



Audi of America Communications

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2012 MY Audi R8 Coupe and Spyder

Herndon, Va., August 15, 2011 — Audi performance and racing knowledge are exemplified in the engineering work of art known as the Audi R8. Available in four versions aside from the limited-edition Audi R8 GT, the R8 provides the exhilaration sought by enthusiasts and automotive purists alike.

The Audi R8 is available as both a Coupe and Spyder, with each style offering two levels of power – a 4.2-liter FSI[®] V8 or a 5.2-liter FSI V10. The V8 generates 430 hp at 7,900 rpm, with 316 lb-ft of torque at 4,500 – 6,000 rpm, while the 5.2 liter achieves 525 hp at 8,000 rpm with 391 lb-ft of torque at 6,500 rpm. Either version can be paired with a manual or automatic R tronic[®] transmission. The R tronic provides extremely quick shifting and can be controlled by paddle shifters on the steering wheel. Audi launch control also is featured with the R tronic, allowing for faster starts by controlling slip. The quattro[®] all-wheel-drive system is standard and ensures additional grip for all driving situations and surfaces.

The ASF[®] technology makes the R8 relatively lightweight while maintaining an extremely rigid frame to enhance performance. The unmistakable exterior design, with its low stance and forward cockpit, contribute to the dynamic look of the R8. A fully enclosed diffuser underbody minimizes lift, and the automatically-deployed rear spoiler ensures that sufficient downforce is deployed. Beautifully designed and prominent sideblades incorporate the air intakes that draw attention to the mid-engine design of the coupe. The engine packaging is meticulously designed to make the view through the glass covered coupe hatch a delight, while aluminum optic engine cooling vents adorn the Spyder.

The R8 Spyder delivers a holistic exterior design with integrated side air intakes that replace the sideblades in order to accommodate the soft top roof. The soft top opens and closes neatly in 19 seconds at up to speeds of 31 mph. The soft top enables tighter packaging when folded and lowers the center of gravity versus a hard top convertible design. The cover for the top is made of a carbon fiber composite, further reducing weight, while triple layer insulation minimizes cabin noise and insulates against cold and heat. The heated rear glass window is integrated into the bulkhead and can be raised and lowered via a switch. An aluminum optic A-pillar and windshield surround add a unique design element visible primarily when the top is down.

The interior of the R8 fully complements the exterior. Sleek and artful, the most prominent feature of the R8 interior is the monoposto design that features a large arch sweeping around the dashboard. With the wheels pushed to far corners of the R8, its maximized wheelbase provides a comparatively generous amount of interior space. Seats are constructed of either leather / Alcantara® for the 4.2 or Nappa leather in the 5.2. Thermal-resistant leather used for seats in the Spyder lowers the surface temperature by up to 68 degrees on hot, sunny days. Available leather options abound, allowing owners to customize the R8 to their personal tastes. Other personalization is available with the selection of carbon fiber Sigma interior inlays, door sills and available illuminated door sill inserts displaying the R8 model insignia.

The R8 features advanced technologies for which Audi has become known, including available Audi MMI®, available Audi MMI Navigation plus, and an available Bang & Olufsen® Sound System. The Bluetooth® microphone of the Spyder is integrated into the seatbelt to minimize wind noise while speaking via the Bluetooth system.

ASF construction increases stability and provides an extremely rigid body shell, plus specially constructed front and rear energy absorbing zones provide protection in the event of a collision. ESC contributes to stability, and vehicle occupants are protected by a full complement of air bags, including front, seat and chest side, and knee airbags. A tire pressure monitoring system ensures that owners are warned if pressure falls below a preset threshold.

Model	Retail Price
R8 4.2 quattro (V8) coupe (manual)	\$114,200
R8 4.2 quattro (V8) coupe (R tronic)	\$123,300
R8 5.2 quattro (V10) coupe (manual)	\$149,000
R8 5.2 quattro (V10) coupe (R tronic)	\$158,100
new R8 5.2 GT quattro (V10) coupe (R tronic)	\$196,800
R8 4.2 quattro (V8) Spyder (manual)	\$127,700
R8 4.2 quattro (V8) Spyder (R tronic)	\$136,800
R8 5.2 quattro (V10) Spyder (manual)	\$162,700
R8 5.2 quattro (V10) Spyder (R tronic)	\$171,800

Destination and delivery charge for R8 models is \$1250.

Drivetrain

- 5.2 liter FSI V10 generating 525 hp and 391 lb-ft of torque at 8,000 and 6,500 rpm respectively; redlines at 8,700 rpm
- 4.2 liter FSI V8 generating 430 hp and 316 lb-ft of torque at 7,900 and 4,500 – 6,000 rpm respectively; redlines at 8,250 rpm
- Manual or available six-speed R tronic sequential transmission with launch control
- quattro permanent all wheel drive

Exterior

- ASF technology and aluminum body, resulting in an extremely rigid and high-strength frame
- Double wishbone, aluminum front and rear suspension
- Specially designed 19-in forged wheels
- Audi carbon ceramic brakes with perforated brake discs and available Red anodized brake calipers
- Full LED headlights, daytime running lights and rear lights
- U.S. curb weight:
 - V10 Coupe: 3,803 lb
 - V10 Spyder: 3,979 lb
 - V8 Coupe: 3,605 lb
 - V8 Spyder: 3,858 lb
- Coefficient of Drag = 0.36

Interior

- Aluminum or available leather-covered monoposto arch spanning the cockpit
- Available illuminated door sill inserts
- Available carbon fiber door sill inserts
- Wide variety of seat covering options including leather / Alcantara, Nappa leather; a full leather package is available
- Ten-way power, heated front sport seats with head restraints that feature the Audi backguard system

Technology

- Available Audi MMI Navigation plus with Audi MMI system, including real time traffic
- Premium audio system, with an available twelve-speaker, 465 watt, Bang and Olufsen sound system
- Available Audi music interface for connecting mobile devices

Safety

- Driver, passenger full-size airbags
- Driver, passenger seat-mounted head and chest side airbags
- Driver, passenger knee bags
- Rigid body shell utilizing ASF technology, front and rear crumple zones
- Side intrusion protection consisting of aluminum impact-absorbing beams
- Fuel supply cut off, battery cable interrupt, to reduce risk of fire
- Audi backguard system protects occupant's upper body and supports the head during early stage of impact
- ESC

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Prices listed are the Manufacturer’s Suggested Retail Price and do not include destination charges, taxes, title, options, and dealer charges.