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Audi RS 4 – a sporty family

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Annex: Technical data

The equipment, data and prices stated here refer to the model range offered for sale in Germany. Subject to amendment; errors and omissions excepted.



Short version

Leadership through passion Audi RS 4

New dimensions in driving dynamics combined with innovative ideas – plus exciting styling for all three versions and a level of equipment that lives up to even the highest luxury performance standards: the new Audi RS 4 models, the latest high-performance products from quattro GmbH, combine the thoroughbred character of a pedigree sports saloon with supreme, premium-calibre everyday suitability. This is the first time that three new RS models have appeared simultaneously. Each version represents the crowning glory of the corresponding A4 car line.

The new Audi RS 4 incorporates countless new features, many of them with their origins in the world of motor sport. Most notably, there is the V8 engine with an output of 420 bhp. This is the first time that a manufacturer has combined petrol direct injection with a high-revving concept. Engine speeds of up to 8,250 rpm are possible. Another highlight is the suspension with the latest generation of quattro permanent four-wheel drive with asymmetric/dynamic torque split and Dynamic Ride Control. Like the RS 4 saloon, the Cabriolet and Avant have also been subjected to a rigorous regime of weight reduction measures to make sure that they are equally sporty. Despite the systematic application of lightweight construction principles, all RS 4 versions feature luxurious equipment that singles out the Audi RS 4 as a high-performance vehicle suitable for everyday driving.

The 420 bhp V8 engine with a displacement of 4,163 cm³ breaks through the magic barrier for production saloons of 100 bhp per litre of swept volume. The highly compact power unit reaches its peak torque of 430 Nm at 5,500 rpm. 90 percent of the total torque is available between 2,250 and 7,600 rpm. The result is excellent pulling power at all times, enabling the driver to drive in a relaxed style without frequent gear changes.



The Audi RS 4 saloon employs groundbreaking FSI technology. The petrol direct-injection unit delivers enhanced power output based on more efficient combustion of the fuel/air mixture. The engine is also particularly responsive. Performance is correspondingly impressive: the saloon version reaches the 100 km/h mark in 4.8 seconds, and 200 km/h in 16.6 seconds. The top speed is governed electronically at 250 km/h.

The efficiency of FSI technology has already been demonstrated impressively in Audi's four-time Le Mans winner, the Audi R8.

Another key requirement for the developers was an optimum power-to-weight ratio. It was important that the Audi RS 4 should not weigh a gram more than it had to. The weight of practically every part was subjected to critical scrutiny. The front wings and the bonnet are made of aluminium, as are most of the chassis components. The specially designed RS bucket seats are not only very light, but also offer excellent body support.

The result is a power-to-weight ratio of just 3.93 kilos per bhp – a figure truly reminiscent of a thoroughbred sports car which would not even have been conceivable for a midsize saloon just a few years ago.

New quattro generation

The challenge is to transfer all this power to the road in the best way possible. For the last 25 years, Audi's answer to all the particular requirements in this respect has been "quattro". The latest generation of quattro permanent four-wheel drive with self-locking centre differential and offering an asymmetric/dynamic torque split of 40:60 (front:rear) is one of the main factors behind the ground-breaking performance of the sports suspension featured on the RS 4. Indeed, Audi quattro technology still provides traction when other drive concepts have long since come up against their limits. quattro drive is further enhanced by DRC (Dynamic Ride Control), which significantly reduces both the rolling and pitching motions of the vehicle.



The performance of the brakes likewise represents the dawning of a new era. The 18-inch format provides optimum deceleration. The perforated ventilated brake discs at the front measure 365 millimetres in diameter, with similarly perforated ventilated brake discs at the rear in 324-millimetre diameter.

Flow-enhanced ventilation geometry incorporating NACA jets on the underbody of the car ensures optimum cooling of the brakes. As a result, brake fading is significantly reduced even under extreme loads such as on the race track.

The latest generation of ESP has been modified specifically in line with the particular character and philosophy of the RS 4 models as high-performance vehicles. It now intervenes later and for shorter periods. It is also possible to disable the ESP in two stages. In the first stage only the traction control (ASR) function is disabled; the other ESP functions remain fully active. In the second stage the ESP, including the traction control, can be completely deactivated, e.g. for use on a racetrack. All electronic control then ceases. The integral dry braking function provides added safety in wet weather. When the road is wet the brake pads are applied to the brake discs at regular intervals, unnoticed by the driver, and the brakes are dried.

