



**R8**

► The all-new 2008 Audi R8. The sports car only Audi could build.





## Born of powerful ideas.

Introducing the 2008 R8. From legendary Auto Union racecars to all-conquering quattro® to the dominant R8 of Le Mans fame, one powerful idea after another. Now the time has come to gather all of these concurrent stirrings into one transcendent sports car. A vehicle that not only shines on the track, but on everyday highways and byways. Dutch Mandel of *AutoWeek* put it best: "Simply, the R8 is in a class by itself."

In the winter of 2007, under bright Nevada skies, automotive journalists from around the world put the R8 to the test. Through canyons of neon. In the Valley of Fire. And round and round the Las Vegas Motor Speedway. With the pages that follow, you'll hear from them. And from us. Our goal: A glimpse of what's ahead for those fortunate enough to drive the incomparable Audi R8.



To those who appreciate the sublime elegance of endurance,  
naming the R8 for a car that won 63 of 80 races makes perfect sense.





**"Audi leaps into the supercar stratosphere. On that crucial sports-car question  
– is it fun to drive? – the R8 roars in the affirmative."**

***– ForbesAuto.com***

Consider the facts: A high-revving 420 hp V8 with race-proven dry-sump lubrication. An Audi magnetic ride suspension. An all-new quattro all-wheel drive system with rear wheel drive bias. A new-generation aluminum ASF.<sup>®</sup> The choice of a sequential manual R tronic<sup>™</sup> or short-throw six-speed transmission. A mid-engine layout bathed in LED lights. As well as LED daytime running lights and unmistakable LED rear lights. But wait until you hear it all working as one. The new R8 does indeed roar.





**The R8 shares more than a name with its predecessor:**

**Track to street, nothing lost in translation.**

The same designers responsible for the shape and overall aerodynamic excellence of the racing R8 contributed their expertise to the look and feel of the all-new R8. They were determined to deliver, and got, a 44/56 balance from front to rear. A smooth underbody. Attention paid to its width and length. A commitment to make sure it remained a sports car you could comfortably drive each and every day. But most of all, they demanded air. Lots of it. A sports car aimed at injecting fresh air into a category in need of new thinking.



## The heart of the matter. Too special to hide.

With a redline of 8250 rpm, the 420 hp V8 is no ordinary powerplant. After making its debut in the groundbreaking RS 4, the 4.2 became the beneficiary of dry-sump lubrication. In addition to ensuring complete fluid coverage during extreme driving, deleting the oil pan allowed us to lower the car's center of gravity for better traction and better aerodynamics.



First seen helping us to win the 2001 24 Hours of Le Mans, FSI® Direct Injection accomplishes two goals: More power with less fuel. Injecting fuel directly into the cylinders means we can more precisely mix fuel and air for effective, efficient performance over a broad rpm range. A real plus in designing a sports car capable both on the track and as an everyday driver.



