



Audi

The 2007 A6 and A6 Avant.
Sport and luxury in exquisite harmony.





Audi A6 L with optional equipment.

The 2006 A6. Paradigms of style and substance

The single-frame grille marks a watershed event in the 100+ year history of Audi. A bold statement. Both a nod to a glorious past and an acknowledgement that the future belongs to the nimble and the passionate. Every 2007 A6 sedan and Avant now offer engines with FSI Direct Injection. Depositing a precise mix of fuel directly into the cylinders increases efficiency markedly and boosts power in the bargain.

With FrontTrak® front-wheel drive, nimble front and rear suspensions and our multitronic™ CVT, the base 3.2 sedan takes definitions of smooth to new heights. While never forgetting its Autobahn heritage. Opting for legendary quattro puts four driven wheels to the road via the 255 hp V6 or the 350 hp V8. A six-speed Tiptronic® transmission with Sport mode and DSP is standard on all cars with quattro all-wheel drive. Speed-sensitive Servotronic® steering is standard on all A6 models.

With optional S line packages designed to further set the cars apart, our customization and performance arm, quattro GmbH, has worked its magic on both the sedan and now the Avant. Inside and out.





Sport and utility reach
a reconciliation.

A6 3.2 Avant with optional equipment shown.

Introducing the 2007 Audi A6 Avant. Room for everything but compromise. All the luxury and performance of a German touring sedan, expanded. The heart of the A6 Avant is a 255 hp, 3.2-liter V6 with efficient, effective FSI Direct Injection. Legendary quattro all-wheel drive, standard. When it comes to the suspension, the Avant driver has choices to make: Standard four-link front and trailing arm rear suspensions or the optional four-level adaptive air suspension pioneered in the A8 and the allroad quattro. Technology that's almost as versatile as you are.

From any perspective, the A6 Avant is positively dazzling. A purposeful wedge, its strength evident from every angle. The kind of car you fall in love with at first sight. And then you drive it and the bond strengthens. Options include a power rear tailgate, bi-xenon adaptive headlights, Advanced parking system with a rearview camera, even the opportunity of a driver-side leather appointed dash. And more. The point is, make the car yours. And yours alone.

In a car this capable, mere space is not enough. The A6 Avant features storage systems designed to keep cargo settled and secured. As well as seating that's both supportive and comfortable over the long haul or a short trip. Go to audiusa.com, audicanada.ca or the specifications section of this brochure for more information.

Too beautiful to be called anything but Avant.



A6 Avant with optional equipment shown.



Luxury that engages the driver in you.

The driver-centric cockpit in the A6 line is no accident. Every movement of the hand, foot and eyes has been considered. We employ specialists for their unique olfactory and tactile expertise. No detail is too small. We raised the center console, for example, to give these cars the feel of a sports car. We even make sure every dial and control is easy to locate, easy to deploy and feels good to the touch. From its four-spoke, multi-function steering wheel to the look and feel of every surface to the precision of its dual-zone climate control, driver satisfaction remains paramount. When people praise our interiors, they're often referring to more than looks. To us, overall feel is just as important.

A6 4.2 interior shown.

Power for the left brain, the right brain, as well as the cortex.

Every S6, A6 and A6 Avant benefits from effective, efficient FSI Direct Injection. Injecting fuel directly into each cylinder allows for timelier, more precise fuel delivery. The result: More power. With less fuel. It's the kind of breakthrough that's allowed the Audi R8 to win races year after year. Despite new regulations, new restrictions and wave after wave of new competitors. Our commitment to make engine power available over a broad rpm range remains evident in both the V6 and the V8. For 2007, we've increased power in the V8 to 350 hp. And yet this year's model is more fuel efficient than its predecessor. Remarkable. And typical of our zeal to never leave well enough alone. The mechanical brilliance of our aluminum powerplants is augmented by an array of electronic assists. From electronic stabilization to hydraulic Brake Assist and more, we're there for you. Our aim is to keep you moving forward in your intended direction.



Left: Models of effective yet efficient power, both the V8 and the V6 are largely hand built and are extensively tested before delivery.



A6 3.2 Avant with optional equipment shown.

We saved some of our best designs
for things you'll never see.

Audi expertise in aluminum is widely acknowledged. But it goes beyond the all-aluminum ASF® in the A8. Consider the chassis of these cars – a blend of innovative steel alloys of varying thicknesses. Complemented by revolutionary suspensions crafted of weight-saving aluminum to further reduce unsprung weight. We also use aluminum in the body. The hood, for example. The result: Cars with prodigious rigidity. Cars designed to isolate you from unnecessary inputs while still keeping you vitally connected to the road. All the result of testing these cars around the world. And under conditions you'll never have to duplicate. The four-link front suspension and trapezoidal-link setup in the rear found in these cars have an uncanny knack for making front- and all-wheel drive cars feel like a rear-wheel drive car on a perfect road under ideal conditions.

