



## Media Information

### **Lamborghini Countach LPI 800-4**

**A design and technology benchmark for modern super sports cars, reimagined for a new era:  
Our legacy to the future**

- **A celebration of the Countach's 50<sup>th</sup> anniversary, the Countach LPI 800-4 is unveiled at The Quail: A Motorsports Gathering, USA**
- **A visionary, futuristic 'few off' produced in 112 units**
- **Exemplifying the Countach's legendary design and engineering preeminence in a pure and novel interpretation**
- **Visionary design meets future technology: V12 hybrid engine with 48 v e-motor and supercapacitor technology delivering 780 cv from thermal unit and 34 cv from electric one**

*Sant'Agata Bolognese/Pebble Beach USA, 13 August 2021* - Automobili Lamborghini unveils the Countach LPI 800-4: a futuristic limited edition paying homage to the Countach's iconic status as a revolutionary design and technology rule-breaker and recreated for the 21<sup>st</sup> century.

Its puristic lines are immediately recognizable from the Countach legacy: the patriarch of modern super sports cars and Lamborghini design. With its aspirated V12 engine combined with Lamborghini's hybrid supercapacitor technology, the Countach LPI 800-4 retains the inimitable V12 experience and sound from its Longitudinale Posteriore (LP) mounted powerplant combined with the hybrid (I) technology developed for the Sián. Delivering 814 cv as maximum combined power (rounded at 800 in the name) from its aspirated powerplant (780 cv) and electric motor (34 cv) to its permanent four-wheel drive transmission, the LPI 800-4 produces peak Lamborghini performance of 0-100 km/h acceleration in just 2.8 seconds, a 0-200 km/h in 8.6 seconds and a top speed of 355 km/h.

"The Countach LPI 800-4 is a visionary car of the moment, just as its forerunner was," says Automobili Lamborghini President and CEO Stephan Winkelmann. "One of the most important automotive icons, the Countach not only embodies the design and engineering tenet of Lamborghini but represents our philosophy of reinventing boundaries, achieving the unexpected and extraordinary and, most importantly, being the 'stuff of dreams'. The Countach LPI 800-4 pays homage to this Lamborghini legacy but it is not retrospective: it imagines how the iconic Countach of the 70s and 80s might have evolved into an elite super sports model of this decade. It upholds the Lamborghini tradition of looking forward, of exploring new design and technology avenues while celebrating the DNA of our brand. It is a Lamborghini that innately expresses the marque's enduring and emotive power: always inspirational and thrilling to see, hear and most of all drive."

### **Countach - the patriarch of modern super sports car design**

The Lamborghini Countach LPI 800-4 is instantly recognizable as the elevated descendant of Countach generations: testament to the lasting impact of the original Countach design that became the poster car of the 1980s and a symbol of automotive and lifestyle ultra-cool. The



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Countach moniker - a fitting expression of surprise and wonder in Piedmontese dialect and pronounced '*Coon-tach*' - is one of very few Lamborghini model names not connected to bulls.

"The first Countach has been present in our Centro Stile as a model for some years now", explains Mitja Borkert, Head of Centro Stile. „Whenever I look at it, it gives me goose bumps and it serves as the perfect reminder for me and the entire design team to design every future Lamborghini in a visionary and futuristic way. This is an unnegotiable part of our DNA, the essence if you so will. The first Countach shaped the Lamborghini design DNA like no other car; the new Countach translates that unconventional and edgy character into the future."

The Countach's distinctive silhouette with the essential line running from front to rear, sharp angles and lines and idiosyncratic wedge shape, innovated modern super sports design as well as future Lamborghini models. The Countach LPI 800-4 develops the characteristic lines of the Countach's five models over nearly 20 years, concentrated into the purest realization of iconic automotive design.

The final outline is pure and uncluttered, with references to the first LP 500 and LP 400 production version. Giving the LPI 800-4 a distinctive Countach face, inspiration was taken from the Quattrovalvole edition in the assertive lines of the front bonnet with long, low rectangular grille and headlights, as well as in the wheel arches with their hexagonal theme. The sharp inclination of the greenhouse adopts the straight lines redolent of the original Countach, adjoining the powerful, clean front-to-rear line. There is no fixed rear wing outside the pure lines, and the air scoops are integrated fluidly in the strong shoulders of the car, embellished with the distinctive Countach slatted 'gills'. The iconic and aerodynamically powerful NACA air intakes cut into the side and doors of the Countach LPI 800-4 while the distinctive Periscopio lines running through the roof to the rear of the car, particularly distinctive if viewed from above, appear to float towards the rear of the car.