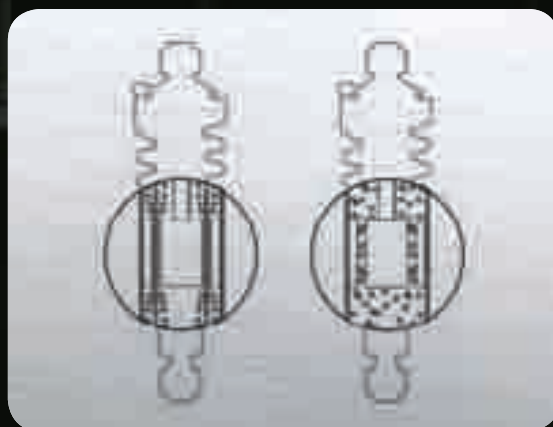


**Not just a work of art,  
a technological masterpiece.**

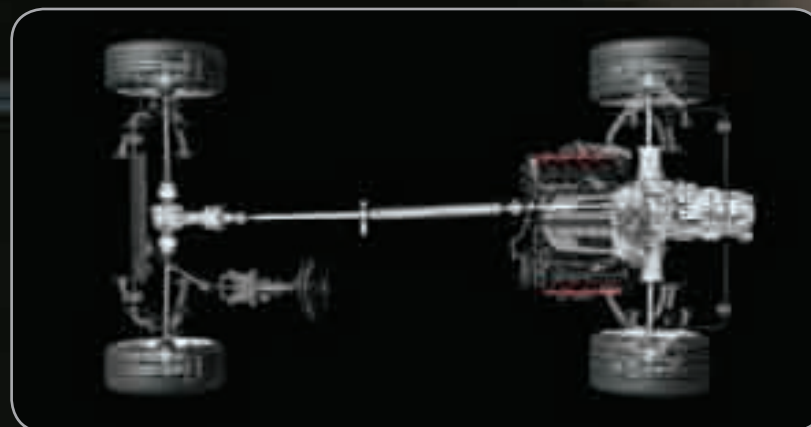
With one pulse for every 90 degrees of crankshaft rotation, the high-revving four-cam V8 makes its presence crystal clear at full throttle. More than an aural sensation, it's positively visceral. Zero to 60 mph in 4.4 seconds. The sweet spot: A full 317 lb-ft of torque from 4500 to 6000 rpm. Power to pull smartly ahead in every forward gear. Here's how *The New York Times* summed up their review: "In the \$100,000 sports car arena, the R8 brings a gun to a knife fight."

**The appeal is positively magnetic.**

**Literally and figuratively.**



With sport and standard modes to choose from, Audi magnetic ride adapts suspension characteristics within milliseconds. Commanded by electrical impulses, tiny magnets in the damping fluid either line up or disperse, depending on the setting you choose as well as road conditions.



**quattro**

Biased 10% to the front and 90% to the rear under normal conditions, the quattro system in the R8 employs a viscous-coupling center differential. Able to send up to 35% of the engine's power to the front when conditions warrant, nothing less than the best of both worlds. A sports car for the real world.





Outstanding torsional rigidity,  
**exceptional strength-to-weight ratio.**

No company on earth has more experience in crafting aluminum cars than Audi. The fact is, it's not even close. The new R8 adds more distance to the equation: Not just lighter than steel, stronger and safer as well. The entire body shell weighs a mere 530 pounds. A collection of extrusions, panels and highly complex cast nodes – joined together by more than 325 feet of weld seams, 782 punch rivets and 308 self-tapping screws. An extraordinary achievement. A key component in the R8's strength and agility.

**With every turn of the key, an opportunity to experience aluminum's  
ability to distribute weight with absolute precision.**

Aluminum may be the most common metal in the earth's crust, but extracting its potential is no mean feat. More than 25 years ago, Alcoa and Audi began to explore this lightweight metal's potential. Definitely worth the wait. New alloys, new joining procedures, new parts, new concepts – it all adds up. To one more example of less is more. One more example of searching for the truth of what a sports car from Audi can be.











**A Saturday morning jaunt or a  
cross-country blast: The place to be.**

The car's race-inspired monoposto and driver-oriented cockpit signals an obvious point: This is a driver's car. The arch clearly envelops the driver from door to seat, a defined environment. From its vivid gauges to its intuitive MMI® logic to its flat-bottom steering wheel to its exquisite dials and controls, aesthetic and ergonomic excellence. After their Nevada test-drive, Tony Swan of *Car and Driver* summed up his impressions for the *Detroit Free Press* with one sentence: "This car is simply brilliant."

And then we let the talented designers from quattro GmbH, our customization and performance arm and builder of the R8, work more magic. Spend some time with the specifications of this book and let your imagination soar. While the sound of its magnificent V8 will suffice for some, we offer the latest iteration of our growing collaboration with the audiophiles at Bang & Olufsen®: A 12-speaker, 465-watt masterpiece. Nothing less than concert-hall quality. Complete with an interior microphone that automatically compensates for outside noise.



**A paradox: Designed to accommodate two moderately sized golf bags. Designed as well to make you forget all about the game of golf.**

Choosing your transmission remains  
an emotional decision with no wrong answers.

