

2015 Audi R8

PAST AND PRESENT SHAPE AND PURPOSE INDULGENT AND UNADORNED
ULTRA® LIGHT AND ULTRA® STRONG SUPERCAR AND DAILY DRIVER
YOURS AND YOU

A close-up, high-contrast portrait of Walter de Silva, a man with glasses, looking thoughtfully at the camera. His hand is visible near his chin. The image has a warm, reddish-brown tint.

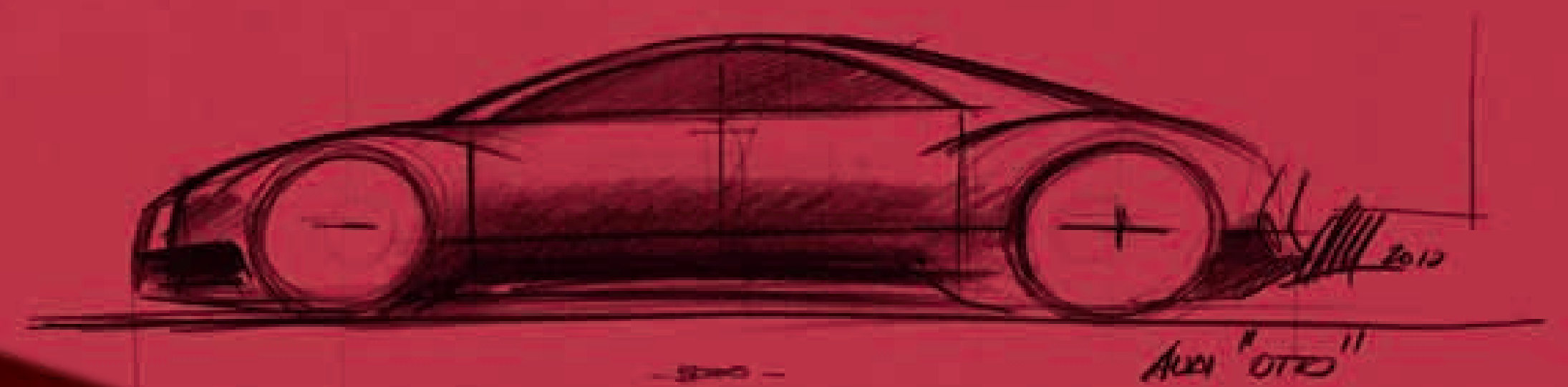
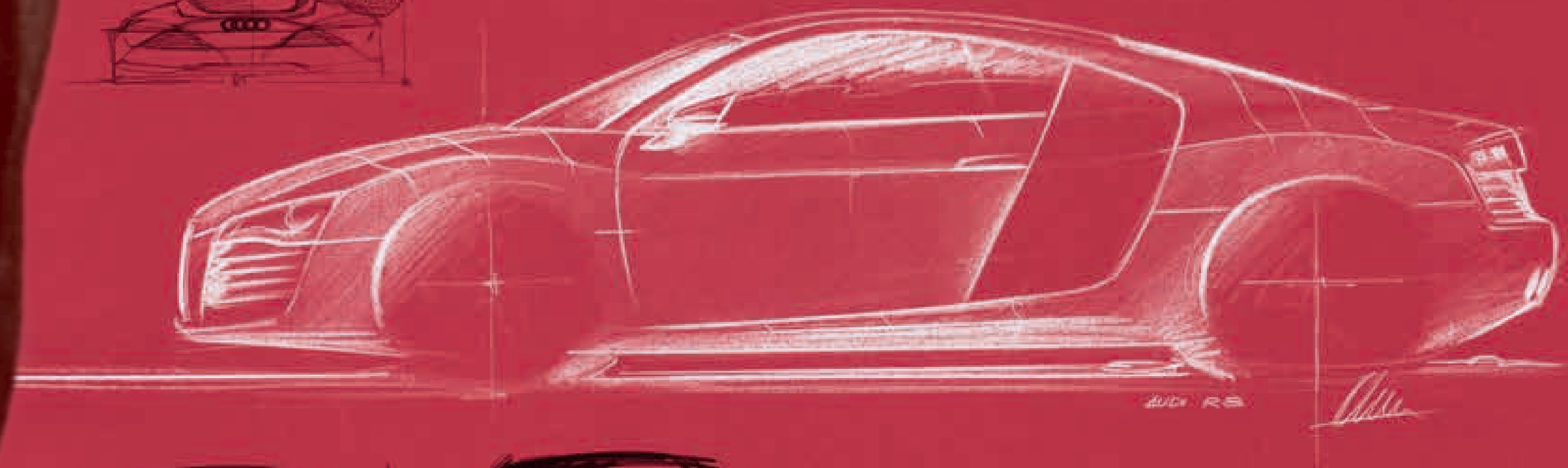
“IF YOU HAVE A GOLDEN PAST, YOU
OBVIOUSLY HAVE BETTER CHANC-
ES FOR SUCCESS. IT’S JUST FAR MORE
COMFORTABLE WHEN YOU CAN BUILD
SOMETHING BASED ON YOUR HERITAGE.
YOU DON’T HAVE TO INVENT EVERY-
THING IF YOU CAN USE ELEMENTS OR
DETAILS FROM YOUR OWN HISTORY.
I DON’T MEAN RETRODESIGN.”

WALTER DE SILVA _CAR DESIGNER



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.



SINCE OUR VERY FIRST WIN ON THE
RACETRACK AT LE MANS,



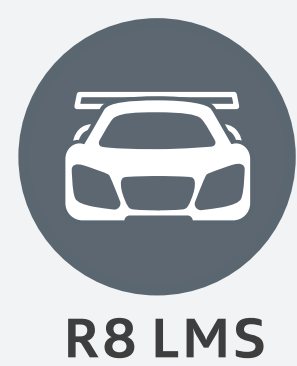
R8 LMP1



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 Audi R10 TDI® LMP1 prototype, which went on to continue to dominate racing under the Audi badge.

TO THE EVOLUTION OF A MULTI-SERIES RACING JUGGERNAUT





AUDI R8 LMS

The LMS racecar went on to continue the Audi racing legacy by exercising control over the 24 Hours of Le Mans race 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.

AND NOW IT HAS BECOME A VEHICLE
YOU CAN EXPERIENCE FROM THE
COMFORT OF YOUR OWN HOME.



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2015 AUDI R8

It has all been distilled into this. The 2015 Audi R8 brings almost a decade of racing dominance to the streets.¹ With your choice of the V8, V10 or the track-ready V10 plus, the Audi R8 shares 50% of its parts with the famed LMS racecar, so you know we're delivering a vehicle engineered for the track. With hand-sculpted design, bookended by brilliant full LED headlight and taillight technology, the R8 brings together the best from Audi Sport® racing and delivers it to the street. The best of both worlds is here.

¹ Always obey all speed and traffic laws.



Dynamic in motion and at rest.

The Audi R8 couples shape and purpose in dramatic fashion. Every design element serves a specific function to help 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.

Build your 2015 R8

R8 COUPE



- Coupe
- Spyder
- V10 plus



GLOSS BLACK REAR EXTERIOR ELEMENTS

In addition to the Gloss Black diffuser and outlet grilles, the Audi R8 V10 Coupe and Spyder also boast an uninterrupted Gloss Black rear center plate.



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-polish finish.



GLOSS BLACK FRONT EXTERIOR ELEMENTS

The tapered Singleframe® grille introduces you to the chiseled front end of the Audi R8 and leads your eye 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 as well.



WHEELS—R8 V8

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



FULL LED HEADLIGHTS

It wouldn't be an Audi without the captivating stare of full LED headlight technology. Consider the LEDs 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.



LED TAILLIGHTS

Though you'll be ahead of just about everyone on the road¹, 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.

1 Always obey all speed and traffic laws.

R8 SPYDER



Coupe

Spyder

V10 plus



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.

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



Coupe

Spyder

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.



CARBON SIGMA 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.



TITANIUM GRAY FRONT INLET GRILLES AND CARBON FIBER FRONT SPLITTER

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



CARBON 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.



TITANIUM GRAY OUTLET GRILLES AND CARBON FIBER 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.

Float through the air with the **greatest** of ease.

When your speed doubles, the resistance produced by the air you're driving through 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 planted on the road, you don't want it to be restrictive.



PROFILE



UNDER

¹ Always obey all speed and traffic laws.

We **move** with a certain
air about us.

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



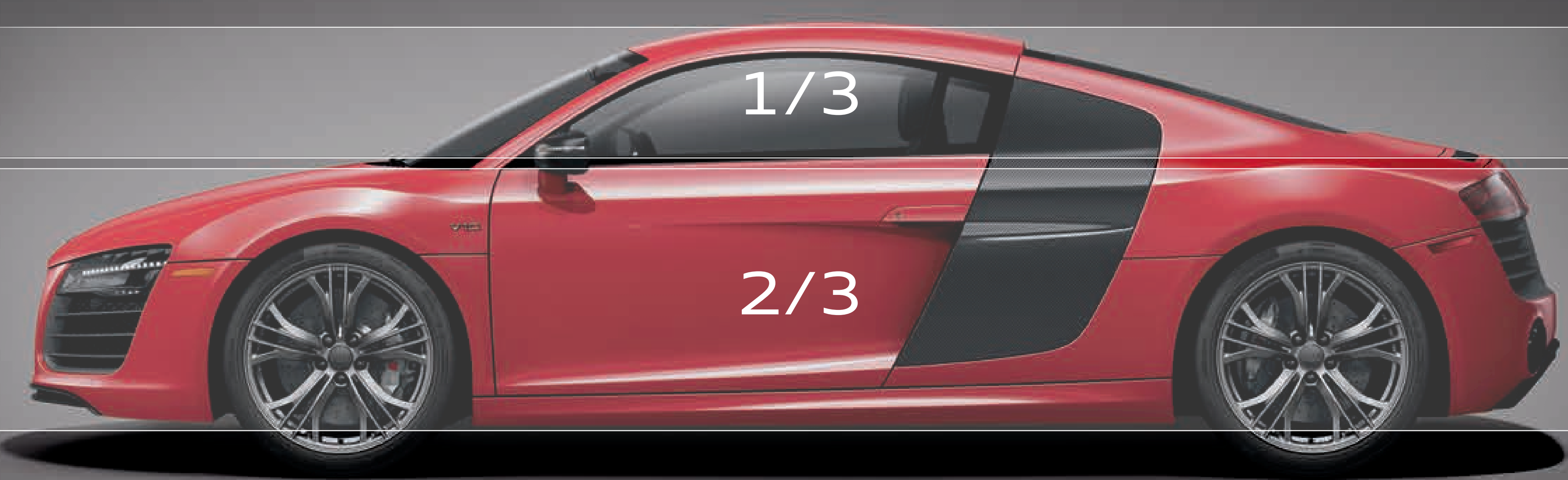
PROFILE



UNDER

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—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.



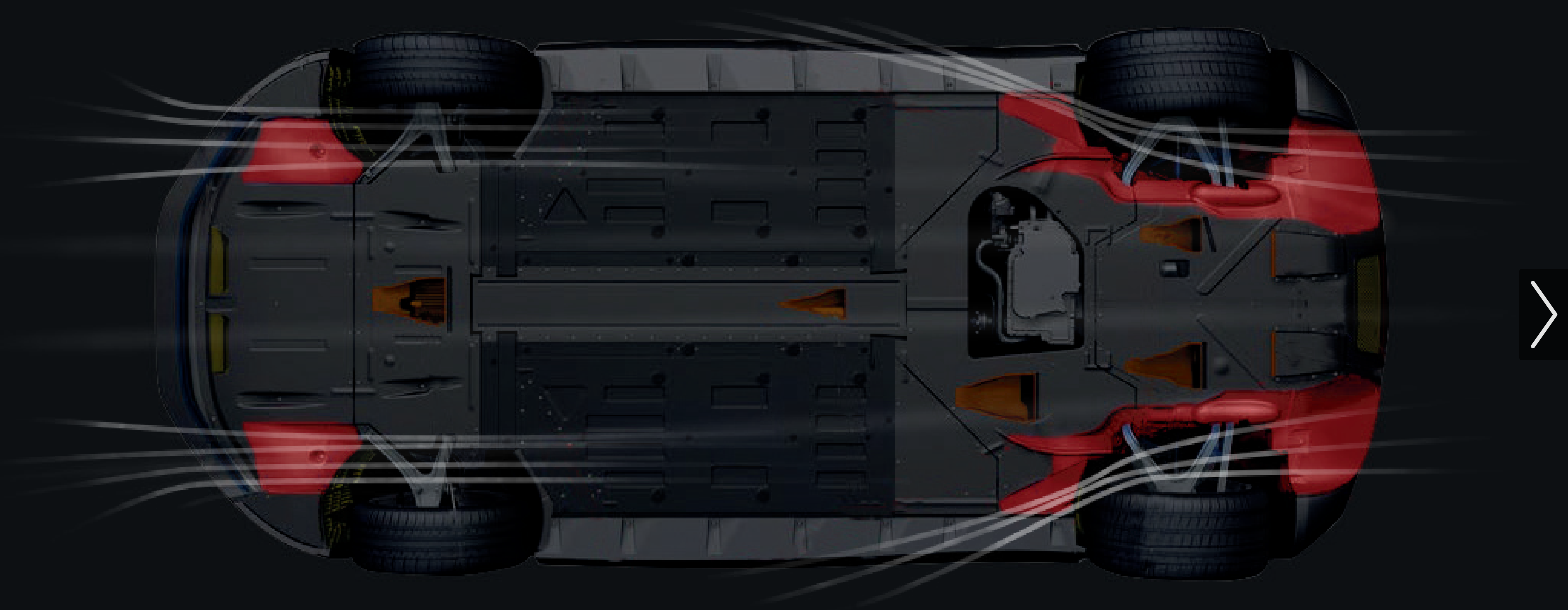
PROFILE



UNDER

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.



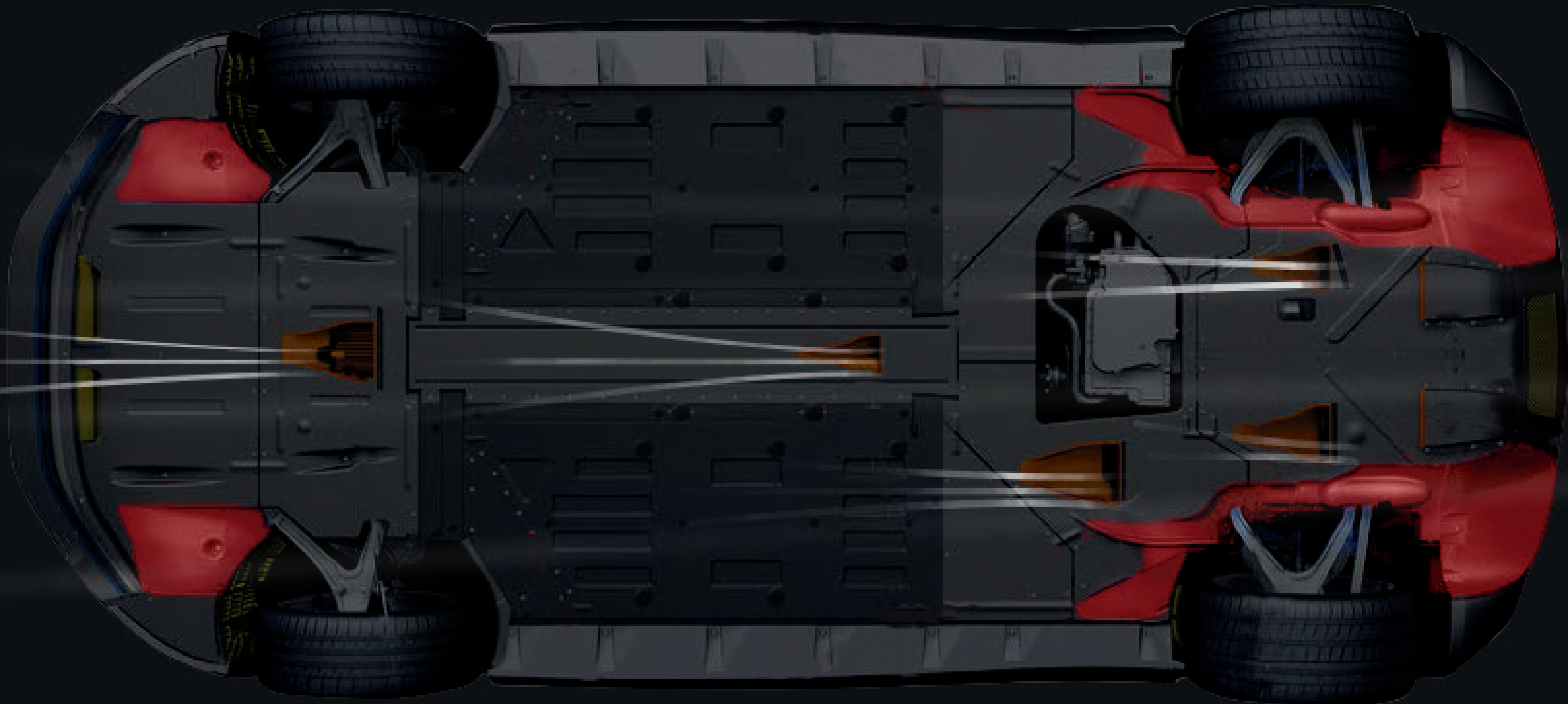
PROFILE



UNDER

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.



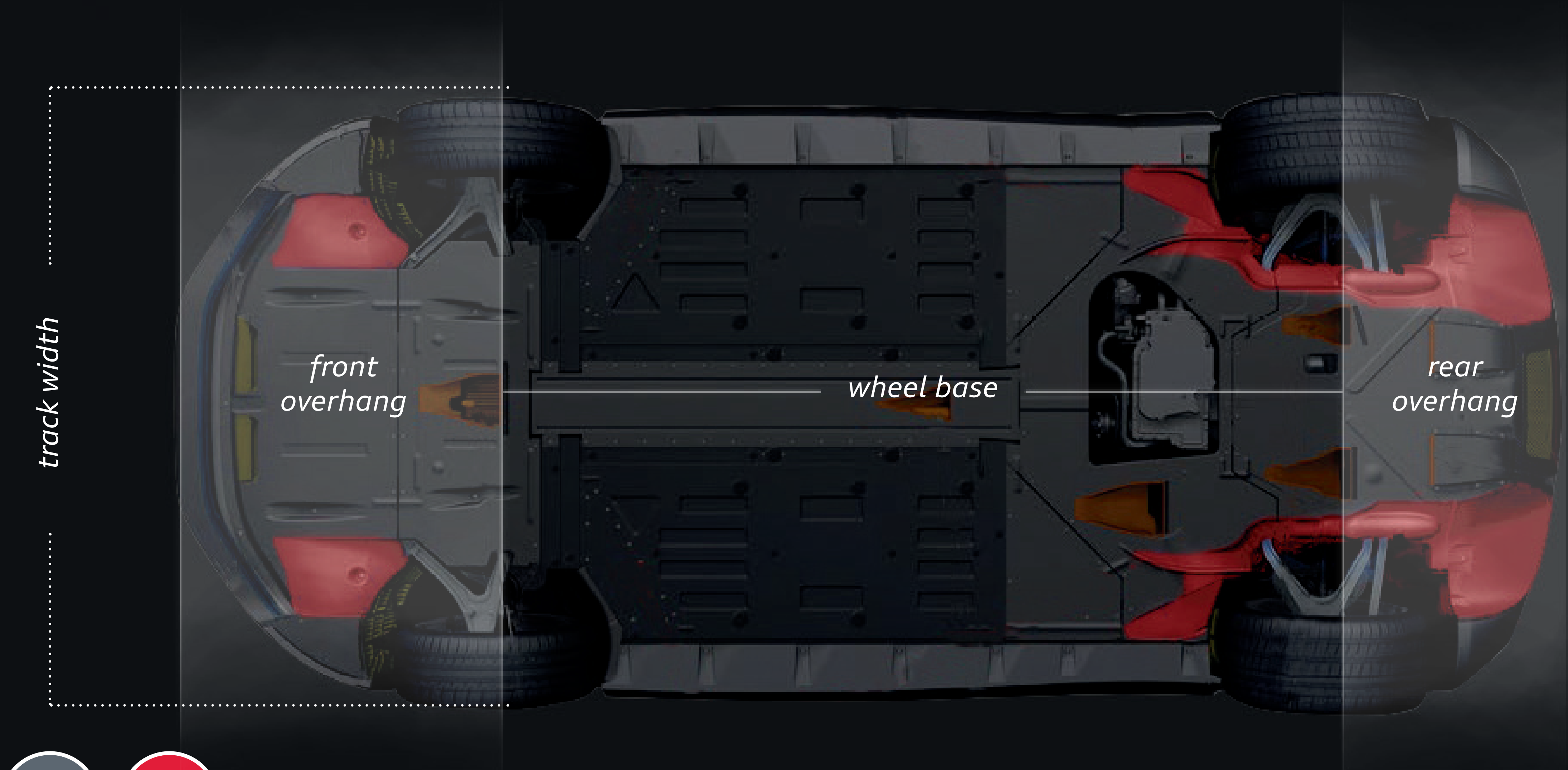
PROFILE



UNDER

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



UNDER



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

A high-angle, close-up view of the front interior of an Audi R8. The image shows two black leather seats with a quilted diamond pattern on the lower backrests. The center console features a silver gear shifter and handbrake. The dashboard and door panels also have quilted leather accents. The car is parked in a lot with a fence and trees visible through the windows.

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





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.



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 Audi 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 we've built our brand upon.



