

The models and equipment versions illustrated and described in this brochure and some of the services listed are not available in all countries. Some of the cars illustrated are equipped with optional equipment for which an extra charge is made. Details concerning the delivery specifications, appearance, performance, dimensions and weights, fuel consumption and running costs of the vehicle were correct to the best of our knowledge at the time of going to press. Deviations from the colours and shapes shown in the illustrations may occur. No liability is accepted for errors and printing errors. The right to introduce modifications is reserved. Not to be reproduced, including in part, without the written approval of AUDI AG.

This brochure is printed on paper made from pulp bleached without the use of chlorine.

AUDI AG
85045 Ingolstadt
www.audi.com
Valid from April 2007

Printed in Germany
733/1100.75.18

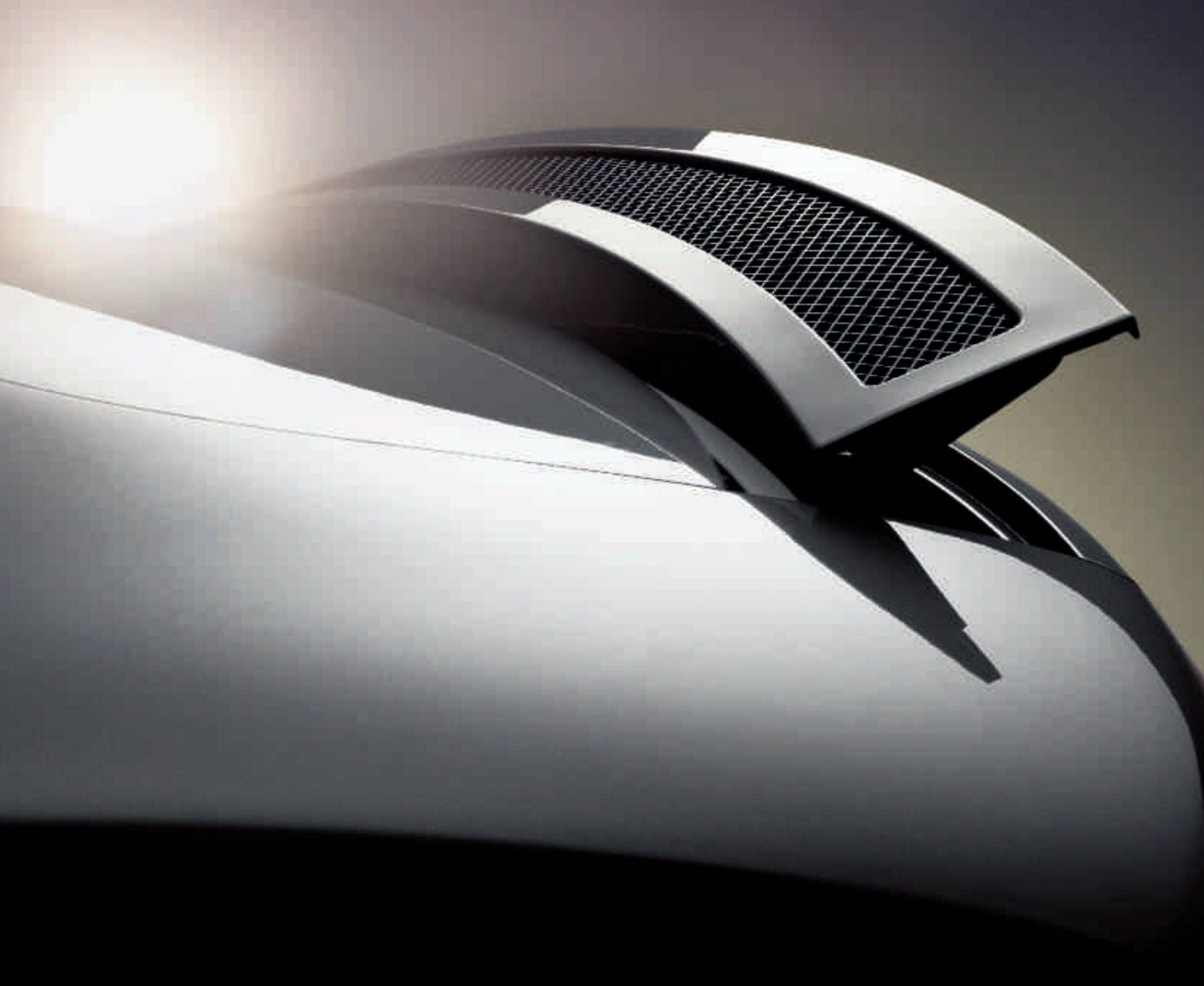
A8

The design of the new R8 is a clear statement. Its close relationship with design studies like the Audi quattro spyder and the Le Mans quattro are unmistakable. Its sporty, slimline single-frame is flanked by distinctive headlights.

It carries the four rings for the first time on the bonnet, which further underlines its unique appearance.

Together with the wide air intakes it gives the new Audi R8 a front end which leaves you in no doubt: you are looking at a performance-orientated sports car.

