

CLASSIC DRIVER

Lamborghini Murciélago LP640



Lamborghini have updated and improved their flagship model to even greater heights of performance. The latest car, that features both mechanical and styling changes, will be seen for the first time at Geneva.

The new version features considerable innovations in terms of body design and mechanics. Its new name, Murciélago LP640, refers to its engine position - longitudinale posteriore - and to its power output of 640 hp. Designers and engineers have not only focused on reworking the engine, suspension, gearbox, exhaust system, brakes and electronics, but also the interior and exterior design; improvements that make the Murciélago LP640 the most extreme and fastest sports car in its class.

Styling

The Murciélago LP640 now appears even more aggressive, with the new front and rear bumpers contributing significantly to its appearance. The exhaust system terminal has been incorporated within the diffuser on the rear bumper. Other innovations include the rear lights, and the design of the side panels where the area behind the air intake on the right side is practically closed, but the left side features a vast aperture for cooling the oil radiator.

On request an engine hood made of transparent glass can be supplied. The rear view mirrors and the windscreen wipers have been modified to improve aerodynamics and "Hermera" light metal wheel rims have been added. The graphics of the instrument panel lights in the cockpit have been revamped. The interior upholstery also has a new look thanks to the lozenge-shaped stitching.



Engine

Increased bore and longer stroke have boosted the displacement of the classic 60° V-engine from 6.2 litres to 6.5 litres (6,496 cm³). Thus the already extraordinary 580 hp engine power has now been elevated to an impressive peak of 640 hp (471 kW) at 8,000 min⁻¹. The 12-cylinder engine reaches a maximum torque of 660 Nm at 6,000 min⁻¹.

The cylinder head and the entire intake system have been completely reworked, while the crankshaft, camshafts and exhaust system have also undergone innovation. The performance of the Murciélago LP640 means it can now accelerate from 0 to 62mph in 3.4 seconds (0.4 seconds faster than the previous model), with a top speed of over 200mph.

Lamborghini engineers have also concentrated on improving torque development. The drivability of the engine is enhanced by a continuous variable timing system (intake and exhaust side) and a drive-by-wire engine management system. To meet the thermal requirements of the engine, the engineers have included a considerably larger oil radiator and subsequently, the air intake on the left side of the vehicle has been enlarged.

Drivetrain, chassis and brakes

The new Murciélago LP640 features a modified six-ratio gearbox as well as a tougher rear differential and new axle shafts. On request, the e-gear automatic gearbox is also available equipped with the new dedicated "Thrust" (acceleration programme) mode. Like its predecessors, the Murciélago LP640 features permanent four-wheel drive.

Driving, handling and stability at high speed are enhanced by new springs and stabilisers, as well as by a redesigned electronically controlled damper.

The new aluminium Hermera rims measure 8 ½" x 18" (front) and 13" x 18" (rear). The car can be fitted with various sized Pirelli P Zero Rosso tyres. The Murciélago LP640 features 245/35 ZR 18 front tyres and 335/30 ZR 18 rear tyres. For sports use, especially on racetracks, Lamborghini provides optional Pirelli P Zero Corsa (Race) tyres. Pirelli P Sottozero (sub zero) winter tyres are currently being developed.

The ventilated front and rear brake disks measure 380 mm x 34 mm and 355 mm x 32 mm respectively. When particularly high braking performance is required, on request it is possible to equip the vehicle with 380 mm x 36 mm ceramic carbon brakes featuring six-piston brake callipers.



Interior

The seats in the cockpit have undergone the most radical changes; more spacious and equipped with redesigned head restraints, the seats now ensure better comfort. The leather upholstery features lozenge-shaped stitching called Q-citura. The same design is recaptured on the upholstery on the door panels, the panel between the seats and the engine compartment, and on the roof panel. A new instrument panel has been developed with lights featuring a new graphic design, flanked by a new Kenwood car radio with a 6.5" widescreen monitor and DVD, MP3 and WMA player.

An optional navigation system is also available. Like its predecessors, the new Murciélago LP640 can be customised thanks to the special fittings and upholstery packages. For the first time, the renowned characteristic Murciélago Roadster asymmetric and driver-oriented fittings and upholstery are available for the Coupé, featuring a perforated leather driver's seat and door panel.

Thanks to the "Privilegio" customisation programme, any Murciélago LP640 can be transformed into a customised sports car. For example, the cockpit can be enhanced with an extremely refined carbon finish applied to the air conditioning control panel, the control lever console and the parking brake.

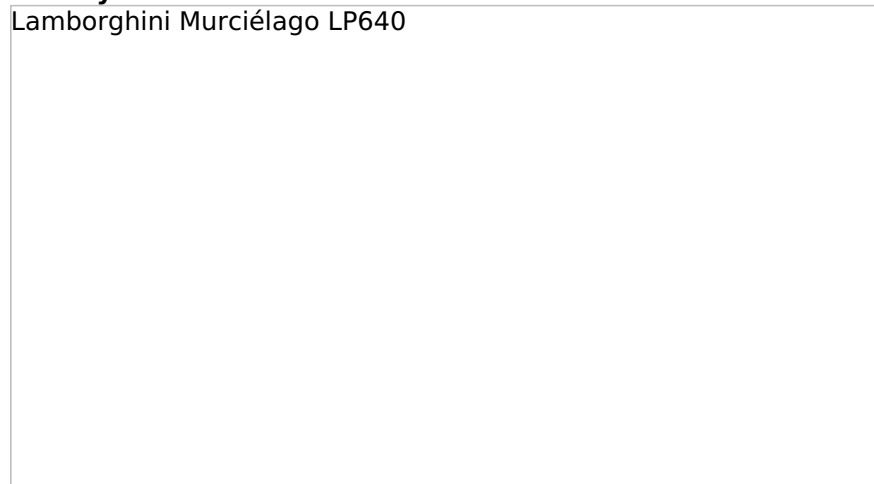
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