

Past AND

AND Present

Shape AND

AND Purpose

Indulgent AND

AND Unadorned

Ultra Strong **AND**

AND Ultra Light

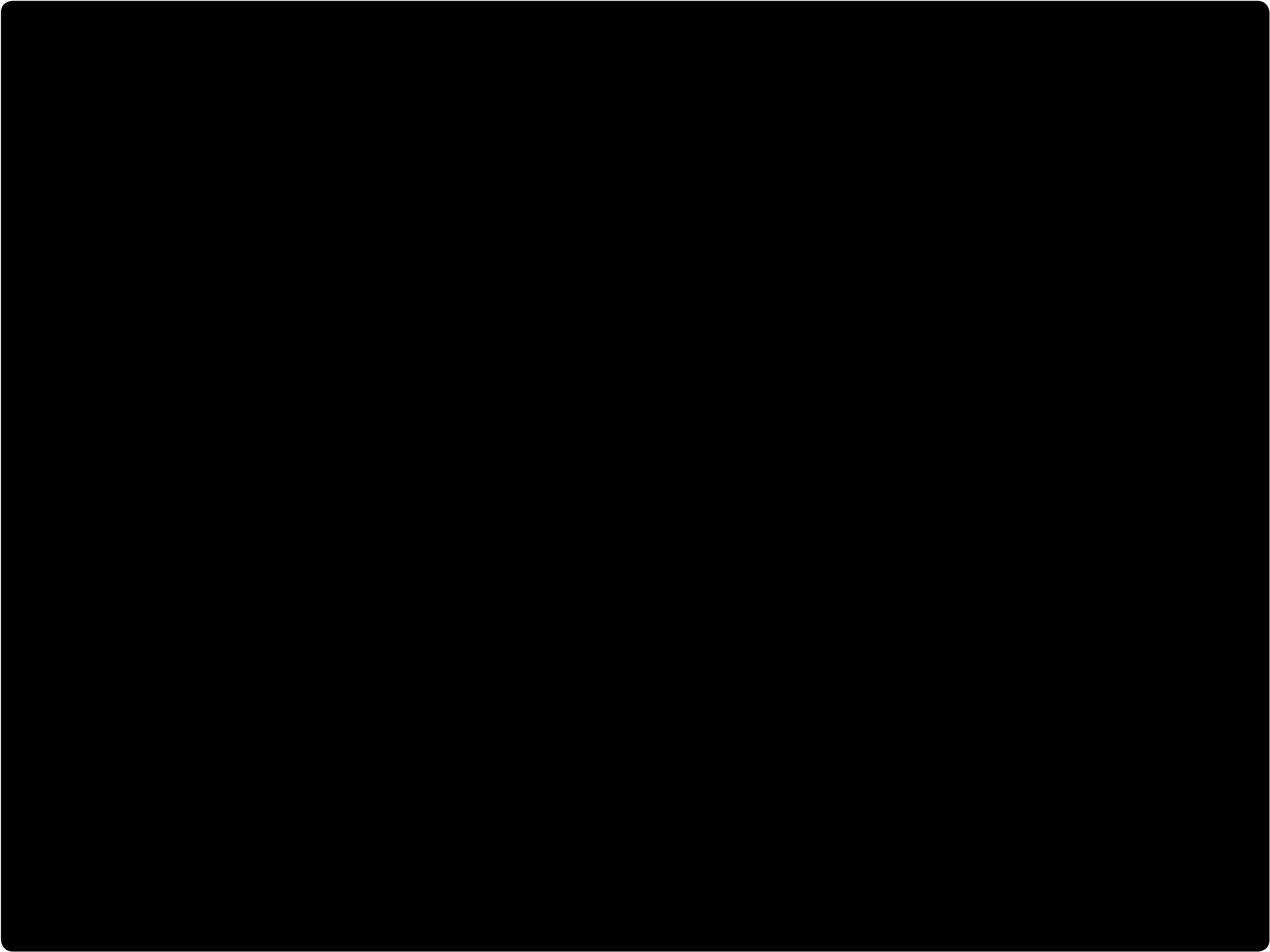
Supercar **AND**

AND Daily Driver

Yours AND

AND You

2014 Audi R8



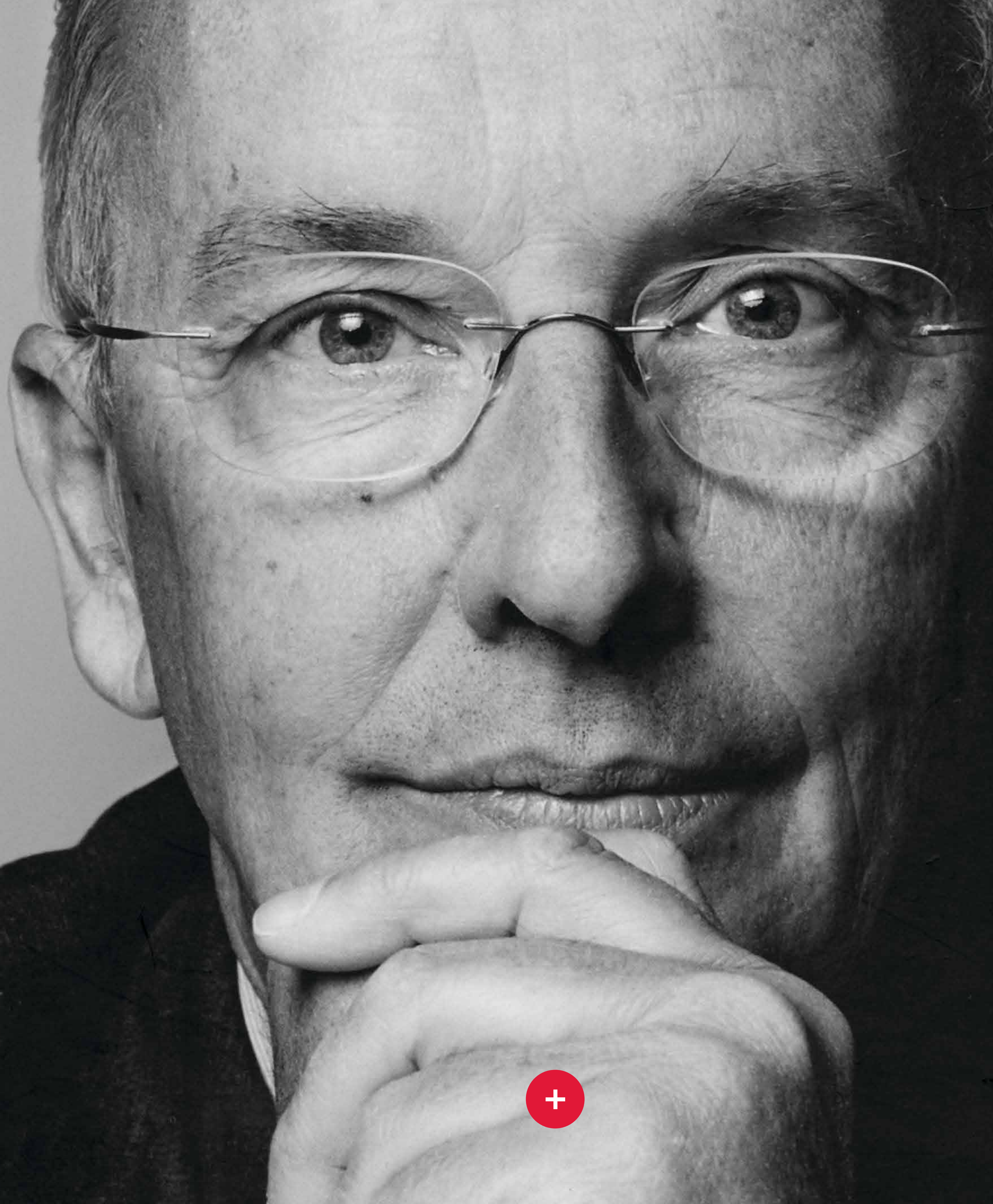
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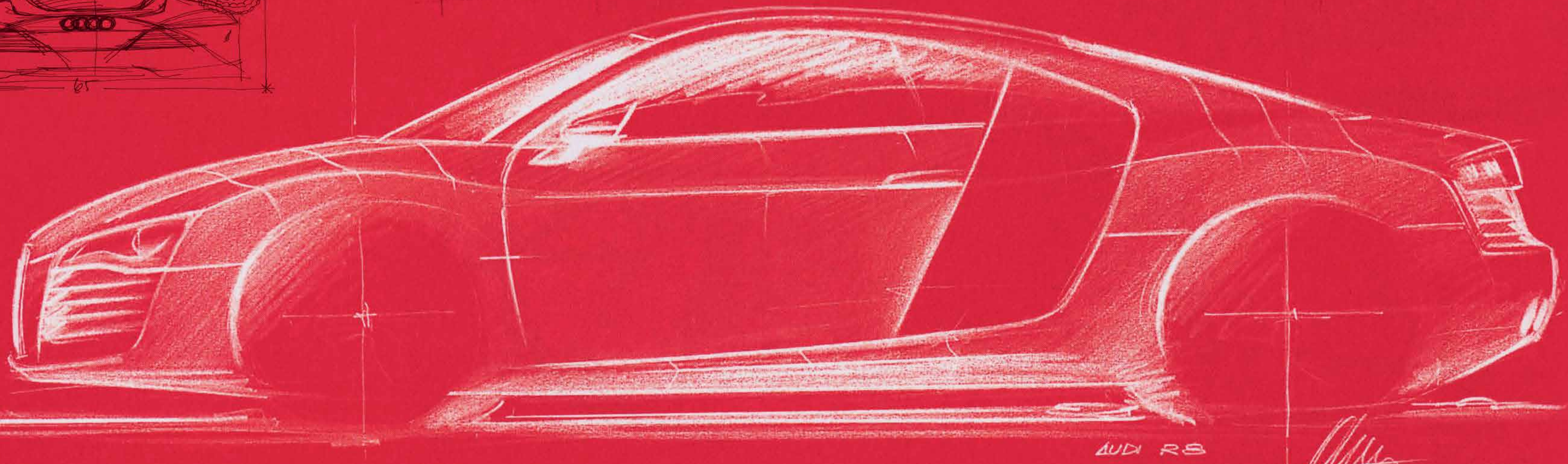
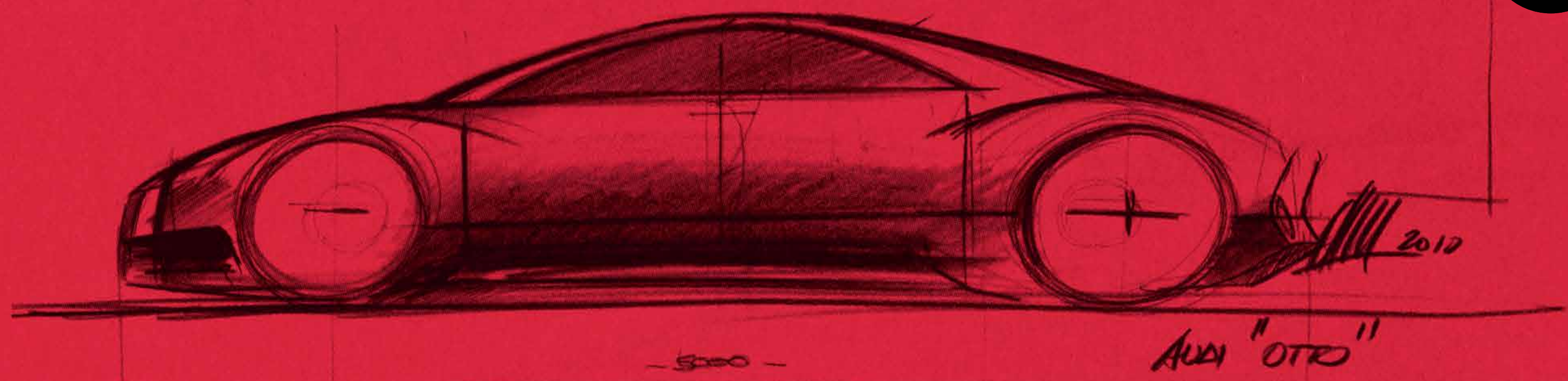
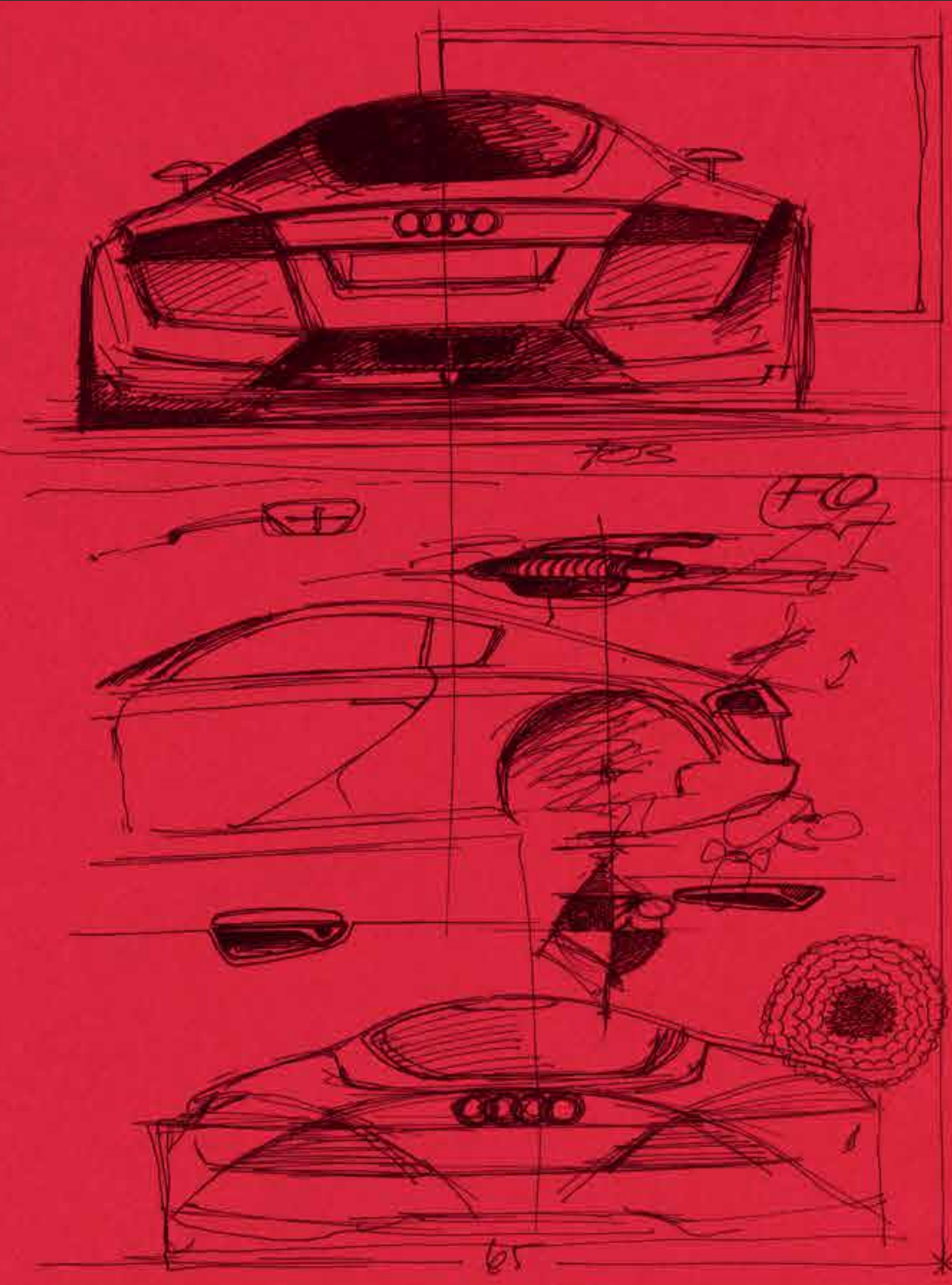
Past **AND** Present

“If you have a golden past, you obviously have better chances for success. It’s just far more comfortable when you can build something based on your own heritage. You don’t have to invent everything if you can use elements or details from your own history. I don’t mean retrodesign.” – *Walter de Silva*



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Sketches of a supercar.

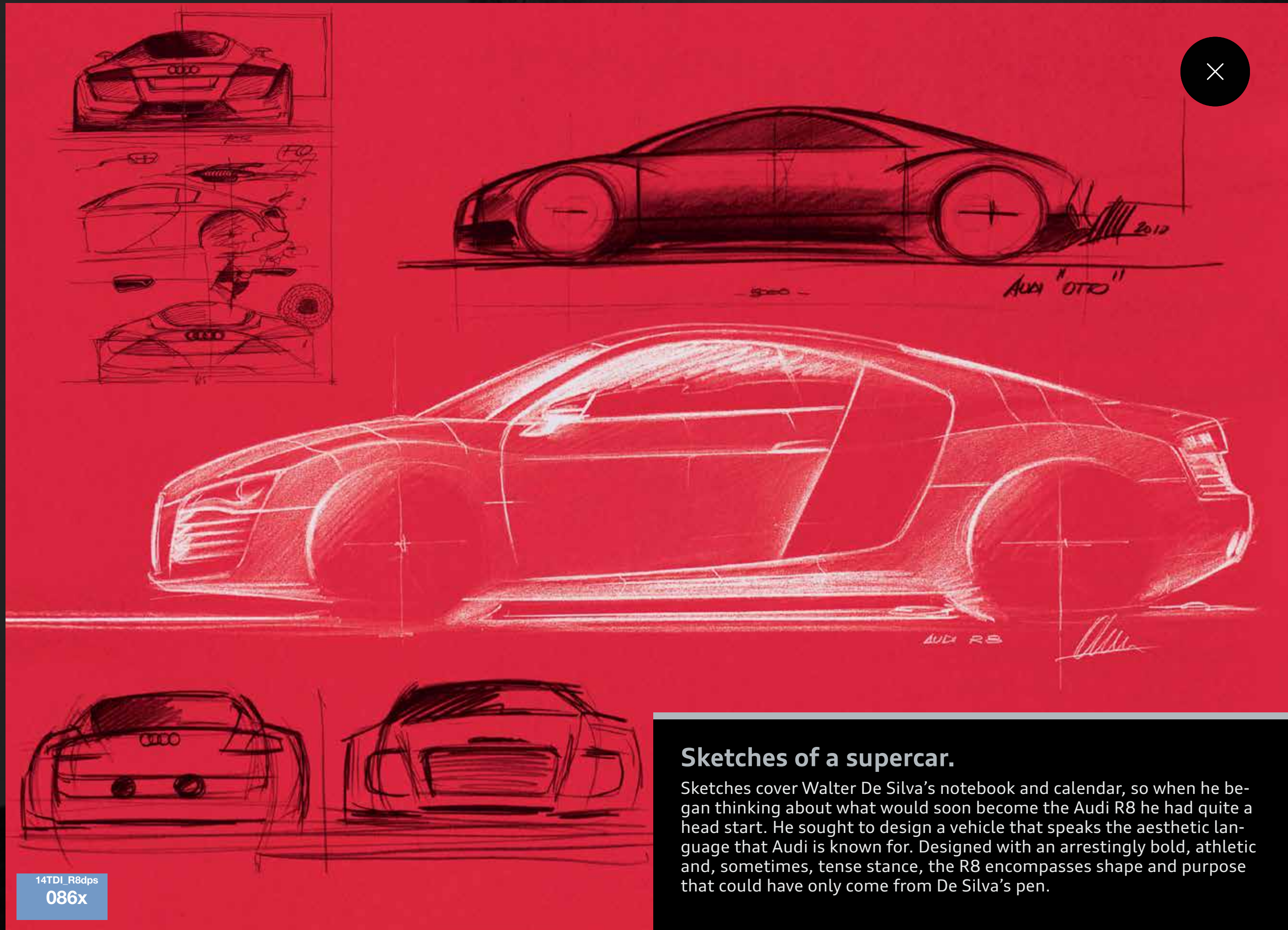
Sketches cover Walter De Silva's notebook and calendar, so when he began thinking about what would soon become the Audi R8 he had quite a head start. He sought to design a vehicle that speaks the aesthetic language that Audi is known for. Designed with an arrestingly bold, athletic and, sometimes, tense stance, the R8 encompasses shape and purpose that could have only come from De Silva's pen.

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14TDI_R8dps
054

patriarch



14TDI_R8dps
134

sibling



14TDI_R8dps
052

sibling



patriarch



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patriarch

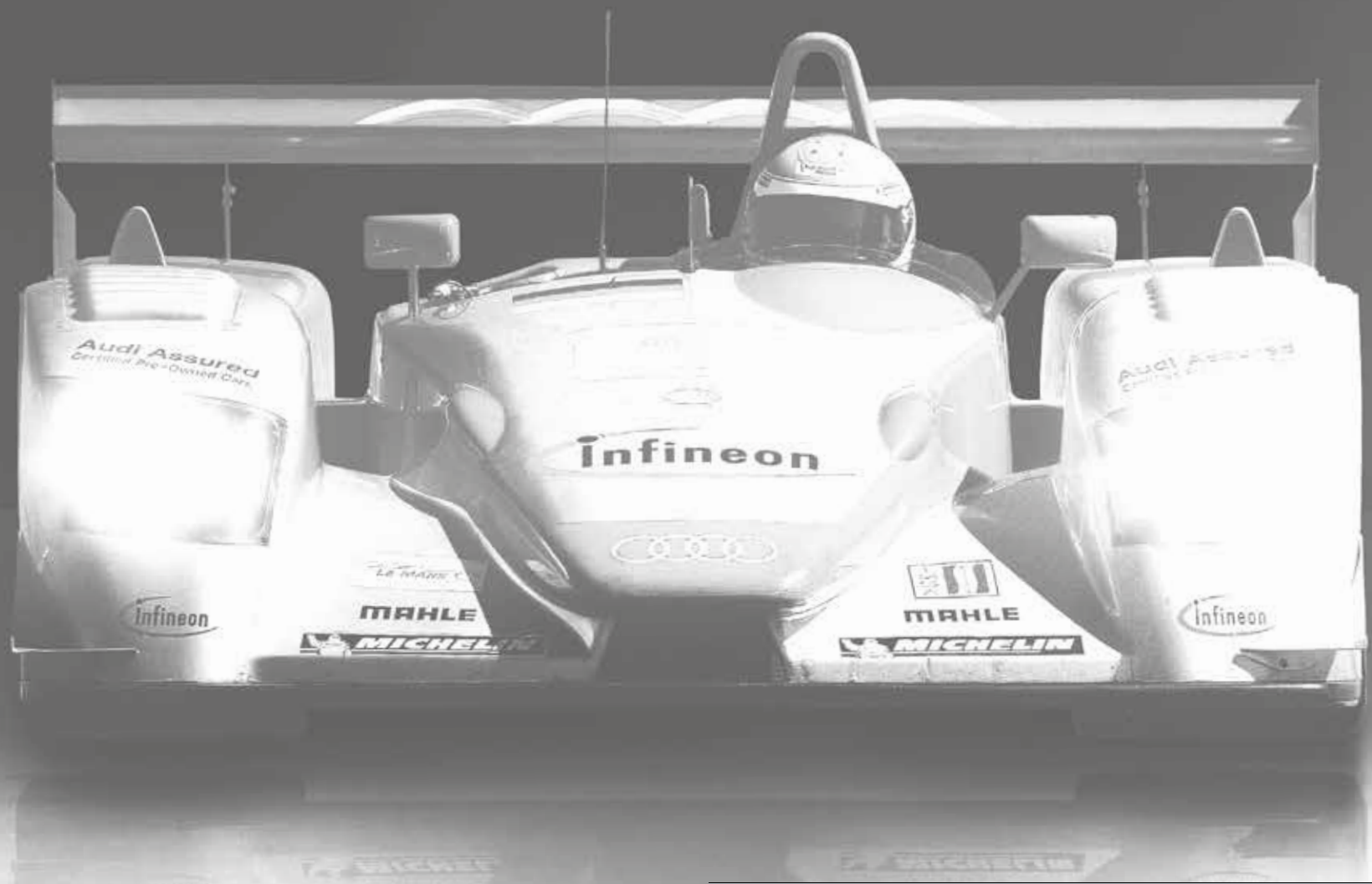


sibling



sibling





Audi R8 LMP1

There was no name more dominant in endurance and closed-wheel motorsports racing between 2000 and 2005 than the Audi R8 LMP1, which took the first half-decade of the new millennium in dramatic fashion by winning 63 of 79 races. When the R8 LMP1 was retired, it gave way to the new Audi R10 TDI® LMP1 prototype that went on to continue to dominate racing under the Audi badge.



14TDI R8dps
055

Audi R8 LMS

The LMS racecar went on to continue the Audi racing legacy by exercising control over the 24 hours of Le Mans races in Le Mans, France. In 2012, the car won its 18th championship title in addition to three overall victories in 12-hour races and five winner's trophies in 24-hour races across the globe.



2014 Audi R8

It has all been distilled into this. The 2014 Audi R8 brings almost a decade of

14TDI_R8dps
056

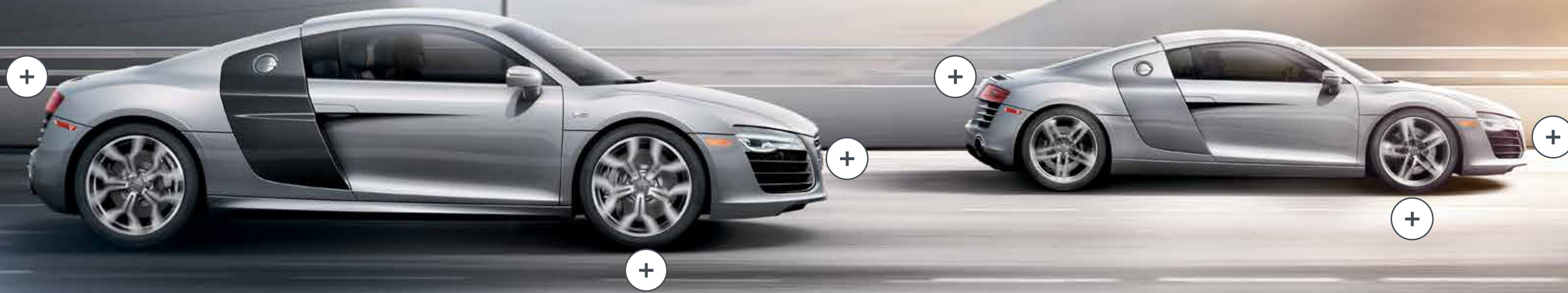
Shape **AND** Purpose



Dynamic in **motion** and at rest.

