



Press Release

Lamborghini Gallardo LP 570-4 Superleggera

Sant'Agata Bolognese, 1st March 2010 - Even more dynamic, lighter, more powerful and stunning - the Lamborghini Gallardo LP 570-4 Superleggera is the new top model in the Gallardo line-up. Its evocative "superlight" badge refers to a driving machine of true sporting character and describes a high-performance and lean automotive athlete. The Superleggera makes its entrance to continue the success of its predecessor, launched in 2007, of which Lamborghini produced and sold no less than 618 in just one year.

Compared with the already lean Gallardo LP 560-4, the weight of the Gallardo Superleggera has been trimmed by 70 kilograms (154 lb). The super sports car from Sant'Agata Bolognese boasts a dry weight of no more than 1340 kilograms (2954 lb) - the lightest road-going model in Lamborghini's range, and a new arrival in one of the most exclusive market niche segments.

One key factor is the exterior and interior components made from carbon-fiber. Carbon-fiber is ideal for the manufacture of sports cars as its use allows for weight reduction and improved mechanical features. The car's performance is thus enhanced thanks to a better weight-to-power ratio and reduced total mass, which means that CO₂ emissions are also lower. Lamborghini has been at the forefront in this material's application for many years, and now the brand is extending its leadership even further.

The V10 power unit with 5.2 liters (317,6 cu in) of displacement generates 419 kW (570 CV*) in the Gallardo Superleggera. This puts the weight-to-power ratio of the new top model at only 2.35 kilograms (5.18 lb) per CV and guarantees breathtaking performance. The Gallardo LP 570-4 Superleggera handles the dash from zero to 100 km/h (0-62 mph) in 3.4 seconds and flies past the 200 km/h (124 mph) mark only 10.2 seconds later, ultimately reaching 325 km/h (202 mph). The engine with "Iniezione Diretta Stratificata" gasoline direct injection also boasts an impressive degree of efficiency. Its fuel consumption and CO₂ emissions have been reduced by 20,5 percent compared to the previous model.

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The Gallardo Superleggera is an uncompromising driving machine. Its running gear, with its mighty braking system, has a dedicated and exceptionally precise set-up, while its 19-inch wheels, Pirelli P Zero Corsa, clad in Pirelli sports rubber, are extremely light. The Lamborghini Gallardo LP 570-4 Superleggera brings a whole new meaning to the term “super sports car”.

Design and aerodynamics

The beauty of power

The elegance of every Lamborghini rests on both its extreme power and precise functionality. The Gallardo LP 570-4 Superleggera's bodyshell is sculptured and completely free from stylistic additions. Dimensions define the contours of a dynamic wedge - 4.39 meters (172,7 in) long, 1.90 meters (74,8 in) wide, but only 1.17 meters (45,9 in) high.

Exterior modifications are all directed at increasing aerodynamic effects. Working closely with wind tunnel experts, the designers from Lamborghini's Centro Stile remodeled the front bumper - three-dimensional, deeply recessed elements form trapezoidal frames for the large air intakes. Together with the V-shaped, sharply defined nose and the LED daytime running lights, the black elements give the front end a razor-sharp look, reminiscent of Lamborghini's top model. The new design increases the supply of cooling air and improves the downforce on the front axle.

The modifications to the fully-covered underbody, which include new sill elements and a redesigned diffuser incorporating four large tailpipes, help to achieve better aerodynamic results. The Gallardo Superleggera sports a small rear spoiler as standard. A big rear spoiler is available as an option.

The bodyshell

Intelligent lightweight engineering

The model on which the Gallardo LP 570-4 Superleggera is based, the Gallardo LP 560-4, is already a prime example of Lamborghini's lightweight engineering philosophy, with its dry weight of 1410 kilograms (3108.5 lb). Its bodyshell is made from aluminum, with moulded node elements and extruded parts forming an extremely stiff framework into which the aluminum panels are integrated. The spaceframe structure is impact-resistant and forms the basis for the super sports car's precise handling.



Against this background, the task of reducing the weight by a further 70 kilograms (154 lb) presented a huge challenge to Lamborghini engineers - the target figure, a weight-to-power ratio of 2.35 kilograms (5.18 lb) per CV, sets a new best among the competition. Lamborghini engineers handled the task as they usually do - with hi-tech competence and aesthetic flair.