Getting there didn't happen all at once. At Audi, breakthroughs don't become breakthroughs until we examine and improve each and every detail. It's a process. One that never ends. Drive the new A6 and you'll understand.



A6 3.2 with quattro, optional equipment shown.

Safety. An all-consuming passion.

At Audi, safety isn't a thing. An airbag* or pre-designed crumple zone, for example. It's everything. Every part, every detail, every process. There is no other way to build cars as capable as the A6. Our goal is to find the perfect synthesis of active and passive safety. On the passive front, both the A6 sedan and Avant feature front airbags for the driver and front passenger as well as comprehensive Sideguard™ head impact protection airbags. Rear seat side airbags are also available. Audi mounts all of its side airbags in the seats to better accommodate a range of seating positions. Multiple sensors direct our airbags when to deploy and with appropriate strength. When it comes to your safety, details matter. Little wonder then that the A6, like the A3 and the A4, was named by the Insurance Institute for Highway Safety (IIHS) as a Top Safety Pick – Silver.†

Of course, we're equally committed to active safety. After all, avoiding accidents will always remain the preferred scenario. Both of our drivetrains, quattro and FrontTrak, stand at the forefront of vehicle control under a variety of conditions. Standard on every Audi: ESP®. Our goal with this program is to provide an added layer of stability. ESP effectively oversees a host of electronic assists, such as Brake Assist, ASR, EBD and more. At Audi, safety is an all-consuming passion.

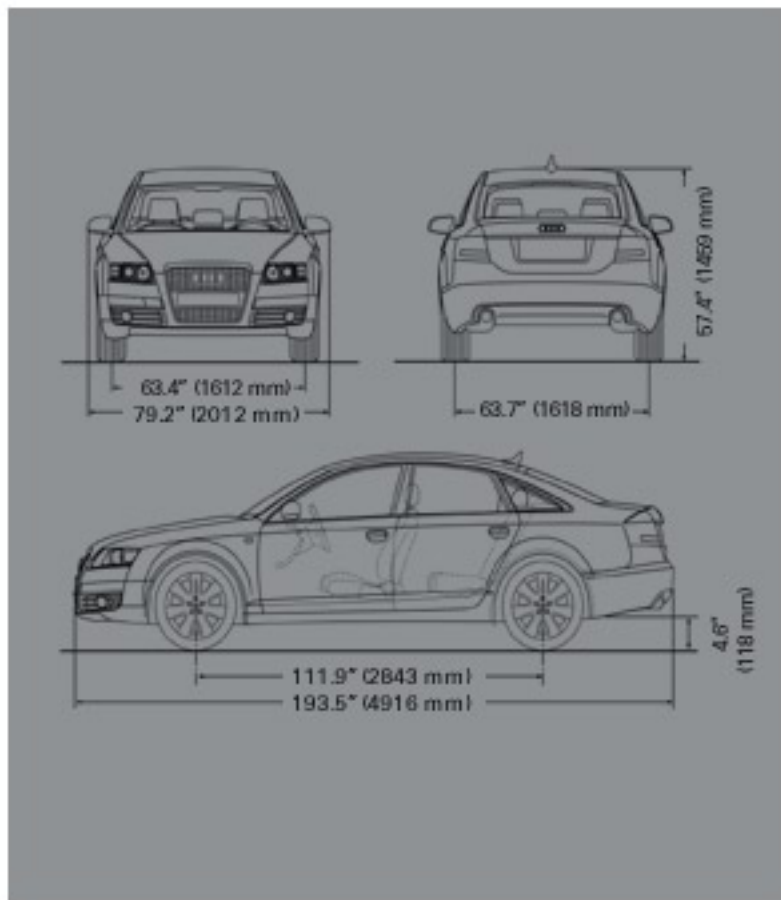


- A. Driver front airbag*
- B. Front passenger full-size airbag*
- C. Seat-mounted side airbags*
- D. Sideguard head impact protection airbags*
- E. Bi-xenon adaptive headlights (optional on 3.2 models)
- F. Rear side airbags* (optional)
- G. Acoustic parking sensors (optional)
- H. Advanced parking system with rearview camera (optional)