Whether you opt for the sequential, manual and seriously quick R tronic or the gated, short-throw and Teflon-coated six-speed manual is up to you. Initial response to the R tronic has been overwhelmingly positive, claiming that it feels at home on the track and in everyday traffic. Similar praise has been directed at the six-speed manual. *MSN.com*, among others, has praised both its precision and smoothness. With each, our goal is to engage and finally amaze. The rest is up to you.





**Six-speed manual or R tronic:**

**It's all about shifting perceptions.**

After a few hot laps, you'll begin to think that the R tronic has the ability to read your mind. And then you sample the gated six-speed manual. With its incredibly short throws, the shifter instantly feels like it's a part of your right hand. In any case, absolute precision has never felt so rewarding.

"The R8 is a unique realization of the carmaker's art,  
with everything you'd expect in a 21st-century sports car."

– *Car and Driver*, April 2007





**Sideblades: Yet another example of  
form and function in perfect harmony.**

An unexpected touch. Many doubted that our unique sideblades would make the transition from concept car to reality. They not only survived, they thrived in the process.





R8 shown with contrasting body-color.





**More than a spoiler, truth in performance and design.**

It activates automatically at 65 mph.\* Or at the touch of a button. In typical Audi fashion the spoiler is a stunning work of art in and of itself. That it provides added downforce is a given. And that it also serves to cool the engine should come as no surprise. After all, we do more than build cars. We reveal the truth.

\*Obey all local speed and traffic laws.

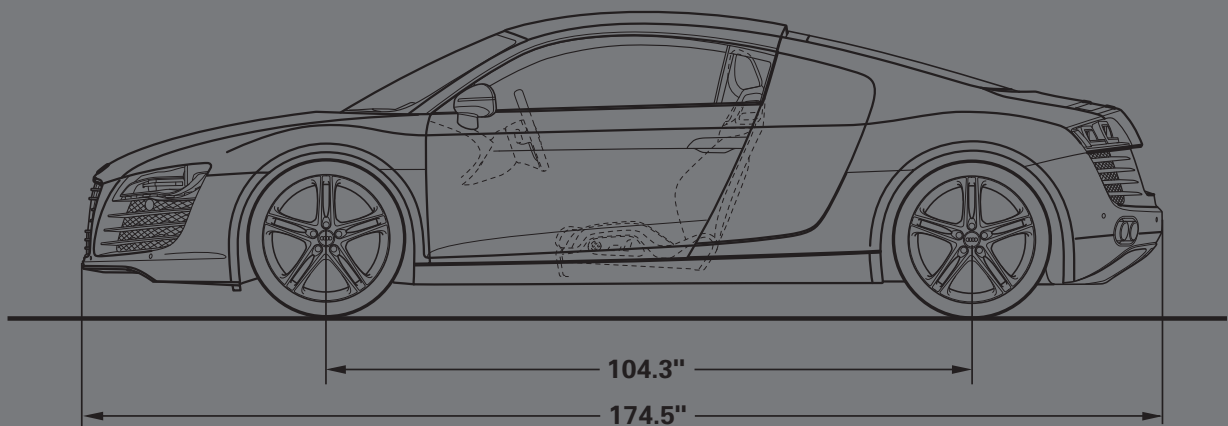
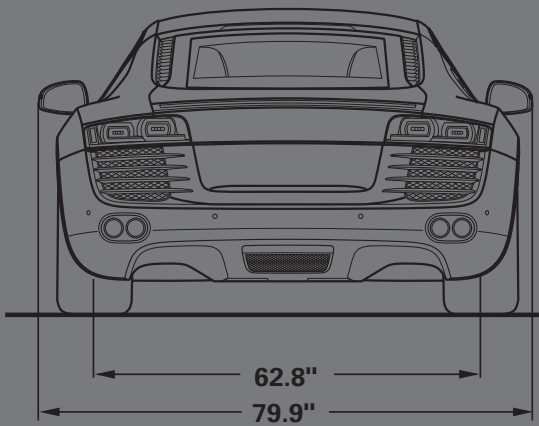
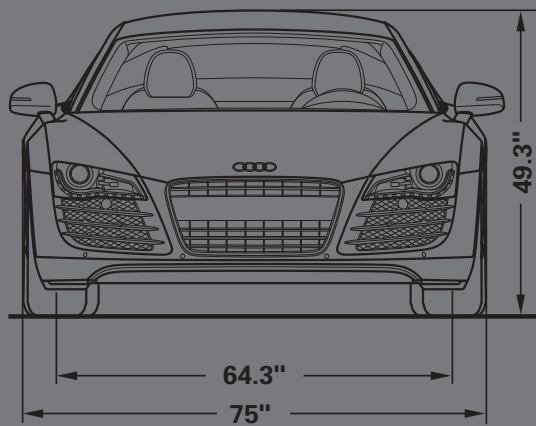