The rear windshield and side windows are made from robust and resistant polycarbonate. The engine cover also includes a polycarbonate window, beneath which the V10 engine is displayed like a technical work of art. The long cover section runs from the roof to the rear of the vehicle and is made from carbon-fiber. Engineers also selected carbon-fiber for the rear spoiler, sills, diffuser, parts of the underbody paneling and the fine exterior mirror casings.

With its minimal weight and extremely high rigidity, carbon-fiber is the ideal material for a super sports car. As far back as the 1980s, Lamborghini was already gathering experience in this field with the Countach. Today, some parts of the Murciélago's structure are made from carbon-fiber. In order to secure this leading position even further, the brand from Sant'Agata Bolognese established a center of excellence for carbon-fiber materials, where specialists are developing components, working with efficient manufacturing technologies.

Lamborghini's carbon-fiber strategy is further proven by its foundation of the "Automobili Lamborghini Advanced Composite Structures Laboratory" (ACSL) at the University of Washington in Seattle, USA. Lamborghini provides support to the facility and its long-term, co-operative research work in the fields of aeronautics and astronautics, together with the composite materials' application within the automotive sector. Alongside the University of Washington, aircraft company Boeing is also among Lamborghini's partners.

The aircraft manufacturer commands enormous expertise in the field of composite materials. With the new Type 787 Dreamliner, Boeing has developed the world's first commercial aircraft built entirely from carbon-fibre. Thanks to its superior characteristics, it consumes around 20 percent less fuel than a conventional aeroplane.



The interior and the use of carbon-fiber

Altogether, carbon-fiber components make up 40 (88 lb) of the 70 kilograms (154 lb) saved on the Gallardo Superleggera. In the interior, too, engineers aimed to reduce weight as much as possible. The center tunnel cover, the door panels and the surround of the e-gear automated manual transmission lever are made from carbon-fiber. The high-end material is also used for the sports seats' shells. They make a significant contribution to the overall weight reduction.

Just like the rest of the cockpit, the sports seats are clad in lightweight Alcantara instead of leather. At Lamborghini, weight reduction is in no way synonymous with sacrifice - the Gallardo LP 570-4 Superleggera is still equipped with air conditioning and electric powered windows as standard.

Lamborghini has built on this strength - the interior is crafted with passionate attention to the tiniest detail; high quality materials indulge both visually and sensually.

The interior, including roof and mats, retains the Lamborghini Gallardo's black finish. As a contrasting color for elements such as seat trims and stitching, customers can choose among green, yellow, orange and two shades of gray. They match exterior paint finishes in Verde Ithaca, Giallo Midas, Arancio Borealis, Grigio Telesto, Nero Noctis and Bianco Monocerus.

The engine

10.2 seconds from zero to 200 km/h

In the Gallardo LP 570-4 Superleggera, LP stands for "longitudinale posteriore" and refers to the orientation of the V10 engine - which is mounted longitudinally behind the driver, just like every Lamborghini engine. The number 570 refers to the maximum power output in CV, which equates to 419 kW and is available at 8,000 rpm. Equally impressive is the pulling power - the torque curve peaks at 540 Nm (398,3 ft lbs) at 6,500 rpm. The increase of 7 kW (10 CV) is the result of the new dedicated engine management strategy.

The V10 has a displacement of 5204 cm³ and achieves a specific output of 80.5 kW (109.6 CV) per liter. Special features on this long-stroke engine with an aluminum crankcase include dry sump lubrication and a cylinder



angle of 90 degrees. Both solutions lower the center of gravity, thus improving the handling dynamics. To ensure an ideal combustion chamber fill, the engine has an adjustable intake manifold and continuous control of the chain-driven camshafts.

The crankshaft is conceived as a dual-plane crank - the connecting rods of opposing pistons share one bearing. This configuration delivers alternating ignition intervals of 54 and 90 degrees; a unique sequence that is the reason for the compelling, racing car-like sound of the V10. As the revs rise, resounding bass notes are overlaid with razor sharp harmonics.

The powerful V10, combined with the model's weight reduction, gives the Gallardo Superleggera LP 570-4 breathtaking performance. The car accelerates zero to 100 km/h (0-62 mph) in just 3,4 seconds, 0 to 200 km/h (0-124 mph) in 10,2 seconds - then continues relentlessly to its top speed of 325 km/h (202 mph).

