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Audi R8 Coupé | R8 Spyder

R8

 Audi R8 Coupé | R8 Spyder

 Audi Sport
performance cars





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The ability to develop future technology through motorsport success.

■ The Spa Six Hours 2012. The second leg of the FIA World Endurance Championship WEC. This impressive race debut for the Audi R18 ultra and the R18 e-tron quattro was an important milestone for Audi. We are particularly proud of this year's victorious R18 ultra, because as a high-tech racing car it is quite simply the embodiment of Audi ultra genes.

Audi ultra combines different technologies which make a vehicle lighter and more efficient. The body of the R18 ultra, for example, is a composite structure made of carbon fibre with an aluminium honeycomb core. The weight of its compact aluminium 3.7 litre V6 TDI engine was brought down by 25%. The number of cylinders and the engine displacement have also been reduced over the past few years – though power has been retained. This lighter engine received the “Race Engine of the Year 2011”* award from the specialist journal “Race Engine Technology”. The exhaust system has been converted to a single-pipe exhaust – saving both weight and components such as a second diesel particulate filter, for example.

The Audi R18 ultra is a demonstration of what is technologically feasible – a pioneer for the technologies you will find in many Audi standard production vehicles. For improved driving performance, reduced consumption and lower emissions.

*Race Tech Magazine, Issue 59, December 2011/January 2012.

The motivation to combine motorsport and standard production.

With the Audi R8 LMS we have put the R8 successfully back on the racing track. Since 2009 the teams have won 13 national and international titles as well as 129 races. In 2012 we celebrated a double victory at the 24 Hours race at the Nürburgring – one of the largest motorsport events in the world.

The same year, the R8 LMS ultra became heir to the successful GT3 sports car. Advanced engineering has produced doors made of carbon fibre reinforced plastic (CRP) in conjunction with highly energy absorbent new crash foams, which not only help to reduce the weight of the racing car but also to increase its safety. The suspension uses lighter gas filled shock absorbers among other features. A new front panel and optimised rear wing also guarantee improved aerodynamics, for example.

53% of the R8 LMS ultra parts are taken from the R8 V10 Coupé, including the Audi Space Frame (ASF®), the suspension and its V10 engine. Built in accordance with the GT3 regulation of the FIA, the R8 LMS ultra offers pure-bred racing technology, high performance and one thing above all: the basis for successful motorsport.

The programme from Audi race experience enables you to experience motor racing atmosphere with the R8 LMS ultra first hand – from individual training and acquiring a motorsport licence to participating in a race with a professional team.

For further information about this topic and your personal contacts for the Audi R8 LMS ultra, visit www.audi.com/r8lms and www.audi.com/driving





Audi R8 V10 plus Coupé 06

The desire
of wanting to improve
again and again.

What would be the result if we could make a super sports car even sportier? More powerful? Lighter? More fascinating? We have found the answer to these questions: with the Audi R8 V10 plus Coupé. The hot-blooded genes of the R8 and the innovative technologies of Audi ultra have produced a vehicle that has become breathtaking in the literal sense of the word.

R8

Audi R8 V10 plus Coupé



The Audi R8 V10 plus Coupé keeps what its name promises: thanks to its intelligent mix of materials and targeted use of less material makes light work of demonstrating pure sportiness. The numerous carbon fibre elements fitted as standard on both the interior and exterior are a visible expression of this principle. The result is the right material in the right quantity in the right place. You will feel this the very first time you accelerate the R8 V10 plus. Thanks to the increased engine power of 404 kW you will reach 100 km/h from standstill in only 3.5 seconds.*

* Value for R8 V 10 plus with S tronic.

The exterior of the Audi R8 V10 plus Coupé is particularly athletic. The characteristic sideblades and the rear diffuser are made of carbon.

The fuel consumption and CO₂ emission figures can be found from page 102 onwards.





The front also leaves no doubt as to the power behind the Audi R8 V10 plus Coupé. The low front spoiler is made of carbon, as are the exterior mirror housings. The standard ceramic brake¹ saves around twelve kilograms in weight compared with steel disc brake systems. And what makes the R8 V10 plus even more outstanding is the perceptibly more powerful engine. After all, less weight in conjunction with more power mainly means one thing even more agility. This is impressively clear from the power-to-weight ratio, which at 3.95 kg/kW² promises breathtaking driving pleasure.

¹ Please consult your Audi partner or national Audi website to find out more about the special features of the ceramic brake.

² Value for R8 V10 plus with S tronic.



The innovative strength
to build an impressive car
from a multitude of ideas.

■ Designing a really top-end sports car is one of the greatest challenges in car design. It is where technical precision and performance are stretched to the very limits of feasibility. In the new Audi R8 Coupé, our designers and developers have succeeded in creating a car which embodies our striving for automotive perfection and unusual design.

R8

Audi R8 Coupé



The desire to give free rein to power.

This car has racing genes. And you can feel them on the road. Like practically no other sports car, the Audi R8 Coupé offers the feeling of direct control over almost limitless power. Feel the irresistible acceleration: choose between a 4.2 l V8 FSI engine with 316 kW and the 5.2 l V10 FSI engine with 386 kW. Thanks to the mid-engine design, the engine weight is near the vertical axis, which ensures a balanced distribution of axle load. This results in neutral driving behaviour and outstanding road handling. The dry sump lubrication makes reliable oil supply possible at high lateral acceleration forces. In addition, the flat oil sump allows the engine to be installed lower, bringing the vehicle's centre of gravity closer to the ground.



■ Our solution for putting engine power on the road: quattro®. This permanent all-wheel drive has been given a heavy rear emphasis in the Audi R8 – in line with the vehicle's character. It works with a directly responding multi-plate clutch which distributes the torque variably between the front and rear axle. What's in it for you? Even more driving stability and more agile handling coupled with a dynamic driving style.

■ Impressive acceleration thanks to gear changes at lightning speed: the S tronic is now responsible for this in the Audi R8. The new 7-gear dual-clutch transmission changes gear with virtually no interruption in the power flow – which for you means irresistible dynamics. In the R8 V10 Coupé with S tronic, sprinting from 0 to 100 km/h takes just 3.6 seconds. Despite this, the transmission helps to reduce fuel consumption thanks to its high level of efficiency and large transmission-ratio spread.

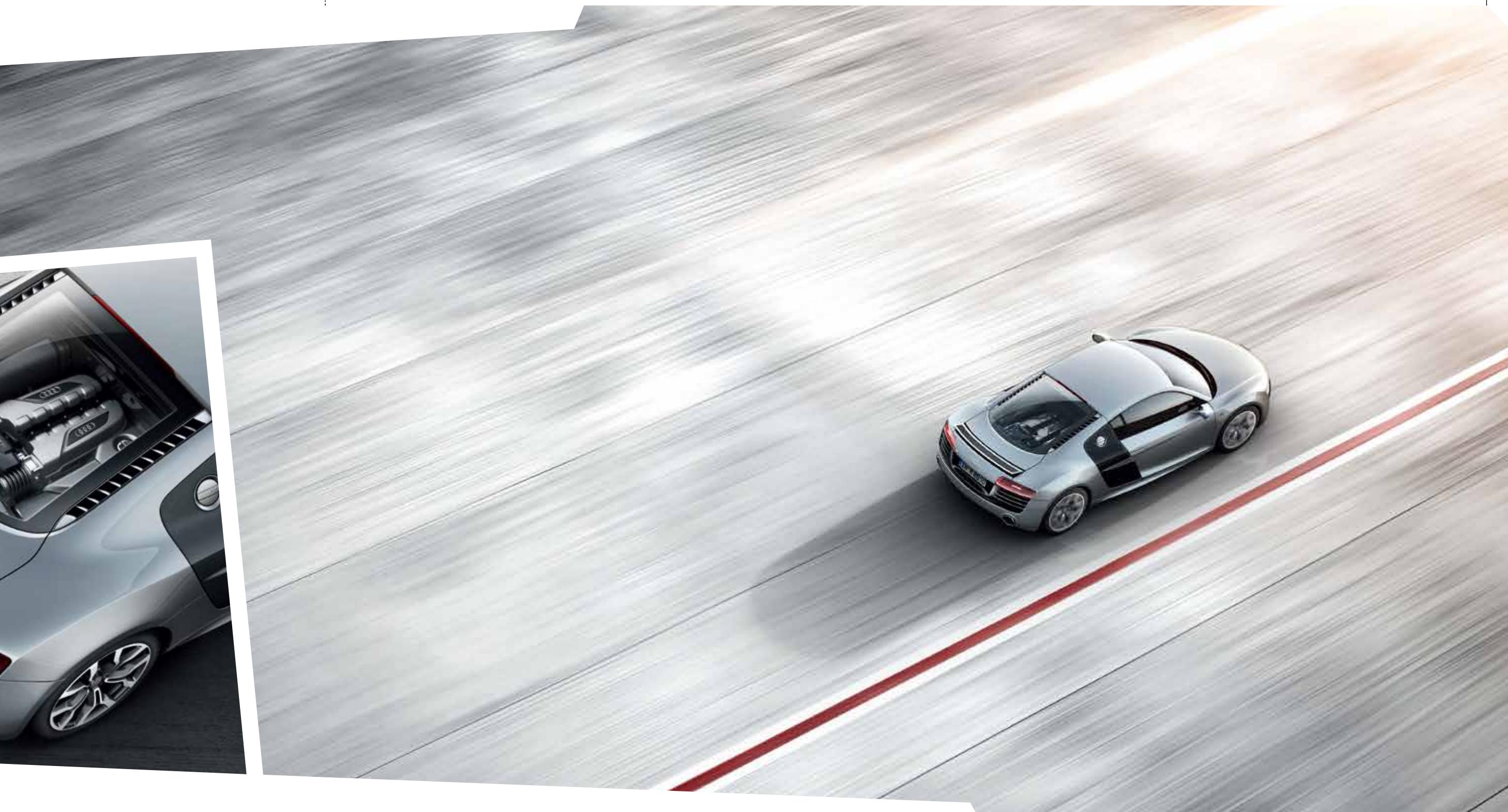


The urge to make athleticism both felt and seen.

The design of the Audi R8 Coupé makes a clear statement. Muscular, clearly structured side lines emphasise its origin – in motor racing. Its exciting stylistic line with the characteristic sideblades makes a promise of powerful, irresistible dynamics – which the car honours with aplomb.

These, together with the large air intakes and the slim, sporty Audi Singleframe leave you in no doubt: you are looking at a performance oriented sports car.

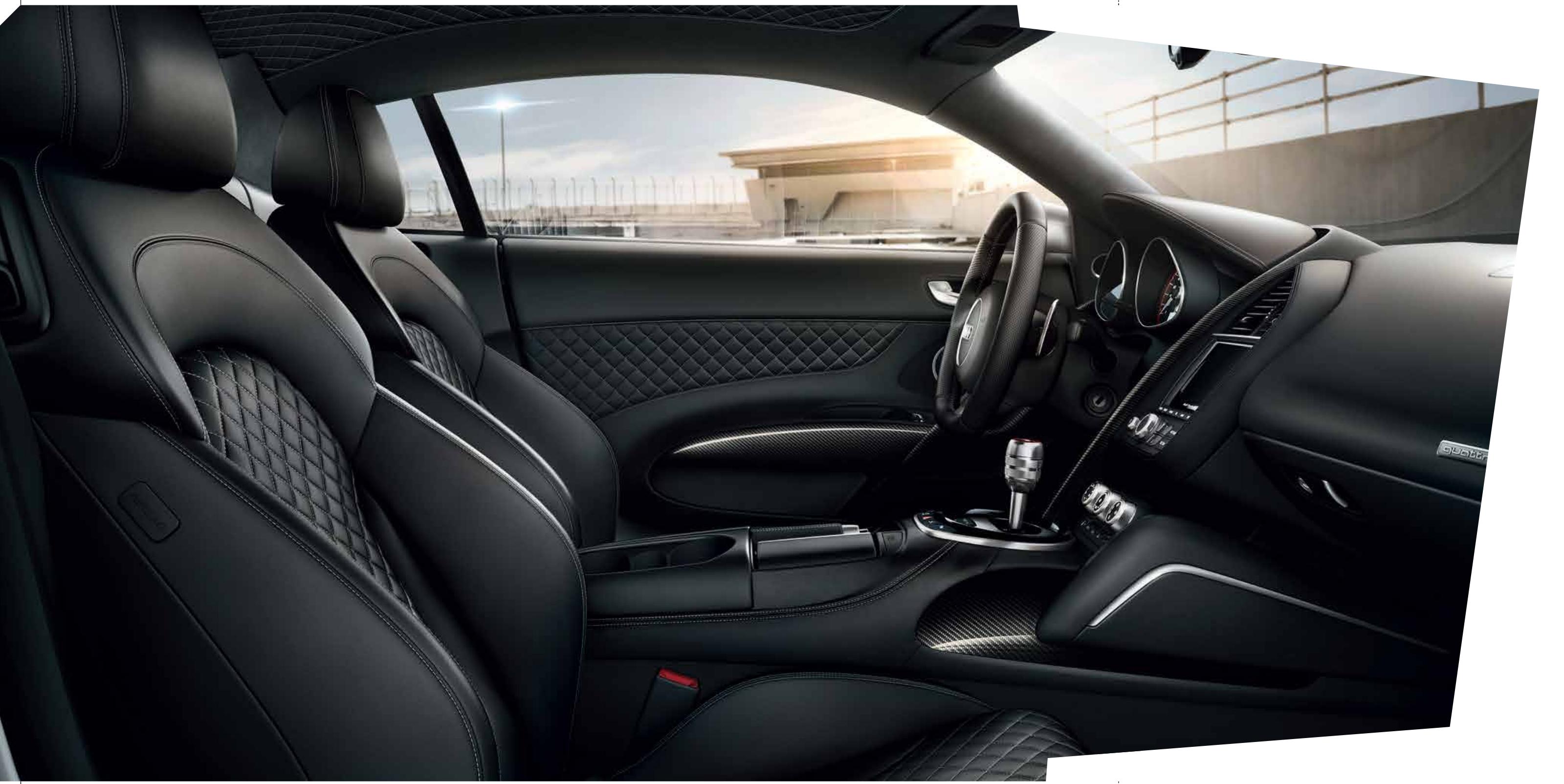
The LED headlights with static turning light and the LED rear lights give the R8 Coupé a striking appearance. Just like the mid-engine which presents itself confidently beneath the rear window. When the vehicle is at a standstill, the engine compartment lighting can put the engine on impressive display.





