



2015 Audi R8

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

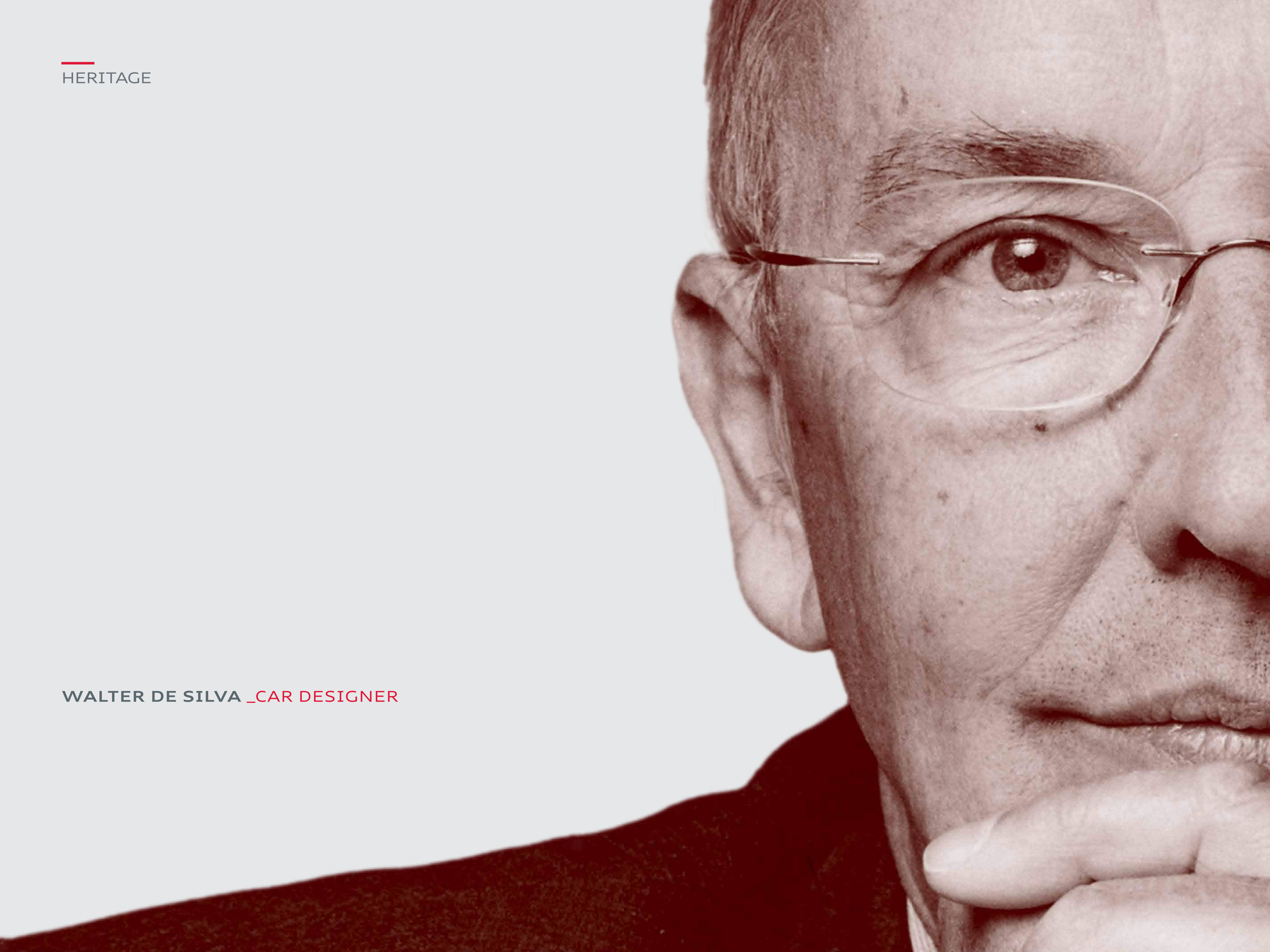


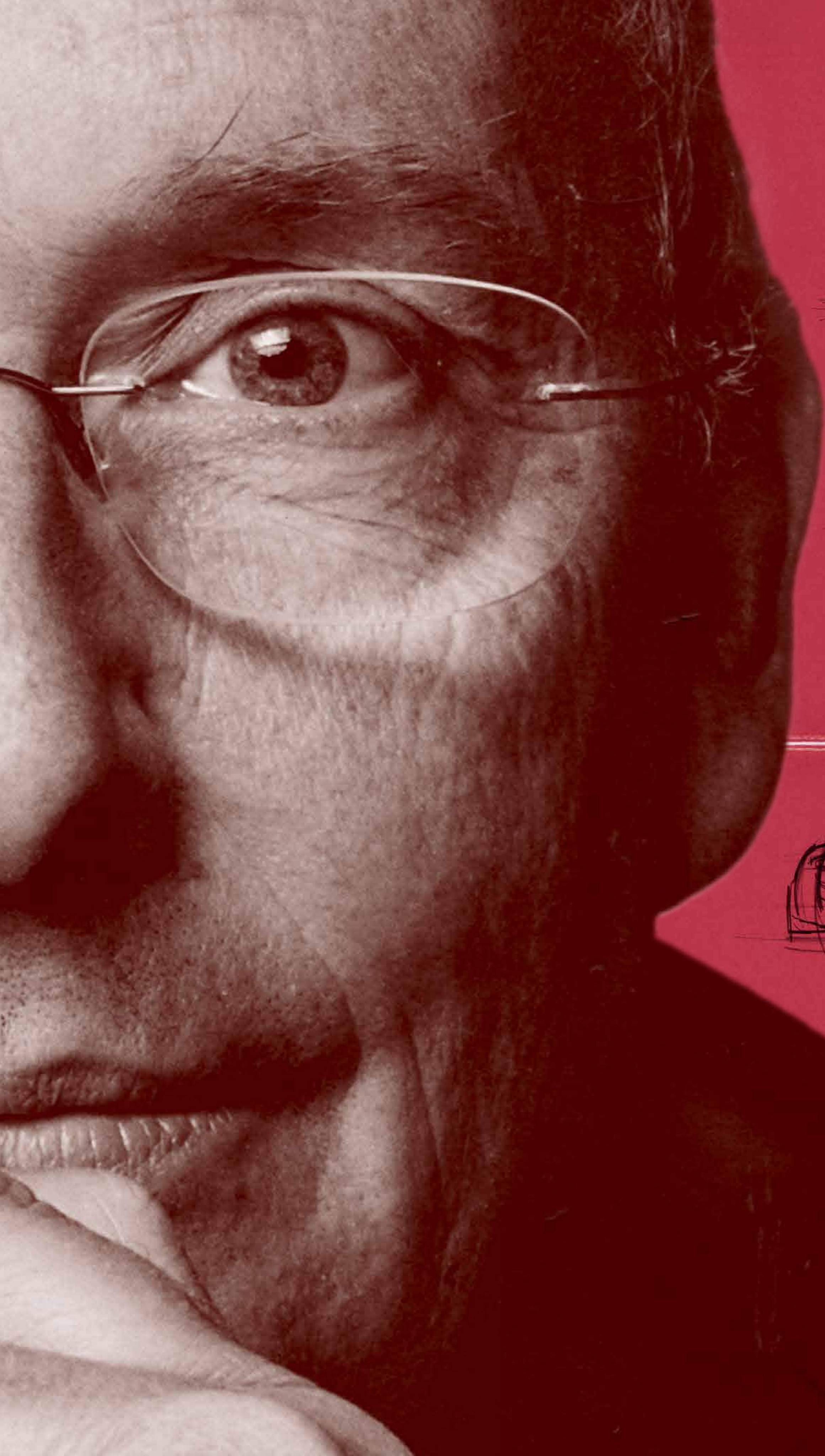
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HERITAGE

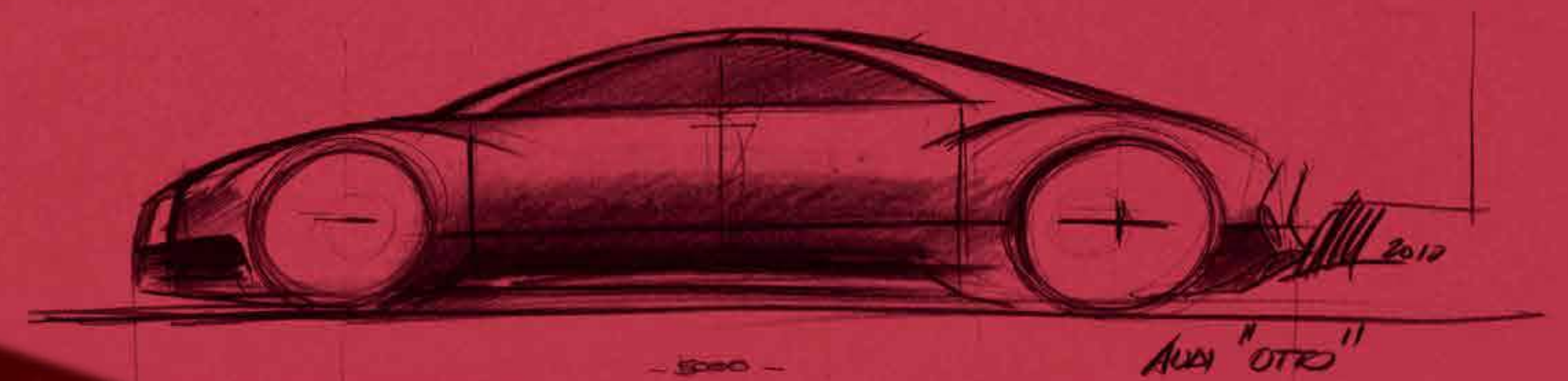
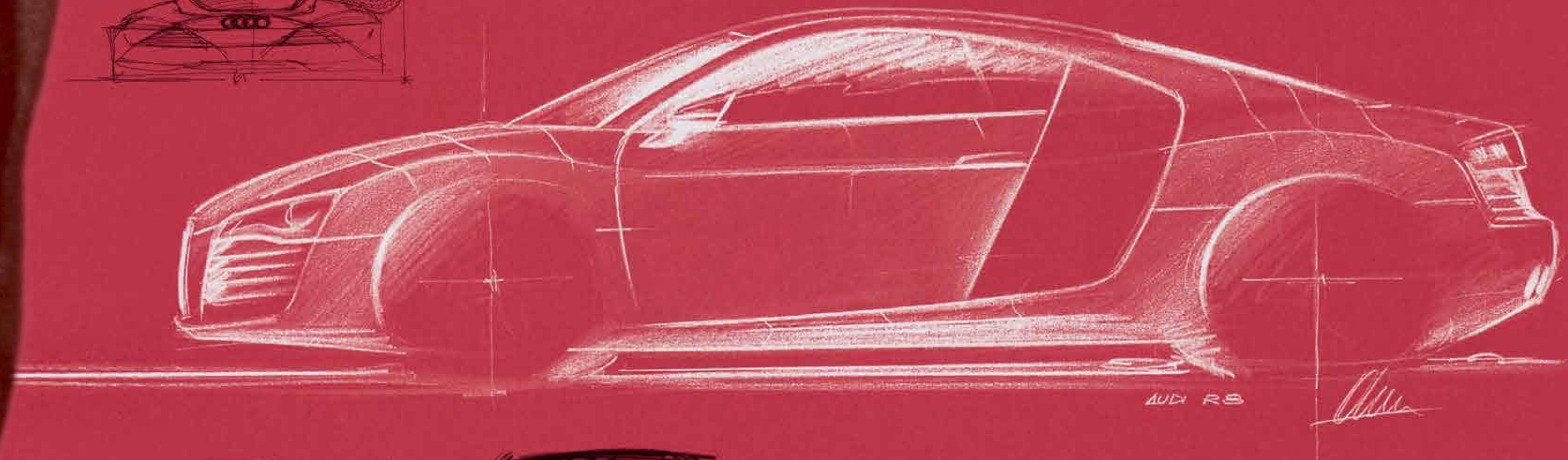
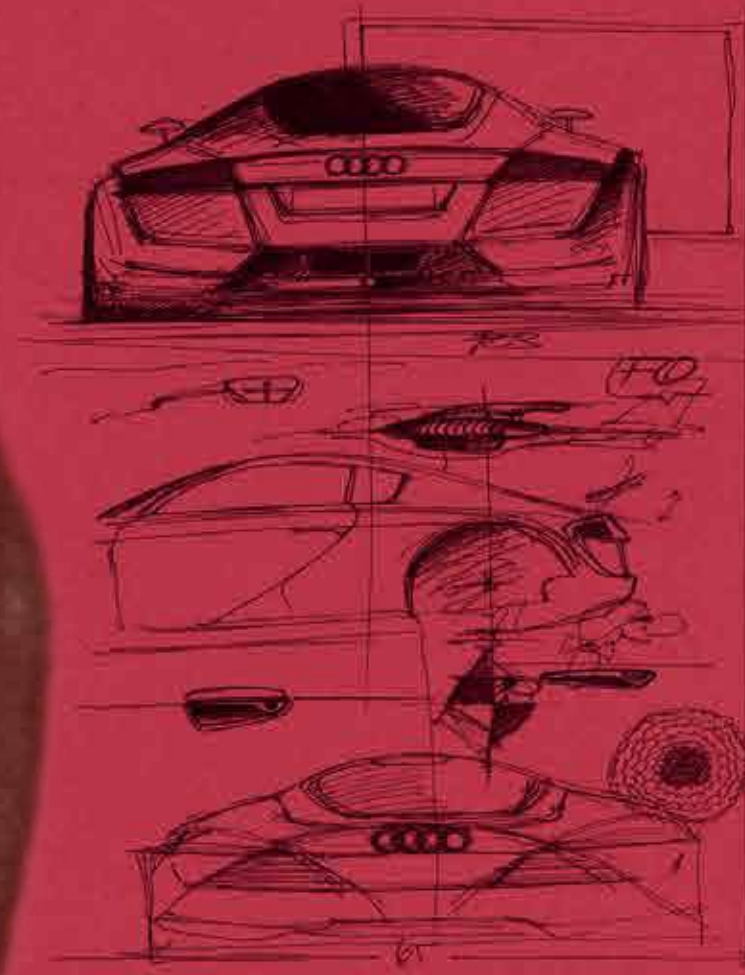
WALTER DE SILVA _CAR DESIGNER





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.

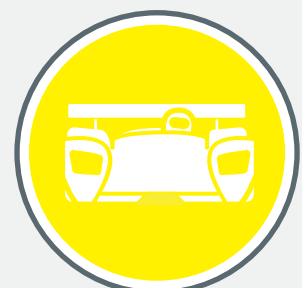


SINCE OUR VERY FIRST WIN ON THE
RACETRACK AT LE MANS,



R8 LMP1

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



R8 LMS

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.

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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.

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Build your 2015 R8

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.

R8 COUPE



- Coupe
- Spyder
- V10 plus

15TDI_R8dps
001

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.



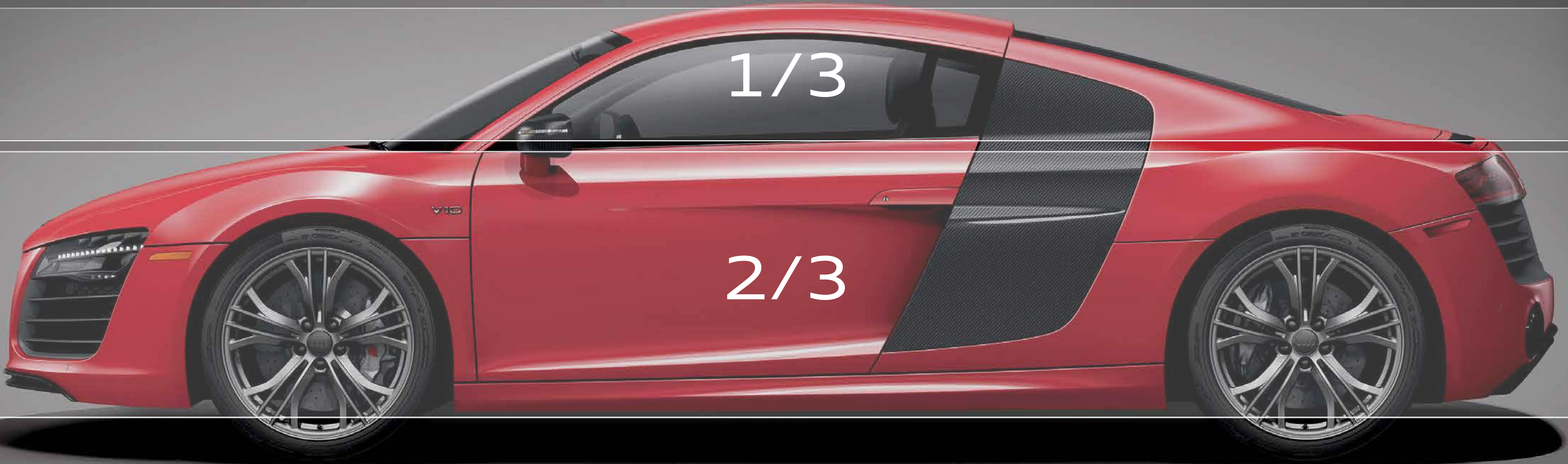
PROFILE



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.



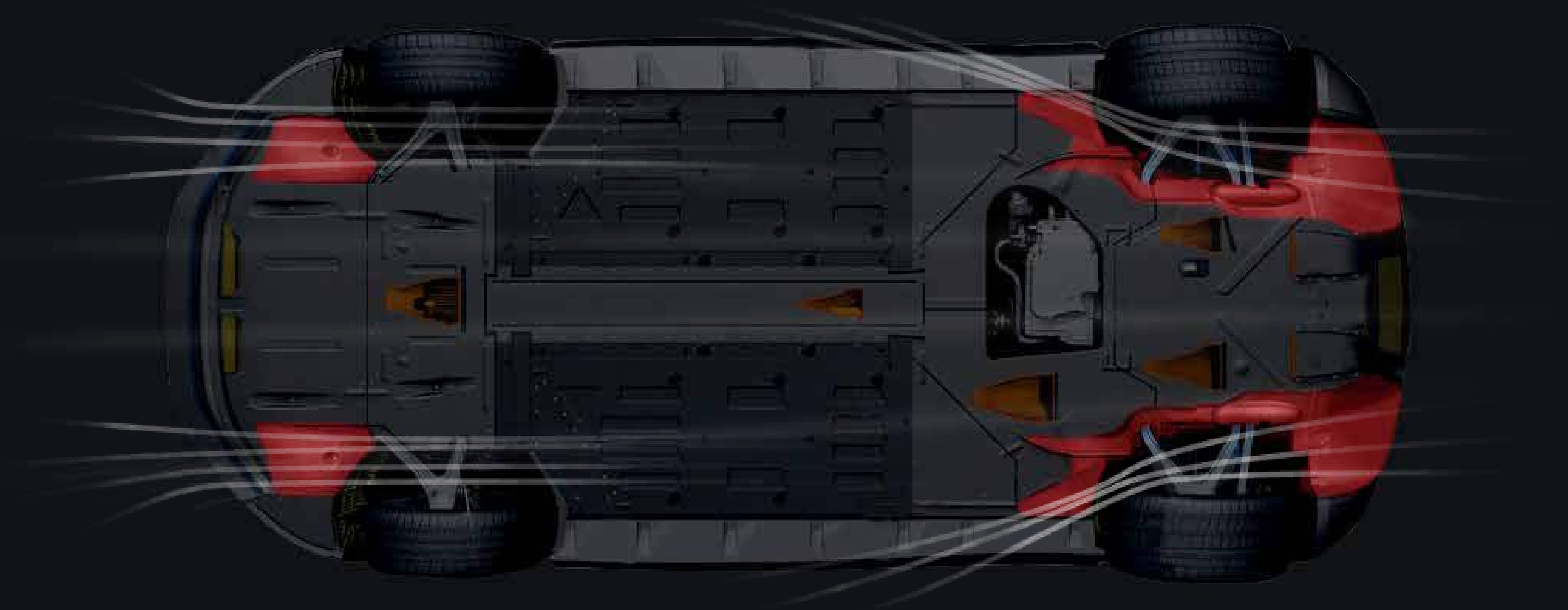
PROFILE



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.