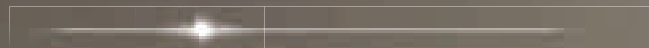


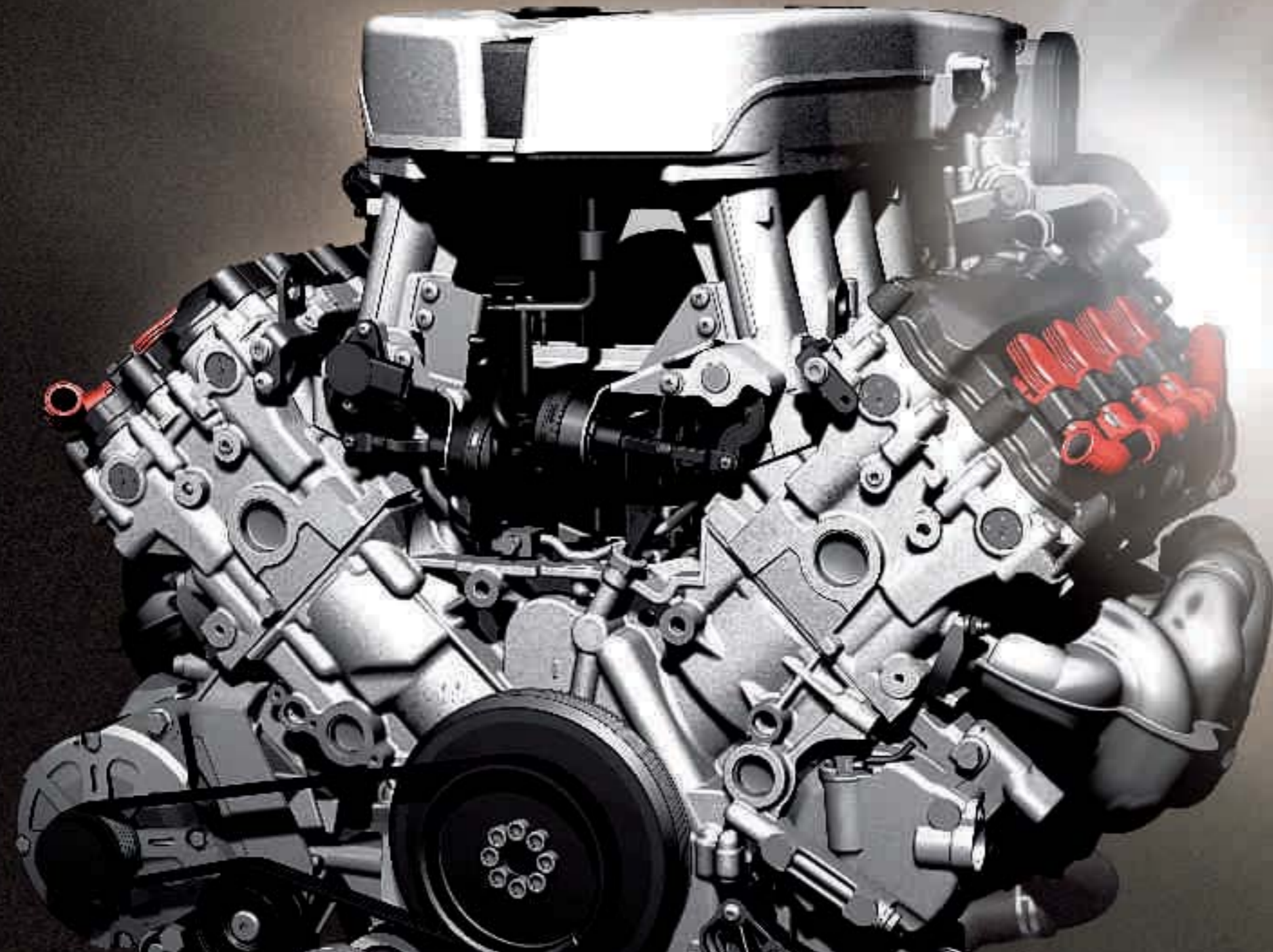


The rear spoiler is automatically extended at 100 km/h and is retracted sleekly back into the vehicle silhouette at 35 km/h. The spoiler can also be activated by pressing a button.

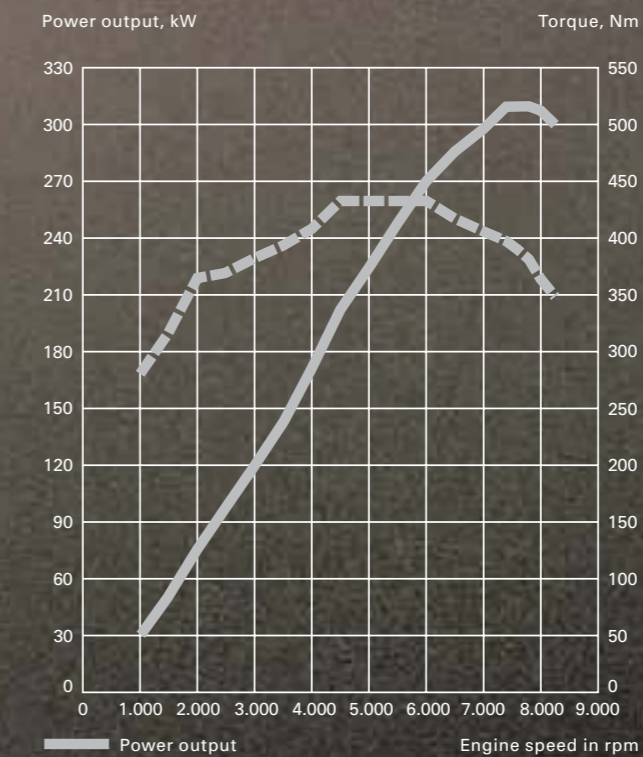
The key to the distinctive appearance of the front of the R8 is its headlights, which incorporate LED daytime driving light technology.

The characteristic rear lights of the R8 are also LED lights and stand for maximum technical precision.





The V8 mid-engine with 4.2 litre capacity and 4-valve FSI® technology delivers 309 kW and accelerates the Audi R8 to 100 km/h in 4.6 seconds. The engine speed rises to a maximum 8,250 rpm in the process. The 430 Nm maximum torque guarantees heart-stoppingly thrilling propulsion. Top speed is 301 km/h. These figures will mean something immediately to those who share our enthusiasm for sports cars. However, they are just the numbers behind what's really exciting about the R8, and that doesn't translate into figures: maximum driving thrill.



Instead of deriving all its power from its displacement, the compact mid-engine of the R8 also utilises an innovative high engine speed concept (HDZ). The engine thereby develops an enormous amount of propulsion over a wide speed range up to a max. 8,250 rpm. Even at low speeds the long-stroke unit makes available a lot of torque and puts on a convincing show of agility and spontaneous response.

Since so much thrust, in combination with the excellent suspension of the R8, generates correspondingly high lateral acceleration forces, the car is fitted with a typical racing car dry sump oil system. A flat oil sump, a drain pump and a separate oil tank replace the deep oil sump of a conventional engine. The oil tank ensures that the pressure pump is supplied with lubricant in all driving conditions and therefore ensures a uniform oil feed.