The Audi R8 couples shape and purpose in dramatic fashion. Every design element serves a specific function to ensure that you're getting the most out of this supercar. From the Audi sideblades whose inlet openings are shaped in concordance with the number of cylinders in the engine in order to feed the appropriate amount of cool air to the engine, to the adaptive rear spoiler that responds to the vehicle's speed, you'll come to realize that aesthetic and performance enhancements are never mutually exclusive.

R8 / Coupes



R8 / Coupes





Gloss Black rear exterior elements

In addition to the Gloss Black diffuser and outlet grilles, the Audi V10 Coupe and Spyder also boast an uninterrupted Gloss Black rear license plate bezel.

R8 / Coupes

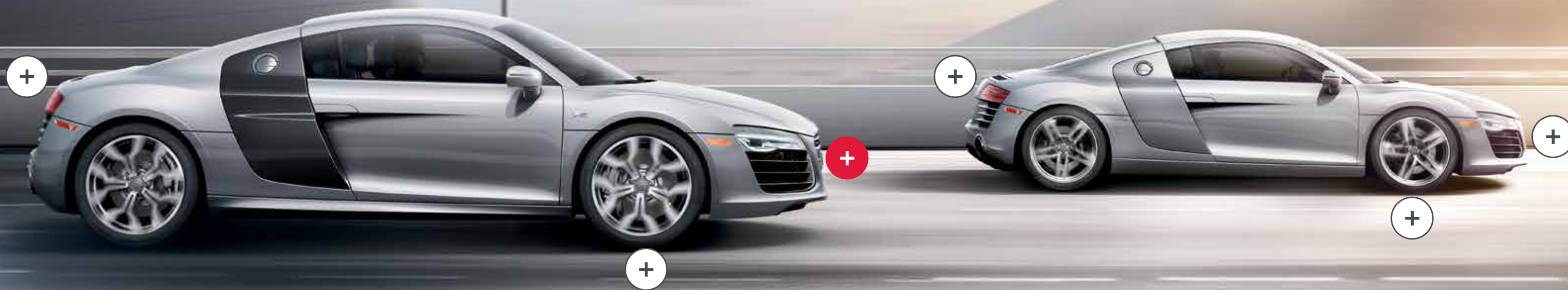




Wheels – R8 V10

The R8 V10 gives you aptly designed 19" 10-spoke Y-design wheels exclusive to this vehicle. These forged, thin-wall aluminum wheels help reduce unsprung weight and rotational mass, thus improving dynamic response. Available in a bicolor Machined/Titanium, or High-polished finish.

R8 / Coupes





Gloss Black front exterior elements

The tapered Audi Singleframe® grille introduces you to the chiseled front end of the Audi R8 and leads your eyes to the pronounced fender arches, side sills and beautifully designed Audi sideblades. Adding to the dynamic appeal, the front splitter and air inlet grilles are finished in Gloss Black.

R8 / Coupes





Wheels – R8 V8

The Audi R8 V8 is fitted with standard 19" 5-double-spoke design alloy wheels, available in Silver, Titanium and High-polished finish. The forged, thin-wall aluminum-alloy wheels help reduce unsprung weight and rotational mass, thus improving the vehicle's dynamic response.

R8 / Coupes





Full LED headlights

It wouldn't be an Audi without the captivating stare of full LED headlight technology. Consider the LED's your guiding light, brilliant and efficient, they are a symbol of everything an Audi stands for, and a reminder that Audi is an automotive manufacturer blazing a new trail.

R8 / Coupes





LED taillights

Though you'll be ahead of just about everyone on the road, you're still going to be noticed, and we wanted your followers to experience a little bit of what makes the Audi R8 so special. LED taillight technology decorates the rear of your vehicle, giving everyone else something to strive toward.

R8 / Spyder



R8 / Spyder





Aluminum-optic windshield surround

The windshield frame of the Audi R8 Spyder is reinforced, to help ensure strength, and is covered with an Aluminum-optic windshield surround for a sleek, sporty look.



R8 / Spyder





Aluminum-optic engine vent covers

The rear fenders and engine cover of the Audi R8 Spyder are made from carbon fiber to help offset the weight of the acoustic folding roof system, and are styled with Aluminum-optic vent covers, giving the engine a little extra cooling with a lot of style.

R8 / V10 plus



R8 / V10 plus





Wheels – R8 V10 plus

The Audi R8 V10 plus is equipped with 19" 5-double-spoke Y-design wheels. Available in Titanium or Silver finish, these lightweight forged alloy wheels, along with standard Audi ceramic brakes, help reduce unsprung weight and enhance response.

R8 / V10 plus





Carbon Sigma Audi sideblades

Carbon Sigma sideblades are standard on the R8 V10 plus, directing cool air into the engine, right through both mass airflow sensors, throttle bodies and the single length runners, past the manifold flaps, through the intake valves, and finally into the combustion chambers.

R8 / V10 plus





Titanium Gray front inlet grilles and Carbon Fiber Sigma lower lip spoiler

At the very first glance, the Audi R8 V10 plus can be differentiated from its siblings by its Titanium Gray elements, including the front inlet grilles and the lower splitter which is made of carbon fiber.

R8 / V10 plus





Carbon Fiber Sigma side mirror

Carbon Sigma exterior side mirror housings on the Audi R8 V10 plus are lighter than traditional side mirror caps and give the R8 V10 plus a more exclusive look.

R8 / V10 plus





**Titanium Gray outlet grilles and
Carbon Fiber Sigma diffuser**

When you walk around to the rear of the Audi R8 V10 plus, you'll see the Titanium Gray rear outlet grilles and center plate and Carbon Fiber rear diffuser, which elegantly contrast against the rounded Gloss Black dual exhausts.

Design engineering



Design engineering





Float through the air with the greatest of ease.

When your speed doubles, the resistance produced by the air you're driving into quadruples.¹ Because of this, the vehicle requires eight times more power to continue to travel forward, so even a small amount of drag can result in a loss of efficiency. And while you expect a measure of drag to help keep your vehicle on the ground, you don't want it to be restrictive.

- > Profile
- > Underbody

¹ Obey all speed and traffic laws.



Down with the resistance.

The front splitter allows air to easily pass under the suspension components, and the belly pan of the Audi R8 is engineered for smooth, unobstructed passage of air toward the rear diffuser, helping release air pressure from the rear and bottom of the vehicle, reducing lift.

- > Profile
- > Underbody

Design engineering





1/3

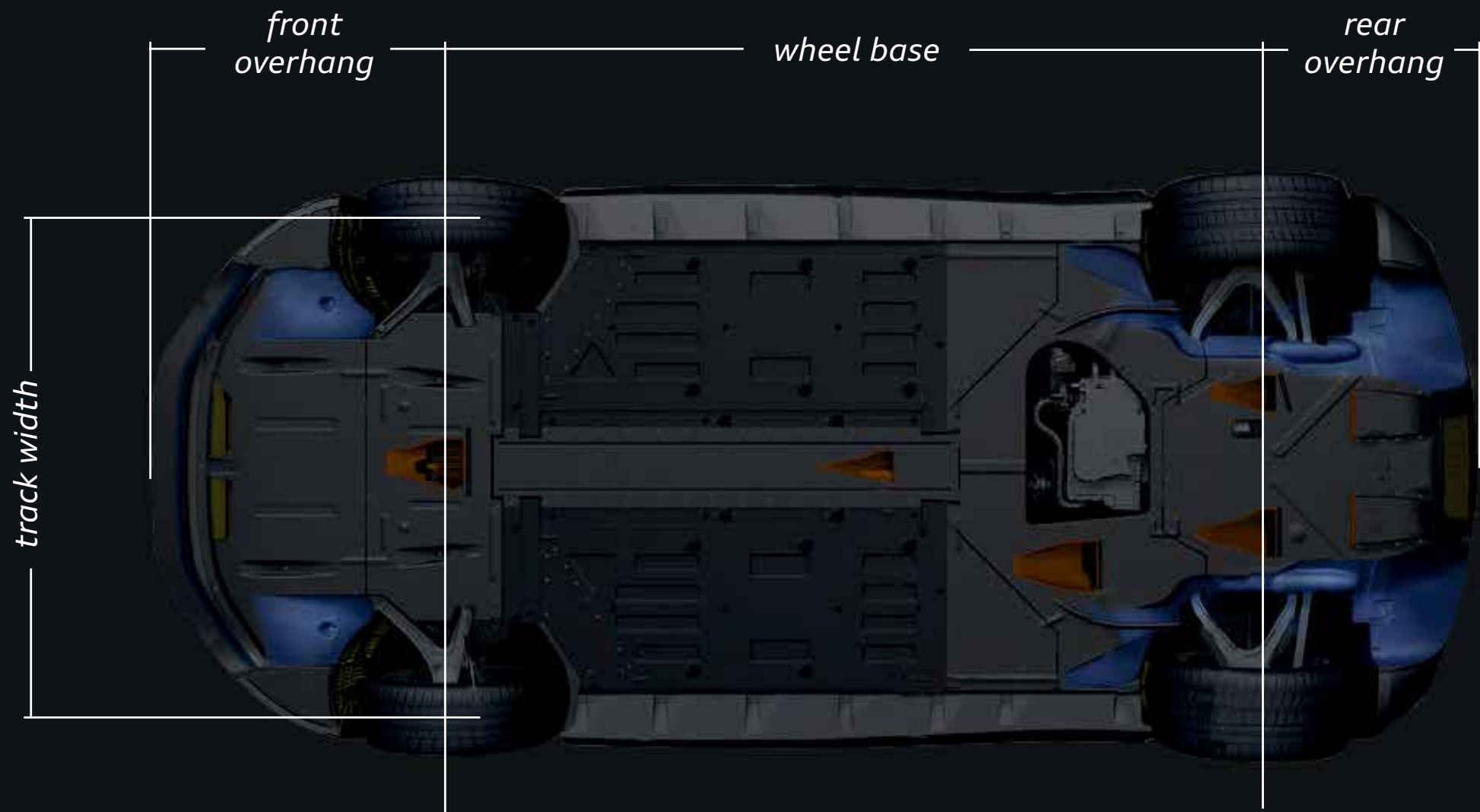
2/3

Balance in immoderation.

The design of the Audi R8 goes far beyond its electric exterior. The vehicle's proportions greatly aid the performance of the vehicle. The low center of gravity, as a result of the mid-mounted engine design, and the wide wheelbase give the vehicle its iconic look and help keep you in control on both the highway and the raceway. It's a balance, expressively delivered, and designed for the boldest tastes.

> Profile > Underbody

Obey all speed and traffic laws.



Hold the road with arms wide open.

The Audi R8 was engineered and designed for performance. Of paramount importance is the placement of the vehicle's wheels. Short front and rear overhangs ensure that the wheels are placed as close to each corner of the vehicle as possible. The short wheelbase and wide front and rear track help keep the center of gravity close to the road while weight is spread nearly perfectly throughout the chassis.

- > Profile
- > Underbody

Design engineering

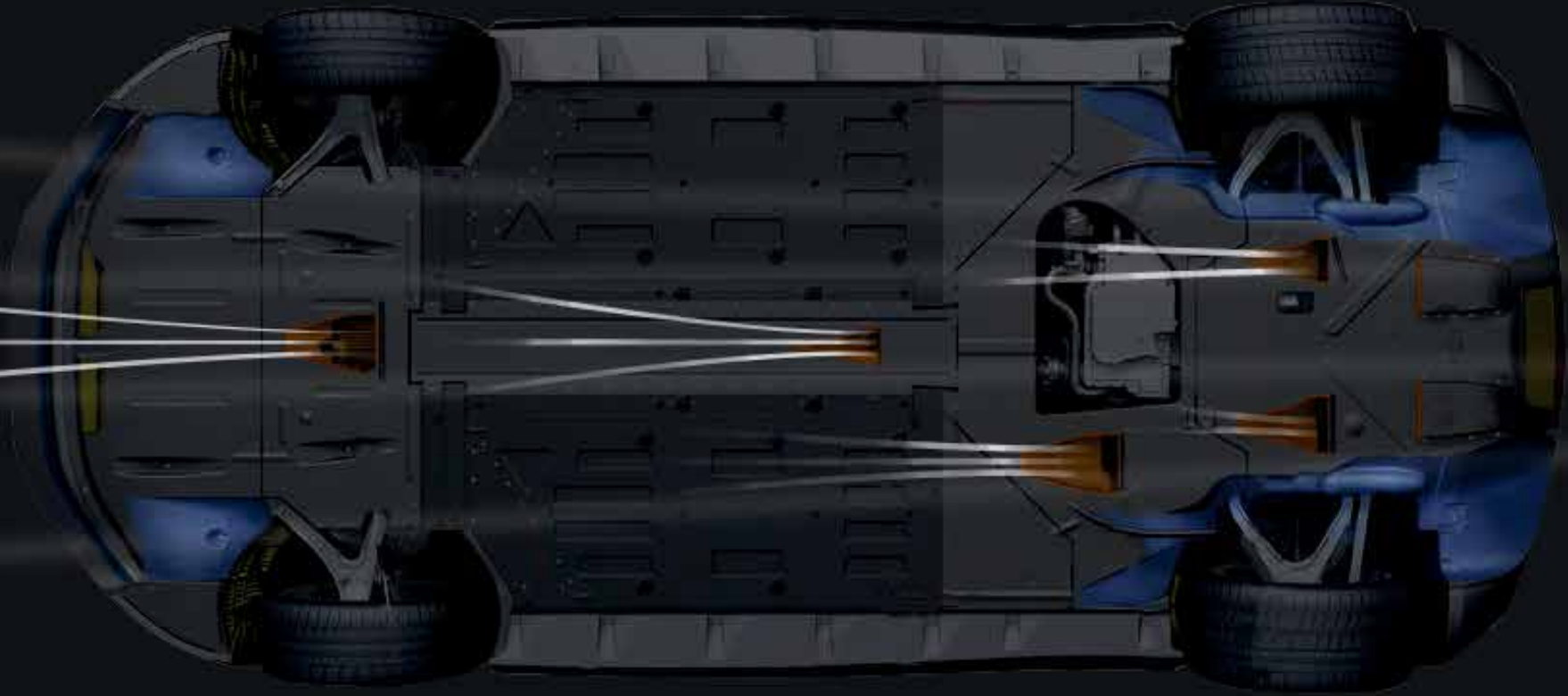




We move with a certain air about us.

The Audi R8 utilizes three radiators hidden behind the front fascia, on either side of the Audi Singleframe® grille, to suck in air and help keep the engine at its optimum running temperature. Intake grilles serve to give the Audi R8 its bold front, while the sideblades feed the engine the air it needs for breathtaking performance.

- > Profile
- > Underbody



Technology like this was sent from above.

The NACA ducts on the underbelly of the Audi R8 are part of an ingenious system for cooling vital parts of the drive line. Originally developed by the precursor to NASA, they're used to cool the differential and other drivetrain components, while managing the flow of air underneath the R8.

- > Profile
- > Underbody

Indulgent **AND** Unadorned

Interiors developed for racing should make your heart do the same.



2000

2014

Interiors developed for racing should make your heart do the same.

2000



2014

Interiors developed for racing should make your heart do the same.

2000



2014

Interior

Essential **luxury**, nothing more.

When you enter the Audi R8, there is a lot of top-flight power surrounding you. But upon further inspection, you'll find that, despite the bold appearance of the R8, there is a sophisticated calm inside. Beautifully appointed double-stitched leathers and finely crafted inlays hint at both sport and luxury, further expressing the natural duality of the R8. It's unadorned, but never less than luxurious.

Interior



Interior





Sport Steering Wheel

A flat-bottom three-spoke multifunction sport steering wheel gives the monoposto cockpit design an even sportier look and feel. The leather-wrapped magnesium steering wheel frame and Aluminum-optic shift paddles shave precious ounces from the vehicle. And you can adjust audio and engage the driver information system without having to take your hands off the wheel.

Interior





R8 Badging

Audi R8 badging surrounds you, from the available illuminated sill inserts, to the aluminum sport shifter. Throughout the Audi R8, you'll see the signature red rhombus Sport® badge that has become synonymous with Audi Sport® racing. It's just another touch to remind you that you're driving the best of what Audi has built their brand upon.

Interior



Interior



Aluminum Shifter

The Audi R8 features a comfortable, easy-to-grip aluminum shift knob, that helps you reign in the power of the engine with the ultrafast seven-speed Audi S-tronic® automatic transmission, mimics the feel of a manual transmission.¹

¹ Obey all speed and traffic laws

Interior





Sound

We're not sure we've ever heard of a racecar driver bringing along a mix tape, but your Audi R8 isn't confined to the race track, so you might want to think about your playlist next time you take a drive up the coast. Whether you opt for the seven-speaker Audi concert radio, or upgrade to the available twelve-speaker Bang and Olfusen® Sound System, you get to make that drive that much more inviting.

Interior





Interior Door Sill Inlays

Interior doorsill inlays boast the iconic Audi R8 logo with the red rhombus that has become synonymous with Audi Sport®. If you want a little extra, available backlit interior doorsill inlays deliver a nice touch.

Interior





Audi Navigation plus

Audi Navigation plus features a 6.5" TFT color display and can be paired with either a six-disc CD changer or the Audi music interface and you'll receive a 90-day trial subscription of SiriusXM® Satellite Radio. BLUETOOTH® wireless technology preparation, with safety belt-mounted microphones, helps allow clear communication between you and your compatible BLUETOOTH® device.

Requires compatible phone.

Interior





Audi tv



Ultra Strong **AND** Ultra Light

True strength requires flexibility.

The ASF® aluminum construction of the Audi R8 weighs only 463 lbs, but the axle distribution load is optimized by integrating lightweight aluminum and magnesium technologies into the body structure. High body rigidity and strength will help satisfy your comfort and performance requirements.



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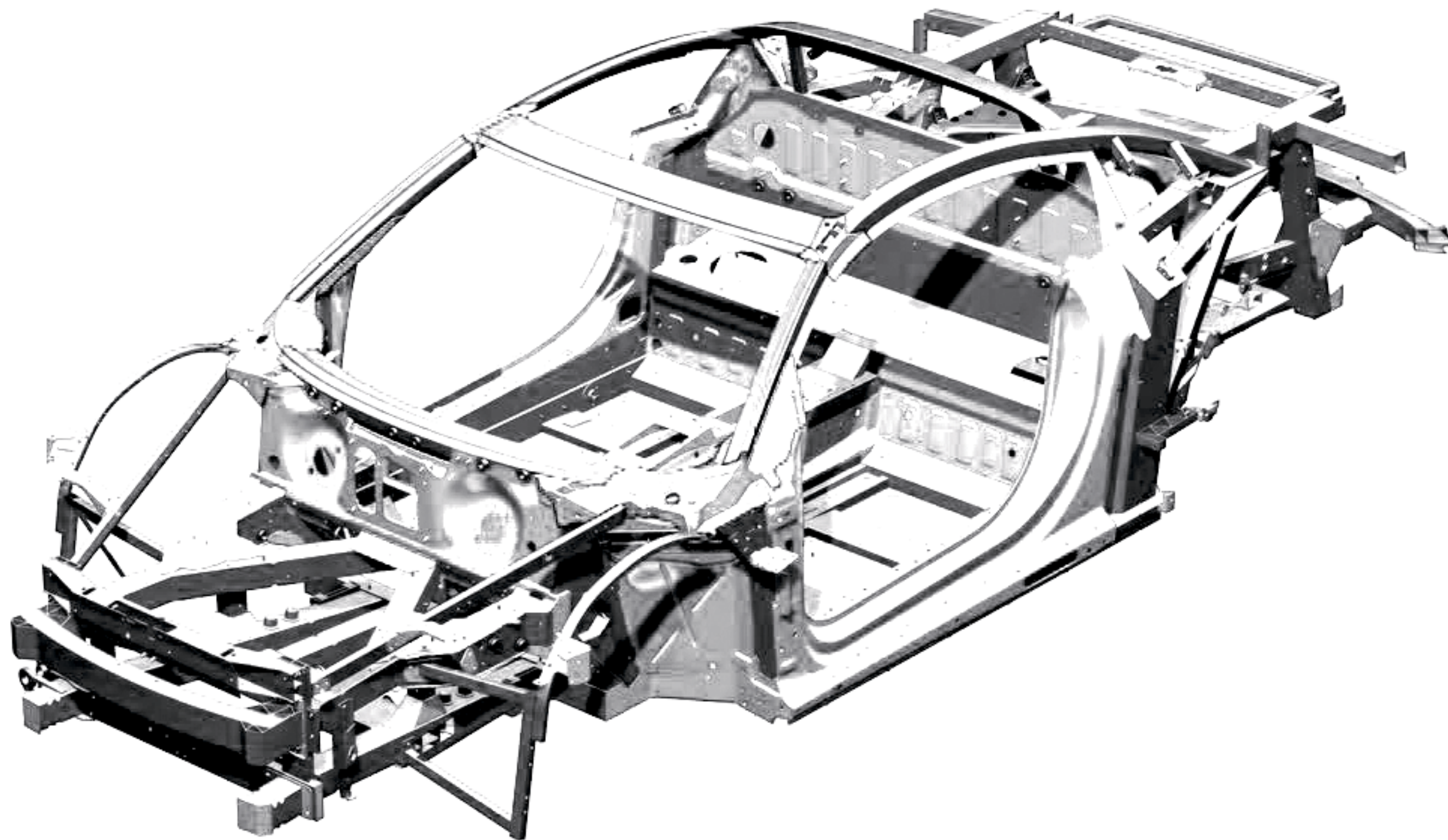
Cast aluminum

Extruded aluminum

Sheet aluminum

Magnesium

all



Cast aluminum

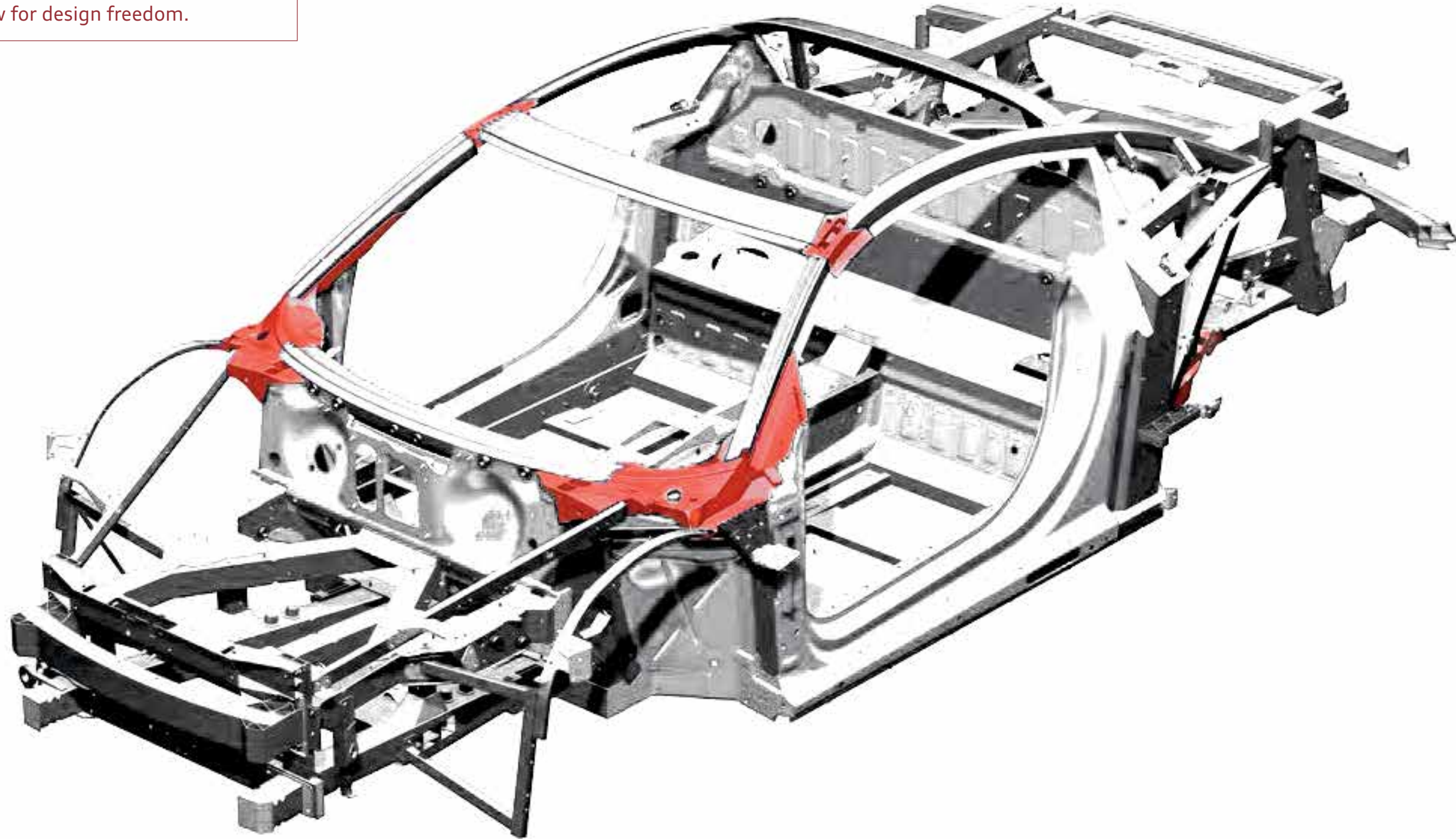
Extruded aluminum

Sheet aluminum

Magnesium

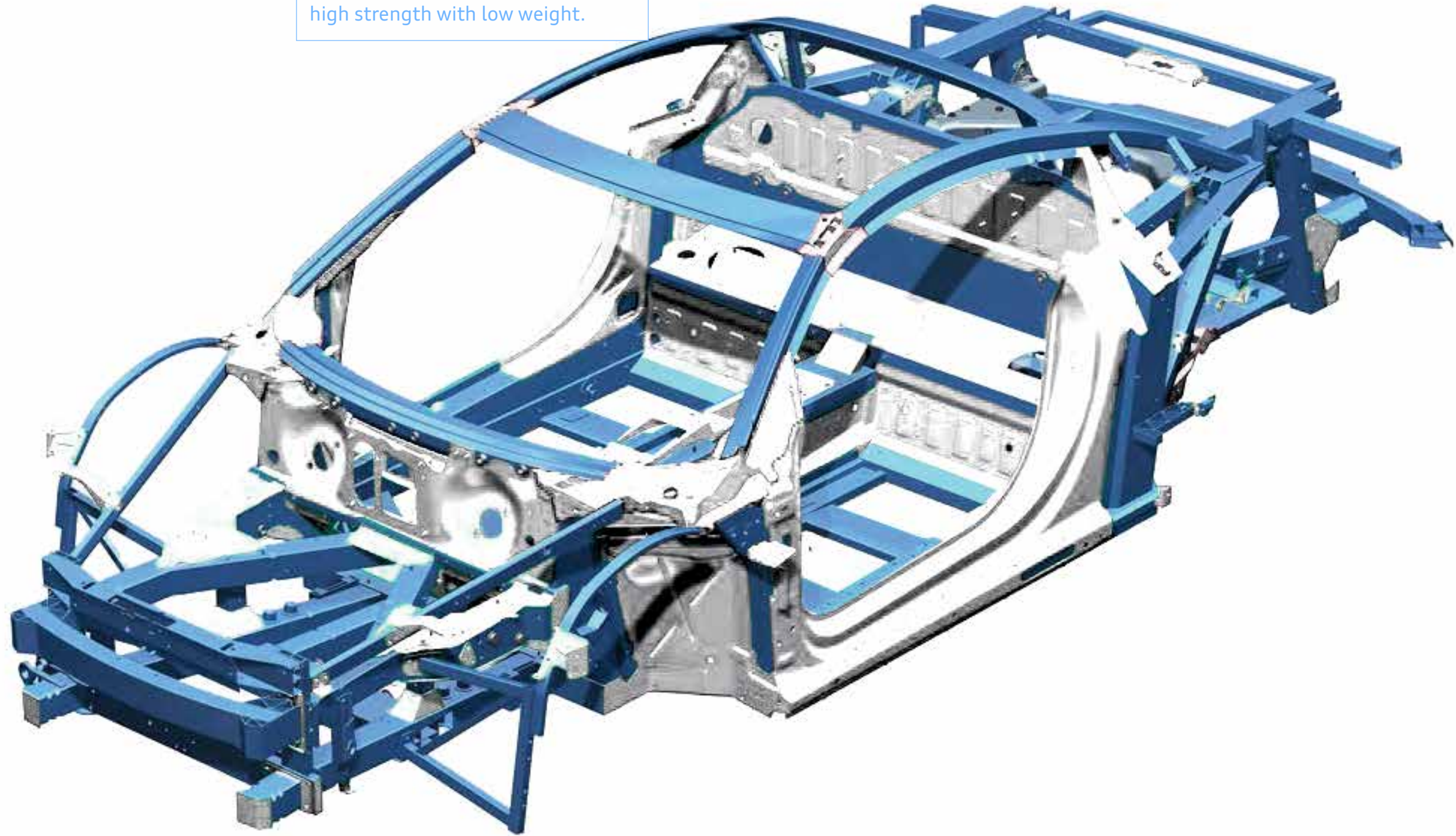
all

Cast aluminum: Used primarily in high-stress areas, these castings fulfill a number of structural tasks, connect multiple components and allow for design freedom.