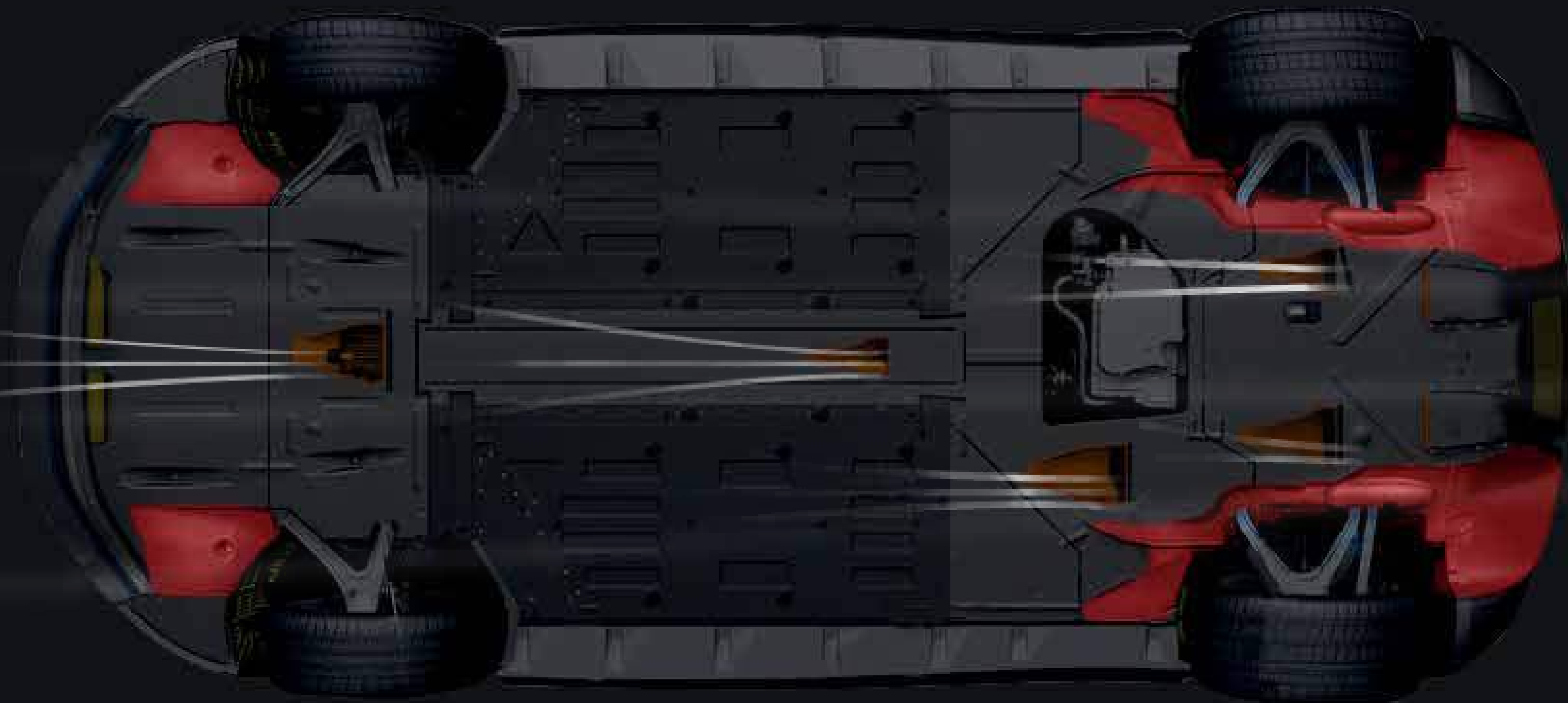
PROFILE



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

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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 prominent diamond-quilted stitching pattern. The center console and gear shifter are visible, featuring a mix of black leather and carbon fiber trim. The gear shifter has a silver-colored top with a red 'R8' logo. The background shows the rear window and a glimpse of the exterior environment, which appears to be a parking lot or a track area with a fence and some structures in the distance. The lighting is soft, highlighting the textures of the leather and the stitching.

INTERIOR

Essential luxury, nothing more.

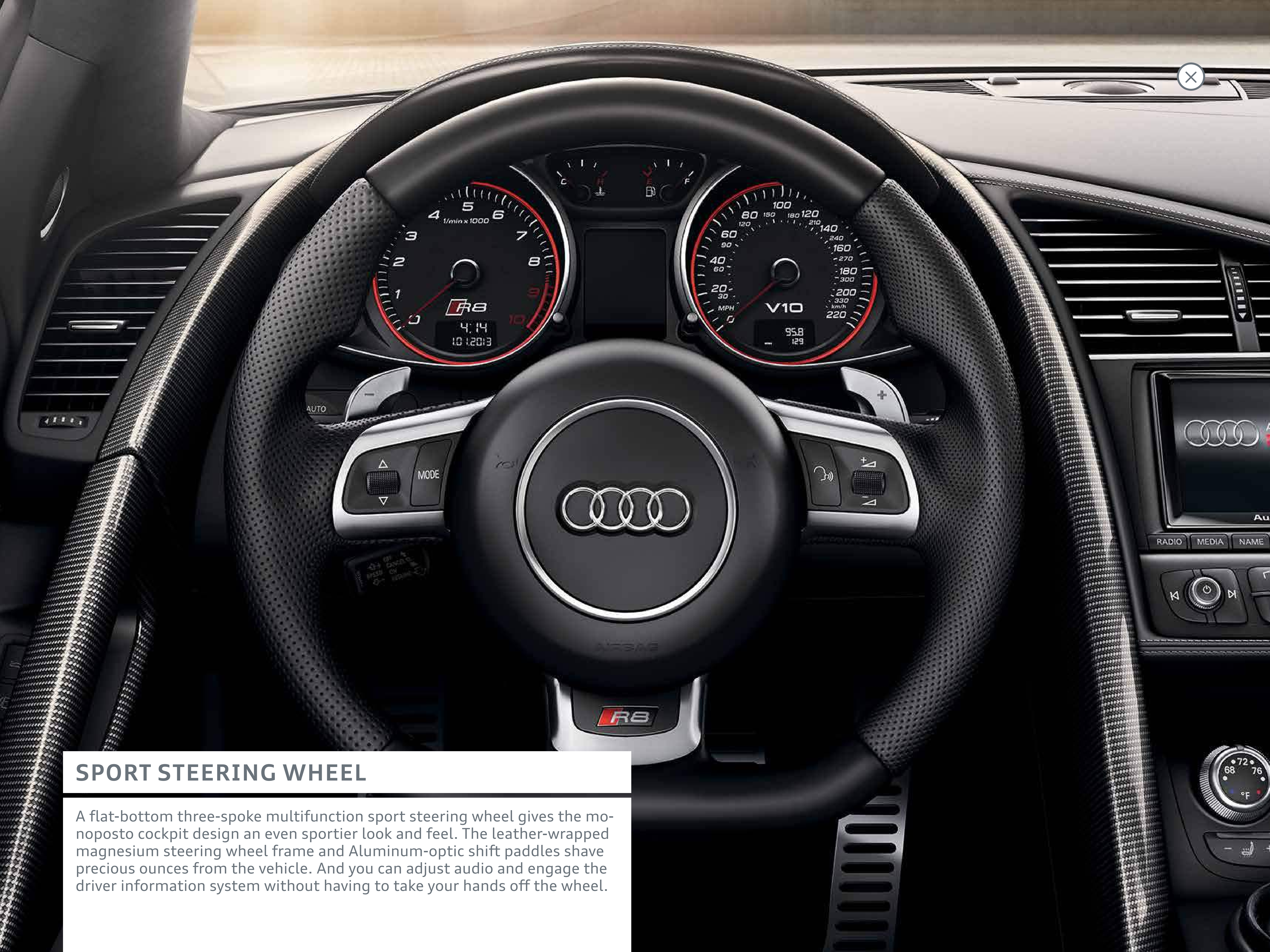
When you enter the Audi R8, there is a lot of top-flight power surrounding you. But upon further inspection, you'll find that, despite the bold appearance of the R8, there is a sophisticated calm inside. Beautifully appointed double-stitched leathers and finely crafted inlays hint at both sport and luxury, 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 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.

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 that mimics the feel of a manual transmission.¹

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 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





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.

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.



INTERIOR





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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

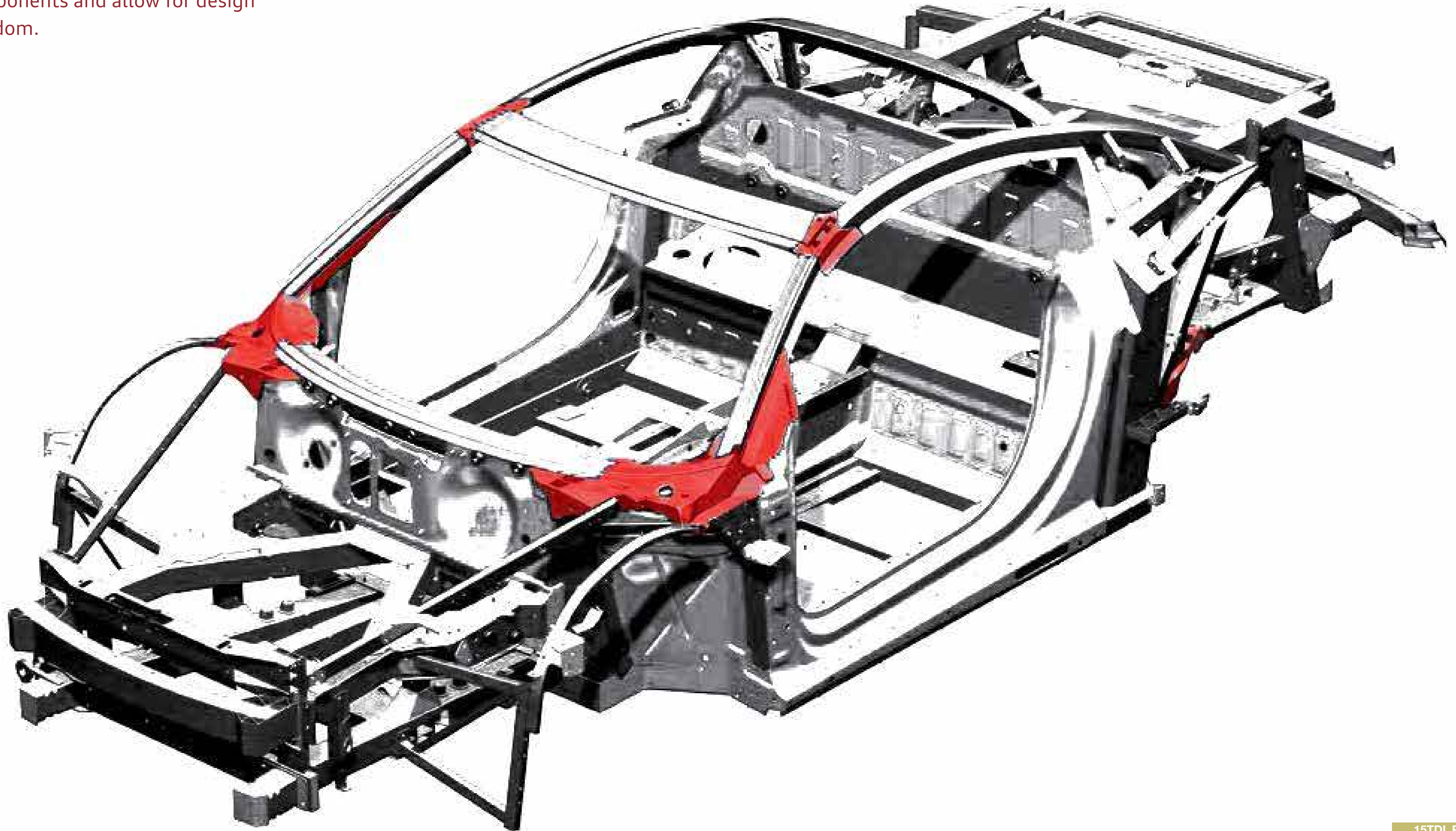
Extruded aluminum

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.