The skill to make motorsport atmosphere tangible.

The monoposto, optionally available in carbon, frames the cockpit and is a clear demonstration of the lightweight design behind the Audi R8. Clearly arranged and geared to the driver, the cockpit impresses you with its perfect ergonomics and almost intuitive operability. Like everything else in the R8, the optional R8 leather-covered multifunction sports steering wheel in 3-spoke design with a flattened steering wheel rim base and shift paddles radiates pure sportiness, as do the sports seats fitted as standard. It goes without saying that their finish is top quality. New highlights in high-gloss black as well as applications in aluminium look emphasise the high quality of the interior even further.



Visible and tangible exclusivity is promised by the optional fine Nappa full-leather upholstery and trim with diamond-patterned stitching in a contrasting colour, and this option is also available on request for the Alcantara headlining. Different storage possibilities, precise workmanship and a large choice of customising possibilities round off the exclusive ambience of the interior.

27 Audi R8 Coupé/Audi R8 Spyder





The wish to open up new perspectives even when closed.

Even more freedom. Get ready to meet an extraordinary car: Audi R8 Spyder, the open high-performance sports car. Powerful. Dynamic. Extrovert. A Spyder which fulfils expectations of performance and the high demands of the Audi brand: to build one of the most breathtaking vehicles of its class.



The extended fabric hood with fins emphasises the clearly structured body lines of the Audi R8 Spyder. It can be opened easily up to a speed of 50 km/h at the touch of a button – fully automatically in just 19 seconds. After being opened, the folded hood disappears into a flat storage compartment above the engine compartment, taking up a minimum of space. In addition to the hood compartment cover and the rear side panels made from particularly light carbon fibre, the use of the fabric hood also contributes to minimising the weight of the vehicle.





The interior of the R8-typical monoposto look ensures a classic motor racing feeling even in the Spyder. Ergonomically shaped sport seats with high-quality seat upholstery offer outstanding lateral support.

The heated rear window can be lowered electrically and also serves as a wind deflector when the hood is open. The Bang & Olufsen Sound System (Standard on V10) always provides excellent sound quality, no matter whether you enjoy the R8 Spyder open or closed.

The monoposto-look cockpit is reminiscent of the typical shape of a cockpit for racing cars. The R8 leather-covered multifunction sports steering wheel with newly designed shift paddles (Standard on V10) is extremely good to grip, especially during sporty driving.



The talent to make every second unique.

■ Pure aesthetics: The Audi R8 Spyder owes its special elegance to the powerfully defined vehicle body and extended side air inlets. The 5.2 litre mid-engine puts 386 kW of power at your disposal and accelerates the car from 0 to 100 km/h in just 3.8 seconds*. It will even take you to a top speed of 311 km/h*, should you wish to do so.

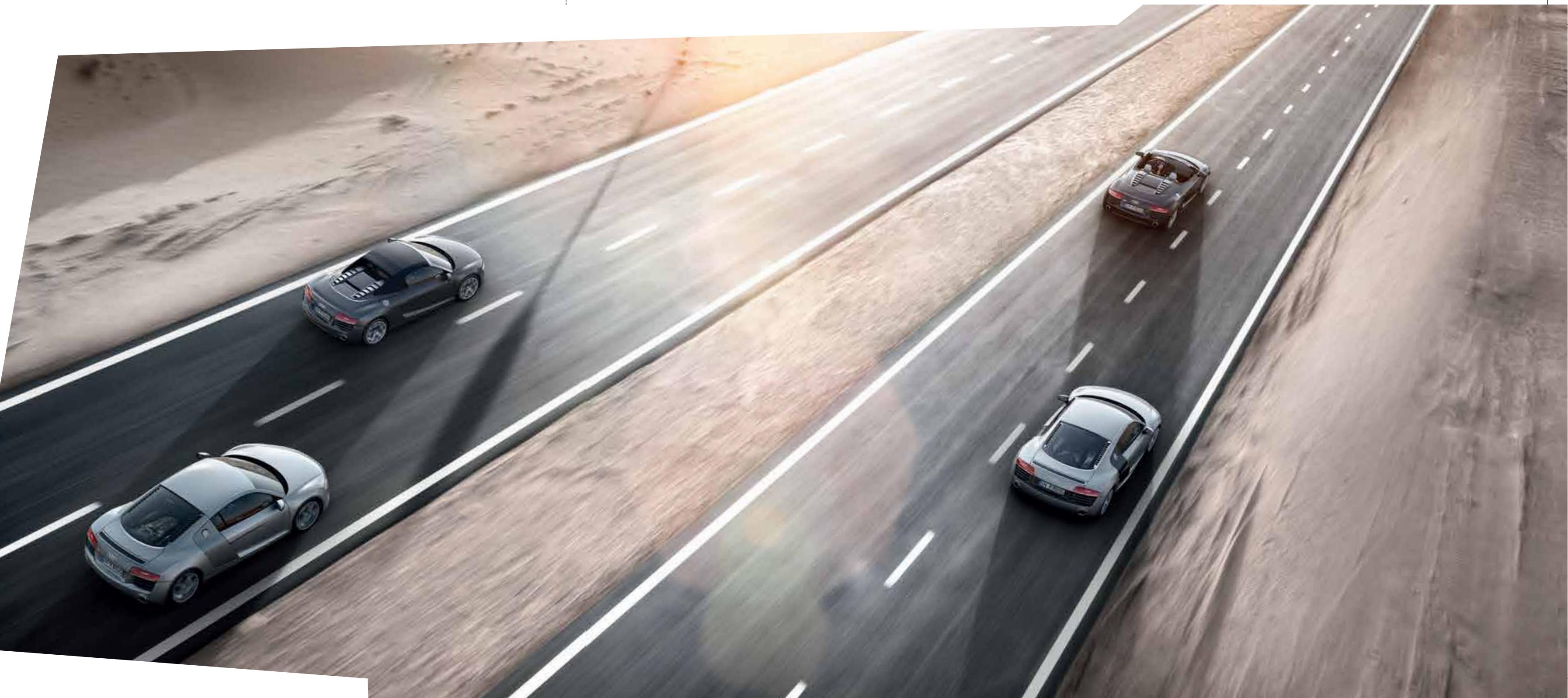
* Value for R8 V10 Spyder with S tronic.





The newly designed exhaust system with round tailpipes is the perfect way to round off this high-performance vehicle. It produces a striking engine sound and makes the R8 Spyder unmistakable.

The Audi R8 Coupé. The Audi R8 Spyder. Two characters, one unique vehicle. Resulting from the ability of coming up with surprises again and again. From the skill of creating a special driving experience from a multitude of materials and impressive technology. And last but not least from the wish of turning every trip into an experience. See for yourself.



Audi ultra: Every gram less extends the lead.

Multi-material designs.

From the very beginning, Audi took care to build its vehicles in such a way that resources were used as sparingly as possible. Vehicle design was completely revolutionised in 1994 when Audi launched its A8, the first mass-produced model with a body made completely of aluminium. This material is still serving us well today, because it is significantly lighter than steel.

However, the development of lightweight automotive engineering is by no means over. Within the context of Audi ultra we are also working with innovative materials such as carbon fibre reinforced plastic (CRP) which is used in different areas of the vehicle. This illustrates a further Audi ultra principle: we are concentrating on the overall concept instead of on individual components, and on

a range of materials instead of on only one. This flexible approach gives us the freedom to build vehicles that offer one thing above all: a unique driving experience.

A new development and production chain is born with every material: the use of a new material demands different processing, new connection technologies, service and repair possibilities. At the same time, however, it provides designers and engineers with the opportunity of developing new skills.

The principle is straightforward: the lighter the body, the better the power-to-weight ratio and thus the car's performance. In addition, Audi uses an innovative multi-material design which brings this theoretical principle to life.



Mg

magnesium

12



C

carbon

6

Al

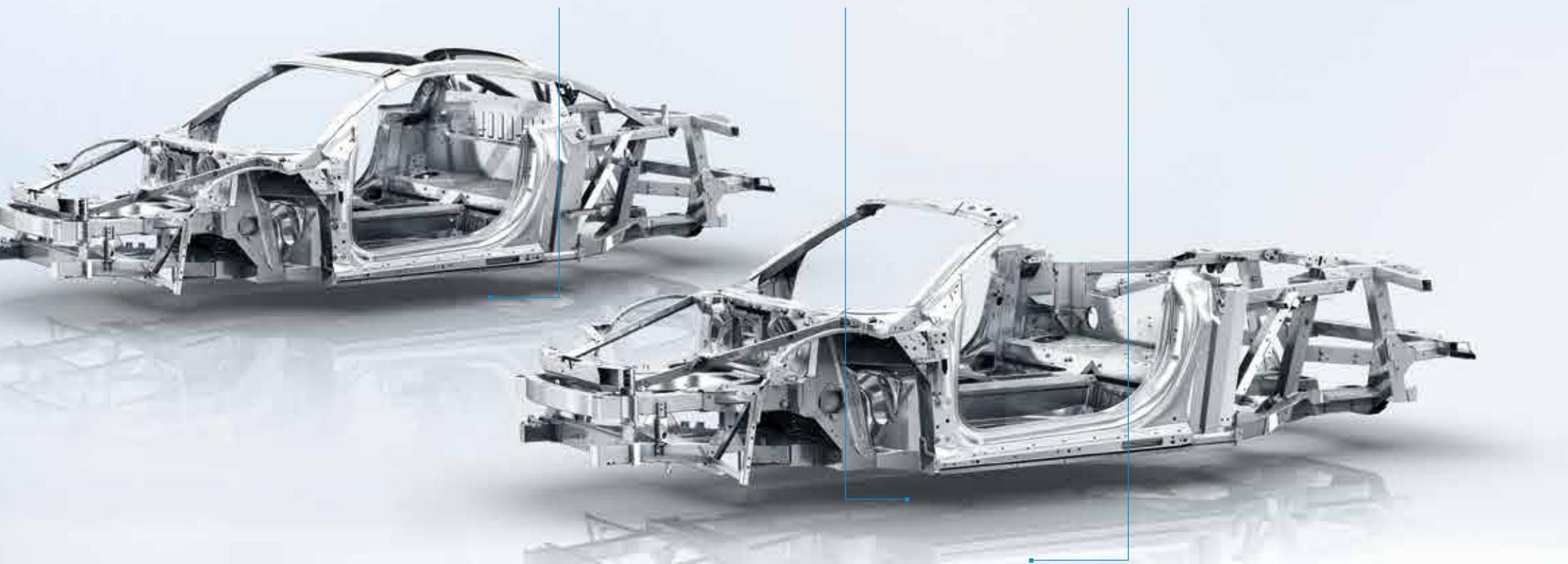
aluminium

13

Aluminium panels: They supplement the structure formed by the castings and the profiles and increase overall body rigidity with transition points optimised for force flow, simultaneously combined with superb individual part performance. Thanks to heat treated alloys, they unite ideal function with low weight. The correct choice of joining technology also plays a key role here. Only if this is right will the individual parts be integrated into the ASF to form part of the structure and thereby perform a load-bearing function.

Cast aluminium components: Structural castings provide a high degree of design freedom and function integration. Variable wall thicknesses, flexible shaping and ribbing optimised for the flow of forces ensure that material is only used where it is actually needed. The development of high-strength structural castings establishes the basis for superb integration of extruded aluminium sections into the ASF structure.

Extruded aluminium sections: Thanks to variable wall thicknesses, profiled cross sections and the use of high-strength alloys, extruded profiles enable a particularly rigid vehicle body to be achieved. They also facilitate excellent energy absorption in the deformation zones. They reveal their full potential in the optimum integration of the castings to form part of the structure, thereby enabling the high performance of the ASF structure.



* For more information on the "European Inventor of the Year" visit www.epo.org/news-issues/european-inventor/finalists/2008/enning.html

Audi ultra:

Audi Space Frame (ASF®).

Audi ultra is the innovative lightweight technology from Audi. One convincing example of this technology is the Audi Space Frame (ASF), a highstrength aluminium frame structure. The body of the Audi R8 Coupé, for example, is made up of different components. 69% are extruded sections, 8% vacuum cast nodes and 23% light aluminium panels. This distribution of semi-finished goods contributes to the high-quality lightweight design of the R8 body – the ratio of weight to size and rigidity – being the very embodiment of "Vorsprung durch Technik".

Aluminium is a lightweight material that offers greater freedom of design for cast parts and extruded sections than steel, and components made from it are noted for their high rigidity. One area that does pose a challenge, however, is processing, where extremely exacting demands have to be met. The sheer number of patents in this field, now running into 3 figures, is clear evidence of our expertise. And others have recognised it too. In 2008, the European Patent Office honoured the achievements of the ASF inventors by naming Audi "European Inventor of the Year"*. The development of special welding methods was just one challenge of many which were successfully overcome in the process. Consequently, we are still evolving our Audi ultra lightweight construction technology. In addition to the lightweight design related to

specific material savings without lowering the standard of comfort and vehicle safety, the Audi R8 also uses especially light carbon fibre reinforced plastic (CRP) in addition to the main material aluminium. Seven strands of carbon fibre put together are only as thick as a human hair. The finished CRP component is more stable than traditional materials – and lighter. This is why the hood compartment cover and side body panels are made of CRP, for example. What this means for you is a high degree of safety, greater performance and improved handling.

Interior: optional carbon fibre elements set the tone of the high-quality cockpit.

Hood compartment cover: the high level of design freedom permitted by CRP is particularly evident in this complex element.

Side panel: the finished CRP part consists of up to 10 layers and is considerably lighter than a comparable metal part.



Audi ultra: Aerodynamics.

A vehicle's energy consumption depends on numerous factors. No less than 11% is influenced by the aerodynamics. This is why Audi has had one of the most modern wind tunnel centres in the world for years, and works constantly on optimising every model in terms of its drag. A turbine with a diameter of 4 metres and drive power of 2.6 MW blows air through the wind tunnel at up to 300 km/h.

The smoothed shapes of the Audi R8 also had to undergo numerous tests. Before the vehicle was ready for series production, it was analysed and

improved for more than 1,000 hours in the wind tunnel. On the one hand in order to achieve low drag for a high final speed and moderate consumption values, on the other to produce the downforce necessary for good handling and improved driving stability at high speeds. The front spoiler, the extendable rear spoiler and the fully lined underbody were consequently also designed to increase contact pressure.



Your Audi also bears our mark of special efficiency.

Breathtaking sportiness is not only based on power but on efficiency too. Which is why we have equipped the Audi R8 with a range of progressive technologies.

