tiptronic: 435 hp @6800
Torque	398 lb-ft @ 3000-4000 rpm
Performance (1)(2)	0-60 mph (0-100 km/h) in seconds – Tiptronic: 5.1
(3)	Top track speed ³ : 155 mph (250 km/h)
	Fuel economy estimates, city/highway ² – Tiptronic: 15/21 mpg (15.5/9.5 L/100 km);

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Audi S8



Power and Performance	S8
Engines	V8-arrangement 8-cylinder with Double Overhead Camshafts and two-stage variable intake manifold
Displacement	317 cu. in. (5204 cc)
Bore	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)
Compression ratio	12.5:1
Horsepower	Tiptronic: 450 hp @7000
Torque	398 lb-ft @ 3500 rpm
Performance (1)(2)	0-60 mph (0-100 km/h) in seconds - Tiptronic: 5.1
(3)	Top track speed ³ : 155 mph (250 km/h)
	Fuel economy estimates, city/highway ² - Tiptronic: 15/21 mpg (15.5/9.5 L/100 km);

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AUDI RS4



Power and Performance	RS 4
Engines	420 hp – DOHC all-aluminum 4.2-liter V8 with FSI Direct Injection with 4 valves per cylinder, variable valve timing and 2-stage intake manifold
Displacement	256.30 cu. in. (4163 cc)
Bore	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)
Compression ratio	12.5:1
Horsepower	420 hp @ 7500 rpm
Torque	317 lb-ft @ 6000 rpm
Performance (1)(2)	0-60 mph (0-100 km/h) in seconds – 4.8
(3)	Top track speed ³ : 155 mph (250 km/h)
	Fuel economy estimates, city/highway ² – 14/21 mpg (16.8/10.1 L/100 km)

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