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 that mimics the feel of a manual transmission.¹



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 racetrack, so you might want to think about your playlist next time you take a leisurely drive. Whether you opt for the seven-speaker Audi concert radio, or upgrade to the available twelve-speaker Bang and Olufsen® Sound System, you get to make that drive that much more inviting.



INTERIOR DOORSILL 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.



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.





True **strength** requires flexibility.

SWIPE TO NEXT PAGE >

The ASF® aluminum construction of the Audi R8 weighs only 463 lb, 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.



True **strength** requires flexibility.

SWIPE TO NEXT PAGE >

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SWIPE TO NEXT PAGE >

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Cast aluminum

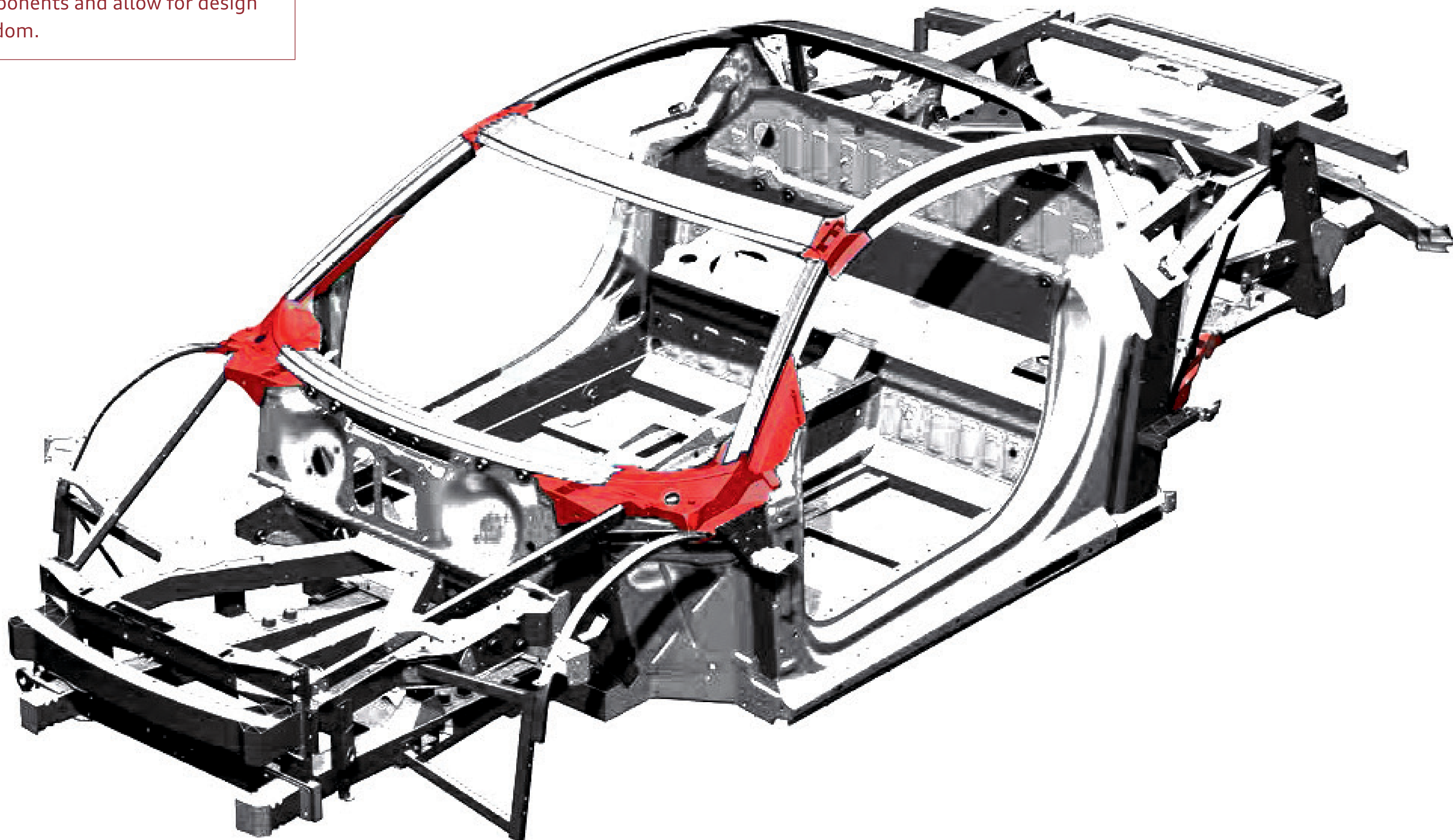
Used primarily in high-stress areas, these castings fulfill a number of structural tasks, connect multiple components and allow for design freedom.

Extruded aluminum

Sheet metal aluminum

Magnesium

all



Cast aluminum

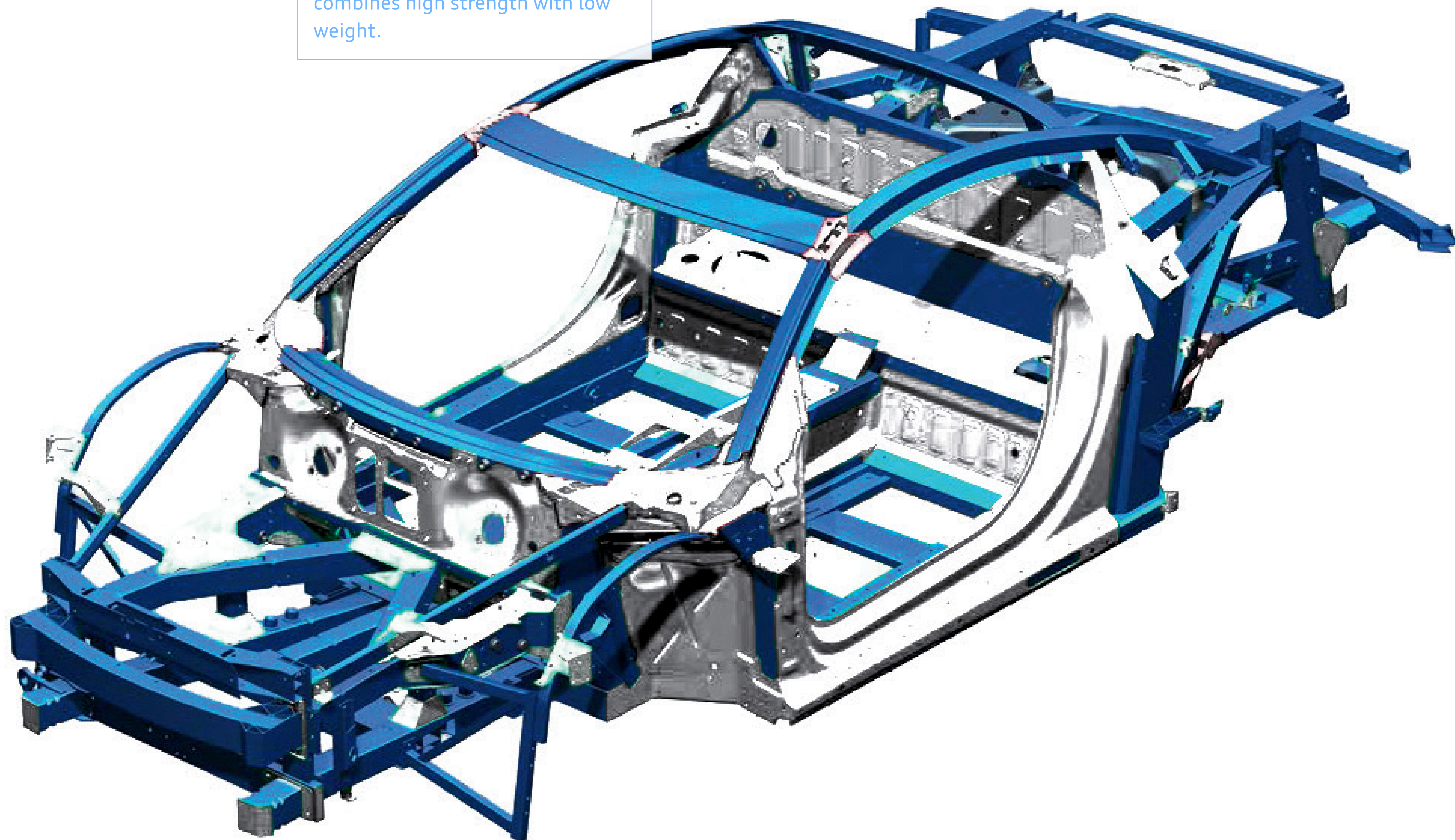
Extruded aluminum

Sheet metal aluminum

Magnesium

all

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



Cast aluminum

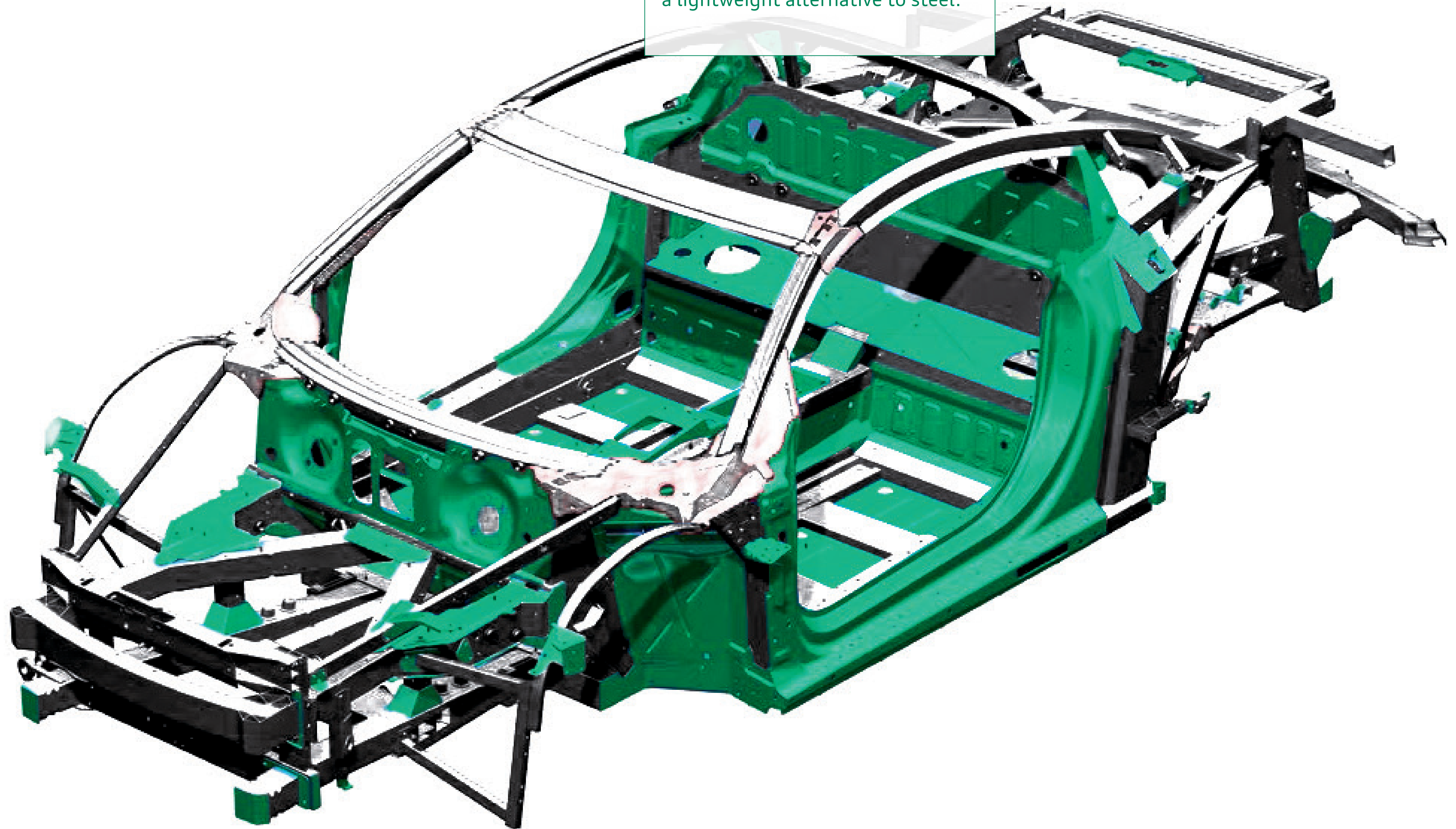
Extruded aluminum

Sheet metal aluminum

Magnesium

all

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



Cast aluminum

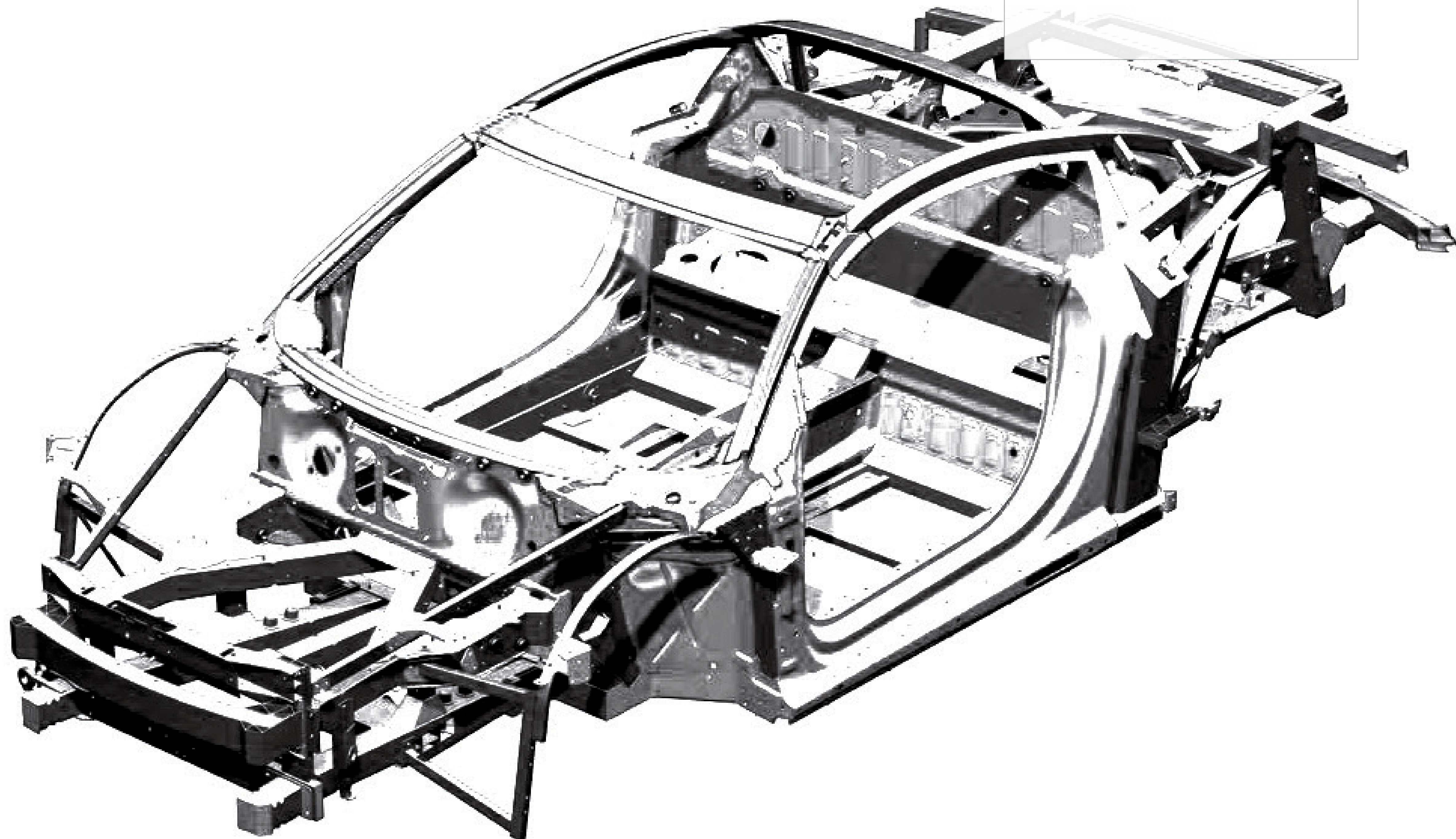
Extruded aluminum

Sheet metal aluminum

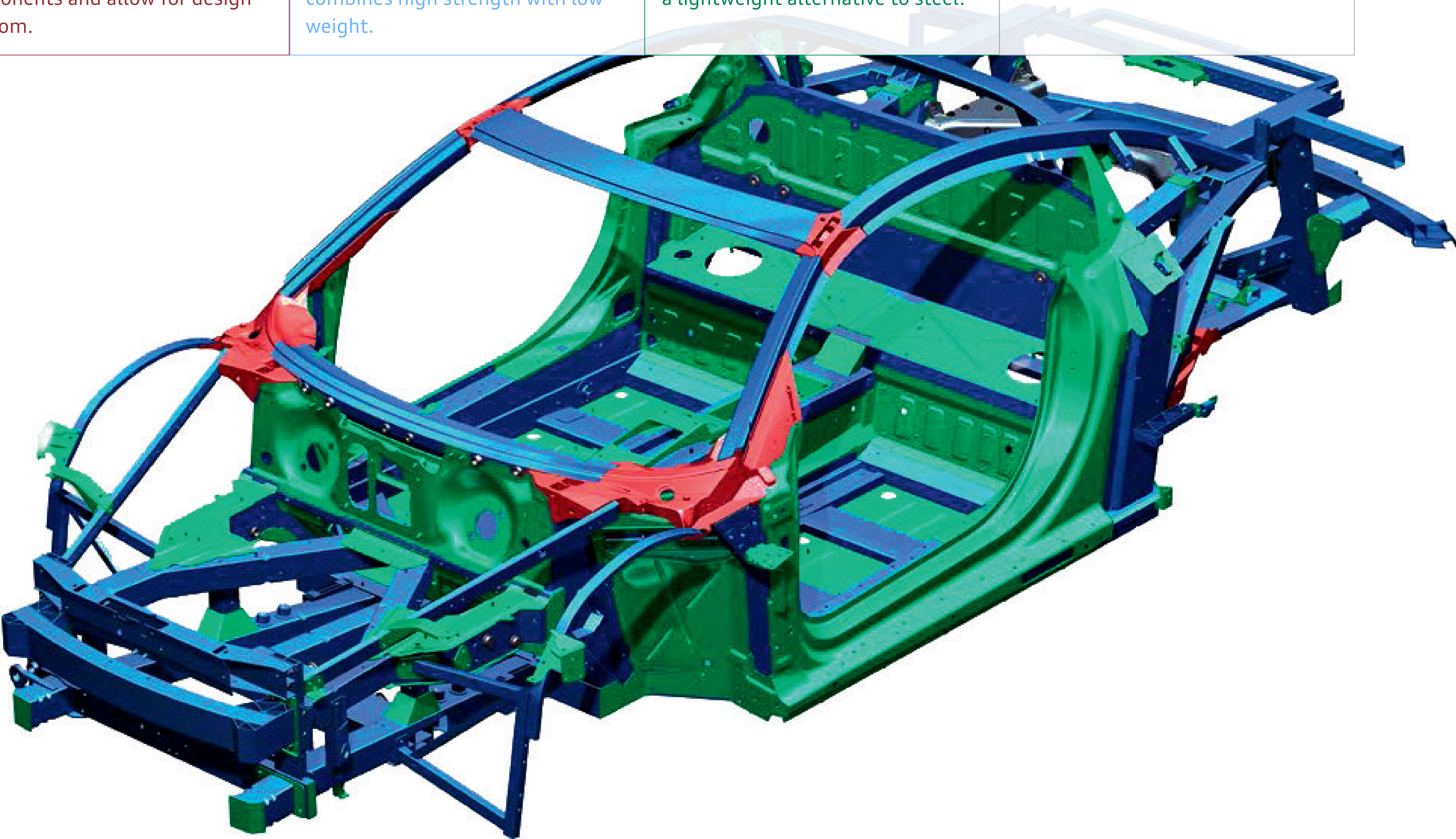
Magnesium

all

Utilized as a structural crossmember in the rear of all Audi R8 models.



Cast aluminum	Extruded aluminum	Sheet metal aluminum	Magnesium	all
Used primarily in high-stress areas, these castings fulfill a number of structural tasks, connect multiple components and allow for design freedom.	The R8 body's supporting structure is made of three wrought-aluminum components; each component combines high strength with low weight.	Utilized for all exterior body panels as well as load-bearing functions within the chassis, it is a lightweight alternative to steel.	Utilized as a structural crossmember in the rear of all Audi R8 models.	



PERFORMANCE

Every ounce counts, but not just on the track. 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, boasting 132 lb of weight reduction when compared to the R8 V10.

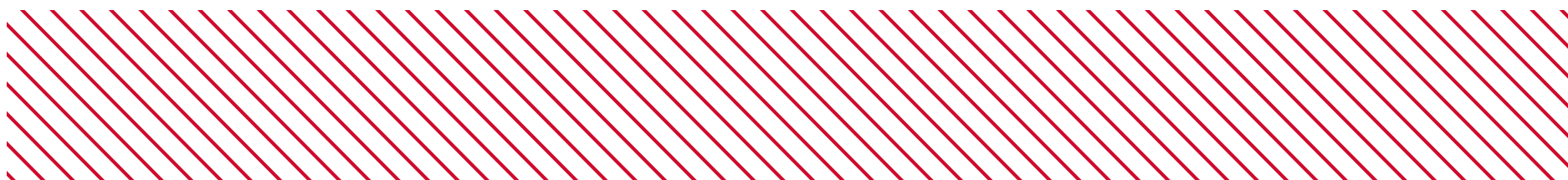


0.0-lb total weight reduction

PERFORMANCE



132.0-lb total weight reduction



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.