Design

An RS 4 constitutes racing technology in civilian garb. Visually, there is much that is reminiscent of the corresponding models in the Audi A4 car line. But the RS 4 models are more than just faster versions of Audi's successful midsize category. Both the technology beneath its bodywork and countless details of its exterior design drive this fact home.

The diamond-pattern radiator grille, the additional air inlets in the front end as well as wheels developed specifically for the RS 4 clearly differentiate the car from a standard Audi A4. Flared sills and lower door trims coordinated with the sills are other differentiating features. The newly designed rear apron with its two large tailpipes as well as the discreet but effective spoiler, integrated into the boot lid of the saloon, and the rear side panels all bear clear testimony to its dynamic potential.



The ride height has been lowered by 30 millimetres. The developers have also widened the front and rear track, resulting in a widening of the vehicle body, with correspondingly flared wheel arches. The car not only sits more unwaveringly on the road as a result, but also handles better.

The RS 4 Avant

Racing technology clad in civilian garb: a principle that applies both to the RS 4 Avant and to its saloon counterpart. The maxim that beautiful estate cars are called Avant still applies. Sportiness and variability are combined in an impressive blend in the new Audi RS 4 Avant. This is the direct successor to the first RS 4 generation, which was available exclusively as an Avant. Although in production for only slightly more than one and a half years, sales of the first-generation RS 4 Avant topped 6,000 units. This statistic suitably reflects the immense popularity of the unique concept. With its functionality and outstanding driving characteristics, the new Audi RS 4 Avant surpasses the first generation in every respect. Even more sporty, spellbinding and practical: this Avant is a very special car.

The RS 4 Cabriolet

The RS 4 Cabriolet puts the brand at the forefront of the four-seater convertible segment. Audi has never before built such a powerful open-top car: the high-performance and above all high-torque V8 FSI engine transforms the open-top RS 4 into a sports car that is also ideal for relaxed cruising. As well as sporty performance, the RS 4 Cabriolet treats its passengers to an acoustic experience of the finest calibre, because the unmistakable sound of the V8 engine is enough to set the pulse of any car enthusiast racing. Particularly with its roof open, the hearty sound of the eight-cylinder engine reaches the occupants' ears unfiltered.

The electro-hydraulic hood can be opened entirely automatically in 21 seconds. The roof can be operated at up to speeds of 30 km/h. This makes it possible to open or close the roof when out and about in town, for instance, or before parking the car. The glass rear window is heated. This guarantees a clear view to the rear in all weather.



The acoustic hood, a standard feature of the RS 4 Cabriolet, sets new standards for soft tops. New fabrics of a higher material density and an additional cushioned mat around the C-post keep the noise level inside the car with the hood up virtually on a par with the saloon.

As with the saloon and Avant, the ride height of the Cabriolet has been lowered by 30 millimetres compared with the A4 Cabriolet. This emphasises the car's sporty appearance.

Even if the Audi Cabriolet's weight has been rigorously trimmed down, in common with all other RS 4 models, no corners have been cut with either its equipment or its standards of safety. The further improved crash strength of the latest A4 Cabriolet generation has likewise benefited the open-top RS 4. The front and side airbags are standard features, as are the rollover bars that extend behind the rear seats in the event of the car overturning.

The interior

Inside, the RS 4 combines the functionality of a sports car with the luxurious ambience so typical of all Audi models. Leather, aluminium, and carbon fibre are the predominant materials. But at the same time the RS 4 comes with all the additional qualities typical of a genuine sports car.

This becomes clear as soon as you sit in it. The RS bucket seats, with their high side sections, offer firm support. They also have an additional feature. By pressing buttons on the seat, the side sections can be inflated to mould perfectly to the driver's body. This is where the RS 4 Cabriolet differs from its Avant and saloon counterparts. The Cabriolet comes with sports seats as standard, though RS bucket seats can be ordered as an option. What all versions have in common is the flat-bottomed RS sports steering wheel and the engine start button on the centre console. These, too, provide echoes of motor sport, as do the aluminium pedals.