One example is the engine. Thanks to the direct fuel injection technology FSI® higher cylinder charges and compression ratios can be achieved. The result is more output and torque with lower fuel consumption.

The 7-speed dual-clutch transmission uses the benefits of the high-torque V8 and V10 engines. In addition to the good efficiency, the large transmission-ratio spread allows both a sporty short ratio for the first gear as well as an engine speed-reducing long phase for the last gear.

The standard recuperation system, the economical LED technology and the brake system with the innovative wave discs

guarantee even more efficiency. The wave-shaped contour of the friction rings and the brake disc chambers made of aluminium lead to further weight savings.

You see, the Audi R8 models feature a whole range of technologies that will make your journey not only more dynamic but more efficient, too. Find out more on the next few pages.





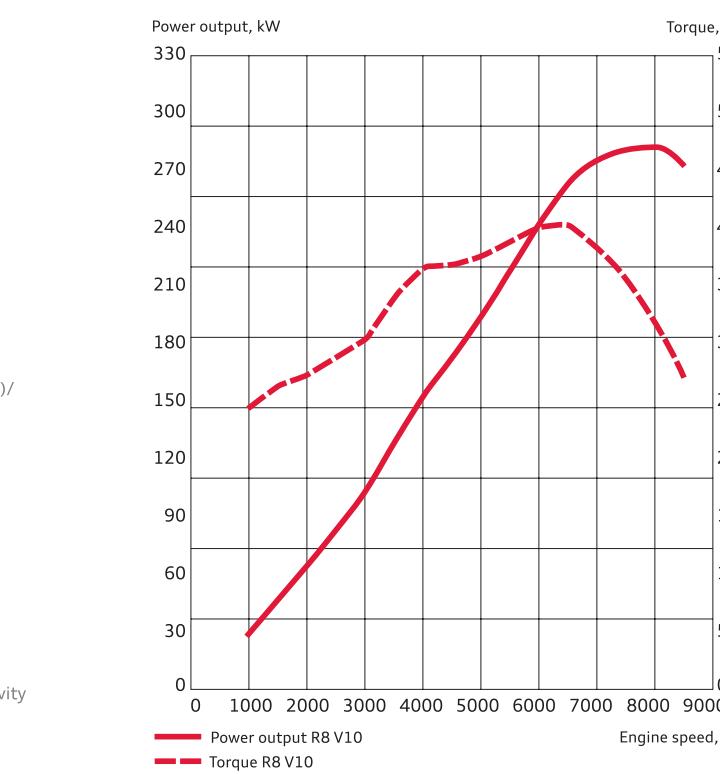
51 V10 FSI

What is the quickest way
to say performance?

HRC.



- V10 engine with 5,204 cm³ of displacement
- Maximum power of 386 kW at 8,000 rpm (R8 V10)/
- Maximum torque of 530 Nm at 6,500 rpm (R8 V10)/
- Specific power output 74.2 kW/l displacement (R8 V10)/
- FSI direct fuel injection with up to 120 bar (R8 V10)
- A high compression ratio of 12.5: 1 (R8 V10)
- Dry sump lubrication
- Wide cylinder angle of 90 degrees for low centre of gravity



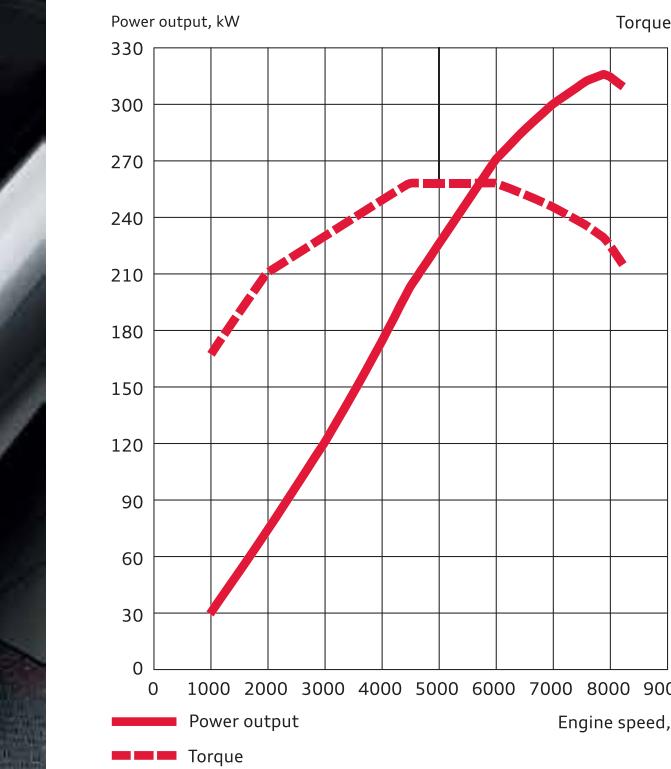
High-rev concept (HRC). The meaning behind this technical term is pure driving enjoyment derived directly from motorsport. The high-rev concept in the V8 and V10 mid-engines of the Audi R8 works according to a simple principle.

An increased number of combustion processes in the cylinders creates more power and therefore a greater power yield. With 3.6 seconds for the sprint from 0 to 100 km/h and a maximum speed of 314 km/h, the R8 V10 Coupé also achieves impressive values. The R8 V10 Spyder needs 3.8 seconds for the same performance.*

The resulting vibrational and thermal stresses are restrained by the compact, high-strength design of the lightweight aluminium engines. In conjunction with the dry sump lubrication used in motorsport, high lateral acceleration forces are also possible. Instead of a conventional deep oil sump, a flat sump, an oil pump module and a separate oil tank ensure that the oil supply to the engine is even, so that you can fully enjoy every second of the torque and agility of the Audi R8.

* All the values were determined in conjunction with S tronic.

The FSI® principle: continue where others stop.



V8 engine with 4,163 cm³ of displacement

Maximum power of 316 kW at 7,900 rpm

Maximum torque of 430 Nm at 4,500–6,000 rpm

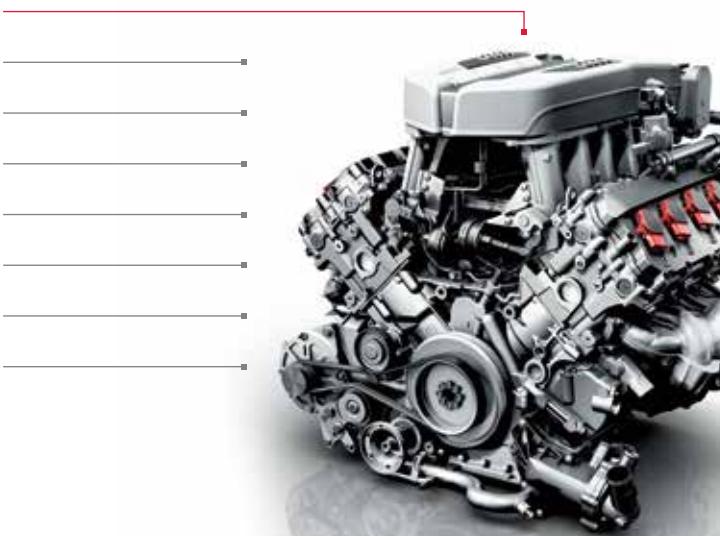
Specific power output of 75.9 kW/l displacement

FSI direct fuel injection with up to 120 bar

A high compression ratio of 12.5 : 1

Dry sump lubrication

Wide cylinder angle of 90 degrees for low centre of gravity



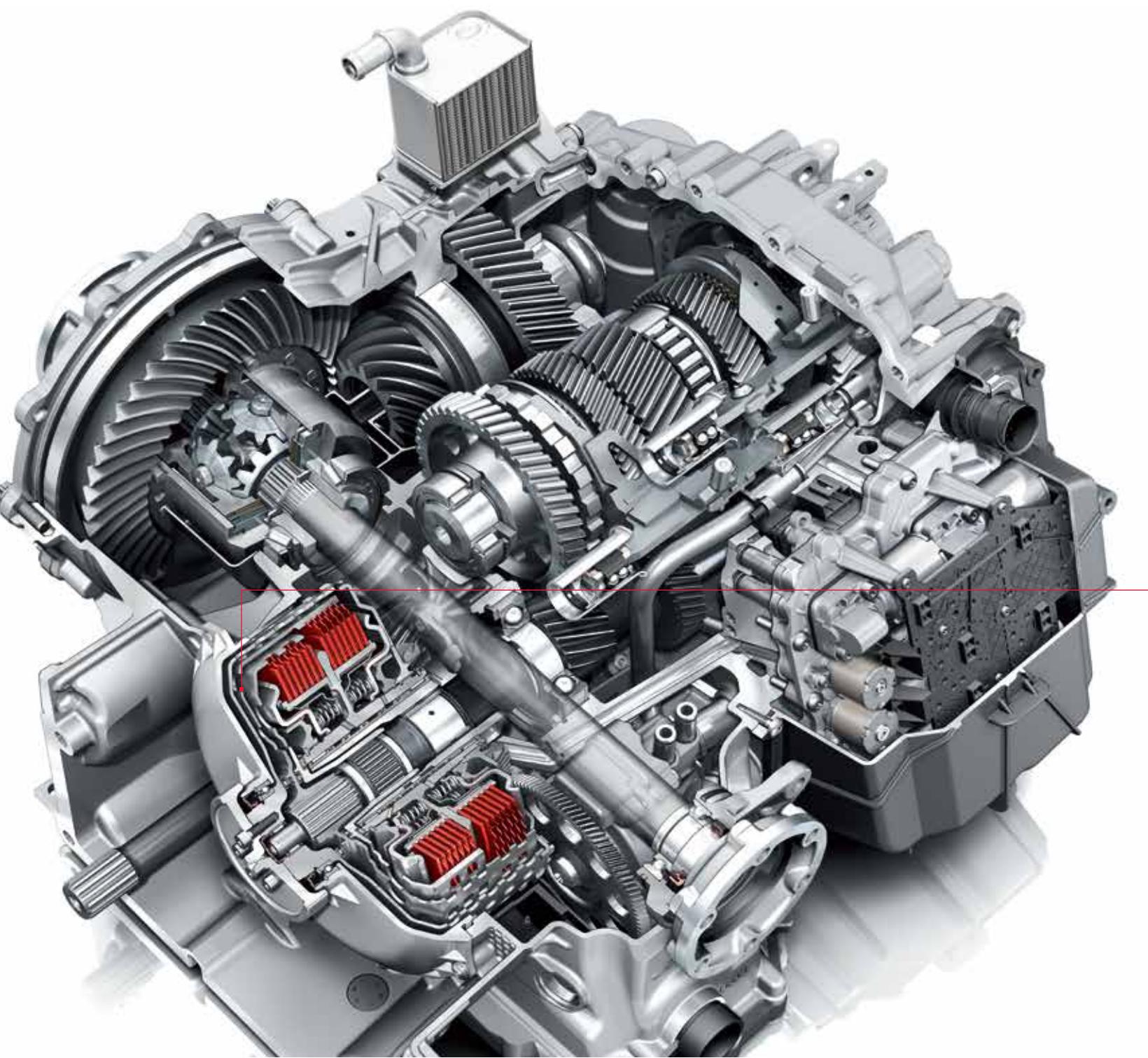
In addition to the high-rev concept (HRC), this is the second component for the irresistible forward movement of the R8 models: FSI. This direct fuel injection technology, which we have also brought from the racing track to the road, works in all engine variants.

The FSI technology directly injects the fuel into the combustion chamber where it is highly compressed. This produces a very even fuel/air mixture, leading to particularly efficient combustion and therefore to a better power delivery and power yield.

The V8 power unit in the Audi R8 reaches its maximum torque of 430 Nm between 4,500 and 6,000 rpm with 90% of the power already being available at an even wider engine speed range between 3,500 and 7,500 rpm. This spontaneity lets the R8 V8 Coupé spurt from 0 to 100 km/h in just 4.3*. Moreover, the mid-engine sports car design means that the mass of the vehicle is concentrated close to its centre of gravity, for very good distribution of axle load and a balanced driving performance. The performance of the engines with their spontaneous responsiveness, the even power delivery and enormous speed

willingness is accentuated by a powerful sound backdrop that will thrill you over the entire rev range.

* All the values were determined in conjunction with S tronic.



What is the benefit of two clutches?

A double saving: time and energy.

A high-performance vehicle needs an adequate transmission. Which is why a dual-clutch transmission was developed especially for the Audi R8 vehicle concept which stands out through fast gear changes and a high degree of efficiency.

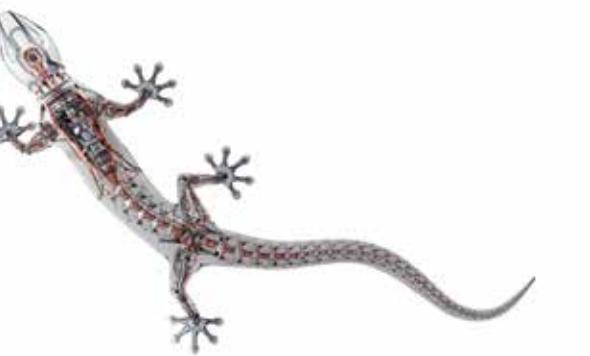
The 7-speed S tronic is divided into 2 transmission parts with one wet multi-plate clutch each. These are both permanently active, but only one of them is actually connected to the engine. For example, if the vehicle is accelerating in third gear, then the second part of the transmission is already engaged

in fourth gear. The gear change happens through the change of power-transmitting clutch – the first clutch opens whilst the second one closes. The gear change only lasts a few hundredths of a second and is completed with almost no interruption in the power flow. So quickly and smoothly that it is hardly perceptible.

You can choose whether you want to change gear yourself in manual mode or leave it up to the transmission in automatic mode. All you need to do is briefly touch the shift paddles on the steering

wheel or the selector lever on the centre console. In addition, you can activate the sports program via a button on the gear shifting gate and intensify the driving experience even further in both modes by means of special tuning measures.

Even with all of this dynamic technology, the level of efficiency contribute to reducing both fuel consumption and emissions. S tronic still remains efficient.



Why only use two wheels when a car has four?

The quattro® permanent all-wheel drive.

Those who know Audi know quattro. And once you have driven with quattro, you do not want to drive with anything else. Why? Because this drive system brings motorsport to the road in such an impressive way.

quattro is a permanent all-wheel drive. To prevent spinning of the wheels of one axle the drive force is transferred to the other axle. In the Audi R8, this is

achieved by a directly responding multi-plate clutch with optimised control which allows for a variable distribution of the torque between the front and rear axle.

