

LENGTH	188.2 IN.	WIDTH	79.9 IN.	HEIGHT	44.7 IN.	CURB WEIGHT	3795 LB	SCALE: 10 IN. (254 MM) DIVISIONS
WHEELBASE	106.3 IN.	TRACK, F/R	67.7 IN./66.9 IN.	GROUND CLEARANCE	4.2 IN.	TRUNK SPACE	5.3 CU FT	DRAWING BY TIM BARKER © ROAD & TRACK/HEARST MAGAZINES, INC.

List Price: \$387,000 Standard equipment: AM/FM/CD/MP3, USB jack, Bluetooth, keyless ignition, automatic climate control, xenon headlamps. Options: premium sound system (\$4200), Arancio Argos pearl effect paint (\$4100), dual color sport interior (\$2250), gloss black wheels (\$1820), branding pkg (\$840), gas-guzzler tax (\$3700), dest charge (\$2995). **As Tested: \$406,905**



SPECIFICATIONS

ENGINE

Type/layout	alum. block & heads, V-12/longitudinal
Valvetrain	dohc, variable timing, chain drive
Displacement	6498 cc
Bore x stroke	95.0 x 76.4 mm
Compression ratio	11.8:1
Horsepower (SAE)	691 bhp @ 8250 rpm
Torque	509 lb-ft @ 5500 rpm
Redline/limiter	8500/8250 rpm
Fuel injection	elect. sequential port

ACCOMMODATIONS

Seating capacity	2
Head room	37.0 in.
Seat width	2 x 14.5 in.
Front leg room	45.0 in.
Seatback adj.	20 deg
Seat travel	8.5 in.
Lat. seat support	very good

WARRANTY

Basic warranty	3 years/unlimited miles
Powertrain	3 years/unlimited miles

INSTRUMENTATION

digital speedometer, 9000-rpm tach, coolant and oil temp, oil press., fuel level

ADVANCED SAFETY

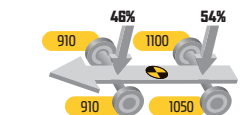
front, knee and side curtain airbags; traction & yaw control

FUEL ECONOMY

Our driving	est 12.0 mpg
EPA city/highway	11/17 mpg
Capacity/range	23.8 gal./275 miles
Recommended fuel	premium

CHASSIS

Layout	mid engine/all-wheel drive
Body/frame	CF, alum./CF, alum.
Brakes	Front: 15.7-in. vented, drilled carbon discs/6-piston fixed calipers Rear: 15.0-in. vented, drilled carbon discs/4-piston fixed calipers
Assist type	vacuum, ABS
Wheels	cast alloy 19 x 9 f, 20 x 12 r
Tires	Pirelli P Zero Corsa; 255/25ZR-19 93Y f, 335/30ZR-20 104Y r
Spare tire	puncture kit
Steering	rack & pinion, adj elect-hydraulic power assist
Steering ratio	15.9:1
Steering wheel	14.1 in. diameter
Turns, lock to lock	2.8
Turning circle	41.0 ft
Suspension	upper & lower A-arms, coil springs, pushrod-actuated tube shocks, anti-roll bar



Test weight with driver: 3970 lb
Weight-to-power ratio: 5.7 lb/bhp

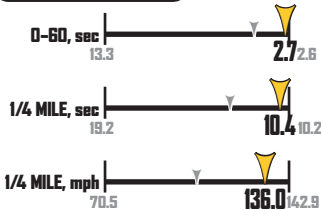
DRIVETRAIN

Transmission:	7-speed PSM		
Gear	Ratio	Overall ratio	(Rpm) Mph
1st	3.91:1	11.21:1	(8250) 49
2nd	2.44:1	6.99:1	(8250) 79
3rd	1.81:1	5.19:1	(8250) 106
4th	1.46:1	4.18:1	(8250) 131
5th	1.19:1	3.40:1	(8250) 162
6th	0.97:1	2.77:1	(8250) 198
7th	0.84:1	2.42:1	(7900) 217
Final drive ratio	3.27:1 f, 2.87:1 r		
RPM @ 60 mph in top gear	2200		

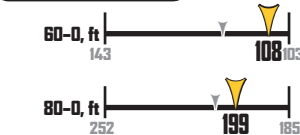
PERFORMANCE

These scales show how the LAMBORGHINI AVENTADOR performs relative to other cars currently in our Road Test Summary. Identified in each category are the extreme values (better →) as well as the median values (↑) of our current test data.

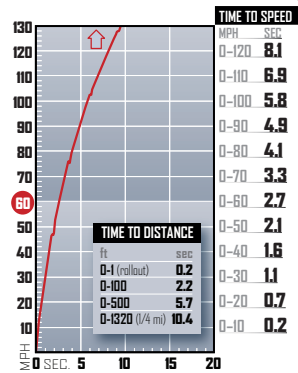
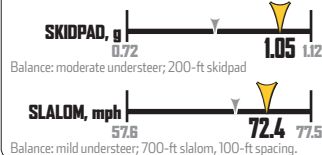
ACCELERATION



BRAKING



HANDLING



INTERIOR NOISE

LIBRARY	30
AT IDLE	58
CONSTANT 50 MPH	76
CONSTANT 70 MPH	78
MAX IN 1ST GEAR	96
JACKHAMMER	100

Sound readings in dBA.

TEST NOTES

TEST CONDITIONS: TEMPERATURE: 59° F • HUMIDITY: 60% • ELEVATION: 150 FT • WIND: LIGHT • LOCATION: NARDO, ITALY

- 1. To activate launch control, select Corsa mode and disable ESC. With your left foot pressing the brake, floor the throttle. Once the tach settles at 5200 rpm, release the brake. The transmission will upshift automatically.
- 2. With a touch more rear brake bias than expected, the P700 rotates easily on the brakes. The pedal has an initial softness that works fine on the street and allows for easy modulation at the track.
- 3. Patience is required to go through the slalom. Although the LP700 initially feels small and nimble, it's still a big car. Turn-in is excellent.