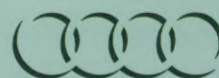




Audi S6

Saloon and
Avant



Audi S6

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A new combination of dynamism and intellectual power.

Audi S6. Our concept of a sporting champion.

We have devoted ourselves the task of setting new standards in many areas - both at the highest level of the modern motoring scale and among quality cars at the top end of the mid-size class. Our Audi A8, a large luxury car, is a fine contemporary example of "Vorsprung durch Technik" in the top class. Our new A6 model series is an equally good example in the discerning mid-size class. And now, in the guise of the S6, this segment has acquired an outstanding model in tune with the sporting traditions which Audi's S models have always represented.

The S6 is a splendid form of long-distance transport in every way - with the ideal dynamic concept to guarantee a fascinating driving experience, backed by impressive standards of luxury.



A fascinating combination of high-performance and composure: the Audi S models

Technology geared consistently towards this goal.

For the S6, you can choose between two highly dynamic but quite individual sources of power: a turbocharged five-cylinder engine with unmistakable bite and, in the S6 4.2, a V8 which generates ample power in an extremely refined manner. And in keeping with this concept of high performance, the quattro drive system is also available.

Both versions of S6, the saloon and the Avant, make an unbeatable impression. Yet their potent sports character is manifested in an intelligent way - subtle, but unmistakable to the enthusiast. An extraordinary degree of active driving pleasure is complemented

by refinement of the most attractive kind. First-rate technology is combined with spacious interior dimensions which give a whole new meaning to intensive, sports-style driving.

If you value sporting virtues presented with style and elegance, then the Audi S6 represents an exclusive and original alternative among high-performance cars.

The Audi S6 range: the freedom to be specially mobile.

The Audi S6 is available in both saloon and Avant versions – for drivers who really value an individual form of mobility in their lives.

Audi S6: ten versions of high performance.

We build the Audi S6 as an Avant and a saloon. Both of them bear the S6 emblem on the radiator grille and at the rear. The enlarged front spoiler has additional air inlets, the front wheel arches are flared. The rear light strip is entirely red in colour and the twin exhaust tailpipes are of larger diameter than on the A6. The S6's light-alloy wheels are of Avus design.

The free-revving 169 kW (230 hp) 5-cylinder 4-valve turbocharged engine and the powerful 4.2-litre V8 engine, also with 4 valves per cylinder, which develops 213 kW (290 hp) are both available for the Audi S6.

Five-cylinder engines are fitted with a five-speed gearbox as standard. A six-speed gearbox which makes even more efficient use of the turbocharged engine's power potential, and an automatic transmission with DSP (Dynamic Shift Program), are available as optional extras.

The two 4.2 versions are supplied with six-speed manual gearboxes; automatic transmission with DSP can be obtained as an optional extra. While the manual gearbox's brisker acceleration suits drivers with sporting ambitions, the automatic version is much appreciated for the relaxed driving style it permits.

There's room for creativity in the S6 Avant. Of a private or a business nature.

Just a few simple adjustments are all that is needed to transform the car's interior space and your own travel perspectives: the rear seat backs can be folded down by one-third, two-thirds or completely. A load area measuring 1.84 metres in length is the result. Its

floor can easily be removed to reveal additional storage space.

The inside world: a sports car for all the family.

The same applies to both saloon and Avant. Even these high-tech models with their well-defined sports character provide the ideal basis for relaxed driving.

With luxury features which have no trouble in meeting the highest quality and safety standards. The generous range of equipment in both Audi S6 and Audi S6 Avant ensures that all passengers travel in style – on the front seats and to an equal degree in the spacious rear compartment.





Audi S models: on top form.

Audi S6 models –
in a class of their
own, both tech-
nically and visually.



An intelligent combination of power and style.

The S6's outlines are in keeping with the new style represented by the latest, large-capacity Audi A8. Its elegant outline, resolute nose and tail design, smooth curves and clear proportions leave no doubt as to what the driver should expect: genuine character.

Polished aluminium strips around the windows and the edge of the roof emphasise the elegance of the body.

A mildly wedge-shaped silhouette, the front air dam, the integral rear spoiler lip, precision work on the underside of the floor pan – all these features optimise the Audi S6's adhesion at high speeds, enhance straight-line stability and ensure precise steering.

The windscreen and rear window are bonded in flush with the body panels. Surfaces are smooth. The S6's doors have a triple seal system to reduce wind noise and improve interior acoustics still further.



The S6 is the best possible proof that Audi is the brand for the discerning individual.

People who rate a product's total benefits higher than its glossy appearance tend to prefer cars with the four-ring emblem.

The new Audi S6 also stands for independence, openness, a sense of style, high quality and exclusive technical standards.

Unusually high performance allied to a marked degree of visual restraint - dynamic progress without the usual outward show. It's genuine substance and character, not the illusion of status, which counts.

The S6 allows you to display the kind of exclusiveness which Audi drivers have always preferred particularly well: perfection with discretion.

What better invitation could you wish for if you like to find your own identity reflected in a car?

The Audi S6's five-cylinder engine: pure turbocharged dynamism.

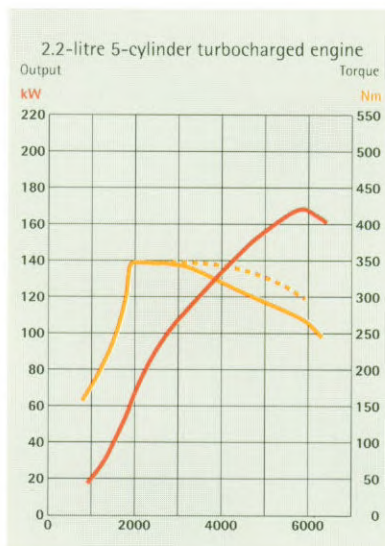
The S6's power
build-up and
torque curve

The Audi S6 is the car for all those looking for pure driving dynamics.

Power is supplied by a 20-valve 5-cylinder turbocharged engine with just over 2.2 litres' displacement. It helps the S6 to achieve performance figures otherwise reserved for pure sports cars. The engine delivers its maximum output of 169 kW (230 hp) at 5900 rpm. The S6 saloon accelerates to 100 km/h in less than 7 seconds; a top speed of 241 km/h is possible with the manual gearbox. But that's not all - not by any means.

With a displacement of just 2226 cubic centimetres, the five-cylinder engine is a torque giant.

A turbocharger uses the energy in the exhaust gas to produce torque values which naturally-aspirated engines of the same size have no chance of matching. Maximum torque of 350 Nm is reached as low as 1950 rpm. When accelerating rapidly, this high torque is available over a wider speed range. This is assured by the turbocharged engine's electronically-controlled over-



Automatic transmission or manual gearbox? Both operate dynamically in the Audi S6.

boost, which mobilises additional power reserves for short periods.

Intelligent management never stops learning.

Four-valve technology in a light-alloy cylinder head provides the basis for a rapid, power-boosting charge cycle in the cylinders. The two camshafts operate 20 valves. Thanks to hydraulic valve clearance adjusters, complex valve adjustment procedures during servicing are no longer necessary. Electronics control the ignition (each cylinder has its own coil), idling, overrun fuel cut-off, knock control, the ideal fuel-air mixture and the turbocharger boost level. Cylinder-selective knock control (with 2 sensors) chooses the right ignition values automatically if the fuel grade varies.

The engine's tremendous vitality calls for equally effective power transmission. The S6 is available with a sports-style five-speed manual gearbox, a six-speed gearbox with even closer ratios that has been tried and tested in motor racing, or an intelligently controlled four-speed automatic transmission capable of adapting itself to the driver's style.

A close-up photograph of a metallic surface, likely a car's body panel, featuring embossed Hebrew text. The word 'מכשיר' (Machshir) is prominently displayed in the center, with the year '2007' embossed above it. The surface is highly reflective, showing bright highlights and deep shadows. Two small, circular metallic fasteners are visible on the left side of the frame.

Bei Ölstrand über max. 200 m
Gefahr von Katalysatorschaden

The eight-cylinder engine in the Audi S6 4.2: the power of composure.

For drivers who don't feel the need to prove anything to themselves or anybody else, the decision is easy: Audi S6 with V8 engine.

The 4.2-litre V8 engine with 32 valves develops its hefty power right down at the bottom end of the rev band.

The entire air intake system is designed for minimum flow resistance. With resonance charging, carefully matched ram tubes ensure ideal flow speeds, rapid charge cycles and therefore high torque at low engine speeds. Maximum torque of 400 Nm is obtained at 4 000 rpm.