Cast aluminum

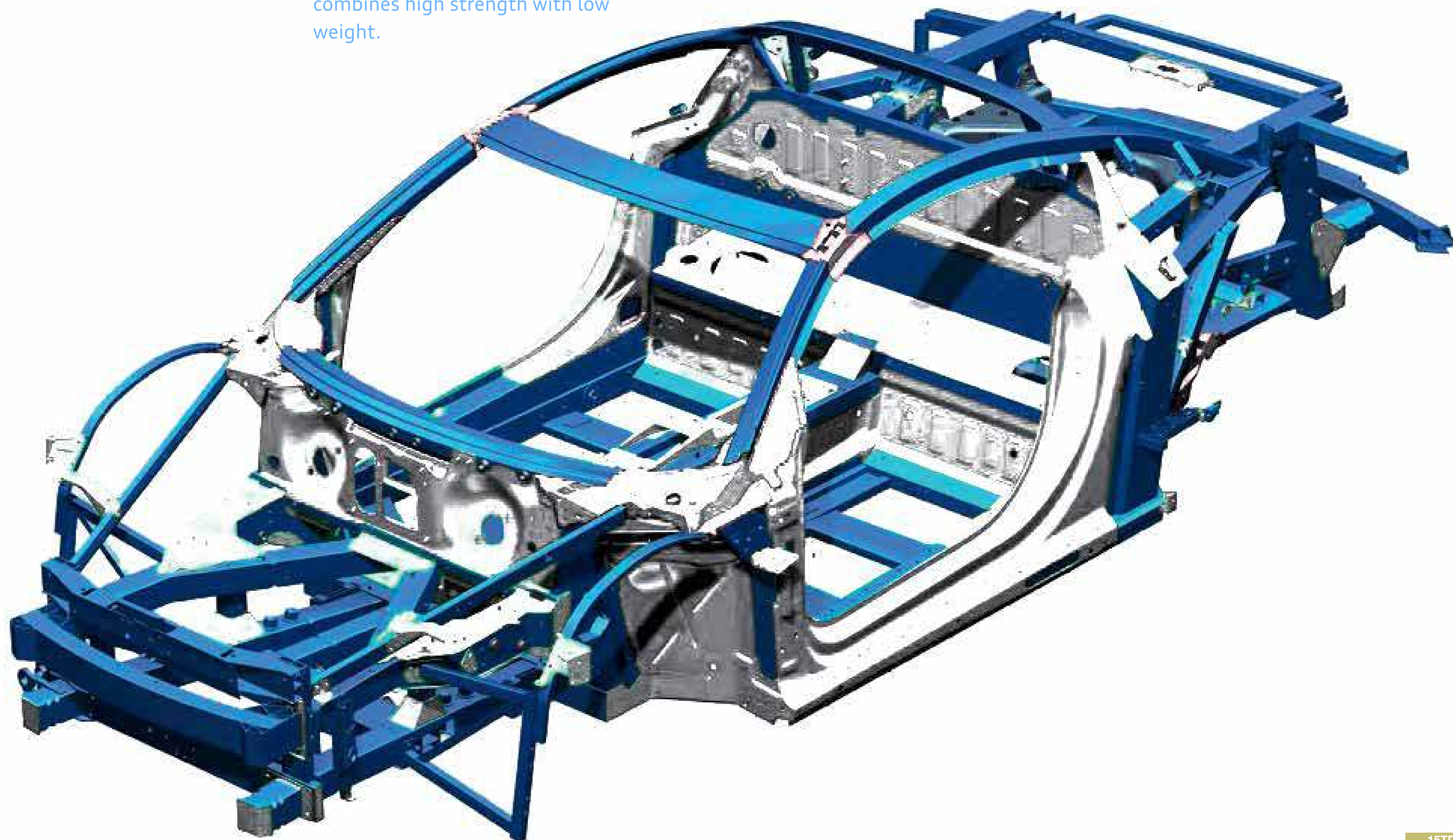
Extruded aluminum

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

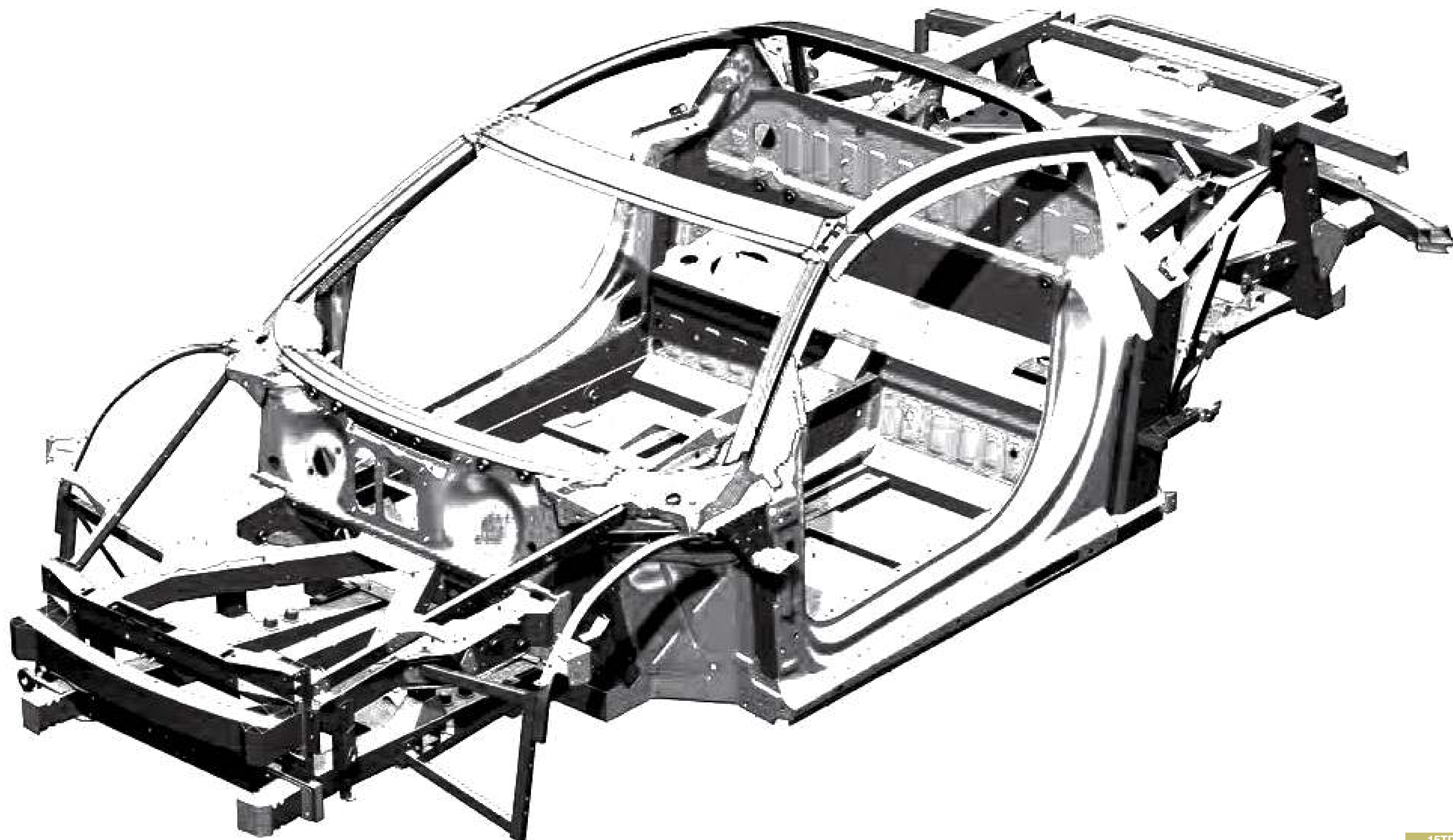
Extruded aluminum

Sheet metal aluminum

Magnesium

all

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



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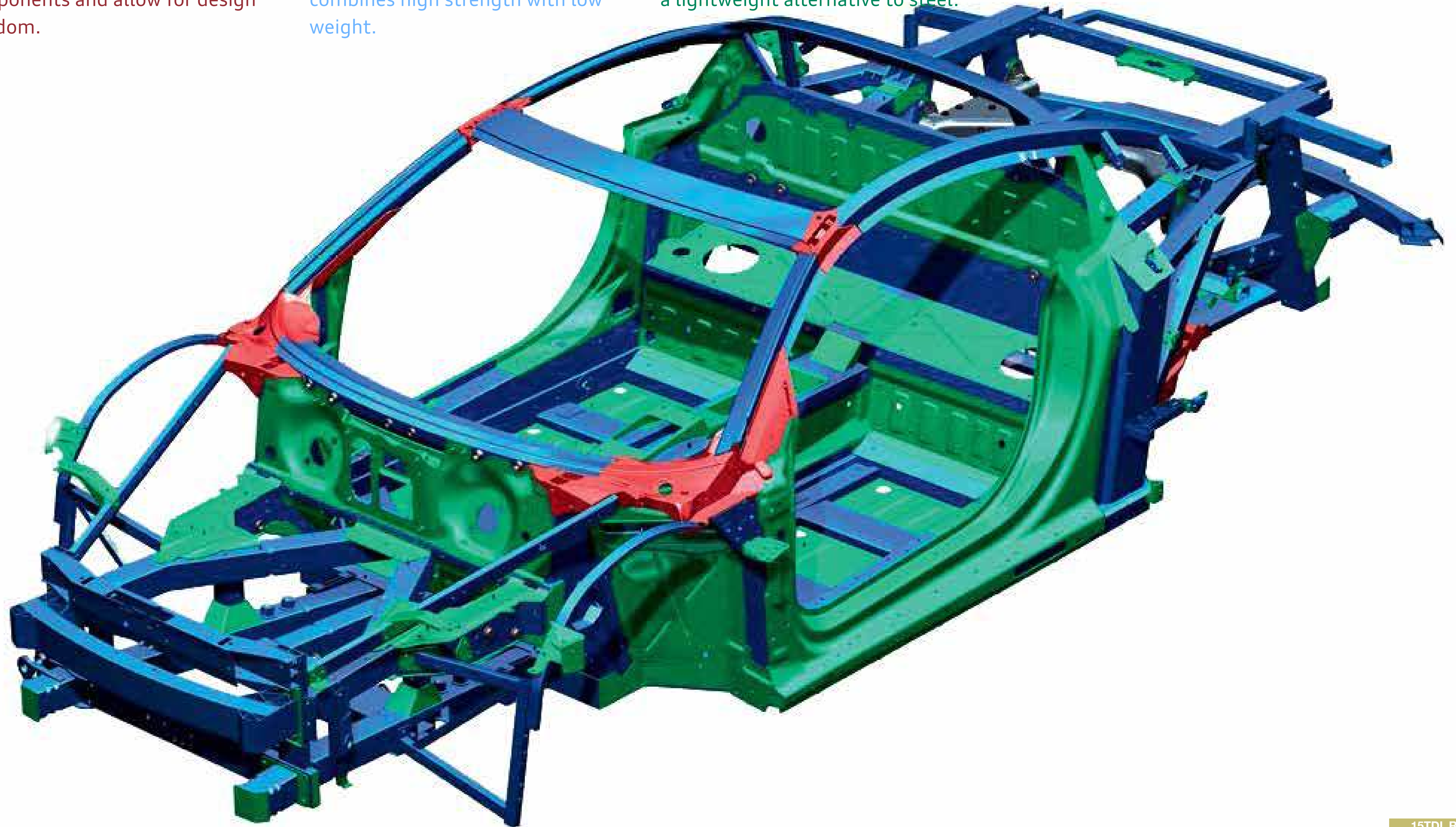
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Magnesium

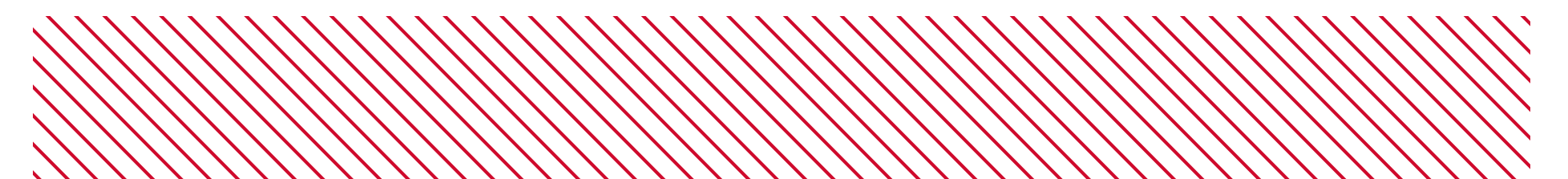
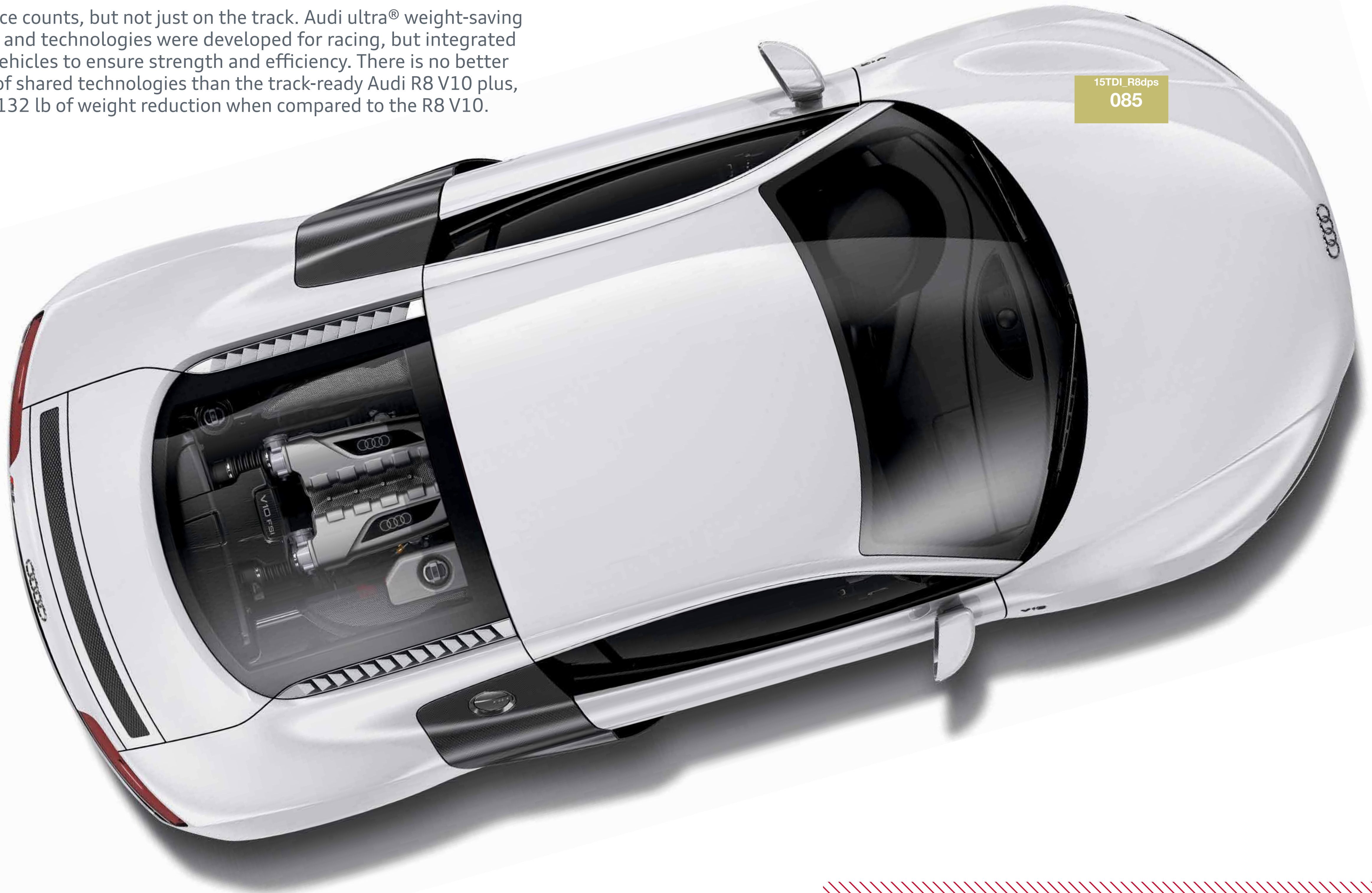
Utilized as a structural crossmember in the rear of all Audi R8 models.

all



An ounce saved can mean a **second** earned.

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.



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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.



26.5-lb weight reduction

Audi ceramic front and rear brakes

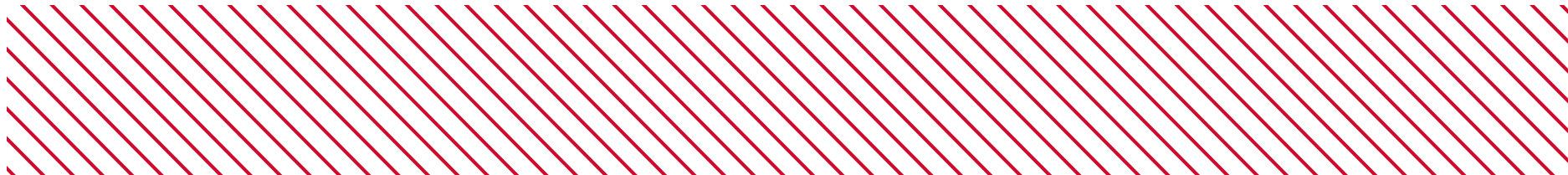
Ceramic brakes not only manage heat better than conventional iron brakes, but they also save weight, giving you just as much stopping power, but with a little bit less to stop.



15TDI_R8dps
085



15TDI_R8dps
100





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.



10.4-lb weight reduction
Audi concert radio with seven speakers

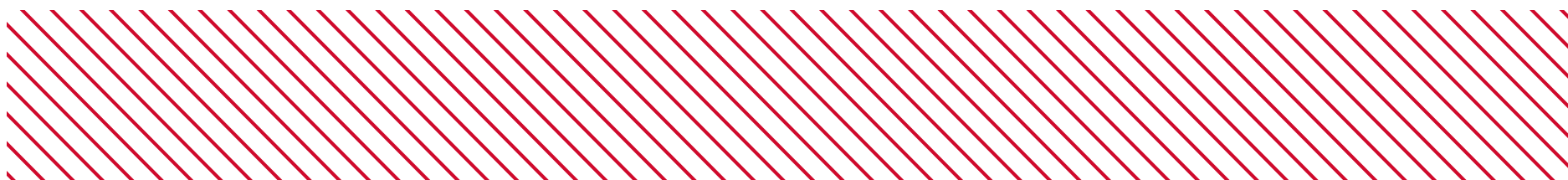
Lose the extra weight, without sacrificing sound. The Audi concert radio system uses five fewer speakers than the available Bang & Olufsen® Sound System, eliminating 10.4 lb from the R8 V10 plus.





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.



6.6-lb weight reduction

Sprayed felt cargo compartment liner

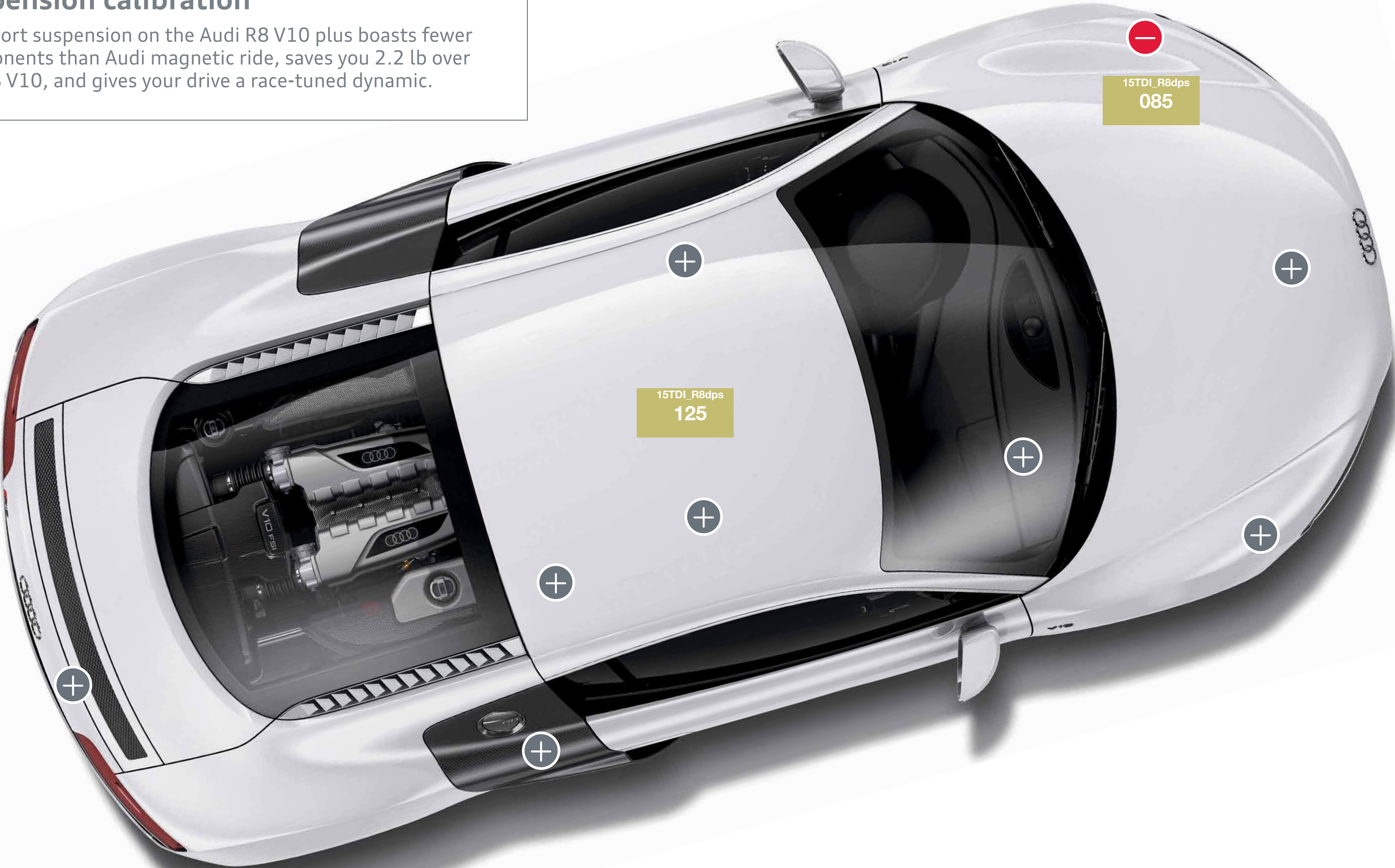
It's smart thinking that shaves ounces from track-worthy vehicles, like the sprayed felt cargo liner that saves you 6.6 lb over a conventional carpeted liner.



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.





15TDI_R8dps
126

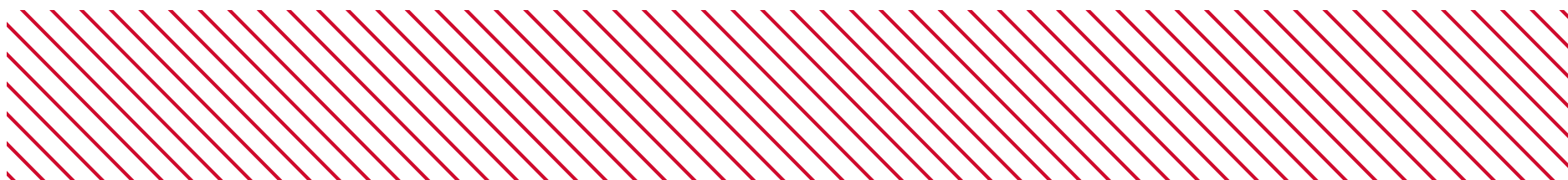
2.0-lb weight reduction

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.



15TDI_R8dps
085



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.



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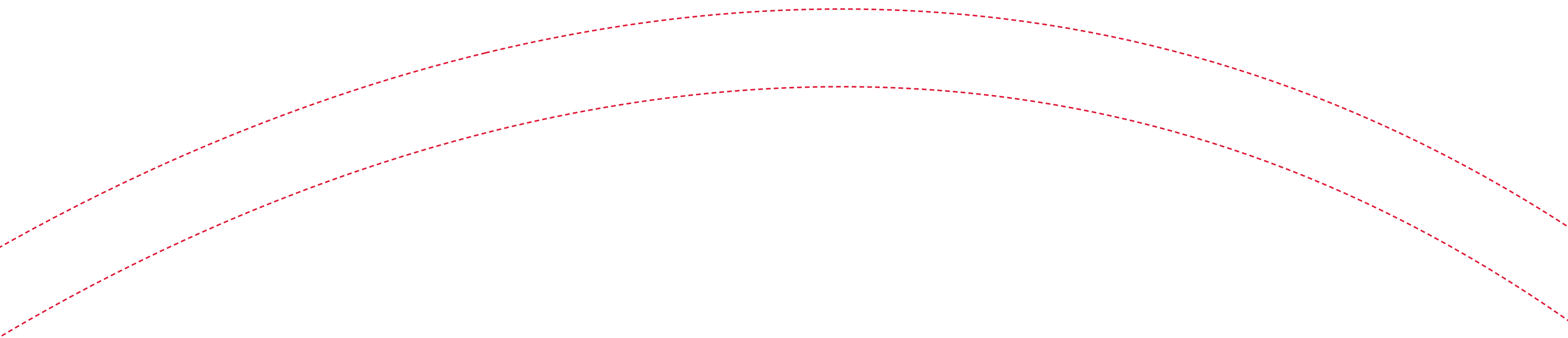
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PERFORMANCE



Audi R8 V10 plus
1:20

REQUIRES INTERNET CONNECTION



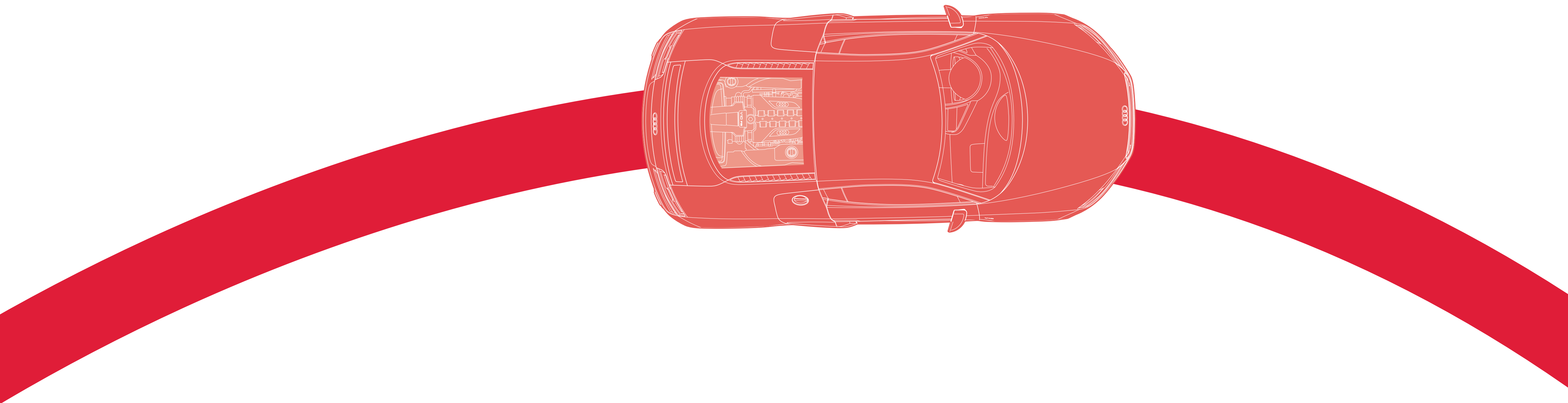
Mid-engine, not middle of the road.