132.0-lb total weight reduction

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.



132.0-lb total weight reduction

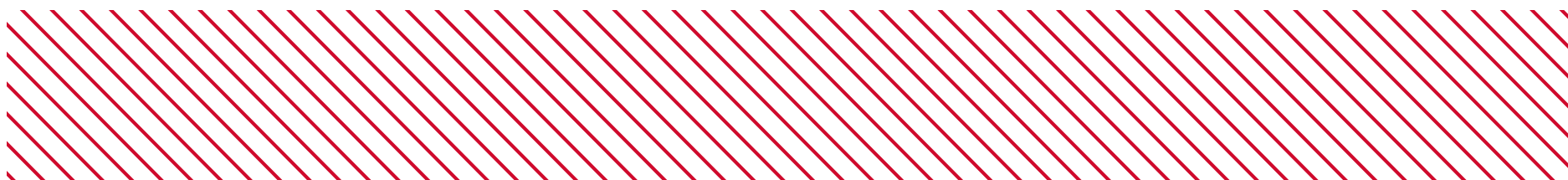


15.4-lb weight reduction
Six-way manual front sport seats

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.



132.0-lb total weight reduction



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.



132.0-lb total weight reduction



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.



132.0-lb total weight reduction

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.



132.0-lb total weight reduction

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.



132.0-lb total weight reduction

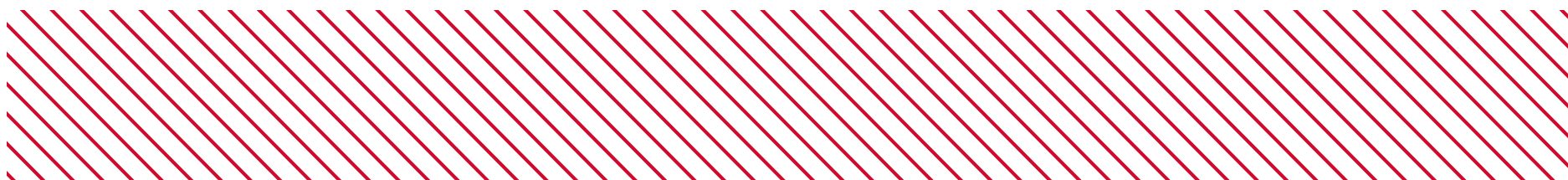


2.0-lb weight reduction
Carbon Sigma rear diffuser

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.



132.0-lb total weight reduction



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.



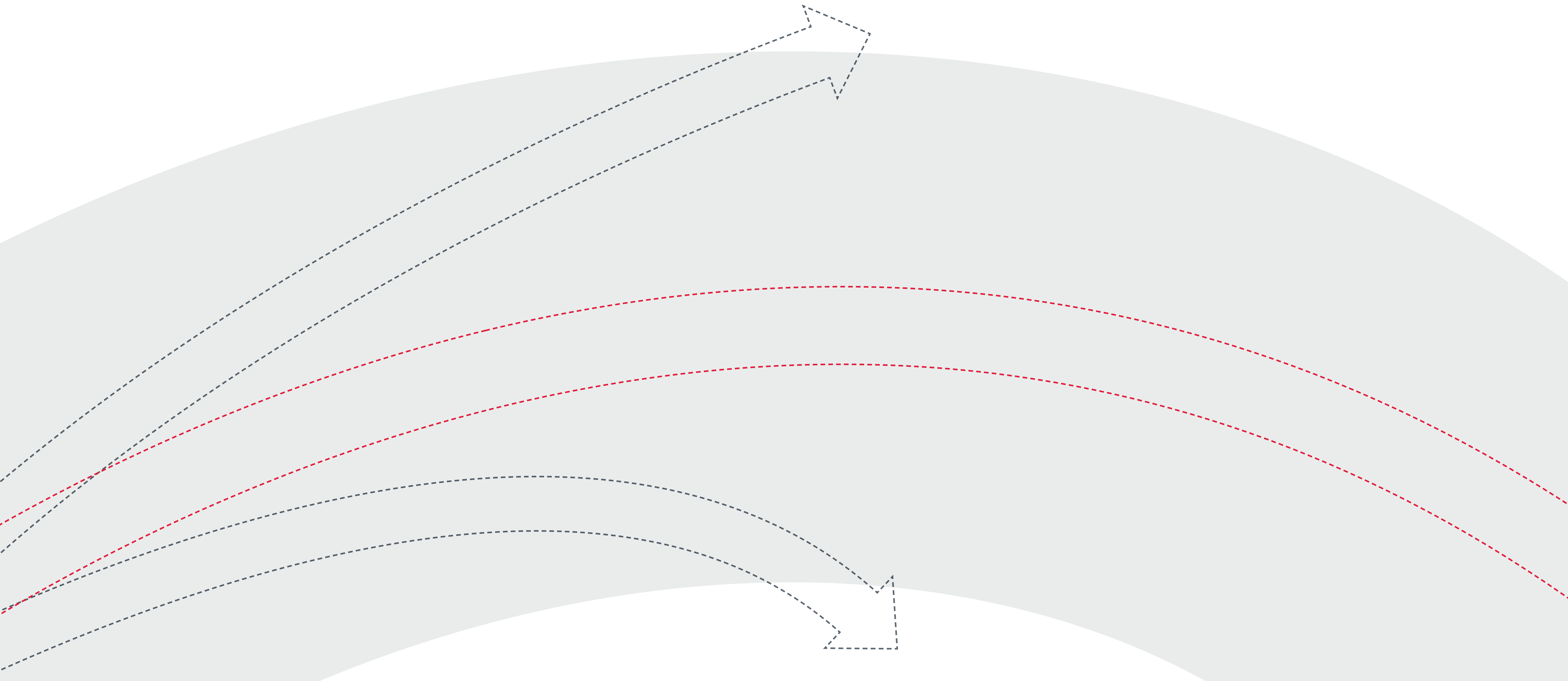
132.0-lb total weight reduction

PERFORMANCE



Audi R8 V10 plus
1:20

REQUIRES INTERNET CONNECTION



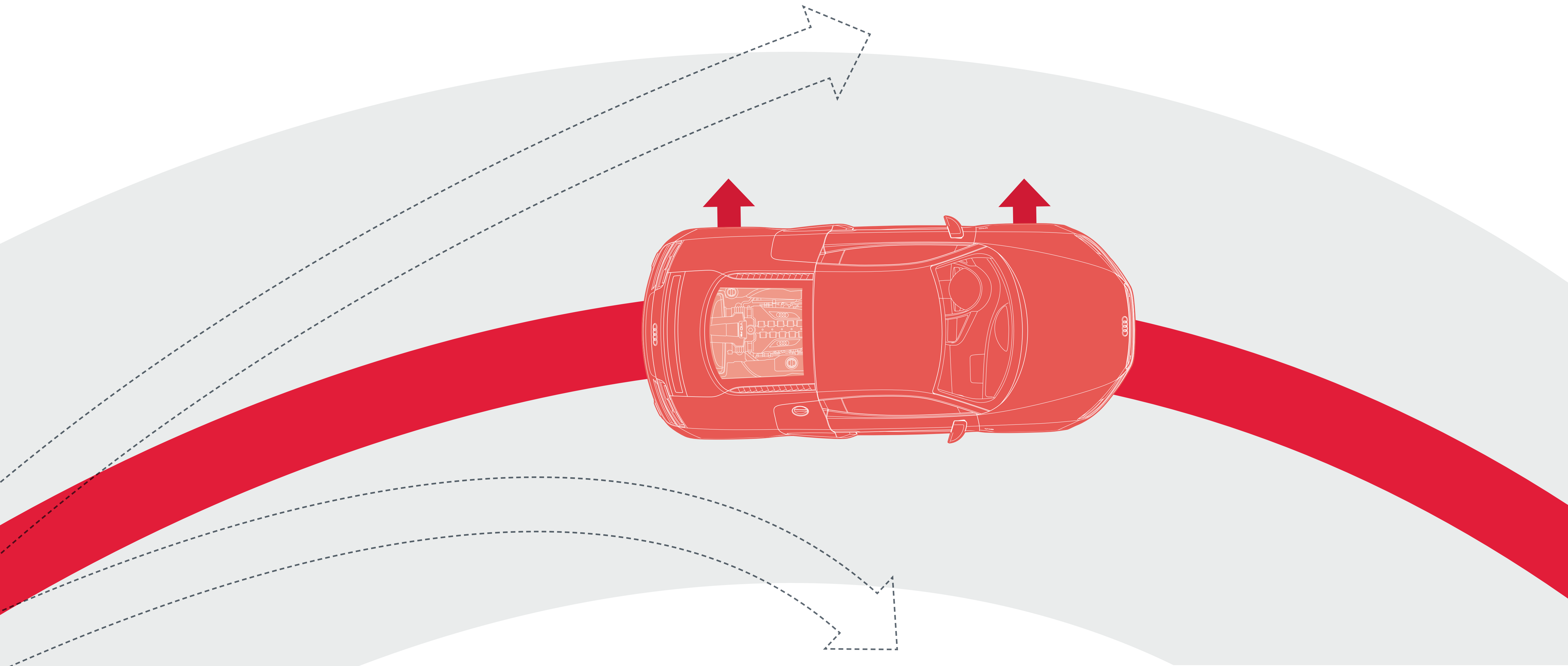
Mid-engine, not middle of the road.

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 10:90 power distribution, makes the Audi R8 a perfectly adapted track vehicle that can take to the street with stunning style.

Front

Mid

Rear



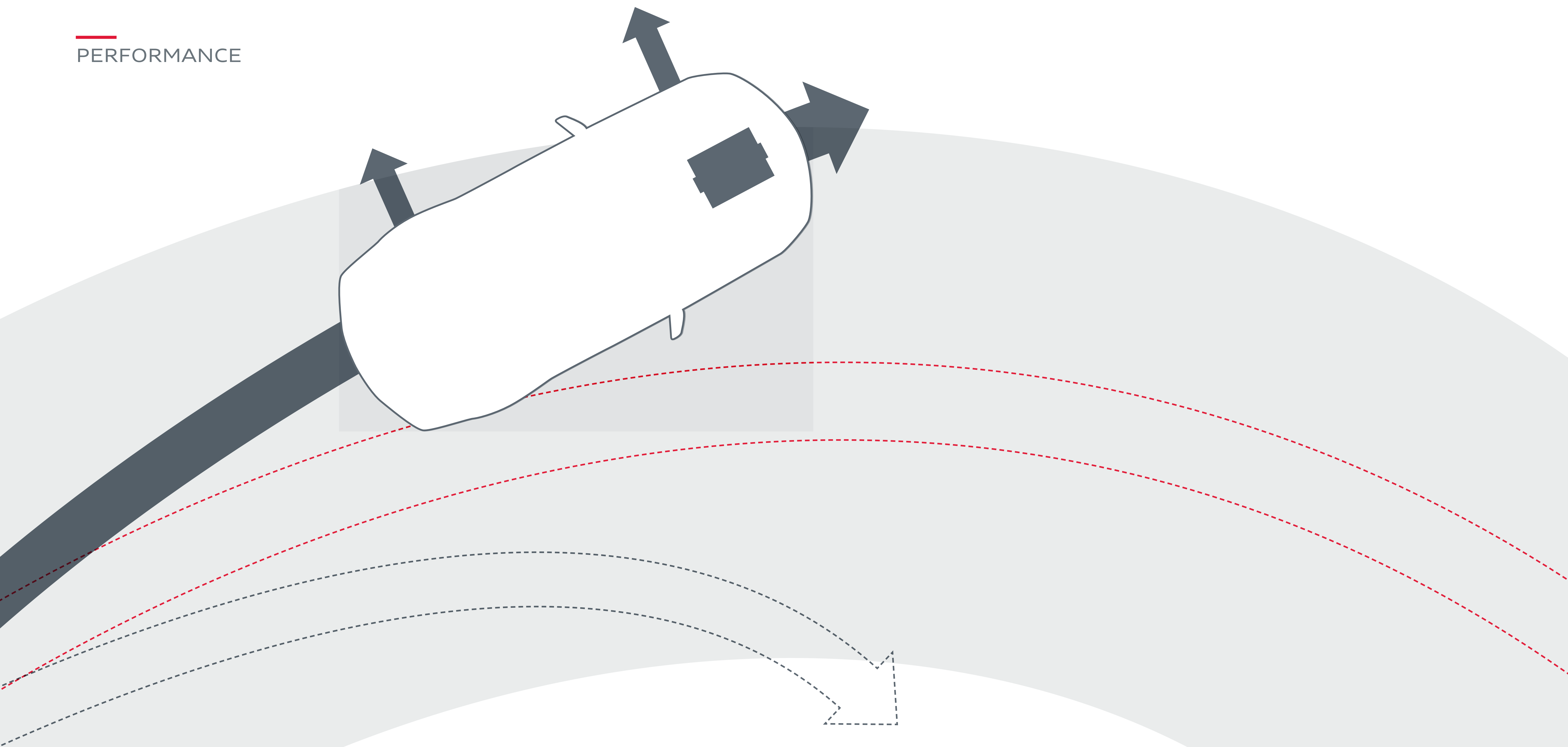
ALIVE. PERFORMANCE.

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.

Front

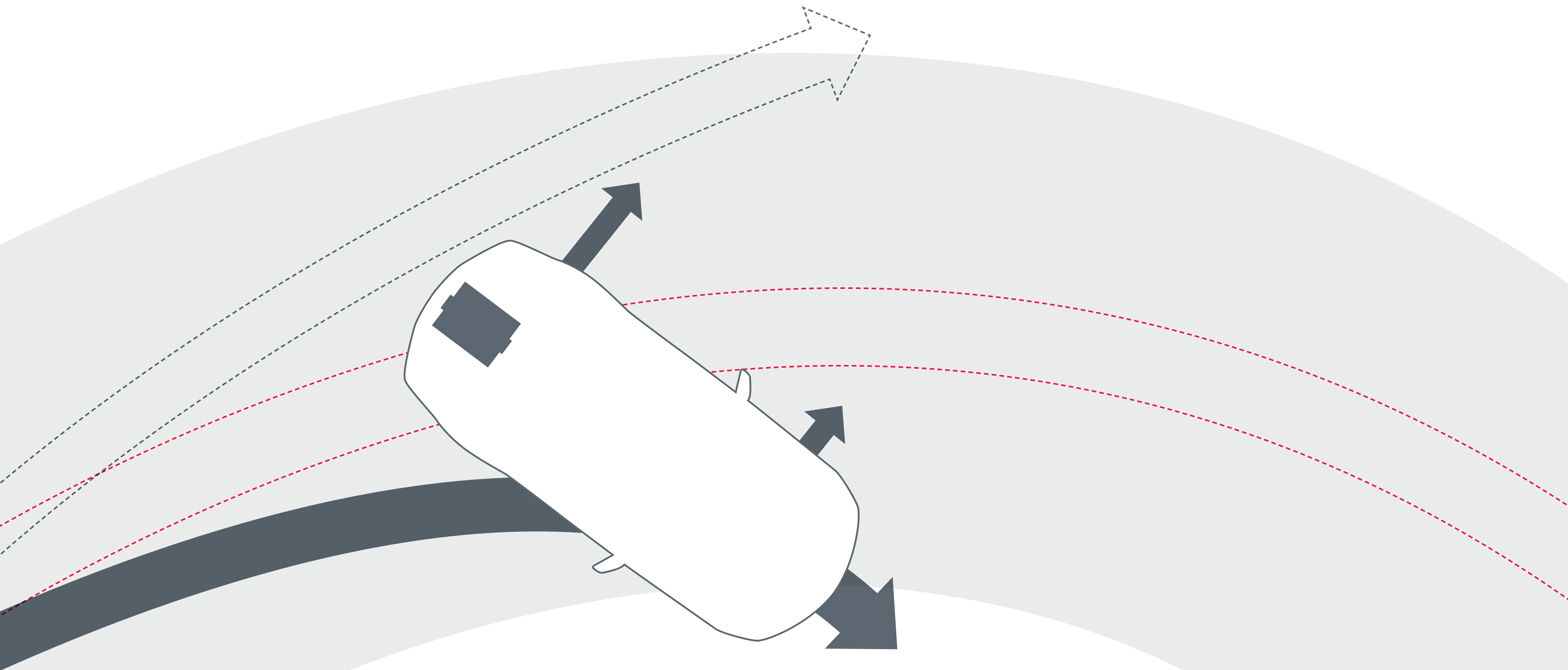
Mid

Rear



UNDERSTEER (FRONT-MOUNTED ENGINE)

High-performance vehicles with front-mounted engines 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.



OVERSTEER (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.

Front

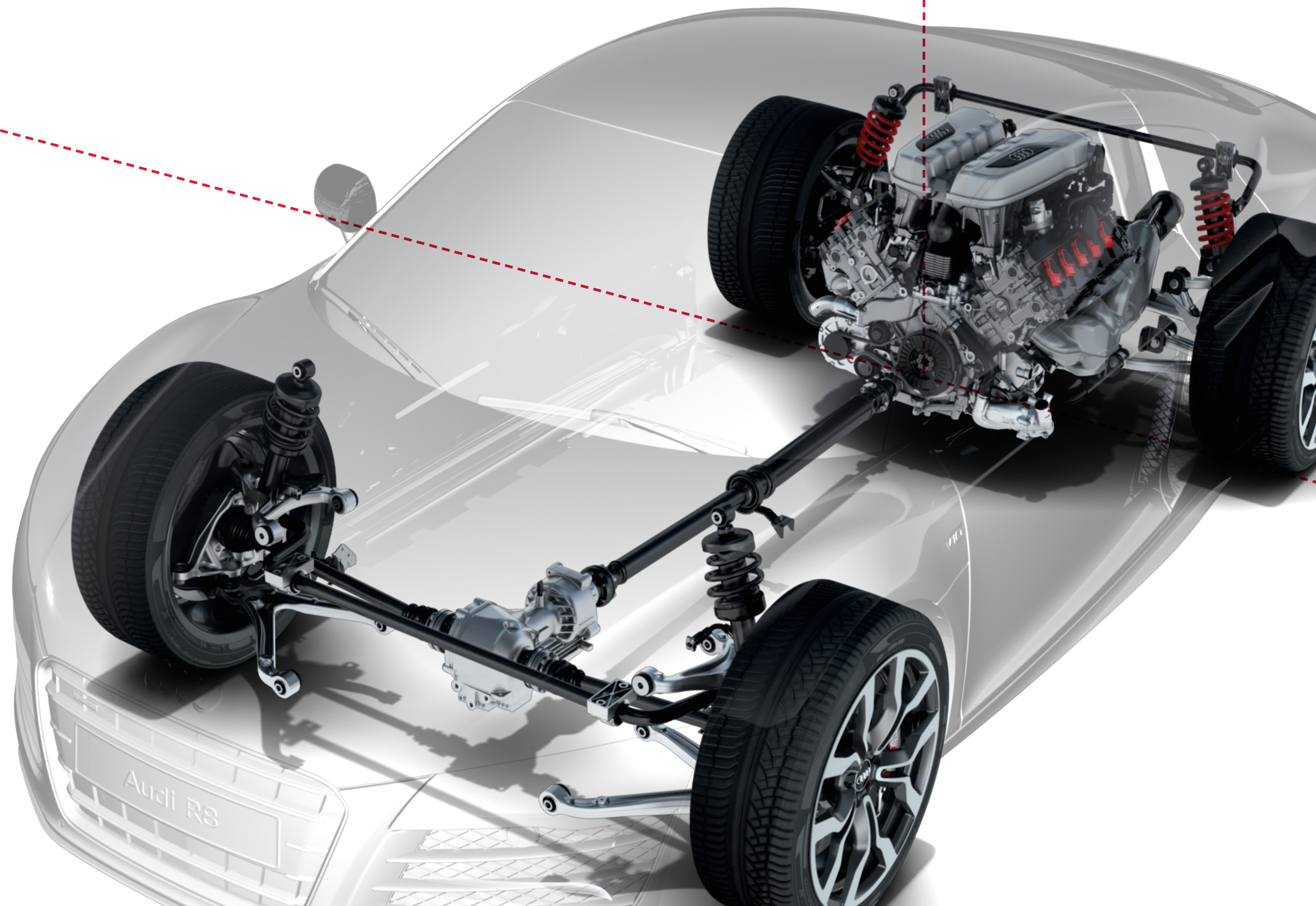
Mid

Rear

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.