The Gallardo Superleggera is also considerably more efficient - compared with its predecessor, its fuel consumption in the EU driving cycle is reduced by 3,5 liters per 100 kilometer (0,9 gal), or 20,5 percent, to 13,5 liters/100 km (16 mpg). This improvement is partly due to the "Iniezione Diretta Stratificata" gasoline direct injection, which injects fuel into the combustion chambers at pressures of up to 100 bar. The tumbling mix cools the combustion chambers, which enables a very high compression ratio of 12.5:1 which, in turn, increases efficiency.

Power transmission

Traction without compromise

The Gallardo LP 570-4 Superleggera comes with the e-gear transmission operated via steering wheel paddles, as standard. The automated system with electronic management shifts through its six gears extremely smoothly and far more quickly than could be achieved by human reflexes.

The e-gear control unit has three operating modes, two of which available in automatic. The "Thrust mode" delivers maximum off-the-line performance and is programmed to manage starting revs of around 5000 rpm with minimal wheel slip.

Every single kilometer in the new Superleggera is utterly thrilling - not least because of the relentless traction in practically every situation. This is



largely attributable to the four driven wheels, as indicated by the number 4 in the model name.

The permanent all-wheel drive integrates a central viscous coupling and a 45 percent limited slip differential on the rear axle. In normal circumstances, the power delivered by the V10 is channeled with a ratio of 30:70 to the front and rear axles. The weight distribution of the superlight Gallardo is 43/57 percent front/rear.

In 1993, the Diablo VT was the first Italian super sports car with an all-wheel drive set-up, and Lamborghini has been steadily consolidating its leadership ever since. In fact, thanks to the car's superior traction, Lamborghini drivers can accelerate earlier out of a bend than drivers of rear-wheel drive cars.

The running gear

Even firmer, even more precise

The new Gallardo Superleggera is a highly-concentrated driving machine - it thrills with breathtaking cornering speeds and fast, immediate feedback. Its handling is always precise, stable and predictable.

The running gear layout is derived directly from Lamborghini's motorsport experience. The suspension is aluminum double wishbones. The precise rack and pinion steering keeps the driver very closely connected with the road. The shock absorbers are extremely firm, and the anti-roll bars and suspension mounts have been further reinforced: these features enable the running gear to reach its full dynamic potential. No other model in the Gallardo range is as close to a race car as this one. The development of the Superleggera was heavily influenced by experiences gained from the world's fastest single-brand race series, the Lamborghini Blancpain Super Trofeo.

Another special feature of the Gallardo Superleggera is the wheels. The 19-inch units are aluminum forged and are therefore extremely lightweight - saving 13 kilograms (28.6 lb). The wheel bolts are made from titanium and are also incredibly light and rigid. The tires are 235/35 ZR19 at the front and 295/30 ZR19 at the rear and come from the Pirelli P Zero Corsa series. Developed specifically for the new top model in the Gallardo range, they are closely related to pure race rubber.



Behind the huge wheels are brakes that serve to deliver uncompromising stopping power and are managed by the standard-fit ESP stability control system. The front wheels are served by aluminum eight-piston calipers, with four-piston units at the rear. The ventilated brake discs have a diameter of 365 and 356 millimeters (\varnothing 14.37 x 1.34 in and 14.02 x 1.26 in) respectively. As an optional extra, Lamborghini can fit extremely fade-resistant and lightweight discs made from carbon-fiber ceramic with six pistons at the front. The front ceramic discs have a diameter of 380 millimeters (\varnothing 15 x 1.5 in).

Equipment

Hi-tech for road and track

Alongside its specialized carbon-fiber lightweight components, the Lamborghini Gallardo LP 570-4 Superleggera is delivered ex-works with an array of other high-end features. Highlights include the e-gear transmission - a manual gearbox is also available at no additional cost - the dedicated set-up, the Pirelli sports tires and the sports seats. Alcantara upholstery and a hand-stitched steering wheel also set the interior ambiance.

The range of special equipment is particularly sporty. It includes carbon-fiber ceramic brake discs, four-point seat belts, fire extinguisher and a steel roll cage. Visual impact can be further increased by a rear spoiler and the engine bay for the engine compartment - both from carbon-fiber - as well as colored brake calipers.

For the interior, Lamborghini offers special floor mats and leather steering wheels, a storage package and an alarm system. An additional carbon-fiber package includes center console and instrument panel trim, the parking brake handle, parts of the steering wheel and the door handles. A LED light package illuminates the engine compartment, the interior, and the entry area.