The background of the entire page is a dark, atmospheric landscape. It features a road with white lane markings that recedes into the distance. The sky is a deep, dark blue, suggesting twilight or dawn. The overall mood is mysterious and sophisticated.

## The sports car that could only come from Audi.

The engine position is reminiscent of the Auto Union racers of the 1930s. Its extensive use of aluminum symbolic of Audi leadership. While the unmistakable shape proves that our Le Mans quattro concept car of 2003 was no idle dream. At last, the 2008 Audi R8. The sports car Audi had to build.

R8 Specifications



**Transmission:** Standard six-speed manual transmission. Optional R tronic™ – a direct-shift, six-speed gearbox with shift-by-wire technology. Complete with paddle shifters as well as a joystick gear lever. Combines the sportiness of a manual gearbox with the advantages of an automatic.

**Suspension:** Audi magnetic ride with two distinct modes, including a sport setting, that matches driving style, conditions or mood. Multiple sensors continuously monitor driving conditions and road surfaces and adjust damping within milliseconds, depending on mode chosen.

**ASF®:** Aluminum alloy body structure. Extreme rigidity and lightweight construction for optimal performance and driving dynamics. Beneficiary of Audi leadership in aluminum construction.

**Retractable rear spoiler:** Automatic extension at 65 mph\* provides added downforce. Can also be manually activated by a dedicated switch.

**Progressive design:** Bold single-frame grille. A range of unique sideblades. Full LED rear lights. Visible, illuminated engine compartment. Driver-centric cockpit with flat-bottom sport steering wheel.

**Optional Bang & Olufsen® Sound System** with 12 speakers and 465 digitally amplified watts designed specifically for the R8. Microphone-based noise compensation ensures optimum sound under varying road conditions and speeds.

**Wheels:** 19-inch five double-spoke design cast alloy wheels (8.5-inch width front / 11-inch width rear) with 235/35 front and 295/30 rear summer performance tires!



\*Obey all local speed and traffic laws. †Summer 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 summer 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 recommended levels. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. 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. For more information on all of these topics, please consult the owner's manual, your local dealer or call 1-800-FOR-AUDI.

Power		
	Manual	R tronic
Weight	3605 lbs	3616 lbs
Power/Weight ratio	8.6 lbs/hp	8.6 lbs/hp
Weight distribution	44%/56%	44%/56%
Fuel economy estimates (city/highway/combined)	13/19/15 mpg	13/18/15 mpg
Cd	0.34	0.34

Engine	
Type	Mid-engine
Horsepower	420 hp @ 7800 rpm
Torque	317 lbs-ft @ 4500-6000 rpm
Redline	8250 rpm

Performance		
	Manual	R tronic
0-60 mph	4.4 sec	4.4 sec
0-125 mph	15.1 sec	15.1 sec
0-1/4 mile	12.7 sec	12.7 sec
Top speed	187 mph	187 mph

Audi R8	Engine / Transmission / Suspension / Body
S	High-revving 4.2 FSI® eight cylinder with 420 hp and 317 lbs-ft
S	Dry-sump lubrication
S	Manual six-speed transmission
S	quattro® all-wheel drive
S	ASF light-weight construction
S	Audi magnetic ride adaptive damping system
S	Double wishbone front and rear suspension
S	Servotronic® electromechanical steering with speed-dependent power assistance
S	Disc brakes, internally vented, eight-piston brake calipers at front and four-piston at rear
S	Leather-wrapped manual parking brake
S	Electronic Stability Program (ESP®)
S	Anti-lock brake system (ABS)
S	Anti-slip regulation (ASR)
S	24-gallon fuel tank