Cast aluminum	Extruded aluminum	Sheet aluminum	Magnesium	all
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Extruded aluminum: The R8 body's supporting structure is made of three wrought-aluminum components; each component combines high strength with low weight.



Cast aluminum

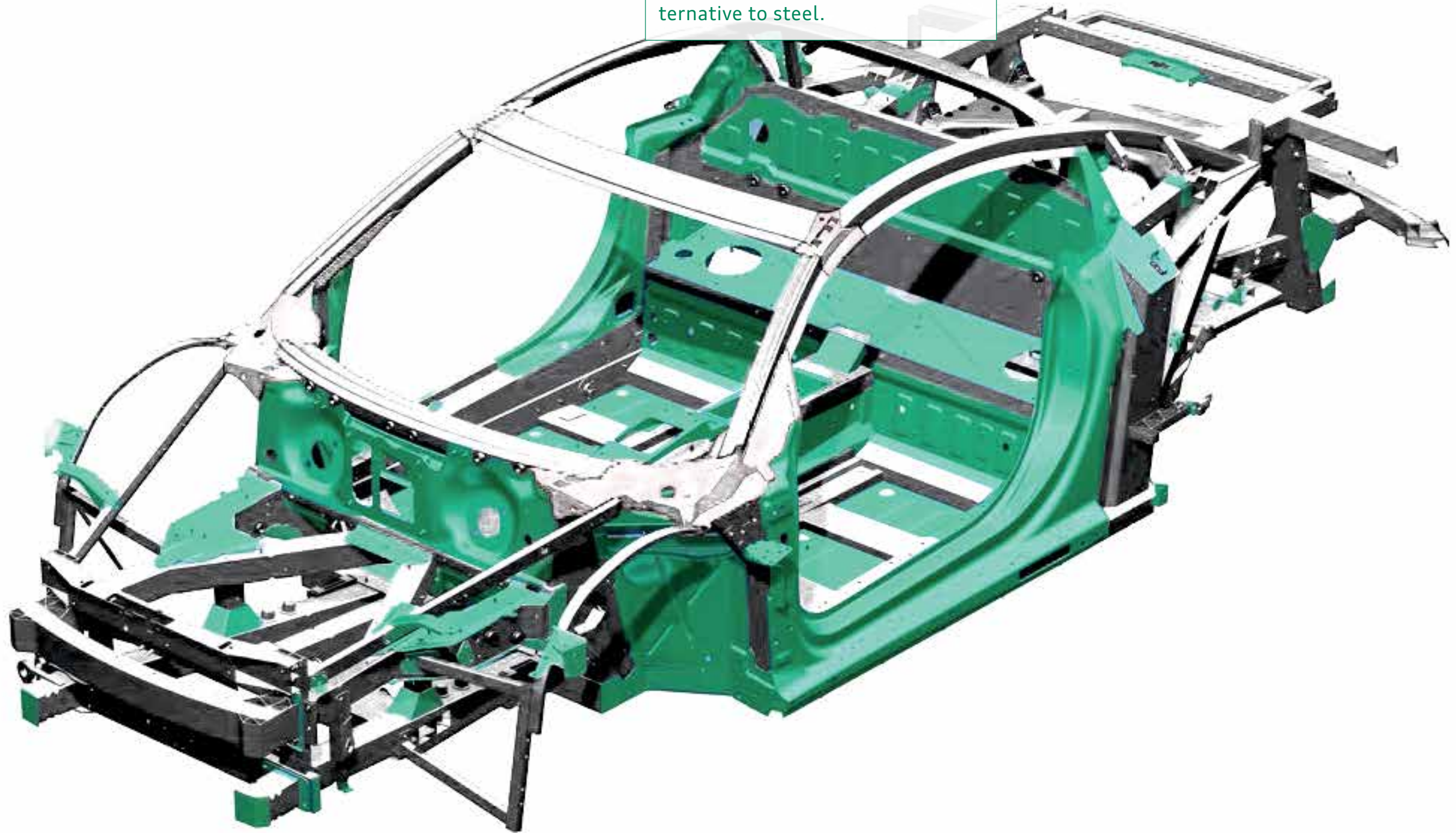
Extruded aluminum

Sheet aluminum

Magnesium

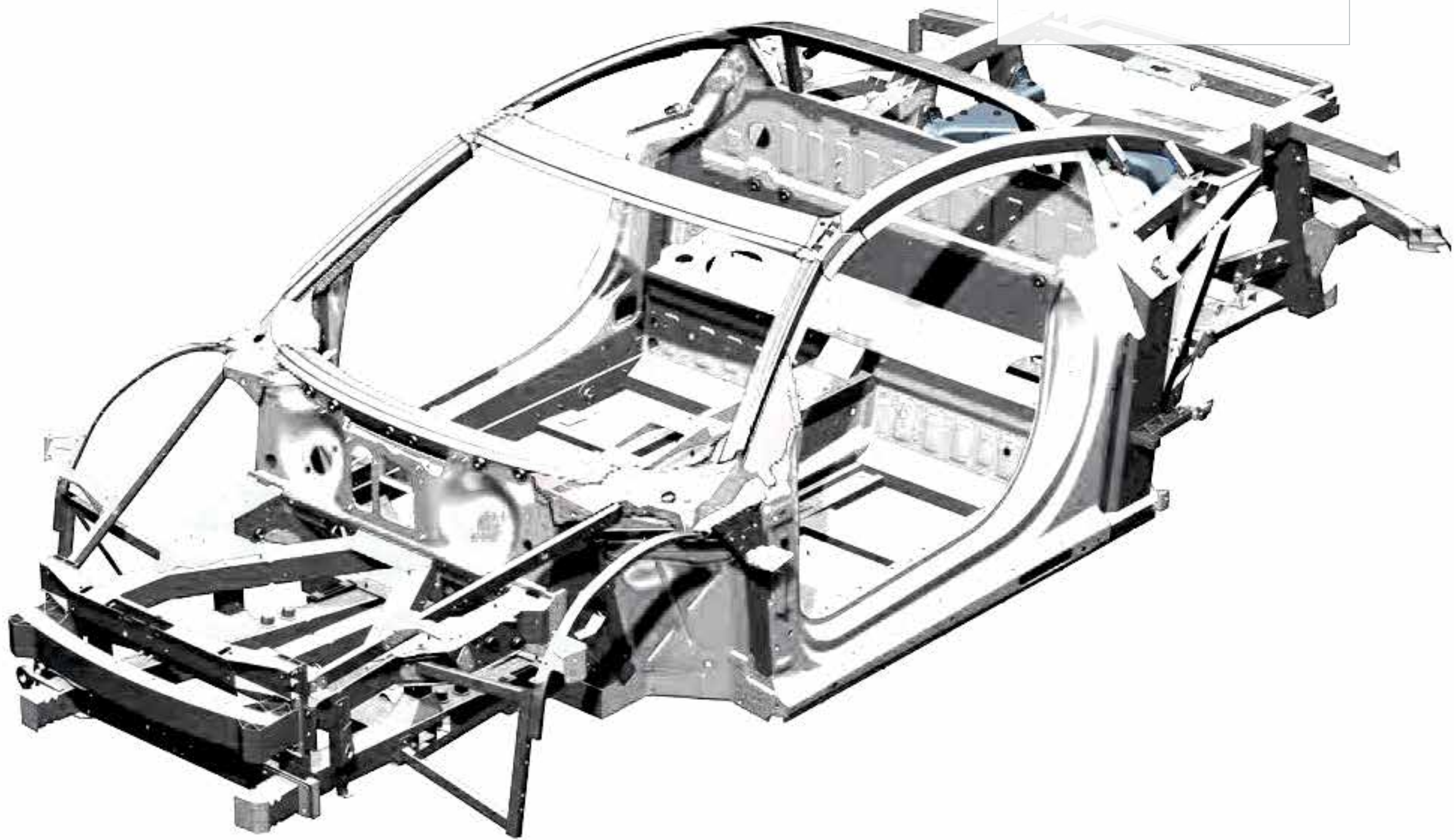
all

Sheet metal aluminum: Utilized for all exterior body panels as well as load-bearing functions within the chassis, it is a lightweight alternative to steel.

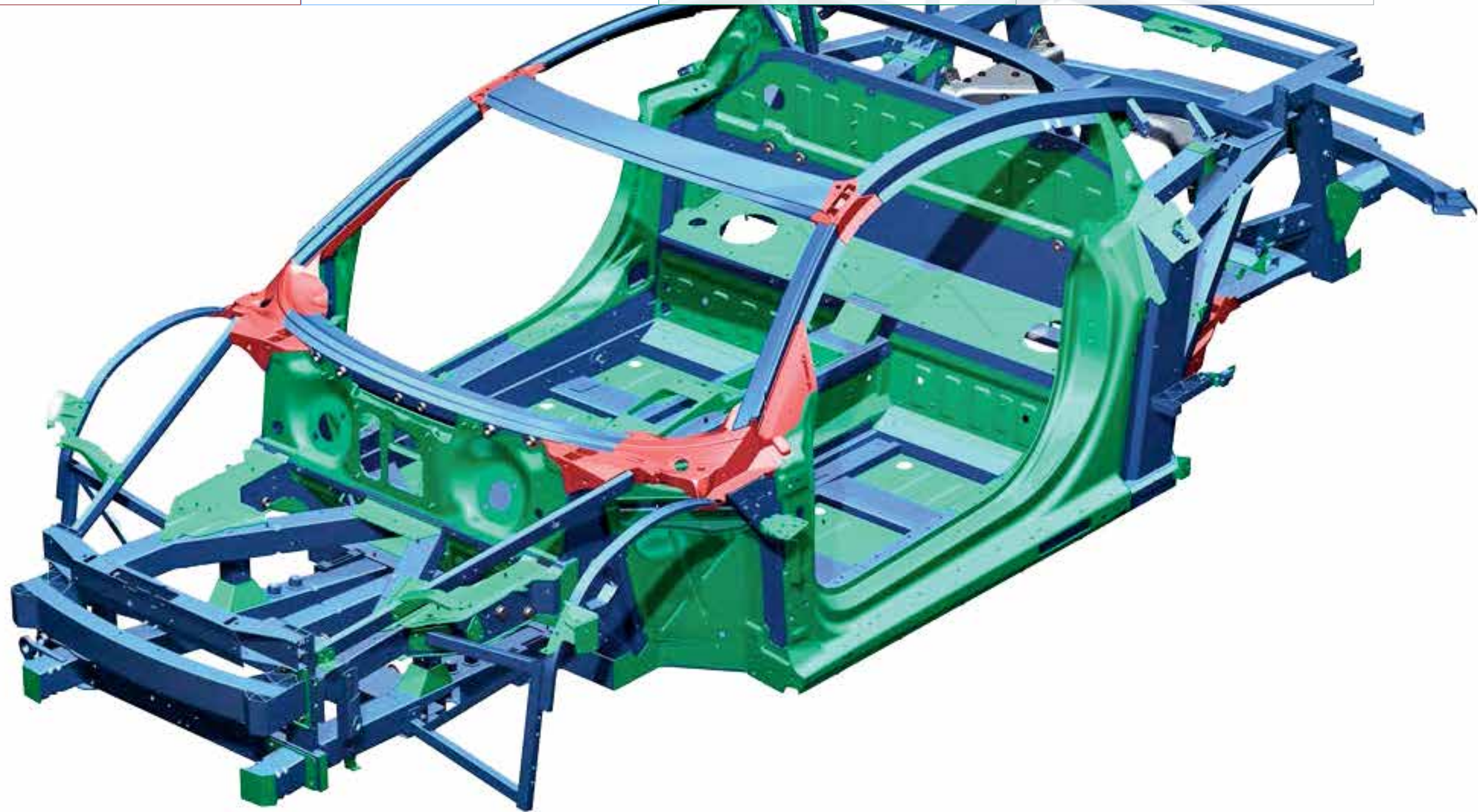


Cast aluminum	Extruded aluminum	Sheet aluminum	Magnesium	all
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Utilized as a structural crossmember in the rear of all Audi R8 models.



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Weight savings

An ounce saved can mean a second earned.

In racing, every ounce counts. Reducing weight is a major part of our success on the track, and it's also become a part of our great success on the road. Audi ultra® weight-saving materials and technologies were developed for racing, but integrated into our vehicles to ensure strength and efficiency. There is no better example of shared technologies than the track-ready Audi R8 V10 plus, which boasts a weight savings of 132 lb., when compared to the R8 V10.

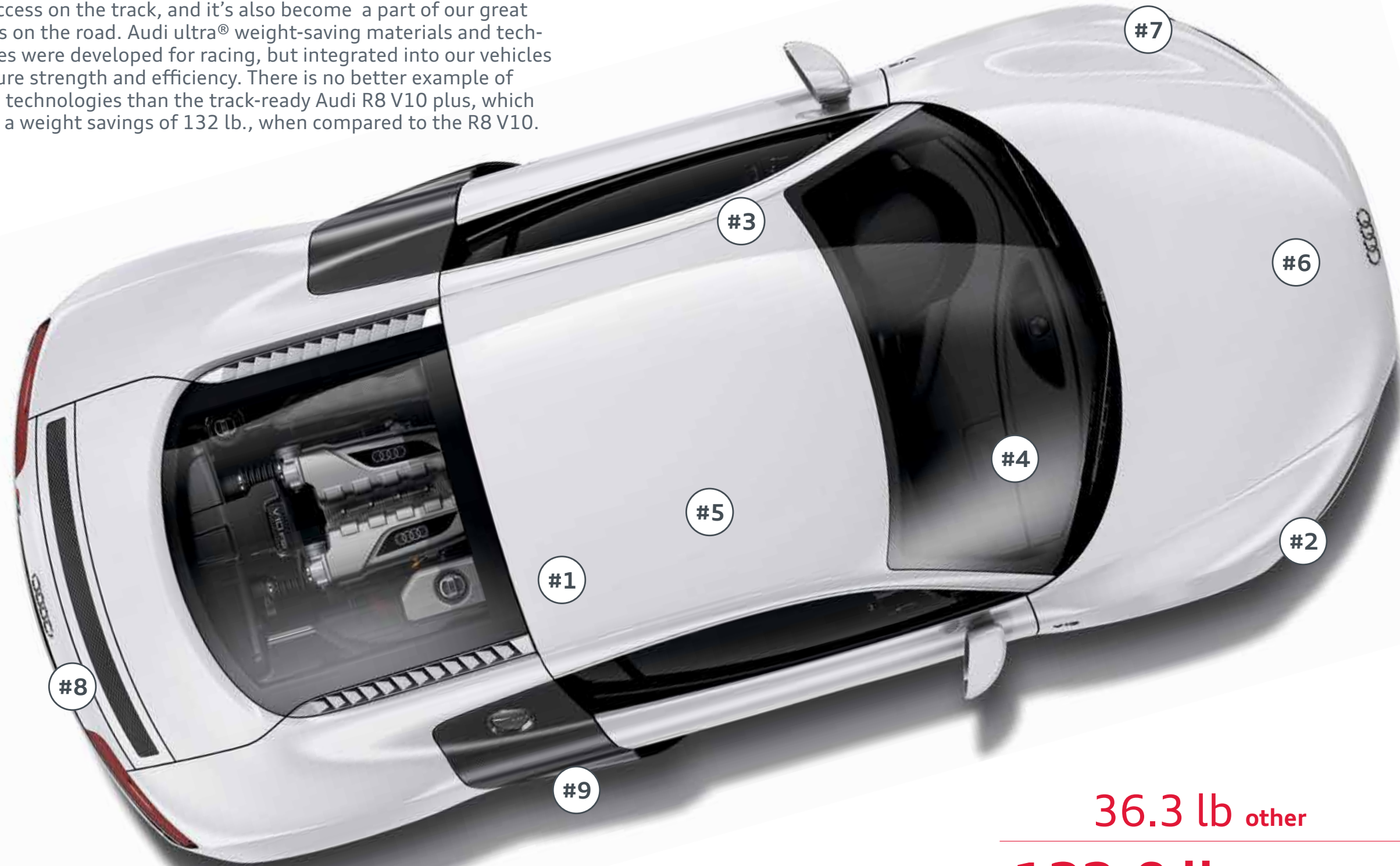


0.0 lb total savings

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36.3 lb other

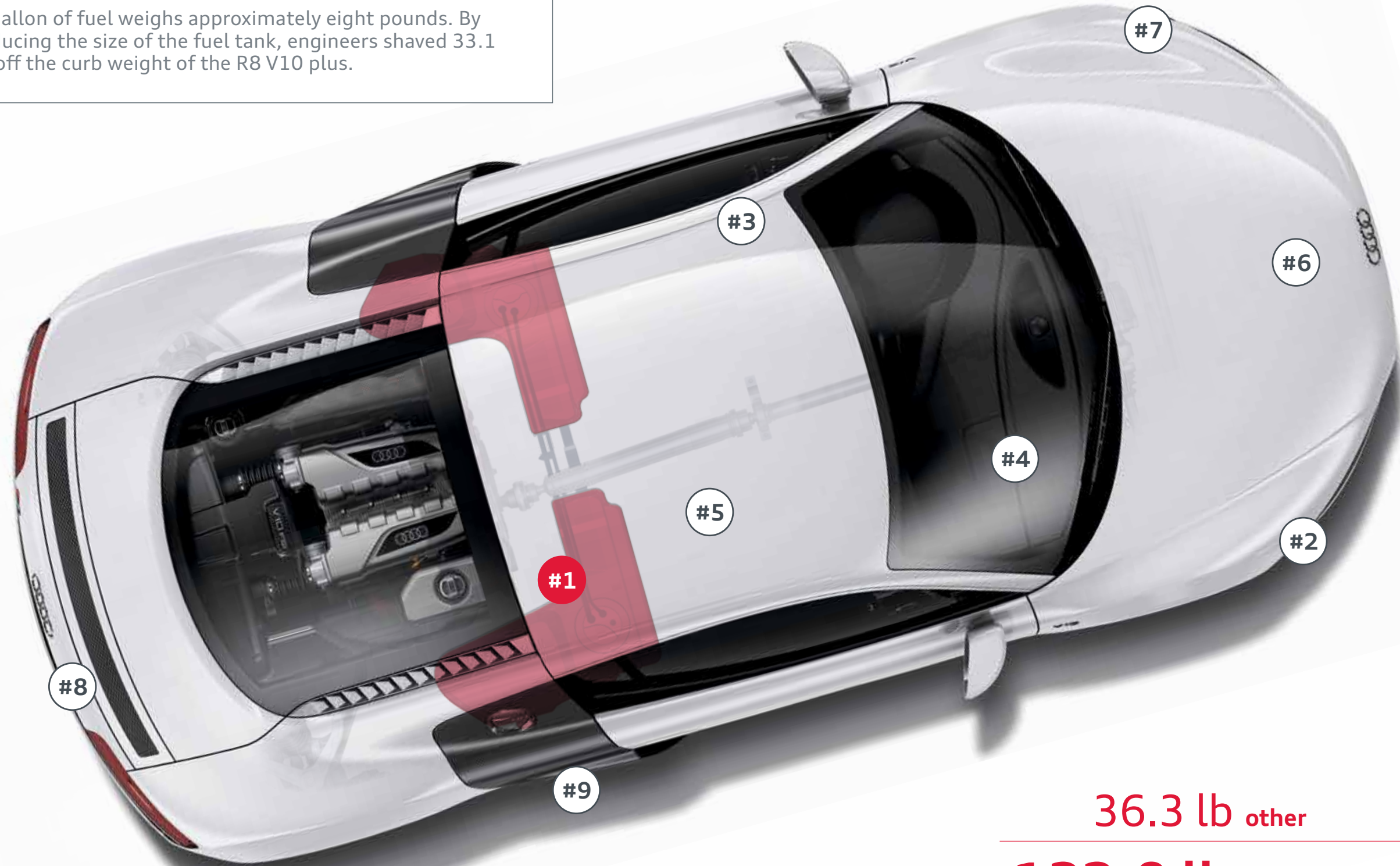
132.0 lb total savings

Weight savings

33.1 lb weight reduction

Decreased fuel tank capacity

A gallon of fuel weighs approximately eight pounds. By reducing the size of the fuel tank, engineers shaved 33.1 lb off the curb weight of the R8 V10 plus.



36.3 lb other

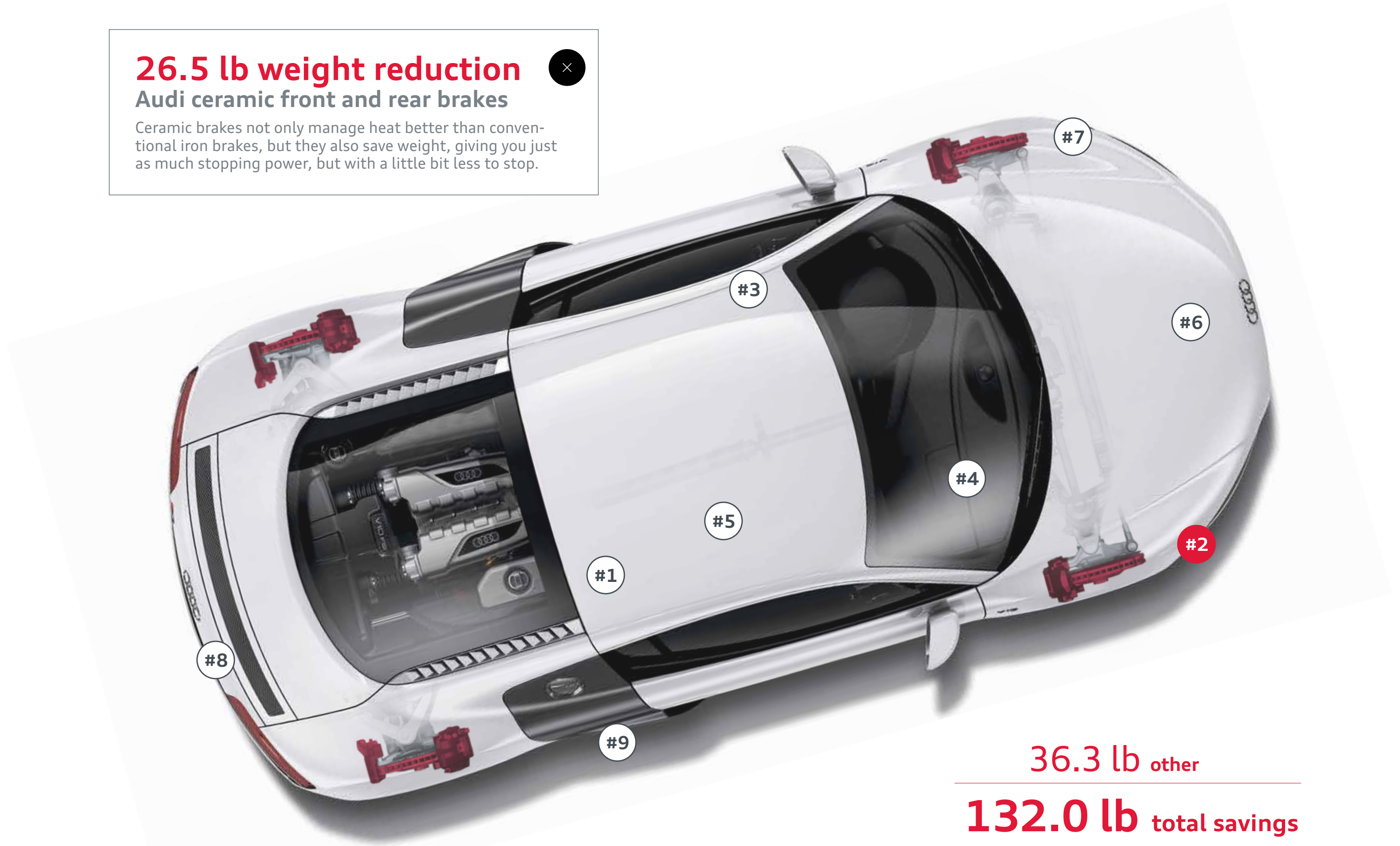
132.0 lb total savings

Weight savings

26.5 lb weight reduction

Audi ceramic front and rear brakes

Ceramic brakes not only manage heat better than conventional iron brakes, but they also save weight, giving you just as much stopping power, but with a little bit less to stop.



