



Lamborghini Gallardo LP 550-2 Spyder The purest form of maximum open-air driving fun

Automobili Lamborghini is expanding the most successful model line ever built under the sign of the bull with a very special car - the new Gallardo LP 550-2 Spyder combines the open spyder body style with purist rear Wheel Drive. This version brings together that stunning level of open-air driving fun that can come only from a super sports car with a folding roof and an unbelievably agile and spontaneous handling.

“With the Gallardo LP 550-2 Spyder, we are expanding the Lamborghini lineup with a purist model that adds yet another dimension of driving fun. This will appeal in particular to a very special group of customers that enjoy a spirited driving style and also like to experience the sheer pleasure of open-air driving,” says Stephan Winkelmann, President and CEO of Automobili Lamborghini. “This special model with rear-wheel drive is a logical expansion of our lineup of spyder models with all-wheel drive.”

The most important technical characteristics of the Lamborghini LP 550-2 Spyder are already recognizable from the model designation - LP stands for Longitudinale/Posteriore, for the mid-engine built longitudinally in front of the rear axle. 550 refers to the power output in hp, and the 2 stands for the drive to the rear wheels. At Lamborghini, the word spyder means the ultimate synthesis of a fascinating, powerfully expressive super sports car design, the ultimate open-air thrill and sheer pleasure for all the senses.

A driving experience of the highest precision

The Lamborghini Gallardo LP 550-2 Spyder with rear-wheel drive is the perfect fit for the kind of sports car driver that enjoys a particularly hands-on and spirited style of driving. The setup is laid out to ensure that the rear end remains reliable and stable at all times, while the front axle steers with the highest level of precision and limits movement to an absolute minimum.

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Thanks to the supremely powerful V10 engine, controlled oversteer is not a problem, although always and only to the extent prescribed by the driver. Its easy-to-control road manners and the ESP assistant system developed for these vehicles make the Gallardo LP 550-2 Spyder an outstandingly safe sports car to drive.

Further developed chassis, drive system and engine

In order to shape this unique character of driving fun and safety, the engineers in Sant'Agata Bolognese carried out extensive modifications to the Gallardo LP 550-2 Spyder, developing it specifically for these new characteristics. Not only was drive concentrated on the rear axle, the vehicle was also completely retuned in all its dynamic details. This includes a specific dampers setting. The aerodynamics were also adapted to account for the change in the distribution of forces.

The vehicle shows out its goods with a rear axle with the 45-percent locking differential, and the adoption of the e-gear transmission. All completed with a fine adaptation of the ESP stability control system. While the standard program puts a priority on stability, the CORSA program allows larger drift angles and delivers a highly intensive appreciation of the full dynamics of the LP 550-2. All the excellent characteristics of the Gallardo chassis are fully retained - its pleasing bodyroll comfort, as well as its excellent directional stability at high speed.

Outstanding performance is guaranteed

The heart of the Gallardo - the 5.2-liter ten-cylinder - was also retuned and its characteristics optimized for rear-wheel drive, delivering that perfect and breathtaking synthesis of high-revving pleasure, pulling power, exuberant temperament and powerful melody in all keys. In the LP 550-2 Spyder, the compact and lightweight power unit delivers 405 kW (550 hp). Thanks to systematic Lamborghini lightweight design and an extremely low dry weight of just 1,520 kilograms, phenomenal performance is guaranteed - the LP 550-2 catapults itself from zero to 100 km/h in just 4,2 seconds. And its top speed of 319km/h guarantees it a place among the ultimate super sports cars. The soft-top of the Gallardo Spyder is designed for unlimited top-speed enjoyment both open and closed.



Careful individualization of the lineup

With the Gallardo LP 550-2 Spyder, Lamborghini is expanding its most successful model line of all time (to-date a total of nearly 11.800 have been built in Sant'Agata Bolognese) with a stunning variant that continues the successful individualization of its lineup. This includes the LP 560-4 Spyder, as well as the ultra-high-performance Gallardo LP 570-4 Spyder Performante, which boasts an even further weight reduction through carbon-fiber lightweight engineering. The latest version among the coupe variants is the Gallardo LP 570-4 Super Trofeo Stradale - the road-going version of the race car featured in the world's fastest single-brand racing series.