Audi R8	Electronics
S	Driver information system with onboard computer
S	Backlit instrument cluster with automatic brightness control
S	Electronic cruise control with coast, resume and acceleration features
S	Radio Concert with in-dash CD player including MP3 capability*
S	SIRIUS® Satellite Radio
S	Six CD-changer preparation
S	Seven-speaker, 140-watt sound system
S	Two power outlets in trunk and in glove box
S	Tire-pressure monitoring system

Audi R8	Safety / Security
S	Full-size dual threshold airbags** for driver and front passenger
S	Driver and front passenger seat-mounted head/torso side airbags**
S	Driver and front passenger knee airbags**
S	Rigid body shell with special energy-absorbing zones
S	Side-intrusion protection
S	Anti-theft vehicle alarm system
S	Tool kit
S	Safety belts, three-point inertia-reel, for all occupants, with belt tensioners and force limiters
S	Audi backguard system for rear crash protection
S	Battery cable is interrupted in the event of a crash
S	Power central locking system with safety unlock feature if airbag deploys
S	Reflectors in all doors
S	Locking wheel bolts
S	Valet key

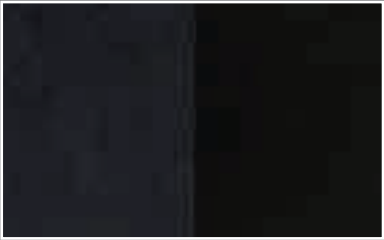
Audi R8	Exterior
S	Sideblades "tone-on-tone"
S	Single frame grille in high-gloss black
S	19" five-arm double-spoke alloy wheels with summer performance tires¹ and tire mobility system
S	Automatic rear spoiler, includes manual operation feature
S	Bi-xenon headlights
S	Engine compartment with LED lighting
S	LED daytime running lights
S	LED tail lights
S	LED indicator lights integrated into side mirrors
S	LED third brake light
S	R8 badge on the fuel door, door sills, tachometer and trunk
S	Automatic adjustable and heated side mirrors
S	Aluminum fuel filler door and door sills
S	Front windshield with gray color strip
S	Four-branch exhaust system – twin tailpipes left and right
S	Electric rear window defogger with automatic, timed shut-off feature


Audi R8	Interior
S	Sport seats with Leather/Alcantara® surfaces
S	Heated and ten-way power driver and front passenger seats including four-way power lumbar adjustment
S	Multi-function three-spoke flat-bottom leather-wrapped sport steering wheel (includes paddle shifters on R tronic models)
S	Monoposto and driver-oriented cockpit
S	Micro-metallic gray trim
S	Aluminum-optic applications
S	Aluminum gear knob and lever gate
S	Illuminated glove box
S	Automatic air conditioning, one-zone
S	Center console with two cup holders
S	Two floor mats in the front
S	Radio frequency remote locking system
S	Power windows
S	Smoking package including ashtray and lighter
S	Auto-dimming interior mirror with compass and light/rain sensor

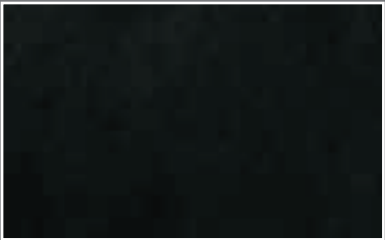
Audi R8	Packages
S	<b>Storage package</b>
	Two cup holders in middle console
	3.5 cu. ft. of storage space behind seats (two golf bags)
	3.5 cu. ft. of storage space in trunk
	Storage compartments in doors & middle console
	Glove box with sunglasses holder
O	<b>Premium package</b>
	Audi parking system advanced with rearview camera
	Audi hill hold assist
	Six-disc CD changer
	Garage door opener (HomeLink®)
	Preparation for mobile phone (Bluetooth®) <sup>††</sup>
	Storage package (nets behind seats)
	Auto-dimming exterior mirror