Due to the mid-engine, the quattro in the R8 has been designed with a rear emphasis. The transmission has been placed behind the transversely

mounted engine and has a power take-off which transmits the power to the front axis. This is where the Visco clutch distributes the torque. In the basic design of the drive train, about 15% of the power reaches the front wheels and 85% the rear wheels;

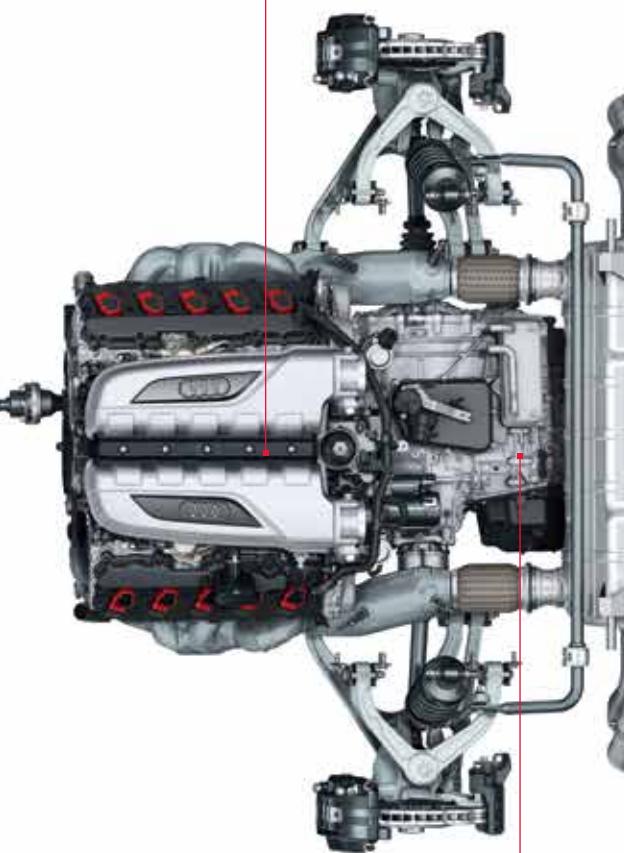
if needed, up to 30% is immediately directed to the front. A differential lock on the rear axle further increases the dynamics. If one wheel of an

axle spins, it is braked by the Electronic Differential Lock (EDL).

And also in the R8, quattro provides the features which have been Audi characteristics for a long time: excellent grip, almost non-slip acceleration, increased handling, improved directional stability – and of course a plus in driving enjoyment.



In the Audi R8 a mid-engine is combined with the proven quattro technology. This allows the engine power of the R8 to be distributed to all four wheels as required. The permanent all-wheel drive thereby assists active safety, traction and driving dynamics. This means more agile handling and an even more dynamic driving experience on virtually all road surfaces.



The S tronic 7-speed dual-clutch transmission is controlled by shift-by-wire technology and allows very short gearshift times. S tronic can be operated by using either the gear lever on the centre console or the shift paddles on the steering wheel. Alternatively, you can opt for the automatic mode. And in addition, S tronic offers a sport mode.



The heart of the shock absorber is a piston with a magnetic coil. The shock absorber oil flows through the piston and is influenced by a variable magnetic field. If the flow resistance increases, the damping forces also increase. This occurs by aligning the iron particles contained within the oil with the lines of the magnetic field.

Our vehicles are often acknowledged to have magnetic appeal.

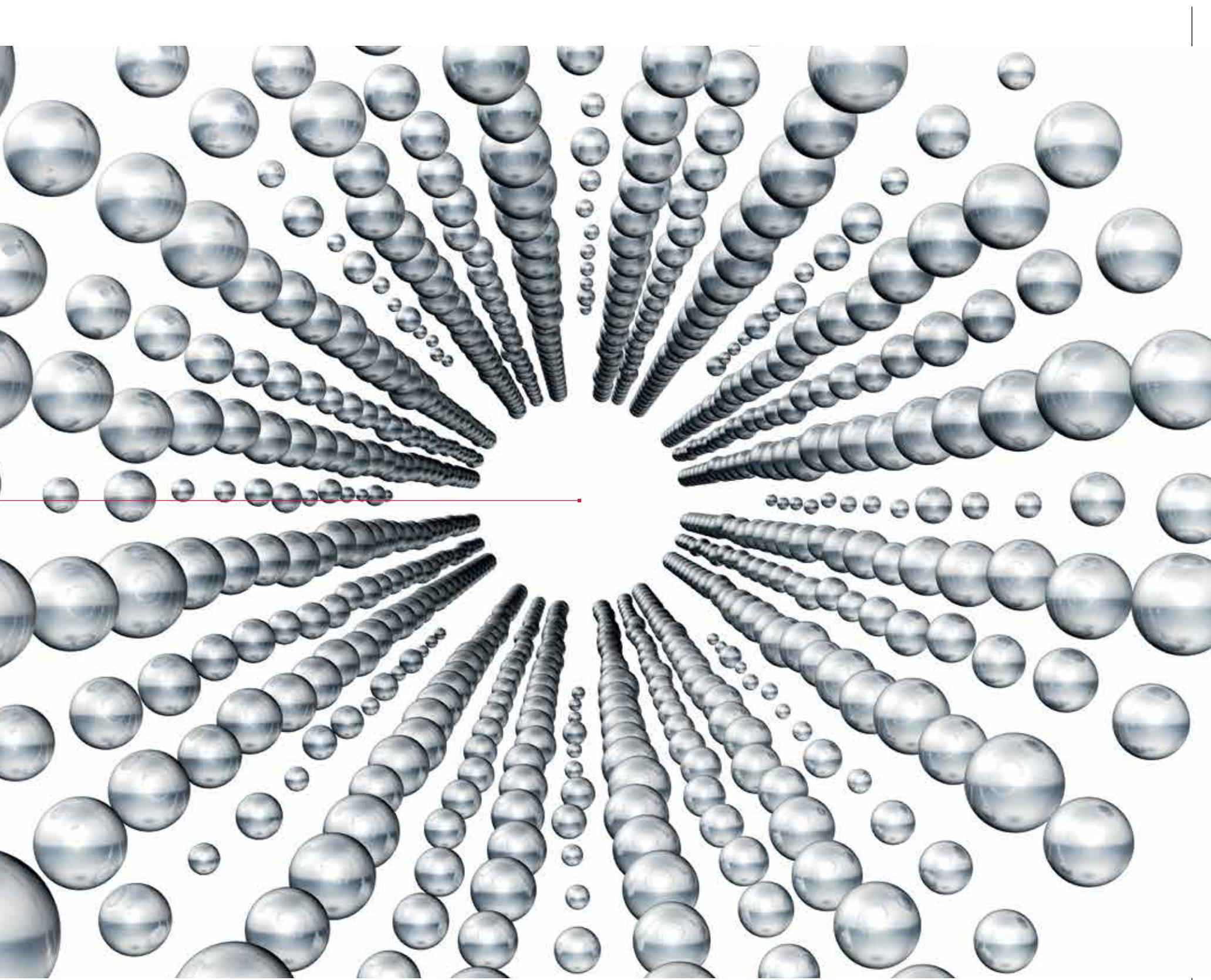
We use that for the suspension.

The optional adaptive shock absorber system Audi magnetic ride is a very special way of moving both sportily and in comfort. The system adjusts the stiffness of the shock absorbers to the respective road conditions.

Instead of conventional damper oil, Audi magnetic ride uses a special fluid whose viscosity can be changed by an electromagnetic field. Tiny magnetic

particles contained in the oil are aligned against the direction of movement of the shock absorber. As a result, the damping force is increased according to the magnitude of the magnetic field. Wheel travel sensors and other systems such as steering and ESC supply the Audi magnetic ride control unit with information about the prevailing driving situation, influencing the damping level in fractions of a second.

The driver can choose between 2 basic settings. In the normal mode, the Audi magnetic ride is a comfortable sports suspension which enables relaxed driving even on long journeys. In the sports mode, the suspension transmits direct feedback from the road; the vehicle reacts with even more agility.



<300 °C

Conventional light bulbs reach temperatures of up to 300 °C.
Due to their sophisticated technology, LED lights are somewhat more sensitive and should not get hotter than 150 °C. In theory, then, LED headlights would need an additional cooling system to be able to work. To avoid spoiling the good low-energy credentials of the LED headlights, a fan is used instead, which directs heat away from the LED chips and also has an additional benefit. The high operating temperature of standard bulbs means that they can defrost the headlights, which LEDs cannot. The fan, however, directs warm air from the LED chips directly to the headlight lens and thus defrosts them and prevents them from misting up.

About lights
LED headlights



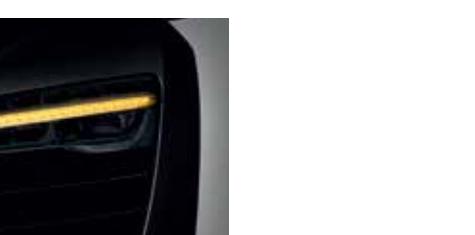
Daytime running lights

Low beam comprising 6 LEDs plus low beam spotlight

Static turning light



High beam



Indicator

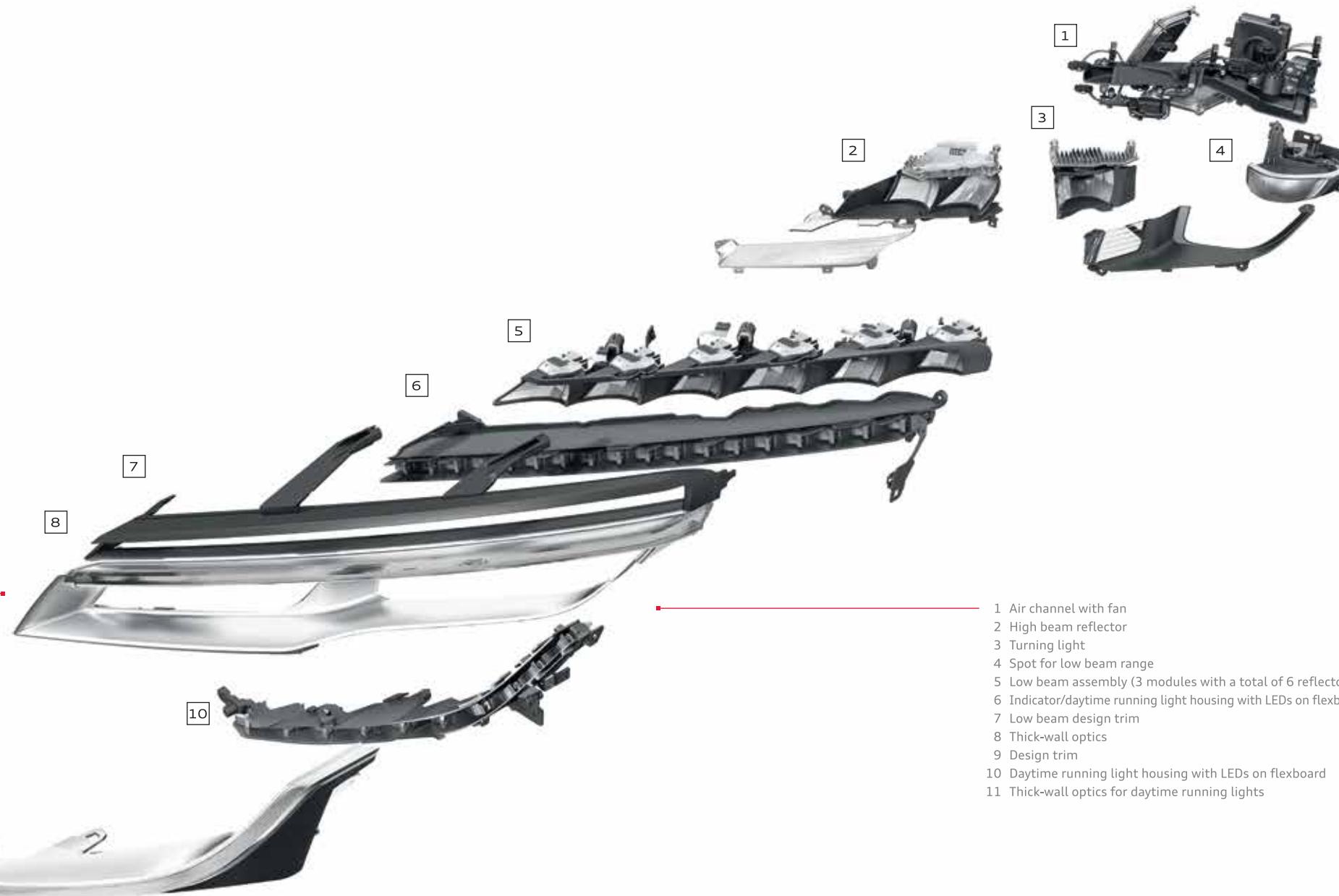
Unmistakeable by day or night:

the Audi R8 with LED headlights and static turning light.

