



Press Release

Lamborghini Huracán LP 610-4 Spyder: Performance and lifestyle under the open sky

- Inspiring Huracán technology and performance with open air emotion
- Electrohydraulic, lightweight soft top for pure Spyder feeling
- Smart aerodynamic solutions for maximum open-top driving comfort
- Naturally aspirated 5.2 l V10 engine with 449 kW/610 hp, 0 - 100 km/h in 3.4 seconds, top speed 324 km/h (201 mph)
- 'Cylinder on demand' technology in combination with stop-and-start system for lower CO₂-emissions

Sant'Agata Bolognese/Frankfurt, 14.09.2015 - Automobili Lamborghini presents the new Huracán LP 610-4 Spyder at Frankfurt International Motor Show. The open top version of the Huracán LP 610-4 combines the power and performance of the coupé with the emotion of open-air driving.

"The Huracán LP 610-4 Spyder is the next chapter in the success story of the naturally aspirated V10 Huracán, and continues a Lamborghini tradition of open air motoring," says Stephan Winkelmann, President and CEO of Automobili Lamborghini. "The Huracán Spyder combines the innovation, performance and appeal of the Huracán coupé, with new technologies and an added emotional dimension. Its predecessor, the Gallardo Spyder, was the best-selling open top model in Lamborghini's history: we expect the Huracán Spyder to exceed its predecessor in every way."

The new Huracán Spyder stands for inspiring technology, outstanding quality and breathtaking performance. Luxurious comfort with a pure and dynamic design ensures the convertible version of the Huracán is an iconic Lamborghini in its own right. Its lightweight, electrohydraulic soft top gives the new Lamborghini a distinctive presence with roof both open and closed, and maximum comfort for driver and passenger with uncompromising handling and performance.

The naturally aspirated 5.2l V10 engine produces 449 kW / 610 hp. The new

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Huracán LP 610-4 Spyder accelerates from 0 to 100 km/h (62 mph) in 3.4 seconds, with a top speed of 324 km/h (201 mph). The Spyder also includes new technical features of the 2016 model year Huracán family, including 'cylinder on demand' in combination with 'stop start', and a new electronically controlled all-wheel drive set-up for even improved driving behavior.

Design and the new soft top solution

The Huracán Spyder demonstrates the latest evolution of Lamborghini's characteristic design language. It provides outstanding visual impact while adhering to the Lamborghini principle of 'form follows function': the Lamborghini Huracán LP 610-4 Spyder is as exciting to look at as it is to drive.

The most distinctive feature of the Huracán Spyder is its new soft top. The roof is available in three different colors: black, brown and red. Even with the roof up, the lines of the Spyder differ significantly from those of the coupé. At 4.46 meters (175.59 in) long and 1.92 meters (75.59 in) wide, the Lamborghini Huracán Spyder stands just 1.18 meters (46.46 in) high. The lightweight soft top fits perfectly into the Spyder's silhouette while up, and when down is hidden away into the most efficient space possible, maintaining the Spyder's perfect center of gravity and revealing the athletic and equally powerful lines of the open car. Hidden automatic pop-up safety bars do not spoil the open car's low silhouette.

The new electrohydraulic, lightweight soft top opens via a button positioned on the central tunnel in just 17 seconds up to a driving speed of 50 km/h (31 mph). Whether the soft top is up or down, the driver can also electronically open the rear window, which functions as a windshield when closed and when open, as an amplifier of the unique engine sound of the naturally aspirated V10.

With the roof down, a distinctive design solution with two movable fins has been developed. The fins become visible during the opening process, rising out of the folding roof casing and perfectly defining the design of the open car. Enhancing the car's low, powerful appearance, these rear fins that start at the seatbacks continue the roof line to the rear, perfectly shaping the side view of the Spyder. An integrated duct reduces turbulence in the headroom during open top driving.



For even further comfort there are two removable lateral wind guards damping the lateral aerodynamic pulsations, thus ensuring perfect acoustic comfort that allows a conversation even at high speeds. Aerodynamic studies have resulted in leaving the upper part of the windshield free from any wind nets or mobile spoilers. A simple wind brace is discreetly embellished tone-on-tone with the Huracán Spyder's logo, or can be additionally personalized.

Last but not least, the two fins contribute to optimizing airflow through the engine compartment, which is covered by a slatted engine bonnet specific to the Spyder. The air intakes of the engine compartment are painted in black.

Chassis

The hybrid chassis of the Huracán Spyder LP 610-4 combines aluminum components front and rear with extensive carbon fiber elements in the occupants' cell. The exterior skin is made from aluminum.