<sup>\*</sup>Not available until Winter 2007. <sup>\*\*</sup>Airbags are supplemental restraints only and will not deploy under all accident circumstances. Always use safety belts and seat children in the rear, using restraint systems appropriate for their size and age. <sup>1</sup>Summer 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 summer 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 recommended levels. Serious wheel and tire damage may occur if the vehicle is operated on rough or damaged road surfaces or upon encountering road debris or obstacles. 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. For more information on all of these topics, please consult the owner's manual, your local dealer or call 1-800-FOR-AUDI. <sup>††</sup>Your Audi vehicle is equipped with a phone preparation utilizing Bluetooth interface to enable hands-free functionality (compatible mobile phones sold separately). You will need a Bluetooth-enabled mobile phone in order to utilize this function. Not all Bluetooth-enabled mobile phone models are compatible with Audi's phone preparation. Visit our Web site, [audiusa.com](http://audiusa.com), or contact your local dealer for the latest listing of compatible phones. Audi recommends use of the Audi phone cradle (sold separately) with your mobile phone while operating this vehicle.

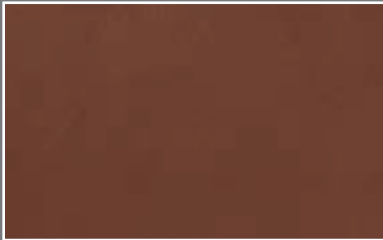
Interior colors

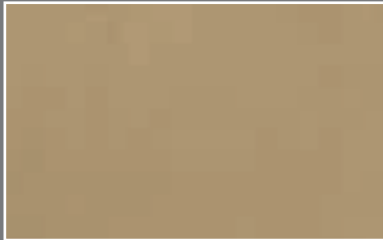












Black leather/Alcantara

Limestone Gray leather/Alcantara


Black Fine Nappa leather


Limestone Gray Fine Nappa leather


Tuscan Brown Fine Nappa leather

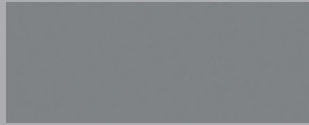
Luxor Beige Fine Nappa leather

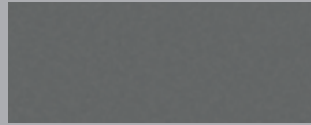
Standard sideblade colors









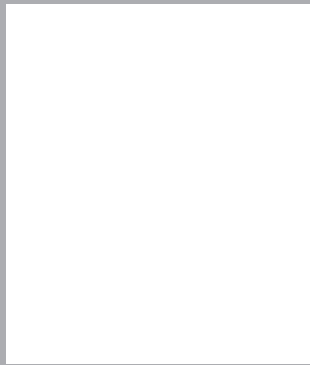




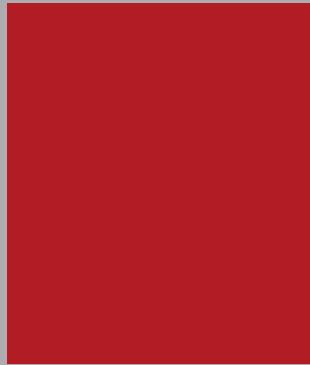




