Technical Specifications 2001 Audi allroad quattro

Skcylinder four-stroke, spark (grition, two light alloy cylinder heads, three inlets and two (sodium-cooled) exhaust valves, valves, and cooled) exhaust valves, possible from the cooled, behavior from the cooled from the cooled from the cooled, behavior from the cooled, beh	ENGINE:	2001 Addi aliload qualito	
Arrangement Front mounted, longitudinal Stroke 3.19 in. Stroke 3.10 in. State of the properties of t	Туре	Six-cylinder four-stroke, spark ignition, two light alloy cylinder heads, three inlets and two (sodium-cooled) exhaust	
Arrangement Bore 3.19 in. Stroke 3.10 in. 163 cu. in. &A Compression ratio Fuel requirement Horsepower (SAE) Max. Torque 280 lbs. ft. 1850 rpm ENGINE DESION: Cylinder blanck			
Stoke 3.40 in. Displacement 6.5 coursession ratio 5.5 courses 7.5 courses 7.		DOHC, twin turbochargers	
Stroke 340 in. 163 cu. in. & A 163 cu. i	Arrangement	Front mounted, longitudinal	
163 cu. in. SA	Bore	3.19 in.	
163 cu. in	Stroke	3.40 in.	
S31 Full requirement Pull	Displacement	0.4	
Regular unleaded (87 AKI), Premium unleaded (91 AKI) recommended for maximum performance Horsepower (SAE) 20 pt 5500 rpm	·	163 cu. in. &A	
Mosspower (SAE) 250 np 5800 rpm			
Max. Torque 258 lbs. ft. 1850 pm FUNITED SIGNS Cylinder bkr-ck Cast iron Cylinder bkr-ck Lubrication system Lubric	Fuel requirement		
ENGINC DESIGN: Cylinder bkc k Crankshaft Cylinder bkc k Cylinder head Valve train / intake Firing order Cooling system Lubrication system Universition / Ignition system Electronic sequential fuel injection, mapped-characteristic ignition with solid-state direct ignition, variable intake Tooling system Lubrication system Universition / Ignition system Electronic sequential fuel injection, mapped-characteristic ignition with solid-state direct ignition, variable intake Coanshaft With electronic throttle control Tool University Tool University Electrical SYSTEM: Entertrical SYSTEM: Battery Alternator Battery 12 yotis 92 amphr Alternator DRIVETRAN: Transmission 6 -speed manual with syncro reverse or 5-speed automatic with TriptronicO. Dynamic Shift Program and automatic shift lock Type quattra Manual Automatic Manual Automatic Gear ratios: Ist 20.59:11.999:1 3rd 4.147:11.407:1 4th 1.071:11.000.1 5th 0.857:10.742:1 6th 0.730:1 N.A. Reverse 3.455:14.096:1 Final Drive Final Dri	Horsepower (SAE)		
Cylinder block Cylinder lead Cylinder head Electronic sequential fuel injection, mapped-characteristic ignition with solid-state direct ignition, variable intake Control, cylinder-selective knock control, exhaust temperature control, coordinated engine-torque control, ME 7.0 Micronic With electronic throttle control With electronic throttle control Coverters, two heated oxygen sensors ELECTRICAL SYSTEM: Battery Alternator 14 voits 150 amp DRIVETRAIN: Transmission 6-speed manual with syncro reverse or 5-speed automatic with TiptronicO. Dynamic Shift Program and automatic shift lock Lock Cear ratios: Ist 2 data 3 750: 13 665: 1 276 3 750: 13 665: 1 3		258 lbs. ft. 1850 rpm	
Crankshaft Cylinder head Aluminum allory Valve train / Intake Firing order 1.4.3-62.5 could system Lubrication system Fuel injection / Ignition injection injecti	ENGINE DESIGN:		
Cylinder head Valve train / Intake Firing order Cooling system Lubrication system Fuel injection / Ignition / Ignition / Ignition / Ignition / Ignition / Ignition /	Cylinder bk>ck	Cast iron	
Valve train / intake DOHC, bell driven, hydraulic lifters / variable intake valve timing and variable geometry composite intake manifold I = 4 - 3 - 6 - 2 - 5	Crankshaft	Forged steel. 4 main bearings	
Valve train / intake DOHC, bell driven, hydraulic lifters / variable intake valve timing and variable geometry composite intake manifold I = 4 - 3 - 6 - 2 - 5	Cylinder head		
Firing order Cooling system Lubrication system Fuel injection / Ignition system Fuel injection / Ignition system Electronic sequential fuel injection, mapped-characteristic ignition with solid-state direct ignition, variable intake (armshaft control, cylinder-selective knock control, exhaust temperature control, coordinated engine-forque control, ME 7.0 Motronic with electronic throttle control Two tubular exhaust manifolds with air-gap insulation, two pre-converters close to engine, two 3-way catalytic coverters, two heated oxygen sensors ELECTRICAL SYSTEM: Battery Alternator 12 volts 92 amp/fir Alternator 14 volts 150 amp DRIVETRAIN: Transmission	,	,	
Valer-cooled, thermostatically controlled radiator fan Lubrication system Fuel injection / Ignition system Electronic sequential fuel injection, mapped-characteristic ignition with solid-state direct ignition, variable intake camshaft camshaft camshaft camshaft camshaft in the camshaft camshaft in the camshaft camshaft in the camshaft in th			