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



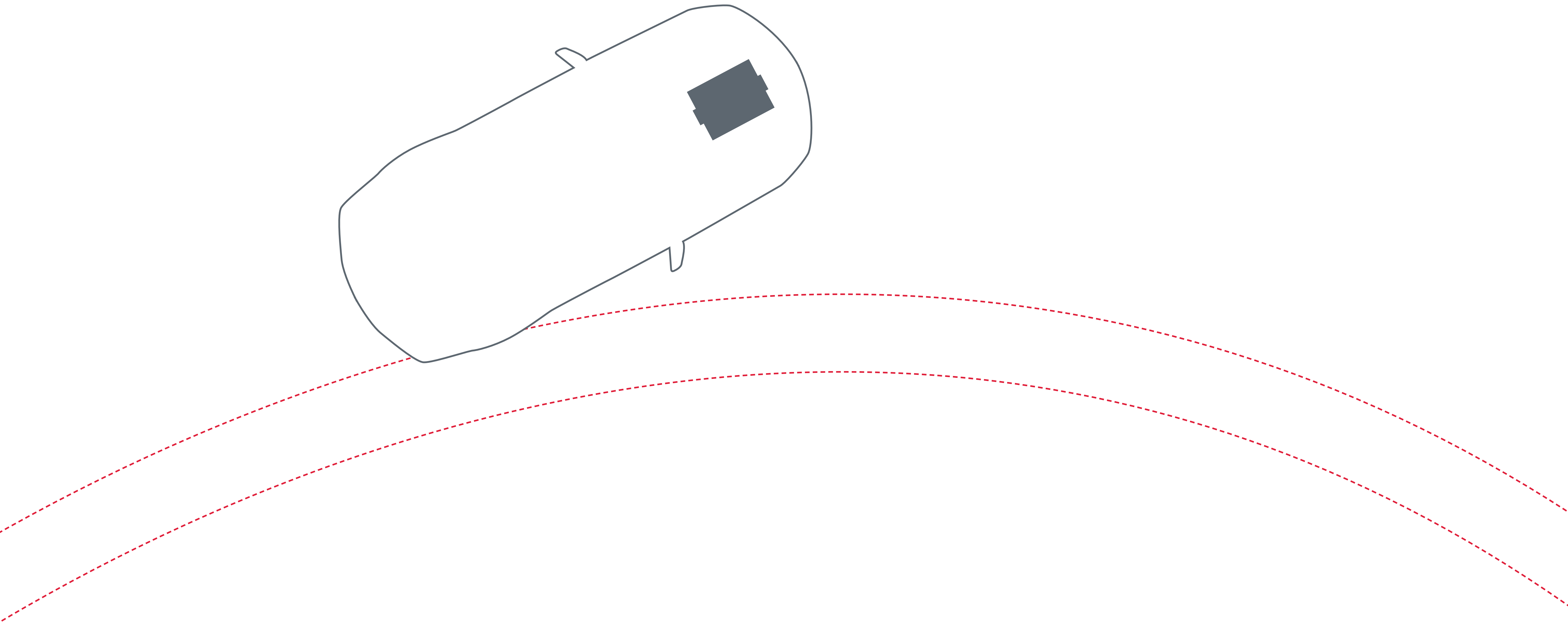
Front

Mid

Rear

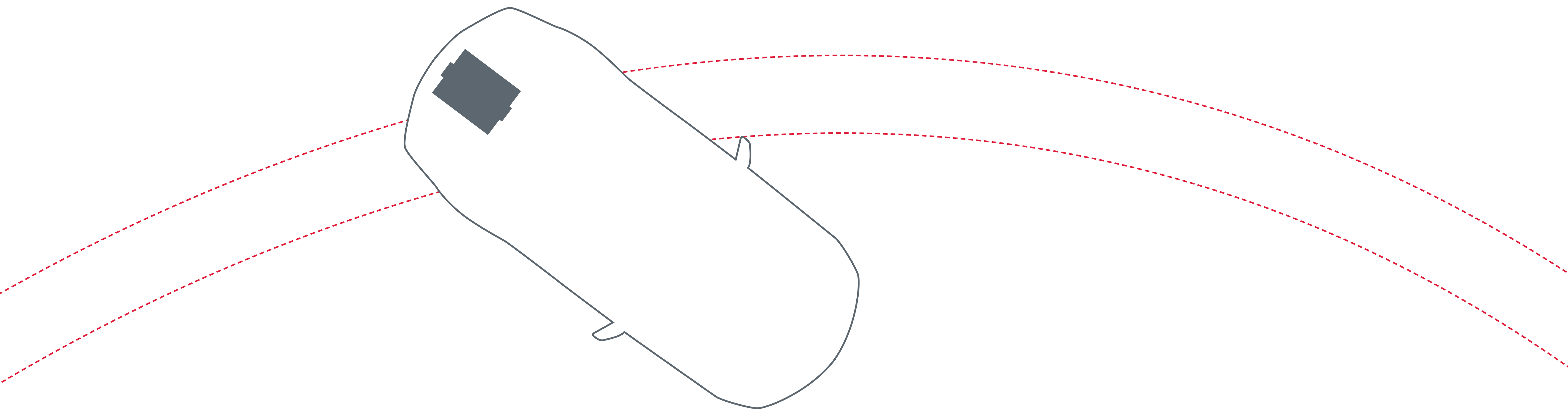
ALIVE. PERFORMANCE.

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.



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.



Front

Mid

Rear

OVERSTEER (REAR-MOUNTED ENGINE)

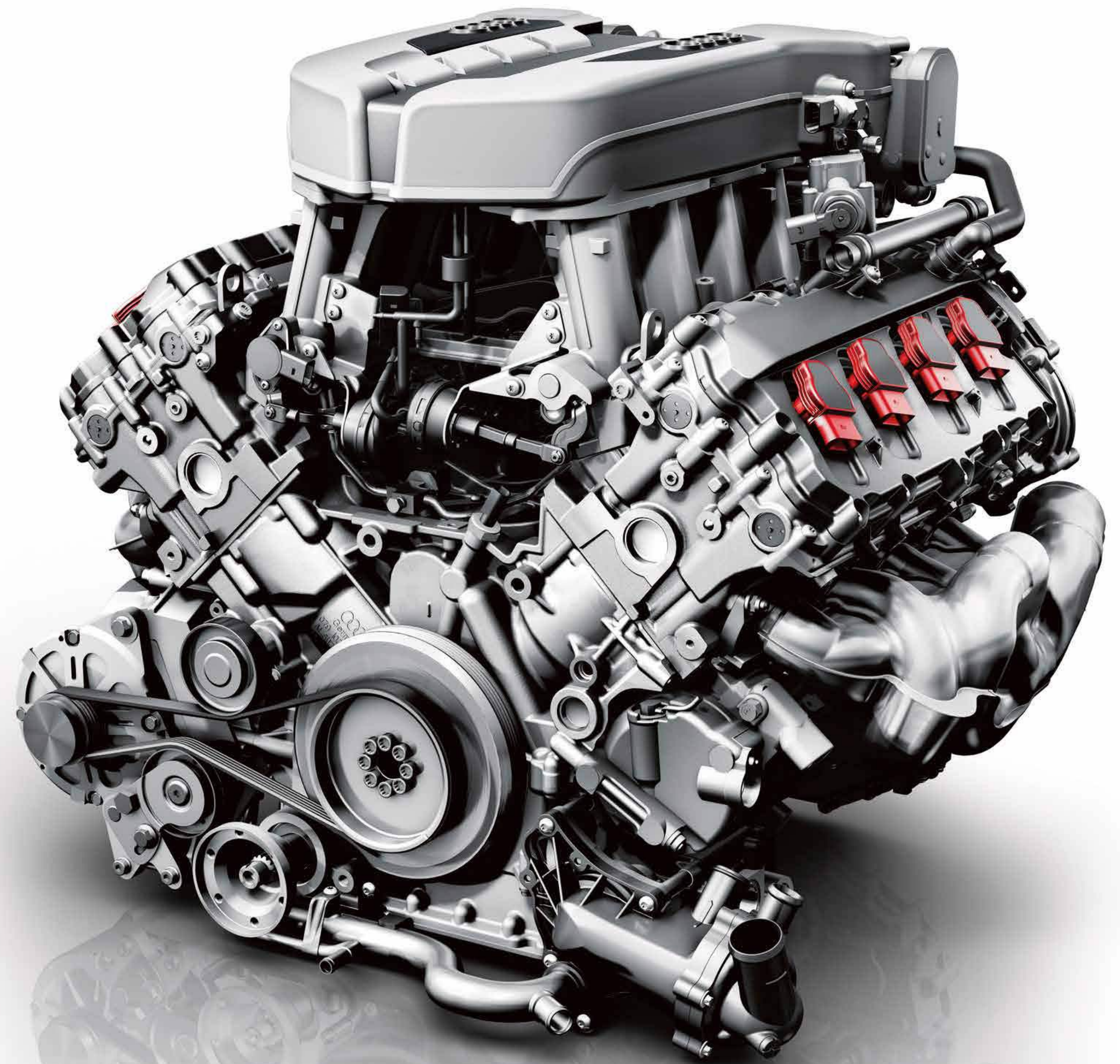
Rear-mounted engines can lead to oversteer in performance driving situations, because the majority of the vehicle’s weight is sitting on the rear axle. When turning, that weight on the rear can lead to a spinout, as inertia makes the rear end want to continue in the direction the vehicle was originally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



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

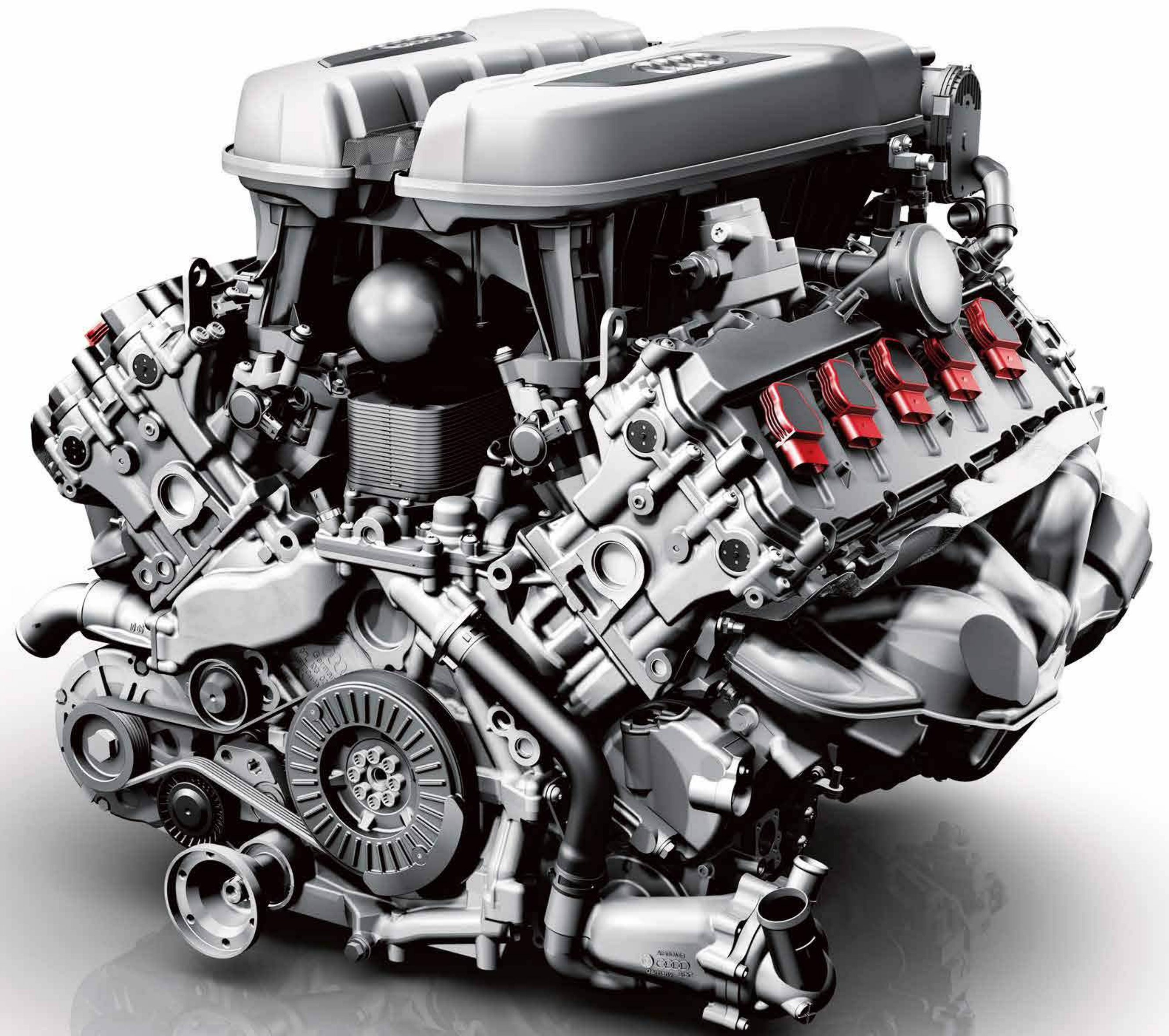
¹ Always obey all speed and traffic laws.



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

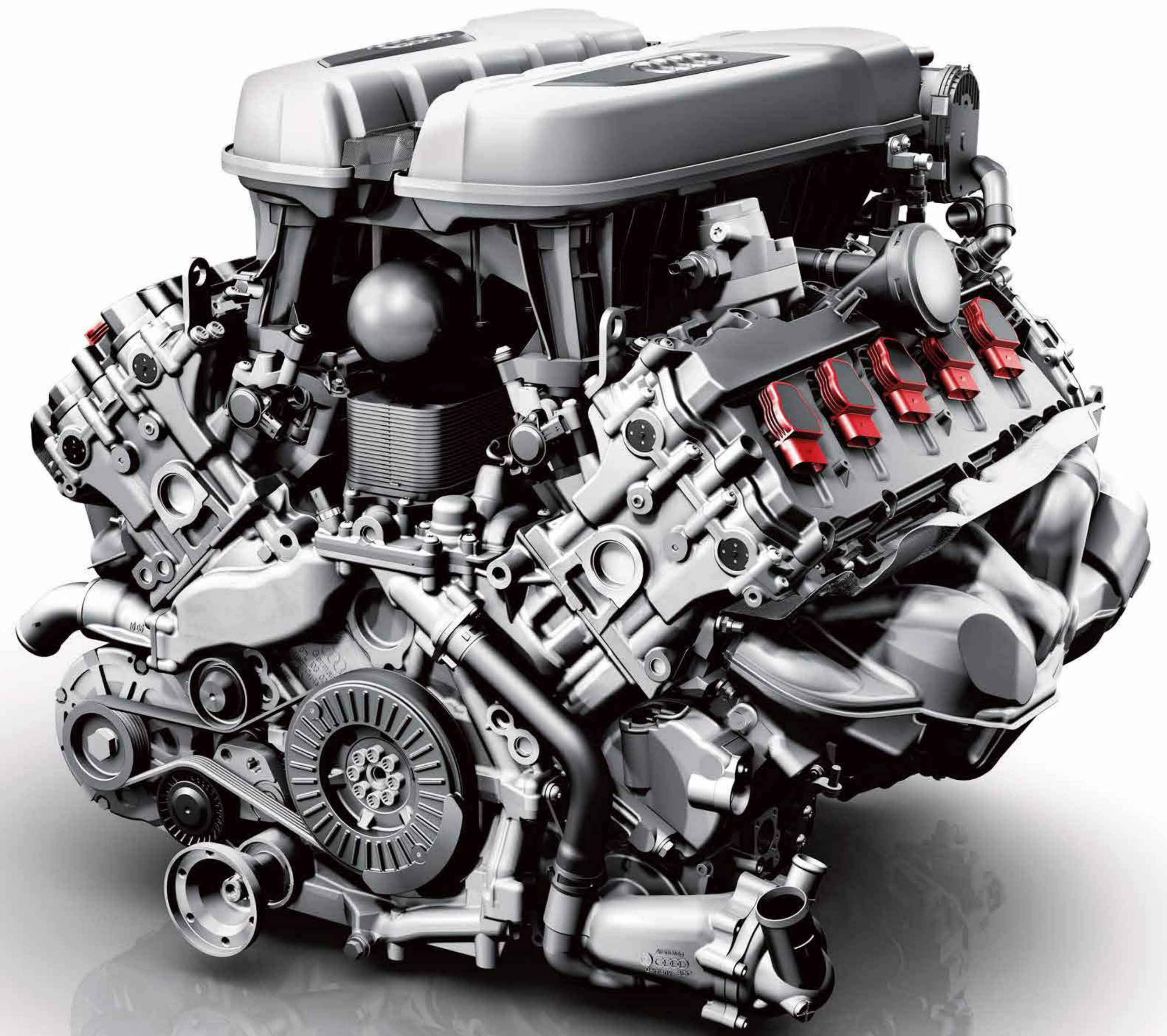
¹ Always obey all speed and traffic laws.



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.