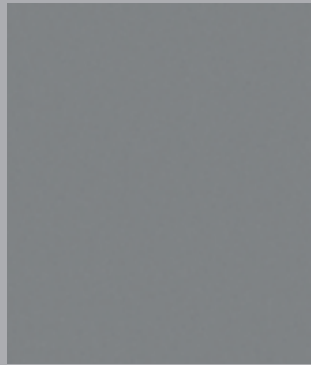
Exterior colors




Ibis White



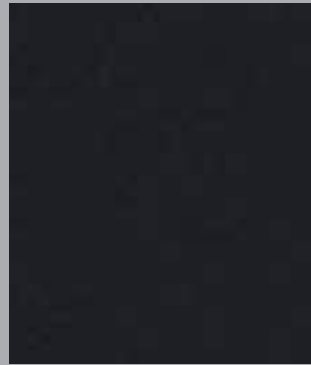
Brilliant Red




Ice Silver metallic




Jet Blue metallic



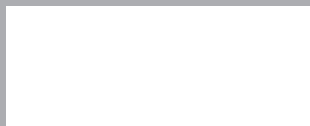
Daytona Gray pearl effect




Phantom Black pearl effect



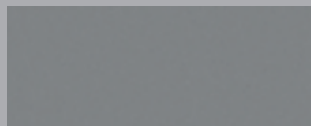
Optional sideblade colors



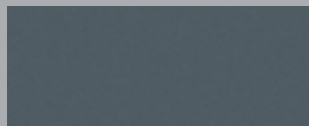
Ibis White



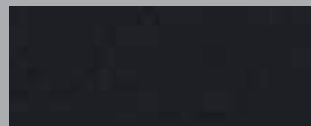
Carbon Fiber-Sigma\*



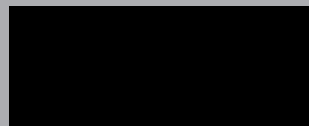
Ice Silver metallic



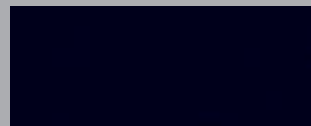
Jet Blue metallic




Daytona Gray pearl effect




Phantom Black pearl effect




Mugello Blue pearl effect




Carbon Fiber-Sigma\*




Oxygen Silver




Carbon Fiber-Sigma\*




Carbon Fiber-Sigma\*




Carbon Fiber-Sigma\*




Carbon Fiber-Sigma\*




Carbon Fiber-Sigma\*




Oxygen Silver




Oxygen Silver




Oxygen Silver



Oxygen Silver



Oxygen Silver

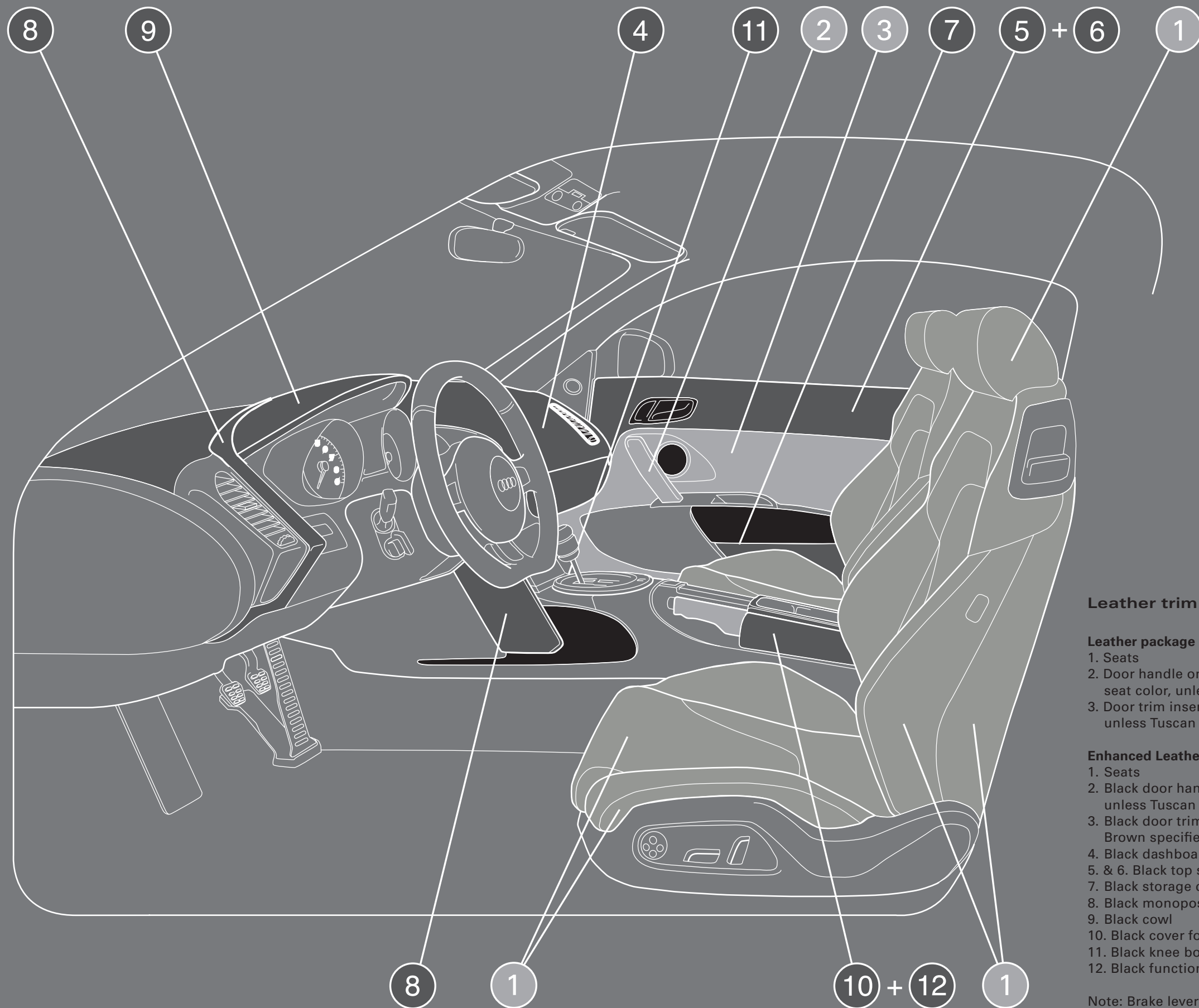


Oxygen Silver

Exterior Colors	Leather/Alcantara Seating Surfaces		Fine Nappa Leather Seating Surfaces			
Ibis White	Black	Limestone Gray	Black	Limestone Gray	Luxor Beige	Tuscan Brown
Brilliant Red	Black	Limestone Gray	Black	Limestone Gray	Luxor Beige	–
Ice Silver metallic	Black	Limestone Gray	Black	Limestone Gray	–	Tuscan Brown
Jet Blue metallic	Black	Limestone Gray	Black	Limestone Gray	Luxor Beige	Tuscan Brown
Daytona Gray pearl effect	Black	Limestone Gray	Black	Limestone Gray	Luxor Beige	Tuscan Brown
Phantom Black pearl effect	Black	Limestone Gray	Black	Limestone Gray	Luxor Beige	Tuscan Brown
Mugello Blue pearl effect	Black	Limestone Gray	Black	Limestone Gray	Luxor Beige	Tuscan Brown



\*Limited availability.



## Leather trim and inlay packages

### Leather package

- 1. Seats
- 2. Door handle on passenger side matching seat color, unless Tuscan Brown specified