The
desire
to give free rein to power.





The appearance of the R8 pays homage to its technology. Powerful lines visualise the enormous propulsion generated by every touch of the accelerator.





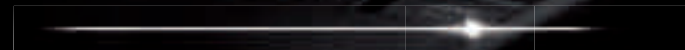
This car has racing genes. And you can feel them on the road. Like practically no other sports car the R8 offers the feeling of direct control over almost limitless power. So direct and intense, you will feel you are at one with the technology.





The excellent performance of the new R8 is experienced in an environment characterised by a close symbiosis of dynamics and lifestyle. The unique monoposto-style cockpit shows once again the close relationship with motorsport. It echoes the typical racing car driver's cockpit. The monoposto is integrated into the dashboard as a self-contained element. It combines cowl, combination instrument panel and steering wheel with a frame to form a single harmonious unit.

You know straight away that you are sitting in a sports car which is geared absolutely to the driver. The high centre console, with joystick for the optional R tronic, will win you over, as indeed will the manual shift lever, the clear focus in both cases being on refined ergonomics and performance. Like everything else in the R8, the 3-spoke sports steering wheel with a flattened steering wheel rim base and the standard sports seats radiate an elegant sportiness. It goes without saying that the finish is top quality. The final convincing argument. Storage areas behind the seats for up to two sets of golf clubs finish off the interior concept of the new Audi R8.







The

claim

to make Vorsprung durch Technik a real liveable experience.



Audi R8

Model	R8 4.2 FSI quattro	R8 4.2 FSI quattro R tronic	
Engine type	V8 petrol engine with direct fuel injection	V8 petrol engine with direct fuel injection	
Displacement in cc (valves per cylinder)	4163 (4)	4163 (4)	
Max. output¹ in kW at rpm	309/7800	309/7800	
Max. torque in Nm at rpm	430/4500–6000	430/4500–6000	
Power transmission/wheels			
Type of drive	quattro® permanent all-wheel drive	quattro® permanent all-wheel drive	
Transmission type	6-speed manual transmission	R tronic sequential 6-speed transmission	
Wheels	Cast aluminium wheels, size 8.5 J x 18 front, size 10.5 J x 18 rear	Cast aluminium wheels, size 8.5 J x 18 front, size 10.5 J x 18 rear	
Tyres	235/40 front, 285/35 rear	235/40 front, 285/35 rear	
Weights/capacities			
Unladen weight² in kg	1560	1565	
Gross vehicle weight in kg	1860	1865	
Fuel tank capacity, approx. l	75	75	
Performance/consumption³			
Top speed in km/h	301	301	
Acceleration 0–100 km/h in s	4.6	4.6	
Fuel grade	SuperPlus unleaded 98 RON ⁴	SuperPlus unleaded 98 RON ⁴	
Fuel consumption⁵ in l/100 km	urban	22.1	20.4
	extra-urban	10.2	9.6
	combined	14.6	13.6
CO₂ emissions⁵ in g/km	urban	528	487
	extra-urban	244	230
	combined	349	325
Emissions standard	EU4	EU4	

Notes

- ¹ The value stated was calculated using the specified measurement procedure (current applicable version of Directive 80/126 9/EEC).
- ² Weight of car, unladen, without driver (calculated in accordance with the current applicable version of Directive 92/21/EEC). Optional equipment may increase the car's unladen weight and drag coefficient, whereupon the possible payload limit and the top speed will be reduced accordingly.
- ³ A vehicle's fuel consumption and CO₂ emissions do not just depend on how efficiently the vehicle uses the fuel but are also affected by driving behaviour and other non-technical factors. CO₂ is the greenhouse gas primarily responsible for global warming.
- ⁴ If this is not available: Super unleaded (95 RON); power output will be slightly reduced.
- ⁵ The values stated were calculated using the specified measurement procedure (current applicable version of Directive 80/126 8/EEC). The figures do not refer to one individual vehicle and do not form part of any offer, but rather should be used purely for purposes of comparison between the different vehicle models.

Important note

Inspections are due as shown on the service display.