Four-valve technology enhances this engine's spontaneous power build-up and free revving. Its generous size is the key to its impressive pulling power throughout the useful speed range.

Thanks to newly designed cylinder heads, Audi's light-alloy V8, with its increased output of 213 kW (290 hp), is now even more efficient.



When it comes to powerful engines, we naturally keep an eye on the environment.

In order to optimise exhaust emission control and make the engine as efficient as possible, electronics control all key engine functions. The mapped-program ignition with cylinder-selective knock control operates with two sensors. Thanks to the fully-electronic, sequential fuel injection, fuel is apportioned to each cylinder individually and at precisely the right moment.

The readings from a hot wire air mass meter provides a variable for the rate of fuel injection, which is also controlled by an oxygen sensor.

Exhaust gas is treated in two large-capacity closed-loop, three-way catalytic converters.

The V8's power:
320 Nm torque at
1500 rpm

V8 – a combination of power and refinement.

The ease with which this modern V8 engine develops its power will cause connoisseurs and enthusiasts alike to enthuse.

Using the closely spaced ratios of its six-speed manual gearbox, the Audi S6 4.2 saloon can be accelerated to 100 km/h in 5.9 seconds; its top speed is 249 km/h.

The driver seldom has to resort to high engine speeds. Perfect mass balance guarantees maximum smoothness in all engine speed ranges – that's top-quality refinement.



32 VALVES
4 OHV





Features at a glance.

An Audi S6 immediately provides you with a sense of familiarity and safety. This is due to its special integration concept, which achieves an intelligent, convincing balance between design and functional features.

(Leather-covered sport steering wheel of 3-spoke design with airbag in preparation)



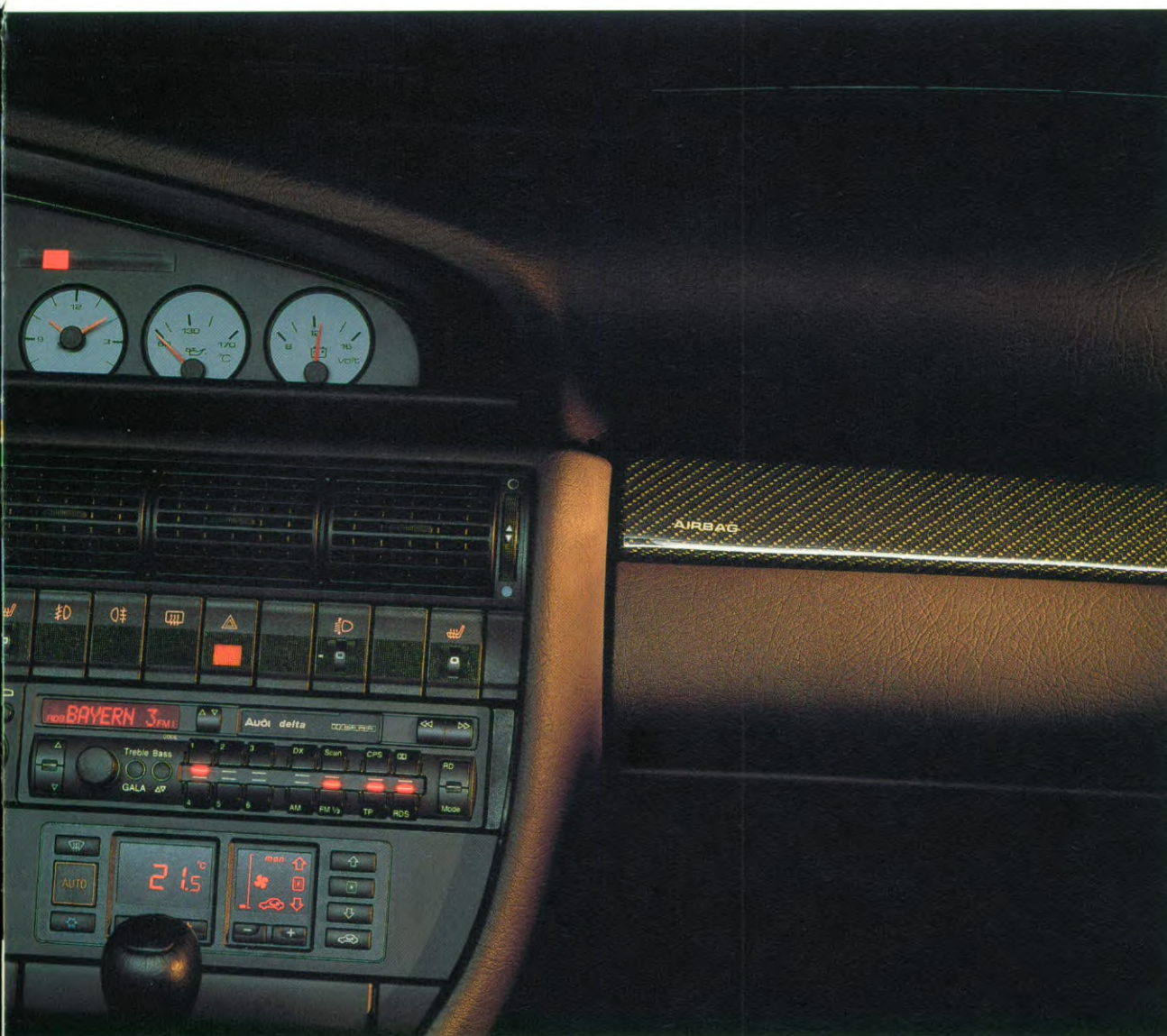
In the Audi S6, luxury plays an active role.

There are a number of reasons for its reassuring feeling of security. The extremely effective side protectors in the doors are just as important as the front belt-catch tensioners, the airbags in the steering wheel and on the passenger's side and the full head restraints at front and rear. The automatic seat belts have a special

childproof lock which makes sure that small passengers are kept firmly strapped in.

The instrument dials have a light-grey background; the driver information system including in-car computer, outside temperature display and Auto Check System keeps the driver informed of key functions and operating conditions.

The front sport seats provide excellent restraint even when the car is driven hard, and are fitted with pull-out thigh supports, adjustable lumbar supports and height adjustment (for the passenger's seat too). Seats and door trims are covered with a particularly fine grade Jacquard satin. Finely crafted silk napa leather is available as an option for all seats.



Leather gaiters for gear and handbrake levers, a leather-covered gear-lever knob and, last but not least, carbon fibre inserts (with wood as an option) on the instrument panel and door trims underline the car's elegant, sporting appearance.

Standard equipment on the S6 models leaves hardly anything to be desired.

All Audi S6 models, for instance, have a safety steering column which can be adjusted in angle and reach, power steering with central hydraulics, electric windows with convenience circuit for automatic closure of the windows and the optional electric

sliding/vent sunroof simply by turning the key in the door lock, central locking with flush-fitting release buttons plus an immobiliser which acts directly on the engine management system and an anti-theft alarm system for additional protection against theft.





Switch to new mobility.

The Audi S6's interior architecture: perfect function is always the key to a refined driving ambience.

The dynamic automatic transmission which follows the driver's line of thought.

A 4-speed automatic transmission with converter lockup and dynamic shift program (DSP) is also available for the Audi S6 as an optional extra. Its special feature is a "self-teaching" capability. It has a computer which analyses your personal driving style at all times and adapts the shift characteristics to suit your requirements.

A restrained driving style triggers off an economy program which changes up early. A more dynamic driving style, on the other hand, activates a sports shift program which retains each gear until a higher engine speed has been reached, and shifts down sooner.

The driver can of course influence the shift program at any time: by accelerating quickly, when overtaking for instance, the DSP switches immediately from "economy" to "power".

The intelligent electronic system can also identify details of the car's route: for example, it can differentiate between uphill and downhill stretches, long straights and twisting roads. The DSP also takes account of trailer towing.

The S6 with automatic transmission has a shift-lock function which only permits removal of the ignition key in the "Park" position, while a gear can only be selected when the brakes have been applied.

There's no limit to individual comfort.

The secret here is a big selection of optional extras, including the electrically adjustable driver's seat with its full range of position settings, seat heating for both front seats and fully automatic air conditioning.

You can also choose from a number of radios. The newly developed "delta CC", for example, has a digital memory which can, if you wish, record the latest traffic reports for you.

For further information, please refer to the special equipment catalogue.

Audi can also make provision for installing telephones with a hands-free facility, and a full matching range of equipment. Ask your Audi dealer for further details.