Lamborghini Gallardo LP 550-2 Spyder

Technical Data

CHASSIS AND BODY

Frame	Structural aluminium spaceframe, based on aluminium extruded parts welded to aluminium casted joint elements.
Body	Aluminium with thermoplastic "hang on" parts
Suspension	Double wishbones front and rear suspension system, anti-roll bar, anti-dive and anti-squat
ESP	Full ESP System with ABS, ASR and ABD
Brakes	Power vacuum, aluminium alloy callipers: 8 cylinder front callipers and 4 cylinder rear callipers
Ventilated discs (front - rear)	Ø 365 x 34mm - Ø 356 x 32 mm (Ø 14,37 x 1,34 in - Ø 14,02 x 1,26 in)
CCB brakes	Power vacuum, aluminium alloy callipers: 6 cylinder front callipers and 4 cylinder rear callipers
Ventilated discs (front - rear)	Ø 380 x 38mm - Ø 356 x 32 mm (Ø 14,96 x 1,49 in - Ø 14,02 x 1,26 in)
Steering	Power-assisted rack and pinion
Tyres (front-rear)	Pirelli Pzero 235/35 ZR 19 - 295 /30 ZR 19
Wheels (front - rear)	Aluminium alloy, 8.5"x Ø 19"-11"x Ø19"
Kerb-to-kerb turning circle	11,50 m (37,7 ft)
Mirrors	External mirror with electrical closing system
Rear spoiler	Electronically controlled
Airbags	Front "dual stage" driver and passenger airbags, side "head-thorax" airbags

ENGINE

Type	10 cylinders V 90°, DOHC 4 valves, common-pin crankshaft
Displacement	5204 cc (317,6 cu in)
Bore and stroke	Ø 84,5 mm x 92.8 mm (Ø 3,33 in x 3,65 in)
Valve gear	Chain driven, intake and exhaust continuously variable valve timing, electronically controlled
Compression ratio	12,5 : 1
Maximum power	405kW (550 CV) at 8000 rpm
Maximum torque	540 Nm at 6500 rpm (398,3 ft lbs at 6500 rpm)
Emission class	EURO 5 - LEV 2
Emission control system	Catalytic converters with lambda sensors
Cooling system	Two water radiators Oil - to Water cooler Engine and Gearbox radiator
Engine management system	Bosch MED 9
Lubrication System	Dry sump

DRIVETRAIN

Type of transmission	Rear wheel drive with limited slip differential
Gearbox	6 speed + reverse
Optional	As optional, robotized sequential e-gear system with actuation by paddles on the steering column
Clutch	Double plate, Ø 215 mm (Ø 8,46 in)
Rear Differential	45% limited slip

PERFORMANCE

Top Speed	319 km/h (198,5 mhp)
Acceleration (0-100 km/h [0-62 mph])	4,2 sec.
Acceleration (0-200 km/h [0-124 mph])	13,4 sec.

DIMENSIONS

Wheelbase	2560 mm (100,8 in)
Overall length	4345 mm (171,06 in)
Overall width	1900 mm (74,8 in)



Overall height	1184 mm (46,6 in)
Track (front - rear)	1632 mm - 1597 mm (64,3 in - 62,9 in)
DRY Weight	1520 kg (3351 lb)
Weight distribution (front-rear)	Front 43% - rear 57%

TANK CAPACITIES

Fuel tank	80 litres (21,16 US gal)
Engine oil	10 litres (2,6 US gal)
Engine coolant	20 litres (5,3 US gal)

CONSUMPTION*

	E-Gear Transmission
Urban cycle	20,8 l/100Km (13 mpg)
Extra urban cycle	9,7 l/100Km (20 mpg)
Combined	13,8 l/100Km (16 mpg)

Manual Transmission

Urban cycle	22,7 l/100Km (12 mpg)
Extra urban cycle	10,3 l/100Km (20 mpg)
Combined	14,8 l/100Km (14 mpg)

* In accordance with Dir. EC/2004/3