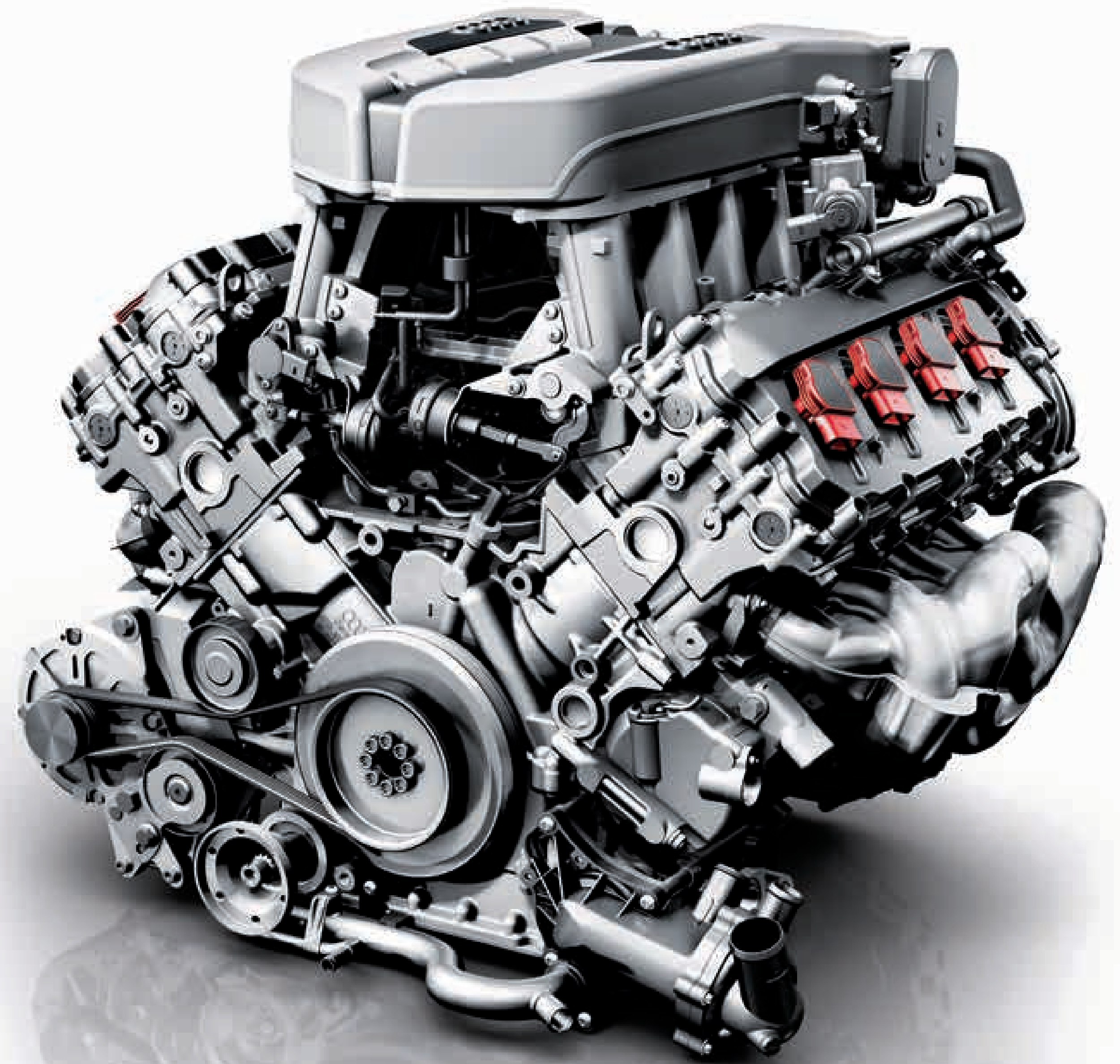




LISTEN

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.



V8

V10

V10 plus

Engine comparison

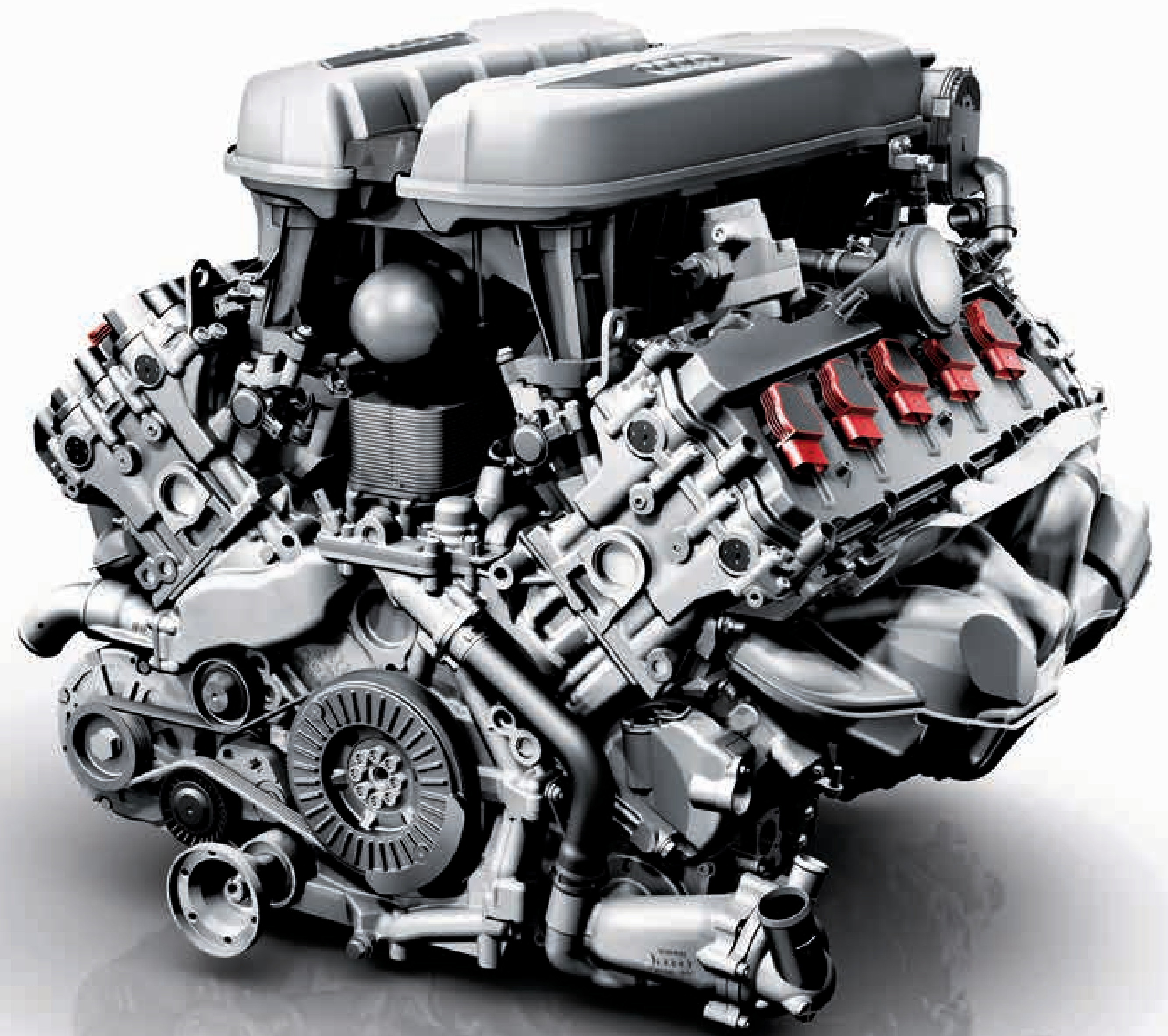
¹ Always obey all speed and traffic laws.



LISTEN

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.



V8

V10

V10 plus

Engine comparison

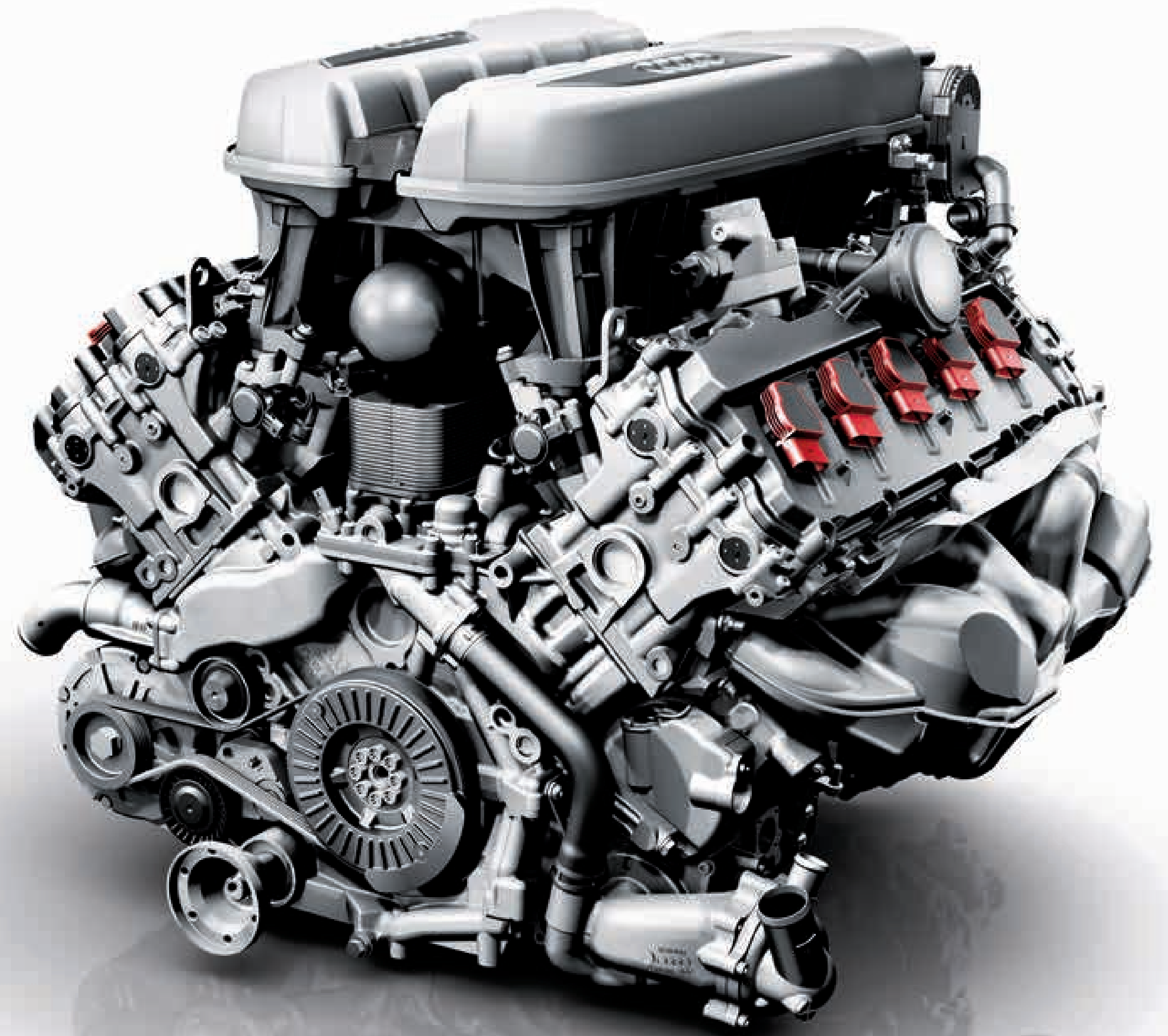
¹ Always obey all speed and traffic laws.



LISTEN

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



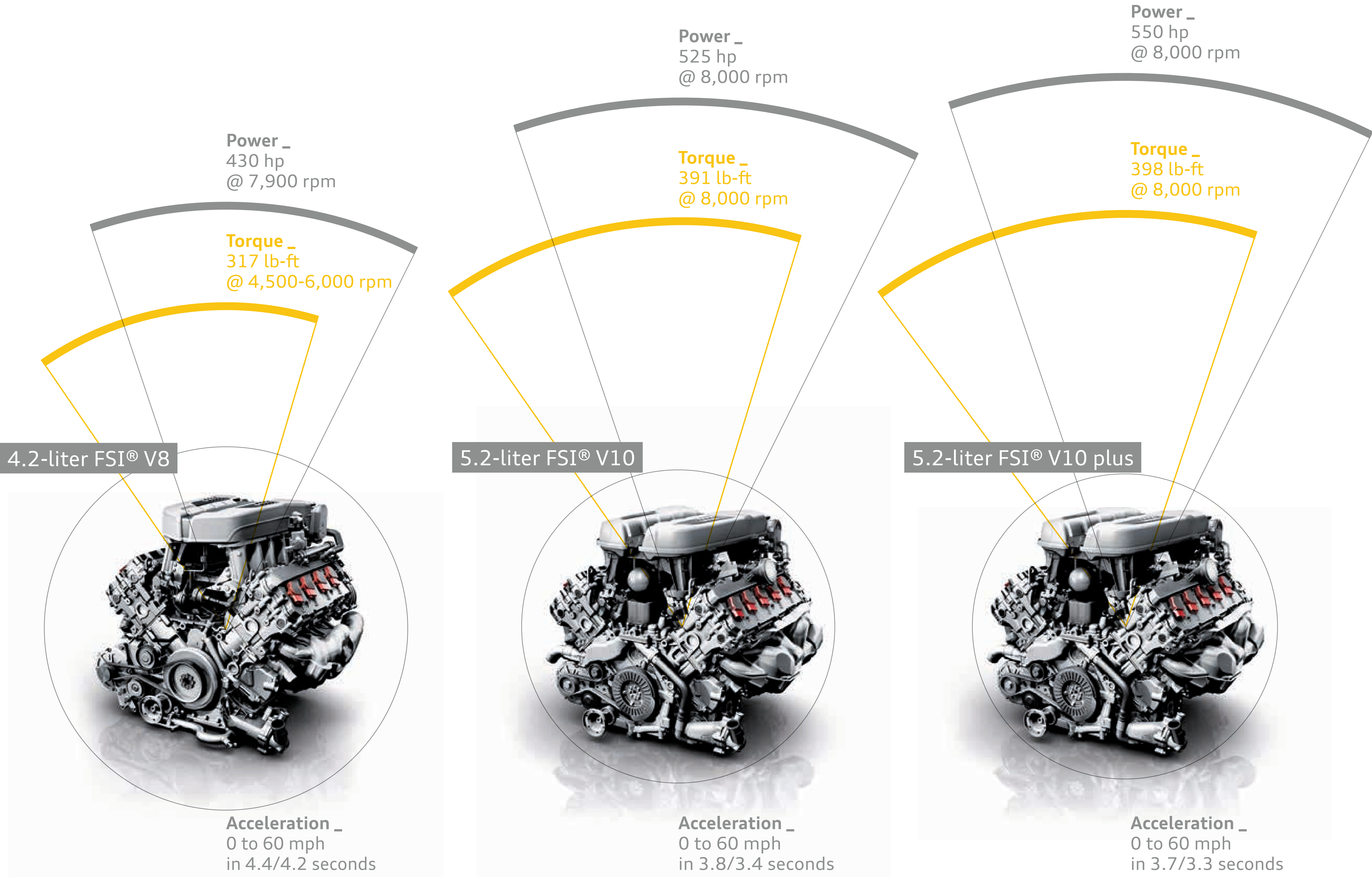
V8

V10

V10 plus

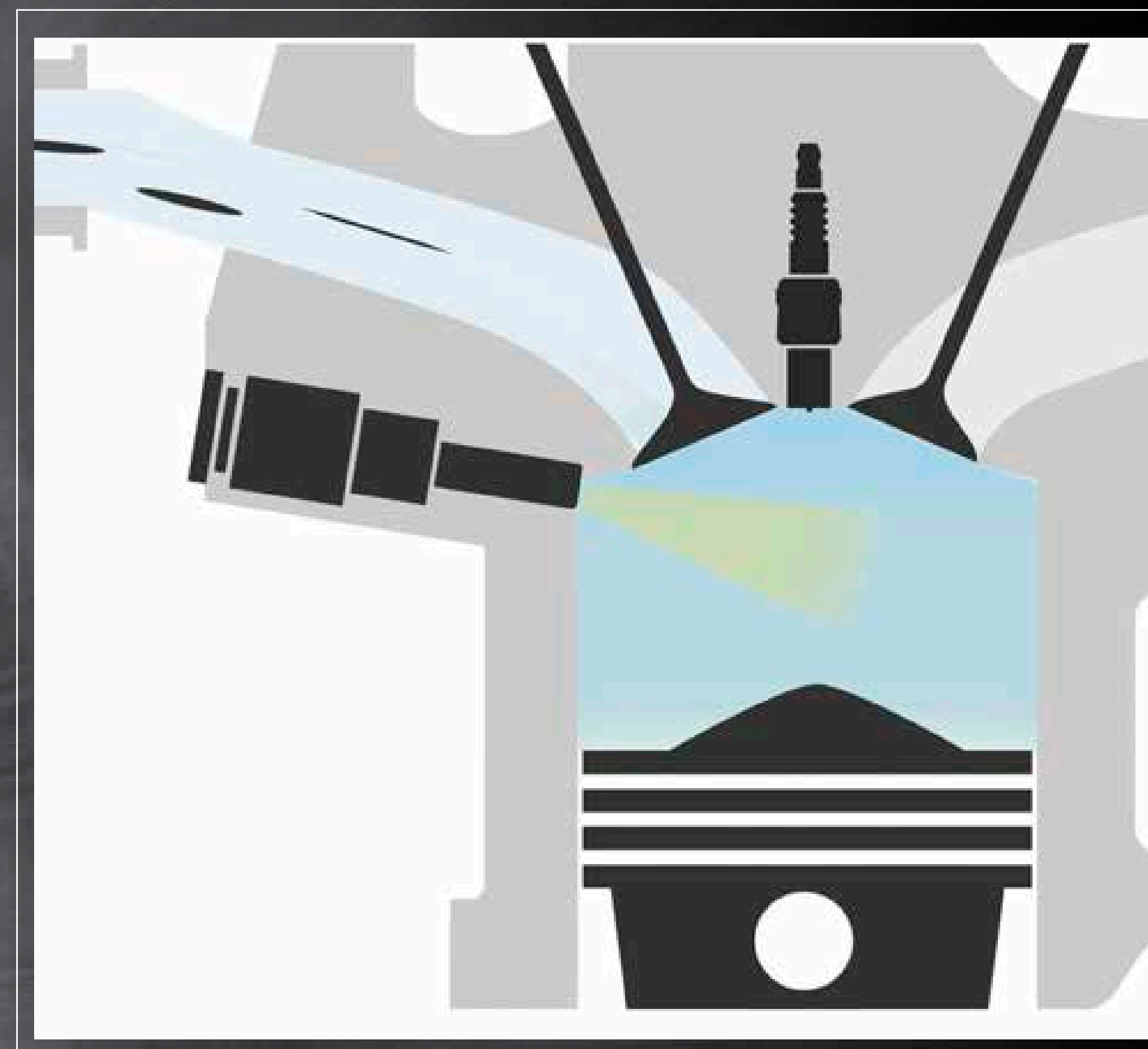
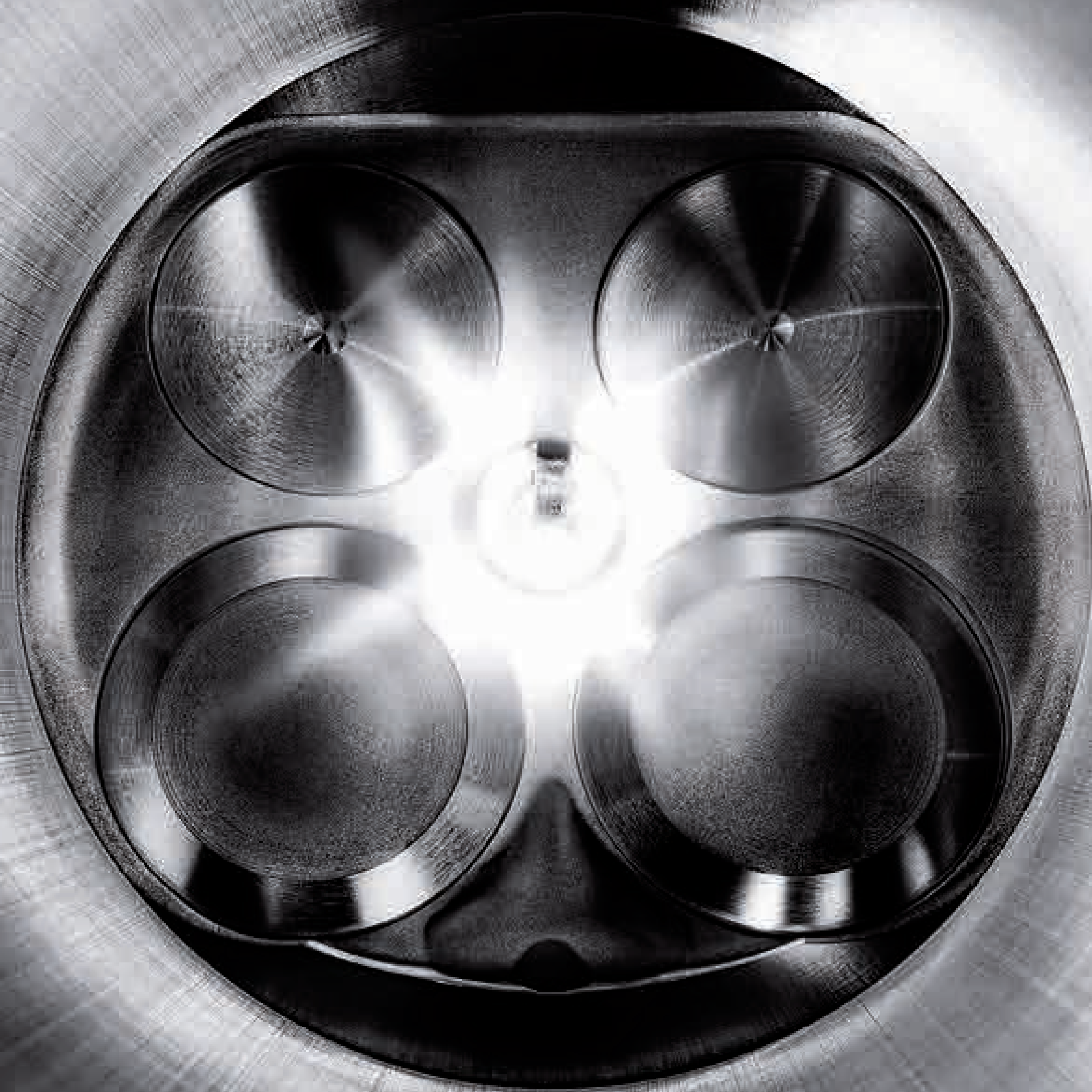
Engine comparison

¹ Always obey all speed and traffic laws.