PERFORMANCE

Power _
430 hp
@ 7,900 rpm

Torque _
317 lb-ft
@ 4,500-6,000 rpm

Power _
525 hp
@ 8,000 rpm

Torque _
391 lb-ft
@ 8,000 rpm

Power _
550 hp
@ 8,000 rpm

Torque _
398 lb-ft
@ 8,000 rpm

4.2-liter FSI® V8



Acceleration _
0 to 60 mph
in 4.4/4.2 seconds

5.2-liter FSI® V10



Acceleration _
0 to 60 mph
in 3.8/3.4 seconds

5.2-liter FSI® V10 plus



Acceleration _
0 to 60 mph
in 3.7/3.3 seconds

V8

V10

V10 plus

Engine comparison

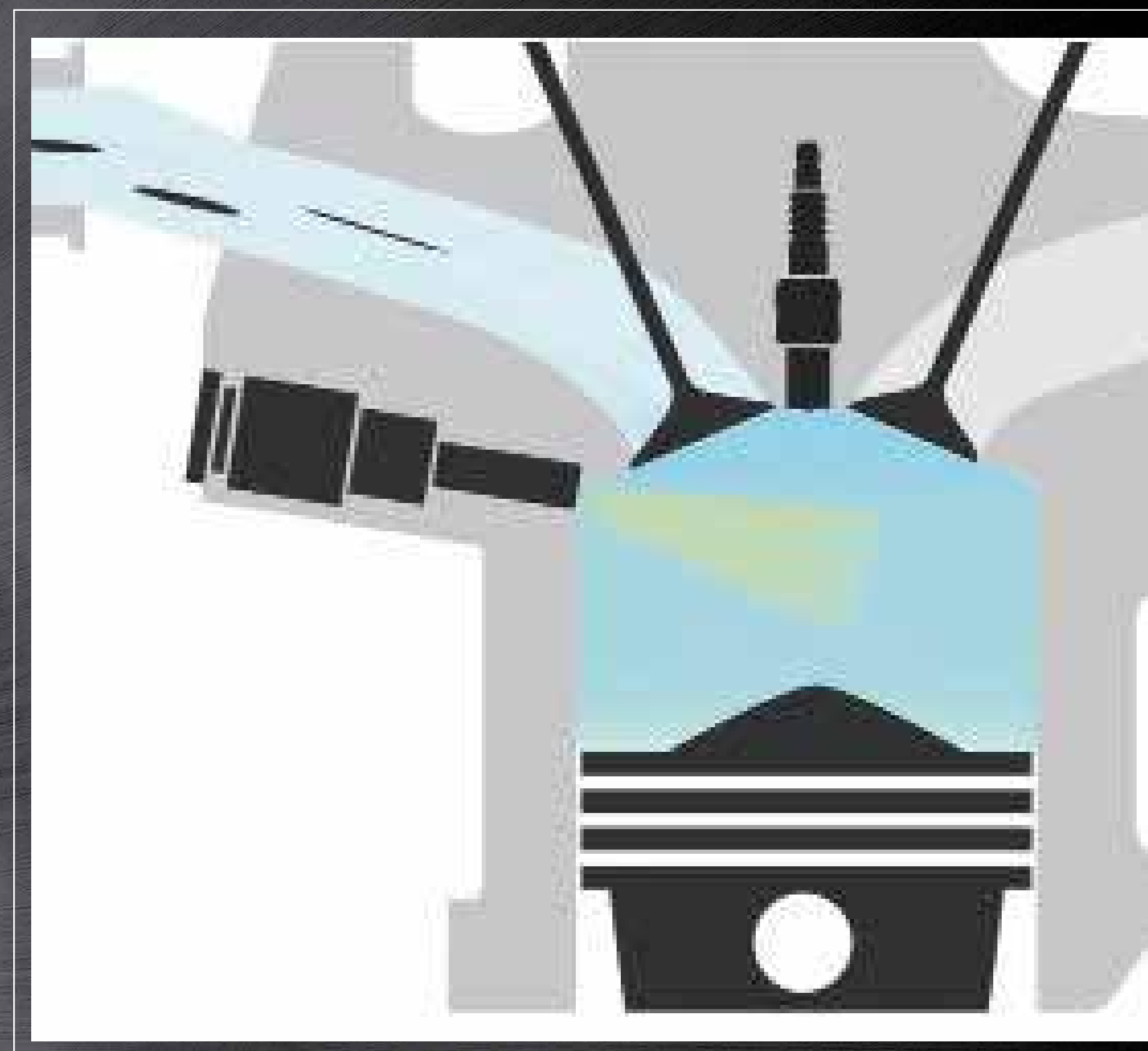
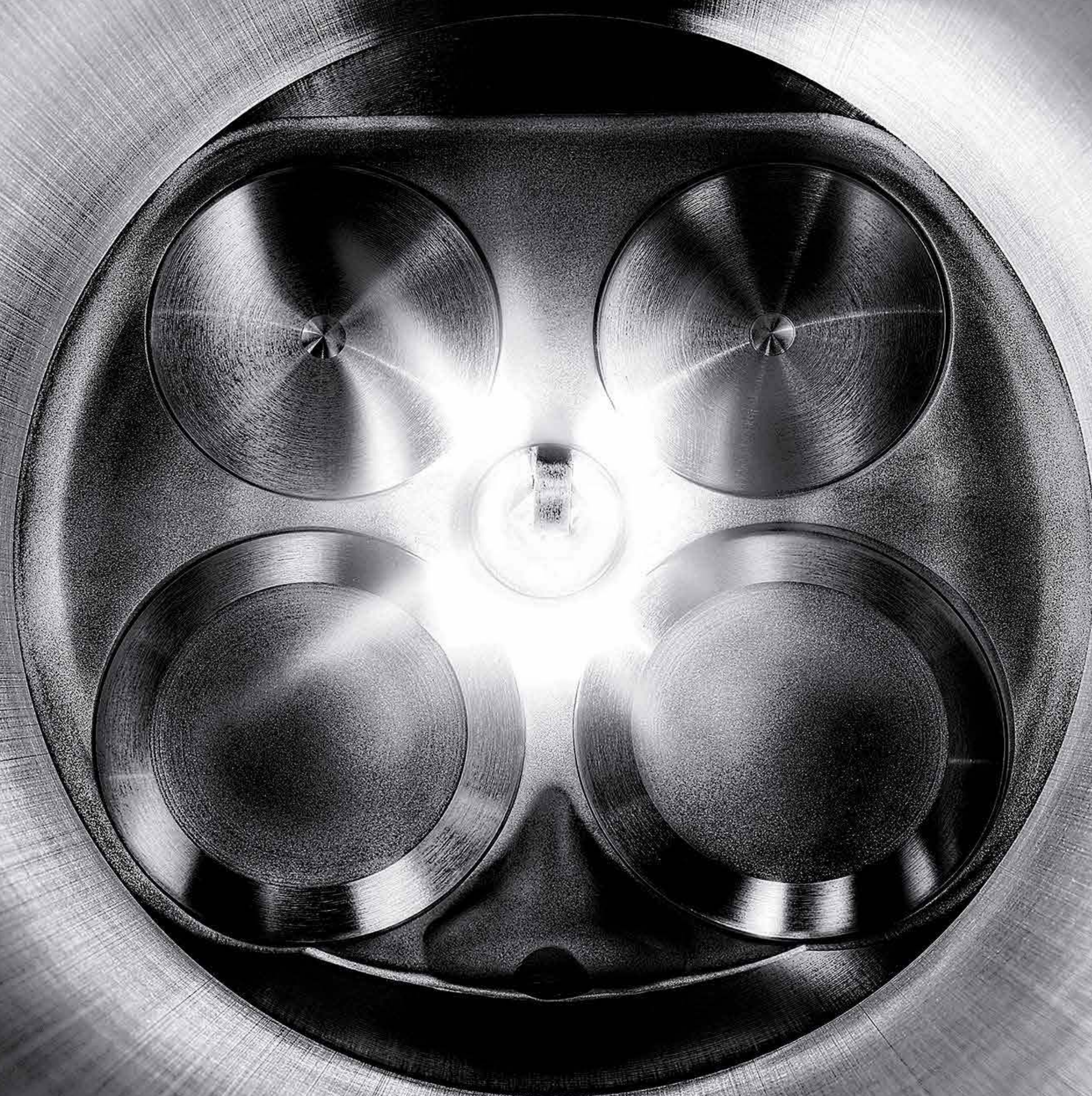
We've lowered the standard.

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.



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 Tap here for important fuel economy information. >>

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.

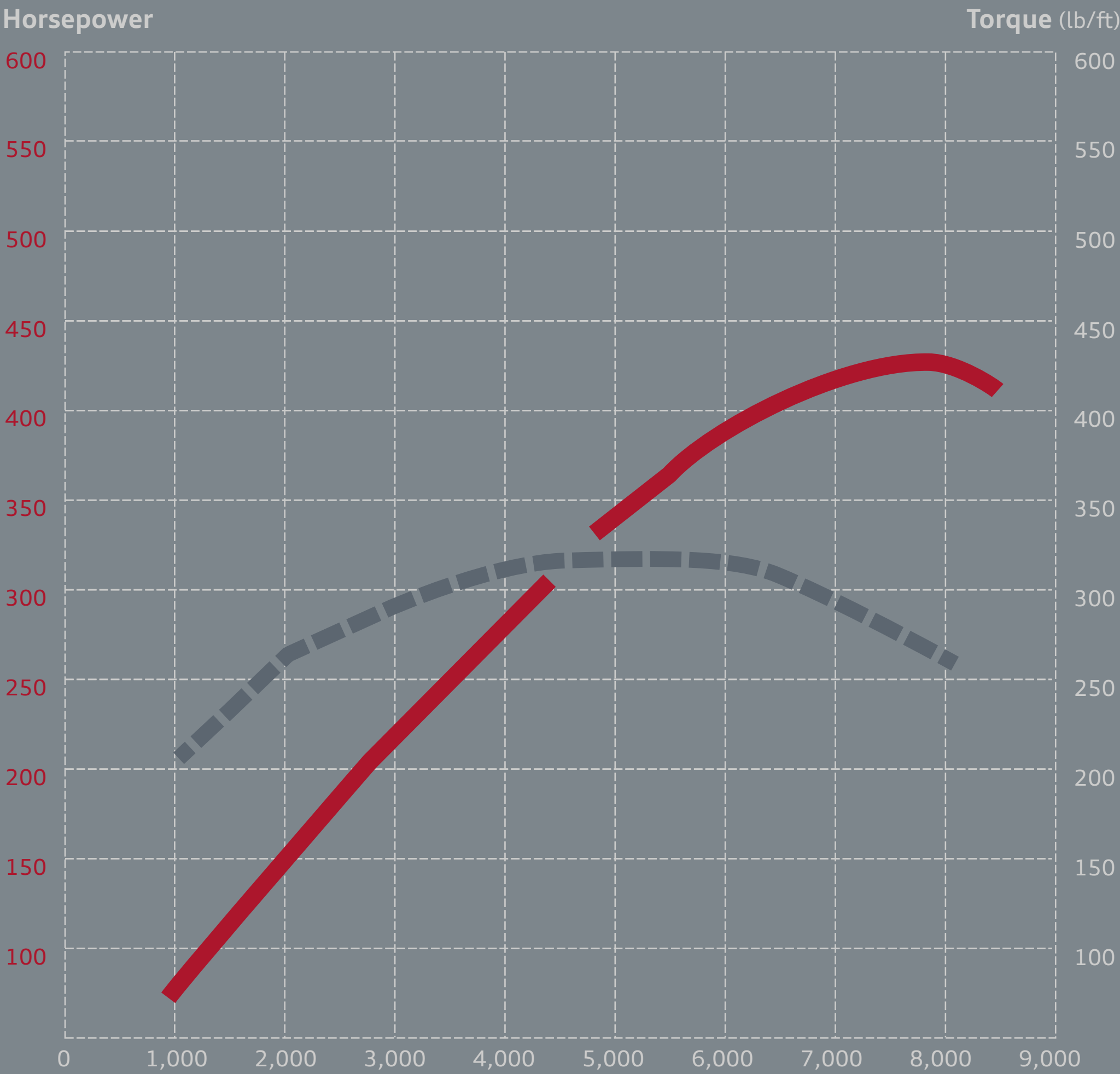
The high-revving concept (HRC) in each available engine of the Audi R8 has the ability to produce loads of power at 8,700 rpm, making every acceleration in the R8 feel and sound exhilarating. Every second, each piston, traveling at 60 mph within the piston cylinder, completes 145 revolutions. A naturally 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.