The rear of the Countach LPI 800-4 is immediately recognizable from its distinctive inverted wedge shape, with the rear bumper featuring a lower, sleeker line, and the 'hexagonita' design shaping the three-unit rear light clusters. The LPI 800-4 sports the four-strong exhaust tail pipes of the Countach family, connected within the carbon fiber rear diffuser. Access for driver and passenger is of course via the infamous scissor doors, first introduced on the Countach and that have become a Lamborghini V12 signature.

### **Performance engineering for a new era**

The V12 engine of the Countach is as legendary as the design. Mounted longways at the rear together with its forward-cabin layout, the original Countach featured side-mounted radiators from Formula One; forward-facing gearbox and tubular spaceframe technology. It was as revolutionary in its approach to sports car engineering as in its astonishing looks, with its engine position chosen for weight distribution and balance and of course, the aspirated twelve cylinders delivering the most emotive top performance. The Countach developed the best available technologies to produce an extraordinary car: this visionary philosophy is reflected in the Countach LPI 800-4, taking the pinnacle of current Lamborghini technologies and engineering to produce the performance expected from a Countach in 2021.



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“The engineering team that developed the original Countach advanced Lamborghini’s pioneering technical approach, delivering unexpected innovations and the best performance available in a production car,” says Lamborghini Chief Technology Officer Maurizio Reggiani. “That spirit inherently drives Lamborghini R&D, resulting in the pioneering hybrid technology in the LPI 800-4, and the emotive driving experience and top-line performance expected from a flagship V12 Lamborghini.”

The Lamborghini V12 6.5 liter engine, outputting 780 cv, is combined with a 48 volt e-motor mounted directly on the gearbox providing a further 34 cv for immediate response and increased performance: it is the innovative and unique architecture Lamborghini developed for Sián, that is the only mild-hybrid technology to create a direct connection between electric motor and wheels, preserving the pure V12 behavior. The e-motor is powered by a supercapacitor providing three times more power compared to a lithium-ion battery of the same weight.

The monocoque chassis and all the body panels are in carbon fiber, provide the optimum lightweight solution as well as exceptional torsional stiffness: the Countach LPI 800-4 has a dry weight of 1595 kg for a dry weight to power ratio of 1,95 kg/cv. Visible exterior carbon fiber features are available in the front splitter, around the front window and wing mirrors, engine bonnet cover air intakes and rocker panel and it is always present in specific interior details. Moveable air vents produced by the state-of-the-art 3D printing technology, and a photocromatic roof - changing from solid to transparent at the push of a button - act as a reminder that this car, despite its historic inspiration, is a future automotive screensaver for the 21st century.

### **World debut at The Quail: A Motorsports Gathering, USA**

The Countach LPI 800-4 is unveiled today at The Quail, USA in a dedicated color Bianco Siderale, containing a hint of pearlescent blue and reminiscent of Ferruccio Lamborghini’s own Countach LP 400 S, complete with red and black leather heritage interior. The interior also takes design cues from the original Countach within the context of a modern car. The classic and luxurious leather features geometric stitching on the specially designed comfort seats and dashboard, sporting a square motif referencing the bold style and optimism of 1970s design and technology.

The Countach LPI 800-4 20” (front) and 21” (rear) wheels are created in the ‘telephone’ style of the 1980s, fitted with carbon ceramic brake discs, and Pirelli P Zero Corsa tyres.

Owners of the exclusive limited edition Countach LPI 800-4 can choose from a range of heritage exterior paint options, mostly in solid colours, such as the iconic Impact White, Giallo Countach and Verde Medio. Otherwise, the contemporary palette offers modern paintings, mostly metallic colors, such as Viola Pasifae or Blu Uranus.

An 8,4” HDMI center touchscreen unique to the LPI 800-4 manages car controls including Connectivity and Apple CarPlay. It also includes a unique button entitled ‘Stile’ (Design): pressed, it explains the Countach design philosophy to its privileged audience.

Produced in a run of 112 units, the number denotes the ‘LP 112’ internal project name used during the original Lamborghini Countach’s development. The Countach LPI 800-4 will be delivered from



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first quarter 2022 to owners worldwide, privileged to drive a piece of automotive history reimagined for the future.

