

# LAMBORGHINI AVENTADOR LP700-4



## SPECIFICATIONS

**PRICE**  
**AS TESTED** ..... \$412,015  
**BASE** ..... \$393,695

**VEHICLE TYPE:** mid-engine, 4-wheel-drive, 2-passenger, 2-door coupe

**OPTIONS:** transparent engine cover, \$7550; Park Assistance package, \$4900; Elegante interior, \$2250; black wheels, \$1820; gray brake calipers, \$1100; multifunction steering wheel, \$700

**STANDARD:** power windows and locks, remote locking, tilting and telescoping steering wheel

**AUDIO SYSTEM:** CD player; minijack, USB, iPod, media-card, and Bluetooth-audio inputs; 7 speakers

### ENGINE

V-12, aluminum block and heads

**BORE X STROKE** ..... 3.74 x 3.01 in, 95.0 x 76.4 mm

**DISPLACEMENT** ..... 397 cu in, 6498 cc

**COMPRESSION RATIO** ..... 11.8:1

**FUEL DELIVERY SYSTEM** ..... port injection

**VALVE GEAR:** chain-driven double overhead cams, 4 valves per cylinder, hydraulic lifters, variable intake- and exhaust-valve timing

**REDLINE/FUEL CUTOFF** ..... 8500/8500 rpm

**POWER** ..... 691 hp @ 8250 rpm

**TORQUE** ..... 509 lb-ft @ 5500 rpm

### DRIVETRAIN

**TRANSMISSION** ..... 7-speed automated manual

**FINAL-DRIVE RATIO** ..... 2.87:1, limited slip

**FOUR-WHEEL-DRIVE SYSTEM** ..... full time with automatic front-axle engagement

**TRANSFER-GEAR RATIO** ..... 1.24:1

**GEAR RATIO MPH PER MAX SPEED**

**1000 RPM IN GEAR (rpm)**

**1** ..... 3.91 ..... 5.8 ..... **49 mph** (8500)

**2** ..... 2.44 ..... 9.3 ..... **79 mph** (8500)

**3** ..... 1.81 ..... 12.5 ..... **106 mph** (8500)

**4** ..... 1.46 ..... 15.6 ..... **133 mph** (8500)

**5** ..... 1.19 ..... 19.1 ..... **162 mph** (8500)

**6** ..... 0.97 ..... 23.5 ..... **200 mph** (8500)

**7** ..... 0.84 ..... 26.9 ..... **217 mph** (8070)

### CHASSIS

carbon-fiber center section with aluminum front and rear substructures

**BODY MATERIAL:** aluminum stampings/carbon fiber-reinforced plastic/sheet-molded plastic

### STEERING

rack-and-pinion with variable hydraulic power assist

**RATIO** ..... 16.5:1

**TURNS LOCK-TO-LOCK** ..... 2.6

**TURNING CIRCLE CURB-TO-CURB** ..... 41.0 ft

### SUSPENSION

F: ind, unequal-length control arms, pushrod-actuated coil springs, anti-roll bar

R: ind, unequal-length control arms with a toe-control link, pushrod-actuated coil springs, anti-roll bar

### BRAKES

F: 15.7 x 1.5-in vented, cross-drilled, carbon-ceramic disc

### EXTERIOR DIMENSIONS

**WHEELBASE** ..... 106.3 in

**LENGTH** ..... 188.2 in

**WIDTH** ..... 79.9 in

**HEIGHT** ..... 44.7 in

**FRONT TRACK** ..... 67.7 in

**REAR TRACK** ..... 66.9 in

**GROUND CLEARANCE** ..... 4.1-5.7 in

### INTERIOR DIMENSIONS

**SAE VOLUME** ..... F: 50 cu ft

**TRUNK** ..... 5.3 cu ft

R: 15.0 x 1.5-in vented, cross-drilled, carbon-ceramic disc  
**STABILITY CONTROL:** fully defeatable, traction off, competition mode, launch control

### WHEELS AND TIRES

**WHEEL SIZE/CONSTRUCTION** ..... F: 9.0 x 19 in  
R: 12.0 x 20 in/forged aluminum

**TIRES** ..... Pirelli P Zero

F: 255/35ZR-19 (96Y) R: 335/30ZR-20 (104Y)

**SPARE** ..... inflation kit

**INFLATION** ..... F: 33 psi R: 33 psi

### NOTABLE HIGHLIGHTS

Short stroke enables high redline. Carbon-ceramic brakes are standard, but power seats aren't. That tells you where priorities lie. Compared with the old six-speed Murci, it's geared lower in 1-3, taller on top.