Inside, it's a blast.

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

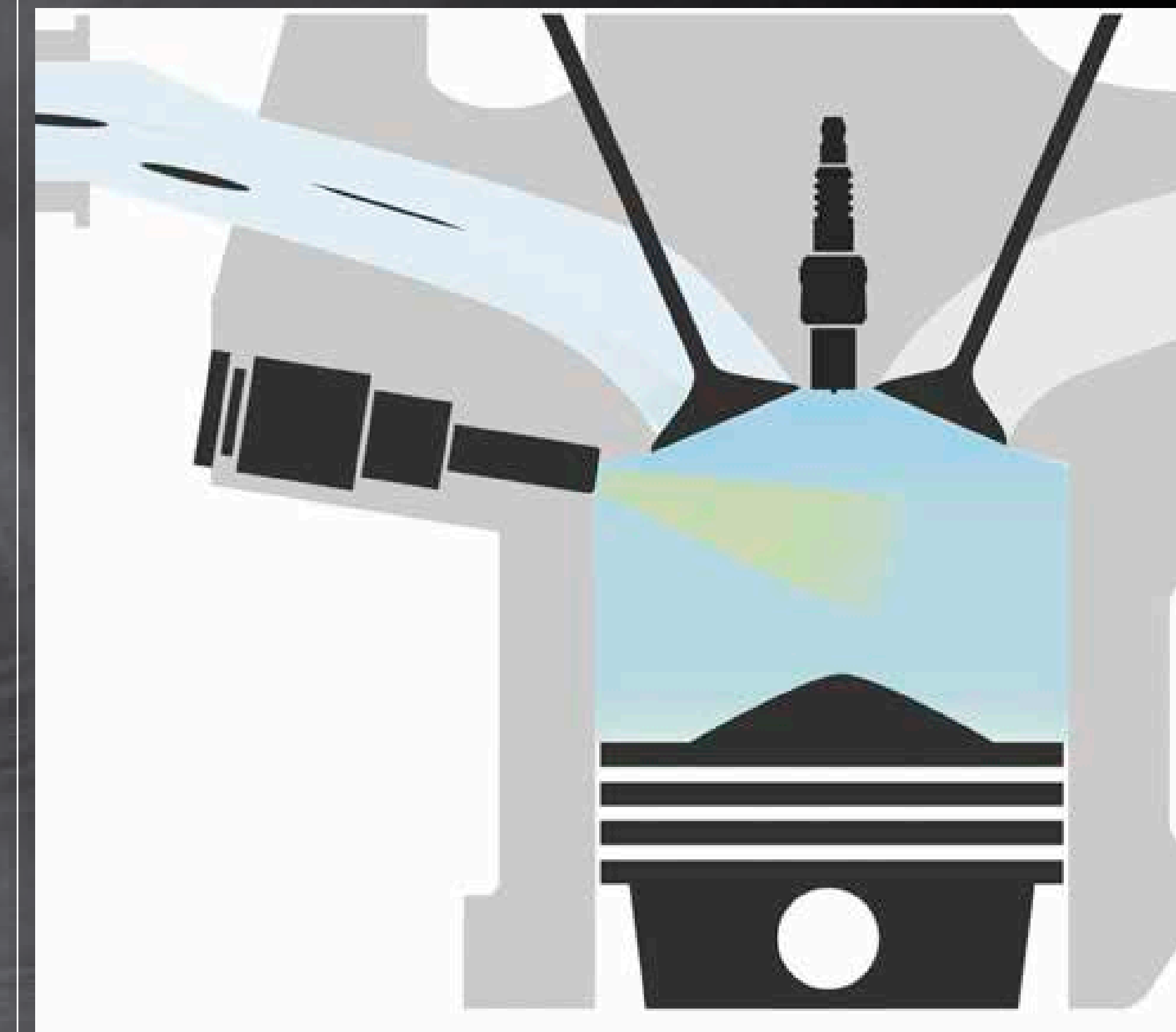
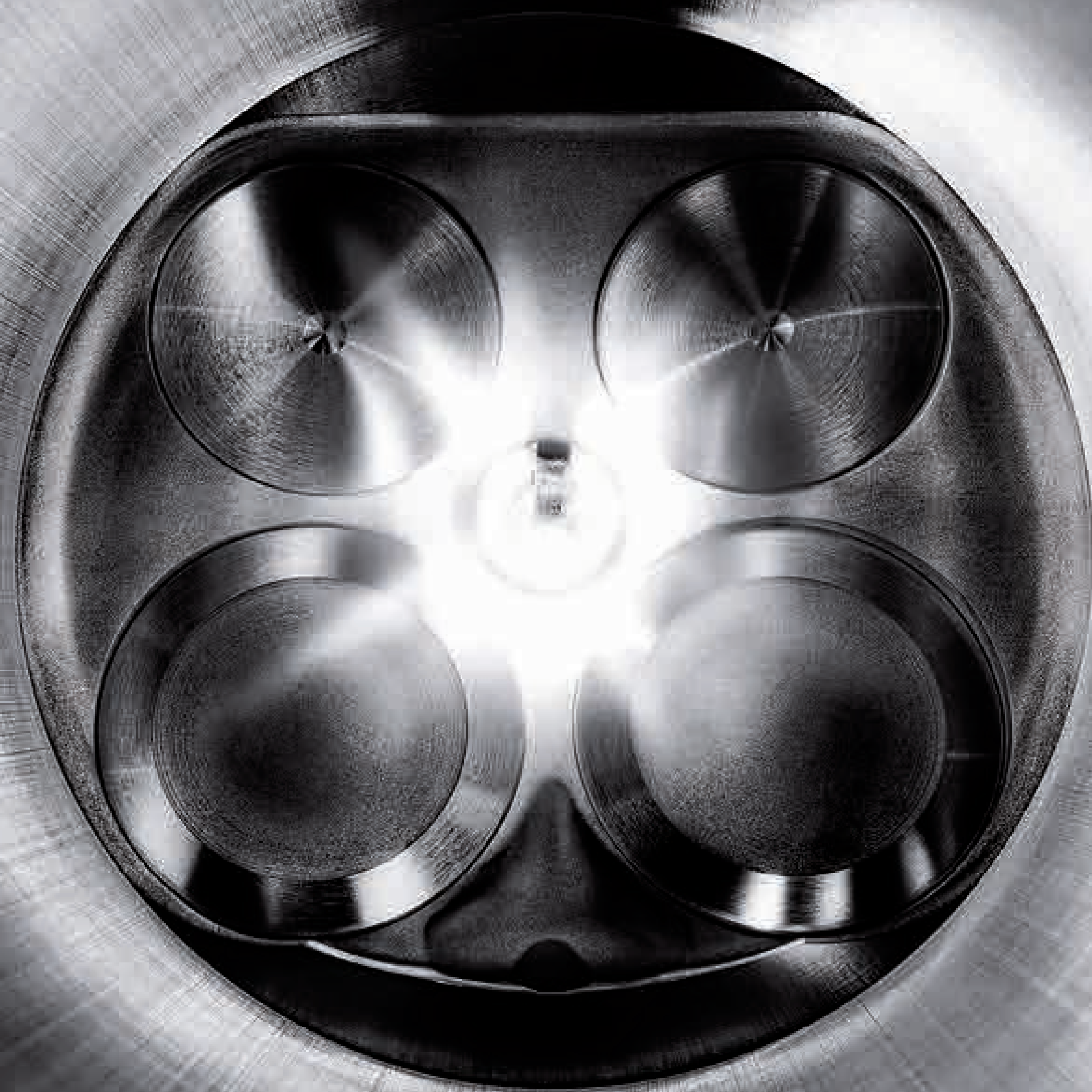


Homogenous injection

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.

Inside, it's a blast.

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



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.

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

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.



PERFORMANCE

Audi HRC in one second.

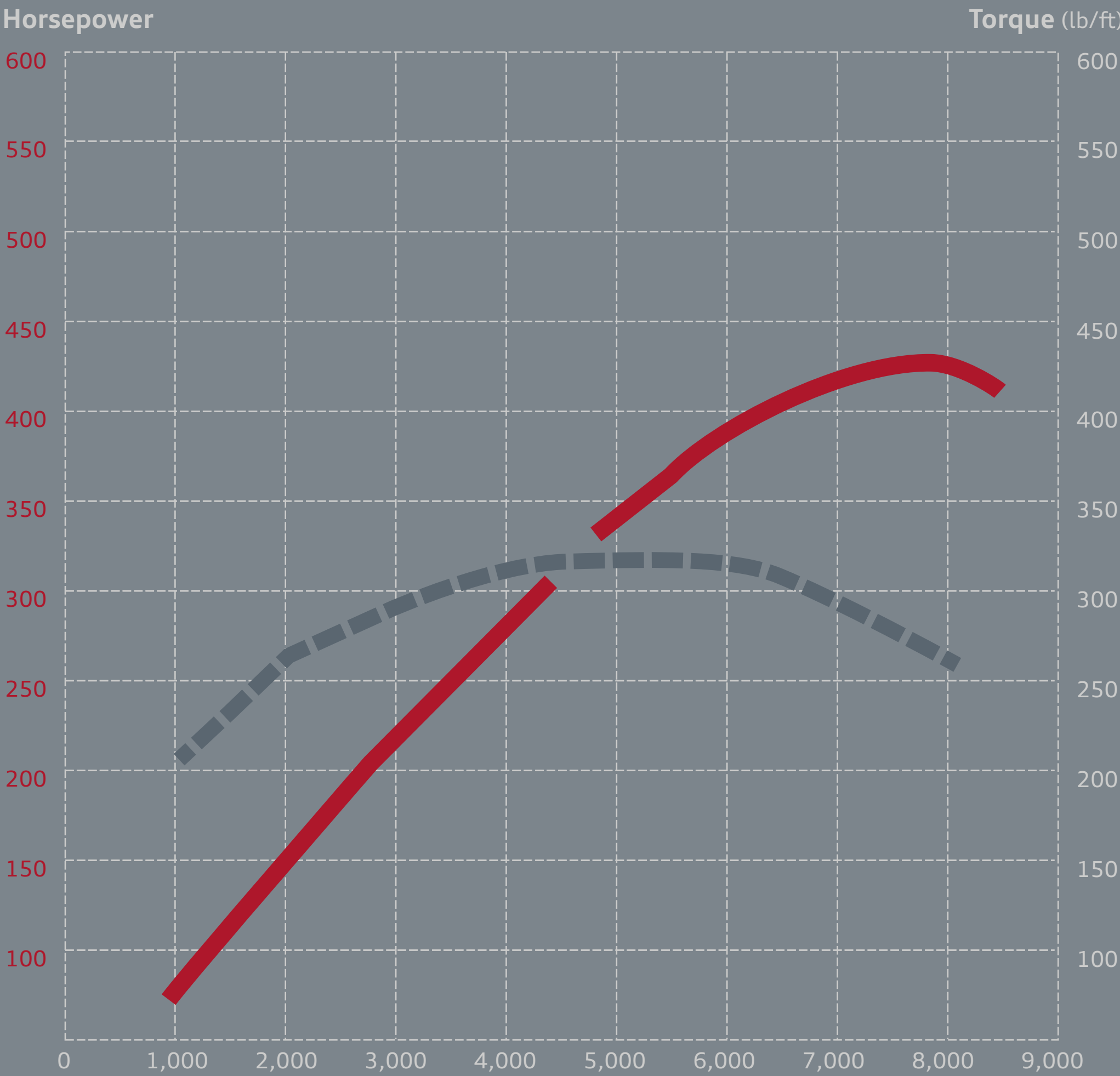
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PERFORMANCE