The Sport button on the steering wheel delivers even more dynamic performance when required. The accelerator characteristic changes progressively, so the engine is perceived to respond sooner.



A flap in the exhaust system opens to provide the RS 4 with an even sportier sound. As an additional feature, the side sections of the bucket seats are inflatable. This enhances lateral support. The steering wheel also provides buttons to operate the driver information system.

Attractive and convenient: the RS 4 Avant's load area combines an exclusive atmosphere with optimum usability and a versatile layout. The successful interior design and multifunctionality set new standards in this class.

A virtually level load area is created by folding down the divided rear seat. The luggage cover and load guard are housed in a space-efficient housing that can be folded away together with the seat back. The variable load-area floor provides generous storage capacity. It can be opened wholly or in part, or removed altogether. The low loading lip and smooth side edges facilitate loading of objects of up to one metre in width. The smooth-surfaced inner side panels keep the load area looking neat and tidy. A full range of ingenious details such as a net for small items and lashing points enhance the practical utility of the Audi RS 4 Avant.

Equipment

Driving the Audi RS 4 means driving a sports car without missing out on any of the comforts. The RS 4 therefore comes with virtually all the features already boasted by the Audi A4. Apart from a wide range of safety components, this also means deluxe automatic air conditioning, central locking with radio remote control and electric front windows. Further features of the RS 4 include the Audi parking system at the front and rear, the concert radio system as well as sports suspension with DRC variable damping. Furthermore, RS 4 drivers can opt for even higher levels of comfort in features such as the navigation system plus or the dynamic adaptive light technology.



Perfect for motor sport

It is hardly surprising that such an out-and-out sports car as the RS 4 will also become a regular feature in motor racing. In one of the few race series that still allow four-wheel-drive vehicles, Audi Sport Italia is competing with a near-series Audi RS 4 saloon.

Alongside Giorgio Sanna and Rinaldo Capello, Tamara Vidali is staging a comeback in the Italian Superstars Series. This Italian driver caused quite a stir in the world of super touring cars in the late 1990s in the Audi A4 quattro. At that time, the A4 quattro Supertouring dominated the field, with its 221 kW (300 bhp) two-litre, four-cylinder engine. Audi quattro enjoyed its most successful year ever in touring car competition in 1996. The A4 quattro competed in seven national championships: in Germany, Great Britain, Italy, Spain, Belgium, South Africa and Australia – and won every single one of them.



Long version

Three Audi RS 4 versions – 365 days a year – perpetually sporty

The new Audi RS 4 from quattro GmbH breaks new ground in every respect, impressively demonstrating the leading-edge engineering embodied in the “Vorsprung durch Technik” slogan. The saloon features numerous innovations, delivering top performance whether on the road or on the track. This latest model developed by Audi subsidiary quattro GmbH combines motor sport technology with a high standard of practical value for everyday use. In creating this car, Audi's development engineers have succeeded in placing a sporty all-round concept on the road which is capable of thrilling its driver in every situation, whether in everyday motoring or on the race track.

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

At Audi, the “RS” abbreviation stands for unmatched performance, technological innovation and unique driving dynamics. To quote just two examples, the 420 bhp eight-cylinder engine is Audi's first high-revving power unit, and also features its innovative FSI technology. A further forte of this exceptional V8 is its extremely compact size. The RS 4 for the first time features the latest generation of the permanent four-wheel drive system with asymmetric/dynamic torque distribution, under normal driving circumstances transferring 40 percent of the power to the front wheels and 60 percent to the rear. It is particularly well suited to a sports car of the calibre of the RS 4.

With each and every component of the new car being checked for minimum weight, the result of the consistent weight reduction process is a power-to-weight ratio of 3.93 kg per bhp.



The RS 4 is a truly unique, intelligent vehicle concept with superior drive train qualities, offering driving dynamics unmatched by any other car in its segment.