Lubrication system Electronic sequential fuel injection, mapped-characteristic ignition with solid-state direct ignition, variable intake camshaft control, cylinder-selective knock control, exhaust temperature control, coordinated engine-torque control, ME 7.0 Motronic with electronic throttle control with electronic throttle control Two tubular exhaust manifolds with air-gap insulation, two pre-converters close to engine, two 3-way catalytic coverters, two heated oxygen sensors ELECTRICAL SYSTEM: Battery			
Fuet injection / Ignition system Ignition sy		Trace evenes, are movement for reduction real	
Ignition system camshaft control, cylinder-selective knock control, exhaust temperature control, coordinated engine-torque control, ME 7.0 Motronic with electronic throttle control Two tubular exhaust manifolds with air-gap insulation, two pre-converters close to engine, two 3-way catalytic coverters, two heated oxygen sensors ELECTRICAL SYSTEM: Battery Alternator 12 volts 92 amp/hr Alternator 14 volts 150 amp DRIVETRAIN: Transmission 6-speed manual with syncro reverse or 5-speed automatic with TiptronicO. Dynamic Shift Program and automatic shift lock Type quattra Manual Automatic Gear ratios: Ist 3,750:13,665:1 And 1,471:14,077:1 Atth 1,171:11,000.1 Sth 1,007:11,000.1 Sth 1,007:1		Electronic acquiential final injection, manned observatoristic ignition with called state direct ignition, variable intole	
control, cylinder-selective knock control, exhaust temperature control, coordinated engine-torque control, ME 7.0 Motronic with electronic throttle control Emission system Trou tubular exhaust manifolds with air-gap insulation, two pre-converters close to engine, two 3-way catalytic coverters, two heated oxygen sensors ELECTRICAL SYSTEM: 12 volls 92 amp/hr Alternator 14 volts 150 amp DRIVETRAIN: Transmission 6-speed manual with syncro reverse or 5-speed automatic with TiptronicO. Dynamic Shift Program and automatic shift lock 10 duattra Manual Automatic Gear ratios: Ist 3.750:1 3.665:1 2.10 du 2.059:1 1.999:1 3rd 1.417:1 1.407:1 4th 1.071:1 1.000.1 5th 0.857:1 0.742:1 6th 0.357:1 0.742:1 6th 0.357:1 0.742:1 6th 0.4375:1 3.991:1 Front Differential Content Differential Hypoid gear, electronically locking (EDL) TOREERING: Type Maintenance-free rack and pinion, Servotronic - vehicle speed variable power assist Ratio 1.021:1 Turns (lock-to-lock) 2.81 1, min principle (curb-to-curb) 38.3 ft. Win-, - K			
Motronic with electronic throttle control	ignition system		
Emission system with electronic throttle control Emission system with electronic throttle control Two tubular exhaust manifolds with air-gap insulation, two pre-converters close to engine, two 3-way catalytic coverters, two heated oxygen sensors ELECTRICAL SYSTEM: Battery Alternator 12 volts 92 amp/hr Alternator 14 volts 150 amp DRIVETRAIN: Transmission 6-speed manual with syncro reverse or 5-speed automatic with TiptronicO. Dynamic Shift Program and automatic shift lock Type quattra Manual Automatic Gear ratios: Ist 3.7501.3 685.1 2nd 2.059:1 1.999:1 3rd 1.417:1 1.407.1 4th 1.071:1 1.000.1 5th 0.857:1 0.742:1 6th 0.857:1 0.742:1 6th 0.703:1 N.A. Reverse 3.455:1 4.096:1 Final Drive 4.375:1 3.091:1 Front Differential Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) STEEFING: Type Maintenance-free rack and pinion, Servotronic - vehicle speed variab			
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ELECTRICAL SYSTEM: 12 volts 92 amp/hr 14 volts 150 amp 14 volts 150 amp 14 volts 150 amp 15 volts 92 amp/hr 14 volts 150 amp 15 volts 92 amp/hr 15 volts 92 amp	Lillission system		
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Alternator 14 volts 150 amp DRIVETRAIN: Transmission 6-speed manual with syncro reverse or 5-speed automatic with TiptronicO. Dynamic Shift Program and automatic shift lock Type quattra Manual Automatic Manual Automatic Sear ratios: Ist 3.750:1 3.685:1 2nd 2.059:1 1.999:1 3rd 1.417:1 1.407:1 4th 1.071:1 1.000.1 5th 0.857:1 0.742:1 6th 0.730:1 N.A. Reverse 3.455:1 4.096:1 Final Drive 4.375:1 3.091:1 Front Differential Hypoid gear, electronically locking (EDL) Center Differential Hypoid gear, electronically locking (EDL) STEERING: Type Ratio Maintenance-free rack and pinion, Servotronic - vehicle speed variable power assist Turns (lock-to-lock) 2.81 Turning circle (curb-to-curb) 38.3 ft. Win-, - K		12 volts 92 amn/hr	
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Rear Differential Hypoid gear, electronically locking (EDL) STEERING: Type Ratio 16.21 Turns (lock-to-lock) Turning circle (curb-to-curb) 38.3 ft. Win-, - K			
STEERING: Type Maintenance-free rack and pinion, Servotronic - vehicle speed variable power assist Ratio 16.21 Turning circle (curb-to-curb) 2.81 38.3 ft. Win-, - K			
Type Maintenance-free rack and pinion, Servotronic - vehicle speed variable power assist 16.21 2.81 38.3 ft. Win-, - K		1.9pm gm, 1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-	1
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Turning circle (curb-to-curb) 38.3 ft. Win-, - K			
36.3 ft. Will-, - IX			
SUSPENSION:	, ,	38.3 ft. <i>Win-</i> , - K	
Front Four-link independent wheel suspension, tuhular anti-roll har air	SUSPENSION:		