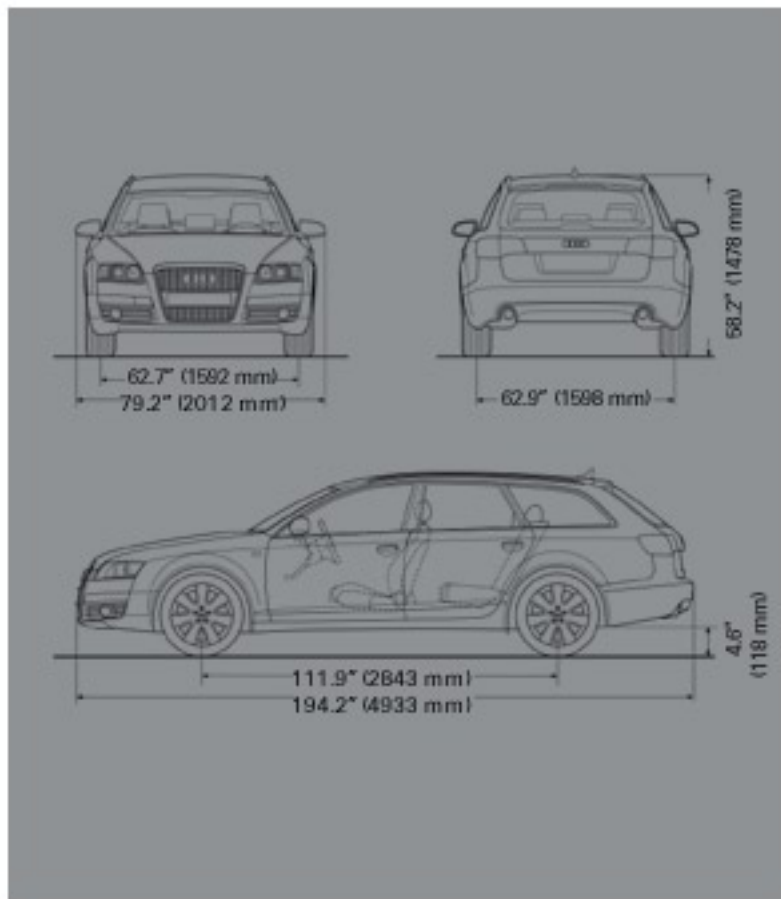
A6 3.2 with quattro, optional equipment shown.

*Airbags are supplemental restraints only and will not deploy under all accident circumstances. Always use safety belts and seat children only in the rear, using restraint systems appropriate for their size and age. †Top Safety Pick – Silver based on 31 mph side impact crash test, 40 mph frontal offset crash test and 20 mph rear impact test performed by the Insurance Institute for Highway Safety. For details, see www.iihs.org.



Power and Performance	A6 3.2	A6 4.2
Engines	DOHC all-aluminum 90-degree 3.2-liter V6 with FSI Direct Injection, variable intake valve timing and intake manifold	DOHC all-aluminum 90-degree 4.2-liter V8 with FSI® Direct Injection, variable intake valve timing and intake manifold
Displacement	3.2 liters (3123 cc)	4.2 liters (4163 cc)
Bore	3.33 in. (84.5 mm)	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)	3.65 in. (92.8 mm)
Compression ratio	12.5:1	12.5:1
Horsepower	255 hp @ 6500 rpm	350 hp @ 6800 rpm
Torque	243 lb-ft @ 3250 rpm	325 lb-ft @ 3500 rpm
Performance (1)(2)(3)	0-60 mph (0-100 km/h) in seconds: FrontTrak: 6.9; quattro: 7.1 Top track speed: 130 mph (209 km/h) ¹ Fuel economy estimates, city/highway ² – FrontTrak: 21/29 mpg; quattro: 19/27 mpg (12.1/8.0 L/100 km)	0-60 mph (0-100 km/h) in seconds: 5.8 Top track speed: 130 mph (209 km/h) ¹ Fuel economy estimates, city/highway ² : na ³

¹Maximum speed electronically limited to 130 mph in the U.S. (209 km/h in Canada).
²Your mileage may vary. ³Not available at time of printing. See your Audi dealer for details.
 *Vehicle height/ground clearance determined by driver-selected suspension mode.



Power and Performance	A6 3.2 Avant
Engines	DOHC all-aluminum 90-degree 3.2-liter V6 with FSI Direct Injection, variable intake valve timing and intake manifold
Displacement	3.2 liters (3123 cc)
Bore	3.33 in. (84.5 mm)
Stroke	3.65 in. (92.8 mm)
Compression ratio	12.5:1
Horsepower	255 hp @ 6500 rpm
Torque	243 lb-ft @ 3250 rpm
Performance (1)(2)	0-60 mph (0-100 km/h) in seconds: 7.3 Top track speed: 130 mph (209 km/h) ¹ Fuel economy estimates, city/highway ² – 19/27 mpg (12.5/8.1 L/100 km)

¹Maximum speed electronically limited to 130 mph in the U.S. (209 km/h in Canada). Obey all local speed and traffic laws.

²Your mileage may vary.