36.3 lb other

132.0 lb total savings

Weight savings



15.4 lb weight reduction Six-way manual front sport seats

By removing the electric component to the vehicle's sport seats, we were able to remove 15.4 lb. We figure that your seat will be well adjusted prior to taking to the track.



36.3 lb other

132.0 lb total savings

Weight savings

10.4 lb weight reduction

Audi concert radio with seven speakers

Lose the extra weight, without sacrificing sound. The Audi concert radio system uses five fewer speakers than the available Bang & Olufsen® Sound System, eliminating 10.4 lb from the R8 V10 plus.



36.3 lb other

132.0 lb total savings

Weight savings



8.4 lb weight reduction Leather/Alcantara® seating surfaces

We've saved without compromising quality or your comfort. The leather/ Alcantara® seating surfaces in the R8 V10 plus weigh in at 8.4 lb less than the available Fine Nappa Leather seats.



36.3 lb other

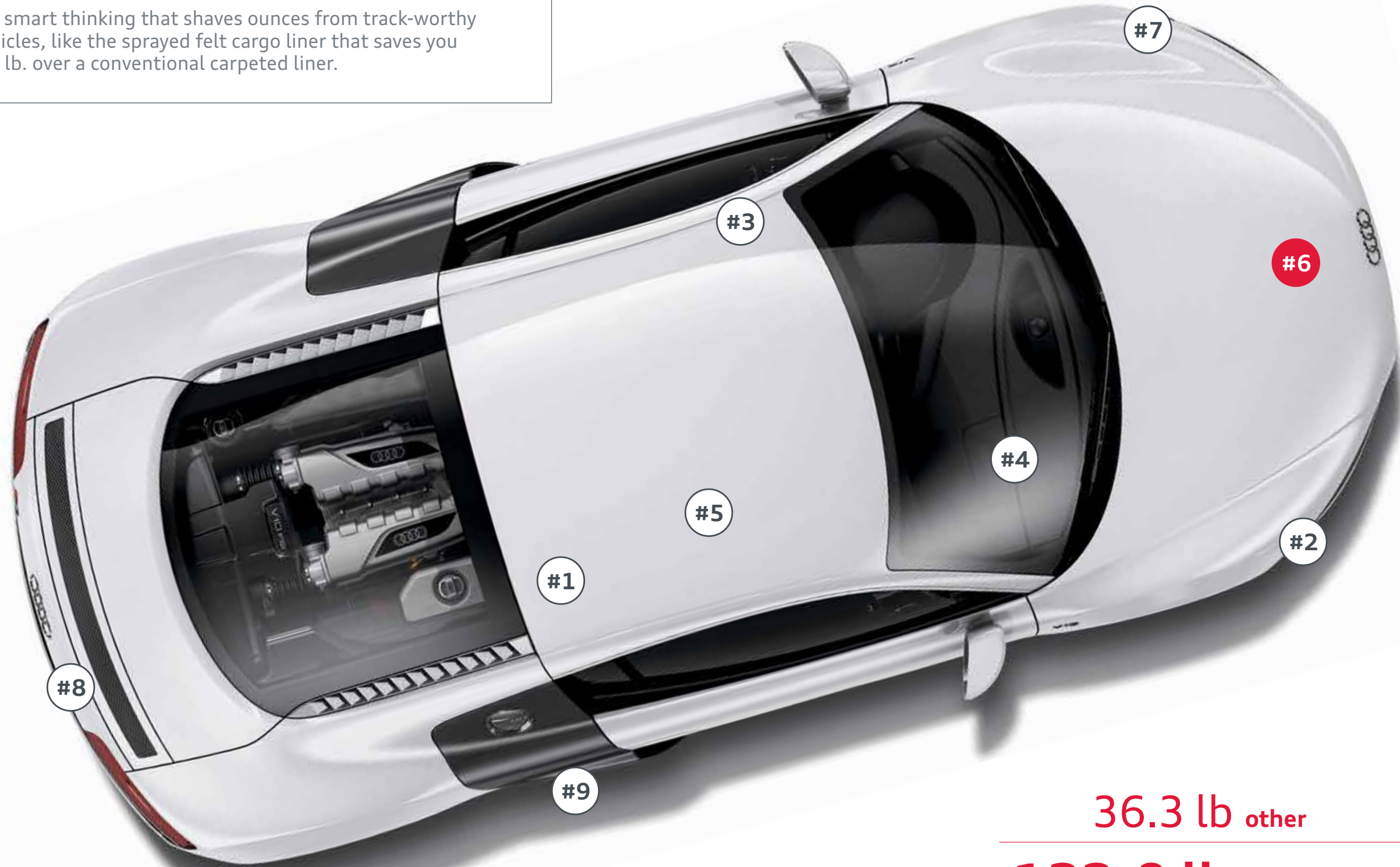
132.0 lb total savings

Weight savings

6.6 lb weight reduction

Sprayed felt cargo compartment liner

It's smart thinking that shaves ounces from track-worthy vehicles, like the sprayed felt cargo liner that saves you 6.6 lb. over a conventional carpeted liner.



36.3 lb other

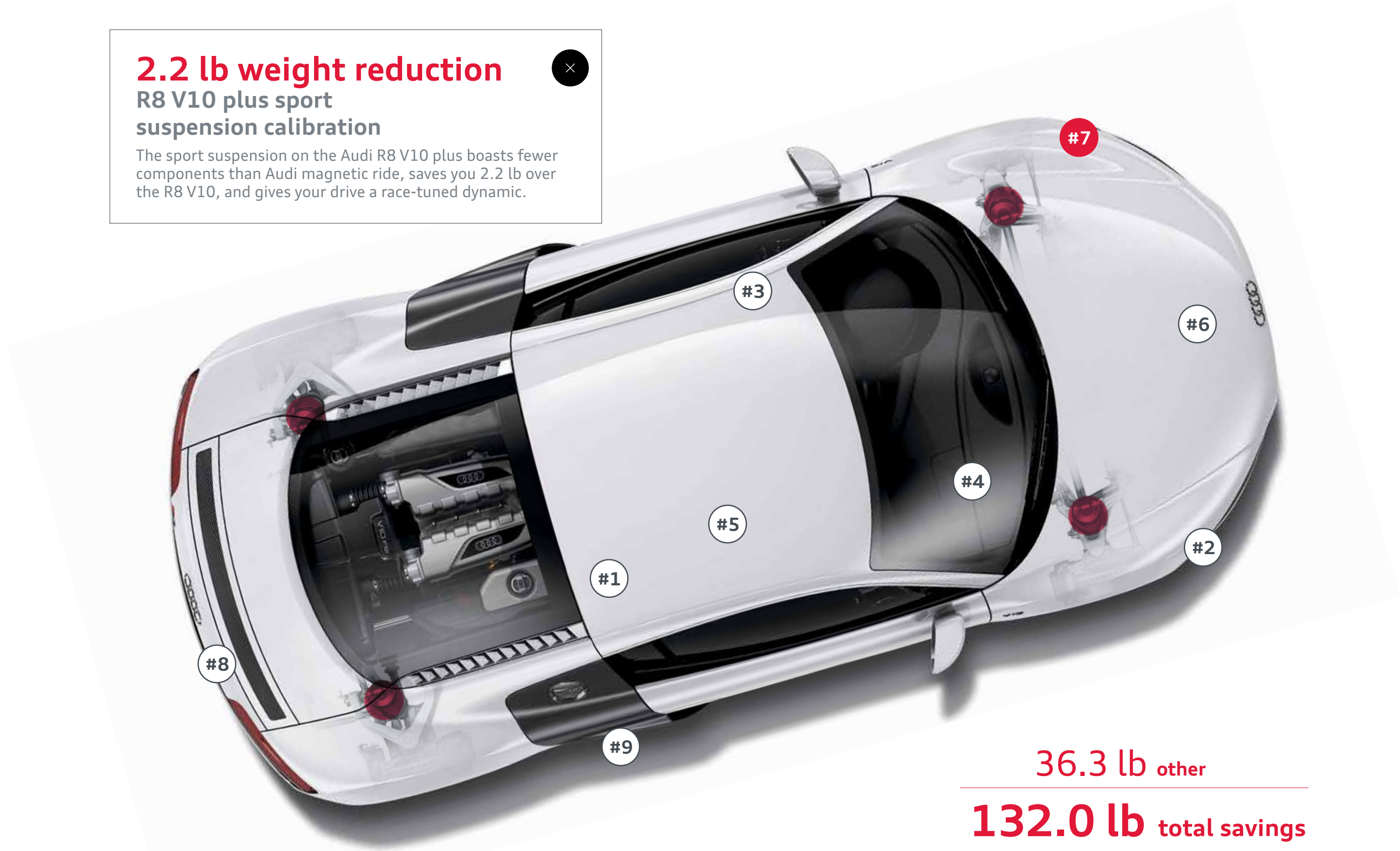
132.0 lb total savings

Weight savings

2.2 lb weight reduction

R8 V10 plus sport suspension calibration

The sport suspension on the Audi R8 V10 plus boasts fewer components than Audi magnetic ride, saves you 2.2 lb over the R8 V10, and gives your drive a race-tuned dynamic.



36.3 lb other

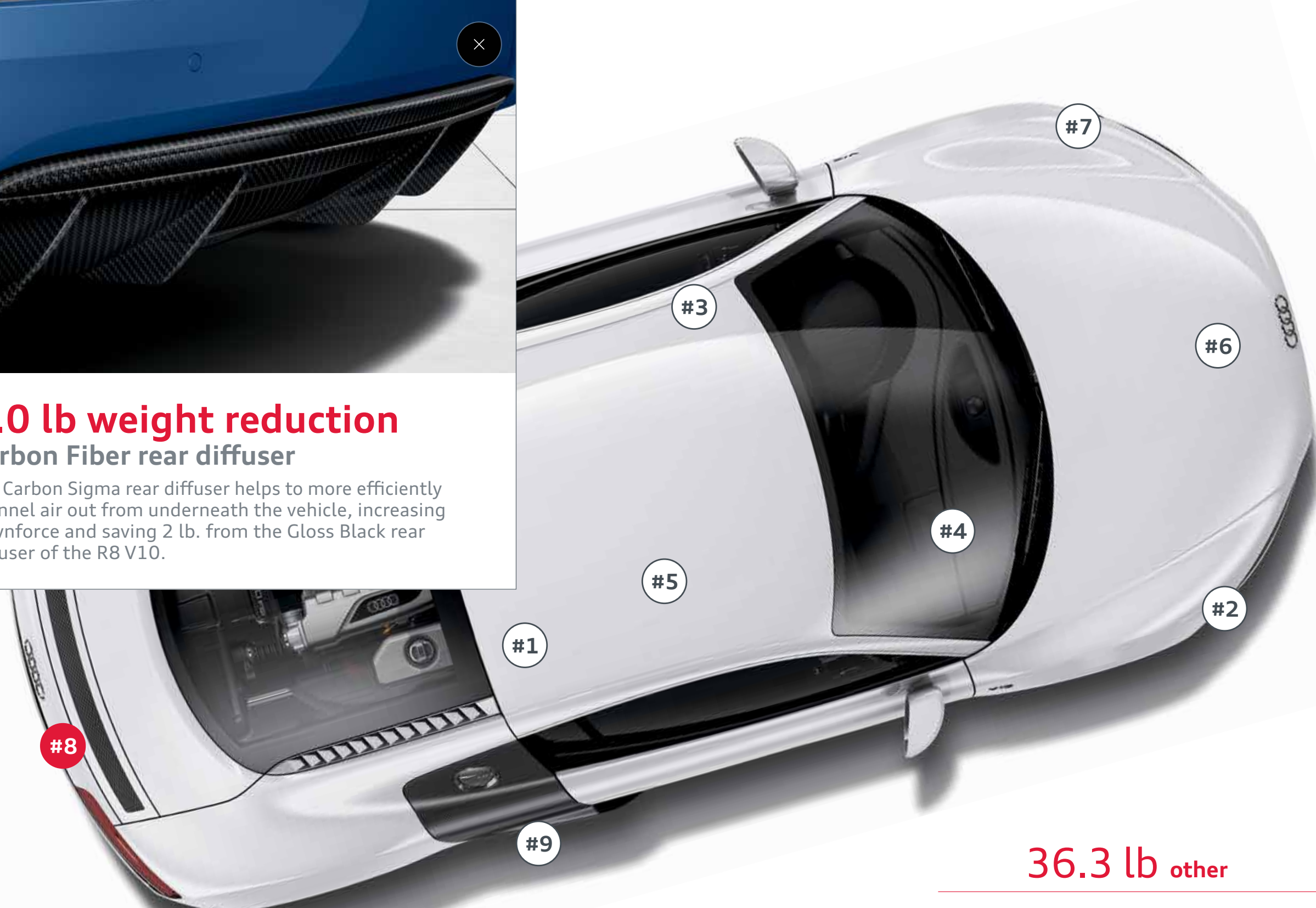
132.0 lb total savings

Weight savings



2.0 lb weight reduction Carbon Fiber rear diffuser

The Carbon Sigma rear diffuser helps to more efficiently channel air out from underneath the vehicle, increasing downforce and saving 2 lb. from the Gloss Black rear diffuser of the R8 V10.



36.3 lb other

132.0 lb total savings

Weight savings

1.1 lb weight reduction

Carbon Sigma Audi sideblades

The large Carbon Sigma sideblades are a lightweight solution to feeding the 5.2-liter FSI® V10 engine with the appropriate amount of air to help keep it running to its full potential.

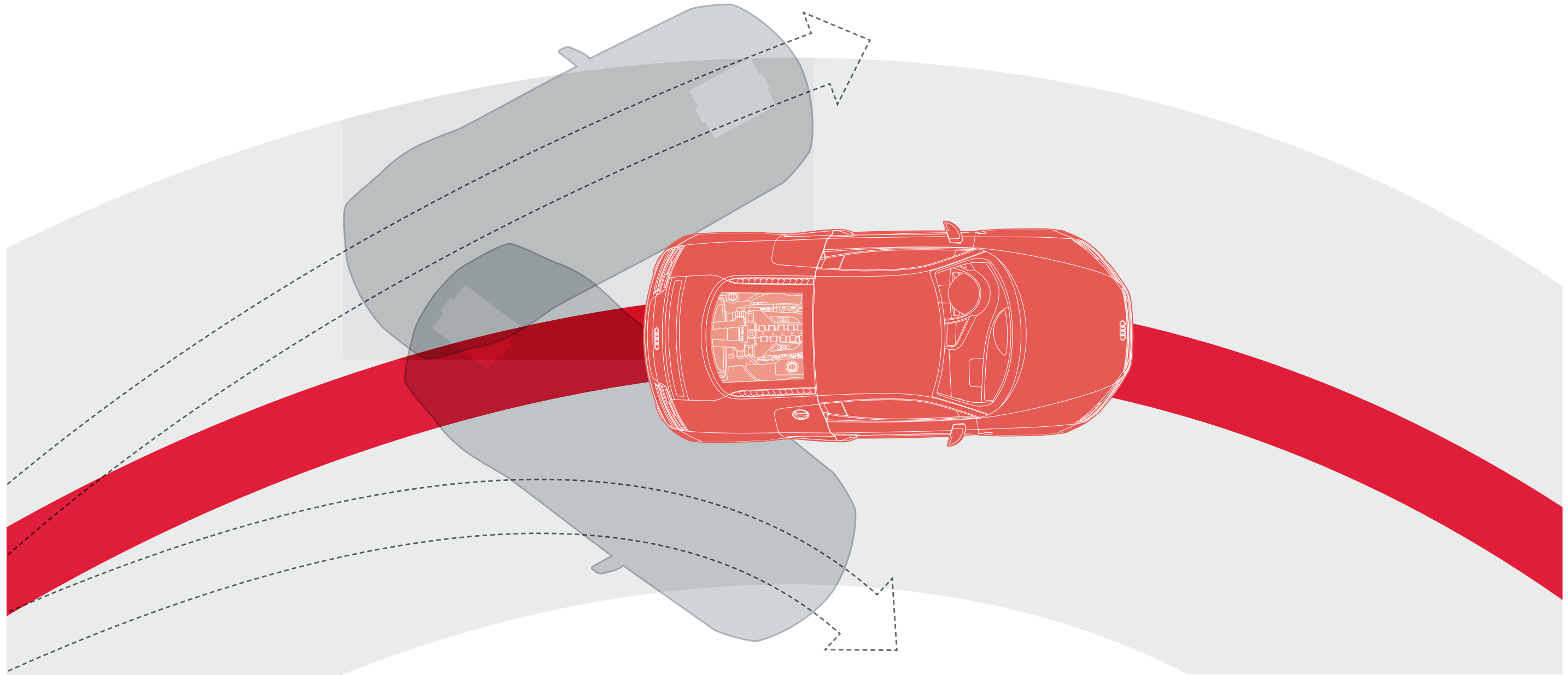


36.3 lb other

132.0 lb total savings

Supercar **AND** Daily Driver





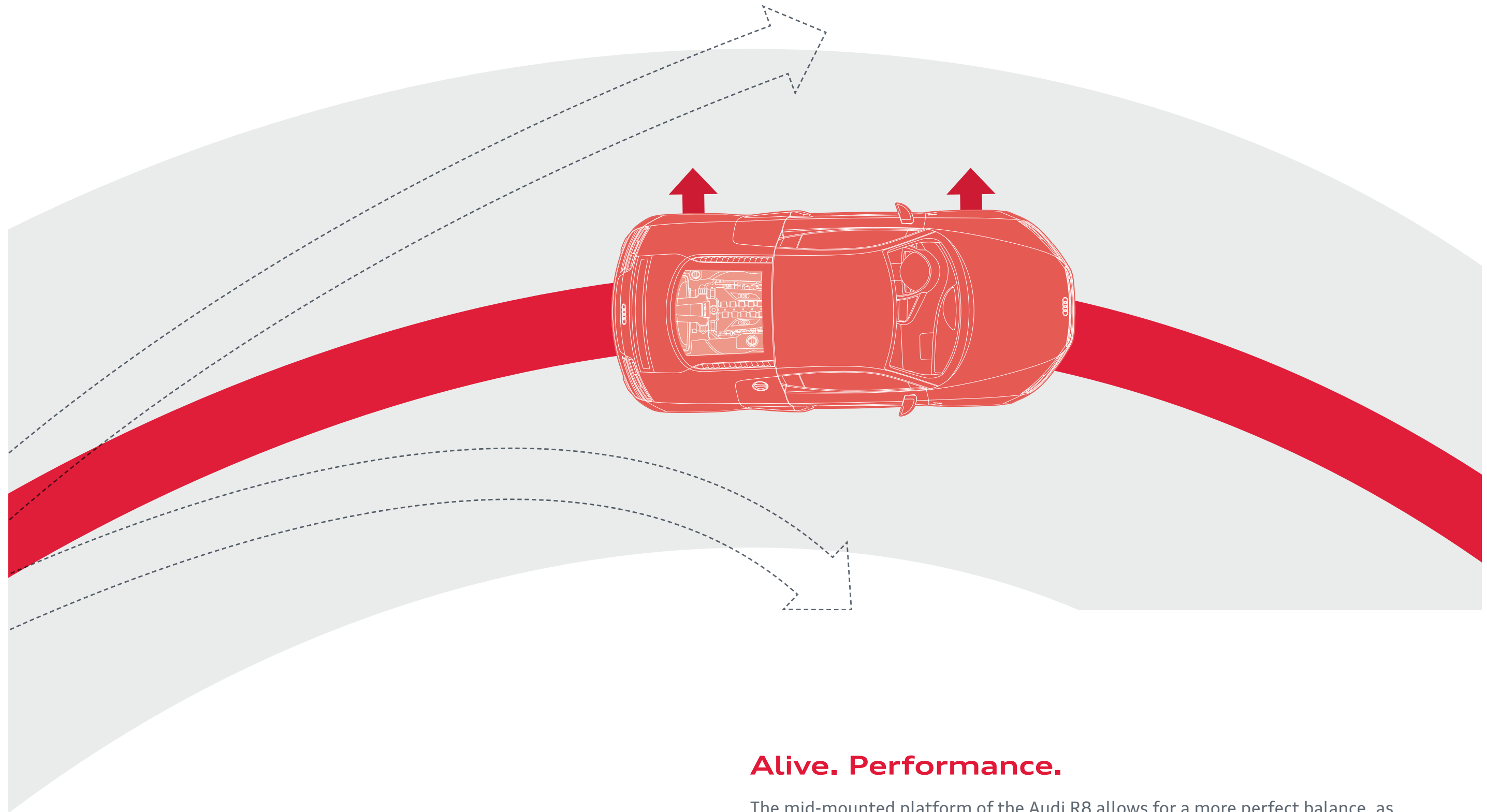
Mid-engine, not middle of the road.

In 1935 and 1937, Auto Union engineered a giant V12 engine in their classic Silver Arrow racer and mounted it behind the driver, unusual for the time. As suspension technology evolved, the stiffness that led to oversteer in the '30s has long been remedied and integrated into the Audi R8. The dry-sump lubrication system allows for a lower engine placement, and thus a lower center of gravity that, coupled with the rear-favored 15:85 power distribution, makes the Audi R8 a perfectly adapted track vehicle that can take to the street with stunning style.

Reasons

- Mid-engine
- Front engine
- Rear engine

Performance



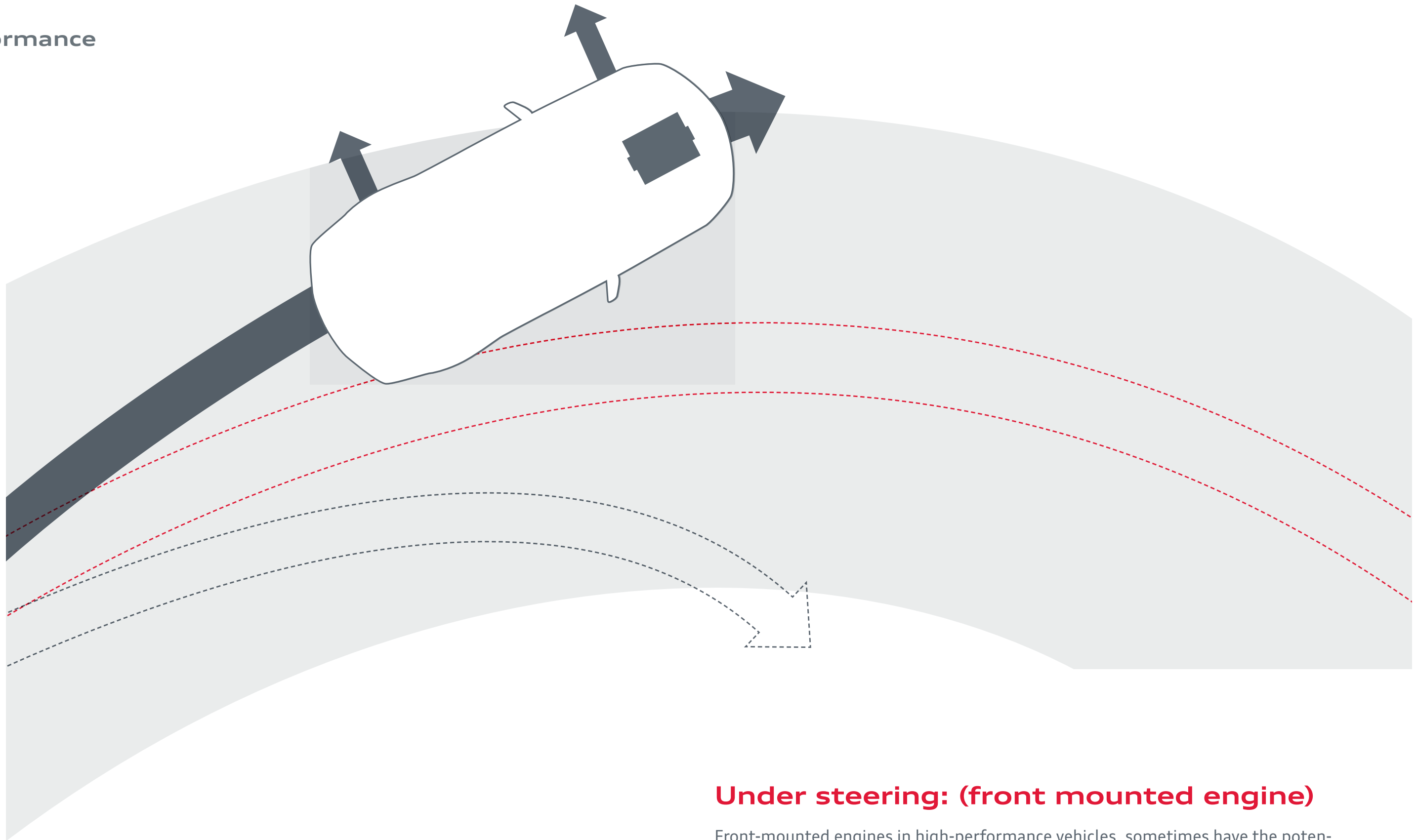
Reasons

- +** *Mid-engine*
- +** *Front engine*
- +** *Rear engine*

Alive. Performance.

The mid-mounted platform of the Audi R8 allows for a more perfect balance, as compared to traditional front- or rear-mounted engines. Low to the ground, with weight more evenly distributed throughout the vehicle, the mid-mounted design, in concert with the Audi quattro® all-wheel drive system, gives the R8 a comprehensive, vibrant feeling of performance that few can match.

