

Problem – Heel and toe in B5 A4/S4

I have been practicing heel-and-toe on the S4 for few years now with limited success. I thought that I was just really bad at it until I tried the technique on a Porsche Boxster S. Wow, what a difference! Within hours I was perfectly matching revs on every down-shift. Part of the problem with the S4 is how the engine responds to throttle input; combined with the lag, it is hard to match revs. But another problem is the factory pedal placement in the S4. The brake pedal is just too high and too far away from the gas pedal. I decided to address that.

Solution – AutoVation Pedals



These pedals offer:

- Gas pedal that is designed specifically for heel/toe shifting.
- "Anti-slip" Raised edges on all pedals designed to provide much greater grip than factory or other aftermarket pedals.
- CNC machined from aircraft quality aluminum.
- Foot rest and gas pedal are directly attached via screws.
- Brake and clutch pedal are attached via beveled bolts.
- Foot rest pedal normally not included in aftermarket pedal kits.
- No cheap "bracket" attachments. These pedals will not scratch up nice shoes if your foot gets behind them.
- Includes all mounting hardware instructions, and loctite.
- A4/S4 Logo is a free option - please add a note to your order if you would like the logo.

So how do they work?

Heel-and-toe is greatly improved over stock. I match my revs now on every down shift, and I am getting close to perfecting it. I am still better at it in the Boxster, but I had over a year of practice. I have been using these pedals in my S4 for over a week now, including one track event. Yes, these are a vast improvement over stock; they look good and fit well. They install in such a way that the gas pedal is higher than normal, and when combined with its extra width - heel-and-toe becomes possible. I recommend this product.