- 3. Door trim insert matching seat color, unless Tuscan Brown specified

### Enhanced Leather package

- 1. Seats
- 2. Black door handle on passenger side, unless Tuscan Brown specified
- 3. Black door trim insert, unless Tuscan Brown specified
- 4. Black dashboard
- 5. & 6. Black top shoulder and side panel trim
- 7. Black storage compartment in door
- 8. Black monoposto
- 9. Black cowl
- 10. Black cover for storage compartment
- 11. Black knee bolster
- 12. Black function pad

Note: Brake lever in Black leather, standard.

**“The only innovations that interest me are the ones that lead to greater strength and quality.” – August Horch, Founder – Horch/Audi**





A man of strong convictions, August Horch left a comfortable position when it became clear that the only way to see if his innovations would work was to start his own car company. First Horch. And then Audi. Two of the four companies symbolized by interlocking rings. His belief in advanced technology, responsive performance, inspired design and consummate safety led to quattro, the ASF, FSI, TDI as well as hundreds of checkered flags from Le Mans to Pikes Peak. From the iconic TT to the intuitive MMI operating system to zinc galvanizing to high safety scores across the board, a zeal to test limits and challenge convention. You can see it in the all-new R8. Feel it in every car with quattro. Sense it in the stunning all-new S5. Hear it every time you close a door.

From humble origins in Germany more than 100 years ago to cars sold in more than 100 markets around the globe, it's been quite a journey. The singular vision of one man now shared by millions. And growing by leaps and bounds. All because of a conviction that when it comes to design, performance, technology and safety, there are no shortcuts. **TRUTH IN ENGINEERING.**



audiusa.com

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C-R8-08-01US