Performance



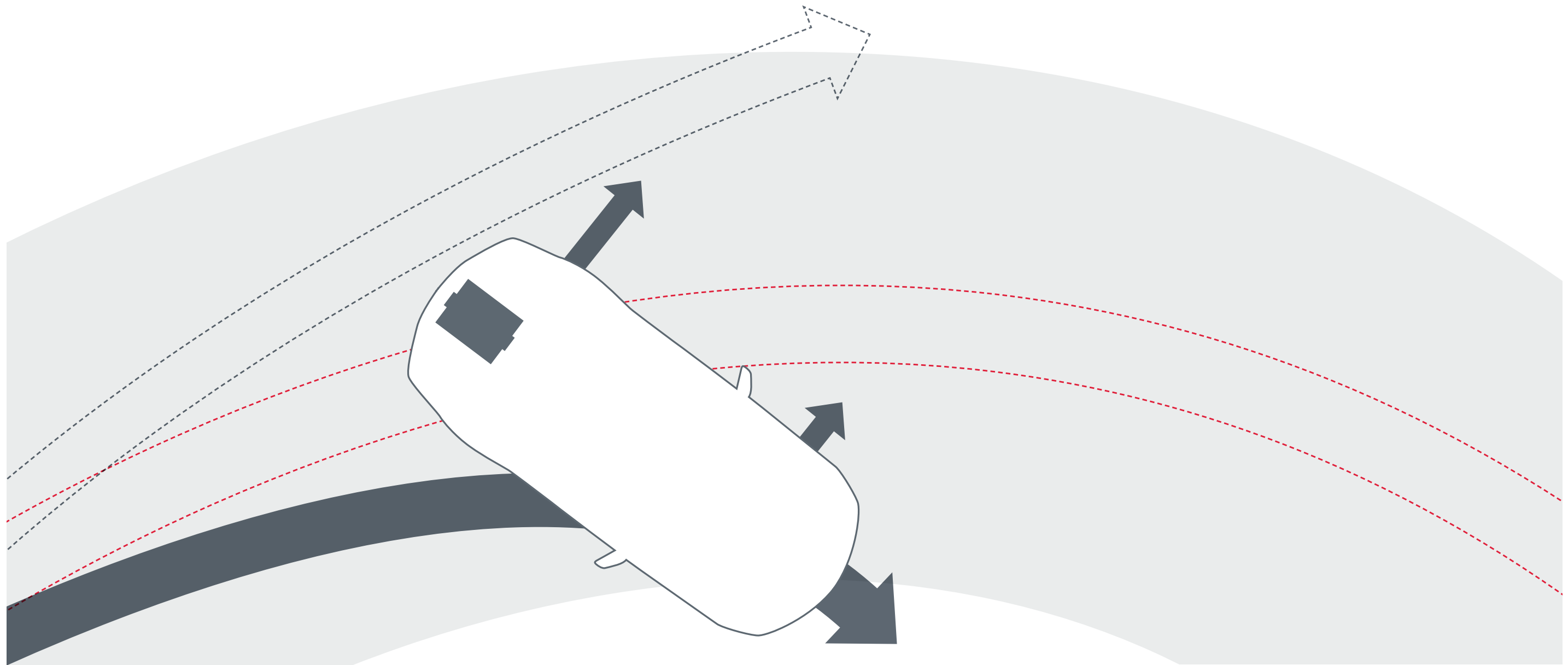
Reasons

Mid-engine Front engine Rear engine

Under steering: (front mounted engine)

Front-mounted engines in high-performance vehicles, sometimes have the potential for understeer, as most of the vehicle's weight is up front above the front axle. Because of inertia, performance driving conditions can often keep you traveling forward, rather than staying with the turn.

Performance



Reasons

- Mid-engine
- Front engine
- Rear engine

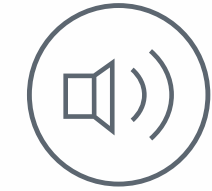
Over steering: (rear mounted engine)

Rear-mounted engines can lead to oversteer in performance driving situations, because the majority of the vehicle's weight is sitting on the rear axle. When turning, that weight on the rear can lead to a spinout, as inertia makes the rear end want to continue in the direction the vehicle was originally traveling.



Explore engines > [V8](#) > [V10](#) > [V10 plus](#) > [Engine comparison](#)



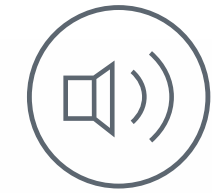


4.2-liter FSI® V8

The Audi R8 was developed with every commute in mind. That's to say, that regardless of its track worthiness, there's a more human side to what we were trying to achieve. The 4.2-liter FSI® V8 is tuned to deliver 430 hp, taking you from 0 to 60 mph in 4.2 seconds by way of 317 lb-ft of torque.¹ It's designed for uniform power build-up across almost the entire rev range while reaching its maximum peak horsepower output at an engine speed of 7,900 rpm.

**0-60 mph timing for Coupe models equipped with seven-speed Audi S tronic® dual-clutch transmission.





5.2-liter FSI® V10

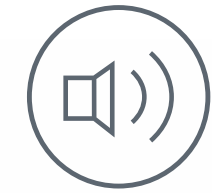
If you need a little more than the Audi R8 already delivers, we present it with the 5.2-liter FSI® V10. With a tire-burning 0 to 60-mph time of a mere 3.4 seconds,¹ the 525 horsepower engine roars thanks to its high-rev ability, that peaks at 8,700 rpm. Utilizing lightweight materials and advanced technologies, the V10 is the ultimate expression of luxurious performance.



Explore engines > V8 > **V10** > V10 plus > Engine comparison

¹ Obey all speed and traffic laws.





5.2-liter FSI® V10 plus

Victory on the racetrack is dependent on cutting seconds into fractions at every turn, every restart and, most important, every pit stop. The exclusive Audi R8 V10 plus is an ultralight version of the R8 V10, designed specifically to take on the racetrack. The same V10 engine is tuned to an explosive 550 horsepower, dropping the 0- to 60-mph time from 3.4 seconds to 3.3 seconds. In addition to the boost in power, the R8 V10 plus shaves ounces wherever it can, staying true to the power-to-weight ratio that Audi relies upon on and off the racetrack.¹

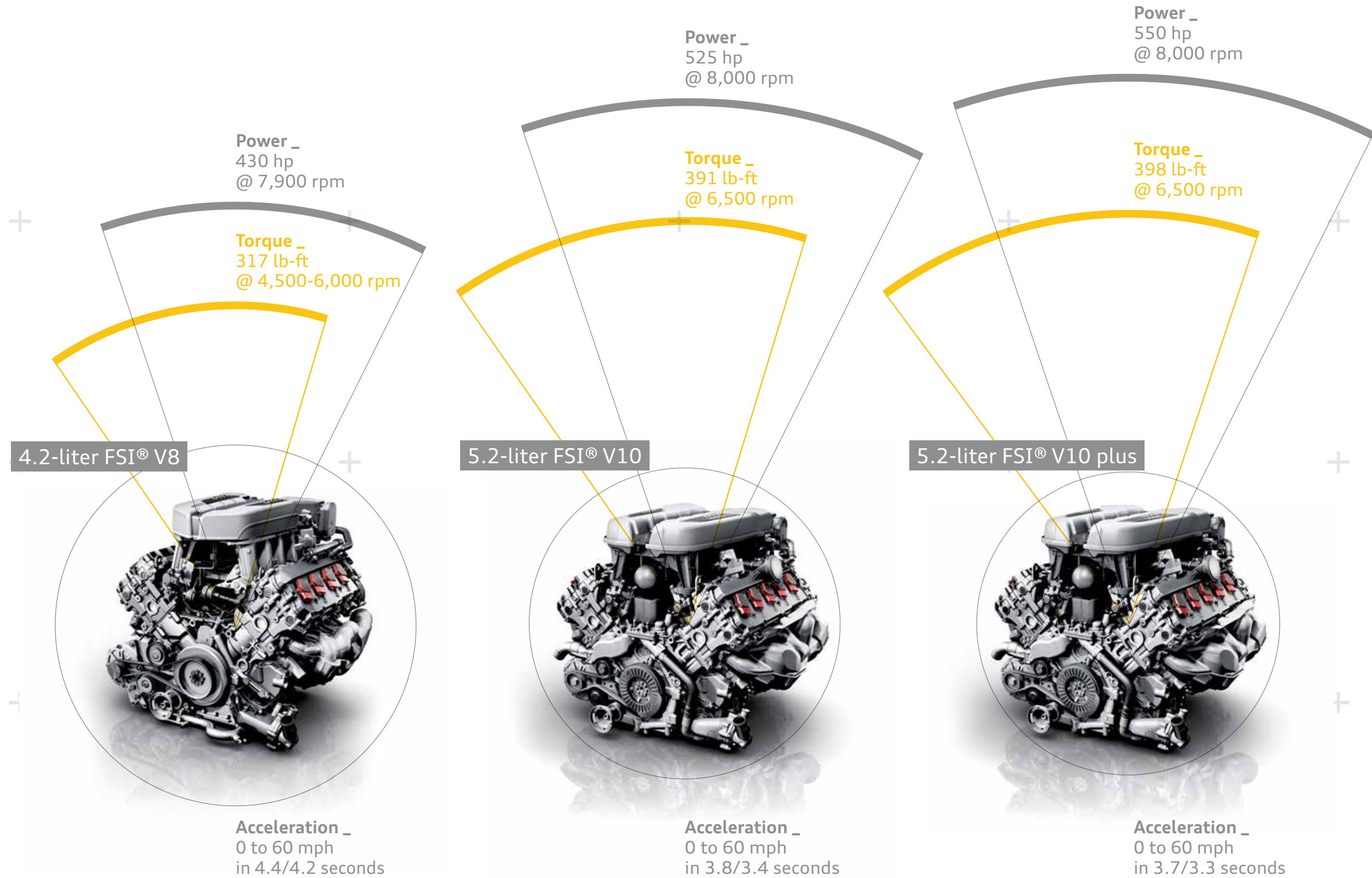


Explore engines > V8 > V10 > **V10 plus** > Engine comparison

¹ Obey all speed and traffic laws.



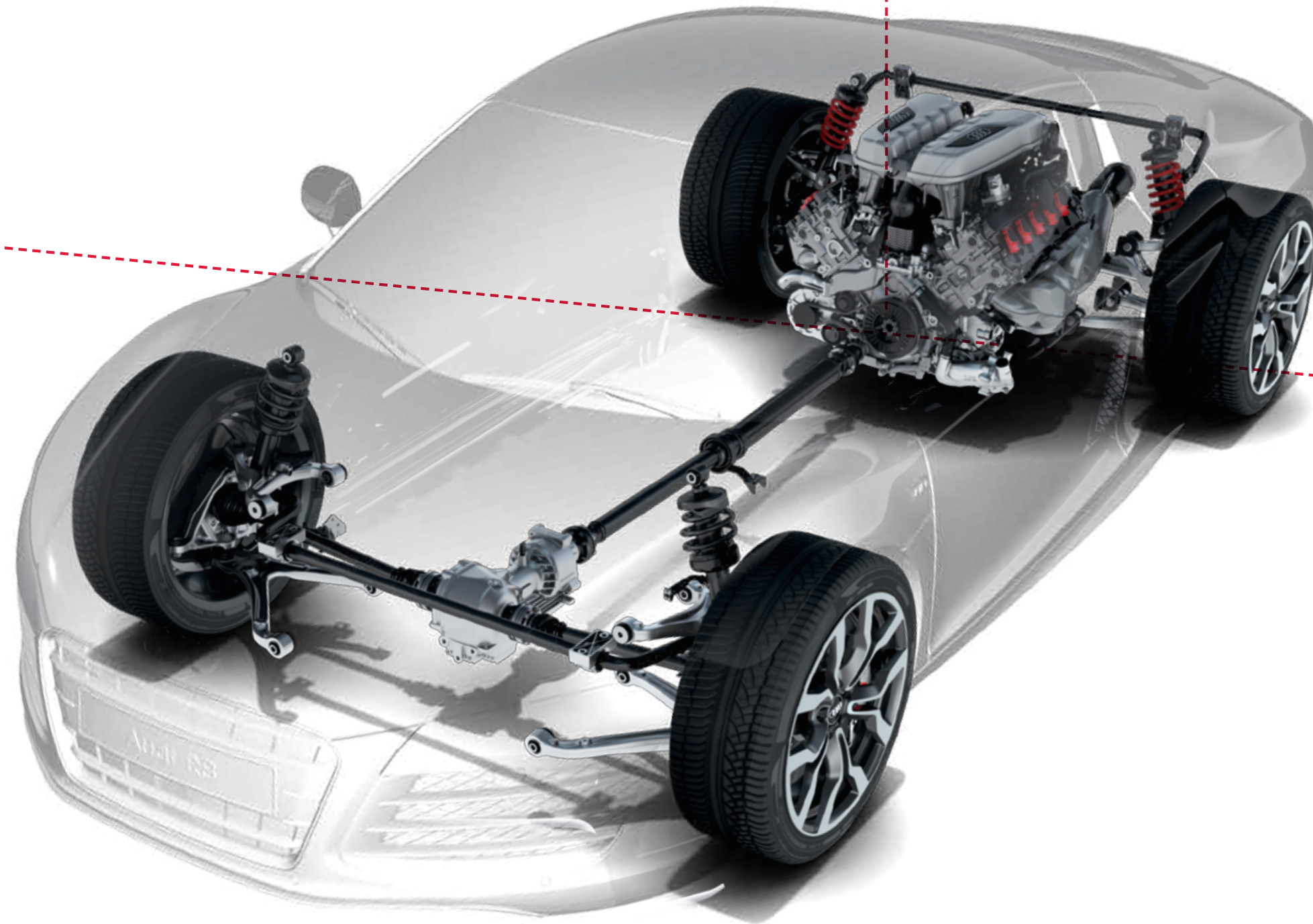
Performance



Explore engines > V8 > V10 > V10 plus > Engine comparison



Performance



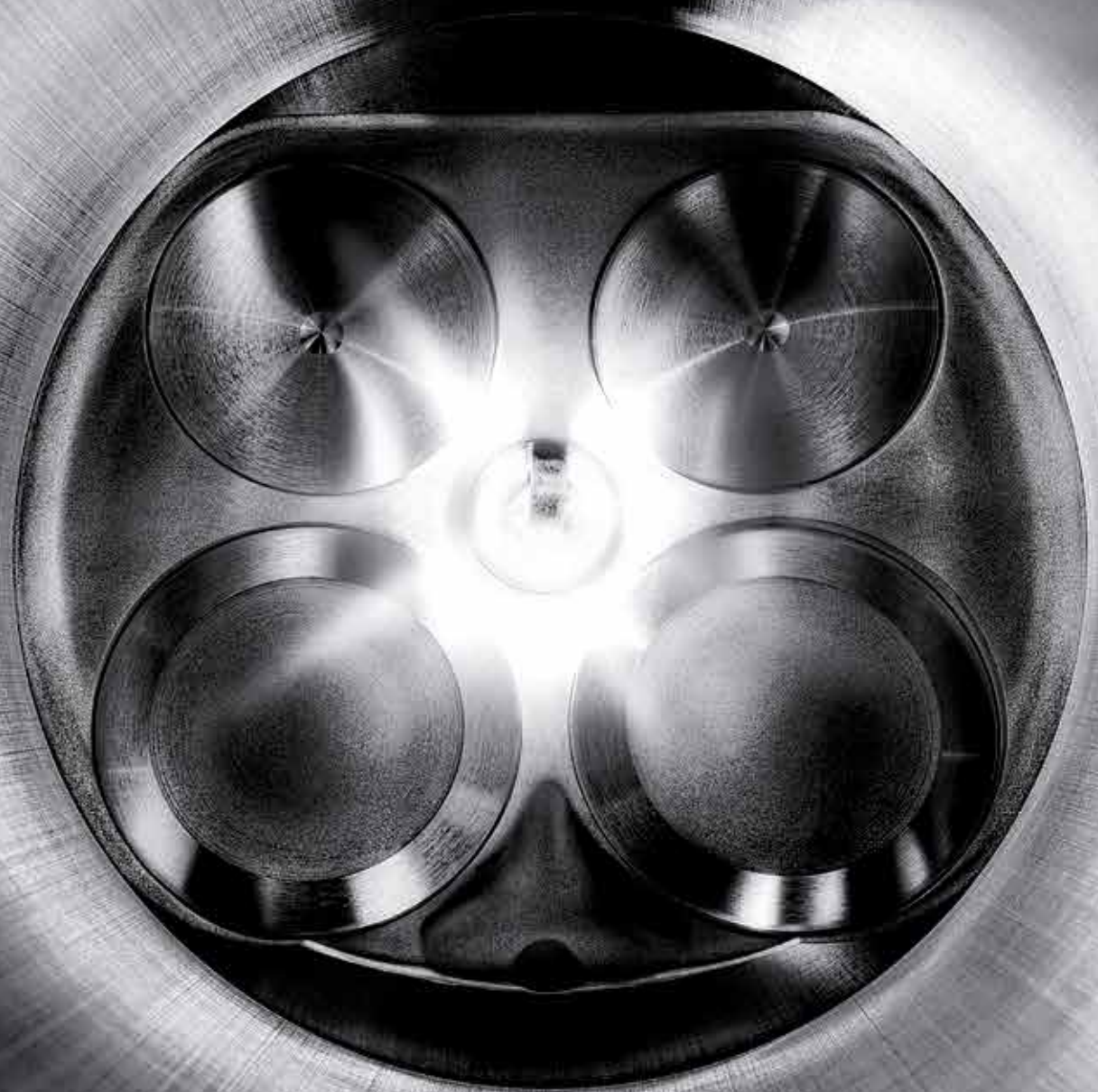
We've **lowered** the standard.

Dry-sump lubrication is a system designed to mimic the cardiovascular system of the human body. It helps keep the crankshaft, pistons, connecting rods and other vital engine parts lubricated without interruption, even when under extreme driving situations, by forcing oil to those parts, which, in turn, helps reduce chances of engine failure. Since there is no pan for oil to splash around in and the engine is mounted lower, performance is dramatically enhanced.



Performance

Inside, it's a **blast**.



+ Homogenous injection

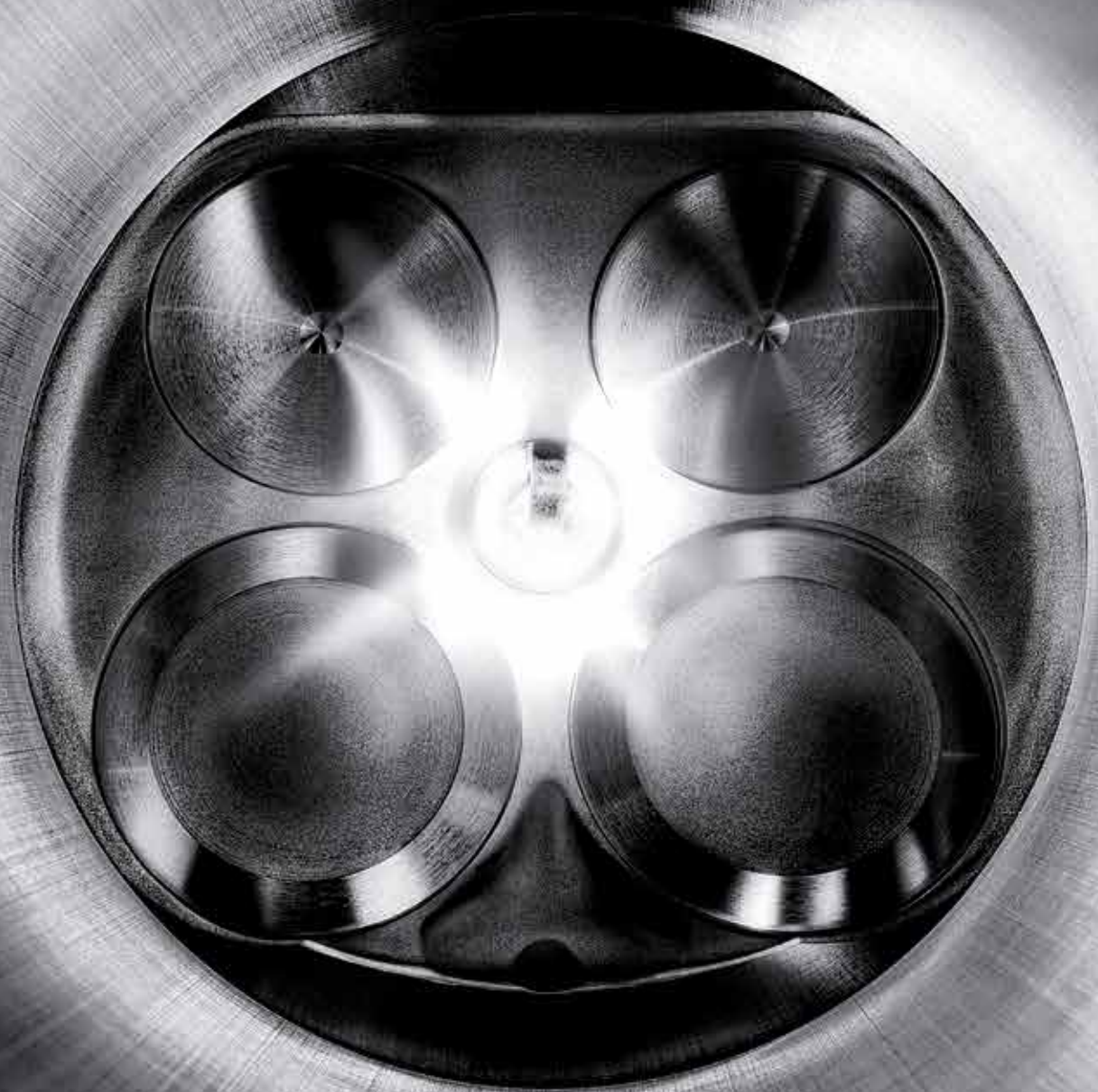
The Audi FSI® direct injection fuel management and delivery system directly injects fuel into the combustion chambers at precisely managed times and depths. What that means for drivers is that a fully homogenized intake charge helps increase power while also reducing fuel consumption and emissions, making efficiency more powerful.¹

¹ Tap here for important fuel economy information. >>



Performance

Inside, it's a **blast**.



+ Homogenous injection

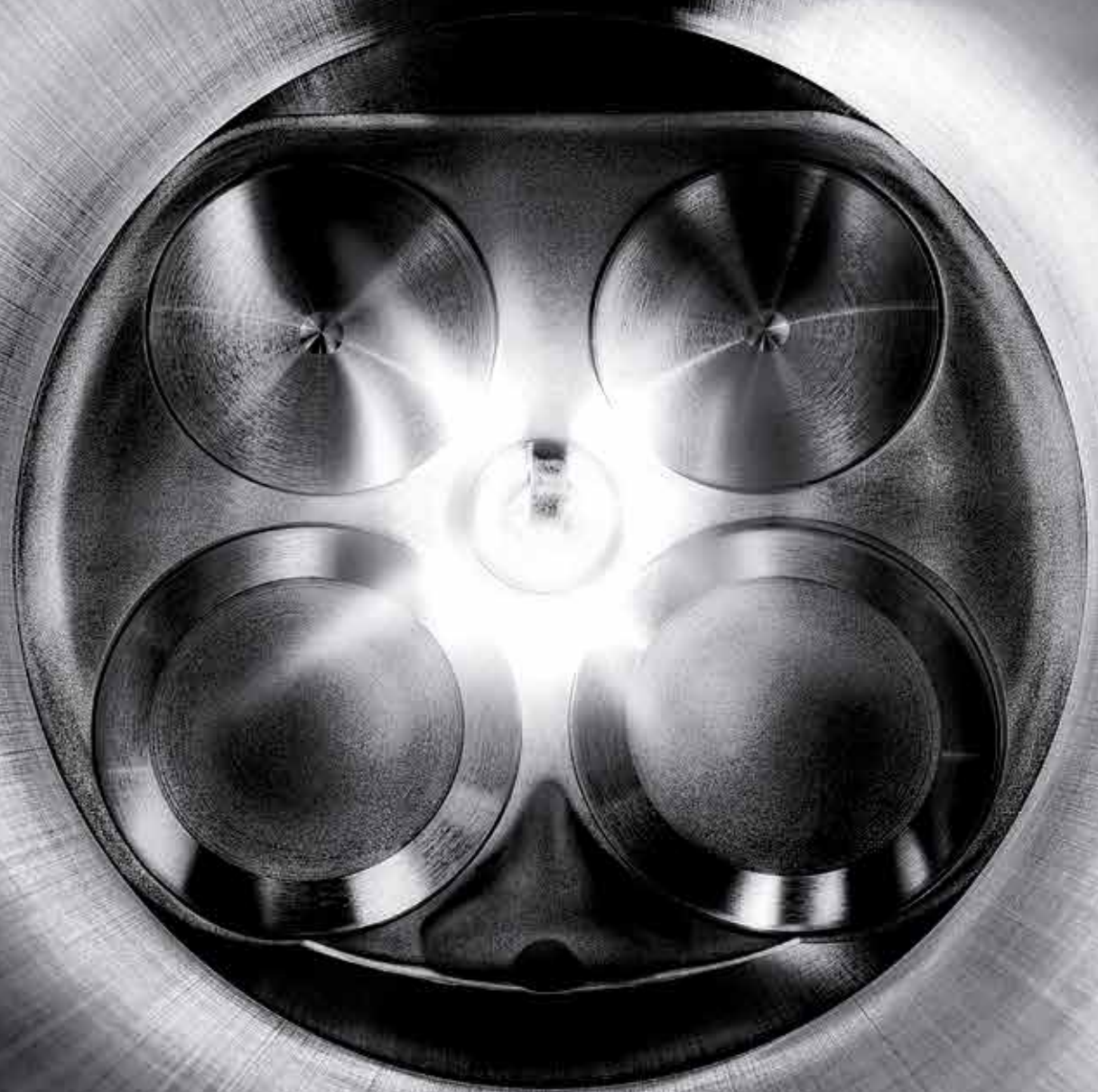
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¹ See www.fueleconomy.gov for EPA estimates. Your mileage will vary and depends on several factors including your driving habits and vehicle condition.