Engine

FSI delivers even better power and performance

The engine is key to the quality of any sports car. In the new RS 4, quattro GmbH has placed its trust in a compact V8 unit featuring petrol direct injection. In the 420 bhp high-revving eight-cylinder engine, FSI technology has reached a new high point. This is where the experience gleaned in building the equally high-revving race engine from the Le Mans-winning Audi R8 has proved invaluable. The most successful racing car in the world, with which Audi has among other things captured the title in the legendary 24-hour race in four out of the past five years, likewise featured a V8 FSI as an efficient source of propulsion that took it that decisive extra lap.

In this top product of what is an innovative yet already incredibly successful technology, the petrol is injected directly into the combustion chamber, resulting in a uniform fuel/air mixture. Thanks to the cooling effect of the directly injected fuel, Audi's development engineers have at the same time been able to increase the engine's compression ratio. This further enhances the engine's efficiency.

Petrol direct injection is in fact the very basis of a more effective combustion process and therefore of improved power output. This is demonstrated most clearly in the engine's more spontaneous responsiveness. Thanks to this technically highly sophisticated injection method, optimum power output is produced in every driving situation.

The figures illustrate the outstanding potential of the eight-cylinder unit. The V8 revs up to a speed of 8,250 rpm. The 4.2 litre engine already delivers 420 bhp of power output at 7,800 rpm. With its displacement of 4,163 cm³, this sports-car engine breaks through the magic barrier of 100 bhp per litre, a truly outstanding achievement for a production saloon. Peak torque is 430 Newton metres at 5,500 rpm.



And 90 per cent of this maximum torque is maintained consistently throughout an impressively wide engine speed range from 2,250 all the way to 7,600 rpm. The result is excellent pulling power at all times, enabling the driver to drive in a relaxed style without frequent gear changes.

Performance on the road is impressive, too: the RS 4 saloon accelerates to 100 km/h in 4.8 seconds; the RS 4 Avant follows just one-tenth of a second behind, and the Cabriolet likewise reaches the 100 km/h mark after just 4.9 seconds. The speedometer needle touches 200 km/h in 16.6 (Avant 16.9; Cabriolet 17.5) seconds. On all three versions, the speed is gently governed electronically when the needle reaches 250 km/h.

The high-revving principle

Audi has used the high-revving engine principle for the first time in the RS 4. The advantages of this principle are superior power output at high engine speeds, a smooth power flow and eager responsiveness all across the revs range. Further fortes are the car's outstanding agility and fast-revving response as well as the kind of racing-style engine sound drivers of such cars expect. The eight-cylinder engine provides maximum propulsion in virtually all driving situations and is equally appropriate for a relaxing driving style with minimum gearshifting and for exploits worthy of the racetrack.

It goes without saying that the free-revving V8 sports engine with FSI technology complies with the Euro 4 standard.

The ultra-compact V8

The V8 power unit is ultra-compact in design, fitting snugly into the engine compartment of the RS 4 without necessitating any modifications to the body. Furthermore, its weight is correspondingly low. The camshaft and ancillaries, with the exception of the alternator, are all driven by a chain for easy maintenance. An all-new development, the eight-cylinder unit powering the RS 4 includes such features as modified pistons and con rods, a new crankshaft together with its bearings, and new cylinder heads. A dual-branch exhaust system with enlarged pipes provides even higher power output.



The power-to-weight ratio is impressive: 3.93 kg per bhp is a figure that only the most thoroughbred sports cars were able to offer just a few years ago. The figure for the Avant is only slightly higher.

Drivetrain

New quattro generation

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

A self-locking centre differential that operates without any additional sensors or actuating elements directs the power to the front and rear axles in line with demand. Indeed, the RS 4 still achieves surface grip when other drive concepts have long since come up against their limits. In variable road conditions the power can be immediately diverted depending on the level of torque achieved. The new distribution system, which under normal road conditions transmits 40 percent of the power to the front wheels and 60 percent to the rear, makes the Audi RS 4 an even more impressively dynamic drive. Alongside traction, controllability, stability, load reversal and transition response, aspects of agility and steering have also been substantially enhanced, underscoring the highly sporty character of the car.

And the RS 4, in common with all Audi quattro models, of course has four driven wheels in every situation, right up to top speed.

The centre differential is a self-locking worm gear that “senses” how much torque can be transferred. It operates purely mechanically according to the principle of force equals counterforce. If, for instance, the coefficient of friction at one pair of wheels falls, it is no longer possible to transfer as much torque (equivalent to force x lever arm). The internal structure of the centre differential means that the power flow is correspondingly diverted automatically to the other axle.