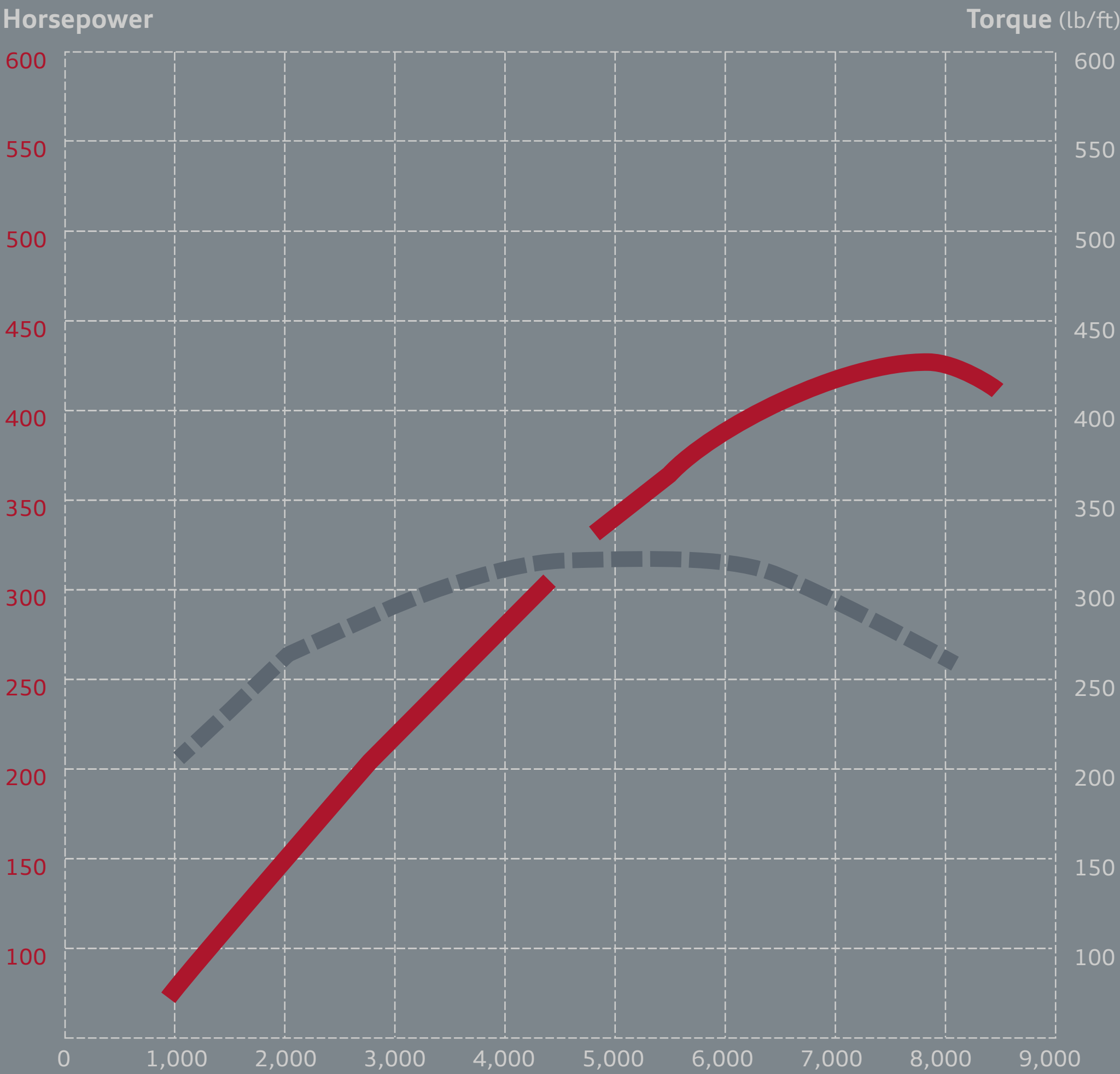
PERFORMANCE

R8 V8 4.2-liter FSI®



PERFORMANCE

R8 V8 4.2-liter FSI®

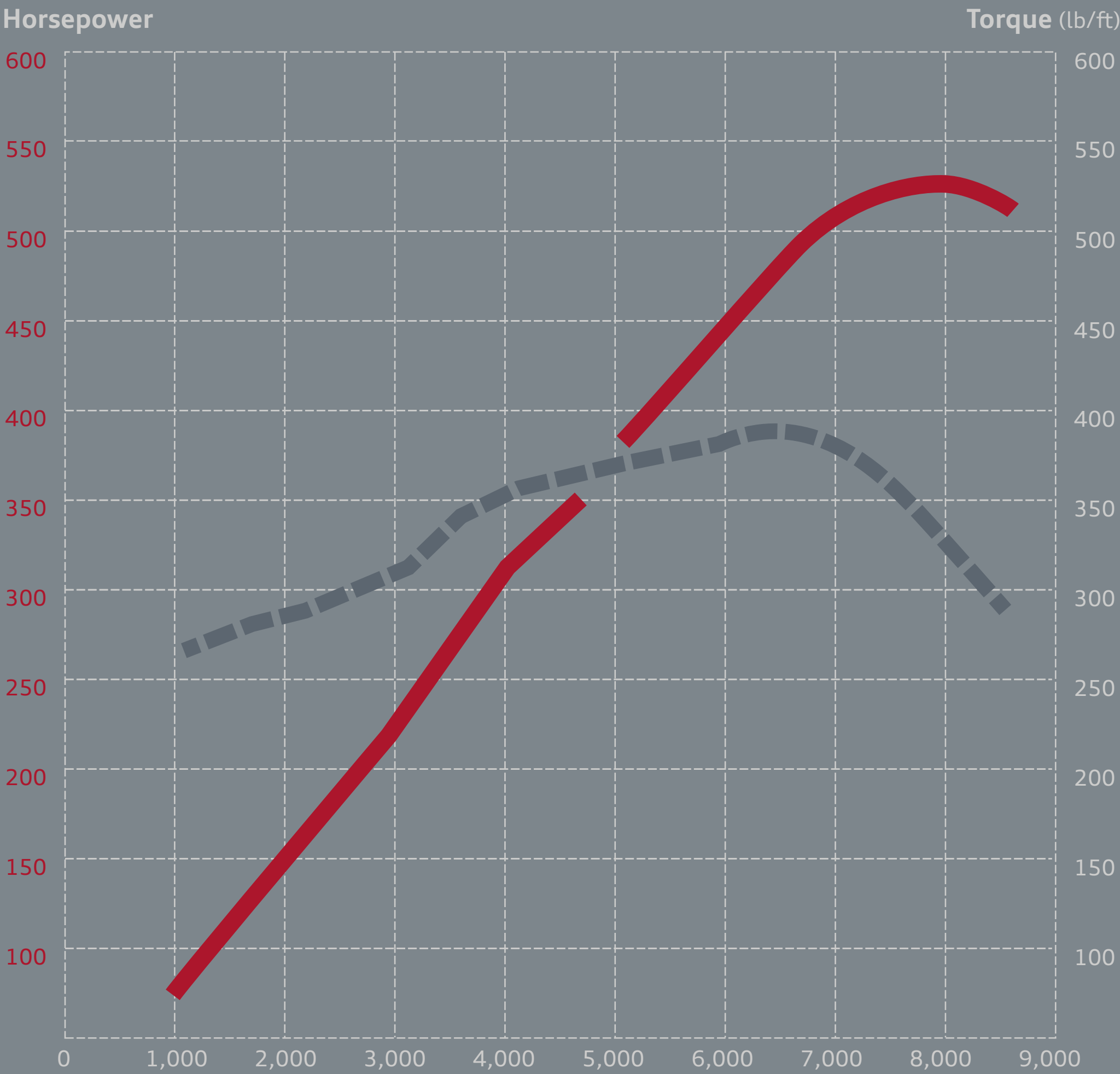


- V8
- V10
- V10 plus

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

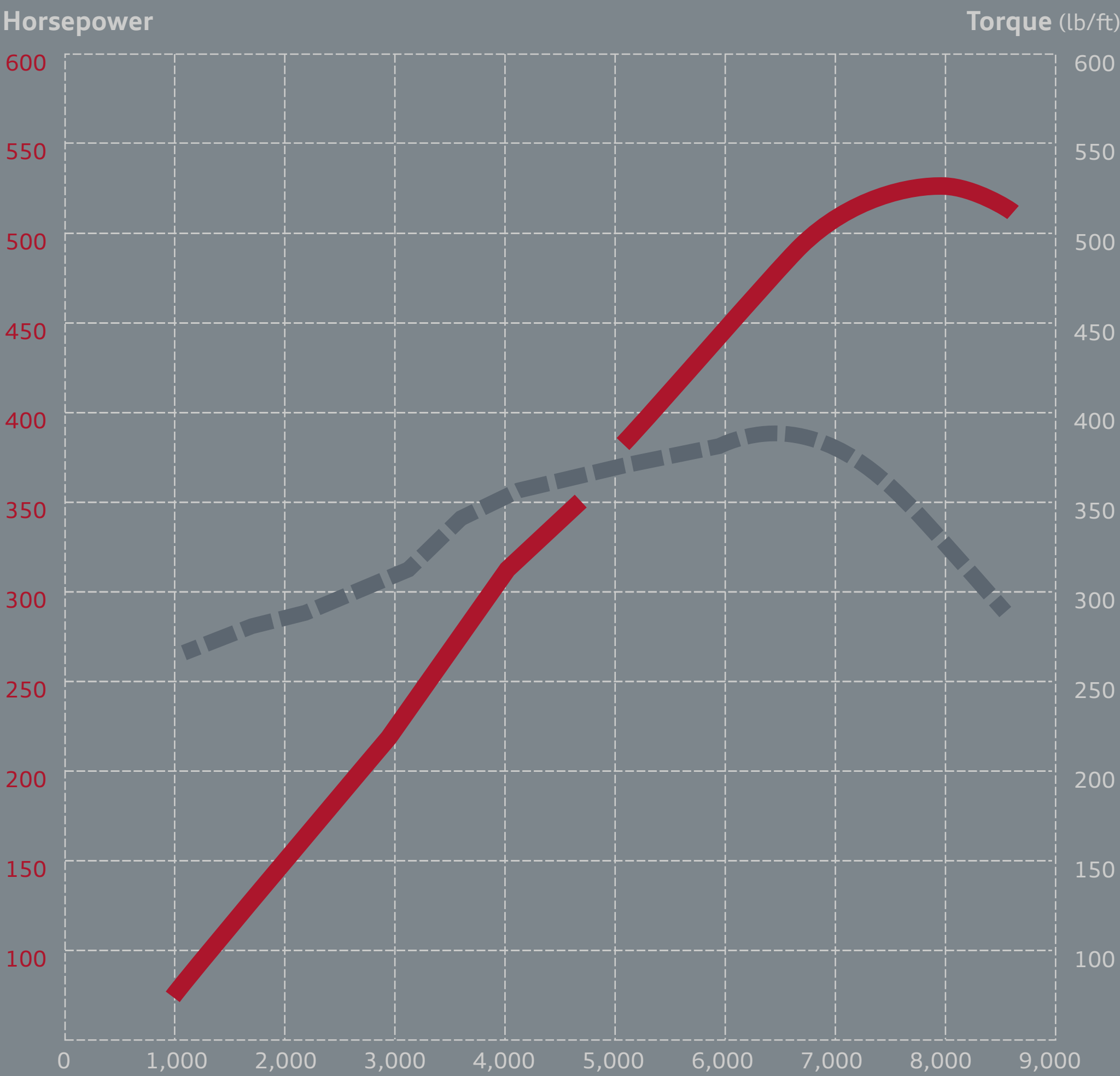
PERFORMANCE

R8 V10 5.2-liter FSI®



PERFORMANCE

R8 V10 5.2-liter FSI®

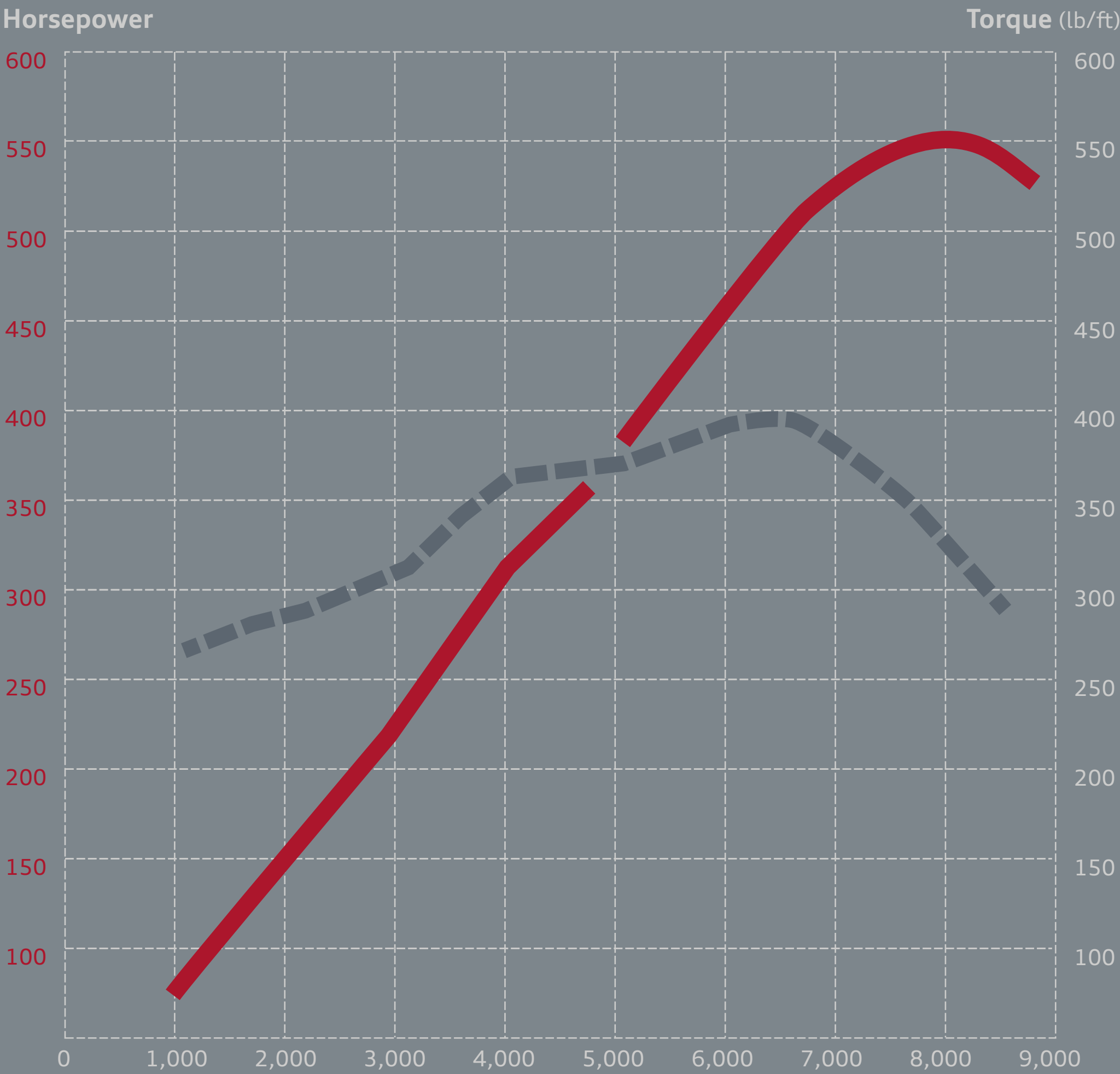


- V8
- V10
- V10 plus

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

PERFORMANCE

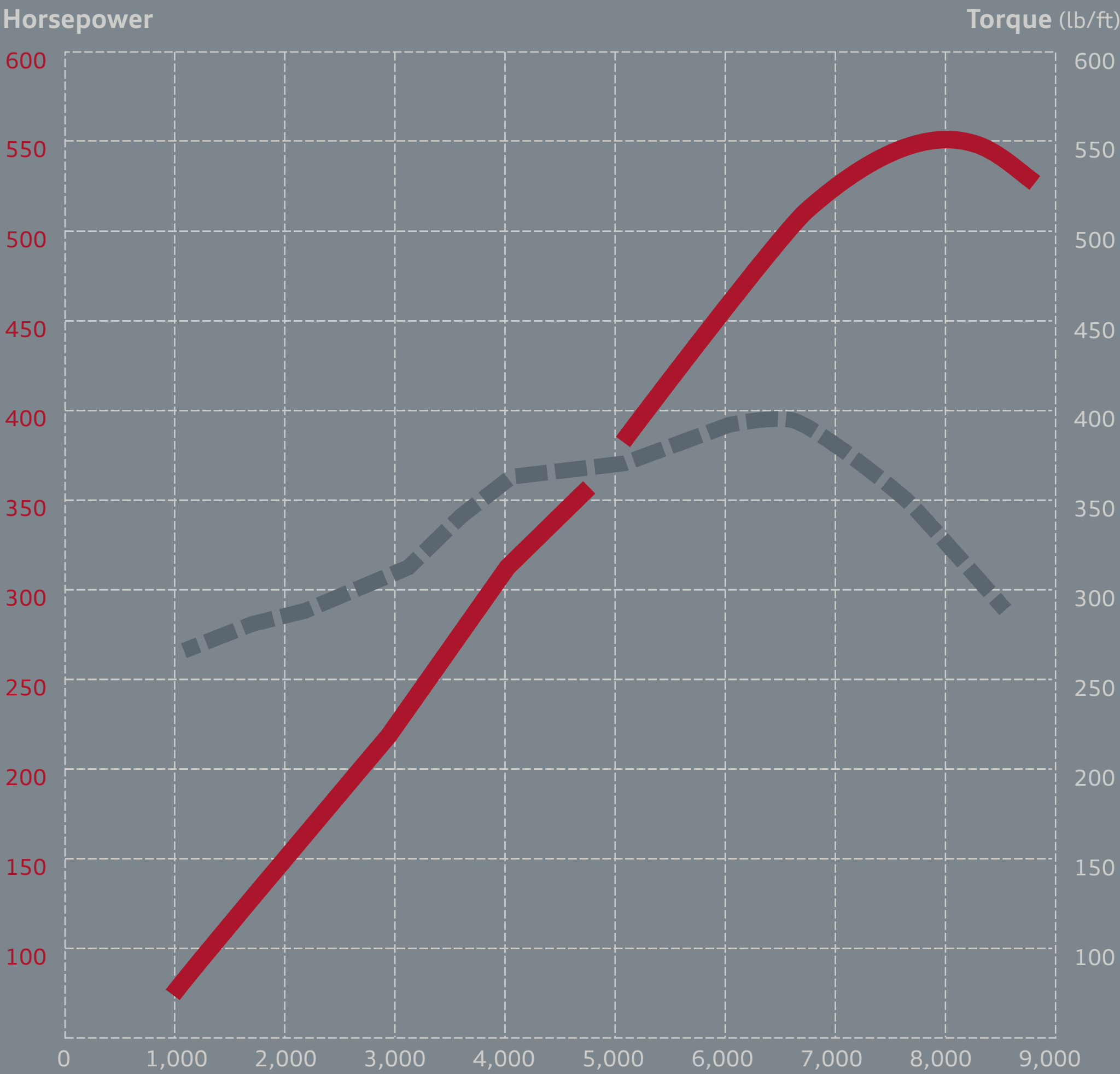
R8 V10 plus 5.2-liter FSI®



- V8
- V10
- V10 plus

PERFORMANCE

R8 V10 plus 5.2-liter FSI®

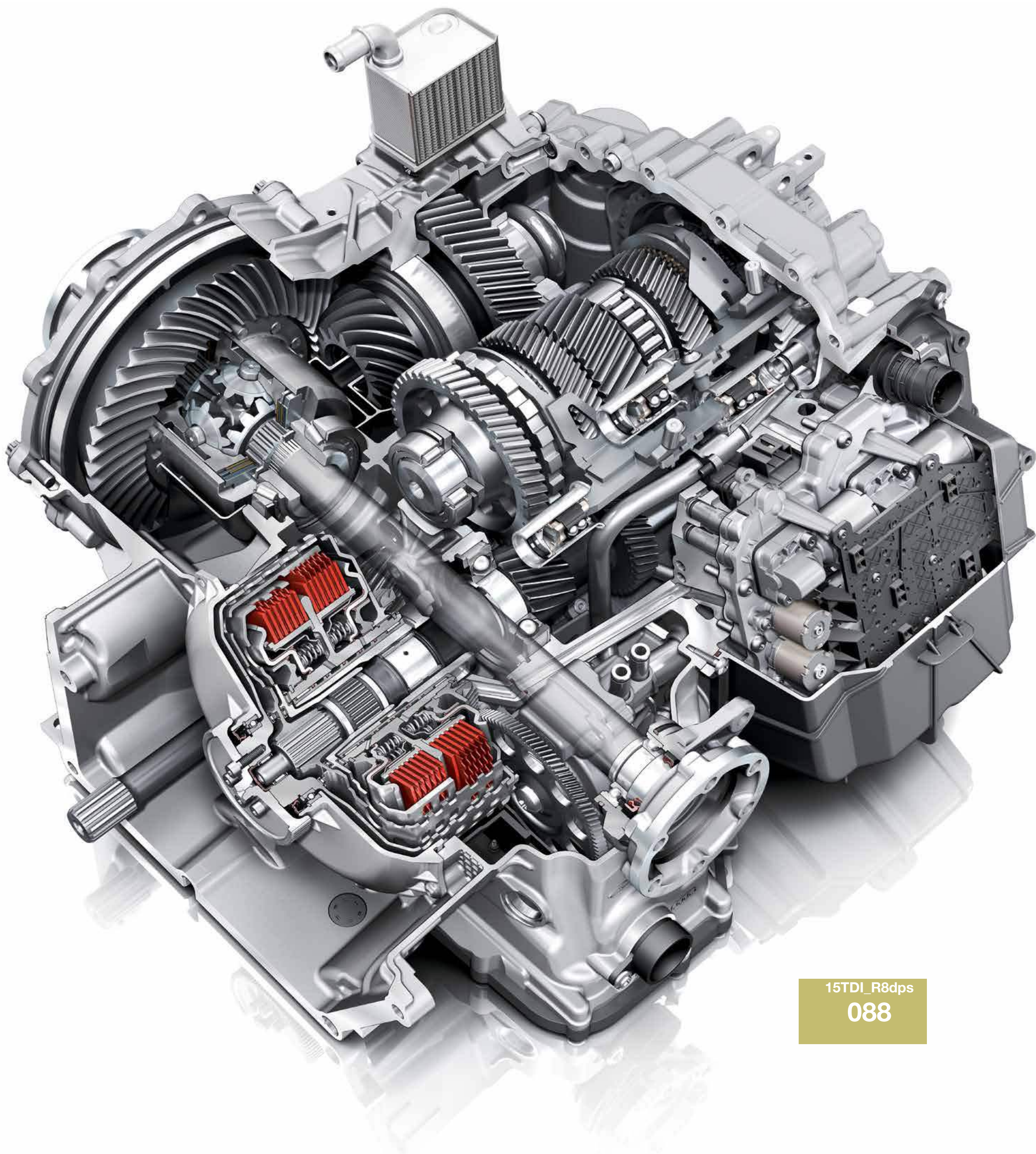


- V8
- V10
- V10 plus

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	+

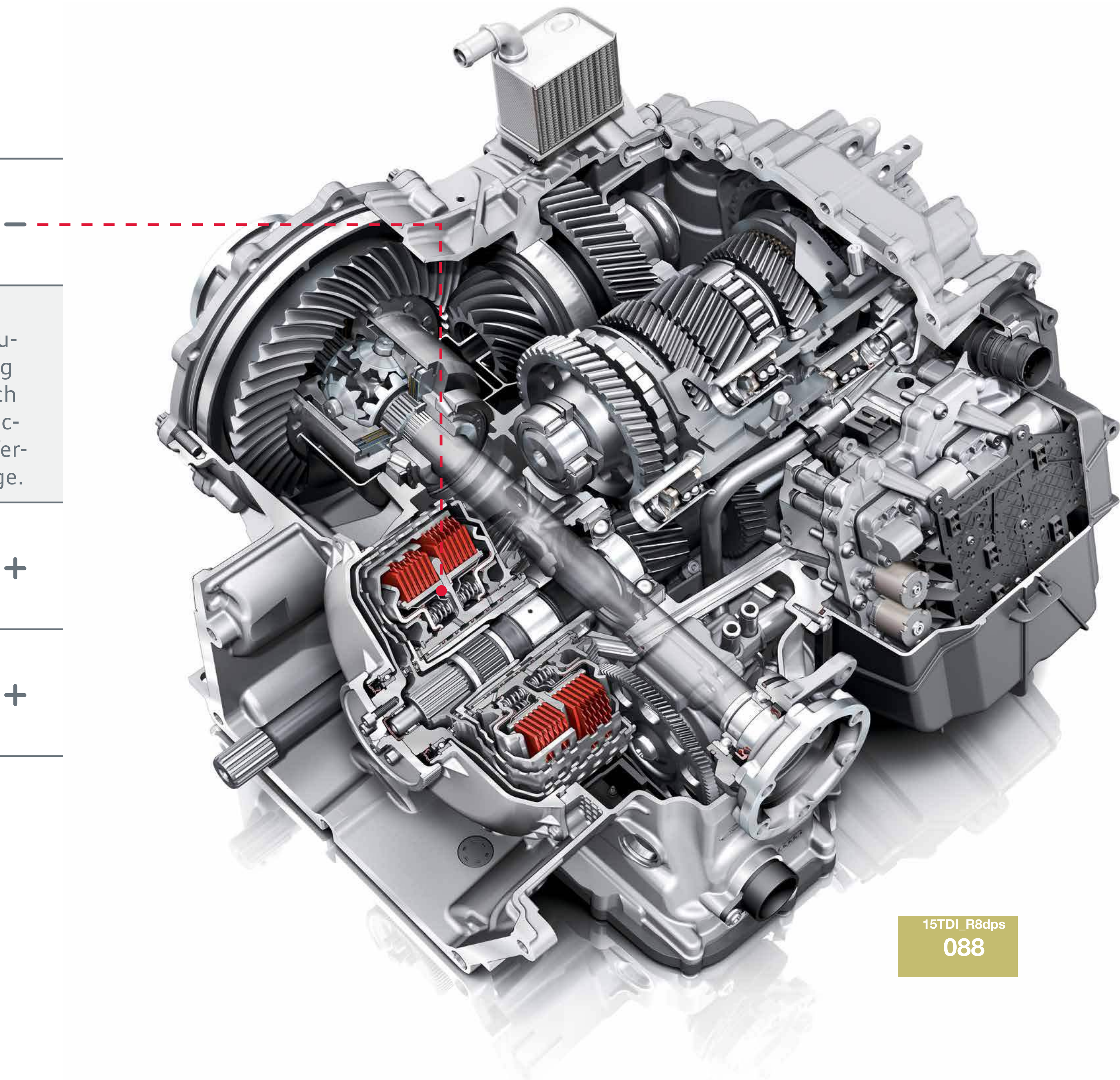


15TDI_R8dps
088

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	+



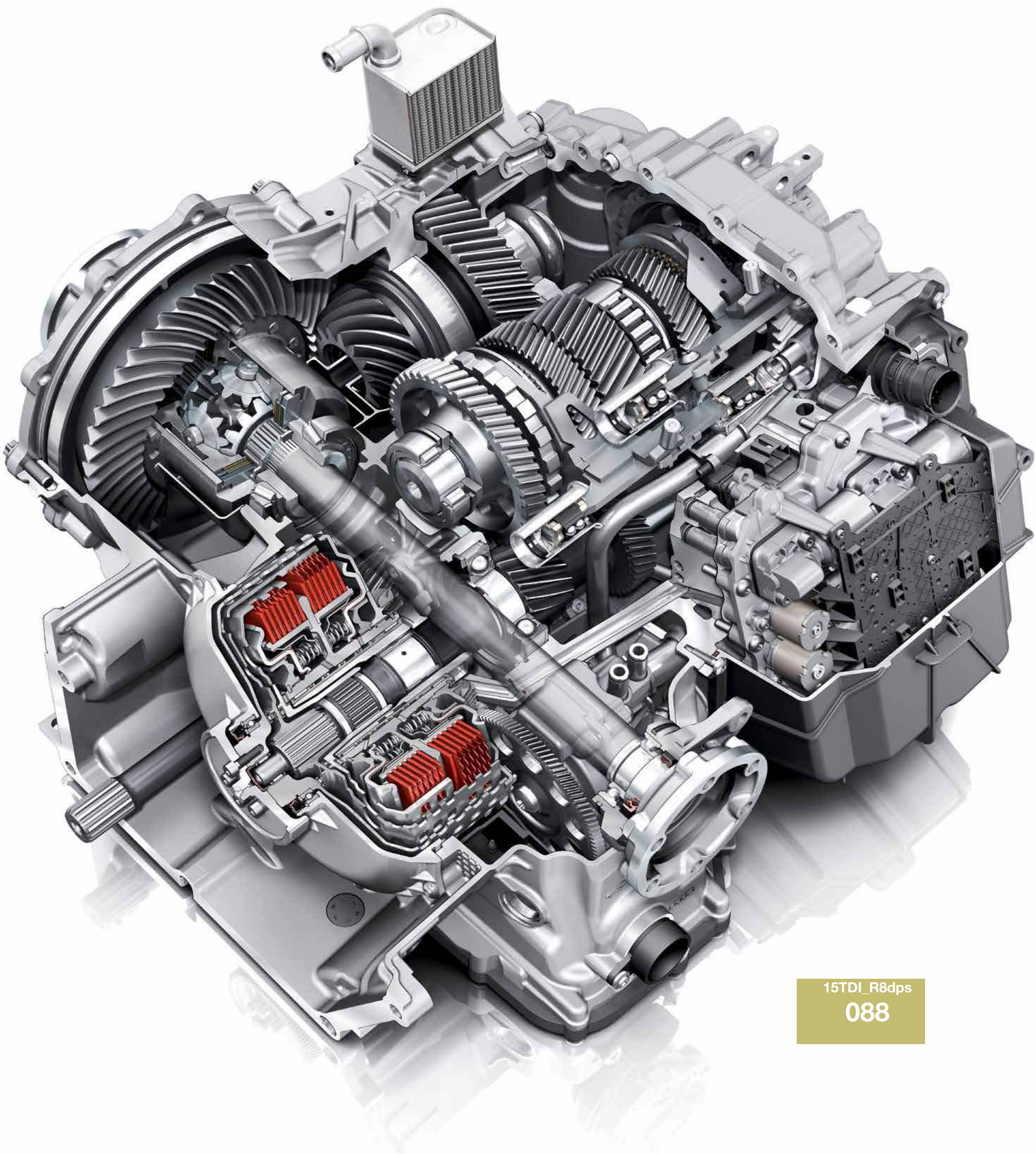
15TDI_R8dps
088

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	+

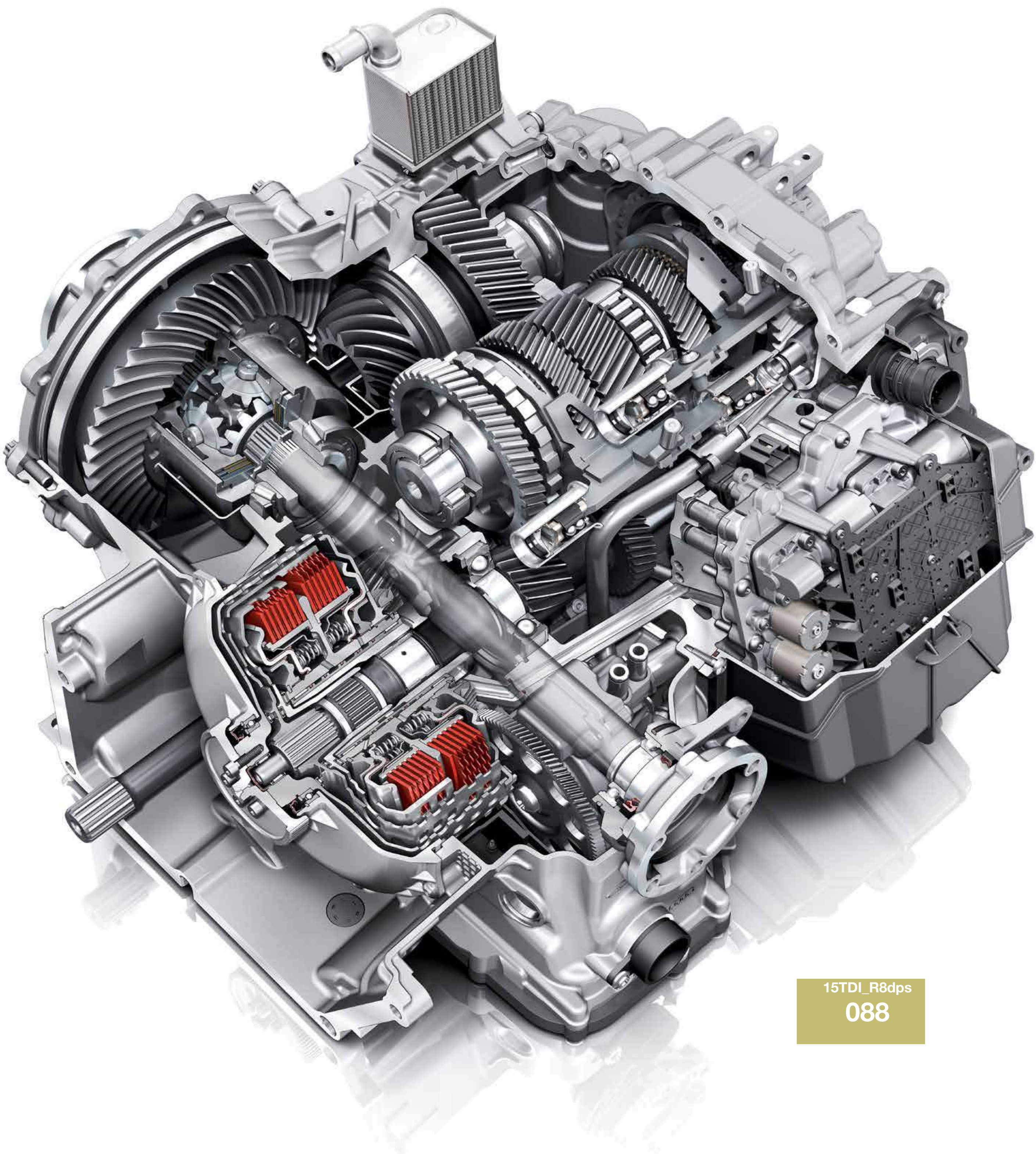


15TDI_R8dps
088

Search inventory

Seven-speed S-tronic®