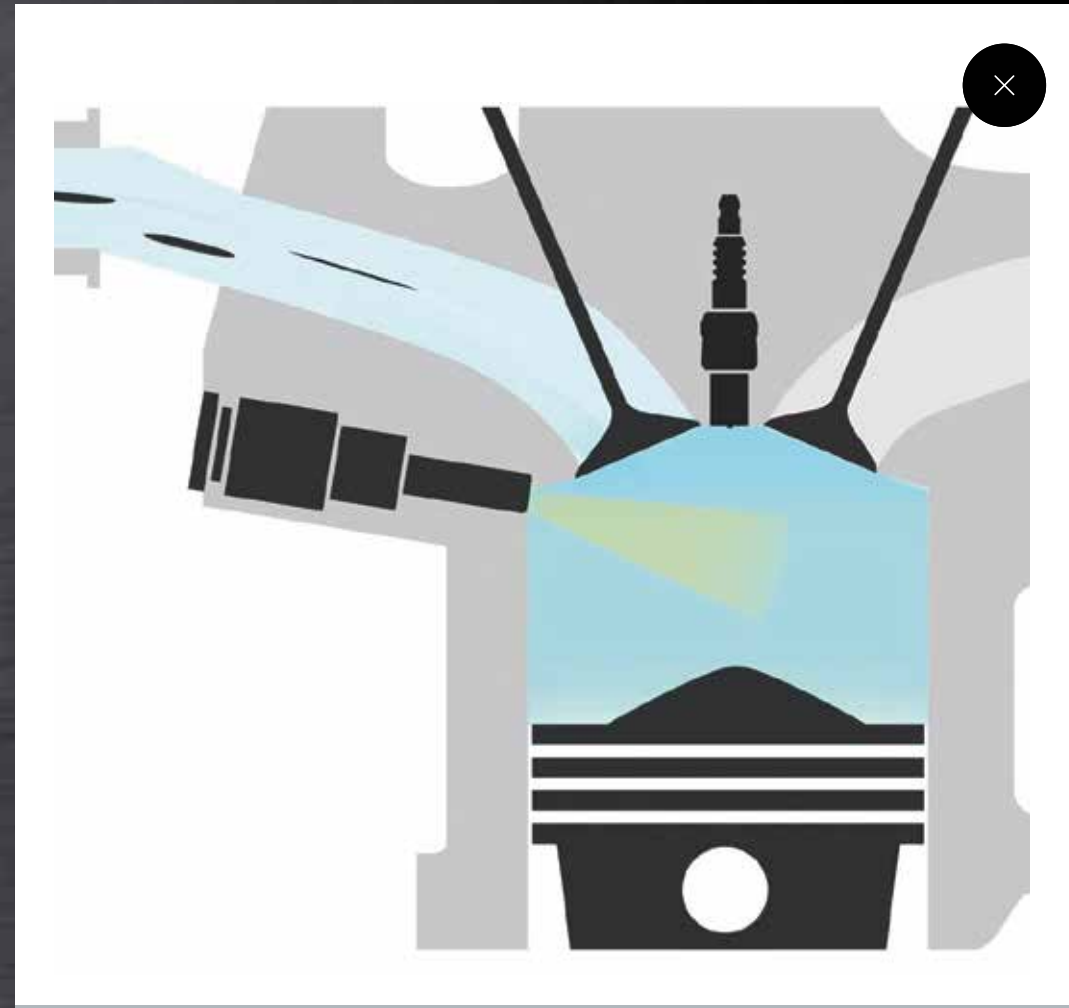


Performance

Inside, it's a **blast**.



+ Homogenous injection



Homogenous injection

The Audi R8 4.2-liter V8 and 5.2-liter V10 use an intake manifold with tumble flaps located inside the intake runners. At varying engine loads, the flaps open or close, allowing air to pass into the combustion chambers at optimum velocities for a desired power output. In either flap position, the FSI® direct injection process completes what is known as “homogenous injection,” whereby fuel is injected during the intake stroke. This allows the fuel and air charge more time to completely atomize inside the combustion chamber before ignition. Combustion is completed with a uniform fuel-to-air mixture that is completely vaporized during every cycle, resulting in high-power output no matter what the engine load.

Audi HRC in one second.

The high-revving concept (HRC) in each available engine of the Audi R8, has the ability to produce loads of power at 8,700 rpm, making every acceleration in the R8 feel and sound exhilarating. Every second, each piston traveling at 60 mph within the piston cylinder, completes 145 revolutions. A naturally aspirated engine revs higher to reach breathtaking horsepower. And since we never leave torque out of the equation, you'll get the same kick whether you're accelerating from 0 to 60, or 60 to 100.¹



¹ Top track speed is electronically limited in the U.S.



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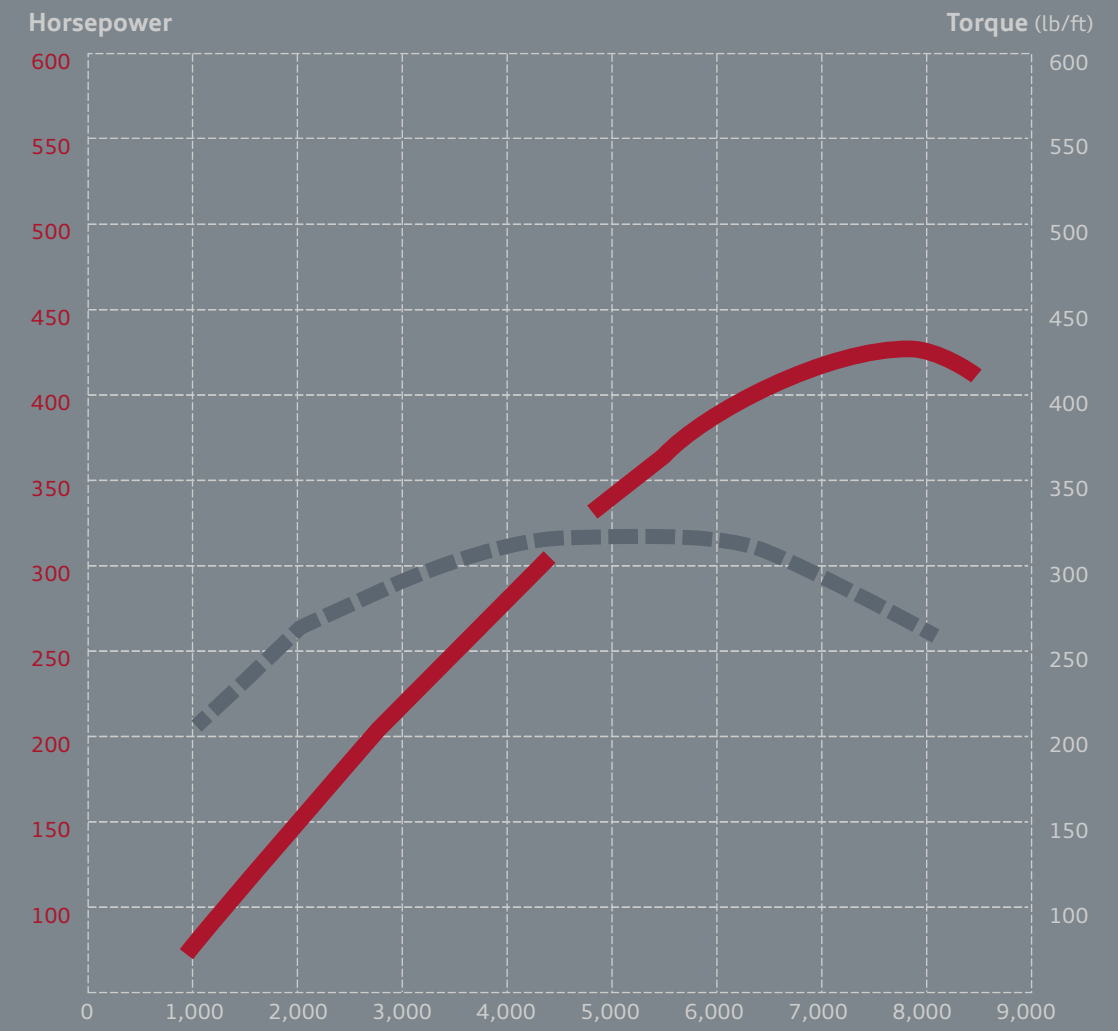
¹ Top track speed is electronically limited in the U.S.



Performance



R8 V8 4.2-liter FSI®



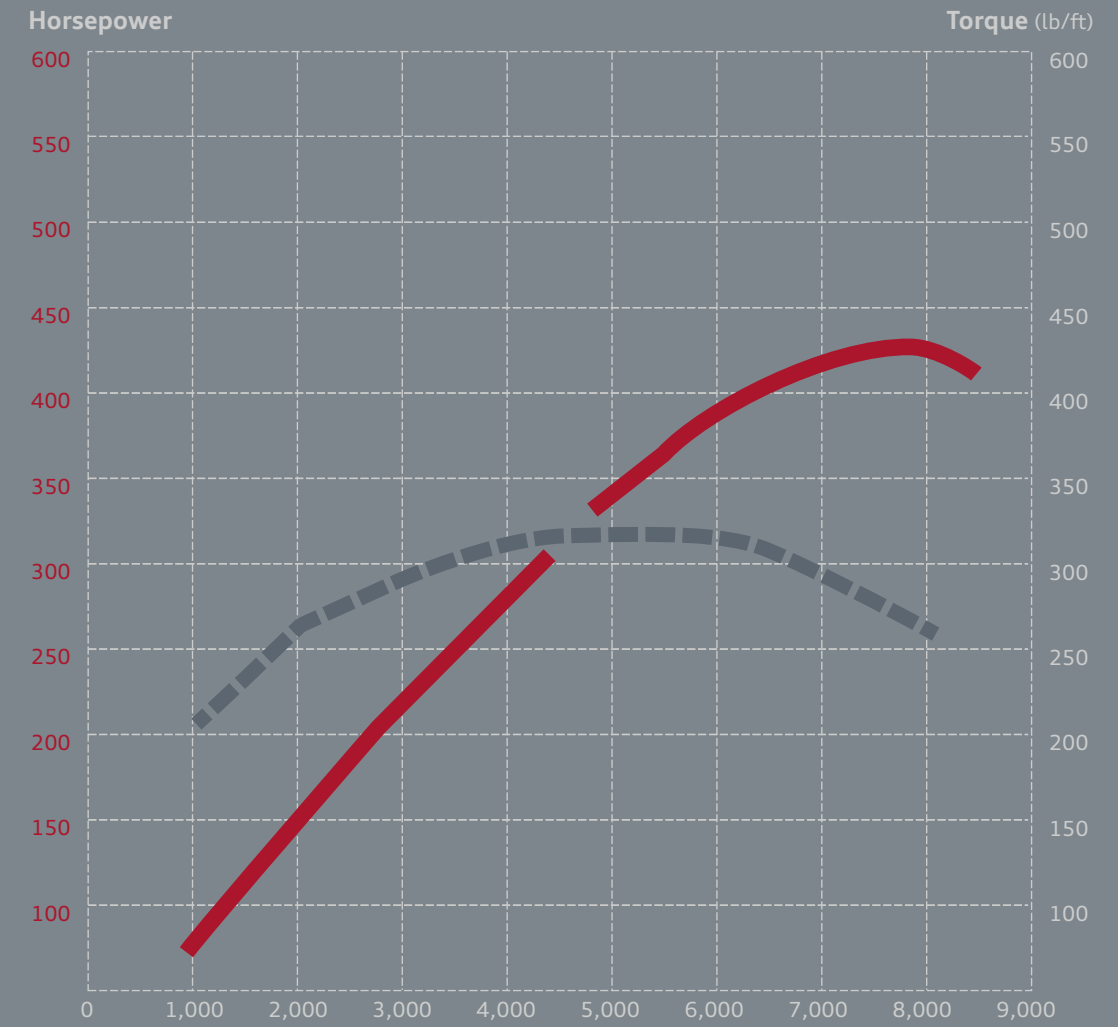
Explore the high revving concept > **V8** > V10 > V10 plus

1, 2 Tap here for important safety information. >>





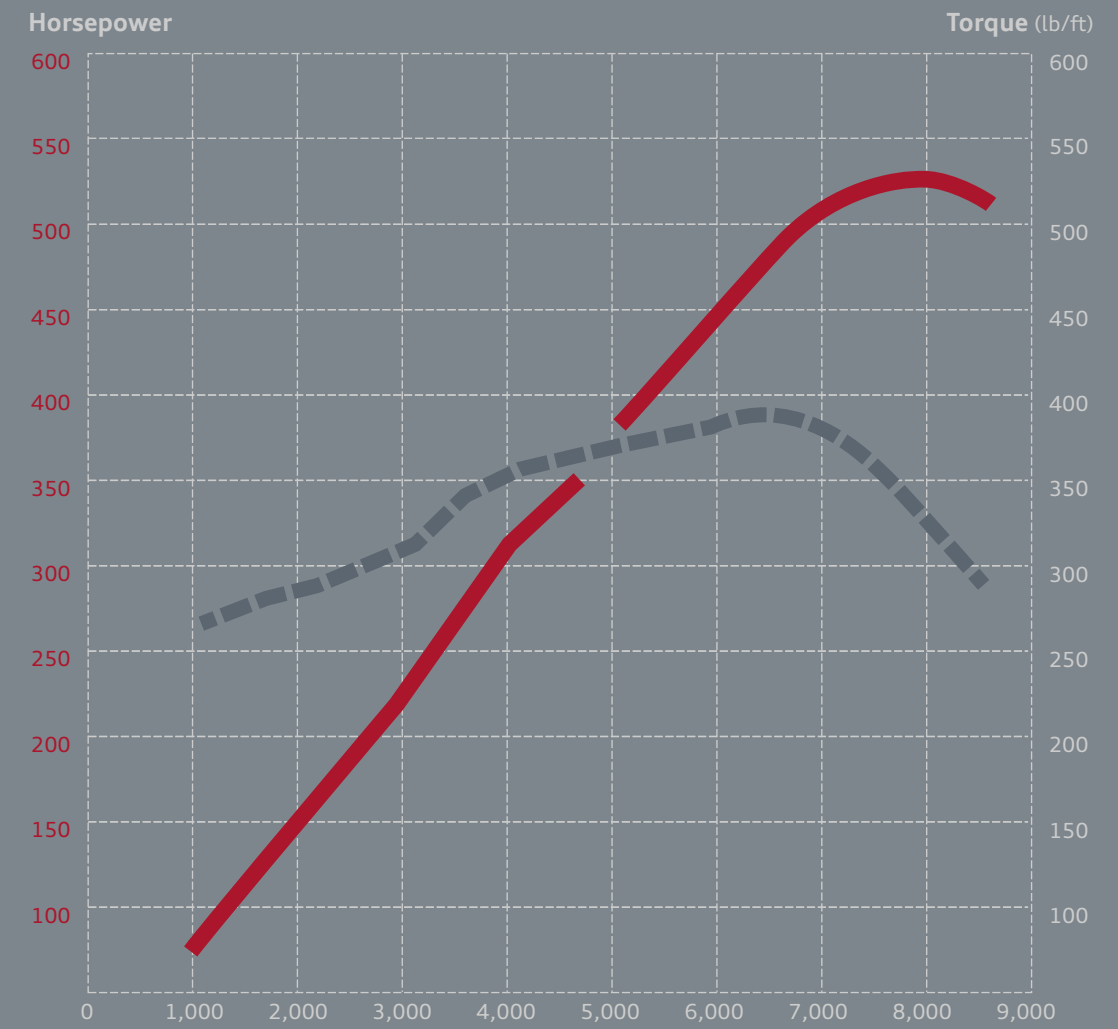
R8 V8 4.2-liter FSI®



Performance



R8 V10 5.2-liter FSI®



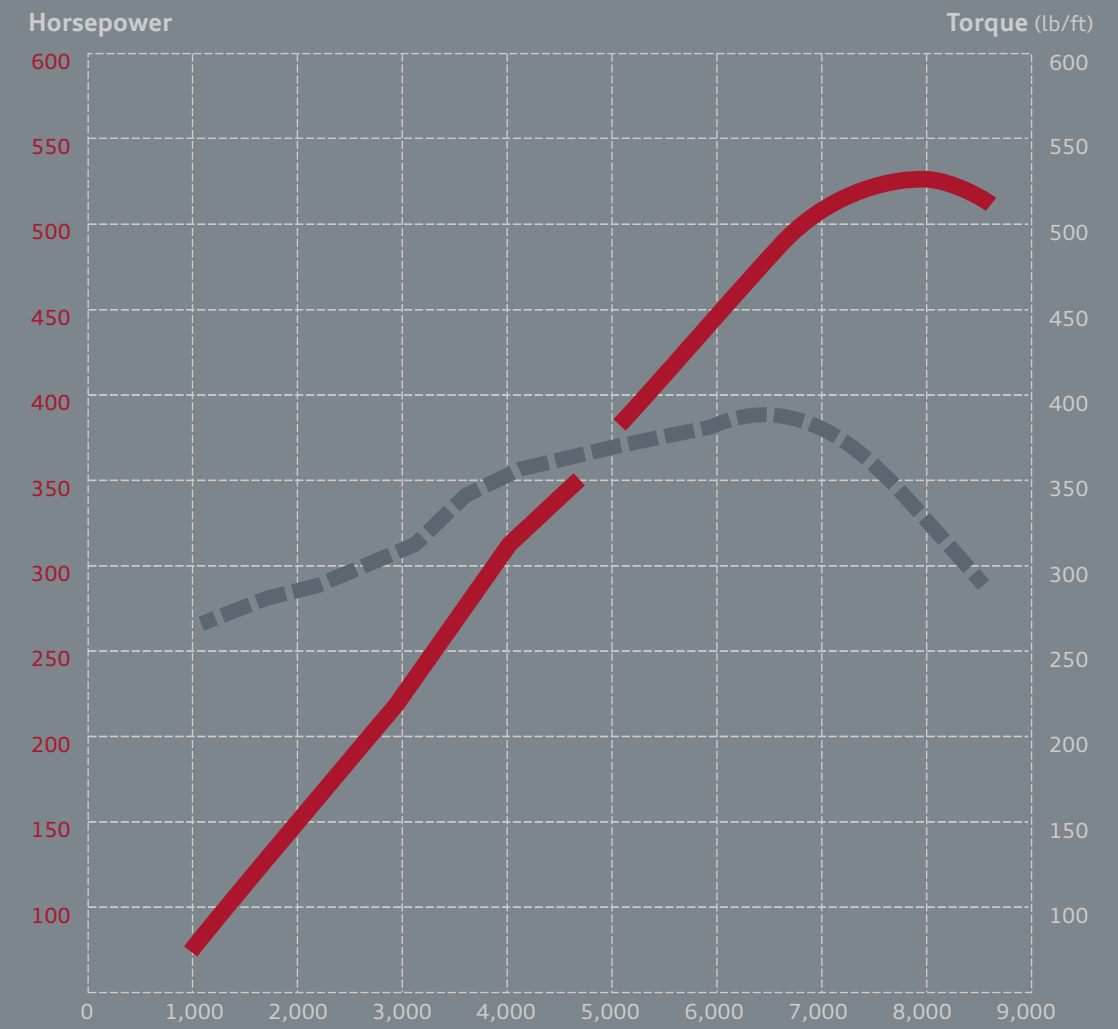
Explore the high revving concept > V8 > V10 > V10 plus

1, 2 Tap here for important safety information. >>





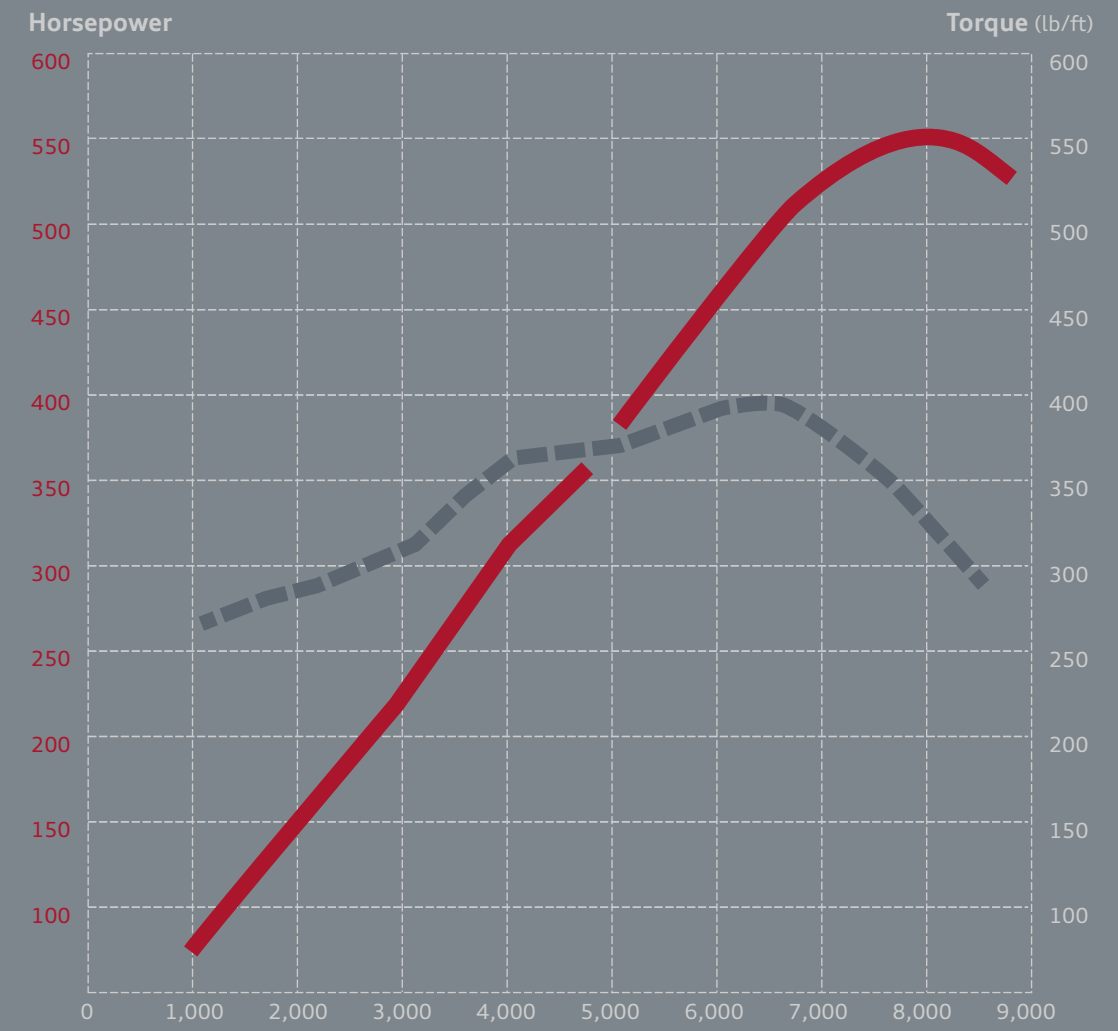
R8 V10 5.2-liter FSI®



Performance



R8 V10 plus 5.2-liter FSI®



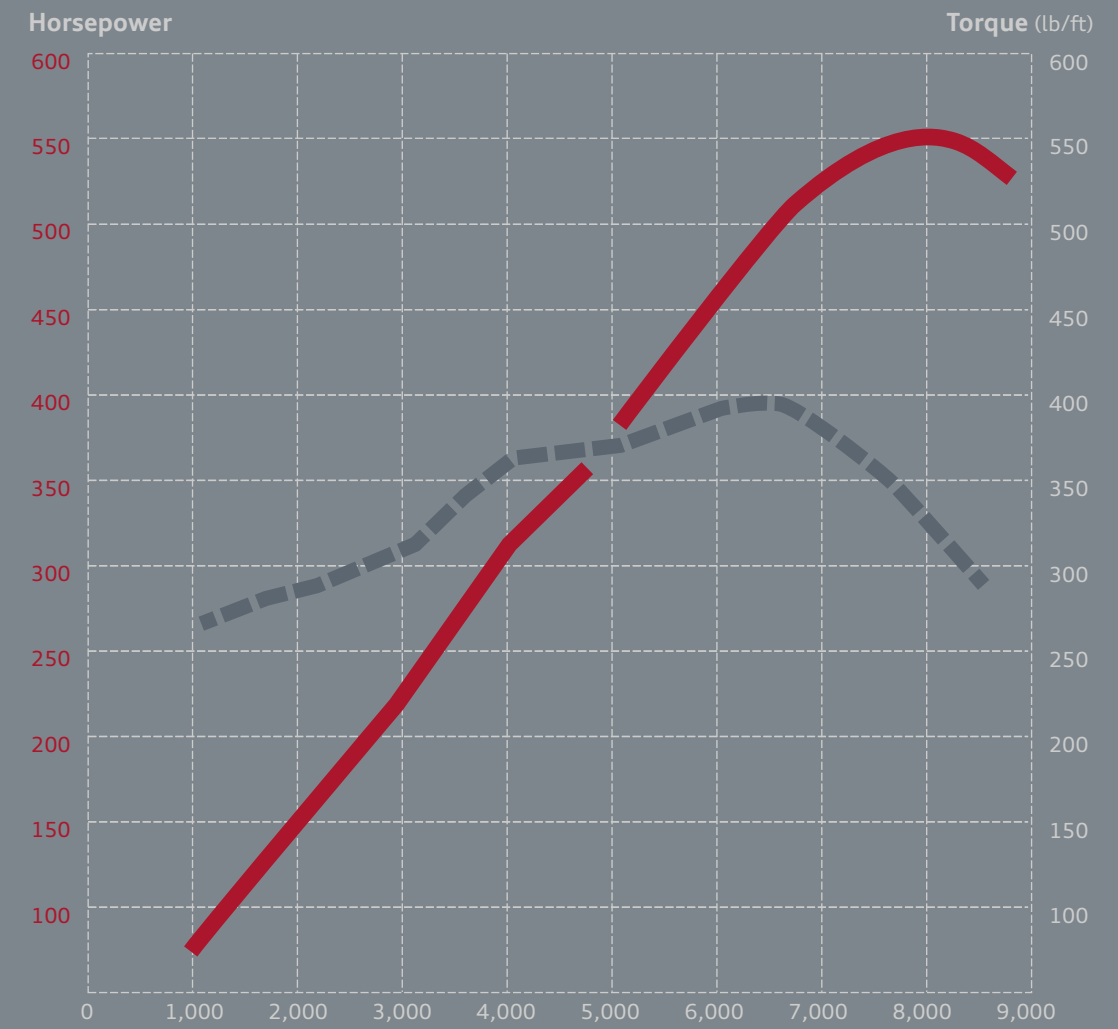
Explore the high revving concept > [V8](#) > [V10](#) > [V10 plus](#)

1, 2 Tap here for important safety information. >>





R8 V10 plus 5.2-liter FSI®

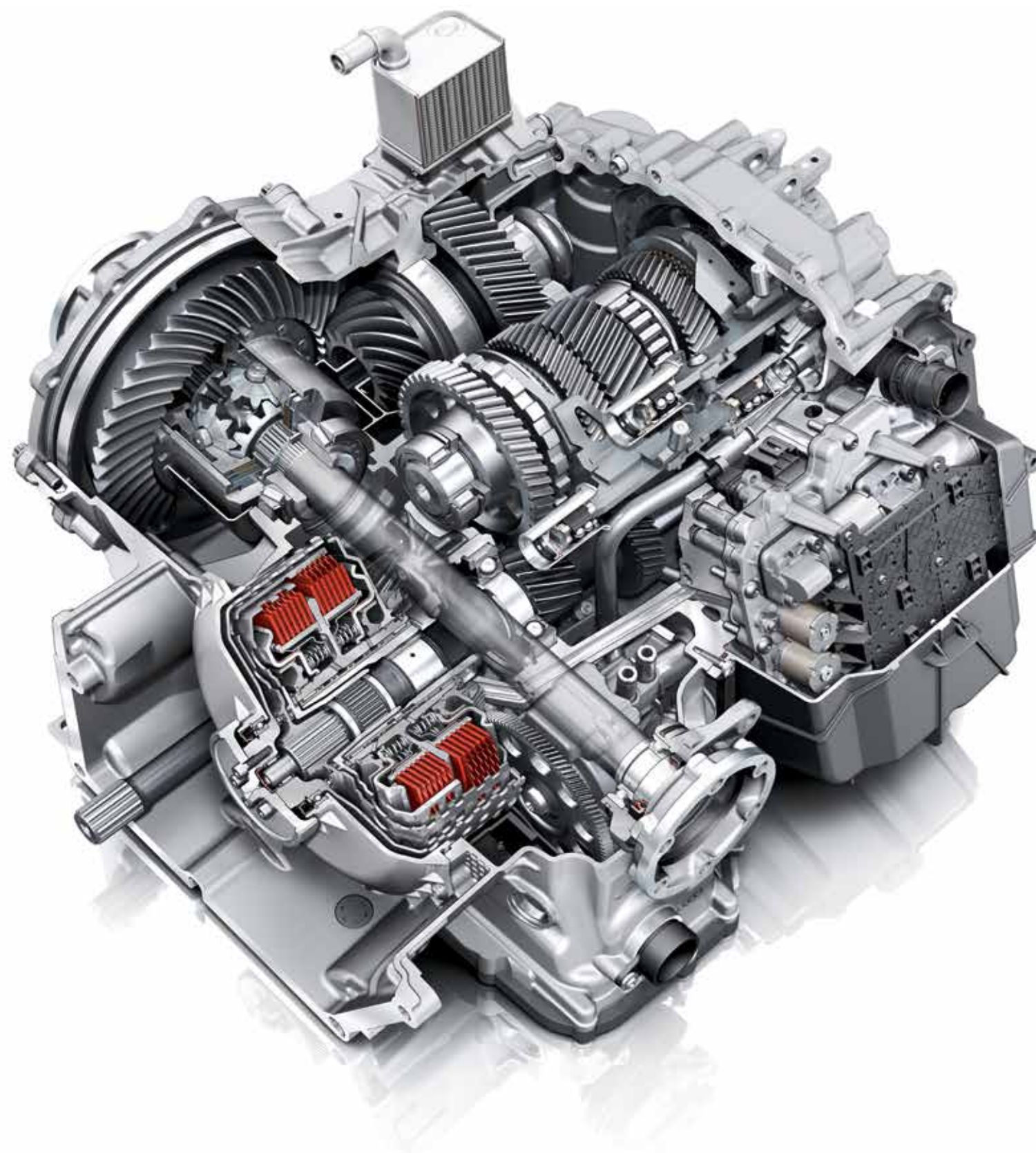


Dualclutchesworktogether
toconstantlyengagethe
transmissionsoyounever
feelabreakinaccéleration.