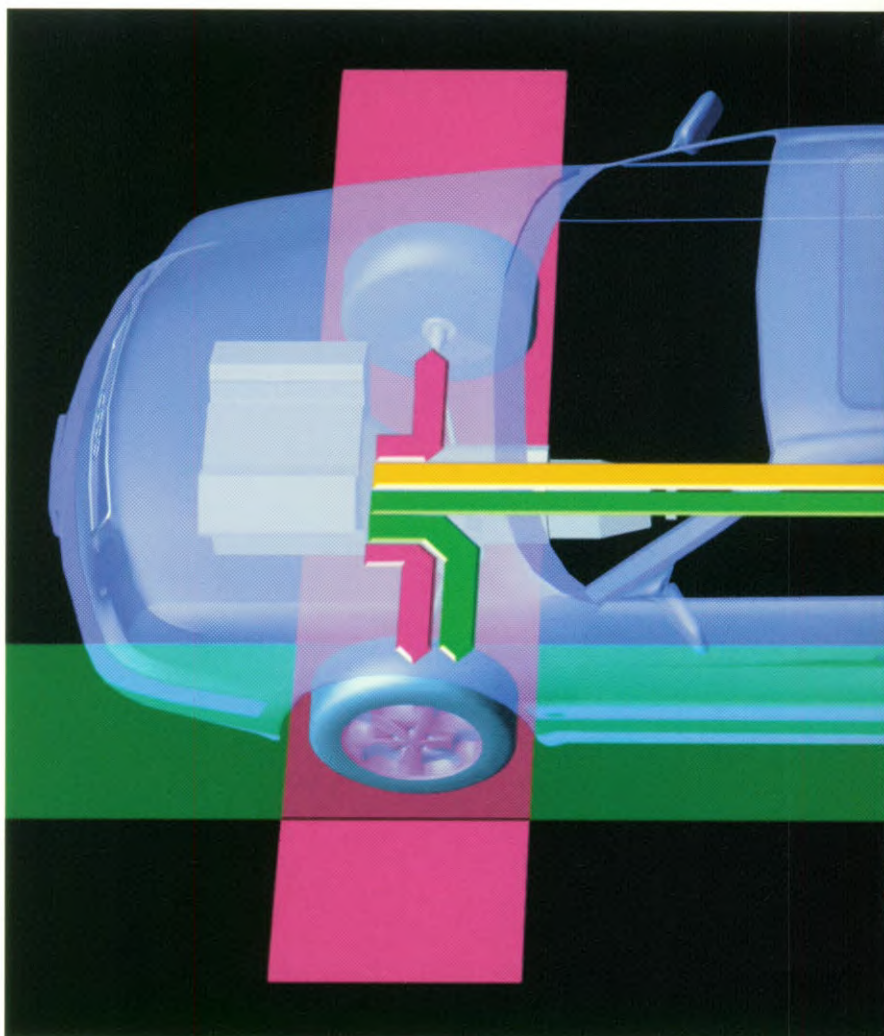
How to make more effective use of the earth's gravitational pull: the quattro principle.

The diagram shows how, thanks to the effect of the centre differential in combination with EDS, tractive force can be redistributed to the wheels with the greatest adhesion.

Running gear with amazing performance potential.

Complete with trapezoidal-link rear axle and track-stabilising front axle, this model's running gear has no trouble coping with all the available engine power. All four brake discs are internally ventilated. The front wheels have double-piston floating-caliper disc brakes for guaranteed high deceleration values and stability.

As in the new Audi A8 and A6 models, fifth-generation ABS is in operation. Together with electronic brake-force distribution (EBV) it provides high braking stability in all road conditions without the need for a mechanical brake-force distributor. The electronic limited-slip differential (EDS) complements the anti-lock brake system with a function which applies the brakes if it identifies a spinning wheel, thus transferring tractive power to wheels with better adhesion.

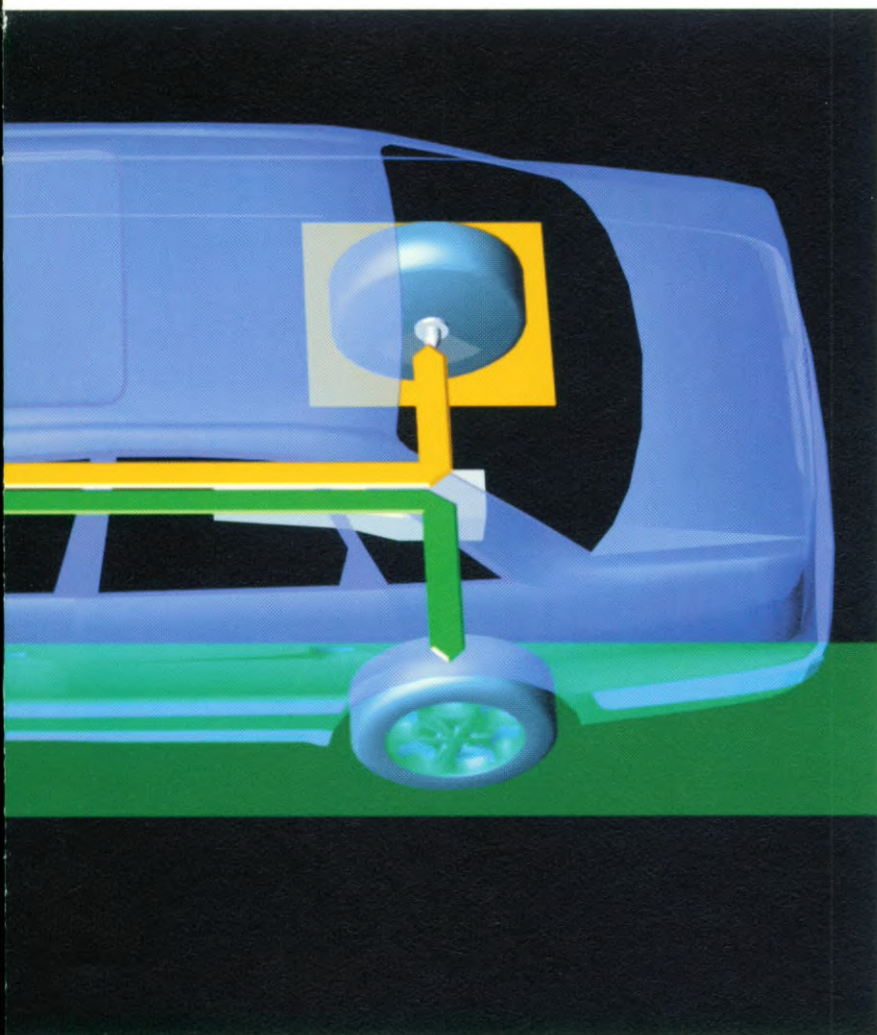


A torsionally-rigid body makes more of first-rate running gear.

The running gear's performance is backed in full by the exceptionally strong bodyshell. The diagram on the next page confirms its high torsional rigidity. This bodyshell clearly helps to reduce undesired influences on handling.

Good directional stability at all speeds, neutral self-steering response and a track-stabilising steering roll radius are some of the most important benefits offered by an Audi with front-wheel drive.

There is only one way of further enhancing this dynamic safety bonus: quattro permanent four-wheel drive, a standard feature of every Audi S6.



Four permanently-driven wheels are all you need for excellent handling, and provide a basis for exceptional dynamic safety.

1. Thanks to maximum traction, you benefit from excellent straight-line acceleration.
2. With four-wheel drive, these positive directional properties are maintained on snow and ice, leaves and cobbled roads.

3. The car remains stable up to a higher limit when cornering.
4. Four-wheel drive reacts in a more balanced way than rear-wheel drive to load reversals when cornering, e.g. if you take your foot off the accelerator abruptly.
5. Obstacle avoidance manoeuvres can be carried out with greater directional stability and therefore more safely.
6. In combination with ABS, the Audi quattro system guarantees outstanding braking properties on

road surfaces affording either uniform or variable grip.

7. Traction and cornering forces are better if all four wheels transmit the engine power.

8. Protection against aquaplaning in wet weather is enhanced.

Anyone who has had the opportunity to discover the advantages of a quattro is almost certain to be converted to this principle. An attractive idea has made a name for itself in practice.

These cars will cause a sensation. But they're a safe bet.

The diagram confirms the Audi S6 body's high torsional rigidity.

Top: the body with no load imposed.

Bottom: in a computer simulation, a torsional moment of 1500 Newton-meters acts on the body via the front axle.