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Features	+



15TDI_R8dps
088

Search inventory

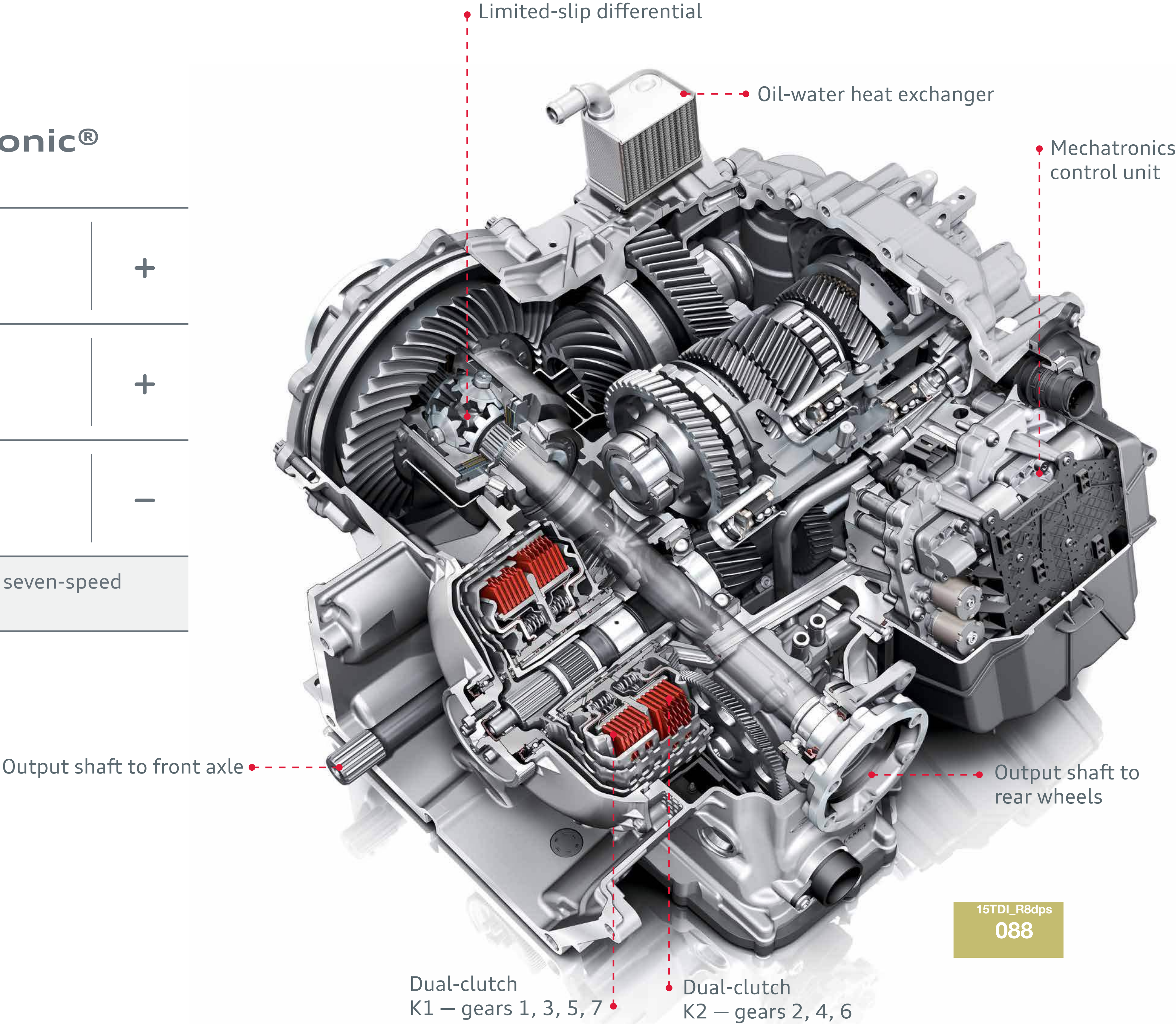
1 Always obey all speed and traffic laws. 2 See www.fueleconomy.gov for EPA estimates. Your mileage will vary and depends on several factors including your driving habits and vehicle condition.



Seven-speed S-tronic®

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

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



15TDI_R8dps
088

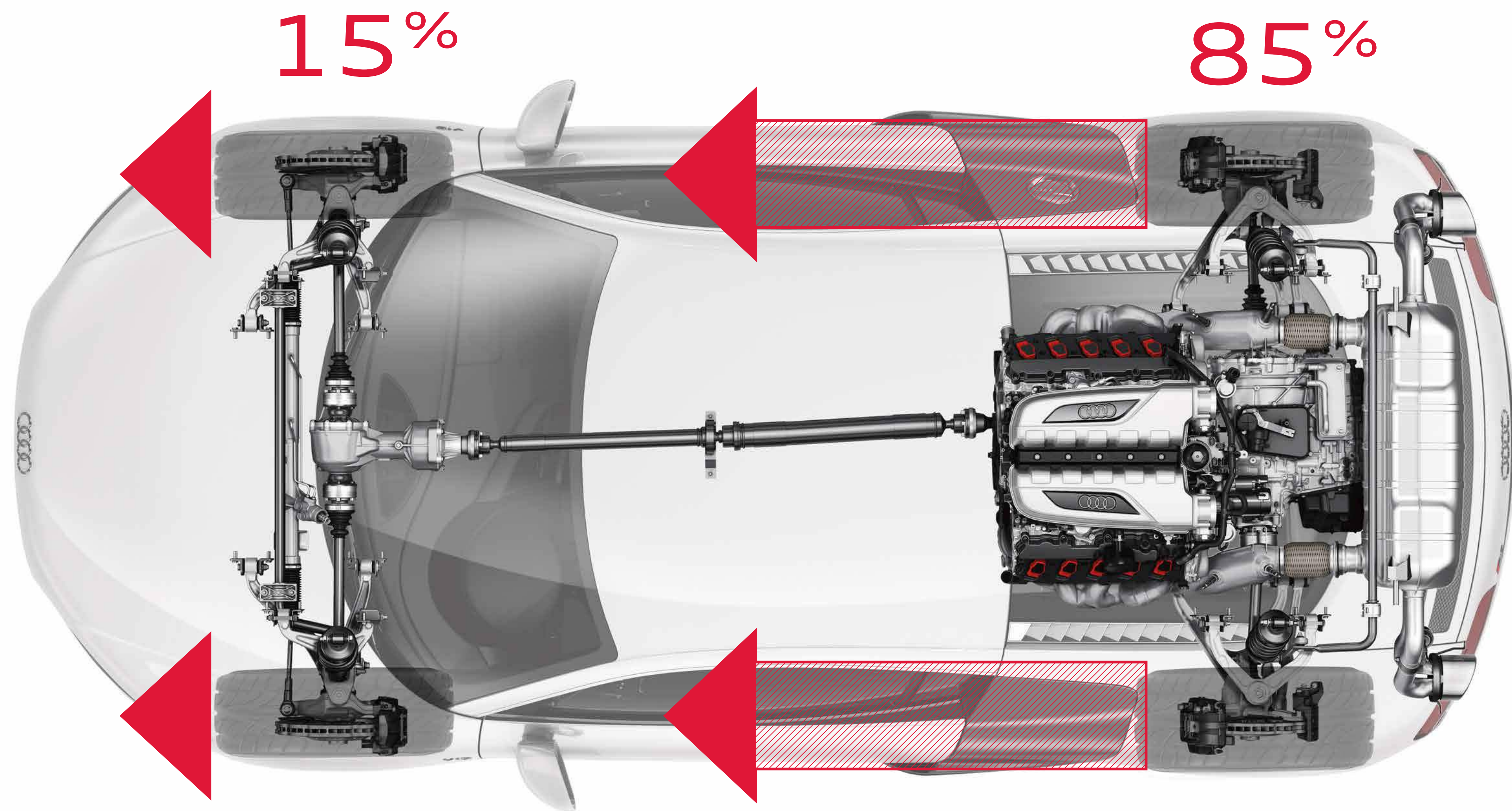
Search inventory

A detailed close-up of a car's manual transmission shifter. The shifter is a polished metal knob with a cross-shaped gate on top, mounted on a silver-colored base. To the left of the shifter are two circular controls: a fan speed knob with an 'OFF' position and a hazard light button with a red triangle symbol. Below these are buttons labeled 'AC' and 'AUTO'. The background is dark and out of focus, showing parts of the car's interior.

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.



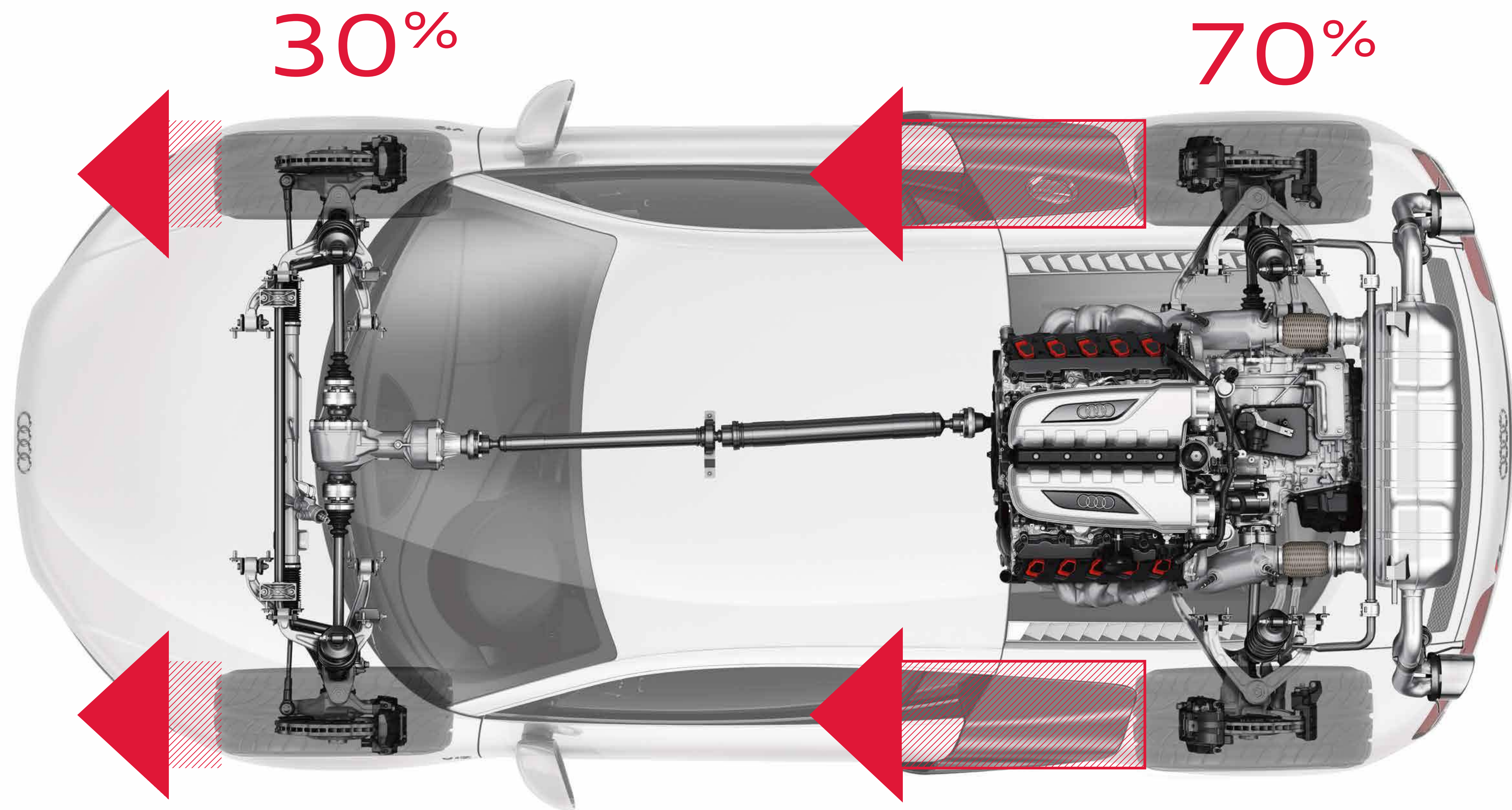
Hold everything.

