

2001 Audi S4

Feeling Blue

Heading To The Desert With Intro Forged's S4 Cheered Us Up

INK: PHILIP ROYLE PICS: WESLEY ALLISON

Intro Forged's S4 isn't a rally car, but that didn't stop us from taking it to the desert for a romp. Surprisingly, even with the street-equipped Falken ZE502 tires, the car managed to pull, push, and grunt its way through some of the toughest dirt in California. I suppose the confidence the car possessed on the dry lakebed had something to do with the 300-plus horsepower working its way through Audi's quattro system, or the fact that Audi made a name for itself doing exactly what we were doing. What I do know for sure is that when the car powered its way into a controllable four-wheel drift, it was poetry in motion. ▶





Sliding around in the dirt isn't what Intro Forged built this S4 for. This super-sedan was purchased and built to prove a point: it's possible to make a freakishly fast show car. When we came up with the concept of pushing the car to the limits, not on the track, but on dirt, we never thought the company would agree. Instead, Intro Forged met us at the location and gladly tossed us the keys for a spin—no pun intended.

The confidence the car possessed on the dry lakebed had something to do with the 300-plus horsepower

The first thing we noticed when the car arrived at the lakebed is that Intro Forged brought the car in its full show

garb. We were at least expecting the 17-inch race wheels to be bolted to the car—instead, we discovered the car rested on its 19x8-inch Intro Forged Swift wheels and 235/35-19 Falken tires. The Intrax ARS coilovers weren't cranked down quite as far as they would have been for a show, but the car sat mean and, most importantly, didn't rub—even while drifting at over 80 mph.

With a lesser-powered quattro car, obtaining impressive slides may have proved troublesome, but Intro Forged



An APR EMCS chip powers the stock turbos to well over 300 hp, and with the flip of a switch, the car can take complete advantage of race gas; Pioneer's trick disc controller is mounted to the bottom right of the steering wheel where it isn't in the way; The three-point Sparco harnesses each mount to a single stock belt bracket in the back seat; With the rear seats dropped down, a Kicker amp and 1.0 farad capacitor are visible.

equipped its S4 with all the necessary goodies to make playing with the throttle a dangerous affair. Under the hood, the stock S4 turbos are still attached, but an APR EMCS chip ups the power ante. Intro Forged also added an LLTek intake, a JP Engineering down pipe and exhaust, and Baileys bypass valves. The most impressive tale of the newfound power was when the turbos spooled in Third gear and the tires struggled for traction on the dirt.

The predictable demeanor of this Audi at triple-digit speeds becomes even more impressive when you also consider the stereo it's forced to tote around. Inside the cockpit reside five monitors: two Sharp 7-inch monitors in the headrests, two Toshiba 5-inch visor-mounted monitors, and an in-dash Pioneer monitor. The monitors can display a signal



The Conrero shift knob looks right in place mounted below the Pioneer multimedia setup; Despite the multitude of electronics installed in the cabin, most of it is unnoticeable from a distance.






The Intro Forged Swift wheels were powdercoated gunmetal before they were installed over the Stoptech brakes; Toshiba 5-inch monitors were installed in the rear headrests, while a Sharp digital camcorder records all the action; Through the SGI rear bumper pokes the dual tips of the JP Engineering after-cat exhaust.

from the Sony TV tuner or the Playstation 2, while several Kicker amps power MB Quart speakers. Topping it off, all the components are worked into the cabin in an unobtrusive way, including the Split Second air/fuel meter and the programmable signal calibrator.

When we came up with the concept of taking someone else's perfectly good car to the desert for some mindless fun, we didn't think about protecting the body kit. Looking back, I suppose if Intro Forged had had any concerns, they probably would have voiced them. They didn't, however, and thus, we never thought of it. Luckily, the street/track setup of the car proved that it was aptly set up for some heavy-duty drifting. The Rieger RS4 front bumper seemed to

help the front tires stick at high speeds, allowing the car to slide at the flick of the wrist, while the dirt stuck well to the Abt side skirts, SGI rear bumper, and upper and lower diffusers. The Valeo Euro-spec headlights, although custom-tinted, helped cut through the airborne dirt once the car entered its own dust cloud.

Frankly, I'm surprised Intro Forged agreed to our idea of fun. At the end of the day, the car was dirty beyond belief. I'd like to tell you we learned something from playing in the dirt, but honestly, the only things we truly learned are that the guys at Intro Forged are game for anything and cleaning a car that has been drifted at a dry lakebed sucks. 

[DRIVER SPECS]

VINCENT WONG
IRVINE, CA

OCCUPATION:

Partner in IntroForged.com

HOW MUCH DID YOU PAY FOR YOUR WHEELS?

Is that a trick question? I'm a partner in the company that makes them.

SO HOW MUCH?

Free, I guess.

CAN YOU GET US FREE FORGED WHEELS?

Let me think about that...umm, no.

[TECH SPECS]

ENGINE:

2.7T V-6, LLTek Evo intake, APR EMCS chip with Flip-Switch, JP Engineering down pipe and exhaust, Split Second programmable signal calibrator and air/fuel meter, Baileys bypass valves, DEFI HUD boost gauge and turbo timer, custom Audi glass battery cover

TRANSMISSION:

Six-speed manual, UUC short shifter, Unorthodox Racing Ultra L/G clutch, lightweight flywheel, and pressure plate

SUSPENSION:

Intrax ARS coilovers front and rear, Intrax ARB sway bars front and rear

WHEELS & TIRES:

Street: Intro Forged Swift 19x8-inch wheels front and rear, Falken ZE502 235/35-19 tires front and rear

Track: Intro Forged Swift 17x8-inch wheels front and rear, Falken Azenis 225/45-17 tires front and rear

BRAKES:

Stoptech 332mm front rotors with four-piston calipers, Stoptech brake lines

BODYWORK/LIGHTING:

Rieger RS4 front bumper, Abt side skirts, SGI rear bumper, M3 lip spoiler, SGI window diffuser and rear bumper diffuser, custom lip spoiler, LLTek carbon-fiber B- and C-pillars, Valeo headlights, smoked taillights, smoked headlights, Modern Image vinyl

INTERIOR:

Sparco three-point harnesses, Conrero shift knob, Abt pedals, floor mats, and door pins, Valentine 1 custom-installed radar detector

MOBILTRONICS:

Pioneer AVX-P7000CD monitor, Pioneer 840MP CD/MP3 player, Pioneer AVM-8000 R processor, Kicker IX2302 amp, two Kicker IX404 amps, MB Quart Q Line speakers, Reference Series RSC 213, two PWD 304s, and Audi adapters, two Sharp 7-inch monitors in rear headrests, two 5-inch Toshiba monitors in visors, Sony Playstation 2, video amp, Pro-Sony TV tuner

PROPS/SHOUT-OUTS/MAD LOVE:

Intrax, APR, Body Pros, AMS, A&A Autobody, Stoptech, Custom-Werks, UUC Motorwerks, DTM Autohaus, Split Second, Intro Forged, Celtik Snow, JP Engineering, MB Quart, Autosound Specialists, Casey at Commonwealth for installing everything except the body and stereo, and everyone else who made this car possible.