Additional features of special equipment increase comfort, such as the multimedia navigation system, the lifting system which raises the front of the car to enable driving over obstacles, a remote control for opening garage doors and a rear view camera mounted beneath the rear spoiler. Customers who want to personalize their Gallardo LP 570-4 Superleggera, can use Lamborghini's wide-ranging options of the "Ad Personam" individualization program.



Technical data EN & USA

Frame & Body

Frame	Structural aluminium spaceframe, based on aluminium extruded parts welded to aluminium cast joint elements
Body	Aluminium with thermoplastic "hang on" parts and carbon-fiber elements
Rear Spoiler	Fixed, in carbon fiber
Engine cover	In carbon fiber
Suspension	Aluminium double wishbones front and rear suspension system, front and rear anti-roll bar

Airbags

Front	Front Dual Stage driver and passenger airbags, doors with side impact protection; on optional 'comfort' seats only: head/thorax airbag
ESP	Full ESP System with ABS, ASR and ABD

Tyres and wheels

Tyres (Front/rear)	Pirelli P Zero Corsa 235/35 ZR19 front - 295/30 ZR19 rear
Wheels (front-rear)	Aluminium alloy, 8.5" x \varnothing 19" - 11" x \varnothing 19"
Steering	Power- assisted rack and pinion
Kerb-to-kerb turning circle	11,5 m - (37,7 ft)

Brakes

Steel brakes	Ventilated discs (front-rear) \varnothing 365 x 34 mm front - \varnothing 356 x 32 mm rear US - \varnothing 14,37 x 1,34 in - \varnothing 14,02 x 1,26 in Power vacuum, aluminium alloy callipers : 8- cylinder front callipers and 4-cylinder rear callipers
CCB brakes	Ventilated discs (front-rear) \varnothing 380 x 38 mm front - \varnothing 356 x 32 mm rear US- \varnothing 15 x 1.5 in - \varnothing 14 x 1.26 in Power vacuum, aluminum alloy callipers : 6-cylinder front callipers and 4-cylinder rear calipers



Engine

Type	10 cylinders V90°, DOHC 40 valves, direct injection (Iniezione Diretta Stratificata)
Displacement	5204 cc (317,6 cu in)
Compression ratio	12,5 : 1
Bore/stroke	ø 84,5mm x 92,8mm - (ø 3,33 in x 3,65 in)
Air intake system	Variable geometry
Maximum power	419 kW (570 CV*) at 8000 rpm
Maximum torque	540 Nm at 6500 rpm - (398,3 ft lbs)
Engine management system	Bosch MED 9
Cooling system	Engine and Gearbox oil radiators
Cooling system water	Two water radiators
Emission control system	Catalytic converters with lambda sensors
Lubrication system	Dry sump

Drivetrain

Type of trasmission	Permanent 4-wheel drive with viscous traction system
Gearbox	6 Speed + reverse, an optional, robotized sequential e-gear system with actuation by paddles on steering column
Clutch	Double plate ø 215 mm (ø 8,46 in)
Rear differential	45% limited slip
Front differential	Limited slip by ABD function

Performance

Top speed	325 km/h (202 mph)
Acceleration (0-100 km/h [0-62 mph])	3,4 sec.
Acceleration (0-200 km/h[0-124 mph])	10,2 sec.

Dimensions

Wheelbase	2560 mm	(100,8 in)
Overall leghth	4386 mm	(172,7 in)
Overall width	1900 mm	(74,8 in)
Overall height	1165 mm	(45,9 in)
Dry weight	1340kg	(2954 lb)
Weight distribution (front-rear)	43% - 57%	



Capacities

Engine oil	10 litres	(2,6 US gal)
Fuel tank	90 litres	(23,8 US gal)
Engine coolant	20 litres	(5,3 US gal)

EU Consumption with E-Gear**

Urban	20,4 L/100 km
Extra urban	9,4 L/100 km
Combined	13,5 L/100 km
Emission	Euro 5 *** - LEV2
CO ₂	319 gr/km

EU Consumption with manual transmission**

Urban	22,2 L/100 km
Extra urban	10 L/100 km
Combined	14,4 L/100 km
Emission	Euro 5*** - LEV 2
CO ₂	344 gr/km

USA Consumption with E-Gear**

City	14 mpg
Highway	20 mpg
Combined	16 mpg

USA Consumption with manual transmission**

City	12 mpg
Highway	20 mpg
Combined	15 mpg

*The horse power (hp) can be calculated as follows: 1 kW = 1.34 hp

** In accordance with Dir. EC/1999/100

*** MY 2011