Seven-speed S-tronic®

Dual-clutch, quick gear change	+
Efficiency	+
Features	+



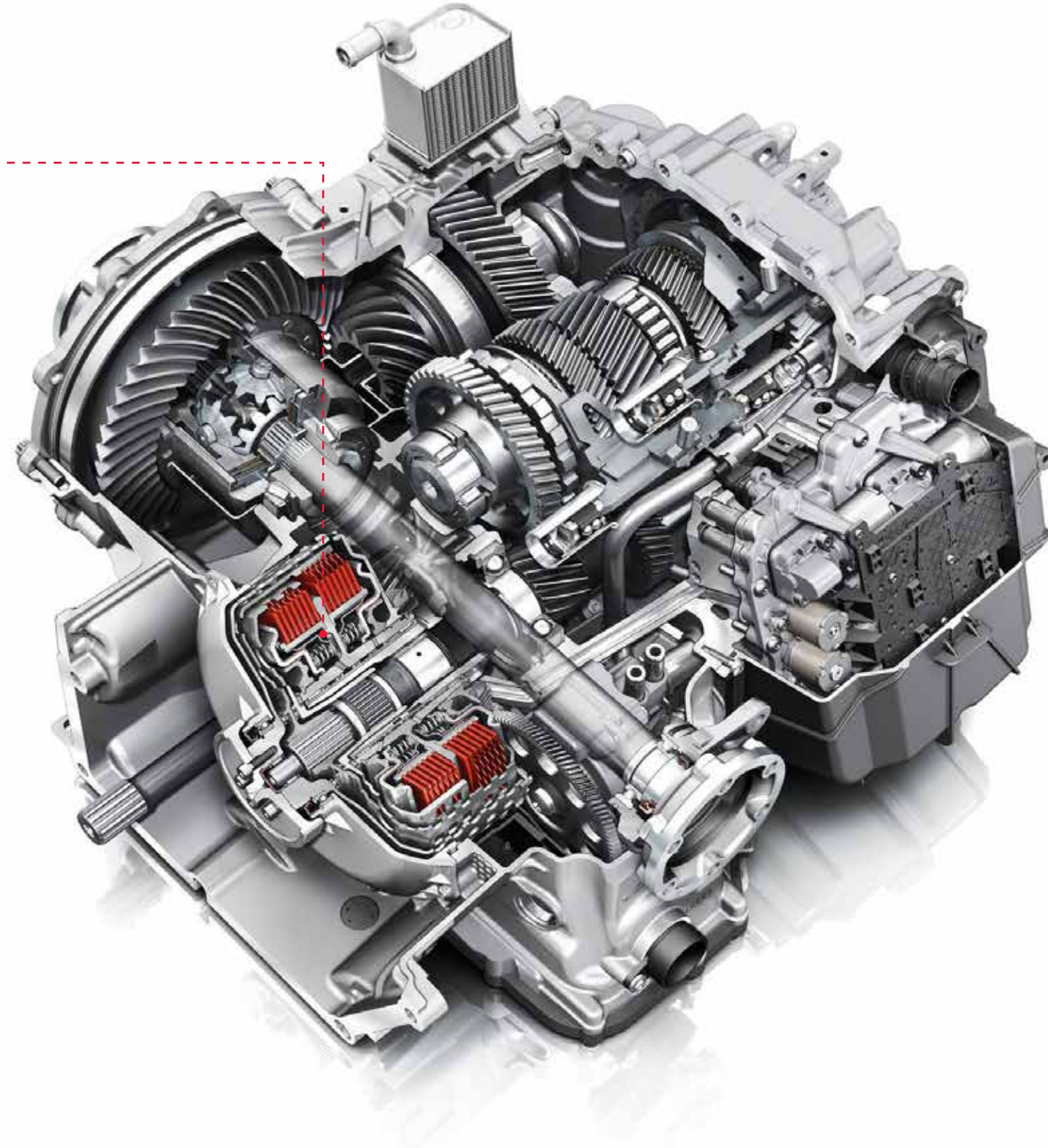
Seven-speed S-tronic®

Dual-clutch, quick gear change -

The quickest way to propel your Audi R8 from 0-60 mph is with the available Audi S-tronic® dual-clutch transmission.¹ With optimized shifting points and gear ratios, the S-tronic® dual-clutch transmission leaves little space for any lag in acceleration because of minimal engine speed differentiation while upshifting through the gear range.

Efficiency +

Features +



1 Obey all speed and traffic laws.



Seven-speed S-tronic®

Dual-clutch, quick gear change +

Efficiency -

The dual-clutch Audi S-tronic® transmission ensures virtually constant engagement of the transmission, while the seventh gear is primarily used as an overdrive gear for maximum efficiency at highway speeds.^{1,2}

Features +



Seven-speed S-tronic®

Dual-clutch, quick gear change +

Efficiency -

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Features +

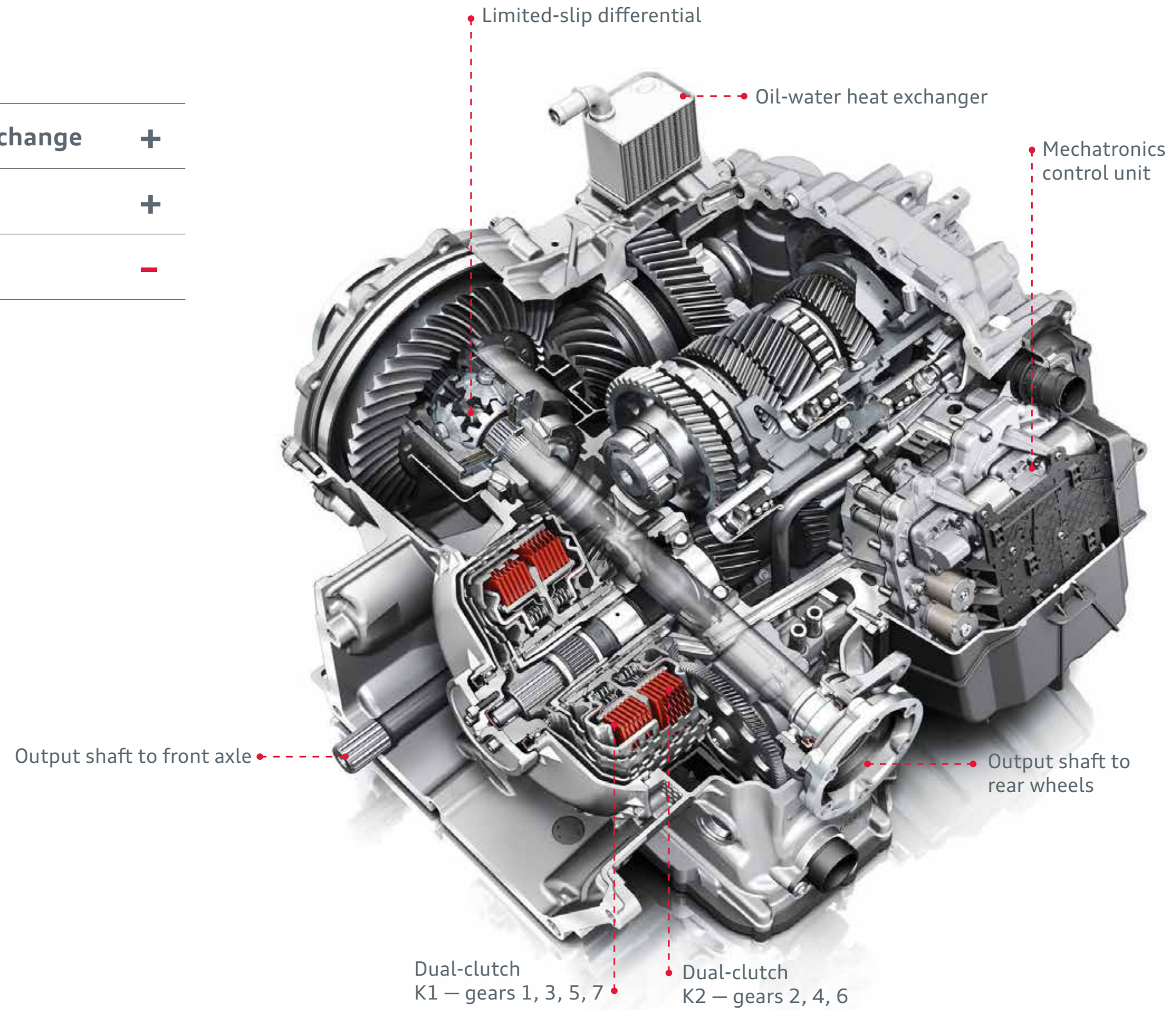


1 Obey all speed and traffic laws. 2 See www.fueleconomy.gov for EPA estimates. Your mileage will vary and depends on several factors including your driving habits and vehicle condition.



Seven-speed S-tronic®

Dual-clutch, quick gear change	+
Efficiency	+
Features	-



Six-speed Manual Transmission

A powerful **shift** from reality to dreams.

While the Audi R8 is a dream machine any way you look at it, drivers are different and require different driving options. Purists have the ability to put their talents to use through an available gated six-speed manual transmission. They can master the timing, feel, and art of the perfect shift through a clearly defined shifter throw. As an added benefit, a self-adjusting clutch moderates clutch-release load for consistent shifting performance.



Hold everything.

Audi quattro® all-wheel drive is a brilliant way to power through any speedway or highway you find yourself traveling upon.¹ With normal driving conditions, power is distributed 15 to 85 ratio, front to rear, exploiting the weight of the mid-mounted engine to help provide greater traction for acceleration over traditional drivetrains. If wheelspin or loss of traction occurs, the power distribution can change to 30:70, giving the front wheels greater traction to help power you through the loss of grip.



Explore Audi quattro® > Normal traction > Less traction

¹ Obey all speed and traffic laws.



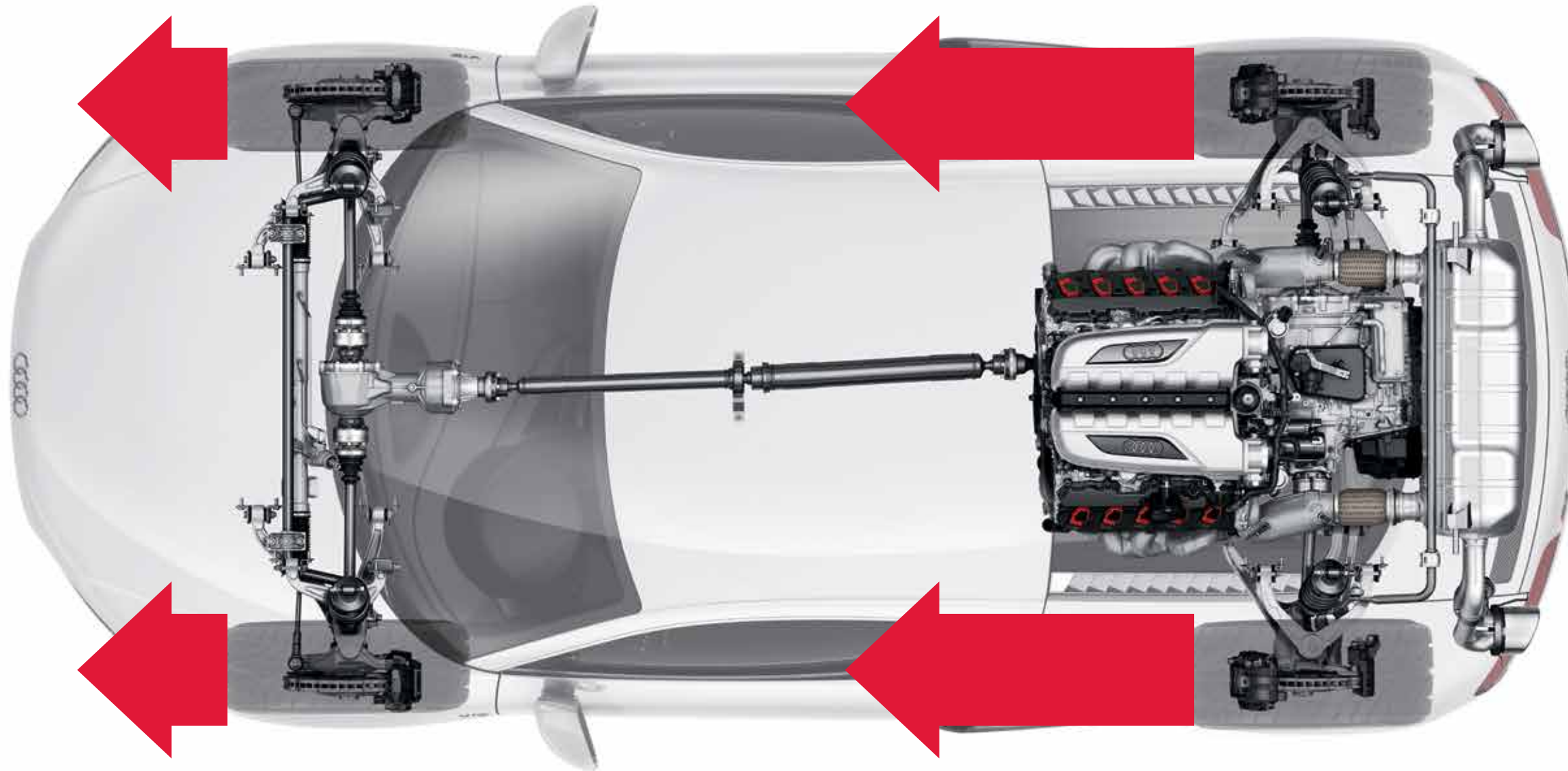
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Explore Audi quattro® > Normal traction > Less traction

¹ Obey all speed and traffic laws.



Prepare for **launch.**

While the Audi R8 is race-tuned and ready to scream off the line, Launch Control allows you to count down on your own, or say a little prayer, but as soon as you release the brake pedal, you launch. It's the best way to experience the great acceleration power this vehicle has to offer.¹



Prepare for **launch.**

While the Audi R8 is race-tuned and ready to scream off the line, Launch Control allows you to count down on your own, or say a little prayer, but as soon as you release the brake pedal, you launch. It's the best way to experience the great acceleration power this vehicle has to offer.¹



14TDI_R8dps
000x

¹ Obey all speed and traffic laws.





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0-60 mph
3.3
seconds

14TDI_R8dps
000x

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0-60 mph
3.3
seconds

14TDI_R8dps
000x

¹ Obey all speed and traffic laws.



60 to 0 is the **real** test.



60 to 0 is the **real** test.



Wave brake

Lightweight design +

Eight-piston front brake calipers +

Ventilation / Cooling duct crossmembers +



Wave brake

Lightweight design

The Wave brake design that you'll find standard on the Audi R8 V8 and V10 models is a crafty way of shaving pounds off your vehicle. This design saves 4.4 lb compared to conventional, round cast-iron rotors, helping maintain the power-to-weight ratio of the vehicle while reducing unsprung weight and rotational mass.

4.4 lbs
weight reduction

Eight-piston front brake calipers +

Ventilation / Cooling duct crossmembers +



Wave brake

Lightweight design



Eight-piston front brake calipers

The Eight piston calipers help give the brake pads an even grip on the rotors, lowering the chances of uneven wear on both the pads and rotors. Greater contact points also allow for shorter stopping distances.

Ventilation / Cooling duct crossmembers



Wave brake

Lightweight design +

Eight-piston front brake calipers +

Ventilation / Cooling duct crossmembers

These ducts allow heat to escape when the brakes are applied, reducing the heat produced by friction that can adversely affect braking performance.



Audi ceramic brake

Six-piston front brake calipers +

Carbon-ceramic Composite +

Ventilation / Cooling duct crossmembers +



Audi ceramic brake

Six-piston front brake calipers

Inspired by the heat-resistant re-entry tiles found on NASA Space Shuttles, the lightweight and cross-drilled Audi ceramic brakes that are available on all models, (but that come standard on the Audi R8 V10 plus), boast a longer service life than traditional cast-iron brakes, thanks to high-heat resistance and fade resilience, even in demanding driving situations. They're not susceptible to corrosion, and have a manageable braking force even at high disk temperatures.

Carbon-ceramic Composite +

Ventilation / Cooling duct crossmembers +



Audi ceramic brake

Six-piston front brake calipers +

Carbon-ceramic composite

A carbon-ceramic composite gives these brakes a tremendous ability to resist heat and wear, and are extremely lightweight, especially when compared to conventional cast-iron brakes.

8.82lbs
weight reduction

Ventilation / Cooling duct crossmembers +



Audi ceramic brake

Six-piston front brake calipers +

Carbon-ceramic Composite +

Ventilation / Cooling duct crossmembers

These ducts allow heat to escape when the brakes are applied, reducing the heat produced by friction that can adversely affect braking performance.

withstands up to
1830°F



Performance

True performance
deserves a shocking
response.

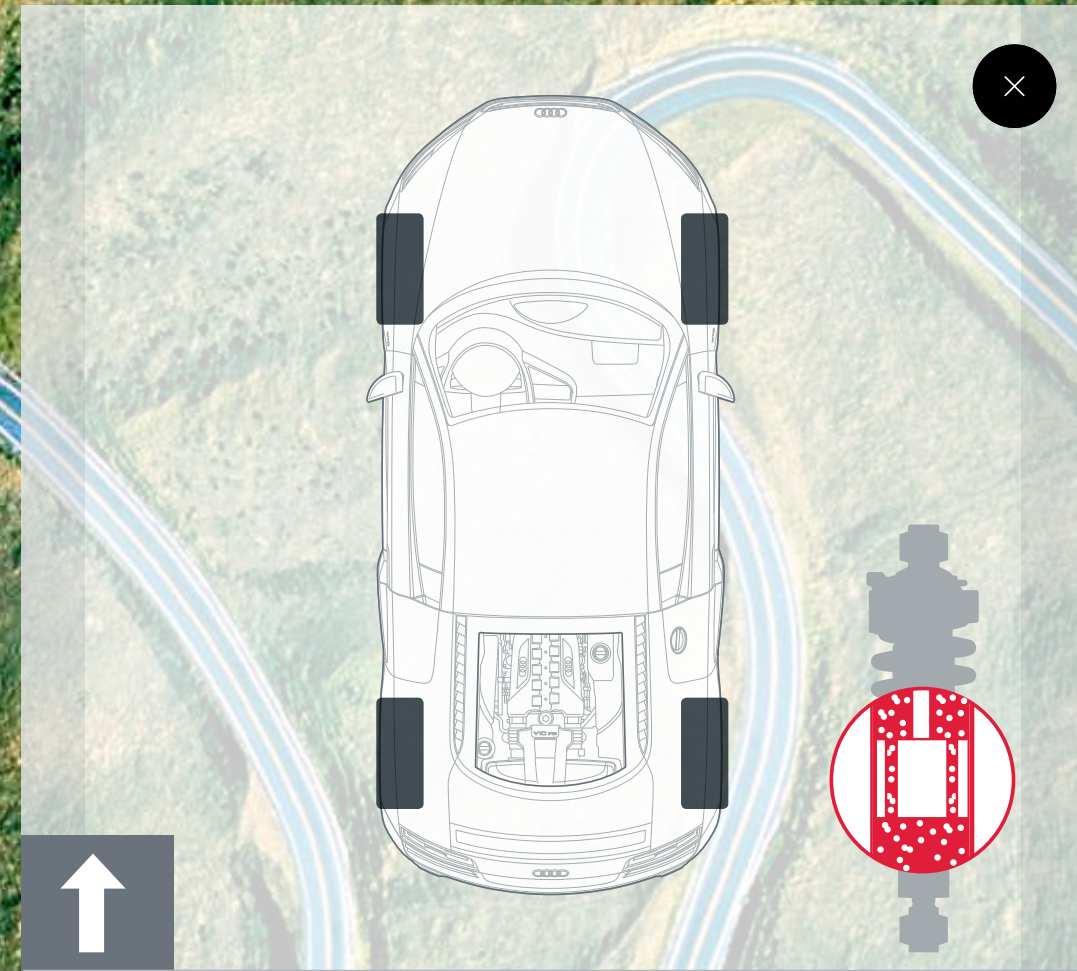


Audi magnetic ride is an adaptive suspension system that automatically dampens suspension in response to road surface and vehicle movement. Ultrafine magnetic particles in an oil suspension take up a position that opposes shock absorber movement when exposed to an electromagnetic charge. Additional agility, stability and ride comfort are gained through the system, but the driver is not bound by this feature. Both “normal” and “sport” modes are available to better suit your particular driving situation.



True performance deserves a shocking response.

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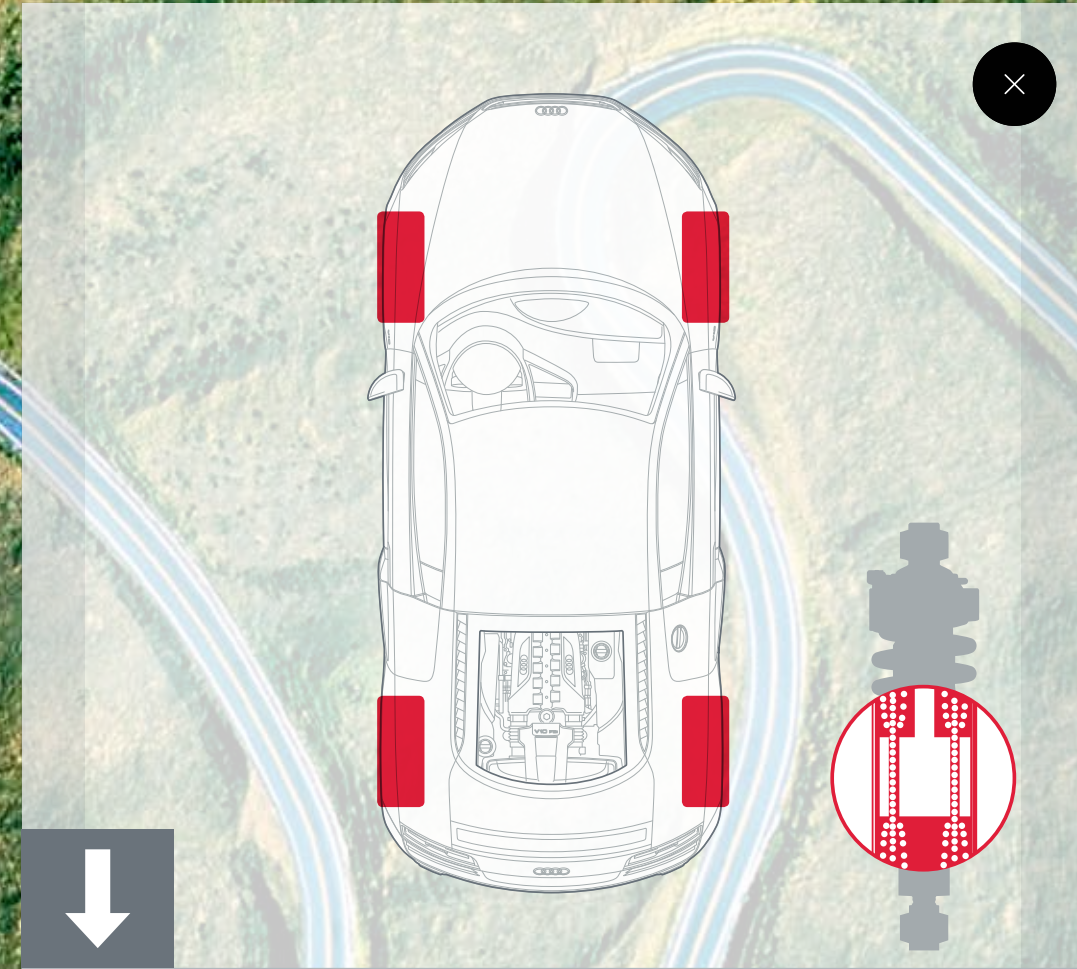


The diagram shows a top-down view of a car's chassis with four wheels. To the right of the rear axle, a shock absorber is shown in a grey silhouette. A red circular icon with a white magnetic coil is positioned around the shock absorber, indicating the magnetic ride system's operation. A white arrow points upwards from the bottom left of the diagram area. A close button (an 'x' in a circle) is located in the top right corner of the diagram area.