R8 V8 4.2-liter FSI®

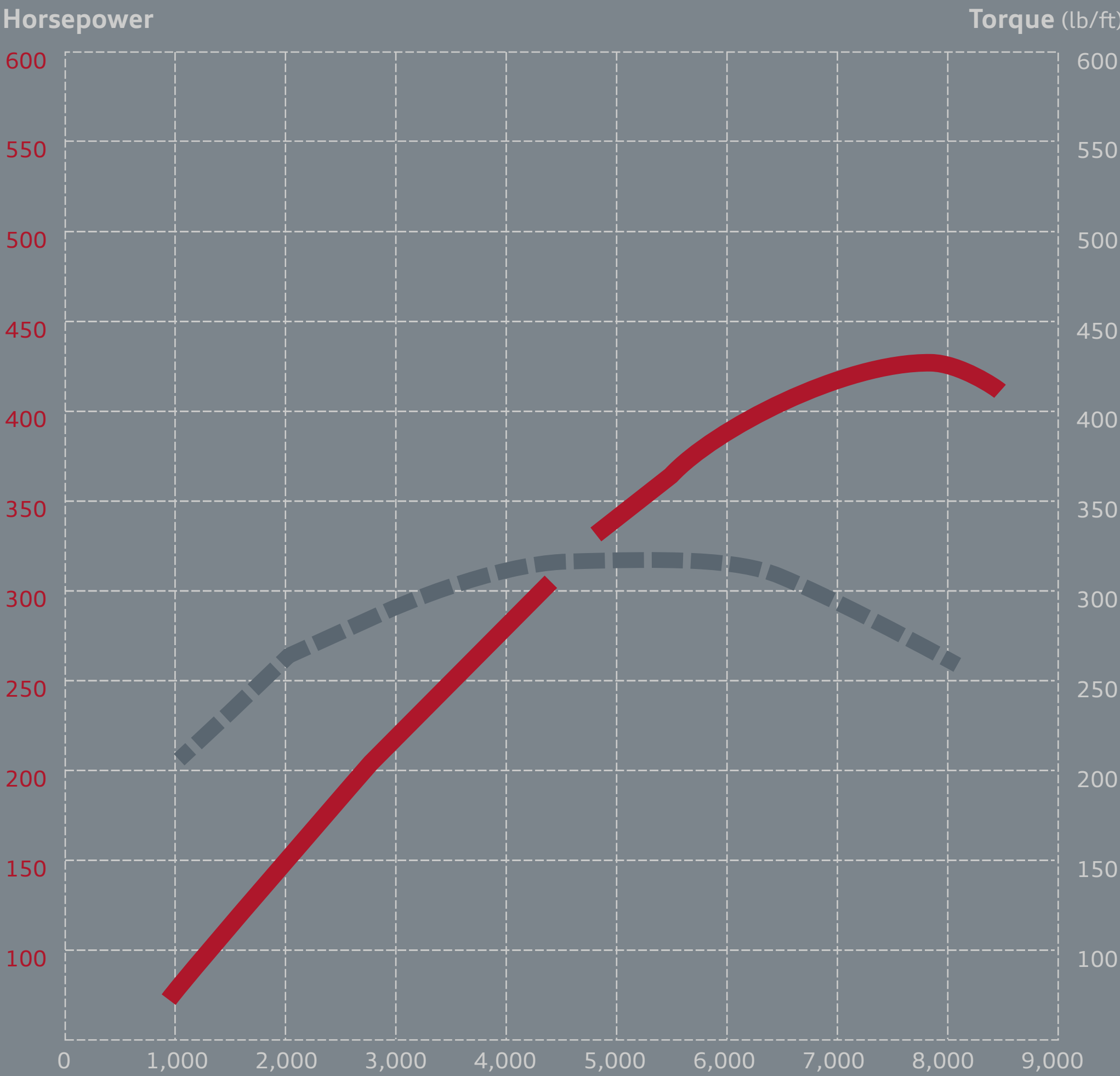


- V8
- V10
- V10 plus

PERFORMANCE



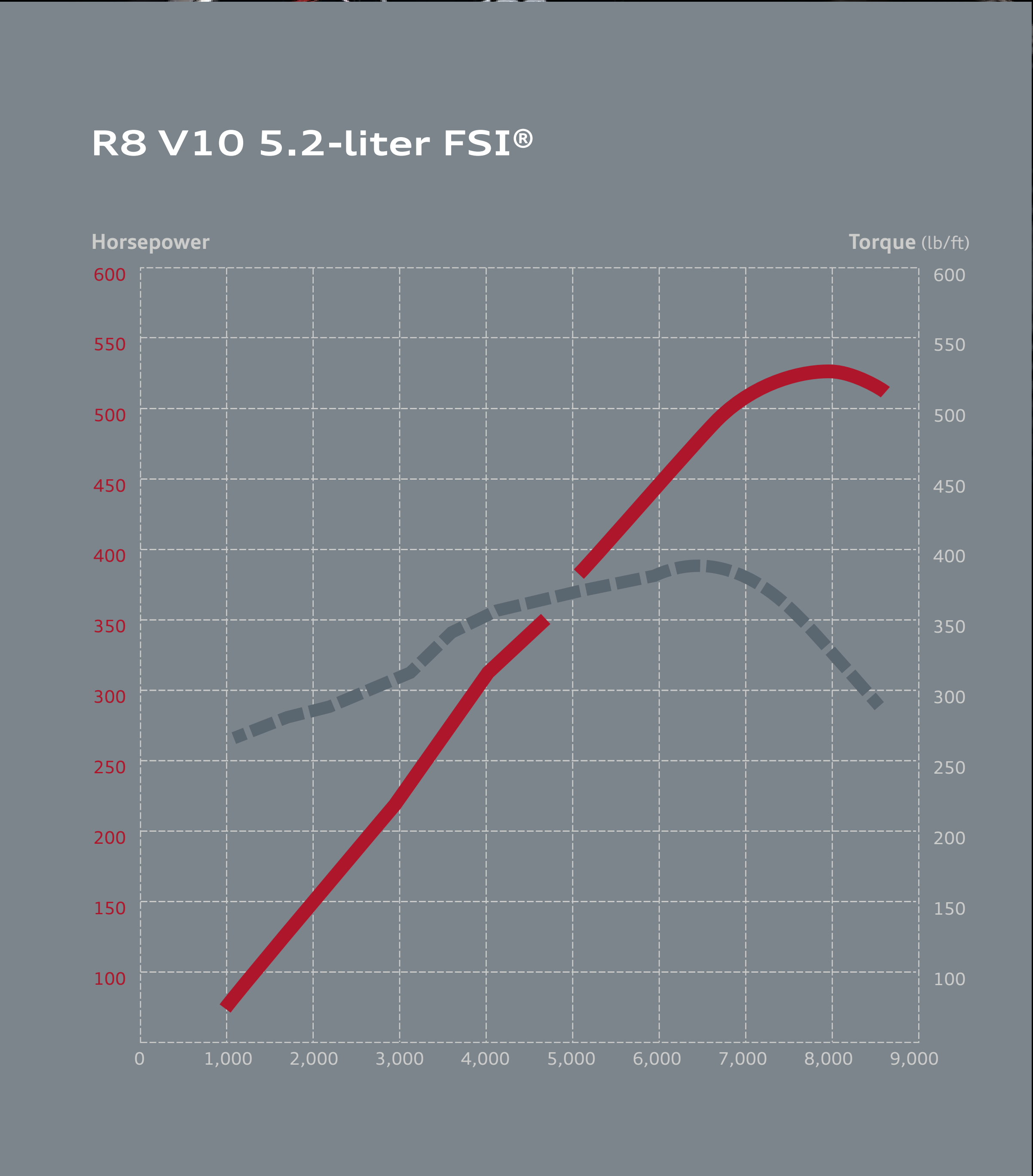
R8 V8 4.2-liter FSI®



- V8
- V10
- V10 plus

1 Always obey all speed and traffic laws. 2 Top track speed is electronically limited in the U.S.

PERFORMANCE

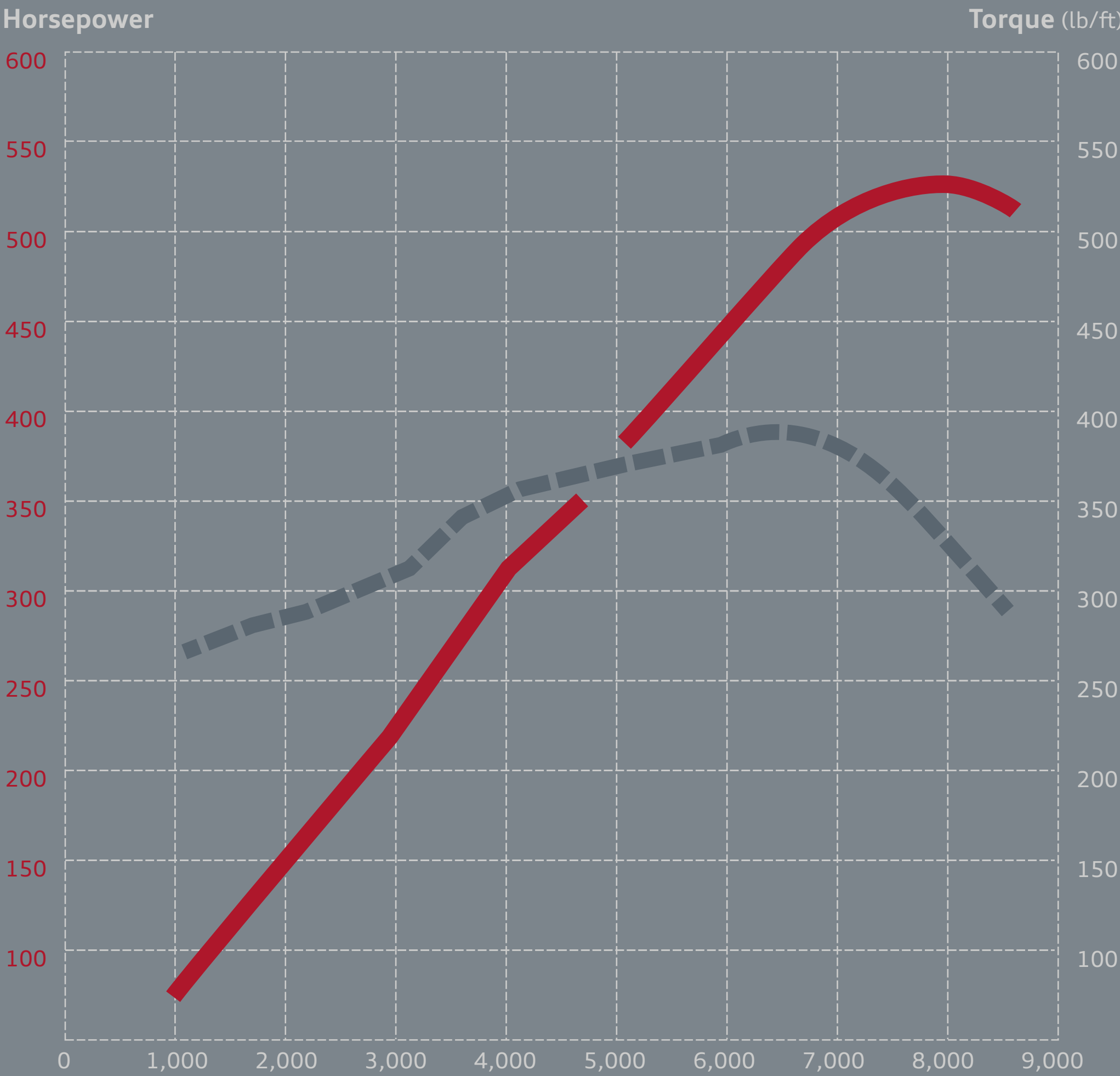


- V8
- V10
- V10 plus

PERFORMANCE



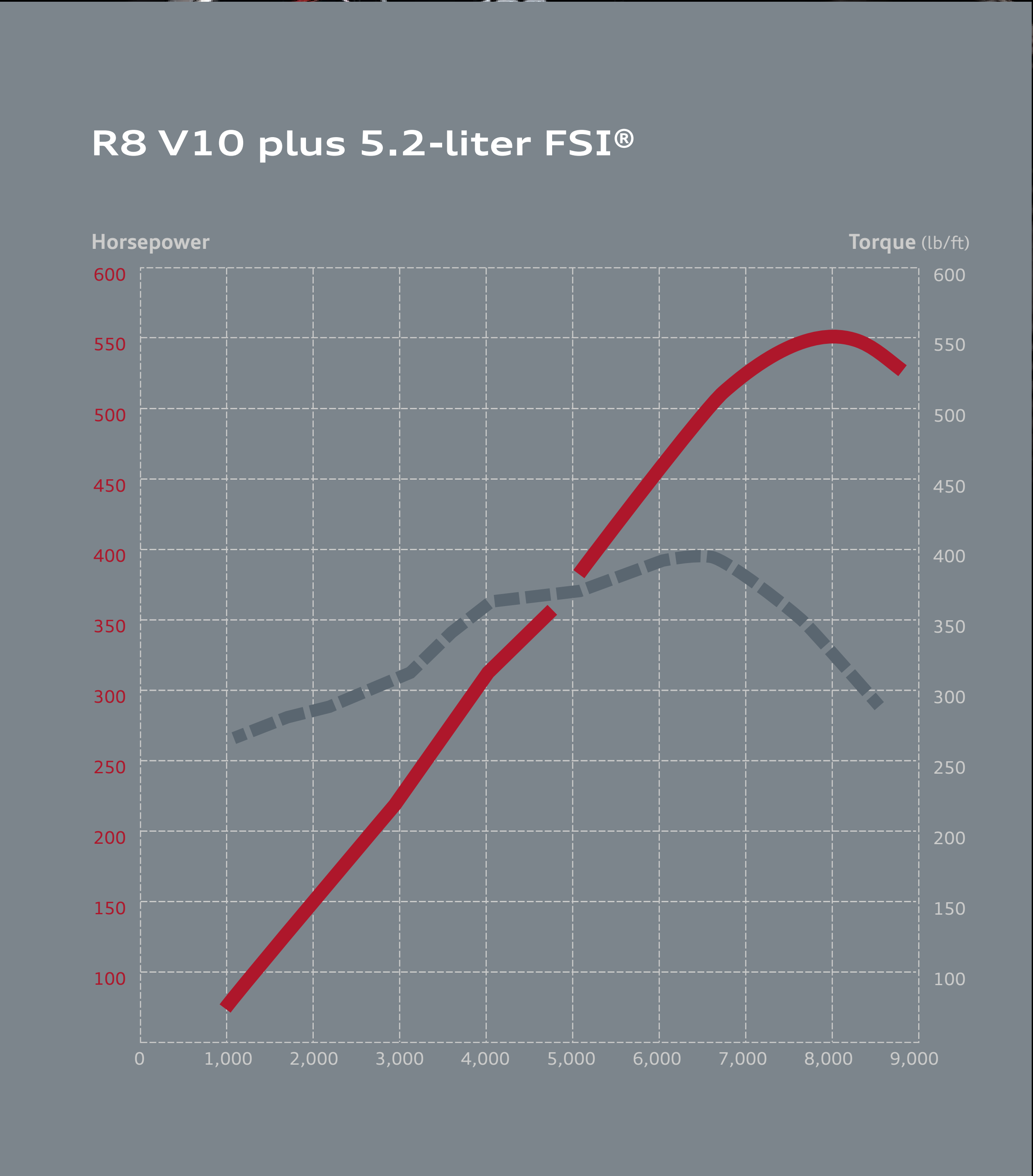
R8 V10 5.2-liter FSI®



- V8
- V10
- V10 plus

1 Always obey all speed and traffic laws. 2 Top track speed is electronically limited in the U.S.

PERFORMANCE

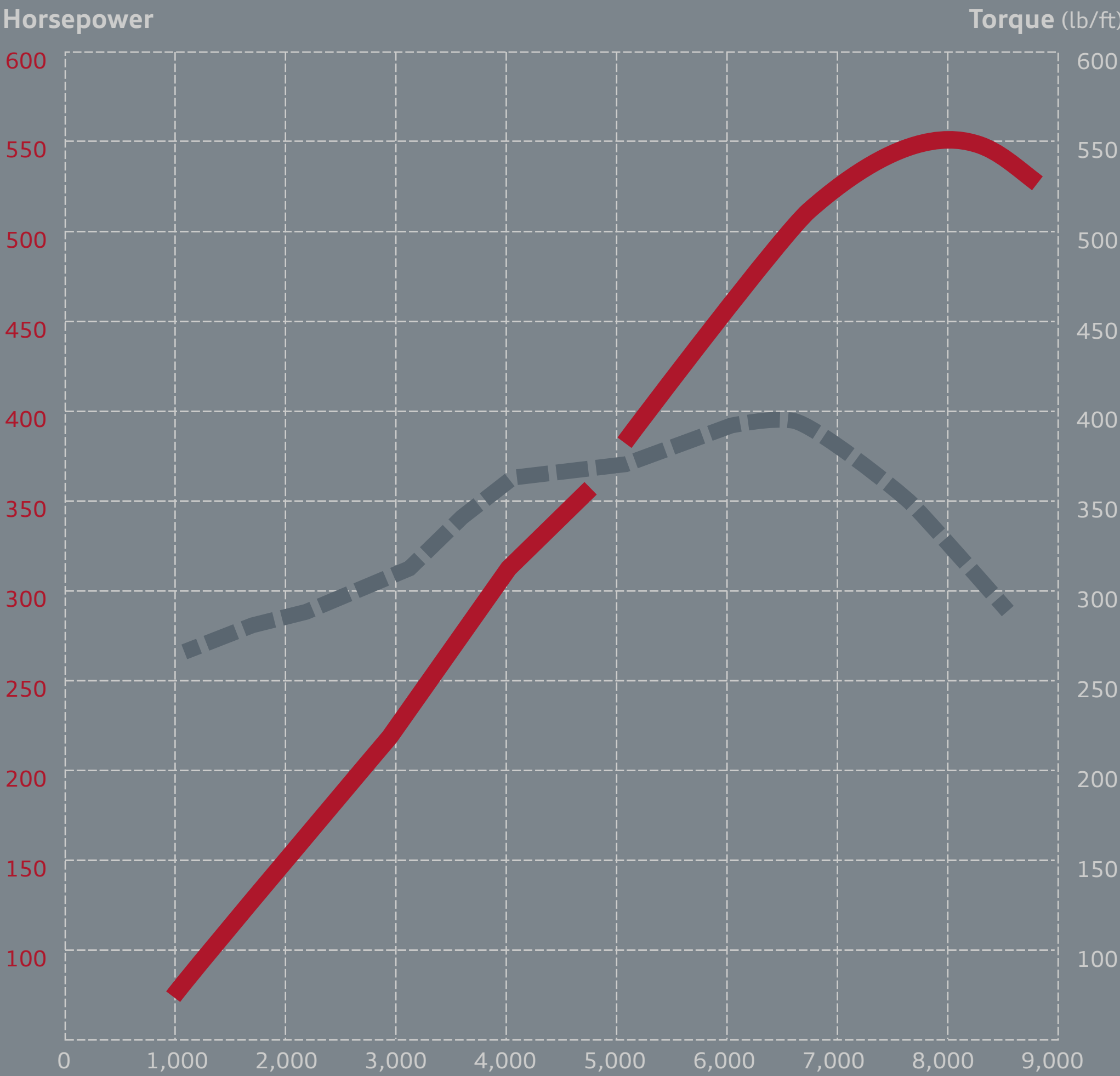


- V8
- V10
- V10 plus

PERFORMANCE



R8 V10 plus 5.2-liter FSI®

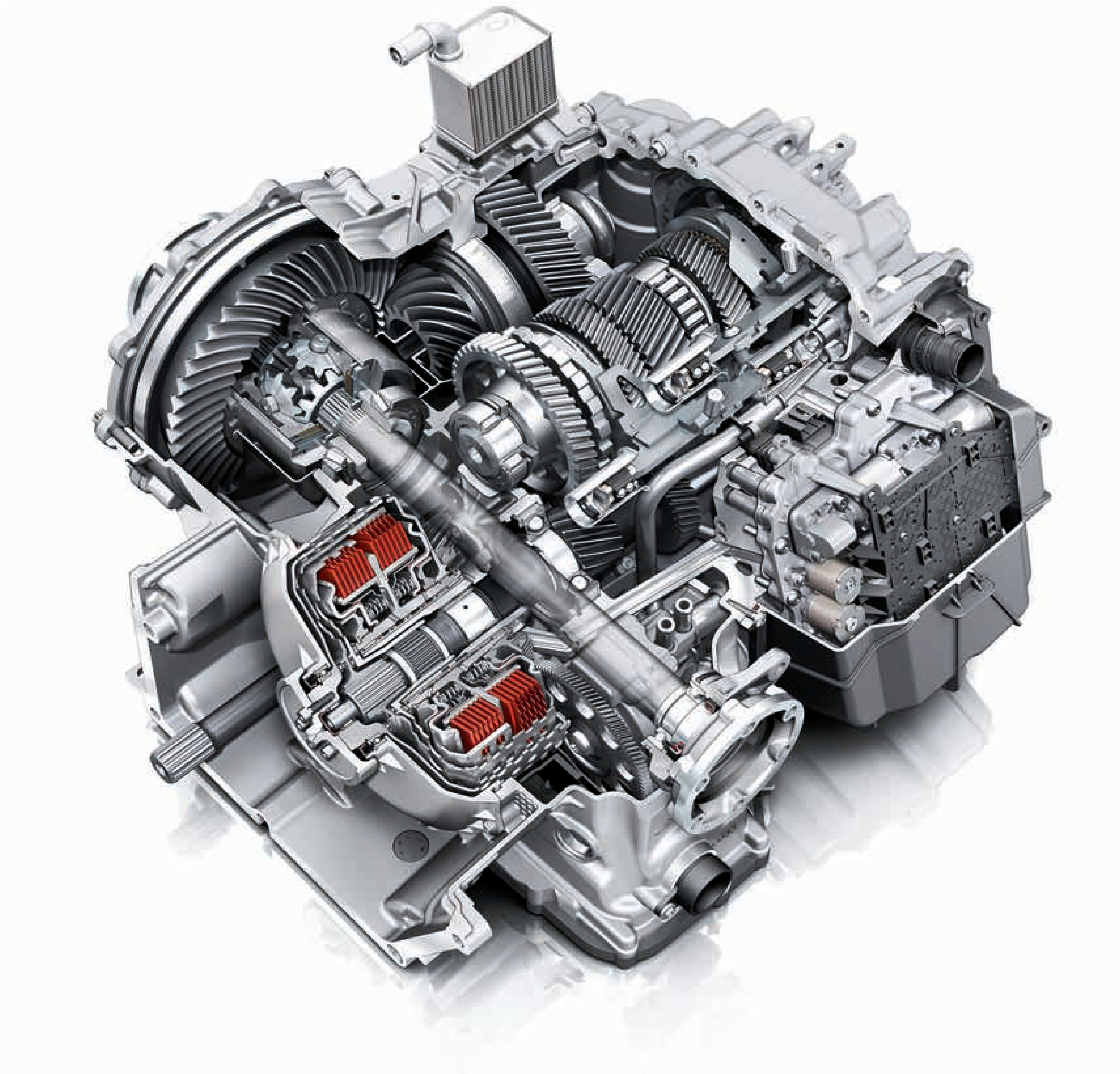


- V8
- V10
- V10 plus

1 Always obey all speed and traffic laws. 2 Top track speed is electronically limited in the U.S.

Seven-speed S-tronic®

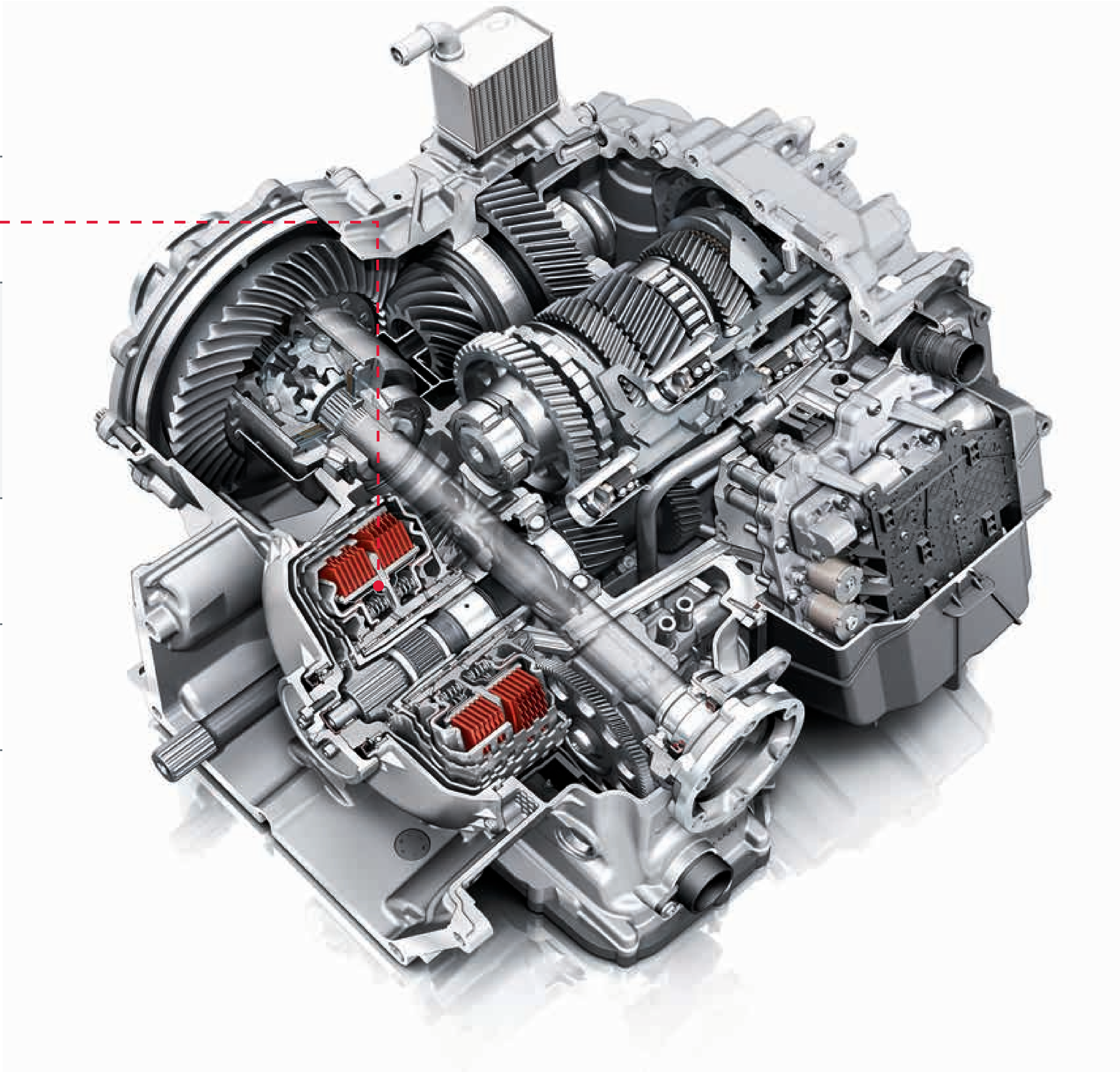
Dual-clutch, quick gear change	+
Efficiency	+
Features	+