The result: body-shell twist is minimal. This is the basis for exceptional dynamic safety and ride comfort, even at high speeds.

How we increase the safety level of the dynamic S6 to guarantee systematic protection.

Audi's high safety standards are the result of a carefully thought-out series of individual, coordinated measures.

They vary in importance and complement or strengthen each other in various stages.

The occupant cell is extremely rigid. The fully-galvanised body makes sure that the car's structural rigidity and therefore its suitability as a basis for maximum directional stability at high speeds are maintained for a long period of time. At the same time, the body structure is sufficiently resilient to absorb a large amount of kinetic energy in a crash and to minimise the loads to which passengers are subjected.

For effective safety: sideswipe protection technology.

Effective occupant protection is also achieved in a "sideswipe" collision. This is mainly due to the composite structure consisting of highly rigid body posts with wide anchor points in the sills and a generous overlap between the doors, posts and sills.

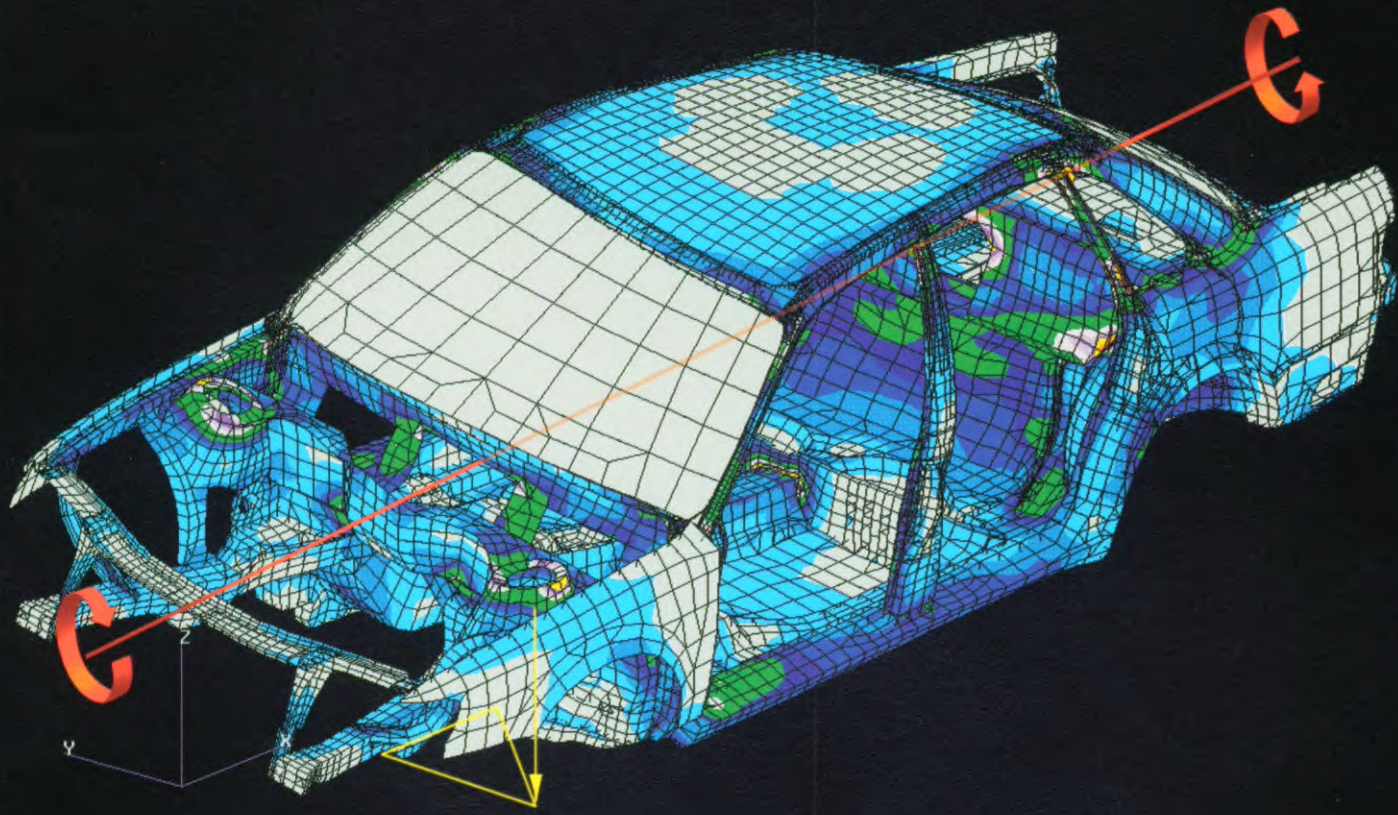
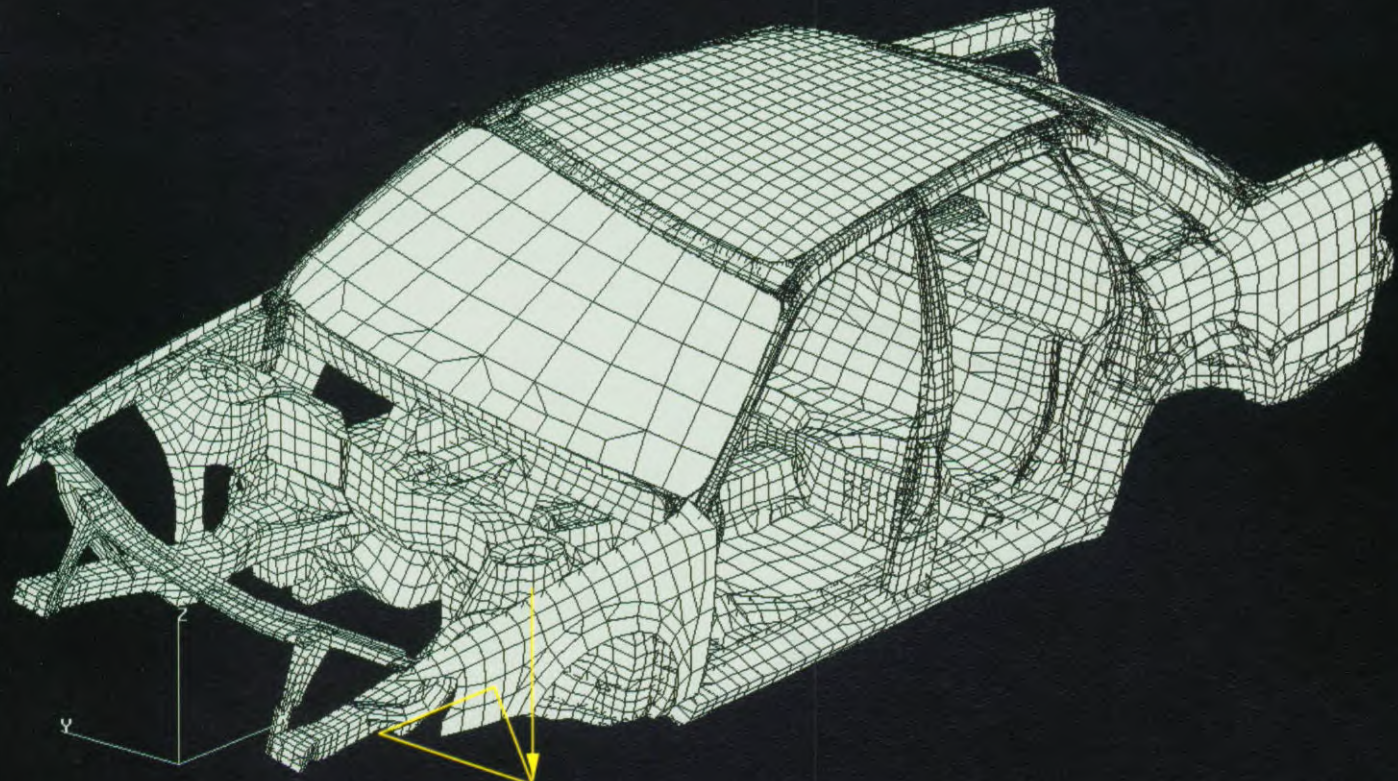
Optimised to cope with flexural loads, the aluminium impact members in all doors are invisible but effective. They are complemented by voluminous protective side cushioning by means of energy-absorbing plastic foam elements in the rib and hip areas. Even the Audi S6's predecessor demonstrated effective occupant protection in various crash tests. It clearly bettered the specified threshold values for a 50% offset frontal crash at 55 km/h ("auto motor und sport" configuration) and for a side crash test to US FMVSS 214 legislation, valid for all new cars in the USA.