This lightweight chassis provides exceptional torsional stiffness for an open top car, improved by 40% over its Gallardo predecessor, and delivering the handling precision of a race car whilst forming the backbone of the lightweight engineering concept. The new Spyder boasts a dry weight of just 1,542 kilograms (3,399 lbs), giving it a power-to-weight ratio of 2.53 kilograms (5.57 lbs) per hp.

The Huracán Spyder's outstanding aerodynamics include a fully flat and smooth underbody, while a large diffuser dissipates air beneath the rear end and a fixed spoiler is integrated into the tail. In terms of downforce, the Huracán Spyder exceeds its Gallardo predecessor by 50%, and with roof closed benefits from a very low drag coefficient with wind noise virtually eliminated.



Drive

The naturally aspirated, long-stroke V10 engine delivers its full, engaging potential in the Huracán LP 610-4 Spyder, especially with the top down. Offering the same technical qualities as in the Huracán Coupé, it is a sports car engine at its very best. It is extremely responsive, revs up to 8,700 rpm and composes a richly tuneful and unmistakable symphony of sound. From its 5.2-liter displacement, it generates 449 kW / 610 hp at 8,250 rpm, delivering 560 Nm (413 lb-ft) of torque at 6,500 rpm. The “Iniezione Diretta Stratificata” combines direct and indirect gasoline injection.

The top speed of 324 km/h (201 mph) and the acceleration figures - 0 100 km/h (62 mph) in 3.4 seconds, 0 to 200 km/h (124 mph) in 10.2 seconds - confirm the uncompromised performance of the two-seater Spyder. Thanks in part to the new stop start technology and cylinder on demand, i.e. the deactivation of one cylinder bank under partial load, its ECE standardized fuel consumption is a mere 12.3 liters per 100 km. The Huracán Spyder's CO₂ emissions have been reduced by 14% compared to the Gallardo Spyder, despite a significant increase in performance.

The “Lamborghini Doppia Frizione” (LDF) 7-speed dual-clutch gearbox shifts at lightning speed. At the heart of the transmission is a hydraulic multi-plate coupling. The fully electronically controlled coupling, which is actively cooled for maximum performance, can switch the torque freely between the two axles, with perfect weight distribution of 43/57 front/rear, as in the coupé. At the rear, a mechanical differential lock ensures powerful traction.

As in the coupé, the ANIMA switch (Advanced Network Intelligence Management) on the steering wheel allows various driving modes to be selected, from sporty and dynamic to extreme performance and handling. The three different programs “Strada”, “Sport” and “Corsa” impact the characteristics of the engine, sound, transmission, all-wheel drive and ESC handling system. Working in the background is the LPI system (Lamborghini Piattaforma Inerziale). Six sensors supply information on the car's movement; the LPI then sends the information at lightning speed to all handling systems.



The standard-fit carbon-ceramic brake system provides the Huracán Spyder with immensely powerful and reliable deceleration. The front discs measure 380 millimeters (14.96 in) in diameter and, as an option, Lamborghini also offers painted brake calipers in a choice of colors. There are lightweight aluminum double wishbone suspension arms at all four wheels.

Lamborghini offers the optional LDS (Lamborghini Dynamic Steering) system, which adapts its ratio to the road speed, and magneto-rheological damper control, which changes the damper characteristics in accordance with driver preferences and driving style.

Interior and equipment

An innovative cockpit dominates the interior. The 12.3-inch TFT display can be configured in several modes and offers the driver all key information in a virtual representation, including the optional navigation map. The displays are razor sharp, brilliant and incredibly detailed: the virtual rev counter needle, for instance, is recalculated 60 times a second, ensuring it flows absolutely smoothly even under full acceleration. The TFT display is part of the new standard-fit Lamborghini Infotainment System II.

The driver can control the display functions via the buttons on the steering wheel: the only other operating elements are the shift paddles. The buttons for the soft top and the rear windshield are on the center-tunnel console as is the start button for the V10 engine, located beneath a red cover as in a military jet. The electric seats of the Huracán Spyder are equipped with an ECU that ensures all movements are made without engine wall contact.

The slender dashboard and center console contribute to the elegance of the interior design. The beautifully crafted interior, which can be extensively individualized, conveys refined quality and features Alcantara and fine nappa leather. There are five trim choices - Standard, Elegante, Sportivo with Alcantara, Sportivo bicolor with Alcantara and Sportivo bicolor with soft leather - as well as 17 interior colors.