Search inventory

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	+

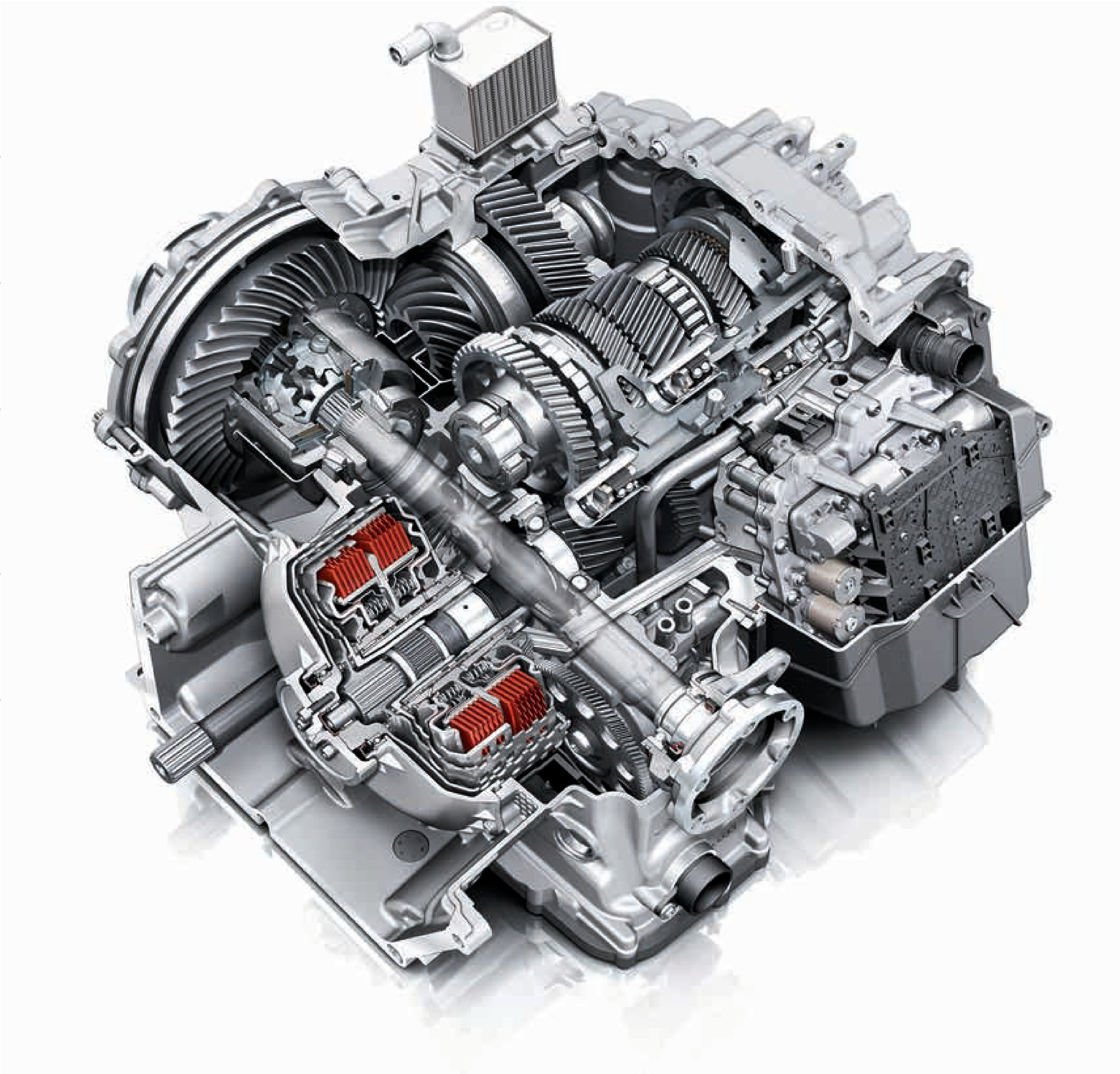


Search inventory

1 Always obey all speed and traffic laws.

Seven-speed S-tronic®

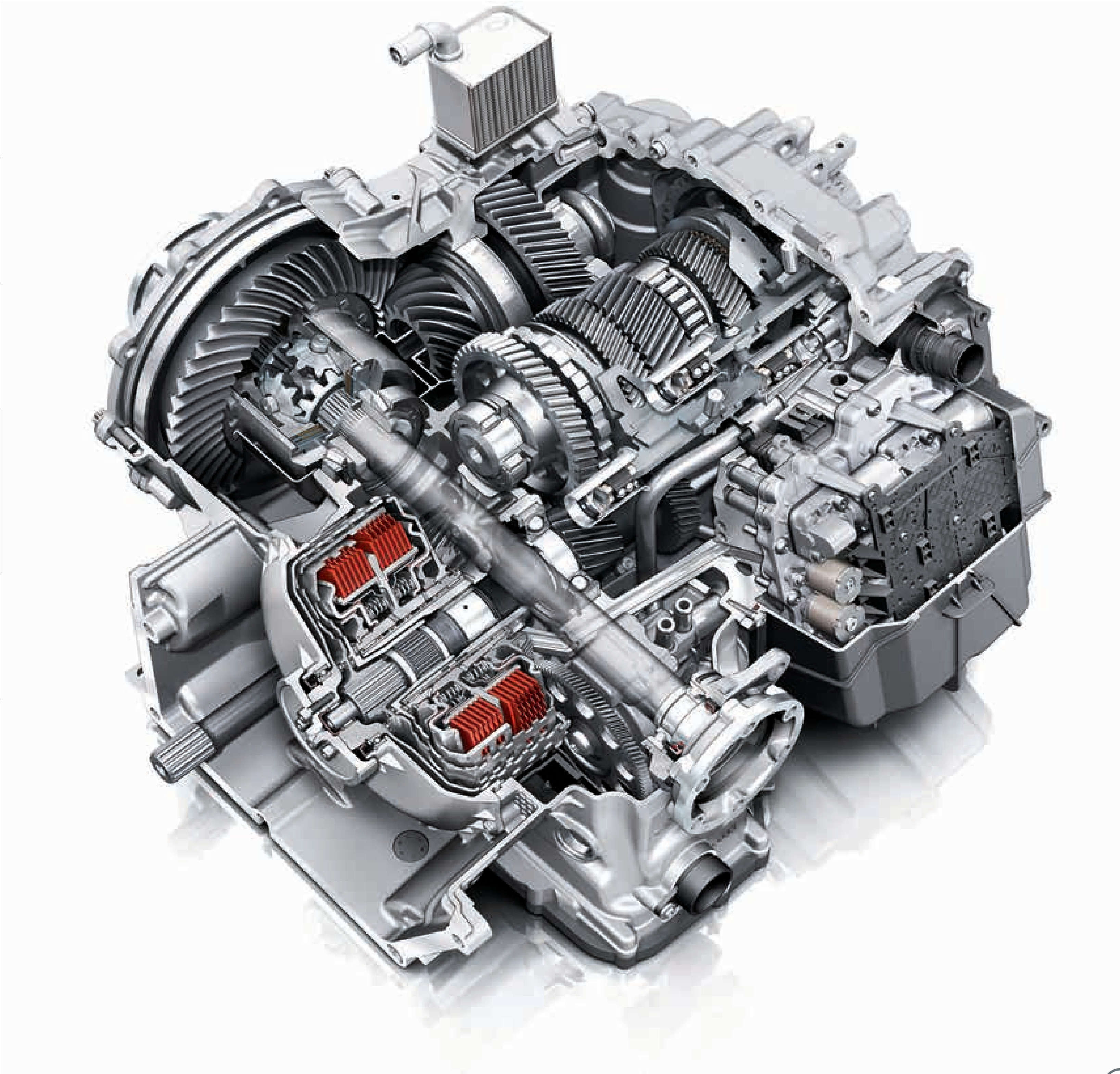
Dual-clutch, quick gear change	+
Efficiency	-
The dual-clutch Audi S-tronic® transmission ensures virtually constant engagement of the transmission, while the seventh gear is primarily used as an overdrive gear for maximum efficiency at highway speeds. ^{1, 2}	
Features	+



Search inventory

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	+



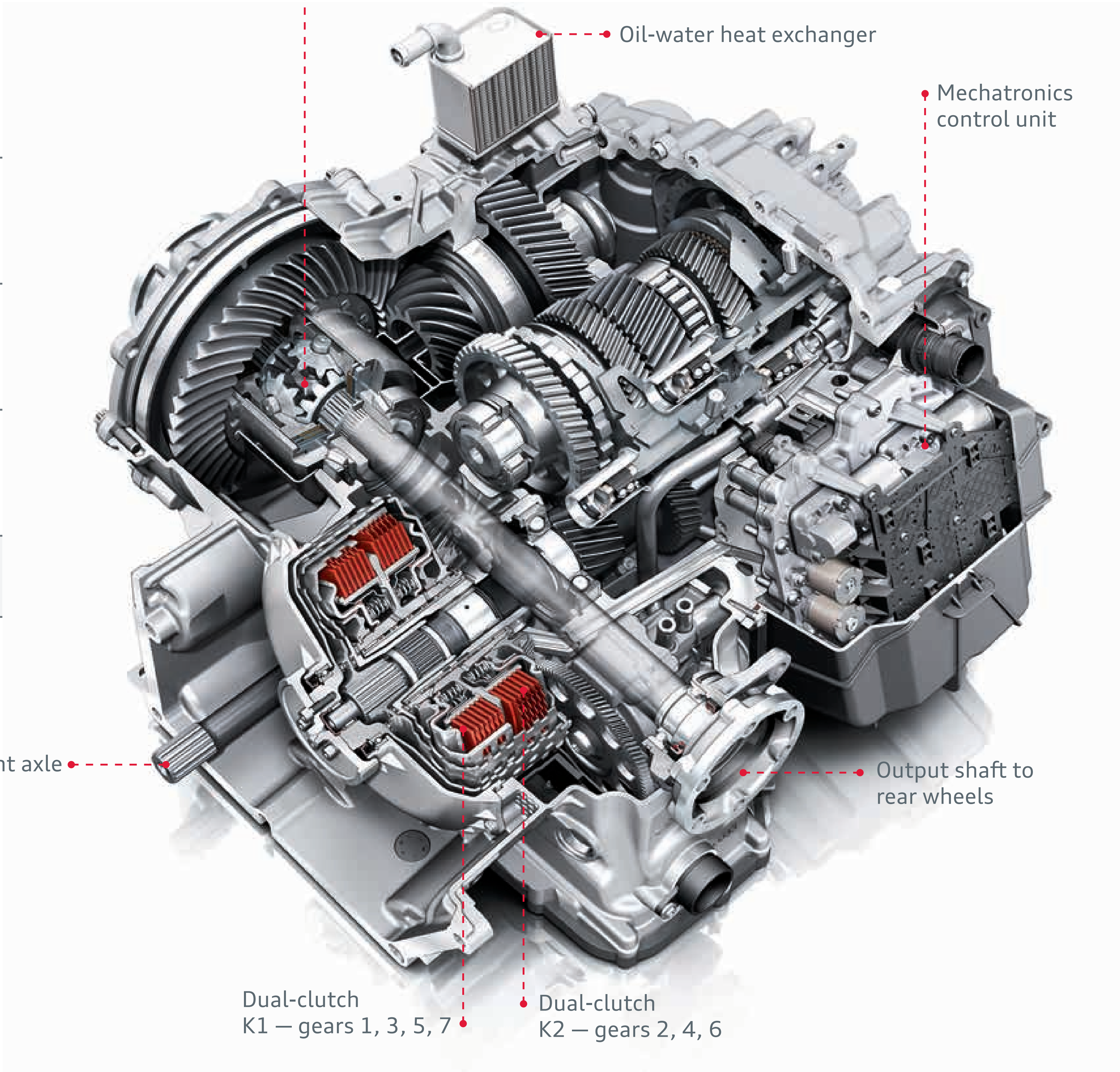
Search inventory

1 Always 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	-

Explore some key features of the seven-speed Audi S-tronic® transmission.



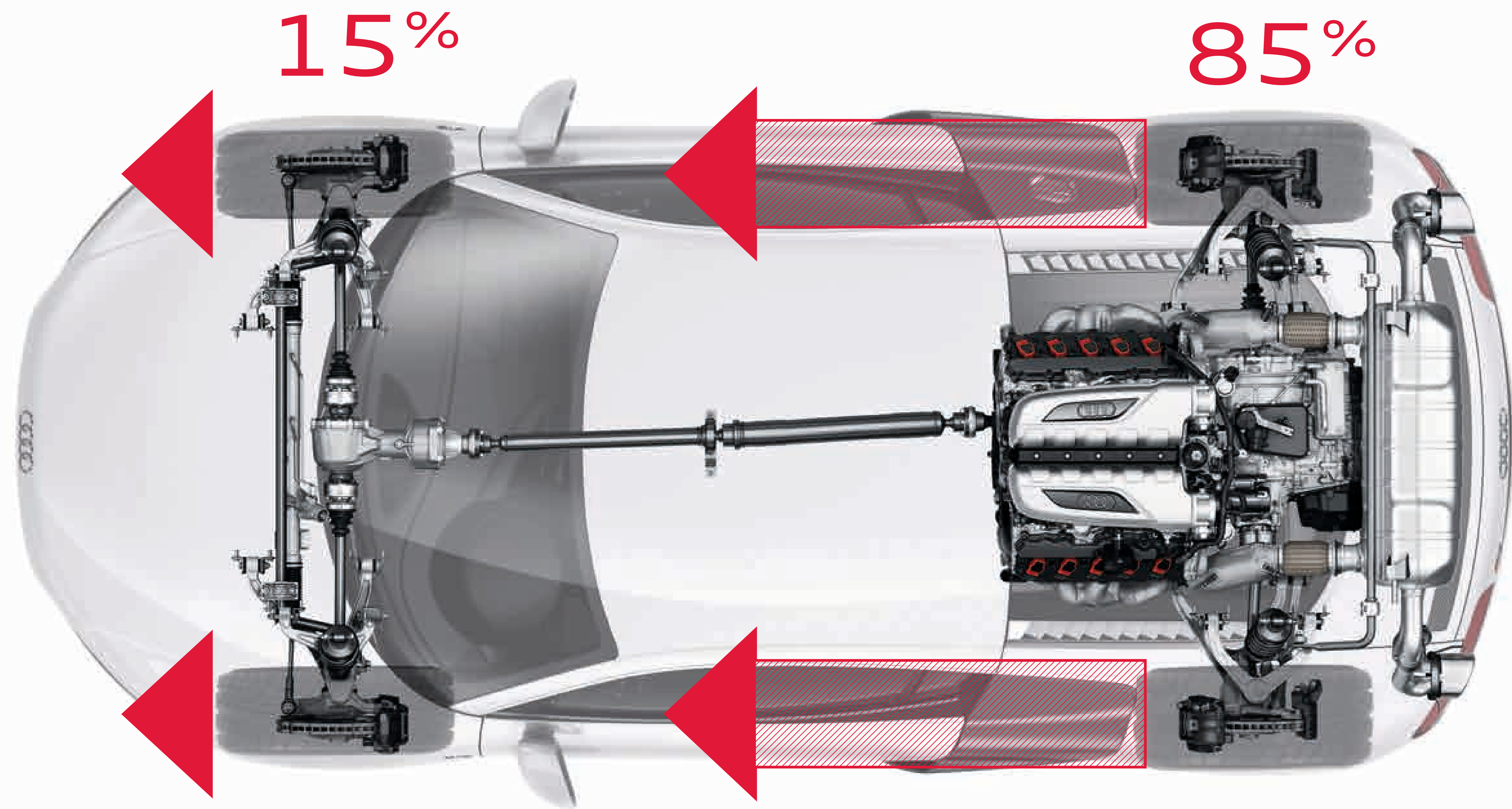
Search inventory

A detailed close-up of the Audi R8's manual transmission. The central focus is the polished metal shifter knob, which features a six-speed gear pattern (1-6, R) and a textured grip section. The shifter is mounted on a large, circular metal plate with a distinctive 'H' shape cutout. Surrounding the shifter are various controls: a circular dial with a four-petaled flower icon and 'OFF' text, a rotary switch with four arrows, and buttons labeled 'AC', 'AUTO', and a red triangle warning symbol. The entire assembly is set against a dark, sleek background.

PERFORMANCE

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.



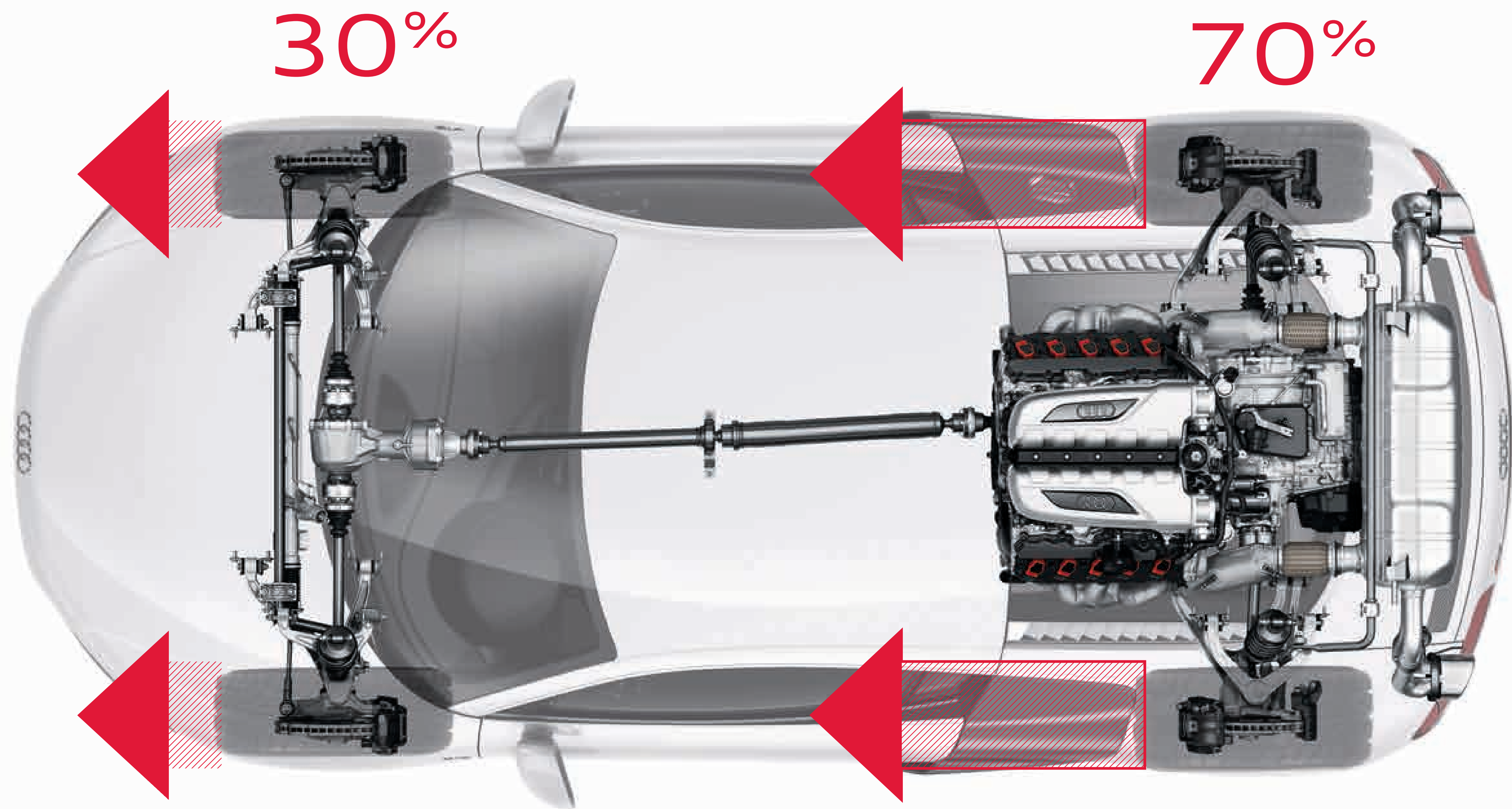
Hold everything.

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 at a ratio of 15:85, 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 a ratio of 30:70, giving the front wheels greater traction to help power you through the loss of grip.

¹ Always obey all speed and traffic laws.

Normal traction

Less traction



Hold everything.

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Normal traction

Less traction

¹ Always 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

¹ Always 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

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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

¹ Always obey all speed and traffic laws.



seconds

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



0-60 mph
3.3
seconds

¹ Always 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

0-60 mph
3.3
seconds

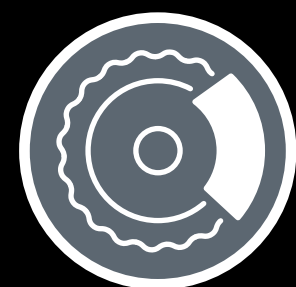
¹ Always obey all speed and traffic laws.

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

See the **benefits** of the Audi wave brake design versus conventional brakes.



CONVENTIONAL



WAVE BRAKE



PERFORMANCE

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

See the **benefits** of the Audi wave brake design versus conventional brakes.



CONVENTIONAL



WAVE BRAKE



Wave brakes

Lightweight design	+
Eight-piston front brake calipers	+
Ventilation / Cooling duct crossmembers	+



Wave brakes

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-lb
weight reduction

Eight-piston front
brake calipers

+

Ventilation—Cooling duct
crossmembers

+



Wave brakes

Lightweight design

+

Eight-piston front
brake calipers

-

The eight-piston front brake 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 brakes

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 brakes

Six-piston front brake caliper	+
Carbon-ceramic composite	+
Ventilation—Cooling duct crossmembers	+



Audi ceramic brakes

Six-piston front
brake caliper

Inspired by the heat-resistant reentry 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 brakes

Six-piston front brake caliper	+
-----------------------------------	---

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.

8.82-lb
weight reduction

Ventilation—Cooling duct crossmembers	+
--	---



Audi ceramic brakes

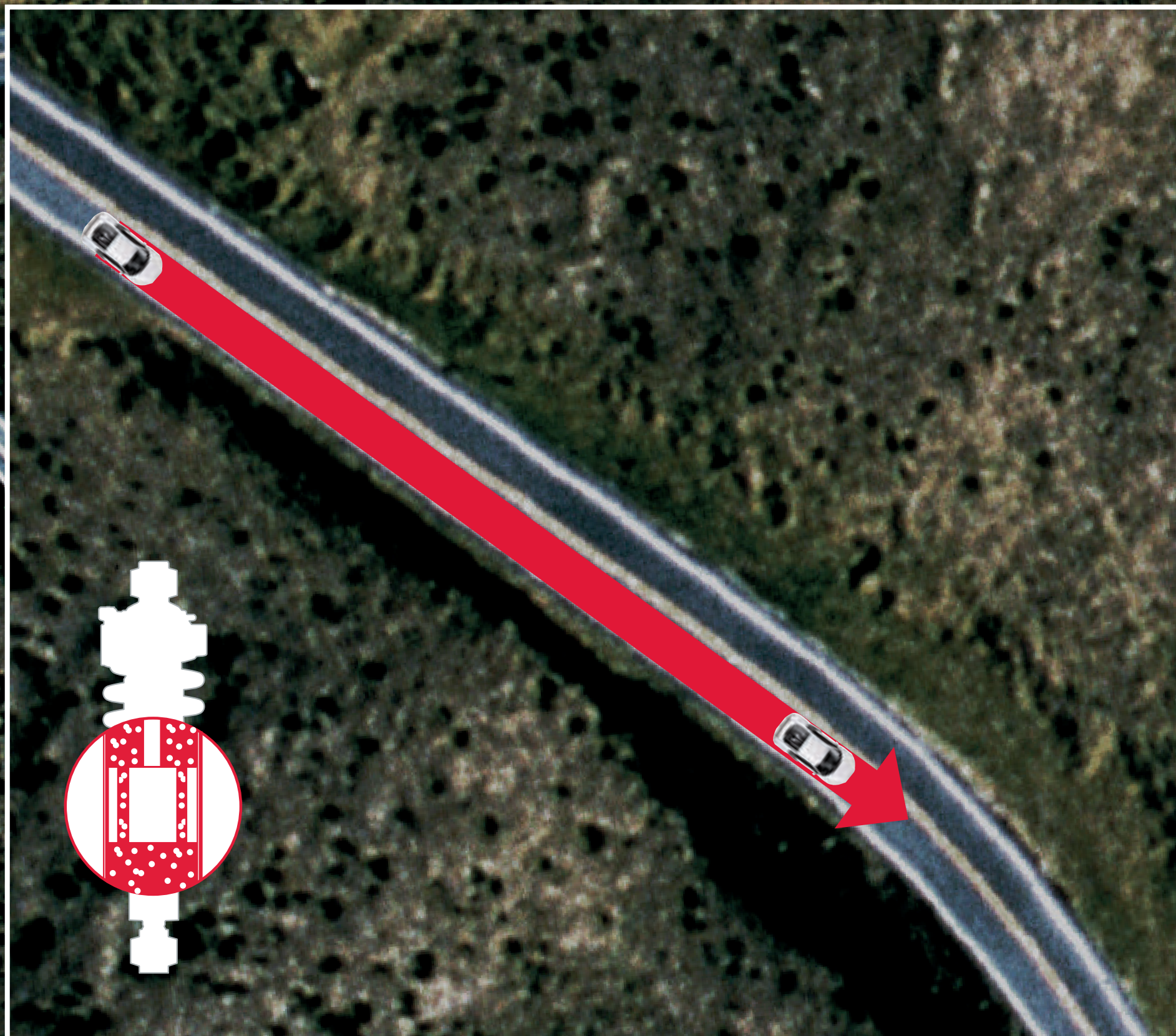
Six-piston front brake caliper	+
Carbon-ceramic composite	+
Ventilation—Cooling duct crossmembers	—

These ducts allow heat to escape when brakes are applied, lessening the chances of the incredible heat produced by friction to affect braking performance.

withstands up to
1,830°F



PERFORMANCE



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.