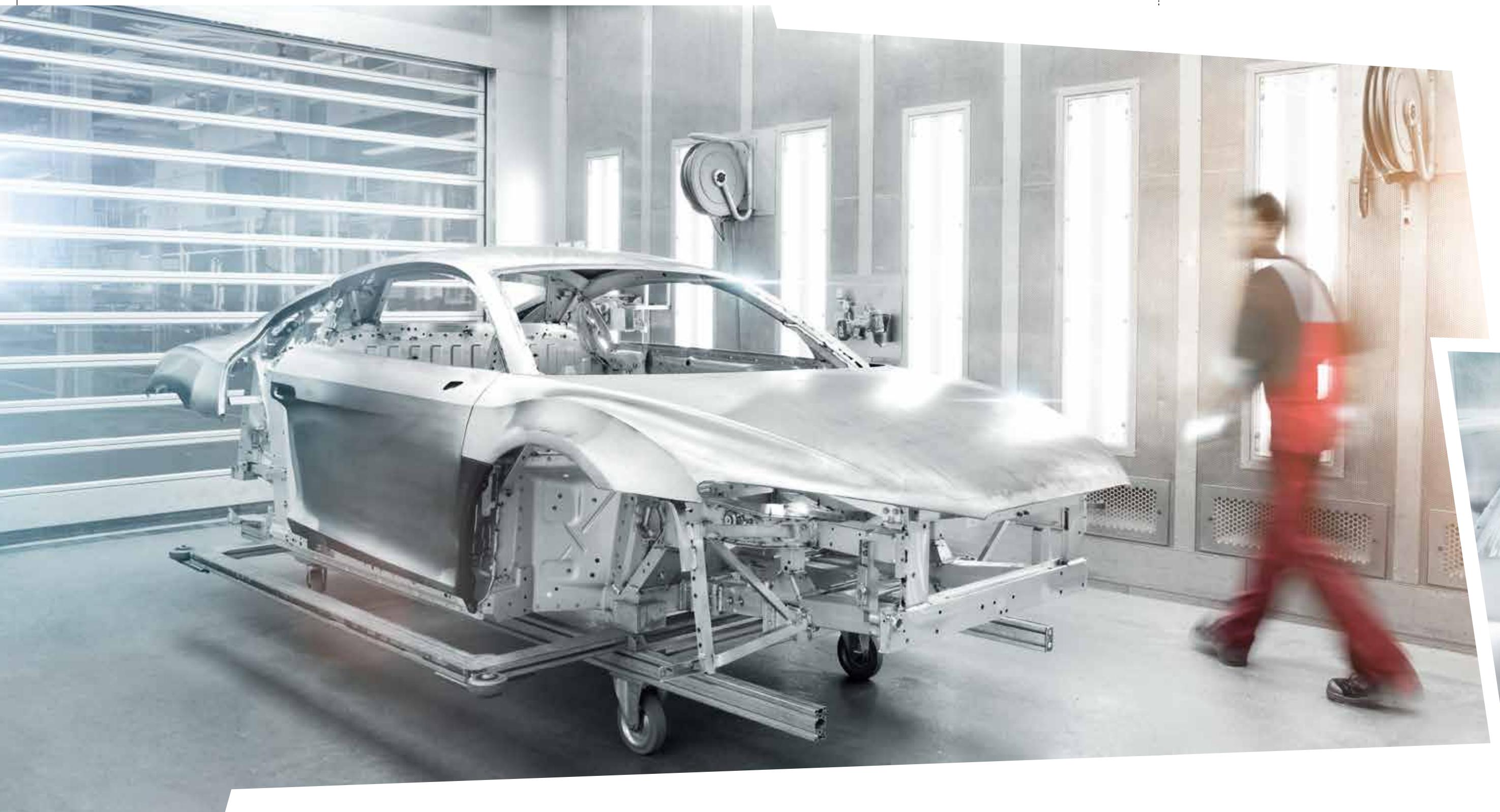
The new headlight design makes the Audi R8 more easily recognisable – by day or night. This is mainly due to characteristic appearance of the daytime running light strip which surrounds and emphasises the apparently floating low beam lens. The 6 LED arrays in the reflector chambers shine together with the additional spotlight to illuminate the road evenly with the bright, pleasant light colour typical of LED lights. The indicator is integrated in the upper daytime running light as a clearly defined line.

In addition, the Audi R8 now has a static turning light which, depending on the specified steering angle, is activated automatically at speeds of up to 70 km/h or at speeds of up to 40 km/h with the indicator switched on to illuminate the course of the road more brightly. In addition to the headlights, the rear lights also use LED technology. Here, an LED rear light strip surrounds the newly designed interior of the light unit. This contains the brake light comprising 24 LEDs and the

reversing light which also uses LED technology. The indicator comprises 30 LEDs and is located at the lower edge of the rear lights, where it makes dynamic direction indication possible for the first time. The intended change in direction is indicated by the LEDs in 7 switched units, drawing more attention from following vehicles.



- 1 Air channel with fan
- 2 High beam reflector
- 3 Turning light
- 4 Spot for low beam range
- 5 Low beam assembly (3 modules with a total of 6 reflectors)
- 6 Indicator/daytime running light housing with LEDs on flexboard
- 7 Low beam design trim
- 8 Thick-wall optics
- 9 Design trim
- 10 Daytime running light housing with LEDs on flexboard
- 11 Thick-wall optics for daytime running lights



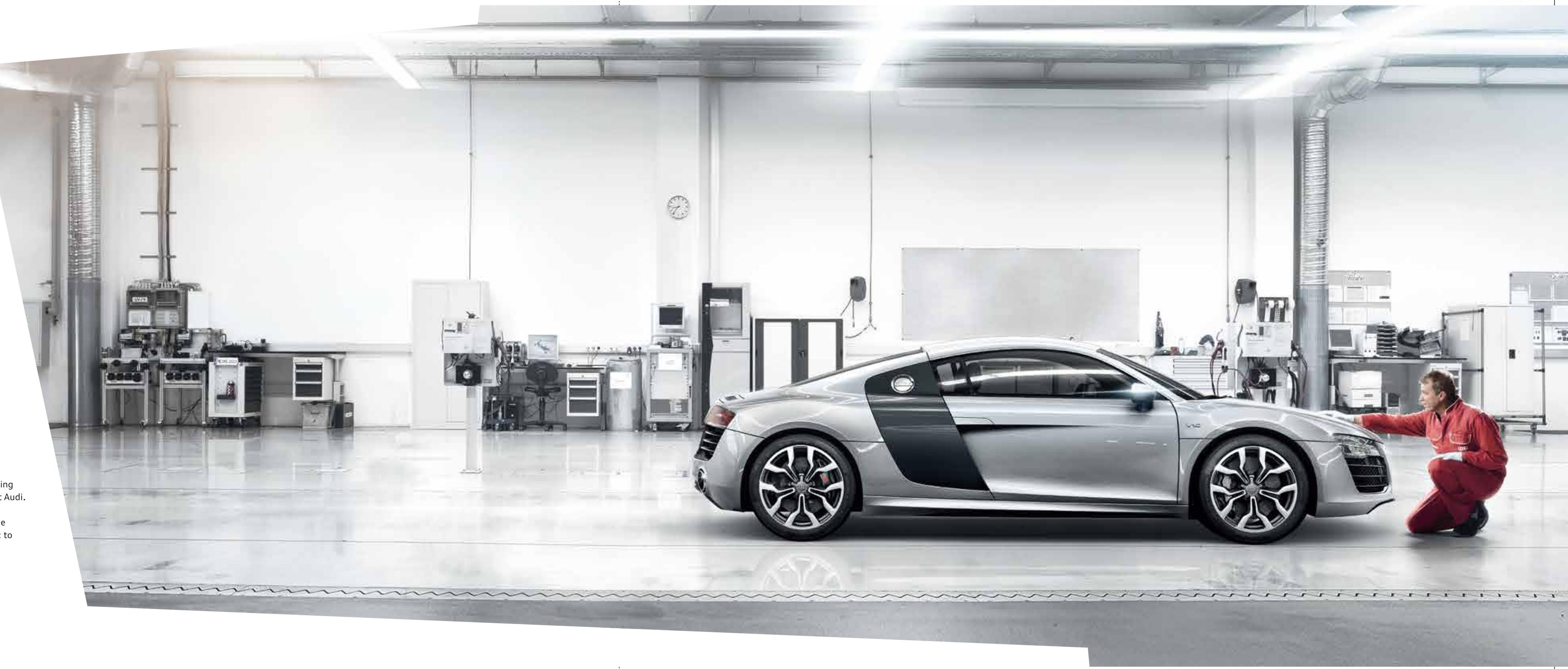
The implication of relying on craftsmanship.

To create an exceptional car you need a very special tool: the human hand. Unlike in large-scale productions with fully automated processes, the production of the Audi R8 is a pure manufacture. For example, the 99 metres of weld seam of the bodyshell is mostly manually created. Small, highly qualified teams give the super sports car its unique shape within 72 hours – everything from assembling the body to putting the finishing touches by slowly sanding the surface until it complies with stringent Audi requirements. After this, the most experienced employees assemble the R8 at 22 coordinated stations almost exclusively by hand. Due to the numerous equipment variants and customising possibilities hardly any combination is created twice.

Each Audi R8 is unique and therefore bears a very personal style.



After completion, each car undergoes demanding quality control, because precision is top priority at Audi. From the detection of surface unevenness and checking of the extremely narrow clearances to the detailed road driving test – we only have one goal: to create an absolutely exceptional vehicle together.





It is the equipment that turns an Audi into your Audi.

Audi exclusive

Exclusivity does not know the meaning of the word compromise. But it is familiar with endless variety.

Each year Audi sells hundreds of thousands of vehicles. Yet they only sell yours once. How is that possible?
With a quattro® GmbH service that makes your Audi unmistakeable: Audi exclusive.

Combine selected décors, coloured leather and a customised paint finish from the large selection of colours
available from Audi exclusive to suit your personal wishes. Your unique vehicle will be the result.

Your Audi partner and the Audi exclusive Studio of the Audi Forum Neckarsulm await your wishes.



R8 V10 Spyder in Audi exclusive customised paint finish quartz grey, metallic. Upholstery and trim: leather upholstery and trim (package 2) in Audi exclusive fine Nappa leather in classic red and black with stitching in cloud grey, inlays painted in Audi exclusive body colour



R8 V10 Coupé in Audi exclusive customised paint finish Casablanca with sideblades in Audi exclusive saddle brown, pearl effect, and forged aluminium wheels in 5-twin-spoke design, high-gloss polished



Upholstery and trim: leather upholstery and trim (package 2) in Audi exclusive fine Nappa leather in alabaster white and chestnut brown with stitching in alabaster white, inlays in Audi exclusive leather in alabaster white

Tailor-made for your tailor-made vehicle – the R8 luggage set.

The R8 luggage set makes optimum use of the space in the R8 and is tailored to your requirements. This set of cases is hand-made in Germany from finest cowhide. It is available in black or in an individual choice of colour from the Audi exclusive range and has R8 embossing. The handle recesses of the cases are made from real carbon. Colour-contrasting stitching and matching lining made from superior textile fibre Nardia turn the luggage items into unique elements.



The R8 luggage set in finest cowhide in alabaster white with contrasting stitching in chestnut brown. Individually hand-made in every leather colour available for the seats



Tailor-made for the rear parcel shelf in the R8 Coupé: the 2-piece luggage set for the interior



The luggage set makes optimum use of the space underneath the bonnet of the Audi R8.

* Optional

R8 luggage sets*

Product descriptions:

Suitcase

leather handle with real carbon inlay, all-round metal zip, flat front pocket with concealed zipped compartment; 2 interior leather straps, Nardia lining; dimensions: height 37 cm, width 45 cm, depth 17 cm

Briefcase

leather handle with real carbon inlay, all-round metal zip, flat front pocket with concealed zipped compartment; inner compartments for laptop, mobile phone, organiser business cards and pens, Nardia lining; dimensions: height 37 cm, width 45 cm, depth 17 cm

Clothes bag

leather clothes bag, folded twice with all-round zip, front pocket, leather handle and detachable shoulder strap, net compartments on the inside, 2 zipped compartments, 2 fastening straps, Nardia lining; holder for 2 regular clothes hangers; dimensions: height 40 cm, width 57 cm, depth 9 cm

Toiletry bag

v-shaped leather bag with double zipper opening, centre partition with zipped compartment and side pockets with elastic cord; dimensions: height 9–14 cm, width 15 cm, depth 33 cm

Available combinations:

R8 luggage set in Audi exclusive leather for the luggage compartment
comprising 1 suitcase, 1 briefcase, 1 clothes bag, 2 toiletry bags

R8 luggage set in Audi exclusive leather for the vehicle interior
comprising 2 suitcases

The colours of the leather, stitching and lining can be selected from the complete range of standard and Audi exclusive colours.



R8 V10 Coupé in panther black, crystal effect, with sideblades in oxygen silver and forged aluminium wheels in 10-spoke Y design, polished, 2-tone. Upholstery and trim: full-leather upholstery and trim in fine Nappa leather in titanium grey with diamond-patterned stitching in steel grey, headlining in Alcantara in titanium grey with diamond-patterned stitching in steel grey, inlays in carbon sigma



R8 V8 Coupé in brilliant red with sideblades in carbon sigma and forged aluminium wheels in 5-twin-spoke design in titanium look. Upholstery and trim: full-leather upholstery and trim in fine Nappa leather in black with contrasting stitching in red, inlays matt-silk finish, deep black





R8 V10 Spyder in Estoril blue, crystal effect, with black hood and forged aluminium wheels in 5-twin-spoke design, high-gloss polished finish. Upholstery and trim: full-leather upholstery and trim in fine Nappa leather in titanium grey with stitching in titanium grey, inlays in piano finish look, black, Audi exclusive door sill trims in carbon with illuminated aluminium inlay



* Optional

Wheels/tyres



Cast aluminium wheels in 6-arm design, (V8)
Size 8.5 J x 18 at front, size 10.5 J x 18 at rear, with 235/40 R18 tyres at front and 285/35 R18 tyres at rear



Forged aluminium wheels in 5-twin-spoke design*, high-gloss turned finish size 8.5 J x 19 at front and 11 J x 19 at rear, with 235/35 R 19 tyres at front and 295/30 R 19 tyres at rear



Forged aluminium wheels in 5-twin-spoke Y design* size 8.5 J x 19 at front and 11 J x 19 at rear, with 235/35 R 19 tyres at front and 295/30 R 19 tyres at rear



Forged aluminium wheels, 10-spoke Y design, (V10)
polished, two-colour, size 8.5 J x 19 at front, size 11 J x 19 at rear, with 235/35 R19 tyres at front and 295/30 R19 tyres at rear



Forged aluminium wheels in 5-twin-spoke design*, high-gloss polished size 8.5 J x 19 at front and 11 J x 19 at rear, with 235/35 R 19 tyres at front and 305/30 R 19 tyres at rear



Forged aluminium wheels in 5-twin-spoke Y design* in titanium look size 8.5 J x 19 at front and 11 J x 19 at rear, with 235/35 R 19 tyres at front and 305/30 R 19 tyres at rear



Forged aluminium wheels in 10-spoke Y design*, high-gloss polished size 8.5 J x 19 at front and 11 J x 19 at rear, with 235/35 R 19 tyres at front and 305/30 R 19 tyres at rear



Forged aluminium wheels in 5-twin-spoke design* in titanium look size 8.5 J x 19 at front and 11 J x 19 at rear, with 235/35 R 19 tyres at front and 305/30 R 19 tyres at rear



Forged aluminium wheels in 5-twin-spoke Y design* in high-gloss black size 8.5 J x 19 at front and 11 J x 19 at rear, with 235/35 R 19 tyres at front and 305/30 R 19 tyres at rear

Anti-theft Wheel bolts
can only be loosened using adapter provided

Tyre repair kit
12-volt compressor and tyre sealant, located under the loading floor cover in the luggage compartment; top speed 80 km/h

Tyre pressure monitoring system*
visual and acoustic warning if the pressure drops in one or more tyres; display in the driver information system

Vehicle tool kit*
under the loading floor in the luggage compartment

Vehicle jack
under the loading floor in the luggage compartment

Paints R8 Coupé

Ibis White
sideblades in Ice Silver, metallicSamoa orange, metallic
sideblades in Quartz Grey, metallicPhantom Black, pearl effect
sideblades in Lava Grey, pearl effectBrilliant Red
sideblades in Brilliant RedTeak Brown, metallic
sideblades in Saddle Brown, metallicEstoril blue, crystal effect
sideblades in Ice Silver, metallicsideblades in Oxygen Silver*
Individual choice of paint colourIce Silver, metallic
sideblades in Apollo Silver, metallicSepang Blue, pearl effect
sideblades in Mugello Blue, pearl effectPanther black, crystal effect
sideblades in Lava Grey, pearl effectsideblades in Carbon Sigma*
Individual choice of paint colourSuzuka Grey, metallic
sideblades in Ice Silver, metallicDaytona Grey, pearl effect
sideblades in Quartz Grey, metallic

Audi exclusive customised paint finishes.