## CAR AND DRIVER TEST RESULTS

### ACCELERATION

ZERO TO	SECONDS
30 MPH	1.2
40 MPH	1.8
50 MPH	2.4
<b>60 MPH</b>	<b>3.0</b>
70 MPH	3.7
80 MPH	4.5
90 MPH	5.4
<b>100 MPH</b>	<b>6.4</b>
110 MPH	7.6
120 MPH	8.9
<b>130 MPH</b>	<b>10.5</b>
150 MPH	14.0
170 MPH	19.5
ROLLING START, 5-60 MPH	4.3
TOP GEAR, 30-50 MPH	2.1
TOP GEAR, 50-70 MPH	2.0
<b>1/4-MILE</b>	<b>10.9 sec @ 133 mph</b>
TOP SPEED (DRAG LTD, MFR'S CLAIM)	217 mph

**TEST NOTES:** It's easy to engage launch control; just select "corsa," shut off the stability control, put your foot on the brake, and floor it. Lift the brake, and the clutch engages at 5000 rpm, leaving six feet of smoking skid marks. The automatic upshifts are breathtakingly violent.

### HANDLING

**ROADHOLDING, 200-FT-DIA SKIDPAD** ..... **0.95 g**  
**UNDERSTEER** ..... MINIMAL

**TEST NOTES:** Vairano's "skidpad" is really a parking lot. Pebbles strewn around don't help traction, nor does a ridge down the center, but it's all we had. Like most cars, this Lambo plows slightly, but there's more grip in the car than our numbers tell.

### BRAKING, 70 TO ZERO MPH

FIRST STOP	142 ft
SHORTEST STOP	144 ft
LONGEST STOP	148 ft
FADE RATING	NONE

**TEST NOTES:** Just six feet separate a stop on stone-cold brakes from the sixth stop on hot ones. Amazing. The brakes are fabulous: firm, easy to modulate, good in all conditions. After they get warm, you hear the faint moaning that carbon-ceramic discs make when they're earning back their cost.

### WEIGHT

CURB	4085 lb
PER HORSEPOWER	5.9 lb
DISTRIBUTION	F: 42.5% R: 57.5%
TOWING CAPACITY	0 lb
GVWR	4850 lb

### FUEL

CAPACITY	23.8 gal
OCTANE	91 (required)
EPA CITY/HWY	11/17 mpg
<b>C/D OBSERVED</b>	<b>11 mpg</b>

### INTERIOR SOUND LEVEL

IDLE	55 dBA
FULL THROTTLE	91 dBA
70-MPH CRUISING	76 dBA

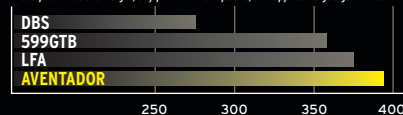
tested by **AARON ROBINSON**  
at Vairano di Vidigulfo, Italy



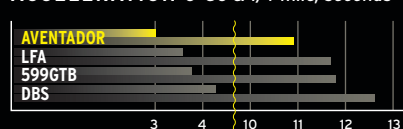
## COMPETITORS

ASTON MARTIN DBS (5.9-LITER V-12, 510 HP, 6-SP MAN)  
FERRARI 599GTB FIORANO HGTE  
(6.0-LITER V-12, 612 HP, 6-SP AUTO-MAN)  
**LAMBORGHINI AVENTADOR LP700-4**  
(6.5-LITER V-12, 691 HP, 7-SP AUTO-MAN)  
LEXUS LFA (4.8-LITER V-10, 553 HP, 6-SP AUTO-MAN)

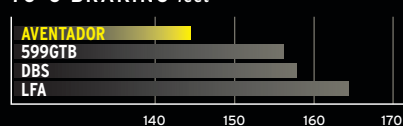
**CURRENT BASE PRICE\*** dollars x 1000  
\*Base price includes freight, any performance options, and applicable gas-guzzler tax.



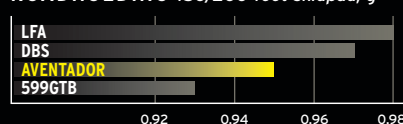
### ACCELERATION 0-60 & 1/4-mile, seconds



### 70-0 BRAKING feet



### ROADHOLDING 150/200-foot skidpad, g



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