New thiefproofing systems.

The Audi S6's door locks and ignition lock are fitted with a freewheeling mechanism to prevent them from being forced open.

There is also an electronic immobiliser: the car keys are electronically coded with a data carrier (transponder). When the ignition is switched on, key and car data are compared. The engine control unit only gives the all clear for ignition and fuel supply if the two coincide.

This system already meets insurance companies' requirements not due to come into effect until January 1, 1994.



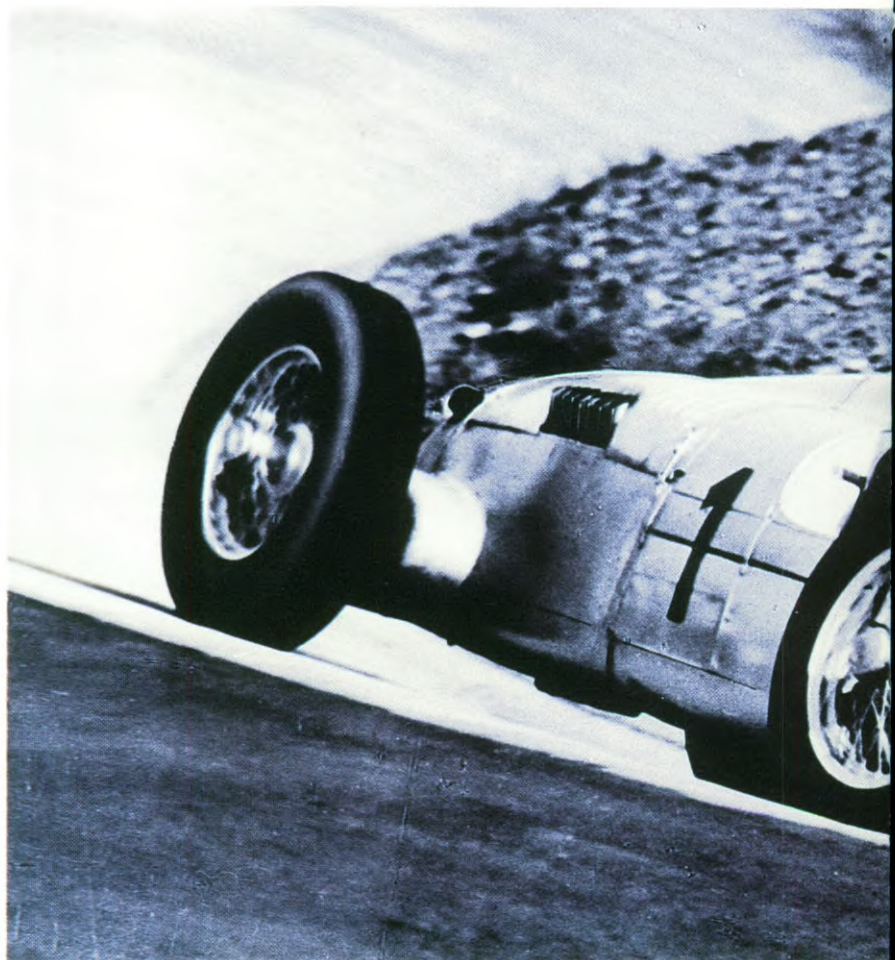
Success is the best recipe.

An Auto Union 16-cylinder racing car on the Nürburg Ring in 1937: Bernd Rosemeyer in the "Karussell" bend.

At Audi, the pioneering spirit lives on.

As far as outstanding cars are concerned, our tradition goes back a long way. From the new Audi A6, for instance, back to the Horch 853 in 1937; from the new Audi S6 to the Auto Union of 1934. Masterworks of their time for buyers who make innovation a measure of their own standards.

We have thought and acted progressively right from the start. Back in the early years of this century Horch, one of the members of the original group of companies, stood for top automobiles with a creative touch. "Audi" is the Latin translation for the German word "Horch" (hark) and has come to represent progressive, innovative technology.



For over 90 years, we have permitted ourselves the luxury of lateral thought, the search for innovative ideas.

In keeping with the sporting notion of wanting to be better, automobiles bearing Audi's familiar four-ring emblem celebrated one victory after another. The fast 16-cylinder racing car with its revolutionary mid-engine layout was a fine example.

Back then our philosophy was the same as it is today: lasting success can only come from a combination of performance and creativity. Take the Avus quattro sports car concept from the 1990s, for instance. A study in aluminium. These are cars which mark out the boundaries of practical use, at the same time helping Audi engineers to test out new technology.



The designs have changed, the silver remains the same.

Silver has always been an important colour for us. A colour symbolising lightweight design, a racing car's dynamism, not to mention that matt silver which is now to be found under the paintwork of every new Audi: the fully-galvanised Audi body.

This colour is also an indication of the metal with which Audi hopes to change the future of the luxury car class: aluminium. A car manufacturer which sets its own goals instead of waiting until other car manufacturers' developments force its hand is obviously an expert in its field.

Audi technology: innovation as a policy decision.

Building cars to show every discerning drivers that design scope has not yet been exhausted is an important part of our tradition. We have always developed workable, forward-looking principles: for the design, production and formal presentation of a modern car in terms of size, type and engine.

The result of this policy is a high degree of mutual agreement between the people who drive an Audi and those who design and build it.



There are many good sides to Audi quality.
And it's never far away.



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Audi is the first German car manufacturer to which the German Technical Inspection Authority has awarded a certificate confirming its outstanding quality standards in all areas.

With its quality management system, Audi is the first German car manufacturer to satisfy industrial standard DIN ISO 9001. It has therefore been awarded the most important accolade for first-rate quality achievement which can be obtained in Europe. The certificate applies to all Audi company areas: research, development, production, quality assurance, staff training, service and environmental protection.

Of course, as far as the owner is concerned, Audi quality starts at one of its dealer outlets (3700 exist in Germany alone). There is one near you where you can test-drive the S6 of your choice.

How we maintain your driving pleasure.

- Your Audi carries a twelve-month warranty with unlimited mileage.
- Your Audi has a three-year warranty on its paintwork.
- Your Audi's body has a ten-year warranty against rust penetration.
- Your Audi has a twelve-month warranty on all original parts, original accessories and work performed in an Audi workshop. Your mobility warranty is extended automatically after each inspection for a maximum of one year until the next inspection is due.
- Express service: nobody need wait for minor service work.
- If your Audi is in the workshop, a inexpensive replacement car will be placed at your disposal.
- Freephone for emergency service.
- Punctuality, firm cost estimates and clearly laid-out invoices are a matter of course.
- All Audi dealers offer a twelve-month warranty on accessories.
- All Audi dealers can provide you with information on the VVD's beneficial insurance service.
- Audi leasing: convenient and cost-effective for your new Audi.
- Audi financing – the simple way to purchase a new Audi: financing through the V.A.G bank.
- Good trade-in conditions, even if your used car is not an Audi.
- All-round mobility: with the Audi Card, you can pay by credit at 7000 Audi dealers in 180 countries.
- Mobile telephones and telephone cards are also available from Audi dealers.

Total and trip mileage are displayed digitally. And every Audi S6 has a Service Interval Display. The "In 1" display indicates that the first inspection is due.

Ask your Audi dealer for the concise brochure describing our extensive range of service offers.

We do everything we can to get you off to a good start.

We will gladly show you where your new Audi was built. If you wish, you can collect your Audi personally from the delivery centre in Neckarsulm.