Sideblades in Audi exclusive customised paint finishes
individual choice of paint colour

Sideblades R8 V8 Coupé/R8 V10 Coupé

Sideblades

colour coordinated to the vehicle colour; with R8 V10 Coupé flared sideblades with enlarged air intakes

Paints R8 Spyder

Ibis White
sideblades in Ice Silver, metallicSamoa orange, metallic
sideblades in Quartz Grey, metallicPhantom Black, pearl effect
sideblades in Lava Grey, pearl effect

Hood colours R8 Spyder



Hood, Black

Brilliant Red
sideblades in Brilliant RedTeak Brown, metallic
sideblades in Saddle Brown, metallicEstoril blue, crystal effect
sideblades in Ice Silver, metallic

Hood, Red

Ice Silver, metallic
sideblades in Apollo Silver, metallicSepang Blue, pearl effect
sideblades in Mugello Blue, pearl effectPanther black, crystal effect
sideblades in Lava Grey, pearl effect

Hood, Brown

Suzuka Grey, metallic
sideblades in Ice Silver, metallicDaytona Grey, pearl effect
sideblades in Quartz Grey metallic

Audi exclusive customised paint finishes.

* Optional

Seats



Sports seats

with shaped side bolsters for better lateral support, manual fore/aft, head restraint and backrest angle adjustment, adjustable seat height for driver and front-passenger seats, seat backrest release (R8 Coupé). (The image shows sports seats in fine Nappa leather, black, electrically adjustable.)



R8 bucket seats*

more contoured seat style for increased lateral support, with integrated head restraints and R8 embossing on the front-seat backrests; manual seat height, fore/aft position and backrest angle adjustment, seat backrest release (R8 Coupé); electric 4-way lumbar support and width adjustment of the seat cushion and backrest; including seat heating, without side airbag. (The image shows R8 bucket seats in fine Nappa leather, black.)

Seat upholstery, leather upholstery and trim



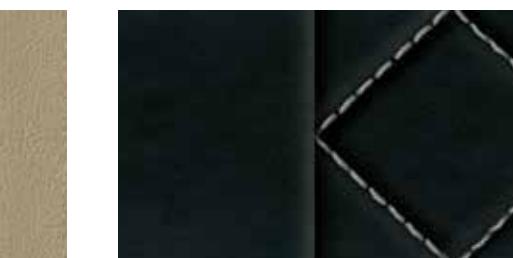
Alcantara/leather, black (V8)



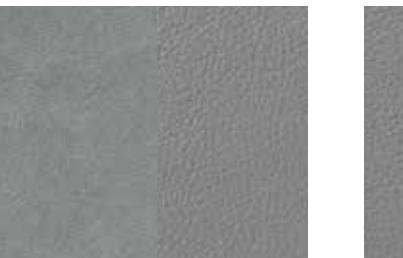
Fine Nappa leather, black (V10)



Fine Nappa leather, Luxor beige



Fine Nappa leather, *black,
with diamond-patterned stitching in lunar silver



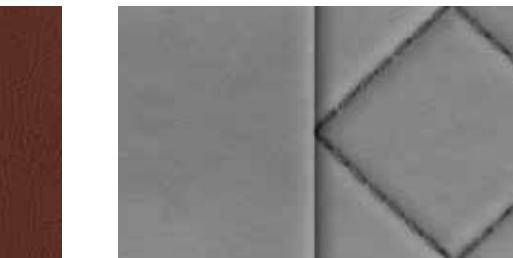
Alcantara/leather, titanium grey



Fine Nappa leather, titanium grey



Fine Nappa leather, nougat brown



Fine Nappa leather, *titanium grey,
with diamond-patterned stitching in steel grey



Fine Nappa leather, lunar silver



Fine Nappa leather, red



Audi exclusive leather upholstery and trim

* Optional

Seat upholstery, leather upholstery and trim

Heat protection (in direct sunlight) for the head restraints, seat side bolsters and seat centre sections; for Alcantara/Leather combination (without seat centre sections) and leather upholstery and trim. The special colour pigmentation of the leather prevents excessive build-up of heat. The infrared radiation in sunlight is reflected. The heat protection can reduce surface temperature up to 20°C

Alcantara/leather combination (V8) head restraints and side bolsters in leather (for R8 Spyder including heat protection), seat centre sections in Alcantara; centre console including kneepad in fine Nappa leather

Fine Nappa leather upholstery and trim (V10) seat upholstery including head restraints (for R8 Spyder including heat protection), radio trim, centre console including kneepad, bottom of the door trims and door handle on front-passenger side in fine Nappa leather; bottom of the door trims and door handle on the front passenger side in the same colour as the seat upholstery

Fine Nappa full-leather upholstery and trim* the same as fine Nappa leather upholstery and trim. The following items are additionally in black leather: instrument panel, monoposto, instrument panel cover, door rails, rear side trims; optionally available with coloured stitching

Coloured stitching for fine Nappa full-leather* upholstery and trim coloured stitching for the following items of equipment: seats, monoposto, instrument panel cover, radio trim, centre console, handbrake grip and door trims; coloured stitching to match the seat upholstery colour; with black seat upholstery coloured stitching also available in titanium grey, lunar silver, Luxor beige, nougat brown, red or Chennai orange

Fine Nappa full-leather upholstery and trim with* diamond-patterned stitching seat upholstery including head restraints (for R8 Spyder including heat protection), radio panel, centre console including kneepad, bottom of the door trims and door handle on the front-passenger side, instrument panel, monoposto, instrument panel cover, door rails and side trim at the rear in fine Nappa leather; seat centre panel inserts and bottom of the door trims with diamond-patterned stitching in a contrasting colour; coloured stitching on the following equipment items: seats, monoposto, instrument panel cover, radio trim, centre console, handbrake grip and door trims

Design package in Audi exclusive Alcantara black* for R8 bucket seats, seat side bolsters including head restraints, radio trim, centre console in fine Nappa leather, black, seat centre panels, controls and kneepad in Alcantara black

Headlinings/hood linings

Headlining in cloth depending on the interior equipment colour selected in either black or titanium grey; for R8 V10 plus Coupé in black

Headlining in Alcantara* depending on the interior equipment colour selected in either black, titanium grey or Luxor beige; for R8 V10 plus Coupé in black

Headlining in Alcantara with diamond-patterned* stitching depending on the interior equipment colour selected in black with diamond-patterned stitching in lunar silver or in titanium grey with diamond-patterned stitching in steel grey; for R8 V10 plus Coupé in black with diamond-patterned stitching in lunar silver

Audi exclusive headlining in Alcantara* individual choice of colour from the range of Audi exclusive colours

Audi exclusive headlining in Alcantara with* diamond-patterned stitching individual choice of colour for the Alcantara and the diamond-patterned stitching from the range of Audi exclusive colours

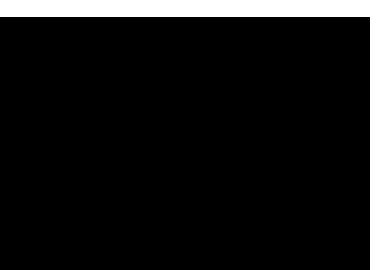
Audi exclusive leather upholstery and trim (package 2)* in fine Nappa leather with diamond-patterned stitching Seat upholstery including head restraints (for R8 Spyder including heat protection), radio panel, centre console including kneepad, bottom of the door trims and door handle on the front-passenger side, instrument panel, monoposto, instrument panel cover, door rails and side trim at the rear in fine Nappa leather; bottom of the door trims, seat centre panel inserts (sports seats) and seat side bolster inserts (R8 bucket seats) with diamond-patterned stitching. Individual choice of colour for the leather and the stitching from the range of Audi exclusive colours. Top side of instrument panel available in the following leather colours: black, chestnut brown, saddle brown, cognac brown, Havana brown, smoky blue, night blue, jet grey, classic red, crimson red and Iceland green

Audi exclusive leather upholstery and trim (package 2)* in fine Nappa leather with diamond-patterned stitching Seat upholstery including head restraints (for R8 Spyder including heat protection), radio panel, centre console including kneepad, bottom of the door trims and door handle on the front-passenger side, instrument panel, monoposto, instrument panel cover, door rails and side trim at the rear in fine Nappa leather; bottom of the door trims, seat centre panel inserts (sports seats) and seat side bolster inserts (R8 bucket seats) with diamond-patterned stitching. Individual choice of colour for the leather and the stitching from the range of Audi exclusive colours. Top side of instrument panel available in the following leather colours: black, chestnut brown, saddle brown, cognac brown, Havana brown, smoky blue, night blue, jet grey, classic red, crimson red and Iceland green

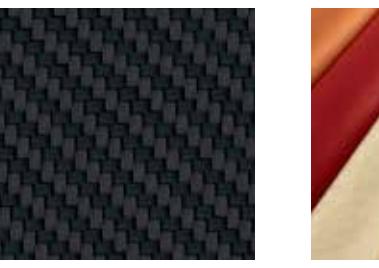
Audi exclusive fine Nappa leather seat trim* for sports seats; individual choice of colour for the leather and the stitching from the range of Audi exclusive colours.

Inlays

Matt-silk finish, deep black



Audi exclusive piano finish look, black*



Carbon sigma*



Inlays in Audi exclusive fine Nappa leather



Inlays painted in Audi exclusive body colour

Inlays

in matt-silk finish, deep black for radio trim and inlays in the door trims and on the centre console

in carbon sigma* for monoposto, door handles and inlays in the door trims and on the centre console

in Audi exclusive piano finish look, black* for radio trim and inlays in the door trims and on the centre console

Audi exclusive Fine Nappa leather* for inlays in the door trims and on the centre console; available in all Audi exclusive colours; passenger-side door handle in leather with decorative stitching

painted in Audi exclusive body colour* for radio trim and inlays in the door trims and on the centre console

Lights

LED headlights including headlight cleaning system
with low beam, high beam, daytime running lights, indicator and static turning light in LED technology; enable a near-daylight illumination of the road; minimum energy consumption, long service life and particularly good perception by other road users

High-beam assist*
working within the system limits, it automatically detects the headlights of oncoming traffic, the rear lights of other road users and built-up areas. Depending on the traffic situation, the high beam is automatically switched on or off. The system thereby improves the driver's visibility and ensures a more relaxed drive thanks to the extra comfort and convenience



LED rear lights
brake, tail, indicator and reversing lights as well as number plate lights in LED technology; indicator with dynamic display; 3rd brake light above the rear window (R8 Coupé) or integrated in the rear end part (R8 Spyder)

Rear fog light
integrated in the centre of the rear bumper

Lighting package
footwell, inside door handles and engine compartment lighting (R8 Coupé) in LED technology, including automatically dimming interior mirrors with light/rain sensor

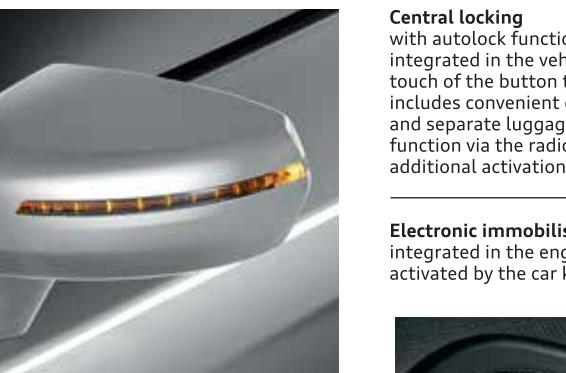
Interior mirror
automatically dimming, with light/rain sensor
to control the automatic lights-on function and the windscreens wipers; includes coming home/leaving home function: delayed switching off/automatic switching on of main headlights, rear and number plate lights when vehicle is turned off/opened; optionally available with **digital compass**; this provides a digitised display of the current direction

Vanity mirrors
with cover, in driver and front-passenger sun visors

Roof systems

Fully automatic finned hood*
made of insulated 3-layer fabric with optimised material thickness and connection for improved noise reduction and thermal insulation on the interior; hood opens at up to 50 km/h

Wind deflector
with bag for storage in the luggage compartment

Mirrors

Central locking
with autolock function, radio-operated remote control integrated in the vehicle key and variable code; with one touch of the button the system opens and locks doors; includes convenient closing/opening of the windows and separate luggage compartment lid unlocking function via the radio-operated remote control; additional activation from inside on the driver's door

Electronic immobiliser
integrated in the engine management unit, automatically activated by the car key



Anti-theft alarm system
including interior monitoring and tow-away protection via angle of inclination sensor, can be deactivated; horn operates independently of vehicle electrical system; monitors engine and luggage compartments, doors and interior

Audi Singleframe
radiator grille with chrome-plated frame and grille in high-gloss black; for R8 V10 Coupé and R8 V10 Spyder also with horizontal chrome struts

Exhaust system
dual-branch, with round tailpipes in aluminium look

Air outlets in aluminium look
on the hood compartment cover

Sill extensions
painted in body colour

Glazing

Heat-insulating glass
green-tinted, windscreen made of laminated glass

Windscreen frame made of aluminium

Rear window
heated, with timer switch;

R8 Coupé models: for rear window and partition window, including integral window aerial, air outlets next to the rear window in matt black; for R8 Coupé V10 Coupé in aluminium look;

R8 Spyder models feature: electrical retraction and extension

Windscreen cleaning system

2 speeds, 4-speed adjustable intermittent wipe, flickwipe function, automatic wash/wipe, automatic wiping after the last wash/wipe process