The soft top is available in black, brown and red, complementing a choice of eleven external colors. The Ad Personam individualization program offers further alternatives, including five matt exterior colors.



Standard fit items contribute to the luxurious lifestyle personality of the Huracán Spyder. These include LED headlamps and rear lights, 20-inch Giano wheels and the new multi-media Lamborghini Infotainment System II with operating terminal on the center-tunnel console. In addition, the new options on offer reflect the high-tech character of the new Spyder. These include the exterior Style package and ranges through the Sensorum ® high end Sound system (available in selected markets) to the Lamborghini Dynamic Steering system.

Production and pricing

The Huracán Spyder LP 610-4 - the '610' denoting the horsepower and the '4' referring to all-wheel drive - is built to uncompromising quality in a state-of-the-art production facility at the Automobili Lamborghini headquarters in Sant'Agata Bolognese. Customer deliveries begin in spring 2016 at a price of 186.450 Euros + taxes.



Technical Data - Lamborghini Huracán LP 610-4 Spyder

BODYSHELL AND

RUNNING GEAR

<i>Chassis</i>	Hybrid chassis made from aluminum and carbon fiber
<i>Bodyshell</i>	Outer skin made from aluminum, and composite material, high quality soft top
<i>Suspension</i>	Aluminum double-wishbone suspension
<i>Springs and dampers</i>	Steel springs and hydraulic dampers. magneto-rheological damper control available as an option
<i>ESC</i>	ESC/ABS characteristics can be adjusted via ANIMA, ESC can be deactivated
<i>Brakes</i>	Hydraulic dual-circuit brake system with vacuum brake servo unit, six-piston calipers at the front, four-piston calipers at the rear
<i>Brake discs</i>	Carbon-ceramic brake discs, \varnothing 380 x 38 mm front, \varnothing 356 x 32 mm rear
<i>Steering</i>	Electromechanical power steering, optional LDS steering with variable ratio
<i>Tires (standard)</i>	Pirelli 245/30 R20 (front) - 305/30 R20 (rear)
<i>Wheels (standard)</i>	8.5J x 20" (front) - 11J x 20" (rear)
<i>Mirrors</i>	Electrically controlled exterior mirrors
<i>Airbags</i>	Full size dual-stage front airbags Full size lateral airbags



ENGINE

<i>Type</i>	Ten-cylinder V, 90°, IDS+MPI dual injection
<i>Displacement</i>	5204 cm ³
<i>Bore / stroke</i>	Ø 84,5 mm x 92,8 mm
<i>Valve control</i>	Intake and exhaust camshafts with continually variable adjustment
<i>Compression ratio</i>	12.7 : 1
<i>Max. power</i>	449 kW / 610 hp at 8,250 rpm
<i>Max. torque</i>	560 Nm at 6,500 rpm
<i>Emissions class</i>	EURO 6
<i>Exhaust treatment</i>	Four catalyts with lambda regulation
<i>Cooling system</i>	Water and oil cooling systems
<i>Engine Management</i>	Bosch MED 17 Master slave
<i>Lubrication</i>	Dry sump

DRIVE

<i>Type</i>	All-wheel drive with electrohydraulic multi-plate clutch
<i>Transmission</i>	7-speed LDF dual-clutch transmission, shift characteristics variable via Drive Select Mode

PERFORMANCE

<i>Vmax</i>	324 km/h (201 mph)
<i>0-100 km/h</i> <i>(0 -62 mph)</i>	3.4 s
<i>0-200 km/h</i> <i>(0-124 mph)</i>	10.2 s



DIMENSIONS

<i>Wheelbase</i>	2,620 mm
<i>Length</i>	4,459 mm
<i>Width</i>	1,924 mm
<i>Width (incl. exterior mirrors)</i>	2,236 mm
<i>Height</i>	1,180 mm
<i>Track front</i>	1,668 mm
<i>Track rear</i>	1,620 mm
<i>Turning circle</i>	11.5 m
<i>Weight (dry)</i>	1,542 kg
<i>Weight/power</i>	2.53 kg/hp
<i>Weight Distribution</i>	43 % (front) - 57 % (rear)

CAPACITIES

<i>Fueltank</i>	83 liters
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*CONSUMPTION***

<i>Urban</i>	17.5 l/100 km
<i>Extra-urban</i>	9.2 l/100 km
<i>Combined</i>	12.3 l/100 km
<i>CO₂ emissions</i>	285 g/km

**** according to Dir. EC/1999/100**