Technical data

		S6	S6 Avant					S6 4.2			S6 Avant 4.2		
Engine/electrics													
Engine type		5-cylinder 4-stroke spark-ignition front engine, installed longitudinally, crankshaft with six bearings, light-alloy cylinder head, four valves per cylinder, valve timing by two overhead camshafts (DOHC) and bucket tappets with maintenance-free, hydraulic valve-play compensation (hydraulic tappets), dynamic oil-pressure monitoring, closed liquid pressurised-type cooling system with pump, radiator, coolant equalising tank and mechanically driven radiator fan - via thermally-controlled viscous coupling Cooler for engine oil [and transmission fluid on Automatic]							V8 4-stroke spark-ignition engine, installed longitudinally, crankshaft with five bearings, light-alloy engine block and cylinder heads, four valves per cylinder, valve timing by four overhead camshafts (two per cylinder bank) and bucket tappets with maintenance-free, hydraulic valve-play compensation (hydraulic tappets), dynamic oil-pressure monitoring, closed liquid pressurised-type cooling system with pump, radiator, coolant equalising tank and mechanically driven radiator fan - via thermally controlled viscous coupling -, electric auxiliary fan Cooler for engine oil and transmission fluid				
Displacement	cm³	2226		2226			4172		4172				
Max. output kW (hp) at rpm		169 (230) / 5900		169 (230) / 5900			213 (290) / 5800		213 (290) / 5800				
Max. torque Nm at rpm		350 / 1950		350 / 1950			400 / 4000		400 / 4000				
Compression	:1	9.3		9.3			10.8		10.8				
Mixture preparation		Electronic, sequential multi-point injection with fully automatic starter (Motronic), fuel cut-off, adaptive cylinder filling control, hot wire air-mass metering, Exhaust-gas turbocharger with charge-air intercooling, electric boost-pressure control											
Engine management and ignition system		Fully-electronic ignition system (Motronic) with mapped-characteristic, cylinder-selective knock control, two knock sensors, self-diagnosis, emergency-run program Distributorless high-voltage solid-state ignition system and 5 separate ignition coils Longlife spark plugs with 60 000 km replacement interval							Longlife spark plugs with 60 000 km replacement interval				
Emission control system		Two three-way catalytic converters, lambda control, active carbon filter											
Three-phase alternator	A max	90		90			110		110				
Battery	A (Ah)	300 (63)		300 (63)			380 (64)		380 (64)				
Driveline													
Type of driveline		Permanent quattro four-wheel drive, self-locking centre differential; automatic, electronic limited-slip differential (EDS) at front and rear axles											
Clutch		Hydraulically-operated single dry plate with asbestos-free lining Dual-mass flywheel											
Transmission/gearbox		5-speed manual-shift, fully synchronised (6-speed manual at extra cost) [4-speed Automatic with Dynamic Shift Program (DSP) at extra cost]							6-speed manual-shift, fully synchronised				
Gear ratios	I	3.50	[2.58]	(3.50)	3.50	[2.58]	(3.50)	3.50	[2.48]		3.50	[2.48]	
	II	1.89	[1.41]	(1.89)	1.89	[1.41]	(1.89)	1.89	[1.48]		1.89	[1.48]	
	III	1.23	[1.00]	(1.32)	1.23	[1.00]	(1.32)	1.23	[1.00]		1.23	[1.00]	
	IV	0.93	[0.74]	(1.03)	0.93	[0.74]	(1.03)	0.97	[0.73]		0.97	[0.73]	
	V	0.76		(0.86)	0.76		(0.86)	0.81			0.81		
	VI			(0.73)			(0.73)	0.68			0.68		
	R	3.46	[2.88]	(3.45)	3.46	[2.88]	(3.45)	3.45	[2.09]		3.45	[2.09]	
Final drive ratio		4.11	[4.10]	(4.11)	4.11	[4.10]	(4.11)	4.11	[3.79]		4.11	[3.79]	
Suspension/steering													
Front suspension		Independent-wheel, coil springs with telescopic shock absorbers (McPherson strut front axle), triangulated lower wishbone, anti-roll bar with wheel locating function							Sports suspension, 25 mm lower (with manual gearbox)				
Rear suspension		4-pivot with trapezoidal links, spring struts, lateral control arms											
Brake system		Dual-circuit brake system with diagonal proportioning, ABS, brake booster, electronic brake-force distribution, ventilated disc brakes at front and rear, front brakes with double-piston calipers											
Wheels		7.5Jx16 light-alloy wheels of Avus design, spare wheel with full-size tyre											
Tyres		225/50 ZR 16		225/50 ZR 16			225/50 ZR 16		225/50 ZR 16				
Steering		Maintenance-free rack and pinion steering, power-assisted, track-stabilising steering roll radius, turning circle app. 11.4 m											

S6	S6 Avant			S6 4.2		S6 Avant 4.2		
1650 [1685]	1700 [1735]			1695 [1740]		1745 [1790]		
2200 [2235]	2250 [2285]			2245 [2290]		2295 [2340]		
550	550			550		550		
1220 [1240] 1140 [1140]	1240 [1240] 1200 [1200]			1240 [1240] 1160 [1160]		1230 [1240] 1200 [1200]		
100/75	100/75			100/75		100/75		
750 [750] 1700 [1700] 2100 [2100]	750 [750] 1650 [1650] 2100 [2100]			750 [750] 1900 [1950] 2100 [2100]		750 [750] 1900 [1900] 2100 [2100]		
510	390 ⁴⁾			510		390 ⁴⁾		
	630/1310 ⁴⁾					630/1310 ⁴⁾		
80	80			80		80		
241 [236] (241)	235 [231] (235)			249 [249]		247 [247]		
5.0 [5,5] (4.8)	5.1 [5,7] (4.9)			4.2 [5.0]		4.3 [5.1]		
6.8 [8,1] (6.7)	6.9 [8,4] (6.8)			5.9 [7.1]		6.0 [7.3]		
Premium grade, unleaded, 95 RON ⁷⁾				Premium Plus, unleaded, 98 RON ⁸⁾				
14.6 [16.1] (14.6) 7.9 [8.2] (7.9)	14.6 [16.1] (14.6) 8.1 [8.4] (8.,2)			18.9 [17.7] 9.0 [8.8]		18.9 [17.7] 9.2 [9.0]		

[] Values for models with automatic transmission
 () Values for models with 6-speed manual gearbox
 1) Certain optional extras may increase the car's unladen weight and drag; possible payload and top speed will be reduced as a result
 2) Engine output is inevitably reduced at increasing altitudes. 10 % of the combined weight (permitted trailer load + gross weight limit) should be subtracted at 1000 m above sea level and for every further 1000 m
 3) Measured according to VDA method, using 200x100x50 mm blocks

4) Removing the standard floor of the load area increases volume by 85 litres
 5) With the seat back folded down and loaded up to the lower edge of the window
 6) With the seat back folded down and loaded up to the roof
 7) The use of premium plus unleaded fuel (98 RON) is recommended
 8) If not available, use premium unleaded (at least 95 RON), but expect a reduction in output
 9) Depending on driving style, road and traffic conditions, environmental influences and condition of the car, fuel consumption may from the standard values in practice

Important information
 An inspection should be carried out every 12 months, including oil change. Additional work is only due every 30,000 km. Oil should be changed more regularly if the car covers more than 15,000 km/year.

Weight/volumes
Unladen weight ¹⁾ , kg
Gross weight limit, kg
Payload, kg
Permitted axle load kg front kg rear
Permitted roof load/ nose weight, kg
Permitted trailer load ²⁾ kg, unbraked kg, on 12% gradient kg, on 8% gradient
Luggage compart. vol. l ³⁾
Luggage compart. vol. l ^{5)/6)}
app. tank capacity, l
Performance/ fuel consumption
Top speed km/h
Acceleration km/h sec from 0-80 km/h
sec from 0-100 km/h
Fuel grade
Fuel consumption acc. to 80/1268 EEC in l/100 km ⁹⁾ l urban cycle l at 90 km/h

Seat upholstery

Silk napa leather



Anthracite CK Platinum HE Ecru HQ

How to combine colours and seat upholstery.*

		Paint finishes at no extra cost			
		G2	W3	E8	A2
Seat upholstery	Fascia				
Jacquard satin Anthracite CK		◆	◆	◆	◆
Silk napa leather Anthracite CK		■	■	■	■
Jacquard satin Platinum HE	Fascia, bicolour	◆	◆	◆	◆
Silk napa leather Platinum HE		■	■	■	■
Silk napa leather Ecru HQ		■	■	■	■

■ Anthracite
■ Platinum
◆ Seat upholstery and paint finishes as standard.
■ Seat upholstery at
■ Ecru

* The combinations listed here are our recommendations.
 Unfortunately, printing processes cannot always reproduce the original colours accurately. Ask your Audi dealer to show you samples of the original paint finishes.