Rear spoiler

can be extended electrically depending on speed; automatic extending at 100 km/h, retracting at 35 km/h; can also be operated manually using the button on the centre console

Bumpers

for R8 Coupé and R8 Spyder at front with spoiler edge and large-area air intakes in high-gloss black, at rear with air outlets and diffuser insert in high-gloss black; R8 V10 Coupé and R8 V10 Spyder feature rear bumpers with the area between the air outlets in high-gloss black as well

Audi Singleframe

radiator grille with chrome-plated frame and grille in high-gloss black; for R8 V10 Coupé and R8 V10 Spyder also with horizontal chrome struts

Exhaust system

dual-branch, with round tailpipes in aluminium look

Air outlets in aluminium look
on the hood compartment cover

Sill extensions
painted in body colour

* Optional



Tank cap in aluminium
with R8 embossing and electric unlocking

Model name/logo
Model name R8 on the rear; all R8 V10 models feature V10 emblems on the side of the front hood as well



Engine compartment cover in carbon sigma*
comprising air filter box cover; for R8 Coupé additional cover for the end wall and left and right side parts

Exterior package in Audi exclusive carbon*
Front spoiler and rear diffuser with striking geometry in carbon

Audi exclusive black styling package*
frame of the radiator grille, radiator grille and number plate holder at the front as well as tailpipe trims of the exhaust system in high-gloss black; for R8 V10 Coupé in addition with air outlets next to the rear window in matt black; for R8 Spyder air outlets on the hood compartment cover in high-gloss black

Seats/seating comfort

4-way lumbar support
electric, for driver and front-passenger seats, with horizontal and vertical adjustment

Seats, electrically adjustable
including 4-way lumbar support; electric adjustment of fore/aft position, seat height and seat and backrest angle

Seat heating (V10)
3 settings, includes seat side bolster heating

Head restraints
height adjustable, integrated in R8 bucket seats

ISOFIX child seat mounting for the front-passenger seat*
with deactivation switch for front-passenger airbag

Backrest covers painted in Audi exclusive body colour*
for R8 bucket seats

Steering wheels/gear levers/controls**Climate control**

Automatic air conditioning system
in special R8 look, with sunlight-dependent control; electronically regulates the air temperature, air flow rate and air distribution; ram air control and recirculation mode, activated carbon filter

Luggage securing and storage systems

Storage compartments
integrated in the rear panel, lockable, with light

Glove compartment

on the front-passenger side, lockable, with light and eyewear compartment

Storage package*

storage net on the seat backrests, storage compartment under the seats; for R8 Coupé also luggage net for the rear parcel shelf

Cup holders

2, integrated into the centre console

Further interior equipment**Pedals and footrest in aluminium look****Footwell trim and floor mats**

for R8 Coupé and R8 Spyder in velour to match the respective interior equipment colour (in black for the seat upholstery colours lunar silver, nougat brown and red)

Audi exclusive floor mats*
Individual choice of colour for the floor mats, the piping and the stitching from the range of Audi exclusive colours

Audi exclusive floor mats with R8 logo*

in black, with embroidery of the floor mats. Individual choice of colour for the leather piping and the stitching from the range of Audi exclusive colours

Audi exclusive carpet and rear panel/parcel shelf*
including floor mats with leather piping. Individual choice of colour for the carpet, the floor mats, the piping and the stitching from the range of Audi exclusive colours

Cigarette lighter and ashtray

in the centre console

12V socket

in the glove compartment and luggage compartment

Aluminium look in the interior
for radio and automatic air conditioning system controls, steering wheel spokes, window controls and rotary light switches

Audi exclusive vents in fine Nappa leather*
Surrounds and inserts of vents in the instrument panel are leather-covered. Individual choice of colour for the leather and the stitching from the range of Audi exclusive colours

Audi exclusive centre console and radio panel in fine Nappa leather*
Individual choice of colour for the leather and the stitching from the range of Audi exclusive colours

Cover for the centre console in Audi exclusive carbon sigma*
including cover for the handbrake grip

Windscreen frame in Audi exclusive Alcantara*
interior trim of the windscreen frame including sun visors in Alcantara; available in all Audi exclusive colours

Windscreen frame in Audi exclusive fine Nappa leather*
interior trim of the windscreen frame including sun visors in leather; available in all Audi exclusive colours

Audi exclusive luggage compartment lining in Alcantara*
available in all Audi exclusive colours; individual choice of colour for stitching from the range of Audi exclusive colours

Sill trim in Audi exclusive fine Nappa leather*
The carpet border strips and bottom areas of the front post trim are leather-covered. Individual choice of colour for the leather from the range of Audi exclusive colours

MMI® and navigation systems**Driver information system**

with high-resolution display in white; with displays for: Auto-Check-Control, digital speed display, radio frequency, 2 adjustable speed warning thresholds, outside temperature, trip computer, lap timer, opened doors, engine and luggage compartment monitors

Telephone and communication

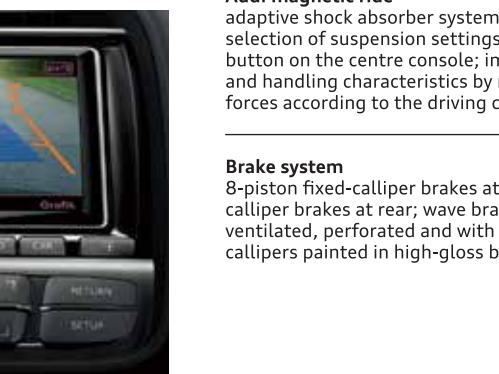
Bluetooth interface
including belt microphone and voice control system; Bluetooth-capable mobile phones can be connected to the vehicle via the interface. Hands-free calls in the vehicle possible via microphone.
Visit www.audi.com/bluetooth for information on compatibility

Radio systems

Bang & Olufsen Sound System*
surround sound reproduction via 12 speakers; centre speaker on the instrument panel, 1 midrange speaker and 1 woofer in each door, and 1 tweeter in mirror mount; 1 woofer and tweeter in the rear side paneling on each side; 1 subwoofer in the front-passenger footwell; dynamic driving noise compensation; 10-channel amplifier with a total output of 465 watts

Radio systems**concert radio**

with single CD player (MP3-compatible), 6.5-inch TFT colour screen, FM (UKW) and AM (MW, LW) reception range, 2 slots for MMC/SD memory card for playing MP3 files; 7 speakers and 5-channel amplifier, total output of 140 watts; includes AUX-IN connection in the centre console for connecting audio end devices

**CD changer***

in the parcel shelf (R8 Coupé) or the rear panel (R8 Spyder), for 6 CDs, vibration-proof, easily accessible; every CD can be loaded or changed separately

Audi music interface

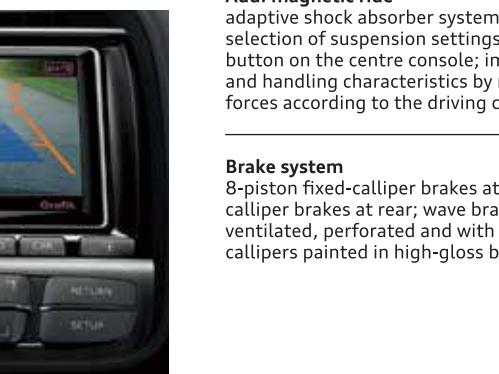
for the connection of Apple iPod generation 4 and higher, Apple iPhone (music functionality) as well as USB storage media and MP3 players. The Audi music interface is housed in the rear parcel shelf (R8 Coupé) or rear panel (R8 Spyder), operation is via the navigation system plus or a leather-covered multifunction sports steering wheel. Please contact your Audi partner or visit www.audi.com/mp3 for information on compatible MP3 players. If Audi music interface is ordered, the AUX-IN connection is omitted

Adapter cable set for Audi music interface*

consisting of 2 connecting cables to connect iPod/iPhone or data storage devices/media players with USB port (type A); other adapter cables are available from Audi Genuine Accessories. Visit www.audi.com/mp3 for information on compatibility

Assistance systems**Parking system plus***

makes parking easier within system limits by indicating acoustically and visually how far away the vehicle is from an object detected in front of or behind the vehicle; display of distance symbols on the screen of the concert radio or navigation system plus; measurement by ultrasonic sensors integrated discreetly in the bumper

**Parking system plus with reversing camera**

as parking system plus; in addition image of the area behind the vehicle shown on the concert radio display or navigation system plus display, with 2 dynamic display modes showing the calculated path (steer-angle dependent), including help lines and guidelines, reversing camera integrated discreetly in the rear end part

Hill hold assist

after the foot brake has been pressed for a while with the vehicle stationary, the brake pressure that is built up is maintained for a short time after the brake is released. This automatic braking action makes hill starts easier and comfortable on virtually all inclines

Cruise control system

maintains the desired speed above around 30 km/h, provided engine power output and engine braking effect permit; operation via separate steering column stalk

Suspensions/brakes**Sports suspension**

with dynamically tuned spring/shock absorber combination; on R8 V10 plus Coupé with stiffer springs/shock absorber combination for more direct contact with the road and sportier handling

Audi magnetic ride*

adaptive shock absorber system with individual selection of suspension settings (Normal/Sport) via button on the centre console; improves ride comfort and handling characteristics by regulating the damping forces according to the driving conditions

Brake system

8-piston fixed-calliper brakes at front, 4-piston fixed calliper brakes at rear; wave brake discs at front and rear ventilated, perforated and with floating bearing; brake calipers painted in high-gloss black, with R8 logo

Technology/safety**Technology/safety****Body in Audi Space Frame (ASF®) design**

high-strength aluminium frame structure with a high level of stiffness for better handling and greater stability; R8 Spyder models feature hood compartment cover and rear side panels in carbon fibre reinforced plastic (CRP) to optimise weight while at the same time increasing rigidity

**Airbags**

full-size airbags for driver and front-seat passenger, 2-stage deployment; side airbags integrated in the seat backrests (not with R8 bucket seats)

Side impact protection

comprising bend-resistant aluminium impact beams in the doors; activation of side airbags by pressure sensors in the B pillars; protective side padding in the doors

Integrated head restraint system

in the event of a rear-end collision, the design of the seats restrains the upper torso and supports the head. This increases the level of protection and reduces the risk of a whiplash injury

Active roll-over protection

automatically-triggered protective system behind the head restraints

Safety steering column

increases the safety potential of the seat belt and airbag; with mechanical inclination and axial adjustment

Seat belts

automatic 3-point belts with seat belt tensioner and belt force limiter

Seat belt reminder

for the driver seat; an acoustic and optical warning signal reminds you to fasten your seat belt

Warning triangle

under the loading floor in the luggage compartment

Firstr-aid kit

under the loading floor in the luggage compartment

**Fuel tank**

with an increased tank volume of 90 l



Antilock Brake System (ABS)
with electronic brake-force distribution (EBD) and hydraulic brake assist



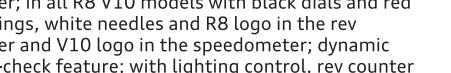
Anti-Slip Regulation (ASR)
reduces spinning of the drive wheels by reducing engine output – thereby improving traction and stability on the road surface



Electronic Differential Lock (EDL)
on surfaces with varying levels of grip, this start-off assistant automatically brakes the drive wheels on the surface that is too slippery, thereby ensuring smooth, powerful progress

Instrument cluster

in all R8 V8 models with grey dials and trim rings in aluminium look, red needles and R8 logo in the rev counter; in all R8 V10 models with black dials and red trim rings, white needles and R8 logo in the rev counter and V10 logo in the speedometer; dynamic ready-check feature; with lighting control, rev counter with digital clock and date display, speedometer with disproportionate display, odometer/trip odometer; fuel gauge, coolant, oil and outside temperature display, vehicle voltage and service intervals; warning and control lights



Electronic Stabilisation Control (ESC)
with Sport mode, can be deactivated in 2 stages; with hydraulic brake assist and emergency braking display; improves stability in hazardous situations by targeted braking of individual wheels and intervention in the engine management system

S tronic®
7-speed dual-clutch transmission with shift-by-wire technology, operated via the shift paddles behind the steering wheel or the gear lever; sport mode can be selected via button on the gear shifting gate

Sport button

for S tronic; pressing the button influences the transmission curves in automatic and manual mode for more direct gearshifting, the accelerator pedal curve for a more progressive engine response and the exhaust valve control for a more striking characteristic sound

Power steering

hydraulically supported, maintenance-free rack-and-pinion steering

quattro®

permanent all-wheel drive with variable torque distribution, Electronic Differential Lock (EDL) via braking intervention on all driven wheels

Recuperation

increasing the generator voltage converts kinetic energy into usable electrical energy when the vehicle is coasting or braking. This energy recuperation is used to assist the generator during subsequent acceleration, saving up to 3% fuel



91 Standard Equipment



Exterior

- ▶ Cast aluminium alloy wheels, 6-arm design, 18" (V8 Coupé)
- ▶ Cast aluminium alloy wheels, 10-spoke "Y" design, 19" (V10 Coupé/Spyder)
- ▶ LED headlights
- ▶ Exterior mirrors, electrically adjustable, heated and folding with anti-glare action
- ▶ LED rear lights
- ▶ Engine compartment lighting (Coupé only)

Interior

- ▶ Door sill trims with aluminium inlays & R8 logo on the door sills
- ▶ Interior mirror with automatic anti-glare action
- ▶ Lighting package
- ▶ Driver information system
- ▶ Sports seats

Comfort

- ▶ Hill-start assist
- ▶ Parking aid plus with reversing camera
- ▶ Cruise control
- ▶ Deluxe automatic air conditioning
- ▶ 4-way lumbar support
- ▶ Electrically adjustable seats