Front Four-link independent wheel suspension, tubular anti-roll bar. air suspension spring strut with twin-tube gas shock absorbers Rear Double wishbones, sub-frame, anti-roll bar, load-controlled damping via air suspension spring strut

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Technical Specifications (continued) 2001 Audi allroad qu700-

BRAKES:			
Service brake Dual-circuit bra 4 pad HP2 brakes. At rear dis	ke system with diagonal split, ABSIEBD, brake servo. At front ventilated discs and high performance c brakes.		
Front, size and 4" 12.6 in. Ve	entilated disc		
Rear, size and type 10.1 in.	LI Disc		
Parking brake Mechanically a	ctuated at the rear wheals		_
WHEELS: size 17.5 J X 17 5-spoke allro	od dosign 225 / E5 07 LI		_
TIRES:	ad design 22575597 n		_
size 1225 155 high performar	nce tires		_
BODY:			_
Material	nitary, fully gall anised, steel, aluminium engine hood		
Corrosion protection	Multi-step, anti-corrosion protection		
CAPACITIES:			
L			
Engine oil	6.3 qt.		
Fuel tank Cooling system	18.5 gal. 6.3 qt.		
EXTERIOR DIMENSIONS:	6.3 q.		_
EXTERIOR BIMENSIONS:	quatti		_
Wheelbase	loB.s in. ffffi∼t, 7*73111		
Track: front / rear	62 in. 1 62.4 in.		
Overall lengM	189.4 in		
Overall width (with mirrors)	76.1 in		
Height (unloaded)	59.1 in. ALow level		
	60.1 in. Normal [eve		
	61.7 in. Level 1		
	652.7 in. ff*S' Level 2		
Ground clearance (loaded)	6.6 in. Low level (@ speed > 80mph)		
	6.6 in. rm I level pee 50		
	No a (@ s d > mph)		
	7.6 in. Level 1 (operative height)		
	8.2 in. Level 2 (offroad)		
Curb weight man. / auto'	4167 lbs. 1 4233 tbs.		
Distribution % front rear	55/44 57143		
INTERIOR DIMENSIONS:			_
Seating Capacity	5		
EPAclass	Mid-size		
Head room front / rear	n1a in. n/a n/a in. nfaP		
Shoulder room friont I rear	58.6 in. 56.9 in.		
Leg room front / rear	rVa in. n/a in. KA		
Int. vol. (EPA) front / rear	rVa cu. ft. n1a cu- ft.		
Luggage capacity (EPA) PERFORMANCE:	n/a cu. ft.		_
PERFORMANCE.	quattro		_
	Manual Automatic		
0-60 mph (0-100 km/h)		7.4 sec, 7.7 sec.	
1/4 mile		n1a sec. n/a sec.	
Top speed	Top speed is electronically limited to 130 mph (209 km/h) for North America		_
FUEL ECONOMY: EPA Estim			_
city	Manual Automatic		
city Highway	n/a mpg n/a mpg n1a mpg n1a mpg		
Combined	n/a mpg n1a mpg		
FUEL FOONOMY Or and in a			_

FUEL ECONOMY: Canadian Estimate

Manual Automatic
city n/a liters/1 OOkm n/a liters/100km
Highway n/a liters/100km n/a liters/100km
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