Thus the locking action is only prompted under the influence of the drivetrain. The transmission permits differences in operating speeds when braking and cornering, and equalises these.

The rear axle differential is fitted with additional cooling fins. This is Audi's response to the high loads to which the RS 4 may be subjected.

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

Chassis

In full control at all times

The best drivetrain deserves a corresponding chassis. In the Audi RS 4, quattro GmbH has consistently applied all the benefits of quattro drive and the engine. The standard sports suspension with what is now a hallmark of the RS, the DRC system (Dynamic Ride Control), ensures that the engine's power is translated appropriately into propulsion.

This superiority is ensured on Audi's new sports saloon by high-performance aluminium suspension with a four-link front axle and a trapezoidal-link rear suspension. Precise steering, with sensitive feedback, sporty agility and excellent directional stability make the RS 4 the perfect car for both the motorway or country road, and for the racetrack.

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



The 30 millimetre lower ride height compared with an Audi A4, the 37 millimetre wider track at the front and 47 millimetre wider track at the rear, as well as the sporty spring and damper settings, help the RS 4 to meet the developers' ambitious handling objectives and place it in the realm of a genuine sports car.

Dynamic Ride Control

The Audi RS 4 comes with Audi's DRC Dynamic Ride Control, which featured for the first time in the Audi RS 6. This system reduces the rolling and pitching movements of the vehicle about its longitudinal and transverse axes in a particularly intelligent way.

This is accomplished by interconnecting the dampers diagonally by way of a central valve. Body movements when driving off are largely eliminated in this way, as are pitching movements when braking, or rolling when cornering fast. This has further enhanced the driving dynamics offered by the RS 4.

DRC has already been supremely well received in the RS 6. In the RS 4, quattro GmbH has succeeded in making the system more compact and lighter. Dynamic Ride Control employs no electronics whatsoever.

The combination of quattro drive, DRC and a suspension layout specifically geared to the RS 4 allows this Audi to hold the road safely even in the absolute limit ranges at top cornering speeds, when other drive concepts have long since come up against their limits. It goes without saying that the Audi RS 4 features the latest generation of ESP designed and configured especially for this car. It now intervenes later and for shorter periods. The cut-in point can moreover be shifted even closer to the limit of handling, for operation on racing circuits, for example, or ESP can be shut down altogether.



18-inch wheels as standard

The RS 4 is fitted as standard with 18-inch wheels and 255/40 R18 size tyres. 19-inch wheels are optionally available. For the RS 4, Audi's designers produced a range of light and attractive cast alloy wheels of five-spoke design. The special manufacturing method used means the wheels are stronger, thinner and lighter. The tyres are size 255/35 19. The 19-inch wheels can also be optionally fitted with Pirelli P Zero Corsa sports tyres, which are specially designed for the RS 4 for racetrack use.

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

Audi has likewise adapted the six-speed gearbox to the handling requirements of a sports car. With its precision navigating through the shift gate and its short travel, it enhances driving pleasure and prompts the driver to change gear more often than the universally free-revving engine actually needs.

Brakes for the racetrack

The brakes, too, represent new dimensions in their innovation. The 18-inch format provides impressive deceleration. The perforated and ventilated brake discs measure 365 millimetres in diameter at the front and 324 millimetres at the rear. They are designed in a floating arrangement, meaning that the cast-iron friction ring of the brake system is bolted on to the aluminium brake disc cover. The result is a significant improvement in the brakes' resistance to fading, particularly under extreme loads. A further side-effect of this technology is a reduction in unsprung masses. The specifically flow-enhanced brake ventilation incorporating NACA jets on the underbody of the car ensures optimum cooling of the brakes, however high a load they are subjected to.

Featuring eight-piston fixed callipers originally developed for motor sport on the front wheels (four pistons and two brake pads on the inside and outside of each brake disc) as well as single-piston floating callipers on the rear wheels, the Audi RS 4 offers supreme stopping power and directional stability.



The brake system incorporating the functions ABS, EBD electronic brake-force distribution and ESP electronic stabilisation system has been specifically tailored to the dimensions of the brake system.