Standard equipment and trim

Exterior

Centre roof posts with black cover trim

Longlife exhaust system

Towing eyes at front and rear

Aluminium roof and window trim strips, polished and anodised

Twin round exhaust tailpipes, black, 60 mm diameter

Exterior mirrors in body colour; heated mirrors on both sides, electrically adjustable from inside the car

Long-term underseal and wheel-arch protection

Gas-filled spring for engine compartment lid and 2 for the luggage compartment lid

Body cavity protection treatment

Fully-galvanised body, self-supporting, welded to the floor assembly

Plastic wheel arch liners in all mudguards

Red light strip between tail lights

Contact-pressure wiper blade on the driver's side

Flared front wheel arches

Rain channels recessed into roof

Plastic-painted bumpers painted in the body colour

Rubbing strips on doors and front mudguards painted in body colour

S6 emblem on tail and in radiator grille

Door handles painted in body colour, flush with the exterior

Black door sills

Green heat-insulated windows

Windscreen of laminated safety glass, with green coloured strip at top edge

Trim border around radiator grille, with polished Audi rings at centre

S6 4.2

4.2 model designation at rear

Avant models

Rear spoiler painted in body colour, shaped to fit body

Interior

Storage compartment underneath the instrument panel on the driver's side

Storage net on the rear of the front seat backs

Airbag in leather-covered steering wheel

Padded instrument panel, single-colour (two-colour instrument panel as an option, see colour combinations)

4 folding grab handles with coat hooks

Roof posts with fabric trim

Carbon fabric inserts on instrument panel and door trims

Height-adjustable driver and passenger seats

Velour footwell trim

Footrest for driver's left foot

Luggage compartment trim and load-edge cover

Lockable glove box on passenger's side, with light

Rear shelf in velour (saloon)

Roof lining, shaped section with fabric cover

Reclining seat mechanism for driver and passenger

Centre armrest in rear seat, folding, with storage compartment (saloon only)

Centre console with ashtray, cigarette lighter and storage compartment

Leather gear lever knob

Gear lever and handbrake lever gaiter in leather (only handbrake lever in models with automatic transmission)

Anti-glare safety interior mirror

Folding, pivoting sun visors, illuminated make-up mirrors on on both sides

Front sports seats, including lumbar supports and pull-out thigh supports

Jacquard satin seat upholstery

Protective strip on door sill

Storage bins in front and rear doors, with ashtrays at rear

Door trims with cloth inserts, armrests and door pulls colour-coordinated with fascia

Full head restraints at front and rear

Warning triangle with holder on luggage compartment lid

Avant models

Pull-out and removable luggage compartment cover

Load area and tailgate with velour trim

Floor of load area can be folded up and removed for access to a separate storage compartment

Loading lip cover

Rear-seat back can be folded down completely or divided into 1/3 or 2/3 sections

Warning triangle with holder in load area

S6 4.2 Automatic

Footwell trim at front can be removed separately; instead of additional floor mats at front

Electrical/functional equipment

Outside temperature display

Auto Check System, monitors brake fluid level, front brake pads, coolant temperature and level, engine oil pressure, brake light, low-beam headlight, rear lights, windscreen washer fluid level, fuel reserve, battery voltage, speed-limit warning signal with variable thresholds

Ventilation and heating system with: 4-speed blower, dust and pollen filter, defroster outlets for windscreen and front side windows, adjustable outlets in instrument panel, footwell outlets at front, adjustable outlets for rear seat area, footwell outlets at rear, positive stale-air extraction

Turn indicators white at front, red at rear

In-car computer supplying the following information: boost pressure (S4 4.2 momentary fuel consumption), range, fuel consumption, journey time, average fuel consumption, average driving speed

Anti-theft alarm system (monitors engine and luggage compartments, doors, possibly radio)

Two-tone horn

Electric windows at front and rear, with convenience circuit

Luggage compartment light

Heated rear window

Interior light at front centre, with delayed switch-off and contact switches at all doors

Variable red instrument lighting

Instrument cluster with electronic speedometer, digital distance and trip recorders with service interval display, revolution counter, coolant temperature gauge, fuel gauge

Childproof locks on rear doors

Reading lights at front and rear

Illuminated identification for switches, front ashtrays, heating and fresh-air controls, cigarette lighter

Headlight beam throw adjustment, electric

Parking light circuit

Two reversing lights, with rear fog lights and 2 number plate lights

Heated windscreen washer jets and door locks

Windscreen wipers with two speed settings, intermittent wipe function, one-touch wipe contact, automatic wash/wipe

Headlight: ellipsoidal-principle headlights with integrated ellipsoidal-principle fog lights

Side turn indicators

Power steering with central hydraulics

Hazard warning lights with push-buttons in centre console

Warning lights and telltales for: airbag, ABS, applied handbrake, high-beam headlights, indicators with left/right display, immobiliser

Other telltales integrated into the corresponding switch: hazard warning system, rear fog lights, heated rear window

Warning buzzer for: lights not switched off, parking lock not engaged on models with automatic transmission

Electronic immobiliser, integrated in engine control unit, activated by car key

Central locking for doors, luggage compartment and fuel filler flap, can be operated from both front doors and luggage compartment lid; including delayed switch-off for interior light

Cigarette lighter in the centre console, between the front seats

Auxiliary instrument in the instrument panel: quartz analog clock, oil temperature gauge, voltmeter

Avant models

Roof-fitted aerial with electronic amplifier

Rear window wiper with wash/wipe system

Safety systems

Large-volume airbags for driver and passenger

Anti-lock brake system (ABS)

Passenger safety cell

Front and rear compartments with defined crumple zones

Belt-catch tensioners at front

Fuel tank in protected area

Side-intrusion protection in doors, consisting of torsionally rigid aluminium impact members and large-volume side protective padding of energy-absorbing plastic foam in rib and hip area

Seat belts: three-point automatic belts at front with belt-height adjustment, two three-point automatic belts and one automatic lap-only belt for rear seats*, child protection for locking the automatic reel of the seat belts for front passenger and two outside rear-seat passengers

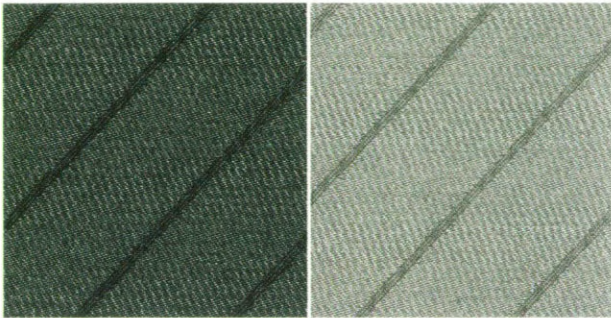
Safety steering column, steering wheel with mechanical tilt and axial adjustment

* Saloon: belt guide with three individual settings

Please contact your Audi dealer if you wish to add further to the equipment features of your Audi S6 to suit your own individual requirements. Your dealer can provide you with information on the various equipment combinations available and the complete range of optional extras which is listed in a separate catalogue.

Paint finishes

Jacquard satin



Anthracite CK

Platinum HE

Metallic and pearl-effect paint finishes

C6	W9	X6	Y7	C2	M6	B2	C9
●	●	●	●	●	●	●	●
▲	▲	▲	▲	▲	▲	▲	▲
●	●	●	●	●	●	●	●
▲	▲	▲	▲	▲	▲	▲	▲
▲	▲	▲	▲	▲	▲	▲	▲

Special paint finish

extra charge, paint finishes as standard. ● Seat upholstery as standard, paint finishes at extra charge. ▲ Seat upholstery and paint finishes at extra charge.