With aggressive acceleration, magnetic ride suspension on the rear axle tightens to compensate for the front end's tendency to lift up due to inertia, helping give the vehicle greater stability.

True performance deserves a shocking response.

Audi magnetic ride is an adaptive suspension system that automatically dampens suspension in response to road surface and vehicle movement. Ultrafine magnetic particles in an oil suspension take up a position that opposes shock absorber movement when exposed to an electromagnetic charge. Additional agility, stability and ride comfort are gained through the system, but the driver is not bound by this feature. Both "normal" and "sport" modes are available to better suit your particular driving situation.

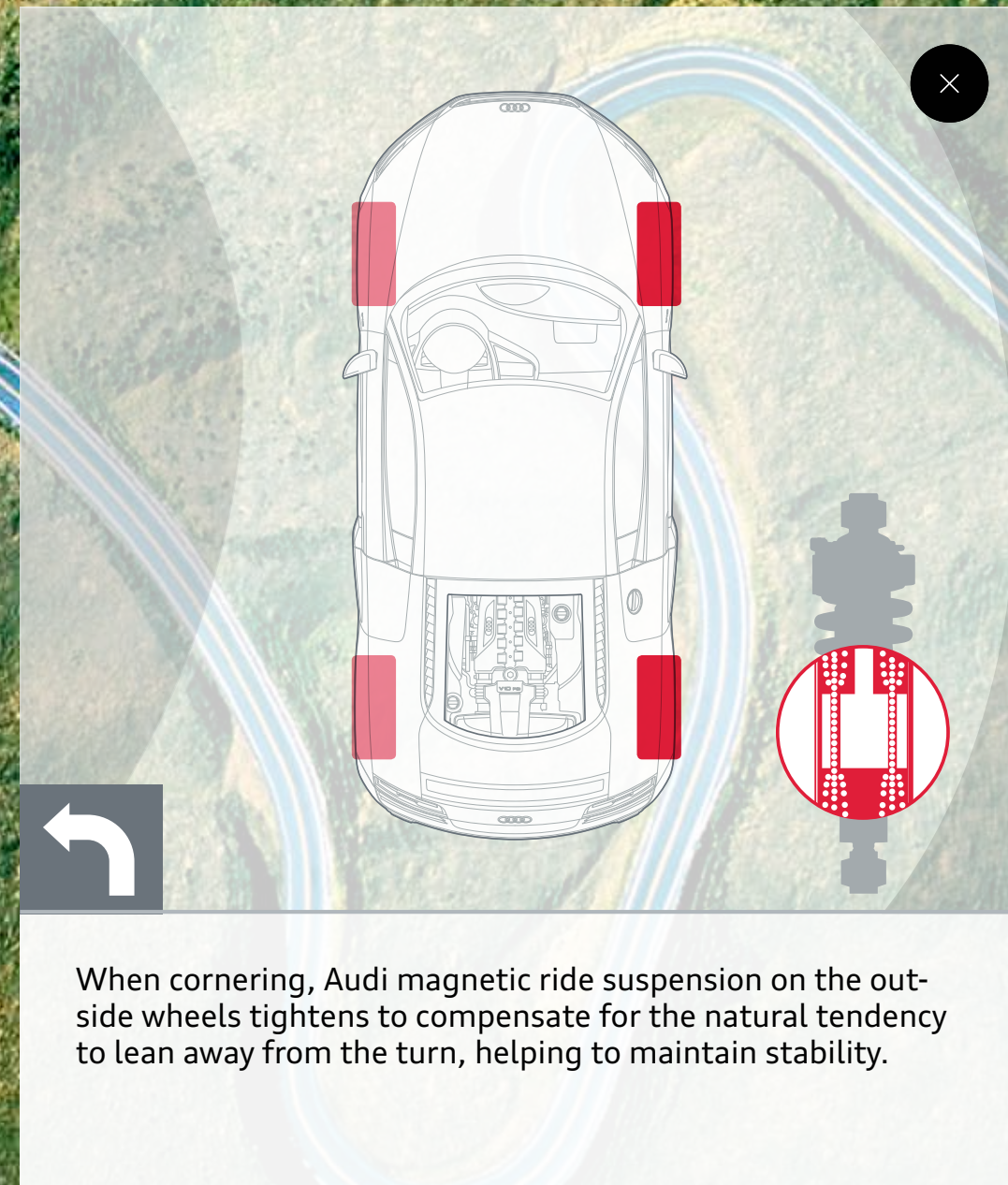


The diagram shows a top-down view of a car's front suspension. A white outline of the car is centered, with four red rectangular blocks representing the suspension components at the front. To the right of the car, a detailed grey silhouette of a shock absorber is shown. Below the car, a red circular icon with a white cross symbolizes the magnetic ride system. A large white downward-pointing arrow is positioned to the left of the car, indicating the downward force during braking. The entire diagram is set against a light grey background with a faint road winding through a green landscape. A small black circle with a white 'x' is in the top right corner of the diagram area.

When you brake, the front end of your vehicle naturally wants to point down, toward the ground, but Audi magnetic ride stiffens the front suspension, keeping the vehicle as precisely level as possible.

True performance deserves a shocking response.

Audi magnetic ride is an adaptive suspension system that automatically dampens suspension in response to road surface and vehicle movement. Ultrafine magnetic particles in an oil suspension take up a position that opposes shock absorber movement when exposed to an electromagnetic charge. Additional agility, stability and ride comfort are gained through the system, but the driver is not bound by this feature. Both "normal" and "sport" modes are available to better suit your particular driving situation.



When cornering, Audi magnetic ride suspension on the outside wheels tightens to compensate for the natural tendency to lean away from the turn, helping to maintain stability.

Performance

There are **situations** when
tension is a comforting thing.

Performance driving requires managing every movement with precision to help shave seconds off the clock. The sport-tuned suspension on the Audi R8 V10 plus has been specially configured to enhance handling characteristics by modifying the spring and damper tuning with a corresponding adjustment of the chamber values at the front axle. With a suspension that is lighter and more taut than a traditional suspension, and that is designed so that you'll feel the road and every turn



Yours **AND** You

Wheels

19" 5-arm-double-spoke design

(Silver finish)

Front 235/35, rear 290/30
summer performance tires¹
Standard



R8 V8

R8 V10

R8 V10 plus

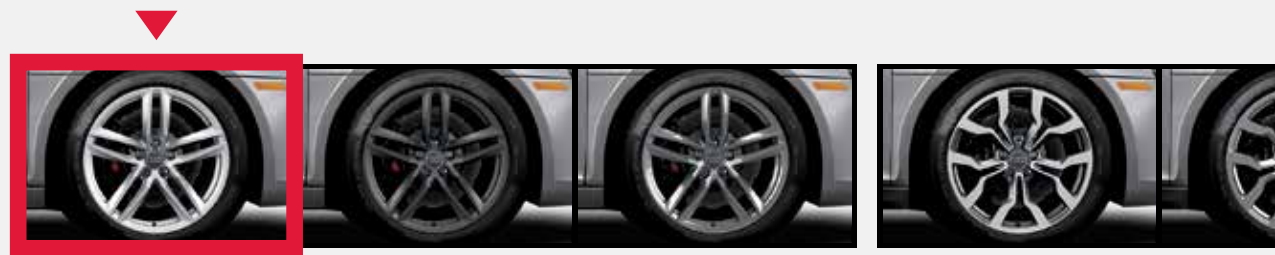
¹ Tap here for important summer performance tires information. >>

Wheels

19" 5-arm-double-spoke design

(Silver finish)

Front 235/35, rear 290/30
summer performance tires¹
Standard



R8 V8

R8 V10

¹ Tires are supplied and warranted by their manufacturer. High-performance tires are designed for optimum performance and handling in warm climates. They are not suitable for cold, snowy or icy weather conditions. If you drive under those circumstances, you should equip your vehicle with all-season or winter tires, which offer better traction under those conditions. We suggest you use the recommended winter or all-season tires specified for your car or its equivalent. These high-performance tires also have a lower aspect ratio that aids performance and handling; however, in order to avoid tire, rim or vehicle damage, it is important that the inflation pressure is regularly checked and maintained at optimum levels. Please also remember in making your selection that, while these tires deliver responsive handling, they may ride less comfortably and make more noise than other choices. Finally, these tires may wear more quickly than other choices.

Wheels

19" 5-arm-double-spoke design

(Titanium finish)

Front 235/35, rear 305/30
summer performance tires¹

Optional



R8 V8

R8 V10

R8 V10 plus

¹ Tap here for important summer performance tires information. >>

Wheels

19" 5-arm-double-spoke design

(Polished finish)

Front 235/35, rear 305/30
summer performance tires¹
Optional



R8 V8

R8 V10

R8 V10 plus

1 Tap here for important summer performance tires information. >>

Wheels

19" 10-spoke Y design

(Polished/Titanium finish)

Front 235/35, rear 295/30
summer performance tires¹
Standard



R8 V8

R8 V10

R8 V10 plus

¹ Tap here for important summer performance tires information. >>

Wheels

19" 10-spoke Y design

(Polished finish)

Front 235/35, rear 305/30
summer performance tires¹
Optional



R8 V8

R8 V10

R8 V10 plus

1 Tap here for important summer performance tires information. >>

Wheels

19" 5-arm-double-spoke design

(Titanium finish)

Front 235/35, rear 305/30
summer performance tires¹

Optional



R8 V8

R8 V10

R8 V10 plus

¹ Tap here for important summer performance tires information. >>

Wheels

19" 5-arm-double-spoke design

(Polished finish)

Front 235/35, rear 305/30
summer performance tires¹
Optional



R8 V8

R8 V10

R8 V10 plus

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Wheels

19" 5-double-spoke Y design

(Titanium finish)

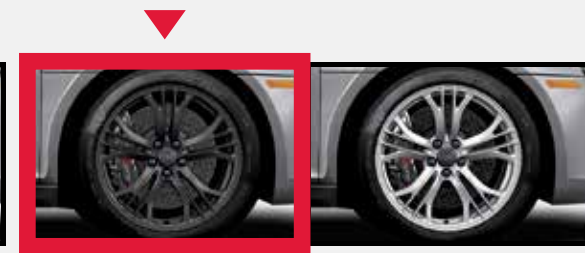
Front 235/35, rear 295/30
summer performance tires¹
Standard



R8 V8



R8 V10



R8 V10 plus

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Wheels

19" 5-double-spoke Y design

(Silver finish)

Front 235/35, rear 295/30
summer performance tires¹

Optional



R8 V8

R8 V10

R8 V10 plus

¹ Tap here for important summer performance tires information. >>

Exterior colors

Brilliant Red



Exterior colors

Ibis White



Exterior colors

Daytona Gray pearl



Exterior colors

Ice Silver metallic



Exterior colors

Samoa Orange metallic



Exterior colors

Suzuka Gray metallic



Exterior colors

Teak Brown metallic



Exterior colors

Phantom Black pearl



Exterior colors

Seapang Blue > pearl > matte



Seapang Blue > pearl > **matte**



Exterior colors

Estoril Blue crystal



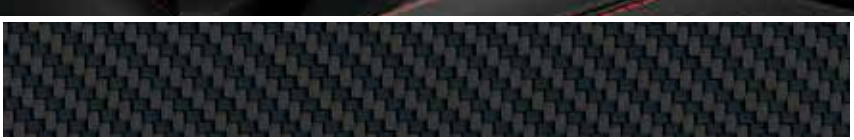
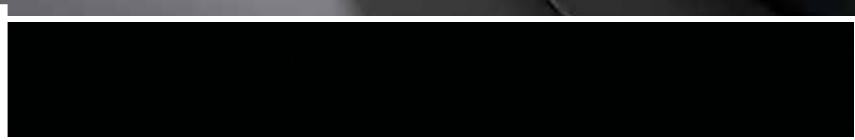
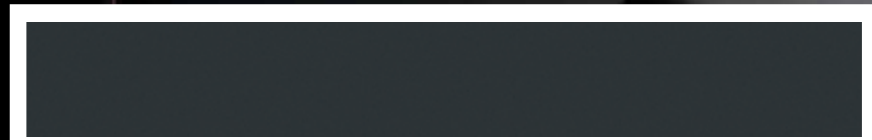
Exterior colors

Panther Black crystal



Inlays

Deep Black Silk matte¹



1 Tap here for important decorative inlay information. >>

Inlays

Piano Black¹



1 Tap here for important decorative inlay information. >>

Carbon Fiber Sigma¹



1 Tap here for important decorative inlay information. >>

Inlays

Carbon Fiber Sigma¹



1 Decorative inlay options will vary based on model and interior color combination.

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				+
Transmission/Drivetrain				+
Body/Suspension/Chassis				+
Exterior measurements				+
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				+
Interior				+
Seating/Trim				+
Infotainment/Technology				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus
Engineering/Performance			—
Engine type	Eight-cylinder	Ten-cylinder	Ten-cylinder
Engine block/Cylinder head	Aluminum-alloy	Aluminum-alloy	Aluminum-alloy
Displacement (cc)/Bore and stroke (mm)	4,163/84.5 x 92.8	5,204/84.5 x 92.8	5,204/84.5 x 92.8
Horsepower (@ rpm)	430 @ 7,900	525 @ 8,000	550 @ 8,000
Torque (lb-ft @ rpm)	317@ 4,500-6,000	391 @ 6,500	398 @ 6,500
High-rev concept (engine redline rpm)	8,250	8,700	8,700
Compression ratio	12.5:1	12.5:1	12.5:1
Valvetrain	32-valve DOHC	40-valve DOHC	40-valve DOHC
Induction/Fuel injection	FSI®	FSI®	FSI®
Dry sump engine oil lubrication system	■	■	■
Acceleration with manual/Audi S tronic® dual-clutch transmission, Coupe (0-60 mph)	4.4/4.2 seconds	3.8/3.4 seconds	3.7/3.3 seconds
Acceleration with manual/Audi S tronic® dual-clutch transmission, Spyder (0-60 mph)	4.6/4.4 seconds	4.0/3.6 seconds	—
Top track speed with manual/Audi S tronic® dual-clutch transmission, Coupe ¹	188/186 mph	196/195 mph	198/197 mph
Top track speed with manual/Audi S tronic® dual-clutch transmission, Spyder ¹	186/186 mph	194/193 mph	—
1 Top track speed is electronically limited in the U.S. Obey all speed and traffic laws.			
Transmission/Drivetrain			+
Body/Suspension/Chassis			+
Exterior measurements			+
Interior measurements			+
EPA mileage estimate/Capacities/Emissions			+
Safety/Security			+
Exterior			+
Interior			+
Seating/Trim			+
Infotainment/Technology			+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus
Engineering/Performance			
Transmission/Drivetrain			
Six-speed manual transmission with Audi quattro® all-wheel drive (Gear ratios: 1st: 3.313, 2nd: 2.053, 3rd: 1.423, 4th: 1.069, 5th: 0.853, 6th: 0.703, Reverse: 2.813, Final drive: 3.462 for R8 V8, 1st: 3.313, 2nd: 2.053, 3rd: 1.458, 4th: 1.138, 5th: 0.939, 6th: 0.784, Reverse: 2.813, Final drive: 3.462 for R8 V10 and R8 V10 plus)	■	■	■
Seven-speed Audi S tronic® dual-clutch transmission with Audi quattro® all-wheel drive (Gear ratios: 1st: 3.133, 2nd: 2.588, 3rd: 1.880, 4th: 1.140, 5th: 0.898, 6th: 0.884, 7th: 0.653, Reverse: 2.647, Final drive: 1st, 4th, 5th: 4.458, 2nd, 3rd, 6th, 7th: 3.588)	Available	Available	Available
Body/Suspension/Chassis			
Exterior measurements			
Interior measurements			
EPA mileage estimate/Capacities/Emissions			
Safety/Security			
Exterior			
Interior			
Seating/Trim			
Infotainment/Technology			

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				—
Transmission/Drivetrain				
Body/Suspension/Chassis				—
Audi ultra® lightweight technology-ASF® aluminum construction	■	■	■	
Double wishbone front suspension	■	■	■	
Double wishbone rear suspension	■	■	■	
Audi magnetic ride with Sport button program	■	■	—	
R8 V10 plus sport suspension calibration	—	—	■	
Ventilated wave design front disc/ Ventilated wave design rear disc brakes (in)	14.4/14.0	14.4/14.0	—	
Audi ceramic front and rear brakes (in)	Available (14.9/14.0)	Available (14.9/14.0)	■ (14.9/14.0)	
Hydraulically assisted power steering system	■	■	■	
Steering ratio	17.3:1	17.3:1	17.3:1	
Turning diameter, curb-to-curb (ft)	38.7	38.7	38.7	
Exterior measurements				+
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				+
Interior				+
Seating/Trim				+
Infotainment/Technology				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				—
Transmission/Drivetrain				
Body/Suspension/Chassis				
Exterior measurements				—
Wheelbase (in)	104.3	104.3	104.3	
Length, Coupe/Spyder (in)	174.8/174.8	174.8/174.8	174.8/N/A	
Height, Coupe/Spyder (in)	49.3/49.0	49.3/49.0	49.3	
Overall width, Coupe/Spyder (in)	75.0/75.0	76.0/75.0	76.0	
Track front/rear (in)	64.5/62.8	64.5/62.8	64.5/62.8	
Curb weight with manual/Audi S tronic® dual clutch transmission, Coupe (lb)	3,583/3,638	3,737/3,792	3,605/3,660	
Curb weight with manual/Audi S tronic® dual clutch transmission, Spyder (lb)	3,737/3,792	3,913/3,957	—	
Drag coefficient (Cw)	.36	.36	.36	
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				+
Interior				+
Seating/Trim				+
Infotainment/Technology				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				—
Transmission/Drivetrain				
Body/Suspension/Chassis				
Exterior measurements				
Interior measurements				—
Head room, Coupe/Spyder (in)	37.7/37.5	37.7/37.5	37.7/N/A	
Leg room (in)	41.0	41.0	41.0	
Shoulder room (in)	54.8	54.8	54.8	
Cargo volume (cu ft)	3.5	3.5	3.5	
Seating capacity	2	2	2	
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				+
Interior				+
Seating/Trim				+
Infotainment/Technology				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus
Engineering/Performance			
Transmission/Drivetrain			
Body/Suspension/Chassis			
Exterior measurements			
Interior measurements			
EPA mileage estimate/Capacities/Emissions			
Manual transmission (city/highway/combined) ¹	11/20/14	12/19/14	12/19/14
Audi S tronic® dual-clutch transmission (city/highway/combined) ¹	14/23/17	13/22/16	13/22/16
Engine oil (qt)	10.6	8.8	8.8
Coolant system (gal)	6.08	6.42	6.42
Fuel, Coupe/Spyder (gal)	23.8/21.1	23.8/21.1	19.8
Recommended fuel	Premium	Premium	Premium
Emissions rating	LEV II	LEV II	LEV II
¹ EPA estimates. Your mileage will vary.			
Safety/Security			
Exterior			
Interior			
Seating/Trim			
Infotainment/Technology			

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				+
Transmission/Drivetrain				+
Body/Suspension/Chassis				+
Exterior measurements				+
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				-
Driver and front passenger dual-stage airbags, front head/thorax side airbags and knee airbags ¹	■	■	■	
Front passenger occupant detection-for airbags ¹	■	■	■	
Audi Backguard system with adjustable head restraints	■	■	■	
Pop-up roll bar system, Spyder	■	■	■	
Safety belt reminder for driver and front passenger	■	■	■	
Power central locking system with safety unlock feature if airbags deploy	■	■	■	
Electronic Stability Control (ESC) with traction control (ASR)	■	■	■	
Anti-lock Brake System (ABS) with Electronic Brake-pressure Distribution (EBD) and brake assist	■	■	■	
Audi hill hold assist	■	■	■	
Tire-pressure monitoring system	■	■	■	
Anti-theft alarm system with immobilizer	■	■	■	
¹ Airbags are supplemental restraints only and will not deploy under all crash circumstances. Always use safety belts and refer to your owner's manual for the proper use of the restraint systems when transporting children.				
Exterior				+
Interior				+
Seating/Trim				+
Infotainment/Technology				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Transmission/Drivetrain				+
Body/Suspension/Chassis				+
Exterior measurements				+
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				-
Audi Singleframe® grille	■	■	■	
Gloss Black Audi Singleframe® grille	Available	Available	-	
Gloss Black front spoiler lip	■	■	-	
Carbon Fiber front spoiler lip	-	-	■	
Gloss Black front inlet grilles	■	■	-	
Titanium Gray front inlet grilles	-	-	■	
Full LED headlight technology	■	■	■	
Automatic headlights	■	■	■	
LED taillight technology	■	■	■	
Power-adjustable heated exterior side mirrors	■	-	-	
Power-adjustable, auto-dimming, heated exterior side mirrors	Available	■	■	
Power-folding exterior side mirrors	Available	■	-	
Carbon Sigma exterior side mirror housings	-	-	■	
LED turn indicator light technology integrated into the exterior side mirrors	■	■	■	
Flared rocker panels	-	■	■	
Audi sideblades, Coupe	■	-	-	
Audi sideblades with flared intake opening, Coupe	-	■	■	
Carbon Sigma Audi sideblades, Coupe	Available	Available	■	
Engine vent covers with Black matte finish, Coupe	■	-	-	
Engine vent covers with Gloss Black finish, Coupe	Available	Available	■	
Engine vent covers with Aluminum-optic finish, Coupe/Spyder	-/■	■/■	-	
Carbon Fiber engine compartment decorative inlays, Coupe/Spyder	Available/Available	■/Available	■/N/A	
Adaptive rear spoiler	■	■	■	
Gloss Black rear fascia center section	-	■	-	
Titanium Gray rear fascia center section	-	-	■	
R8 exclusive round exhaust outlets with chrome finish	■	■	-	
R8 exclusive round exhaust outlets with Gloss Black finish	Available	Available	■	
Gloss Black rear diffuser	■	■	-	
Carbon Fiber rear diffuser	-	-	■	
Interior				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				+
Transmission/Drivetrain				+
Body/Suspension/Chassis				+
Exterior measurements				+
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				+
Interior				—
Monoposto-influenced design	■	■	■	
Automatic climate control	■	■	■	
Three-spoke multifunction flat-bottom sport steering wheel with die-cast magnesium skeleton	■	■	■	
Shift paddles (Audi S tronic® transmission)	■	■	■	
Tilt and telescopic manually adjustable steering column	■	■	■	
Auto-dimming interior rear view mirror with digital compass	■	■	■	
Illuminated locking glove box	■	■	■	
Aluminum shift knob	■	■	■	
Two beverage holders	■	■	■	
Decorative interior inlays	■	■	■	
Aluminum door sill inlays	■	■	■	
Illuminated door sill inlays	Available	Available	—	
Carbon Sigma door sills	—	—	■	
Front footwell LED lighting technology	■	■	■	
Front floor mats with fastening mechanism	■	■	■	
Black cloth headliner	■	■	■	
Black Alcantara® headliner (Coupe)	Available	Available	Available	
Power windows with one-touch up/down operation and pinch protection	■	■	■	
Storage space behind seats	■	■	■	
Rear shelf storage net, Coupe	Available	■	■	
Power operated rear window/wind deflector, Spyder	■	■	N/A	
Acoustic folding roof-folds at speeds up to 31 mph, Spyder	■	■	N/A	
Seating/Trim				+
Infotainment/Technology				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				+
Transmission/Drivetrain				+
Body/Suspension/Chassis				+
Exterior measurements				+
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				+
Interior				+
Seating/Trim				-
Leather/Alcantara® seating surfaces	■	-	■	
Fine Nappa leather seats and trim elements (includes center console, knee pads, handbrake, radio surround, lower door trims, and door pull handles)	Available	■	Available	
Full Fine Nappa leather trim elements (includes dashboard, monoposto, door shoulders, and rear side trims)	Available	Available	Available	
Fine Nappa leather seats and door panel inserts with contrast diamond stitching	Available	Available	Available	
Fine Nappa leather seats and trim elements with contrast stitching	Available	Available	Available	
Six-way manual front sport seats and four-way power lumbar adjustment	-	-	■	
Twelve-way power front sport seats, including four-way power lumbar adjustment	■	■	Available	
Heated front seats	■	■	■	
Storage drawer under seats	Available	■	■	
Seatback storage nets	Available	■	■	
Infotainment/Technology				+

Specifications and Featured Content

2014 R8 Features and Options

	R8 V8	R8 V10	R8 V10 plus
Engineering/Performance			
Transmission/Drivetrain			
Body/Suspension/Chassis			
Exterior measurements			
Interior measurements			
EPA mileage estimate/Capacities/Emissions			
Safety/Security			
Exterior			
Interior			
Seating/Trim			
Infotainment/Technology			
Audi Navigation plus ¹	Available	■	■
Backlit instrument cluster with automatic brightness control	■	■	■
Driver information system with lap timer	■	■	■
Audi concert radio with seven speakers and single CD player with MP3 playback capability	■	—	■
Bang & Olufsen® Sound System with twelve speakers and 465 watts	Available	■	Available
SiriusXM® Satellite Radio with 90-day trial subscription ²	■	■	■
Traffic information	Available	■	■
SD card slots (dual slots)	Available	■	■
Six-disc CD changer glove box-mounted	■	■	■
Audi music interface with iPod® integration	Available	Available	Available
BLUETOOTH® wireless technology preparation for mobile phone with seatbelt microphones ³	■	■	■
Garage door opener (HomeLink®)	■	■	■
Cruise control with coast, resume and accelerate features	■	■	■
Parking system plus with rear view camera (front and rear sensors)	Available	■	■
Rain/light sensor for automatic windshield wipers and headlights	■	■	■

1 Audi Navigation plus depends on signals from the worldwide Global Positioning Satellite network. The vehicle's electrical system and existing wireless and satellite technologies must be available and operating properly for the system to function. The system is designed to provide you with suggested routes in locating addresses, destinations and other points of interest. Changes in street names, construction zones, traffic flow, points of interest and other road system changes are beyond the control of Audi of America, Inc. Complete detailed mapping of lanes, roads, streets, toll roads, highways, etc., is not possible, therefore you may encounter discrepancies between the mapping and your actual location. Please rely on your individual judgment in determining whether or not to follow a suggested Audi Navigation plus route. For mapping updates please see your Audi dealer or call 1-800-FOR-AUDI for details. 2 SiriusXM® Satellite Radio subscriptions sold separately after trial expires. Subscriptions are governed by SiriusXM® Customer Agreement (see www.siriusxm.com) and are continuous until you call SiriusXM® to cancel. SiriusXM® U.S. Satellite Service available only to those 18 and older in the 48 contiguous U.S.A., D.C. and Puerto Rico (with coverage limitations). 3 Requires compatible phone.



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