The latest-generation ESP 8.0 has been modified specifically for the RS 4, reflecting the particular properties of this high-performance vehicle. It now intervenes later and for shorter periods. It is also possible to disable the ESP in two stages.

In the first stage only the traction control (ASR) function is disabled; the other ESP functions remain fully active. In the second stage the ESP is completely deactivated, including the traction control. All electronic control then ceases.

An additional boost to safety is provided by the ESP, with its dry braking function. When the road is wet the system lightly applies the brake pads to the discs at regular intervals, to sweep water from them and so improve braking response. The ESP also incorporates the EDL electronic differential lock, traction control, electronic brake-force distribution and ABS.



Design

Self-confidence and functionality

The design of every Audi RS 4 combines functionality with aesthetics. All three models outwardly embody the ultimate in uncompromising sportiness. In particular, an RS 4 demonstrates its enormous performance potential where such qualities really count, boasting features such as:

- Flared wheel arches
- Bumpers in RS design with the trim grille in diamond look
- Flared side sills as well as door cut-out trim strips matched to the sills
- A rear spoiler integrated into the boot lid and side panels
- A twin-chamber exhaust system with oval tailpipes
- Aerodynamically optimised twin-arm design RS exterior mirrors in aluminium look
- Newly designed 18-inch five-spoke alloy wheels (and optional 19-inch wheels of 7 twin-spoke design)
- RS 4 badging at front and rear and on the side rubbing strips
- Trim strips in matt aluminium.

The sporty look is combined with an equally high level of functionality. The large inlets on the front end of the RS 4 guarantee optimum cooling of the V8 FSI engine. Flared wheel arches offer plenty of space for the 18-inch or 19-inch wheels. With enlarged tailpipe cross-sections, the twin-chamber exhaust system provides for significantly reduced exhaust gas counterpressure. The 30 millimetre lower suspension not only provides a sporty look, but is also a major factor in delivering the outstanding levels of driving dynamics the car offers.

The distinctive single-frame radiator grille and the sweeping outline of the headlights, borrowed from the Nuvolari prototype, underscore the family heritage of the three RS 4 versions.



The three RS 4 models are available in nine exterior colours. The range extends from the subtle Avus Silver to the luminous Imola Yellow. And through Audi's customisation programme, quattro GmbH offers even the most discerning customer a virtually unlimited range of individual colours and combinations.

Interior

The premium sports car

There are countless echoes of motor racing around the interior of the RS 4 models. These include the extensive use of carbon fibre and aluminium. The moment you climb in, it is clear you are taking a seat in a sports car. The engine is started at the push of a button.

Every detail of the interior exudes the premium quality so typical of Audi, coupled with RS-specific sportiness.

In the saloon and Avant, the front passengers are accommodated on sports bucket seats. With their high side sections, these provide maximum support even when the car is driven energetically, for instance round a racetrack. On these seats, the width of the seat base and seat back can be adjusted electrically as preferred. Even greater lateral support can be obtained by pressing the Sport button.

As well as calling up a modified, more progressive engine response with greater spontaneity of throttle response and an even more sporty sound from the exhaust system, this function inflates the seat side sections, supporting the driver even more securely. The RS bucket seats are available either in full leather throughout or in a combination of leather and cloth. Sports seats are available as an option.

The Cabriolet is equipped with leather-upholstered sports seats, which likewise provide very good support but also take the higher comfort requirements of Cabriolet drivers into account. Here too, RS bucket seats are available as an option.



Attention to detail is demonstrated in the choice of materials and the craftsmanship applied in processing them. Leather, aluminium and carbon fibre are the predominant materials in the interior. The flat-bottomed RS steering wheel, developed exclusively for the Audi RS 4, is covered in perforated leather. Carbon-fibre trim inside the car serves to additionally accentuate the sporting qualities of the RS 4. A range of further trim options are also available: Piano finish black, Fine grain myrtle nutmeg and Aluminium matt. A further detail is the design of the milled aluminium door openers, echoed also on the gear lever and steering wheel. The gear knob, handbrake lever and steering wheel are also covered in perforated leather. The aluminium pedals are a further echo of the motor sport world, and also help to save weight.