## Technical Data - Lamborghini Countach LPI 800-4

### CHASSIS AND BODY

Chassis	Carbon fiber monocoque with aluminum front and rear frames
Body	Full exterior body and interior trims (rear panels, door panels, tunnel, luggage compartment) in carbon fiber
Suspension type	Push rod magnetorheological active front and rear suspension with horizontal dampers and springs
Suspension geometry	Aluminum double wishbone fully independent front and rear suspension.
ESP	ESC integrating ABS and TCS with different characteristics according to the driving mode selected
Brakes	Carbon-ceramic brakes with fixed monoblock calipers in aluminum with 6 pistons (front) and 4 pistons (rear)
Ventilated discs (front - rear)	Carbon ceramic brake discs (Ø 400 x 38 mm - Ø 380 x 38 mm)
Steering	Hydraulic assisted power steering, with 3 different servotronic characteristics coupled with Lamborghini Dynamic Steering (LDS) and Rear Wheel Steering (RWS), managed by drive select mode
Steering wheel ratio	10:1 - 18:1
Steering wheel turns lock to lock	2.1 - 2.4
Steering wheel diameter	358 mm
Tires (front - rear)	New Pirelli P Zero Corsa 255/30 ZR20 - 355/25 ZR21
Rims (front - rear)	9"JX20" H2 ET 17.2 - 13" JX21"H2 ET 51.7
Kerb-to-kerb turning circle	11.5 m (37.73 ft.) - average value, variable due to dynamic condition thanks to LRS
Mirrors	External mirrors heated, electrically adjustable and foldable



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Rear spoiler Rear electronically operated spoiler with 3 positions; completely panelled underbody

Airbags Driver, passenger, side airbags. Knee airbags only for specific markets

### IC ENGINE

Type V12, 60°, MPI

Displacement 6,498 cc (396.5 cu. in)

Bore and stroke Ø 95 mm x 76.4 mm (3.74 in. x 3 in.)

Valve per cylinder 4

Valve gear Variable valve timing electronically controlled

Compression ratio 11.8 ± 0.2

Maximum power 780 CV (574 kW) at 8,500 rpm

Specific Power output 120 CV/l (88.3 kW/l)

Maximum torque 720 Nm (531 lb.-ft.) @ 6,750 rpm

Engine speed, maximum 8,700 rpm

Emission class EURO 6 - LEV 3

Emission control system Catalytic converters with lambda sensors

Cooling system Water and oil cross flow cooling system with variable air inlets

Engine management system Lamborghini Iniezione Elettronica (LIE) with Ion current analysis

Lubrication system Dry sump

### ELECTRIC POWER UNIT

Supercapacitor voltage 48V

Supercap power density 2400 W/kg

Max operative current 600A



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Max Power	34 CV
Max Torque	35 Nm
Weight e-machine + supercap	34 kg

### **DRIVETRAIN**

Type of transmission	4WD with Haldex generation IV
Gearbox	7 speed ISR, with e-machine installed on the rear wheels output, shifting characteristic depending on drive select mode
Standard	AMT
1 <sup>st</sup> gear ratio	3.909
2 <sup>nd</sup> gear ratio	2.438
3 <sup>rd</sup> gear ratio	1.810
4 <sup>th</sup> gear ratio	1.458
5 <sup>th</sup> gear ratio	1.185
6 <sup>th</sup> gear ratio	0.967
7 <sup>th</sup> gear ratio	0.844
Reverse ratio	2.929
Final drive ratio (rear – front)	2.867 – 3.273
Clutch	Dry double plate clutch, Ø 235 mm (9.25 in.)

### **PERFORMANCE**

Top speed	355 km/h (221 mph)
Acceleration 0-100 km/h [0-62 mph]	2.8 sec.
Acceleration 0-200 km/h [0-124 mph]	8.6 sec.
Braking 100-0 km/h [62-0 mph]	30 m



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### **DIMENSIONS AND WEIGHT**

Wheelbase	2,700 mm (106.30 in.)
Overall length	4,870 mm (191.73 in.)
Overall width (excluding/including mirrors)	2,099 mm (82.64 in.)/2,265 mm (89.17 in.)
Overall height	1,139 mm (44.84 in.)
Track (front – rear)	1,784 mm (70.23 in.) - 1,709 mm (67.28 in.)
Ground clearance (standard – lifting)	115 ± 2 mm (front with lifting 155 mm)
Dry weight	1595 kg (3516 lb)
Total weight permitted	2100 kg (4630 lb)
Weight distribution (front – rear)	43% - 57%

### **CAPACITIES**

Fuel tank	70 liters
Engine oil	13 liters
Engine coolant	25 liters
Luggage compartment	63 liters

### **CONSUMPTION**

### **NEDC cycle**

Urban cycle	Pending homologation
Extra urban cycle	Pending homologation
Combined	Pending homologation
CO <sub>2</sub> emission	Pending homologation



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Photos and videos: [media.lamborghini.com](https://media.lamborghini.com)

Information on Automobili Lamborghini: [www.lamborghini.com](https://www.lamborghini.com)



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