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



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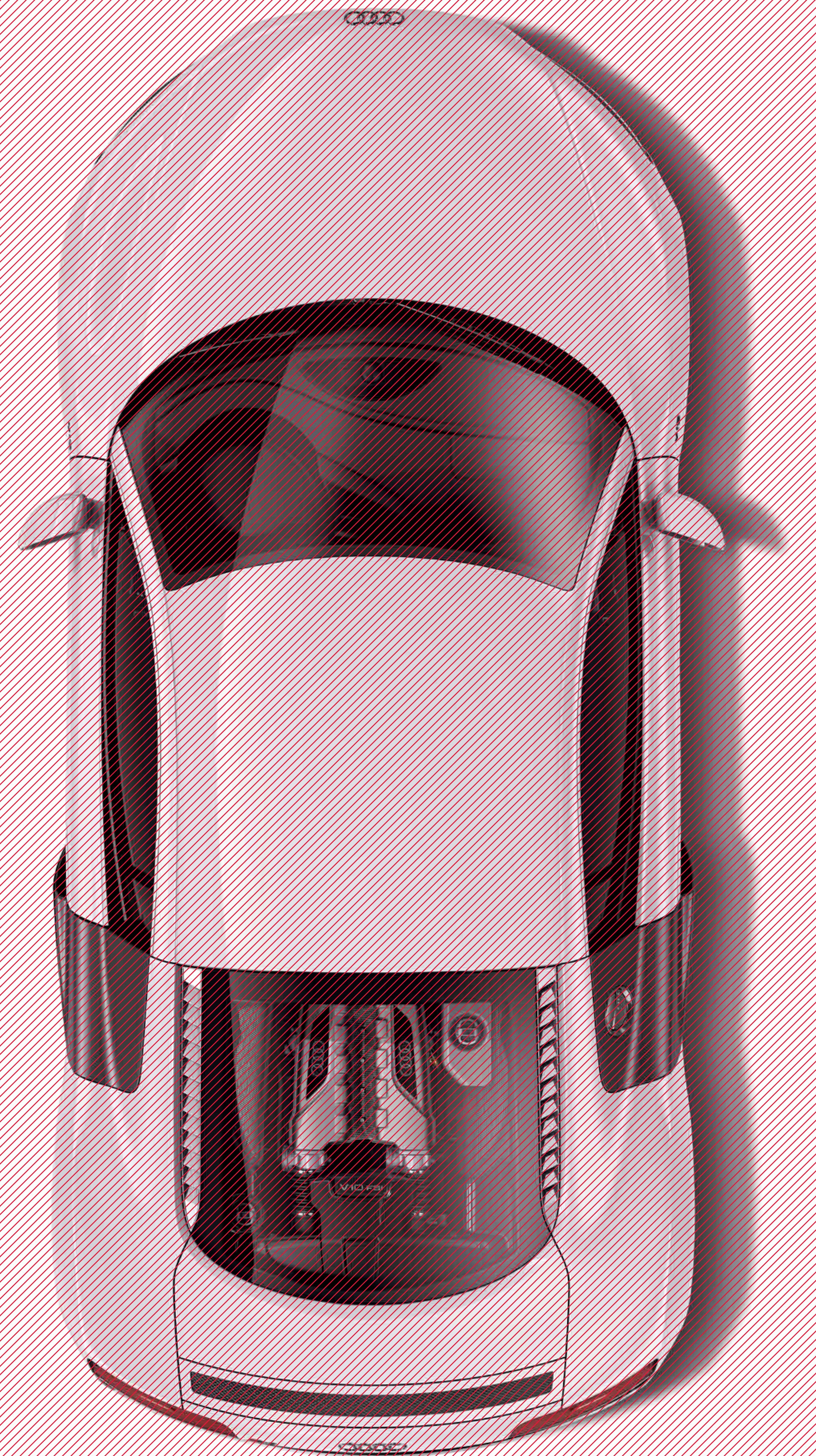
Normal traction

Less traction

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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¹ Always obey all speed and traffic laws.



0-60 mph
3.3
seconds

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0-60 mph
3.3
seconds

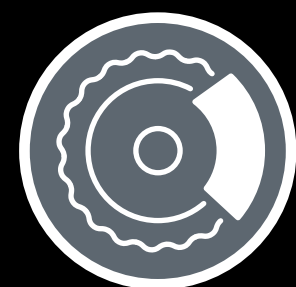
¹ Always obey all speed and traffic laws.

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

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



CONVENTIONAL



WAVE BRAKE



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

—

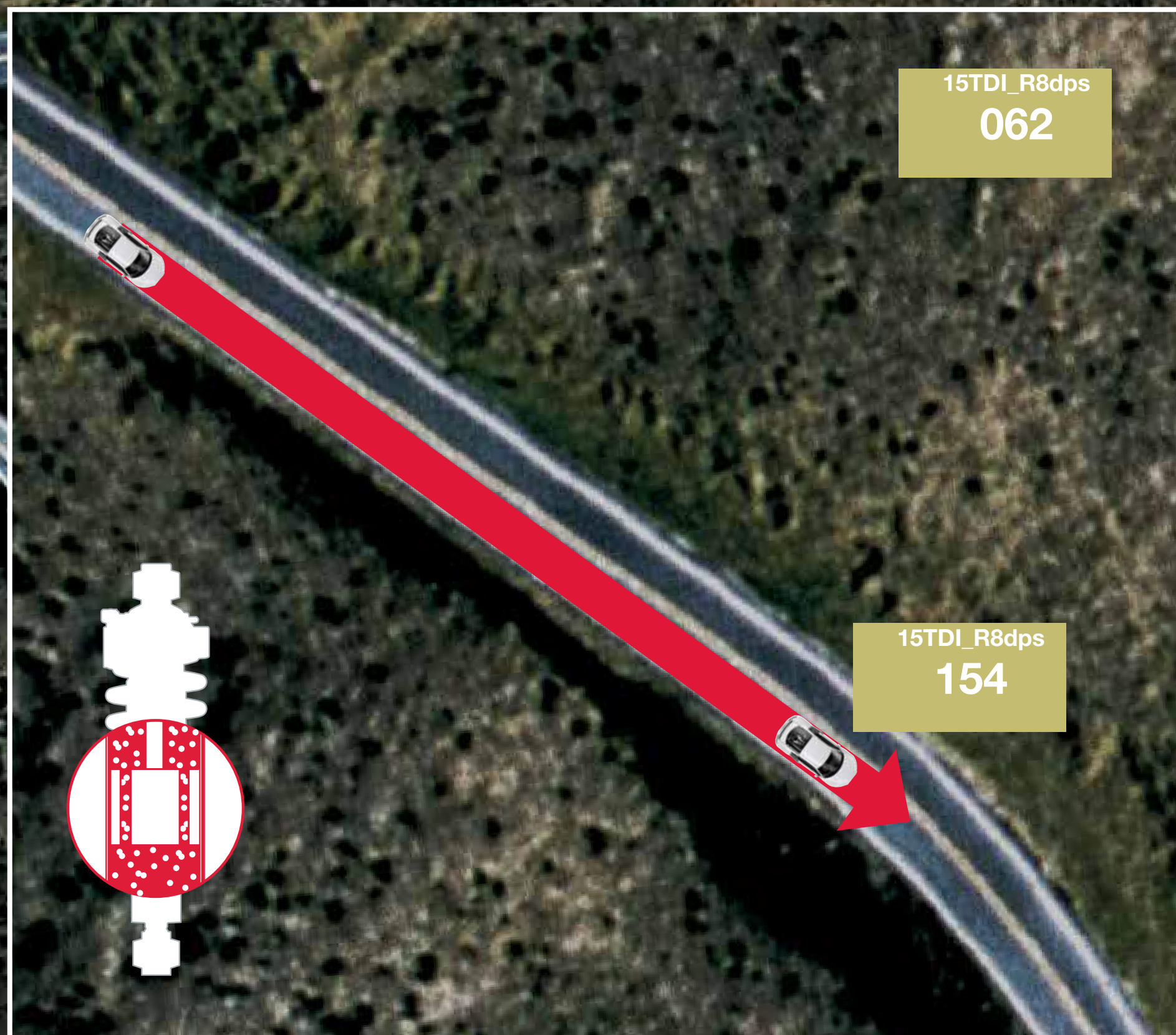
These ducts allow heat to escape when brakes are applied, lessening the chances of the incredible heat produced by friction to affect braking performance.

withstands up to
1,830°F



PERFORMANCE

15TDI_R8dps
062



15TDI_R8dps
062

15TDI_R8dps
154

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.

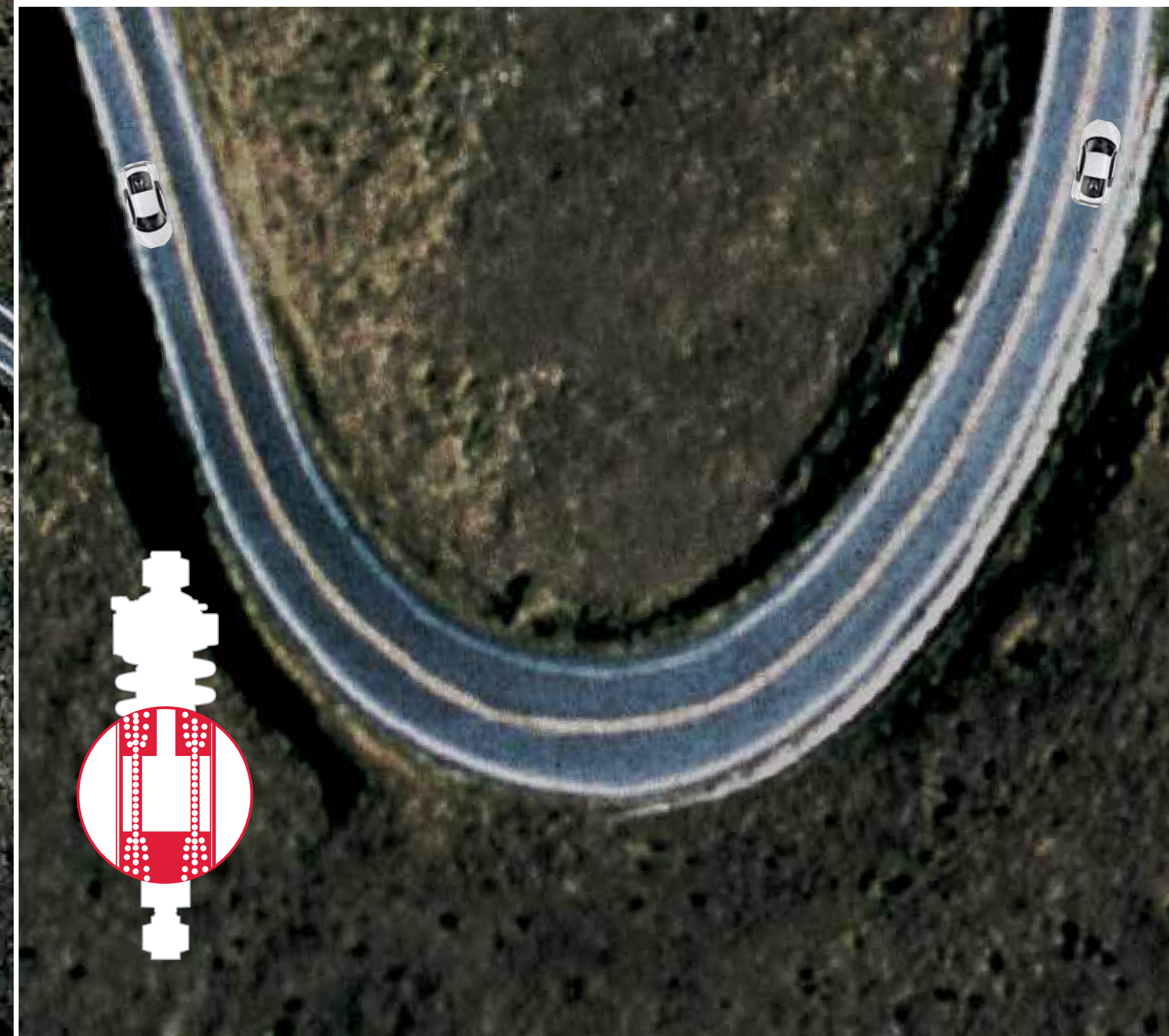
Audi magnetic ride is an adaptive suspension system that automatically dampens suspension in response to road surface and vehicle movement. Ultrafine magnetic particles in an oil suspension take up a position that opposes shock absorber movement when exposed to an electromagnetic charge. Additional agility, 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.

Acceleration

Cornering

Braking

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.

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Acceleration

Cornering

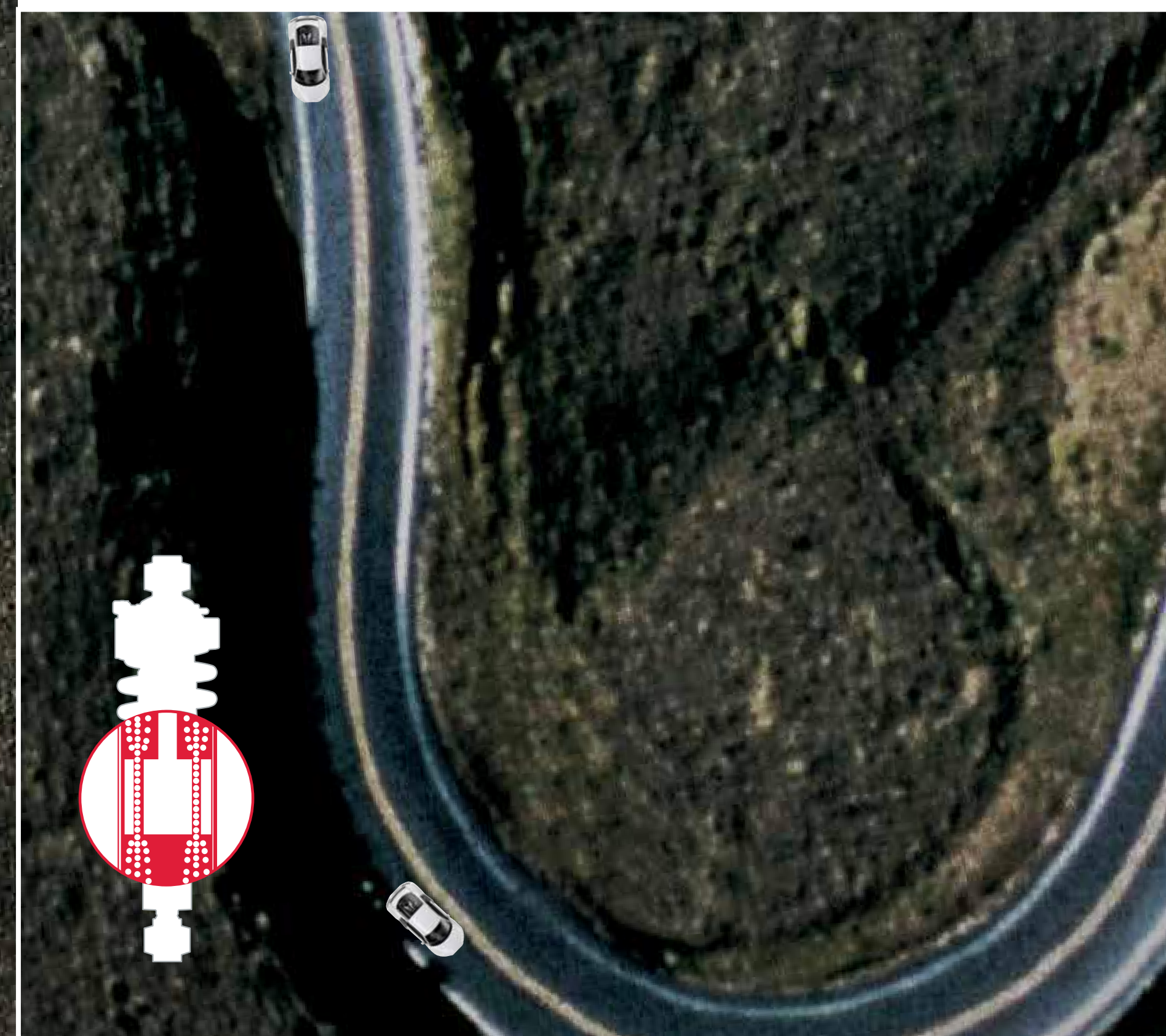
Braking

PERFORMANCE

15TDI R8dps

062

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

PERFORMANCE

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



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

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

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. >>

19" 10-spoke Y design
(Polished finish)

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



R8 V8

R8 V10

R8 V10 plus

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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

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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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19" 5-double-spoke Y design
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Front 235/35, rear 295/30
summer performance tires¹
Standard



R8 V8

R8 V10

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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



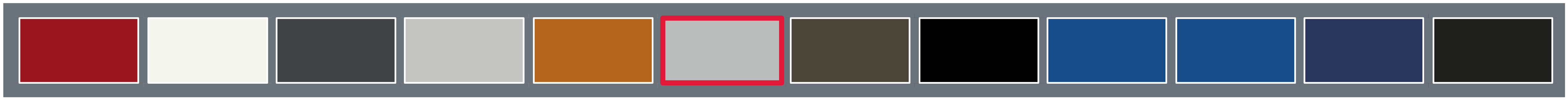
EXTERIOR COLORS

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

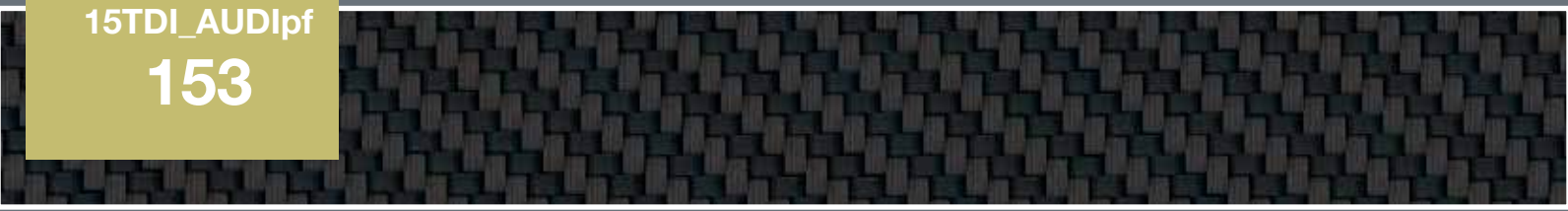


EXTERIOR COLORS

Panther Black crystal

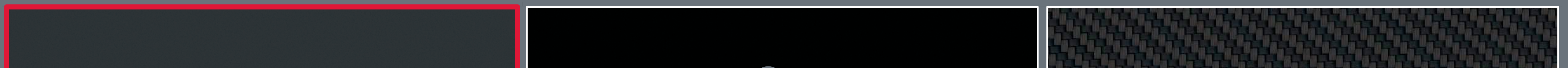


Deep Black Silk matte¹

	15TDI_AUDIpf 163		15TDI_AUDIpf 071		15TDI_AUDIpf 153
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1 Tap here for important decorative inlay information. >>

Deep Black Silk matte¹



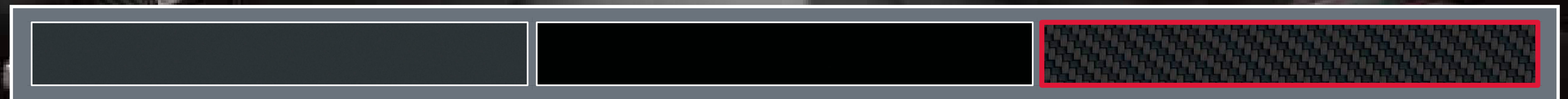
1 Decorative inlay options will vary based on model and interior color combination.

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

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				+
Infotainment/Technology				+



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1 Tap here for important information about this brochure. >>