The driver information system welcomes the driver upon entering the car with the exclusive RS welcome logo. An oil temperature gauge as well as a stopwatch with lap timer function have also been incorporated into the typical RS-design cockpit. Useful extras for those special track days so beloved of RS 4 drivers.



Safety

Superior traction in every situation

The safety package Audi has put together for the RS 4 is both comprehensive and highly sophisticated. Driving safety was a major priority in the development process. The quattro permanent four-wheel drive system already offers more traction than conventional drive systems in critical driving situations. Its variable distribution of power across the two axles now also provides even greater benefit.

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

Passive safety of the highest standard

A rigid body, comprehensively coordinated deformation properties, state-of-the-art restraint systems – such as the two-stage front airbags – and, last but not least, the sideguard head airbag system provide an exemplary level of occupant protection. This head-level side airbag system covers virtually the entire side window area, from the A-post to the C/D-post. The airbags themselves are inflated by a hybrid gas generator, which maintains the airbag pressure for several seconds to provide ongoing protection.

This means sideguard provides full protection even in a secondary collision such as when the car rolls over following initial impact. And the new RS bucket seats, in conjunction with the belt system, offer additional safety and restraint in the event of a side-on collision so that the RS 4 does not even require side airbags in order to meet the stringent crash test requirements.

Equipment

Light and comprehensive

Although weight was one of the main considerations in the development of the Audi RS 4, the car boasts an extensive range of equipment. Standard features include a deluxe automatic air conditioning system, as well as the concert radio system. Central locking and electric windows are also featured as a matter of course in a car of this class.

The acoustic parking system at the front and rear protects against irritating dents and scratches when parking. The high-intensity xenon plus headlights provide optimum visibility.

The RS logo is worked into the flat-bottomed leather sports steering wheel as well as in the seat upholstery and door sills. Two of the functions controlled directly from the ergonomically designed RS sports steering wheel are the lap timer and the Sport button.

Dynamic Ride Control (DRC) provides sporty, dynamic handling by significantly reducing body roll and pitch. All RS 4 models come with 18-inch cast aluminium wheels of 5-spoke design. As an optional extra, there are 19-inch wheels of 7 twin-spoke design. Here, too, weight saving is combined with sporty design.

Audi offers an extensive range of optional extras for the RS 4. They include the navigation system plus, the symphony radio system, additional exterior mirror versions (optionally also folding), as well as the sports suspension plus. The comfort package comprises features such as cruise control as well as heated front seats.

For customer preferences above and beyond this range, quattro GmbH, which is also responsible for the “S line” range of optional equipment and for “lifestyle articles” at Audi, offers an extensive customisation service that goes by the name of Audi exclusive.



RS Models

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

And Audi's first RS model also impressed its fans right from the off. The RS 2 Avant amazed the motoring world with its performance. This five-cylinder turbo model entered the market in 1994 and was built for a little over a year. Its engine delivered 262 kW (315 bhp). 2,881 customers opted for this sports car, which was based on the Audi 80 Avant. The RS 2 has long since become a sought-after classic with a loyal fan club.

The first-generation RS 4 demonstrated what still singles out every RS vehicle to this day: an uncompromising combination of emotion and functionality.

The very first Audi RS 4 Avant attracted customers thanks to its outstanding combination of family practicability and everyday motoring qualities blended with driving performance, something that had previously been the exclusive preserve of thoroughbred sports cars.

Its success was impressive: although the RS 4 remained in production for just 14 months, more than 6,000 customers opted for this sports car in its Avant body style during that time.

And the RS 6 that succeeded it rapidly attracted an enthusiastic fan club of its own. Towards the end of its production run the limited-edition 480 bhp RS 6 plus also appeared on the market. The RS 6 was the first RS model to be sold both as a saloon and an Avant. Altogether over 8,000 examples of the RS 6, including the RS 6 plus, were sold worldwide.



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

The RS models from quattro GmbH are emotionally exciting sports cars which have to date attracted a large and enthusiastic fan base. That success will continue with the new RS 4.

RS drivers have already grown accustomed to these perfect, highly emotional driving machines that are eminently suitable for everyday driving. As a result, these cars have attracted an enthusiastic following. And they will go from strength to strength with the three new RS 4 versions.