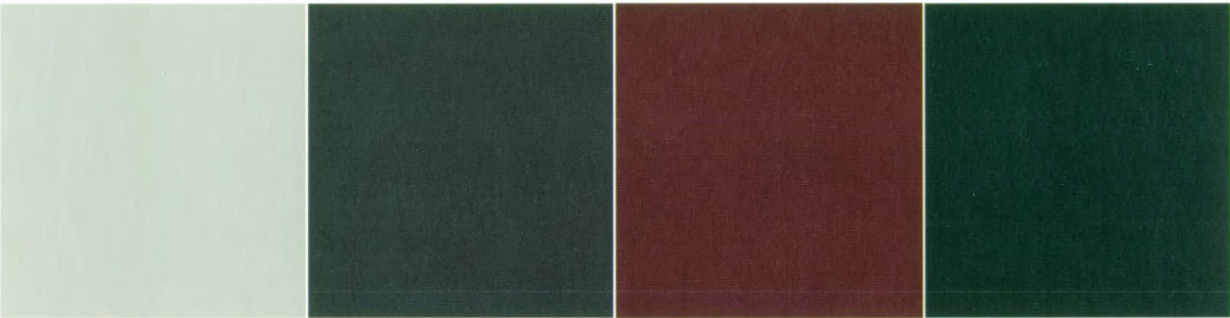


Tornado red G2

Casablanca W3

Brilliant blue with clear
lacquer E8

Brilliant black with clear
lacquer A2

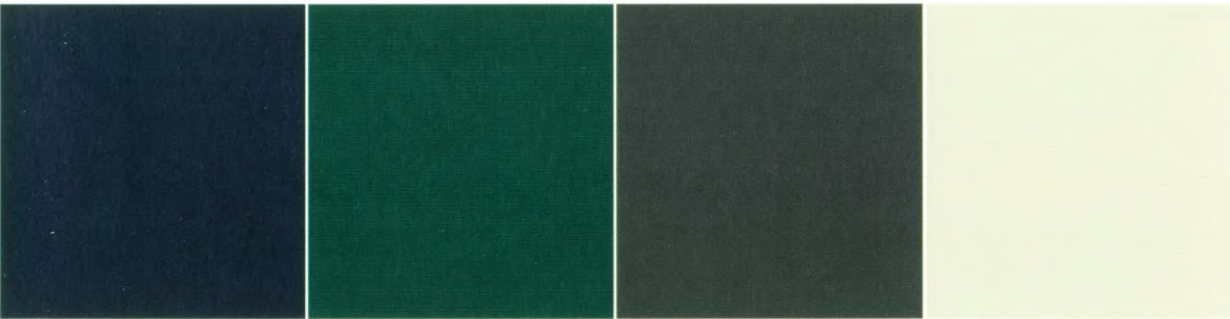


Crystal silver, metallic C6

Volcano black, pearl-
effect W9

Ruby red, pearl-
effect X6

Ragusa, metallic Y7



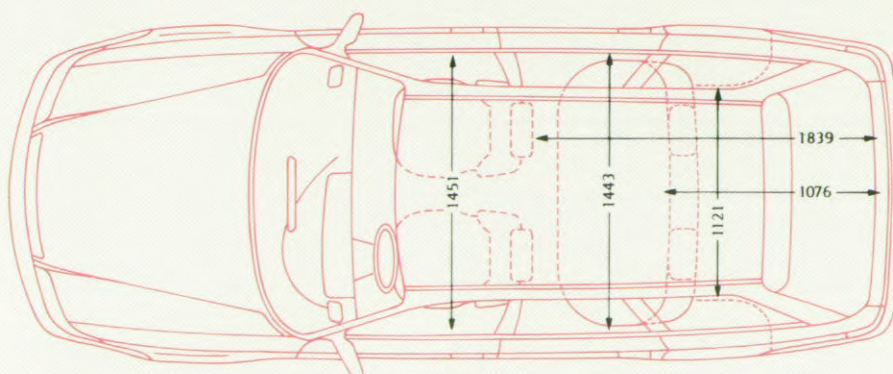
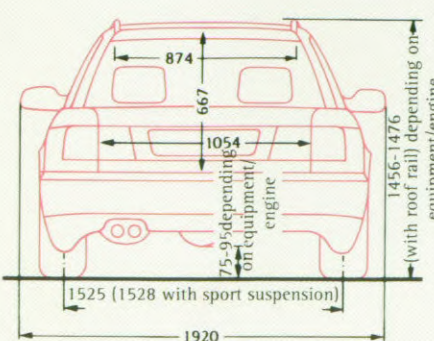
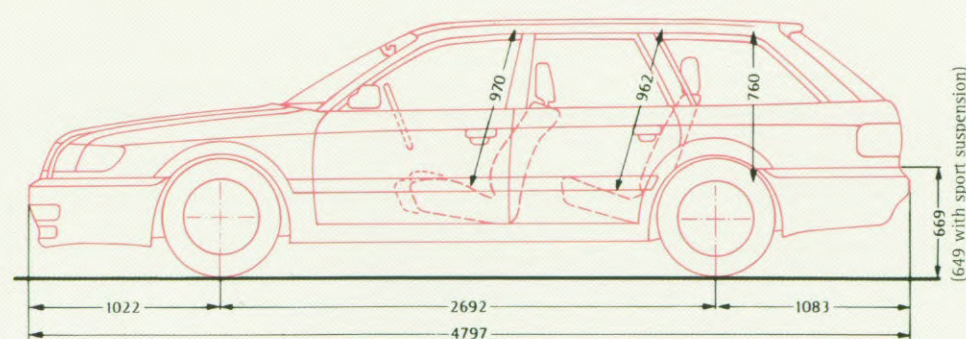
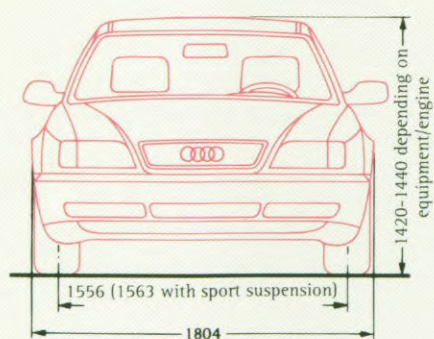
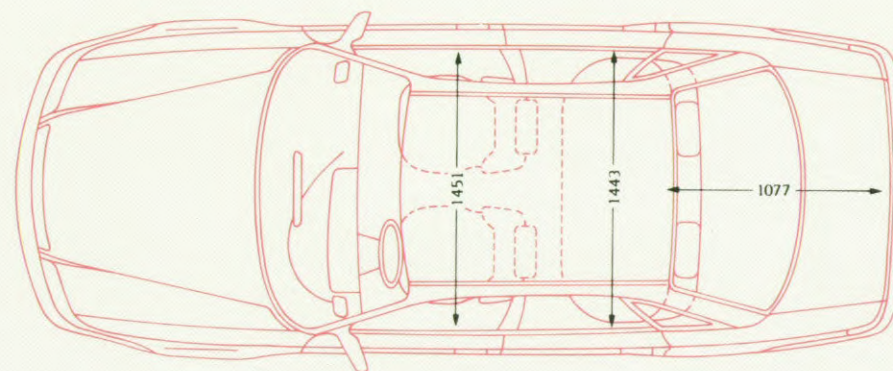
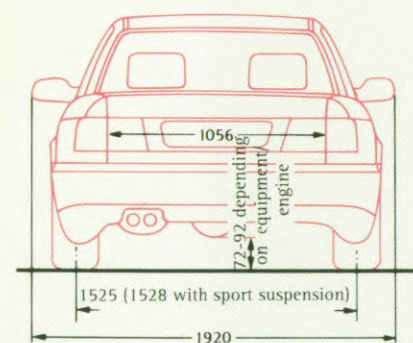
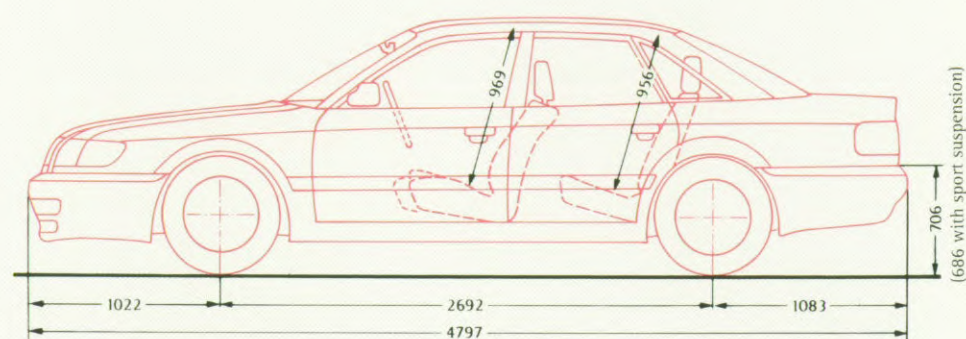
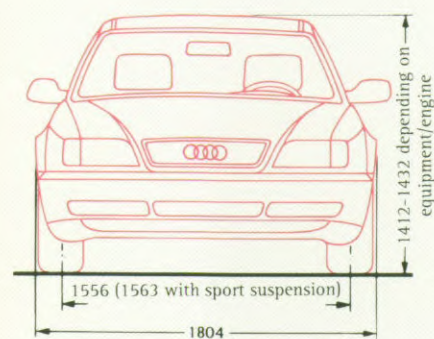
Indigo, pearl-effect C2

Emerald, pearl-effect M6

Amethyst grey, pearl-
effect B2

White, mother-of-pearl
effect C9

Dimensions



Some of the models illustrated are equipped with options available at extra cost. Information on the delivery specification, appearance, performance, dimensions, weights, fuel consumption and vehicle operating costs of individual models was correct at the time of going to print.

Subject to amendment.

This paper was produced from pulp bleached without the use of chlorine.

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