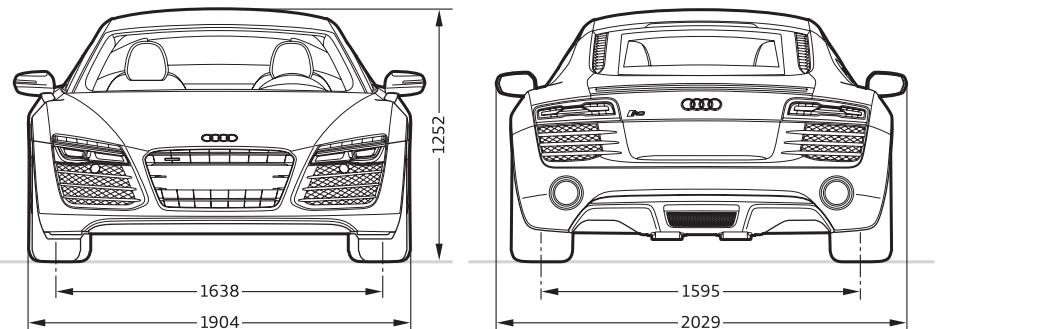
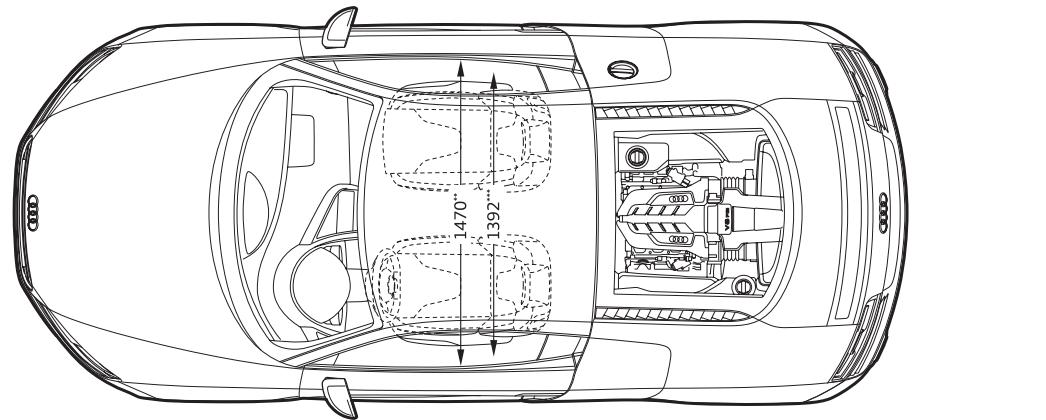
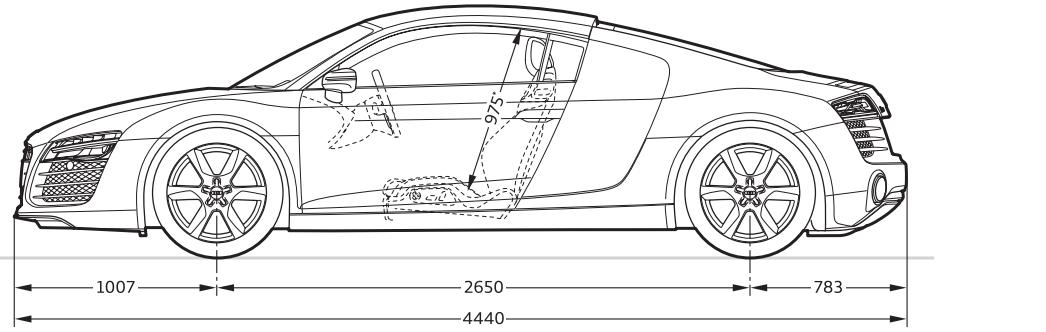
Infotainment

- ▶ Audi sound system (V8 Coupé)
- ▶ Concert radio
- ▶ Bluetooth interface
- ▶ Bang & Olufsen sound system (V10 Coupé/Spyder)

Safety

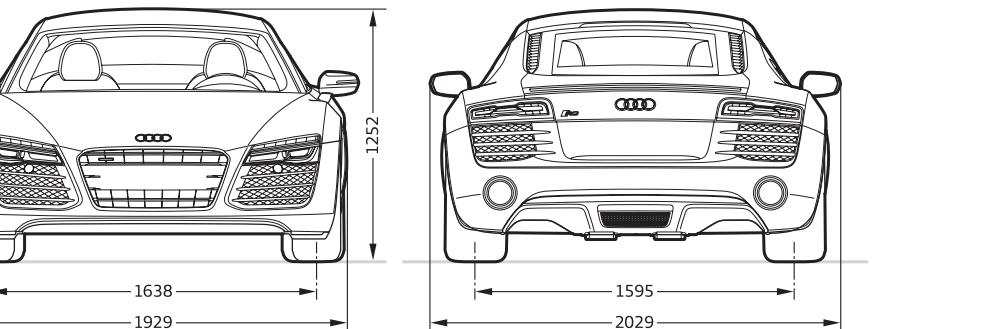
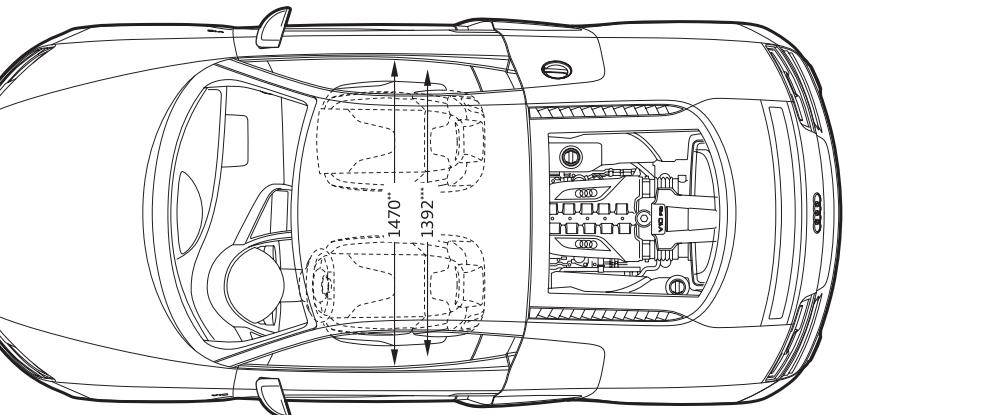
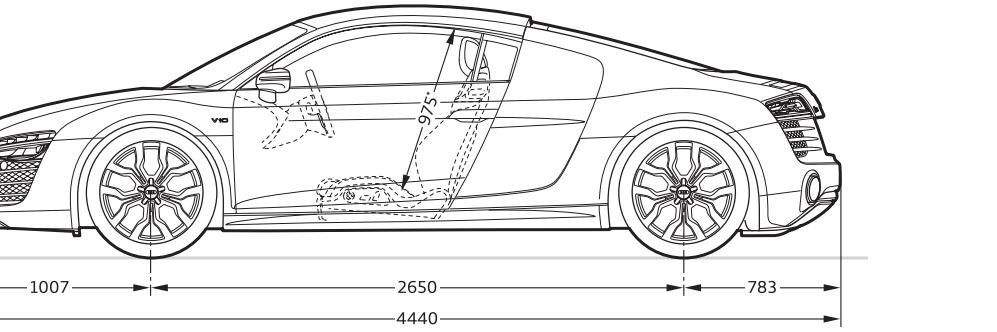
- ▶ Anti-theft wheel bolts
- ▶ Fullsize airbags
- ▶ Anti-theft alarm with tow-away protection
- ▶ Front side airbags
- ▶ First-aid kit with warning triangle

Audi R8 V8 Coupé

**Dimensions in millimetres.**

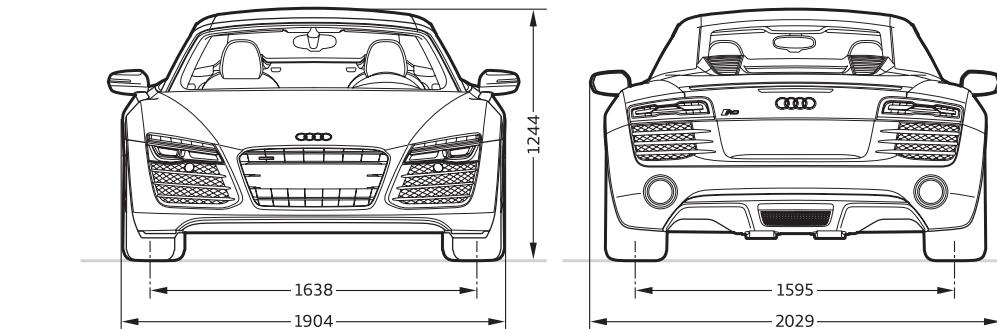
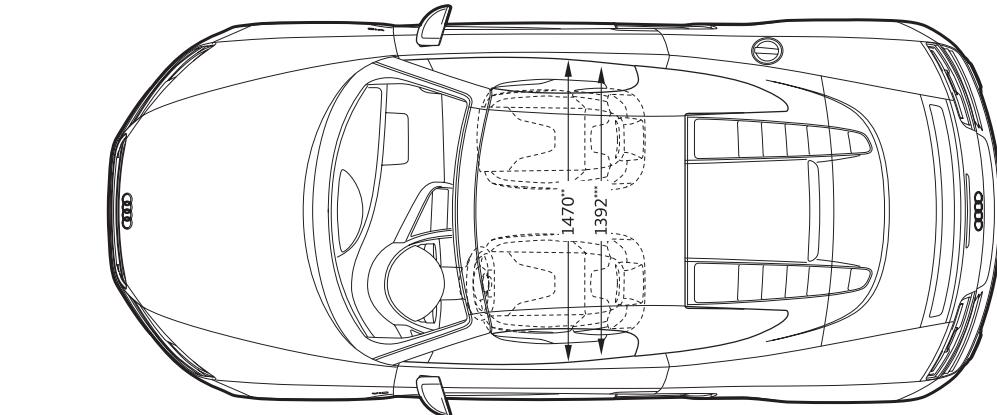
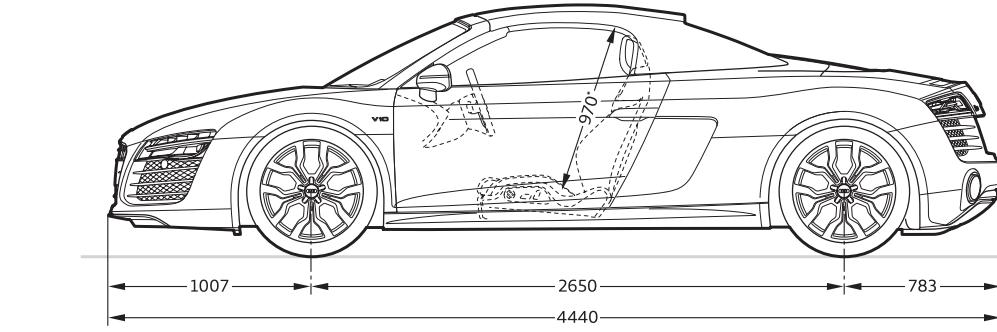
Dimensions were measured with vehicle at unladen weight. Luggage compartment volume in l: 100 (measured by the VDA method using 200 x 100 x 50 mm blocks).
Turning circle approx. 11.8 m. * Maximum headroom. ** Elbow room width. *** Shoulder room width.

Audi R8 V10 Coupé



Dimensions in millimetres.
Dimensions were measured with vehicle at unladen weight. Luggage compartment volume in l: 100 (measured by the VDA method using 200 x 100 x 50 mm blocks).
Turning circle approx. 11.8 m. * Maximum headroom. ** Elbow room width. *** Shoulder room width.

Audi R8 V10 Spyder



Dimensions in millimetres.
Dimensions were measured with vehicle at unladen weight. Luggage compartment volume in l: 100 (measured by the VDA method using 200 x 100 x 50 mm blocks).
Turning circle approx. 11.8 m. * Maximum headroom. ** Elbow room width. *** Shoulder room width.

Model	R8 V8 Coupé	R8 V10 Coupé	R8 V10 Spyder	R8 V10 Plus
Engine type	V8 cylinder petrol engine with direct fuel injection	V10 cylinder petrol engine with direct fuel injection	V10 cylinder petrol engine with direct fuel injection	V10 cylinder petrol engine with direct fuel injection
Displacement in cc (valves per cylinder)	4163 (4)	5204 (4)	5204 (4)	5204 (4)
Max output ¹ in kW at rpm	316/7900	386/8000	386/8000	404/8000
Max torque in Nm at rpm	430/4500-6000	530/6500	530/6500	540/6500
Power transmission/wheels				
Drive type	quattro® permanent all-wheel drive	quattro® permanent all-wheel drive	quattro® permanent all-wheel drive	quattro® permanent all-wheel drive
Transmission type	7-speed S tronic	7-speed S tronic	7-speed S tronic	7-speed S tronic
Wheels	Cast aluminium wheels, size 8.5 J x 18 at front, 10.5 J x 18 at rear	Forged aluminium wheels, size 8.5 J x 19 at front, 11 J x 19 at rear	Forged aluminium wheels, size 8.5 J x 19 at front, 11 J x 19 at rear	Forged aluminium alloy, size 8.5 J x 19 at front, 11 J x 19 at rear
Tyres	235/40 R 18 at front, 285/35 R 18 at rear	235/35 R 19 at front, 295/30 R 19 at rear	235/35 R 19 at front, 295/30 R 19 at rear	235/35 R 19 at front, 295/30 R 19 at rear
Weights/capacities				
Unladen weight ² in kg	1660	1720	1820	1670
Gross vehicle weight in kg	1885	1945	2045	1895
Fuel tank capacity, approx. in l	75	90	80	75
Performance/consumption³				
Top speed in km/h	300	314	311	319
Acceleration 0–100 km/h in sec	4.3	3.6	3.8	3.5
Fuel grade	Sulphur-free super plus RON 98 ⁴	Sulphur-free super plus RON 98 ⁴	Sulphur-free super plus RON 98 ⁴	Sulphur-free super plus RON 98 ⁴
Fuel consumption ⁵ in km/l	8.06	7.63	7.51	7.75
Emission standard	EU5	EU5	EU5	EU5

Notes

¹ The figure stated was calculated using the specified measuring procedure (current version of Directive 80/1269/EEC).

² Unladen vehicle weight includes driver (68 kg), 7 kg of luggage and fuel tank 90% full, calculated in accordance with the current version of Directive 92/21/EEC. Optional equipment may increase the car's unladen weight and drag coefficient, whereupon the possible payload limit and the top speed will be reduced accordingly.

³ A vehicle's fuel consumption and CO₂ emissions do not just depend on how efficiently the vehicle uses the fuel, but are also influenced by driving behaviour and other non-technical factors. CO₂ is the greenhouse gas primarily responsible for global warming.

⁴ We recommend using sulphur-free SuperPlus unleaded fuel RON 98 complying with DIN EN 228. If this is not available, use sulphur-free super unleaded RON 95 in accordance with DIN EN 228; power output will be slightly reduced. Unleaded RON 95 fuel with a maximum ethanol content of 10% (E10) can generally be used. Fuel consumption details refer to operation with RON 95 fuel in accordance with 692/2008/EC.

⁵ Determined by use of NEDC.

Important note

Inspections are due as shown by the service display.