Acceleration

Cornering

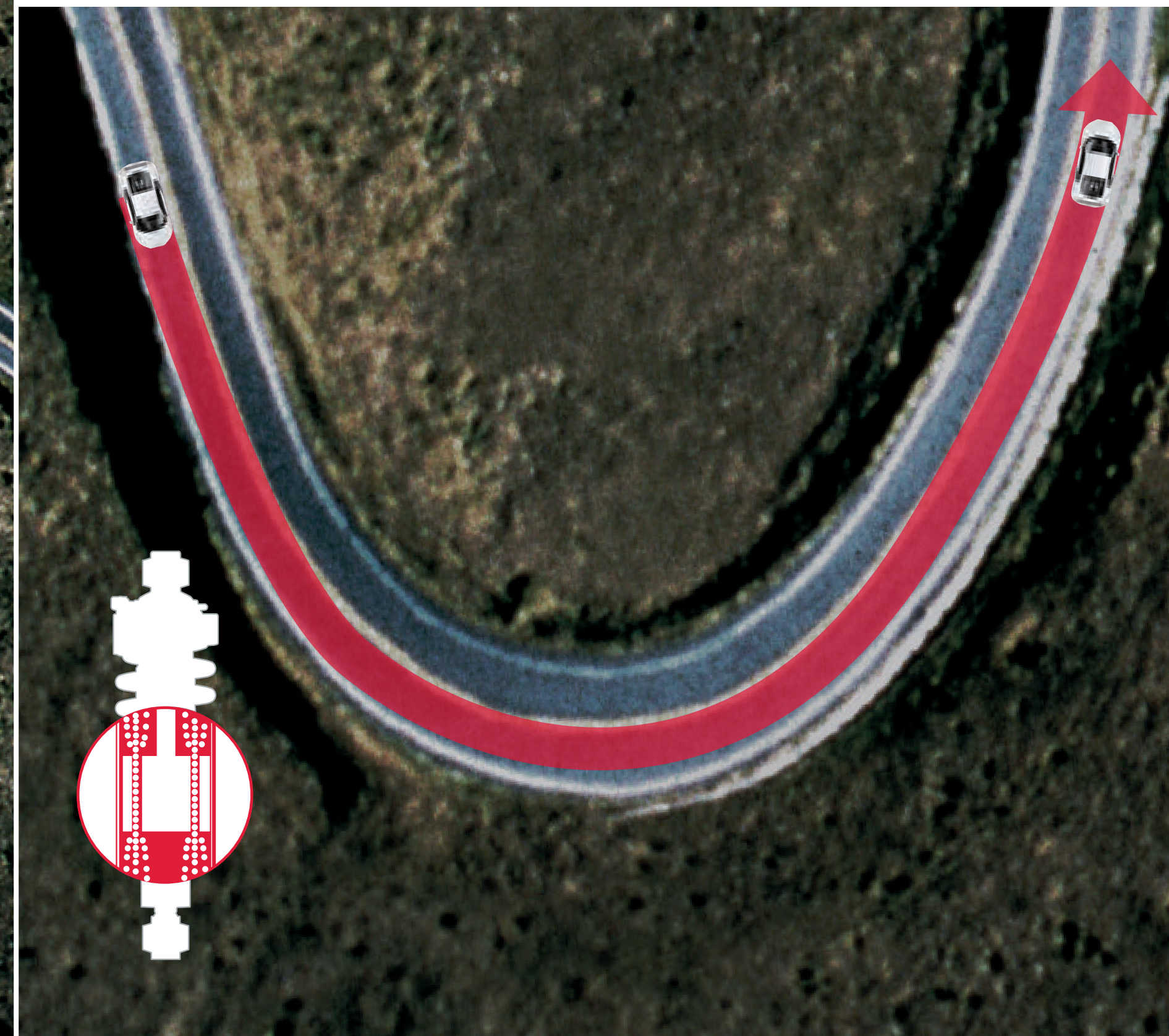
Braking

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.

PERFORMANCE

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.



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.

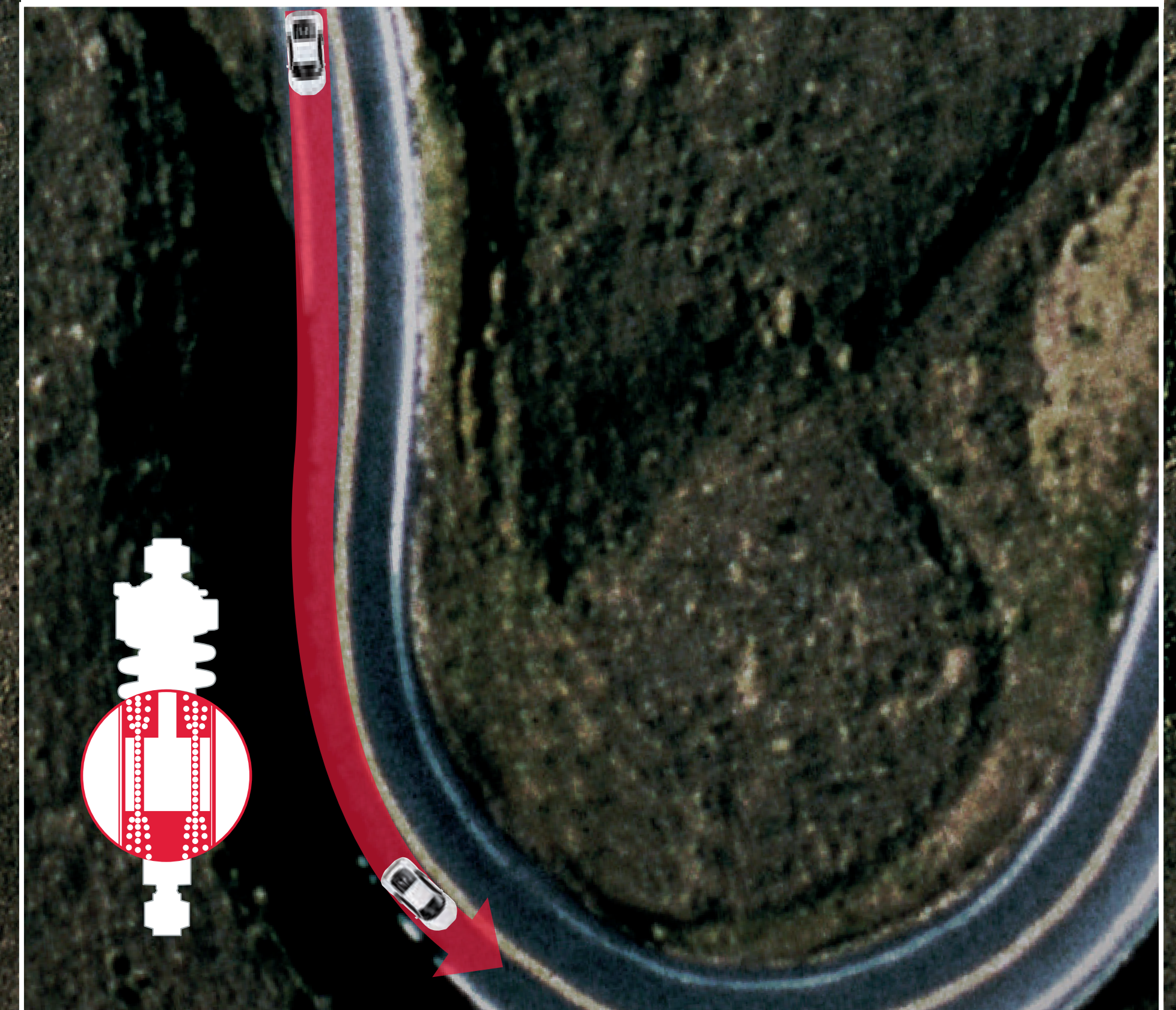
Acceleration

Cornering

Braking

PERFORMANCE

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.

Acceleration

Cornering

Braking

A close-up, low-angle shot of the front of a silver Audi R8 V10 Plus. The car is positioned on the right side of the frame, angled towards the left. The front headlight is prominent, showing its intricate LED design. The Audi grille with its four interlocking rings is visible. The car's side mirror and a portion of the front wheel are also in view. The background is a blurred road curving into the distance under a cloudy sky, suggesting high speed.

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. Moreover, the suspension is designed to be lighter and tighter than a traditional suspension so that you'll feel the road and every turn.

Build your 2015 R8

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. >>

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.

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. >>

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. >>

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

Search inventory

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. >>

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. >>

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. >>

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

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

19" 5-double-spoke Y design
(Silver finish)

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



R8 V8

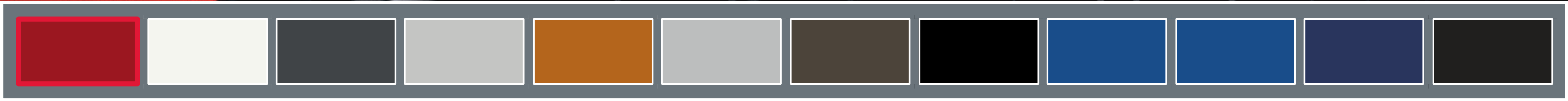
R8 V10

R8 V10 plus

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

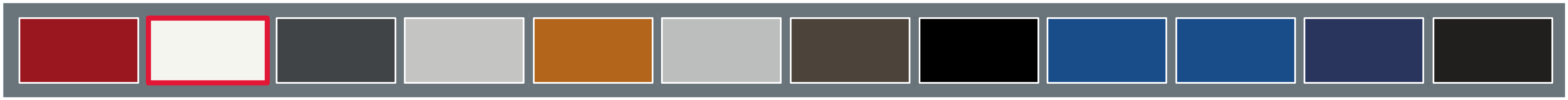
EXTERIOR COLORS

Brilliant Red



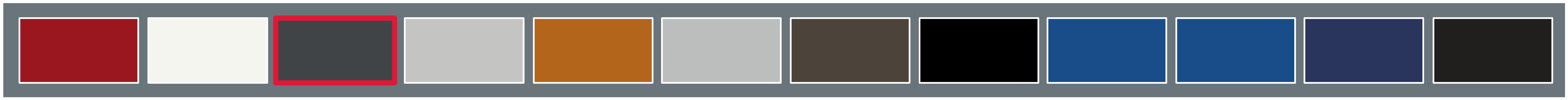
EXTERIOR COLORS

Ibis White



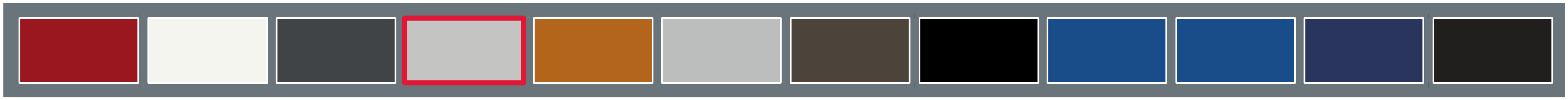
EXTERIOR COLORS

Daytona Gray pearl



EXTERIOR COLORS

Ice Silver metallic



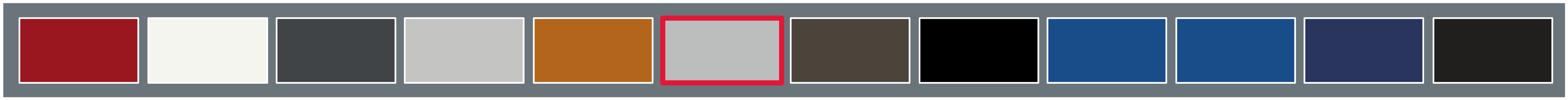
EXTERIOR COLORS

Samoa Orange metallic



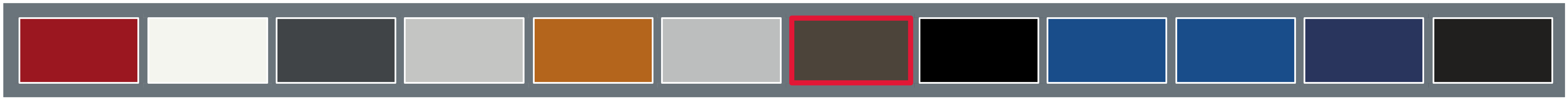
EXTERIOR COLORS

Suzuka Gray metallic



EXTERIOR COLORS

Teak Brown metallic



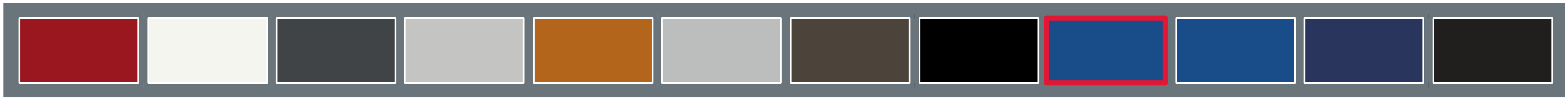
EXTERIOR COLORS

Phantom Black pearl



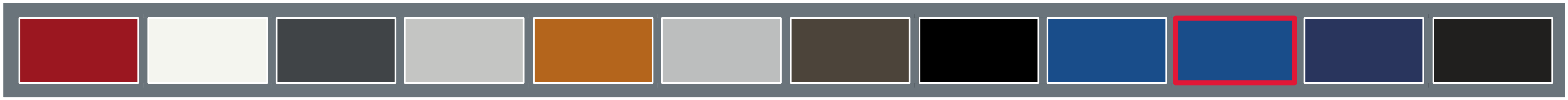
EXTERIOR COLORS

Seapang Blue pearl



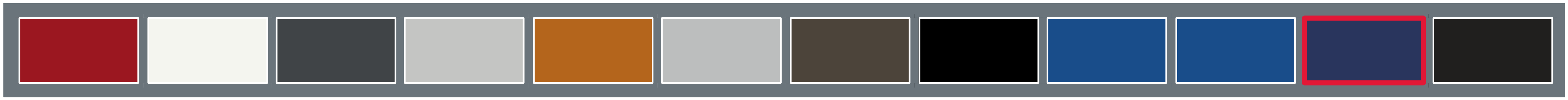
EXTERIOR COLORS

Seapang Blue matte



EXTERIOR COLORS

Estoril Blue crystal



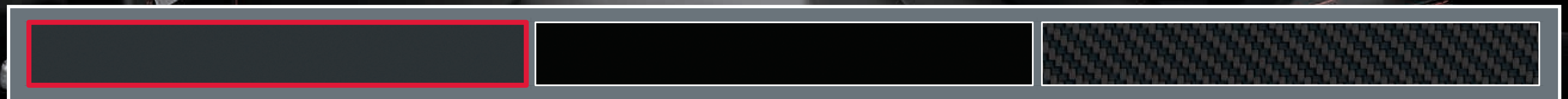
EXTERIOR COLORS

Panther Black crystal



INLAYS

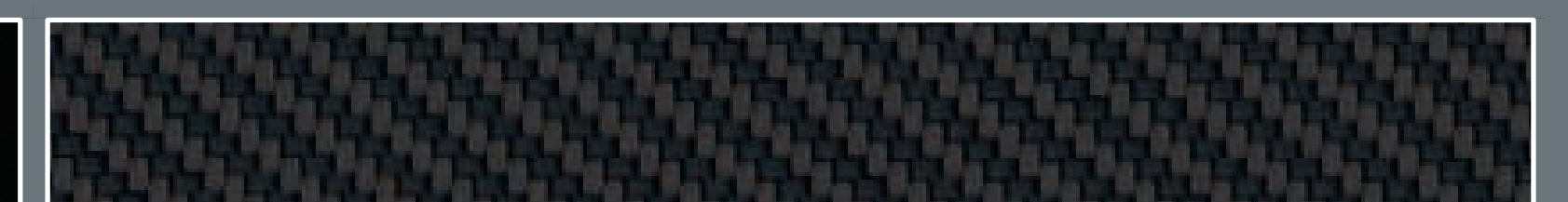
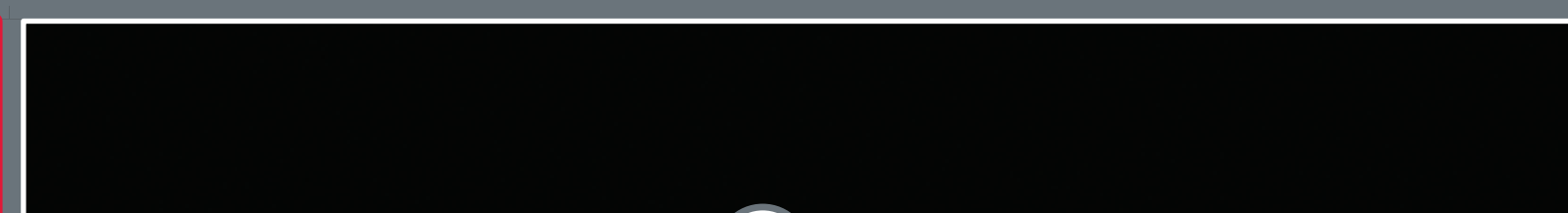
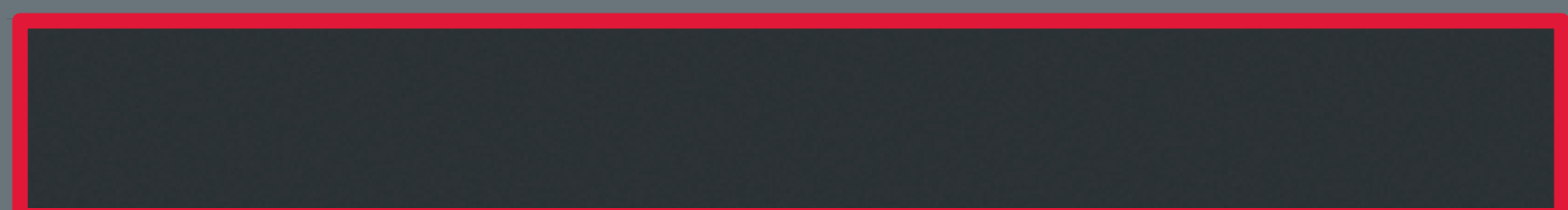
Deep Black Silk matte¹



¹ Tap here for important decorative inlay information. >>

INLAYS

Deep Black Silk matte¹



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

INLAYS

Piano Black¹



1 Tap here for important decorative inlay information. >>

Carbon Fiber Sigma¹



1 Tap here for important decorative inlay information. >>

Specifications and Featured Content

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

2015 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

2015 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

2015 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

2015 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

2015 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

2015 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)	6.1	6.4	6.4
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

2018 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	■	■	■	
Exterior				+
Interior				+
Seating/Trim				+
Infotainment/Technology				+

Specifications and Featured Content

2015 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			—
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

Specifications and Featured Content

2015 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

Specifications and Featured Content

2015 R8 Features and Options

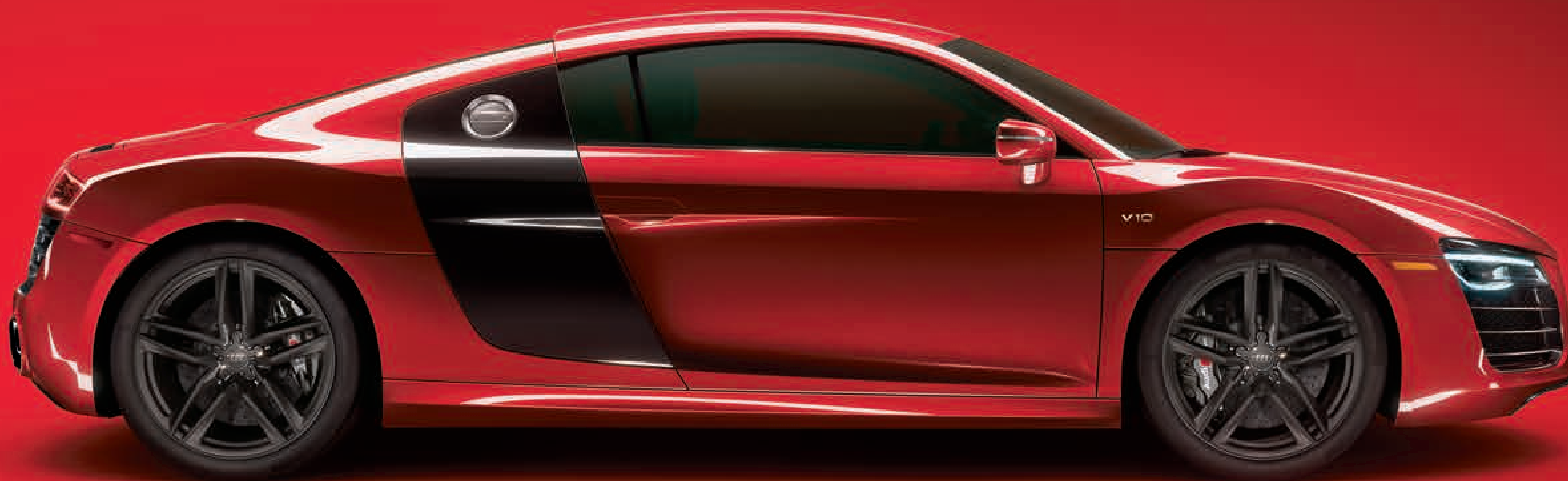
	R8 V8	R8 V10	R8 V10 plus	
Engineering/Performance				+
Transmission/Drivetrain				+
Body/Suspension/Chassis				+
Exterior measurements				+
Interior measurements				+
EPA mileage estimate/Capacities/Emissions				+
Safety/Security				+
Exterior				+
Interior				+
Seating/Trim				—
Leather/Alcantara® seating surfaces	■	—	■	
Fine Nappa leather seats	Available	■	Available	
Fine Nappa leather trim elements (includes center console, knee pads, handbrake, radio surround, lower door trims, and door pull handles)	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

2018 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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